



Report to Denham, Gerrards Cross and Chalfonts Community Board

Date:	Feb. 23rd 2023
Title:	Tilehouse Lane (south) petition for traffic calming
Cabinet Member(s):	Councillor Steven Broadbent
Contact officer:	Neil O'Leary Network Safety Team Leader
Ward(s) affected:	Denham (link to find your councillor)
Recommendations:	Buckinghamshire Council's Network Safety Team support the creation of a Community Speed Watch group in Denham and the installation of infrastructure to permit the deployment of the available MVAS unit in an attempt to alter driver behaviour.
Reason for decision:	The implementation of Community Speed Watch will provide accurate information on traffic speeds, which will in turn provide TVP with information on occurrences of speed in excess of the posted limit allowing for targeted enforcement where necessary. CSW has been successful in reducing the recidivist rate of $\leq 4\%$ of the c. 322,000 vehicles which have passed through the TVP CSW system.

1. Executive summary

- 1.1 Buckinghamshire Council have received an ePetition complete with 62 signatures requesting "the council" to introduce traffic calming measures to reduce traffic speeds on Tilehouse Lane South, Denham.
- 1.2 Based on the Buckinghamshire Council Network Safety Policy and the personal injury data available for Tilehouse Lane, funding for traffic calming measures cannot be provided through the Local Safety Scheme budget.

2. Content of report

- 2.1 Tilehouse Lane Denham presents a number of distinct highway environments along its length. The section subject to this report runs from the junction with Tilehouse Way to the junction with the A412.
- 2.2 This section of Tilehouse Lane (south) is subject to a 30mph speed limit as per the relevant Traffic Regulation Order, 30mph terminal signs are present at the junction with the A412 North Orbital Road. 30mph repeaters are permitted and are present on this section of Tilehouse Lane (south).
- 2.3 Tilehouse Lane (south) is predominately rural in nature with residential properties on the northwestern side, fronted by a grass verge and a footway adjacent to the carriageway. This footway links to a Public Footpath which connects to Tilehouse Lane between the properties know as Riddhi and Sundown. The footpath passes along the southern side of the sports ground and links to a pedestrian refuge on the A412 North Orbital Road approximately 200m north east of the junction with Tilehouse Lane.
- 2.4 The southern end of Tilehouse Lane is marked with a centreline indicating there is sufficient carriageway width for opposing vehicles to pass.
- 2.5 A 'series of bends ahead' warning sign accompanied with a text plate stating, "oncoming vehicles in middle of road", "SLOW" road marking and a 30mph repeater sign are located on the approach to the road / rail underbridge. At this location the centre/warning line is omitted indicating that the carriageway is $\leq 5.5\text{m}$ and 2-way flow may be difficult to achieve at speed.
- 2.6 The Buckinghamshire Council policy, section 6 below, outlines our process with its aim of reducing the number of injuries incurred by those using Buckinghamshire's road network.
- 2.7 Based on the local policy for the identification and development of casualty reduction (Section 6), Tilehouse Lane does not meet the criteria for inclusion in the capital funded Local Safety Scheme programme.

3. Other options considered

- 3.1 There are other potential funding streams available which could be investigated further.
 - a) Funding connected to developments which are granted permission could provide funding for traffic calming. When outlining such agreements, the relevant Neighbourhood Plan is often referenced to identify need.

- b) HS2 has a significant presence in the area and where traffic patterns are altered / influenced by works associated with the HS2 project, funding can be sought for improvements to the local network.

4. Legal and financial implications

- 4.1 Unable to comment in full due to lack of detail on scope of potential works involved.
- 4.2 Traffic calming is subject to statutory public consultation.

5. Corporate implications

- 5.1 At this stage there appear to be no corporate implications

6. Policy Context (local and national)

- 6.1 Buckinghamshire Council's Network Safety Team are responsible for the delivery of statutory obligation under the Road Traffic Act 1988 Section 39. Generally:

- promoting road safety by disseminating information or advice relating to the use of roads.
- prepare and carry out a programme of measures designed to promote road safety

- 6.2 Under the Road Traffic Act each Local Authority must:

1. carry out studies into accidents arising out of the use of vehicles
2. in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of (roads for the maintenance of which they are responsible) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads
3. In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use

- 6.3 By completing 1. above we determine emerging patterns across the county thereby identifying our most vulnerable road users and developing trends. This information informs our Education, Training, Publicity (ETP) work. From this same analysis we identify locations across the county where injury collisions have been reported, this output satisfies 2. above.

- 6.4 The 3rd obligation is covered through the completion of Road Safety Audits in line with the current Buckinghamshire Council Road Safety Audit policy.
- 6.5 Once this analysis has taken place the cluster list and route list will be reordered to account for those locations satisfying 2. above.
- 6.6 In order to make fair and reasonable comparisons across the network, clusters are defined as an occurrence of 5 injury incidents within 50m in a 5 year period. Route/road sections are generated from a table of populated by roads/routes which have witnessed injury collisions over the same 5 year period. The severity of the incident is classified as Slight, Serious or fatal and the list is ranked based on the These reordered lists, with outline mitigation measures, are passed to designers to develop the detailed designs.
- 6.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.
- 6.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.
- 6.9 Based on the personal injury records made available by Thames Valley Police, Tilehouse Lane does not appear on either route or cluster list.
- 6.10 No national policy for the identification of potential Road Safety intervention works currently exists.
- 6.11 No national targets for casualty reduction exist.

7. Local councillors & community boards consultation & views

- 7.1 Unitary Councillors and Community Board Members were invited to provide comments on the petitioners request via email on 13/12/2022.
- 7.2 Cllr. Guy Hollis responded on 13/12/2022 raising 2 points:
 - a) The need to provide “hard evidence” of need for traffic calming – Information provided by TVP covered a 6 day period during Summer months, details not provided to reporting officer. This is sufficient for TVP to support the set up of Community Speed Watch but would provide insufficient information to determine the need for physical traffic calming measures.
 - b) Does the request meet TfB criteria for traffic calming – see section 2.7

8. Communication, engagement & further consultation

- 8.1 Email sent to enquiries@denhambucks-pc.gov.uk 20/01/23 to seek clarification on decision to include Tilehouse Lane on the MVAS rotation and discuss progress on the implementation of Community Speed Watch. At time of writing (09/02/23) no response has been received.
- 8.2 Email sent on 13/12/22 to TVP Traffic Management Officer, to identify any issues raised and gain further information on the proposal to introduce CSW. A response was received on 15/12/22 stating speeds were collected over a 6-day period during Summer 2021.
- 8.3 Feel that further engagement is required through parish councillors Guy

9. Community Board action

- 9.1 TBC

10. Next steps and review

- 10.1 Following Community Board decision next steps and timescales can be determined.

11. Background papers

- 11.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>
- 11.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>
- 11.3 DENHAM PARISH NEIGHBOURHOOD PLAN 2020 – 2036 SUBMISSION PLAN: [Denham Parish Neighbourhood Plan Pre-Submission \(denhambucks-pc.gov.uk\)](https://denhambucks-pc.gov.uk)
- 11.4 30mph Traffic Regulation Order: [Speed Limit Order 2021.pdf \(traffweb.app\)](#)
- 11.5 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)
- 11.6 [London-West Midlands ENVIRONMENTAL STATEMENT November 2013 Volume 5 Technical Appendices Transport Assessment \(TR-001-000\) Part 7: Country assessment Traffic and transport](#)
- 11.7 [LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT Volume 5 | Map books Traffic and Transport](#)

12. Your questions and views (for key decisions)

- 12.1 If you have any questions about the matters contained in this report, please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider, please inform the democratic services team. This can be done by email to democracy@buckinghamshire.gov.uk.

