



Report North West Chilterns Community Board

Date:	7 th September 2023
Title:	ePetition - Speed Calming in Lacey Green
Relevant councillor(s):	Councillor Shade Adoh, Councillor Robert Carington, Councillor Carl Etholen, Councillor Matthew Walsh.
Author and/or contact officer:	Neil O'Leary
Ward(s) affected:	Ridgeway West
Recommendations:	<ol style="list-style-type: none">1. Commission a review of available speed data to determine its suitability as the bases of a formal speed limit assessment2. Liaise with the LAT (Local Area Technician), to determine if maintenance could increase the available width of the existing footway3. Commission a review of options to improve conspicuity of the 30mph gateway; this could include foliage cutback and enhanced signage.4. St John's Church of England (VA) Combined School should re-engage with the Schools' Sustainable Travel team to update and continue their School Travel Plan.

1. Instruction to Community Board

- 1.1 Based on the North West Chilterns Community Board's agreed priorities consider the Recommendations presented in this report.
- 1.2 Where appropriate and subject to meeting agreed Community Board way of working and availability of funding, determine, with the support of the relevant Council Directorate(s) and appropriate parties e.g. Parish/Town Councils, the feasibility of progressing with any number of the Recommendations made.

2. Executive summary

- 2.1 The petitioners request “the council to Investigate and implement traffic calming measures in Lacey Green, in particular the stretch of New Road from Walters Ash to Lacey Green and Main Road around St John’s School.”
- 2.2 Requesting the following:
- a) “THE 40MPH SPEED LIMIT IS CONTINUED FROM RAF HIGH WYCOMBE ON NEW ROAD TO LACEY GREEN REDUCING IT FROM 60MPH TO 40MPH. WE ALSO REQUEST THAT THE 30MPH AREA IS PUSHED FURTHER ALONG NEW ROAD TOWARDS WALTERS ASH TO ENABLE VEHICLES TO SAFELY SLOW DOWN BEFORE THEY REACH THE BEND IN THE ROAD.”
 - b) “THAT A ZEBRA CROSSING IS INSTALLED TO CONNECT THE CHURCH TO THE SCHOOL IN LACEY GREEN WITH CLEARER SCHOOL SIGNAGE PLACED AT BOTH DIRECTIONS PLUS OTHER SPEED REDUCING MEASURES ALONG MAIN ROAD TO BE INSTALLED.”
- 2.3 The petition references speed data collected by automatic counters and Community Speed Watch. This information was not supplied as part of the submission.
- 2.4 This ePetition ran from 13/04/2023 to 12/05/2023.
- 2.5 330 people signed this ePetition.
- 2.6 Based on Buckinghamshire’s Network Safety Policy, detailed in Section 6, the requests outlined in the ePetition cannot be funded from the capital Network Safety Budget.

3. Content of report

- 3.1 The section of roads described in the petition are predominately rural in nature, with little obvious development frontage throughout the section relating to the petition.
- 3.2 The speed limit change from National Speed Limit (60mph) to restricted (30mph) occurs after a left hand bend. Due to foliage cover and the geometry of the road forward visibility to the 30mph signs is limited.
- 3.3 The change in speed limit is preceded by a bend warning sign, depicting a right hand bend when the road appears to bend to the left. This is possibly left over from a period when the NSL continued beyond its current terminal point.
- 3.4 There is a continuous available footway connecting the settlements of Lacey Green and Walters Ash.

4. Other options considered

- 4.1 Changes to speed limits will require an assessment in line with DfT (Department for Transport) guidance. To ensure consistency across the county there is a requirement to collect speed data over a fixed period (usually 7 days), during “neutral” periods i.e. during school term time, avoiding public holidays etc. although speed data has been referenced in the petition details have not been provided. To avoid unnecessary cost the existing data could be reviewed to determine its applicability for a formal assessment which would be based on the 2 proposals presented to and supported by TRIAG.
- 4.2 The installation of controlled crossings is generally undertaken based on pedestrian counts indicating demand and connectivity benefit. The use as described in the petition is limited to a single user group and is limited to specific time periods. Consideration would have to be given to the requirements of physical dimensions for waiting areas, existing infrastructure (overhead power), location of the bus stop, availability of power and the requirement to amend existing restrictions (School Keep Clear, parking restrictions) amongst other before a controlled crossing could be installed.

5. Legal and financial implications

- 5.1 Unable to comment in full due to lack of detail on scope of potential works involved.
- 5.2 Speed limit changes and promotion are subject to statutory public consultation.


6. Corporate implications

- 6.1 At this stage there appear to be no corporate implications.

7. Policy Context (local and national)

- 7.1 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
- 7.2 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
- 7.3 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.
 - 7.4 The 3rd obligation is covered through the completion of Road Safety Audits in line with the current Buckinghamshire Council Road Safety Audit policy.
 - 7.5 Once this analysis has taken place the cluster list and route list will be reordered to account for those locations satisfying 2. above.
 - 7.6 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.
 - 7.7 The available Network Safety budget is allocated to the design and implementation of these identified Local Safety Schemes.
 - 7.8 For FY 23/24 the Network Safety Team have identified approximately 60 cluster sites and 20 route sections which meet these criteria.
 - 7.9 Based on the personal injury records made available by Thames Valley Police, during the 5 year period 01/01/2018 – 31/12/2022 the sections of road described in the petition do not appear on either route or cluster list and as such would not receive capital funding for the Local Safety Scheme budget for speed limit alterations or a controlled crossing.
 - 7.10 No national policy for the identification of potential Road Safety intervention works currently exists.
 - 7.11 No national targets for casualty reduction exist.
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8. Local councillors & community boards consultation & views

8.1 Contact was made with councillors (Ward and Parish) via email on 19 April 2023.

8.2 The North West Chilterns Community Board's Transport and Road Issues Action Group (TRIAG) support the petitioners request for reduced speed limit(s) as this has been discussed previously.

8.3 The request for a Zebra crossing has not previously been considered by TRIAG.

9. Communication, engagement & further consultation

9.1 Thames Valley Police were contacted to provide information on communication relating to the subject and responded as follows: the local Neighbourhood Team have been working with St. John's School regarding drop off/pick up time. Community Speed watch operates at 2 locations locally, Main Road and New Road. A mobile camera site is active on New Road, Walters Ash, 7 visits to date in 2023.

9.2 Buckinghamshire Council's Development Management, S106 Management and Transport Management teams were contacted to advise if they are aware of projects in the area which could provide funding to for works. Currently the aforementioned are not aware of potential funding.

9.3 Buckinghamshire Council's Schools' Sustainable Travel team have noted that St John's Church of England (VA) Combined School was last active on Modeshift STARS in 2020, and the last record of surveys taken in relation to school travel is dated 2017.

9.4 The Schools' Sustainable Travel team were recently contacted by the school to enquire about the process for implementing a School Crossing Patrol. The school were informed that Buckinghamshire Council are not currently creating new sites and any positions would have to be sponsored by a 3rd party.

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 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)

- 11.4 Change a speed limit: [Change a speed limit | Buckinghamshire Council](#)
- 11.5 School travel planning: [School Travel Planning – Buckinghamshire Council](#)

