



Report to High Wycombe Community Board

- Date:** 13th September
- Title:** **West End High Wycombe – Road Safety petition report**
- Relevant councillor(s):** Cllr Arman Alam, Cllr Lesley Clarke OBE,
Cllr Mahboob Hussain JP, Cllr Mohammed Ayub, Cllr
Karen Bates, Cllr Majid Hussain
- Author and/or contact officer:** Neil O’Leary – Team Leader Network Safety
- Ward(s) affected:** **Abbey and Booker, Cressex and Castlefield**
- Recommendations:**
1. Discuss the request with Opportunity Bucks programme
 2. Engage the Parking Team to explore the possibility of introducing and enforcement prohibition of movement order(s) from Desborough Road

1. Instruction to Community Board

- 1.1 Based on the High Wycombe 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. Town Committee, the feasibility of progressing with any number of the Recommendations made.

2. Executive summary

- 2.1 A petition has been received, attracting 41 signatures, requesting Buckinghamshire Council to “investigate and implement immediate traffic calming measures to address

the unsafe junction at West End Road and West End Street and persistent speeding through West End Road. We request the consideration of speed bumps, a reduced speed limit and making West End Road a no-through road, as well as consideration of other measures.

- 2.2 This report sets out the considerations made by Buckinghamshire Council's Network Safety Team, in accordance with Buckinghamshire's Network safety Policy detailed in section 7 in preparing its response.
- 2.3 This report outlines recommendations which, subject to meeting the High Wycombe Community Board's priorities and with the appropriate support, could be developed into feasible measures.

3. Content of report

- 3.1 In the 5 year period between January 2017 and December 2021 there were 3 reported injury incidents at the junction of West End Road and West End Street.
- 3.2 The predominate causation factors in these incidents is driver behaviour, generally failing to look properly at the junction.
- 3.3 Any changes to the layout and access (considering the request to make West End Road a no-through road) of the network would have to be considered within the wider context which is not covered by the Network Safety Team. This would require input from other teams outside the Communities Directorate e.g. Transport Strategy.

4. Other options considered

- 4.1 Engage with Opportunity Bucks programme to determine if the issues described and measures suggested meet the Opportunity Bucks objectives.

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 Traffic calming measures, speed limits and stopping up orders outlined in the petition would be subject to statutory public consultation.

6. Corporate implications

- 6.1 None identified at this time.



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 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.

- 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, West End Road does not appear on either route or cluster list and as such is not eligible for capital funded local safety scheme work.
- 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.

8. Local councillors & community boards consultation & views

- 8.1 Unitary Councillors and Community Board Members were invited to provide comments on the petitioners request via email on 19/05/2023.
- 8.2 The following responded in support of the petition:
- Cllr Lesley Clarke OBE
 - Cllr Darren Hayday
 - Cllr Karen Bates
 - Cllr Imran Hussain
 - Cllr Andrea Baughan
 - Cllr Melanie R Smith
 - Cllr Nabeela Rana
 - Cllr Mohammed Ayub
 - Cllr Arif Hussain
 - Cllr Arman Alam

9. Communication, engagement & further consultation

- 9.1 Thames Vally Police were contacted to provide information on any concerns or complaints they have received. At the time of the request 31st May 2023 they were unaware of complaints relating to the subject of the Petition.
- 9.2 Buckinghamshire Council's Development Management and Section 106 Teams were contacted to provide information on any proposed or potential sources of funding which could deliver the measures requested in the Petition or measures which could provide an alternative means of satisfying the requests described in the Petition. At the time of the request for information, 6th June 2023 there are no proposed developer funded projects which could provide funding.

10. Background papers

- 10.1 Network Safety Policy: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/policies/highway-policies/network-safety-policy/>
- 10.2 Criteria for Road Safety Improvement works within Buckinghamshire: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/road-traffic-collisions/>
- 10.3 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)

