



Report to Beeches Community Board

Date:	3 rd October 2023
Title:	ePetition - Dropmore speed reduction and road safety
Relevant councillor(s):	Councillor David Anthony, Councillor Dev Dhillon, Councillor Nick Naylor.
Author and/or contact officer:	Neil O'Leary
Ward(s) affected:	Farnham Common and Burnham Beeches
Recommendations:	<ol style="list-style-type: none">1. Commission a signing review to enable the installation of additional school warning signs (including "Wig Wag" type illuminated signs).2. Commission a feasibility and construction cost estimate for a footway to "facilitate safe crossing and walking along Littleworth Road to the Burnham Montessori School".3. Continue to monitor speeds recorded through Community Speed Watch/ TVP mobile speed enforcement – to determine the affect and identify additional enforcement if required.4. Contact Slough BC to determine if there are any proposed developments in the local area which could contribute to appropriate measures outlined in the presented Recommendations5. Include the issues identified in the Petition are recorded in the to be completed – Burnham Parish Neighbourhood Plan

1. Instruction to Community Board

- 1.1 Based on the Beeches 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 Councils, the feasibility of progressing with any number of the Recommendations made.

2. Executive summary

The petitioners request

- *speed reduction measures / physical traffic calming and pavements, on Littleworth Road at the commencement of the 30mph limit, and improve traffic signage on all the converging roads leading to Dropmore Infant School and Burnham Montessori School to make it safer for the school community and local residents.*
- *As a minimum we would ask the council to implement a 20mph speed zone at key times of the day with accompanying high visibility school safety zone signage on the road. This would mean the school community could enter and exit the school premises in a safer environment.*
- *In addition, we would like an extension of the current pavement to facilitate safe crossing and walking along Littleworth Road to the Burnham Montessori School.*

- 2.2 The petition attracted 639 signatures.
- 2.3 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.
- 2.4 This ePetition ran from 15/05/2023 to 12/06/2023.
- 2.5 This report has devised a number of outline recommendations which, subject to meeting the Beeches CB priorities and with the appropriate support, could be developed into deliverable measures.
- 2.6 Thames Valley Police have incorporated Littleworth Common into their programme of mobile speed enforcement.

3. Content of report

- 3.1 The general environment, properties, low density development set back from Littleworth Road, presents Littleworth Common as a low-density rural settlement.
- 3.2 The approaches to Littleworth Common along Dropmore Road and Wooburn Common Road are predominately rural in nature with residential properties and low density development, bounded by hedgerows and grass verges.
- 3.3 The road network on the approaches to Littleworth Common on Wooburn Common Road, Boveney Wood Lane and south west approach on Littleworth Road are subject to the National Speed limit, changing to 30mph.
- 3.4 The approaches to Littleworth Comon on Dorney Wood Road and Dropmore Road are subject to 40mph speed limits.
- 3.5 There is a short section of footway linking a rear access to the school grounds on Wooburn Common Road to Littleworth Road.
- 3.6 A section of footway is present on Littleworth Road between the junction of Wooburn Common Road and the access to Public Footpath BUH/17/1.
- 3.7 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.
- 3.8 Littleworth Road has recently been adopted as a mobile enforcement site by TVP, at the time of writing no information is available on frequency/number of enforcement visits or number of violations, which could indicate the effectiveness of the presence / enforcement.
- 3.9 The measures requested, would require to be developed from an initial design through to detailed design and buildability review.
- 3.10 The following outlines some of the design and construction considerations associated with the specific requests made by the petitioners, this does not constitute an exhaustive list:
 - i. *speed reduction measures / physical traffic calming and pavements, on Littleworth Road at the commencement of the 30mph limit, and improve traffic signage on all the converging roads leading to Dropmore Infant School and Burnham Montessori School to make it safer for the school community and local residents.*
 - Speed reduction measures can take different forms including but not limited to signage and road markings – the most effective sign strategies will highlight the relevant hazard but will not over overload road users with too much information which can increase risk to road users; adding

additional signs without reviewing the existing signs, locations and purpose can result in road users not reacting as intended to warning signs.

- Physical traffic calming often takes the form of vertical (e.g. road humps) or horizontal (e.g. priority give way) features. Dimensions and locations are dictated by legislation and design standards. When considered for rural areas the underlying condition and construction of the carriageway must be of a sufficient standard to withstand the forces traffic exert on the carriageway as features are negotiated. The provision of a suitable power supply would be required to enable the features to be illuminated where applicable.
- Pavements/footway where designed should be to current design standards, of appropriate width and accessible to all expected users. The provision of a standard (c.2m) “pavement, on Littleworth Road at the commencement of the 30mph limit” would require confirmation of land ownership adjacent to the highway as some land take, alterations to drainage, relocation of services may be necessary.

II. As a minimum we would ask the council to implement a 20mph speed zone at key times of the day with accompanying high visibility school safety zone signage on the road. This would mean the school community could enter and exit the school premises in a safer environment. Any relevant signage would have to be considered as part of the overall signage strategy as requested in I. to ensure clarity of message and compliance with relevant legislation and design standards.

- Part time 20mph Zones have not been implemented by Buckinghamshire Council previously. This would be a policy decision for Cabinet and is outside the scope of this report.

III. In addition, we would like an extension of the current pavement to facilitate safe crossing and walking along Littleworth Road to the Burnham Montessori School.

- Pavements/footway where designed should be to current design standards, of appropriate width and accessible to all expected users. in order to provide a standard (c.2m) “pavement, on Littleworth Road at the commencement of the 30mph limit” would require confirmation of land ownership adjacent to the highway as some land take, alterations to drainage, relocation of services may be necessary.

4. Other options considered

4.1 None at this time.

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 Changes to speed limits are subject to statutory public consultation.

5.3 Installation of traffic calming measures can be subject to statutory public consultation.

5.4 Highway boundaries must be determined before any feasibility work is commissioned.

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:

- I. carry out studies into accidents arising out of the use of vehicles
- II. 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
- III. 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 I. 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 II. 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, the roads immediately approaching Littleworth Common do not appear on either route or cluster list and as such would not be subject to a capital funded local safety scheme.
- 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 Local Buckinghamshire Council Members and Community Board Members were invited to provide comments on the petitioners request via email on 19/05/2023.

9. Communication, engagement & further consultation

- 9.1 Contact was made with Thames Valley Police on receipt of the petition to determine if they were aware of the issues outlined in the petition.
- 9.2 Contact was made with Buckinghamshire Councils Development Management, S106 Management and Transport Strategy groups to determine if there are proposed works in programme which would alter or provide the means to alter the highway environment. At the time of writing there are no planned works within

Buckinghamshire which would provide funding from the aforementioned groups to alter the highway environment.

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 [Burnham Parish Council Neighbourhood plan development page](#)
- 10.4 Dealing with speed: Dealing with speeding | Buckinghamshire Council
- 10.5 TVP JOU Speed Enforcement – Position Paper Version 1 2022
- 10.6 [The Traffic Signs Regulations and General Directions 2016](#)
- 10.7 [Department for Transport LTN 1/07 traffic calming](#)