



## Report to North West Chilterns Community Board

**Date:** 7<sup>th</sup> September 2023

**Title:** ePetition - Bledlow Ridge Traffic Calming

**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:**

1. Commission a redesign of the 30mph terminal signage to improve conspicuity – this could include larger/more prominent signs, gates, supplementary road markings (e.g. Dragons Teeth). This design should also consider improvements to village nameplates and their treatment.
2. Analyse speed data collected in accordance with Bledlow-cum-Saunderton Neighbourhood plan 2017, section 6.10, to determine the effectiveness of the existing 30mph and 40mph speed limits on Chinnor Rd. This information could inform appropriate locations and/or traffic calming features or speed management (e.g. Community Speed Watch).
3. Engage with TVP, through the Local Neighbourhood Team, to better understand local mobile speed camera deployment.
4. Ensure the available visibility to and from the access is maximised ensuring there are no obstructions (temporary signs etc.) within the visibility splay.

## **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 "Design and implement physical traffic calming / speed reduction measures (e.g. a chicane or priority system) on Chinnor Road, Bledlow Ridge at the commencement of the 30mph limit adjacent to the entrance to the Cricket Club and Playground."
- 2.2 The petition references Parish Council speed data.
- 2.3 The petition attracted 184 signatures.
- 2.4 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.
- 2.5 This report has devised a number of outline recommendations which, subject to meeting the NWC CB priorities and with the appropriate support, could be developed into feasible measures.

## **3. Content of report**

- 3.1 Chinnor Road, Bledlow Ridge is subject to a 40mph limit which changes to restricted (30mph) status approximately 30m from the access to the cricket club & playground.
- 3.2 The general environment, properties, low density development and agricultural buildings set back from Chinnor Road, presents as a low density rural settlement.
- 3.3 The section of Chinnor Road, approaching Bledlow Ridge from the southeast is predominately rural in nature with residential properties and low density development (primarily agriculture), fronted by hedgerows grass verge (on the south west side) and a lightly used footway adjacent to the carriageway on the northeast side.
- 3.4 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.

- 3.5 Thames Valley Police have confirmed that the Parish Council raised a complaint about traffic speeds in 2020 (during a period of lockdown).
- 3.6 Chinnor Road is an active mobile speed camera enforcement site. Thames Valley Police have confirmed that a mobile camera van has been deployed to this location 3 times this calendar year.
- 3.7 The measures requested (horizontal traffic calming features), would require to be developed from an initial design through to detailed design. It is likely that at the location requested by the PC (at the existing 30/40mph speed limit change) the installation of horizontal traffic calming would reduce visibility for users exiting/entering the cricket club and adjacent private properties.

#### **4. Other options considered**

- 4.1 Fixed speed cameras are often considered as a method of traffic calming. The installation of a fixed camera is based on a number of criteria, including a demonstrable history of incidents involving vehicles travelling in excess of the posted speed limit/at inappropriate speed and also the exploration of engineering measures to reduce vehicle speeds.
- 4.2 Buckinghamshire Council pay for the procurement and installation of speed cameras within Buckinghamshire. The cost to maintain the installation is shared with Thames Valley Police. Revenue generated from penalties is not paid to Buckinghamshire Council.
- 4.3 Based on the above and considering the petition as submitted the installation of a fixed speed camera is not feasible.

#### **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 Installation of traffic calming measures can be 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 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, Chinnor Road does 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 Unitary Councillors and Community Board Members were invited to provide comments on the petitioners request via email on 13/04/2023.
- 8.2 North West Chilterns Community Board's Transport and Road Issues Action Group (TRIAG) support both the specific measures described and the principle of physical traffic calming outlined in the petition (email received from Jackie Binning 03/05/23)

## **9. Communication, engagement & further consultation**

- 9.1 Contact was made with Thames Valley Police (06/06/23) to determine if they were aware of the issues outlined in the petition. Thames Valley Police's response is summarised in section 2 paras 2.5 and 2.6 of this report.
- 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 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 [Bledlow-cum-Saunderton-Adopted-Neighbourhood-Plan.pdf \(bledlow-cum-saundertonparishcouncil.org.uk\)](#) 2017
- 10.4 Dealing with speed: [Dealing with speeding | Buckinghamshire Council](#)
- 10.5 TVP JOU Speed Enforcement – Position Paper Version 1 2022