



*Longwick-cum-Ilmer
Parish Council*

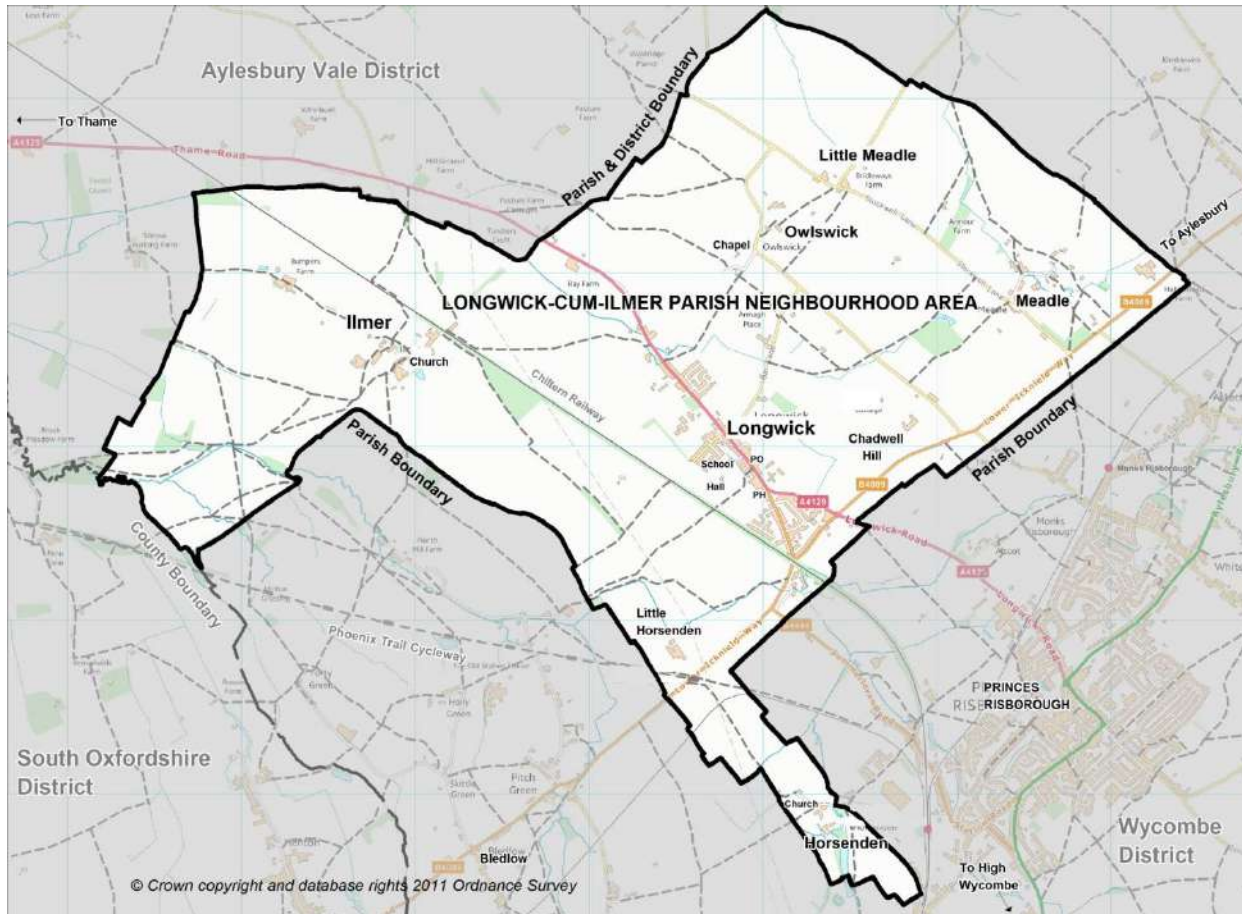
Longwick Transport Vision &
Longwick Neighbourhood Plan:

First Phase Projects
Proposed Local Speed Limit Changes
June 2022

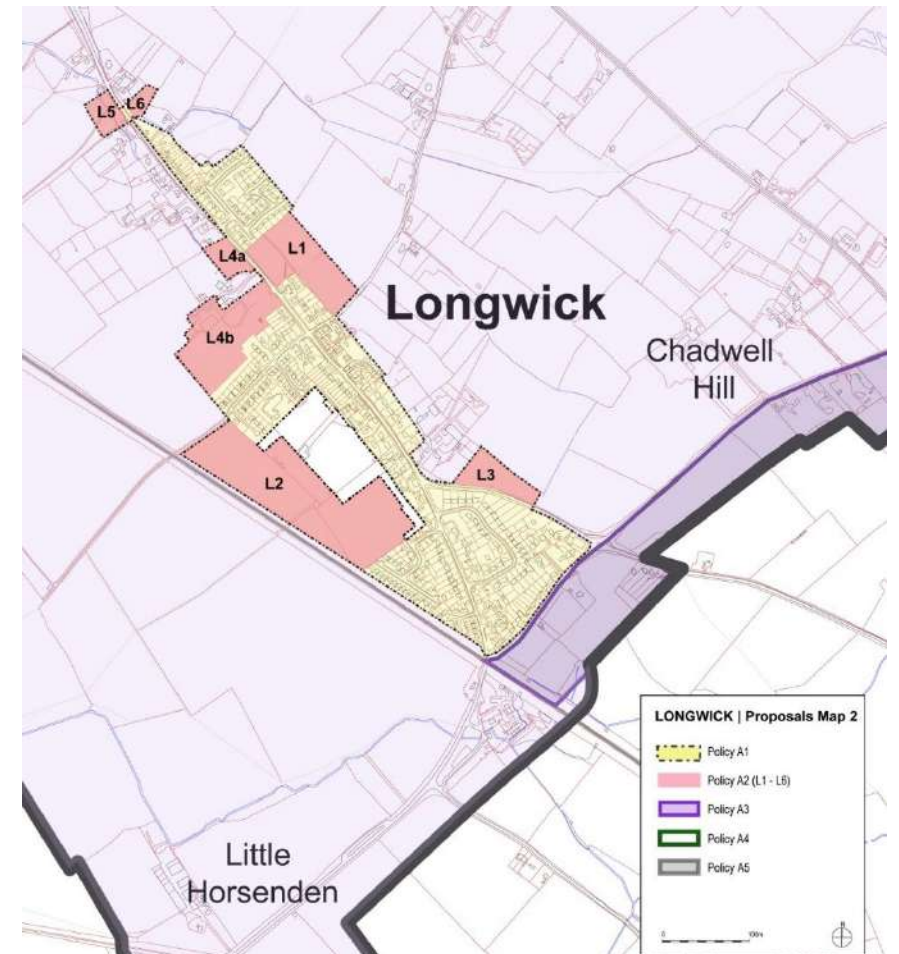
Overview

- Long-held community concerns about road traffic speeds, poor public transport, limited cycling provision and safety of pedestrians
- 2014 Wycombe DC *Local Plan Capacity Study* – consultation report
- Neighbourhood Plan made in March 2018
- Major growth planned for village: sites allocated for 300 additional homes (+70%)
- Princes Risborough Expansion Area: 2,480 new homes and new relief road – 150-200% traffic growth forecast in this parish
- Longwick Transport Vision 2021 – options for how to address issues
- First Phase Projects – Proposed Local Speed Limit Changes

Longwick in Context & Neighbourhood Plan Site Allocations



Extent of Parish – Longwick and its hamlets



7 sites allocated in NP for 300 homes: 70% growth

Princes Risborough Expansion Area

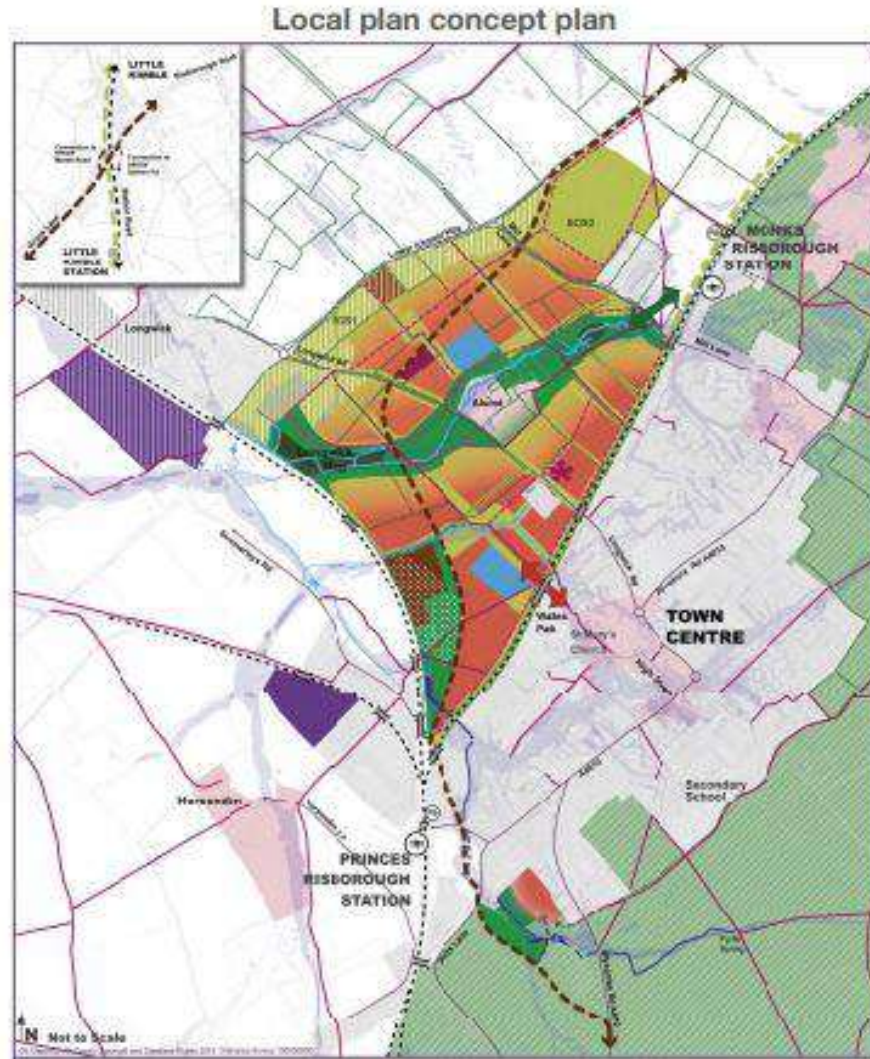
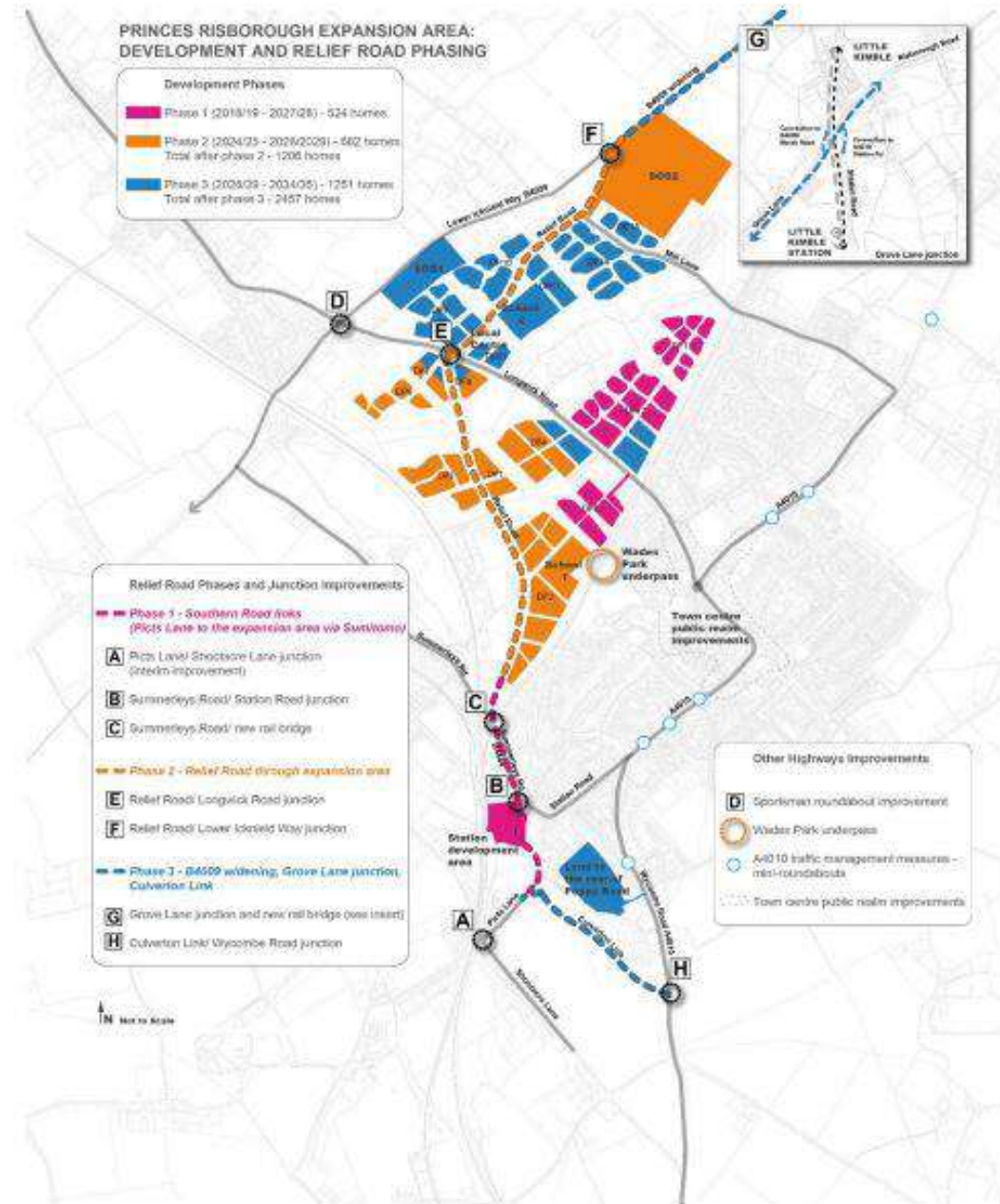


Figure D. Indicative Phasing Plan²



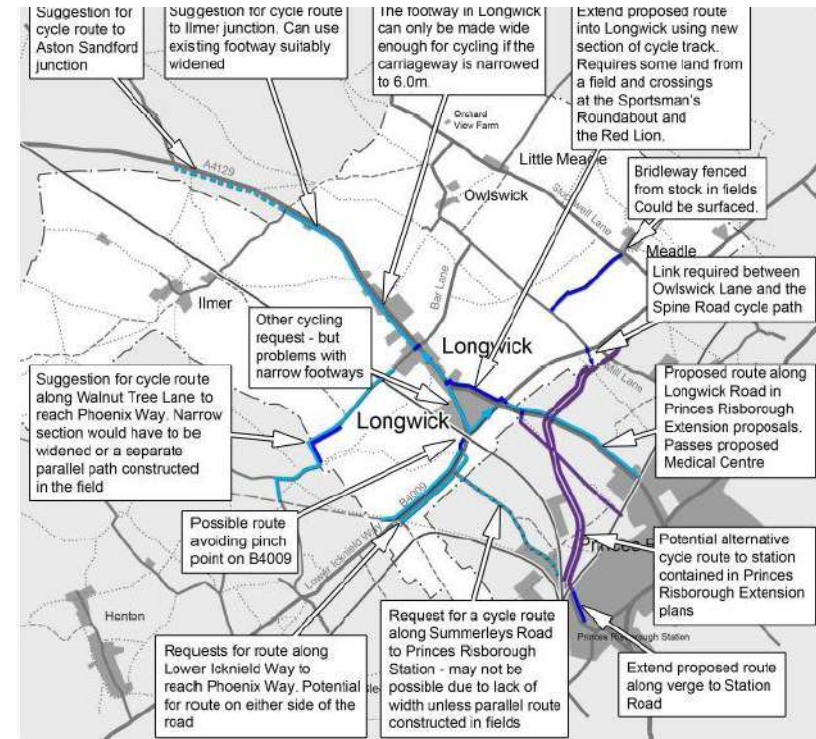
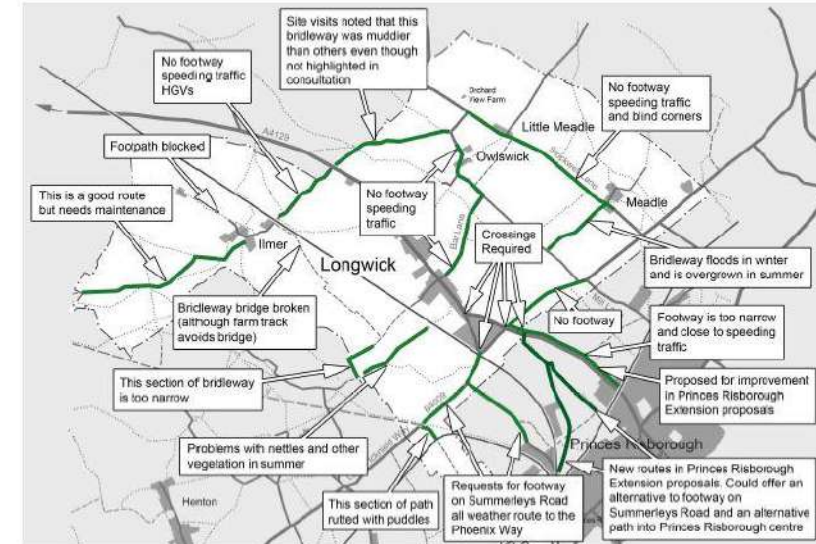
Longwick Transport Vision

- Public consultation throughout 2021
- Improve local safety and perceptions of safety
 - Speeding traffic
 - Improved walking and cycling infrastructure
 - Key routes and junctions needing to be changed

Residents living in the lanes and hamlets have supplied photographs of crashes that do not appear in the official statistics.



Roz Wates



Speed limit policy and guidance:

National (DfT) Guidance:



DfT Circular 01/2013

Guidance

Setting local speed limits

Updated 18 January 2013

Local Policy:

- Buckinghamshire Council Key Decision Report PT01/13
- Requests for speed changes to be funded at local level
- Meet criteria in current DfT speed limit guidance



National (DfT) Guidance:

We would like to highlight the following from Circular 01/2013:



1. Circular 01/2013 provides a high degree of flexibility on setting local speed limits

2. Two Key Objectives:

- *'To achieve local speed limits that better reflect the needs of all road users, **not just motorised vehicles**'*
- *'**Ensuring improved quality of life for local communities** and a better balance between road safety, accessibility and environmental objectives, especially in rural communities.'*

3. For village speed limits:

- *'Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore **government policy that a 30 mph speed limit should be the norm through villages**'*
- ***The fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account.***

National (DfT) Guidance:

Extracts in **red font** support our proposals for speed limit changes

Section	Paragraph	Reference
Objectives of the Circular (Guidance)	17	<ul style="list-style-type: none"> achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles ensuring improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities
Underlying Principles - Key Points	Not numbered	<p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> history of collisions road geometry and engineering road function composition of road users (including existing and potential levels of vulnerable road users) existing traffic speeds road environment <p>While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.</p>
Considerations in setting local speed limits	23	<p>A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.</p>

Underlying principles	31	<p>Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors:</p> <ul style="list-style-type: none"> collision and casualty savings conditions and facilities for vulnerable road users impacts on walking and cycling and other mode shift congestion and journey time reliability environmental, community and quality of life impact <p>Quality of life impact may include emissions, severance of local communities, visual impact, noise and vibration and costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement.</p>
Underlying principles	32	<p>Different road users perceive risks and appropriate speeds differently, and drivers and riders of motor vehicles often do not have the same perception of the hazards of speed as do people on foot, on bicycles or on horseback. Fear of traffic can affect peoples' quality of life and the needs of vulnerable road users must be fully taken into account in order to further encourage these modes of travel and improve their safety. Speed management strategies should seek to protect local community life.</p>
Underlying principles	41	<p>Where several roads with different speed limits enter a roundabout, the roundabout should be restricted at the same level as the majority of the approach roads. If there is an equal divisor, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.</p>
20mph speed limits	95	<p>Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking, if the mean speed is already at or below 24 mph on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.</p>

Section 7: Rural speed management	Key points list	<p>It is government policy that a 30mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.</p> <p>It is recommended that the minimum length of a village speed limit should be 600 metres. However, traffic authorities may lower this to 400 metres, and in exceptional circumstances to 300 metres.</p>
7.3: Villages	131	<p>Fear of traffic can affect people's quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is therefore government policy that a 30mph speed limit should be the norm through villages.</p>
	132	<p>It may also be appropriate to consider 20 mph limits or zones in built-up village streets which are primarily residential in nature, or where pedestrian and cyclist movements are high. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.</p>
	133	<p>Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30 mph, would be that there were: • 20 or more houses (on one or both sides of the road) - and a minimum length of 600 metres.</p>
	134	<p>If there are just fewer than 20 houses, traffic authorities should make extra allowance for any other key buildings, such as a church, shop or school. Where the character of a village falls outside this definition, local authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate.</p>
	135	<p>The criteria above should give adequate visual messages to drivers to reduce their speed. It is recommended that the minimum length for the new limit is at least 600 metres to avoid too many changes in speed limits along a route, and to aid compliance. Traffic authorities may, however, lower this to 400 metres when the level of</p>

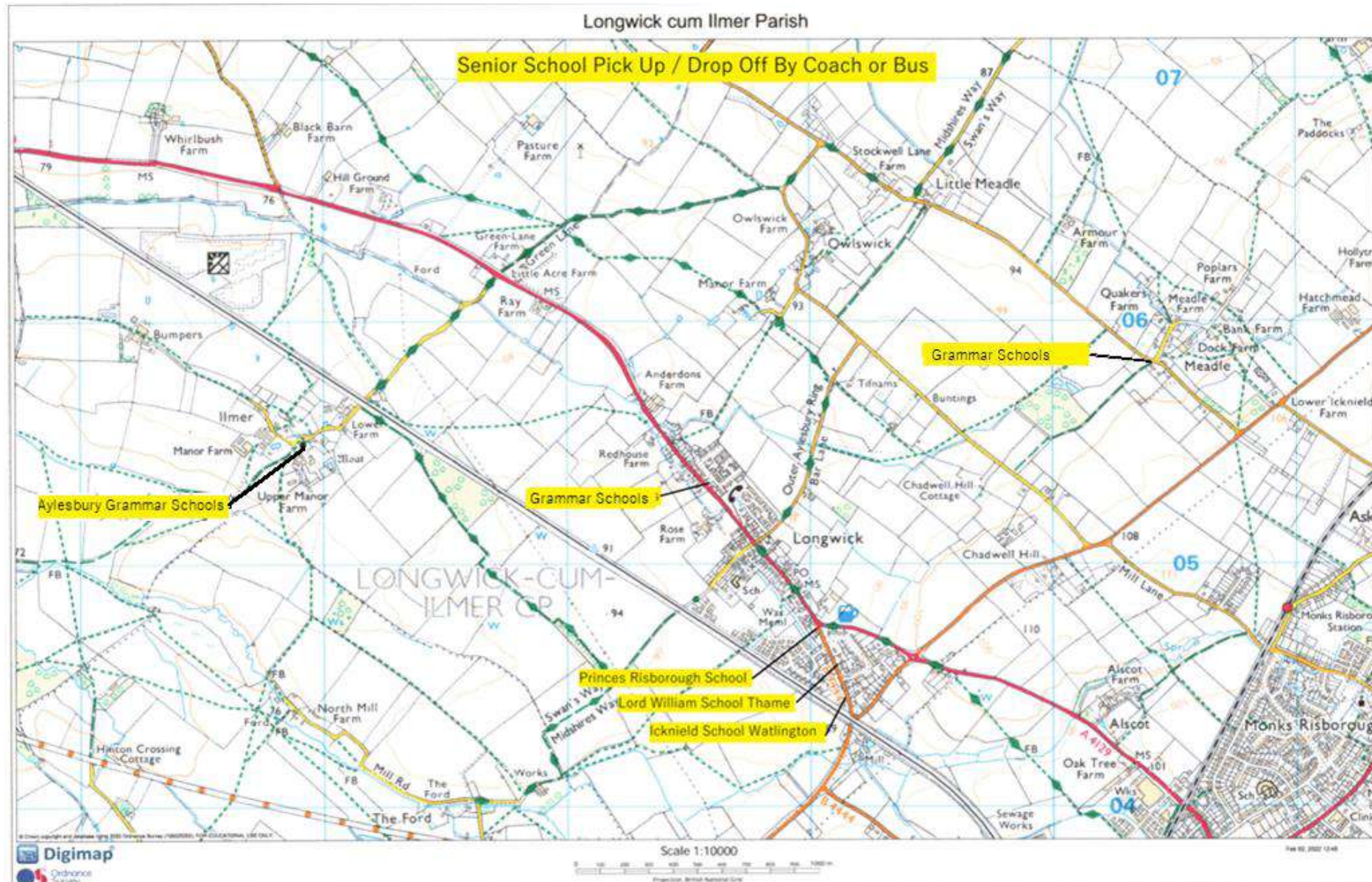
		<p>development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300 metres.</p>
	136	<p>In some circumstances it might be appropriate to consider an intermediate speed limit of 40mph prior to the 30mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds.</p> <p>For the latter, traffic authorities might also need to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the local police force. Where appropriate, such measures might include a vehicle-activated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road.</p>

Factors to take into account in making decisions about local speed limits:

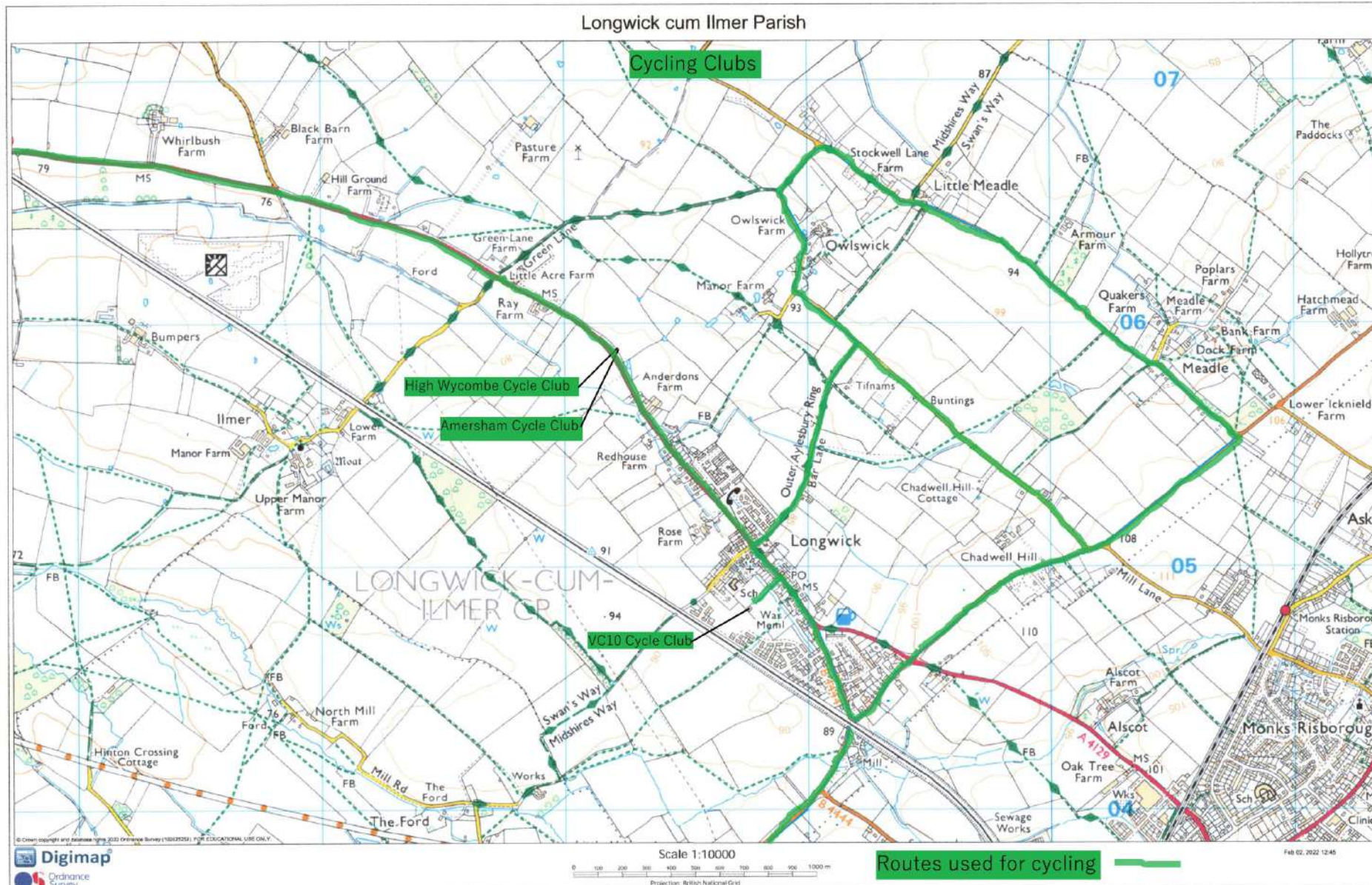
- *History of collisions*
- *Road geometry*
- *Road function and engineering*
- *The composition of road users (including existing and potential levels of **vulnerable road users**)*
- *Existing traffic speeds*
- *Road environment*



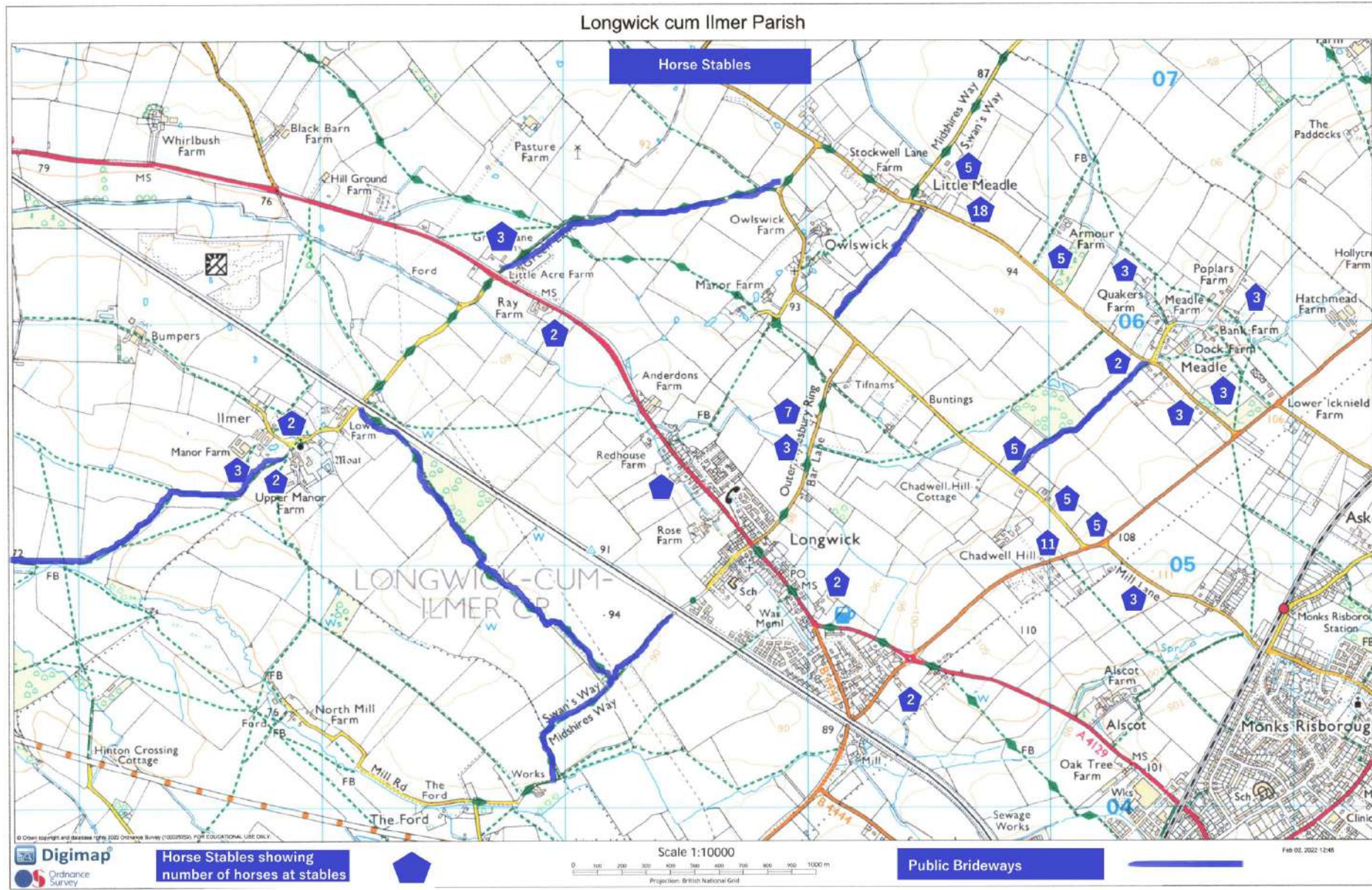
Local 'Vulnerable' Road Users: School children



Local 'Vulnerable' Road Users: Cyclists



Local 'Vulnerable' Road Users: Horse riders and stables



Longwick cum Ilmer Parish

Senior School Pick Up / Drop Off By Coach or Bus

Cycling Clubs

Horse Stables

High Wycombe Cycle Club

Amersham Cycle Club

Aylesbury Grammar School

Aylesbury Grammar School

Grammar Schools

VC10 Cycle Club

Princess Risborough School

Lord William School Thames

Icknield School Watlington

Routes Used For Cycling

Public Brideways

Horse Stables showing number of horses at stables

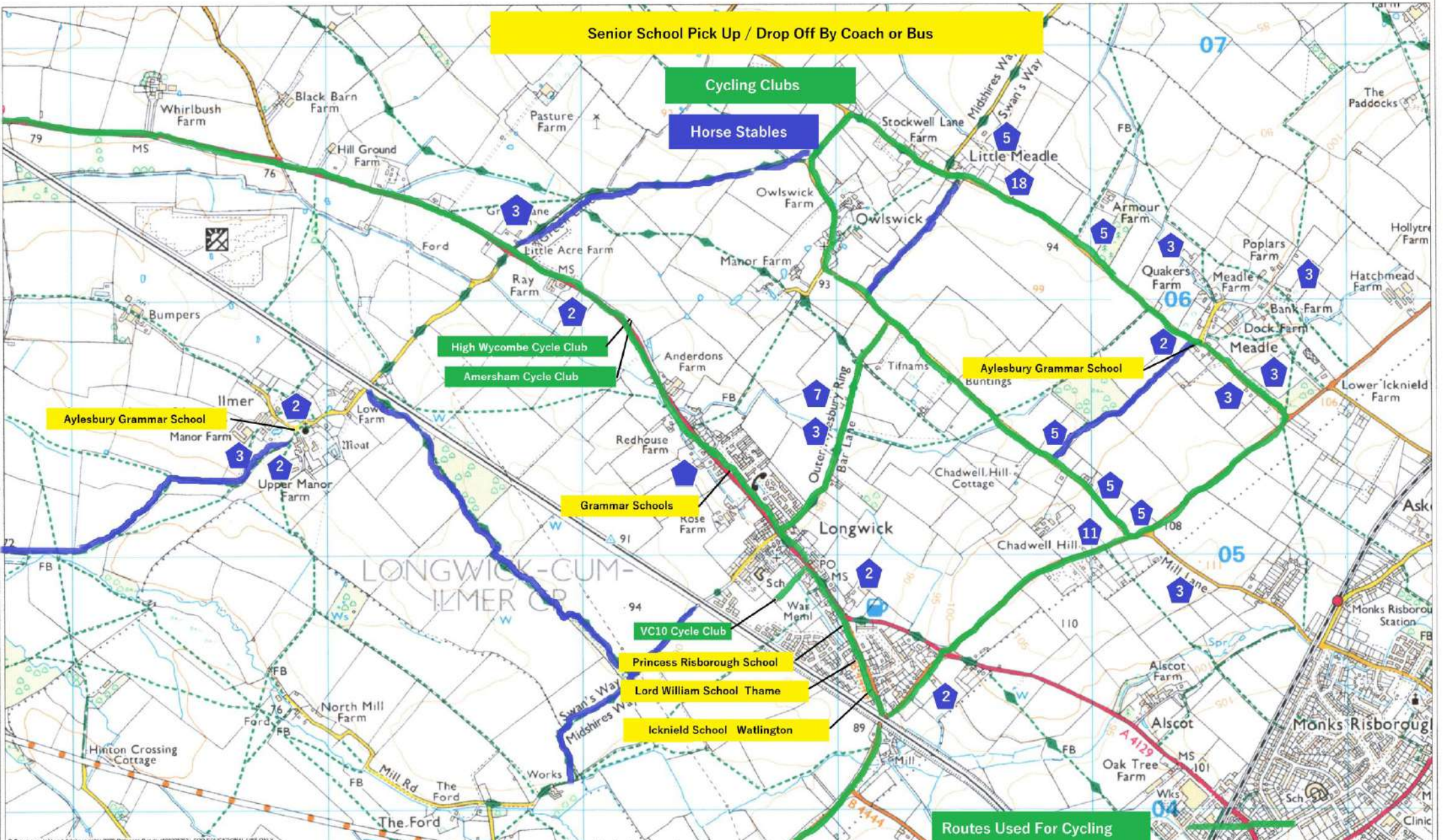
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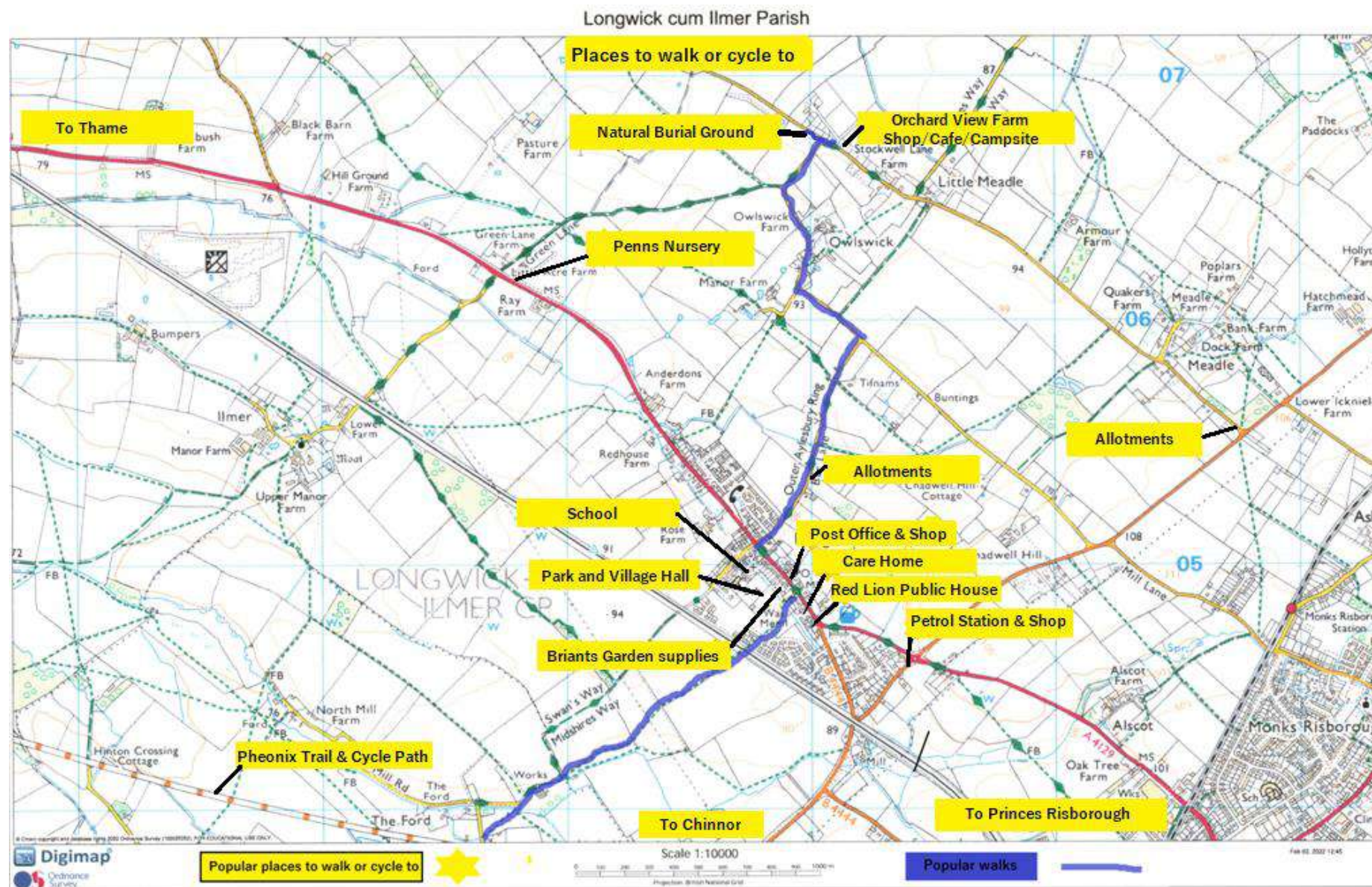


Projection: British National Grid

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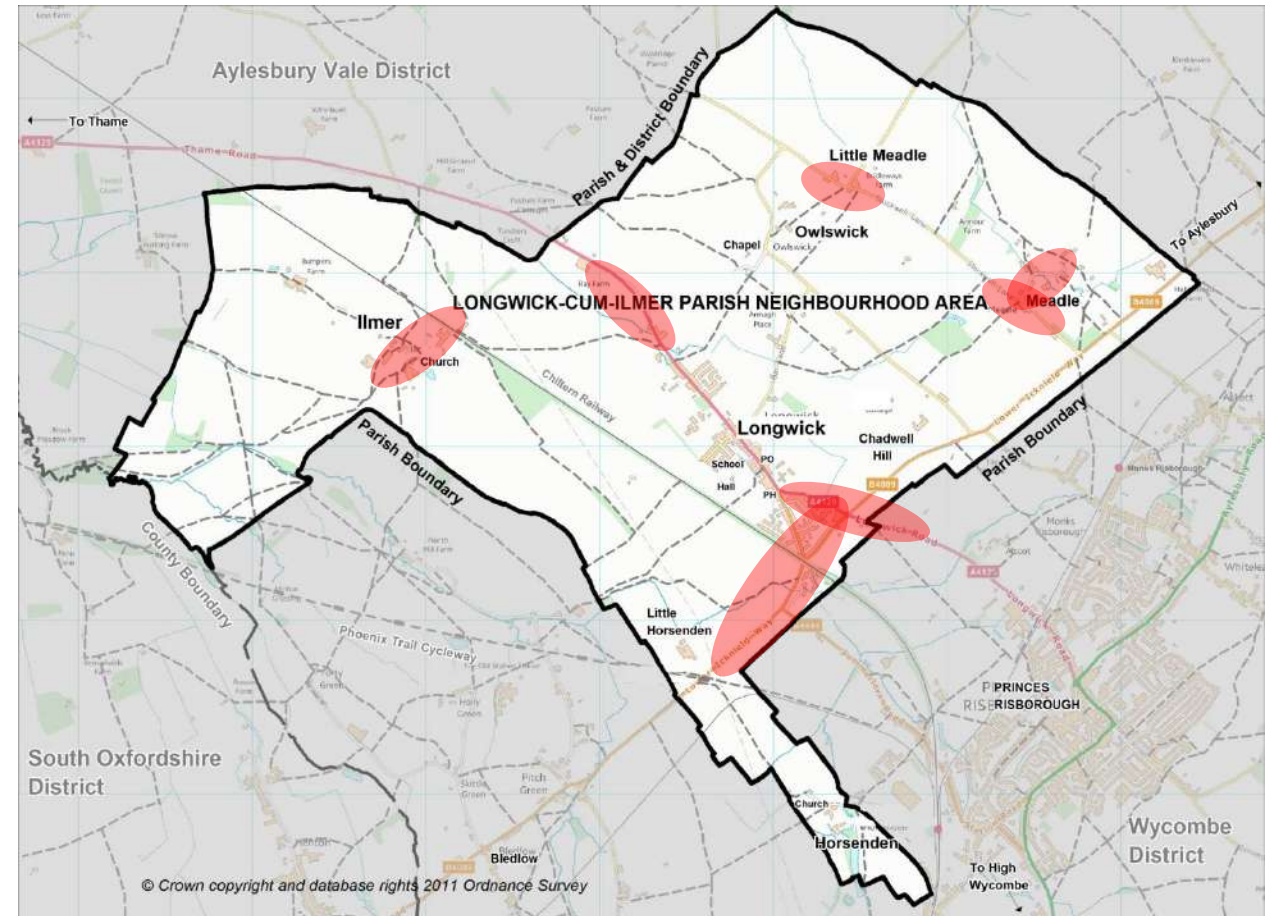


Local 'Vulnerable' Road Users: Day-to-day trips on foot/ bike



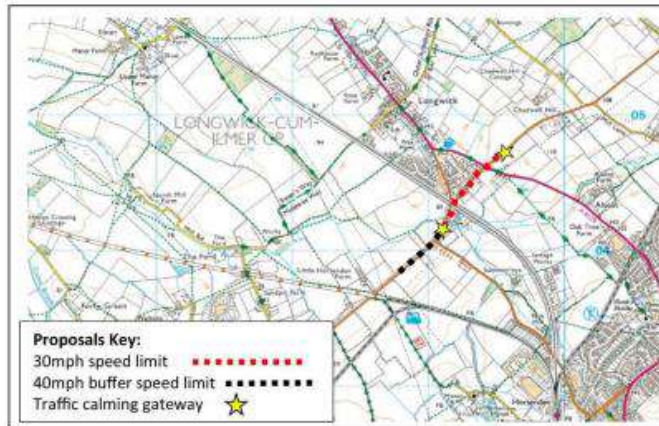
Proposals: Local Speed Limit Changes

1. B4009, Lower Icknield Way
2. A4129 Thame Road S
3. A4129 Thame Road N
4. Stockwell Lane S
5. Stockwell Lane N
6. Meadle
7. Ilmer



LOCATION 1: B4009, Lower Icknield Way at the railway bridge approaches

Map showing proposals:



PROPOSAL: A 30mph speed limit and a 40mph buffer speed limit, plus traffic management measures (see below).

Current speed limit: 40mph and de-restricted.

Length of proposed 30mph speed limit: 730m.

Length of proposed 40mph buffer limit: 400m.

Traffic Management Measures: New traffic calming gateway entry features are proposed at each end of the 30mph speed limit. 40mph roundels painted on the road at entry to 40mph buffer and at the repeater signs are also proposed.

Number of properties, facilities and other relevant features fronting/accessing this stretch of road: c.40 houses (c.12 of which access the B4009 from the Mill layby access) stables, petrol filling station and Waitrose shop, two roadside laybys (Chinnor Road layby and the Mill Layby) Chestnut Way junction, Sportsmans roundabout, Summerleys Road junction.

Risks to Vulnerable Road Users: Walkers and cyclists using the B4009 gaining access to (a) the local facilities in Longwick (b) Princes Risborough and station via Summerleys Road and (c) the NCN Route 57 Phoenix Trail at the Bledlow Road rail bridge access point are faced with road safety risks. These risks are created by the lack of continuous footways and narrowness of footways along the B4009, which means that walkers have to cross the road adjacent to the Chestnut Way junction and railway bridge where visibility of oncoming traffic is very limited. Walkers, cyclists and horse riders are faced with risks from fast moving

traffic along the currently de-restricted length of Chinnor Road, where there are no footways at all. Crossing the B4009 at the Sportsmans roundabout is similarly hazardous due to lack of footways and safe crossing points.

A number of maps have been produced to provide a broad indication of the intensity of use of local roads by vulnerable road users. These maps are included in Part B of this report and show the following:

- Cycling routes
- The location of equestrian establishments
- Home to school transport pick up/drop off points
- Local facilities within walking distance
- The Ordnance Survey map shows the public rights of way network in the local area.

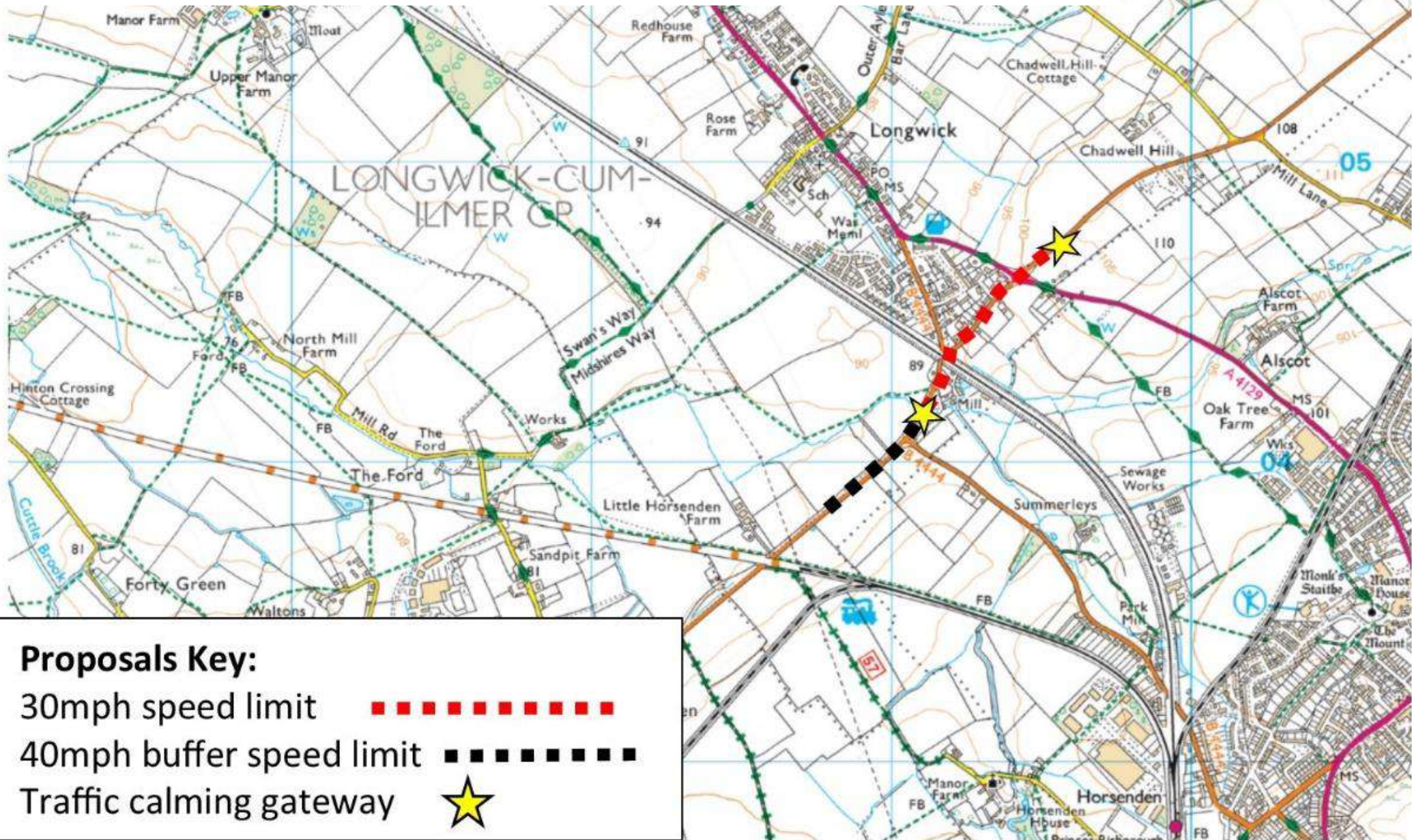
Guidance in DfT Circular 01/2013 (Setting Local Speed Limits): It is considered that the proposals meet the requirements of this circular. The relevant policy extracts that support the proposals are included in Part 5 of this report.

Local Views: Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on the B4009.

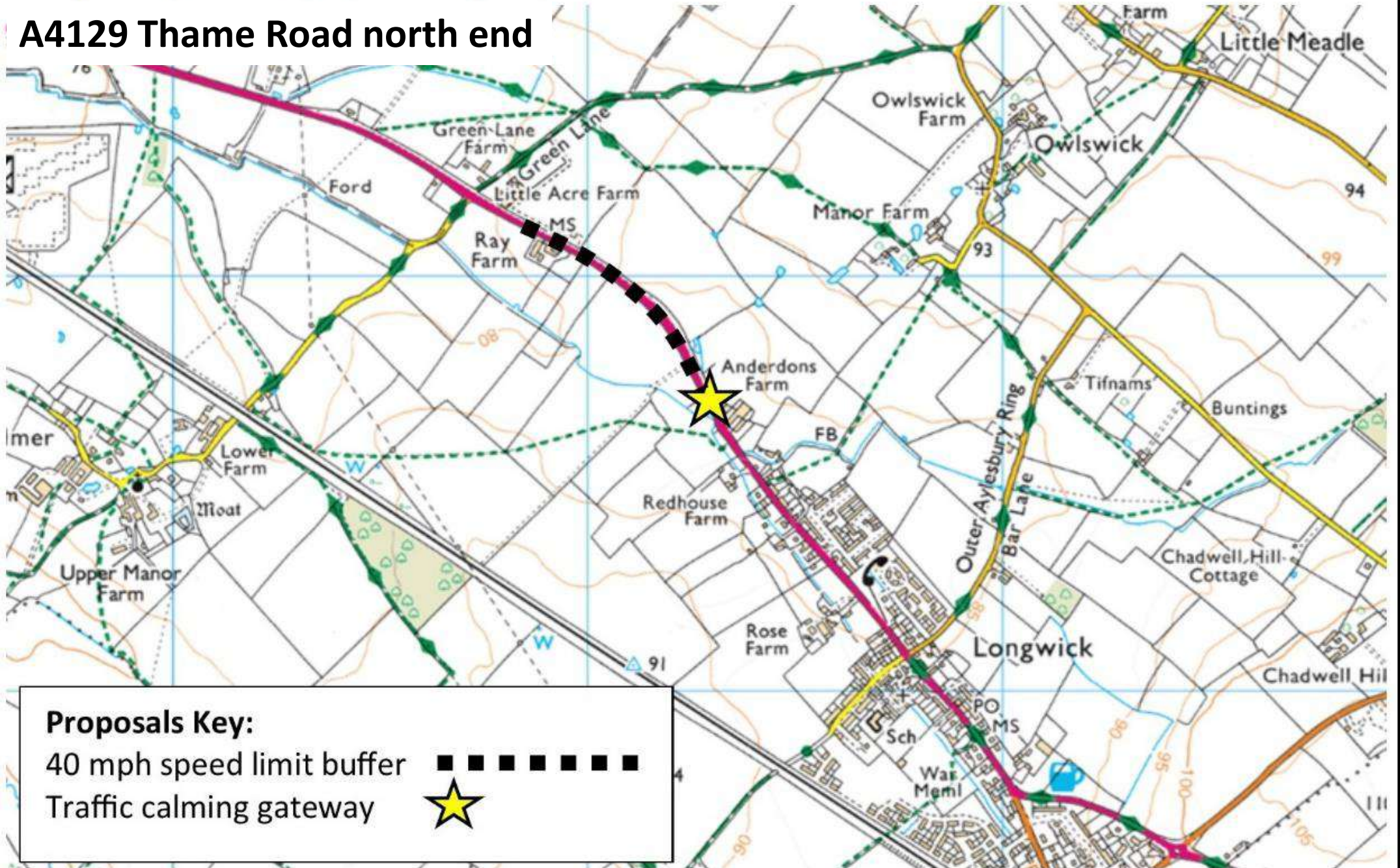
Other relevant facts:

- Visibility at the Chestnut Way junction and forward visibility through the railway bridge is significantly less than is required by highway standards for the current 40mph speed limit.
- High vehicles also use the centre of the road as the bridge has a restricted height.
- Walkers are faced with risks walking alongside and crossing the B4009 due to narrow/non-continuous footways and vehicle speeds.
- An equestrian establishment fronting the B4009 on this stretch has no direct access to bridleways.
- Speeds through the Sportsmans roundabout are excessive. Near misses are frequent.
- The petrol station traffic increases the risks.
- Road safety risks are created by the very many accesses to the frontage development.
- High volumes of turning traffic (many of which are HGVs) exist at the Summerleys Road junction and also at the roadside layby on Chinnor Road, which also has a mobile food van, also attracting more movements.
- Both the Chinnor Road layby and the Mill layby are used by the Bucks Council as materials stockpiles and so attract large vehicles turning on and off the B4009.
- The Princes Risborough Expansion Area and the major employment site allocation west of the railway line will increase traffic demand on the B4009 and its junctions.

B4009, Lower Icknield Way at the railway bridge approaches



A4129 Thame Road north end



Proposals Key:
40 mph speed limit buffer ■ ■ ■ ■ ■ ■ ■ ■
Traffic calming gateway ★

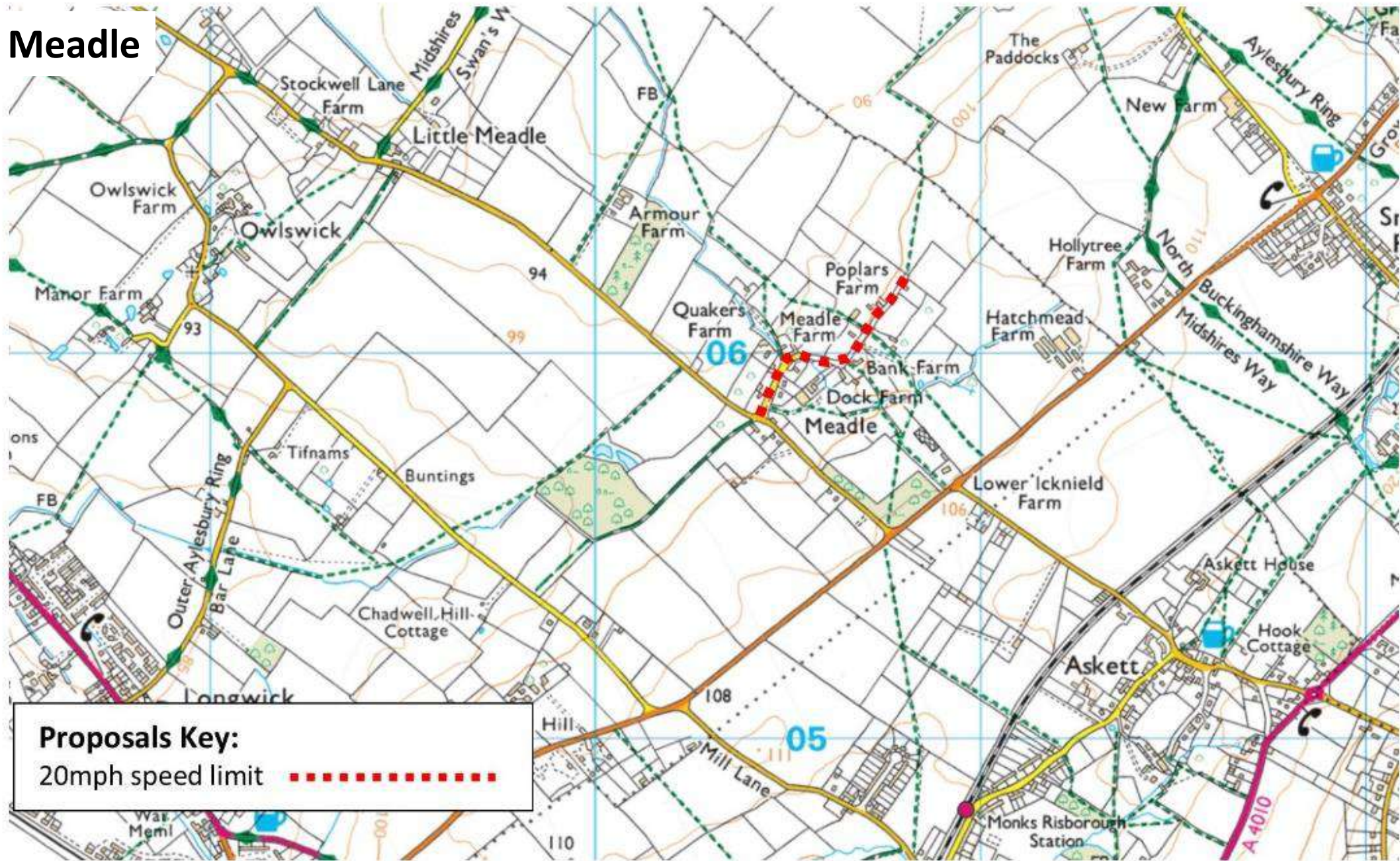
Stockwell Lane (north) at Little Meadle



Proposals Key:

- 30mph speed limit - - - - -
- 40mph buffer speed limit - - - - -
- Traffic calming gateway and chicane ○

Meadle



Proposals Key:
20mph speed limit 

Ilmer

