



*Longwick-cum-Ilmer  
Parish Council*

**First Phase Projects  
Longwick Transport Vision &  
Longwick Neighbourhood Plan:**

**Proposed Local Speed Limit Changes**



**Updated 25 April 2023**

Prepared for Buckinghamshire Council by

Longwick-cum-Ilmer Parish Council

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## A. Executive Summary

### First Phase Projects - Longwick Transport Vision & Longwick Neighbourhood Plan:

#### Proposed Local Speed Limit Changes

Following the adoption by Wycombe District Council (now Buckinghamshire Council) of the Longwick-cum-Ilmer Parish Neighbourhood Plan 2017-2033 in March 2018, the Parish Council has been keen to address issues that the community raised during its development.

#### Long-held aspirations

Since the Local Plan workshop held by Wycombe District Council in October 2014 to inform the subsequent *Longwick Village Capacity Study* (Tibbalds, 2015), the community in Longwick-cum-Ilmer has clearly expressed its concerns about safety issues around road traffic speeds and congestion, narrow and poorly maintained pavements, a lack of road crossings, poor public transport services, limited cycling provision, and parking conflicts. These issues contribute to the high levels of car dependency throughout the parish. These views were gathered amongst others from the predominantly older local population as well as young people without access to private cars, and those seeking to travel more sustainably by bike or on foot.

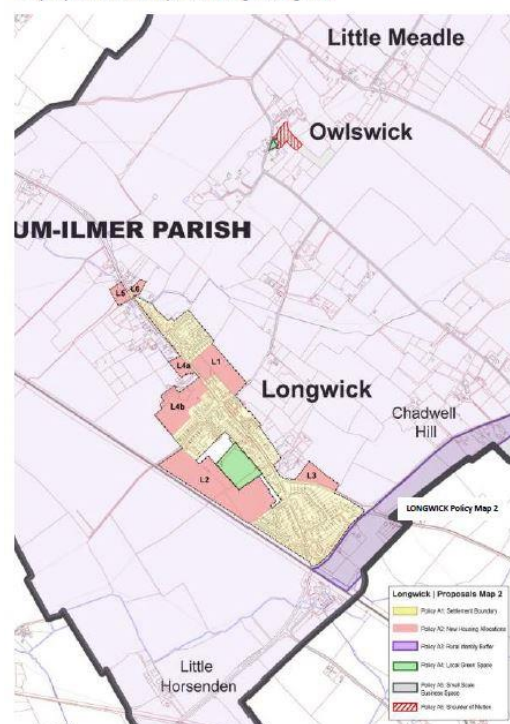
As a result the subsequent Neighbourhood Plan included a guiding vision and objectives to *'have easy access and safe movement for pedestrians and cyclists to and through Longwick Village, with good connections to the hamlets and key locations in the area, such as schools'*, and be *'a safe, secure and healthy place to live.'*

#### Scale of development growth and travel patterns

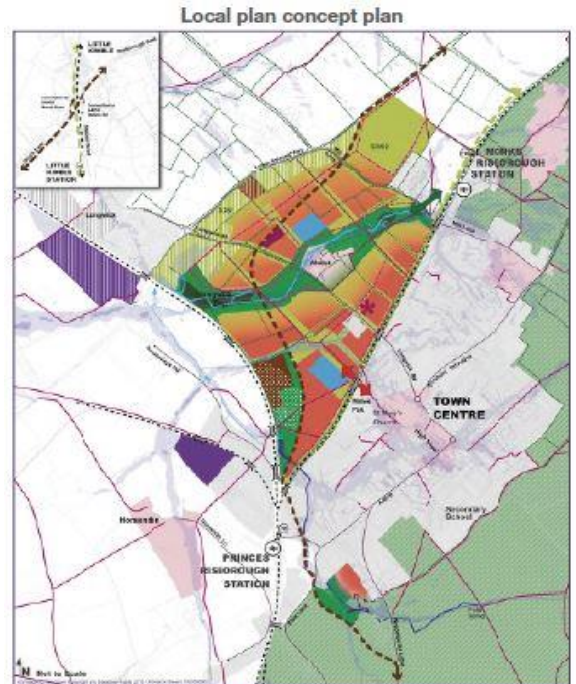
The adopted Neighbourhood Plan allocates sites for 300 homes in Longwick village (as shown right), which compared to the size of the village in 2014 equates to a 70% increase in the number of households. This is largely as a result of earlier speculative and incremental development proposals by housebuilders and local aspirations to properly manage the scale of change.

Given the rural setting and nature of Longwick village and the surrounding hamlets and poor public transport provision, residents are dependent on cars for most day-to-day trips.

Policy Map 2 - This shows the policies for Longwick village itself.



The nearby expansion of Princes Risborough (as shown right) by c.2,500 new homes on its north-western side is adjacent to Longwick as set out in the Local Plan 2017-2033. This also makes provision for a new relief road, and some public transport improvements in Longwick, however the timescale for delivery remains unclear. The growth of the town and its traffic movements will have a direct effect on the roads around the parish, with early transport modelling forecasts indicating between 150-200% increases in the number of vehicles on the roads considered in this study (B4009 and A4129 specifically).



As its name suggests, Longwick is also a linear settlement lying along the Thame Road and Lower Icknield Way, which both see high numbers of cars and HGVs passing through the area. Similarly the hamlets – Meadle, Little Meadle and Owlswick in particular – also experience rat-running traffic, as drivers seek alternative routes at peak times on an east-west axis through this part of Buckinghamshire to and from both local and more distant locations.

### **Infrastructure Projects**

The Neighbourhood Plan includes a list of projects to address problems in the parish and as a result of new development. It identifies potential sources of funding for some projects including CIL money.

In order to examine these transport related issues further, the Parish Council commissioned Transport Initiatives LLP to develop the *Longwick Transport Vision* (December 2021). This involved extensive public consultation during 2021 and examined the issues and potential interventions to improve local safety and perceptions of safety, such as speeding traffic, improved walking and cycling infrastructure, and key routes and junctions where change is needed.

This report has been prepared to address the first of these challenges - speeding traffic. It is hoped that in resolving this in several locations other local issues will be less costly and less difficult to overcome, and local accessibility and quality of life can be greatly improved.

### **Government Guidance and Local Communities**

The Department for Transport's Circular 01/2013 provides guidance on setting local speed limits and includes a number of key objectives. These key objectives include the need to *'achieve local speed limits that better reflect the needs of all road users, not just motorised vehicles'* and *'ensuring improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural*

*communities.*' These two objectives are very relevant to Longwick and our proposals will deliver both.

Circular 01/2013 lists the following factors that should be taken into account in making decisions about local speed limits. These are: 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 and road environment.

Circular 01/2013 goes onto say that 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.

We believe, therefore, that Circular 01/2013 provides considerable flexibility so that decisions can be based on the local context. Given the safety concerns of the local community and the scale of new development in the parish, this guidance has been invaluable in fully considering the needs of a wide range of local vulnerable road users - pedestrians, ramblers, cyclists, horse riders, the elderly and disabled, children and school children travelling by bus. The maps that follow show the places regularly used by vulnerable road users around the parish.

### **Buckinghamshire Council guidance on requests for new speed limits**

Buckinghamshire Council's speed limit policy is described in *Key Decision Report PT01.13*. The policy indicates that new requests for speed limit changes will need to be funded at a local level and, irrespective of the funding source, all proposed speed limit changes will be required to meet the criteria set out within the current Department for Transport (DfT) speed limit guidance.

In this case, we demonstrate that our proposals meet the DfT's Circular 01/2013 *Guidance on Setting Local Speed Limits*. We also demonstrate that there is strong local support for the speed limit changes and that there is a strategy to fund the changes at a local level from a number of different sources.

We commissioned Transport for Buckinghamshire to collect speed data at each of the locations proposed in this report for lower speed limits. The data was collected in December 2022 and January 2023. The average speed data has been included in the location descriptions in Section D of this report.

Having reviewed this data, we judge that the average speeds at each location indicate that lower speed limits would be appropriate and are likely to be seen as such by road users. We hope that this, plus the detailed justifications set out in this report, will be viewed favourably by Buckinghamshire Council.

## Proposals

Using the DfT guidance and Buckinghamshire Council's local policy, speed limit reduction proposals for seven different locations are set out in Part D of this report. The proposals also include measures to enhance the lower speed limit to ensure better compliance by drivers, and to provide earlier warnings of the need to reduce speeds ahead. These are for:

1. B4009 Lower Icknield Way at the railway bridge approaches
2. A4129 Thame Road at the Sportsmans Roundabout approaches
3. A4129 Thame Road at the north end of Longwick
4. Stockwell Lane (south) at Meadle
5. Stockwell Lane (north) at Little Meadle
6. Meadle – the main access lane
7. Ilmer – the main access lane.

Using *Traffic Calming in Buckinghamshire, A Guide for the Implementation of Traffic Calming Measures* published by Buckinghamshire Council in July 2020 and subsequent officer advice, ball-park costs for these seven proposals have been estimated.

We welcome the opportunity to discuss these proposals with Buckinghamshire Council and work together to deliver much-needed change for our local communities.

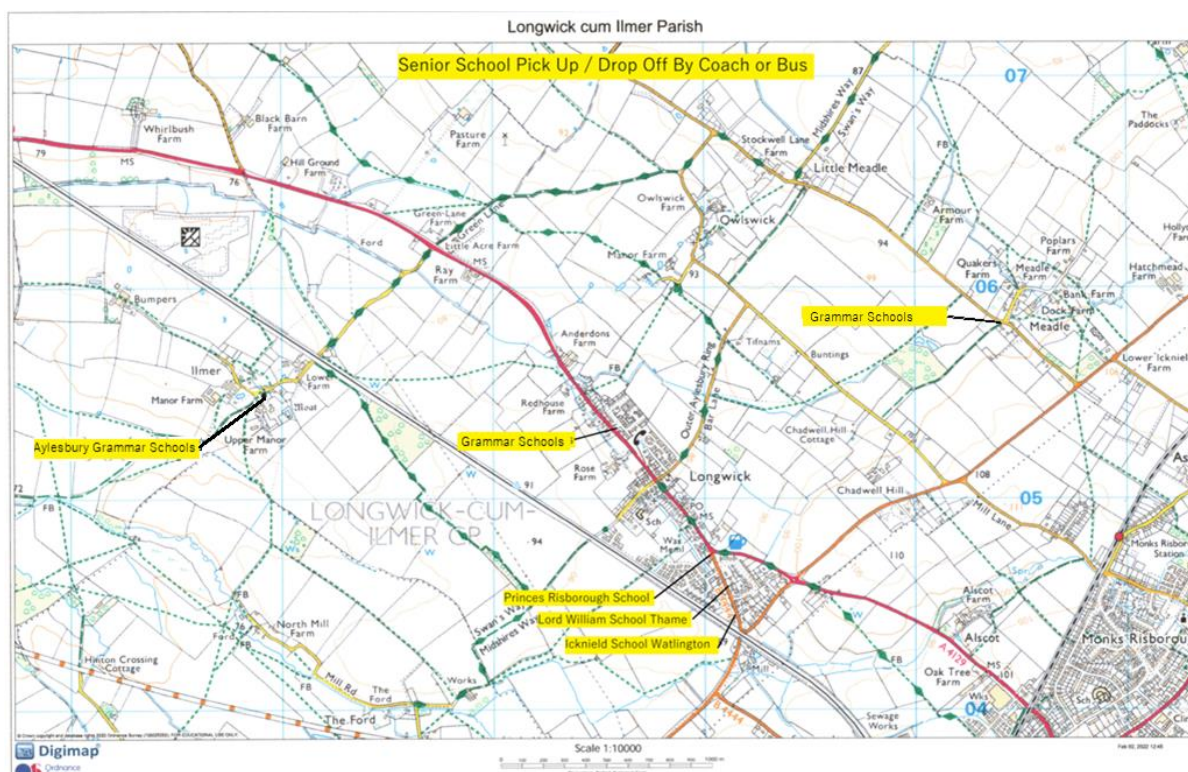
## B. Parish Maps - Places regularly used by local vulnerable road users

As Longwick-cum-Ilmer Parish comprises the main village of Longwick and a series of smaller settlements, the local community relies on the road network to access a wide range of dispersed local facilities and services, as well as those in nearby towns. The following five maps indicate places in the area regularly used by vulnerable road users. These comprise:

- Pick up and drop off points for local school children travelling to and from senior schools
- Popular cycling routes and those used by local cycling clubs
- Horse riding stables with the numbers of horses accommodated at each, and nearby bridleways which riders access via local roads. (Although horse riders use local roads to access the nearby bridleways, they also use the local road network to trek further afield beyond the parish area).

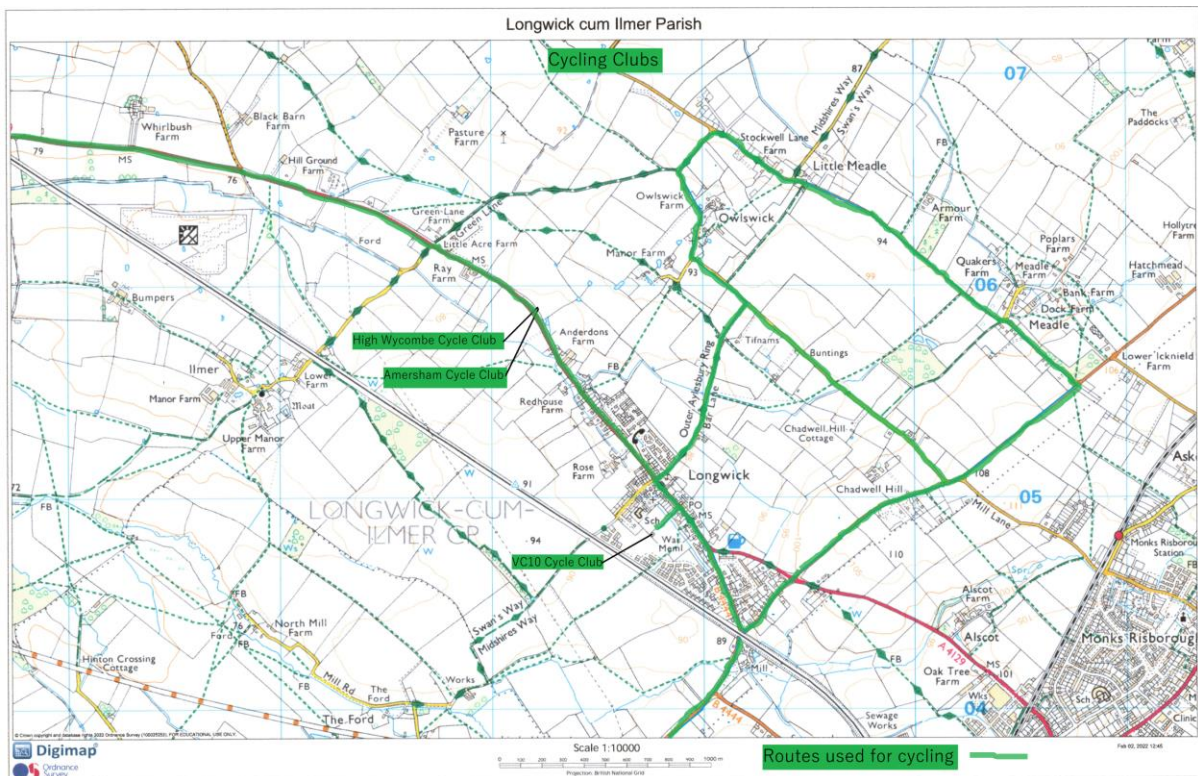
These are combined on one map to show how significant the parish's roads are to non-car users. In addition a last map shows local destinations commonly walked or cycled to: a wide range of shops, the pub, the farm cafe, the primary school, village hall, play park and recreation ground, the care home, allotments, and the natural burial ground. People walk and cycle between Longwick village and the hamlets, as well as the nearby towns Princes Risborough and Thame, Chinnor village and the Phoenix leisure trail.

### 1. Senior School pick up/ drop off points by coach or bus

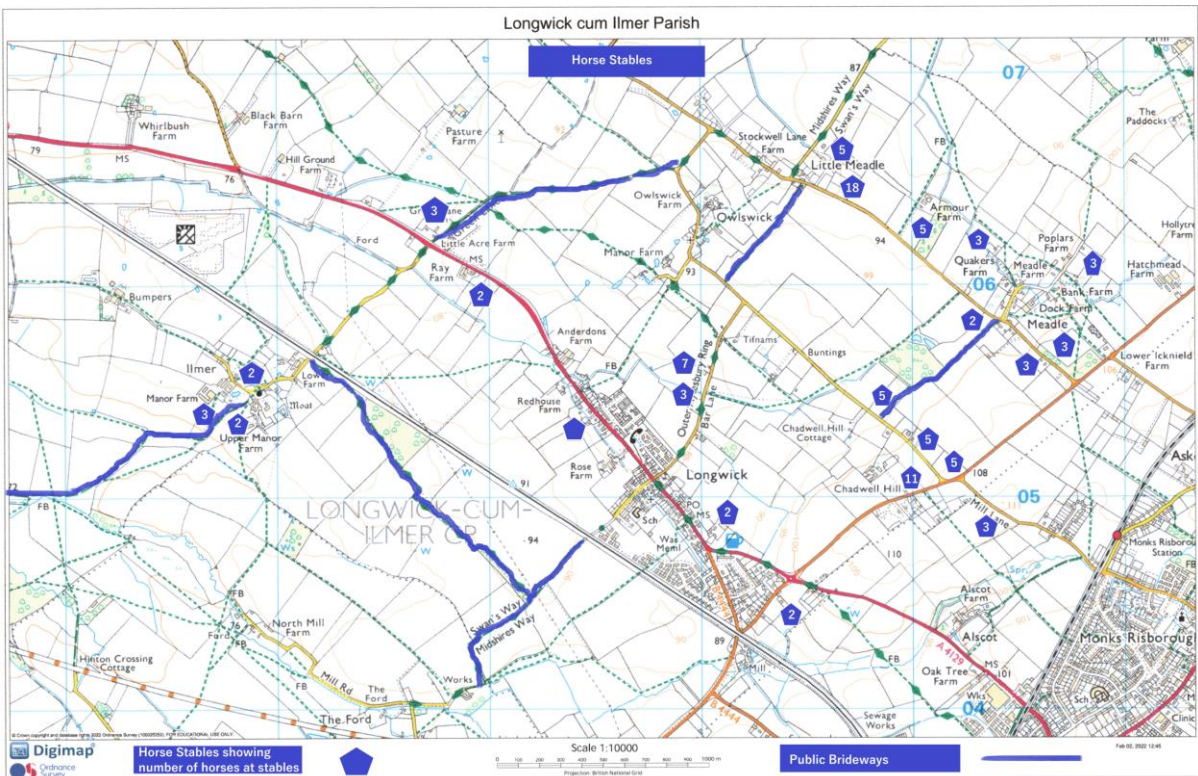




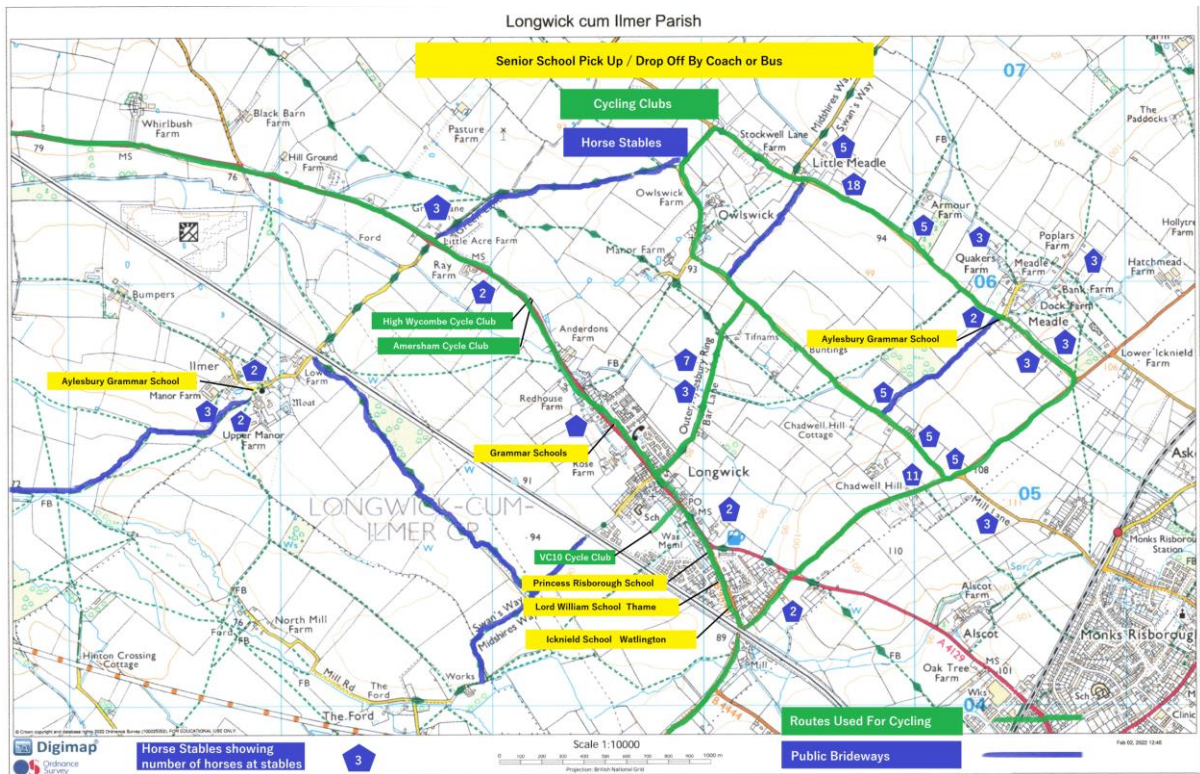
## 2. Cycling clubs and cycling routes



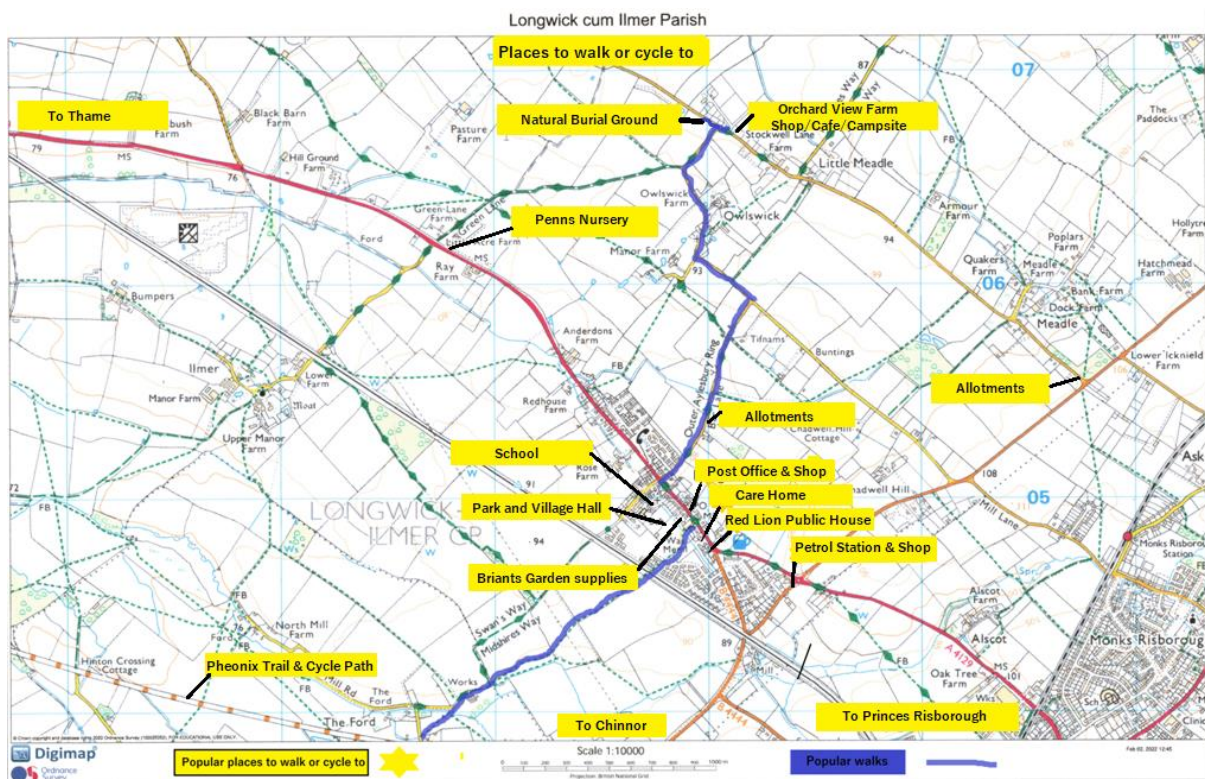
## 3. Horse stables, numbers of horses and brideways (showing 23 stables accommodating 97 horses)



#### 4. A combined map of local vulnerable road user locations



#### 5. Places to walk or cycle to locally



### C. Department for Transport Circular 01/2013 *Guidance on Setting Local Speed Limits*

The following table lists many statements drawn from the Department for Transport (DfT) Circular 01/2013 *Guidance on Setting Local Speed Limits*. This Circular fully supports proposals to reduce speed limits in rural areas, such as those in Longwick-cum-Ilmer Parish. For example the Circular states:

- *‘It is government policy that a 30 mph speed limit should be the norm in villages.’*
- *‘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.’*

The Circular places great emphasis on vulnerable road users, quality of life for local people and the views of local residents when setting local speed limits. These aspects are at the forefront of the thinking in proposing lower speed limits in the parish, and the references that relate to this have been highlighted in red text.

Section	Paragraph	Reference
Objectives of the Circular (Guidance)	17	<ul style="list-style-type: none"> <li>• <i>achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles</i></li> <li>• <i>ensuring improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities</i></li> </ul>
Underlying Principles - Key Points	Not numbered	<p><i>The key factors that should be taken into account in any decisions on local speed limits are:</i></p> <ul style="list-style-type: none"> <li>• <i>history of collisions</i></li> <li>• <i>road geometry and engineering</i></li> <li>• <i>road function</i></li> <li>• <i>composition of road users (including existing and potential levels of vulnerable road users)</i></li> <li>• <i>existing traffic speeds</i></li> <li>• <i>road environment</i></li> </ul> <p><i>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”</i></p>
Considerations in setting local	23	<i>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</i>

speed limits		<i>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.</i>
Underlying principles	31	<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>• collision and casualty savings</i></li> <li><i>• conditions and facilities for vulnerable road users</i></li> <li><i>• impacts on walking and cycling and other mode shift</i></li> <li><i>• congestion and journey time reliability</i></li> <li><i>• environmental, community and quality of life impact</i></li> </ul> <p><i>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.</i></p>
Underlying principles	32	<i>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.</i>
Underlying principles	41	<i>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 division, for example where a 30 mph road crosses one with a limit of 40 mph, the roundabout itself should take the lower limit.</i>
20mph speed limits	95	<i>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.</i>
<b>Section 7:</b> Rural speed management	Key points list	<p><i>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.</i></p> <p><i>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,</i></p>

		<i>and in exceptional circumstances to 300 metres.</i>
7.3: Villages	131	<i>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.</i>
	132	<i>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.</i>
	133	<i>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.</i>
	134	<i>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.</i>
	135	<i>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 development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300 metres.</i>
	136	<i>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. 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.</i>

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## **D. Proposed Local Speed Limit Changes**

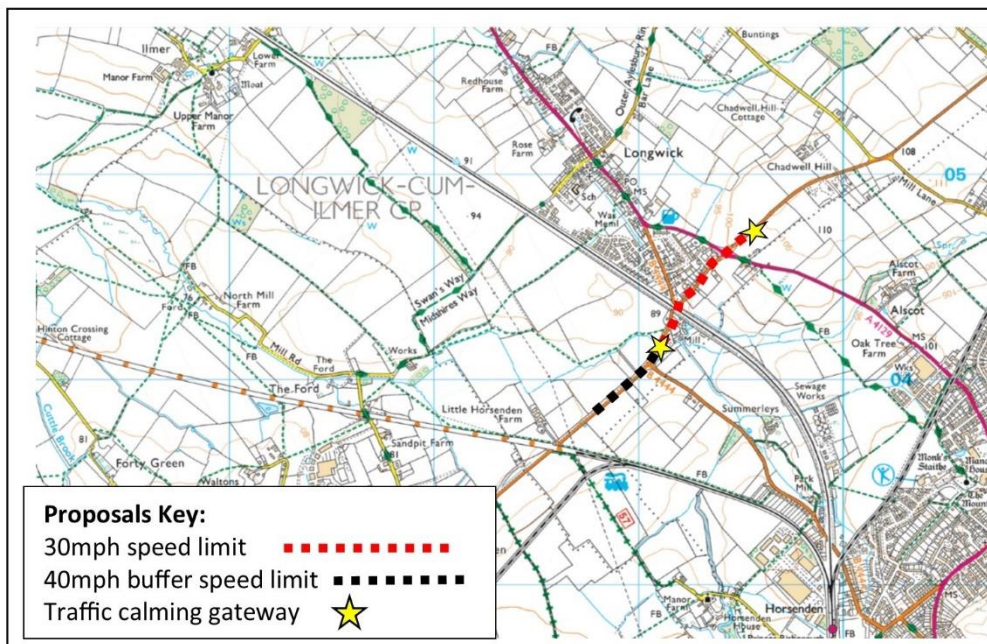
The following pages describe each of the proposals to lower the speed limits at different locations in Longwick-cum-Ilmer Parish area.

Each of the proposals is described in detail, along with a map and site-specific information, plus proposals for supplementary physical traffic calming measures.

The detailed proposals should be read in conjunction with the maps provided in Part B of this report and the extracts from the DfT's Circular 01/2013 included in Part C of this report.

## 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. **Measured average speeds:** 34mph

**Length of proposed 40mph buffer limit:** 400m. **Measured average speeds:** 47mph

**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 C of this report.

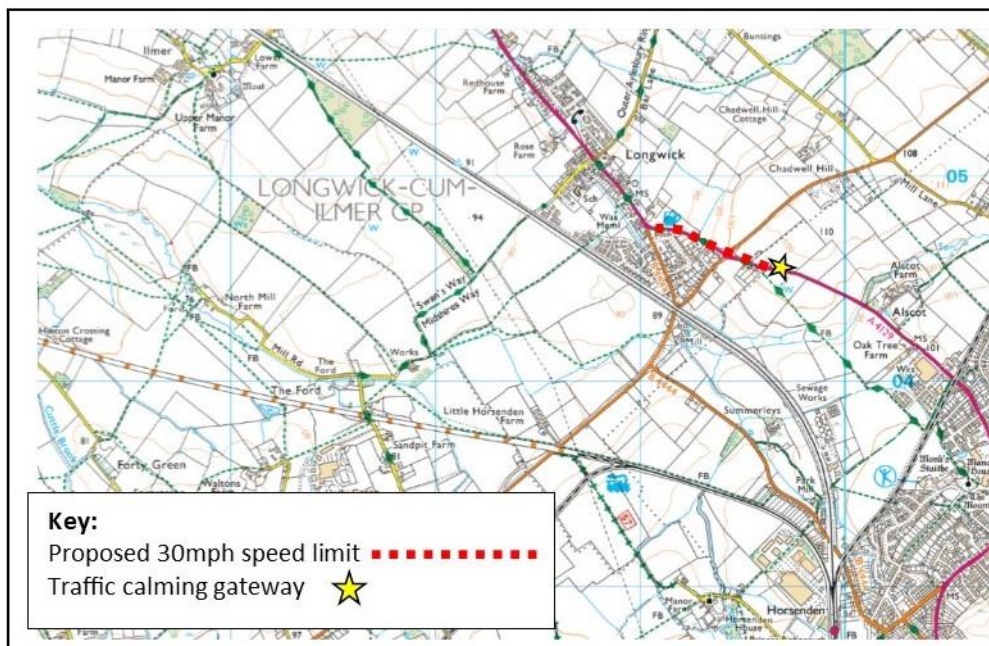
**Local Views:** Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on the B4009.

**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.

## LOCATION 2: A4129 Thame Road at the Sportsmans Roundabout approaches

Map showing proposals:



**PROPOSAL:** A 30mph speed limit and traffic management measures (see below).

**Current speed limit:** 40mph

**Length of proposed 30mph speed limit:** 600m. **Measured average speeds:** 34mph (west of roundabout) and 35mph (east of roundabout)

**Traffic Management Measures:** A new traffic calming gateway entry feature is proposed at the start of the 30mph speed limit (eastern end only).

**Number of properties, facilities and other relevant features fronting/accessing this stretch of road:** c.27 houses, stables, petrol filling station and Waitrose shop, Sportsmans roundabout, two other side road junctions.

**Risks to Vulnerable Road Users:** Pedestrians, walkers and cyclists accessing local facilities and the public right of way route from the A4129 to Wades Park in Princes Risborough are faced with risks crossing the A4129 due to lack of continuous 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 C of this report.

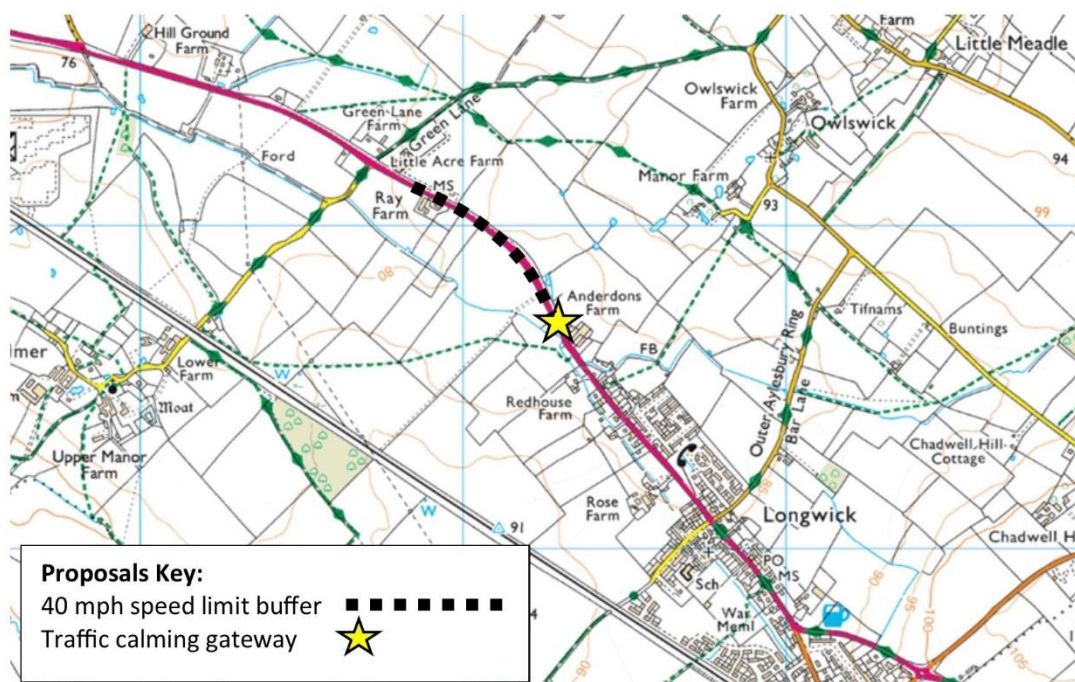
**Local Views:** Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on the A4129 and at the Sportsmans roundabout.

**Other relevant facts:**

- Recent new housing development has taken place on both approaches to the Sportsmans roundabout and this has increased the number of houses fronting this stretch of the A4129 from c.9 to 27 houses and generated additional turning traffic, walkers and cyclists.
- Speeds through the Sportsmans roundabout are in excess of 40mph and near misses are frequent.
- Crossing the road on foot at the roundabout is hazardous due to lack of footways and safe crossing points.
- The petrol station and Waitrose shop traffic adds to the risks at the roundabout, with additional movements joining the highway and poor visibility.
- Crossing the A4129 to gain access to the public right of way route to Wades Park in Princes Risborough is hazardous due to the speed of traffic.
- The Princes Risborough Expansion Area plans will increase traffic demand on the A4129 and its junctions as well as the number of people walking and cycling in the area.

### LOCATION 3: A4129 Thame Road north end

Map showing proposals:



**PROPOSAL:** A 40mph buffer speed limit and traffic management measures (see below).

**Current speed limit:** De-restricted

**Length of proposed 40mph speed limit buffer:** 600m. **Measured average speeds:** 47mph

**Traffic Management Measures:** Enhancement of the existing traffic calming entry gateway at the start of 30mph speed limit is proposed. 40mph roundels painted on 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:** 1 farm, agricultural accesses, popular roadside layby.

**Risks to Vulnerable Road Users:** Many cyclists use this length of the A4129 to gain access the country lanes through Towersey, Kingsey and Haddenham and also to the NCN Route 57 Phoenix Trail at Thame. The A4129 is also used by cycling clubs for time trials.

Cyclists are faced with risks caused by high-speed traffic and vehicles that overtake cyclists on the bend next to the layby is particularly hazardous for cyclists.

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 C of this report.

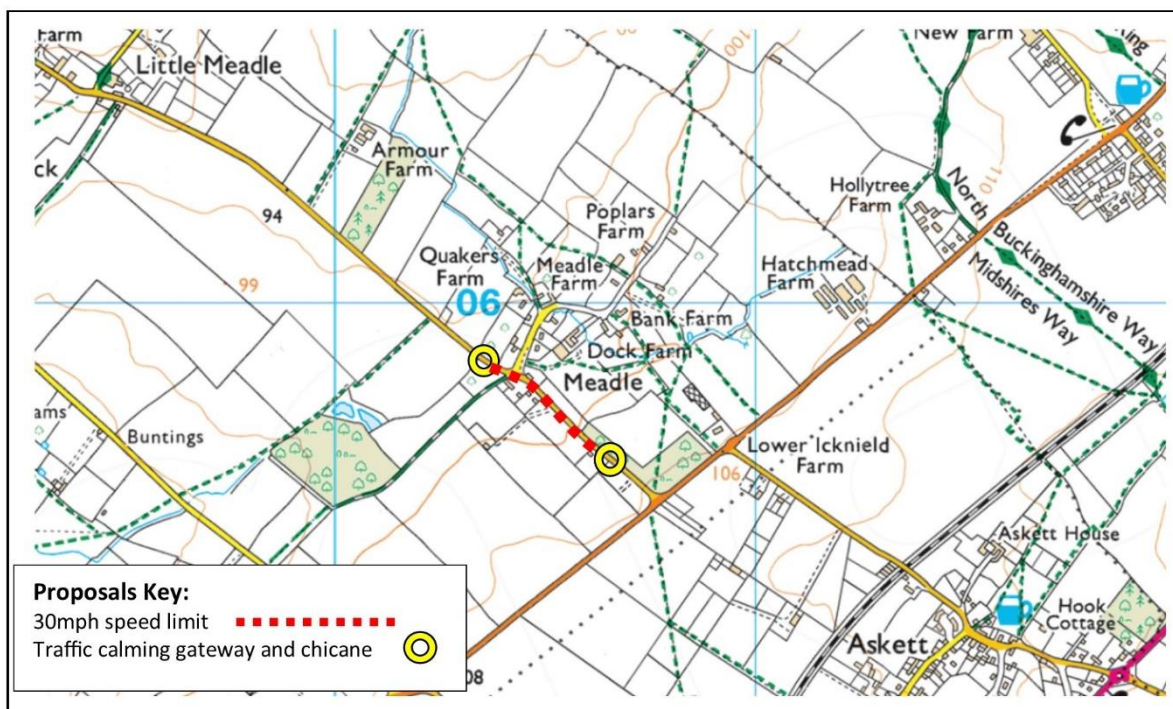
**Local Views:** Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on the A4129.

**Other relevant facts:**

- Traffic speeds at this entry into Longwick are higher than 30mph.
- A mobile speed enforcement site is located within the 30mph limit very close to the entry point.
- Cyclists use this length of the A4129 to gain access the country lanes through Towersey, Kingsey and Haddenham and also to access the NCN Route 57 Phoenix Trail at Thame. The road is also used by cycling clubs for time trials.
- The layby is located on a bend and generates turning traffic at both entry/exit points throughout the day.
- A mobile food van is located in the layby and the local community bus uses the layby as a turn round point 6 times per day.

## LOCATION 4: Stockwell Lane (south) at Meadle

Map showing proposals:



**PROPOSAL:** A 30mph speed limit and traffic management measures (see below).

**Current speed limit:** 40mph.

**Length of proposed 30mph speed limit:** 400m. **Measured average speeds:** 38mph

**Traffic Management Measures:** A traffic calming entry feature and chicane is proposed on Stockwell Lane at the both ends of the proposed 30mph speed limit. A ban on right-turns out of Meadle Village using the NW arm of the 'Y' junction is also proposed, allowing such turns from the SE arm only where visibility is better.

**Number of properties, facilities and other relevant features fronting/accessing this stretch of road:** c.29 houses, 6 stables, farms (i.e. c.8 houses and 4 stables fronting Stockwell Lane, c.21 houses and 2 stables in Meadle Village cul de sac) one side road junction (Meadle Village cul de sac 'Y' junction).

**Risks to Vulnerable Road Users:** There are a considerable number of equestrians, walkers, pedestrians and cyclists that use the roads in this local area. Footways don't exist and therefore these vulnerable road users have to use the carriageway.

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 C of this report.

**Local Views:** Various consultations, carried out as part of the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on Stockwell Lane and at the Meadle Village cul de sac 'Y' junction.

**Other relevant facts:**

- There are significant numbers of equestrians, cyclists and walkers that use Stockwell Lane.
- There are 6 stables in this immediate area.
- There are no footways and the verges are narrow; therefore the carriageway is used by vulnerable road users and fast traffic creates a high risk.
- Visibility at the Meadle Village junction is significantly less than is required by highway standards for the current 40mph speed limit.
- The right turn out of the Meadle Village cul de sac 'Y' junction onto Stockwell Lane is very hazardous due to restricted visibility.
- Stockwell Lane is used as part of an east-west commuter rat run between the central/west Bucks/Oxon area and the A413 and A4010 corridors.
- The Princes Risborough Expansion Area plans includes a strategy to address the effect of this rat running by interventions in Askett Village and Mill Lane Monks Risborough, but this does not include any measures within Stockwell Lane, which is part of the rat run. Therefore, the speed limit and traffic calming proposals for Stockwell Lane will provide an additional and significant disincentive to rat running along this east-west route. This will improve the quality of life and the safety of local people and vulnerable road users and assist Buckinghamshire Council's policy aim to address the east-west rat running in this area.

Examples of chicanes used in Buckinghamshire and also Oxfordshire



Weston Turville



Bishopstone



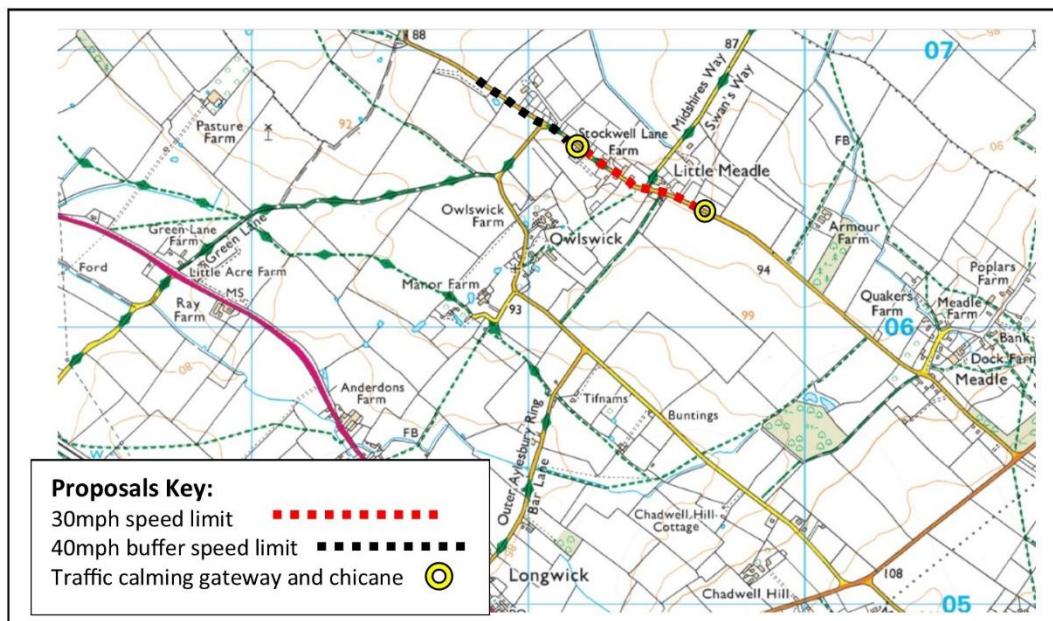
Kingston Blount



The national Crashmap database indicates that in the past 5 years (2017 – 2021) there have been no injury crashes at or in the vicinity of these chicanes. A quick check on other chicane locations in Buckinghamshire (e.g. Amersham, Wing) indicates a similarly positive situation with regard to road safety.

## LOCATION 5: Stockwell Lane (north) at Little Meadle

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:** 500m. **Measured average speeds:** 36mph

**Length of proposed 40mph buffer speed limit:** 400m. **Measured average speeds:** 40mph

**Traffic Management Measures:** A traffic calming entry feature and chicane is proposed on Stockwell Lane at the both ends of the proposed 30mph speed limit. 40mph roundels painted on road at entry to 40mph buffer and at the repeater signs are also proposed. A ban on right-turns out of the Kimblewick Road (marked here as Midshires/ Swan's Way) using the NW arm of the 'Y' junction is proposed, allowing such turns from the SE arm only where visibility is better.

**Number of properties, facilities and other relevant features fronting/accessing this stretch of road:** c.9 houses, a horse stud, stables, a farm shop, café and campsite, a natural burial ground (c.11 houses in Kimblewick Road, plus other stables and farms) two road junctions (Owlswick Road and Kimblewick Road) the Midshires Way and Swans Way.

**Vulnerable Road Users:** There are a considerable number of equestrians, walkers, pedestrians and cyclists that use the roads in this local area. Footways don't exist and therefore these vulnerable road users have to use the carriageway.

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 C of this report.

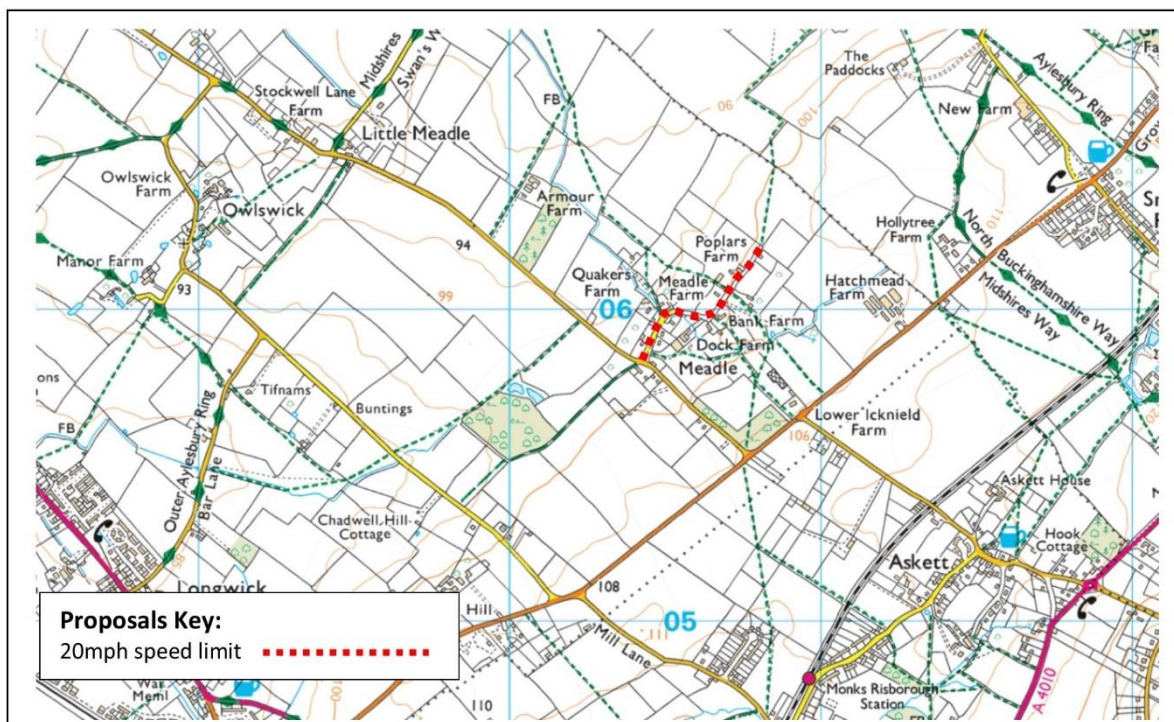
**Local Views:** Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on Stockwell Lane.

**Other relevant facts:**

- There are significant numbers of equestrians, cyclists and walkers that use Stockwell Lane.
- There is a horse stud and other stables in this immediate area.
- The Midshires Way, Swans Way and other public rights of way cross this area.
- Recent development has taken place on the de-restricted length of Stockwell Lane. This development is a farm shop, café and camp site at Orchard Farm which has access onto Stockwell Lane and generates high numbers of visitors 7 days per week. The Aylesbury Vale Natural Burial Ground has also been created with access to the de-restricted length of Stockwell Lane.
- There are no footways and the verges are narrow; therefore the carriageway is used by vulnerable road users and fast traffic creates risks.
- Stockwell Lane is used as part of an east-west commuter rat run between the central/west Bucks/Oxon area and the A413 and A4010 corridors.
- The Princes Risborough expansion plan includes a strategy to address the effect of this rat running by interventions in Askett Village and Mill Lane Monks Risborough, but this does not include any measures within Stockwell Lane, which is part of the rat run. Therefore, the speed limit and traffic calming proposals for Stockwell Lane will provide an additional and significant disincentive to rat running along this east-west route. This will improve the quality of life and the safety of local people and vulnerable road users and assist Buckinghamshire Council's policy aim to address the east-west rat running in this area.

## LOCATION 6: Meadle

Map showing proposals:



**PROPOSAL:** A 20mph speed limit.

**Current speed limit:** 40mph.

**Length of proposed 20mph speed limit:** 580m. **Measured average speeds:** 21mph

**Traffic Management Measures:** Meadle is a cul de sac and its curving alignment and narrow width act to control the majority of drivers to a speed that is commensurate with a 20mph speed limit. Therefore it is considered that 20mph limit would be self-enforcing and would not require additional traffic management measures.

**Number of properties, facilities and other relevant features fronting/accessing this stretch of road:** c.21 houses, 3 stables, farms and agricultural accesses.

**Risks to Vulnerable Road Users:** There are a considerable number of equestrians, pedestrians, walkers and cyclists that use the roads in this local area. Footways don't exist and therefore these vulnerable road users have to use the carriageway.

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 C of this report.

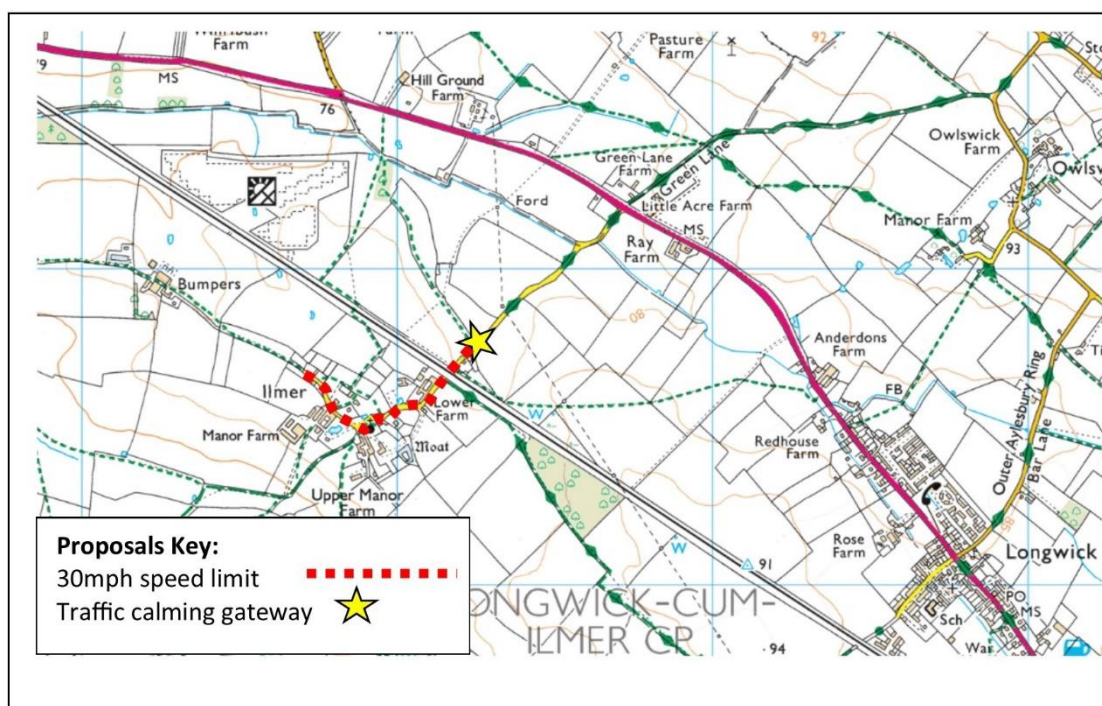
**Local Views:** Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds in Meadle.

**Other relevant facts:**

- There is a high concentration of stables in this area.
- There are no footways in Meadle.
- A 20mph speed limit is far more appropriate than the current 40mph limit and would improve the safety for vulnerable road users.
- Meadle is a cul de sac.

## LOCATION 7: Ilmer

Map showing proposals:



**PROPOSAL:** A 30mph speed limit and traffic management measures (see below).

**Current speed limit:** De-restricted

**Length of proposed 30mph speed limit:** 700m. **Measured average speeds:** 27mph

**Traffic Management Measures:** A traffic calming entry gateway is proposed at the start of 30mph speed limit, which is at the start of the residential frontages and crossing of the foot path (NE end of proposed speed limit only).

**Number of properties, facilities and other relevant features fronting/accessing this stretch of road:** 27 houses, local businesses, 4 farms, a church and a solar farm.

**Risks to Vulnerable Road Users:** There are a considerable number of equestrians, walkers, pedestrians and cyclists that use the roads in this local area. There are no footways and therefore these vulnerable road users have to use the carriageway.

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 C 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 the speed limit.

**Other relevant facts:**

- No footways exist in Ilmer.
- The road is narrow and is used by walkers, cyclists and equestrians.
- Commercial traffic is generated by the local businesses and the solar farm.
- Ilmer Lane is a cul de sac.

## E. Cost Estimates for Proposals

Using the case studies and costs set out in Buckinghamshire Council's 2020 *Traffic Calming in Buckinghamshire, A Guide for the Implementation of Traffic Calming Measures* report and likely increases as advised by officers, the following figures are estimates of the costs involved, and potential sources of funding.

### Cost Estimates based on specific measures:

NB: The TRO costs for the speed limit proposals are included within the overall estimates

Longwick-cum-Ilmer Parish								
First Phase Projects from Longwick Transport Vision & Neighbourhood Plan								
Estimated Costs of Proposed Local Speed Limit Changes						01/06/2022		
	Roundel (p15)*	Dragon's teeth (p16)*	Road signs (p14)*	Gateway feature (p22)*	Chicane (p23-4)	Extras		
<i>Cost per new item from EC 2020 guide with updated figures where available from EC</i>	£1,500	£4,000	£2,100	£5,500	£30,000			
1 B4009 Lower Icknield Way at railway bridge	2		2	2				
	£3,000	£0	£4,200	£11,000	£0		£18,200	
2 B4009 Lower Icknield Way at Sportsman Roundabout	1		1	1				
	£1,500	£0	£2,100	£5,500	£0		£9,100	
3 A4129 Thame Road North end	1	1	1					
	£1,500	£4,000	£2,100	£0	£0		£7,600	
4 Stockwell Lane South					2			
	£0	£0	£0	£0	£60,000	£8,000	£68,000	
	'No right turn at Y junction' signage incl at £8k, requires TRO							
5 Stockwell Lane North	1		1		2			
	£1,500	£0	£2,100	£0	£60,000	£8,000	£63,600	
	'No right turn at Y junction' signage incl at £8k, requires TRO							
6 Meadle	1		2					
	£1,500	£0	£4,200	£0	£0		£5,700	
	Extra: roundel and road signs							
7 Ilmer	1		1	1				
	£1,500	£0	£2,100	£5,500	£0		£9,100	
	<b>Total Estimated</b>							<b>£181,300</b>
	Inflation since 2020 and overheads. Est. 30%							£54,390
	<b>Total Budget Estimate</b>							<b>£235,690</b>
* Could vary depending on number done at same time, or unknown site-specific risks								



**Potential Sources of Funding:**

Longwick-cum-Ilmer Parish					
First Phase Projects from Longwick Transport Vision & Neighbourhood Plan					
<b>Potential Sources of Funding</b>					
		CIL funds	NW Chilterns Community Board	S106 Developer contributions	Princes Risborough Expansion Area Traffic Management
1	B4009 Lower Icknield Way at railway bridge	*	*	Lower Icknield Way N&S sides (LP allocated and speculative)	*
2	B4009 Lower Icknield Way at Sportsman Roundabout	*	*	Lower Icknield Way N&S sides (LP allocated and speculative)	*
3	A4129 Thame Road North end	*	*	Thame Road NP site allocation and speculative developments	*
4	Stockwell Lane South	*	*		*
5	Stockwell Lane North	*	*		*
6	Meadle	*	*	Speculative developments?	
7	Ilmer	*	*	Speculative developments?	

## F. References

Buckinghamshire Council (2020), *Traffic Calming in Buckinghamshire, A Guide for the Implementation of Traffic Calming Measures* [App A TrafficcalmingGuide 2020.pdf \(moderngov.co.uk\)](#)

Buckinghamshire Council (2013) 'Change a speed limit' [Key Decision Report PT01.13. https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/managing-speed/change-a-speed-limit/](#).

Department for Transport (2013), *Guidance on Setting Local Speed Limits*, Circular 01/2013 [Setting local speed limits - GOV.UK \(www.gov.uk\)](#)

*Longwick-cum-Ilmer Parish Neighbourhood Plan* March 2018 [Longwick-cum-Ilmer neighbourhood plan \(wycombe.gov.uk\)](#)

Annex A - Schedule of Evidence, in particular:  
*Longwick Public Consultation Workshop*, October 2014, Issues report [Longwick-Public-consultation-workshop-report-October-2014.pdf \(wycombe.gov.uk\)](#)

Tibbalds (2015), *Longwick Village Capacity Study* [Longwick-Village-Capacity-Study.pdf \(wycombe.gov.uk\)](#)

Transport Initiatives LLP (2021) *Longwick Transport Vision*  
<https://www.dropbox.com/scl/fi/ego7jdqrg7x7mpazf2m33/CSSE34-Longwick-Transport-Vision-Final-Report.docx?dl=0&rlkey=ar56y4gckid93wnm3jby1tstg>

## **G. Relevant Public Consultation Stages**

### **Local Plan Review 2014-5**

- Baseline evidence collection and public consultation as part of the Longwick Village Capacity Study, undertaken by Wycombe District Council and its consultants Tibbalds (October 2014), which raised local concerns about road traffic speeds and poor provision for alternative modes of transport for all ages of local community – 137 attending and 50 written responses;
- Agreement of the need to prepare a neighbourhood plan to address the concerns raised, held by Longwick-cum-Ilmer Parish Council at a public meeting (January 2015);

### **Longwick-cum-Ilmer Neighbourhood Plan 2015-18**

- Consultation with 600 residents, businesses and other stakeholders on the Longwick Village Capacity Study findings and other issues to include in the Neighbourhood Plan (January-June 2015) by the Neighbourhood Plan Steering Group;
- Statutory consultation on the Consultation Draft Plan residents, businesses and other stakeholders (8 June – 21 July 2015) by the Parish Council;
- Preparation of the Submission Neighbourhood Plan and Sustainability Appraisal and subsequent consultation (Autumn 2015) [*withdrawal of the 2015 Submission Neighbourhood Plan in February 2016 on the advice on Wycombe District Council*];
- Agreement of the basis on which to prepare a new Neighbourhood Plan voted upon at a public meeting held by Longwick-cum-Ilmer Parish Council (November 2016) – 136 attending;
- Statutory consultation on the Consultation Draft Plan residents, businesses and other stakeholders (Aug-Oct 2017) by the Parish Council;
- Preparation of the Submission Neighbourhood Plan and Sustainability Appraisal and subsequent consultation (January 2018)
- Referendum on Neighbourhood Plan March 2018, with 92.8% voting in favour of the plan's adoption – 389 votes cast.

### **Longwick-cum-Ilmer Transport Vision 2021**

- Public consultation online, via e-surveys and post on transport and traffic movements issues in the area (Spring 2021) – 192 responses, with 84 interested in taking part further;
- Two virtual community meetings on potential solutions in different areas of the parish to refine recommendations for final report (April 2021) – 13 attending;
- Final consultation in-person and online (July 2021) – 92 responses.

### **Longwick-cum-Ilmer: Proposed Local Speed Limit Changes 2022**

- Informal consultations around Meadle and Little Meadle on use of chicanes and access for equestrian businesses.