



# Longwick Speed Limit Assessments: Desktop Study



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Revision	Date	By	Note
V2	12/09/2024	NO'L	Correction to Appendix A

## **Introduction:**

This desktop speed limit assessment was carried out based on information provided in the document “Final Longwick TV and NP Proposed Local Speed Limit Changes report April 2023” produced by Longwick-cum-Ilmer Parish Council (the report), only those aspirational changes to the highway e.g. gateway features, horizontal traffic calming features etc. presented in the report have been considered as part of this desktop speed limit assessment. Buckinghamshire Highways has not carried out any technical design review of the presented aspirational changes nor have any alternatives been considered. No information on wider or future aspirational changes to the network environment e.g. controlled crossings, future residential developments etc. has been provided by Longwick-cum-Ilmer Parish Council or considered as part of the assessment process.

The main differences between this desktop assessment and other speed limit assessments carried out by Buckinghamshire Council has been the reliance on the information provided in the report, to that end, no additional speed data was collected, site visits with TVP (Thames Valley Police) were not undertaken and the views of Transport Strategy were not sought.

For ease of reporting and to enable a consistent approach as applied to all other speed limit assessments carried out around the county, the speed limits have been divided into 7 separate assessments, however, care has been taken to consider adjoining requests to enable the full extents of potential speed limit changes within the assessment area to be considered.

The expectation was that the above approach, basing the assessments on the provided information, local knowledge and experience in carrying out speed limit assessments would enable a more efficient use of resource to enable prompt delivery; however, this has not been the case due to the number of speed limits their interaction with adjoining limits and the resulting considerations which had to be investigated.

## **Summary:**

In contrast to other speed limit assessments, the lead officer has spent considerable time looking for opportunities to identify where speed limits could change in an attempt to meet as many of the aspirations set out in the report as possible.

Buckinghamshire Council do not hold funds to implement any of the works including design activities, consultation or construction. The conclusion of the individual appraisals and associated recommendations do not constitute approval to implement the speed limit changes or approve the aspirational work – all speed limit changes are subject to statutory consultation process including but not limited to official consultation with TVP and other emergency services, assessing public responses and the outcome of any Cabinet decision which will consider such requests in terms of the impact on the wider highway network. It is understood that Longwick-cum-Ilmer Parish Council hold sufficient funds to carry out the required design, consultation and construction works for those limits and features should they be approved. And associated ongoing maintenance where appropriate.

The individual appraisals and associated recommendations for each of the 7 requests are summarised in the following text, but are detailed in the full assessment included in the relevant appendix:

### **Speed Assessment 1 - B4009 Lower Icknield Way, Railway Bridge Approach**

#### **Site a – B4009 Lower Icknield Way (proposed 30 limit)**

This request is partially refused. A 30 mph limit would only be appropriate from a point immediately west of the 'Sportsman' roundabout (what3words: verges.inversely.caller) extending west along the Lower Icknield Way for a distance of approximately 380m to a point 30m west of the railway bridge (what3words: daredevil.limbs.flickers). This is the only section to comply with DfT standards for a 30 limit.

There is no collision history on this section of road, and therefore there is no direct road safety benefit from the introduction of a 30 limit.

#### **Site b – 40 mph limit 'buffer'**

This section of road does not conform to Department for Transport criteria for a 40mph speed limit. The recorded speeds are too high, and the character, hierarchy, and environment of the road suggest a 40 limit would not be successful in terms of compliance, nor is there an injury collision history where speed in excess of the speed limit or inappropriate speed have been recorded as contributory factors.

#### **Note**

It should be noted that if the changes are implemented for **Site a** above, which provides a new 30 limit to the west of the railway bridge, it will result in the length of the existing 40 limit being reduced below 400m and therefore will become legally unenforceable. Consideration has been given to the possibility of

extending the 40 further west out of the village to make it compliant, but unfortunately this is not possible and does not meet DfT standards. The unenforceability of the 40 is an inextricable sacrifice if the new 30 is proceeded with.

To encourage continued compliance in the 40 (should it become legally unenforceable due to the new 30), a VAS should be installed on entry to the 40 limit to reduce the likelihood of speeding and reinforce the speed limit.

#### **TVP Comment**

Site a) Speeds will need to be checked if the speed limit is reduced to bring the 85%ile speeds down below the enforcement threshold as advised by the NPCC and further speed reducing measures put in place. Should the proposal go ahead **TVP would not object but making note of the previous comment made.**

Site b) The assessment and data provided by BC indicate that a 40mph speed limit is not appropriate and **TVP would object** to its proposal by BC.

### **Speed Assessment 2 - A4129 Thame Road**

#### **Site a – A4129 Thame Road passing Sportsmans Way (requested 30mph limit)**

This request is partially refused.

A 30 mph speed limit is appropriate to a point west of the shared use path where it rejoins the main carriageway on Thame Road (what3words: miss.dots.upwardly). The reduction in speed limit will provide lower speeds passing the shared use path including the point at which cyclist rejoin the carriageway. If implemented, the 30 limit is to be achieved by extending the existing village centre 30mph limit east along Thame Road by a distance of approximately 200m.

However, the west bound speeds are high at the point of entry into the new proposed 30 limit (36mph mean / 40 mph 85%ile) and because of this TVP and Buckinghamshire Highways will require additional measures to be funded by the Parish Council to lower speeds. These include as minimum yellow backed 30 terminals on entry to the new limit accompanied by a roundel on the road surface. Consideration should also be given by the Parish Council to instal a VAS or MVAS to reinforce the lower speed limit.

The remaining section extending west from this point to the Sportsmans roundabout does not meet DfT criteria and should remain a 40 limit.

#### **Site b – A4129 entry to Longwick (requested 30 mph limit)**

This section of road does not conform to Department for Transport criteria for a 30mph speed limit is not supported. It should remain a 40 mph limit.

The recorded speeds are too high, and the character, hierarchy, and environment of the road suggest a 30 mph limit would not be successful in terms of compliance or meet DfT criteria. There is not an injury collision history where speed in excess of the speed limit or inappropriate speed have been recorded as contributory factors.

#### **TVP Comment**

Site a) The 85%ile speeds westbound are within the National Police Chiefs Council guidelines (NPCC) **should this proposal go ahead TVP would require additional speed reducing measures** (which could include such measures as VAS) **to be introduced to bring the speeds down to a level below the enforcement threshold.** Site b) assessment does not meet the criteria for a reduction in the speed limit and **if proposed TVP would object.**

#### **Speed Assessment 3 - Thame Road North end**

This section of road does not conform to Department for Transport criteria for a 40mph speed limit and should remain a national speed limit.

#### **TVP Comment**

**Should the proposal go ahead TVP would object.**

#### **Speed Assessment 4 - Stockwell Lane, Meadle**

This section of road does not conform to Department for Transport criteria for a 30mph speed limit and should remain a 40 limit.

#### **TVP Comment**

**Should the proposal go ahead TVP would object.**

#### **Speed Assessment 5 - Stockwell Lane North, Meadle**

##### **Site a) proposed 30 limit**

This section of road does not conform to Department for Transport criteria for a 30mph speed limit and should remain a 40 limit.

##### **Site b) proposed 40 limit**

This section of road does not conform to Department for Transport criteria for a 40mph speed limit and should remain a national speed limit.

#### **TVP Comment**

**Should the proposal go ahead TVP would object.**

### **Speed Assessment 6 - Meadle Village**

A speed limit of 20 mph could be appropriate on this section of Meadle Village. The existing speeds, character, and environment are commensurate with a 20 limit and confirms to DfT criteria. However, it should be noted that this reduction would not lead to an improvement in road safety as there are no reported injury collisions and would require funding by the Parish Council and satisfaction of the Buckinghamshire Council criteria for 20mph as outlined at: [Change a speed limit | Buckinghamshire Council](#)

#### **TVP Comment**

Speeds will need to be checked if the speed limit is reduced to bring the 85%tile speeds down below the enforcement threshold as advised by the NPCC and further speed reducing measures put in place. **Should the proposal go ahead TVP would not object but making note of the previous comment made.**

### **Speed Assessment 7 - Ilmer Lane, Ilmer**

This section of Ilmer Lane is **suitable for a reduction of the existing speed limit to 30 mph**. The existing speeds, character, and environment are commensurate with a 30 limit, and it meets DfT criteria. The village gateway feature upon entering the new limit is also supported subject to there being sufficient width (see extract 141 of DfT guidance above).

However, it should be noted the mean speeds are already below 30mph based on the data provided and the introduction of a 30 limit will be unlikely to reduce speeds any further. There is also no collision history on this section of road, and therefore there is no direct road safety benefit from the introduction of a 30 limit.

#### **TVP Comment**

**Should the proposal go ahead TVP would not object.**

## **Appendix A** Speed Limit Assessments





**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

**REQUEST REF NO. 01/2024**

*location* **B4009 Lower Icknield Way**

<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	Desk top exercise
<b>Date assessment completed:</b>	28 <sup>th</sup> May 2024

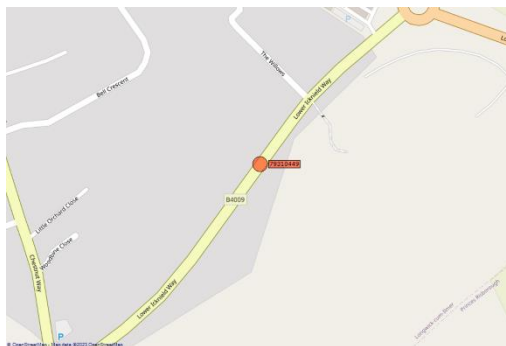
<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	<b>B4009 Lower Icknield Way</b>
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<b>PREFERRED SPEED LIMIT</b>	<b>a) 30 mph (730m) with b) 40 mph (400m) buffer</b>
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>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.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• 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 40 mph limit.</li> <li>• High vehicles also use the centre of the road as the bridge has a restricted height.</li> <li>• Walkers are faced with risks walking alongside and crossing the B4009 due to narrow/non-continuous footways and vehicle speeds.</li> <li>• An equestrian establishment fronting the B4009 on this stretch has no direct access to bridleways.</li> <li>• Speeds through the Sportsman roundabout are excessive. Near misses are frequent.</li> <li>• The petrol Station traffic increases the risks.</li> <li>• Road Safety risks are created by the very many accesses to the frontage development.</li> <li>• 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, attracting more movements.</li> <li>• Both the Chinor Road layby and the Mill layby are used by the Bucks Council as material stockpiles and so attract large vehicles turning on and off the B4009.</li> <li>• The Princess Risborough Expansion Area and the major employment site allocation west of the railway line will increase traffic demand on the B4009 and its junctions.</li> </ul>

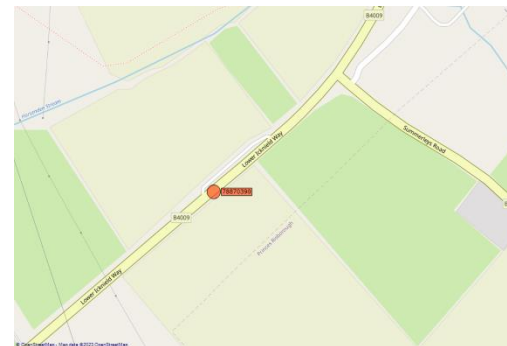
## Traffic data (vol/speeds)

### SPEED DATA

Speed/Flow data was obtained at two sites by way of traffic surveys on the two sections of Lower Icknield Way subject to this assessment. The surveys were carried out between 21<sup>st</sup> February 2023 and 6<sup>th</sup> March 2023 at the locations shown below:



Site 1 (proposed 30mph limit)



Site 2 (proposed 40mph limit 'buffer')

The seven-day summary for both sites is shown below:

### Site a – B4009 Lower Icknield Way (proposed 30 limit)

### Traffic Flow:

<p><b>Traffic data (vol/speeds) cont...</b></p>	<p>The 7-day average (per day) traffic volume:</p> <p>North East - 2945 vehicles</p> <p>South West - 2800 vehicles</p> <p><b><u>Peak Times 7-day:</u></b></p> <p>North East - AM Peak 08:00 hrs – 249</p> <p>North East - PM Peak 16:00 hrs – 248</p> <p>South West - AM Peak 08:00 hrs – 238</p> <p>South West - PM Peak 17:00 hrs – 277</p> <p><b><u>Speeds</u></b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>North East – 33 mph</p> <p>South West – 34mph</p> <p><b><u>85%ile Speeds (24hr):</u></b></p> <p>North East – 39 mph</p>
<p><b>Traffic data (vol/speeds) cont...</b></p>	

South West – 39 mph

**Site b – B4009 Lower Icknield Way (40 'buffer)**

**Traffic Flow:**

The 7-day average (per day) traffic volume:

North East – 3155 vehicles

South West – 3146 vehicles

**Peak Times:**

North East - AM Peak 08:00 hrs - 263

North East - PM Peak 16:00 hrs - 280

South West - AM Peak – 08:00 hrs - 285

South West - PM Peak – 16:00 hrs - 278

**Speeds**

**Mean Speeds 7-day (24hr):**

North East – 47mph

South West – 48 mph

	<p><b><u>85%ile Speeds (24hr):</u></b></p> <p>North East – 54 mph</p> <p>South West – 54 mph</p>
<b>Road width (s)</b>	Varies – approximately 6m (3m per lane)
<b>Road length (proposed for new limit)</b>	<p>30 mph (730m) &amp;</p> <p>40 mph (400m) buffer</p>
<p><b>Collision history</b></p> <p>(severity/causes</p> <p>/types/frequency</p> <p>/rate per 100mvkm</p>	<p>There have been 4 slight injury collisions in the last 5 years of collision data provided by Thames Valley Police (01/04/2019 – 31/03/2024)</p> <ol style="list-style-type: none"> <li>1. <b>14/01/2020</b> (12:29 hrs) – Junction with Chestnut Way – Car 1 travelling north east centre of carriageway under bridge collided with Car 2 traveling in opposite direction.</li> <li>2. <b>01/04/2019</b> (17:35 hrs) – Thame Road roundabout – Car 1 turned right from garage to travel south east Longwick Rd failed to give way to Motorcycle already on roundabout.</li> <li>3. <b>03/08/2023</b> (19:42 hrs) – Thame Road roundabout – Pedal cyclist travelling south west entered roundabout hit by car that failed to give way.</li> <li>4. <b>07/01/2023</b> (08:39 hrs) – Thame Road roundabout – Car 1 travelling north west Longwick Road failed to see pedal cyclist on roundabout.</li> </ol>

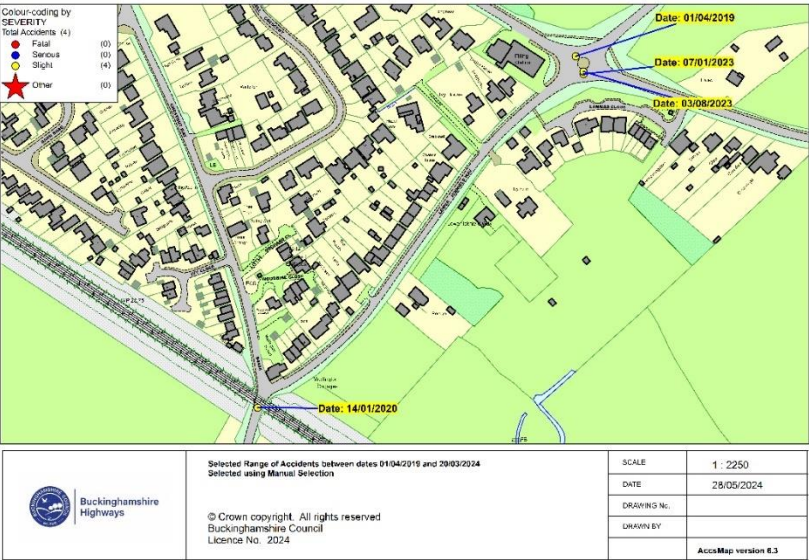
Driver Error (failing to look properly) and ‘dazzling sun’ has been recorded against the collision on 01/04/2019.

The collisions on the 07/01/23 and 03/08/23 have no contributory factors recorded.

The collision on the 14/01/2020 has ‘road layout’ recorded as a possible contributory factor.

Excess/inappropriate speed has not been recorded as a contributory factor in any of the above injury collisions.

**Collision history**  
(severity/causes  
/types/frequency  
/rate per 100mvkm cont...





<p><b>Road Environment/function/ Geometry</b></p>	<p><b>Site a</b></p> <p>The section of the B4009 concerned with this report changes in character throughout the section. Firstly, there is the section between the A4129 Thame Road roundabout extended south west to the railway bridge. This section has established residential houses, predominately along the north east side, and at the roundabout with the Thame Road there is a service station. This section has a footway on one side and is reasonably straight with a slight bend at either end. It is anticipated the majority of traffic using the road is a mix of through traffic and local access.</p> <p>As the road then extends further south and west beyond the railway bridge (junction of Chestnut Way), it becomes almost immediately more rural in nature and could be classified as a rural single carriageway road as it passes the junction for Summerleys Road. There is a small low density residential housing development set back from the road accessed via a 'hidden' layby behind tall vegetation which exits onto both Summerleys Road and the Lower Icknield Way. There are few bends and junctions.</p> <p>The entire section from the Thame Road roundabout to the Summerleys Lane junction is currently subject to a 40 mph speed limit.</p>
<p><b>Road Environment/function/ Geometry</b></p>	<p><b>Site b</b></p> <p>This section is currently national speed limit. It would be classified as a rural single carriageway road. It is straight with good surfacing and width. There is one bend heading towards Ilmer before entering the exiting 40 limit by the Summerlys Lane junction, the turn for Summerleys Lane is provided for with a right turn centre hatched area. There is one layby on the northwest side located fully off the carriageway. There is no housing or infrastructure.</p>

<p><b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)</p>	<p>The traffic count and flow surveys which were taken at two locations indicate there is a moderate volume of traffic for a B-road; the majority of users would be classified as a mix through-traffic and local access and are using passenger motor cars.</p> <p>At the two locations the total daily 7-day average was 2945 cars per day (between the Willows and Chestnut Way) and 3146 (south west of Summerleys Lane).</p> <p>The survey showed a daily 7-day average of 56 goods vehicles of up to 7.5 tonne between the Willows and Chestnut Lane, and 67 goods vehicles of up to 7.5 tonne at the Summerleys Lane site.</p> <p>There were very few large or articulated goods vehicles recorded at either survey site (single figures per day).</p> <p>Due to the rural location of the road, it would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to evidence. Anecdotal evidence has been provided with this application by the Parish Council which has been considered as part of this report.</p>
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<p><b>Impact on environment/ community/ quality of life</b></p> <p>(emissions, severance, visual impact, noise, vibration)</p>	<p>Due to the lengths of road involved in this assessment (740m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.</p>
<p><b>Drivers' impression of road/Speed limit</b></p>	<p>This section of road is typical of a rural B road, however there are two distinct sections concerned with this report which are quite different in character.</p> <p>Approaching from the south west the road is wide and flanked on either side by hedging and vegetation and is rural in nature. There is one junction for Summerleys Lane before the road heads towards a bend as it goes under the railway bridge where the character of the road changes, and there is more housing where a slower speed feels appropriate. Currently the entire section is subject to a 40 mph limit.</p>
<p><b>Transport Strategy team Considerations</b></p>	<p>No comment sought from Transport Strategy in relation to this desk top study.</p>
	<p>On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013.</p>

<p><b>DfT Circular 01/2013 (March 2024 update) compliance</b></p>	<p><b>Key Points:</b></p> <p>Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.</p> <p>Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.</p> <p>This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p> <p>This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.</p> <p><b><u>Site a – B4009 Lower Icknield Way (proposed 30 limit)</u></b></p> <p><b><u>Villages</u></b></p> <p>135. 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>
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<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p>137. 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 30mph, would be that there were both:</p> <ul style="list-style-type: none"> <li>• 20 or more houses (on one or both sides of the road)</li> <li>• a minimum length of 600m.</li> </ul> <p>139. 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 600m to avoid too many changes in speed limits along a route and to aid compliance. Traffic authorities may, however, lower this to 400m when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300m.</p> <p>140. 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.</p> <p><b><u>Site b – B4009 Lower Icknield Way (40 mph ‘buffer)</u></b></p> <p><b>7.2 SINGLE CARRIAGEWAY RURAL ROADS</b></p>
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	<p>122) In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.</p> <p>123) Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.</p> <p>124) There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.</p> <p>on rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.</p> <p>126) The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.</p>
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	<p>127) <i>Table 2</i> sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.</p> <p><b>Table 2 Speed limits for single carriageway roads with a predominant motor traffic flow function</b></p> <p>Speed limit (mph) Where limit should apply:</p> <p><b>60</b> - Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p><b>50</b> - Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions, or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p> <p><b>40</b> - Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</p>
<b>Signing issues</b>	None identified.
<b>Factors affecting cost of speed limit change.</b>	A full public consultation would be required, and adjustment and/or revoking of the current National Speed Limit Traffic Regulation order, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage, adjust road markings, and VAS would need to be designed and funded.

<p><b>CONSULTATION WITH POLICE – As provided by Thames Valley Police Traffic Management Officer</b></p>	<p>Neil Biggs, Thames Valley Police Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for this length of road provided by Buckinghamshire Council (BC) indicates that the lower speed limit for site a) of 30mph would be appropriate although the 85%tile speeds are within the enforcement range as provided from the National Police Chiefs Council (NPCC) guidance. Speeds will need to be checked if the speed limit is reduced to bring the 85%tile speeds down below the enforcement threshold as advised by the NPCC and further speed reducing measures put in place. Should the proposal go ahead TVP would not object but making note of the previous comment made.</p> <p>Site b) The assessment and data provided by BC indicate that a 40mph speed limit is not appropriate and would object to its proposal by BC.</p>
<p><b>GENERAL APPRAISAL and Recommendation</b></p>	<p><b>Site a – B4009 Lower Icknield Way (proposed 30 limit)</b></p> <p>This request is partially refused. A 30 mph limit would be appropriate only from a point immediately west of the ‘Sportsman’ roundabout (<i>what3words: verges.inversely.caller</i>) extending west along the Lower Icknield Way for a distance of approximately 380m to a point 30m west of the railway bridge (<i>what3words: daredevil.limbs.flickers</i>). This is the only section to comply with DfT standards for a 30 limit.</p> <p>There is no collision history on this section of road, and therefore there is no direct road safety benefit from the introduction of a 30 limit.</p> <p><b>Site b – 40 mph limit ‘buffer’</b></p> <p>This section of road does not conform to Department for Transport criteria for a 40mph speed limit. The recorded speeds are too high, and the character, hierarchy, and environment of the road suggest a 40 limit</p>



	<p>would not be successful in terms of compliance, nor is there an injury collision history where speed in excess of the speed limit or inappropriate speed have been recorded as contributory factors.</p> <p><b>Note</b></p> <p>It should be noted that if the changes are implemented for <b>Site a</b> above, which provides a new 30 limit to the west of the railway bridge, it will result in the length of the existing 40 limit being reduced below 400m and therefore will become legally unenforceable. Consideration has been given to the possibility of extending the 40 further west out of the village to make it compliant, but unfortunately it is not possible and does not meet DfT standards. The unenforceability of the 40 is an inextricable sacrifice if the new 30 is proceeded with.</p> <p>To encourage continued compliance in the 40 (should it become legally unenforceable due to the new 30), a VAS should be installed on entry to the 40 limit to reduce the likelihood of speeding and reinforce the speed limit.</p>
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**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

**REQUEST REF NO. 02/2024**

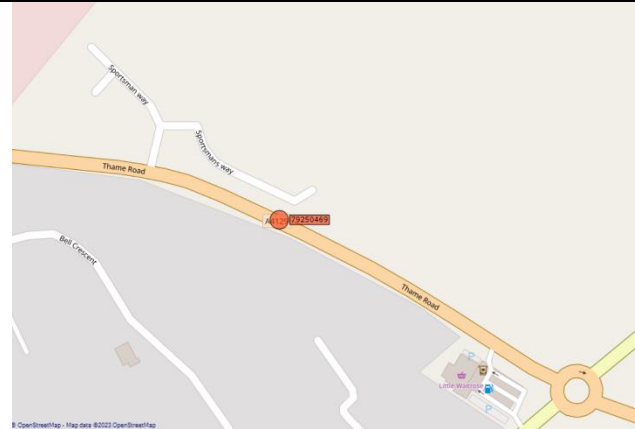
*location* **A4129 Thame Road**

<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	Desk top review
<b>Date assessment completed:</b>	5 <sup>th</sup> June 2024

<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	A4129 Thame Road, Ilmer-cum-Longwick
	30 mph

PREFERRED SPEED LIMIT	
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>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 the Sportsman roundabout.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• Recent new housing development has taken place on both approaches to the Sportsman roundabout and this has increased the number of houses fronting this section of the A4129 from c.9 to 27 houses and generated additional turning traffic, walkers, and cyclists.</li> <li>• Speeds through the Sportsman roundabout are in excess of 40 mph and near misses are frequent.</li> <li>• Crossing the road of foot at the roundabout is hazardous due to lack of footways and safe crossing points.</li> <li>• The petrol station and Waitrose traffic adds to the risk of the roundabout, with additional movements joining the highway and poor visibility.</li> <li>• Crossing the A4129 to gain access to the public right of way route to Wades Park in Princess Risborough is hazardous due to the speeds of traffic.</li> <li>• The Princess Risborough Expansion Plans will increase traffic demand of the A4129 and its junctions as well as the number of people walking and cycling in the area.</li> </ul>
<b>Traffic data (vol/speeds)</b>	<p><b><u>SPEED DATA</u></b></p> <p>Speed/Flow data was obtained at two sites by way of traffic surveys on the two sections of the A4129 subject to this assessment. The surveys were carried out between 28<sup>st</sup> January 2023 and 10<sup>th</sup> February 2023 at the locations shown below:</p>

Traffic data (vol/speeds) cont...



Site a (proposed 30mph limit)



Site b (proposed 30mph limit)

The seven-day summary for both sites is shown below:

**Site a – A4129 Thame Road near Sportsmans Way**

**Traffic Flow:**

The 7-day average (per day) traffic volume:

East – 4772 vehicles

West – 4822 vehicles

**Peak Times 7-day:**

East – AM Peak 08:00 hrs – 389

Traffic data (vol/speeds) cont...	<p>East – PM Peak 17:00 hrs – 439</p> <p>West – AM Peak 08:00 hrs – 425</p> <p>West – PM Peak 16:00 hrs – 409</p> <p><b><u>Speeds</u></b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>East – 33 mph</p> <p>West – 36mph</p> <p><b><u>85%ile Speeds (24hr):</u></b></p> <p>East – 38 mph</p> <p>West – 40 mph</p> <p><b><u>Site b – A4129 Thames Road east of Sportmans roundabout</u></b></p> <p><b><u>Traffic Flow:</u></b></p> <p>The 7-day average (per day) traffic volume:</p> <p>East – 3696 vehicles</p> <p>West – 3425 vehicles</p>
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	<p><b><u>Peak Times:</u></b></p> <p>East - AM Peak 08:00 hrs – 311</p> <p>East - PM Peak 16:00 hrs – 300</p> <p>West - AM Peak – 12:00 hrs – 263</p> <p>West - PM Peak – 16:00 hrs – 307</p> <p><b><u>Speeds</u></b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>East – 35mph</p> <p>West – 36 mph</p> <p><b><u>85%ile Speeds (24hr):</u></b></p> <p>East – 40 mph</p> <p>West – 41 mph</p>
<b>Road width (s)</b>	Varies – approximately 6m (3m per lane)

<b>Road length (proposed for new limit)</b>	Approximately 600m
<b>Collision history</b> (severity/causes /types/frequency /rate per 100mvkm	<p>There have been 3 slight injury collisions in the last 5 years of collision data provided by Thames Valley Police (01/04/2019 – 31/03/2024)</p> <ol style="list-style-type: none"> <li>5. <b>01/04/2019</b> (17:35 hrs) – Thame Road roundabout – Car 1 turned right from garage to travel south east Longwick Rd failed to give way to Motorcycle already on roundabout.</li> <li>6. <b>03/08/2023</b> (19:42 hrs) – Thame Road roundabout – Pedal cyclist travelling south west entered roundabout hit by car that failed to give way.</li> <li>7. <b>07/01/2023</b> (08:39 hrs) – Thame Road roundabout – Car 1 travelling north west Longwick Road failed to see pedal cyclist on roundabout.</li> </ol> <p>Driver Error (failing to look properly) and ‘dazzling sun’ has been recorded against the collision on 01/04/2019.</p> <p>The collisions on the 07/01/23 and 03/08/23 have no contributory factors recorded.</p> <p>Excess/inappropriate speed has not been recorded as a contributory factor in any of the above injury collisions.</p>



<p><b>Road Environment/function/Geometry</b></p>	<p>This request for a 30 limit covers a section of the A4129 Thame Road either side of the Sportsman roundabout. The two sections have been considered separately:</p> <p><b>Site a</b></p> <p>The section of the A4129 extends west from the Sportsmans roundabout heading north west towards Longwick town centre and meets the existing 30 limit prior to the Chestnut Way junction. There is a footway on the northern edge of the road which changes to a shared use path as it passes the junction for Sportsmans Way. There are approximately 10 houses which access onto this section of road and it has the appearance of an urban single carriageway road. There is good forward visibility and a slight bend with a central hatched right turn box for the junction into Sportsmans Way. There is limited street lighting at the roundabout only.</p>
<p><b>Road Environment/function/Geometry</b></p>	<p>At the Sportsman roundabout there is a service station with mini market store with an exit from the forecourt onto Thame Road. It is anticipated the majority of traffic using the road is a mix of through traffic and local access as this section of road forms part of a strategic arterial route in the County.</p> <p><b>Site b</b></p> <p>This section extends from the village entry sign east of the Sportsmans roundabout and extends for a distance of approximately 200m to the roundabout and has the character and appearance of a rural single carriageway road. It is relatively straight and flat with a slight bend with good surfacing and width. There is good forward visibility to the roundabout.</p>

	<p>There is a footway on the northern edge. There are approximately 16 houses which access onto this section of road from either private driveways or the Lammas Close cul-de-sac, and there is limited street lighting at the roundabout only.</p> <p>It is anticipated the majority of traffic using the road is a mix of through traffic and local access as this section of road forms part of a strategic arterial route in the County.</p>
<p><b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)</p>	<p>The traffic count and flow surveys which were taken at locations on both section a) and b). The surveys indicate a relatively high volume of traffic for an A-road; the majority of users would be classified as a mix through-traffic and local access and are using passenger motor cars.</p> <p><b>Site a)</b> 7-day average was 9594 (combined both directions) vehicles per day.</p> <p><b>Site b)</b> 7-day average was 7121 (combined both directions) vehicles per day.</p> <p><b>Site a)</b> The survey showed a daily 7-day average (combined both directions) of 98 large goods vehicles exceeding 7.5 tonne accounting for approximately 1% of traffic.</p> <p><b>Site b)</b> The survey showed a daily 7-day average (combined both directions) of 74 large goods vehicles exceeding 7.5 tonne accounting for approximately 1% of traffic.</p>

	<p>It would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to evidence. Anecdotal evidence has been provided with this application by the Parish Council which has been considered as part of this report.</p>
<p><b>Impact on environment/ community/ quality of life</b></p> <p>(emissions, severance, visual impact, noise, vibration)</p>	<p>Due to the lengths of road involved in this assessment (600m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.</p>
<p><b>Drivers' impression of road/Speed limit</b></p>	<p>This section of road is typical of an A road entering a small town or village, however there are two distinct sections concerned with this report either side of the Sportsman roundabout which are different in character.</p> <p><b>Site a)</b> There is one junction for Sportsmans Way and the road has good width and surfacing. The section of road exiting the roundabout retains the feel of a rural A road but nearer the junction of Sportsmans Way and the new shared use facility it begins to feel more urban where a lower limit may be appropriate.</p> <p><b>Site b)</b> This section is typical of a rural A road entering into a small town or village. There is a village name plate and small planter at the village boundary as you enter the current 40 mph speed limit. There is good forward visibility to the roundabout and garage.</p>

<b>Transport Strategy team Considerations</b>	No comment sought from Transport Strategy as part of this desk top review.
<b>DfT Circular 01/2013 (March 2024 update) compliance</b>	<p>On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013 in relation to both site a) and b).</p> <p><b>Key Points:</b></p> <p>Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.</p> <p>Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.</p> <p>This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p>

<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p>This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.</p> <p><b><u>Site a – A4129 Thame Road passing Sportsmans Way</u></b></p> <p><b><u>Villages</u></b></p> <p>135. 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> <p>137. 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 30mph, would be that there were both:</p> <ul style="list-style-type: none"> <li>• 20 or more houses (on one or both sides of the road)</li> <li>• a minimum length of 600m.</li> </ul> <p>139. 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 600m to avoid too many changes in speed limits along a route and to aid compliance. Traffic authorities may, however, lower this to 400m when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300m.</p>
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	<p>140. 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.</p> <p><b><u>Site b – A4129 entry into Longwick</u></b></p> <p>7.2 SINGLE CARRIAGEWAY RURAL ROADS</p> <p>122) In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.</p> <p>123) Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.</p> <p>124) There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.</p>
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	<p>125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.</p> <p>126) The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.</p> <p>127) <i>Table 2</i> sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.</p> <p><b>Table 2 Speed limits for single carriageway roads with a predominant motor traffic flow function</b></p> <p>Speed limit (mph) Where limit should apply:</p> <p><b>60</b> - Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p><b>50</b> - Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions, or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p>
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	<b>40</b> - Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.
<b>Signing issues</b>	None identified.
<b>Factors affecting cost of speed limit change.</b>	A full public consultation would be required, and adjustment of the 30/40 mph Traffic Regulation order, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage and adjust road markings (including centre lining and road stud spacing where appropriate) would need to be designed and funded.
<b>CONSULTATION WITH POLICE – As provided by Thames Valley Police Traffic Management Officer</b>	<p>Neil Biggs, Thames Valley Police Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for these lengths of road provided by Buckinghamshire Council (BC) are as follows.</p> <p>Site a) indicates that the lower speed limit would be appropriate to a point west of the shared use path where it re-joins the main carriageway on Thame Road extending the limit by a distance of approximately 200ms.</p> <p>The 85%tile speeds westbound are within the National Police Chiefs Council guidelines (NPCC) should this proposal go ahead TVP would require additional speed reducing measures to be introduced to bring the speeds down to a level below the enforcement threshold.</p> <p>Site b) assessment does not meet the criteria for a reduction in the speed limit and if proposed TVP would object.</p>



<b>GENERAL APPRAISAL and Recommendation</b>	<p><b>Site a – A4129 Thame Road passing Sportsmans Way (requested 30mph limit)</b></p> <p>This request is partially refused.</p> <p>A 30 mph speed limit is appropriate to a point west of the shared use path where it rejoins the main carriageway on Thame Road (<i>what3words: miss.dots.upwardly</i>). The reduction in speed limit will provide lower speeds passing the shared use path including the point at which cyclist rejoin the carriageway. If implemented, the 30 limit is to be achieved by extending the existing village centre 30mph limit east along Thame Road by a distance of approximately 200m.</p> <p>However, the west bound speeds are high at the point of entry into the new proposed 30 limit (36mph mean / 40 mph 85%ile). Because of this TVP and Buckinghamshire Highways will require additional measures to be funded by the Parish Council to lower speeds. These will include as a minimum yellow backed 30 terminals on entry to the new limit accompanied by a roundel on the road surface. Consideration should also be given by the Parish Council to instal a VAS or MVAS to reinforce the lower speed limit.</p> <p>The remaining section extending west from this point to the Sportsmans roundabout does not meet DfT criteria and should remain a 40 limit.</p>

	<p><b>Site b – A4129 entry to Longwick (requested 30 mph limit)</b></p> <p>This section of road does not conform to Department for Transport criteria for a 30mph speed limit is not supported. It should remain a 40 mph limit.</p> <p>The recorded speeds are too high, and the character, hierarchy, and environment of the road suggest a 30 mph limit would not be successful in terms of compliance or meet DfT criteria. There is not an injury collision history where speed in excess of the speed limit or inappropriate speed have been recorded as contributory factors.</p>
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**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

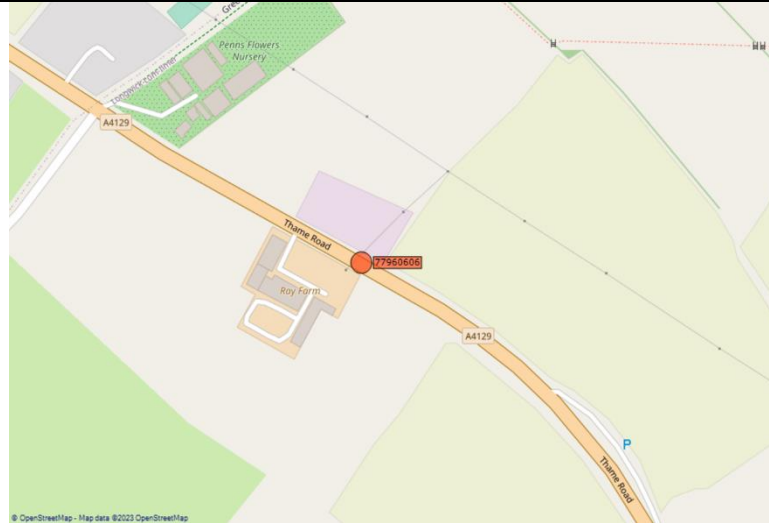
**REQUEST REF NO. 03/2024**

*location* **A4129 Thame Road North end**

<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	
<b>Date assessment completed:</b>	11 <sup>th</sup> June 2024

<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	A4129 Thame Road North end
	40 mph

PREFERRED SPEED LIMIT	
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>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.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• Traffic speeds on entry into Longwick are higher than 30mph.</li> <li>• A mobile speed enforcement site is located within the 30 mph limit very close to the entry point.</li> <li>• Cyclists use this length of the A4129 to gain access to the country lanes through Towersey, Kingsey, and Haddenham and also access the NCN route 57 Pheonix Trail at Thame. The road is also used by cycling clubs for time trials.</li> <li>• The layby is located on a bend and generates turning traffic at both entry/exit points throughout the day.</li> <li>• A mobile food van is located in the layby and the local community bus uses the layby as a turn round point six times per day.</li> </ul>
<b>Traffic data (vol/speeds)</b>	<p><b><u>SPEED DATA</u></b></p> <p>Speed/Flow data was obtained at two sites by way of traffic surveys on the A4129 subject to this assessment. The surveys were carried out between 28<sup>st</sup> January 2023 and 10<sup>th</sup> February 2023 at the location shown below:</p>



Rays Farm (proposed 40mph limit)

The seven-day summary for both sites is shown below:

Traffic data (vol/speeds) cont...

**A4129 Thame Road North end**

**Traffic Flow:**

The 7-day average (per day) traffic volume:

North West – 4895 vehicles

South East – 4770 vehicles

<p><b>Traffic data (vol/speeds) cont...</b></p>	<p><b><u>Peak Times 7-day:</u></b></p> <p>North West – AM Peak 08:00 hrs – 451</p> <p>PM Peak 16:00 hrs – 417</p> <p>South East – AM Peak 08:00 hrs – 377</p> <p>PM Peak 17:00 hrs – 454</p> <p><b><u>Speeds</u></b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>North West – 47 mph</p> <p>South East – 47 mph</p> <p><b><u>85%ile Speeds (24hr):</u></b></p> <p>North West – 53 mph</p> <p>South East – 54 mph</p>
<p><b>Road width (s)</b></p>	<p>Varies – approximately 6m (3m per lane)</p>

<b>Road length (proposed for new limit)</b>	Approximately 600m
<b>Collision history</b> (severity/causes /types/frequency /rate per 100mvkm	<p>There are two reported injury collisions in data provided by Thames Valley Police in the last 5 years of data (01/03/2019-28/02/2024) within the section of road concerned with this report:</p> <p>Fatal - 19/10/2020 - 18:47 hrs – A4129 THAME ROAD LONGWICK AT NR LAYBY - PED STEPPED INTO CWAY TO TRAV NE TWDS LAYBY INTO PATH C1 TRAV NW. PED RCVD FATAL INJURIES</p> <p>Slight - 21/03/2023 – 1520 hrs – A4129 THAME ROAD LONGWICK O/SIDE RAY FARM – C1 TRAV SE TWDS LONGWICK GV2 (FLATBED TRUCK) TRAV OPP DIR WITH UNSECURED LOAD WHICH DISLODGED &amp; LANDED ON C1. DRVR GV2 FTS</p> <p>‘Excess speed’ or ‘inappropriate use of speed’ is not recorded as a contributory factor in either of the two collisions.</p> <p>The fatal collision involved a farmer (74) and his son unhitching a trailer who has been struck by a passing car. No factors relating to the road network were found to be contributory to the collision.</p>
<b>Road Environment/function/Geometry</b>	<p>This request for a 30 limit covers a section of the A4129 Thame Road north exiting the village of Longwick which is currently subject to the national speed limit. It has the character and appearance of a rural single carriageway road. It is relatively straight and flat with a long open bend with good surfacing and width. There is good forward visibility and a layby on the north side of the road separated from the main carriageway by a grass verge.</p>



	<p>There is a footway on the southern side of the carriageway. Other than one farm building on this section of road there is no other development.</p> <p>It is expected that the majority of traffic using the road is through traffic as this section of road forms part of a major arterial route in the County.</p>
<p><b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)</p>	<p>The majority of vehicles using this section of road are passenger cars with a combined total in both directions of 7235 cars per day.</p> <p>Vans/pick-ups/car-derived vans make up the next highest number of vehicles with a combined total in both directions of 1955 per day.</p> <p>Goods vehicles up to 7.5 tonne account for a combined total in both directions of 247 per day.</p> <p>Articulated heavy goods vehicles make up less than 1% of the traffic recording a combined total in both directions 28 HGVs per day.</p> <p>It would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to evidence, although it should be noted a footway is available</p>

	along the south side of carriageway. Anecdotal evidence has been provided with this application by the Parish Council regarding a number of vulnerable road users which has been considered as part of this report.
<b>Impact on environment/ community/ quality of life</b>  (emissions, severance, visual impact, noise, vibration)	Due to the lengths of road involved in this assessment (600m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.
<b>Drivers' impression of road/Speed limit</b>	This section is typical of a rural A road entrance into a small town or village. There is a village name plate with gateway feature and small planters at the village boundary as you exit the 30 limit onto the derestricted section. It feels, and is similar to, other sections of rural road in the County with the national speed limit.
<b>Transport Strategy team Considerations</b>	No comment from Transport Strategy.

<p><b>DfT Circular 01/2013 (March 2024 update) compliance</b></p>	<p>On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013 in relation to both site a) and b).</p> <p><b>Key Points:</b></p> <p>Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.</p> <p>Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.</p> <p>This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p> <p>This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.</p> <p><b>Underlying principles:</b></p> <p>40. Occasionally, it may be appropriate to use a short length of 40mph or 50mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example, on the outskirts of villages or urban areas with adjoining intermittent development. However, the use</p>
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<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p>of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.</p> <p><b>7.2 SINGLE CARRIAGEWAY RURAL ROADS</b></p> <p>122) In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.</p> <p>123) Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.</p> <p>124) There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.</p> <p>125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.</p>
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	<p>126) The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.</p> <p>127) <i>Table 2</i> sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.</p> <p><b>Table 2 Speed limits for single carriageway roads with a predominant motor traffic flow function</b></p> <p>Speed limit (mph) Where limit should apply:</p> <p><b>60</b> - Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p><b>50</b> - Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions, or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p> <p><b>40</b> - Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</p>
<b>Signing issues</b>	None identified.

<p><b>Factors affecting cost of speed limit change.</b></p>	<p>A full public consultation would be required, and adjustment and/or revoking of the current National Speed Limit Traffic Regulation order, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage, adjust road markings would need to be designed and funded.</p>
<p><b>CONSULTATION WITH POLICE – As provided by Thames Valley Police Traffic Management Officer</b></p>	<p>Neil Biggs, Thames Valley Police Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for this length of road provided by Buckinghamshire Council (BC) indicates that the lower speed limit would not be appropriate. Speeds are not commensurate with the lower speed limits and within the National Police Chiefs Council guidelines (NPCC). Should the proposal go ahead TVP would object.</p>
<p><b>GENERAL APPRAISAL and Recommendation</b></p>	<p>This section of road does not conform to Department for Transport criteria for a 40mph speed limit and should remain a national speed limit.</p>

	<p>The recorded speeds are too high, and the character, hierarchy, and environment of the road suggest a 40 limit would not be successful in terms of compliance or meet DfT criteria. There is not an injury collision history where speed in excess of the speed limit or inappropriate speed have been recorded as contributory factors.</p> <p>There are no obvious risks to vehicles slowing down to enter Longwick at the existing 30 mph entry point. The entrance is well defined with name plate, gateway feature, and planters, and upon entry the character of the road changes to that of a village setting. There is a vehicle activated sign and location for the police camera van to conduct enforcement. The village is well served by its current speed limit and supporting measures.</p>
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**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

**REQUEST REF NO. 04/2024**

*location* **Stockwell Lane south (Meadle)**



<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	
<b>Date assessment completed:</b>	11 <sup>th</sup> June 2024

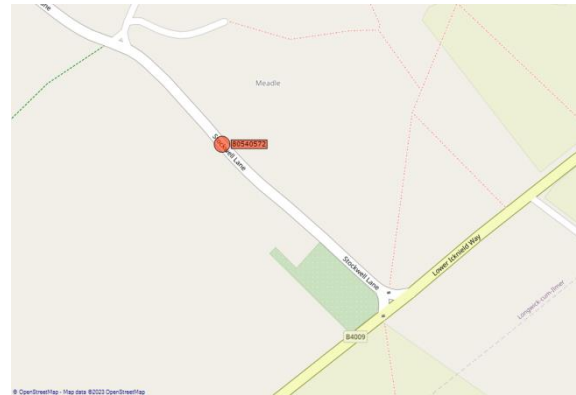
<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	Stockwell Lane south (Meadle)
	30 mph

PREFERRED SPEED LIMIT	
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>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 and at the Meadle Village cul de sac 'Y' junction.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• There are significant numbers of equestrians, cyclists and walkers that use Stockwell Lane.</li> <li>• There are 6 stables in this immediate area.</li> <li>• 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.</li> <li>• Visibility at the Meadle Village junction is significantly less than is required by highway standards for the current 40 mph speed limit.</li> <li>• The right turn out of the Meadle Village cul de sac 'Y' junction onto Stockwell Lane is very hazardous due to restricted visibility.</li> <li>• 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.</li> <li>• 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.</li> </ul>

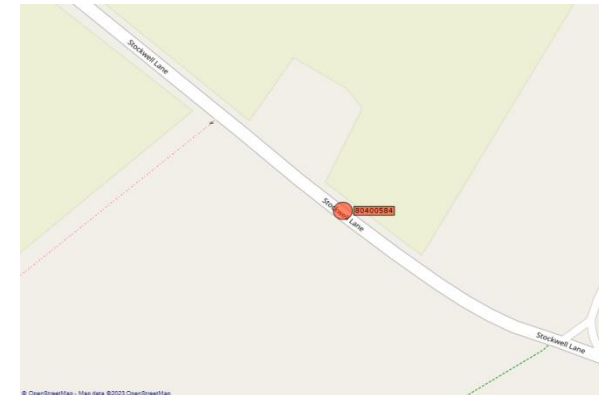
## Traffic data (vol/speeds)

### SPEED DATA

Speed/Flow data was obtained at two sites by way of traffic surveys on Stockwell Lane subject to this assessment. The surveys were carried out between 10<sup>th</sup> January 2023 and 23<sup>rd</sup> February 2023 and 21<sup>st</sup> February 2024 and 27<sup>th</sup> February 2024 at the location shown below:



Site a)



Site b)

The seven-day summary for both sites is shown below:

### Stockwell Lane site a)

#### Traffic Flow:

The 7-day average (per day) traffic volume:

<p><b>Traffic data (vol/speeds) cont...</b></p>	<p>North West – 938 vehicles</p> <p>South East – 1024 vehicles</p> <p><b>Peak Times 7-day:</b></p> <p>North West – AM Peak 08:00 hrs – 89</p> <p>PM Peak 16:00 hrs – 100</p> <p>South East – AM Peak 08:00 hrs – 124</p> <p>PM Peak 17:00 hrs – 86</p> <p><b>Speeds</b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>North West – 37 mph</p> <p>South East – 38 mph</p>
<p><b>Traffic data (vol/speeds) cont...</b></p>	<p><b>85%ile Speeds (24hr):</b></p> <p>North West – 43 mph</p> <p>South East – 43 mph</p>

**Stockwell Lane site b)**

**Traffic Flow:**

The 7-day average (per day) traffic volume:

North West – 864 vehicles

South East – 954 vehicles

**Peak Times 7-day:**

North West – AM Peak 08:00 hrs – 84

PM Peak 16:00 hrs – 93

South East – AM Peak 08:00 hrs – 120

PM Peak 17:00 hrs – 75

**Speeds:**

Mean Speeds 7-day (24hr):

North West – 40 mph

South East – 36 mph

**85%ile Speeds (24hr):**

	<p>North West – 45mph</p> <p>South East – 41 mph</p>
<b>Road width (s)</b>	Varies – approximately 6m (3m per lane)
<b>Road length (proposed for new limit)</b>	Approximately 400m
<b>Collision history</b> (severity/causes /types/frequency /rate per 100mvkm	<p>There has been one reported slight injury collision in the last 5 years of data provided by Thames Valley Police (01/04/2019 – 31/03/2024):</p> <p>SLIGHT - 03/04/2023 – 17:38 hrs - C1 TRAV NW STOCKWELL LANE DRVR LOST CON DRIFTED ACRS CWAY TO O/SIDE COLL WITH WALL OF PROPERTY.</p> <p>‘Excess Speed’ or ‘Inappropriate Use of Speed’ is not recorded as a contributory factor in the above collision. The driver involved a 20 year old male and the attending officers have recorded inexperience, fatigue, and loss of control as contributory factors.</p>

<p><b>Road Environment/function/Geometry</b></p>	<p>This request for a 30 limit covers a section of Stockwell Lane through the hamlet of Meadle. The current speed limit is 40 mph.</p> <p>It has the character and appearance of a rural single carriageway lane. It is relatively straight and flat with a bend in the centre of the hamlet which was the location of the only collisions on this section. The surfacing and width are typical of a rural lane, although it appears the centre lining has faded in places around the bend in the road.</p> <p>It is anticipated the majority of traffic using the road is a mix of through traffic and local access. There are seven houses directly accessing the road between the extents of the speed limit. There is a 'Bennett' junction for a no through lane leading to a small number of houses which is the only road junction on the road.</p>
<p><b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)</p>	<p>The majority of vehicles using this section of road are passenger cars with a combined total in both directions of 1448 cars per day.</p> <p>Vans/pick-ups/car-derived vans make up the next highest number of vehicles with a combined total in both directions of 444 per day.</p> <p>Goods vehicles up to 7.5 tonne account for a combined total in both directions of 48 per day.</p>

	<p>Articulated heavy goods vehicles make up less than 0.5% of the traffic recording a combined total in both directions of 1 HGV per day.</p> <p>It would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to evidence, although it should be noted a footway is available along the south side of carriageway. Anecdotal evidence has been provided with this application by the Parish Council regarding a number of vulnerable road users which has been considered as part of this report.</p>
<p><b>Impact on environment/ community/ quality of life</b></p> <p>(emissions, severance, visual impact, noise, vibration)</p>	<p>Due to the lengths of road involved in this assessment (400m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.</p>
<p><b>Drivers' impression of road/Speed limit</b></p>	<p>This section of road is typical of a rural lane passing through a small hamlet or village. On entering the 40 limit from either direction there are 40 repeaters to mark the extents of the limit accompanying a 40 roundel on the road surface. The current speed limit is not a target, and the onus remains on the driver to travel at a speed which is appropriate, being able to stop in the distance they can see to be clear, and negotiate any hazards safely.</p>



<b>Transport Strategy team Considerations</b>	No comment from Transport Strategy.
<b>DfT Circular 01/2013 (March 2024 update) compliance</b>	<p>On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013:</p> <p><b>Key Points:</b></p> <p>Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.</p> <p>Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.</p> <p>This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p> <p>This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.</p>

<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p><b>VILLAGES</b></p> <p>135) 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> <p>137) 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 30mph, would be that there were both: 20 or more houses (on one or both sides of the road) · a minimum length of 600m.</p> <p>139) 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 600m to avoid too many changes in speed limits along a route and to aid compliance. Traffic authorities may, however, lower this to 400m when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300m</p> <p><b>7.2 SINGLE CARRIAGEWAY RURAL ROADS</b></p> <p>122) In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.</p>
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	<p>123) Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.</p> <p>124) There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.</p> <p>125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.</p> <p>126) The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.</p> <p>127) <i>Table 2</i> sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.</p> <p><b>Table 2 Speed limits for single carriageway roads with a predominant motor traffic flow function</b></p>
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	<p>Speed limit (mph) Where limit should apply:</p> <p><b>60</b> - Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p><b>50</b> - Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions, or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p> <p><b>40</b> - Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</p>
<b>Signing issues</b>	None identified.
<b>Factors affecting cost of speed limit change.</b>	A full public consultation would be required, and adjustment and/or revoking of the current 40 mph Traffic Regulation order, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage, adjust road markings would need to be designed and funded.
<b>CONSULTATION WITH POLICE – As provided by Thames Valley Police Traffic Management Officer</b>	Neil Biggs, Thames Valley Police Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for this length of road provided by Buckinghamshire Council (BC) indicates that a lower speed limit would not be appropriate. Speeds are not commensurate with the lower speed limit and within the National Police Chiefs Council guidelines. Should the proposal go ahead TVP would object.

<b>GENERAL APPRAISAL and Recommendation</b>	<p>This section of road does not conform to Department for Transport criteria for a 30mph speed limit and should remain a 40 limit.</p> <p>The recorded speeds are too high for a 30, and the character, hierarchy, and environment of the road suggest a 30 limit would not be successful in either meeting DfT criteria or compliance without enforcement.</p> <p>It is acknowledged in this conclusion the proposal includes traffic calming priority narrowings to reduce vehicle speeds, however this proposal is problematic. All traffic calming is required to be street lit and there is currently no street lighting on this section of road. That in itself presents as a problem, as the cost of installing a minimum of three lighting columns at either end of the limit is likely to be prohibitively expensive.</p> <p>A second concern is that the proposed type of traffic calming (priority narrowings) requires two way traffic to achieve its objective i.e. in order for vehicles to slow down there needs to be a vehicle travelling in the opposing direction. Otherwise, the narrowing is simply not effective and is driven around with no reduction in speed. The traffic flow data records low traffic volumes in both directions not sufficient for this type of measure to be effective.</p>



**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

**REQUEST REF NO. 05/2024**

*location* **Stockwell Lane North (Little Meadle)**

<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	
<b>Date assessment completed:</b>	19 <sup>th</sup> June 2024

<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	Stockwell Lane North (Little Meadle)
	Site a) 30 mph (500m) with Site b) 40 mph (400m) buffer

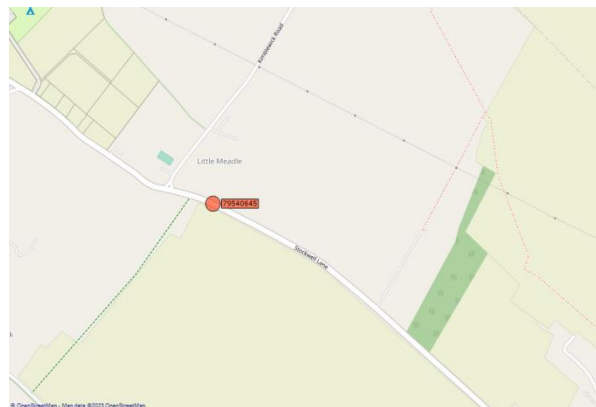
PREFERRED SPEED LIMIT	
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>Local Views: Various consultations, carried out as part of developing the Neighbourhood Plan and Longwick Transport Vision, indicate local support for reducing speeds and improving safety on Stockwell Lane.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• There are significant numbers of equestrians, cyclists and walkers that use Stockwell Lane.</li> <li>• There is a horse stud and other stables in this immediate area.</li> <li>• The Midshires Way, Swans Way and other public rights of way cross this area.</li> <li>• Recent developments 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.</li> <li>• There are no footways and the verges are narrow; therefore, the carriageway is used by vulnerable road users and fast traffic creates risks.</li> <li>• 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.</li> <li>• 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.</li> </ul>



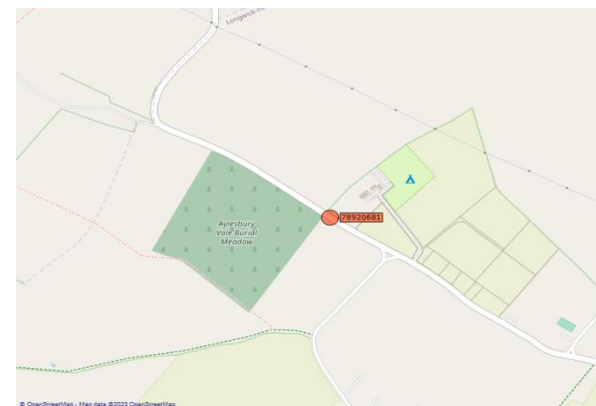
## Traffic data (vol/speeds)

### SPEED DATA

Speed/Flow data was obtained at two sites by way of traffic surveys on the section of Stockwell Lane, Little Meadle subject to this assessment. The surveys were carried out between 10<sup>th</sup> January 2023 and 23<sup>rd</sup> February 2023 at the locations shown below:



Site a) Proposed 30



Site b) Proposed 40 'buffer'

The seven-day summary for both sites is shown below:

### Stockwell Lane site a)

#### **Traffic Flow:**

The 7-day average (per day) traffic volume:

<p><b>Traffic data (vol/speeds) cont...</b></p>	<p>North West – 874 vehicles</p> <p>South East – 964 vehicles</p> <p><b>Peak Times 7-day:</b></p> <p>North West – AM Peak 08:00 hrs – 84</p> <p>PM Peak 16:00 hrs – 93</p> <p>South East – AM Peak 08:00 hrs – 117</p> <p>PM Peak 16:00 hrs – 82</p> <p><b>Speeds</b></p> <p>Mean Speeds 7-day (24hr):</p> <p>North West – 36 mph</p> <p>South East – 36 mph</p>
<p><b>Traffic data (vol/speeds) cont...</b></p>	<p><b>85%ile Speeds (24hr):</b></p> <p>North West – 42 mph</p> <p>South East – 42 mph</p> <p><b><u>Stockwell Lane site b)</u></b></p>

**Traffic Flow:**

The 7-day average (per day) traffic volume:

North West – 1305 vehicles

South East – 1502 vehicles

**Peak Times 7-day:**

North West – AM Peak 08:00 hrs – 115

PM Peak 16:00 hrs – 146

South East – AM Peak 08:00 hrs – 188

PM Peak 16:00 hrs – 122

**Speeds:**

Mean Speeds 7-day (24hr):



North West – 41 mph

South East – 40 mph

**85%ile Speeds (24hr):**

North West – 49mph

South East – 46 mph

Road width (s)	Varies – approximately 6m (3m per lane)										
Road length (proposed for new limit)	Site a) approximately 500m / Site b) approximately 400m										
Collision history  (severity/causes  /types/frequency  /rate per 100mvkm	<div></div> <div><div> Buckinghamshire Highways</div><div><div>Selected Range of Accidents between dates 01/04/2019 and 30/03/2024 Selected using Manual Selection</div><div>© Crown copyright. All rights reserved Buckinghamshire Council Licence No. 2024</div><div>AccsMap version 6.3</div></div><div><table><tr><td>SCALE</td><td>1 : 5000</td></tr><tr><td>DATE</td><td>18/06/2024</td></tr><tr><td>DRAWING No.</td><td></td></tr><tr><td>DRAWN BY</td><td></td></tr><tr><td></td><td></td></tr></table></div></div>	SCALE	1 : 5000	DATE	18/06/2024	DRAWING No.		DRAWN BY			
SCALE	1 : 5000										
DATE	18/06/2024										
DRAWING No.											
DRAWN BY											

	<p>There have been three reported <i>slight</i> injury collisions in the last 5 years of data provided by Thames Valley Police (01/04/2019 – 31/03/2024):</p> <p><u>26/09/22</u> - Monday – 15:44 hrs - GV1 TRAV NW STOCKWELL LN VEERED ACRS CWAY COLL C2 TRAV OPP DIR, CAME TO REST O/SIDE DITCH</p> <p><u>22/07/23</u> – Saturday – 12:46 hrs - C1 TRAV SE TWDS MEADLE DRVR EXITED RHB LOST CON LEFT CWAY N/SIDE ENT DITCH, POOR WEATHER CONDITIONS</p> <p><u>26/09/23</u> – Tuesday – 08:05 hrs - C1 STAT AT JUNC WAITNG TO TURN LEFT TO TRAV NW STOCKWELL LN, GV2 TRAV BHND FAILED TO SLOW IN TIME HIT RR C1</p> <p>‘Excess Speed’ or ‘Inappropriate Use of Speed’ is not recorded as a contributory factor in the above collision.</p> <p>The collision on 26/09/22 records impairment through drink/drugs as contributory.</p> <p>All other contributory factors are related to driver error and weather.</p>
	<p><b>Site a) Proposed 30 limit</b></p>

<b>Road Environment/function/Geometry</b>	<p>This request for a 30 limit covers a section of Stockwell Lane through the hamlet of Little Meadle extending for approximately 500m. The current speed limit is 40 mph.</p> <p>The lane has the character and appearance of a rural single carriageway lane. It is relatively straight and flat with a bend in the centre of the hamlet near a 'Bennett' junction with Kimblewick Road. The surfacing and width are typical of a rural lane and there is no centre lining. There are less than nine houses directly accessing the road between the extents of this speed limit. There also appears to be an equestrian facility.</p> <p>It is anticipated the majority of traffic using the road is a mix of through traffic and local access.</p> <p><b>Site b) Proposed 40 limit section</b></p> <p>This section is currently national speed limit. It has the appearance of rural lane with no centre lining. There are no houses and limited infrastructure accessing the road within this section comprising of the burial ground and the Farm Shop/Glamping which shares the same access.</p> <p>The road is flanked on either side by hedging and open fields and is straight with one 'bennett' style junction for Owlswick Road.</p>
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	It is anticipated the majority of traffic using the road is a mix of through traffic and local access.
<b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)	<b>Proposed 30 limit</b> <p>The majority of vehicles using this section of road are passenger cars with a combined 7-day average total in both directions of 1380 cars per day.</p> <p>Light vans/pick-ups/car-derived vans make up the next highest number of vehicles with a combined total in both directions of 396 per day.</p> <p>Goods vehicles up to 7.5 tonne account for a combined total in both directions of 39 per day.</p> <p>Large rigid goods vehicles over 7.5 tonnes account for 8 vehicles per day in both directions.</p> <p>There were no records of any articulated heavy goods vehicles.</p> <p>It would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to establish due to seasonal variance. Anecdotal evidence has been provided with this application by the Parish Council regarding a number of vulnerable road users which has been considered as part of this report.</p>

<p><b>Impact on environment/ community/ quality of life</b></p> <p>(emissions, severance, visual impact, noise, vibration)</p>	<p>Due to the lengths of road involved in this assessment (500m and 400m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.</p>
<p><b>Drivers' impression of road/Speed limit</b></p>	<p>This section of road is typical of a rural lane passing through a small hamlet or village. On entering the 40 limit from either direction there are 40 repeaters and a village name plate to mark the extents of the limit, accompanied by a 40 roundel on the road surface.</p> <p>The current speed limit presents as appropriate for the class and hierarchy of the road. The speed limit is not a target, and the onus remains on the driver to travel at a speed which is appropriate, being able to stop in the distance they can see to be clear and negotiate any potential hazards safely.</p>
<p><b>Transport Strategy team Considerations</b></p>	<p>No comment sought from Transport Strategy in relation to this desk top study.</p>



<p><b>DfT Circular 01/2013 (March 2024 update) compliance</b></p>	<p>On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013:</p> <p><b>Key Points:</b></p> <p>Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.</p> <p>Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.</p> <p>This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p> <p>This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.</p> <p><b>VILLAGES</b></p> <p>135) 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>
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<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p>137) 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 30mph, would be that there were both: 20 or more houses (on one or both sides of the road) · a minimum length of 600m.</p> <p>139) 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 600m to avoid too many changes in speed limits along a route and to aid compliance. Traffic authorities may, however, lower this to 400m when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300m</p> <p><b>7.2 SINGLE CARRIAGEWAY RURAL ROADS</b></p> <p>122) In most instances, consideration of collision history, road function, mix of road users including presence of vulnerable road users, road geometry, engineering and environment, and actual traffic speed should enable traffic authorities to determine the appropriate limit on single carriageway rural roads.</p> <p>123) Roads may have primarily either a through traffic function or a local access function. Both need to be provided safely. Mobility benefits will be more important for roads with a through-traffic function, while environmental and community benefits are likely to be of greater importance for the local access roads.</p> <p>124) There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.</p>
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	<p>125) Within routes, separate assessments should be made for each section of road of 600 metres or more for which a separate speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide consistency over the route as a whole.</p> <p>126) The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.</p> <p>127) <i>Table 2</i> sets out recommended speed limits for roads with a predominant motor traffic flow function. If walking, cycling, horse riding, community or environmental factors are particularly important on any road section, consideration should be given to using the lower limit.</p> <p><b>Table 2 Speed limits for single carriageway roads with a predominant motor traffic flow function</b></p> <p>Speed limit (mph) Where limit should apply:</p> <p><b>60</b> - Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.</p> <p><b>50</b> - Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions, or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.</p> <p><b>40</b> - Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.</p>
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<b>Signing issues</b>	None identified.
<b>Factors affecting cost of speed limit change.</b>	A full public consultation would be required, and adjustment and/or revoking of the current 40 mph Traffic Regulation order, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage, adjust road markings would need to be designed and funded.
<b>CONSULTATION WITH POLICE – As provided by Thames Valley Police Traffic Management Officer</b>	Mr Neil Biggs, Thames Valley Police (TVP) Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for these lengths of road provided by Buckinghamshire Council (BC) indicates that the lower speed limits would not be appropriate. Speeds are not commensurate with the lower speed limits and within the National Police Chiefs Council guidelines (NPCC). Should the proposal go ahead TVP would object.
<b>GENERAL APPRAISAL and Recommendation</b>	<p><b>Site a) proposed 30 limit</b></p> <p>This section of road does not conform to Department for Transport criteria for a 30mph speed limit and should remain a 40 limit.</p> <p>The recorded speeds are too high for a self-enforcing 30mph limit, and the character, hierarchy, and environment of the road suggest a 30 limit would not be successful without enforcement or meet DfT criteria. It also falls short of the minimum required length of 600.</p>

	<p>It is acknowledged in this conclusion the proposal includes traffic calming narrowings to reduce vehicle speeds, however the proposed traffic calming narrowings are problematic. All traffic calming is required to be street lit and there is currently no street lighting on this section of road. That in itself presents as a problem, the cost of installing a minimum of three lighting columns at either end of the limit is likely prohibitively expensive.</p> <p>A second concern is that the proposed type of traffic calming (priority narrowings) requires two way traffic to achieve its objective i.e. in order for vehicles to slow down there needs to be a balanced regular flow in each direction otherwise the narrowing is simply not effective and is driven around with no reduction in speed. The traffic flow data records low volumes of traffic in both directions not sufficient for this type of measure to be particularly effective in achieving the required lower speeds.</p> <p><b>Site b) proposed 40 limit</b></p> <p>This section of road does not conform to Department for Transport criteria for a 40mph speed limit and should remain a national speed limit.</p> <p>The recorded speeds are too high, and the character, hierarchy, and environment of the road suggest a 40 limit would not be successful or meet DfT criteria. There is not an injury collision history where speed in excess of the speed limit or inappropriate speed have been recorded as contributory factors. It also falls short of the minimum required length of 600m.</p> <p>The proposed right turn ban at Owlswick Road is not within the scope of this speed limit assessment and should be considered under a separate application from the Parish Council or Local Area Form. The collision history records one slight injury collision at this junction relating to a rear shunt type collision with a vehicle waiting to turn left to join Stockwell Lane.</p>
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**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

**REQUEST REF NO. 06/2024**

*location* **Meadle Village**

<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	Desk top study
<b>Date assessment completed:</b>	21 <sup>st</sup> June 2024

<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	Stockwell Lane North (Meadle)
	20mph limit.



<b>PREFERRED SPEED LIMIT</b>	
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>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.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• There is a high concentration of stable in this area.</li> <li>• There are no footways in Meadle.</li> <li>• A 20 mph speed limit is far more appropriate than the current 40 mph limit and would improve the safety for vulnerable road users.</li> <li>• Meadle is a cul de sac.</li> </ul>
<b>Traffic data (vol/speeds)</b>	<p><b><u>SPEED DATA</u></b></p> <p>Speed/Flow data was obtained at two sites by way of traffic surveys on Stockwell Lane subject to this assessment. The surveys were carried out between 28<sup>th</sup> January 2023 and 10<sup>th</sup> February 2023 and 21<sup>st</sup> February 2024:</p>

Traffic data (vol/speeds) cont...



The seven-day summary for both sites is shown below:

**Meadle Village Road**

**Traffic Flow:**

The 7-day average (per day) traffic volume:

North Bound – 67 vehicles

South Bound – 66 vehicles

Traffic data (vol/speeds) cont...

**Peak Times 7-day:**

	<p>North Bound – AM Peak 08:00 hrs – 5</p> <p>PM Peak 13:00 hrs – 7</p> <p>South Bound – AM Peak 08:00 hrs – 5</p> <p>PM Peak 13:00 hrs – 7</p> <p><b>Speeds</b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>North Bound – 21 mph</p> <p>South Bound – 21 mph</p> <p><b>85%ile Speeds (24hr):</b></p> <p>North Bound– 26 mph</p> <p>South Bound – 27 mph</p>
<b>Road width (s)</b>	Varies – approximately 5m (2.5m per lane) single track in places.

<b>Road length (proposed for new limit)</b>	Approximately 580m
<b>Collision history</b> (severity/causes /types/frequency /rate per 100mvkm)	No reported injury collisions within the last 5 years of data from Thames Valley Police (01/04/2019-28/03/2024).
<b>Road Environment/function/Geometry</b>	<p>This request for a 20 limit covers a section of Meadle Village Road leading into the hamlet of Meadle. The current speed limit is 40 mph.</p> <p>Meadle Village Road is a no through road and provides access to around 21 houses essentially forming a large cul de sac. It is relatively flat with gentle bend and some sections with restricted forward visibility. The surfacing and width are typical of a rural lane; the lane is narrow with no centre lining except at the junction with Stockwell Road.</p> <p>The lane is single track in places and is flanked on either side by established detached housing set back from the road. It is anticipated the majority of traffic using the road is for local access only.</p>

<p><b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)</p>	<p>The majority of vehicles using this section of road are passenger cars with a combined total in both directions of 133 cars per day.</p> <p>Vans/pick-ups/car-derived vans make up the next highest number of vehicles with a combined total in both directions of 46 per day.</p> <p>Goods vehicles up to 7.5 tonne account for a combined total in both directions of 3 per day.</p> <p>There were no vehicles heavier than 7.5 tonnes using the road during the survey period.</p> <p>It would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to evidence due to seasonal fluctuations. Evidence has been provided with this application by the Parish Council regarding a number of vulnerable road users which has been considered as part of this report.</p>
<p><b>Impact on environment/ community/ quality of life</b></p>	<p>Due to the lengths of road involved in this assessment (580m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.</p>

(emissions, severance, visual impact, noise, vibration)	
<b>Drivers' impression of road/Speed limit</b>	<p>This section of road is typical of a rural lane leading into a small hamlet or village. It is a no through road and there is an advanced warning sign as you turn off Stockwell Road to advise it is a 'dead end'. The lane is narrow with the verge/front gardens extending out to the edge of the carriageway. It is an area which encourages slower speeds due to its environment and surroundings.</p> <p>The current speed limit is 40 mph, however it is inappropriate to travel at this speed on parts of the road due to lack of width and restricted forward visibility. As the road is likely only used for local access it would be reasonable to assume those using the road would be familiar with it and travel at an appropriate speed – this view is supported by the presented speed limit data.</p>
<b>Transport Strategy team Considerations</b>	No comment sought from Transport Strategy in relation to this desk top study.
<b>DfT Circular 01/2013 (March 2024 update) compliance</b>	On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013:

	<p><b>Key Points:</b></p> <p>Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.</p> <p>Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.</p> <p>This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.</p> <p>This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.</p> <p><b>VILLAGES</b></p> <p>135) 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> <p>137) 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</p>
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<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p>applying a village speed limit of 30mph, would be that there were both: 20 or more houses (on one or both sides of the road) · a minimum length of 600m.</p> <p>139) 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 600m to avoid too many changes in speed limits along a route and to aid compliance. Traffic authorities may, however, lower this to 400m when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300m</p> <p><b>20 mph speed limits and zones</b></p> <p>84. 20mph limits are signed with terminal and repeater signs and do not require traffic calming. 20mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but are increasingly being applied to larger areas.</p> <p>86. Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling, and with potential environmental benefits – although research here paints a mixed picture. Authorities should, however, take into account the disadvantages that slower speeds can bring in terms of delays to drivers and bus users, congestion, potential impacts on air pollution and impacts on local businesses.</p> <p>87. Based on this positive effect on road safety, and with positive support from residents, traffic authorities can consider introducing 20mph speed limits or zones on:</p> <ol style="list-style-type: none"> <li>1. major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic</li> </ol>
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2. residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.

88. Schemes need to aim for compliance with the new speed limit. Where new limits are put in, they should be in places where most drivers are likely to comply. We know that compliance is better on smaller, narrower roads than on wider roads where the layout gives drivers a clear run.

89. Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.

#### **20mph limits without traffic calming**

100. Research into signed-only 20mph limits shows that they generally lead to only small reductions in traffic speeds – less than 1mph on average. Signed-only 20mph 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 24mph on a road, introducing a 20mph limit through signing alone is likely to lead to general compliance with the new speed limit.

<b>DfT Circular 01/2013 compliance</b> <b>Cont...</b>	103. A 20mph speed limit is indicated by terminal speed limit signs, and speed limit repeater signs. Traffic authorities should ensure sufficient repeater signs are placed to inform road users of the speed limit in force. Chapter 3 of the Traffic signs manual provides guidance on the placing of repeater signs.
<b>Signing issues</b>	None identified.
<b>Factors affecting cost of speed limit change.</b>	A full public consultation would be required, and adjustment and/or revoking of the current 40 mph Traffic Regulation order, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage, adjust road markings (if applicable) would need to be designed and funded.
<b>CONSULTATION WITH POLICE – As provided by Thames Valley Police Traffic Management Officer</b>	Neil Biggs, Thames Valley Police Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for this length of road provided by Buckinghamshire Council (BC) indicates that the lower speed limit of 20mph would be appropriate although the 85%tile speeds are within the enforcement range as provided from the National Police Chiefs Council (NPCC) guidance. Speeds will need to be checked if the speed limit is reduced to bring the 85%tile speeds down below the enforcement threshold as advised by the NPCC and further speed reducing measures put in place. Should the proposal go ahead TVP would not object but making note of the previous comment made.

<b>GENERAL APPRAISAL and Recommendation</b>	<p>A speed limit of 20 mph would be appropriate on this section of Meadle Village Road DfT. The existing speeds, character, and environment are commensurate with a 20 limit and confirms to DfT criteria. However, it should be noted that this reduction would not lead to an improvement in road safety as there are no reported injury collisions and would require funding by the Parish Council.</p>
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**Buckinghamshire  
Highways**

**Form SL2 TFB ASSESSMENT OF SPEED LIMIT REQUEST** (Network Safety, Buckinghamshire Highways)

**REQUEST REF NO.** 07/2024

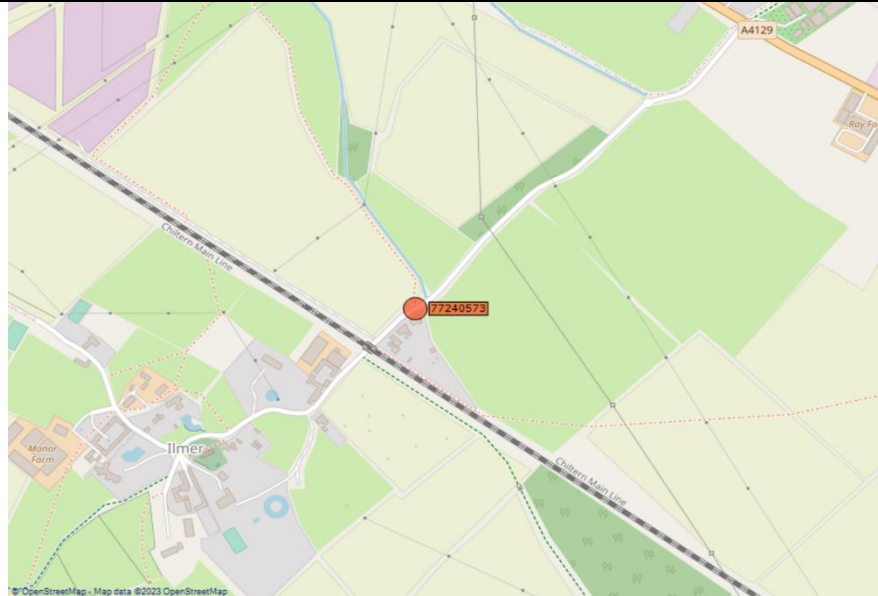
*location* Ilmer

<b>Parish Council / Community Board:</b>	Longwick-cum-Ilmer Parish Council
<b>Contact details of applicant:</b>	v.mcpherson@longwickcumilmer.org.uk
<b>BH Officer's name &amp; contact details:</b>	Alex Dearden, Network Safety Team, Buckinghamshire Highways alex.dearden@buckinghamshire.gov.uk
<b>Date of site visit:</b>	
<b>Date assessment completed:</b>	25 <sup>th</sup> June 2024

<b>ROAD NAME/NO.&amp; EXISTING SPEED LIMIT</b>	Ilmer Lane, Ilmer
	30mph limit.

<b>PREFERRED SPEED LIMIT</b>	
<b>REASONS FOR REQUEST (as identified by requester text taken from correspondence)</b>	<p>The reasons we are seeking a reduction in speed are:-</p> <p>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.</p> <p>Other relevant facts:</p> <ul style="list-style-type: none"> <li>• No footways exist in Ilmer</li> <li>• The road is narrow and is used by walkers, cyclists and equestrians.</li> <li>• Commercial traffic is generated by the local businesses and the solar farm.</li> <li>• Ilmer Lane is a cul de sac.</li> </ul>
<b>Traffic data (vol/speeds)</b>	<p><b><u>SPEED DATA</u></b></p> <p>Speed/Flow data was obtained at two sites by way of traffic surveys on Stockwell Lane subject to this assessment. The surveys were carried out between 28<sup>th</sup> January 2023 and 10<sup>th</sup> February 2023:</p>

Traffic data (vol/speeds) cont...



The seven-day summary for both sites is shown below:

### Ilmer Lane

#### **Traffic Flow:**

The 7-day average (per day) traffic volume:

North East – 134 vehicles

South West – 135 vehicles

Traffic data (vol/speeds) cont...

	<p><b>Peak Times 7-day:</b></p> <p>North East – AM Peak 11:00 hrs – 12 PM Peak 16:00 hrs – 15</p> <p>South West – AM Peak 09:00 hrs – 12 PM Peak 16:00 hrs – 14</p> <p><b>Speeds</b></p> <p><b>Mean Speeds 7-day (24hr):</b></p> <p>North East – 27 mph South West – 28 mph</p> <p><b>85%ile Speeds (24hr):</b></p> <p>North East – 33 mph South West – 34 mph</p>
<b>Road width (s)</b>	Varies – approximately 5m (2.5m per lane) single track in places.



<b>Road length (proposed for new limit)</b>	Approximately 700 m
<b>Collision history</b> (severity/causes /types/frequency /rate per 100mvkm)	No reported injury collisions within the last 5 years of data from Thames Valley Police (01/04/2019-28/03/2024).
<b>Road Environment/function/Geometry</b>	<p>This request for a 30 limit covers a section of Imer Lane leading into the hamlet of Ilmer. The current speed limit is the national speed limit and there is no street lighting.</p> <p>Ilmer Lane is a no through road and provides access to around 27 houses essentially forming a large cul de sac. There is a railway bridge with a height restriction of 14ft 6 before reaching Ilmer from the A4129. It is relatively flat with gentle bends, a railway bridge, and some sections have restricted forward visibility. The surfacing and width are typical of a rural lane; the lane is narrow with no centre lining and is single track in places.</p> <p>It is flanked on either side by low density established detached housing and farm buildings set back from the road. It is anticipated the majority of traffic using the road is for local access only.</p>

<p><b>Composition of road users</b> (incl vulnerable road users -peds; pcs; horse, MC, disabled (current/ potential)</p>	<p>The majority of vehicles using this section of road are passenger cars with a combined total in both directions of 180 cars per day.</p> <p>Vans/pick-ups/car-derived vans make up the next highest number of vehicles with a combined total in both directions of 65 per day.</p> <p>Goods vehicles up to 7.5 tonne account for a combined total in both directions of 11 per day.</p> <p>There were 2 vehicles heavier than 7.5 tonnes using the road during the survey period.</p> <p>It would be expected to see occasional walkers, pedal cyclists, equestrians, and farm traffic. Evidence of the exact number of vulnerable road users is difficult to evidence due to seasonal fluctuations. Evidence has been provided with this application by the Parish Council regarding a number of vulnerable road users which has been considered as part of this report.</p>
<p><b>Impact on environment/ community/ quality of life</b> (emissions, severance, visual impact,</p>	<p>Due to the lengths of road involved in this assessment (700m), and the recorded speeds from the traffic survey, a change in speed limit is unlikely to have any difference to overall journey times or environmental impact.</p> <p>There is no street lighting on this section of Ilmer Lane, as such a new speed limit would require the installation of repeater signs. Given the narrow width of the lane careful consideration should be given to locating these a sufficient distance from the road edge to avoid being struck by passing vehicles. The introduction of repeaters will also change the appearance of what is an attractive rural lane and cause it to look more urban.</p>

noise, vibration)	
<b>Drivers' impression of road/Speed limit</b>	<p>This section of road is typical of a rural lane leading into a small hamlet. It is a no through road and there is an advanced warning sign as you turn off the A4219 to advise it is a 'dead end'. As you enter Ilmer the lane is narrow with the verge/front gardens extending out to the edge of the carriageway. It is an area which encourages slower speeds due to its environment and surroundings.</p> <p>The current speed limit is the national speed limit; however, it would feel unsafe to travel at this speed on parts of the road due to the lack of width and limited forward visibility. As the road is likely only used for local access it is reasonable to believe those using the road would be intimately familiar with it and travel at an appropriate speed.</p>
<b>Transport Strategy team Considerations</b>	No comment from Transport Strategy sought in relation to this desktop study.
<b>DfT Circular 01/2013 (March 2024 update) compliance</b>	On consideration of the layout, function, and environment of the sections of road under review, it is the opinion of this report that the section of road should be considered in line with various sections of DfT Circular 01/2013:

**Key Points:**

Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.

This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.

This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in Local Transport Plans.

**VILLAGES**

135) 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.

137) 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 30mph, would be that there were both: 20 or more houses (on one or both sides of the road) · a minimum length of 600m.

<p><b>DfT Circular 01/2013 compliance</b></p> <p><b>Cont...</b></p>	<p>139) 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 600m to avoid too many changes in speed limits along a route</p> <p>and to aid compliance. Traffic authorities may, however, lower this to 400m when the level of development density over this shorter length exceeds the 20 or more houses criterion and, in exceptional circumstances, to 300m.</p> <p>141) Where the speed limit commences at the village boundary, the village nameplate sign (prescribed in diagram 2402.1 of TSRGD 2016) and speed limit roundel may be mounted together. The combined sign should be located at the point where the speed limit starts and it may be helpful if drivers can see housing at the same time as the signs, reinforcing the visual message for reduced speed.</p>
<p><b>Signing issues</b></p>	<p>None identified.</p>
<p><b>Factors affecting cost of speed limit change.</b></p>	<p>A full public consultation would be required, and application for a Traffic Regulation order for a new 30 mph limit made, should a lower limit be agreed. No funding would be available from Buckinghamshire Council. Associated costs to erect compliant signage, adjust road markings (if applicable), and gateway feature would need to be designed and funded.</p>
<p><b>CONSULTATION WITH POLICE – As provided by</b></p>	<p>Neil Biggs, Thames Valley Police (TVP) Traffic Management Officer, has been consulted as part of this assessment and makes the following remarks: The information provided by the speed assessment for this length of road</p>

<b>Thames Valley Police Traffic Management Officer</b>	<p>provided by Buckinghamshire Council (BC) indicates that a lower speed limit would be appropriate. Speeds are already commensurate with the lower speed limit and within the National Police Chiefs Council guidelines. Should the proposal go ahead TVP would have not object.</p>
<b>GENERAL APPRAISAL and Recommendation</b>	<p>This section of Ilmer Lane is suitable for a reduction of the existing speed limit to 30 mph. The existing speeds, character, and environment are commensurate with a 30 limit, and it meets DfT criteria. The village gateway feature upon entering the new limit is also supported subject to there being sufficient width (see extract 141 of DfT guidance above).</p> <p>However, it should be noted the mean speeds are already below 30mph based on the data provided and the introduction of a 30 limit will be unlikely to reduce speeds any further. There is also no collision history on this section of road, and therefore there is no direct road safety benefit from the introduction of a 30 limit.</p>

**Appendix B** - Final Longwick TV and NP Proposed Local Speed Limit Changes report April 2023 (Note original PDF Doc convert to Word for insertion within this report, some graphics and formatting may have altered as a result of the conversion)



*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

Councillors Valerie McPherson BEM, Brian Richards and Richard Myers

Key Contact: Valerie McPherson [v.mcpherson@longwickcumilmer.org.uk](mailto:v.mcpherson@longwickcumilmer.org.uk)

**First Phase Projects Longwick  
Transport Vision &**

## Longwick Neighbourhood Plan:

# Proposed Local Speed Limit Changes

April 2023

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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.

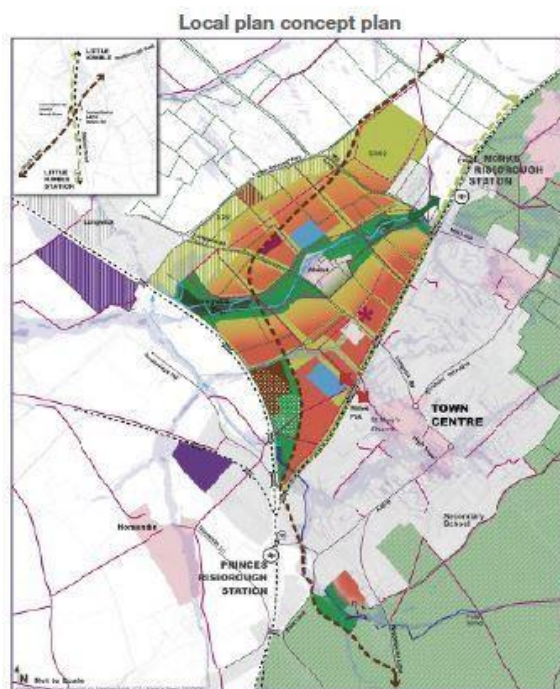
As a result the subsequent Neighbourhood Plan included a guiding vision and objectives to *‘have easy access and safe movement for pedestrians and cyclists to and through Longwick Village, with good connections to the hamlets and key locations in the area, such as schools’*, and be *‘a safe, secure and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

## Scale of development growth and travel patterns

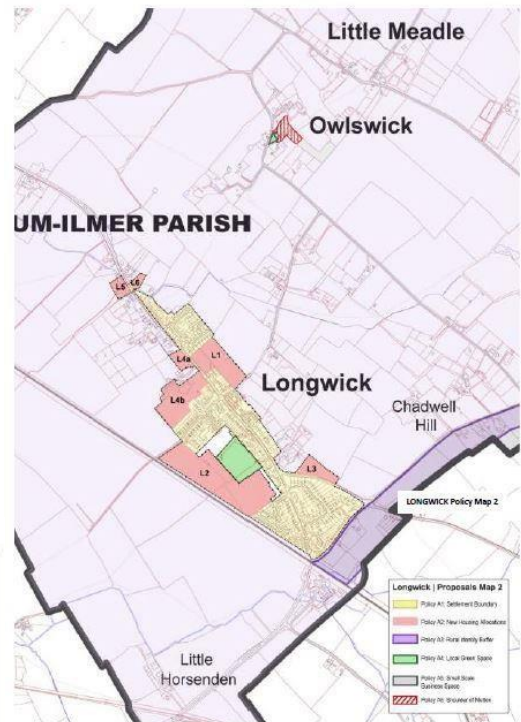
The adopted Neighbourhood Plan allocates sites for 300 homes in Longwick village (as shown right), which compared to the size of the village in 2014 equates to a 70% increase in the number of households. This is largely as a result of earlier speculative and incremental development proposals by housebuilders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

The nearby Risborough (as new homes on adjacent to the Local Plan makes road, and improvements timescale for The growth of



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



expansion of Princes shown right) by c.2,500 its north-western side is Longwick as set out in 20172033. This also provision for a new relief some public transport in Longwick, however the delivery remains unclear. the town and its traffic

movements will have a direct effect on the roads around the parish, with early transport modelling forecasts indicating between 150200% 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 on to 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.



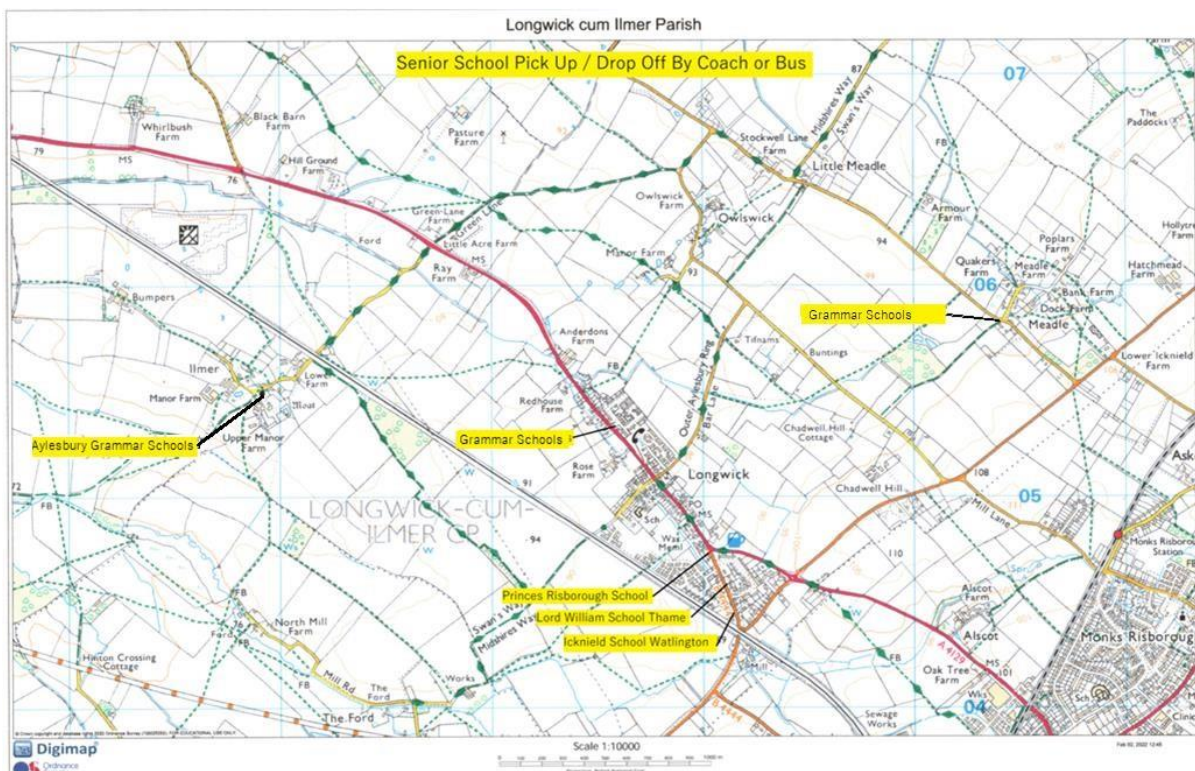
## B. Parish Maps - Places regularly used by local vulnerable road users

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).

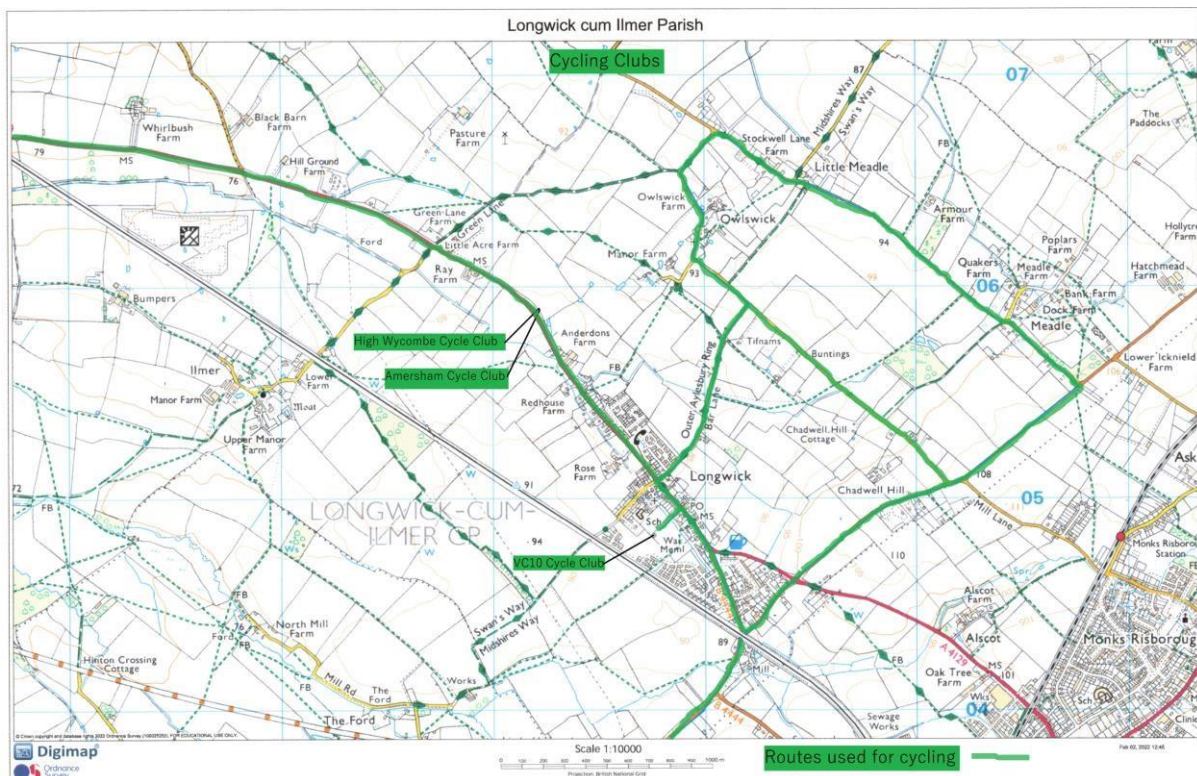
These are combined on one map to show how significant the parish's roads are to non-car users. In addition a last map shows local destinations commonly walked or cycled to: a wide range of shops, the pub, the farm cafe, the primary school, village hall, play park and recreation ground, the care home, 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*

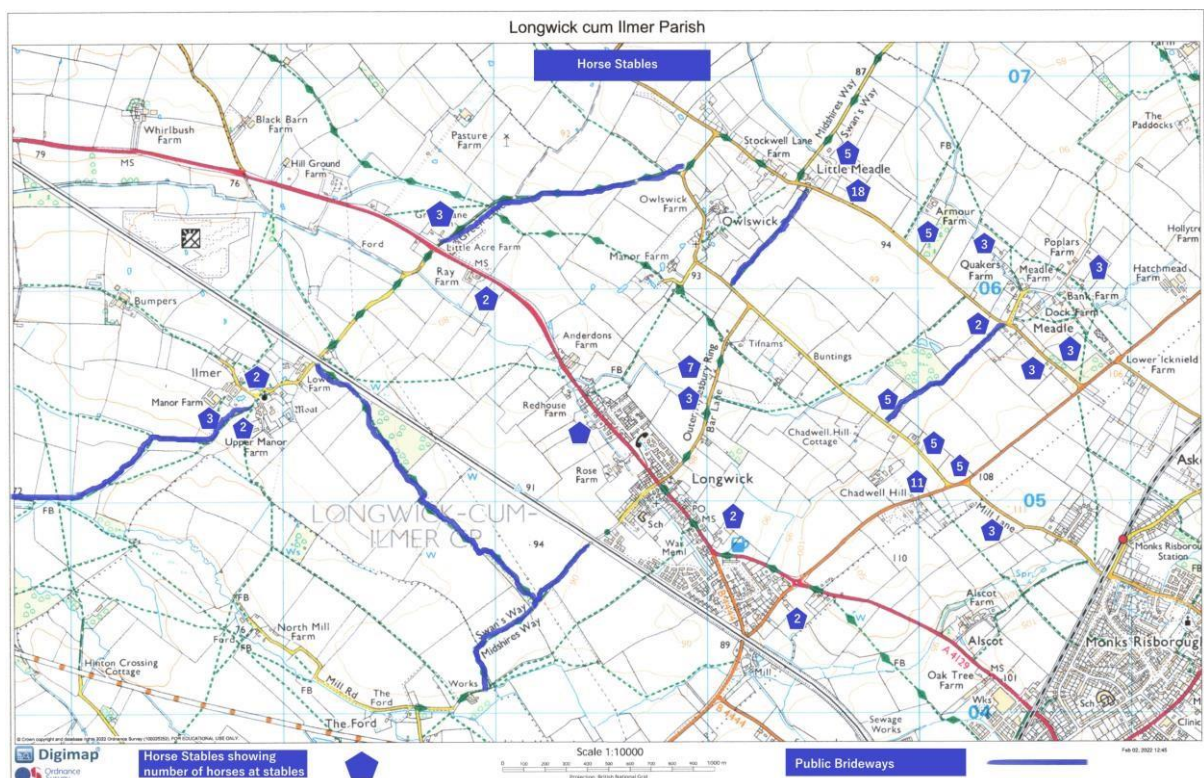




## 2. Cycling clubs and cycling routes

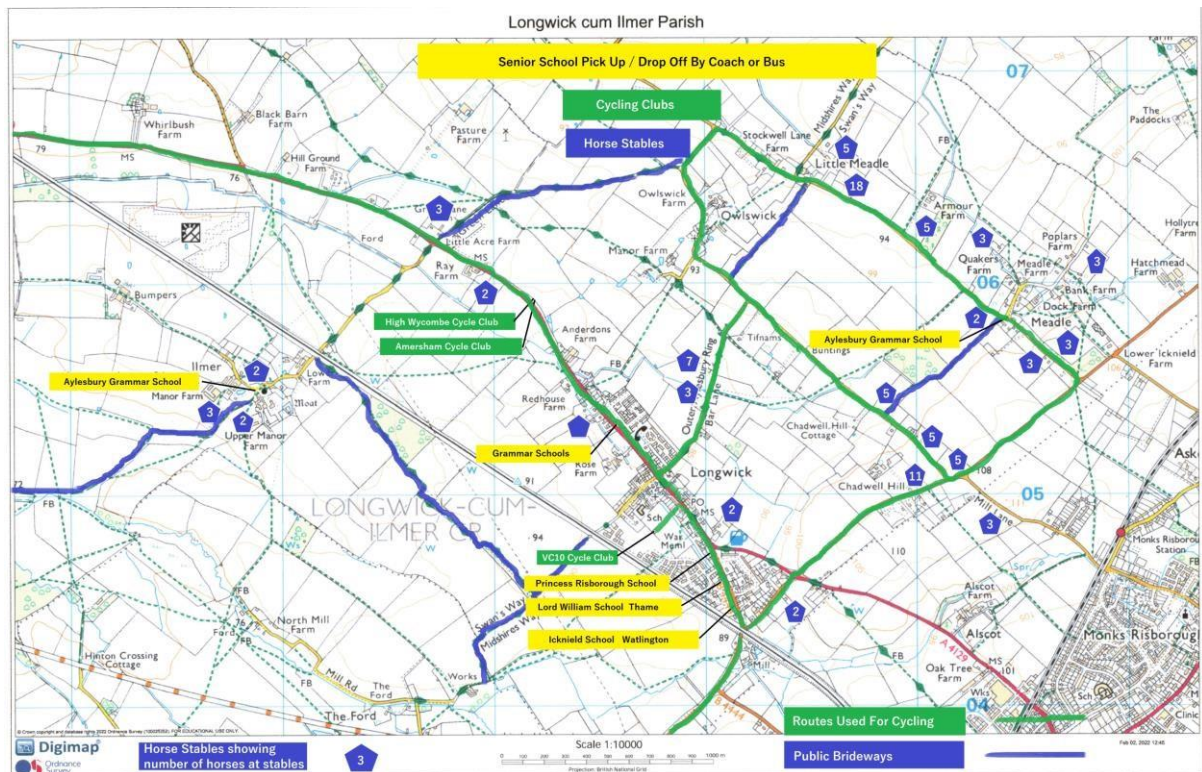


## 3. Horse stables, numbers of horses and brideways (showing 23 stables accommodating 97 horses)

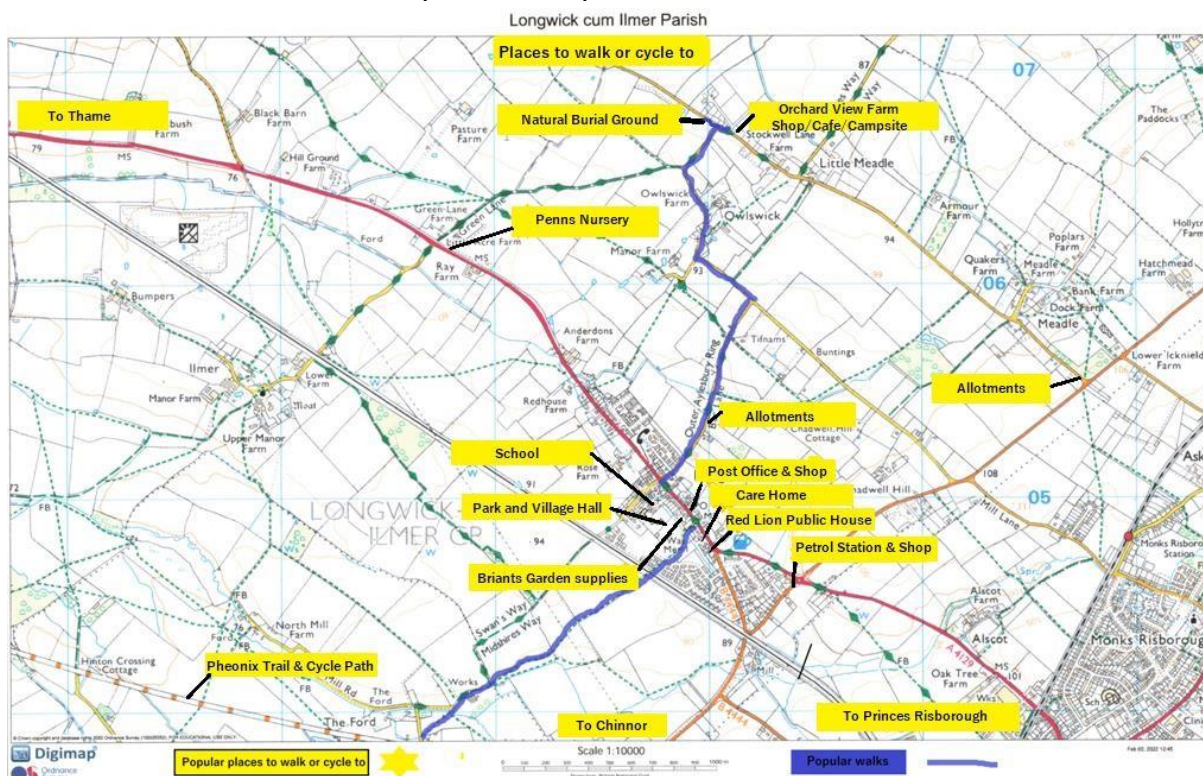


## 4. A combined map of local vulnerable road user locations





### 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>
		<p><i>and in exceptional circumstances to 300 metres.</i></p>
7.3: Villages	131	<p><i>Fear of traffic can affect people's quality of life in villages and it is selfevident 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></p>
	132	<p><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></p>
	133	<p><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></p>
	134	<p><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></p>
	135	<p><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></p>

	136	<p><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.</i></p> <p><i>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 vehicleactivated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road.</i></p>
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## D. Proposed Local Speed Limit Changes

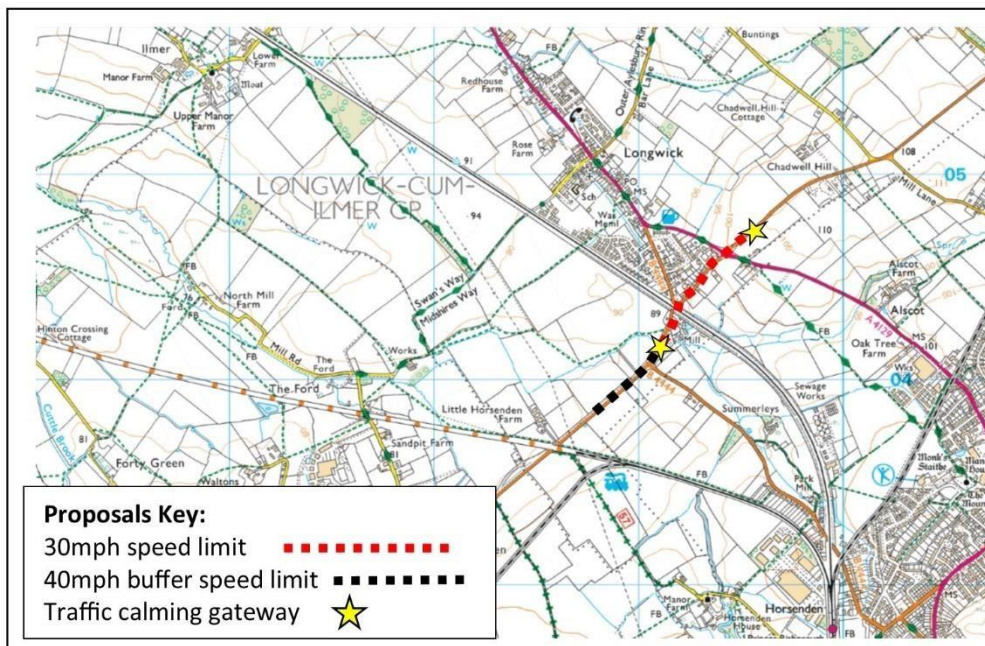
The following pages describe each of the proposals to lower the speed limits at different locations in Longwick-cum-Ilmer Parish area.

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.

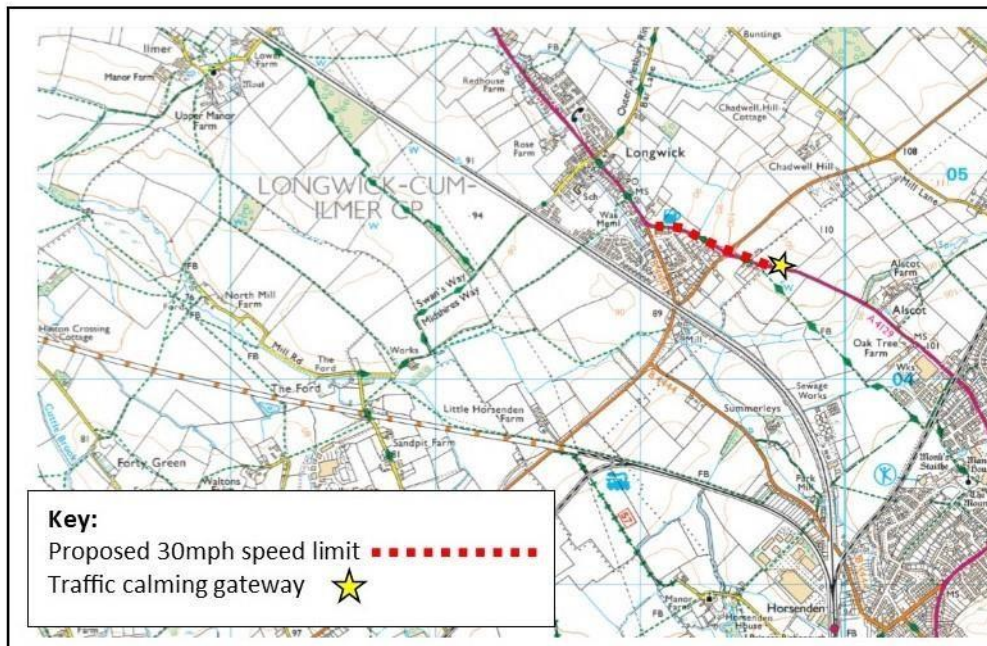
**Other relevant facts:**

- 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

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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.

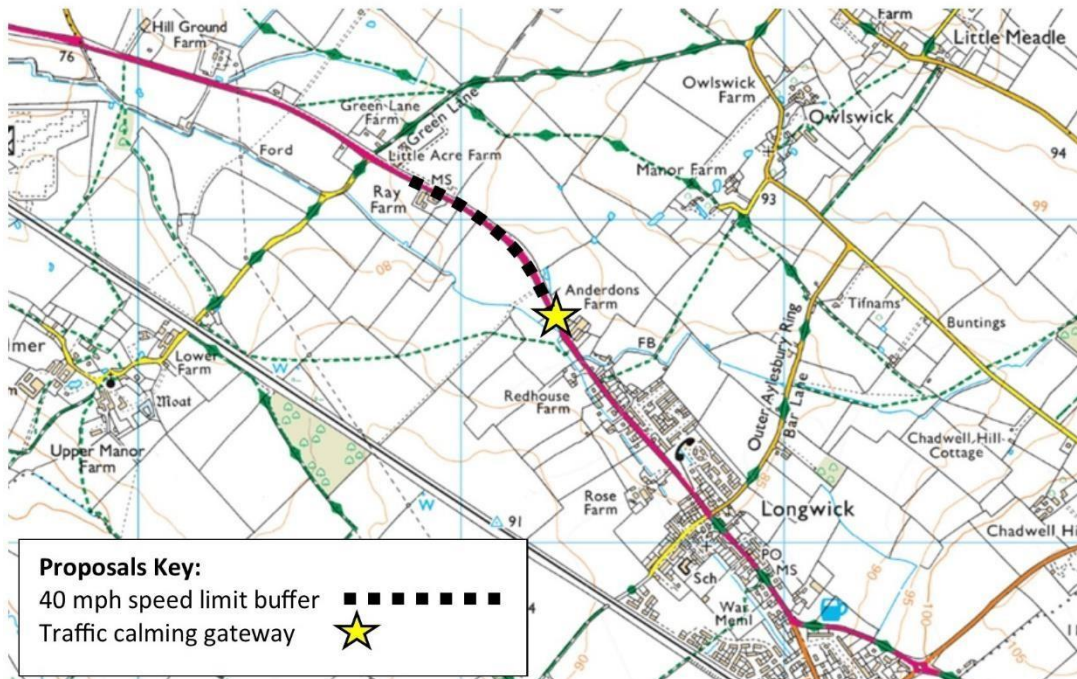
**Other relevant facts:**

- 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:

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**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

- 
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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:**

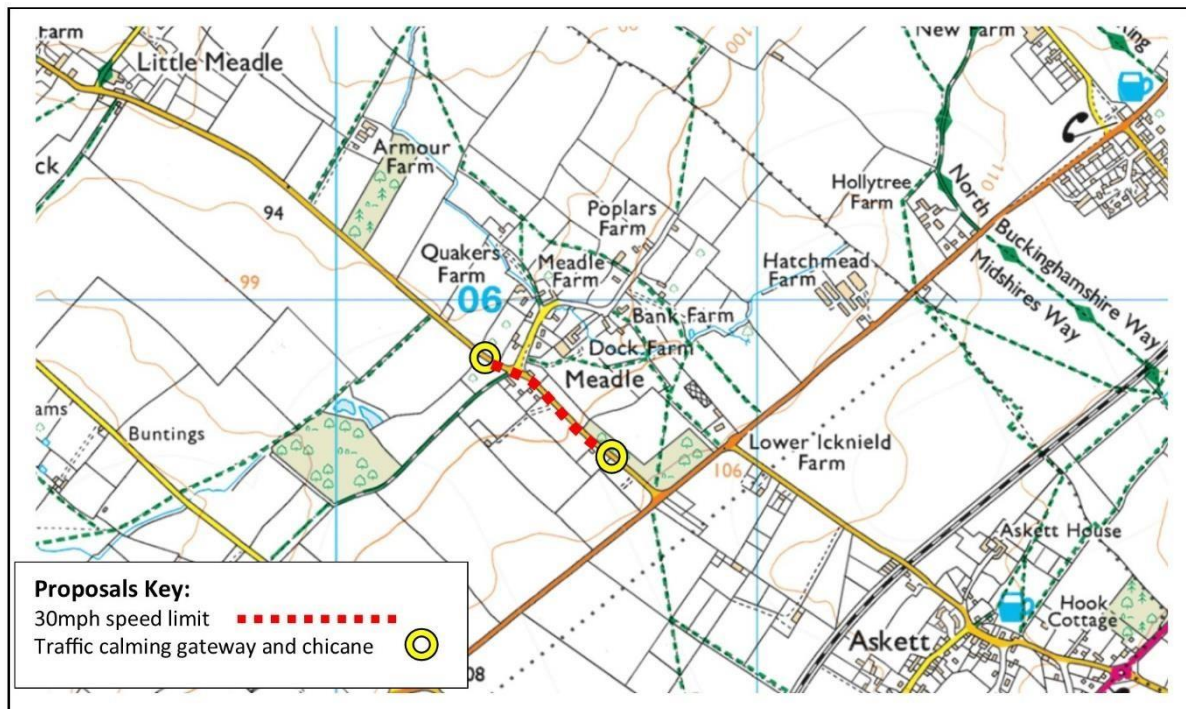
- Traffic speeds at this entry into Longwick are higher than 30mph.
- A mobile speed enforcement site is located within the 30mph limit very close to the entry point.
- Cyclists use this length of the A4129 to gain access the country lanes through Towersey, Kingsey and Haddenham and also to access the 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:



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**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

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- 

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**



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Weston Turville



Bishopstone



Kingston Blount

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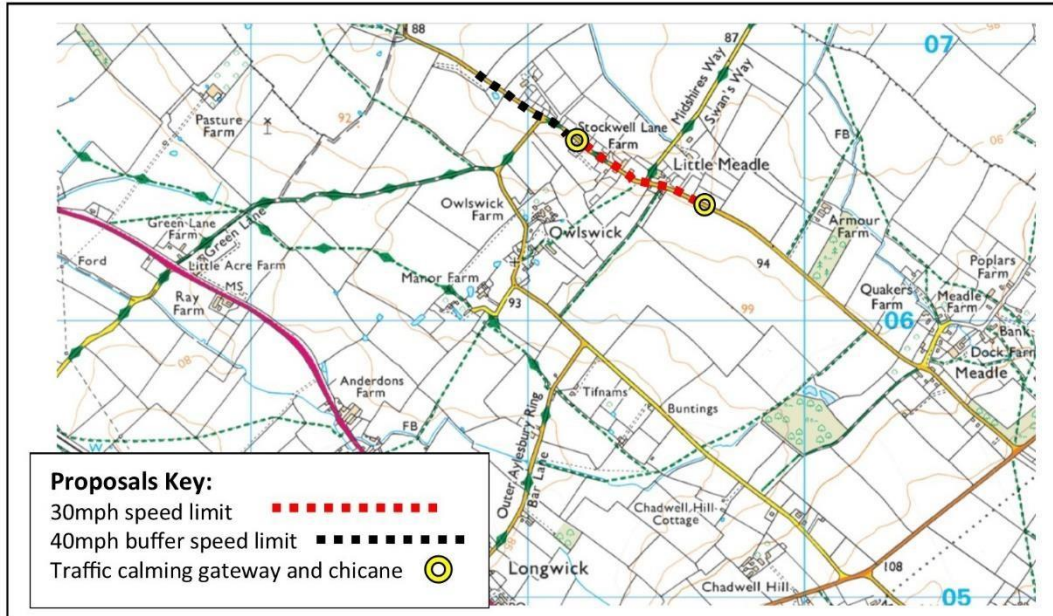
The national Crashmap database indicates that in the past 5 years (2017 – 2021) there have been no injury crashes at or in the vicinity of these chicanes. A quick check on other chicane locations in Buckinghamshire (e.g. Amersham, Wing) indicates a similarly positive situation with regard to road safety.



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## 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.

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**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

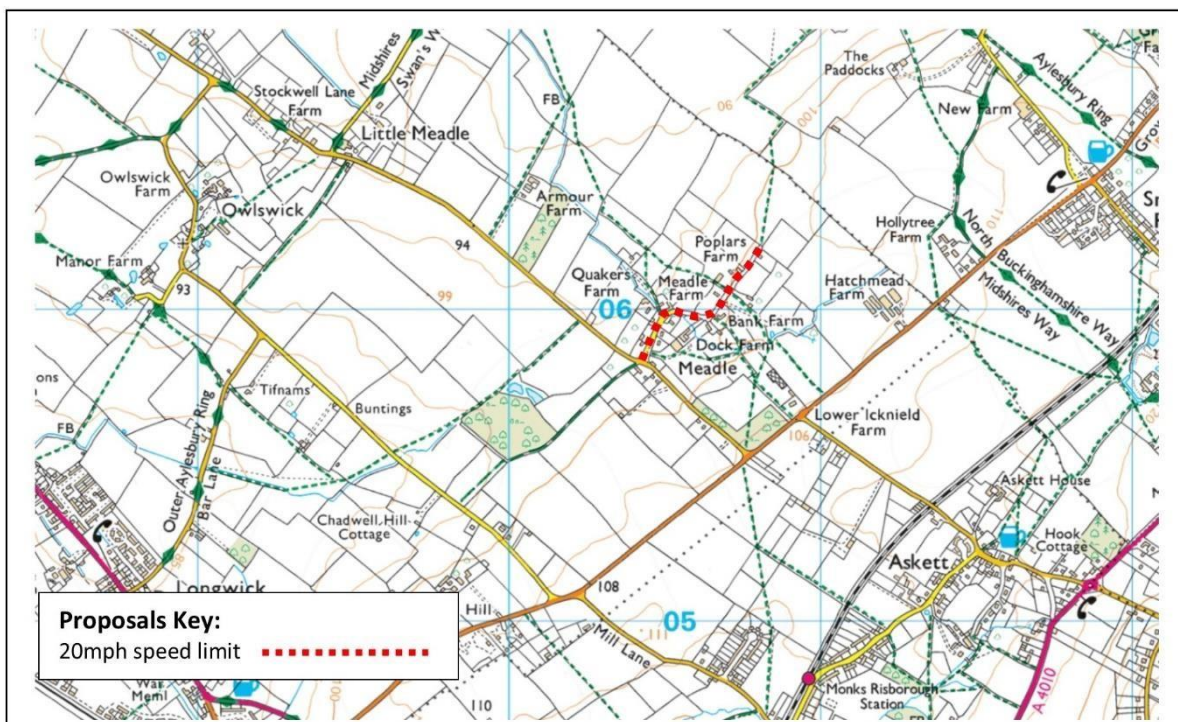
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Stockwell Lane, which is part of the rat run. Therefore, the speed limit and traffic calming proposals for Stockwell Lane will provide an additional and significant disincentive to rat running along this eastwest route. This will improve the quality 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

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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.

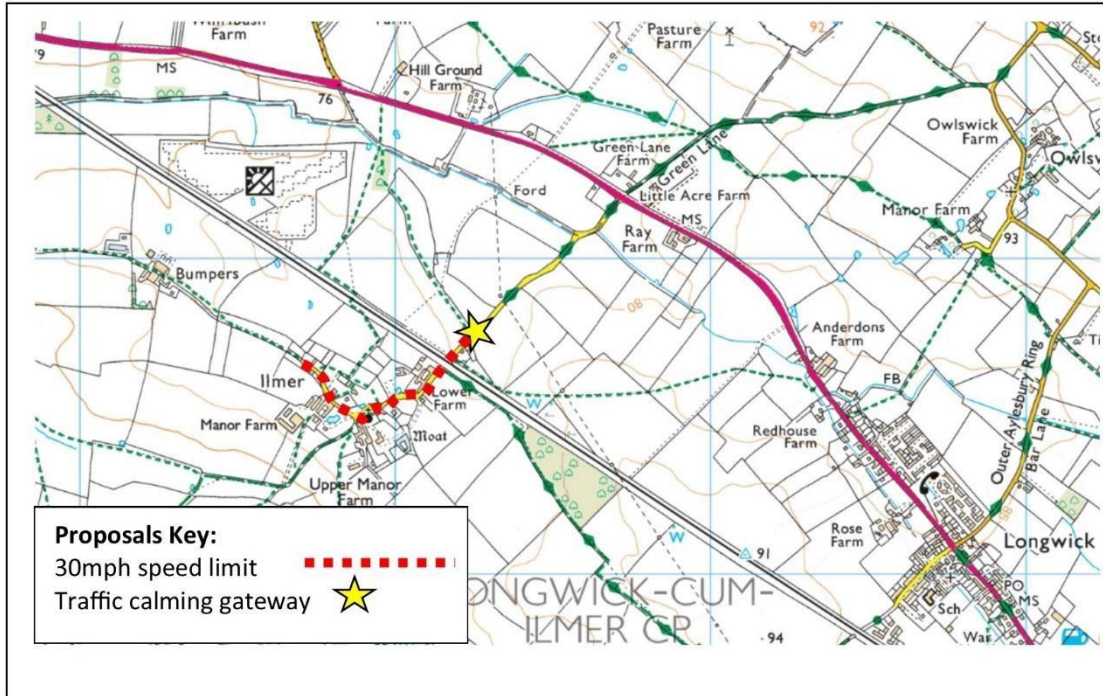
**Other relevant facts:**

- 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.

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## 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



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- 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.

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## 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>	<i>£1,500</i>	<i>£4,000</i>	<i>£2,100</i>	<i>£5,500</i>	<i>£30,000</i>		
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							

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#### Potential Sources of Funding:

Longwick-cum-Ilmer Parish					
First Phase Projects from Longwick Transport Vision & Neighbourhood Plan					
Potential Sources of Funding					
		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



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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/managingspeed/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-Publicconsultation-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-TransportVision-Final-Report.docx?dl=0&rlkey=ar56y4gckid93wnm3jby1tstq](#)

## 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;

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- 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.