



Officer Decision Report

Date:	07/05/2026
Title:	Worminghall Road, Ickford – 30mph Traffic Regulation Order
Cabinet Member(s):	Councillor Thomas Broom, Deputy Leader and Cabinet Member for Transport
Ward Member(s):	Councillor Clive Harriss
Author and contact officer:	Darryl Bonsor, Transport Coordinator - Darryl.Bonsor@buckinghamshire.gov.uk
Ward(s) affected:	Long Crendon
Decision:	Approval to proceed to Statutory Consultation for a permanent 30mph speed limit Traffic Regulation Order (TRO) within the Worminghall Road, Ickford development.
Reason for decision:	The street lighting arrangement within the development follows a policy known as 'Dark Skies', resulting in minimal illumination.

Under Section 82 of the Road Traffic Regulation Act 1984, there would be insufficient lighting columns to constitute a 'system of street lighting', for the roads within the development to be considered 'restricted' with a default 30mph limit.

1. Background

- 1.1** A development has been recently constructed off Worminghall Road, Ickford, which contains two roads – Poplar Way and Willow Lane.
- 1.2** These onsite roads are being offered for adoption, and the Parish Council have confirmed to the developer (Deanfield Homes) that they don't want any street lighting on the development. The only lighting they have allowed is to illuminate the raised tables, which is a legal requirement.
- 1.3** This minimal amount of lighting does not meet the requirements for a 'system of streetlighting' under the Road Traffic Regulation Act 1984 (refer to Section 82).

- 1.4 Therefore, to ensure the new roads are enforceable, a TRO is needed to make them 30mph.
- 1.5 The proposed locations, extents, and restrictions are detailed in the following table, as well as shown in Appendix A:

Table 1- Road extents and proposed restrictions for Tibbs Road, Haddenham

Road Name	Type of Proposal
Poplar Way (whole length from its junction with Worminghall Road)	Introducing a 30mph Traffic Regulation Order
Willow Lane (Whole Length)	

2. Authority to take this decision.

2.1 The Council scheme of delegation is contained within the Council’s constitution.

3. Other options available, and their pros and cons

3.1 Any other options considered would also involve a Statutory Consultation process.

3.2 Not introducing a 30mph Traffic Regulation Order would result in the default speed limit being applied to both Poplar Way and Willow Lane, which would 60mph.

4. Local Councillors & Community Boards consultation & views

4.1 The Local Member, Buckinghamshire Council’s Road Safety Team and Thames Valley Police were consulted to have their initial feedback on the proposal.

Consultee	Response
Councillor Clive Harriss	“Thanks for the Google Earth plan with clarification. I am happy to support the proposed TRO on that basis.”
Road Safety Team	“No objections from [us]. just as an aside is the nearby development off Turnfields at a similar stage, looking for a TRO?”
Thames Valley Police	“No problem for [us] either just so long as they promote a TRO for the limit.”
Ickford Parish Council	Note from Contact Officer – <i>The local parish has not been contacted regarding the TRO specifically but should form part of the Statutory Consultation process.</i>

5. Financial & Legal Implications

5.1 Traffic Regulation Orders are made under the provisions of Sections 1, 2 and 4 for the Road Traffic Regulation Act (RTRA) 1984. TROs in relation to speed limits on roads other than restricted roads are made under s84 RTRA 1984, s85 deals with signing on site of speed limit orders.

5.2 Section 122 of the RTRA 1984 places a duty on Buckinghamshire Council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), on its highway.

5.3 Regulation 14 of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulation 1996 states that an order making authority may modify an order, whether in receipt of any objections or otherwise, before it is then made.

5.4 Section 16 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 states that a TRO must be made within 2 years of the notice of proposals first being published.

5.5 When the decision is taken and recommendations agreed, a Traffic Regulation Order (TRO) will be made. Correspondents to the consultation and those who will likely be affected will be informed of the decision taken.

5.6 If approved, this key decision will be the authority for Buckinghamshire Council to 'make' as well as publicise the TRO and advertise a Notice of Making in the local press in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.7 Future maintenance of the proposed TRO will be borne by Buckinghamshire Highways once the roads have been adopted.

6. Your questions and views

6.1 If you have any questions about the matter contained in the paper, please get in touch with the Contact Officer whose email address is given at the head of the paper.

7. Background Papers

7.1 Appendix A – Map Tiles

Approval Signature

A handwritten signature in black ink, appearing to read 'Dave Roberts', written in a cursive style.

Dave Roberts, Head of Highways

11th May 2026