

**AREA 10 SPEED LIMIT REVIEW: ASSESSMENT OF ALL ROADS IN AREA
PUBLIC CONSULTATION PROPOSALS: RECOMMENDATIONS OF WORKING GROUP MEETING 28th January 2009**

Attendees:
COUNTY COUNCILLORS: Bruce Allen, Pamela Bacon (Part), Patricia Lindsley (Part), David Meacock, Pauline Wilkinson, Hugh Wilson (Part)
DISTRICT COUNCILLOR: John Wertheim CDC
THAMES VALLEY POLICE: Darren Humphries Tony Humphreys
COUNTY COUNCIL OFFICERS: Alan Baverstock, Pat Francis, Christopher Schwier, Christine Williams
APOLOGIES: BCC Cllr Martin Tett ,C.D.C. Cllr Nicholas Rose, Ken Moloughney(BCC officer) [comments made in advance by these individuals were brought to the attention of the working group]

Roads are listed in road number order, (i.e. A, B, MC roads), followed by unclassified roads in road name order

*N.B. Lengths shaded in 'location' box are those where proposed changes are to be advertised for public consultation. Unshaded lengths to retain existing speed limit
Where there are no working group comments, this indicates that the proposal was agreed without the need for any discussion.*

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|--|---|---|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| A ROADS | | | | | | |
| A404 White Lion Rd Amersham (nr Pineapple Rd) to Little Chalfont (r/bt j/w B4442) | 40 | 30 | Built up area/village – provide continuous 30 limit through residential area. | The working group considered proposals for lengths of A404 together. Comments made included: know it quite well, think that 40 mph is ok, it is an 'A' road, you want to keep the traffic moving. Wide road. Do the stretches of 40 limit not reinforce the change to 30 mph? If retained a length of 40 mph between the built up bits, these 40 stretches would be too short. Traffic lights in Bell Lane which we did not have before. The only bit that you could argue about which does not feel like a 30 limit is the bit before the Pineapple Road such a short bit. The bit through Little Chalfont is residential, with bend and bridge. Seek responses from people. Most people driving that would see the proposed 30 as a continuation of the built up area.. | Advertise proposals for A404 for public consultation as 30mph . | 30 |
| A404 Amersham Rd Little Chalfont (from nr Elizabeth Ave to W of j/w Lodge Lane/ Stony Lane) | 40 | 30 | Built up area/village . Dwellings on both sides of road for most of length. (Existing 30 limit extends from j/w B4442 to nr Elizabeth Avenue) | See previous | See previous | 30 |
| A404 Amersham Rd betw. Little Chalfont & Herts bdy nr Chorleywood. | NSL | NSL | Only 1 section with high crash rate (between Clay Pits Lane , nr Chenies & county boundary- short length of road - LSS team to investigate?) Only consider lower limit if Herts CC proposing any change at W end of Chorleywood. | | | |
| A413 Section A: London Road East: Stanley Hill rbt to NW of Old Farm Lane | 30/50 | 40/50 Area 4 | Poss 40 to replace part of 30 limit alongside service road immediately to east of Stanley Hill? (<i>to be dealt with in Area 4 follow up review- public consultation March /April 2009</i>) | | | |
| A413 Section B: London Road East: NW of Old Farm Lane to Finch Lane (to cover 'residential' length) | 50 | 50 | Crash rate: 36 per 100 million vkms. Crash rate near acceptable rate for NSL(35) , but existing 50mph is justified on basis of number of accesses. 40 considered, but road very straight, majority of dwellings accessed from service road. Drivers unlikely to comply/comprehend a 40 limit. Any difficulties for residents accessing A413 need specific other measures.(already central hatching/right turn slots) | | | |

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| A413 Section C: London Road East: E of Finch Lane to E of Cokes Lane | 50 | 50 | Crash rate 30 per 100mvkm 50mph justified on basis of accesses to small row of dwellings on S side nr Finch Lane , council depot & Cokes Lane. | | | |
| A413 Section D: Amersham Rd (E of Cokes Lane to Bottom House Farm Lane) | 50 | 50 | Crash rate: 49.8 per 100mvkm. Small group of dwellings and Ivy House PH. 50Mph justified on basis of crash rate . Crash types mixed- unlikely that a limit below 50mph would be beneficial. | | | |
| Section E: Amersham Rd (SE of Bottom House Farm Lane to just S of Kennels/ N of Misbourne Fm) Length : 600m | 50 | 50 | Generally straight single carriageway with shallow bends . V few dwellings except those associated with Arklow Kennels Crash rate 20 per 100mvkm | | | |
| A413 Section F: Amersham Rd (just S of Kennels/(N of Misbourne Fm to N. of Misbourne House Length : 600m | 50 | 50 | Crash rate per 100mvkm=11 limit could be raised to NSL, but unlikely to be much support for a 600m break in this length of 50mph limit. | | | |
| A413 Section G: Amersham Rd (N. of Misbourne House to 'Pheasant xrds' rbt (j/w Pheasant Hill/Vache Rd)Length : 750m | 50 | 50 | Crash rate per 100mvkm=81. (Crashes mainly concentrated around Mill Ln & Misbourne House (only group of dwellings) -refer to AIP/T.Mgmt teams for possible measures) . 50mph justified on basis of crash rate/2 side roads/accesses to properties. A 40mph limit has been requested but 50 preferred as to avoid too many changes along this length of road. | | | |
| A413 London Rd Chalfont St Giles (approx 650metres) | 40 | 30 | Meets village speed limit criteria > 20 dwellings of sufficient density, plus several business premises including garage and pub, plus junctions with 7 side roads/service roads.A few crashes only, most associated with vehicles turning right off the main road.. | The working group was happy with the proposal for the 30 mph limit. | The proposal was agreed by the working group. | 30 |
| A413 C St. Giles to Cst.Peter (700 metres) | 50 | 50 | Mainly straight/shallow bends No crashes, no side roads, few private accesses. NSL considered, but existing 50 is good buffer to lower speeds in villages & maintains route consistency of 50 limit . | | | 50 |

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| A413 CS Peter (From northern outskirts to just south of the Greyhound rbt) | 50/30 | As extg, but extend extg 30 N a short distance to island N of Tesco Express access | <p>Considerable local pressure to keep /extend existing 30mph limit, together with a 40 limit extending N to village outskirts, balanced by (mainly anecdotal) driver resentment of 30mph limit & safety camera.</p> <p>There are >20 dwellings adjacent to the road between Cophall Lane & Greyhound rbt, so meeting in this section the village 30mph criteria. The A413 carries about 20,000 vpd and creates community severance, despite new zebra crossing. There have been a few injury accidents in the vicinity of the garage/shop access and much pedestrian use of the refuge north of Cophall Lane to access sports facilities, allotments, bus stops.</p> <p>Changing part of the current 50 limit to 40mph has been considered, but could create too many limit changes along the length with little benefit. There is only one access to property (Water Hall) on the western side of the A413 to the north of j/w Rickmansworth Lane. The rest of the dwellings are on eastern side and access the A413 via service road/side road, not directly. 50 limit consistent with that on A413 London Rd East .</p> | <p>JS(Head of Transportation) preference was to move 30 mph limit to the north side of Tesco Express. This short distance would include access to Deancre by Tesco Express & would reduce sign clutter at junction with A413/access.</p> <p>Comments made by the working group during long period of discussion included: A lot of people along Denham Lane complaining they are getting a lot more traffic. People turn up the side roads to take residential routes to avoid going out by the speed camera. Extend 30 to near Deanacre Lane in recognition of the crossing into there , people going down residential roads, lots of traffic using Deanacre Lane to access garage/shop. Problems at access to garage form A413. In favour of what we proposed before- taking a 40 mph limit out to Deanacre Close from n of j/w Rickmansworth Lane. Retain 30 south from here to south of Greyhound rbt 30 definitely needed north of Greyhound rbt due to entrance to community centre & crossing place for people living in huge residential development of Chalfont Common. People who drive along the A413 do not actually know how much of the community is on the far side of the road from the shopping area. Speeds are very low because of the camera. In terms of crashes only a few -not on the A413 but on the service road.</p> | The working group agreed to advertise 30 mph from near the junction with Deanacre to the southern side of Greyhound rbt(where it is now) | Extend 30 from extg N terminal (from just S of Tesco Express' access) to j/w Deanacre |
| | | | | <p>One common agreement, most people are happy to extend something beyond Deanacre. Unrealistic to extend the 30 mph. Could put a 40 mph. Lots of cars coming out of Tesco come out that way.</p> <p>Two alternative proposals - (1) start a 40 mph at Deanacre, terminate at pedestrian refuge by Rickmansworth Road. (2) Start 40 mph at Deanacre and start 30 limit just before the camera. Drivers are complaining because of the unrealistic 30 mph. Start it just before the speed camera and make 30 mph from there to the junction to the roundabout. If you make the speed limit near to the speed camera you will have more problems.</p> <p>Support for DM suggestion to extend 40 mph limit further south? No. Any support for the proposal to start a 40 mph limit at the pedestrian refuge near Rickmansworth Lane, and reduce the northern extent of the current 30 limit?. Lots of traffic leaving Tesco at Deanacre and conflict with drivers on A413</p> | | |

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| A413 CS Peter (From northern outskirts to just south of the Greyhound rft)CONTD. | | | | Officers stressed that north of garage access A413 is not an appropriate length of road for a 30 limit as does not comply with guidelines- but could accept extending the 30 mph limit from south side of Tesco Express access to just north of it . Other option for a longer length of 40 mph, starting at pedestrian refuge near Rickmansworth Lane.. Suggest (1) put out proposal (2) for a 30 mph going to Deanacre. Who came up with the 40 mph? Answer- was discussed at the last working group meeting. Original (previous) working Group recommendation to have a 40 limit from pedestrian refuge to near Deanacre would introduce yet another change in speed limit along this route- feels many drivers would prefer a longer length of 30 limit. Some working group members felt that an extended 30 would seem unrealistic to drivers and officers emphasised that it was not a typical 30mph stretch with reference to the national guidance. | | |

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| A413 Chalfont St Peter : dual c'way between Greyhound rbt & Kingsway rbt | NSL | NSL | Only 2 crashes between Greyhound rbt & Kingsway rbt in last 3 yrs. Only 2 p.i. crashes on Greyhound rbt. circulatory area, plus 3 on the High St approach. No justification for lower limit. | On the other side of the Greyhound roundabout where it drops from 60 mph to 30 mph cannot see the point of having that close to the roundabout. Had received requests for lower limit but no justification. Officer stated that existing 30mph terminal could be enhanced by yellow backing boards for signs and 30mph roundel markings on road surface. | | |
| A413 Chalfont St Peter to Tatling End : dual carriageway (south of Kingsway rbt to nr j/w A40) | NSL (70) | NSL (70) | (See sections below) | | | |
| A413 Chalfont St Peter to Tatling End Section A : Kingsway rbt to j/w Lower Rd/Amersham Rd at South Park Length : Approx 1400 m | NSL | NSL | Ave speed: 62mph (May 2003 just N of midpoint) 85th %ile speed:74N 71S (May 2003 just N of midpoint) Crashes : 8 slight pias in 3 yrs to 31 08 2008 . Except for 2 involving turning vehicles ,at separate locations, the majority were individual accident types & not related to the road itself. Crash rate per 100million veh km: 31 BCC comments/recommendation: Retain NSL . | | | |
| A413 Chalfont St Peter to Tatling End Section B From S of j/w Lower Rd at South Park to S of j/w Over The Misbourne Length :600 m approx | NSL | NSL | Dual carriageway. speed: no data Crashes : 8 pias , (3 Ser, 5 slight) in 3 yrs to 31 08 2008. Crashes were at various locations & with miscellaneous circumstances,except for 2 involving S bound overtakes north of Oak End (both 2006) and 3 involving southbound right turning vehicles through central gap at 'Over the Misbourne' in conflict with following vehicles -1 in each of 2006,2007,2008. Crash rate 68 per 100million veh km: Brought to attention of LSS team for investigation- poss imp to improve turning layout/markings/advance warning of turning vehicles? | | | |
| A413 Chalfont St Peter to Tatling End Section C S of j/w Over The Misbourne to Mway overbridge Length : 700m approx | NSL | NSL | Road character:dual carriageway, Layby on western side. speed: no data Crashes : 5 in 3 yrs to 31 08 2008.(1 fatal, 1 ser, 3 slight), dispersed locations & types. Crash rate per 100 million veh km:38 | | | |
| A413 Chalfont St Peter to Tatling End Section D : Mway overbridge to j/w A40 Length = approx 1k m | NSL | NSL | J/w Old Amersham Rd at Tatling end & layby on NE side. speed: no data Crashes : in 3 yrs to 31 08 2008 : 7 pias, 1 Ser, 6 slight. 4 in dark . All individual circumstances. Crash rate per 100million veh km:38 | | | |
| A416 Chesham to Ashley Green to Herts boundary | | See below | See lengths below | | | |

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| A416 Nashleigh Hill/Ashley Green Rd a) Between Chesham & Pressmore Farm area (to include both garages) :- | 40/ NSL | 40 | 10 pias (1 fatal, 1 serious, rest slight)Most of crashes involve southbound vehicle at fault. In existing 40 limit (800m long) (fully justified by bends, side roads & length of housing on west side N of j/w Lycrome Road.) 4 crashes, all involved 1 of 2 bends. Crash rate 43 per 100mvkm In existing NSL length (approx 500m) (between Sloelands Farm at S & the northern end of service road N of garage in the north):- 6 crashes most related to turning movements at the garages and most involve southbound vehicles. Crash rate 104 per 100mvkm Extension of 40 limit proposed to moderate traffic speed. 50mph criteria would be met , met with accidents well above 35 per 100mvkm threshold and had been considered from the end of the existing 40 to just beyond the garage by Pressmore Farm , but this would be a very short length (about 500metres) and a continuous 40 limit is recommended instead.. | Discussion re types of crashes taking place: high crash rate, two garages, turning movements at garages. There are two options - (1) introduce 50 mph limit over crash length (or whole length to Ashley Green from existing 40limit), or (2) extend the existing 40 mph limit over the crash length. There is a third - leave it as it is and treat the problem at the cluster site. Most vehicles involved in crashes are southbound. Drivers will see no need for reduction- treat the root cause - entrances to the garages.The root cause has been speed, fatalities has been speed related, taking out parked vehicles on the forecourt of the garages. Some compliance. A lot of complaints. This length is the same as any other country road. It's the main route to the motorway and that has increased traffic.Looking at the map could there been a no right turn into garages,drivers instead could turn left into slip road and then turn right. The slip road is not suitable for this. Right turn slot/narrow lane already exists . | The Working Group Members voted on the proposal:- 3 votes in favour, 2 against | 40 |
| Ashley Green Rd service road for Pressmore Farm | | | | | | 40 |
| Ashley Green Rd service road for Pressmore Cottages | | | | | | 40 |
| A416 Ashley Green Rd b) Between garage by Pressmore Farm & Ashley Green: | NSL | NSL | meets NSL criteria for NSL Upper Tier rd . Few bends/junctions/& no crashes.,Group of 8 dwellings opposite side of road from Thorne Barton Farm & Little Acre Farm , with a further 2 dwellings just south of Ashley Green village, opposite from Flamstead Farm . No crashes | | | |
| A416 Ashley Green village | 30 | no change | Part of Area 2 Central Chilterns TM Project area | | | |
| A416 Ashley Green to Herts bdy.: Chesham Rd | NSL | NSL | meets NSL criteria.Ffew bends/junctions/accesses& no crashes(no change considered unless Herts propose changes on their length & request cross border change) | | | |
| B ROADS | | | | | | |
| B416 betw. A40 & A413 Gerrards Cross | 40/30 | No change | 40 from A40 across common in GX 30 for rest of length. | | | |

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| B4442 Section A: Little Chalfont Cokes Lane (Between A404 & jtn with Nightingales Ln) Length approx 500m | 30/40 | 30 | <p>A404 to existing 30/40 terminal: Village road. Straight road. With accesses at N end to High School & car park/ village hall, Shops/dwellings with above on on east side at N end-.</p> <p>Nightingales Lane to extg 30/ 40 terminal: Single carriageway ,mainly straight with central hazard line/centre line ,footway on both sides. 4 junctions with other residential roads,, 17 dwellings on both sides of road- continuous development,but large properties with drives.]</p> <p>Traffic data: Aug 2004, betw. D.W.Ln & Nightingales Ln: Flow: 1584vpd Ave speeds30.6SNe 30.1SW 85th %ile: 35.8NE, 35.6SW A few properties south of Cokes Farm at start of Lt Chalfont village will be excluded from the 30 limit, because it is not possible to locate the terminal signs further south (bank/hedge too close to road edge) without going some distance . DfT: community limit- meets urban criteria for a 30mph limit (built up on both sides) & just short of village 30mph speed limit re nos of dwellings.</p> <p>DfT Circ 01/2006 : If considered an urban area, then meets criterion of 'development on both sides' for a 30mph limit. If a rural road in a community, then village criteria of 20 plus dwellings at density of 3 per 100m is also met although density may be slightly less at S end .</p> | <p>Comments for proposals included: really sharp bend. Suggesting where we have the existing 40 mph entrance change that to 30 mph. The road does not obviously change there. Put 30 mph about the 'G' of Nightingales (on the map).</p> <p>Has been on both sites - Doggetts Wood Lane move to other side of start of community. Looking right when coming out of Doggetts Wood Lane. Do not think it is very good at the right. Go out to consultation with the longer length of 30 limit (to existing 30 terminal) we can work it out afterwards-cannot increase the advertised length of restriction implemented, but can implement a lesser length, depending on feedback.</p> | 0/NSL terminals- will review extent of 30 | 30 |
| B4442 Section B: Little Chalfont Nightingales Lane (from j/w Cokes Lane to j/w Doggetts Wood Lane) Length : approx 400metres | 40 | 30 | <p>Road character: Village outskirts.2 side roads (Harewood Rd & D.Wd Lane)15 dwellings betw. Cokes Lane jtn & D.W.Ln directly accessed from B4442. Large properties, set back from the road, on both sides of road..</p> <p>Ave speed: 39.8 NW, 37.1 SE/ 85th %ile speed:45.2NW, 42.8SE Crashes : 1 slight pia in 3 yrs to 31 08 2008</p> <p>DfT Circ 01/2006 : If considered an urban area, then meets criterion of 'development on both sides' for a 30mph limit. If a rural road in a community, then village criteria of 20 plus dwellings at density of 3 per 100m is not quite met . BCC comments/recommendation: Vicinity of Harewood Rd (nr Doggetts Wood Lane) would seem a logical location for the start of the village to be identified with a 30 mph limit, as continuous dwellings (although large & so slightly spaced out) on both sides commences here. The existing 40/NSL sign posts could be utilised.</p> | | The working group agreed to advertise for public consultation that the Chalfont end of Cokes Lane is made a 30 mph limit | 30 |

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| <p>B4442 Section C: Little Chalfont to Chalfont St Giles (Nightingales Ln . Between jtns with Doggetts Wood Ln & Deadhearn Lane)</p> <p>Length : approx 2800m</p> | NSL | 40 | <p>Rural road,narrow in parts (but 2 way) , frequent bends,heavily wooded with no footway provision (or verge on much of length) some hatched areas hazard warning lines on remainder . 1 road junction (Roughwood Lane), plus approx. 40 accesses to dwellings/groups of dwellings , spaced throughout length. Crashes :6 slight pias in 3 yrs to 31 08 2008 , Crash rate 40 per 100million veh km Traffic flow: 5000-6000vpd Requests received from residents for lower limit. DfT Circ 01/2006 : This could be considered a lower quality B road, which would make a 50mph limit appropriate, supported by crash rate > 35. However, existing 85th%ile speeds between 43 & 50mph, ave speeds 37-43mph,so 50mph limit could be inappropriate as it could potentially increase speeds from current level,especially of the fastest drivers. As a dispersed community ,with a high number of bends& accesses a 40 mph limit could also be acceptable under Appendix D. BCC comments/recommendation: 40mph limit for the scattered community.</p> | <p>Very awkward if it is wet. You can see all the bends as you come to them. Difficulty and enormity of putting up signs in what is a country quiet road suggest leave at NSL.. I know the road well and definitely support that. Quite surprised that the speeds are as low as low as they are. Agree. Difficulty is the number of accesses and residents there. Existing speeds too low for a 50limit - could result in higher speeds and crash rate/severity. Two options: stick to National Speed Limit or agree 40 mph. Can we go out to consultation with two different proposals? No- difficult to construct the Traffic Regulation Order on that basis.. If it is advertised as a 40 mph we can make the final length of 40mph shorter then we are advertising it if feedback indicates this to be appropriate. . Representations from residents - excessive speed. Drivers impressions of open road are not taking into account the number of accesses. Putting up a lot of signs to make them feel better of what is already happening. Signs already on that road over grown. Current proposal 40 mph between Chalfont St Peter and St Giles. 30 mph for Vote taken - 2 for National Speed Limit, 2 for 40 mph limit. Agreed go out to consultation and see what response is received.</p> | The working group agreed to advertise proposal for public consultation and see what happens | 40 |
| <p>B4442 Section D: Chalfont St Giles (Nightingales Ln from j/w Deadhearn Lane to north of j/w Gorelands Lane)</p> | NSL | 40 | <p>14 dwellings along eastern side, plus 2 minor access roads. Residential length- could be considered as continuation of village 30mph limit, but unlikely to achieve high compliance. Meets 40mph criteria for less built up community.</p> | <p>Why are you not taking that 30 mph past Deadhearn Lane? Drivers unlikely to accept it, better to just include Gorelands Lane junction where crest/dip reduce forward visibility. Houses larger/more dispersed going out beyond Gorelands Lane, compared with Vache Lane end of road.. I think the 40 mph brings people down gradually and junction had a very high accident rate. 40/30 mph that way is a reasonable compromise. Route length, people do not like unnecessary changes in limit. Moving 30 mph tiny bit along northwards. Get down to 30 before you actually know where it is. Traffic could increase as the university site expands. Length of 40 mph or extend 30 mph? Look for a practical place to put it.</p> | The group decided to advertise the proposal for public consultation and review feedback | 40 |
| <p>B4442 Section E : Chalfont St Giles Vache Lane from north of j/w Gorelands Lane to rbt j/w A413. (Extg 30 limit extends from j/w A413 to just N j/w Ellwood Rise.)</p> | 30/ NSL | 30 | <p>Road meets criteria for a village 30mph limit, with >20 houses & density of at least 3 per 100m. 23 dwellings on eastern side, 4 on western side. 4 side roads/accesses to further dwellings, including The Vache. Junction with Gorelands Lane is at a crest/dip- some near misses/late braking at junction ,although no pias recorded.</p> | <p>Vache Lane to 30 mph. Try to find some suitable place north of j/w Gorelands for 30/40 terminal. Get public feedback and reassess proposals after this.</p> | The group decided to advertise the proposal for public consultation, with a minor increase in length of proposed 30 limit | 30 (extend a little north of jw Gorelands Lane) |
| B4505 Chesham to Herts boundary | | | See sections below | | | |

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| B4505 Section : A Lye Green Rd Chesham (Codmore): from extg 30/NSL terminal just NE of Warrender Rd to just NE Brockhurst Farm) | NSL | 30 | DfT Circ 01/2006 :Length on its own, from existing 30 terminal does not meet urban guidelines for 30 limit, as houses only on one side of road and less than 20 dwellings(14?) to qualify as village 30mph limit. Residential home in one of buildings (?)Meets 40 criteria for community outskirts- < 20 dwellings. However, could perceive length from farm as being start of built up area of Chesham as housing is continuous almost to the farm from Chesham. At Formal consultation there was popular support for a 30 limit Existing speeds(nr farm) of 85 th %ile 40mph,ave 36mph . indicating a reasonable degree of compliance likely with a 30mph limit . | The proposal was agreed by the Working Group. | The proposal was agreed by the Working Group. | 30 |
| B4505 Section : B Lye Green Rd from just NE Brockhurst Farm to to j/w Lycrome Rd ,Lye Green Length : approx 500m | NSL | ? 40/NSL | Shallow bends, edgelines, central hazard lines. Boprdered by banks/hedges. One dwelling midway along. Flow: 5800vpd (Dec 2000)4400 (in Aug 2004) speed: No data Crashes : Nil pias in 3 yrs to 30 06 2008 Options: - consider same speed limit (if any) as proposed for adjacent length to the east to avoid frequent changes in limit along length -Retain NSL | Proposal numbers 12,13 and 14 were considered together by the Working Group. Comments included: Long continuous 40 or 50?would it be better to have this one as a 50 mph. Problem with existing speeds much lower than this in Lye Green Road. The road has many narrow bendy sections . 40 mph is a reasonable compromise . Rushmere Lane is community with considerable development and cycle route. . Local member supports proposal. | The Working Group agreed to advertise 40 mph speed limit for public consultation. | 40 |
| B4505 Section : C From j/w Lycrome Rd ,Lye Green to j/w Grove Lane, Orchard Leigh. Length : approx 600m | NSL | NSL /40 | Road character: Several bends, fairly narrow 2 way single carriageway . 3 side road junctions ,5 dwellings Flow: 6156vpd (Dec 2000),5567 (Aug 2004) Ave speed: Aug 2004 (at w end of row of houses) 34.7 E, 36.2W 85th %ile speed: Aug 2004 (at w end of row of houses) 40.0E, 41.1W Crashes : 0 pias in 3 yrs to 30 06 2008 BCC comments/recommendation: Does not fit easily into categories!! could be considered as a 40 if considered a high no of junctions/bends, or as 50 (lower Quality B road/mean speeds below 50mph,sparse community.) Options: A 50mph limit, in view of the relatively low speeds currently prevailing could be counter productive if seen by drivers as a safe 'target' speed,as speeds could potentially increase. Either retain NSL, as no crashes/v. few dwellings, or impose a 40mph limit. However, a lower limit is appropriate for adjacent length of road, Rushmere Lane - needs to be considered with this. | See Proposal No. 12. | | 40 |

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| | Extg | Prop'd for Wkg Gp discussion | | | | |
| B4505 Section : D B4505 Lye Green Rd/Rushmere Lane betw. j/w Grove Lane, and j/w Jasons Hill, Orchard Leigh . Length : approx 500m | NSL | 40 | Road character: straight good quality road. 30 dwellings along southern side. Designated cycle route & uncontrolled crossing point . Junction with Jasons Hill . 3 ROW (2 fp,1B'way) meet road. Ave speed: midway along houses 45mph 85th %ile speed: 53.4E, 52.0W Crashes : 4 Slight & 1 serious pia in 3 yrs to 30 06 2008 . 1 crash -very individual circumstances 3 crashes at j/w Jasons Hill. 2 involved MCs ,1 ped, 1 PC. Crash rate : 152 per 100million veh km:(based on 6000vpd) Circular 01/2006 criteria: <u>Community</u> : > 20 dwellings, with density > 3 per 100m qualifies as a village 30mph limit. <u>As a lower quality Upper Tier Rd</u> with high number of accesses , substantial development, vulnerable road users a 40mph limit could be appropriate. (A 50 would apply with relatively high no of accesses ,speeds below 50mph & > 35 crashes per mvkm.) Recommendation 40 mph limit. Consider length to west & whether should be linked to this limit. | See Proposal No. 12. | | 40 |
| Section : E B4505 from Rushmere Lane, j/w Jasons Hill, Orchard Leigh to county boundary at Whelpley Hill. Existing speed limit : NSL Length : approx 1300m | NSL | NSL | Road character: open road. 2 minor junctions plus junction with Whelpley Hill village road. Dwellings: 1 Flow: estimated 6-7000vpd. Ave speed: No data 85th %ile speed: No data Crashes : 2 pias (1 Fatal, 1 slight) in 3 yrs to 30 06 2008 Crash rate per 100million veh km: approx. 22 DfT Circ 01/2006 : Upper Tier Rd (?) Crash rate low .some bends . Meets NSL criteria. BCC comments/recommendation: Retain NSL (unless Herts have proposals for adjacent length to be reduced- & appropriate end point sought within Bucks .) | | | |
| MC (F) RDS | | | | | | |
| MC2 Chesham twds Chartridge | | | Area 2 | | | |
| MC6 Two Dells Lane Orchard Leigh to Ashley Green : | NSL | 40 | Road character: Lower tier rural lane- narrow 2 way. Some shallow bends. About 1.6km long . Dwellings: A few scattered properties along length/minor access roads. Flow: 2800 vpd June 2008 (s end) 2700 Oct 2004 central section Ave speed: 30 mph at access rd to Orchard End (N of school) June 2008 39 mph near row of dwellings north of above locn. 36 mph N of Sunnyside Cottages/Richmond House 85th %ile speed: 36 mph at access rd to Orchard End (N of school) June 2008 44 mph near row of dwellings north of above locn 42 mph N of Sunnyside Cottages/Richmond House Crash rate: 4 slight in 3 yrs (to 30/04/2008.) = 81 per 100mvkm All crashes on dry road surface . Inappropriate speed likely factor in 3 (no details available for the 4 th) Input at F.C(40mph proposal) supported by local councils, plus requests for 30 at Chesham Prep area Requests since for 40mph limit on length | Discussion took place about the locations where the speed data readings were taken. Comments made included: do you want to put in a whole lot of signs to make a limit for something people are already adhering to? Some people are misjudging the appropriate speed for conditions on this road and many requests for a lower limit. The local member supported the proposal and no objections were raised.(although 1 criticism that it was unnecessary) | The proposal was agreed by the Working Group. | 40 |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|---|---|--------------------------|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| | | | BCC comment: Meets Lower Tier 40 mph criteria for crash rate > 60 & predominantly local, access function. Requests for 30 limit for Chesham Prep area difficult to justify- little requirement outside school times, & at school times traffic density likely to naturally result in lower speeds. Approach to school along Two Dells already has adequate warning signs of school. Insufficient housing alongside Two Dells road itself to justify a 30. | | | |
| MC21 Longbottom Lane (A355 to j/w Jordans Lane/Potkiln Ln) | NSL | 40 | See lengths below | | | |
| MC21 Section : A Longbottom Lane, J/w A355 to j/w Bottom Lane ,Seer Green Length : approx 1100m | NSL | 40 | Road character: :fairly narrow 2 way road, bends throughout length, mostly shallow, a couple tighter. Central hazard lines. A few accesses to large properties .Footway along length to Seer Green village - crosses from one side of road to another .Public FP accessed half way along length. Flow: Nov 2002: 5934; Aug 2004: 4794 (W of j/w Bottom Lane); at j/w A355 Oct 2007 4629 Ave speed: 37.9E, 38.0W W of j/w Bottom Lane Aug 2004 85th %ile speed: 43.9E, 44.9W W of j/w Bottom Lane Aug 2004 Crashes : 4 slight pias in 3 yrs to 30 04 2008 (3 lctrl eastbound & 1 o'tk : 3 nr A355, 1 nr Hinton House). No crashes between Hinton house & Bottom Lane . Crash rate per 100mvkm: 60 (using vpd of 5500) DfT Circ 01/2006 : Lower tier rd with traffic flow comparable to that for some B roads. Crash rate just meets 40mph criterion. Predominantly local, access function. BCC comments/recommendation: 40mph limit (original proposal of 50mph not appropriate as much higher than extg 85 th %ile speeds). Would tie in with existing 40 limit on A355. | The working group considered proposal numbers 16, 17 and 18 together. Comments included: a rat run, it is hazardous . | ? Agreed | 40 |
| MC21 Section : B Longbottom Lane ,Seer Green from j/w Bottom Lane to j/w Bayne Hill(ldg to School Lane) Length : approx 800m | NSL | 40 | Road character: fairly narrow 2 way road, 4 rights of way accessed from length, plus pedestrian route to railway station. Dwellings: About 16 directly accessed from road Flow: Aug 2004 3800vpd Speed: Aug 2004 Ave: 39.5 E, 40.6W 85th %ile 45.2E, 48.3W : Crashes : 0 pias in 3 yrs to 30 04 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 : Meets 40mph criteria for community with fewer& less density of dwellings than meet village 30mph criterion of 20 & as a Lower Tier road with local,access function BCC comments/recommendation: 40mph limit. | See proposal No. 16. | See proposal No. 16. | 40 |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|------------------------------------|--|------------------------|--------------------------|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC21 Section : C Longbottom Lane from j/w Bayne Hill ,Seer Green to j/w Potkiln Lane/Jordans Lane Existing speed limit : NSL Length : approx 800m | NSL | 40 | Road character: fairly narrow 2 way road, junctions with 3 side roads (- 2 residential roads plus access to station/golf club) & 1 public footpath Dwellings: About 12 directly accessed Flow: June 2008 (Se j/w Deans Wood Rd) 3411 vpd Speed: June 2008(SE Deans Wood Rd) Ave: 42.4 SE,40.4NW ; 85th %ile : 49.8SE,47.6NW Crashes : Nil pias in 3 yrs to 31 08 2008 Crash rate per 100million veh km: N/A DfT Circ 01/2006 : Meets 40mph criteria for community with fewer& less density of dwellings than meet village 30mph criterion of 20 & as a Lower Tier road with local,access function BCC comments/recommendation: 40mph limit | See proposal No. 16. | See proposal No. 16. | 40 |
| MC21 Welders Lane (Jordans to CS Peter) | NSL | NSL | Road character: single track rural lane with many informal passing places. Maximum safe driving speed around 15-25 mph on most of length. Dwellings/premises: Welders House & Jordans YH at W end, access to Grove Farm midway, 6-8 properties at E end. Public RsOW meet/cross road at Welders House & Grove Farm access road. Likely to be walkers/cyclists from YH. Flow: Nov 2002(W of Welders House) : 1210 vpd Aug 2004: E of Welders House: 845 Ave speed: Aug 2004: E of Welders House: 22.1E, 21.1W 85th %ile speed: Aug 2004: E of Welders House: 26.8E, 25.4W Crashes : 4 slight pias in 3 yrs to 30 04 2008 (2 hit n/s bank & overturned , 1 head on, 1 reversed into MC). 3 of these nr farm access road Crash rate per 100 million veh km: not calculated DfT Circ 01/2006 : Meets criteria for a 40mph limit- lower tier rural road | | | |
| | | | <p>Generally self enforcing. A speed limit above 20mph would not be appropriate. A 20mph limit unlikely to improve speed choice &required signs would be inappropriate in rural lane and difficult to locate. Roundel markings would be obscured by dirt/leaves etc.</p> BCC comments/recommendation: Retain NSL. | | | |
| MC22 Chalfont Rd/ Newbarn Lane/Bayne Hill , Seer Green | NSL | See below | See lengths below | | | |
| MC22 Bayne Hill,Seer Green | | | | | | 30 (short extension to existing) |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|---|---|--|---|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC22 Chalfont Road Section : A From extg. 30mph limit (N side of Park Place) to Seer Green white gateway Length : approx 100m | NSL | 30 | Oldefields equestran centre/junction with access rd to recycling site /recycling centre on bend just inside current 30 limit. Extend extg 30 limit north to white gateway feature. | | The proposal was agreed by the working group. | 30 (extend from village to Seer Green gateway) |
| Section : B MC22 Chalfont Road from Seer Green white gateway to j/w Rawlings Ln/Newbarn Lane. Length : approx 500m | NSL | 40 | Road character: single carriageway, generally straight for southern 300m.Bends at N end- sharp bend at j/w Rawlings Lane. Nearside & offside bend warning signs for Nbn drivers & offside ridden horse warning sign on n'bnd approach. Large numbers horseriders – 2 equestrian centre nearby. Dwellings/premises : None in S section.New devpt (Princess Grove) at Princess Marina Centre,plus Nursery,about 6 private dwellings; & Perkins Elmer business premises Request from PC: 30mph limit Flow: Nr Pr.Marina centre Aug 2004 : 2642vpd Ave speed: Nr Pr.Marina centre Aug 2004 : 37.5N,35.8S 85th %ile speed: Nr Pr.Marina centre Aug 2004 : 43.8N,41.4S Crashes : nil pias in 3 yrs to 30 04 2008 Crash rate per 100million veh km: N/A DfT Circ 01/2006 : Lower tier road, several accesses, mainly concentrated in northern section. Road is predominately local & access in function. Also consider as scattered community/village outskirts. BCC comments/recommendation: 40 mph proposed (to continue into section C) | | The proposal was agreed by the working group. | 40 |
| Section : C MC22 Newbarn Lane from j/w Rawlings Ln/ Chalfont Rd to Three Households/ j/w Twitchells Lane Existing speed limit : NSL Length : approx 600m | NSL | 40 | Road character: single carriageway, std width. Straight at E end, bends at w end. Row of 21 dwellings on southern side at E end. Access to camping/caravan park on N side. A further 4 dwellings at w.end, plus stables. Flow: (midway along housing row) Nov 2002 3248 ; Aug 2004: 2811vpd. Ave speed: 35.5E, 34.2W (Aug 2004) 85th %ile speed: 41.4E ,40.0E Crashes : o pias in 3 yrs to 31 08 2008 DfT Circ 01/2006 : Row of housing meets requirement for 30mph village speed limit. Rest meets 40mph criteria: Rural road- lower tier-local access function/community with scattered development. Horse riding activity-several stables nearby. " RsOW(FPs) meet road. BCC comments/recommendation: 40 limit from the end of the Three households 30mph limit, to continue into Chalfont Rd. Alternative option: Extend 30 mph limit from 3 Households (terminates currently at j/w Twitchells Ln) to include row of houses, then commence 40 westwards from here. This option could complicate signing at j/w Twitchells Lane (ref x) if a 40 mph limit is proposed for Twitchells Lane.. | Development north Princess Marina Centre-should 30 limit extend past here- extend 30 limit in Seer Green to the north of where the village name plate is?? Only a single access from development- meets 40mph guidelines. 30 limit this far out would 'devalue' 30 limit through main village. Starting 30 limit at village gateway would give the limit more meaning. | 40 | |
| MC31 Rickmansworth Lane, Chalfont St Peter (from j/w Denham Lane) to Herts . | 30/NSL | See below | See lengths below | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 (‘Setting Local Speed limits’) | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult’n |
|---|-------------|------------------------------------|---|--|---|--|
| | Extg | Prop’d for Wkg Gp discussion | | | | |
| MC31 Rickmansworth Lane, Chalfont St Peter Section : A (from extg 30/NSL approx 40m NE j/w Cross Lanes to by FP sign approx 190 m NE j/w Nortoft Rd) Existing speed limit : NSL Length : approx 400m | 30/ NSL | 30 | Road character: Residential/semi rural road. Junctions with Nortoft Rd & Tate Road. Dwellings: continuous along southern side- approx. 14 dwellings beyond extg 30 limit. Data: NE j/w Tate Rd Aug 2004:- Flow:1720 vpd Ave speed: 37.7NE, 36.25SW 85th %ile speed: 44.6NE, 41.5SW Crashes : (none in this section 3 yrs to 30 06 2008) Crash rate per 100million veh km:N/A DfT Circ 01/2006 : village dwellings continue to approx 190m NE j/w Nortoft Rd – treat as part of village 30 limit BCC comments/recommendation: In line with requests from residents, extend 30 limit from current locn (to beyond Nortoft Rd (include all dwellings up to public FP) | A comment made by a member of the working group was: you cannot do much more down there. The proposal was agreed by the working group. | The working group agreed to the proposal. | 40 |
| MC31 Rickmansworth Lane, Chalfont St Peter Section : B From a point 190m NE Nortoft Lane to j/w Roberts Lane/Brawlings Lane Length : approx 350m | NSL | NSL | Road character: rural single carriageway ,good forward visibility Dwellings: Only Tubbs Cottages Flow: Oct 2002 1785 vpd Speed: no data Crashes : 1 pias in 3 yrs to 30 06 2008(FGW from Brawlings Ln) Crash rate per 100million veh km:N/A DfT Circ 01/2006 :Lower Tier rd . 40 limit could be considered but no demands for this & few pias. BCC comments/recommendation: Retain NSL | | | |
| MC31 Rickmansworth Lane, Chalfont St Peter Section C : j/w Roberts Lane/Brawlings Lane to j/w Shire LaneHerts boundary is at Hornhill Rd) Length : approx 460m | NSL | NSL | Road character: rural single carriageway, bends in centre of length,together with a cluster of dwellings. Dwellings: About 6 in central section Flow: No data Speed: No data Crashes : 0 pias in 3 yrs to 31 10 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 : Lower tier road. Could receive a 40mph limit. BCC comments/recommendation: Retain NSL- currently self enforcing- flows likely to be less than 1500pd.. | | | |
| MC33 Chesham to Ley Hill/ Herts boundary | | See below | See lengths below | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 (‘Setting Local Speed limits’) | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|--|--|--|--------------------------|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| Section A : MC33 betwe Chesham & Botley (approx 150m E of j/w Crossway to Botley village (nr j/w Tylers Hill) Length : approx 600m | 30 | ? | Streetlighting along length- but not obvious. Flow:3327;Ave speed: 35/36, 85th %ile speed:42.mph Nil pias in 3 yrs to 30 06 2008 DfT Circ 01/2006 : scattered development, meets community 40 criterion,but not village 30mph, due to scattered nature of housing on this section. BCC comments/recommendation: A 40 mph limit was suggested at previous formal consultation proposals stage. A 40 limit would enable 30 mph limits for Chesham & Botley residential areas to have 30mph entry signing which may improve compliance in the more residential stretches. However, this stretch also includes the recreation ground & recycling centre. Some residents have already indicated that a 40 limit would be unpopular. Average speeds already low on this stretch and reasonable compliance in more built up lengths on either side | Leave existing 30limit as it is. Suggest other measures such as VAS could be used to raise awareness of limit. Vegetation around lamp columns needs to be cleared. | | Retain existing 30mph limit |
| MC33 Section B: Botley village (nr j/w Tylers Hill Rd to j/w Jasons Hill) | 30 | 30 | meets village 30mph criteria BCC comments/recommendation: Retain 30mph limit | | | |
| MC33 Section C : Ley Hill (from j/w MC35 at Common along road leading to Pudds Cross & Bovingdon) Length : approx 50m | NSL | 30 | 30 limit ,as extension of 30 limit for Botley/Ley Hill village to provide logical starting point prior to junction. | | | 30 |
| MC33 Section D : Ley Hill to Herts (Road to Pudds Cross & Bovingdon , from approx 50m from village rd ,toHerts county boundary) Length : approx 1km | NSL | NSL | Road character: rural- from the Common, then through woodland. Junction with side road at bend, nr top of steep hill. FP crossing at Leyhill Common. Dwellings:Nil Traffic data: N/A (approx 2000vpd) Crashes : 3 pias in 3 yrs to 30 04 2008:(all in 2005/06) mixed type BCC comments/recommendation: Retain NSL unless strong local demand for change | | | |
| MC34 | | | | | | |
| MC34 Flaunden Bottom(N of Latimer village to Herts bdy.) | NSL | NSL | single track/slightly wider in parts rural lane. Speed self enforcing- no other appropriate limit. | | | |
| MC34 Latimer crossroads to Latimer village (see also 'Latimer village' entry for speed limit in rest of village) | NSL | 30 for village (as MC63 for bit to Latimer xrds) | Road character: single track/narrow 2 way rural road through community. Although less than 20 dwellings fronting this road ,need to take into account historic and landscape qualities of settlement . Flow: N of village centre Aug 2004: 1600vpd Ave speed: As above 29N, 28S 85th %ile speed:(as above) 35N, 33S Crashes : 2 pias in 3 yrs to 30 04 2008- both with individual circumstances. Crash rate per 100million veh km:N/A DfT Circ 01/2006 :40 limit if applied strictly, but see above. 40 mph would not be appropriate in terms of road layout & existing speeds. BCC comments/recommendation: 30mph from VNP between bridge & village on S side to a point between j/w bridleway N of Home Farm and village name plate (to be decided) | The Working Group considered this proposal with proposal for Latimer village roads | | 40/30 |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 (‘Setting Local Speed limits’) | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|---|---|--|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC34 Stony Lane (Latimer x rds to A404) approx 600m | NSL | NSL | <p>Road character: Narrow road on incline, with sharp bends in central section. 'Unsuitable for HGV' sign at entry from A404. mostly single track, with many informal passing places, between A404 and bends. Widens to narrow 2-way between 'parking area' and Latimer Rd.</p> <p>Dwellings: Nil</p> <p>Flow: June 2003: 1874vpd. October 2007 2303vpd.</p> <p>Ave speed: N/A</p> <p>85th %ile speed: N/A</p> <p>Crashes : 0 pias in 3 yrs to 31 10 2008</p> <p>Crash rate per 100million veh km: N/A</p> <p>DfT Circ 01/2006 : Could be considered as a lower tier, local, access function road, for a possible 40mph limit.</p> <p>BCC comments/recommendation: . Retain NSL- 40mph signs would not improve safety record on this road</p> | | | |
| MC34 A404 to j/w MC39 Burtons Lane (Church Grove/Lodge Lane) | NSL | See below | See lengths below | | | |
| MC34 : Section A Church Grove/ Lodge Lane (A404 to S of j/w Oakington Ave) Approx 200m | NSL | 30 | <p>Ties in with 30 limit(proposed) on A404 and side road 30mph limits Part of residential community area.</p> <p>Will reduce required signs (30 mph signs at entry to Church Grove & Oakington Ave could be removed).</p> | Lodge Lane link to A404 - extend 30 mph down Lodge Lane to cover residential side road accesses? Martin Tett wanted a 40 mph limit between A404 & Long Lane . | The working group agreed a 40mph proposal to meet proposal 27. | 40 from j/w A404 to new 30 T nr Long Walk |
| MC34: Section B Lodge Lane (From just S of j/w Oakington Ave to j/w Long Walk Length : approx 650m | NSL | NSL | <p>Road character: rural 2 way single carriageway road. Depot, golf club house & public FP S of railway line bridge, . Public FP enters road S of club house access. <i>Road narrows just south of railway???</i></p> <p>Flow: Oct 2007 1303 ; N of railway bridge August 2008: 1124</p> <p>Ave speed: N of railway bridge August 2008: 31.0s, 32.2N</p> <p>85th %ile speed: N of rlwy bridge Aug 2008: 37.7S, 39.0N</p> <p>Crashes : 0 pias in 3 yrs to 31 08 2008</p> <p>Crash rate per 100million veh km: N/A</p> <p>DfT Circ 01/2006 : Lower tier road. Local access function. Could be considered for 40mph, or left in line with proposals for rest of non residential parts of the lane.</p> <p>BCC comments/recommendation: consider retaining NSL</p> | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|------------------------------------|---|--|---|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC34 Section : C From j/w Long Walk to S end of length of housing Length : approx 650m | NSL | 30 | Road character: Straight rural single carriageway 2 way road. Quite narrow, with bend at S end giving restricted visibility. Junction with New Road and with Long Walk. Dwellings: Over 40 dwellings on western side of road, plus about 8 in New Road ,plus Lodge Farm Flow: June 2001, south of New Rd : 1197; Betw. New Rd & Long Walk Aug 2004: 949 Ave speed: June 2001, south of New Rd : 37.6N,38.5S;Betw. New Rd & Long Walk Aug 2004: 36.8N,38.7S 85th %ile speed: June 2001, south of New Rd : 46.0N, 46.1S;Betw. New Rd & Long Walk Aug 2004: 45.6N,47.2S Crashes : only 1 pia in 3 yrs 01/07/2005 to 30/06/2008 (j/w New Rd.) Crash rate per 100million veh km:No data DfT Circ 01/2006 : Meets criteria for a village 30mph speed limit as >20 houses of density 3 per 100m. BCC comments/recommendation: 30 mph limit to cover length of housing (& j/w Long Walk-need to consider impact of any adjacent limit on signs required for Long Walk ??) . May need VAS/ additional roundel markings to encourage compliance. | Consideration was given to the proposal. Comments included: signs to be put at the end of a private road. Legal guidance not very well defined as to what signs to put at entry to private road, some sort of sign is needed at the end of road to say what the speed limit is. Unclear whether this should be NSL or advisory speed limit sign for private road. Consider making private road same as adjacent road to avoid entry signs, but would then need repeater signs along private road (unless a street lit 30 limit applies) | The proposal was agreed by the working group. | 30 |
| MC34: Section : D Lodge Lane (from s end of row of housing to j/W Burtons Lane) Length : approx 600m | NSL | NSL | Road character: rural single carriageway 2 way road. Few bends or accesses. No public ROW linked to it. Dwellings: only a couple Flow: June 2001 1213vpd. Ave speed: No data 85th %ile speed: No data Crashes : 0 pias in 3 yrs to 31 08 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 : Lower tier rural road. Not fit any of categories well. Could be NSL, but not 'best quality' road. Could also meet 40 limit as road with predominantly local access function. BCC comments/recommendation: As no crash problem,& no community issues, retain NSL. | | | |
| MC34 Roughwood Lane (Between Burtons Lane and Nightingales Lane) | NSL | NSL | Road character: Single track rural lane with passing places for much of length. Narrow 2 way at each end. Public FP meets lane N of farm. Roughwood Dwellings: Farm & barns ,plus about 5 other dwellings about midway along lane. Flow: : 1577 (August 2004 nr bend at S end) Speed: Ave speeds: 25.8NE, 24.4SW 85th %ile: 30.6NE, 29.2SW Crashes : 1 slight pia in 3 yrs to 30 04 2008 (h it oncoming veh) Crash rate per 100million veh km:N?A DfT Circ 01/2006 : Lower tier rural road. Meets criteria for 40mph limit. Comments/recommendation: Retain NSL- speeds & crashes indicate road is generally self enforcing and could not be improved with a lower limit. 40mph would not be appropriate given existing lower speeds. | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|--|---|--|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC35 Jasons Hill (from j/w B4505 Rushmere Lane to S end of residential length, nr Beechwood Stables) | NSL | 30 | Unbroken row of 23 dwellings on western side at top of the road, with 2 properties accessed on eastern side, followed by 7 further dwellings on the western side, plus a stables, with 5 dwellings opposite. Therefore, meets DfT criteria for a village 30mph speed limit. Road is just 2 way, with central hazard lines throughout. Several bends. No footway, but verge (owned by fontagers?) on eastern side maintained by residents. Hedge close to c'way on eastern side on main residential length. Streetlights (lanterns on telegraph poles) - spacings to be determined. Ave speeds midway along residential stretch : Aug 2004 30.5 85 th %ile speed 38mph Flow 978vpd (school hols) | Correspondence received from Safer Routes to School Team and specific comments from the school. Comments made included: Put in 30 mph right through, put something in the wood to make a point that there are pedestrians in the road. A sign would at least let them know. The road is used by the school crocodile, used strongly, a 30 mph all the way through would make sense. | The Working Group agreed to the proposal. | 30 |
| MC35 Jasons Hill (from S end of residential length, near Beechwood Stables, to Ley Hill) | 30 | 30 | Length of approx 350 metres of wooded rural road, with streetlighting (lights not obvious) , then about 100m within village residential length, including St Georges Hall. Forms part of route to Ley Hill School for children from Jasons Hill/Rushmere Lane . 40Mph is the appropriate speed for the length through woodland, but it is a very short length to be given a separate speed limit. | | The Working Group agreed to the proposal. Also recommended 'pedestrian ' warning signs provided. | 30 |
| MC35 Ley Hill (Between j/w MC33 at Jasons Hill & approx 75m SE of j/w MC33 (road to Bovingdon) & continue down U252, Blackwell Hall Lane for approx. 300m | 30/NSL | 30 | Ciurrent 30mph terminates north of jw Kiln Lane. This excludes the dwellings ,2 public houses and car park on Ashridge Lane and Cherry Tree Farm ,the junction with Kiln Lane and the Memorial Hall access from the 30mph limit., together with the unusual junction layout where 3 roads meet at N end of The Common. Propose extension to existing 30mph limit to unclude all village dwellings Terminal point on Ashridge Ln includes car park & access to cricket pavilion within proposed 30mph limit. | . Extend 30 mph along the roads across Common & towards Herts avoids the need to place National speed limit signs at the junctions with the side roads . Comments made included: why is the middle spur longer than the top one? Because of the cricket pavilion/car park access. Blackwell Hall Lane has several residences and two public houses. | The working group agreed to the proposal. | 30 |
| MC35 Ashridge Lane (Ley Hill (from approx 75m SE of j/w MC33 road to Bovingdon, to county boundary at j/w Flaunden Bottom | NSL | NSL | Narrow 2 way road across Common, then single track/narrow 2 way road to county boundary. Bounded by banks/hedges. No dwellings beyond Ley Hill, other than farms. Between 500-600vpd. Speeds: Across common : Ave 35.6 NW, 38.1SE, 85th %ile 43NW, 45SE, Between Flaunden End Farm & Hockley Farm Ave 29.4NW,31.8SE, 85th %ile 34.6NW 36.9SE Between jsw Codmoor Wood Rd & Flaunden Bottom: Ave 27.9NW, 27.6SE 85th 5ile: 32.6NW, 32.2SE road self enforcing ref speed. | | | |
| MC36 | | See below | see lengths below | | | |
| MC36 Three Households , CSG village centre to Butlers Cross (j/w Twitchells Ln/Newbarn Ln) | 30 | 30 | Part of Chalfont St Giles village community . >20 dwellings along length, plus Oakland Park Golf club. 2 public footpaths & 1 bridleway meet road. | | | |
| MC36 Twitchells Lane Butlers Cross to Jordans village (between Harmony nursery access & jw Wilton Lane, at VNP) | NSL | 40 | Narrow 2 way road with central hazard warning lines- shallow bends throughout. Narrow verges with hedges.sparse dwellings- Twitchells Cottages ,Austens & Harmony (nursery?) Just N of Harmony : March 2003 flow 2547 vpd speeds: Ave 38.7N, 37.4S ,85th %ile: 45N, 43.3S Lower Tier road,predominantly local ,access function, 40 mph can be justified on this basis (& could tie in with a 40mph limit, if agreed, for Newbarn Lane. If Newbarn Lane has a different limit, then 40 or NSL to be considered for Twitchells Lane) | From junction with Three Households question of tying in together proposals 30& 21 (Newbarn Lane) | The working group agreed to the proposal. | 40 |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|------------------------------------|---|---|--|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC36 Jordans Lane, Jordans village between VNP(between Harmony nursery access & jw Wilton Lane,) & a point between jw Seer Green Lane & Old Jordans . | NSL | 30 | Strong local demand over many years for a 30mph speed limit. Narrow road with central hazard lines. Mostly 2 way, but with some narrow sections .Little off road pedestrian provision, high hedges close to road./narrow verges. About 26 dwellings accessed directly from the Lane, plus junctions with Wilton Lane, Jordans Way/Long Wood Drive, Seer Green Lane . Dwellings mainly set back but generally of specified village speed limit guidelines of 30mph . | Comments made by the working group included: Mayflower Barn area by Old Jordans is being redeveloped, bring in 30 mph limit to the barn? Development is happening now no harm to bringing it down. Difficulty to put signs on both sides of the road. From the Gardeners Cottage a pathway all the way down. Causes problems to put terminal signs-restricted locations where sufficient clear verge on both sides. Already have problems because the footpath is theirs rather than highway. | The working group agreed to the proposal. PF to see if suitable terminal to include Old Jordans can be identified- otherwise put limit further north, but south of Seer Green Lane . | 30 |
| MC36 Jordans Lane S of main village between:- a point between jw Seer Green Lane & Old Jordans and junction with Longbottom Lane/Potkiln Lane | NSL | 40 | Outskirts of jordans village- a few dwellings by Old Jordans. Parking area & access to Jordans Meeting House and stone Green Farm & junction with Welders Lane. Lower Tier road, predominantly local ,access function, 40 mph can be justified on this basis (& could tie in with a 40mph limit, if agreed, for Longbottom Lane/Potkiln Lane . | | Agreed proposal | 40 |
| MC36 Potkiln Lane (j/w Jordans Lane/ longbottom Lane to just S of railway line Length : aprox 400m | NSL | 40 | Cluster of dwellings N of railway bridge, public footpath meets road .Heavily wooded length of road, very narrow in sections. July 2008 data, just N of railway :4400vpd Ave speed: 35.4SW,36.1NE 85th %ile speed:40.8SE, 41.6NE Crashes : 1 pia in 3 yrs to 30 04 2008 . Lower Tier road, predominantly local ,access function, some VRU function(linking footpathsN & S of railway) 40 mph can be justified on this basis (& could tie in with a 40mph limit, if agreed, for Longbottom Lane/Potkiln Lane .) | | Agreed proposal | 40 |
| MC36 Potkiln Lane (just S of railway line to j/w A40) | NSL | NSL | Straight length of road. Only premises are a builders yard & one dwelling at j/w A40. Cemetery(?) being developed mid length. Only 1 crash, nr builders yard, in 3 yrs to 30 04 2008. (individual circumstances) speeds miday between A40 & builders yard in 2001: Ave 36.8N, 40.5S 85th %ile: 42N, 44S In view of good crash record & lack of properties/accesses/bends recommend retention of NSL.(Lower Tier road , mixed function, few bends junctions or accesses.) | | | |
| MC37 Bottrells Lane ,CSG village | 30/nsi | Extend 30 | Extend existing village 30mph atCSG end to at/near Bottrells Cottage /No 109.(PC request) Exact location will depend on verge width for posts. | Comments made by the working group included: is there enough reason to extend it? Request from the parish council. | The working group agreed to the proposal. | 30 |
| MC37 Bottrells Lane : rural length (between J/w A404 (nr Coleshill) & CStGiles | NSL | NSL | Rrural single carriageway, recently resurfaced at S end .Mainly 2 way with central hazard line , . Some parts single track at northern end ,beyond Stockings Farm. Only 2 dwellings in rural section apart from Stockings Farm. Many footpaths/bridleways converge on parts of this road. No crashes in 3 yrs to 31 10 2008 . August 2004 347 vpd. Speeds: At Stockings Farm Ave 25.2E, 24.1 W 85th %ile: 25.2E, 24.1W fits DfT criteria of Lower Tier road, predominantly local ,access, recreational VRU function, could be considered for a 40mph limit, but existing speeds indicate that this is not necessary or appropriate. | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|---|------------------------|--------------------------|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC38 Chesham Lane (CSG j/w Gorelands Lane to Chalfont Common N j/w Gables Close) | NSL | NSL | Rural road- sparse dwellings- Gorelands, Ashwells Farm/Barns, Cricket Field Cottages . Central hazrd line for gentle continuous lengths.Hedges/narrow verges for most of length. 1 crash in 3 yrs to 31 10 2008. 2500vpd in 2002. No speed data. | | | |
| MC38 Denham Lane village section (Chalfont Common/ Chalfont St Peter village) | 30 | 30 | Meets village 30mph speed limit criteria | | | |
| MC38 Denham Lane rural length east of village (Chalfont St Peter to Denham Parish)from SE of j/w Joiners Lane to M25 bridge Length: 1600m | NSL | NSL | Standard width single carriageway with good forward visibility. generally straight/gentle bends. S.bucks Way long distance path uses section near Mopes Farm. Requests from residents at E end for lower limit Dwellings :Scattered premises along length: Scout camp,dairy,2 farms, nursing home access , a few dwellings . Flow : < 1000vpd(983 June 2008) Speed : N of Mopes Farm June 2008 : Ave 43.6SE, 42.4NW 85th %ile : 52.6SE, 50.9NW S of Scout Camp access: aug 2004 Ave 44.1NW, 44.6SE 85th %ile : 52.8NW, 53.4SE Nr Warren Farm: Aug 2004: Ave 41.8NW, 40.8SE 85th %ile: 51.5NW, 50.4SE No crashes in 3 yrs to 30 06 2008 Dft 01/2006 :As a Lower tier, mixed function road, could be considered for a 50mph limit, if 'relatively high no. of accesses ' and less than 60 crashes per 100m/km.Or, as part of road forms recommended route for VRUs, & it has a predominantly local access function, a 40limit could be considered. However, as no pi crashes on this route, recommend retention of NSL(reassess at follow up review stage?) | | | |
| MC39 Burtons Lane: eastern section betw j/w MC34 Lodge Ln/ Roughwood Ln to Herts bdy(Chorleywood Length : approx 1km | NSL | NSL | Road character : rural single carriageway: wide single track / narrow 2 way .High banks/hedges close to road edge. 1 FP meets road. Dwellings : Access to Roughwood Park only. Flow : No data Ave speed : No data 85th %ile speed: Crashes : 0 pias in 3 yrs to 30 11 2008 Dft Circ 01/2006 :Meets criteria for a 40mph limit on Lower Tier road- predominantly local /access function. BCC comments/recommendation : Retain NSL (40 too fast- higher than existing estimated speeds)lack of crashes. | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|------------------------------------|--|--|--|---|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| MC39 Burtons Lane: western section between Lt Chalfont and j/w MC34 Lodge Ln/ Roughwood Ln Length : Approx 2km | NSL | 30 | Road character: Rural residential lane. From jw Roughwood Lane to just SE of Rowood Farm single track , bordered by high banks/hedges close to road Nw of Rowood Farm – residential on both sides, Northern section from Birkett Way residential along eastern side, sparse dwellings eastern side, more open but with crests,dips & bends . Horseriders use road(ridden horse signs provided),& pedestrians. No footway except at N end. Public FP N of Rowood Farm Central hazard line on much of length. Dwellings: - SE of Rowood Farm , 5 dwellings on single track section, Rowood Farm to Birkett Way : Almost 60 dwellings, on both sides of road,plus 2 farms . Birkett Way to j/w A404 : 23 on western side, continuous development, plus about 12 on western side Flow:Aug 2004 N of Public FP: 1291 Just S of Loudhams Wood Lane: 1809 Ave speed: N of Public FP :33NW,35.4SE Just S of Loudhams Wood Lane:33.8NW,33.1SE 85th %ile speed: N of Public FP:40.2NW,42.5SE Just S of Loudhams Wood Lane:39.9NW,39.1SE Crashes : 0 pias in 3 yrs to 30 11 2008 Crash rate per 100million veh km:N/A | Revised locations for terminal point suggested- between the farm and the main row of houses.. | The working group agreed to the proposal but PF will review suitable location for eastern endpoint | PF to look at on road video is there a suitable location between farm & start of main housing stretch? |
| | | | Requests :Residents -requests for lower limit . DfT Circ 01/2006 :Fully meets village 30mph criteria. BCC comments/recommendation : 30mph limit. Local access route only. (if 30 terminals cannot be place nr Roughwood xrds, then 30 to start near 'White Gates'/Rowood Farm) | | | |
| MC49 Chenies to j/w A404 MC63 | 30/NSL | As extg | No requests for change | | | |
| MC63 Latimer Rd : Chesham to Chenies | | | See separate sheet for details | | | |
| MC63 Chesham to j/w Blackwell Hall Lane (or Bois Mill ?) | NSL | 30 | See separate sheet for details | all Latimer Rd considered together. 5,000-6,000 vehicles per day. From Milk Hall Barns over the bridge this stretch of road has a high crash rate. 11 accidents in three years. Local safety scheme to be carried out for signing, cutting back hedges and and redo white lines(Feb/March 2008) Ivy House Farm - a lot of correspondence from residents along road re damage only crashes. Big non- injury crash problem. One property had a car crashed into the bathroom. Existing speeds average between 34/36 mph. The 30 mph limit could be extended to Milk Hall Barns and then put a 40 mph. A resident had suggested that a 40 mph speed limit will not necessarily reduce the accident rate. Speeds generally below 40mph- considered extending the 30 mph from Chesham to a point past Bois Mill to include the three properties at Bois Mill, but doesn't meet 30mph guidelines. Does not fit neatly into any of the criteria. Whole stretch, constant complaints from residents. If implement the 40 mph can you re-evaluate in the future? 40 mph is reasonable, likely to get more compliance.. | The working group agreed to extend the Chesham 30 mph speed limit to include Milk Hall Barns. 40 mph limit from Milk Hall Barns to Chenies 30mph | 30 to Milk Hall Barns |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 (‘Setting Local Speed limits’) | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult’n |
|---|-------------|------------------------------------|---|---|--|--|
| | Extg | Prop’d for Wkg Gp discussion | | | | |
| MC63 Chesham to E of Milk Hall Barns | | | | When you come from Chorleywood, sign diverts you to Chesham, could a better sign be put up? Reducing 30 mph past Bois Mill? Any reason for suggesting it as a special case, not much further than Blackwell Hall Lane. Quite a lot of crashes. Because people do tend to put their foot down. Something to moderate the speed coming in, they would moderate their speed in advance. How far between Bois Mill and the top of the hill, 200 yards? A number of crashes at the entrance to Bois Mill. A lot of correspondence General support for a public consultation for a 40 mph. Would certainly support 30 mph to Milk Hall Barns. Extend Chesham 30 mph to include Milk Hall Barns. Happy to go out to public consultation with 40 limit to Chenies, if westbound vehicle speeds can be moderated by a 40 limit, may reduce number of crashes from Bois Mill westwards. | | 30mph |
| MC63 from E of Milk Hall Barns to Chenies | | | | | | 40 |
| MC63 j/w Blackwell Hall Lane/ Bois Mill to Chenies | NSL | 40 | See separate sheet for details | See above | 40 mph limit from Milk Hall Barns to Chenies 30mph | 40 limit from Milk Hall Barns to Chenies. |
| MC63 Chenies | 30 | 30 | Village -retain existing limit | | | |
| MC63 Chenies to j/w A404 | 30/ NSL | Retain extg. | No requests for change. | | | |
| OTHER (UC) RDS | | | | | | |
| Bayne Hill (ldg to School Lane):Seer Green | 30/ NSL | NSL to be 40 | Current village 30mph limit terminates at house named ‘Magnolia’(between Vicarage Close & Long Grove . Propose that 40mph limit starts here and extends south to meet proposed 40limit for Longbottom Lane. (May need further site visit to determine if terminal point needs moving further south) | See proposal No. 40. | Working group agreed proposal but PF to revisit site to determine if 30 limit can extend further south. | NSL to be 30/40 |
| Bell Lane, Lt Chalfont ,N of FP xg point(at S end of wood) Length: about 400m | NSL | NSL | Narrow 2 way rural lane through wooded area. Public footpath crosses road at 30/NSL terminal. 1 pia in 3 yrs to 30 06 2008. No flow/speed data. DFT criteria : meets Lower Tier road 40mph – but no need to change limit? | | | |
| Blackwell Hall Lane, off MC63 Latimer Rd (U210) | NSL | NSL/ 30? | Narrow 2 way at Latimer Rd edn, then single track N of this. Small cluster of dwellings around Blackwell Hall, including farm. Aug 2004, vicinity of River Chess Flow 370 vpd , Speeds: ave23.9NE,24.8SW 85 th %ile: 29.9NE,30.9SW DFT criteria : meets Lower Tier road 40mph , but this would be inappropriate. NSL is appropriate as lane is self enforcing re speed. (However, 30 limit could be considered up to near Blackwell Hall, to avoid NSL signs at junction with Latimer Rd, if adjacent length of Latimer Rd is made 30mph.) | 30mph not being promoted now- this road will retain NSL status. | The working group agreed to a short length of 40 mph into the side road, to avoid NSL signs at junction- if suitable location could be found. Otherwise- NSL remain. | Short distance of 40 from jtn- or retain NSL |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|---|---|---|---|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| Bottom Lane, Seer Green south of j/w Orchard Rd to j/w Longbottom Lane | 30/ NSL | Extend 30 south & 40 to j/w L.Ln | <p>Extend existing 30 limit from top of lane down to vicinity of bridleway/field access/laby', to include the whole row of dwellings in the 30 limit..</p> <p>40 limit from this point southwards to link with proposed 40mph limit for Longbottom Lane</p> <p>Road character:Narrow 2 way road- rural at S end, residential on E side beyond bend/bridleway. A FP also accesses road in extg NSL length.</p> <p>Dwellings:29 from proposed new 30 T to j/w Orchard Rd, (17 in new 30 length) 4 in 200m to j/w Longbottom Rd (in proposed 40 length)</p> <p>Flow:N/A</p> <p>Ave speed:N/A</p> <p>85th %ile speed:N/A</p> <p>Crashes: 2 slight pias in 3 yrs to 30 04 2008 (1sbnd lctrl on bend nr bridleway, 1PC (indiv circs))</p> <p>Requests for change: Seer Green PC: bottom end 30mph-designated as unsuitable for HGVs ;no centre lines, sharp bend, minor accidents (loss of mirrors) ID8: concern re peds going to school/accessing countryside via this lane- req. for</p> <p>BCC comments : Extg 30 limit starts just uphill of property 'Blakeney'. bottom (S) end of road is a narrow 2 way single carriageway, with some sparse housing at S end. Housing on east side further up is more dense. Suggest 30 limit is extended from current location downhill to just S of bend /bridleway/field access , with 40 mph S from there to link with Longbottom Lane proposed 40 limit.</p> | The working group considered this proposal along with proposal No. 38. Comments made included: why not have it at the boundary of Amberley? Could you not bring this further down the road ? . Agreed quite a problem with junction at Long Bottom. The group were willing for PF to go on site to make a final decision. | The working group agreed for PF to visit the site to make a final decision on the terminal sign location. | Extend 30 south, then 40 to j/w Longbottom Lane |
| Bottom Lane (N of j/w Orchard Rd): Rawlings Lane Seer Green | NSL | NSL | <p>Road character: single track lane , v. narrow in places .Used by walkers & horse riders (see pics) Waylands Farm Equestrian centre at N end.</p> <p>Dwellings: Waylands,Rawlings & Widmer farms on N length plus about 6 dwellings on N-S arm.</p> <p>Flow:Nov 2002 Nr j/w Newbarn Lane 147; August 2004 135vpd; Nr jtn with Bottom Lane Aug 2004 : 99vpd</p> <p>Ave speed:August 2004: Nr j/w Newbarn Lane 23.1 NW, 24.0SE ; Nr jtn with Bottom Lane 20.4N, 21.2S</p> <p>85th %ile speed: Aug 2004 Nr j/w Newbarn Lane 29.1NW, 30.8SE ; Nr jtn with Bottom Lane 25.0N, 25.9S</p> <p>Crashes: no crashes 01/07/2005 to 30/06/2008on Rawlings Lane (checked 14 08 08)</p> <p>Requests for change:Nil</p> <p>BCC comments: As less than 150 vehicles per day use this lane, and 85th %ile speeds at/ below 30mph,ave speeds 24mph or less, this lane is self enforcing .NSL should remain.</p> | | | |
| Bottom House Farm Lane | NSL | NSL | <p>Single track lane</p> <p>Aug 2004 <100vpd.</p> <p>85TH5ile speeds < 32mph,ave speeds24-27mph.</p> <p>-retain NSL</p> | | | |
| Bowstridge Lane CSG to CSP Section A : from Narcot Lane to north of Dibden Hill | NSL | NSL | <p>The Narcot Lane end of this road has about 10 dwellings, but is virtually single track in this part and for most of its length until Dibden Hill.</p> <p>At Narcot Lane end :-</p> <p>Aug 2004 flow 517vpd; ave speed 25mph, 85th%ile 30mph.</p> <p>S of Dibden Hill: Dec 2002 435vpd, aug 2004 341vpd, ave speed 28mph, 85th %ile speed 33.5mph.</p> <p>Propose NSL to remain on the single track length from Narcot Lane to Dibden Hill,as it is self enforcing re speed.</p> | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------------|--------------------------------------|--|--|---|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| Bowstridge Lane :CSG end (north of cemetery nr Dibden Hill to j/w Crossleys) | NSL | 30 extend S to no. 77 | The existing 30mph village limit could be extended south by about 100 metres, to include the parking area in front of dwellings nos 55 to 77 (PC request) Although the cemetery, Dibden hill residential side road and a few other individual properties extend from here for a further 300m south to Dibden House, much of this is on a single track road which moderates speed.(may also be difficult to locate signs on single track section), so the length between No 77 & Dibden House recommended to remain NSL | The working group agreed to the proposal. | The proposal was agreed by the working group. | Extend 30 limit to No 77 |
| Brawlings Lane:CSt.P | NSL | NSL | Sign at entry from Rickmansworth Lane 'single track road with passing places'. 5 dwellings plus Brawlings Farm & associated buildings. Traffic data: Betw. Rickmansworth Lane & Brawlings Farm Aug 2004: 149vpd , Speeds: Ave: 17.9N, 21.3S;85 th %ile: 22.2N, 25.4S Lane self-governing re speed- retain NSL. | | | |
| Chalfont Lane: from j/w Roberts Lane/West Hyde Ln to county boundary | NSL | NSL | Most in Herts? | | | |
| Codmore Wood road betw Blackwell Hall Lane & Great White End& between Hockley Farm/Great White End & Latimer village | NSL | NSL | Single track road | | | |
| Cokes Lane (U252) Section A: betw. A413 & Lt Chalfont (at a point S of jw Doggetts Wood Lane) | NSL | 40 | Road character: Single carriageway road, with centre line on S ,straight section, then hazard warning line on central more open section, with bends & crest/dip. Road bounded by narrow verge & hedges. No footway. Existing NSL /40 terminal is at j/w Nightingales Lane . Existing 40/30 terminal is just s parade of shops 17 dwellings on N side in continuous row. Harewood Downs Golf course on S side , plus about 10 other dwellings, to the NE of row of dwellings . In central section, dwellings at wide intervals . At n end, dwellings closer together just S of D.W.Lane. Traffic data: about 150m S of golf club access Oct 2007: Flow: 2147vpd Ave speeds 31.6SE,32.1:NE 85th %ile: 40.8SW, 38.1NE DfT : just less built up than village, although golf club could 'boost' this status. Therefore, as community below village status, could have a 40 or 50mph limit. Existing speeds make 40mph more appropriate. Vehicle flows suggest meets Lower Tier predominantly local access function (40mph) or mixed function with relatively high no of bends/jtns/accesses (50mph) BCC recommend: 40mph limit | The working group considered proposals for this part of Cokes Lane with linking section of B4442 Cokes Lane/Nightingales Lane to the A404. An extract from a letter received by the District Councillor for the area was read out. Comments included: coming from the south I agree with the comments however, thereafter up to the corner(?) there are very few active residencies 30 mph would be inappropriate? This is a country road please leave it as such. No where further south where the terminal signs for the 30/40 change can be put, to include all houses in this part of Lt Chalfont? Remainder of the road 40 mph limit. | PF will revisit on site for 30/40 terminal point. | 40 from nr Doggetts Wood Ln to A413 |
| U252/ Cokes Lane: Section B : from N of Doggetts Wood Lane to j/w B4442 | NSL/ 40/ 30 | 30 | Road character: single carriageway with central hazard line, bend at Cokes Farm. Verges on both sides but no footway, 3 side road junctions 19 dwellings ,plus Cokes Farm . | General agreement | 30mph for public consultation | 3 0from nr Doggetts Wood Ln to A404 |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|------------------------------------|--|--|---|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| Deadhearn Lane Approx 500m long | NSL | 30 | Residential lane, mainly single track. Over 20 dwellings, plus Hentucks Farm, plus access to additional group of dwellings. No traffic data Requests for speed limit from residents. Existing speeds probably below 30mph. Would tie inwith any speed limit proposed for nearby residential section of Gorelands Lane. | | Consult and see outcome | 30 |
| Dean Wood Rd, off Longbottom Lane, | ?pte | 40? | Residential road – private. Consider same limit as L Lane to avoid any terminal NSL signs at jw L Lane If 40mph limit, no repeater signs needed if road is < 350m long. | | The working group agreed to advertise a 40 mph speed limit for public consultation. | 40 |
| Farm Lane,off Longbottom Lane Seer Green | ? PTE? | 40? | Private road Road leads to station & golf club. Consider same limit as L Lane to avoid any terminal NSL signs at jw L Lane . If 40mph limit, no repeater signs needed if road is < 350m long. | | The working group agreed | 40 |
| Gorelands Lane Section A : j/w Vache Ln to just E j/w Deadhearn Lane Existing speed limit : Length : approx | | | Road character: Rural lane. Mainly single track, rest narrow 2 way single carriageway. Bends throughout, no footways or verges, pedestrians need to walk in road. Hedges/banks alongside road.Junctions with 2 sides roads, plus Deadhearn Lane . Used as 'rat run' to motorway & as access road to Bucks Univ.College & Chiltern Open Air Museum Dwellings: > 20 along length ,continuous housing on both sides. Flow: Oct 2002 SE of/jw Deadhearn Lane = 3963 vpd. Ave speed: No data 85th %ile speed: No data Crashes : Nil pias in 3 yrs to 31 10 2008 Crash rate per 100million veh km:No data DfT Circ 01/2006 :Meets village 30mph guidelines BCC comments/recommendation: Could leave as NSL as road layout limits speeds probably to less than 30mph However, requests from residents for a lower limit & some vehicles may exceed 30 outside peak times.. Propose 30 mph for whole length (possy in conjunction with 30 limit for Gorelands Lane to just E of j/w Deadhearn- (if proceed need before/after speed data & review afterwards.) | Discussion took place on the proposal. Comments made included: Cosmetic, agreed it is unnecessary but residents unhappy with perceived message of NSL..Unlikely to have any positive affect- road is self regulating by width and bends. If you do not propose 30 mph residents will say we are a community we need a speed limit. Demand for a 20 mph limit. Leave for consultation. Consult on 30 mph | The working group agreed to advertise for public consultation and see outcome | 30 |
| Gorelands Lane Section : B j/w Deadhearn Lane to Herts boundary Existing speed limit : NSL Length : approx | NSL | NSL | Road character: rural single carriageway,narrow 2 way with centre line/hazard line. Narrow stretch by Rowan Farm .Limited forward visibility/shallow bends throughout. Junctions with Brawlings Lane & Chesham Lane & accesses to Model Farm, Rowan Farm,Hentucks Farm, Chilterns Open Air Museum & Bucks Univ. College. (main college access opp j/w Shire Lane?) Dwellings: 2 dwellings nr Shire Lane (plus those above) Flow: Oct 2002 1487 nr Shire Lane & 3963 E of Deadhearn Lane. Ave speed: no data 85th %ile speed:no data Crashes : Check!! pias in 3 yrs to 31 10 2008 1 at Lodge cottage Crash rate per 100million veh km: DfT Circ 01/2006 :Lower tier road, with predominately local access function.40mph could apply. BCC comments/recommendation: Retain NSL ,as existing speeds possibly below/near 40mph & no crashes suggest it is self governing.. | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 (‘Setting Local Speed limits’) | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult’n |
|--|-------------|------------------------------------|---|---|---|--|
| | Extg | Prop’d for Wkg Gp discussion | | | | |
| Grove Lane, Ashley Green (Orchard Leigh to Whelpley Hill) | NSL | NSL | Road character:single track for whole length Buildings :On SW arm, Grove Farm & Torrington Farm , plus a few other houses. School??? Check mapviewer Flow:At ROW S of Grove Farm Aug 2004 : 161vpd At W.Hill end 161vpd. Ave speed:At ROW S of Grove Farm24.3N,26.6S At W.Hill end:23.6W,23.9E 85th %ile speed:At ROW S of Grove Farm:30.3N, 33.0S At W.Hill end: 29.2W &E Crashes :?? Recommend: Retain NSL . Meets DfT criteria for a lower tier 40mph limit, but would srve no purpose as extg speeds at/below 30mph& v low use other than by residents | | | |
| Holloway Lane (s of railway bridge)approx 450m | NSL | NSL | Existing 30/NSL terminal S of railway bridge & house 'Old Stocks'. Road is single track/narrow 2 way. Small cluster of buildings at bend at N end. Data: S of bend, Nov 2004: 2502vpd, Ave speed: 34.0NE,31.6SW 85th %ile : 39.8NE,37.5SW DfT: could be considered as a Lower Tier 40 or 50mph road, but would serve little purpose in light of existing speeds.and good crash record CHECK ACCSMAP | | | |
| Kiln Lane, Ley Hill | NSL | 30 (with LeyHill) | minor residential side road. Provide with same limit as adjacent main road through Leyhill. (Otherwise, will need NSL signs at entry) | | The working group agreed to the propo | 30 |
| Latimer village | NSL | 30 | Latimer village is very compact, centred on the Green, with about 15 dwellings around it. further development up the hill with church, Latimer Park and about 6 other properties. Although the density on dwellings does not meet the standard for a 30mph village speed limit, Latimer is sufficiently of character to be considered a 'speccal' case. The village roads are narrow, but with relatively high vehicle flows, including delivery vehicles to Latimer Park. There are many footpaths converinhg on the village including the Chess Valley Walk . 30 to start at N end on Codmore Wood Rd (?) just N of The Garden Cottage.[possy on bend warning sign on same side as Garden Cottage where wide verges or alternatively, on verge between Gdn Cott & Rectory access. The VNP at N access to Woodside estate(Parkfield Wood) is too far out to be the start point for the 30 limit. | The working group considered proposal for this together with MC34 from Latimer xrds to north of village.. Comments made included: Rat run from Chalfont St Peter to Hemel Hempstead . Cars going down it at one hell of a lack. Strongly suggest that 30 starts before the bridge as you come down the hill from Stony Lane. Cannot understand your reasoning for having the sign before the bridge. Nobody is coming to the road at any great speed. (Photographs of site were shown to the working group) Starting at the village name plate has some reasoning to the village. At northern end rationalise signing there? Issue - there is no verge. Terminal point somewhere where we can put the signs. 30 mph past Latimer Park Conference Centre. | The working group agreed to the proposal.PF to identify terminal points for public consultation On N side ideally between bridleway & village.) | 30 |
| Layters Green Lane /Mumfords Lane (CSP to j/w A40) | NSL | NSL | Road character: singl:e track rural lane.no dwellings between caravan park & few dwellings at N end and Mumfords Farm at S (A40) end Dwellings:Caravan park & 4 dwellings at Layters Green. Flow: Nov 2002 at S end : 188; Aug 2004, just S of Layters Green : 189 Ave speed: Aug 2004, just S of Layters Green : 22.5NE,22.2SW 85th %ile speed:Aug 2004, just S of Layters Green : 27.5NE, 26.5SW Crashes : ?? pias in 3 yrs to 31 08 2008 Crash rate per 100million veh km: DfT Circ 01/2006 : BCC comments/recommendation: Could extend 30mph limit for CSP further SW to include Layters Green Farm, caravan park & few dwellings, but not aware of any requests & with such low flows will have little impact. | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|--|-------------|------------------------------------|---|--|--|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| Lower Rd, GX/CSP | NSL | 40 | Minor road, with mix of continuous dwellings and residential service/side roads along western side Junctions with 9 residential roads also on western side. Data: approx 1300 vpd Speeds: (var. locns along length) Ave 35-43 mph, 85th %ile: 38-51mph Requests received from residents for a lower limit DfT: Meets community speed limit requirement for a 40mph limit (less built up than required density for a village 30mph limit) | The proposal was agreed by the working group. | The proposal was agreed by the Working Group. | 40 |
| Lycrome Rd ,Lye Green (between Nashleigh, Chesham & B4505) | 30/NSL | 30 | Road character: Narrow road- partly developed , rural 'feel', narrow 2 way with central hazard lines and warning signs for bends/ridden horses.No footway at E end except for narrow short length outside Lye Green cottages which otherwise are directly on the road. Several PFPs cross road. Buildings : betw. Sunnymead Ave & B4505(extg NSL length) 29 dwellings directly accessing road over distance of 840metres (0.5mile) also Black Cat PH, Wootton's coach depot, j/w DeerPark Walkside road (14 dwellings)& 7 further dwellings off service road at east end Data: Aug 2004 nr Black Cat PH Flow: 1871 vpd Ave speed: 30.9E,29.4W mph 85th %ile speed: 38.6 E, 35Wmph Formal Consultn. Input : coach depot, bus route. 'By pass' to town centre .No footway-hedges close to road in many cases, so no verges either. BCC comments: Extend extg 30 limit thro' community DfT Circ 01/2006: Although dwellings more scattered than the recommended density, need to take into account PH & coach depot & lack of footway provision-meets village guidelines.. | The proposal was agreed by the working group. | The proposal was agreed by the Working Group. | 30 |
| Mill Lane CSGiles (residential length) | 30/NSL | Extend 30 to the ford | Request for extension of 30 limit to include all properties. Lane beyond existing 30/NSL terminal is narrow 2 way/single-track, through woodland with large residential properties alongside road. Would be feasible to extend 30 limit to the ford, just NE of Mill Farm. | | The working group agreed to the proposal. | 30 |
| Mill Lane CSGiles (length between the ford & A413) | NSL | 50 (as A413) | If 30 limit put in for residential part of Mill Lane , then remainder of lane could be given sale limit as A413, rather than a short length of another (NSL) limit . | | | 50 |
| Narcot Lane: CSG to CSP (between extg 30 mph limits) Length approx 1.2km | NSL | 40? | Road has several gentle bends & one double bend. good width throughout, with centre line/hazard line. Off road footway along length- but crosses road at several places . 1 junction- with Bowstridge Lane . Approx 10 dwellings accessed from road, plus Crossleigh cattery & kennels, & access to Chalfont Grove (Arqiva Satellite & Media) Requests from PC for 40 limit betw extg 30 limits . Good crash record , only 2 reported pias in 3 yrs to 31 10 2008 along this length . Traffic volume : 2825 Aug 2004 within CSG 30 section, 3603 in Nov 2002 central section, & 4295 S of j/w Bowstridge Lane. No speed data on this length . DfT criteria: Lower tier road a) mixed function ,relatively high no junctions/accesses=50 b) predominantly local,access or recreational function/VRU route=40 Road more allied to 50 limit by function, but no speed data to assess whether this would be appropriate. | The working group discussed the proposal. Comments included: There is a corner, chicane and bends we often see the fence destroyed there. Suspect double bend is quite hazardous. If you put in a limit people think they will be able to go round at 40 mph though they won't. No reason not to. Can go out to consultation. No objections for. No crash record for injury accidents. | The working group agreed to advertise the proposal for consultation. | 40 |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 ('Setting Local Speed limits') | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult'n |
|---|-------------|------------------------------------|--|------------------------|--------------------------|--|
| | Extg | Prop'd for Wkg Gp discussion | | | | |
| Rawlings Lane, Seer Green | NSL | NSL | Single track lane,continuous with Bottom Lane [see entry for Bottom Lane] | | | |
| Roberts Lane :CSP From j/w Rickmansworth Lane SE to last dwelling on N side = 450m SE rural section 350metres | NSL | NSL or 30 | Road character: single track ,with row of dwellings at western end. Dwellings:Hall ,plus 25+ dwellings & farm at N end(450m) S end (350m)- single track lane & 1 farm. Flow: Aug 2004 208 Ave speed: 24mph 85th %ile speed:29mph BCC comments/recommendation: Retain NSL. current safe driving speed not > 25mph- road generally self enforcing ref speeds- little to be achieved with a 30 limit (& sign clutter in rural area)- very low usage. | | | |
| Shire Lane/ Chalfont Ln CSP: From j/w Rickmansworth Ln (at Dumb Bell PH) to j/w Chalfont Rd | NSL | NSL | Road character: Single carriageway,mixture of single track & narrow 2-way . Dwellings:2 small clusters of dwellings at S end. Flow: N/A speed: N/A Crashes : ? pias in 3 yrs to 31 08 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 : BCC comments/recommendation: Retain NSL - no other appropriate limit | | | |
| Tylers Hill: Botley | NSL | part 30?? | single track lane up to church, where 'unsuitable for motor vehicles' sign . No NSL signs at present at j/w main road. | | | |
| West Common :GX | 40 | 30 | Very short section of 40 limit across Common used by all ages for recreation. Request to reduce to 30mph from j/w A40 Oxford Rd. Narrow road, borders Common where children play/people exercise dogs. (Rest of W.Common is restircted to 30mph -makes sense to include rest of road in 30 limit)Village outskirts- strictly meets 40mph criteria, not 30mph as no dwellings. However, Narrow single carriageway road through Common. 2 Parking areas within 40mph length Length of 40 stretch only about 150-200m long.Logical extension to existing 30 limit,although not strictly within the guidance, as common used extensively for recreational purposes by all ages. | | | 30 |
| West Hyde Lane :CSP whole length apart from short length of extg 30 at Denham Ln end | NSL | NSL | Road character: single track road ,with single track road/passing places sign at S end. Dwellings: Kennels & Beech House only Flow: Dec 2002 713 vpd, aug 2004 658vpd Ave speed 24-26mph 85th %ile speed : 30mph Self enforcing.No appropriate lower speed limit. | | | |

| Location | Speed limit | | Summary of reasons for proposal / how relates to Department for Transport Circular 01/2006 (‘Setting Local Speed limits’) | WORKING GROUP COMMENTS | Wkg Gp recommendation | Speed limit for Public Consult’n |
|--|-------------|------------------------------------|--|---|---|--|
| | Extg | Prop’d for Wkg Gp discussion | | | | |
| Whelpley Hill, (village roads) (J/w B4505 to approx 50m NW Caravan Park at VNP) to include Grove Lane past Coronation Hall | NSL | 30 | Road character: Buildings : houses at various densities on village roads. more than 20 on main village road, concentrated around Grove Lane. Dressage premises near allotments/business 'park' near to P.H. Grove Lane: Coronation Hall Flow: aug 2004 756-956 vpd on main village road Ave speed: 30-33mph (2 locations) 85th %ile speed: 37-40mph Requests for change: PC 30 limit ID ref 43: speed limit requested. no pavements, just road & verge, now lots of children in village who visit friends in the village. road seems to have been discovered by a few young people in cars & on motorbikes, some of which go thro' village at 60 mph. ID 47: children aged 11 & under walk to/from village bus stop for journey to school. No pavements so have to walk in the road, which believes to be dangerous. supports a 30mph limit. Meets village 30mph criteria | Comments made included: Change has local agreement. 'What signs are going to be put up? Anything on that approach road, gateway feature or anything like that? . One or two accidents. County boundary goes through the middle of it. Details of crashes felt that there was not anything that made it appropriate for change. Response from parish council? . Is there a footpath along this length? Anyone objecting to a 30 mph? No. | The working group agreed to the proposal. | 30 |
| White End Park Farm lane (off Blackwell Hall Lane) | NSL | NSL | Single track road | | | |
| White Hill Ashley Green (from Herts bdy to Whelpley Hill caravan site) | NSL | NSL | Road character: Narrow lane. single track for much of its length in Herts, slightly wider with centre line from around Spencers Farm to Whelpley Hill village. Dwellings: None NW of Whelpley Hill, except farms & adjacent dwellings (Spring Meadow Farm, Whelpley Hill Farm, Kenmore Farm Spencers Farm & Hemmings Farm) Flow: Ave speed: 85th %ile speed: Requests for change: P Council requests a 30 limit extended NW past caravan site (Whelpley Hill Park) to county boundary & beyond to the A41. Lane is commuter route, unfit for fast traffic, very narrow, many sharp bends, few passing places. Limit help to advise/control drivers. Proposal: Retain NSL on rural length.(30mph for village to terminate at VNP about 50m NW of caravan park) | | | |
| unnamed lane between Hockley Farm junction & Flaunden Bottom | NSL | NSL | Single track road | | | |