

AREA 13 SPEED LIMIT REVIEW: SUMMARY OF PUBLIC CONSULTATION PROPOSALS 31st March 2010

Proposals listed by order of large scale drawings: Letters refer to drawing reference numbers

KEY: PIA=personal injury accident VNP = village name plate PVNP: proposed VNP location 85th %ile:speed only exceeded by 15% of vehicles
 crash rate per 100mvkm= crash rate per 100millionvehicle kilometres

Dwg. Ref.	Affected road length	Speed limit		Reasons for proposal (& how it relates to DfT circular 01/2006)
		Extg.	Prop'd.	
BIERTON/BROUGHTON Broughton Lane				
A	Extend the 30mph limit out from Bierton, to include the community at Broughton Crossing (to extend to the village name plate for Broughton Crossing, located on the southern side of the village)	NSL	30	<p>There are 16 Residential Properties along this section of road with a Public House. There are no footpaths. There are also letters from Bierton with Broughton Parish Council, and local residents, expressing concerns over speed./requesting lower limit. Some crashes recorded on the sharp bend between Broughton Crossing and Bierton, Route is used by commuters as an alternative to the A418/A41.</p> <p>Traffic Surveys in July 2008: <u>Broughton Crossing outside Public House.</u> 85%ile was S33.0mph & N 32.9mph, Mean Speed was S 28.4mph & 27.9mph, Average Traffic Flow over 12 Hours on a weekday was 4,017.</p> <p><u>Broughton Lane Near The Dairy.</u> 85%ile speed was SW 45.5mph & NE 44.4mph, Mean Speed was SW 39.8mph & NE 38.6mph, Average Traffic Flow over 12 Hours on a weekday was 3,930.</p> <p>Village speed limit . (although fewer than the 20 houses DfT specifies, the public house meets para 113, 'extra allowance for a key building' ,where just fewer than 20 buildings)</p>
A	Stocklake and the length of Broughton Lane between the proposed 30mph limits for the communities at Broughton Crossing and Broughton (i.e. west of canal bridge to Broughton Crossing.)	NSL	40	<p>This is a short section of narrow country road, which has access to a field which is used by travelling fair grounds. There are PIAs (2 Slight) along this section of Stocklake, one of these being a pedestrian visiting the fair a. (There are also plans to relocate the Aylesbury Canal Basin to this location in the future, as well as further housing development).</p> <p>Traffic Surveys in July 2008: <u>Broughton Lane 80metres SE Stocklake.</u> 85%ile speed was SE 40.1mph & NW 40.2mph, Mean Speed was SE 35.1mph & NW 35.2mph, Average Traffic Flow over 12 Hours on a weekday was 5,278.</p> <p>Route has a local access function- meets 40mph criteria for lower tier roads.</p>
B (& part of A)	Broughton. The proposed limit to commence just S of Mill Cottage(Village Sign) to a Point just N of Canal Bridge, so that it includes the Canal Bridge and Car Park.	NSL	30	<p>There are 22 Residential Properties on both sides of the Road. There are no Footpaths. There is a car park for people using the canal, with limited visibility from the access. The proposed limit includes the hump back bridge over the canal. Most of the PIAs (1 Serious 7 Slight) on Broughton Lane occurred at the canal bridge.</p> <p>Traffic Surveys in July 2008: <u>Broughton Lane 280metres N of A41:-</u> 85%ile speed was N 44.9mph & S 44.2mph, Mean Speed was N 38.3mph & S 38.8mph, Average Traffic Flow over 12 Hours on a weekday was 5,035.</p> <p><u>Broughton Lane 25metres N Oak Farm:-</u> 85%ile speed was N 43.4mph & S 39.2mph, Mean Speed was N 37.5mph & S 33.8mph, Average Traffic Flow over 12 Hours on a weekday was 4,731.</p> <p><u>Broughton Lane 75metres SE Canal. :-</u> 85%ile speeds S 36.6mph & N 37.2mph, Mean Speed was S 32.4mph & N 32.0mph, Average Traffic Flow over 12 Hours on a weekday was 4,708.</p> <p>Village speed limit : meets DfT definition of a village</p>

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Dwg. Ref.	Affected road length	Speed limit		Reasons for proposal (& how it relates to DfT circular 01/2006)
		Extg.	Prop'd.	
CHEDDINGTON				
C	C73 Station Rd Between j/w B488 & Cheddington xrds to include side roads Breachwell Place and Church Path	40	30	There are 22 residential dwellings along this road. Also a Scout Hut and access to St Giles Church. The railway station car park is used by Commuters. The bridge over the Railway is controlled by Traffic Lights. A Traffic Survey was carried out along this Section of Road in July 2008, and the findings of this were: The 85th%ile was NE 39.6mph & SW 40.5mph, the Mean Speed was NE 31.6mph & SW 34.6mph, the Average Traffic Flow over 12 Hours on a weekday was 2,520. Community Speed limit -Suffient Dwellings(>20) to be classified as a village, plus additional allowance made for Scout Hut and Church
D	West End Lane , to include last few houses	NSL	30	To include last few residential dwellings within the existing 30mph village speed limit
PITSTONE (W. side)				
E	C76 Cooks Wharf - from N of Canal Bridge to S of junction with Cheddington Road. (The terminal signs to co-locate with name signs for Cooks Wharf.)	NSL	30	On the C76 at Cooks Wharf there are a couple of car parks for people using the Grand Union Canal. The bridge over the canal is controlled by a system of traffic lights, there are a number of residential dwellings, and a Public House situated along this short section of C76. . Traffic Survey carried out in July 2008 :- <u>C76 50metres SE Cheddington Road:-</u> 85%ile speed was SE 42.5mph & 45.2mph, Mean Speed was SE 36mph & NW 37.8mph, Average Traffic Flow over 12 Hours on a weekday was 1,597.) Community 30mph 'village' limit: <i>Although there are less than 20 dwellings in Cooks Wharf, it is felt that the significant other buildings/premises, and the pedestrian & vehicle traffic which they generate, together with the hump backed bridge and lack of footways, create local circumstances which warrant a 30mph limit. and equate to village status.</i>
E	C76 Cheddington Road from end of existing 30mph limit to Cooks Wharf (The terminal signs on the C76 to Link up with name signs for Cooks Wharf.)	NSL	30	In Cheddington Road there are a number of Residential Properties on the N side of the road which is currently NSL. There is a request from Pitstone Parish Council for a lower limit along the C76 at Cooks Wharf, and for it to be extended along Cheddington Road Pitstone Parish Council have stated concern over several near misses involving both pedestrians and vehicles. Traffic Survey carried out in July 2008:- <u>Cheddington Road 150metres E Railway Bridge:-</u> 85%ile speed was E 37.5mph & W 44.1mph, Mean Speed was E 34.7mph & W 40mph, Average Traffic Flow over 12 hours on a weekday was 1,651. This was discussed by the Working Group, and although a short section of Cheddington Road does not meet the national guidelines for a 30mph Limit, it was felt that a short 200metre section of 40mph Limit between the village and the cluster of houses by the railway bridge would not achieve anything and the 30mph limit should run all the way though to connect to the proposed 30limit at cooks Wharf. Extension to Community 30mph 'village' limit:
E	B489 Marsworth Road :from Existing 30mph limit at sw edge of village to the Ivinghoe Village sign located on the Pitstone side of the railway bridge.	NSL	40	This Section of the B489 is fairly Straight Section of Road, has a system of Street Lighting ,the Ivinghoe Village Sign is located just NE of the Railway Bridge. Recreation ground beside road. There is large development taking place just off Westfield Road this includes Residential and Industrial Units. PIA's = 1 Slight. Traffic Survey July 2008:- 85th%ile was NE 43.1mph & SW 46.9mph, Mean Speed was NE 37.4mph & SW 40.6mph, Average Traffic Flow over 12 Hours on a weekday was 4,913. Pitstone Parish Council: Would prefer to see 30mph Limit, as there is proposed development on both sides of the road in the future, but a speed limit cannot be provided for potential developments. Community limit for the fringes of the village, where the 30mph village criterion of 20+ houses is not met .

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DAGNALL				
F	A4146 Main Road North, between village gateway and current start of 30mph speed limit.	NSL	30	A short extension to the existing limit of 47.8 metres to co-locate the village gates and speed limit to highlight and emphasise the reason for the limit. Meets village speed limit criteria
F	A4146 Main Road South, a short extension of 7.8 metres to link up Village Gates and Speed Limit Signs.	NSL	30	A short extension of 7.8 metres to link up the village gates and speed limit to highlight and emphasise the reason for the limit.(This may not be progressed if illumination of signs is required, due to costs involved) Meets village speed limit criteria
F	B4506 Dunstable Road, Dagnall	30	30	No Change. (However consideration will be given to moving the village name plate out 27.5metres to link up with the Terminal Signs.) Meets village speed limit criteria
	Studham Lane, Dagnall.	30	30	No Change.(However consideration be given to moving Village Name Plate out 14.3metres to link up with Terminal Signs.) Meets village speed limit criteria
	B4506 Ringshall Rd	NSL	30	A short extension of 35metres of Speed Limit, to link up with Village Name Plate.(remaining road length to Ashridge has already been dealt with as part of the 3 Counties Project). Meets village speed limit criteria
EDLESBOROUGH (Edlesborough to Northall)				
G	A4146 between Northall & Edlesborough Section of A4146 approximately 725metres long linking the villages of Northall with Edlesborough.	NSL	40	Fairly straight-6-7m wide, links two communities. There are 8 Residential Dwellings set back from road on SW side, there are also field accesses.. Much of length on NE side undeveloped, with only access for entrance to farmers fields. Footway on SW side. Bus Route. PIAs = 1 Slight . A Traffic Survey was carried out July 2008, and the findings of this were: 85th%ile speed was NW51.5mph & SE 50.5mph, Mean Speed was NW 45.6mph & SE 44.7mph, Average Traffic Flow over 12 Hours on a weekday was 10,287. The Working Group discussed this short section of road, currently NSL which is being proposed to be lowered to a 40mph limit, it was felt that lowering of the limit would help with the compliance when entering the 30mph limit at each end, rather than giving the driver the opportunity to build up speed only to need to slow down again. (Community Speed limit- Insufficient dwellings to be classified as Village for a 30mph)
G	A4146 Edlesborough Short length between existing 30mph terminal and village name plate at northern end of village	NSL	30	To emphasise the reason for the 30mph limit by co-locating it with the village name plate and reduce frequency of signs. (Existing adjacent length of speed limit meets Village criteria for a 30mph limit)
EDLESBOROUGH (around A4146/B489 crossroads at Pine Trees garage/Travellers Rest PH)				
H	A4146 north of roundabout j/w B489 (from just North of j/w Pine Road to a point just South j/w B489), (A diistance of about 424 metres. To also include)	NSL	40	Fairly straight road, but with shallow bend at point where traffic queases during commuting times. E side undeveloped. W side has 9 dwellings. , plus Pine Road side road .There is also a large car sales forecourt. (but now accessed off B489) Partial footway along west side. Bus Stop. Requests received from members of Public for a lower speed limit to be implemented in this area. PIAs= 3 Slight. A Traffic Survey was carried out along this Section of Road in July 2008, and the findings of this were: 85th%ile was NW 41.7mph & SE 41.5mph, Mean Speed was NW 36.4mph & SE 35mph, Average Traffic Flow over 12 Hours on a weekday was 9,111. (Community Speed limit- Insufficient Dwellings to be Classified as Village for 30mph)

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EDLESBOROUGH (around A4146/B489 crossroads at Pine Trees garage/Travellers Rest PH)contd.				
H	Pine Road (Private Road)	NSL	40	About 200 metres long .8 Residential Dwellings. If this road length is not included within the adjacent 40mph limit on the A4146 , it will require National speed limit signs at its junction with the A4146. A 40mph limit will mean that no signs will be necessary either at its junction with the A4146, or along Pine Road itself.
H	B489 for about 200 metres towards Dunstable & about 600 metres towards Ivinghoe, from its junction with the A4146 (between village name plates on NE & SW side of the roundabouts junction).	NSL	40	This is a fairly straight section of road without footpaths on either side of the road. On the Dunstable (north eastern) side of the roundabout there are a couple of residential properties on the southern side of B489and the entrance to a Public House/restaurant on the northern side. On the Ivinghoe (south-western) side of the roundabouts , there are about 20 dwellings , some accessed directly from the B489 and others via a service road off it. There is also the access to a large car sales forecourt . A Traffic Survey was carried out along this Section of Road in July 2008, and the findings of this were: The 85th%ile speed was NE 35.9mph & SW 37.5mph, Mean Speed was NE 29.6mph & 32.2mph, Average Traffic Flow over 12 Hours on a weekday was 8,121 The mean speed data figures are 'skewed' by queuing traffic near the roundabouts- speeds are generally much higher further south. Drivers may not be aware of the number of residential properties along this length as many are set back from the road . (Community speed limit-Insufficient dwellings directly accessed from the road to be classified as a village for 30mph)
H	Service Road leading from the B489 to the SE of the A4146 rbt.	NSL	40	If this road length(approx. 180 metres) is not included within the adjacent 40mph limit on the B489 , if the latter limit goes ahead, it will legally require National speed limit signs at its junction with the B489. A 40mph limit for the service road will mean that no signs will be necessary either at its junction with the B489 , or along the service road itself.
H	A4146 from j/w B489 towards Dagnall for 184 metres.(to include the lay by.)	NSL	40	This short length of road on approach to the roundabout junction is a logical part of the proposed 40mph limit for the adjacent roads and will only proceed as an integral part of that speed limit- it is not a 'stand-alone' limit.
IVINGHOE : B488 Ford End/Great Gap				
I	B488 Great Gap/Ford End from a point just N of the access to Grove Farm PYO, to the existing 30mph Limit at Ivinghoe. (The length of this limit would be 839metres) Consideration will also be given to relocating the village name plate further out to a point just N of Grove Farm to link up with the commencement of proposed speed limit if it goes ahead.	NSL	30	Along this Section of road, there are 22 properties , mainly located on the NE side, plus farm shops.. For the vast majority of this length there are no footways and the road is relatively narrow . PIAs= 1 Slight. Two Traffic Surveys July 2008. 1) <u>100metres SE Grove Farm:-</u> 85%ile was NW 57.7mph & SE 51.1mph, Mean Speed was NW 48.5mph & SE 43.6mph, Average Traffic Flow over 12 Hours on a weekday was 4,109. 2) <u>70 metres NW of Ford End Farm:-</u> 85%ile was SE 40.1mph & NW 43.2mph, Mean Speed was SE 34.3mph & NW 36.4mph, Average Traffic Flow over 12 Hours on a weekday was 4,878. Ford End and Great Gap are separated by a short stretch of open country (between the nameplate signs for Great Gap and Ford End there is a distance of 123 metres.) with a similar gap between Ivinghoe and Ford End . (Community Speed limit- more than 20 dwellings but not of sufficient density throughout to meet DfT definition of a village & therefore 'automatic' 30mph. However, local concerns have been supported by councillors and therefore this proposal is being consulted upon.)

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B488 HORTON				
J	B488 between Horton & Great Gap B488 from Horton to a Point just SE j/w Station Road, Cheddington, (to also include a short Section of Station Road, to a point just SE of Elstage Farm.)	NSL	40	There are a number of dwelling s on the W Side on the outskirts of Horton village. Cheddington Station attracts a large number of turning vehicles at the junction. Speed limit could reduce approach speed of traffic into Horton village . PIAs= 1 Serious. A Traffic Survey July 2008:- <u>The 85th%ile speed</u> was NW 52.8mph & SE 51.7mph, <u>Mean Speed</u> was NW 45.6mph & SE 44mph, <u>Average Traffic Flow</u> over 12 Hours on a weekday was 5,064. community speed limit for dispersed part of community
IVINGHOE ASTON				
K	C79 Ivinghoe Aston Village- Extent of existing 40mph limit (From a point NW of track to Crabtree Cottage, to a point NW of track to Ivinghoe Aston Farm.	40	30	The main road through the Village be lowered from its current 40mph to a 30mph. There are over 20 residential properties on both sides of the road , there is also a Public House . Meets criteria for a 30mph village speed limit
K	Ivinghoe aston: side roads The Drive, Chapel Lane, Swan Close.	NSL	30	To have same speed limit as main road .
K	C79 Ivinghoe Aston village (Slapton end) (incl access to Horton Wharf) From a point NW of Ivinghoe Aston Farm to NW of access to Grove Farm. Limit to extend to village name plate.	NSL	40	There are 16 residential properties along this section of road- more spread out than in the village centre- non;local drivers not perhaps aware of the number of dwellings. . Number of recent Housing Developments- Grove Farm and waterside Manor at Willow Farm.. Brook Cottages all face road with little frontage being occupied by young families, car parking is only available on the other side of road. Caravan Club Park caravans frequently turning in and out A Traffic Survey July 2008,-: 85th%ile speed was NW 53mph & SE 51.3mph, Mean Speed was NW 42.2mph & SE 41.7mph, Average Traffic Flow over 12 Hours on a weekday was 611. (Community Speed limit-Insuffient Dwellings to be Classified as Village for 30mph, but meets conditions for 40mph limit.)
LEDBURN				
L	C75 Ledburn Village, between the existing Village nameplate signs (length of 720 metres).	NSL	30	There are 30 Properties along this Section of Road, including a Public House. There is a Footpath along part of the NW side. Request from Parish Council for a 30mph Limit to be introduced. Two Traffic Surveys July 2008:- 1) <u>Near J/w Leyburne Close</u> : 85th%ile speeds NE 49.1mph & SW 49.1mph, Mean Speed NE 40.5mph & SW 40.9mph, Average Traffic Flow over 12 Hours on a weekday was 1,097. 2) <u>100metres SW of Hare & Hounds Public House</u> : 85th%ile was NE 40.2mph & -SW 38.6mph, Mean Speed was NE 34.8mph & SW 32.8mph, Average Traffic Flow over 12 Hours on a weekday was 2,221. (Community Speed limit-Suffient Dwellings to be classified as Village)
L	Manor Farm Lane (approx 100 metres,)			Limit to be the same as main road
L	Leyburne Close			Limit to be the same as main road

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MARSWORTH				
M	Long Marston Rd/ Vicarage Rd Marsworth Extend the existing 30mph limit to a point just SE of j/w Church Farm Lane.	NSL	30	A slight extension to existing 30mph Limit along Church Lane to include last few Residential Properties. . A request has also been received from Marsworth Parish Council for the limit to be lowered and extended to include the garage and other Properties.
M	Church Lane, Marsworth (80 metres extension from current location)	NSL	30	30mph limit be extended 80 metres from the current location, to include the last few residential properties on this section of road, as well as the turn for the Circular Walk. The road is a single carriageway with passing places The current signs are also obscured from view by vegetation.
MENTMORE				
N	Mentmore village roads			Mentmore has a large manor house,(hotel /golf club), a public house, children's play area, and residential dwellings. In most of the village there are no footways. The only section of footway runs along the road towards Cheddington. Mentmore Parish Council have requested a lower limit in the village. <i>Although individual roads within Mentmore may not have 20 dwellings of the density 3 per 100 metres, the character of the roads, historic nature of the village and general appearance of this community means that it should be treated in its entirety as a village and provided with a 30mph limit.</i>
N	U/C road leading to Ledburn in Mentmore village to a point just N of Mentmore Stud Farm. (Terminal speed limit signs to be located with village signs.)	NSL	30	Village road as per above A Traffic Survey was carried out along the village road leading to Ledburn in July 2008, and the findings of this were: - The 85th%ile speed was SW 49.6mph & NE 49.5mph, the Mean Speed was SW 41.4mph & NE 42.2mph, the Average Traffic Flow over 12 Hours was 1,403.
N	C76 leading to Crafton(& to C75 at Mentmore x rds) from a Point just W of farm entrance	NSL	30	Village road. As above. Consider bringing in village name plate sign to co- incide with start of 30 limit, to emphasise village speed limit and encourage drivers to comply with it. Current village name plate is a long way out of the residential village community and to start the limit that far out would be counter- productive.
N	Road towards Cheddington, to a point just S of Roseberry Mews .	NSL	30	Village road . Consider bringing in village name plate sign to co- incide with start of 30 limit, to emphasise village speed limit and encourage drivers to comply with it.. PIAs = 1 Slight
N	Howell Hill Close (off Mentmore to Ledburn Rd)	NSL	30	Residential side road
N	The Green, (off Ledburn Rd)	NSL	30	Residential side road
N	Roseberry Mews	NSL	30	Residential side road

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NORTHALL (A4146 & side roads)				
O	A4146 Northall, (from the current 40mph terminal point, north westwards to include the dwellings to the north of Slapton Lane)	NSL	40	About 13 dwellings, plus farm, and junctions with Chapel Lane, and Slapton Lane. (Community Speed limit-Insufficient dwellings & density of dwellings to be Classified as Village for a 30mph limit)
O	Slapton Lane (off A4146) (short length onlynr junction with A4146)	NSL	40	Short length only as required to avoid placement of NSL signs at junction with A4146.
O	UC Northall:whole of Chapel Lane , off A4146 (approximately 265 metres long)	NSL	40	Fairly straight section of road, is single track with passing places. There are no pavements (footways). The Baptist Chapel and car park, and several houses are located down this lane, on the NW side. No speed limit signs will be required at the start of Chapel Lane, if 40mph put in place on A4146 past and on Chapel Lane itself. One pair of repeater signs on a single post may legally be required towards the end of the lane. (Community Speed limit-Insufficient Dwellings to be classified as Village for 30mph)
O	UC Northall: Kircutt Farm Close (off Chapel Lane)	NSL	40	No speed limit signs will be required for this cul de sac if it has the same speed limit as Chapel Lane.
O/P	A4146 Northall (& residential side roads) (Existing 40mph length, plus slight, (97 m.) , extension to the southern end of the current limit of to link Speed Limit and Village sign on Edlesborough Side of Village	40	30	Largely straight-approximately 6m wide. Several Jjunctions-mostly cul-de-sacs. Residential development flanks both sides. Public House on SW side. Footpath on SWside . Bus route. This limit is requested by the Parish Council, as well as several residents writing in individually. PIAs= 3 Slight. Traffic Survey July 2008 :- 85th%ile speed was NW 44.7mph & SE 41.8mph, Mean Speed was NW 38.9mph & SE 37.3mph, Average Traffic Flow over 12 Hours on a weekday was 8035. (Community Speed limit-Suffient Dwellings & density of dwellings to be Classified as Village)
P	UC Northall: South End Lane (From junction with A4146 for 200 metres)	NSL	30	13 residential properties, Village Hall and children's play area, 5 residential dwellings werebeing built when proposals for consultation were being decided. At this time, there are no pavements (footways).Request from Edlesborough Parish Council for lower limit . (Past this location , the road is single carriageway with passing places which leads after an open stretch to further residential properties and farms.This open length to remain as NSL- the additional signage, and cost required to lower it to a 30mph limit is not appropriate, with the current volume ~& speeds of traffic using this road. Traffic Survey July 2008, : The 85th%ile speed was SW 34.5mph & NE 34.2mph, Mean Speed was SW 28.2mph & NE 35.2mph, the Average Traffic Flow over 12 Hours on a weekday was 99.) (Community Speed limit-Insufficient Dwellings to be Classified as Village, however allowance made for residential section near Village Hall and Children's Play Area- as part of main village, & linking to 30mph Limit on main road)
P (& G)	A4146 between Northall & Edlesborough Section of A4146 approximately 725metres long linking the villages of Northall with Edlesborough.	NSL	40	Fairly straight-6-7m wide, links two communities. There are 8 Residential Dwellings set back from road on SW side, there are also field accesses.. Much of length on NE side undeveloped, with only access for entrance to farmers fields. Footway on SW side. Bus Route. PIAs = 1 Slight . A Traffic Survey was carried out July 2008, and the findings of this were: 85th%ile speed was NW51.5mph & SE 50.5mph, Mean Speed was NW 45.6mph & SE 44.7mph, Average Traffic Flow over 12 Hours on a weekday was 10,287. The Working Group discussed this short section of road, currently NSL which is being proposed to be lowered to a 40mph limit, it was felt that lowering of the limit would help drivers to reduce speed when entering the 30mph limit at each end, rather than giving the driver the opportunity to build up speed only to need to slow down again with more braking required. (Community Speed limit- Insufficient dwellings to be classified as Village for a 30mph)

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PITSTONE (Vicarage Rd) & IVINGHOE (extension of 30mph past Windmill car park)				
Q	Pitstone: Vicarage Rd to include the side Roads, The Pightle, Ship Lane, Church Road, and Rowland Close (Private Road)	40	30	There are approximately 30 properties along Vicarage Rd, mainly located on the southern side of the road. There are four further side roads, including a Private Road, with additional dwellings located on them. These all have a system of street lighting. Pitstone Parish Council have requested for this limit to be lowered as it is a key part of village, built up, and is also a key link road into and out of Pitstone. Community speed limit: meets no and density of dwellings for a 30mph village speed limit.
Q	Ivinghoe: B488 Extension to current Ivinghoe 30mph terminal, to village name plate south of the National Trust windmill car park (to include a very short section of B489 from the Ivinghoe Beacon direction.)			A number of residential properties along this section of B488, located on the NE side, plus a National Trust Windmill car park on the SE side. A couple of sharp bends. PIAs= 2 Serious 5 Slight giving a crash rate of 280 per 100mvkm, which is above the 'acceptable' of 35. Traffic Survey carried out July 2008:- 85th%ile speed SE 45.4mph & NW 43.7mph, Mean Speed SE 39.9mph & NW 38.8mph, Average Traffic Flow over 12 Hours on a weekday 7,378. Although it does not meet the normal criteria for a village speed limit of 30mph. It was agreed that because of the Windmill Car Park, lack of footway and collision history, a 30 limit extension could be a better option than a short section of 40mph over this road length, as drivers dislike several changes in speed limit along a road length. Feedback will strongly influence the final recommendation and a 'Have Your Say' sign will be located on this length to make drivers aware of potential changes. Community speed limit /high crash rate (possible exceptional circumstances)
SLAPTON				
R	Slapton: Church Rd : A short extension (25 metres) to the existing 30mph limit so that the start of the speed limit is linked with the village 'gateway'.	NSL	30	Existing village speed limit: extension to increase impact of limit and to reduce number of sign locations.
R	Slapton: Mill Road (A short extension (183metres) to the existing 30mph limit towards Billington)	NSL	30	Links the speed limit Signs with village ' gateway' to increase impact of limit and to reduce number of sign locations.. Limit will then include Equestrian Centre.
R	C81 at Slapton towards Horton (extension of 183m to existing 30mph limit)			Extension of 183metres from current 30mph signs towards Horton will mean that sharp bend will be within 30mph limit and limit will start at village gateway. This will increase impact of limit and reduce number of sign locations. There are no pavements (footways) along this section of road. Current signs at start/end of limit are overgrown by vegetation. Slapton Parish Council requested this extension.

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Dwg. Ref.	Affected road length	Speed limit		Reasons for proposal (& how it relates to DfT circular 01/2006)
		Extg.	Prop'd.	
C75 : WINGRAVE VILLAGE TO MENTMORE CROSSROADS				
S/T	C75 east of Wingrave to just east of Mentmore crossroads (about 2 km)	NSL	50	<p>High crash rate: 253.68 Per 100m Veh Km('expected' threshold is 60 for a minor road.) PIAs= 1 Fatal, 2 Serious, 7 Slight. Analysis of crashes suggests inappropriate speed for road is a likely key factor.</p> <p>Three Traffic Surveys carried out July 2008.</p> <p>1) <u>100metres SW Upper Wingbury Farm:-</u> 85%ile speed was SW 49.4mph & 49.9mph, Mean Speed was SW 42.7mph & NE 43.4mph, Average Traffic Flow over 12 Hours on a weekday was 1,815.</p> <p>2) <u>170metres NE of Upper Wingbury Farm. :-</u> 85%ile speed was NE 62.5mph & SW 60.9mph, Mean Speed was NE 54.1mph & SW 52.9mph, Average Traffic Flow over 12 Hours on a weekday was 1,820.</p> <p>3) <u>330metres SW Mentmore Crossroads. :-</u> 85%ile speed was NE 54.6mph & SW 52.5mph, Mean Speed was NE 47.6mph & SW 45.8mph, Average Traffic Flow over 12 Hours on a weekday was 1,828.</p> <p>Crash record justifies lower speed limit.</p> <p>NB: If , following consultation, this reduction in speed limit is approved, , it will be deferred for at least 12 months, possibly longer, to see if the local safety scheme of improved signing and road marking, introduced early in 2010, has been effective in lowering the number/severity of collisions along this section of road. Only If crashes persist is the 50mph limit likely to be introduced .</p>
WINGRAVE : VILLAGE ROADS				
U	C75 Wingrave (east end of village towards Ledburn) : Short extension to existing 30mph Limit of 46 metres to link up with Village Sign.	NSL	30	Existing village speed limit: extension to increase impact of limit and to reduce number of sign locations.
U	C69 Winslow Road, Wingrave Short (74.5metres).extension to existing limit.	NSL	30	A short extension to existing 30mph limit to include entrance to allotments located on North side. The 30mph sign to be linked in with Village Sign. Vegetation overgrown over Existing Signs. Existing village speed limit: extension to increase impact of limit and to reduce number of sign locations.
U	C69 SE of Wingrave (Tring Rd towards Long Marston : Short extension (116.5metres) to existing 30mph Limit to a point just S of Lower End,	NSL	30	Existing village speed limit: extension to increase impact of limit and to reduce number of sign locations.
U	Lower End until j/w Church road , existing NSL/30mph Limit.			Residential Properties on both sides, single track road without fooways (pavements). Limit will include all of village area within a 30mph limit. Existing village speed limit: extension