

New SLR	Old SLR Ref	Road Length	Speed Limit		Summary of Feedback	ID Ref No	BCC Comments
			Extg	Pref			
A	N22	A4128 Wycombe Rd. Prestwood	40	30	Concern over Speed in 40mph Limit, area of garden centre, request consideration be given to lowering to 30mph Limit	63	<p>Consideration be Given to Extending the Existing 30mph to PRESTWOOD Village Name Plate, a Distance of 835metres. To include the Two Public Houses, Garden Centre and Numerous Residential Properties.( more than 20 Dwellings)</p> <p><b>ATC Data November 2008</b> collected at Three Locations along this Section of Road:</p> <p><b>1. 200m SE j/w Lodge Lane Avge 35.8 NW &amp; 36.7 SE Flow: 7,798</b></p> <p><b>2. 45m SE Holy Trinity Church Avge 32.6 NW &amp; 32.7 SE Flow: 8,164</b></p> <p><b>3. Outside Polecat Public House Avge 34.2 N &amp; 35.7 S Flow: 7,778</b></p>
							<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b>
							<b>Consideration be Given to Extending the Existing 30mph to PRESTWOOD Village Name Plate, a Distance of 835metres. To include the Two Public Houses, Garden Centre and Numerous Residential Properties.</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments received.</b>
B	29b	Weedon Hill	30		No one observes the 30mph limit and those that do are causing dangerous overtaking.	41/49	<p>The section from the school to Keepers lane only has properties on one side of the carriageway and could be seen by drivers not to resemble a 30mph limit,although fully meets the village 30mph speed limit criteria. This road is part of a Recreational Cycle Route for the area. The 30mph terminal signs when entering the village from the B485 are next to the cricket ground and not at the location of the gate way feature.</p> <p><b>ATC Data 2003 by cricket ground Avge 37.7SE &amp; 36.7NW, Flow: 2529 (Survey School Holiday).</b></p> <p><b>ATC Data 2003 Cherry Tree Cottage 38.9SE &amp; 37NW, Flow: 2,594 (School Holiday Survey)</b></p> <p><b>ATC Data 2006 Cherry Tree Cottage 36.3SE &amp; 35.3NW, Flow: 2,695.</b></p> <p><b>ATC Data 2008 Hyde Heath SE of Village Centre 36.4W &amp; 35.8E Flow: 1,999</b></p>
			30		Much of the traffic is using this road as a 'rat run' to access Amersham. The speed of traffic entering the village is always in excess of the 30mph limit. Similarly traffic speed up when exiting the village from the pub/garage.NSL/30 signs are located outside Mantles Green Cottage	59	
							<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b>

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							<p><b>Consider extending the 30mph limit out from the village to the gate way feature towards the B485.</b> This would tie the speed limit in with the gate way feature to enhance the start of the village, should have the effect of slowing down vehicles before they reach the recreational ground and school. From the start of the 30mph limit east to copperkins Lane and up to the gateway consider a 40mph limit due to the nature of the carriageway being a local access route with bends and junctions and also forms part of a recreational cycle route and therefore contains vulnerable road users. More enforcement /driver awareness by VAS / TVP and also Parish Council to take proposals for footway and further traffic calming to the local area co-ordinator for investigation. School warning signs and keep clear markings are also worn which are to be forwarded to the Maintenance Team.</p>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments Received</b>
<b>C</b>	<b>N6</b>	Copperkins Lane, Chesham Bois.	30	30	The pavement and lighting stop outside his house and the speed limit goes up to 40mph. Told the limit was being reviewed, would like to know what is happening. Road is dangerous.	34	The 30mph limit stops north of Deep Acres which is still within the built up area of the village and therefore could be extended to the village gateway to take in the last properties and also to tie in with the gateway feature. This section is currently within a 40mph limit. This road is on a recreational cycle route.
			30	40	No one observes the new limit and those that do are causing dangerous overtaking.	49	
							<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b>
							<b>To Consider extending the 30mph Limit NW to Existing Gateway feature in Copperkins Lane, and to Recommend a 40mph Limit from the Gateway to the start of the 30mph Limit at Hyde Heath</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
<b>D</b>	<b>15</b>	Spurlands End Rd. Gt Kingshill	40	30	Customer feels that the limit should be reduced to 30mph. There have been 4 accidents on this bend and people are going through the hedge. Existing signs should also be moved.	33	<p><b>ATC Data 2003 within the 30mph section avge speeds 34.7NW &amp; 33.4SE, Flow: 994.</b> The 40mph section falls within the criteria for a 30mph limit with many properties situated on one side of the road. As a driver it feels like the start of a community and the speed limit should reflect this. There has been only one recorded slight injury incident within this section for the last 3yrs to 29/02/08. There has been several damage only crashes within the 40mph section.</p> <p><b>ATC Data July 2008 in 40mph section Avge speeds 37.4SE &amp; 35.6NW, Flow: 2,627.</b> There is no Village name Plate along this Section of Road when Entering Great Kingshill</p>
						24	
						38	
							<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b>

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							A 30mph Limit for this section of Carriageway due to its Nature and Locality.
							<b>WORKING GROUP RECOMMENDATION:</b> No Comments Received
E	N1	Rectory Hill, Amersham	NSL	30/40	Safety Audit recommendation for proposed Pelican Crossing at junction with School lane. 30mph limit has been extended up the hill for a short distance to modify speed of down hill traffic approaching the crossing.	3	ATC Data for 2003 Avge 34.7N & 34.6S, Flow: 6,522. ATC Data for 2006 Avge 35.5N & 35.7S, Flow: 6,672. This section is between 700/800m long and is a link between Amersham on the Hill and Old Amersham with an average of 10 properties set far back from the carriageway. It also has a wood and allotments on one side. With a school at both ends and no footway there would be vulnerable road users along this section. This would connect to a 30mph speed limit at both ends.
					Carriageway with footways at bottom near crossing which is a route to school. Rectory Hill has no footway, cluster of houses with pedestrians in the carriageway. Difficult to see approaching traffic on bends.	24	
					Request to lower speed limit to 30mph	38	<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b> A 40mph Limit for this section of Carriageway due to its Nature and Locality- A few houses in central section. Parked vehicles at northern end restrict available width.
							<b>WORKING GROUP RECOMMENDATION:</b> No Comments received
F	43	A4128 Missenden Rd, Cryers Hill	40	30	Request to lower speed limit between Gt Kinghill and Cryers Hill. Concerns over parents and children crossing the road and believe a pedestrian crossing would be well used. Cockpit Road is dangerous and would like to see traffic calming features in place.	55/54	High pressure from local residents and parish council to lower limit. This is a short section of 40mph limit and a change to a 30mph would also reduce the amount of limit changes along this section. Consideration to be given to other Traffic calming featu
			40	30	Request for lower limit	47	<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b> Remove 40mph limit and revert to a 30mph limit. Traffic Management Team to consider any other works with the Parish Council, funds allowing.
							<b>WORKING GROUP RECOMMENDATION:</b> No Comments Received

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G	N19	Sheepcote Dell Road	NSL	50	PC concerns for a short section of road which is currently NSL between a 30mph and 50mph limit. Logical to change limit to either 30 or 50.	60	The existing NSL is approx 650m in length from the 30/terminal signs to the 50mph limit with 11 properties set well back from the carriageway. There has only been 3 recorded incidents along the whole length with the last being in Sept 2006. Falls within the criteria for a 40mph or 50mph limit as a community related limit.
							<b>OFFICER RECOMMENDATION TO WORKING GROUP: Change Existing NSL to 50mph Limit to link up with Existing 50mph Limit on A404/consider 40mph, due to existing speeds below 50, but this will mean relatively short 40mph length.</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments Received</b>
H	B	Cherry Lane, Woodrow	NSL		Objects to current de-restriction of the lane as utter madness, will lead to a serious accident/fatality if not lowered. BCC is encouraging drivers to go as fast as 60mph as sign implies that these lanes are capable of carrying traffic at this speed. Do n	19	<b>ATC Data for 2006 near Woodrow High House Avge Speed 26.4NE &amp; 23.6SW, Flow: 303 (Survey School Holiday).</b> The Cherry Lane / Shirley Lane loop falls just outside the criteria for a 30mph limit but other factors can be considered. The section in the woods at the far end has been an issue with BCC for many years and this is being dealt with by our Highway Maintenance section as the problems arise.
					Agrees with ID ref 22. Cannot understand how speed limit on A404 can be 50mph and in Woodrow 60mph. Lane not wide enough for 2 cars to pass. Created a situation where a serious accident will happen	20	
					Needs to walk along the lane. Speed limits in similar areas do not accord with the Woodrow signs eg 30mph Cock Lane, Tylers Green. Many 4x4s and commercial vehicles. Illogical to have 50mph on A404 and unrestricted on Cherry Lane. A 20mph speed limit woul	21	
					Woodrow High house youth project is residential centre for federation of London Youth Groups. Has frequently had to jump onto verge.	22	
					Cherry lane is single track with passing places due to a very busy equestrian centre. Horse riders and walkers using the road, a sign required to make people slow down	23	
					50mph on A404 is welcomed but how can 60mph be logical for Cherry lane. Concerns for young people and children from activity centre. 20mph would be a common sense decision	28	
					Local request for a lower limit	37	

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					Endorses ID ref 22 comments. Understands from DFT papers that quiet Lane Status not necessarily lead to any reduction in traffic speed without introduction of other traffic calming measures. Management of verges may achieve this but at the far end land ow	31	
							<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b>
							<b>A 30mph limit for the loop and down to the entrance to Model Farm. Recommendations for the Traffic Management Team to look at signing and road markings.</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments received</b>
I	2	A355 London Road West	30		Existing speed limits incorrect (30mph is over used) and 40mph before Tesco roundabout is to high.	56	Part of this road meets the criteria for a 30mph limit within an urban area. Some of the ( eastern) end ,only has development on the northern side, accessed from a service road parallel to the A355.The old existing 40mph limit has been changed to a 30mph
							<b>OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION /Consider 40mph limit from west of j/w Millshot Drive to extend E of Stanley Hill rbt on A413 ( possibly extending to the east of the adjacent residential service road on the A413.)</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments Received</b>
J	9	A4128 Cryers Hill Road.			TRO should state 135m north of Lisleys Field, not 35m north.	37	<b>OFFICER RECOMMENDATION TO WORKING GROUP: Change TRO as stated/change order to take into account if changes are made to item 43 Missenden Road</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments received</b>
K	N5	New Road, Penn Street.	NSL	40	This road has vulnerable users ( walkers, horse-riders and cyclist ), which is on a national cycle route. No verges on blind bends. Where road emerges from the woods 3 serious accidents this winter (2005/06).	13	This section has public footpaths, wood area and is also on a recreational cycle route. This section of road would contain vulnerable road users. The top section in Penn Street is a 30mph limit and the connecting road at Penn bottom is a 40mph limit. <b>ATC Data in NSL July 2008 Avge Speeds 39.5NE &amp; 40.4SW, 85%ile speeds 6 to 7mph faster. Flow:845</b>
							<b>OFFICER RECOMMENDATION TO WORKING GROUP: Making this section from the Existing 30mph Limit from the Village to the Existing 40mph Limit at the Bottom of the Hill a 40mph. This would Link into Existing 40mph Limit which is also part of the Recreational Cycle Route</b>
							<b>WORKING GROUP RECOMMENDATION:</b>
							<b>No Comments Received</b>
L	40	Whielden Lane, Winchmore Hill	50	30	Terminal point by hedgerow, only one terminal sign could be installed, so limit currently not correctly signed - TVP not enforce.	37	Extend 30mph limit to Gateway feature, which is a distance of 206 metres. There is also only <b>ONE</b> Terminal Sign at Present, at this location (NE End). This is a narrow section and 30mph is not an unreasonable speed to drive, it is also near to the car park entrance for the wood.

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							<b>OFFICER RECOMMENDATION TO WORKING GROUP:</b> Extend the 30mph limit to the gateway and amend TRO's. Re adjust repeater signs to take into account new distances.
							<b>WORKING GROUP RECOMMENDATION:</b> No Comments received
<b>M</b>	<b>N2</b>	Wheeler Ave Estate	NSL	30	Small estate with no limit or signs, estate with no street lights.	37 & 4	TRO required and area to be signed
							<b>OFFICER RECOMMENDATION TO WORKING GROUP: Advertise a TRO for Area and Sign Accordingly to the Regulations</b>
							<b>WORKING GROUP RECOMMENDATION:</b> No Comments received
<b>N</b>	<b>N3</b>	B474 Penn Road, Beaconsfield	40	30	This is a residential area and present situation is very dangerous.	52 & 36	
			40	30	Concern over Speed of Traffic along this Section of Road, and consideration be given to additional signing on bend, and lowering of current Speed Limit from 40mph to 30mph	52,36& 62	COLLISION HISTORY LAST THREE YEARS 01/09/2005 until 31/08/2008. 1 Serious 4 Slight. Flow: 8,236 (2003) Distance 1.9km Accident Rate (Per 100M Vehicle km) =29.2 <b>ATC Data November 2008</b> collected at Three locations along this Section of Road: <b>1. N j/w Disraeli Park Avge 36.8 N &amp; 35.8 S Flow: 8,328</b> <b>2. SE j/w Churchill Drive Avge 34.3 NW &amp; 34.7 SE Flow: 8,332</b> <b>3 N j/w Wichert Close Avge 35.5 N &amp; 34.6 S Flow: 7,960</b>
							<b>OFFICER RECOMMENDATION TO WORKING GROUP: Consideration to Extending the 30mph limit to just West of 'Saucy Corner' bend/Clay St. junction.</b>
							<b>WORKING GROUP RECOMMENDATION:</b> No Comments received
<b>O</b>	<b>6</b>	A416 Amersham Road Chesham Bois	30		Overjoyed for review to take place.	41	Letter received in April 2005. New speed limit in force January 2006.
			30		Request for 30mph limit to be extended to link in with Copperkins Lane.	39	New 30mph limit is in place and extends from Copperkins Lane to just North of Chiltern Road, Chesham Bois.
			30		PC originally requested that the 40mph limit was retained and is very unhappy that a 30mph limit was implemented against its wishes. Believes that BCC has no evidence of any positive support for change, that no account taken of greatly reduced speed of traffic during rush hour/school times. that the collision	14	<b>COLLISION HISTORY 01:01:2003 until 16:01:2006.</b> FATAL: 0 SERIOUS: 1 SLIGHT: 3. 1 Serious = Car turning right in front of motorcycle. 3 Slight = Cars being hit from behind, either stopping due to traffic conditions/waiting to turn right. Accident Rate (per 100m Vehicle km) =24.7. <b>COLLISION HISTORY 16:01:2006 until 30:06:2008.</b> FATAL: 0 SERIOUS: 2 SLIGHT: 5. 1 Serious = Pedestrian running into carriageway (16yrs) 1 Serious = Impaired by alcohol. 2 Slight = Turning right into private driveways, rear ended. 1 Slight = Motorcycle overtaking cross hatchings, possibly at speed, lost control fell off (Raining/wet). 1 Slight = Pedal cyclist riding down footpath struck vehicle turning left onto main road. 1 Slight = Agricultural vehicle spraying verge, car leaving private driveway collision occurs. Accident rate (per 100m Vehicle km) = 47.6.

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0	6	A416 Amersham Road Chesham Bois			history only show 1 significant accident in last 6 years.		PC's views were known, but after formal consultation a 30mph limit was proposed, due to the mainly residential nature of the road length which contains 2 schools, church and the prevailing long term collision record. The PC did not make any representation at Public consultation (NB unfortunately, an oversight meant that the PC was not directly informed that the proposals were advertised in the local papers and by notices on site) No objections were received to the proposed 30mph limit at public consultation from the general public and none have been received subsequently. ATC Speed Data for 2002 Avge 30.5N & 32.4S, Flow: 14,786. ATC Speed Data August 2006 Avge 32.7N & 32.4S, Flow: 16,126 (Survey School Holiday).	
			30		Would like more obvious signage to both inform of recent change and to more clearly mark where the change takes place.	26	White & Red signs were in place informing of the new change to the limit. The terminal signs on the A416 approach to Chesham Bois appear to have a very high mounting height, 3m from the ground to the bottom of the sign. The vision of these signs is not good as you are going up the hill due to this mounting height and also they are within the wood area which forms dark shadows over the signs.	
					Parish Councillor: Speed Limit on the A416 had been 40mph for many years. As far as residents are concerned the road operated safely, without a significant accident problem prior to the recent lowering of the speed limit. Parish Council objected to the lowering of the limit at original consultation, and has continued to express the view at every opportunity		<b>The area falls well within the criteria for a village 30mph limit from the Chesham end up to Bois Avenue. The section from Bois Avenue to Copperkins Lane is 440m in length and could be a 40mph Limit</b> , however it contains a signal controlled crossing, road junction and several private lane accesses and therefore it is not recommended that any further change to be taken regarding the speed limit. To improve the vision of the terminal signs when entering the 30mph limit from the Chesham side by lowering the mounting height to 2.3m and to replace the existing signs with new which have a reflective yellow backing board. This will improve the vision of the signs and enhance the presence of the limit in low light conditions. As this area falls within the AONB area approval will be required for the use of yellow backing boards.	
					2 Further Parish Councillors feel that the limit should revert to 40mph. However one makes comment unless there is a history of collisions.		<b>OFFICER RECOMMENDATION TO WORKING GROUP: No further Action in Relation to Speed Limit</b>	
							<b>WORKING GROUP RECOMMENDATION:</b>	
							<b>TVP: Looking at Collisions on this section of road, no pattern that suggests speed to be a problem. No harm in consultation to see about reverting to 40mph. However the road meets the Criteria for 30mph. No harm letting the Limit stand.</b>	