

Document A Speed Limit Review Area 4						
Post Implementation Review: summary of evaluation of limits introduced in January 2006, plus additional limits considered since implementation.						
SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
1	A404 Stanley Hill	30		Query re inadequate signing of 30mph limit (street lit), flouting of speed limit. Lack of enforcement. Need police speed trap near the school, would be willing to assist in improving compliance with speed limit.	36 & 9	This road meets the criteria within an urban area with development on both sides of the road for a 30mph speed limit, this limit is enforced by a system of street lighting. Regular enforcement is being carried out by TVP and the Parish Council. ATC Data for August 2006 south of the School Ave 35.4S & 35.8N, Flow: 12,318 (Survey School Holiday) ATC Data for July 2006 north of the School Ave 33.3S & 32.9N, Flow: 13,976 (Survey School Holiday). Average speeds on the southern section has reduced by 2mph. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
2	A355 London Road West	30		Existing speed limits incorrect (30mph is over used) and 40mph before Tesco roundabout is too 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 limit which extends to the Gore Hill roundabout. This limit is also enforced by a system of street lights. The 30 limit was introduced to avoid a short length of 40mph limit between the Stanley Hill Roundabout and the Station Rd rbt. 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.) WORKING GROUP RECOMMENDATION:
3	A355 Park Lane, Beaconsfield	40/30		30mph limit on Park Lane is regularly exceeded, partly because of vehicles coming through the adjacent 40mph limit first. Would like to see the 30mph limit extended into the 40mph limit.	16	Letter received in December 2005, new speed limits were put in January 2006 and no further complaints have been received. Existing 30mph limit meets village speed limit criteria for a 30mph limit.The 40mph length meets criteria for community less dense than a Village S of Ledborough Lane & N of Ledborough Lane extends to include this junction & its approaches OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
5	Beamond End Lane	30/NSL		PC and local residents have concerns over the position of the terminal signs as they are near a farm which is on a dangerous blind bend. Traffic tends to speed up before the signs.Could they be moved 260m north towards Lt Missenden	60	The existing terminal signs are located just before the bend which is also the start of the single track section. Very little space within the verge areas at a point further out to reposition the signs and also to allow for the vision of the signs. Perception of this road would be to slow down beyond this point due to the enclosed nature and poor vision. Speed Measurements taken at Beamond End Lane 920m NE A404 Amersham Road in August 2008 , showed that less than 150 vehicles per day used this lane, with ave speeds N 22.3mph & S 23.1mph. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
6	A416 Amersham Rd, 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	40	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 history only show 1 significant accident in last 6 years.	14	<u>COLLISION HISTORY 01:01:2003 until 16:01:2006.</u> 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. <u>COLLISION HISTORY 16:01:2006 until 30:06:2008.</u> FATAL: 0 SERIOUS: 2 SLIGHT: 5. 1 Serious= Pedestrian Running into Carriageway (16yrs) 1 Serious= Impaired by Alcohol. 2 Slights= Turning Right into Private Driveways, Rear Ended. 1 Slight= Motorcycle overtaking Cross Hatchings, possible at Speed, Lost control fell off (Raining/Wet). 1 Slight= Pedal Cycle 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. PF Note: 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 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).

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		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 are 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.
						The area falls well within the criteria for a village 30mph limit up to Bois Avenue. The section from Bois Avenue to Copperkins Lane is 440m in length and could be a 40mph Limit, however it contains a signal controlled crossing, road junction and several private lane accesses and therefore do not recommend 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.
						OFFICER RECOMMENDATION TO WORKING GROUP: No further Action in Relation to Speed Limit
						WORKING GROUP RECOMMENDATION:
7	Coleshill. Tower Rd, Village Rd, Windmill Hill & Barracks Hill.	30		Only one comment on question 12 from the Speed Limit Reduction Survey and no other comments received.	36	Part of village speed limit. Dwellings not by themselves dense enough for 30 criteria, but narrow nature of road & sharp bends make 30 limit more appropriate here than on Magpie Lane (Ref 8a)
						OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION
						WORKING GROUP RECOMMENDATION:
8A	Magpie Lane, Coleshill	40	30	This section of the lane is more hazardous and incident prone stretch of road in the village. Similar to Tower Rd, Coleshill, which has a new 30mph limit. Number and type of premises is same as these other roads within the village.	36 / 15	There are very few properties which are adjacent to the carriageway many have driveways and properties are set well back from the road. This area falls within the criteria for a 40mph limit. This road also forms part of the recreational cycle route from Penn which are also along sections of road with 40mph limits. There are no recorded injury incidents for the last 3 yrs to 29/02/08.
						OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION
						WORKING GROUP RECOMMENDATION:
9	A4128 Cryers Hill Road	50	30	Request to extend 30mph limit and to provide some form of traffic calming.	40	High pressure from local residents and users of the school to extend 30mph limit, with regard to problems with parking and close proximity of existing terminal signs to the school.
		50	30	I feel that some of the speed limits in Great Kingshill need to be reduced. The 50/30 limit change is to close to the school. Another issue is the problem along the A4128 Missenden Road the limit changes from 30 to 40 and back to 30, it is an approved crocodile route for children and I feel that 40mph is too fast with HGV and buses passing by.	54	
						OFFICER RECOMMENDATION TO WORKING GROUP: Extend existing 30mph limit approximately 140m and therefore shortening the existing 50mph limit. The verge is to be turned into a parking area which will extend 134m from the existing 30mph signs. A new Gate will then be installed in front of the new speed limit sign. The 30 roundel will also be relocated. (No funds are available for traffic calming from the speed limit review therefore the PC need to contact their Local Area Co-ordinator to take this issue forward. ??KMM to advise)
						WORKING GROUP RECOMMENDATION:
9	A4128 Cryers Hill Road.			TRO should state 135m north of Lisleys Field, not 35m north.	37	OFFICER RECOMMENDATION TO WORKING GROUP: Change TRO as stated/change order to take into account if changes are made to item 43 Missenden Road
						WORKING GROUP RECOMMENDATION:
10	Cryers Hill Lane	40		No comments received.		Area falls within the criteria for a 40mph limit. ATC Data Average speeds taken 2003 36.3NW & 34.5SE, Flow 3746 (Survey School Holiday). No recorded incidents
						OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION
						WORKING GROUP RECOMMENDATION:
11	North Rd / Four Ashes Rd	40		No comments received		
						OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION
						WORKING GROUP RECOMMENDATION:
12	Forty Green Road	30		No comments received		Area falls within the criteria for a 30mph limit. ATC Data for 2003 avge 25.6NE & 27.2SW, Flow: 871 (Survey School Holiday)
						OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION

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						WORKING GROUP RECOMMENDATION:
14	A4128 Missenden Rd, Gt Kingshill	30		Roundel marking at northern terminal/w Stag Lane, not in place Oct 2006	37	Roundel is now in place.?? OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
14a	Pipers Lane, Gt Kingshill	NSL/30	30	Residents share the view that the limit should be 30mph or less for the whole length of lane, young children walk daily along this lane. Very concerned at threat to their safety posed by the speed of some of the traffic on the lane. School has also written requesting a 30mph limit.	5	Over the last four years only 4 complaints have been received via symology with regard to traffic speeds in the lane. There have been no recorded injury incidents over the last 3 years data to 29/02/08. ATC Data for July 2008 NSL Section Avge Speeds 24.8S & 25.5N, Flow: 650, ATC Data for July 2008 30mph Section Avge Speeds 23.9S & 24.9N, Flow: 627,
				Roundel on the carriageway, but no upright sign.	37	A repeater sign could be placed adjacent to the roundel or roundel marking left to fade/be burnt off. OFFICER RECOMMENDATION TO WORKING GROUP: Extending 30mph limit to junction with Boss Lane / Access to School is not necessary in view of recorded speeds which are below 30mph. May be counter productive. The majority of traffic is school related. WORKING GROUP RECOMMENDATION:
15	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	ATC Data 2003 within the 30mph section avge speeds 34.7NW & 33.4SE, Flow: 994. 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. ATC Data July 2008 in 40mph section Avge speeds 37.4SE & 35.6NW, Flow: 2,627. There is no Village name Plate along this Section of Road when Entering Great Kingshill OFFICER RECOMMENDATION TO WORKING GROUP: Remove existing 40mph section to extend the 30mph limit past the properties and through the bend to join the existing 50mph limit. PC to consider a Gateway Feature at this point to enhance a change in surroundings. WORKING GROUP RECOMMENDATION:
16	A4128			Speed limits too variable. Limit should be 30mph from the A413 all the way to Lodge lane and then rise to 40mph	35	PF note: This is the existing situation. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
17	Aylesbury Road, Gt Missenden	30		No comments received		ATC Data 2003 Avge Speeds 34.5NW & 33.3SE, Flow: 2,761. Area falls within the criteria for a 30mph limit. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
18	High Street/London Road, Gt Missenden	30		No comments received		ATC Data 2002 Avge Speeds 42.4NW & 43.9SE, Flow: 4,386 taken near tennis courts. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
19	Rignal Road, Gt Missenden	40		Pleased with new 40mph limits, as driver, walker, cyclist and horse rider. At western end of limit road immediately narrows so not enough room for 2 cars. Drivers think it is safe to accelerate as soon as they see the derestriction signs. Consider to continuing the 40mph limit to Lt Hampden turn.	32	This section of road is within area 5 which is being reviewed. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
20	Nairdwood Lane, Prestwood	30		No comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:

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21	Hotley Bottom Lane, Prestwood	30		Concern over the existence of NSL signs for a single track lane.	11	Signs conform to regulations and no further complaints have been received. This is a single track lane beyond this point and therefore speeds would not be high due to its nature. ATC Data 2003 Avge Speeds 21.9N, 21.9S, Flow: 143 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
22	Chequers Lane, Prestwood	30		Extg limit, lack of repeaters initially overlooked. Id by TVP	37	Install two new repeater signs OFFICER RECOMMENDATION TO WORKING GROUP: Two New Repeater Signs, o/s 9-11 and on School Sign o/s Allotments WORKING GROUP RECOMMENDATION:
23	Honor End Lane, Prestwood	NSL/40	40	Request to extend 40mph limit to Hampden Road. 3 recent accidents (Jan 2006) may be attributable to new NSL signs. 40mph limit stops short of the most hazardous part of the lane and the new de-restricting signs are placed to send entirely the wrong signal to drivers entering a dangerous section, as near to road narrow sign and horse warning sign. No road markings due to narrow width, unmarked and unprotected junction (location of accidents). Responded to letter sent by PF with further 12 comments, road signed as HGV diversion for bridge traffic and accidents caused by too fast descent.	12	The area from the end of the existing 40mph limit to Hampden Road is of open country side with only one farm which is just past the signs. The road has a short narrow section which is not seen as a problem. The approach to the junction with Hampden Road requires upgrading as the existing carriageway road markings and signs are worn and therefore this needs to be brought to the attention of the Traffic Management Team for upgrading. There are also Drainage Problems at this location LAT Aware. There has been only one slight recorded injury incident for the last 3yrs to 29/02/08, but there may be unreported incidents at the junction, causing factors would be unknown. OFFICER RECOMMENDATION TO WORKING GROUP: No Further Action to Speed Limit. Traffic Management to look at Signs and Lines WORKING GROUP RECOMMENDATION:
23	Honor End Lane, Prestwood			TVP query: TRO states `from a point 93 metres west of the centreline of its junction with Greenlands Lane, north westwards for a distance of 692 metres` This limit extends for only 604m.	37	Amend TRO OFFICER RECOMMENDATION TO WORKING GROUP: Re check distance and amend TRO. 92m West of the centreline of it's junction with Greenlands Lane to 30/40 limit and northwards for a distance 596m to 40/NSL. WORKING GROUP RECOMMENDATION:
24	Upperhollis	30		No comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
25	A404' Inkerman Hill ' Amersham Road, Hazlemere.	40		No comments received		Meets Criteria for a Community 40mph limit. Crash Record has improved from 4pa in the 3yrs before Implantation, to 1.78pa in the 27 months after. ATC Data 2003 Avge Speeds 36.5SW & 39.8NE, Flow: 12,262(Survey School Holiday). ATC Data 2006 Avge Speeds 36.0SW & 38.8NE, Flow: 11,727 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
26	B474 Penn Rd. Hazlemere.	30		No comments received		Meets Village 30mph Criteria as built up virtually whole of southern side, plus Golf Club on N side and houses alongside half of the northern side. ATC Data 2006 Avge Speeds 30.8NW & 32.0SE, Flow : 8,602 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:

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27	B485 Chesham Road, Hyde End.	50		No comments received		Meets criteria for a 40 or 50mph limit as a scattered community. Before implementation ATC Data 2003 Avge Speeds 45.9E & 44.6 W Flow: 6,234 After Implementation ATC Data 2006 Avge Speeds 44.5E & 42.9W, Flow: 6,000 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
28a	Brays Green lane / Walnut Way estate	30		No comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
28b	Chalk Lane	NSL/30	30	Concern that the signs are eyesores, request for signs to be relocated. Ineffective at preventing vehicles from speeding along the lane. The most dangerous section is from the A413 to the de-restriction signs. Signs are in the AONB. Request for signs to be placed near the A413 (JAS sent a reply on 21 April 2006, referred to monitoring and questionnaires). Parish Council would like the size of the terminal signs reduced.	10	Current location of the terminal signs is within the guide lines for a 30mph limit. The remaining section of road is a single track lane with minimal verge area and would not be suitable for a 30mph limit with repeater signs. The size of the existing terminal signs is 450mm smallest terminal sign size permitted and therefore can not be reduced any further.
		30		Terminal signs are at the village nameplate, 34m west of service road. This not the location on the TRO.	37	Amend TRO OFFICER RECOMMENDATION TO WORKING GROUP: Agree existing Location & size of Terminal Signs. Measure Distance and amend TRO. Distance is 505metres from centre line of Brays Green Lane WORKING GROUP RECOMMENDATION:
29a	Keepers Lane	30		No comments received		Single track lane with poor road surface, also forms part of a recreational cycle route. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
29b	Weedon Hill	30		No one observes the 30mph limit and those that do are causing dangerous overtaking.	41/49	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. ATC Data 2003 by cricket ground Avge 37.7SE & 36.7NW, Flow: 2529 (Survey School Holiday). ATC Data 2003 Cherry Tree Cottage 38.9SE & 37NW, Flow: 2,594 (School Holiday Survey) ATC Data 2006 Cherry Tree Cottage 36.3SE & 35.3NW, Flow: 2,695. ATC Data 2008 Hyde Heath SE of Village Centre 36.4W & 35.8E Flow: 1,999
		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 existing the village from the pub/garage. NSL/30 signs are located o/s the cricket ground. Dangerous for pedestrians at this point as a public footpath is also located near by and there is no footway for pedestrians.	59	OFFICER RECOMMENDATION TO WORKING GROUP: Consider extending the 30mph limit out from the village to the gate way feature towards the B485. 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. WORKING GROUP RECOMMENDATION:
30	Windsor lane/Nags Head Lane.	40		No Comments received		Windsor Ln ATC data for August 2006 Avge speeds 32.0SE & 30.5NW. Nags Head Ln ATC data July 2006 Avge 31.1E & 33.2W. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:

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31	Stony Lane/St Christophers Close.	30	30	No repeater signs provided and no terminal signs	37	Stony lane is private and St Christophers Close is maintained by BCC.St Christophers Close is on the new TRO but Stony Lane has been omitted. OFFICER RECOMMENDATION TO WORKING GROUP: Revise existing TRO to include tarmac section of Stony Lane and to sign both roads to specification. This will include terminal signs that lead off into the unmade section of Stony Lane. ATC Data August 2008 Average Speed N 14.2mph S 14.7mph Flow 110 WORKING GROUP RECOMMENDATION: ATC Data 2003 Avge Speeds 28.5E & 28.8W, Flow: 804
32	Little Missenden Village.	30		No Comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
33	Beacon Hill, Penn	30		No Comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
34	Pauls Hill, Penn	30		Distance in TRO is incorrect. Measured both ways and is 302m from B474 to NSL signs.	37	ATC Data 2003 Avge Speeds 26.4S & 25.8N, Flow: 390 (Survey School Holiday). Check distance and location of NSL signs. Location is ok as they are located near the last house the only other properties are located at the end of the lane. It would be very difficult to drive at an excessive speed on this single track lane. OFFICER RECOMMENDATION TO WORKING GROUP: If location is alright, amend TRO with Correct Distance WORKING GROUP RECOMMENDATION:
35	Hammersley Lane	40		No comments received		Meets 40mph criteria for a scattered community ATC Data 2003 Avge Speeds 32.5N & 32.9S, Flow: 5,531 taken at the mid way point. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
36	Penn Street	30		No comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
37	Perks Lane	30		No comments received		ATC Data 2003 Avge Speeds 29.8E & 29.0W, Flow: 802. Terminal signs are covered in vegetation and also a repeater sign, details passed to maintenance to cut back. No 40mph limit signs as before you exit onto the A4128 into a 40mph limit, this is because 40mph repeater signs are within 100m of Perks Lane on either side OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
38	Peterley Lane	40		No comments received		ATC Data 2003 29.6SW & 30.6NE, Flow: 1,490 taken near mid way point. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
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 ONE 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. OFFICER RECOMMENDATION TO WORKING GROUP: Extend the 30mph limit to the gateway and amend TRO's. Re adjust repeater signs to take into account new distances. WORKING GROUP RECOMMENDATION:
42	A4128 Missenden Rd, Gt Kingshill	40		No comments received		ATC Data for 2003 Avge Speeds 41.0S & 41.1N. Flow 8,851 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
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 features.Narrow footway along this length. Has been cleared back by maintenance in recent years, but pedestrians still feel vulnerable.
		40	30	Request for lower limit	47	

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						OFFICER RECOMMENDATION TO WORKING GROUP: Remove 40mph limit and revert to a 30mph limit. Traffic Management Team to consider any other works with the Parish Council, funds allowing.
						WORKING GROUP RECOMMENDATION:
44	Cock Lane	30		No comments received		ATC Data 2003 Avge Speeds 21.9N and 22.9S, Flow: 2,970 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
45	Nag's Head Lane	40		No comments received		ATC Data 2003 in proposed 40mph Section. Avge speeds 35.2E & 34.8W, Flow: 2,001 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
46	A413 Gt Missenden by-pass	NSL	50	Request to lower speed limit to help reduce dangerous overtaking	43	Crash Data shows only 2 Slight and 1 Serious Collison within the straight section of 1.5km for the last 3 years. Using the SMAF Spreadsheet the Accident Rate is 10.8 Per 100m Veh Km which is well within Government Guide Lines. None of these Collisions are related to speed or overtaking. Other incidents have occurred but these have been at the junctions / roundabouts. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
47	Heath End Road	40		No comments received		ATC Data in 2003 Avge Speeds 42.3E & 36.8W, Flow: 2,244 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
50	Spurlands End Road	50		No comments received		ATC Data 2003 Avge Speeds 44.1E & 45.1W Flow: 4,819 ATC Data July 2006 Avge Speeds 43.5E & 44.6W, Flow: 4,124 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
51	Cherry Lane, Old Amersham.	30		No comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
54	New Road, Coleshill.	40		No comments received		ATC Data in 2003 Avge Speeds 32.8NW & 30.3SE, Flow: 405 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
55	Clay Street, Knotty Green	40		No comments received		Part of a 40mph road network OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
57a	Common Wood Lane, Penn	40		No comments received		Part of a 40mph road network in recreational area OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
57b	Common Wood Lane, Penn	30		No comments received		Area conforms to the requirements for a 30mph limit. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
58	Kingshill Road, Terriers	40		No comments received		ATC Data 2003 Avge Speeds 37.1S & 37.2N, Flow: 7,187 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION

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						WORKING GROUP RECOMMENDATION:
60	Windmill Lane	50		No comments received		ATC Data 2003 Avge Speeds 36.8NE & 36.2SW, Flow: 2,586 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
62	A413 Deep Mill Lane	50				This is a new TRO for the new No Right Turn scheme implemented by the Traffic Management Team.
62a	Deep Mill Lane	60	40	The NSL Speed Limit should be lowered on this Country Lane	61	ATC November 2008 Data Avge Speeds 26.1W & 26.7E Flow: 1,604 OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION as existing speeds below a 30mph limit. (Would only meet criteria for a 40mph limit . Cost & difficulty of providing /maintaining signs not justified.
63	A404 Hazlemere to A413	50		No comments received		This Section of the A404 is 5.7km in Length. The Crash Record has improved from Avge 8.67 Accidents PA Prior to Implementation of Lower Limit, to Avge 7.5 Accidents PA after Implementation. Using The SMAF Spreadsheet this has shown a Reduction in Accident Rate (Per 100m Veh Km) from 32.0, to 26.4 This is below the Government Guide of Accident Rate 35 (Per 100m Veh Km) ATC 2006 Data Beamond End Avge 45.3W & 44.7E, Flow: 13,952. ATC 2006 Data South of Woodrow Avge 48.1W & 47.1E, Flow: 12,783 (Survey School Holiday) ATC 2003 Data near Crematorium Avge 46.7SW & 44.7NE, Flow: 14,252 (Survey School Holiday). OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
64a	A4128 Valley Road	50	40	As residents they witness the speeds travelled at night when 70% of accidents occur. Priority should be for a 40mph limit along entire Valley Rd and install a speed camera outside entrance to Hughenden Manor. Changing from 40 to 50 then back to 40 is illogical.	30	Does not meet criteria for a 40mph limit. 40 limit provided for crash length Nr Hughenden Manor. OFFICER RECOMMENDATION TO WORKING GROUP: No change to Valley Rd section of this 50mph limit WORKING GROUP RECOMMENDATION:
	A4128 Cryers Hill	50	30	Lower all limits, short lengths of road with changes not necessary.	51	
						The limit should be 30mph all the way through, people have complained and find it confusing. Limit changes too near the school.
	50	30	Request to lower speed limits and to extend existi	45	As no 9 OFFICER RECOMMENDATION TO WORKING GROUP: As recommended for item 9 (extend 30 limit for Cryers Hill Village downhill to proposed new gateway location. WORKING GROUP RECOMMENDATION:	
65	Gravelley Way, Penn Bottom	50		40mph roundel is within 50mph section	37	Roundel is at incorrect location OFFICER RECOMMENDATION TO WORKING GROUP: Remove roundel marking from carriageway and install a new 40mph roundel at change of limit

SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
65/65a	Penn Bottom	40		Letter of thanks - new limit made a noticeable difference to speed of traffic. Feel that majority of drivers now drive at less than 45mph, a huge improvement. Still some maniacs, but most are driving more slowly and are less inclined to blast past someone driving at a reasonable speed.	13	<p>Road has a Crash History and is extensively used by Horse Riders, Walkers, Cyclists.</p> <p>History of Collisions along Gravelley Lane Year by Year. 1997: 3 Slight 1998: 1 Fatal, 5 Slight 1999: 1 Serious, 6 Slight 2000: 4 Slight 2001: No Collisions 2002: 2 Slight 2003: 2 Slight 2004: No Collisions 2005: 2 Slight 2006: 1 Slight 2007: 6 Slight 2008: No Collisions up to 30/09</p> <p>Using the SMAF Spreadsheet for Three Year Periods the Accident Rate is as follows: 1997 until 2000 240.2 (Per 100m Veh Km) 2000 until 2003 96.1 (Per 100m Veh Km) 2003 until 2006 64.1 (Per 100m Veh Km) 2006 until 2008 102.7 (Per 100m Veh Km) These are well above the Government Guide Lines</p> <p>ATC Data has been collected at Three Locations along this Section of Road Prior/Post Implementation.(3.6km) 1.Gravelley Way 2002 Avge 45.0NW & 46.1SE, Flow: 2,298 Gravelley Way July 2006 Avge. 42.7NW & 44.4SE, Flow: 1,850 (School Holiday) 2.Gravelley Way 2002 Avge 40.6NW & 41.0SE, Flow: 2,269 Gravelley Way July 2006 Avge. 39.9NW & 40.8SE, Flow: 1,861 (School Holiday) 3.Penn Bottom 2002 Avge 39.3N & 38.1S, Flow:1,879 Penn Bottom July 2006 Avge 37.6N & 37.6 S, Flow: 1,658 (School Holiday) This Confirms that vehicles Speeds have Reduced Slightly.</p>
						<p>OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION Re Speed Limit. Passed to LSC for Consideration due to High Collison Rate.</p> <p>WORKING GROUP RECOMMENDATION:</p>
66	Watchet Lane	40		No comments received		<p>ATC Data Southern End 2003 Avge 37.2S & 39.9N, Flow: 3,856. ATC Data Northern End 2003 Avge 38.0S & 36.2N, Flow: 3,792.</p> <p>OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION</p> <p>WORKING GROUP RECOMMENDATION:</p>
Potential Quiet Lanes						
A	School Lane, Amersham			No comments received		<p>This section of road has a no entry from the A413 end and therefore reducing two way traffic.Single track lane west from Mill Lane.</p> <p>OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION</p> <p>WORKING GROUP RECOMMENDATION:</p>
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 not feel safe taking a walk with children/pushchair, has to jump into hedge to get out of way of speeding traffic. Pupils at Woodrow High House take walks along this lane and their safety must be a priority.	19	<p>ATC Data for 2006 near Woodrow High House Avge Speed 26.4NE & 23.6SW, Flow: 303 (Survey School Holiday). 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.</p>
				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	

SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
				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 would be more suitable, a 30mph limit may be considered to be too high.	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	
				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 owner has removed and widened the lane.	31	
						OFFICER RECOMMENDATION TO WORKING GROUP: 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.
						WORKING GROUP RECOMMENDATION: This is part of a recreational cycle route. No ATC Data available but each of the connecting lanes have Avge Speeds in the region of 25/27mph.
C	Hertfordshire House Lane	NSL		No comments received		OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
D	Riding Lane, Forty Green	NSL		No comments received		50% of the lane is unclassified and unsuitable for motor vehicles. Section from Forty Green Road to Gregories Road is used mainly by local residents. No data available. This road section is now called Holtspur Lane. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
E	Gatemoor Hill / Bayleys Bottom	NSL		No comments received		Narrow single track road with very poor road surface. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
F	Keepers Lane	NSL		No comments received		Narrow single track road with high sided banks and poor road surface. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
G	Chalk Lane	NSL		No comments received		Narrow single track road with high sided banks. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
H	Beamond End Lane	NSL		As item no 5, no comments regarding the rural section.		Narrow single track road with limited passing areas.

SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
						OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
I	Gate Moor Lane / Whitehouse Lane	NSL		No comments received		Narrow single track road OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
J	Mop End Lane	NSL		No comments received		Section from A404 to Mop End Farm is surfaced and NSL applies after this the lane turns into a track which is a designated Right of Way (Footpath & Bridleway) which is unsuitable for motor vehicles. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
K	Beacon Hill	NSL		Concerned re NSL signs & vehicle speeds near Bottom Farm. Requested ATC on length. Also request for Horse / Rider signs.	6 & 7	ATC Data Aug 2008 Avge 13.3mph S & 13.7mph N, Flow: 48 OFFICER RECOMMENDATION TO WORKING GROUP: No Action to existing Speed Limit, Traffic Management to Investigate Sign request WORKING GROUP RECOMMENDATION:
L	Broom Barn Lane	NSL		No comments received		Narrow single track lane. ATC Data 2003 Avge 23.2N & 23.9S, Flow: 223 . OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
M	Greenlands Lane	NSL		Narrow road, NSL signing created a new & real danger. Concern re pedestrian safety due to low volume of traffic, motorists seem to expect nothing coming in opposite direction		OFFICER RECOMMENDATION TO WORKING GROUP: No Further Action to speed limit, concerns regarding pedestrians to be passed to Traffic Management Team to consider additional warning signs. WORKING GROUP RECOMMENDATION:
N	Hotley Bottom Lane					OFFICER RECOMMENDATION TO WORKING GROUP: NFA. Lane is Within Area 5 WORKING GROUP RECOMMENDATION:
O	Horse Moor lane	NSL		No comments received		ATC Data 2003 Avge Speeds 29.1S & 28.6N, Flow: 267 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
P	Fagnall Lane	NSL		No comments received		ATC Data 2003 Avge Speeds 25.3S & 26.9N, Flow: 259 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
Q	Hyde Lane	NSL		No comments received		No Speed Data available. Single Track lane with low traffic flows. Only two public footpaths exit onto the lane and both are located at access points from properties. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
R	Marrods Bottom	NSL		No comments received		ATC Data 2003 Avge Speeds 33.0W & 34.0E, Flow: 397 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
S	Coleshill Lane	NSL		No comments received		ATC Data 2003 Avge Speeds 29.7SE & 26.5NW, Flow: 335 (Survey School Holiday) OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:

SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
New lengths of road considered for changes -post implementation						
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	
						OFFICER RECOMMENDATION TO WORKING GROUP: 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.
						WORKING GROUP RECOMMENDATION:
N2	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
						OFFICER RECOMMENDATION TO WORKING GROUP: Advertise a TRO for Area and Sign Accordingly to the Regulations
						WORKING GROUP RECOMMENDATION:
			40	30 This is a residential area and present situation is very dangerous.	52 & 36	
						OFFICER RECOMMENDATION TO WORKING GROUP: See also N21
						WORKING GROUP RECOMMENDATION:
N3	B474 Penn Road, Beaconsfield		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 ATC Data November 2008 collected at Three locations along this Section of Road: 1. N j/w Disraeli Park Avge 36.8 N & 35.8 S Flow: 8,328 2. SE j/w Churchill Drive Avge 34.3 NW & 34.7 SE Flow: 8,332 3 N j/w Wichert Close Avge 35.5 N & 34.6 S Flow: 7,960
						OFFICER RECOMMENDATION TO WORKING GROUP: Consideration to Extending the 30mph limit to just West of 'Saucy Corner' bend/Clay St. junction.
						WORKING GROUP RECOMMENDATION:
N4	Gregories Road, Beaconsfield	30	30	Road needs humps or other traffic calming as the average speed of traffic is far higher than 30mph.	36 / 53	ATC Data for 2001 Avge 33.3S & 33.0N, Flow: 5,026.
						OFFICER RECOMMENDATION TO WORKING GROUP: NFA for SLR. Request for Traffic calming for Traffic Management Team for Consideration.
						WORKING GROUP RECOMMENDATION:
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. ATC Data in NSL July 2008 Avge Speeds 39.5NE & 40.4SW, 85th%ile speeds 6 to 7 mph faster. Flow: 845 .
						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.
						WORKING GROUP RECOMMENDATION:

SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
N6	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	
						OFFICER RECOMMENDATION TO WORKING GROUP: 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 WORKING GROUP RECOMMENDATION:
N7	B485 Missenden Road, Chesham.	NSL	40	Many accidents some fatal along this section from Chesham.		Crash Data from Little Hundridge Lane to Chesham, shows Four Recorded Accidents for the last Three Years to 30/09/2008. They Are: 1 Fatal, 1 Serious and 2 Slight. Using SMAF Spreadsheet the Accident Rate along 2.6km of this Section of Road is 22.7 Per 100m Veh KM. This is well within the Current Government Guide Lines. There has been several un-reported incidents for this location. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
N8	Rignall Road, Gt, Missenden	30		Concern for speed of traffic within the 30mph limit. 30mph sign hidden by TP, is on far side of railway bridge on a bend and out of sight of traffic. Cars pickup speed to go over the r/way bridge. Request for additional signs.	17	There are Repeater Signs along this Section of Rignall Road, and also Lamps Fitted to Telegraph Poles. Speed Enforcement is Carried out by Safer Roads Partnership also on this Section of Rignall Road OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
N9	Copes Rd	30		Concern re speeding traffic and inadequacy of existing 30mph signs. Most residents have to access road without sight of approaching traffic. Repeater signs are concealed in hedges in summer. Has written to TVP for consideration as a community concern site March 2006. Request to up-grade signs.	18/29	Monitoring to be carried out.KMM has replied. Repeater signs near junction with Spurlands End Road are damaged and hidden in the hedge. OFFICER RECOMMENDATION TO WORKING GROUP: Replacing Signs. Cut Hedge around Signs and Place a New 30mph Roundal on the Carriageway adjacent to the Signs. Further Roundals to be funded by the Parish Council/Maintenance Section WORKING GROUP RECOMMENDATION:
N10	Sawpit Hill and Watchet Lane	30		Lack of speed limit signs, speed limit not obvious. Only a few street lights. Children are vulnerable. Lack of repeater signs.	25	Street lighting has been checked and distances are within the tolerances allowed. Limit is enforced by street lighting. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
N11	North Road, Widmer End	30/40	enf	Concern that traffic is not responding to new speed limits. (After speeds not obtained for this road)	27	Advise re Community concern enforcement/SID OFFICER RECOMMENDATION TO WORKING GROUP: No further action reference to the Speed Limit WORKING GROUP RECOMMENDATION:
N12	A355 Gore Hill & Amersham Road	NSL	50	Concern following an accident on this road. Very busy and would like to see speed limit reduced as per other A roads.	36 / 57	A355 Amersham to Beaconsfield NSL. (Length of Road 5.2km). <u>Collison History Last Three Years:</u> Fatal:1 Serious: 5 Slight: 25 Flow of Traffic 16,422 (2002) Accident Rate (Per 100M Veh Km) = 33.2 This is within Current Government Guide Lines OFFICER RECOMMENDATION TO WORKING GROUP: No further action reference to the Speed Limit WORKING GROUP RECOMMENDATION:
N13	Reynolds Road, Beaconsfield.	30		Question 12 in Speed Limit Reduction Survey	36	A normal built up urban area with parked vehicles at times. 30mph limit enforced by street lighting. OFFICER RECOMMENDATION TO WORKING GROUP: No further action reference to the Speed Limit

SLR Ref	Road Length	Speed limit		Summary of feedback	ID Ref	BCC Comments
		Extg	Pref			
						WORKING GROUP RECOMMENDATION:
N14	Hundred Acres Lane, Prestwood	30		Question 12 in Speed Limit Reduction Survey		A built up residential urban area. 30mph limit enforced by street lighting. No records exist via symology with regard to any speeding issues. OFFICER RECOMMENDATION TO WORKING GROUP: No further action reference to the Speed Limit WORKING GROUP RECOMMENDATION:
N15	Hare Lane, Little Kingshill	30		Question 12 in Speed Limit Reduction Survey	36	This road is covered by a 30mph limit and is not seen as a problem. Signs exist on site. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
N16	Totteridge Road			Question 12 in Speed Limit Reduction Survey	36	OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
N17	Martinsend Lane	40	30	Question 12 in Speed Limit Reduction Survey	36	This road now has a 30mph limit. OFFICER RECOMMENDATION TO WORKING GROUP: NO FURTHER ACTION WORKING GROUP RECOMMENDATION:
N18	Rosetree Close, Prestwood	30		Order states Rose Tree Close not same as nameplate on site.	37	Checked with the District Council for the correct wording, and with legal section regarding any TRO order. OFFICER RECOMMENDATION TO WORKING GROUP: TRO Amendment required to Change wording to Rosetree Close to conform with Nameplate and the District Council WORKING GROUP RECOMMENDATION:
N19	Sheepcote Dell Road	NSL		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. 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. WORKING GROUP RECOMMENDATION:
N20	A4128 Wycombe Rd, Prestwood	40				Speed limit repeater warning signs warn. OFFICER RECOMMENDATION TO WORKING GROUP: NFA, to be forwarded to Maintenance Team for Replacement WORKING GROUP RECOMMENDATION:
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	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) ATC Data November 2008 collected at Three Locations along this Section of Road: 1. 200m SE j/w Lodge Lane Avge 35.8 NW & 36.7 SE Flow: 7,798 2. 45m SE Holy Trinity Church Avge 32.6 NW & 32.7 SE Flow: 8,164 3. Outside Polecat Public House Avge 34.2 N & 35.7 S Flow: 7,778 OFFICER RECOMMENDATION TO WORKING GROUP: WORKING GROUP RECOMMENDATION: