

**AREA 6 SPEED LIMIT REVIEW: POST IMPLEMENTATION FEEDBACK/MONITORING - CONSIDERATION OF FURTHER CHANGES TO LIMITS**  
Working Group meeting of xx/xx/2009, attended by

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
1	A355 ( S end of dual c'way to Farnham Cmn)	50	Previous limit	Queries necessity for change of limit	3	<b>Road Character:</b> 'A' road Upper tier <b>Dwellings:</b> Few dwellings, pub and occasional property <b>Flow:</b> 15803 (2004) 16433 (2008) <b>Ave Speed:</b> 51.8mph (2004) No data for 2008 <b>85th %ile speed:</b> 58.8mph (2004) No data for 2008 <b>No. of crashes/Accident Rate (2000 onwards - 2008):</b> <b>Pre imp-</b> 16 accidents over 3 years - 34.1 per 100 million veh km <b>Post imp -</b> 5 accidents over 1.25 years - 24.7 per 100 million veh km  <b>Bucks CC Comments:</b> Data showed that the accident rate was below 35 million veh km before new 50mph speed limit was introduced. The accident rate has lowered from 34.1 to 24.7 million veh km in the last 15 months, with annual accidents decreasing from 5.3 per year down to 4 accidents per year, there is an accident saving of 1.33.  Although most of the length is within rural settings, the geography of the road should be considered. In places the road has fairly sharp bends, steep gradients and over hanging trees in areas. During winter months the factors mentioned combined with poor weather justifies a 50mph limit. The stretch of road concerned has had fatal accidents in the past with some slight injury accidents within the vicinity of accesses and junctions. Speed limit appears to be working.  <b>Recommend NO CHANGE.</b>	A355 is an upper tier road with few bend but one known dangerous twisty section.  There are several junctions along route where turning accidents have occurred  At southern end of speed limit there are residential accesses  Although the initial crash rate was below the 35 per 100 million vkm threshold, it makes sense to leave the speed limit in place as crash rate has slightly reduced
			Agree	Agree with new limit	Wexham PC (41)		
			Agree	Agree with new limit	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC ( 44)		
			Agree	Agree with new limit	46		
			NSL	Major trunk road - NSL, apart from urban areas	49		
			50/60	To allow traffic to reach destination in a quick and efficient manner	64		
2	A355 Collinswood Road, Farnham Common	30	EXTEND 100M n	2 bus stops at the bend ,traffic regularly halting from speed behind stopping buses. Also vehicles come fast round bend from the north and hit back of static ( turning) vehicles, waiting to enter driveways	10	<b>Road Character:</b> 'A' Road Upper Tier/village <b>Dwellings:</b> On both sides of road for whole length (except north end) <b>Flow:</b> 13529 (2001/2) 11738 (2008) <b>Ave Speed:</b> 34.4mph(2001/2) 30.6mph(2005/8 combined data) <b>85th %ile Speed:</b> 39.4mph (2001/2) 36.6mph (2005/8 combined data) <b>No. of Crashes:</b> <b>Pre imp:</b> 16 accidents over 3 years - 67.5 per 100 million veh km <b>Post imp:</b> 5 accidents over 1.25 years - 58.4 per 100 million veh km  <b>BCC Comments:</b> There is a relatively high number of accidents in a short space of time (5 accidents in 1.25 years) compared to a total of 16 accidents over 3 years of data. There is only an accident saving of 1.33 accidents per year. The average speeds show that traffic is obeying the new limit. Most of the accidents along this length of road have been turning related.  <b>Recommend NO CHANGE.</b>	This length of road is suitable for a 30mph limit and meets the village criteria there are key buildings including a school, shops and other places of business. There are also residential dwellings along most of the road. At time of implementation 'New Speed Limit in Force' signs were erected. Local traffic has had plenty of time to adjust to the speed limit change.  Agree that the terminal location at the north end of the limit could be moved either north or south of the current location to improve visibility splay (consider cost of re-locating illuminated assemblies) The length is street lit and guidance does not permit 30mph signing within a streetlit area. The Parish Councils all agree with the new speed limit. Signing meets legal requirements.
			Relocate terminals	30 terminals signs too near bend- impossible to see them until last minute- cannot decrease speed in time without braking & following cars have to brake very hard to change their speed. Signs should be moved further along road eg at traffic islands where old 40 signs were placed, as easy to see from a distance.	18		
			Enforced	Inadequate signs, no speed enforcement other than 1 camera ( in wrong place)- needs average speed camera.	26,		
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			Agree	Agree with new limit	Wexham PC (41)		
			Agree	Agree with new limit	B'fld TC ( 42)		
			AGree	Agree with new limit	Fulmer PC ( 44)		
			AGree	Agree with new limit	46		
40	Major trunk road - NSL, apart from urban areas	49					

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
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5	Christmas Lane	30	NSL	Concerns about the new 30 mph speed limit, it is said to encourage people to drive faster. Before no one drove beyond 10 - 15 mph down this very narrow lane- now dramatic change in driving habits. Concerned re safety of children who walk/cycle on lane. Also, environmental pollution by signs.( 10 within 500m is excessive)	7	<p><b>Road Character:</b> Village environment  <b>Dwellings:</b> 21 houses  <b>Flows:</b> 212  <b>Ave Speeds:</b> 26.1mph  <b>85th %ile Speeds:</b> 33.4mph  <b>No of crashes:</b> 0</p> <p><b>BCC Comments:</b>  Not recommended that the speed limit should change despite public observations claiming that traffic is now traveling faster than before. The comment regarding the number of signs is misleading, there are 'four' posts with back to back signs totaling to 8 individual signs, not 10 (not including terminals). The spacing could be reviewed and potentially one could be removed.</p> <p><b>Recommend NO CHANGE</b></p>	<p>There are a sufficient number of houses along the road to warrant a 30mph speed limit (village)</p> <p>There are no key buildings in the area to help justify the 30mph</p> <p>There have been no accidents in the last 3 years</p>
77a	Parish Ln/Collum Green Rd	40				<p><b>Road Character:</b> Lower tier, scattered village  <b>Dwellings:</b> Not many fronting on to road  <b>Flows:</b> 3473 (2004) 3801 (2008)  <b>Ave Speeds:</b> 43.5mph (2004) 40.5 (2008)  <b>85th %ile Speeds:</b> 49.2mph (2004) 46.7mph (2008)  <b>No of crashes:</b></p> <p><b>Pre imp:</b> 7 accidents in 3 years before imp  <b>Post imp:</b> 4 accidents 18 months after imp</p> <p><b>BCC Comments:</b>  ATC data shows that traffic is traveling at a safe speed within 40-42mph. 85th %ile speeds show that some traffic is still traveling up to 50mph, hence the concern from local residents. For the entire length of Parish Lane/Collum Green Road, crash data shows that 3 years before implementation there were 7 slight accidents and 1 serious. From Jan 07 to present, there has been a reduction in slight accidents down to 4 and no serious or fatals. The speed limit appears to be reducing accidents but there is only 18 months worth of post implementation data available. With a reduction of only 2 accidents, over another 18 months this figure could potentially increase.</p> <p>Its possible to extend the 40mph speed limit east of the accesses to Stoke Wood, Hedgerley Park Farm and Colley Hill Lane. This extension of 40mph is justified due to the layout of the road and its narrow twisty nature including the scatterd housing and the junction with Stoke Wood. This is comparable with the existing 40mph limit at western end which has areas of woodland with no housing for several hundred metres so the extension requested can be justified.</p> <p>If this speed limit is to be extended, it could be tied in with the 40mph on B416 Windsor Road. Most of Collum Green Road/Parish Lane would then be subject to a 40mph limit (if extended past Stoke Wood) and would make sense to include the gap up to B416 considering the rest of the length is 40mph. Accident data shows only slight accidents at junctions and turnings.</p> <p><b>Recommend retaining existing speed limit but support an extension up to the B416, (proposal M)</b></p>	<p>There are few properties actually fronting onto the road but there are several access roads leading to residential areas</p> <p>The existing section of 40mph is within a scattered community and the side roads have poor visibility</p> <p>There are a fairly high number of cyclists and pedestrians using the road</p> <p>Heavy traffic at peak times, road used as shortcut between motorways.</p>
			Extend east	Residents want limit extended to the eastern end due to fast traffic past entrance to Stoke Wood & other dwellings.	Stoke Poges PC ( 40)		
			Agree	Agree with new limit	Wexham PC (41)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC (44)		
			Disagree	Not enforceable too many signs in rural areas	46		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
8a	Templewood Lane ( W /A355 end)	40	30	Excessive speed along this section.	Stoke Poges PC (40)	<p><b>Road Character:</b> Lower tier, village  <b>Dwellings:</b> 30+ houses fronting the road  <b>Flows:</b> 2057 (2004) 2470 (2008)  <b>Ave Speeds:</b> 32.5mph (2004) 32.7mph (2008)  <b>85th %ile Speeds:</b> 37.7mph (2004) 37.7mph (2008)  <b>No of crashes:</b>  <b>Pre imp:</b> 0 accidents in 3 years before imp  <b>Post imp:</b> 0 accidents 18 months after imp</p> <p><b>BCC Comments:</b>  This section of Templewood Lane suits a 30mph limit, there is housing set back from the road but enough to warrant a 30mph limit. The Road is fairly narrow in places and there are junctions and accesses for most of the length. The road is subject to a system of street lighting so if changed to 30mph, no repeaters can be erected. Currently the side roads have been left unsigned due to NSL sign issues on private roads. If private roads could be included in a 30mph TRO no signing would be required at the junctions which would cut down on expense and cluttering. Alternatively the road could remain 40mph and have all the side roads included in a 30mph TRO but this would require 30mph terminal signs at the entries to each side road.</p> <p>There are 30+ houses along the route and the road is long enough to support the posted 40mph limit according to 85th%ile and average figures. Local residents claim that traffic is still traveling too fast and possibly above the speed limit. There is good accident history with no accidents in the last 3 years. Pedestrian traffic would be fairly low but used by cyclists.</p> <p>There were concerns about the signs spoiling the look of the area, with a 30mph limit imposed there would be no need for 30mph repeater signs due to the road being within a system of street lighting. Other 30mph side roads would have their terminal signs removed.</p> <p><b>Recommend changing speed limit to 30mph, (proposal K)</b></p>	<p>Urban area/village environment</p> <p>Speeds are already within the posted speed limit.</p> <p>There are 30+ houses along route and meets 30mph criteria</p> <p>There are no key buildings</p> <p>Used by cyclists</p> <p>Buildings on both sides of the road with private road access. A 30 mph speed limit would suit this road quite well, and so the private roads can be included into the 30 otherwise we would have to sign these smaller lengths as National Speed Limit.</p> <p>Consider a 30mph speed limit and include the private roads</p>
			Agree	Agree with new limit	Wexham PC (41)		
			50	No reasons given	B'fld TC (42)		
			Agree	Agree with new limit	Fulmer PC (44)		
			Disagree	Not enforceable too many signs in rural areas	46		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
8b	Templewood Lane ( E /GX Rd end)	40	? enforced?	Excess speed of traffic. Pedestrians at risk crossing to parking area opposite cottages. Poor visibility emerging onto road from cottages between parked cars.	19	<b>Road Character:</b> Lower tier, village <b>Dwellings:</b> 20+ <b>Flows:</b> 2011 (2004) 2346 (2008) <b>Ave Speeds:</b> 37.1mph (2004) 34.5mph (2008) <b>85th %ile Speeds:</b> 44.7mph (2004) 41.1mph (2008) <b>No of crashes in last 3 years:</b> 1 accident  BCC Comments: According to guidance, this stretch of road could support a 30mph speed limit. There are a sufficient number of houses fairly close to the road (20+) and quite narrow. Pedestrian traffic includes residents crossing the road to gain access to their cars which are parked off road, potentially children crossing with parents. Local comments from PC and residents include observations of excessive speed. 30mph limit can be justified.  Average speeds for before and after implementation are below 40mph, but 85th %ile speeds are between 40 and 44mph. There has only been 1 reported accident on this road at the junction with Duffield Lane. A straight swap of speed limits is possible without moving the terminal sign location at the west end. If traffic is encouraged to travel slower when entering the speed limit, it could minimise the potential for turning accidents at Duffield Lane.  Recommend changing speed limit to 30mph using the same terminal point. Its more suitable to site the terminal point at same location east of Duffield Lane where the line of housing starts, but this would mean leaving out the properties on the north side of carriageway on the bend. Alternativly a buffer 40mph speed limit was considered for the western part of the potential 30mph limit, but was thought this distance would be too short to be practical  <b>Recommend changing to 30 mph speed limit (Proposal L)</b>	There are 20+ houses along route on north side of carriageway only  No key buildings  Daily pedestrian traffic often crossing road residents have vistors that park on the road which will make visibility limited so there is always a chance of a young child to run out in the road, would a 30 mph speed limit work here ?,  This part of Templewood Lane is quite straight with little / no corners  With the nature of the road and the how people park on the road residents may feel that the 40 mph is too fast for a road of this nature  No recent accidents on the road
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			Agree	Agree with new limit	Wexham PC (41)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC (44)		
			Disagree	Not enforceable too many signs in rural areas	46		
			30	The road is narrow with houses that abut it very closely, and drivers race down it generally in excess of 50 mph very dangerously.	54		
			30	Traffic in layby and on side by houses does not allow people coming out of houses or cars to see traffic coming at 100 mph+. Should have speed limitations - camera or humps. Similar road - Duffield Lane - has cottages one side, no layby and limit of 30 mph.	55		
9	B416 Gerrards Cross Road/windsor Rd ( N&S of Stoke Common xrds)	40	Agree	Agree with new limit	Stoke Poges PC ( 40)	<b>Road Character:</b> straight road- Common on east side, (used by walkers & horseriders), buildings on west. Traffic signal controlled crossroads junction with minor roads,plus a further junction with a minor road and bus stops. <b>Dwellings:</b> 8 houses and 'Fox & Pheasant' PH <b>Flows (average of 2 sites north &amp; south of cross roads):</b> 7488 (2004) <b>Ave Speeds (average of 2 sites north &amp; south of cross roads):</b> 39.3mph (2004) <b>85th %ile Speeds:</b> 45.8mph (2004) (No post imp speed/flow data for 2008 available) <b>No of accidents:</b> <b>Pre imp:</b> 6 accidents in 3 years before imp <b>Post imp:</b> 2 accidents 18 months after imp  <b>BCC Comments:</b> 40mph limit is justified on the length. Before implementation there were a high number of slight accidents at the signalised cross roads. The lower limit allows cars to slow down before approaching junction (heading north and south).  Removing the short length of NSL between this current limit and the 30 limit for Stoke Poges, could create an extended 40mph. This is a straight stretch of road at only approx 400 metres long and there are several rights of way crossing points.  So far, accidents appear to be reduced. No post implementation speed/flow data available.	Village  Community with less than 20 houses, not enough properties to be considered as a 30 mph speed limit but the 40 is suitable for this community  Half density of Village  Used as a route from Gerrards Cross to Stoke Poges,  Traffic volume means could be deemed an Upper or Lower tier road . In addition to community basis for limit Appendix D : 40 mph for upper tier road could apply based on acceses & vulnerable road users accessing bus stops & rights of way network on Common.
			Previous limit	Queries necessity for change of limit	3		
			Agree	Agree with new limit	Wexham PC (41)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC (44)		
			DISagree	Not enforceable too many signs in rural areas	46		

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			40/60	Limit at rural areas moved beyond village limits	57	<b>Extension of 40mph south to entry to Stoke Poges. (proposal J)</b>	
10	B416 Gerrards Cross Rd /Bells Hill Stoke Poges	30	Previous limit	Queries necessity for change of limit	3	<b>Road Character:</b> village <b>Dwellings:</b> : 6 (in extended section at N end of village) <b>Flows:</b> May 2008 9451 N of j/w Hollybush Hill <b>Speeds:</b> average of 3 sites at N end of village <b>Ave Speeds:</b> 33.7mph (2002) <b>85th %ile Speeds:</b> 40.3mph (2002) (No post implementation speed/flow data available) <b>No of accidents:</b> <b>Pre imp:</b> 2 accidents 3 years before <b>Post imp:</b> 1 accident 1.5 years after  <b>BCC Comments:</b> Most feedback is favourable  The 30mph extension was implemented to include properties north of Freemans Close within the speed limit and to encourage drivers to slow down before entering the village. The suggestion of a mini roundabout at the junction with Vine Road could potentially result in more accidents  <b>Recommend NO CHANGE</b>	More than 20 dwellings in community. Extent of limit includes all side roads/dwellings within village on this road Meets the criteria of Appendix D
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			Agree	Agree with new limit	Wexham PC (41)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			AGree	Agree with new limit	Fulmer PC ( 44)		
			NSL	No reasons given	46		
			40/60	Limit at rural areas moved beyond village limits	57		
			Agree	The lowering of the limit from 60 mph to 30 mph on Gerrards Cross Road certainly pleased us. Cars have always travelled at high speeds along this road, hence the reason that the council reduced the limit. But it has done absolutely nothing to slow the traffic down. I suggest that a raised mini roundabout at the end of Vine Road will slow these people down.	62		
11	Hollybush Hill,( western ,A355 ,end)	30	Agree	Agree with new limit	Wexham PC (41)	Lower Tier road Several access along this road  According to the Criteria this stretch meets the guidance to a 30 mph speed limit Classed as a Village More then 20 houses including a Public House Meets the criteria of Appendix D (30 mph)	
			Agree	Agree with new limit	Fulmer PC ( 44)		
			AGree	Agree with new limit	46		
11a	Hollybush hill ( eastern end)	40	Agree	Agree with new limit	Stoke Poges PC ( 40)	<b>Road Character:</b> Village <b>Dwellings:</b> 11 <b>Flows:</b> 3387 (2002) 3611 (2008) <b>Ave Speeds:</b> 39.3mph (2004) 35.8mph (2008) <b>85th %ile Speeds:</b> 45.8mph (2004) 40.9mph (2008) <b>No of accidents:</b> <b>Pre imp:</b> 2 accidents 3 years before <b>Post imp:</b> 1 accident 1.5 years after  <b>BCC Comments:</b> This length of road suits a 40mph limit according to guidelines. Not possible to continue the 30mph up to Framewood Road due to lack of properties and key buildings (school/church etc.). The request for new 'SLOW' road markings is feasible. ( for consideration by Traffic Management)  40mph is justified due to the twisty narrow nature of the road. During autumn/winter months road conditions worsen with the over hanging trees dispencing dead foilage on to road surface. The section is self enforcing, but there is a down hill section where traffic tends to speed up where the 40mph speed limit can help control vehicle speeds on the twisty section.  There are several accesses to properties scattered along the route to help	Suitable for the existing 40 mph Speed Limit  A resident along this stretch of Hollybush Hill feels that the 40 mph is too fast, and would probably prefer a 30 but cant be justified because the nature of the layout and will not be classed as a village  Several accesses along length  Narrow twisty road  Not enough houses to warrent a 30mph speed limit
			Agree	Agree with new limit	Wexham PC (41)		
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			50	No reasons given	B'fld TC ( 42)		
			30?	cannot understand why this part of the road is 40 mph, narrow and winding and that she nearly had an accident outside her house as people are driving to fast on the bend .Requests 'slow' markings in the road are reinstated .3 houses affected. Believes will be a serious accident soon.	25		
			AGree	Agree with new limit	Fulmer PC (44)		
			Disagree	No reasons given	46		

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			30	changes mean have to keep looking at speedometer to check speed	56	justify the reasons for the 40mph limit. Speed limit seems to be mostly accepted. <b>Recommend NO CHANGE</b>	

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		Extg	Pref				
12	Church Lane, Stoke Poges ( betw Park Rd & Grays Park road)	40	Agree	Agree with new limit	wexham PC (41)	<b>Road Character:</b> Village <b>Dwellings:</b> 9 <b>Flows:</b> 2683 (March 2004) <b>Ave Speeds:</b> 34.4 (March 2004) <b>85th %ile Speeds:</b> 40 mph (March 2004)  <b>BCC Comments:</b> This length is justified to be a 40 mph speed limit according to the DfT guidance this coincides with the existing 40 mph speed limit, on Church Road itself there is only 9 properties fronting the road  As part of the post implementation proposals, Church Road has been recommended for a change to 30mph along with the adjoining roads of Greys Park Road and Park Road (B416)  <b>Recommend change to 30mph (new proposal G)</b>	Village  Less then 20 dwelling, meets the criteria for a 40 mph speed limit / Village
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC (44)		
			Agree	Agree with new limit	46		
13	Fir Tree Avenue	40	Agree	Agree with new limit	Wexham PC (41)	<b>Road Character:</b> Village <b>Dwellings:</b> 11 <b>Flows:</b> 7157 (March 2004) <b>Ave Speeds:</b> 33.7 (March 2004) <b>85th %ile Speeds:</b> 38.95 (March 2004)  <b>BCC Comments:</b> Fir tree avenue is a straight road however does seem to have a history of accidents, many of the residents seem to be happy with the existing 40 mph speed limit but B'field and GX parish dont agree with the speed limit. Due to the lack of houses / properties it would not meet the criteria for a 30 mph speed limit,  <b>Recommend NO CHANGE</b>	Village  Less then 20 dwellings on this road, meets the criteria for a 40 mph speed limit / Village
			Agree	Agree with new limit	Stoke Poges PC ( 40)		
			50	No reasons given	B'fld TC ( 42)		
			AGree	Agree with new limit	Fulmer PC (44)		
			Disagree	No reasons given	46		
14	B416 Stoke Road,Stoke Poges	40	50	No reasons given	B'fld TC ( 42)	<b>Road Character:</b> Rural road <b>Dwellings:</b> 3 <b>No speed/flow data available</b>  <b>BCC Comments:</b> Road is very narrow and twisty with only 3 properties / dwellings. There is no speed data for this road, there is potential to reduce part of this road with Stoke Green. There have been a few accidents with 1 being serious and appear to be happening at the junctions with Fir Tree Avenue and Park Road.  <b>Possible change to 30mph with Stoke Green (new proposal E)</b>	Village  Less then 20 properties / dwellings will not meet the criteria of a 30 mph speed limit because there is a lack of properties / (community)  More suitable for a 40 mph speed limit
			Agree	Agree with new limit	Fulmer PC ( 44)		
			Agree	Agree with new limit	46		
15	Farnham Park Road	30		No comments		Village  Meets the criteria of a 30 mph speed limit (20 properties)  Road is quite twisty and narrow	
16	Parsonage Lane	30		No comments		Village  Less than 20 properties in the vicinity its more suited for a 40 mph speed limit according to the dft guidance	



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		Extg	Pref				
19	Rowley Lane	40	Previous limit	Queries necessity for change of limit	3	<p><b>Road Character:</b> Lower tier, rural road  <b>Dwellings:</b> 16 properties at western end only  <b>Flows:</b> 2220 (2004)  <b>Ave Speeds:</b> 38.1mph (2004)  <b>85th %ile Speeds:</b> 45.2mph (2004)  (Flows and speeds are for western end of road only)  <b>No of crashes since speed limit implemented:</b>  1 accidents</p> <p><b>BCC Comments:</b>  Western end of Rowley Lane has 16 properties mostly on the south side of the carriageway. The rest of the route up to Black Park Road junction has no other properties/key buildings or accesses.</p>	<p>Lower tier road</p> <p>Meets appendix D criteria for a 40mph limit as a road with primary local access and recreational function.</p> <p>Part of Black Park recreational area road network</p>
			50	No reasons given	B'fld TC ( 42)	<p>Rowley Lane is part of a minor road network within the recreational area around Black Park. It was hoped that the lower speed limit would encourage safer use by cyclists, equestrians and walkers and enhance the quality of life for those user groups. Average speeds in 2004 showed that due to the nature of the road, traffic was traveling around the 40mph mark, 85th%ile speeds show speeds increasing to approx 45mph.</p> <p>Three accidents in last 3 years, mostly concentrated around bends, could possibly review the existing signage in area to help improve driver awareness of potential hazards.</p>	
			40	No reasons given	46	<p>There are an insufficient number of houses to warrant a speed limit change to 30mph. There are no key buildings along whole route except 16 houses at western end of Rowley Lane. The road is fairly narrow in places and twist in sections, the 40mph speed limit is justified for these reasons and with potential for more accidents during winter months, 40mph is a suitable limit for this road.</p> <p><b>Recommend NO CHANGE.</b></p>	
20	Fulmer Road,Gerrards Cross	30	Agree	Agree with new limit	Wexham PC (41)	<p><b>Road Character:</b> Village Road  <b>Dwellings:</b> 50+  <b>Flows:</b> 6080 (2004) 6734 (2008)  <b>Ave Speeds:</b> 34.6mph (2004) 32.8mph (2008)  <b>85th %ile Speeds:</b> 40.1mph (2004) 36.0mph (2008)  <b>No of accidents since speed limit implemented:</b>  6 accidents 1 being a fatal</p> <p><b>BCC Comments:</b>  Fulmer Road was formally a 40mph speed limit changed down to 30mph. Both average and 85th%ile speeds have decreased, There are 50+ houses along the route with side roads and access points but no key buildings.</p>	<p>Meets village 30mph criteria</p> <p>There are sufficient number of houses to warrant a 30mph limit, 50+ houses</p> <p>Fairley straight and narrow road with slight bends.</p> <p>Cyclists use the route and pedestrian activity is low.</p>
			40	No reasons given	B'fld TC ( 42)	<p>Fits the criteria for 30mph with the number of houses and being in a built up area.</p>	
			AGree	Supported by all residents	GX PC ( 43)	<p>There have been some reported 'slight' accidents on Fulmer Road since the 30mph was implemented. There has been 1 fatal.</p> <p><b>Recommend NO CHANGE.</b></p>	
			40	No reasons given	Fulmer PC ( 44)		
			40	No reasons given	46		



SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
22b	A412 Denham Rd ( NE of Iver Heath- dual c'way section)	60	Agree	Agree with new limit	Wexham PC (41)	<p><b>Road Character:</b> Upper Tier  <b>Dwellings:</b> 0  <b>Flows:</b> No data available  <b>Ave Speeds:</b> No data available  <b>85th %ile Speeds:</b> No data available  <b>No of crashes since speed limit implemented:</b>  <b>3 accidents 1 (Serious) 2 (Slight)</b>  Pre Imp Accidents 1.33 Pre Imp Casualties 0.00  Post Imp Accidents 1.67 Post Imp Casualties 0.00</p> <p><b>BCC Comments</b>  Existing 60 mph Dual Carriageway, this road has a high rate of traffic flow on a daily basis and is straight.</p> <p>There are no Key Buildings on this stretch of Road however there is also only 1 access, which is Willets Lane recently a new Roundabout has been constructed and we have made a recommendation to shorten the current 60 mph speed limit up to the north east side of the roundabout and start the 50 at that point to include the roundabout within the 50 mph speed limit. Since the implementation of the roundabout we suggest a review in the current signage.</p> <p>Since the implementation of the 60 mph speed limit there has been no accidents and the limit appears to be working.</p> <p><b>(Proposal B) 2 Options available</b></p> <p><b>Option A:</b> Recommend no change to limit on dual carriageway but extend the 50 mph limit to include the roundabout.  <b>Option B:</b> Consider extending the 50 limit to include the dual carriageway to the A40 / M40 motorway roundabout.</p>	<p>Meets the Criteria for Appendix D 60 mph, High Quality Strategic Route, few bends</p> <p>Shorten the 60 and extend the 50 to include the roundabout</p>
		AGree	Agree with new limit	B'fld TC ( 42)			
			Agree	Agree with new limit	46		
			Agree	Agree with new limit	Iver PC ( 36)		
23	A412 Church Rd,Iver Heath	30	Agree	Agree with new limit	Wexham PC (41)	<p>Meets the Criteria for a village Appendix D 30 mph speed limit, more then 20 properties, Church / Recreational Ground parade of shops, will also have VRU's</p>	
			30 (enhanced signs )	Request for yellow backed signs/more tempy 'new 30 speed limit in force' signs	12		
			Agree	Agree with new limit	46		
24	All approaches to Five Points Roundabout	40	50	Has increased danger around Esso station for entry/exit	53	<p><b>Road Character:</b> Upper tier, approaches to Five Points Roundabout  <b>Dwellings:</b> 16 houses including Pub (Crooked Billet) also a Tesco (Esso) Petrol Station  <b>No of crashes since speed limit implemented:</b> 11 accidents since Jan 2005</p>	Higher tier road, dual carriageway on approach to roundabout from the west
25	A412 Approach to Five Points Roundabout (short length on dual carriageway section on A412)	40	Agree	Agree with new limit	Iver PC ( 36)	<p><b>BCC Comments:</b>  All approaches to the Five Points roundabout were changed to a 40mph speed limit in 2005 as part of a local safety scheme including Wood Lane. There is no pre or post implementation speed/flow data available. The 40mph approach speed was intended to slow traffic down on approach to roundabout. Crash data shows that there is a history of accidents on approach or around the roundabout, since implementation in Jan 2005 there have been 11 accidents in just over 2.5 years. Before there were 12 in 3 years.</p> <p><b>Recommend NO CHANGE</b></p>	<p>Acts as a buffer for approach to roundabout and to encourage slower speeds when coming off roundabout</p> <p>Meets criteria for community with less dwellings than a village</p>
			50	Has increased danger around Esso station for entry/exit	53		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
26	A412 Uxbridge Rd (dual c'way betw 5 Points rbt & George Green)	60	AGree	Agree with new limit	Wexham PC (41)	<p><b>Road Character:</b> 'A' road Upper tier  <b>Dwellings:</b> few dwellings, no key buildings  <b>Flow:</b> 19678 (2004) 22807 (2008)  <b>Ave Speed:</b> 58.6mph (2004) No speed data for 2008  <b>85th %ile speed:</b> 64.6mph (2004) No data for 2008  <b>No. of Accidents/Accident Rate (2000 onwards - 2008):</b>            Pre imp - 33 accidents over 3 years - 76.6 per 100 million veh km            Post imp - 9 accidents over 1.25 years - 43.2 per 100 million veh km</p> <p><b>BCC Comments:</b>            The implementation of this 60mph speed limit was in conjunction with the A412 Route Strategy which recommended the reduction from national speed limit to 60mph for the dual carriageway. This road is used by HGV's as a main Strategic Route from Slough to Uxbridge and also used when traffic is trying to avoid the M25.</p> <p>There are very few dwellings along the route. Including the housing on approach to the Five Points roundabout, there are fewer than 20 dwellings along the entire 2 km length of dual carriageway. There are side roads at Black Park Road, Wexham Park Lane and Billet Lane, where there have been turning accidents. It was hoped that the reduced speed limit would reduce the severity and frequency of the accidents. From Studying speed data from an ATC placed on approach to the roundabout, speeds do appear to have dropped.</p> <p>Since the new 60mph signing has been erected, the awareness of a speed limit on the road has been emphasised with large repeater signs visible for drivers on both sides of carriageway, on the off side and central reservation. Previously there were small national speed limit repeater signs not spaced at regular intervals. The visual impact of the repeater signs seems to have had an effect on the speeds and therefore the accident rate, it has decrease from 76.6 down to 43.2 per 100 million veh km.</p> <p>In 2008 at Billet Lane and Black Park Road junctions, safety measures including improved lighting were installed.</p> <p><b>Recommend NO CHANGE</b></p>	<p>Upper Tier Road</p> <p>On basis of accident record and location adjacent to country park, a lower limit was deemed appropriate.</p> <p>Ref para 110 of circ 01/2006 on basis of accident record and location adjacent to country park, a lower speed limit was deemed appropriate</p>
			Agree	Agree with new limit	Wexham PC (41)		
			AGree	Agree with new limit	B'fld TC ( 42)		
			AGree	Agree with new limit	Fulmer PC ( 44)		
27			50	No reasons given	B'fld TC ( 42)	<p><b>Road Character:</b> 'A' road Upper tier  <b>Dwellings:</b> 30+ houses (set back from carriageway)  <b>Flow:</b> 16581 (2004) 20180 (2008)  <b>Ave Speed:</b> 48.5mph (2004) 45.8mph (2008)  <b>85th %ile speed:</b> 57.0mph (2004) 54.0mph (2008)  <b>No. of crashes/Accident Rate (2000 onwards - 2008):</b>            Pre imp - 14 accidents over 3 years - 96.4 per 100 million veh km            Post imp - 7 accidents over 1.25 years - 95.0 per 100 million veh km</p> <p><b>BCC Comments:</b></p>	

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
27	A412 Uxbridge Rd ,Wexham (Slough to S of j/w Wexham Park Lane)	40	NSL	No reasons given	46	<p>This length of road was given a 40mph speed limit as part of the A412 Route Stratagy which recommended a lower speed limit. There has been a long history of accidents, many of which are speed related. There are busy signalised junctions at George Green Road and Church Lane where there have been rear end and turning accidents.</p> <p>The 40mph links in with the existing 40mph heading over the Slough border. 2004 data showed that traffic was traveling faster when heading south due to the slight down hill gradient. Since the introduction of the 40mph, speeds have decreased but still above the posted speed limit.</p> <p>There are properties on both sides of the carriageway, mostly on the south side but set well back from the carriageway and linked by a service road. Due to the nature of the length of carriageway with two signalised junctions, a straight run through without stopping doesn't happen often especially at peak times, so realistically traffic would be traveling at a reasonable pase and queuing for the traffic lights so increasing the speed limit to 50mph would not benefit at all. The 40mph limit combined with the existing 40mph going into Slough then acts as a buffer from the 60mph heading south from Iver Heath. The speed limit is justified and makes pulling out of the service road for residents easier with slower approach speeds.</p> <p>The crash rate shows only a 1.4 reduction based on 3 years pre and 1.25 years post data. A reduction from 96.4 per 100 million vehicle km to 95.0 per 100 million vehicle km. The number of accidents does not appear to be falling but the severety of accidents is less.</p> <p><b>Recommend NO CHANGE</b></p>	Meets requirement for a community speed limit and also Appendix D for upper tier road 40mph limit for a single carriageway.  As a dual carriageway, this length could be considered for a lower speed limit under para 110 of circ 01/2006 on basis of casualty record.
27	A412 Uxbridge Rd ,Wexham (Slough to S of j/w Wexham Park Lane)		60	To allow traffic to reach destination in a quick and efficient manner	64		
29	Geroge Green/Middle Green-Coronation Ave/Middle Green/St Marys Ed ( A412 to Langley)	30	NSL	No reasons given	B'fld TC ( 42)	<p><b>Road Character:</b> Lower tier, rural road  <b>Dwellings:</b> 50+ properties  <b>Flows:</b> 4793 (2004) No data for 2008  <b>Ave Speeds:</b> 32.2mph (2004) No data for 2008  <b>85th %ile Speeds:</b> 37.4mph (2004) No data for 2008  <b>No of crashes before and after speed limit implemented:</b>  Pre imp - 10 accidents 3 years before (3.3 accidents per annum)  Post imp - 3 accidents 1.75 years after (1.7 accidents per annum)</p> <p><b>BCC Comments:</b>  The whole length of this 30mph speed limit including Coronation Avenue and Middle Green Road fits more to the 40mph criteria. Very few of the houses along Coronation Avenue actually front onto the road, there are in fact only 6-8 houses.</p> <p>There are key buildings along the route which help justify the 30mph speed limit. South of George Green Road there is a recreation ground where there are often pedestrians walking in the road to gain access. Also towards the south end of the route there is The Langley Manor School where its wise to have a 30mph restriction. Much of the road is self enforcing and average speeds before implementation of the 30mph were</p>	Although strict application of guidelines for a community means that a 40mph limit rather than a 30mph limit is appropriate, in view of the existing 30mph limit speeds and the special characteristics of the length, in order to meet local requirements a 30mph limit is more suitable for this lower tier road
			Agree	Agree with new limit	Wexham PC (41)		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
			Agree	Agree with new limit	46	<p>as low as 32mph. At the northern end, south of George Green Road there are already traffic calming measures in place in the form of deflecting build outs.</p> <p>Despite the nature of the road, there have been few accidents since the new 30mph speed limit was introduced, only 3 which works out at an average of 1.7 accidents per year</p> <p>Some parts of the road suit a 40mph limit, but there are a number of other factors to justify 30mph.</p> <p><b>Recommend NO CHANGE,</b></p>	
30	Middle Green Rd	40	30	Narrow country road- 40 too high- will lead to serious/fatal accident	4	<p><b>Road Character:</b> Lower tier, rural road  <b>Dwellings:</b> 0  <b>Flows:</b> (No data for 2004) 1452 (2008)  <b>Ave Speeds:</b> (No data for 2004) 29.2mph (2008)  <b>85th %ile Speeds:</b> (No data for 2004) 34.2mph (2008)</p> <p><b>BCC Comments:</b>  ATC data from May 2008 shows that traffic is traveling well below the posted speed, average speeds at 29.2mph and 85th %ile at only 34.2mph. The only justification for the speed limit is the access to the public footway on the south east side of carriageway, there are no other features or key buildings along the route.</p>	Lower tier road Meets criteria in Appendix D for 40mph limit - local/access/recreational function
			30	This is a narrow but busy road, the rest of which has a 30 mph speed limit, and I believe this is an appropriate limit; for the whole road.	63	<p>The road is narrow and twisty and therefore self enforcing.</p> <p><b>Recommend NO CHANGE</b></p>	
			Compliance	nobody is taking any notice of the new speed limit, recommended that enforcement, a VAS, or yellow backed terminal signs be provided ?	21	<p><b>Road Character:</b> Lower tier, rural road  <b>Dwellings:</b> 20+ houses &amp; parade of shops  <b>Flows:</b> 6953 (2002) 6989 (2008)  <b>Ave Speeds:</b> (No data for 2004) 34.4mph (2008)  <b>85th %ile Speeds:</b> (No data for 2004) 39.9mph (2008)  <b>No of crashes:</b>  0 accidents in last 3 years  <b>Accident Rate:</b> 26.1 per 100 million veh km</p> <p><b>BCC Comments:</b>  Local concern that traffic is not complying with the existing 40mph speed limit which was already in place before area 6 was implemented. According to criteria, a 30mph speed limit can be implemented, it would include the southern section of Thorney Lane South from south of the railway bridge to its junction with Richings Way, including a section of the 40mph on Richings Way linking in the existing 30mph speed limit and ending east of the roundabout at the junction with Richings Way and Thorney Lane South.</p>	Meets village 30mph criteria

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
31d	Thorney Lane South	40	?	Concerns have arisen about the excessive speed of traffic & also issue of noise from many lorries use this route daily and hourly and there is concerns that nobody is abiding by the new implemented speed limits, there was an accident there not long ago, and would be better that another one may not cause death or serious injury	14	<p>On Thorney Lane South there are a sufficient number of houses to warrant a 30 mph speed limit, mostly on the west side. At the southern end there is a parade of shops on the eastern side with more housing continuing south on both sides of carriageway. There are a total of 26 houses that actually front on to the road and a further 10 properties (flats) above the parade of shops. Approximately half way down Thorney Lane South there is a service road providing access to 6 houses, this road is not signed separately as a 30mph limit. Key buildings include 'The Tower Arms Hotel' on the east side of the carriageway at the roundabout which joins Richings Way. The length of proposed 30mph on Thorney Lane South is approx 0.5km long, but according to criteria if a proposed length is less than 600m but with other factors to help justify a 30mph limit, it can be implemented.</p> <p>According to local knowledge cars have often in the past lost control on approach to the roundabout. One resident recalls an incident on 27th January 2007 where a vehicle lost control at high speed and collided with parked cars at the parade of shops and destroyed a wall. This accident has not shown up on any BCC accident data, it could have possibly been a no injury accident.</p> <p><b>Recommend implementing 30mph on Thorney Lane South and linking in existing 30mph on Richings Way (Proposals C &amp; D)</b></p>	42 properties (including flats above shops) and parade of shops to help justify a 30mph speed limit  'The Tower Arms Hotel' (pub) at southern end of Thorney Lane South
31	North Park/Richings Way, Iver	30	Agree	Agree with new limit	Iver PC ( 36)	Meets village 30mph speed limit criteria  Sufficient number of houses (50) with no key buildings	
			Agree	Agree with new limit	Wexham PC (41)		
			NSL	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	46		
33	Iver Lane		Agree	Agree with new limit	Iver PC ( 36)	30mph extension for existing speed limit through Iver to slow down traffic on approach  Meets village 30mph speed limit criteria  Speed limit extension now includes the accesses for 'Bridgefoot' and 'Delafor Park'	
33a	Iver Lane	40 Extensi on of Existing	Agree	Agree with new limit	Wexham PC (41)	<p><b>Road Character:</b> Upper tier ('B' road) <b>Dwellings:</b> 0 properties &amp; no key buildings <b>Flows:</b> 7868 (2002) 7821 (2005) <b>Ave Speeds:</b> (No data for 2002/4) 44.8mph (2005) <b>85th %ile Speeds:</b> (No data for 2002/4) 51.7mph (2005) <b>No of crashes before and after speed limit implemented:</b> <b>Pre imp</b> - 3 accidents 3 years before (1 accident per annum) <b>Post imp</b> - 3 accidents 1.75 years after (1.7 accidents per annum)</p> <p><b>BCC Comments:</b> (Extended section of 40mph only)</p> <p>Iver Lane existing 40 mph speed limit, only 1 property on this extension and 1 main access (Ford Lane)</p> <p><b>Recommend NO CHANGE</b></p>	Lower tier road  Meets criteria in Appendix D for 40mph limit - local/ access/ recreational function
			Agree	Agree with new limit	Iver PC ( 36)		
			50	No reasons given	B'fld TC ( 42)		
			NSL	No reasons given	46		
34	Bangors Rd (S) betw 30limits for Iver/Iver Heath village centres	40	Agree	Agree with new limit	Wexham PC (41)	Bangors Road South meets the criteria of a 40 mph speed limit it consists of many accesses to farms and there is also a nursery at the southern end of the speed limit  <b>Recommend NO CHANGE</b>	
			Agree	Agree with new limit	Iver PC ( 36)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	No reasons given	46		
			Agree	Agree with new limit	Wexham PC (41)	Slough Road meets the criteria of the existing 40 mph speed limit, this road within the speed limit is quite twisty with access to properties and an access to a farm.	

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
35	Slough Rd ( east of Iver Heath)	40	50	No reasons given	B'fld TC ( 42)	<b>Recommend NO CHANGE</b>	
			Agree	No reasons given	46		
36	A4007 Slough Lane	40				This stretch of the A4007 Slough Lane is quite straight with only about 4 properties that are facing the road. Data indicates that the average speeds are about 37 mph and the 85%ile speeds are about 43 mph. Because the road is quite straight, the speed limit went in as part of the wood lane project, meets the criteria of Appendix D 40 mph speed limit. <b>Recommend NO CHANGE</b>	
37b	Wood Lane	50	Agree	Agree with new limit	Wexham PC (41)	Wood Lane is quite a busy road with high flow rate, the road is clear with many properties a nursery and a farm, speeds indicate that drivers are below the speed limit so there is no reason to change the existing speed limit, meets the criteria of Appendix D 50 mph. <b>Recommend NO CHANGE</b>	
			40	Should be 40mph	Iver PC ( 36)		
			Agree	Agree with new limit	B'fld TC ( 42)		
38	Pinewood Rd ( s end)	50	Agree	Agree with new limit	Wexham PC (41)	<b>Road Character:</b> Lower tier, rural road <b>Dwellings:</b> 9 <b>Flows:</b> (No data for 2004 or 2008) <b>Ave Speeds:</b> (No data for 2004 or 2008) <b>85th %ile Speeds:</b> (No data for 2004 or 2008) <b>No of crashes before and after speed limit implemented:</b> Pre imp - 0 accidents 3 years before Post imp - 0 accidents 1.25 years after <b>BCC Comments:</b> This route is frequently used by HGV's to gain access to the quarry and film studios. There have been no reported accidents along this stretch of 50mph both 3 years before implementation and the 18 months since. There are no key buildings or sufficient number of houses to warrant a 40mph speed limit. There are several field accesses used by farmers, so there is the potential for turning accidents.  The speed limit was introduced to moderate speeds on this straight stretch. With no post implementation data to study, we are unable to determine the effect the speed limit has had on speeds approaching the roundabout.  With no accidents reported, the speed limit appears to be causing no problems. Although there is the likelihood of overtaking accidents occurring due to impatient drivers, There is a clear line of sight in both directions for safe overtaking. No reported injury accidents since 50 limit went in <b>Recommend NO CHANGE,</b>	Pinewood road is a mixed function road, it is used by all types of transport HGV's use this road to get to Pinewood Studios and there is also properties and accesses that come off this road, Speeds indicate that on average most of the drivers are sticking to the speed limit but there are a few that exceed, Meets criteria of Appendix D 50 mph speed limit
			40	Narrow road, heavy lorries	Iver PC ( 36)		
			Agree	Agree with new limit	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC ( 44)		
			30	Houses' entrances throughout. No footpath. Mineral extraction entrance/exit. Pinewood Studios 5 or 6 entrances/exits. Other junction.	65		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
39	Pinewood Rd ( approaches to P. studios/estate rds)	40	Agree	Agree with new limit	Wexham PC (41)	<p><b>Road Character:</b> Lower tier, village road  <b>Dwellings:</b> 15+ houses  <b>Flows:</b> 5754 - 2004 (No data for 2008)  <b>Ave Speeds:</b> 33.5mph - 2004 (No data for 2008)  <b>85th %ile Speeds:</b> 41.5mph - 2004 (No data for 2008)  <b>No of accidents in last 5 years:</b>  2 Accidents</p> <p><b>BCC Comments:</b>  40mph suits this length of road. There are few dwellings, less than 20 to impose a 30mph speed limit. There are several accesses to Pinewood Studios, which are often in frequent use. There is only one main junction providing access to the housing area, where one of the two accidents in the last 5 years has occurred. The road is straight and has several driveway accesses.</p> <p><b>Recommend NO CHANGE</b></p>	Meets Criteria for Appendix D, 40 mph speed limit for community with less than 20 houses
			30	Narrow road, bad surfacing,bends	Iver PC ( 36)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	Fulmer PC ( 44)		
			NSL	No reasons given	46		
			30	Houses' entrances throughout. No footpath. Mineral extraction entrance/exit. Pinewood Studios 5 or 6 entrances/exits. Other junction.	65		
40	Mansion Lane ( central section between 30 lengths)	40	AGree	Agree with new limit	Wexham PC (41)	<p>Mansion Lane is a very narrow and twisty road there are very few properties along this stretch of road but there is a caravan park which is frequently used by travellers, speeds are below the average but does not meet the criteria of a 30 mph speed limit because there is a lack of housing / properties</p> <p><b>Recommend NO CHANGE</b></p>	
			AGree	Agree with new limit	wexham PC (41)		
			50	No reasons given	B'fld TC ( 42)		
			Agree	Agree with new limit	46		
41	B470 Langley Park Rd	40	50	No reasons given	B'fld TC ( 42)	<p><b>Road Character:</b> Lower tier, rural road  <b>Dwellings:</b> 20+ houses  <b>Flows:</b> 9874 (No data for 2008)  <b>Ave Speeds:</b> 45.5mph (No data for 2008)  <b>85th %ile Speeds:</b> 51.4mph (No data for 2008)  <b>No of crashes before and after speed limit implemented:</b>  Pre imp - 9 accidents 36 months before  Post imp - 7 accidents 29 months after</p> <p><b>BCC Comments:</b>  There is no post implementation speed data available for B470 Langley Park Road. Speed figures above are the averages of two ATC's from 2004 one at either end of Shreding Green. Speeds were generally slower back in 2004 at the north eastern end at 48mph 85th%ile and 41mph average. At the south western end of Shreding Green 85th%ile speeds were 53mph and 47mph average.</p> <p>This 40mph speed limit was introduced as part of a local safety scheme along with Wood Lane in 2005 before area 6 was implemented. The B470 was previously part of the national speed limit network and speeds in 2004 are well below the previously posted speed limit. This route through Shreding Green has had a poor accident history, with 9 accidents 36 months before implementation, mostly at the roundabout and the junction with Mansion Lane. There have been 2 fatal accidents at the south western end of Shreding Green which were speed related. Where these deaths occurred, was just south of the current 40/NSL gateway terminal signs.</p> <p>The road is fairly wide with street lighting, footway is present on both sides of carriageway and the section is straight with no bends.</p> <p>Changing the speed limit from 40mph to 30mph would prove frustrating for drivers who regularly use the route. There are 15 houses which actually front on to the road and the remaining 9 houses have access via a service road off the main carriageway.</p> <p><b>Recommend NO CHANGE</b></p>	Upper tier road – 4 junctions/ accesses to 15 properties at SW end (plus other scattered properties at NW end?) Meets criteria for a community speed limit
			Agree	Agree with new limit	46		
			30	To rbt to slow traffic prior to used car outlet off Elm Parade.	61		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
43	A4020 Oxford Rd, New Denham	30	Agree	Agree with new limit	Wexham PC (41)	<b>Road Character:</b> Lower tier, rural road, or urban fringe <b>Dwellings:</b> 20+ houses plus community hall & several business premises' <b>Flows:15862 (June 2008)</b> <b>Ave Speeds:</b> 36.8 (April 2004) 36.4 (June 2008) <b>85th %ile Speeds:</b> 42.8 (April 2004) 41.8 (June 2008) <b>No of crashes before and after speed limit implemented:</b> Pre imp - 10 accidents 36 months before Post imp - 3 accidents 15 months after  <b>BCC Comments:</b> Existing 30 mph speed limit, more then 20 houses, so suitable for a Village limit, also there is a Community Centre, Church, PH, Mc Donalds and Industrial Estate  There are properties on both sides of the road and the accident statistics have shown there is a reduction in casualties.  Speeds show that the majority of people are not keeping to the speed limit and that the 85%ile speeds are above 50 mph  <b>Recommend NO CHANGE</b>	Meets village speed limit criteria for a 30 mph also criteria c urban 30 (built up - area development both sides of the road)
			Agree/ part to be 40 mph	Agree with new limit, but a short stretch of this road at the A413 junction should be reduced from 50mph to 40mph for safety reasons.	Denham PC (35)		
			50	No reasons given	B'fld TC ( 42)		
			40	No reasons given	46		
43a	A4020 Oxford Rd, New Denham	40				Meets the criteria of Appendix D, 40 mph accesses a warehouse along with a farm, no change needed existing 40 mph speed limit.  <b>Recommend NO CHANGE</b>	
44	A40 Oxford Road (dual c'way)	50	Previous limit	Queries necessity for change of limit	3	<b>Road Character:</b> A40 Oxford Road <b>Upper Tier Main Strategic Route</b> <b>Flows:</b> <b>Ave Speeds:</b> 51.8 (2008) <b>85th %ile Speeds:</b> 64.5 (2008) <b>No of crashes before and after speed limit implemented:</b> <b>Pre imp - 22 accidents 36 months before</b> <b>Post imp - 17 accidents 15 months after</b>  <b>BCC Comments</b> On the length travelling E / SE downhill from the junction with the A412 to the Denham roundabout there are many accesses to properties and business creating potential for accidents, including plant nurseries, petrol station and a farm, plus several minor road junctions  The north eastern length, between Tatling end & the j/w A412, has only one main junction, with Red Hill. Traffic Entering / leaving Redhill areis at a high risk of accidents due to the layout of the road & this has been a concern of residents using the A40.  ATC data has shown there has been an increase in speeds with the lower limit. Since the speed limit was introduced, the heavy vegetation in the central reservation has been cut back to improve visibility. Its recommended that a signing review is undertaken now that space on the central reservation lighting columns is now available to make the signs more visible including repeater roundels on the carriageway surface.  <b>It was recommended by Head of Transportation that this section of A40 currently set at 50mph is retained due to the experimental street lighting switch off taking place along the route.</b>	Dual carriageways covered by para 110 , which states ..."roads with segregated junctions and facilites for vulnerable road users would generally be suitable for 70mph limits. However, a lower limit may be appropriate if, for example, an accident history indicates that this cannot be achieved safely"  This dual carriageway has a traffic signal controlled junction with the A412 plus many standard junctions with side roads , in addition to accesses to businesses& dwellings, (especially in its southern section)It could ,in the southern length, be more closely aligned to an urban dual carriageway road, for which a 50mph limit could apply ( but only if little or no roadside development!!) Provision for pedestrians is limited- there is a bridge but no other crossing facilities..
			60	Unduly restrictive- section between A412& A413 is now painfully & unnaturally slow. 60 mph is the natural speed. Where drivers keep to 50 limit, results in traffic backing up, others taking chances to pull into traffic to overtake. Also some overtaking on inside where 50mph kept to by someone in outside lane, or alternatively, bottlenecks on inside lane & fights for position where A40 & A413 diverge. Now feels more threatened & at greater risk of collision than when 60mph.	29		
			AGree	Agree with new limit	Wexham PC (41)		
			Extend NW	Traffic travelling south east should be slowing down much earlier.	Denham PC (35)		
			AGree	Agree with new limit	B'fld TC ( 42)		
			AGree	Agree with new limit	Fulmer PC ( 44)		
			NSL/40	Major trunk road - NSL, apart from urban areas (Tatling End 40)	49		
			60	Especially towards M40 junction can get boxed in if do not select lane at traffic signals.	53		
			60/NSL	To allow traffic to reach destination in a quick and efficient manner	64		
40	Large number of cyclists meet at the Denham Nurseries on the A40 on Saturdays and Sundays. Getting across the three lanes approaching the roundabout is dangerous. The three-lane straight section (both ways) is like a racetrack in spite of the speed limit being reduced from 60 to 50. How fast do motorists need to go when approaching a roundabout? Would it be the end of the world for them if the speed limit was reduced to 40 mph?  Again commented on speeds being too fast on approach to roundabout. Same comments as ID ref 66	66/92					
NSL	The new speed limits are unnaturally slow. I want to be able to use high quality roads to travel quickly, comfortably and safely. Your recent changes to speed limits diminishes this.	74					

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
44a	A413 Amersham Rd	50	Previous limit	Queries necessity for change of limit	3	Short stretch of 50 mph extension, to help with its junction with Redhill and also where the A413 merges into the A40. There have been about 3 accidents on this stretch in the last 3 years.  <b>Recommend NO CHANGE</b>	
45	A40 Oxford Road, Tatling End	40	Agree	Agree with new limit ( prime position for speed enforcement camera)	Denham PC (35)	<b>Road Character:</b> A40 Oxford Road, Tatling End Upper Tier Road, Main Strategic Route / Community <b>Dwellings:</b> more than 20 properties fronting the road <b>Flows:</b> 10844 June 2008 <b>Avg Speed:</b> 40.2 (2008) <b>85%ile:</b> 46.0 (2008) <b>No. of crashes / Accident Rate 3 years data</b> <b>Pre - Implementation:</b> 8 Before: (2 Fatal: 4 Serious: 2 Slight) <b>Post - Implementation:</b> 4 After: (1 Serious: 3 Slight)  Existing 40 MPH Speed Limit  <b>BCC Comments</b>  Tatling End is a built up area and there are junctions with 7 side roads, plus several major accesses ( industrial estates, police station, fire station, public house & business centre) plus approx 20 dwellings with direct access off the A40.  This Length of road has been subject to accidents over the last 3 years, Considering the length is built up with Housing the previous 50 mph was too fast so a 40 mph was considered and is justifiable This road suits the current 40 mph speed limit.  <b>Recommend NO CHANGE</b>	Community with more than 20 dwellings plus many other key buildings. Density of dwellings less than required for 30mph limit, but no of buildings overall justifies a community 40mph limit. This road would also meet 40mph criteria for upper tier road in appendix D: high number of junctions & accesses, considerable numbers of vulnerable road users.
		AGree	Agree with new limit	Wexham PC (41)			
		Extend to w.	Extension of GX 40 limit to include properties on western fringe & footway/cycle path.(current 40/50 terminal is 150yds inside GX boundary.4 houses plus cycleway /footpath are within 50 limit)	8			
		50	No reasons given	B'fld TC ( 42)			
		50	No reasons given	Fulmer PC (44)			
		50	No reasons given	46			
		NSL/40	Major trunk road - NSL, apart from urban areas (Tatling End 40)	49			
		?NSL	The new speed limits are unnaturally slow. I want to be able to use high quality roads to travel quickly, comfortably and safely. Your recent changes to speed limits diminishes this.	74			
		40 extension	Current 40mph should be extended to a point east of the traffic lights to include traffic coming from A413	Denham Parish (93)			
		30	near Skylark Rd	3 on tel survey			
		NSL		1 on tel survey			
45 a/b	A40 Gerrards Cross	40/50	40	Please include in the review the small length of the A40 Oxford Road from Gerrards Cross boundary from 50 to 40 mph	88	<b>Road Character</b> A Road - Upper Tier <b>Dwellings</b> more then 20 dwellings <b>Flow:</b> 10844 (2008) <b>Avg Speeds:</b> 39.9 (2008) <b>85%ile Speeds:</b> 53.5 (2000) No of Accidents 8 Accidents (before) 4 accidents (after)  <b>BCC Comments</b>  The residents are happy with the existing 40mph but some residents at the western end of Gerrards X would like the existing speed limit to be extended out to cover their properties to the west of where the terminals are currently located, so there could be scope to extend the limit maybe about another 250m, this road is heavily used by traffic daily along with HGV's and abnormal loads, there are quite a few access along with the Bull Hotel, this existing limit will also have a lot of pedestrain activity  <b>Recommend extension at western end to include dwellings (new proposal A)</b>	Meets appendix D for 40 limit: road passes through community with 9 junctions with side roads plus crossroads with traffic signal control.Also meets guidelines for a community, with over 50 dwellings directly accessed from A40 along its length, plus a church, shop, garage, 2 public houses. ( no demands from local PC for a 30mph speed limit) Many rights of way across the Common attract walkers who need to cross the A40 from the residential areas south of the A40 .
		40	Road more suitable for 40mph. All houses well set back from carriageway.	Denham PC (35)			
		40/50	Speed limit should be extended northwards to slow traffic coming from Chalfont St. Peter	Denham Parish (93)			
		40	Request to extend 40 mph - A number of collisions have occurred at the width restriction where the 40 mph limit starts.	68(Gerrards X PC)			

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
45c	A40	50	60	Major trunk road - few turnings and wide road.	57	<p><b>Road Character:</b> 'A' Road Upper Tier  <b>Dwellings:</b> Very few, hotel and garage  <b>Flow:</b> 11273 (2000) 12395 (2007)  <b>Ave Speed:</b> 47.8mph (2000) 47.1mph (2007)  <b>85th %ile Speed:</b> 54.4mph (2000) 53.3mph (2007)  <b>No. of crashes/Accident Rate (2005 onwards - 2007/8):</b>  14 crashes over 3 years  22.9 per 100 million veh km (2007)</p> <p><b>BCC Comments:</b>  This 4.5km length was 50mph before area 6 was implemented. Speeds taken in 2000 showed that traffic was traveling to the posted speed limit, under 50mph for average speeds and around 54mph for 85th %ile. In 2007 speeds have remained the same if not slightly lower in 85th %ile speeds.</p> <p>The accident rate is low for the road with an average of 4.7 accidents per year.</p> <p>Speed limit is working and keeping speeds constant.</p> <p><b>Recommend NO CHANGE</b></p>	<p>Community with more than 20 dwellings plus many other key buildings, density of dwellings less than required for 30mph limit, but no of buildings overall justifies a community 40mph limit</p> <p>Would also meet 40mph criteria for upper tier road in appendix D: high number of junctions &amp; accesses, considerable numbers of vulnerable road users.</p>
46	A412 North Orbital Rd,Denham Green	30	Agree	Agree with new limit	Wexham PC (41)	<p><b>Road Character: A412 North Orbital Road Upper Tier</b>  <b>Dwellings:</b> Set far back none fronting road  <b>Flow:</b> 11348 March 2004  <b>Avg Speeds:</b> 38.2 March 2004  <b>85%ile Speeds:</b>45.7 March 2004</p> <p><b>BCC Comments</b>  This length of road suits a 40 mph speed limit rather than the existing 30 mainly because the houses are set quite far back and are not immediately facing the road</p> <p>Very few properties directly accessing onto A412 but includes Broadwater Park &amp; Denham laboratories site. The east side of this road has an access to the parade of shops near the adjacent Moorfield Road &amp; train station, together with junctions from 8 side roads in total. Large estates on the western side of the A412 with a signalled pedestrian crossing near j/w Moorfield Rd.</p> <p>Keep existing 30mph due to compliance with speed limit &amp; reduction in crashes.</p> <p><b>Recommend NO CHANGE</b></p>	<p>Meets community criteria for a 40mph limit, as sparse dwellings alongside road. Also meets upper tier criteria for a 40mph limit, ( Appendix D) with large numbers of accesses &amp; need for pedestrians to cross A40- little provision except near Moorfield Rd.</p>
			40	Road more suitable for 40. houses set well back from carriageway	Denham PC (35)		
			50	No reasons given	B'fld TC ( 42)		
			40	The new 30mph speed limit should be changed back to 40mph, houses set well back from carriageway	Denham Parish (93)		
			Disagree	No reasons given	46		
			NSL	The new speed limits are unnaturally slow. I want to be able to use high quality roads to travel quickly, comfortably and safely. Your recent changes to speed limits diminishes this.	74		
			40	No reasons given	Tel survey ( 2 replies)		
46a	A412 North Orbital Rd	50				<p><b>Road Character:</b> 'Upper Tier (A Road)  <b>Dwellings:</b> No Properties facing the road apart from the Denham Laboratories  <b>Flow:</b>  <b>Ave Speed:</b>  <b>85th %ile Speed:</b>  No. of crashes/Accident Rate (2005 onwards - 2007/8):  5 accidents (5 slights)</p> <p><b>BCC Comments</b>  Existing 50 mph speed limit put in, to join with the 50 speed limit on the A40 Oxford Road this road is fairly straight with a few other roads that come off this one e.g Tilehouse Lane, Old Rectory Lane &amp; Village Road, at both the junctions with this road there has been a few junction related crashes, there is no current speed data for this road but due to its history with accidents</p> <p><b>Recommend NO CHANGE</b></p>	

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
47	Moorfield Rd, Denham Green	30	Agree	Agree with new limit	Wexham PC (41)	<b>Road Character:</b> Lower Tier <b>Dwellings:</b> More than 20 <b>Flow:</b> 7396 (May 2008) <b>Ave Speed:</b> 33.6 (May 2008) <b>85th %ile Speed:</b> 40.2 (May) <b>No. of crashes/Accident Rate (2005 onwards - 2007/8):</b> <b>BCC Comments</b> In keeping with the existing 30 mph speed limit on A412, Moorfield Road is a residential road that carries traffic into Hertfordshire  This road also has a Pub on the corner with its junction with the A412 North Orbital Road so it would be classed as a Residential Road  Data for 2008 shows that the 85%ile speeds are about 40 mph and the average speeds are between 33 to 34 mph. This is a reduction from the speeds when a 40mph limit was in place.  <b>Recommend NO CHANGE</b>	Meets 30mph limit criteria as set out in appendix D for built up area with development both sides of the road. Would also meet the criteria for a village 30mph limit.
			30	No part of this road is safe at more than 30mph.	Denham PC (35)		
			AGree	No comments	B'fld TC ( 42)		
			DISagree	No reasons given	46		
			?NSL	The new speed limits are unnaturally slow. I want to be able to use high quality roads to travel quickly, comfortably and safely. Your recent changes to speed limits diminishes this.	74		
48	Slade Oak Lane/Old Rectory Lane	40	Extensio n wds CSP	Request to extend the new 40 mph speed limit through to Chalfont St Peter, or at least for a few hundred metres until it is wide enough for lane in each direction? From sharp right hand bend ,narrow single lane road with passing places is NSL. How justify 60 here when A40 dual c/way reduced to 50?	2	<b>Road Character:</b> 'Lower Tier <b>Dwellings:</b> 9 in a cluster near the A412 end , (plus sewage pumping station) , then none until you reach Higher Denham where there are a few dwellings accessed from this road, plus the station. Also a stable near Higher Denham <b>Flow:</b> 2446 (2001) <b>Ave Speed:</b> 32.2 (2001) <b>85th %ile Speed:</b> 38.7 (2001) <b>No. of crashes/Accident Rate (2005 onwards - 2007/8):</b> 0 Accidents Existing 40 mph <b>BCC Comments</b> Road is a self enforcing due to the nature of the road layout, especially around Higher Denham speeds show that the average speeds along this road were around 24 mph in 2004 ( the 85%ile speeds were about 30 mph), through Higher Denham itself and around 34mph just west of the hamlet by Old Rectory lodge.  a NSL would probably be better for this type of road and would save on the sign clutter but this road could also be potentially used by Horse Riders / Walkers and as there is no footway makes it hard for the pedestrians that use this to go to Higher Denham  A 30mph limit could seem more appropriate for this road, especially around Higher Denham. However, this does not seem justified in terms of no of dwellings or other characteristics & local residents have not been urging any change  Returning to NSL would save on the sign clutter but this road could also be potentially used by Horse Riders / Walkers and there is no footway  No purpose in extending speed limit along Spade Oak Lane to Chalfont St Peter, as existing speeds along this road are generally controlled to below this speed by the road layout.( Average speeds along this length range from 28 to 38 mph, with speeds of 41 mph near CSP.The 85th %ile speeds on the rural stretch were a maximum of 44mph.  <b>Recommend NO CHANGE</b>	Meets the criteria for a community speed limit where insufficient dwellings for a village / or for lower tier road with bends/accesses/vulnerable road users ( see appendix D)
			AGree	Agree with new limit	Wexham PC (41)		
			NSL	Complains that this has had a detrimental affect on the natural beauty of the area ( truly appalling signs on the road) and impacted negatively on the value of their property. Beautiful country lane has been changed to a residential 30 miles per hour limit – from a country feel to a built up area..	22		
			30	Old Rectory Lane, Higher Denham currently a 40mph limit, should be 30mph	Denham Parish (93)		
			Agree	Agree with new limit	46		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
49	Tilehouse Lane	30	Agree	New limit of 30mph is good	Denham PC (35)	<p><b>Road Character:</b> 'Lower Tier  <b>Dwellings:</b> More than 20 properties  <b>Flow:</b> 577 (2004)  <b>Ave Speed:</b> 28.6 (March 2004)  <b>85th %ile Speed:</b> 34.6 (March 2004)  <b>No. of crashes/Accident Rate (2005 onwards - 2007/8):</b>  <b>No recent accidents</b></p> <p>Existing 30 mph</p> <p><b>BCC Comments</b>  Residents of Tilehouse Lane are happy with the existing 30 mph speed limits according to the guidance the 30 mph is justified for the first stretch where the houses are as there is exactly 20 houses and there is also a Golf Course</p> <p>There has been no recent accidents in the last 3 years</p> <p>Speeds Indicate that that the 85%ile are about 30 or just over where as the average speeds are about 27 mph</p> <p>This road is a self enforcing speed limit to the northern side because it gets twisty and narrow</p> <p><b>Recommend NO CHANGE</b></p>	Meets the criteria for a community speed limit, according to Appendix D, 30 mph, the first section of the 30 mph has exactly 30 properties and there is a Golf Course further up the road
			AGree	Agree with new limit	Wexham PC (41)	<p>There has been no recent accidents in the last 3 years</p> <p>Speeds Indicate that that the 85%ile are about 30 or just over where as the average speeds are about 27 mph</p> <p>This road is a self enforcing speed limit to the northern side because it gets twisty and narrow</p> <p><b>Recommend NO CHANGE</b></p>	
50 a / b	Fulmer Common Rd	40	AGree	Agree with new limit	15 &44 ( both Fulmer PC)	<p><b>Road Character:</b> Lower Tier  <b>Dwellings:</b> large dwellings spread out along the road not suitable for a 30 mph Fulmer recreation ground ,tennis courts &amp; pavilion accessed from this road.  <b>Flow:</b> 3098 (2004)  <b>Ave Speed:</b> 41.6 (March 2004)  <b>85th %ile Speed:</b> 48.2 (March 2004)  <b>No. of crashes/Accident Rate (2005 onwards - 2007/8):</b>  <b>No recent accidents</b></p> <p>Existing 40 mph</p> <p><b>BCC Comments</b>  This is a road that leads to Black Park Country Park Existing 40 mph</p>	Meets criteria for a 40mph limit on a lower tier road with local/access/ recreational function- part of recommended route for vulnerable road users
			AGree	Agree with new limit	Wexham PC (41)	<p>Speed Data shows that the 85%ile speeds in 2004 were over 50 mph and the average speeds are about 44 mph,</p>	
			NSL	No reasons given	46	<p>This road has had a few accidents over the last 3 years and are occurring at the junctions and bends</p> <p><b>Recommend NO CHANGE</b></p>	
			NSL	Artificially low limit, straight road, excellent sightlines, very few residences + those present have good visible accesses.	49		
			NSL	Few houses and turnings and mostly straight	57		
			Previous limit	Queries necessity for change of limit	3		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
51	Black Park Rd	40	AGree	Agree with new limit	Fulmer PC (44)	<p><b>Road Character:</b> Black Park Road - Lower Tier  <b>Dwellings:</b> : Very few properties- several farms ,sawmill &amp; entrance to Black Park Country Park  <b>Flow:</b> 353 (April 2004)  <b>Ave Speed:</b>38.3 (April 2004)  <b>85th %ile Speed:</b> 46.3 (April 2004)</p> <p>Existing 40 mph speed limit</p> <p><b>BCC Comments</b></p> <p>there have been 6 accidents since Jan 2004 ( up to 31 08 2008)- in all except one speed was a factor.</p> <p>Speeds taken in 2004 indicated that average speed was 38 mph and 85%ile speeds are around 46 mph,</p> <p>No Key buildings, but Black Park attracts many visitors</p> <p>Road likely to be used by cyclists and horse riders</p> <p><b>Recommend NO CHANGE</b></p>	Meets guidance for lower tier road with local/ access/ recreational function .
			NSL	No reasons given	46		
52	Fulmer Road( betw Fulmer & GX)	40	AGree	Agree with new limit	Wexham PC (41)	<p><b>Road Character:</b> Fulmer Road - Borderline Upper Tier/lower tier , (carries about 5000 vehicles per day.)  <b>Dwellings:</b> : 1 farm one junction with Fulmer Lane  <b>Flow:</b> 4973 (Feb/Mar 2004)  <b>Ave Speed:</b>40.4 (Feb/Mar 2004)  <b>85th %ile Speed:</b> 46.2 (Feb/Mar 2004)            No Accidents between 2005 - 2008</p> <p>Existing 40 mph speed limit,</p> <p><b>BCC Comments</b></p> <p>Requested by the local community to aid the 30 mph speed limit either end</p> <p>No properties along this fairly straight length Insert: only about 550metres between Fulmer &amp; Gerrards Cross – limit – buffer for both communities, discourage excessive speed on entry to communities</p> <p>ATC Data in 2004 stated that the 85%ile speeds ranged from 40 to 50 mph along this length and average speeds are ranged from 35 to 43 mph</p> <p>Used as a through route from Gerrards X to Stoke Poges No accidents between 2005 - 2008</p> <p><b>Recommend NO CHANGE</b></p>	Does not fit criteria for a limit below NSL in terms of junctions/bends/accesses. However, has local support & will not affect majority of drivers .
			AGree	Agree with new limit	Fulmer PC ( 44)		
			NSL	No reasons given	46		
			NSL	No residences one turning/junction (with excellent sightlines) need to define urban boundaries of Fulmer and Gerrards Cross	49		
			NSL	Few houses and turnings - give control back to driver	57		
52a	Fulmer Rd ( n extension to extg 30)	30	AGree	Agree with new limit	Fulmer PC ( 44)	<p>More then 20 properties, meets the criteria of a 30 mph speed limit Appendix D Speed Limits in Rural Roads (Single Carriageway) classed as a village, there is also a Church and Public House in the vicinity.</p> <p><b>Recommend NO CHANGE</b></p>	
53	Framewood Rd /Windmill Rd ( S of Fulmer village)	40	AGree	Agree with new limit	Fulmer PC ( 44)	<p>8 Properties, does not meet the criteria for a 30 mph speed limit, but is suitable for a speed limit of 40 mph, due to its landscape and there is also a recreational ground.</p> <p><b>Recommend NO CHANGE</b></p>	
			AGree	Agree with new limit	46		

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
54	West End Lane, Stoke Poges	30	40	No reasons given	1 person on tel survey	More then 20 properties, meets the criteria of a 30mph speed limit Appendix D Speed Limits in Rural Roads (Single Carriageway) classed as a village. <b>Recommend NO CHANGE</b>	
55	Redhill	30	20		17	20 properties fronting Redhill, the road is self enforcing because of the narrow layout of the road, meets the criteria of 30 mph speed limit, Appendix D Rural Roads. <b>Recommend NO CHANGE</b>	
PQL A	Andrew Hill Lane	NSL	30	Concerned re speed at which cars & vans travel down Hedgerley Lane/village road. Lost wing mirrors twice.	32	Andrew Hill Lane is not suitable for a 30 mph speed limit because the space between the houses and appears to be less then 20 houses / properties, could potentially be ok for 40 mph, but to save on the enviroment and sign clutter keep the existing NSL limit, the flow rate of traffic on this road is just over 50, and the speeds are below 30 mph which the road self enforces the limit it self, No Change	
PQL B	Village Lane, Hedgerley	NSL / 30				Existing 30 mph limit, meets the criteria of Appendix D	
PQL C	Wapsleys Lane Hedgerley Green					Community with less than 20 properties, suitable for a NSL	
PQL D							
PQL E	Gypsy Lane	NSL	20	Very narrow and winding. Difficult to pass on coming vehicles.	52	Only 2 properties on this road, 20 mph speed limit is not feasible for this road as there are no circumstances for eg school, keep as existing NSL, Does not meet criteria for Appendix D	
PQL F							
PQL G							
PQL H	Farthing Green Lane	NSL	20	Very narrow and winding. Difficult to pass on coming vehicles.	52	No Properties where this existing NSL length is, 20 mph speed limit is not feasible for this road as there are no circumstances for eg school, keep as existing NSL, Does not meet criteria for Appendix D	
PQL I							
PQL J							
PQL K							
PQL L	Billet Lane	NSL	?	I would urge you to reconsider the speed limit to a more sensible lower speed.	69	No Current speed data for Billet Lane, only 12 properties on this road spread out, does not warrant a lower limit because of the twisty nature of this road the speed are probably self enforcing	
PQL S	Alderbourne Lane	NSL	40/30	NSL sign is invitation for drivers to go faster than appropriate speed for the road. May not affect most motorists but does motor cyclists. Leave 40limit in place through these narrow road, or extend 30 limit from village	9	Alderbourne Lane, Currently NSL , some parts of this road is quite uneven, Speeds indicate the the majority of drivers are driving under 30 mph but the 85%ile speeds are just over 30 mph, does not meet the criteria of either 40 mph or 30 mph Appendix D	
PQL T			30/QL	When neighbouring limits were introduced, these lanes of necessity were signed NSL, encouraging irresponsible drivers to travel too fast.	Fulmer PC ( 44)		
PQL U	Cherry Tree Lane	NSL	Advisory 30 signs	Fulmer PC request for advsory 30mph signs, - incongruous that traffic from Fulmer common Rd ( 40mph limit ) enters a country lane where drivers can drive at any speed they choose. Complaints to PC from local residents.	15	Cherry Tree Lane, currently has 12 properties and a Nursery, average speeds are about 24 mph, whereas the 85%ile speeds are about 30 mph, does not meet the Criteria of Appendix D for a 30 mph speed limit, road is self enforcing,	
			30/QL	When neighbouring limits were introduced, these lanes of necessity were signed NSL, encouraging irresponsible drivers to travel too fast.	Fulmer PC ( 44)		
PQL CC	Slade Oak Lane, Higher Denham	NSL/40	30		2 persons in tel survey	Current NSL on Slade Oak Lane, it only has 2 properties fronting the road, it does not meet the criteria for Appendix D for a 30 mph speed limit, the road is quite twisty, the speeds indicate that majority of drivers are driving about 35 mph and the 85% ile speeds are about 40 mph	
				Request to move NSL sign to other side of junction further along Bangors Rd as residents of lane having problems with high speed cars along the lane- drivers thinking they are out of the speed limit	37	<b>Road Character:</b> 'Lower Tier <b>Dwellings:</b> Less than 20 <b>Flow:</b> 533 (May 2008) <b>Ave Speed:</b> 27.5 (May 2008)	

SLR ref	Road length	Speed limit		Summary of feedback	ID refs	BCC comments	How relates to Circ 01/2006?
		Extg	Pref				
PQL DD	Tilehouse Lane	NSL	30	Why is the safety of the residents at this end of the lane not a concern? There are many reasons why the limit should be extended to cover the length of the lane until the Herts border. Here are a few points: Along most of the lane there is no footpath. Wyatts Covert is home to many people with young children who have to walk with their baby pushchairs along the road itself. The mobile home site also has many residents with cars. Don't all these homes count as homes when it comes to road safety? Residents of/visitors to the caravan club site (also sited at Wyatts Covert) have to walk on the road to reach the footpath around Great Halings Wood or to enter Halings Lane to reach another footpath and stile that way. When caravans come up to or leave the club site they fill the width of the road. Visitors to Denham Grove (which is currently a training venue, but will be seeking permission to become a Hotel) and to the airport often race along the lane. There is a lot of 'heavy' traffic at this end of the lane daily making deliveries to the airfield and to Denham Grove. It is inconsistent to change the speed limit midway along the lane and confusing for drivers.	87	<p><del>No Speed Limit (May 2008)</del></p> <p><b>85th %ile Speed:</b> 34.3 (May 2008)  No. of crashes/Accident Rate (2005 onwards - 2007/8):  No recent accidents</p> <p><b>BCC Comments</b></p> <p>Tilehouse Lane, very twisty and narrow not enough properties to warrant a 30 mph, speeds indicate that the average speeds are about 27 mph whereas the 85%ile 34.3, but there are no accident since 2005 - 2008, could potentially meet the criteria for either 40 / 50 mph, but this would ruin the countryside and natural beauty of this area</p> <p><b>No Change</b></p>	Does not meet the Criteria for Appendix D for 30 mph, because there is a lack of properties in this current NSL area
				Please look again at the current speed limit of 60 mph. There are plans to develop sites along this section of the road which in time will create more traffic. The lack of a footpath creates other safety problems.	88		
PQL EE	Coppins Lane	NSL			89	Current NSL on Coppins Lane Lane, it only has 11 properties fronting the road, it does not meet the criteria for Appendix D for a 30 mph speed limit, no current speed or flow data	