

A40 Holtspur to Beaconsfield Proposed 40mph Speed Limit

SUMMARY /BACKGROUND INFORMATION

- ❑ In 1978 a 50mph limit was put in between Holtspur and Beaconsfield Old Town.
- ❑ In 2003, the countywide speed limit review started. This length of road is within 'Area 9' of 14 areas countywide.
- ❑ After **initial consultation** with local councils and road user groups, which was completed in **January 2005**, it was recommended by the Area 9 speed limit review working group that a 40mph speed limit should be considered for public consultation along this length. (**See Appendix A**)
- ❑ However, **between 2005 and 2008**, new speed limits were introduced elsewhere in the county. Feedback received indicated that although a majority of those surveyed were in favour of lower speed limits, there was less support for reducing speed limits on major through roads. Therefore, when **the proposed speed limit changes for Public Consultation** in Area 9 were being finalised in Autumn 2007, it was decided to **retain the existing 50mph speed limit** for most of this road length, (except for a length of 40mph limit between the existing 30 limit for Beaconsfield Old Town & Butlers Court Rd.)
- ❑ **Public consultation** for the whole of Area 9 took place from **November 2007- January 2008**. A range of views was received on the proposal to retain the 50mph limit on the A40 between Holtspur & Beaconsfield. (**see Appendix B**)The members of the Area working group were unable to agree as to whether a lower limit should be consulted upon for this road length and deferred the decision to the Head of Transportation (**See Appendix C**)
- ❑ After receiving representations from Beaconsfield Town Council and other concerned parties, the **Head of Transportation agreed to advertise this length as a 40mph limit, in order to assess the opinion of both local residents and those using the road.** (**See Appendix C**)
- ❑ This action was confirmed by the Cabinet Member for Transportation in approving the **Cabinet Member Report No. T08.08** (this can be viewed on the internet at :- <http://www.bucksc.gov.uk/moderngov/mgDelegatedDecisions.asp?bcr=1&DS=2&K=1>)
- ❑ In 2006, the **Department for Transport** introduced **new guidelines** on setting local speed limits. This is set out in DfT circular 01/2006 "Setting Local Speed Limits" All local authorities are expected to have reviewed the speed limits on all their A&B roads, in accordance with this guidance, by 2011. An extract from this guidance, (Appendix D: speed limits for single carriageway roads in rural areas) is provided in **Appendix F**. The whole document can be viewed at www.dft.gov.uk.

INFORMATION ABOUT THE ROAD LENGTH

The length of road being considered for a 40mph speed limit is approximately 2.25 kilometres long.

The road is generally straight with some gradual bends and, at its eastern end, a significant dip.

It has 10 junctions with other roads (7 with minor roads into housing estates, 1 other side road junction and 2 roundabout junctions) .At busy times, there is queuing at the side road junctions whilst vehicles wait to enter the A40.

A garden centre is accessed from one of the side roads and petrol stations are accessed directly from the A40 near Beaconsfield and at Holtspur.

Volume of traffic

Weekday average 2 way flow at various points along the length, in June 2004, ranged from 12343 to 14,898 vehicles.

Speeds

Mean ave for the whole length: 42.5 Eastbound 42.5 westbound

Range of average speeds at various points along the length was from 41.2 to 45.1 mph.

Mean 85th %ile speed (exceeded by only 15% of drivers) **overall;** 48.3 E 50.85 W

Range of 85th %ile speeds at various points along the length was from 47.1 to 60.1 mph

Accidents

Over the past 10 years, (01/08/1998 to 31/07/2008), there have been 51 crashes, with 71 casualties. (1 Fatal / 8 Serious / 42 Slight) **(See plan of locations Appendix D)**

Year	No. of crashes	Year	No. of crashes
1998 (from 1 st Aug):	1	2004	7
1999	3	2005	4
2000	5	2006	6
2001	7	2007	6
2002	2	2008 (to end July)	1
2003	9		

The numbers of crashes varies from year to year. Most are located at junctions with side roads or accesses.

In the most recent 3 years (01/08/2005 to 31/07/2008) for which data is available, there have been **13 crashes (1 fatal, 4 serious, 8 slight.) (see plan of locations Appendix E)**

Contributory factors were as listed below for these recent crashes (some have more than one contributory factor)

Factor	No times involved
Failed to judge other persons path or speed	7
Failed to look properly	6
Poor turn or manoeuvre	4
Loss of control	3
Dazzling sun	3
Careless/Reckless/In a hurry	2
Exceeding speed limit	2
Junction restart	1
Travelling too fast for conditions	1
Following too close	1
Failed to signal/Misleading signal	1
Aggressive driving	1
Slippery road (due to weather)	1
Disobeyed Give Way or Stop sign or markings	1

The crash types were as follows:-

- 3 right turn from side road onto main road
- 1 left turn from side road onto main road
- 1 right turn from main road onto side road
- 1 loss of control
- 1 pedestrian involved
- 1 shunt behind slowing traffic
- 5 miscellaneous circumstances

Crash rate (in relation to traffic volume /length of road)

The 'expected' or typical threshold for this type of road is **35** crashes per 100 million vehicle kilometres (per 100 mvkm). For the **whole length (based on last 10 yrs' data)** , the crash rate was **42.6** per 100mvkm

Crash rate: most recent 3 years' data (to 31 /07/2008):

Road length	Crash rate (per 100mvkm)
Whole length (Holtspur to Beaconsfield)	36.2
(A) west of j/w B4440 to just east of j/w Cherry Tree Rd/North Drive	35.8
(B) east of j/w Cherry Tree Rd/North Drive to E. j/w Walkwood Rise	79.4
(C) E. j/w Walkwood Rise to E.j/w Butlers Court	13.5
(D)E.j/w Butlers Court to Beaconsfield	20.7