

**AREA 9 SPEED LIMIT REVIEW- PUBLIC CONSULTATION PROPOSALS: SUPPORTING INFORMATION**

Area 9 Ref No	Dwg ref no(s)	Location	Prop'd speed limit	Extg speed limit	Length of proposed limit ( as described in proposed Traffic Regulation Order)	Complies with Circ 01/2006?	Reasons for proposed speed limit & How relates to Department for Transport Circular 1/2006 'Setting Local speed Limits'
1	1	A40 London Road Loudwater	30	40	From its junction with Gomm Road to a point 105 metres southeast of its junction with Thanestead Copse.	Y	Similar character to A40 to the east where there is current 30mph within town area. <i>Standard limit for road in urban area:</i> road runs through built up area-devpt on both sides of the road for majority of the length.
2	2	A40 London Road / Knaves Beech / White Hill Loudwater.	40	50	Between a point 105 metres south east of its junction with Thanestead Copse and a point 167 metres east of its junction with Whitehouse Lane.	Y	Houses along one side of road, junctions with Watery Ln & Whitehouse Lane, several business premises attracting turning movements. Includes busy roundabout junction with access to Mway & supermarket. 6 accidents in 3 yrs on A40, 13 on rbt. Speed south east of Knaves Beech rbt : Ave 40.1 SE & 36.8 NW. 85th %ile : 45.5 SE & 41.1 NW <i>Outskirts of Urban area/ some devpt only -meets 40mph criteria.</i>
2a	2,3,4	A40 known as White Hill / Oxford Rd, Loudwater and Oxford Rd/ Wycombe End, Beaconsfield	retain 50	50	<i>(Existing 50 limit retained over most of length- proposed change to 40 mph at Beaconsfield end as SLR Ref 3)</i> Between a point 167 metres east of its junction with Whitehouse Lane, Loudwater and a point 108 metres west of its junction with Butlers Court Road., Beaconsfield	? NSL?	<b>Length from nr. Whitehouse Lane to B4440 Wooburn Green Rd rbt:</b> Upper Tier rd- 12,000vpd, 2 crashes in 3 yrs over 0.8km- ( crash rate 19.0 per 100 mvkm.) Current mean speed NK-no data. Only 2 accesses Could be considered for NSL- but the adjacent section of road east of B4440 Wooburn Green rbt meets criteria for a limit of 50mph (or below)- this would then create a short length (800m) of NSL between a length of (proposed) 40 & a length of 50- public responses elsewhere to date indicates a preference for continuous lengths of one limit rather than more frequent changes from one limit to another along a length. Therefore, existing 50 limit to be retained. <i>Upper tier road- few bends/junctions/accesses &amp; crash rate of 19 per 100mvkm well below the 35 per 100mvkm for a 50mph limit ( within existing 50mph limit) but see above for reasons for retaining 50 rather than increase to NSL.</i>

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		A40 known as White Hill / Oxford Rd, Loudwater and Oxford Rd/ Wycombe End, Beaconsfield	<b>retain 50</b>	50	<i>(Existing 50 limit retained over most of length- proposed change to 40 mph at Beaconsfield end as SLR Ref 3 )</i> Between a point 167 metres east of its junction with Whitehouse Lane,Loudwater and a point 108 metres west of its junction with Butlers Court Road.,Beaconsfield	?	<p><b>B4440 Wooburn Green Rd rbt to west of Butlers Court Rd, Beaconsfield :</b></p> <p>10 junctions (7 'std' jtns into housing estates, 1 main jtn ( Broad Lane &gt; 4000vpd) &amp; 2 rbts( &gt;8000 vpd at j/w B4440)).Further devpt of 14 dwellings underway ( Waldenbury Place) nr Wbn Green Ln rbt.</p> <p><b>Mean speed over length 42.5 mph,85%ile 48mph.</b></p> <p><b>Flow: Ave 13800 vpd in 2004</b></p> <p><b>18 crashes in 3 yrs over 2.1km = crash rate of 60 per 100 mvkm.</b></p> <p>40mph recommended initially by a majority decision of Working group,( some opposition to this within the group)</p> <p>Further to some negative driver feedback on reduced limits elsewhere on 'open' stretches of A road, it has been decided to advertise retention of current 50mph limit &amp; then reconsider this decision in light of public consultation feedback.</p> <p><b>As an Upper Tier rd :</b></p> <p><b>50mph :</b> where lower quality A rd with a relatively high no. of bends,junctions,accesses <u>or</u> &gt; 35 pias in 100 mvkms, or where mean speeds below 50mph, so limit does not interfere with traffic flow.</p> <p><b>40mph :</b> can be considered where there is a high no of bends, junctions or accesses / substantial devpt / considerable nos. vulnerable road users.</p>
							<p>TRL projection infers that a 40 limit could reduce accident rate to 55 per 100mvkm ( 0.5 accs saved per yr)with no change in fuel costs &amp; small addl cost in time travelled- giving overall savings. However, outside of peak traffic flows, drivers likely to feel that 40mph limit is too restricting ,given that 15% of drivers travelling above 48mph at present.</p>
3	4	A40 Wycombe End Beaconsfield	<b>40</b>	50	From a point 301metres west of its junction with Windsor End and a point 108 metres west of its junction with Butlers Court Road,Beaconsfield .	Y	<p>Buffer limit for vehicles entering Beaconsfield. May encourage drivers to slow down earlier on entering the town and provide protection for parked cars &amp; drivers/passengers emerging from them.</p> <p>Includes petrol station &amp; junction with Butlers Court Rd ( includes garden centre accesses ) . Bus stops by Butlers Court Rd included within proposed 40 limit.</p> <p>Outskirts of town- pedestrian access into estate.</p> <p><i>Road on outskirts of urban area</i></p>

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3a	3	South Drive, off A40 Oxford Rd , Beaconsfield		N/A	No TRO proposed		Private road: If this road does not have a speed limit allocated to it, it will legally need NSL signs at its junctions with the A40- these should already be in place to designate where the current 50mph limit terminates????
5	3	B4440 Wooburn Green Lane / Holtspur Lane	50	NSL	From the junction with A40 White Hill to a point 100 metres northeast of the centre of its junction with Holtspur Avenue	?	900m length 2004 data: flow 8500, 85%ile 45mph, mean ave 39mph. 6 dwellings at N end, access to Glory Hill farm and to car park/picnic site. It was been decided after FC to propose same limit as on adjacent length of A40 -public feedback on previous SLR areas indicates a dislike frequent changes in speed limits .Many would also query why this was left at NSL if adjoining A40 retained/gained a lower limit <i>Upper tier road. ?( 9000vpd)</i> <i>2 crashes in 3 yrs over 0.9km- = crash rate of 24 per 100mvkm- below threshold for 50 limit as an accident remedial measure, but current mean speeds below 50mph so can consider a 50 limit within guidance.</i> <i>(TRL spreadsheet indicates that a 50mph limit may slightly increase acc rate , but reduce other costs &amp; a 40mph limit may potentially slightly reduce accidents , but with small increases in time/fuel costs- not very conclusive .)</i>
5a	3,5,22	B4440 Holtspur Lane, Wooburn Common	30	30/40	From its j/w The Green, Wooburn Green, to a point 100 metres northeast of the centre of its junction with Hotspur Ave	Y	Short extension of extg 30 limit into current 40 stretch to include j/w Holtspur Ave & first group of 5 houses on Holtspur Lane within the village speed limit. 30 limit would commence at existing village name plate <i>At start of village -30 limit include all residential properties.</i>

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6	3,5,6 (21)	Broad Lane Beaconsfield/ Wooburn / Hedsor	40	NSL	From its junction with A40 Oxford Road to a point 38 metres northeast of its junction with Hedsor Lane.	Y	<p>Road has many bends, 3 side road junctions, cemetery, sand quarry &amp; reservoir accesses, farm traffic &amp; vulnerable road users ( pedestrians/cyclists/horseriders ) on Rights Of Way network which crosses road at many points.</p> <p><b>Flow:</b> 4300 vpd June 2004 N j/w Windsor hill &amp; 1300 vpd N of j/w Wash hill</p> <p><b>Speed:</b></p> <p><b>N j/w C103 ( Windsor Hill)</b> Ave 38 mph.85<sup>th</sup> %ile 44mph</p> <p><b>Betw Springfield &amp; Lillyfee:-</b> Ave: 43mph85<sup>th</sup> %ile: 50.45</p> <p><b>NE j/w Wash Hill:</b> Ave: 36.7 mph 85<sup>th</sup> %ile: 43.4 mph</p> <p><b>Overall, length has</b> accident rate of &gt; 60 per 100mvkm, inferring its suitability, as a lower tier road, for a 40mph speed limit. It had 12 crashes in 3 yrs over 3 km (= crash rate of <b>85 per 100mvkm</b>)</p> <p>The TRL spreadsheet indicates small accident reduction is possible with a 40 limit, but with 3% potential journey time increases.</p>
6a	6	Berghers Hill, off Broad Lane nr Hedsor.	40 ( or same as ref 6)		entire length		<p>If no limit applied, NSL sign would need to be provided at start of this private road, which has its own privately signed advisory 15mph speed limit. However, If the same limit applies here as on adjacent Broad Lane, then due to the road being shorter than 350 metres, no speed limit signs will be needed anywhere along this residential length.</p>
7	7	Egypt Lane Burnham/ Farnham Royal	40	NSL	From its junction with A355 Colinswood Road to its junction with Stewarts Drive.	Y	<p>Narrow road- barely 2 way in places. 8 dwellings at northern end- scattered properties elsewhere.</p> <p>Extg speed: Ave -37mph; 85<sup>th</sup>%ile -42.5mph Flow : 1300vpd.</p> <p>Para 92 :- <i>envmtl consids/lower tier rd with predominantly local, access or recreational function: Burnham Beeches adjacent</i></p>
7a	7,8	Stewarts Drive Burnham/ Farnham Royal	40	NSL	From its junction with Egypt Lane to its junction with Bedford Drive.	Y	<p>1300vpd.</p> <p>Speed: ave 35mph 85<sup>th</sup> %ile 43mph.</p> <p>Narrow road on edge of Burnham Beeches nature reserve</p> <p>Para 92 :- <i>envmtl consids/lower tier rd with predominantly local, access or recreational function: Burnham Beeches</i></p>

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7a	8	Bedford Drive Burnham	40	NSL	From its junction with Stewarts Drive to its junction with Hawthorn Lane	Y	<p>Narrow road on edge of Burnham Beeches nature reserve Nr j/w Hawthorne Ln - cluster of crashes on bend.</p> <p>Data midway betw j/w Hawthorn Ln side road &amp; j/w Beeches Rd : Flow:2636 Ave speed: 36.2N, 37.4S 85th %ile speed : 40.8N, 44.0S</p> <p><i>Para 92 :- envmtl consids/lower tier rd with predominantly local, access or recreational function: Burnham Beeches</i></p>
7b	8,9,10	Hawthorn Lane Burnham	40	NSL	From its junction with Bedford Drive to its junction with Grove Rd/Pumpkin Hill	Y	<p>Narrow road on edge of Burnham Beeches nature reserve</p> <p><b>Data midway betw j/w Hawthorn Ln side road &amp; j/w Crown Lane :</b> flow : 3700 Ave speed: 35 NE, 34.1 SW 85th %ile speed : 40.2NE, 39.7SWS</p> <p><b>Data betw j/w Crown Lane &amp; j/w Thompkins Lane :</b> Sw of 'Acorns': flow: 1680 Ave speed: 34.7 E, 34.3 W 85th %ile speed : 42 .0 E, 40.6W</p> <p><b>Data betw j/w Crow Piece Ln &amp; j/w Grove Rd ( nr car park) :</b> Flow:1669 Ave speed: 33.6NW, 33.8SE 85th %ile speed : 40.7NW, 41.1SE</p> <p><i>Para 92 :- envmtl consids/lower tier rd with predominantly local, access or recreational function</i></p>
7c	9	Pumpkin Hill/ Curriers Lane Burnham	40	NSL	From its junction with Hawthorn Lane/Grove Rd to a point 60 metres northwest of its junction with Green Lane/Park Lane	Y	<p>Narrow road on edge of Burnham Beeches nature reserve</p> <p><b>Data betw j/w Grove Rd &amp; j/w Green Lane :</b> flow: 1428 Ave speed: 36.1 NW, 36.8SE 85th %ile speed : 43.3NW, 43.2SE</p> <p><i>Para 92 :- envmtl consids/lower tier rd with predominantly local, access or recreational function: Burnham Beeches</i></p>

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7d	9	Grove Road Burnham	40	NSL	From its junction with Hawthorn Lane/Pumpkin Hill for a distance of 108 metres.	N/A	Speed limit provided for a short length of this road to avoid the need for a pair of signs on each arm of the split junction for the start of the speed limit on Hawthorn Lane. No suitable location any further north on this road for the pair of terminal signs.
8	11	MC7 Littleworth Road / Dropmore Road Littleworth Common	30	NSL	From a point 120 metres north east of its junction with the centre of the access to the car park of the Jolly Woodman Public House to a point 160 metres south-west of its junction with Wooburn Common Road.	Y Generally meets 40, but take school /nursery into account for a 30 limit	village speed limit. Limit to start at village nameplate/ gateways at each end of length . School,PH, church, nursery( children)/Parish Hall. Less than 20 houses, but character of this community is of a village and very strong local feeling about traffic volume /speed splitting the community and pressure over many years for a 30mph limit. 5000vpd. Not a crash problem.
8	11	Wooburn Common Road Littleworth Common	30	NSL	From its junction with Littleworth Road to a point 89 metres north west of that junction.	See above	village speed limit. Limit to start at village nameplate. This short length of road runs alongside the village school. Should proceed with same limit as determined for Littleworth Rd, as part of village speed limit. Very strong local feeling re safety and quality of life for local residents/ those using the school.
8a	11	Boveney Wood Lane Littleworth Common	30	NSL	From its junction with Littleworth Road for a distance of 101metres.	Part of above village limit	Short length of 30mph limit along this side road to include the village church and car park area for woods/church within the proposed 30mph village speed limit.
9	11	MC7 Dropmore Road Littleworth Common	40	NSL	From a point 160 metres southwest of its junction with Wooburn Common Road to a point 194 metres south west of its junction with Horseshoe Hill .	Y	Village outskirts- less density of habitation than qualifies as a village, but a hamlet of about 7 dwellings after several hundred metres of non residential road. collision record on length on bend. Vulnerable road users need to use road to access village centre.Quality of life issues for residents. 5000 vpd use road. Approach from S very straight, with 15% of traffic travelling above 60mph at point 500m south of gateway for Littleworth Common. ? access to new Dropmore House development on this length Community outskirts/ limit above 30mph for community not meeting village criteria

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10	11	Dorney Wood Road Littleworth Common	30	NSL	From a point 146 metres south-east of its junction with Common Lane to a point 126 metres northwest of its junction with Common Lane	X/? (40?)	<p>About 900vpd.( NB sch hols)</p> <p>Few houses along proposed length itself , ( at southern entry to village from the south on approach to crossroads with housing on side roads), but strong local feeling re excessive speed- road used by pedestrians /dog walkers etc- no footways. 30mph limit also proposed on Common Lane &amp; Horseshoe Hill, so limit could be viewed as the start of the village ( &amp; will commence at the village name plate at its southern end)</p> <p>History of damage only collisions at southern end by staggered junction/bend on narrow stretch.- no appropriate location identified for providing chevron sign. Lack of visibility of approaching vehicles for traffic emerging from Common Lane- especially to the left. no other simple remedial measures possible.</p> <p>Northern end of limit is just north of bridleway crossing point ,adjacent to crossroads warning sign.</p> <p>Length of proposed 30 limit is shorter than recommended minimum of 300 m-.Considered whole road length to village centre as a 30 limit ( instead of proposed 40 limit in SLR Ref 10a)although no dwellings at all along this length. Had originally been intended to make this length a Quiet Lane ( prior to 2006)</p> <p><i>Not meet DfT criteria for a 30 limit, but 40 limit likely to seem incongruous at s</i></p>
10a	11	Dorney Wood Road Littleworth Common	40	NSL	From a point 126 metres north west of its junction with Common Lane a point 38 metres south east of its junction with Littleworth Road	Y/?	<p>About 900vpd.( NB sch hols) Ave speeds 36mph, 85th %ile 41.5 mph.No houses along length, but strong local feeling re excessive speed- road used by pedestrians /dog walkers /horse riders etc etc.</p> <p>Northern terminal point is more than 20metres away from junction, to provide better forward visibility of Littleworth Rd 30mph signs for northbound vehicles.</p> <p>( See also comments re SLR ref 10)</p> <p><i>Lower Tier road with local/access/recreational function- lots of use by walkers/horse riders using rights of way network</i></p>

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10b	11	Common Lane Littleworth Common	30	NSL	From its junction with Dorney Wood Road to a point 41 metres north east of house named Mallards	X	<p>14 dwellings along length, in 2 stretches, with about 100m of woodland between the 2 residential areas . Public House, car park leading to paths through wood to village centre. Could be considered as part of village road network, thus 30mph limit.</p> <p>However: Less than 100vpd, ave speeds 19mph, 85th%ile 24mph. Self enforcing- mostly single track/narrow 2 way.</p> <p>Originally proposed as Quiet Lane- but implementation of these now discontinued, so main options are to provide a 30 limit ( or National speed limit could be retained ( but would need to be signed as such where adjacent lower limits end)- but this would avoid need for repeater signs on attractive rural lane -needed if a 30mph limit applied.</p> <p>Re-assess after public feedback</p> <p><i>Less than 20 houses to constitute a village, but 40mph limit would definitely be inappropriate - re existing speeds.</i></p>
10c	11	Horseshoe Hill Littleworth Common	30	NSL	entire length	Y (almost!)	<p>19 dwellings along this length, with short break of about 100m nr middle of length, where speeds constrained by sharp bend. Character generally is of a residential road- mainly single track/narrow 2 way.</p> <p>Originally proposed as Quiet Lane- but implementation of this now discontinued-hence 30 being proposed.</p> <p><i>Almost meets village speed limit criteria.</i></p>
11	10	Crown Lane East Burnham	40	NSL	From its junction with Hawthorn Lane to its junction with Farnham Lane.	Y	<p>Dwellings scattered along length&amp; in a couple of small groups of about 8 houses. 2 garden centres &amp; Crown PH.</p> <p>Flow: 3500 vpd along southern end, 2700 at northern end.</p> <p>Ave speeds ( mean for 3 locns) = 35mph</p> <p>85th %ile ( mean for 3 locns) = 42 mph</p> <p><i>Meets Dft guidance for community less built up than a village or for a lower tier road with local, access, or recreational function.</i></p>
12	12	MC9 Britwell Road Burnham	40	NSL	From its junction with Lower Britwell Road / Farnham Lane to a point 56 metres south west of its junction with Court Lane.	Y	<p>Matches existing 40mph limit on adjacent Farnham Lane &amp; Lower Britwell Rd with similar character within Slough Borough. Outskirts of Burnham residential area.</p> <p>4400vpd Ave speeds 35mph, 85th %ile 42mph.</p> <p>3 side roads &amp; several residential accesses along length. Road about 5.0 metres wide but takes comparatively large amount of traffic .</p> <p><i>Meets criteria for partially developed area.</i></p>

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13	12/12a	Green Lane Burnham	30	NSL	From its junction with Britwell Road to a point 154 metres south of its junction with Longmead Lane .	Y	Extension of existing 30mph village limit to include row of 8 properties north of the point where the current limit terminates ( nr Golf Club)  <i>Village/residential road speed limit</i>
14	13	Poyle Lane Burnham	30		Entire length between Dropmore Rd & Brickfield Lane	Y ( except N of Poyle Farm - sparse housing)	Extension of 30 limit for village to include additional 6 dwellings (constructed since extg SL put in in 1957) ,plus Poyle Farm. The end of the proposed 30 limit to cover main area of dwellings would be just prior to sharp bend with junction. NSL sign there would seem incongruous to public & result in complaints. Proposal therefore includes remainder of Poyle Lane ( & western continuation into Brickfield Lane ) <i>Village /residential road speed limit - more sparse dwellings at N end, ( see above)</i>
14	13	Brickfield Lane Burnham	30	30/N SL	From its junction with Poyle Lane to its junction with Wymers Wood Lane	? ( sparse housing- but logical to public?)	The end of a proposed 30 SL to cover extent of main area of dwellings in Poyle Lane would be just prior to sharp bend at junction with Poyle Lane . To put NSL sign there would seem incongruous to public & result in many complaints. Proposal therefore includes this length of road ,extending westwards from junction of Brickfield Lane with Poyle Ln for about 150 metres to the junction with Wymers Wood Rd. . ( See Poyle Lane above)
15	13 (14)	Wymers Wood Rd Burnham	30	30/ NSL	Entire length	Y ( except N end- sparse housing)	29 letters from residents of Poyle Lane, Wymers Wood Rd/Brickfield Lane in 1996 for lower limits(preferably 30mph for all of Poyle Lane & Wymers Wood Rd), following widening/ resurfacing/ kerbing of the road. New houses since then on Wymers Wood Rd & Poyle Lane/Pink Lane. Pedestrian access to cricket ground/club facilities off Wymers Wd Rd is v heavily used . Cut through from Dropmore Rd to Taplow Common Rd/Lent Rise Rd. No footways , used by horseriders & cyclists, pedestrians with young children/ dogs. Pines Hotel on W.W.Rd generates addl veh mmts. Proposed 30 over residential length would terminate just N of j/w Redwood, but more logical to include the 250 m length to the N.of this, (with 3 residences & hotel), to indicate that from j/w Taplow Common Rd ( N) is effectively the start of the village. This will also reduce the number of terminal signs needed at junctions in vicinity . <i>Village/residential road speed limit</i>

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15a	13	Redwood , off Wymers Wood Rd, Burnham	30	NSL	Entire length	Y	Residential road
16	(13),14	MC9 Hitcham Lane Taplow/ Burnham	30	NSL	From its junction with Lent Rise Road/ Taplow Common Road eastwards to a point 148 metres west of its junction with Hitcham Rd.	Y ( takes into account popular church) otherwise 40 limit	<p>About 15 properties within the village, on narrow road, limited forward visibility, no footway, with a popular Church. Initially considered whether whole length of lane should have 30 limit, but village proper extends from The Gore to just west of Hitcham Rd. West of this point, there is about 250 metres of open road.</p> <p>The western( Taplow) end of the road length is mostly single track ,with a small group of dwellings, is currently proposed to be left as National speed limit as should be self enforcing due to character of road ( mostly single track with no verges &amp; with hedges directly alongside road)- it also carries less traffic than section to east of j/w Hitcham Rd.</p> <p>The proposed 30 length thus extends from The Gore to just west of the 'ridden horse' warning sign to the west of Hitcham Rd.</p> <p><b>E of j/w Hitcham Rd.:</b> 1700vpd ;Ave speeds: 29mph ;85th %ile speed :35mph</p> <p><b>West of j/w Hitcham Rd.:</b> 800 vpd; Ave speeds: 34mph ;85th %ile speed :39mph</p> <p>The length proposed as a 30limit is streetlit, so will have no repeater signs installed- just removal of NSL repeater signs.</p> <p><i>Although less than the 20 properties required to meet the DfT village definition for a</i></p>
17	17a	Huntercombe Lane South Burnham	30	NSL	From its junction with the A4 Bath Road for a distance of 226 metres.	Y	<p>Short extension of existing 30mph limit to include entrances to 'Wyeth' business car park &amp; Huntercombe Hospital, &amp; sharp bend . [current 30 terminates at boundary between No 17 &amp; No 15). Length of 30 limit corresponds to street lit length.</p> <p>Drivers entering residential length from S would enter 30 limit prior to bend &amp; accesses.</p> <p><i>Residential road</i></p>
18	16	Harcourt Road Dorney Reach	30	NSL	For its entire length.	Y	<i>Residential road</i>
18	16	Harcourt Close Dorney Reach	30	NSL	For its entire length.	Y	<i>Residential road</i>

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18	16	Meadow Way Dorney Reach	30	NSL	For its entire length.	Y	Residential road
18	16	Oak Stubbs Lane Dorney Reach	30	NSL	For its entire length.	Y	Residential road
18	16	Dorney Reach Road Dorney Reach	30	NSL	From its junction with Harcourt Road to its junction with the private road which commences at the northern boundary of 'Touchdown' No 18, Dorney Reach Road.	Y	Residential road
18a	16	Marsh Lane/Court Lane Dorney/ Dorney Reach	40	NSL	From a point 28 metres north of its junction with Glebe Close to its junction with Village Rd, Dorney	Y	<p>30mph request from Dorney PC on length from Mway bridge to SE. Harcourt Rd ( school,bus stop,turning traffic etc)                      Above average cyclist/pedestrian activity in vicinity- network on paths incl Sustrans route.                      No speed/flow data at D Reach, but 2200 vpd N of Jubilee River &amp; 2300 vpd in Court Rd Dorney.                      3 crashes in 3 yrs on NSL length from M way bridge to Dorney village.                      At Dorney Reach 9 properties ( nos 5-19) beside straight stretch of Marsh Lane south of Harcourt Rd. Bus stops. 2 side rds serving estate. Access on opp side of rd to houses to public FP/Sustrans route 61 .                      Access to Eton rowing lake, 2 further dwellings on Marsh Lane                      On Court Lane there is the Church, Graveyard, Dorney Court (house/garden/garden centre &amp; cafe)                      Proposed limit starts at VNP at its northern end.                      Not meet village criteria for a 30 mph SL but 40/50 can be applied for more sparse community. OR for rural road with predominantly local,access or recreational function/part of recommended route for vulnerable road users.</p>

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<b>18a</b>	16	Glebe Close Dorney Reach	<b>40</b>	NSL	entire length	<b>N/A</b>	V short length of about 100m - a 40mph speed limit will prevent need for National Speed Limit signs at entry to Glebe Close ( which will be required if Glebe close does not have a speed limit applied, but Marsh Lane receives a limit below National speed limit)& no repeater will be needed due to short length.
<b>19a</b>	15	Marsh Lane Taplow	<b>40</b>	NSL	From its junction with the A4 Bath Rd for a distance southwards of 104 metres	<b>Y</b>	'Continuation' of proposed 40 limit for A4 onto Marsh Lane, to enable 30 limit( see below) for residential length to cover just the residential section. See below
<b>19</b>	15	Marsh Lane Taplow	<b>30</b>	NSL	From a point 104metres south of its junction with A4 Bath Road to a point 8 metres south of the centre of the access road to the Marsh Lane Weir public car park of the Jubilee River.	<b>Y</b>	Length has more than 40 dwellings over 600 metres. Qualifies as a village, for a 30mph speed limit, under Circ 01/2006. Includes Jubilee River car park and riverside path crossing point Extg average speeds in June 2004 37( N bnd) & 32(S bnd) - 2190 vpd. <i>Meets village criteria</i>
<b>19b</b>	15	Ye Meads ,off Marsh Lane Taplow	<b>30</b>	NSL	Entire length	<b>Y</b>	Residential road
<b>20</b>	15, 17a	A4 Bath Road Burnham / Taplow	<b>40</b>	50	Between a point 89 metres west of its junction with Huntercombe Lane South and a point 136 metres east of its junction with Approach Road.	<b>Y</b>	Majority of road built up either on one side or, for short stretches , on both sides , except for a short length where little development . Character of road at eastern end equates in character to A4 at Slough end , which already has 40mph speed limit. <i>Broadly meets criteria of Appendix C : suburban road, buildings generally set back from road.</i>
<b>21</b>	17	MC62 Boundary Road Taplow	<b>40</b>	NSL	From its junction with Hitcham Road Burnham , to a point 155 metres south-east of its junction with Rectory Rd, Taplow.	<b>Y</b>	40 repeater signs could be provided at gateway S of j/w Station Rd ( on post & on road) to add emphasis to speed limit. <i>Meets criteria for village outskirts/community with &lt;20 dwellings ( 16 dwellings in row along Boundary Rd)</i> Northernmost dwelling in row is about 300m S of Rectory Rd Taplow village - too far S to include this row of dwellings in the Taplow village 30 which local residents would prefer? ( To do this would also leave a stretch of about 400m between gateway& jtn of Boundary Rd with Hitcham Rd- which would need to be either NSL or 40- this could lead to criticisms of too many changes to limit )

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22	17	Station Road Taplow	40	NSL	From its junction with A4 Bath Road to its junction with Boundary Road.	Y	Southern end of road partially built up, narrow section under railway bridge, access to sports fields( on both sides)& to sports pavilion. Parked vehicles on west side ( for station) 800vpd Ave speed at N end 33mph, 85th%ile 45mph. <i>Urban road Appendix C: outskirts of urban area/little development</i>
23	17	Approach Road Taplow	40	NSL	From its junction with A4 Bath Road to its junction with Station Road.	Y	3700vpd Ave speeds 40mph, 85th%ile 47mph.Link between A4 & Station Rd. 4 dwellings, railway station. <i>Urban road Appendix C: outskirts of urban area/little development</i>
24	17	Institute Road Taplow	40	NSL	From its junction with Station Road to its junction with Hitcham Road.	Y	Garage, hall, sports pavilion . 4500vpd Ave speed 32.5mph,85th%ile speed 44mph. <i>Urban road Appendix C: outskirts of urban area/little development</i>
25	18	Mill Lane Taplow	30	NSL	From its junction with Berry Hill to its junction with A4 Bath Road.	? difficult to categorise	Narrow lane- almost single track along part of length - limited forward visibility. ,extensively used by large goods vehicles accessing paper mill and various vehicles accessing other premises along road - warehouses/boat houses/gas holder. Used also by pedestrians/cyclists accessing Jubilee River/ other paths. Some residential properties at either end. Originally a rural lane with much of character of town outskirts road in terms of type of development 1469 vpd in June 2004.Ave speed at southern arm is 29mph N, 31mphS.85th %ile 36mph.  <i>Type of devpt equates to outskirts of urban area, but also has characteristics of a lower tier rural road with local, access &amp; recreational function. However, 40 mph would be too high a speed limit for much of this road- hence recommended 30 limit. Alternative would be to leave as NSL . Does not fit readily into the standard DfT criteria!</i>

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26	14, 17,18	Hill Farm Road / Boundary Road, Taplow	30	30/ NSL	Between a point 108 metres north of the junction with Buffins and a point 155 metres south-east of its junction with Rectory Rd, Taplow.	Y	Extension of existing village 30mph speed limit by about 70 metres, at northern end to reduce entry speed of S bnd vehicles entering village prior to Hitcham Lane/Buffins crossroads. (Side access to allotments at northern end of this stretch . ) ( not poss to locate northern terminal signs at village gateway as insufficient space for signs on eastern verge) <i>village speed limit</i>
26a	14, 18	Buffins , Taplow	30	30	Entire length	Y	<i>Village street/ residential road.</i> Streetlit, so technically already a restricted 30mph road, but make Order to clarify on records.
27	18, 19,20, 20a	MC61 Cliveden Road/ Heathfield Rd Taplow / Hedsor	50	NSL	From a point 213 metres north west of its junction with Rectory Road to a point 36 metres north-east of its junction with Sheepcote Lane	? 50/40	<p><b>Overall data: 4200 metres long, 19 accidents in 3 yrs Accident rate 85 per 100mvkm</b></p> <p><b>A j/w Sheepcote to just S j/w Bourne End Rd:</b> 7 accs over 700 m 4400vpd Ave speed 43mph 85th %ile 50mph. <b>Acc rate 208 per 100mvkm</b></p> <p><b>B just S j/w Bourne End Rd to j/w Taplow Common rd :</b> 8600vpd Ave 43mph 85th %ile 49.5 3 accs over 500m <b>Acc rate 64 per 100mvkm</b></p> <p><b>Cj/w Taplow Common Rd to j/w Huntswood Lane:</b> 3600vpd 41 mph ave 49mph 85th %ile (Cliveden Stud/Cliveden village/Orkney Rd estate /scattered individual residences ). 900m length <b>0 personal injury accidents.</b></p> <p><b>Dj/w Huntswood Lane to j/w Hill Farm Rd :</b> 3800vpd No speed mmts. 7 pias over 980m <b>Acc rate 172 per 100mvkm</b></p> <p><b>Ej/w Hill Farm Rd to 30/NSLT at Taplow Court:</b> 2900vpd Speed: Ave 41mph 85th %ile 47mph [Accesses to cricket field/pavilion &amp; Taplow court.&amp; a few dwellings] <b>1 pia only over 930m</b> <b>contd below!</b></p>

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							<p><b>Accident rate per 100mvkm for whole length is above 60, but some lengths have no/few pias.</b> . Appendix D suggests that for a lower tier road with crashes &gt; 60 per mvkm, a 40mph limit would be appropriate. TRL spreadsheet infers that crashes could increase with a 50 limit, but decrease with a 40 limit ( This is based on current ave speeds) However, 85th%ile speeds indicate that 40mph may be deemed too low by a significant number of drivers.</p> <p>TRL projections suggest:-  <b>Length A:</b> without extra measures a 50 limit may increase pias, 40 limit may decrease  <b>Length B:</b> without extra measures a 50 limit may increase pias, 40 limit may decrease  <b>Length C:</b> no current crash prob  <b>Length D:</b> without extra measures a 50 limit may increase pias, 40 limit may decrease  <b>Length E:</b> no current pia prob.</p>
27	20a	MC127 Bourne End Road ,Taplow	50	NSL	From its junction with Cliveden Road to a point 52 metres west of that junction.	N/A	Speed limit provided for a short length of this road to avoid the need for a pair of signs on each arm of the split junction for the start of the speed limit on Cliveden Rd/Heathfield Rd .No suitable location any further east on this road for the pair of terminal signs. Speed limit will apply as for Broad Lane.
27a	19 (14, 18)	Hill Farm Road, Taplow	50	NSL	From its junction with Cliveden Road to a point 108 metres north of its junction with Buffins.	?	local requests for speed limit on this route & although little reason for limit on its own basis, probably will seem more logical to continue the speed limit on Cliveden Rd along this length than to retain it as a short length of NSL.
31	21	C104 Widmoor, Wooburn	30	NSL	Entire length ( from its junction with Harvest Hill / Kiln Lane to its junction with Broad Lane) .	Y	Part of village together with other adjacent roads. <i>Village speed limit: over 20 houses in community.</i>

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(31)	21	Branch Lane ,Widmoor, Wooburn	Retain NSL	NSL	No change to NSL proposed at present	N/A	Unclassified public road. Lane 445 metres long. Surface poor/rd v narrow beyond Hedsor Farmhouse. Signed as 'unsuitable for motors'. If no limit applied, but 30 limit in place on Widmoor, then National Sped Limit signs will have to be put up at entry to Branch Lane . (I f NSL is unpopular and there is pressure to make road a 30 limit, a 30mph repeater sign could be placed 214m from j/w Widmoor on a FP sign. Alternatively the 30 limit could be extended down lane at each end a short distance so that NSL signs are not visible from 'main' road at each end. However, 30mph could seem incongruous in view of the nature of the road? Road was previously considered as a potential Quiet Lane.
31	21	C104 Broad Lane Wooburn/Hedsor	30	NSL	From a point 38 metres north-east of its junction with Hedsor Lane / Wash Hill to its junction with Widmoor	Y	Part of village together with other adjacent roads. <i>Village speed limit: over 20 houses in community.</i>
31a	21	Wash Hill,Widmoor Wooburn/Hedsor	30	NSL	From its junction with Broad Lane/Hedsor Lane to a point 188 metres north west of that junction	Y	Part of village together with other adjacent roads.speed limit to cover all residential properties with frontages on the road. <i>Road forming part of Village speed limit: over 20 houses in community.</i>
32	21	C104 Harvest Hill Wooburn / Hedsor	30	NSL	Entire length (from its junction with Widmoor / Kiln Lane to its junction with Hawks Hill/ Hedsor Rd)	Y	Road forming part of Village speed limit: over 20 houses in community. Part of village together with other adjacent roads.
32a	21	Kiln Fields ,off Harvest Hill Widmoor/ Wooburn	30	NSL	Entire length	Y	<b>Private road-</b> National speed limit signs would need erecting at entry to road unless it has the same speed limit as the adjacent Harvest Hill . Road is less than 250 metres long so will not need any repeater signs along it.
33	21	Kiln Lane Widmoor/ Wooburn	30	NSL	From its junction with Widmoor / Harvest Hill to a point 199 metres west of that junction.	Y	Part of village together with other adjacent roads. <i>Road forming part of Village speed limit: over 20 houses in community.</i>
34	22	C103 Windsor Lane / Windsor Hill	30	30/ NSL	From its junction with The Green to a point 188 metres from its junction with Manor Gardens.	Y	Extension to cover almost all properties within this road which is part of Wooburn Green village. Approx 2000 vpd. <i>Village road</i>

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<b>34a</b>	22	C103 Windsor Lane / Windsor Hill Wooburn Green	<b>NSL</b>	NSL	From a point 188 metres from its junction with Manor Gardens to its junction with Broad Lane,	<b>Y</b>	Working Group considered 30 limit to extend whole length of this road- but no dwellings along here. Existing speeds near top of hill on straighter stretch 27mph average speed & 31mph 85th %ile speed- therefore, already 'self enforcing' re speed Road is currently subject to National Speed Limit, but has a system of streetlights along it. A derestriction order is required to remove this legal anomaly.
<b>35</b>	22	Whitepit Lane Wooburn Green	<b>30</b>	30/NSL	From its junction with The Green to a point 193 metres north-west of its junction with Old Station Way.	<b>Y</b>	Extension to existing village 30mph limit , to encourage reduction of speed prior to entry to village <i>Village speed limit</i>
<b>36</b>	2,2a	A4094 Boundary Road, Wooburn	<b>30</b>	40	From & including its roundabout junction with Knaves Beech Way to a point 77metres north-west of its junction with Watery Lane.	<b>Y</b>	Extension of existing 30 limit on this urban residential road- continuous housing along south side, 6 accesses to estate roads on northern side, plus about 11 properties with direct frontage on N side.. Vulnerable road users- pedestrians/cyclists, children/elderly. <i>Meets urban road criteria: standard limit in built up areas with development on both sides of the road.</i>
<b>36</b>	2a	A4094 Knaves Beech Way Wooburn / Chepping Wycombe	<b>30</b>	40	From its roundabout junction with Boundary Road to a point 33 metres northwest of that junction.	<b>N/A</b>	To provide appropriate terminal point for the 30 mph speed limit for Boundary Rd.
<b>37</b>	23	Elm Lane, Little Marlow	<b>30</b>	NSL	From its junction with A4155 Marlow Road to its junction with Chapman Lane.	<b>Y</b>	<i>Village</i> > 20 dwellings: residential road
<b>37</b>	23	Chapman Lane Little Marlow	<b>30</b>	NSL	From its junction with Elm Lane to a point 8 metres south of its junction with Vineyard Drive.	<b>Y</b>	<i>Village</i> > 20 dwellings : residential road
<b>38</b>	23	Coldmoorholme Lane Little Marlow	<b>30</b>	30/N SL	For its entire length.	<b>Y</b>	Extension to existing 30 limit to include busy PH & length of road used by walkers to access river from nearest public car park. Popular route on road for walkers/families. <i>Village /residential road &gt; 20 dwellings incl PH.</i>
<b>39</b>	24	Church Road Little Marlow	<b>30</b>	30/N SL	From its junction with the A4155 to its junction with the private road,(The Moor) at its southern end.	<b>Y</b>	Extension to existing 30 limit to include section from PH car park to the A4155. <i>Village residential road &gt; 20 dwellings</i>

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39	24	School Lane Little Marlow	30	NSL	From a point 11 metres from the western side of its junction with the A4155 ,to its junction with Church Road.	Y	Part of village with > 20 dwellings . School on this length.
39	24	Pound Lane Little Marlow	30	NSL	For its entire length.	Y	Part of Village > 20 dwellings
(40a)	24	A4155 Marlow Road Little Marlow	NSL	NSL	<b>No TRO: retain current NSL</b> Between a point 83 metres south-west of its junction with Pump Lane South and a point 112 metres west of its junction with Church Rd, Little Marlow.	<b>retain NSL</b>	3 accesses along length, including to busy garden centre & small community on Winchbottom Lane. <b>A404 to j/w Winchbottom Lane</b> 3pias in 3 yrs. 14700vpd Ave speeds 41NE & 43 SW 85 <sup>th</sup> %ile speed: 47mph NE & 49SW. Crash rate 37 per 100mvkm <b>j/w Winchbottom to W of Lt Marlow</b> 350m Only 1 pia in 3 yrs 14400vpd 85 <sup>th</sup> %ile speed 46mph NE & SW Average 40mph NE & SW Crash rate 18 per 100mvkm <i>Upper tier road- does not have high no of bends/jtns/accesses. Crash rate near/below that recommended for 50 limit. Mean speeds below 50, so Ok for 50 limit on this basis, but TRL spreadsheet projection infers that crashes &amp; ave speeds may increase with either a 40 or 50 limit</i>
(40a)	24	Pump Lane South Little Marlow	As adj A4155	NSL	<b>NO TRO: retain current NSL</b> From its junction with A4155 Marlow Road to its junction with the private access to garden centre	See above	Short section of road to have same limit as A4155 to reduce need for terminal signs at jtn. If A4155 if this vicinity does receive a lower limit, the same limit will be applied on the described stretch of Pump Lane South, to prevent the need for NSL signs at j/w Pump Lane for short length of public road .

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40b	24 ,25	A4155 Marlow Road Little Marlow	40	NSL	Between a point 112 metres west of its junction with Church Rd,Little Marlow and a point 88 metres east of its junction with School Lane.	Y	<p>Village,but partial development only ,less than 20dwellings along road- but partial severance of community by A4155.</p> <p>2 main access roads to village/ accesses to farm shop/PH/ works depot. Cycle route crossing point/ access to bus stops . Pedestrian refuges provided.</p> <p>Ave speed 39mph, 85<sup>th</sup> %ile 45, flow 16400vpd.</p> <p>6 pias in 3 yrs over approx 500m length</p> <p><b>Crash rate 67 accs per 100mvkm .</b></p> <p><i>Meets requirements for a 40 limit for community with &lt;20 dwellings alongside rd. Also, as an Upper Tier road, with 5 accesses /jtns within 500m, vulnerable road users( peds /cyclists/young/elderly)could meet requirements for a 40 limit. Crash rate is greater than the 35 appropriate for a NSL.</i></p>
40b	24	School Lane Little Marlow	40	NSL	From its junction with the A4155 to a point 11 metres from the western side of that junction	N/A	Short length of 30mph limit along this side road to provide appropriate location for the terminal point of 30mph limit. As junction mouth is wide/skewed, may otherwise be dispute over whether 40 limit extends down to start of 30 limit.
(40c)	25	A4155 Marlow Road Little Marlow	Retain NSL	NSL	<b>NO TRO Retain current NSL !</b> Between a point 88 metres east of its junction with School Lane and a point 137 metres west of its junction with Sheepridge Lane	(NSL)	<p>Ave speed 42.5mph, 85<sup>th</sup> %ile 48.5, flow 18500vpd.</p> <p>3 pias in 3 yrs over approx 650m length. Crash rate 23 accs per 100mvkm.</p> <p><i>Not meet DfT Upper Tier roads criteria for 50 or 40 limit. Crash rate below 35 &amp; not a high number of bends/jtns/accesses- only 1 side road junction along length.</i></p>
41	25,26	C101 Sheepridge Lane Flackwell Heath / Little Marlow	50	NSL	From a point 31 metres south west of its junction with Heath End Road Flackwell Heath to its junction with A4155 Marlow Road	? (NSL OR 40)	<p>Length approx 2.1 km. Ave 5000vpd</p> <p>Ave speed 43 mph/ 85<sup>th</sup> %ile 50mph</p> <p>2 pias in 3 yrs Crash rate 17.4 per 100mvkm</p> <p>Feedback from public consultation will be especially important on this proposal. Working Group members had recommended lower limit in response to concerns expressed re safety of road users /excessive speeds.</p> <p><i>TRL spreadsheet projection indicate potential for increased speeds/crash rate if put in a 50 ( 22.55 crash rate) or 40 limit (18.37 crash rate, if this encourages drivers to travel faster than they currently do.</i></p>

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42	24	Winchbottom Lane Little Marlow	30	NSL	From its junction with A4155 Marlow Road to a point 36 metres north of the access road to Elmtrees Mobile Home Park.	? (40)	Approx 12 dwellings,( plus about 15 more in caravan park )but narrow road and has the ambience of a village .A 40 mph limit may seem more incongruous, although technically more in line with national guidelines. Lower end of W.Lane has about 520 vpd.. Proposed 30mph speed limit < 300m long . Alternatives would be to retain National speed limit, as at present, or provide a 40mph limit, but the latter may be unpopular with local residents. <i>Meets 40mph criterion for a settlement with &lt; 20 houses.</i>
43	25	Fern Lane Little Marlow	30	NSL	For its entire length.	Y	<i>Village &gt; 20 dwellings/residential road.</i>
44	28	A4094 Ferry Lane Bourne End	40	NSL	From a point 36 metres south of its junction with Hedsor Road to the Buckinghamshire / Berkshire County Boundary.	Y	Flow 11300vpd over 0.9 km .Ave speed 39mph, 85 <sup>th</sup> %ile 45. Acc rate 27 per 100mvkm. Village outskirts- about 12 dwellings fronting road, plus 2 accesses to >20 houses on separate road(s)Relatively few reported pias, but local reports of far more damage only crashes <i>Rural community with less than 20 dwellings on roadside so not 'qualify' for village 30mph limit ,but does for a 40 limit for a smaller/more dispersed community, . ( Also possibly meets urban road criterion: road on outskirts of urban area.)</i>
45	17a	B3026 Lake End Road Burnham	40	NSL	From its junction with A4 Bath Road to a point 84 metres south of the common boundary of Nos 25/27 Lake End Rd.	Y	Short length ( approx 200metres) to include row of houses/supermarket access and tie in with proposed 40mph speed limit on adjacent length of A4. Terminal point is at Burnham village name plate, to south of supermarket access . Block of 15 flats,( only one access) then 6 houses. <b>Further comments:</b> S terminal Changed from original locn to match with 'Welcome to Burnham village 'sign, which is located 57m south of the access to elec sub stn) Possibility of 30 limit considered, but only 6 dweliings directly onto road. Also the A4 is proposed to have 40 limit, Lent Rise Road has existing 30 limit. If 30 applied to Lake End Rd, then under Dft guidance 30 limit would be required to apply across rbt,which would appear v odd to A4 drivers as short length of 30 would apply across rbt . Rbt can be within 40limit if Lake End Rd becomes 40, <i>Meets 40mph criteria for a community smaller than a village/ also for urban road on outskirts of urban area , buildings set back criteria.</i>

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46		A404 Marlow Hill High Wycombe	n/a	40	<p><b>NO TRO REQD NEW LIMIT ALREADY IN PLACE:</b>                      A404 Marlow Hill, High Wycombe:From its junction with Handy Cross Roundabout to a point 50 metres south of its junction with Wordsworth Road, including the traffic signal controlled roundabout between A404 Marlow Hill ,C100 Marlow Rd &amp; School Close</p>		Previous public consultation applied
47		A404 Marlow Hill (southbound carriageway)	n/a	40	<p><b>NO TRO REQD NEW LIMIT ALREADY IN PLACE:</b>                      A404 Marlow Hill,southwest bound carriageway only : From a point 85 metres south of its junction with A40 Abbey Way ito a point 50 metres south of its junction with Wordsworth Rd</p>		Previous public consultation applied
48	13, (14)	Taplow Common Rd Burnham	40	NSL	From its southern junction with Wymers Wood Rd to a point 97 metres north of its junction with the access road to Huntswood Golf Club.	Y?	<p>Row of 7 houses,Hotel, Cricket ground &amp; pavilion,golf course /club house plus road junction within about 800m.                      Low no. of (2) pias but <b>crash rate 41.5 per 100mvkm. .</b>                      volume: 5428 vpd at N end of row of houses. Ave speed 41.2 N bnd/ 38.7 Sbnd                      85th%ile speed 48.1 N 45.4S                      lower limit requested by local residents, concerned for safety- pedestrians from houses walking into village&amp; residents entering/leaving premises by car. TRL projection calculations indicate speeds&amp; crashes could increase with a 50 limit,. Crashes /speeds could be reduced by a 40 limit with additional measures ( eg on -road roundels?)  <i>Speed limit for a rural community not meeting village density criteria.</i></p>

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Area 9 Ref No	Dwg ref no(s)	Location	Prop'd speed limit	Extg speed limit	Length of proposed limit ( as described in proposed Traffic Regulation Order)	Complies with Circ 01/2006?	Reasons for proposed speed limit & How relates to Department for Transport Circular 1/2006 'Setting Local speed Limits'
49	(13), 13a	MC7 Dropmore Road Burnham	40	NSL	From a point 54 metres north of its junction with Poyle Lane to a point 60 metres north of the junction with the access to Knights Farm.	Y	<p>Plant nursery,( not open in summer 2007?) farm access,about 10 dwellings 3 slight pias in 3 yrs to end 2005 4800vpd in 2005 Ave speeds 46.8N/44.3S 85th %ile speeds: 54.7N/ 50.9S <b>Crash rate 67.3 per mvh km</b></p> <p><i>Lower tier road with mxd function where high no of (bends/jtns)/accesses- would be 50 limit. Accident rate should be below 60 per mvkms. lower tier rd with predominantly local, access or recreational function or accident rate above 60pmvkm, then 40 appropriate.</i></p> <p><i>TRL predictive spreadsheet indicates potential savings greater with a 40mph limit- (crashes potentially increase with a 50mph limit), but that to achieve speeds below 43mph, additional measures would be needed.-possibly on-road roundel markings at start of limit would achieve this</i></p>
50	29	B3026 Lake End Rd / Village Road/ Common Rd Dorney	30		From a point 87 metres north of its junction with Ashford Lane to a point 51 metres south east of its junction with Southfield Close.	Y	<p>Existing 30 mph speed limit. New TRO to simplify records as the current speed limit is by various separate TROs created over the last 50 + years &amp; on 2 stretches by virtue of the system of street lighting . Within existing 30mph limit there is a gap of about 200-300m which is not built up as per village defn, which could therefore be appropriate for a 40 limit, but this would create too many changes of limit within a short distance, so the full current 30mph limit has been retained .Also , the open section includes car parks/crossing points for the popular Jubilee River footpath/Sustrans route/bridleway. <i>Village speed limit</i></p>