

APPENDIX B

AREA 10 SPEED LIMIT REVIEW- Summary of Public Consultation proposals & Working Group recommendations 2009

(the consultation feedback & working group discussion can be read in the document: [Appendix C: 'Area 10 consultation feedback & Working Group recommendations' which lists each proposal separately](#)

Ref No	Road name & number/Parish(es)	Road length	Speed limit		Summary / how proposal relates to Department for Transport Circular 01/2006 ('Setting local speed limits')	Recommendation at meeting of Working Group on 16th Sept 2009 (<i>Italics indicate change from advertised proposal</i>)
			Extg	Prop'd		
1 (part)	A416 Nashleigh Hill/Ashley Green Road, Chesham/Ashley Green	From a point 37 metres north east of its junction with Preston Hill, Chesham to a point 40 metres north of the northern arm of the access lane to Pressmore Farm and Lodge	40/NSL	40	<p>Speed limit proposed for <u>crash reduction</u> (also scattered dwellings along this road length & 3 side roads, so partially a community limit also .) 10 pias (1 fatal, 1 serious, rest slight)Most of crashes involve southbound vehicle at fault.</p> <p>In existing 40 limit (800m long) (fully justified by bends, side roads & length of housing on west side N of j/w Lycrome Road.) 4 crashes, all involved 1 of 2 bends. Crash rate 43 per 100mvkm</p> <p>In existing NSL length(approx 500m) (between Sloelands Farm at S & the northern end of service road N of garage in the north):- 6 crashes ,most related to turning movements at the garages and most involve southbound vehicles. Crash rate 104 per 100mvkm</p> <p>Extension of 40 limit proposed to moderate traffic speed. 50mph criteria would be met , met with accidents well above 35 per 100mvkm threshold and had been considered from the end of the existing 40 to just beyond the garage by Pressmore Farm , but this would be a very short length (about 500metres) and a continuous 40 limit is recommended instead..</p>	Proceed as advertised
1 (part)	Ashley Green Road, Ashley Green/Chesham	The entire length (between its junctions with the A416 Ashley Green Road) of the access road at the western side of the A416 leading to Pressmore Farm and Lodge.	NSL	40	To tie in with proposed 40mph limit on adjacent A416 & remove the need to place NSL signs at its junctions with A416	Proceed as advertised
1 (part)	Ashley Green Road, Chesham	The entire length (between its junctions with the A416 Ashley Green Road) of the access road on the eastern side of the A416 which leads to Numbers 1-3 Pressmore Cottages.	NSL	40	To tie in with proposed 40mph limit on adjacent A416 & remove the need to place NSL signs at its junctions with A416	Proceed as advertised
2	Lycrome Road, Lye Green, Chesham	From its junction with Sunnymede Avenue to its junction with the B4505 Lyegreen Road including the service road (serving Lye Green House and other dwellings) at the northern side of the eastern end of Lycrome Road.	30/ NSL	30	<p>Community speed limit Road character: Narrow road- partly developed , rural 'feel', narrow 2 way with central hazard lines and warning signs for bends/ridden horses. No footway at E end except for narrow short length outside Lye Green cottages which otherwise are directly on the road. Several Public FPs cross road. Buildings : betw. Sunnymead Ave & B4505(extg NSL length) 29 dwellings directly accessing road over distance of 840metres (0.5mile) also Black Cat PH, Wootton's coach depot, j/w DeerPark Walkside road (14 dwellings)& 7 further dwellings off service road at east end Data: Aug 2004 nr Black Cat PH Flow:1871 vpd Ave speed:30.9E,29.4W mph 85th %ile speed:38.6 E, 35Wmph Formal Consultn. Input : coach depot, bus route. 'By pass' to town centre .No footway-hedges close to road in many cases, so no verges either. BCC comments: Extend extg 30 limit thro' community DfT Circ 01/2006: Although dwellings more scattered than the recommended density, need to take into account PH & coach depot & lack of footway provision-meets village guidelines..</p>	Proceed with proposal for Lycrome Rd . <i>Proposed 30 mph limit for service road to proceed if PF can resolve legal implications with Legal Services/Chesham Town Council- otherwise either NSL to remain or advlsory lower limit to be signed</i>

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3	B4505 Lye Green Road, Chesham	From its junction with Botley Road/White Hill to a point 320 metres north east of its junction with Warrender Road. ye Green Road, Chesham	NSL	30	Community based speed limit DfT Circ 01/2006 :Length on its own, from existing 30 terminal does not meet urban guidelines for 30 limit, as houses only on one side of road and less than 20 dwellings(14?) to qualify as village 30mph limit. Residential home in one of buildings . Meets 40 criteria for community outskirts- < 20 dwellings. However, could perceive length from farm as being start of built up area of Chesham as housing is continuous almost to Brockhurst Farm from Chesham. At Formal consultation there was popular support for a 30 limit Existing speeds(nr farm) of 85 th ile 40mph,ave 36mph . indicating a reasonable degree of compliance likely with a 30mph limit . □	Proceed with proposal as advertised.
4	B4505 Lyegreen Road/Rushmere Lane, Chesham/Ashley Green/Latimer	From a point 320 metres north east of its junction with Warrender Road to a point 61 metres east of its junction with Jason's Hill.	NSL	40	Part community based (Rushmere Lane)/ part Lower Tier adjacent length (A) Lye Green Rd from just NE Brockhurst Farm to to j/w Lycrome Rd Lye Green Length : approx 500mShallow bends, edgelines, central hazard lines. Bordered by banks/hedges. One dwelling midway along. Flow: 5800vpd (Dec 2000)4400 (in Aug 2004) speed: No data Crashes : Nil pias in 3 yrs to 30 06 2008 Consider same speed limit (if any) as proposed for adjacent length to the east to avoid frequent changes in limit along length	Proceed with proposal as advertised .
					(B) From j/w Lycrome Rd Lye Green to j/w Grove Lane, Orchard Leigh. Length : approx 600m Road character: Several bends, fairly narrow 2 way single carriageway . 3 side road junctions ,5 dwellings Flow: 6156vpd (Dec 2000),5567 (Aug 2004) Ave speed: Aug 2004 (at w end of row of houses) 34.7 E, 36.2W 85th %ile speed: Aug 2004 (at w end of row of houses) 40.0E, 41.1W Crashes : 0 pias in 3 yrs to 30 06 2008 BCC comments/recommendation: Does not fit easily into categories!! could be considered as a 40 if considered a high no of junctions/bends, or as 50 (lower Quality B road/mean speeds below 50mph,sparse community.) Options: A 50mph limit, in view of the relatively low speeds currently prevailing could be counter productive if seen by drivers as a safe 'target' speed,as speeds could potentially increase. Either retain NSL, as no crashes/v. few dwellings, or impose a 40mph limit. However, a lower limit is appropriate for adjacent length of road, Rushmere Lane -needs to be considered with this.	

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					<p><u>(C) B4505 Lye Green Rd/Rushmere Lane betw. j/w Grove Lane, and j/w Jasons Hill, Orchard Leigh</u></p> <p>Length : approx 500m Road character:straight good quality road. 30 dwellings along southern side. Designated cycle route & uncontrolled crossing point . Junction with Jasons Hill . 3 ROW (2 fp,1B'way) meet road. Ave speed: midway along houses 45mph 85th %ile speed: 53.4E, 52.0W Crashes : 4 Slight & 1 serious pia in 3 yrs to 30 06 2008 . 1 crash -very individual circumstances 3 crashes at j/w Jasons Hill. 2 involved MCs ,1 ped, 1 PC. Crash rate : 152 per 100million veh km:(based on 6000vpd) Circular 01/2006 criteria: <u>Community</u> : > 20 dwellings, with density > 3 per 100m qualifies as a village 30mph limit. As a <u>lower quality Upper Tier Rd</u>, with high number of accesses , substantial development, vulnerable road users a 40mph limit could be appropriate. (A 50 would apply with relatively high no of accesses ,speeds below 50mph & > 35 crashes per mvkm.) Recommendation 40 mph limit. Consider length to west & whether should be linked to this limit.</p>	
5	Two Dells Lane, Ashley Green	From its junction with B4505 Rushmere Lane northwards to a point 136 metres south of the entrance to Pynest Green Cottage (to include the cul-de-sac southeast of Orchard Leigh Villas)	NSL	40	<p>Limit due to crash rate/lower tier road/scattered dwellings</p> <p>Road character: Lower tier rural lane- narrow 2 way. Some shallow bends. About 1.6km long . Dwellings:A few scattered properties along length/minor access roads. Flow: 2800 vpd June 2008 (s end) 2700 Oct 2004 central section Ave speed: 30 mph at access rd to Orchard End (N of school) June 2008 39 mph near row of dwellings north of above locn. 36 mph N of Sunnyside Cottages/Richmond House 85th %ile speed: 36 mph at access rd to Orchard End (N of school) June 2008 44 mph near row of dwellings north of above locn 42 mph N of Sunnyside Cottages/Richmond House Crash rate: 4 slight in 3 yrs (to 30/04/2008.) = 81 per 100mvkm All crashes on dry road surface . Inappropriate speed likely factor in 3 (no details available for the 4th) Input at F.C(40mph proposal) supported by local councils, plus requests for 30 at Chesham Prep area further requests since F.C. for 40mph limit on length</p> <p>BCC comment: Meets Lower Tier 40 mph criteria for crash rate > 60 & predominantly local access function. Requests for 30limit for Chesham Prep area difficult to justify- little requirement outside school times, & at school times traffic density likely to naturally result in lower speeds.Approach to school along Two Dells already has adequate warning signs of school. Insufficient housing alongside Two Dells road itself to justify a 30.</p>	Proceed with proposal as advertised

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6	Village Road, Whelpley Hill, Ashley Green	From its junction with the B4505 Chesham Road to a point 41 metres north west of the access road to Whelpley Hill Park.	NSL	30	<p>Community speed limit</p> <p>Road character:</p> <p>Buildings : houses at various densities on village roads. more than 20 on main village road, concentrated around Grove Lane. Dressage premises near allotments/business 'park' near to P.H.</p> <p>Grove Lane: Coronation Hall</p> <p>Flow:aug 2004 756-956 vpd on main village road</p> <p>Ave speed:30-33mph (2 locations)</p> <p>85th %ile speed:37-40mph</p> <p>Requests for change:</p> <p>PC 30 limit</p> <p>ID ref 43: speed limit requested. no pavements, just road & verge,now lots of children in village who visit friends in the village. road seems to have been discovered by a few young people in cars & on motorbikes, some of which go thro' village at 60 mph.</p> <p>ID 47: children aged 11 & under walk to/from village bus stop for journey to school. No pavements so have to walk in the road, which believes to be dangerous. supports a 30mph limit.</p> <p>Meets village 30mph criteria</p>	Proceed with proposal as advertised .
6 (part)	Grove Lane, Whelpley Hill, Ashley Green	From its junction with Village Road to a point 75 metres west of the access to the Coronation Hall.	NSL	30	Part of community speed limit for village	Proceed with proposal as advertised .
7	Jasons Hill, Latimer	From its junction with B4505 Rushmere Lane to a point 141 metres south of the public footpath at the access road to Beechwood.	NSL	30	<p>Community speed limit</p> <p>Unbroken row of 23 dwellings on western side at top of the road, with 2 properties accessed on eastern side, followed by 7 further dwellings on the western side, plus a stables, with 5 dwellings opposite . Therefore, meets DfT criteria for a village 30mph speed limit.</p> <p>Road is just 2 way, with central hazard lines throughout. Several bends. No footway, but verge (owned by fontagers?) on eastern side maintained by residents. Hedge close to c'way on eastern side on main residential length. Streetlights (lanterns on telegraph poles) - spacings to be determined.</p> <p>Ave speeds midway along residential stretch : Aug 2004 30.5</p> <p>85th %ile speed 38mph</p> <p>Flow 978vpd (school hols)</p> <p>[Retain adjacent length of 30mph limit along approx 350 metres of wooded rural road, with streetlighting (lights not obvious) , then about 100m within village residential length, including St George's Hall. Forms part of route to Ley Hill School for children from Jasons Hill/Rushmere Lane 40Mph is the appropriate speed for the length through woodland, but it is a very short length to be given a separate speed limit.]</p>	Proceed with proposal as advertised .
8 (part)	MC35 Village Road/Ashridge Road, Ley Hill, Latimer	From its junction with the MC33 Botley Road and MC35 Jasons Hill to a point 75 metres south east of its junction with the MC33 road to Bovingdon.	NSL	30	<p>Part of community speed limit</p> <p>30 limit ,as extension of 30 limit for Botley/Ley Hill village to provide logical starting point prior to multiple junction at Common.</p> <p>Current 30mph terminates north of jw Kiln Lane. This excludes the dwellings , 2 public houses and car park on Ashridge Lane and Cherry Tree Farm ,the junction with Kiln Lane and the Memorial Hall access from the 30mph limit. , together with the unusual junction layout where 3 roads meet at N end of The Common.</p> <p>Propose extension to existing 30mph limit to include all village dwellings</p> <p>Terminal point on Ashridge Ln includes car park & access to cricket pavilion within proposed 30mph limit.</p>	Proceed with proposal as advertised .
8 (part)	Blackwell Hall Lane, Ley Hill, Latimer	From its junction with MC35 Ashridge Road for a distance of 246 metres.	NSL	30	<p>Part of community speed limit</p> <p>Extension to existing 30mph limit to include all village dwellings, public houses/parking area for Common.</p>	Proceed with proposal as advertised .

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8 (part)	Kiln Lane, Ley Hill, Latimer	entire length	NSL	30	Kiln Lane minor residential side road. Provide with same limit as adjacent main road through Leyhill. (Otherwise, will need NSL signs at entry)	Proceed with proposal as advertised .
8 (part)	Hollytree Close, Ley Hill, Latimer	entire length	NSL	30	Kiln Lane minor residential side road. Provide with same limit as adjacent road (Otherwise, will need NSL signs at entry)	Proceed with proposal as advertised .
8 (part)	Letchfield, Ley Hill, Latimer	entire length	NSL	30	Letchfield minor residential side road. Provide with same limit as adjacent road (Otherwise, will need NSL signs at entry)	Proceed with proposal as advertised .
8 (part)	MC33 Leyhill to Bovingdon Road, Ley Hill, Latimer	From the eastern side of its junction with MC35 Ashridge Lane eastwards for 80 metres.	NSL	30	Community speed limit Extension to existing 30mph limit to include all village dwellings. This short length includes unusual junction layout where 3 roads meet at N end of The Common and the public right of way crossing point.	Proceed with proposal as advertised .
9	Latimer Road, Chesham	From a point 58 metres east of its junction with Mill Close to a point 41 metres south east of the access to Milk Hall Barns	NSL	30	Extension of community speed limit	Proceed with proposal as advertised . (but see comments for ref 10)
10	Latimer Road, Amersham/Chenies/Chesham	From a point 41 metres south east of the access to Milk Hall Barns, Chesham to a point 122 metres west of the western junction with MC55 (Chenies to Flaunden road), Chenies.	NSL	40	<p>Lower tier road with high crash rate</p> <p>Single carriageway rural road, now carrying increased volume of traffic. Accesses to several scattered properties, including Latimer Park Farm with LGV access. Junctions with HollowWay Lane, Blackwell Hall Lane & Latimer crds (Latimer village /Stony Lane) .Limited forward visibility of and from jsw Hollow Way Lane & Blackwell Hall Lane.</p> <p>Between Chesham & just west of Hollowway Lane the road is relatively wide and kerbed & busy with accesses to waste site- used by public and lorries.</p> <p>Eastern section between Hollow Way Ln & Bois Mill adjacent to river Chess & associated waterways- road liable to flood/wet surface & gravel/mud deposits. Width along this section barely 2 way in places, with bends & restricted forward visibility.</p> <p>Between Gravel Dell cottages to just east of Latimer crds, the road is relatively straight, but with 2 junctions & with accesses to Park Farm & The Old Lodge</p> <p>Central hazard line through western length to Gravel Dell cottages, on bend approaches & by Latimer Park Farm.</p> <p>Between crds & Chenies, forward visibility restricted by bends/hedgerow close to road .</p> <p>Edgeline & central hazard warning line throughout this section .</p> <p>Particularly high reported P.I. crash rate, plus the number and extent of documented damage only crashes.</p> <p>In 3yrs to 31 08 2008:-</p> <p>a) Chesham 30mph terminal to Bois Mill (Approx 1.5km)</p> <p>NB: Residents report large nos of damage only crashes, especially near jw Blackwell Hall Lane- with significant damage to adjacent properties.</p> <p>Crash rate per 100mvkm= 126</p>	<p>The 40mph limit agreed for the length from just east of Bois Mill to the Chenies 30mph limit.</p> <p><i>A 30mph limit to be recommended for the length from Milk Hall Barns to just east of Bois Mill.</i></p> <p><i>(the 30mph limit from Chesham to Milk Hall Barns is to be put in with the main Area 10 implementation, the remainder of the road staying for the short term, as National speed limit, pending outcome of further consultation .)</i></p>

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					<p>b) Bois Mill to just W of Latimer xrds (Approx 2.3km) 1 pia ,slight, shunt Crash rate per 100mvkm= 7.9</p> <p>c) Latimer xrds(incl xrds) to Chenies (approx 1km) 5 pias,3 Ser,2 Slight. 4 on wet/damp road ,3 in dark . 3 at xrds Crash rate per 100mvkm= 152</p> <p>Speeds:</p> <p>a) Chesham 30mph terminal to Bois Mill Ave speeds range : 34-36 mph 85th %ile speeds range : 39-43 mph (highest just E Bois Mill) flow 5200 to 5500vpd</p> <p>b) Bois Mill to just W of Latimer xrds Ave speeds range : 37-45 mph 85th %ile speeds range : 43-51 mph flow 5000vpd</p> <p>c) Latimer xrds to Chenies Ave speeds range : 36-42 mph 85th %ile speed range : 45-49 mph flow 3000-3500 vpd</p>	
11	MC34 road through Latimer village, Chenies/Latimer	From its junction with MC63 Latimer Road (Latimer crossroads) to a point 181 metres north from that junction.	NSL	40	Ties in with proposed 40 limit for Latimer road.	<p>Agree with advertised proposal ,</p> <p><i>(but delay implementation to tie in with adjacent 40mph limit for Latimer Rd (to be implemented when decision made on speed limits for whole of Latimer Rd) .</i></p>
12	MC34 un-named road/Flauden Bottom, Latimer	Through Latimer village, from a point 181 metres north of its junction with MC63 Latimer Road (at Latimer crossroads)to a point 148 metres north of its northern junction with Village Road.	NSL	30	<p>Community speed limit</p> <p>Road character: single track/narrow 2 way rural road through community. Although less than 20 dwellings fronting this road ,need to take into account historic and landscape qualities of settlement . Flow: N of village centre Aug 2004: 1600vpd Ave speed: As above 29N, 28S 85th %ile speed:(as above) 35N, 33S Crashes : 2 pias in 3 yrs to 30 04 2008- both with individual circumstances. Crash rate per 100million veh km:N/A DfT Circ 01/2006 :40 limit if applied strictly, but see above. 40 mph would not be appropriate in terms of road layout & existing speeds. BCC comments/recommendation: 30mph from VNP (between bridge & S side of village) to a point between j/w bridleway N of Home Farm and northernvillage name plate</p>	<p>Proceed with advertised proposal.</p> <p>(If a suitable location north of the bridleway is identified at a later date, then an extension to this limit could be advertised as part of the post-implementation review in due course. (or advertised at same time as Latimer Rd revised proposals)</p>
13	Village Road/Latimer Camp Road, Latimer	From its junctions with MC34 Flaunden Bottom to a point 193 metres north of the access to Latimer House/St. Marys Magdalene Church.	NSL	30	<p>Community speed limit</p> <p>Latimer village centre is very compact, centred on the Green, with about 15 dwellings around it. Further development up the hill with church, Latimer Park and about 6 other properties. Although the density on dwellings does not meet the standard for a 30mph village speed limit, Latimer is sufficiently of character to be considered a 'special' case. The village roads are narrow, but with relatively high vehicle flows, including delivery vehicles to Latimer Park. There are many footpaths converging on the village including the Chess Valley Walk . 30 to start at N end just N of The Garden Cottage.[on bend warning sign on same side as Garden Cottage where wide verges] The VNP at N access to Woodside estate(Parkfield Wood) is too far out to be the start point for the 30 limit.</p>	<p>Proceed with advertised proposal</p>

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14	A404 White Lion Road/Chalfont Station Road/Amersham Road, Amersham and Little Chalfont	From its junction with Stanley Hill/Woodside Road to a point 44 metres west of its junction with Stony Lane.	40/30	30	<p>Community speed limit Built up area/village – provide continuous 30 limit through residential area (A) A404:White Lion Rd from nr J/w White Lion Close to rbt j/w B4442 Cokes Lane (extent of existing 40mph length between adjacent 30mph sections) Major through road Length approx 1.2 km 8 side road junctions over length, plus accesses to business premises, churches,school. Built up almost continuously on N side of road, plus large residential developments accessed by service roads immediately off A404. Crashes:Data for 3 yrs 01/07/2005-30/06/2008: betw White Lion Close & Cokes Ln rbt : 8 crashes : 1 Se,8 Sl. Flow: July 2008 Se j/w White Lion Close: 16,827 E j/w Bell Lane : 13718</p> <p>Ave speed: Se j/w White Lion Close:30.5 SE 29.2 NW E j/w Bell Lane :33.6 E 32.6 W</p> <p>85th %ile speed: Se j/w White Lion Close:35.4 SE 34.7 NW E j/w Bell Lane :38.2E 37.8 W Long term requests for a reduction to 30mph from j/w Bell Lane to shopping area</p> <p>Lt Chalfont V. Society : 30 from j/w Bell Lane- 4 side roads with poor sight lines, residents also have difficulty exiting from driveways. Pedestrian crossing used by school children to Dr Challoners. (Then quite a short length of existing 40limit remains which could be 30 (entrance to GE Healthcare/St Georges Estate)</p> <p>Dt 01/2006 If considered urban: Does not have development on both sides of the road throughout for std. urban 30 limit. However, almost continuous devpt on N side & S side has a High School, church, large business premises & small shops.. Criterion for a 40 limit in Appendix C includes 'few vulnerable road users' which is not the case here,not is 'little development'.Therefore 30 could apply . If considered a 'village': fully meets the criterion for a 30mph limit re >20 dwellings of required density ,plus other significant dwellings.</p> <p>(B) A404: /Lt CHALFONT (Chalfont Stn Rd/ Amersham Rd) from rbt j/w B4442 Cokes Lane to j/w Stony Lane (existing 30 & 40mph length) Wide road through residential area. Currently 30 limit past shopping parade, railway bridge to nr jtn with Elizabeth Ave. 40 limit from here to just west of Stony Lane xrds. Built up area throughout length , continuous housing on either side of the road except short middle section near railway bridge. 40mph section has 3 junctions with access roads to residential estates, plus over 20 houses in a row on northern side & 18 houses in row on southern side. Flow: June 2008 Sj/w Elizabeth Ave: 12,225/W j/w Stony Lane :12044 speed: Sj/w Elizabeth Ave:31.4S 32.7N/W j/w Stony Lane :38.1W 39.5E 85th %ile speed: Sj/w Elizabeth Ave:35.5S 36.5S/W j/w Stony Lane :43.7W 39.5 E Safety camera located just W of j/w Oakington Ave. Crashes :3yrs data(01/ 07/ 2005-30/06/2008: 13 crashes(2Ser,11 slight) Just under a third involved pedestrians. Dft Circ 01/2006:Urban area with development on both sides of road. Lots of vulnerable road users as evidenced by crash record.</p>	Proceed with advertised proposal

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15	MC34 Lodge Lane, Chalfont St. Giles and Little Chalfont	From its junction with A404 Amersham Road to a point 40 metres north of its junction with Long Walk.	NSL	40	<p>Section A: residential outskirts.</p> <p>Section B: S of j/w Oakington Ave to j/w Long Walk Lower tier road ,various accesses. Road character: rural 2 way single carriageway road. Depot, golf club house& public FP S of railway line bridge, . Public FP enters road S of club house access. <i>Road narrows in vicinity of railway</i> Flow: Oct 2007 1303 ; N of railway bridge August 2008: 1124 Ave speed: N of railway bridge August 2008:31.0s, 32.2N 85th %ile speed:N of rlwy bridge Aug 2008: 37.7S, 39.0N Crashes : 0 pias in 3 yrs to 31 08 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 :Lower tier road. Local access function. Could be considered for 40mph</p>	Proceed with advertised proposal
16 (part)	Lodge Lane, Chalfont St. Giles and Little Chalfont	From a point 40 metres north of its junction with Long Walk to a point 246 metres south of its junction with New Road.	NSL	30	<p>Community speed limit Road character: Straight rural single carriageway 2 way road. Quite narrow, with bend at S end giving restricted visibility. Junction with New Road and with Long Walk. Dwellings:Over 40 dwellings on western side of road, plus about 8 in New Road ,plus Lodge Farm Flow: June 2001, south of New Rd : 1197; Betw. New Rd & Long Walk Aug 2004: 949 Ave speed: June 2001, south of New Rd : 37.6N,38.5S;Betw. New Rd & Long Walk Aug 2004: 36.8N,38.7S 85th %ile speed:June 2001, south of New Rd : 46.0N, 46.1S;Betw. New Rd & Long Walk Aug 2004: 45.6N,47.2S Crashes : only 1 pia in 3 yrs 01/07/2005 to 30/06/2008 (j/w New Rd.) Crash rate per 100million veh km:No data DfT Circ 01/2006 :Meets criteria for a village 30mph speed limit as >20 houses of density 3 per 100m. BCC comments/recommendation: 30 mph limit to cover length of housing (& j/w Long Walk-need to consider impact of any adjacent limit on signs required for Long Walk ??) . May need VAS/ additional roundel markings to encourage compliance.</p>	Proceed with advertised proposal
16 (part)	New Road,off Lodge Lane, Little Chalfont	Entire Length.	NSL	30	<p>Residential road- ties in with proposed 30 for adjacent length of Lodge Lane.</p>	Proceed with advertised proposal
17	B4442 Cokes Lane/Nightingales Lane, Little Chalfont	From its junction with A404 White Lion Road/Chalfont Station Road to a point 25 metres southeast of the centreline of Harewood Road (southern arm).	30/40	30	<p>Community speed limit Between A404 & jtn with Nightingales Ln (500 metres) Village road. Straight road. With accesses at N end to High School & car park/ village hall, Shops/dwellings with above on on east side at N end- 5 side roads along length. South of school access road > 20 dwellings, divided between both sides of road set back but accessed directly from Cokes Lane DfT Circ 01/2006 : If considered an urban area, then meets criterion of 'development on both sides' for a 30mph limit. The village criteria of 20 plus dwellings at density of 3 per 100m is also met but density may be slightly less at S end. Between extg 30/40 terminal S of A404 & junction of Cokes Lane/Nightingales Lane : Single carriageway ,mainly straight with central hazard line/centre line ,footway on both sides. 4 junctions with other residential roads, . 17 dwellings on both sides of road- continuous development, but large properties with drives. Traffic data: Aug 2004, betw. D.W.Ln & Nightingales Ln: Flow: 1584vpd Ave speeds30.6SNe 30.1SW 85th %ile: 35.8NE, 35.6SW DfT: urban criteria met for a 30mph limit (built up both sides) & just short of village 30mph speed limit re nos of dwellings</p>	Proceed with advertised proposal

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					<u>From j/w Cokes Lane Nightingales Lane to j/w Doggetts Wood Lane</u> Length : approx 400metres Village outskirts.2 side roads (Harewood Rd & D.Wd Lane)15 dwellings betw. Cokes Lane jtn & D.W.Ln directly accessed from B4442. Large properties, set back from the road, on both sides of road.. Ave speed: 39.8 NW, 37.1 SE/ 85th %ile speed:45.2NW, 42.8SE Crashes : 1 slight pia in 3 yrs to 31 08 2008 DfT Circ 01/2006 : If considered an urban area, then meets criterion of 'development on both sides' for a 30mph limit. If a rural road in a community, then village criteria of 20 plus dwellings at density of 3 per 100m is not quite met .	:Proceed with advertised proposal
18	Unclassified Road (No.252) Cokes Lane, Little Chalfont	From its junction with the B4442 (Cokes Lane/Nightingales Lane) to a point 150 metres south of the centre of its junction with Doggetts Wood Lane (western arm).	40/ 30	30	Community speed limit Road character: a)Up to j/w Nightingales Lane:- single carriageway with central hazard line, bend at Cokes Farm. Verges on both sides but no footway. 3 side road junctions 19 dwellings ,plus Cokes Farm . A few properties south of Cokes Farm at start of Lt Chalfont village will be excluded from the 30 limit, because it is not possible to locate the terminal signs further south (bank/hedge too close to road edge) .	Proceed with advertised proposal
19	Unclassified Road (No.252) Cokes Lane, Little Chalfont	From its junction with the A413 London Road to a point 150 metres south from the centre of its junction with Doggetts Wood Lane (western arm).	NSL	40	Community speed limit Road character: Single carriageway road, with centre line on S , straight section, then hazard warning line on central more open section, with bends & crest/dip. Road bounded by narrow verge & hedges. No footway. Existing NSL /40 terminal is at j/w Nightingales Lane . Existing 40/30 terminal is just s parade of shops 17 dwellings on N side in continuous row. Harewood Downs Golf course on S side , plus about 10 other dwellings, to the NE of row of dwellings . In central section, dwellings at wide intervals . At n end, dwellings closer together just S of D.W.Lane. Traffic data: about 150m S of golf club access Oct 2007: Flow: 2147vpd Ave speeds 31.6SE,32.1:NE 85th %ile: 40.8SW, 38.1NE DTT : just less built up than village, although golf club could 'boost' this status. Therefore, as community below village status, could have a 40 or 50mph limit. Existing speeds make 40mph more appropriate. Vehicle flows suggest meets Lower Tier predominantly local access function (40mph) or mixed function with relatively high no of bends/jtns/accesses (50mph) BCC recommend: 40mph limit	Proceed with advertised proposal

Ref No	Road name & number/Parish(es)	Road length	Speed limit		Summary / how proposal relates to Department for Transport Circular 01/2006 ('Setting local speed limits')	Recommendation at meeting of Working Group on 16th Sept 2009 (<i>Italics indicate change from advertised proposal</i>)
			Extg	Prop'd		
20	B4442 Nightingales Lane, Little Chalfont/Chalfont St. Giles	From a point 25 metres southeast of the centreline of Harewood Road (southern arm), Little Chalfont to a point 104 metres northeast of its junction with Gorelands Lane, Chalfont St. Giles.	NSL	40	<p>40mph limit for the scattered community.</p> <p>(a) Little Chalfont to Deadhearn Lane Rural road, narrow in parts (but 2 way) , frequent bends, heavily wooded with no footway provision (or verge on much of length) some hatched areas hazard warning lines on remainder . 1 road junction (Roughwood Lane), plus approx. 40 accesses to dwellings/groups of dwellings , spaced throughout length. Crashes :6 slight pias in 3 yrs to 31 08 2008 , Crash rate 40 per 100million veh km Traffic flow: 5000-6000vpd Requests received from residents for lower limit. DfT Circ 01/2006 : This could be considered a lower quality B road, which would make a 50mph limit appropriate, supported by crash rate > 35. However, existing 85th%ile speeds between 43 & 50mph, ave speeds 37-43mph, so 50mph limit could be inappropriate as it could potentially increase speeds from current level, especially of the fastest drivers. As a dispersed community ,with a high number of bends& accesses a 40 mph limit could also be acceptable under Appendix D.</p> <p>(b) from j/w Deadhearn Lane to north of j/w Gorelands Lane 14 dwellings along eastern side, plus 2 minor access roads. Residential length- could be considered as continuation of village 30mph limit, but unlikely to achieve high con</p>	NO AGREED RECOMMENDATION Recommendation deferred to Head of Transport/Cabinet Member.
21	B4442 Vache Lane/Nightingales Lane, Chalfont St. Giles	From its junction with A413 Amersham Road/London Road to a point 104 metres northeast of its junction with Gorelands Lane	30/ NSL	30	<p>Community speed limit</p> <p>Road meets criteria for a village 30mph limit, with >20 houses & density of at least 3 per 100m. 23 dwellings on eastern side, 4 on western side. 4 side roads/accesses to further dwellings, including The Vache. Junction with Gorelands Lane is at a crest/dip- some near misses/late braking at junction ,although no pias recorded.</p>	Proceed with advertised proposal
22	Deadhearn Lane	Entire length	NSL	30	<p>Community speed limit</p> <p>Residential lane, mainly single track. Approx 500m long. Over 20 dwellings, plus Hentucks Farm, plus access to additional group of dwellings. No traffic data Requests for speed limit from residents. Existing speeds probably below 30mph. Would tie in with any speed limit proposed for nearby residential section of Gorelands Lane.</p>	Proceed with advertised proposal

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			Extg	Prop'd		
23	Gorelands Lane, Chalfont St. Giles	From its junction with B4442 Vache Lane to the eastern side of its junction with Deadhearn Lane.	NSL	30	<p>Community speed limit</p> <p>Road character: Rural lane. Mainly single track, rest narrow 2 way single carriageway. Bends throughout, no footways or verges, pedestrians need to walk in road. Hedges/banks alongside road. Junctions with 2 sides roads, plus Deadhearn Lane. Used as 'rat run' to motorway & as access road to Bucks Univ. College & Chiltern Open Air Museum</p> <p>Dwellings: > 20 along length, continuous housing on both sides.</p> <p>Flow: Oct 2002 SE of/jw Deadhearn Lane = 3963 vpd.</p> <p>Ave speed: No data</p> <p>85th %ile speed: No data</p> <p>Crashes: Nil pias in 3 yrs to 31 10 2008</p> <p>Crash rate per 100million veh km: No data</p> <p>DfT Circ 01/2006 :Meets village 30mph guidelines</p> <p>BCC comments/recommendation:</p> <p>Could leave as NSL as road layout limits speeds probably to less than 30mph However, requests from residents for a lower limit & some vehicles may exceed 30 outside peak times..</p> <p>Propose 30 mph for whole length (possy in conjunction with 30 limit for Gorelands Lane to just E of j/w Deadhearn- (if proceed need before/after speed data & review afterwards.)</p>	Proceed with advertised proposal
24	A413 London Road/Amersham Road, Chalfont St. Giles	From a point 165 metres northwest of the centreline of its junction with Vache Lane to a point 52 metres south of its junction with Turners Wood Drive.	40	30	<p>Community speed limit</p> <p>Meets village speed limit criteria > 20 dwellings of sufficient density, plus several business premises including garage and pub, plus junctions with 7 side roads/service roads. A few crashes only, most associated with vehicles turning right off the main road..</p>	Proceed with advertised proposal
25	A413 Gravel Hill, Chalfont St. Peter	From a point 71 metres north of its junction with Deanacre to a point 63 metres south of its junction with Joiners Lane, Chalfont St. Peter.	50/30	Extend extg 30 north wards	<p>Community speed limit</p> <p>Considerable local pressure to keep /extend existing 30mph limit, together with a 40 limit extending N to village outskirts, balanced by (mainly anecdotal) driver resentment of 30mph limit & safety camera. There are >20 dwellings adjacent to the road between Cophall Lane & Greyhound rbt, so this section meets the DfT village 30mph criteria. The A413 carries about 20,000 vpd and creates community severance, despite new zebra crossing. There have been a few injury accidents in the vicinity of the garage/shop access and much pedestrian use of the refuge north of Cophall Lane to access sports facilities, allotments, bus stops.</p> <p>To the north of j/w Rickmansworth Lane there is only one access to a property (Water Hall) on the western side of the A413. The rest of the dwellings are on the eastern side and access the A413 via service road/side roads, not directly.</p> <p>Changing part of the current 50 limit to 40mph was considered, but this could create too many changes in limit along the length with little benefit.</p>	Proceed with advertised proposal
25	A413 Amersham Road/Gravel Hill, Chalfont St. Giles/Chalfont St. Peter	From 52 metres south of its junction with Turners Wood Drive, Chalfont St. Giles to 71 metres north of its junction with Deanacre, Chalfont St. Peter.	50	50 Shorter length-part of extg. 50 limit to be 30	<p>Reduced length of 50mph limit, due to the southern end of it being proposed for a change to 30mph at Gravel Hill (see 30mph proposal for Gravel Hill, above)</p>	Proceed with advertised proposal
26	Rickmansworth Lane, Chalfont St Peter	From a point 46 metres north east of its junction with Cross Lanes to a point 190 metres northeast of its junction with Nortoft Road.	NSL	30	<p>Community speed limit</p> <p>Road character: Residential/semi rural road. Junctions with Nortoft Rd & Tate Road.</p> <p>Dwellings: continuous along southern side- approx. 14 dwellings beyond extg 30 limit.</p> <p>Data: NE j/w Tate Rd Aug 2004:- Flow:1720 vpd</p> <p>Ave speed: 37.7NE, 36.25SW</p> <p>85th %ile speed: 44.6NE, 41.5SW</p> <p>Crashes: (none in this section 3 yrs to 30 06 2008)</p> <p>Crash rate per 100million veh km: N/A</p> <p>DfT Circ 01/2006 : village dwellings continue to approx 190m NE j/w Nortoft Rd – treat as part of village 30 limit</p> <p>BCC comments/recommendation: In line with requests from residents, extend 30 limit from current locn (to beyond Nortoft Rd (include all dwellings up to public FP) .</p>	Proceed with advertised proposal

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			Extg	Prop'd		
27	Lower Road, Chalfont St. Peter	From its junction with Kingsway to a point 12 metres south of its junction with Claydon Lane (to include the cul-de-sac containing house numbers 91 to 105).	30/ NSL	30	community speed limit Short extension of existing 30mph limit to cover length which is built up on both sides of the road.	Proceed with advertised proposal
28 (part)	Lower Road, Chalfont St. Peter/Gerrards Cross	Its entire length southwards from a point 12 metres south of its junction with Claydon Lane.	NSL	40	Community speed limit Minor road, with mix of continuous dwellings and residential service/side roads along western side Junctions with 9 residential roads also on western side. Data: approx 1300 vpd Speeds: (var. locns along length) Ave 35-43 mph 85th %ile: 38-51mph Requests received from residents for a lower limit DFT: Meets community speed limit requirement for a 40mph limit (less built up than required density for a village 30mph limit)	Proceed with advertised proposal
28 (part)	Russett Hill, Chalfont St. Peter	Entire Length.	NSL	40	Residential side road. 40Mph limit proposed to tie in with adjacent proposed 40 limit on Lower Road ,to avoid legal requirement to place NSL signs at entry to Russett Hill.	Proceed with advertised proposal
28 (part)	Park Side, Gerrards Cross	Entire Length.	NSL	40	Residential side road. 40Mph limit proposed to tie in with adjacent proposed 40 limit on Lower Road ,to avoid legal requirement to place NSL signs at entry to Park Side	Proceed with advertised proposal
28 (part)	Rouse Court, Gerrards Cross	Entire Length.	NSL	40	Residential side road. 40Mph limit proposed to tie in with adjacent proposed 40 limit on Lower Road ,to avoid legal requirement to place NSL signs at entry to Rouse Court	Proceed with advertised proposal
29	West Common Gerrards Cross	From its junction with A40 Oxford Road continuing north easterly to a point 157 metres east of that junction.	40	30	Community speed limit Very short section of 40 limit across Common used by all ages for recreation. Request to reduce to 30mph from j/w A40 Oxford Rd. Narrow road, borders Common where children play/people exercise dogs. (Rest of W.Common is restricted to 30mph -makes sense to include rest of road in 30 limit)Village outskirts- strictly meets 40mph criteria, not 30mph as no dwellings. However, Narrow single carriageway road through Common. 2 Parking areas within 40mph length Length of 40 stretch less than 160m long.Logical extension to existing 30 limit,although not strictly within the guidance, as common used extensively for recreational purposes by all ages.	Proceed with advertised proposal
30	Narcot Lane, Chalfont St. Giles/Chalfont St. Peter	From a point 6 metres north west of the bridleway/access road to Bramleys Farm, Chalfont St. Giles to a point 62 metres north of its junction with Pinetree Close, Chalfont St. Peter.	NSL	40	Lower tier road /scattered dwellings& other premises Road has several gentle bends & one double bend. good width throughout, with centre line/hazard line. Off road footway along length- but crosses road at several places . 1 junction- with Bowstridge Lane . Approx 10 dwellings accessed from road, plus Crossleigh cattery & kennels, & access to Chalfont Grove (Arqiva Satellite & Media) Requests from PC for 40 limit betw extg 30 limits . Good crash record , only 2 reported pias in 3 yrs to 31 10 2008 along this length . Traffic volume : 2825 Aug 2004 within CSG 30 section, 3603 in Nov 2002 central section, & 4295 S of j/w Bowstridge Lane. No speed data on this length . DFT criteria: Lower tier road a)mixed function ,relatively high no junctions/accesses=50 b) predominantly local, access or recreational function/VRU route=40 Road more allied to 50 limit by function, but no speed data to assess whether this would be appropriate.	Proceed with advertised proposal EXCEPT PF to arrange for slightly shorter length of 40mph limit ,to accommodate short extension to the 30mph limit at Chalfont St Peter if necessary where zebra crossing potentially to be provided as part of a proposed cycle route scheme.currently at consultation This may also require further advertisement of the extended 30mph limit ,if the additional length of 30mph proposed is not streetlit.(Last streetlight thought to be at current 30mph terminal- to be confirmed on site)

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			Extg	Prop'd		
31	Bottrells Lane, Chalfont St. Giles	From its junction with Back Lane in a westerly direction for a distance of 379 metres.	30/NSL	Extend 30	Village speed limit Extend existing village 30mph at CSG end to at/near Bottrells Cottage /No 109. (PC request) (Difficult to identify suitable location for terminal signs on both sides of road which includes all the village dwellings)	Proceed with advertised proposal
32	Mill Lane, Chalfont St. Giles	From its junction with Bottrells Lane to a point 112 metres south west of its junction with the A413 Amersham Road.	30/NSL	Extend 30	Community speed limit Request for extension of 30 limit on rural residential lane to include all properties. Lane beyond existing 30/NSL terminal is narrow 2 way/single-track, through woodland with large residential properties alongside road. Would be feasible to extend 30 limit to the ford, just NE of Mill Farm.	Proceed with advertised proposal <i>BUT EXTEND 30 limit to end of Mill Lane.(see also comments for Ref 33)</i> (PF to discuss with Legal Services to determine whether this could be done without the need to readvertise this short length of road)
33	Mill Lane, Chalfont St. Giles	From its junction with the A413 Amersham Road southwestwards for a distance of 112 metres.	NSL	50	If 30 limit put in for residential part of Mill Lane , then remainder of lane could be given same limit as A413, rather than a short length of another limit (NSL).	<i>RETAIN NSL PENDING 30 MPH EXTENSION TO J/W A413</i> (See ref 33)
34	MC21 Longbottom Lane, Beaconsfield/Chalfont St. Giles/Seer Green	From its junction with A355 Whipass Hill/Amersham Road to its junction with Potkiln Lane/Jordans Lane.	NSL	40	<u>Speed limit for Lower Tier road/Scattered community</u> <u>Section : A</u> <u>Longbottom Lane, J/w A355 to j/w Bottom Lane ,Seer Green</u> Length : approx 1100m Road character: fairly narrow 2 way road, bends throughout length , mostly shallow, a couple tighter. Central hazard lines. A few accesses to large properties .Footway along length to Seer Green village - crosses from one side of road to another .Public FP accessed half way along length. Flow: Nov 2002: 5934; Aug 2004: 4794 (W of j/w Bottom Lane); at j/w A355 Oct 2007 4629 Ave speed: 37.9E, 38.0W W of j/w Bottom Lane Aug 2004 85th %ile speed: 43.9E, 44.9W W of j/w Bottom Lane Aug 2004 Crashes : 4 slight pias in 3 yrs to 30 04 2008 (3 lctrl eastbound & 1 o'tk : 3 nr A355, 1 nr Hinton House). No crashes between Hinton house & Bottom Lane . Crash rate per 100mvkm: 60 (using vpd of 5500) DfT Circ 01/2006 : Lower tier rd with traffic flow comparable to that for some B roads. Crash rate just meets 40mph criterion. Predominantly local, access function. BCC comments/recommendation: 40mph limit (proposal of 50mph not appropriate as much higher than extg 85th %ile speeds). Would tie in with existing 40 limit on A355. <u>Section : B</u> <u>Longbottom Lane ,Seer Green from j/w Bottom Lane to j/w Bayne Hill(Idg to School Lane)</u> Length : approx 800m Road character: fairly narrow 2 way road, 4 rights of way accessed from length, plus pedestrian route to railway station. Dwellings: About 16 directly accessed from road Flow: Aug 2004 3800vpd Speed: Aug 2004 Ave: 39.5 E, 40.6W 85th %ile 45.2E,48.3W : Crashes : 0 pias in 3 yrs to 30 04 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 : Meets 40mph criteria for community with fewer& less density of dwellings than meet village 30mph criterion of 20 & as a Lower Tier road with local,access function BCC comments/recommendation: 40mph limit	Proceed with advertised proposal

Ref No	Road name & number/Parish(es)	Road length	Speed limit		Summary / how proposal relates to Department for Transport Circular 01/2006 ('Setting local speed limits')	Recommendation at meeting of Working Group on 16th Sept 2009 (<i>Italics indicate change from advertised proposal</i>)
			Extg	Prop'd		
					<p>Section : C Longbottom Lane from j/w Bayne Hill ,Seer Green to j/w Potkiln Lane/Jordans Lane Length : approx 800m Road character: fairly narrow 2 way road, junctions with 3 side roads (- 2 residential roads plus access to station/golf club) & 1 public footpath Dwellings:About 12 directly accessed Flow:June 2008 (Se j/w Deans Wood Rd) 3411 vpd Speed: June 2008(SE Deans Wood Rd) Ave: 42.4 SE,40.4NW ; 85th %ile :49.8SE,47.6NW Crashes : Nil pias in 3 yrs to 31 08 2008 Crash rate per 100million veh km: N/A DfT Circ 01/2006 :Meets 40mph criteria for community with fewer& less density of dwellings than meet village 30mph criterion of 20 & as a Lower Tier road with local,access function BCC comments/recommendation: 40mph limit</p>	
34 (part)	MC22 Bayne Hill, Seer Green	From its junction with Longbottom Lane to a point 29 metres south of its junction with Long Grove, Seer Green.	NSL	40	Short length of 40mph limit, south of village gateway (proposed start of 30mph limit- <i>see proposal ref 40</i>), to tie in with proposed 40mph limit on Longbottom Lane.	Proceed with advertised proposal
34a	Farm Lane,off Longbottom Lane Seer Green	(off Longbottom Lane). From its junction with Longbottom Lane to the start of the accesses to the railway station and golf club.	NSL (pte)	40	private road Road leads to station & golf club. Consider same limit as L Lane to avoid any terminal NSL signs a t jw L Lane .	Proceed with advertised proposal
34b	Denwood Rd, off Longbottom Lane, Chalfont St. Giles	Entire Length.	NSL (pte)	40	Residential road – <i>private</i> Consider same limit as L Lane to avoid any terminal NSL signs at jw L Lane If 40mph limit, no repeater signs needed if road is < 350m long. Road marginally longer than 350m- may need a few repeater signs	Proceed with advertised proposal BCC note: road name incorrect on TRO advert- change for final Order.
35 (part)	Jordans Lane, Jordans, Chalfont St. Giles	From a point 236 metres south of its junction with Seer Green Lane to its junction with Potkiln Lane/Longbottom Lane.	NSL	40	Community outskirts/lower tier rural road. Outskirts of Jordans village- Parking area & access to Jordans Meeting House and Stone Green Farm & junction with Welders Lane. Lower Tier road,predominantly local ,access function, 40 mph can be justified on this basis (& could tie in with a 40mph limit, if agreed, for Longbottom Lane/Potkiln Lane .	Proceed with advertised proposal
35 (part)	MC36 Potkiln Lane, Chalfont St. Peter/Chalfont St. Giles	From its junction with Longbottom Lane to its junction with the public footpath through Birchland Wood (a point about 70 metres southwest of the southern side of the railway bridge.)	NSL	40	Lower Tier road,predominantly local access Cluster of dwellings N of railway bridge, public footpath meets road .Heavily wooded length of road, very narrow in sections. July 2008 data, just N of railway :4400vpd Ave speed: 35.4SW,36.1NE 85th %ile speed:40.8SE, 41.6NE Crashes : 1 pia in 3 yrs to 30 04 2008 . Lower Tier road,predominantly local ,access function, some VRU function(linking footpathsN & S of railway) 40 mph can be justified on this basis (& could tie in with a 40mph limit, if agreed, for Longbottom Lane/Potkiln Lane .)	Proceed with advertised proposal
36 (part)	MC36 Jordans Lane/Twitchells Lane, Jordans, Chalfont St. Giles	From a point 102 metres north of its junction with Wilton Lane to a point 236 metres south of its junction with Seer Green Lane.	NSL	30	Community speed limit Strong local demand over many years for a 30mph speed limit. Narrow road with central hazard lines. Mostly 2 way, but with some narrow sections .Little off road pedestrian provision, high hedges close to road./narrow verges. About 26 dwellings accessed directly from the Lane, plus junctions with Wilton Lane,Jordans Way/Long Wood Drive,Seer Green Lane . Dwellings mainly set back but length generally meets specified village speed limit guidelines for 30mph .	Proceed with advertised proposal

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			Extg	Prop'd		
36 (part)	Wilton Lane, Jordans, Chalfont St. Giles	From its northern junction with Twitchells Lane, south westwards for a distance of 300 metres.	NSL	30	Short length of 30mph limit for this straight length of residential road, to tie in with proposed 30mph limit on Jordans Lane/Twitchells Lane, (avoids the need to place NSL signs at jtn of Wilton Lane with Twitchells Ln.	<i>PF to check again the status of the part of Wilton Lane advertised to have the 30mph limit. subject to the above:</i> Proceed with advertised proposal
37	MC36 Twitchells Lane,Jordans Chalfont St. Giles/Seer Green	From its junction with Three Households and Newbarn Lane (at Butlers Cross) to a point 102 metres north of its junction with Wilton Lane.	NSL	40	Lower tier local access road Narrow 2 way road with central hazard warning lines- shallow bends throughout. Narrow verges with hedges.sparse dwellings- Twitchells Cottages ,Austens & Harmony (nursery?) Just N of Harmony : March 2003 flow 2547 vpd speeds: Ave 38.7N, 37.4S ,85th %ile: 45N, 43.3S Lower Tier road,predominantly local ,access function, 40 mph can be justified on this basis (& could tie in with a 40mph limit, if agreed, for Newbarn Lane. If Newbarn Lane has a different limit, then 40 or NSL to be considered for Twitchells Lane)	Proceed with advertised proposal
38	MC22 Chalfont Road/Newbarn Lane, Seer Green	From a point 160 metres north of the northern side of its junction with Park Place to its junction with Three Households/Twitchells Lane.	NSL	40	Section A <u>MC22 Chalfont Road from Seer Green white gateway to j/w Rawlings Ln/Newbarn Lane.</u> Length : approx 500m Road character: single carriageway, generally straight for southern 300m.Bends at N end- sharp bend at j/w Rawlings Lane. Nearside & offside bend warning signs for N/bnd drivers & offside ridden horse warning sign on n'bnd approach. Large numbers horseriders – 2 equestrian centre nearby. Dwellings/premises : None in S section, New devpt (Princess Grove) at Princess Marina Centre,plus Nursery,about 6 private dwellings; & Perkins Elmer business premises Request from PC: 30mph limit Flow: Nr Pr.Marina centre Aug 2004 : 2642vpd Ave speed: Nr Pr.Marina centre Aug 2004 : 37.5N,35.8S 85th %ile speed:Nr Pr.Marina centre Aug 2004 : 43.8N,41.4S Crashes : nil pias in 3 yrs to 30 04 2008 Crash rate per 100million veh km:N/A DfT Circ 01/2006 : Lower tier road, several accesses, mainly concentrated in northern section. Road is predominately local & access in function. Also consider as scattered community/village outskirts. BCC comments/recommendation: 40 mph proposed (to continue into section C)	Proceed with advertised proposal

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			Extg	Prop'd		
					<p>Section : B MC22 Newbarn Lane from j/w Rawlings Ln/ Chalfont Rd to Three Households/ j/w Twitchells Lane Length : approx 600m Road character: single carriageway, std width. Straight at E end, bends at w end. Row of 21 dwellings on southern side at E end. Access to camping/caravan park on N side. A further 4 dwellings at w.end, plus stables. Flow: (midway along housing row) Nov 2002 3248 ; Aug 2004: 2811vpd. Ave speed: 35.5E, 34.2W (Aug 2004) 85th %ile speed: 41.4E ,40.0E Crashes : o pias in 3 yrs to 31 08 2008</p> <p>DfT Circ 01/2006 :Row of housing meets requirement for 30mph village speed limit. Rest meets 40mph criteria: Rural road- lower tier-local access function/community with scattered development. Horse riding activity-several stables nearby. " RsOW(FPs) meet road. BCC comments/recommendation: 40 limit from the end of the Three households 30mph limit, to continue into Chalfont Rd. Alternative option: Extend 30 mph limit from 3 Households (terminates currently at j/w Twitchells Ln) to include row of houses, then commence 40 westwards from here. This option could complicate signing at j/w Twitchells Lane (ref x) if a 40 mph limit is proposed for Twitchells Lane..</p>	Proceed with advertised proposal
39	Chalfont Road, Seer Green	From the northern side of its junction with Park Place northwards for 160 metres	NSL	30	<p>Short extension to village speed limit to village gateway. Oldefields equestran centre/junction with access rd to recycling centre ,recreation ground/hall on bend just inside current 30 limit. Extend extg 30 limit north to white gateway feature.</p>	Proceed with advertised proposal
40 (part)	MC22 Bayne Hill/ School Lane, Seer Green	From a point 66 metres south of the centreline of its junction with Seer Mead, Seer Green and continuing to a point 29 metres south of its junction with Long Grove, Seer Green.	30/ NSL	30	<p>Extension of community speed limit south to village gateway.</p>	Proceed with advertised proposal
40 (part)	Long Grove, Seer Green	From its junction with MC22 Bayne Hill to the western side of its junction with Bayne Hill Close.	NSL/ private	30	<p>Residential road- speed limit to avoid the legal requirement to place NSL signs at its j/w Mc22 Bayne Hill</p>	Proceed with advertised proposal
40 (part)	Bayne Hill Close, Seer Green	Entire Length.	NSL/ private	30	<p>Residential road- speed limit to avoid the legal requirement to place NSL signs at its j/w Mc22 Bayne Hill</p>	Proceed with advertised proposal

Ref No	Road name & number/Parish(es)	Road length	Speed limit		Summary / how proposal relates to Department for Transport Circular 01/2006 ('Setting local speed limits')	Recommendation at meeting of Working Group on 16th Sept 2009 (<i>Italics indicate change from advertised proposal</i>)
			Extg	Prop'd		
41	Bottom Lane, Seer Green	From its junction with Orchard Road southwards to a point 188 metres north of its junction with Longbottom Lane.	30/ NSL	30	<p>Community speed limit Extend existing 30 limit from top of lane down to vicinity of bridleway/field access/'layby', to include the whole row of dwellings in the 30 limit.</p> <p>Road character:Narrow 2 way road- rural at S end, residential on E side beyond bend/bridleway. A FP also accesses road in extg NSL length.</p> <p>Dwellings:29 from proposed new 30 T to j/w Orchard Rd, (17 in new 30 length) 4 in 200m to j/w Longbottom Rd (in proposed 40 length)</p> <p>Flow:N/A</p> <p>Ave speed:N/A</p> <p>85th %ile speed:N/A</p> <p>Crashes: 2 slight pias in 3 yrs to 30 04 2008 (1sbnd lctrl on bend nr bridleway, 1PC (indiv circs))</p> <p>Requests for change: Seer Green PC: bottom end 30mph-designated as unsuitable for HGVs ;no centre lines, sharp bend, minor accidents (loss of mirrors)</p> <p>ID8: concern re peds going to school/accessing countryside via this lane- req. for lower limit.</p>	Proceed with advertised proposal, but extend to include all of lane to the gateway near its junction with Longbottom Lane (PF to take legal advice to see whether it was necessary to readvertise this proposal to achieve this)
42	Bottom Lane, Seer Green	From its junction with Longbottom Lane for a distance of 188 metres.	NSL	40	Short length of 40mph limit for this straight length of Bottom Lane, with few residential properties, to tie in with proposed 40mph limit on Longbottom Lane	<p>NOT PROCEED</p> <p>Instead, extend proposed adjacent 30mph limit (Ref 41) to include all of lane to the gateway near its junction with Longbottom Lane</p> <p>(PF to take legal advice to see whether it will be necessary to readvertise this proposal)</p>
43	Bowstridge Lane, Chalfont St. Giles	From a point 30 metres south of the centreline of its junction with Crossleys to a point 22 metres north of the access road to the cemetery.	NSL	30	<p>Short extension to community speed limit The existing 30mph village limit could be extended south by about 100 metres, to include the parking area in front of dwellings nos 55 to 77 (PC request)</p> <p>Although the cemetery, Dibden hill residential side road and a few other individual properties extend from here for a further 300m south to Dibden House, much of this is on a single track road which moderates speed. (may also be difficult to locate signs on single track section), so the length between No 77 & Dibden House is recommended to remain NSL</p>	Proceed with advertised proposal

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			Extg	Prop'd		
44	MC39 Burton's Lane, Little Chalfont	From its junction with A404 Chalfont Station Road to a point adjacent to its junction with the public footpath which leads from Burton Lane to Nightingales Lane/Harewood Lane. (approximately 529 metres north west from its junction with Lodge Lane/Roughwood Lane)	NSL	30	<p>Community speed limit</p> <p>Road character: Rural residential lane.</p> <p>From jw Roughwood Lane to just SE of Rowood Farm single track , bordered by high banks/hedges close to road</p> <p>Nw of Rowood Farm – residential on both sides, Northern section from Birkett Way residential along eastern side, sparse dwellings eastern side, more open but with crests,dips & bends .</p> <p>Horseriders use road(ridden horse signs provided), & pedestrians. No footway except at N end. Public FP N of Rowood Farm</p> <p>Central hazard line on much of length.</p> <p>Dwellings: -</p> <p>SE of Rowood Farm, 5 dwellings on single track section,</p> <p>Rowood Farm to Birkett Way : Almost 60 dwellings, on both sides of road, plus 2 farms .</p> <p>Birkett Way to j/w A404: 23 on western side, continuous development, plus about 12 on western side</p> <p>Flow:Aug 2004</p> <p>N of Public FP: 1291</p> <p>Just S of Loudhams Wood Lane: 1809</p> <p>Ave speed: N of Public FP :33NW,35.4SE</p> <p>Just S of Loudhams Wood Lane:33.8NW,33.1SE</p> <p>85th %ile speed:</p> <p>N of Public FP:40.2NW,42.5SE</p> <p>Just S of Loudhams Wood Lane:39.9NW,39.1SE</p> <p>Crashes : 0 pias in 3 yrs to 30 11 2008</p> <p>Crash rate per 100million veh km:N/A</p>	Proceed with advertised proposal

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			Extg	Prop'd		
					Requests :Residents -requests for lower limit . DfT Circ 01/2006 :Fully meets village 30mph criteria. BCC comments/recommendation : 30mph limit. Local access route only. (if 30 terminals cannot be place nr Roughwood x rds, then 30 to start near 'White Gates'/Rowood Farm)	