

APPENDIX A
Proposed New and Revised Speed Restrictions within the Central Chilterns Traffic Management Project
(Speed Limit Review Area 2)
Response to Formal and Public Consultation

Consultee	Name	Consultee Comments	BCC Comments
<p>Thames Valley Police Traffic Management Unit Howes Lane Bicester, Oxon OX26 2ZA</p>	<p>Claire Benson Manager for Superintendent i/c Roads Policing</p>	<p>Official Thames Valley Police Response Chapel Road, Aston Clinton and Cholesbury-cum-St Leonards (40mph Speed Limit) - There are no fixed hazards along this road and the winding nature makes it a self-enforcing limited speed road. Imposing a speed limit will merely serve to criminalise drivers.</p>	<p>This road been identified through the hierarchy as being a busy through route. Currently "Chesham 9" is signed from the B4009 using this route. Where more appropriate routes using the A and B roads exist. This rural 'C' Class road which passes through a number of settlements/villages and provides access to Wendover Woods, Aston Hill Mountain Bike Area, where there are likely to be more vulnerable road users.</p> <p>In addition to the proposed 40mph speed limit, we shall be removing "Chesham 9" from the B4009 to discourage drivers from using this route. As a pilot project further monitoring will be carried out in order to determine the effectiveness of this approach to signing and speed limits.</p>
		<p>Hale Lane, Wendover (30mph speed limit)- Houses off road with long drives. Does not really meet criteria, but is an extension of existing limits.</p>	<p>In light of comments received it is proposed that the proposed extension of the existing 30mph along Hale Lane, be changed to a buffer 40mph.</p>
		<p>Chesham Lane, Wendover and The Lee (40mph Speed Limit) – There are no fixed hazards along this road and the winding nature makes it a self-enforcing limited speed road. Imposing a speed limit will merely serve to criminalise drivers.</p>	<p>The proposed 40mph limit has been extended from the initial proposal, and extended from Kings Ash to the A413 following the initial consultation. This route has been identified through the hierarchy as a busy through route between Chesham and the A413(Wendover to Gt Missenden). As a pilot project further monitoring will be carried out in order to determine the effectiveness of this approach to speed limits.</p>

Consultee	Name	Consultee Comments	BCC Comments
Cont.		No Comments on the following Roads	
		Lee Clump, The Lee (Speed Limit)	
		Chartridge Lane, Chartridge and The Lee (Speed Limit)	
		Two Dells Lane, Ashley Green (30mph Speed limit)	
		Jenkins Lane and Gilberts Hill, Cholesbury-Cum St Leonards (40mph Speed Limits)	
		Hog Lane Ashley Green (30mph Speed Limits)	
		MC5, Cholesbury-Cum-St Leonards (40mph Speed Limits)	
		A416, Ashley Green (30mph Speed Limit)	
		Widmore Close, Chartridge (30mph Speed Limit)	
		Village Green, The Lee (30mph Speed Limit)	
		Vale Road Chesham and Cholesbury-cum-St Leonards(Speed Limit)	
		Chiltern Road, The Lee (30mph Speed Limit)	
		Chesham Road, Chesham and Chartridge (Speed limit)	

Consultee	Name	Consultee Comments	BCC Comments
Cont.		Various Roads, Cholesbury Cum St Leonards (40mph speed limit)	
		Crockett's Lane, the Lee (30mph Speed Limit)	
		Frith Hill, Great Missenden (Speed Limit)	
		Kings Lane, Great Missenden (Speed limit)	
		Lappetts Lane, Great Missenden (30mph Speed Limit)	
		MC45, The Lee (Speed Limit)	
		MC46, The Lee and Great Missenden	
		Oak Lane, Cholesbury-Cum-St Leonards (40mph Speed limit)	
		Oxford Street, The Lee (30mph Speed limit)	
		Potter Row, Great Missenden and The Lee (Speed Limit)	
		Sibleys Rise, Great Missenden (30mph Speed Limit)	
		Cholesbury Road, Cholesbury-Cum-St Leonards 40mph Speed Limits)	
		Rays Hill, Cholesbury-Cum-St Leonards(40mph Speed Limit)	
		Princes Lane, the Lee (30mph Speed Limit)	
		Braziers End Cholesbury-Cum-St Leonards (40mph Speed Limit)	
		Ballinger Road, Great Missenden	
		Asheridge Road, Chartridge (30mph Speed Limit)	

Consultee	Name	Consultee Comments	BCC Comments
Bucks and Milton Keynes Fire Authority Cambridge Street Aylesbury Buckinghamshire HP20 1BD For the Attention of Chief Fire Officer		No Response	
Operations Manager Two Shires Ambulance NHS Trust Ambulance Station West End Street High Wycombe Buckinghamshire HP11 2HQ For the Attention of Ms Sylvia Roundels		No Response	
RAC RAC Foundation 89-91 Pall Mall London SW1 5HS For the Attention of Mr K Delaney		No Response	
Automobile Association Norfolk House Priestly Road Basingstoke Hants RG24 9NY For the Attention of Mr P Watters		No Response	
Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ For the attention of Mrs S King		No Response	

Consultee	Name	Consultee Comments	BCC Comments
Road Haulage Association Southern & Eastern Region Roadway House Bretton Way Bretton Peterborough PE3 8DD For the Attention of Mr C Wright.		No Response	
Chilterns Conservation Board Chilterns AONB Office 8 Summerleys Road Princes Risborough Buckinghamshire HP27 9DT For the Attention of Mr S Rodrick	Colin White Planning Officer	Conservation Board Supports Speed Limits. Express concern over requirement for additional upstanding signage, suggests seeking authorisation from Department for Transport (DfT) to allow use of on-carriageway roundels.	Buckinghamshire County Council have sought and gained authorisation from the Department for Transport to use on carriageway repeater speed limit roundels, without accompanying upright signs. This will minimise the amount of upright signage, however upright signs will be required at terminal points under current regulations.
National Farmers' Union Agriculture House Ardenham Lane Aylesbury Buckinghamshire		No Response	
Buckingham County Council (BCC) Land Charges For the Attention of Chris Berry		No Response	
BCC Passenger Transport For the attention of Helen Halfpenny		No Response	
BCC Transport Policy & Strategy		No Response	
BCC Road Safety For the Attention of Sue Brown		No Response	
BCC Customer Services For the Attention of Trish Richards		No Response	

Consultee	Name	Consultee Comments	BCC Comments
BCC Development Control For the Attention of Keith Rogers		No Response	
BCC Project Implementation Group For the Attention of T Rajkumar		No Response	
BCC Traffic Management, Systems & Parking For the Attention of Anuradha Fitzwalter		No Response	
BCC Casualty Reduction Group For the Attention of Ian McGowan	Bernard Pascoe	Hale Lane, Wendover. Proposed extension of 30mph Speed Limit. Propose that a 40mph speed limit would be more appropriate here, as development is only on one side of road. Various comments on descriptions and distances used in notices.	In light of comments received it is proposed that the proposed extension of the existing 30mph along Hale Lane, be changed to a buffer 40mph. Comments on schedules noted and amendments will be made as appropriate.
BCC Head of Legal and Administrative Services For the Attention of Trish Eastham		No Response	
BCC Rights of Way Planning & Environment For the Attention of Mike Walker		No Response	
BCC Mr R S Royston Cabinet Member Planning & Transportation		No Response	
Buckinghamshire Association for the Blind Resources & Training Centre 143 Meadowcroft Aylesbury Buckinghamshire HP19 3HH For the Attention of Mrs M Reeves		No Response	

Consultee	Name	Consultee Comments	BCC Comments
<p>Pedestrians' Association 15 Belmont Road Chesham Buckinghamshire HP5 2EL For the Attention of Mr J Whitehead</p>	<p>Mr W J Whitehead</p>	<p>Supports lower limits across central Chilterns area but raised following issues. Asheridge Road Propose extension of 30mph or install a 40mph limit down beyond footpath no.17 Chartridge.</p>	<p>Currently National Speed Limit applies to this road, the location of 30mph speed limit has been chosen in order to achieve lower speeds within the settlement of Asheridge. The Nature of road south west of Asheridge is self-enforcing. (The road has been identified as a potential Quiet Lane).</p>
		<p>Rays Hill proposes reduction from 40mph to 30mph due to traffic intimidating walkers and cyclists.</p>	<p>Currently National Speed Limit applies to this section of road, layout of road would suggest that road is self-enforcing at proposed 40mph limit.</p>
<p>Riding & Road Safety Officer British Horse Society 156 Wycombe Lane Wooburn Green HP10 0HH For the Attention of Mrs Susan Gibson</p>		<p>No Response</p>	
<p>The Chilterns Society Bluff Cottage Blackthorn Lane Ballinger Great Missenden HP16 9LN For the Attention of Revd. Derek Upcott</p>		<p>No Response</p>	
<p>Council for the Protection of Rural England Buckinghamshire Branch PO Box 219 Aylesbury HP22 4ED For the Attention of Mr A Jones</p>		<p>No Response</p>	

Consultee	Name	Consultee Comments	BCC Comments
Buckinghamshire Community Action Unit B The Firs Bierton Aylesbury HP22 5DX		No Response	
Area Manager Sustrans 10 Northern Road Aylesbury Buckinghamshire HP19 9QU For the Attention of Mr Simon Pratt		No Response	
Aylesbury Vale District Council Friars Square Offices 4 Great Western Street Aylesbury Buckinghamshire HP20 2TW For the Attention of Mrs B Kemplen		No Response	
Aston Clinton Parish Council 17 Eriboll Close Linslade Leighton Buzzard LU7 2XW For the Attention of Mr J A Spires		No Response	
Buckland Parish Council 170 London Road Aston Clinton Aylesbury HP22 5LB For the Attention of Mrs C Jenson		No Response	

Consultee	Name	Consultee Comments	BCC Comments
Drayton Beauchamp Parish Meeting Lower Farm Drayton Beauchamp Aylesbury HP22 5LS For the Attention of Mrs M Nodes		No Response	
Halton Parish Council The Kiln 18 Lower Farm Halton HP22 5NS		No Response	
Wendover Parish Council The Clock Tower High Street Wendover Aylesbury HP22 6DU For the Attention of Mrs A Hooton		No Response	
Mr Bill Chapple Local Member Aston Clinton and Weston Turville		No Response	
Mrs Marion Clayton Local Member Wendover		No Response	
Ms M A Baldwin PAG Member for Aylesbury Town Centre		No Response	
Mr J W Cartwright Local Committee Chairman		No Response	

Consultee	Name	Consultee Comments	BCC Comments
Cyclists' Touring Club 71 Craigwell Avenue Aylesbury Buckinghamshire HP21 7AG For the Attention of Mr P Robinson		No Response	
Area Manager Aylesbury Vale Area Office The Winslow Centre Park Road Winslow MK18 3RB For the Attention of Mr S Orchard		No Response	
Aylesbury & District Access For All 11 Risborough Road Stoke Mandeville Buckinghamshire HP22 5UP For the Attention of Miss M Spencer		No Response	
Mr A Huxley Local Committee Vice Chairman & PAG Member for Aylesbury Vale South of A41		No Response	
Area Co-ordinator Aylesbury Vale Area Office The Winslow Centre Park Road Winslow MK18 3RB		No Response	
Chiltern District Council King George V Road Council Offices Amersham Buckinghamshire HP6 5AW For the Attention of Mr M Down		No Response	

Consultee	Name	Consultee Comments	BCC Comments
<p>Cholesbury-cum-St Leonards Parish Council Beechwood Jenkins Lane St Leonards, Tring Hertfordshire HP23 6NW For the Attention of Mr D F Clarke</p>		<p>Strongly supports introduction of 40mph limits on roads throughout area, conditional on repeater signage being applied to the carriageway. Does not support upright speed limit repeater signing.</p>	<p>Buckinghamshire County Council have sought and gained authorisation from the Department for Transport to use on carriageway repeater speed limit roundels, without accompanying upright signs. This will minimise the amount of upright signage, however upright signs will be required at terminal points under current regulations.</p>
		<p>C72 Chapel Road - Junction with Taylors Lane- Extend the 40mph limit for approx 150m along Taylor's Lane. Reason: to create buffer for 40mph limits, which extends to end of residential properties.</p>	<p>Taylors Lane identified as potential Quiet Lane within road hierarchy extending 40mph along Taylors Lane, which becomes single track may serve to increase vehicle speed. Reconsider for Quiet Lane Designation, once Department for Transport Guidance has been published.</p>
		<p>C72 Chapel Road / Jenkins Lane - Junction with road known locally as Chambers Green Road:- Extend the 40mph limit for approx 500m along this road. Reason: Quiet Lane proposal width drawn restrict traffic accelerating along built up area. Junction has been site of accidents in recent years.</p>	<p>Jenkins Lane and Chambers Green Road originally Identified and proposed as potential Quiet Lane, local feedback at workshop suggested that this lane was not suitable as it's a link between settlements used more frequently at peak times. Narrowness of road after junction encourages slower speeds, extending 40mph may only serve to increase speed. Proposals for high friction surface along C72 between Chapel Road and Jenkins Lane junction.</p>

Consultee	Name	Consultee Comments	BCC Comments
Cont.		<p>Parrots Lane- From junction at Bottom Road at Buckland Common to Cholesbury Lane in Cholesbury. Currently only a 'buffer zone' 30m length of Parrotts Lane at the Cholesbury end has been designated for a 40mph. It eventually doubles back, to join Bottom Road which has now been designated a 40mph road. This does not reflect the use of this quiet road by riders, cyclists and walkers.</p> <p>Reason: very narrow lane for its complete length with properties opening directly onto the lane, narrow lane on each side at both ends. Used by vulnerable road users, designated by Chiltern D C, Bucks CC and sustrans suitable for families with younger children. Retaining 60mph limit is therefore clearly contradictory.</p>	<p>Parrots Lane identified as potential Quiet Lane. Extending proposed 40mph or introducing 30mph could possibly increase vehicle speeds on narrow and winding mainly single track road which is self-enforcing.</p> <p>Reconsider for Potential Quiet Lane Designation once Department for Transport Guidance has been published.</p>
		<p>Little Twye Road- From junction at Bottom Road to end of Little Twye Road This narrow winding lane is currently excluded from the speed limit proposals and should have a 40mph limits extended along its length.</p> <p>Reason: Lane connects with Rights of Way used by horse riders, Cyclists and walkers and its proximity to Buckland Common a recreation area used by youngsters renders the retention of the 60mph limit is therefore totally inappropriate.</p>	<p>Little Tywe Road Identified as potential Quiet Lane, extending proposed 40mph could possibly increase vehicle speeds along Little Twye Road.</p> <p>Reconsider for Potential Quiet Lane Designation, once Department for Transport Guidance has been published.</p>

Consultee	Name	Consultee Comments	BCC Comments
Cont.		<p>Horseblock Lane From Junction with Cholesbury Lane to bottom of hill close to Hertfordshire Border. The proposal is inadequate and counter-productive in trying to address road safety objectives by designating the end of the 40mph only 179m from the junction. This limit should be extended to at least the full width of the Common at this point.</p> <p>Reason: Hawridge and Cholesbury Common is an open space used by horse riders, and walkers. Location of signage acknowledged and amended but not to the extent which the council believes appropriate. Signage will be positioned in exposed location creating a visually unappealing view, subsidiary benefit of extending 40mph would therefore be to reposition the signage lower down the road and would eliminate this eyesore.</p>	<p>Horseblock identified as a potential Quiet Lane, proposed limit was moved at request of Parish to lessen impact of signage on open common. Finding appropriate location beyond 179m is not practical, however at 179m visual impact of signage on open and higher common has been lessened.</p> <p>Reconsider for Potential Quiet Lane Designation once Department for Transport Guidance has been published.</p>
		<p>Pound Lane / Stoney Lane - from Hawridge Hill (incorrectly described as Cholesbury Lane on schedule) via Parsonage Lane through Heath End to Wigginton Road. The 40mph speed limits should be extended along the length of both roads and along Parsonage Lane through Heath End as far as the junction with the Wigginton Road.</p> <p>Reason: Road is potentially a rat run and is very narrow as it passes through Heath End which has houses abutting the highway on both sides. This Council feels the project team have omitted to properly consider the dangers from cars and the current proposals should be amended to incorporate a 40mph limit.</p>	<p>Identified as potential Quiet Lanes, nature of road through Heath End is self enforcing, measured average 85%ile speeds below approximately 22mph between Heath End Cottage and Forge Cottage. And has on average approximately 132 vehicles passing this point in any 24hr weekday period.</p> <p>Reconsider for Potential Quiet Lane Designation, once Department for Transport Guidance has been published.</p>

Consultee	Name	Consultee Comments	BCC Comments
Chesham Town Council Town Hall Chesham Buckinghamshire HP5 1DS For the Attention of Mr B Richards	Bill Richards	Vale Road Propose 40mph limit be moved further out beyond the existing de restricted sign, where the footpath joins on the left hand side (at the barn conversions)	Currently Vale Road is National Speed Limit beyond the existing 30mph the proposed introduction 40mph beyond this point has been identified as the location where the limit is likely to be most effective, moving further out may not achieve compliance.
		Chesham Road Support limits to the existing point but ask if a 40mph limit had been considered from the cut off point of the proposed 30mph extension onwards through the remaining Bellingdon housing.	Moving the 30mph limit further west along Chesham Road is unlikely to be as effective at reducing speeds, as the amount of development is intermittent.
Ashley Green Parish Council Ashley Chase Hog Lane Ashley Green Chesham HP5 3PS	Mrs Helen Garthwaite	Support Proposal	Note Change of Clerk now: Mrs Helen Garthwaite Clerk to the Council Traps Cottage Whelpley Hill Chesham
Chartridge Parish Council Beechwood Jenkins Lane St Leonards Tring HP23 6NW For the Attention of Mr D F Clarke		No Response	

Consultee	Name	Consultee Comments	BCC Comments
<p>The Lee Parish Council The Copse Cherry Tree Lane Lee Common Great Missenden HP16 9LB For the Attention of Mr Martin Foote</p>		<p>Supports Proposed Limits with minimal signage and with opportunity to make comment and changes when implemented if necessary. Expressed concern over delays in implementation and signage in conservation area of village.</p>	<p>Buckinghamshire County Councils Consultants Jacobs Babbie have endeavoured to minimise effect of on carriageway roundels on village conservation area, however adequate signage must be used in order to ensure limits are enforceable by the Police.</p>
<p>Great Missenden Parish Council Parish Office Memorial Centre Buryfields Link Road Great Missenden HP16 9QC For the Attention of Mr David Blythe</p>		<p>No Response</p>	
<p>Mrs Pam Crawford Local Member Chesham West</p>		<p>No Response</p>	
<p>Mrs Patricia Lindsley Local Member Chesham East</p>		<p>Supports Speed Limits Length of road in Chesham and the Parish of Cholesbury cum St Leonards Length of Road in Chesham i.e. Vale Road</p>	<p>Comments noted.</p>
<p>Mr M Colston Local Committee Vice Chairman</p>		<p>No Response</p>	
<p>Mr H Wilson Local Committee Chairman</p>		<p>No Response</p>	
<p>Mr Francis Robinson OBE County Councillor</p>		<p>No Response</p>	

Consultee	Name	Consultee Comments	BCC Comments
<p>Cyclists' Touring Club 11 The Coppice Great Kingshill High Wycombe HP15 6HU For the Attention of Mr E G Beeson</p>		No Response	
<p>Area Manager Buckinghamshire County Council Transportation Chiltern & South Bucks Area Office Council Offices King George V Road Amersham Buckinghamshire HP6 5BL</p>		No Response	
<p>Area Co-ordinator Buckinghamshire County Council Transportation Chiltern & South Bucks Area Office Council Offices King George V Road Amersham, Buckinghamshire HP6 5BL For the attention of Alison Derrick</p>		No Response	
<p>Chesham and District Bridleways Association Rosemont Pednor Vale Road Nr Chesham HP5 2ST For the attention of Chris Dutton</p>		No Response	

Consultee	Name	Consultee Comments	BCC Comments
Cyclists' Touring Club Right to Ride 26 The Greenway Penn High Wycombe HP10 8BX For the Attention of Mr R M Crombie		No Response	
Area Manager Buckinghamshire County Council Transportation Area Office, Easton Street High Wycombe HP11 1NH For the Attention of Mr M Knight		No Response	
Hertfordshire County Council County Hall Pegs Lane Hertford SG12 8DQ For the Attention of TBC		No Response	
Hertfordshire Constabulary Headquarters Stanborough Road Welwyn Garden City AL8 6XF For the Attention of Mr Crawford Simkins		No Response	
Hertfordshire Fire and Rescue Service Headquarters Old London Road Hertford SG13 5SJ		No Response	

Consultee	Name	Consultee Comments	BCC Comments
Bedfordshire & Hertfordshire Ambulance and Paramedic Service NHS Trust Ambulance Headquarters Hammond Road Bedford MK41 0RG		No Response	
Tring Town Council The Market Square High Street Tring HP23 4AB For the Attention of Mrs S Johnson		No Response	
Berkhamsted Town Council Civic Centre Berkhamsted HP4 3HD For the Attention of Mr Colin Westwood		No Response	
Wigginton Parish Council Poynings Northchurch Common Berkhamsted HP4 1LR For the Attention of Mrs C Crouchley		No Response	

Consultee	Name	Consultee Comments	BCC Comments
Tring Cycling Campaign The Grove House 63 Grove Road Tring, Herts HP23 5PB For the Attention of Mrs Bridget Brown		No Response	
Tring Safety Group 3 The Grove Marshcroft Lane Tring, Herts HP23 5PN For the Attention of Mr Chris Gray		No Response	
Berkhamsted Cycling Group Civic Centre Berkhamsted Herts For the Attention of Mrs Betty Patterson		No Response	

Comments From Formal Public Consultation

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Rays Hill, Bellingdon	<p>Opposes speed limit proposals throughout Cholesbury and surrounding area, on grounds of effect of signage on countryside and AONB. Roads enclosed twisting and winding and vehicle not able to achieve anything like speed limits. Parked cars at Hawridge & Cholesbury school reduces vehicle speeds. Unaware of problems with speeding traffic in area due to agricultural farm vehicles act as slowing measure.</p> <p>Those moving to the area are from towns and want speed limits of 30 and 40mph similar to that of a town and are trying to change the speed limits accordingly. Money could be better spent, Police have enough to do without having to Police this proposal.</p>	<p>Buckinghamshire County Council have sought and gained authorisation from the Department for Transport to use on carriageway repeater speed limit roundels, without accompanying upright signs. This will minimise the amount of upright signage, however upright signs will be required at terminal points under current regulations.</p>
Local Resident	Heath End	<p>Objects to proposal for retaining existing National Speed Limit following previous requests for lower limits in Heath End to be considered. Concerned that if designated as a Quiet Lane it would remain at national speed limit. Concerned at number of minor accidents and "near misses" on S-bend by Boundary Cottage. Now seven children between ages of 5 and 10 living in Heath End, who all live adjacent to S-bend and whose frontages open directly on to the lane, traffic can be passing at relatively high speed two or three feet of open doors. Notes that none of the houses in Hawridge and Cholesbury are as close and that a limit is proposed for these settlements / villages.</p>	<p>The road through the settlement of Heath End is narrow and has number of bends, It has no recorded collisions in the last three years. When measured between Heath End Cottage and Forge Cottage the average 85%ile speed is less than 22mph, low speeds are therefore self-enforcing through settlement. And has on average during a weekday approximately 132 vehicles passing this point in any 24hr weekday period. The number of property frontages is also marginal when compared to the national guidance of minimum of 20 over a minimum length of 600 meters.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Cont.		<p>Observes that unlike Heath End road is straight and provides drivers/pedestrians good visibility. Part of lane between Heath End and the Junction of Stoney Lane and Pound Lane scene of a number of accidents. Twisty, narrow and foliage on verge and hedge reduces visibility, lane used by walkers, horse riders and cyclists (part of designated cycle route). Whilst subject to 60mph, anything above 25-30mph is highly risky. despite narrowness of lane many cars travel to fast for safety. Whilst lower limits cannot guarantee safer driving it would put in drivers minds the thought that there must be some reason for such a limit.</p> <p>Proposes 30mph (ideally 20mph) through Heath End and the lanes approaching it, Pound Lane/Stoney Lane from there junction with Cholesbury Lane and from its junction with Chesham/Wigginton Road or County boundary which ever comes sooner. Notes that 20 or 30mph limit for Heath End would be consistent with the guidance on speed limits on Bucks County Council web site and, arguably, the current 60mph limit (or indeed a 40mph or higher limit) is not consistent with this guidance since many of the buildings in Heath End are not set back from the road and also are on both sides of the road. Would welcome response on following points: 1. Why Heath End has not been included in the recently proposed changes? 2. When will the speed limit in Heath End be brought into line with the County Councils guidelines? 3. If there are no proposals to bring the speed limit in Heath End into line with the County Council's guidelines on speed limits, what are the justification for this?</p>	<p>The introduction of a 30mph limit may only serve to increase drivers speed within the settlement, (the road has been identified as a potential Quiet Lane). The introduction of a village entry signs with some additional warning text either end of the defined settlement may be considered as a measure to increase driver awareness to the settlement.</p> <p>Reconsider for Potential Quiet Lane Designation once Department for Transport Guidance has been published.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Ballinger	<p>Objects to 30/40mph along Chartridge Lane over a distance of some 5-6 miles between Chesham and A413 near Wendover along what is designated as a primary 'Primary route' unnecessary, unreasonable, unjustified and indeed potentially dangerous. Will cause traffic bunching leading to frustration along what is a free flowing road includes section of upwards of one mile which is mainly straight, with open verges, well set back hedges and very few intersections, driveways or dwellings.</p> <p>The vast majority of traffic currently flows sensibly, safely and easily at well in excess of the proposed 40mph limit on this stretch and the road has a good safety record. Vehicles obeying the proposed limit would inevitably cause traffic bunching and following drivers would know and/or will be able to see that the road is often clear, open and safe and yet be unable to overtake without breaking the speed limit. Potentially dangerous scenarios would develop as drivers, finding themselves blocked by unreasonably slow vehicles, become irritated and impatient.</p> <p>Far from aiding safety, this proposal is likely to compromise it. Roadside Parking- project has considered speed but ignored the often more dangerous issue of roadside parking e.g. on narrow lanes, bends, opposite and adjacent to other vehicles on the 'wrong' side of the roads in the hours of darkness. Alternatives such as driveways could be used, these are serious concerns what is being done about it?</p>	<p>This route has been identified through the hierarchy as a busy through route between Chesham and the A413 (Wendover to Gt Missenden). This rural mainly 'C' Class road which passes through the settlements of Chartridge, Swan Bottom, Lee Gate and Kings Ash where there are likely to be more vulnerable road user movements. As a pilot project further monitoring will be carried out in order to determine the effectiveness of this approach to speed limits. Roadside parking in the area is an enforcement issue for the Police.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Chartridge Lane, Chartridge	<p>Has no objections and supports extension of proposed speed limit through Chartridge. Current de-restriction near West Dean Lane has been inappropriate for some years with increase in volume and speed, worsened in last four years. Urges Council to consider adequate speed limit reminders and greatly in favour of painted roundels on the road. Reasons of concern are road between Old Sax and Coggells Lane only open and almost straight stretch of Chartridge Lane encourages drivers to accelerate or not brake depending on direction of travel, with consequent noise pollution and danger to other users. Stretch contains number of private dwellings with limited gardens/drives and leaving property is a higher risk than normal. Horses use the road entering from West Dean Lane and Old Sax Lane at slow speed.</p> <p>Vehicles leaving West Dean Lane do so on uphill slope, with limited visibility to the east have to take special care as wheel slip can occur in wet. Vehicles leaving Old Sax Lane have limited visibility to traffic coming from the west. The footway is used by children attending Chartridge School. The Lane is used by walkers especially during the summer months. The exists from the golf club onto Chartridge Lane has considerable volumes of traffic entering the lane onto the currently fast down hill stretch travelling west.</p> <p>The car park to the Bell Inn is on the opposite side to the pub, as is the footway, resulting in foot traffic crossing the Lane at this point. Visitors to a number of properties on this stretch will not leave their vehicles on the road due to the dangerous speed by inconsiderate road users.</p>	<p>Buckinghamshire County Council have sought and gained authorisation from the Department for Transport to use on carriageway repeater speed limit roundels, without accompanying upright signs. This will minimise the amount of upright signage, however upright signs will be required at terminal points under current regulations. Roundels painted on the carriageway will be spaced according to the current regulations.</p> <p>Re-surfacing of West Dean Lane being considered as part of potential Quiet Lanes entry treatment.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Chartridge Lane, Chartridge	As resident of the village of Chartridge, I write with reference to the much talked about implementation of new speed limits for the village of Ballinger and Chartridge. Seeks confirmation that Councils is committed to the implementation of new speed limits at an early date.	If speed limits are approved by the Cabinet member for Transportation, a programme of implementation of proposed speed limits , will take place shortly afterwards on site.
Local Resident	Little Hivings, Chesham	Chesham Road -Chesham & Chartridge Location rural countryside and volume of traffic using the road can only be described as light, Having lived in the area for 60 years remembers very few accidents on the road including two fatal accidents in the area in the last 40/50 years, hardly makes the road an accident hotspot area. Various issues raised over existing speed limits and their enforcement, and cost of the proposed measures. Who is responsible for enforcement of speed limits and why have existing limits not been enforced?	There are a number of questions of a general nature raised over enforcement of existing speed limits and other wider traffic management issues. These will be responded to by letter from Ken Moloughney, Team Leader Traffic Management Team South.
Local Resident/District Councillor	Peter Jones (Chiltern District Councillor for Ballinger, South Heath & Chartridge)	Supports the proposed speed limits by Central Chilterns Traffic Management Scheme as advertised. In particular supports 30mph through Chartridge Village and a 40mph limit along the road from Chartridge through Swan Bottom and Kings Ash. 40mph through Swan Bottom and Kings Ash Welcomes 30mph through Ballinger	Comments Noted
Local Resident	Hawridge	Has no objection to proposed speed limit proposal. Makes comments on presentation of consultation documentation and road naming.	Request response to way consultation documentation has been presented.

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Pednor Road, Chesham	Request speed limits be extended into areas proposed as Quiet Lanes including Pednor area and Asheridge. Gives work carried out in neighbouring Hertfordshire as being good example.	Quiet Lanes generally have low speeds, flows and low collision record. Quiet Lane Guidance does not currently confer mandatory speed limits.
Local Residents	Chartridge	<p>Chartridge</p> <p>Proposes 30/40 change point 230 meters south east of Caps Lane be relocated north west of Ashotts Lane. 1. The proposed position is currently a de-acceleration zone for cars travelling at excessive speed, created by the bend in the road at Lime Tree Farm. This will not change unless another motive is provided to speeding motorists further away from the bend. The proposed position is too close too Lime Tree farm.</p> <p>2. By locating the new speed limit north west of Ashotts Lane it will encompass two side roads and the Chartridge Conference centre, all of which are effected by fast moving traffic at peak times. The two side roads are also bridleways and public footpaths which have to cross the road in order to continue their route.</p>	BCC propose to relocate start of 30/40 mph Speed Limit to a point 78 metres north west of its junction with Ashotts Lane.

Consultee	Road/Area	Consultee Comments	BCC Comments
Cont.		<p>3. Locating the new speed limits north-west of Ashotts Lane will break the "Speeding Straight" which cars use, travelling in either direction to overtake causing several accidents in the past few years, which resulted in cars entering property. Overtaking not necessary along road, not even from farm vehicles, most of which travel at ample speed. Well qualified in making comments/ suggestions as we have lived in the area for 13 years. Witnessed several accidents and observed traffic behaviour.</p> <p>By moving speed limit to north of Ashotts Lane will have significantly more effect and will add virtually no time to journey . Please take points into consideration as we are well qualified in this subject and would not want to see the efforts that have been put into improvements, spoiled because of minor adjustment.</p>	
Local Resident	Chartridge Lane, Chartridge	Supports proposed limits in this locality, but expressed concern that extension of limits unless enforced will be a complete waste of time, money endeavour and patience. Existing limit is consistently ignored. Police are not powerless but appear unable or unwilling to use their powers of control.	Enforcement of Speed Limits is a Police matter. In conjunction with the Central Chilterns Traffic Management Project, the County Councils Safer Roads Officer is encouraging and supporting Parishes and other groups to use the Speed Indicator Device (SID), across the pilot area.

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Chartridge	<p>Chartridge</p> <p>Proposes 30/40 change point be located further north west at Chartridge End Farm. Residents of Chartridge Village have for a very long time asked for a speed limit be imposed with the majority of houses located next to what was a once quiet country lane but now a busier road. Expressed concern over effectiveness of Police enforcement between Cogdells Lane to junction of Westdean Lane. question signing of speed limits is going to slow down some drivers. Now an opportune time to enforce what local residents have asked for many years.</p>	<p>BCC propose to relocate start of 30/40 mph Speed Limit to a point 78 metres north-west of its junction with Ashotts Lane.</p>
Local Resident	Ashley Green	<p>Proposes extension of 40mph along Nashleigh Hill to proposed 30mph at Ashley Green.</p>	<p>This response relates to Area 10 of the Speed limit review. Comments have been forwarded to County Wide Speed Limit Review Team.</p>
Local Resident	Ashley Green	<p>Proposes that limit should be reduce along A 416 south of Ashley Green</p>	<p>This response relates to Area 10 of the Speed limit review. Comments have been forwarded to County Wide Speed Limit Review Team.</p>
Local Resident	Kings Lane, South Heath	<p>Kings Lane, South Heath</p> <p>Proposes reduction of proposed buffer 40mph to 30mph for full length of Kings Lane to B485. Due to 7 private drives, 3 gated entrances and multiple narrow bends on this section, and the current traffic levels should warrant a 30mph limit, rather than 40mph as proposed. Provide greater safety to walkers, cyclists and motorists particularly when large vehicles use the route. Already 'bends for 1/4 mile' signs covering the section and 30mph limit would encourage more compliance than 40mph sign.</p>	<p>Currently National Speed Limit, 40 mph proposed as buffer to extended 30mph in Kings Lane with the aim of being more effective in the main area of settlement.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Frith Hill, South Heath	<p>South Heath Frith Hill to B485 Chesham Road</p> <p>Supports reduction in limit to 40mph but requests extension of 30mph along full length of Frith Hill to B485. Four houses are almost on the road and others have dangerous exits onto Frith Hill because of curves in the road restricting sideways visibility. Many drivers leaving South Heath will take the 40mph sign as permission to speed up, and will accelerate. This will present additional danger-particularly for Chiltern Cottage, which is the likely acceleration area, cars have to back out due to lack of turning space. Neighbours have had fence destroyed by car swerving out of control. Nearly hit their house. Other local authorities seem to apply speed limits more severely than Bucks. In Oxfordshire for example we have seen 30mph signs extending well beyond villages into open country, with no houses on either side of the road. For all these reasons we strongly urge Bucks County Council to extend the South Heath 30mph limit right the way down the south Heath leg of Frith Hill as far as B485.</p>	<p>Currently Frith Hill has a National Speed limit, the 40 mph is proposed as buffer to proposed extension of 30 mph in Ballinger Road/Frith Hill in order to reduce speeds in Frith Hill and act as a more effective buffer for the main area of settlement in South Heath.</p>
Local Resident	Frith Hill, South Heath	<p>Welcomes new and extended speed limits as outlined in latest newsletter. Suggest that 30 mph limit be extended from South Heath to the bottom of Frith Hill. This is narrow road with several small blind access points to properties. Appreciates that anecdotal information may be of limited value draws attention to enclosed photographs of front of property taken after car has skidded across the road cornering out of south heath towards Great Missenden. does not feel that 40mph sign at this location will be sufficient.</p>	<p>Frith Hill is currently National Speed Limit, proposed 40mph introduced to act as buffer to proposed extension of existing 30mph in Ballinger Road.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	South Heath	Generally Supports Proposal but feels it will be a waste of tax payers money. Lived in South Heath for past 27 years and has always been 30mph limit village but vehicles still travel through it at up to 60mph. Concerned by lack of Police enforcement.	Comments Noted. The enforcement of speed limits is a matter for the Police.
Local Resident	South Heath	In principle believes most residents are supportive of the objectives but are very concerned regarding potential additional signage. Country lanes are in practice 'self regulation' speed because of their rural, narrow winding nature, but difficult to legislate for those who wish to drive irresponsibly and recklessly. Cluttering signage will make no difference to this element and is not the solution. Would like more summarised data to be made available.	Buckinghamshire County Council have sought and gained authorisation from the Department for Transport to use on carriageway repeater speed limit roundels, without accompanying upright signs. This will minimise the amount of upright signage, however upright signs will be required at terminal points under current regulations.
Local Resident	Lee Common	Various comments on speed limit schedules	Comments noted Shaun Pope responded by letter 22/07/04. Schedules amended as required.
Local Resident	Lee Common	Crocketts Lane, Lee Common Question of ownership.	Crocketts Lane has been included in schedule on understanding that it was a county road. Further investigation has shown that the road is private. As Crocketts Lane is a short length of narrow road, accessed from Oxford Street a public road, in the village of The Lee where speeds are likely to be low. It is proposed that the 30mph implemented as per the Schedule due to its proximity to signs in Oxford Street, additional signs in Crocketts Lane are not required.

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Residents	Springall Hill, Buckland Common	<p>Aston Hill to junction with A416 Berkhamsted Road Chesham. Support speed restriction but object to the 40mph and believe 30mph to be more appropriate.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Variable width of road in parts not allowing for two vehicles to pass in opposite directions safely at speed, sharp bends, blind junctions and lack of public footpaths and street lighting in the hilltop villages plus the closeness of houses to the road perimeter, particularly in Buckland Common, Chivery and St Leonards makes travelling at 40mph dangerous to drivers, pedestrians cyclists and horse riders and animals. 2. Speed has resulted in a number of road accidents, some resulting in fatalities and injuries. there have been several other accidents involving injuries and numerous unreported accidents. In 150 yard stretch of Spring Hill between the junctions of Oak Road and Bottom Road we have witnessed. Coach misjudge the bend left road and hit car parked off road. Post van scraped side of car parked off road. vehicles on three separate occasions misjudge the bends adjacent to Oak Road left road and ended up in hedge. Lorry travelling at speed and having to break hard and skid causing horse to rear and throw rider. Death of pets and wildlife. Believe that cause is in part due to speed, a 40mph restriction would not be low enough to prevent these incidents. 3. A 40mph limit might actually increase speed of traffic. 	<p>Currently National Speed Limit applies to this road, a 30mph limit along the full length of the road would not be appropriate, due to the intermittent development which are spread out along this road. For this reasons drivers are unlikely to comply with a 30mph limit along the full length of the road, and 40mph is more likely to be complied with.</p>

Consultee	Road/Area	Consultee Comments	BCC Comments
Local Resident	Sandpit Hill, Buckland Common	Responding on Quiet Lane issues.	As comments are directly related to Quiet Lanes Shaun Pope Responded by Letter 24/09/04
Local Resident	Wigginton Bottom, Herts	Supports limits and whole area would benefit from blanket lower limits Seeking information on measures in Hertfordshire.	Copy of letter forwarded to Hertfordshire County Council for their response.
Local Resident	Hale Lane, Wendover	Objects to limit 30mph limit Hale Lane Wendover. 'Statement of reasons' not specific and provides no detail. 1. Traffic using Hale Lane does not travel at excessive speed. 2. Traffic using Hale Lane always slows down for horse riders, walkers and cyclists. Proposed limit ecologically unsound, because engines in lower gear use more fuel. Proposed limit could add to potential danger problems at junction of Hale Lane as existing 30mph sign would be removed and moved 1010 metres away.	In light of comments received it is proposed that the proposed extension of the existing 30mph along Hale Lane, be changed to a buffer 40mph.
Local Property Owner	Chesham Road, Tring, Herts.	Chesham Road, Tring, Hertfordshire Supports limits but wishes to see Chesham Road included in proposals for revised speed limits or for Quiet Lane status. Chesham Road from Wigginton was always a Quiet Lane before the A41 bypass was built. One small restriction on leaving village then straight for 2 miles to Darrs Lane. Makes reference to lower limits in Hertfordshire.	Chesham Road is within Hertfordshire County Councils area, copy of letter forwarded to Hertfordshire County Council for their consideration and response.

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