

APPENDIX E

SPEED LIMIT REVIEW AREA 4: Decision of Working group meeting 27/04/2005 (Attended by Cllr Mike Colston ,Cllr. Francis Robinson, Darren Humphries (Thames Valley Police) & BCC Officers Alison Derrick, Pat Francis, Tony Walton)

☐ = no comments /supportive comments only

| REF NO. | LOCATION | Extg SPEED LIMIT | Prop' d SPEED LIMIT | No. Support | No. Object | Summary of T.M. Officers'(KMM/PAF) Comments | BCC TM Officers Recommendation. | Working Group Decision |
|---------|--|------------------|---------------------|-----------------------------------|--|---|--|--|
| 1 | AMERSHAM Stanley Hill (from j/w London Rd (W/E) rbt to existing 30 limit near j/w Stanley Hill Ave) | 40 | 30 | 70 | 15 | <ul style="list-style-type: none"> ▪ History of collisions, incl K/Si along road. ▪ Limited forward visibility at southern end – double white line system in place ▪ Consistency: other urban residential areas in County and vicinity proposed/extg 30. ▪ Average speeds within posted 40mph 32mph at N. end, 37.5 middle, 32.5 mph S.end. [85th %ile N38mph,S38mph,central 42] Would reduce if 30mph imposed? | 30 (PL support retaining 40) | 30 |
| 2 | AMERSHAM London Rd West [from j/w Station rd to j/w Stanley Hill] | 40 | 30 | (70) | (14) | <ul style="list-style-type: none"> ▪ Needs to be same as ref . 1 to avoid short length of isolated limit. ▪ Within town 'envelope' & too short to stand alone as separate limit. ▪ Need to ensure the service roads have 30 limits whatever A355 limit is. | 30 | 30 |
| 3 | BEACONSFIELD A355 Amersham Rd (from north of northern access to Amersham Rd ('service road' which is to the north of the railway bridge), to approx. 60 metres | 50/30 | 40 | (2) support 50 reduce to 40 | 18 (+ 90+ 24 signatory letters) retain 30, plus some 50 to 40 redn/exte nd extg | <ul style="list-style-type: none"> ▪ Strong local demand to retain extg 30 limit Reasons: - <ul style="list-style-type: none"> ○ Access/egress from properties /side roads due to volume/speed of traffic-potential for increased speeds ○ Frequent busy junctions ○ Difficult for peds to cross. Narrow refuges for allotments /f.p.s/bus stops ○ Collision history Maxwell Rd ○ Extg speeds broadly OK for 40 limit | <ul style="list-style-type: none"> ▪ Retain existing 30. ▪ Replace existing 50 mph limit with a 40 limit | <ul style="list-style-type: none"> ▪ Retain existing 30. ▪ Replace existing 50 mph limit with a 40 limit |

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| | north of Wilton Park [A40] rbt] | | | | 30 | <p>N of Ronald Rd</p> <ul style="list-style-type: none"> ▪ Not possible to provide 3 separate limits along length- need to decide maximum of 2 speed limits. ▪ Suggest retain extg 30 (includes direct frontage access to A355) change 50 to 40 for northern length (supported by CDC):- <ul style="list-style-type: none"> ○ Ledboro Ln/Longbottom Ln collisions- Buchanan's Beaconsfield transportation study proposed jtn mods- feasibility being investigated ○ Collision history Maxwell Rd ○ Junctions accessing A355- with increased traffic volumes on A355 ○ Extg speeds could support this | <ul style="list-style-type: none"> ▪ Retain existing 30. ▪ Replace existing 50 mph limit with a 40 limit | <ul style="list-style-type: none"> ▪ Retain existing 30. ▪ Replace existing 50 mph limit with a 40 limit |
| 5 | BEAMOND END Beamond End Lane [from j/w Sheepcote Dell Rd to near Beamond End Ranch | National speed limit | 30 | (maj. of local residents) | 1 (prefer higher) | <ul style="list-style-type: none"> ▪ P.council previously obtained majority view of local residents –for a 30 limit. ▪ Not poss to apply such a short limit as suggested by objector. ▪ Meets village speed limit guidelines | 30 | 30 |
| 7 | COLESHILL Village Roads: Tower Rd, Village Rd, Manor Way, Barracks Hill, Windmill Hill | National speed limit | 30 | | | | 30 | 30 |

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| 8 | COLESHILL Magpie Lane (village end)/ Chalk Hill | National speed limit | 30 | | | | 30 | 30 |
| 8a | COLESHILL Magpie Lane(A404 end) | National speed limit | 40 | | 1 (prefer 30) | <ul style="list-style-type: none"> ▪ Parish council proposed current proposal as compromise from F.C. proposal. ▪ Previous proposal for 40 throughout Magpie Lane attracted many letters of objection. Current proposal only 1 objector. | 40 as proposed | 40 |
| 9 | CRYERS HILL A4128 [from j/w Sladmore Farm to SW of school entrance] | 40 | 30 | (1 but extend away from school further) | 1 (prefer 40) | <ul style="list-style-type: none"> ▪ 30 limit already extends further down hill than existing 40. 50 proposed for hill itself may also reduce speeds of drivers approaching village ▪ Meets DfT village speed limit guidelines- so reduces validity of other objectors comments | 30 as proposed | 30 |
| 10 | CRYERS HILL Cyers Hill Lane | National speed limit | 40 | | 1 (prefer higher limit) | <ul style="list-style-type: none"> ▪ Meets DfT criteria for village speed limit – no adverse comments from local residents re proposals. ▪ Existing speeds indicate limit's acceptability to drivers. ▪ Forward visibility not good on some stretches | 40 as proposed | 40 |
| 11 | FOUR ASHES Village and approaches | National speed limit | 40 | | 2 (prefer higher) | <ul style="list-style-type: none"> ▪ Existing speeds indicate that this limit will be respected | 40 | 40 |

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| 12 | FORTY GREEN Forty Green Rd [west of j/w Royal Standard PH to j/w B474] | National speed Limit/40 | 30 | - | - | | 30 | 30 |
| 14 | GREAT KINGSHILL A4128 Missenden Rd [from j/w Cockpit Rd/Pipers Lane to Ninneywood Farm] | 40 | 30 | | 2 (prefer 40) | Meets DfT Village speed limits guidance | 30 | 30 |
| 14a | Pipers Wood Lane (to 12 m NW of j/w Limmers Mead) & Limmers Mead | NSL | 30 | 1 | | [Proposed within Area 5 SLR] | 30 | 30 |
| 15 | GREAT KINGSHILL Spurlands End Rd [j/w Copes Rd to j/w Heath End Rd] | 40 | 30 | | 1 (prefer 40) | <ul style="list-style-type: none"> ▪ Part of village, meeting DfT Village Speed limit guidelines. ▪ Extg 85th %ile speeds high (42 & 40mph), but within existing posted 40 limit. ▪ Ave speeds 33 & 35mph | 30 | 30 |
| 16 | GREAT MISSENDEN A4128 Martinsend Lane [Existing 40 limit] | 40 | 30 | | 2 (1 prefer 40, 1 ?) | <ul style="list-style-type: none"> ▪ Parish council supports ▪ Extg speeds at western end 85th %ile 43, Ave speeds 37, but these are within existing 40 limit. ▪ Babbie A4128 Route Strategy Report suggests a 30mph limit for this length ▪ Within village envelope- mostly built up on both sides, (but not obvious due to | 30 | 30 |

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| | | | | | | concealed accesses), poor forward visibility on approach to some side rds/accesses , Vets' premises, pedestrians accessing woodland fps.. | | |
| 17 | GREAT MISSENDEN London Rd (Mobwell) [from N of PH to existing 30 terminal] | National speed Limit | 30 | | | | 30 | 30 |
| 18 | GREAT MISSENDEN London Rd (south) [extend existing 30 limit to village name plate] | National speed Limit | 30 | | | | | 30 |
| 18A | GREAT MISSENDEN London Rd (south) [from GM village name plate to j/w bypass near Chiltern hospital] | National speed Limit | 40 | - | 2 (prefer higher/ NSL) | <ul style="list-style-type: none"> ▪ Meets 40mph guidelines in DfT village speed limit guidelines for scattered community ▪ Advertised as 50 limit several years ago, many local objections received. ▪ Existing average speeds indicate 40 limit would be acceptable to many drivers. ▪ Chiltern Hospital (no footway) , School coach park entrance, Nags Head Ln junction- collision history | 40 | 40 |

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| 19 | GREAT MISSENDEN PRESTWOOD Rignall Road [from existing 30 limit to west of j/w Mapridge Green Lane(to include junction)] | National speed Limit | 40 | 5(but all request extn to beyond Kings Lane bends) | 1 (prefer 50) | <ul style="list-style-type: none"> Supported by Parish Council Bend hazard identified by concerned residents needs to be dealt with separately 40mph could be counterproductive through bend(Cllr colston expressed local concerns re speed around Kings Lane and proposals to extend 40mph limit to hotley bottom.Officer advice is that the bend is not negotiated at 40mph and possible solution to collision rates will be to improve signage & marking for bend and to deal with flooding of road at that point as a separate issue to the speed limit. | 40 | 40 |
| 20 | PRESTWOOD Nairdwood Lane [Extend existing 30 to end of housing] | National speed Limit | 30 | - | 1 (prefer 40) | <ul style="list-style-type: none"> 30 limit proposed includes developed village area | 30 | 30 |
| 21 | PRESTWOOD Hotley Bottom Lane [residential section] | National speed Limit | 30 | | | | | 30 |
| 22 | PRESTWOOD Greenlands Lane [residential section] | National speed Limit | 30 | | | | | 30 |
| 23 | PRESTWOOD Honor End Lane [from existing 30 terminal (30 extended slightly) to north of Fair | National speed Limit | 40 | | (1) (supports but requests extn to this & adj | <ul style="list-style-type: none"> More 'single track road'/'unsuitable for large vehicles' type signage to be provided soon for this road. Sports Centre has modified junction and a new footway link to main residential area | 40 | 40 |

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| | to north of 'Fair Winds'] | | | | 30 limit) | | | |
| 24 | GT MISSENDEN Upper Hollis | NSL | 30 | | | | | 30 |
| 25 | HAZLEMERE A404 Inkerman Hill [from west of Inkerman Farm to existing 30 limit near Queensway] | National speed Limit | 40 | | 2 (1 prefer 50, 1 higher) | <ul style="list-style-type: none"> ▪ Existing speeds are below 50mph, therefore a 50 mph limit would not be appropriate as could possibly increase speeds. (85th %ile 44SW, 49NE/ave 37SW, 40NE) ▪ Long term collision length- 4 Ser & 10SI in 3 yrs (revised signing & lining already undertaken.) Bend deceptive. | 40 | 40 |
| 26 | HAZLEMERE B474 Hazlemere Rd [to link existing 30 limits] | 40 | 30 | | 4 (prefer 40/ higher) | <ul style="list-style-type: none"> ▪ Supported by Parish Councils ▪ Part of residential area of Hazlemere- needs to be consistent with other urban areas in County. ▪ Narrow footway only on eastern side- many driveways limited visibility along road ▪ Predominately developed on both sides except for length near golf club access. ▪ 85th %ile speeds 37-38mph, Ave 32-33mph | 30 | 30 |
| 27 | HYDE END B485 through hamlet [between j/w Little Hundridge Lane & j/w Hyde Lane(include junctions)] | National speed Limit | 50 | | | Petition from residents at earlier consultation stage requested 50mph limit | 50 | 50 |
| 28A | HYDE HEATH | National | 30 | 4 | | | 30 | 30 |

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| | Brays Green Lane & Walnut Way & extend existing 30 to j/w Keepers Lane] | speed Limit | | | | | | |
| 28B | HYDE HEATH Chalk Lane [extend existing 30 limit to end of housing on northern side] | 40 | 30 | 4 | | | 30 | 30 |
| 29A | HYDE HEATH Keepers Lane [from j/w Weedon Hill to just south of j/w Brays Green lane] | National speed Limit | 30 | 4 | | | 30 | 30 |
| 29B | HYDE HEATH Weedon Hill /Hyde Heath Rd | National speed Limit/40 | 30 | 11 | | <ul style="list-style-type: none"> ▪ Lt Missenden PC queried length of limit, suggested some retained as 40mph, but all of proposed 30 length meets DfT village speed limit 30mph criteria ▪ At previous consultation stage considerable local demand for 30 throughout road length(See further letter dated 26 April 2005 from Trevor Lawson, resident..) | 30 | 30 |
| 30 | LITTLE KINGSHILL | National speed | 40 | 1 | 3 (2: too | <ul style="list-style-type: none"> ▪ Parish council prefer 30 ▪ Meets 40 criteria in DfT village speed limit | 40 | 40 |

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| | Windsor Lane [from south west of j/w Deep Mill Lane to existing 30 limit in Nags Head lane] | Limit | | | high, [should be 30], 1: too high) | <ul style="list-style-type: none"> ▪ guidelines ▪ If made 30, then could reduce effectiveness of 30 for main part of village ▪ Implement 40 limit. Monitor effect & reconsider whether 30 necessary at a later stage. ▪ Additional ATC to be taken prior to implementation, for monitoring purposes. | | |
| 31 | LITTLE KINGSHILL Windsor Lane [through village from southwest of j/w Deep Mill Lane to west of j/w Shepherds Gate] | 40 | 30 | 3 | 2 (prefer 40) | <ul style="list-style-type: none"> ▪ Parish Council supportive ▪ Meets DfT village 30mph guidelines | 30 | 30 |
| 31a | LITTLE KINGSHILL Stony Lane | Private Rd-no limit | 30 | | 4 (prefer 10-15) | <ul style="list-style-type: none"> ▪ Remove this road from proposals. Residents expressed objections ▪ Residents can make own lower (advisory?) speed limit if desired. | No TRO | Delete from proposals |
| 32 | LITTLE MISSENDEN Main village road [extend existing 30 limit to eastern j/w A413] | National speed Limit | 30 | | | | | 30 |
| 33 | PENN Beacon Hill | National speed | 30 | | | | | 30 |

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| | [residential length] | Limit | | | | | | |
| 34 | PENN Pauls Hill [residential length] | National speed Limit | 30 | | | | | 30 |
| 35 | PENN Hammersley Lane [Whole length between existing 30 limits] | National speed Limit | 40 | 1 | 3 (1 prefer 30, 2 prefer higher limit) | <ul style="list-style-type: none"> ▪ Parish council supportive ▪ Meets 40mph criteria within village speed limit guidelines. ▪ Existing 85th %ile speeds just below 40mph | 40 | 40 |
| 36 | PENN STREET [Extend existing 30 limit nearer A404] | National speed Limit | 30 | | | | 30 | 30 |
| 37 | PETERLEY Perks Lane [whole length between A4128 & Hampden Rd] | National speed Limit | 30 | | | <ul style="list-style-type: none"> ▪ P. Council supportive | 30 | 30 |
| 38 | PETERLEY Peterley [from j/w A4128 to j/w Nairdwood Lane] [proposed 40 limit continues along Nags Head Lane to 30 limit at Little | National speed Limit | 40 | | 1 (prefer higher) | <ul style="list-style-type: none"> ▪ P. Council supportive | 40 | 40 |

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| | Kingshill as proposal ref. No. 45) | | | | | | | |
| 40 | WINCHMORE HILL Village centre roads [The Hill, Nelson Close residential length of Coleshill Lane, residential length of Fagnall Lane, | National speed Limit | 30 | 1 | | Parish council supportive <ul style="list-style-type: none"> Remove proposal for un-named road-private track ,stated by PC as unsuitable for speed limit | 30 | 30 |
| 41 | WINCHMORE HILL Whielden Lane [from j/w A404 to start of residential length | National speed Limit | 50 | 1 | | Short length- match A404 50 limit. Incongruous for NSL on this length of A404 | 50 | 50 |
| 41a | WINCHMORE HILL Whielden Lane [start of residential length to just N. of j/w The Common | National speed Limit | 30 | | | Meets DfT village speed limit guidelines | 30 | 30 |
| 42 | PETERLEY CROSSROADS TO | National speed | 40 | 1 (but prefer 30) | 2 (prefer | <ul style="list-style-type: none"> Proposed 40 limit may assist drivers in turning out of Perks Lane, where limited | 40 | 40 |

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| | GT KINGSHILL A4128 between Peterley Corner Farm & Ninneywood Farm | Limit | | | higher limit) | visibility along A4128. | | |
| 43 | GREAT KINGSHILL TO CRYERS HILL A4128 Between j/w Cockpit Road, Gt. Kingshill & Sladmore Farm, Cryers Hill | National speed Limit | 40 | | 1 (prefers higher limit) | Initially pressure by local people & Parish Council for this length to be 30mph. Wkg Gp felt 40mph appropriate as would not reduce the effectiveness of the 30mph limits at each end, but could moderate excessive speeds along this length and allay the concerns of those using the relatively narrow footway between the two villages. | 40 | 40 |
| 44 | TYLERS GREEN to MICKLEFIELD Cock Lane [between existing 30 limits] | National speed Limit | 30 | | 2 (prefer NSL?) | <ul style="list-style-type: none"> Although 85th %ile speeds indicate most drivers travelling are below 30mph, the speed limit could deter those who travel at inappropriate speeds higher than this on a narrow route without a footway which links the two residential areas. | 30 | 30 |
| 45 | PRESTWOOD TO LITTLE KINGSHILL Nags Head Lane [from j/w Nairdwood Lane to Little Kingshill 30 limit] | National speed Limit | 40 | 2 | 1 (prefer higher) | <ul style="list-style-type: none"> Gt M Parish Council supports proposal Links with adjacent lengths- may assist in reducing speeds on the eastbound approach to residential length of Nags Head Lane. | 40 | 40 |
| 46 | LT. KINGSHILL Nags Head Lane to | National speed | 40 | | | <ul style="list-style-type: none"> | 40 | 40 |

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| | London Rd | Limit | | | | | | |
| 47 | LT. KINGSHILL to GREAT KINGSHILL Heath End Rd | National speed Limit | 40 | | 2 (prefer NSL?) | <ul style="list-style-type: none"> ▪ Short buffer length between the two villages ▪ Could enhance effectiveness of village speed limits if speeds are already reduced on entry to village. ▪ Link between two villages –no footway. <p>Existing speeds indicate this would be acceptable to the majority of drivers.</p> | 40 | 40 |
| 50 | HOLMER GREEN to WIDMER END Spurlands End Road from Beech Tree xrds to NW of j/w Windmil lLane | National speed Limit | 50 | 1 | 4 (2 prefer a higher limit) (2 prefer lower) | <ul style="list-style-type: none"> ▪ Parish Council supports proposal ▪ Collisions, not all reported to Police ▪ Pedestrians using carriageway, incl schoolchildren- no footway, verge often unsuitable. ▪ Equestrian use | 50 | 50 |
| 53 | PENN ST TO WINCHMORE HILL | National speed Limit | 40 | 1 | 3 (prefer NSL or higher limit) | <ul style="list-style-type: none"> ▪ Parish council supports proposals ▪ Existing speeds indicate 40 limit would be acceptable to most drivers ▪ Scattered development | 40 | 40 |
| 54 | COLESHILL TO A404 New Road | National speed Limit | 40 | | 1 (50 prefer) | <ul style="list-style-type: none"> ▪ 85th %ile speeds below 40 (& not appropriate to have same speed limit as that proposed on A404 for this narrow road) | 40 | 40 |
| 55 | KNOTTY GREEN | National | 40 | 4 | 2 | <ul style="list-style-type: none"> ▪ Equestrian & other VRU activity | 40 | 40 |

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| | twds WINCHMORE HILL/COLESHILL Saucy Corner to Marrods Bottom xrds | speed Limit | | (& 12 signatories to one letter) | (prefer higher) | <ul style="list-style-type: none"> ▪ Limited visibility at Marrods Bottom crossroads ▪ Existing speeds indicate majority of drivers would find limit acceptable ▪ Supported by Penn Parish Council | | |
| 57A | TYLERS GREEN TO PENN ST Penn Bottom (Common Wood Road) | National speed Limit | 40 | 5 (& 12 signatures on one letter) | 3 (higher limit) | <ul style="list-style-type: none"> ▪ Supported by Penn Parish Council ▪ Considerable equestrian activity ▪ Network of ROW, especially since woodland owned by community ▪ Much local pressure to introduce proposal ▪ Collision record for road (plus unreported non injury accidents) | 40 | 40 |
| 57B | TYLERS GREEN TO PENN ST Penn Bottom (Common Wood Road) Short extension of existing 30 from Potters Cross crossroads | National speed Limit | 30 | 3 | 1 (higher limit) | <ul style="list-style-type: none"> ▪ Supported by Penn Parish Council | 30 | 30 |
| 58 | HIGH WYCOMBE (Terriers) to WIDMER END/CRYERS HILL | National speed Limit | 40 | | | | 40 | 40 |
| 60 | WIDMER END TO GT.KINGSHILL/ | National speed | 50 | | 2 (NSL) | Would appear inappropriate for a short length of NSL adjacent to 50mph limit on Spurlands | 50 | 50 |

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| | HOLMER GREEN Windmill Lane | Limit | | | | End Rd ? | | |
| 62 | A413 LITTLE MISSENDEN [J/w London Road (Chiltern Hospital turn) to j/w MC17 Lt. Missenden] | National speed Limit | 50 | | | PROPSAL TO BE ADVERTISED LATER AS PART OF DEEP MILL LANE SCHEME | | Progressed with other scheme |
| 63 | A404 AMERSHAM TO HAZLEMERE (SW of j/w Amersham bypass to w.of j/w Gravelley Way | National speed Limit | 50 | 6 | 3 (NSL) | <ul style="list-style-type: none"> ▪ Penn & Lt Missenden Parish Councils support proposed 50. ▪ Collision record- difficulty of accessing /entering side roads/accesses- speed assessment. ▪ Limit is not to address specific fatal collisions at bend with VAS, but to moderate speeds along length and thus to reduce collision potential along whole route | 50 | 50 |
| 64 | A4128 VALLEY ROAD S. of Church Farm to 30 limit on Hughenden Rd) | National speed Limit | 40 | | 2 (NSL /higher limit) | <ul style="list-style-type: none"> ▪ Collision record ▪ Manoeuvres in/out of Hughendon Manor & Sports field entrance ▪ local community sought reduced limit | 40 | 40 |
| 64a | A4128 VALLEY ROAD /CRYERS HILL | National speed limit | 50 | 1 | 3 1 prefer 40, 2 prefer NSL | <ul style="list-style-type: none"> ▪ Strong local demand for reduced limit from NSL ▪ Community- difficult to access/leave drives/cross road as pedestrians due to limited forward visibility on curving road | 50 | 50 |

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| | | | | | | <ul style="list-style-type: none"> (Addl ATC to be taken- centre of hill) | | |
| 65 | GRAVELLEY WAY J/W A404 to nr Keepers Cottage | National speed Limit | 50 | 7 (but 4 prefer 40) | 8 (2 prefer higher limit, 6 prefer 40) | <ul style="list-style-type: none"> Parish council supportive Appreciate concerns of those who prefer 40mph limit. However, this could reduce effectiveness of the 40 through the section with collision record and poor forward visibility/bends. Recommend 50 initially, this could moderate those travelling at highest speeds & monitor effectiveness after implementation- review then whether reduction to 40 appropriate . (Additional ATCs to be taken for this putrpose, between Shefras racing stables and Keepers Cottage) | 50 | 50 |
| 65a | GRAVELLEY WAY Near Keepers Cottage to Marrods Bottom/Clay St xrds | National speed Limit | 40 | 11 | 3 (higher) | Much local demand for this limit due to collisions (some unreported to TVP) and concerns by equestrians & other VRUs. | 40 | 40 |
| 66 | WATCHET LANE Holmer Green (Beech Tree xrds) to Little Kingshill | National speed Limit | 40 | 1 | 2 (NSL/ higher) | Parish council supports. Collision record Scattered devlopment at Lt Kingshill end and scattered access with poor visibility onto road along route. | 40 | 40 |