

APPENDIX D2: AREA 6 DETAILED INFORMATION ON PREVIOUSLY PROPOSED LIMITS

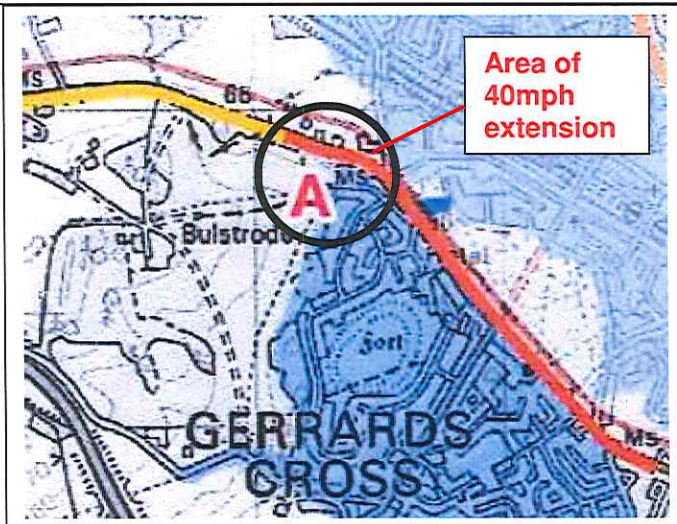
AREA 6 SPEED LIMITS : Detailed update November 2012

The maps show the proposed speed limits submitted for public consultation in 2009 and the latest recommendations .

Key to maps:

Proposed 30mph speed limit	Proposed 40mph speed limit	Proposed 50mph speed limit	Existing 60mph limit (to be kept)
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Reference A: A40 Gerrards Cross : Extension of existing 40mph limit eastwards (towards Beaconsfield) for 250m



Gerrards Cross Parish Council request arising from a number of collisions that had taken place at the width restriction where the GX 40mph limit currently starts. There have been several residents' requests for the existing 40mph speed limit to be extended (in place of the 50mph limit at the western end of Gerrards X), to cover properties and the footway on the north side of the A40. The proposal was to extend the 40mph limit approx 250m west of its current terminal sign location at the western entry to Gerrards Cross

Traffic data

Flow: 11788 (2000) Ave Speeds: No data 85%ile Speeds: 53.5 (2000)

Accidents in 5 years(01/05/2007 to 30/04/2012): 3 serious- mixed circumstances (1 in 2007, 2 in 2009)

Although the length of road covered by the proposed 40mph extension has been the site of 3 serious accidents in the last 5 years, the circumstances were varied and individual in character and a lower speed limit is unlikely to have prevented these crashes .There have been **no reported injury crashes since 2009.**

Road Character: 'A' Road

Dwellings: 3 properties (in proposed extension only)

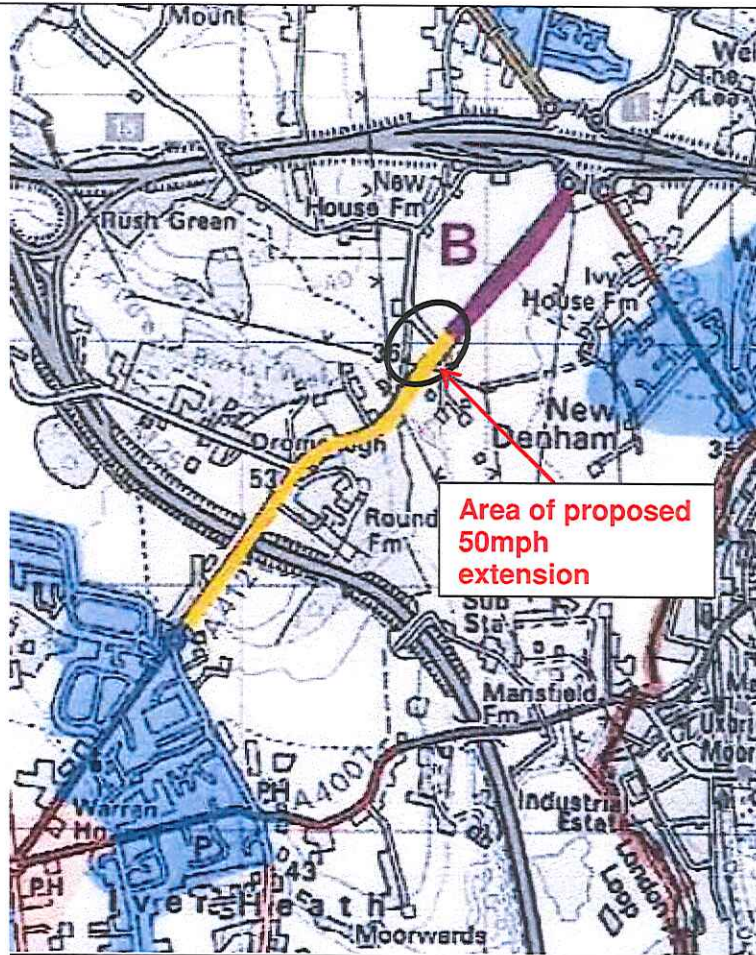
Public consultation

There were 3 objectors to the proposed extension (including the Police),just 1 supporter , (local resident) and one other response.

RECOMMENDATION 2012 : Do not proceed with extension

This proposed limit will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process.

Reference B: A412 Denham Road Denham/ Iver (between A40 Denham rbt and Iver Heath)
Extend the 50 mph limit north-eastwards to include the roundabout at the southern end of the dual carriageway.



Current limit : 60mph on dual carriageway/ 50mph on single carriageway
Dual carriageway has had 60mph speed limit from January 2007 (put in as part of initial speed limit review) . A roundabout was constructed between April/May and August 2008, at Willetts Lane, within the 60mph length.

Proposed: Extend the 50 mph limit north-eastwards to include the roundabout at the southern end of the dual carriageway.

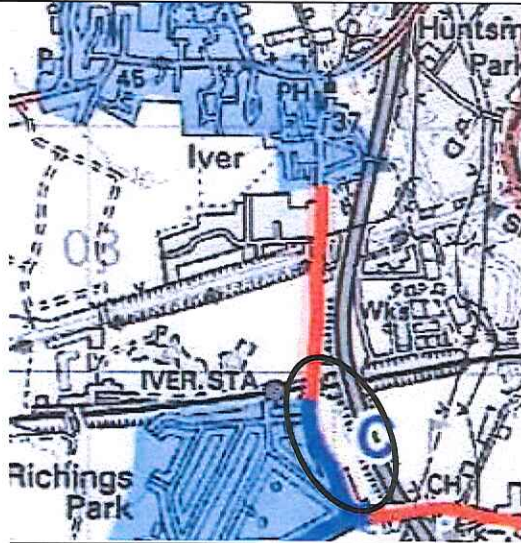
Crashes: 5 at the roundabout in most recent 5 yrs between 01/07/2007 to 30/06/2012. All 5, (slight), crashes took place after the roundabout was constructed .3 involved northbound vehicles failing to negotiate roundabout and one involved loss of control southbound. 2 of these crashes also involved other factors not related to the road environment.

The proposed extension of the 50mph limit to include the roundabout and the short length of dual carriageway to the south of it could help to moderate speeds of drivers approaching the roundabout.

Public consultation feedback The Parish Council actively supported this proposal, the Police accepted it and there were only 2 objections.

Proposed 50mph limit is a recommended speed limit but will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process.

REF C IVER : Thorney Lane South replace 40mph limit with 30mph limit - from south of railway bridge to Richings Way/Thorney Mill Road roundabout)



Proposed 30mph covered the southern section of Thorney Lane South from the railway bridge to the junction with Richings Way(525m)

Dwellings/other buildings : 20+ houses (42 properties including flats above shops) & parade of shops .Also The Tower Arms Hotel,(public house) ,at southern end of Thorney Lane South.

Traffic Flows: 6953 (2002) 6989 (2008) vehicles per day

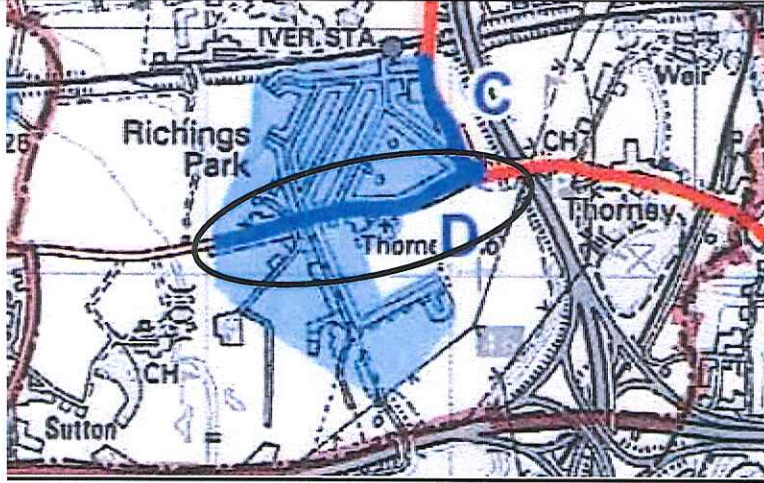
Ave Speeds: 34.4mph (2008) **85th %ile Speeds:** 39.9mph (2008)

Crashes: 2 in the 5 years from 01/05 /2007 to 30/04/2012 , 1 serious, 1 slight. Both involved pedestrians but in unusual circumstances.

How proposal relates to Circ 01/2006:Thorney Lane South meets village 30mph criteria due to number/density of houses and other key buildings along the road.

Proposed 30mph limit is a recommended speed limit but will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process.

Ref D: North Park / Richings Way / Thorney Mill Road : extend existing 30mph limit eastwards , to about about 70metres east of roundabout at Thorney Lane South)



No speed/flow data available for proposed 30mph length.

One slight crash(in 2008) over 5 yrs 01/05/2007 to 30/04/2012.

No dwellings directly fronting this length of road, but access to service road, which has approx 16 houses, is included in length .

Richings Way/Thorney Mill Rd proposed 30 is along a rural section ,with a footway on the northern side and with a system of street lighting.It does not convey the impression of a normal 30mph limit.

This length does not meet the normal criteria for a 30mph limit, but avoids the need for a short change in limit for drivers travelling between existing 30mph on Richings Way and proposed 30mph on Thorney Lane South.

Public consultation feedback:

Negative comments to the proposals from the police but most residents supportive .

Several respondents requested the 30mph limit to be extended to include the community further along Thorney Mill Road.(for details see 'new requests' section.)

Recommendation 2012: is not to proceed with 30mph extension due to lack of properties along this stretch and objections by Thames Valley Police re adverse affect on existing 30mph limit on this open stretch of road with no properties. Only 5 relevant responses were received during the consultation, although 4 in support of proposal. Retention of the existing 40mph limit over would better reflect the road character through to the county boundary, with the possible exception of the small community at Thorney.

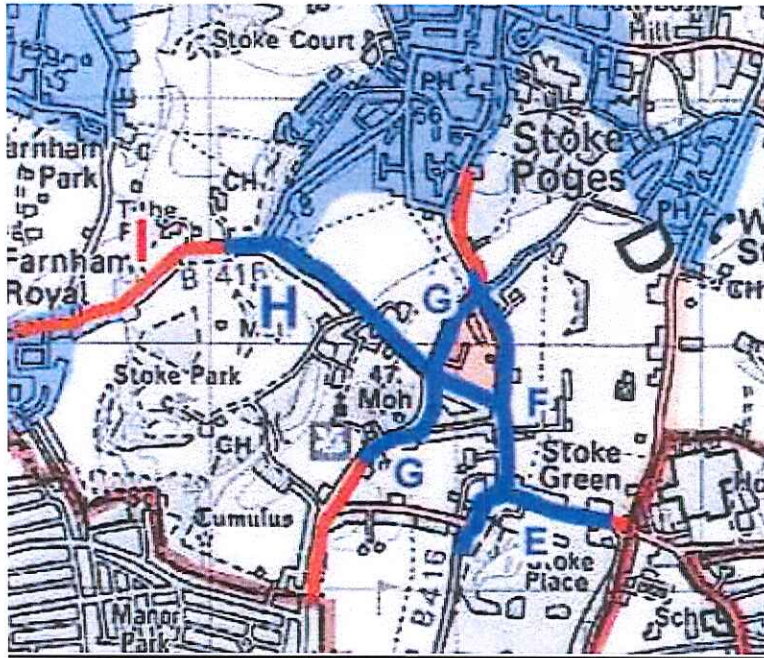
There were a number of requests received for a 30mph limit through **Thorney** This small community has sufficient properties(20+) to be considered for a village 30mph limit although the length of the community is shorter than the ideal minimum length of 600 metres.

Recommendation after consultation : Retain existing 40mph speed limit (a 30mph limit could be considered for Thorney village).

Proposals will not proceed unless identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process

Refs E,F,G,H: Stoke Poges: proposed 30mph limits for E Stoke Green; F Grays Park Road;G Church Lane; H Park Road

(Ref I: Stoke Poges: Park Road retain existing 40mph limit over Farnham Royal end of this road)



These roads are similar in character and the same limit should apply throughout. However, the dispersed nature of the housing, most of which is set back and in large plots, is likely to mean that many drivers are likely to query whether 30mph is an appropriate limit and therefore there may be issues with compliance if a 30mph limit was installed. For the limit to be effective, it is likely to require support from local residents, such as Community Speedwatch.

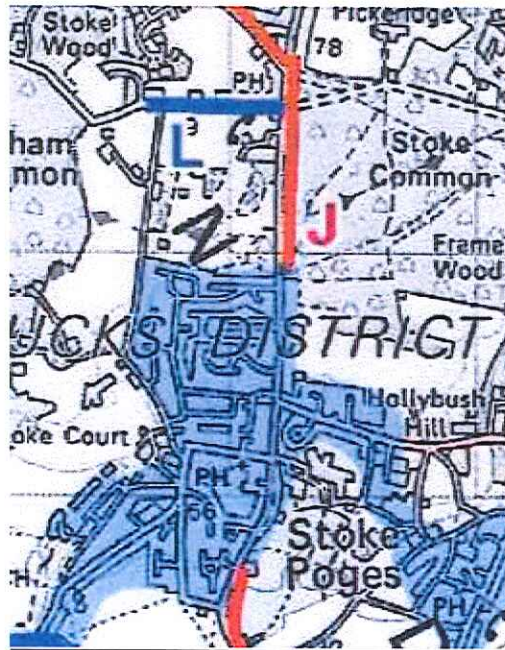
Little public feedback was received during consultation. The Stoke Green proposal had 8 responses, (7 supportive), and the adjacent roads each had just 4 or less responses. The **Police** view is that the existing 40mph limit is suitable for all these roads.

There have **been few crashes** along these roads in the 3 years to Spring 2012, so there is little justification on these grounds for a lower limit. The B416 Grays Park Rd had 7 crashes (2 Ser 5 Slight) in the above 3 years, mostly clustered at the junctions with Church Lane and at Park Rd.

The proposed 30mph limit on these roads could be controversial. It is recommended that it should not proceed, unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process.

Ref J: B416 Gerrards Cross Road ,Stoke Poges -

Proposed 40mph limit : From a point 75 metres north of Vine Road, Stoke Poges, to a point 35 metres north of the centreline of Collum Green Road (overall length 412m)



Road Character: Straight road past Common.

Dwellings: 9 houses and 'Fox & Pheasant' PH

Flow: 8341 (2002) 8241 (2004)

Ave Speed: 36.5 (2002) 39.5 (2004) **5th %ile Speed:** 43.9 (2002) 45.5 (2004)

Crashes in last 5 years(01/05/2007 to 30/04/2012) between Vine Rd Stoke Stoke Poges and Collum Green Rd:-

3 slights at Stoke Common crossroads. (within existing 40mph limit)- 2 in 2010, one in 2008. varied types

3 slights at/near Vine Rd : within existing 30mph limit. 1 in 2007, 2 in 2008. Varied, but 2 suggest speed involvement with southbound drivers entering village.

Reasons for original proposal

The proposed 40mph (currently NSL) stretch is only approx 400 metres long and there are several right of way crossing points along it. It would tie in with the 40mph at the crossroads and could encourage slower speeds by drivers in the northern section of Stoke Poges. There have been concerns expressed by residents of Stoke Poges about the speed of traffic entering from the north.

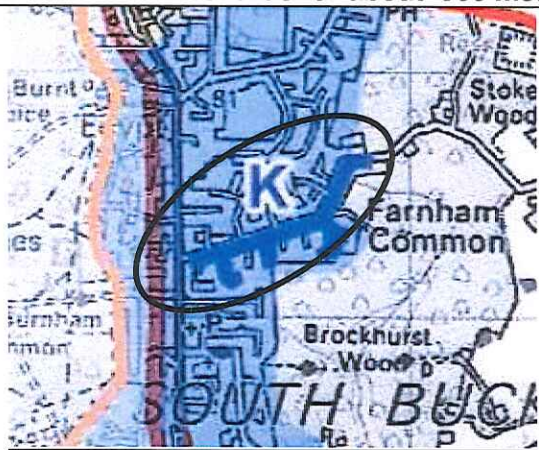
Public consultation feedback: Only 3 responses to the public consultation, of which 2 were supportive

Recommendation 2012:Retain existing National speed limit

The most recent 5 year crash record(shows that there have been no reported injury crashes since 2008, at northern end of Stoke Poges village. As the speed of southbound vehicles entering the village , and resultant crashes near Vine Road was one of the key reasons for proposing a lower limit, this justification no longer applies.

It is not recommended that this proposed 40mph limit should be installed. It will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process

Ref K: Templewood Lane (Western End), Farnham Royal / Stoke Poges : From its junction with the A355 Beaconsfield Road eastwards for about 900 metres .Proposed 30mph limit to replace existing 40mph.



Proposal initially considered after Stoke Poges Parish Council requested it following the initial Area 6 speed limits were installed. The Parish Council reported that there was excessive speed along this length.

Road Character: Lower tier, village

Dwellings: 20+ houses fronting the road within proposed 30mph length.

Flows: 2057 (2004) 2470 (2008)

Ave Speeds: 32.5mph (2004) 32.7mph (2008)

85th %ile Speeds: 37.7mph (2004) 37.7mph (2008)

Accidents :in 5 yrs 01/05/2007 to 30/04/2012 within proposed 30mph section:
1 slight in 2009 (and 1 slight in 2008 just outside proposed length)

How it relates to Circ 01/2006

Village environment but with no key buildings. There are 20+ houses set back from the road varying in density along the road. The road is fairly narrow in places and there are junctions and accesses for most of the length on both sides, although accesses widely spaced in places. The road is subject to a system of street lighting so any 30mph limit could not have repeater signs .

Templewood Lane is also used as a 'rat-run' at peak times.

This road length could be considered to fulfill the village 30mph criteria as a community speed limit with the number of houses on both sides of the road, although many of the houses are on large plots so the density varies.

However, the generally straight nature of the road, coupled with the fact that the property accesses are not obvious to passing drivers and the houses tend to be set well back, will mean that drivers are likely to query whether this is an appropriate limit and therefore there may be issues with compliance. For the limit to be effective, it is likely to require input from local residents, such as Community Speedwatch.

Public consultation feedback:

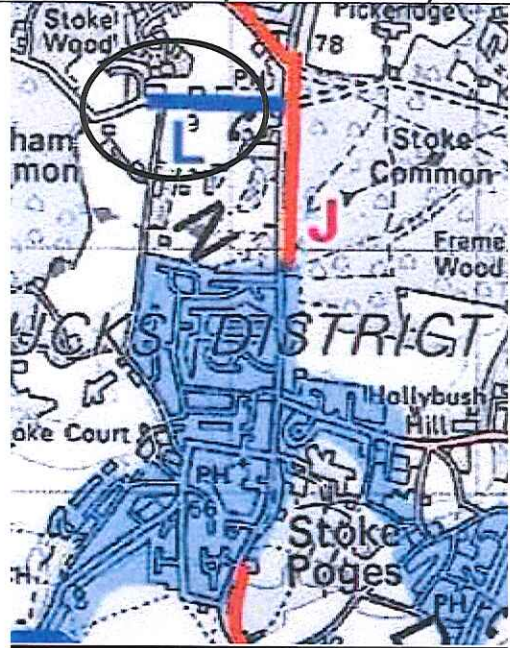
Only 1 supportive response, (and 1 'other'), were received.

Recommendation 2012: Retain 40mph limit. The good crash record, (one slight crash in 2009, none since), and measurements of speed, indicate that little advantage would be gained from a 30mph limit.

This limit will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process

Ref L: Templewood Lane (Eastern End) Stoke Poges : From its junction with the B416 Windsor Road/Gerrards Cross Road to a point 10 metres north east of Templewood Park access road.

Current limit : 40 Proposed: 30 mph



Proposal initially considered after residents requested it following the initial Area 6 speed limits were installed- difficulty crossing road to/from parking area opposite cottages /emerging onto road by parked cars outside cottages, due to speed of traffic.

Road Character: Lower tier, village

Dwellings: 20+ houses fronting the road

Flows: 2011 (2004) 2346 (2008)

Ave Speeds: 37.1mph (2004) 34.5mph (2008)

85th %ile Speeds: 44.7mph (2004) 41.1mph (2008)

No of **accidents** in last 5 years(01/05/2007 to 30/04/2012) : 1 slight (loss of control on bend 70m west of Duffield Lane)

Length of Proposed Section: approx.600m

No comments received from the public at consultation.

How it relates to Circ 01/2006

The length of road in question can be classed as a village environment in terms of speed limit criteria. There is no street lighting , the road is mainly straight with good forward visibility . There are 28 closely spaced houses along the route at the eastern end with a further 7 at the western end, plus the access to Templewood Park estate. Residents' parking on the eastern end takes place on the south side due to lack of driveways.

The 40mph limit could be changed to 30mph at the same terminal point at the existing 40 limit. It could possibly be more suitable for the 30 limit to start/end east of Duffield Lane , near the access to Stoke Field ,to exclude the stretch of open land from the 30mph limit. However, this would also exclude from the 30mph limit the row of properties on the north side of carriageway just to the west of Duffield Lane and would also create two short adjacent lengths of speed limit. The open land only extends for just over 100 metres (The possibility of extending the limit to include the access to Templewood Park was considered, but the terminal signs are likely to be obscured quickly by vegetation at this location.)

Proposed limit will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process

Ref M: Collum Green Road/Parish Lane , Farnham Royal/Stoke Poges:

The entire length, from its junction with B416 Windsor Road/Gerrards Cross Rd to its junction with A355 Collinswood Road

Current limit : NSL (from nr Gypsy Lane to B416 Stoke Poges) 40mph (A355 Farnham to nr Gypsy Lane)

Proposed: 40mph (extension of existing 40mph eastwards to J/W B416 to cover whole length of road)



Proposal initially considered after Stoke Poges Parish Council requested this eastern extension following installation of 40mph limit on western end of this road in the initial speed limit review of Area 6.

Road Character: Lower tier. Scattered groups of houses, (10 dwellings in total) plus junctions with Stoke Wood residential estate road , reservoir access, Gypsy Lane, Colley Hill Lane and Hedgerley Park Farm.

Dwellings:10 (in proposed extension length)

Flows: 3818 (2004) 4169 (2008) Traffic flows highest at peak times (0700 - 0900 & 15.00 -1900)- outside of these hours typical volume is less than 300 vehicles per hour.

Ave Speeds: 42.0mph (2004) 39.7mph (2008)

85th %ile Speeds: 48.6mph (2004) 45.5mph (2008)

Accidents in last 5 years (01/05/2007 to 30/04/2012):2 slight, both in 2008. near junction with B416

Length of Proposed 40mph extension:1180m

How does it relate to Circ 01/2006?

It does not have a crash problem. Does not clearly fit either the 50mph or the 40mph criteria. However, a 50mph limit could result in higher speeds than at present (ave. speeds around 40mph) ,which could lead to increased accidents.

It could qualify for a 40mph limit around the residential sections, as per para 118 of Circular 01/2006 -for lesser degree of development than a village.

Other

There have been no crashes on this road length in the last 3 years, indicating that the majority of road users are dealing satisfactorily with the road under the National speed limit. Traffic flows are relatively low so residents should not experience too much difficulty entering/leaving their properties. There has been relatively little representation from residents supporting a lower limit- either at the formal public consultation or since.

This limit will not proceed unless it is identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process

