



## APPENDIX D3: AREA 7 DETAILED INFORMATION ON PREVIOUSLY PROPOSED LIMITS

### AREA 7 SPEED LIMITS : Detailed update December 2012

The maps and text below describe the proposed speed limits submitted for public consultation in 2009.

**None of the following speed limits will proceed unless identified as a local priority and funded directly either by local communities or through the Local Priorities Budget process**

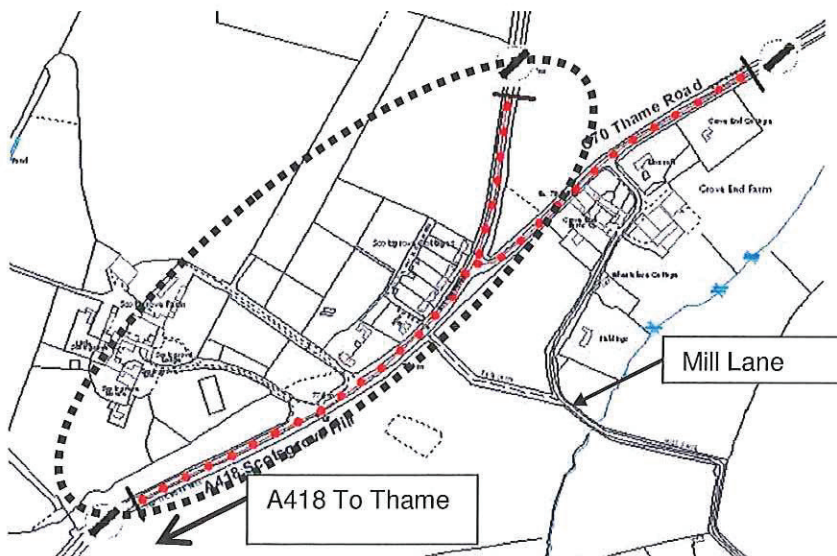
#### Key to maps

Proposed 30mph speed limit	Proposed 40mph speed limit
	

#### A418 Aylesbury Road, Scotsgrove (Haddenham)

From south of the access to Scotsgrove House to north of junction with C70 Thame Road –

Existing National limit (60), Proposed limit = 40mph



Mean speed 43.7 mph

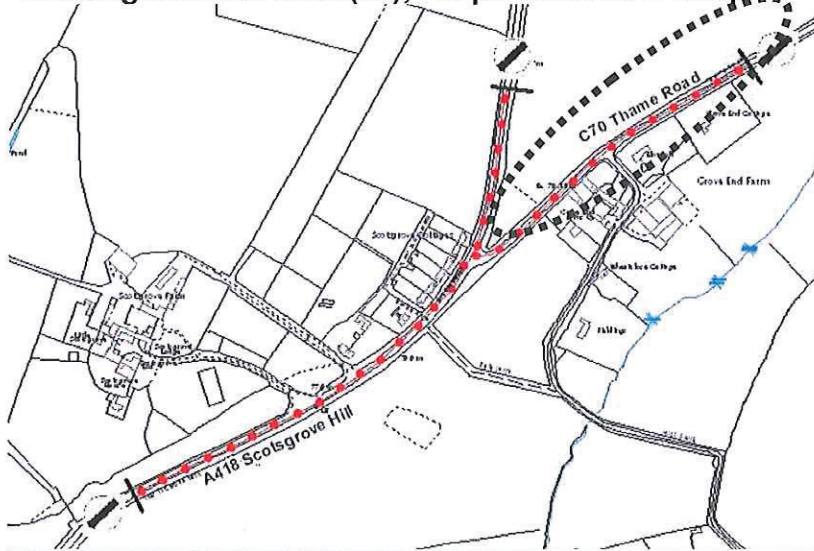
Personal Injury Accidents during 3 years up to 31<sup>st</sup> March 2008 = 4

Length of just over 600 metres, through a sweeping bend and past a busy/tricky junction with the C70. Although undeveloped on the southeast side, there are several residential cottages on the northwest side and two private accesses (one leading to several other properties), from which visibility is restricted.

There is a history of crashes on this section of A418, including shunts and loss of control. The police support the introduction of a 40mph limit.

**C70 Thame Road, Scotsgrove (Haddenham)**  
**From junction with A418 to east of junction with Mill Lane**

**Existing National limit (60), Proposed limit = 40mph**



Mean speed 42.5 mph

Personal Injury Accidents during 3 years up to 31<sup>st</sup> March 2008 = 5

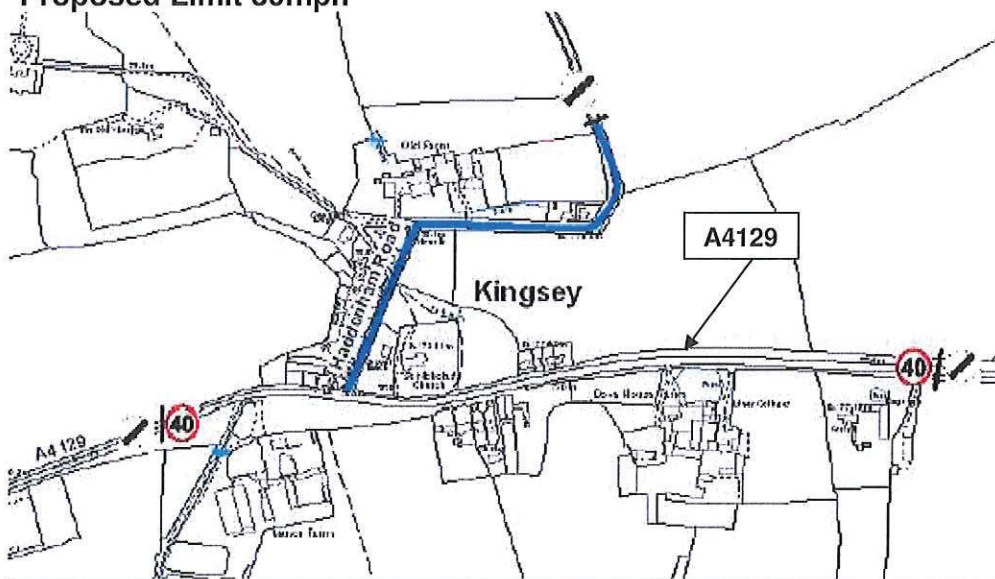
A length of just over 350 metres adjoining A418 (see above), through a bend and past the junction with Mill Lane. Although undeveloped on the northwest side, the southwest side is flanked by properties for most of its length.

There is a history of crashes involving loss of control and shunts.

The police support the introduction of a 40 mph limit

**C66 Haddenham Road, Kingsey**  
**From junction with A4129 to beyond the village development**

**Existing Limit = Part 40mph and Part National limit (60),  
Proposed Limit 30mph**



Mean speed 31 mph

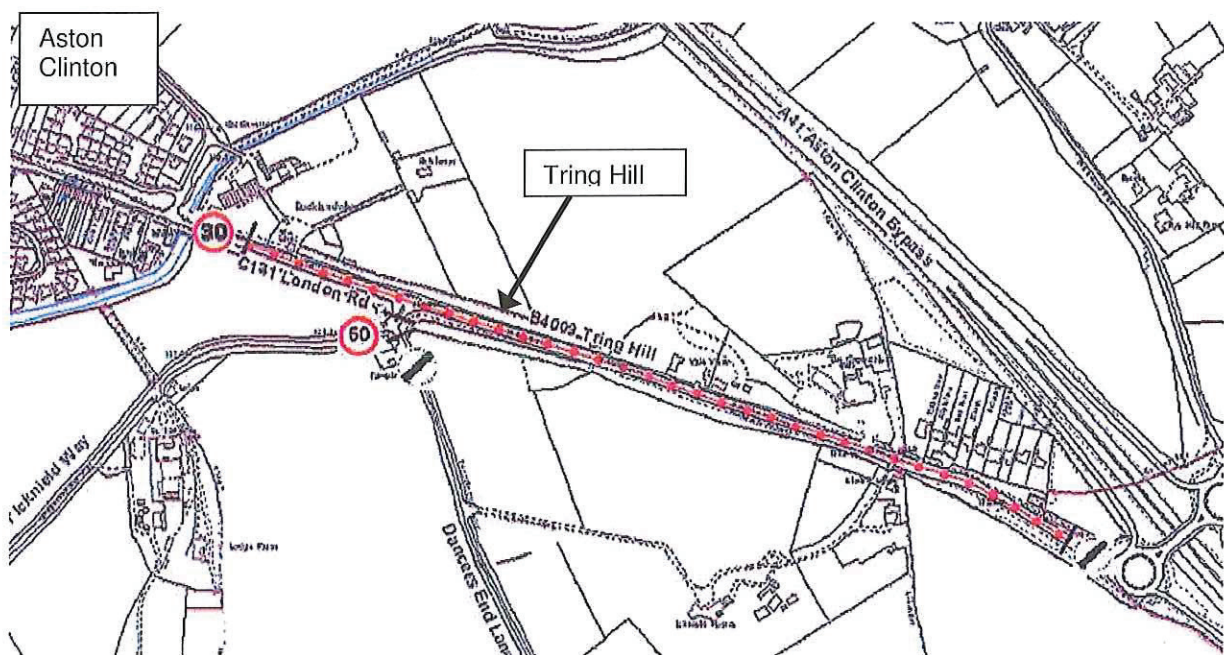
Personal Injury Accidents during 3 years up to 31<sup>st</sup> March 2008 = 1

A length of nearly 450 metres incorporating two sharp bends. The development, alignment and recorded speeds suggest that it would be appropriate to reduce the existing 40 mph limit to 30 mph and extend it to north of the 90 degree bend. The police support this proposal.

### **C141 London Road/B4009 Tring Hill, Buckland/Drayton Beauchamp**

**From west of junction with Upper Icknield Way to west of A41 roundabout**

**Existing Limit = 50, Proposed Limit = 40**



Mean speed before introduction of current 50mph limit = 39.4 mph.

Mean speed after introduction of current 50mph limit = 41.9 mph

Personal Injury Accidents (PIAs) during 3 years up to 31<sup>st</sup> March 2007 = 5

PIAs during 12 months following introduction of 50 mph limit (31<sup>st</sup> March 2007) = 2

The character of the road, its environment and width are typical of a 50mph limit.

Refuges help pedestrians to cross to and from bus stops.

There has been a slight increase in the mean speed since the 50 mph limit came into force. Also, there has been considerable local concern for safety on this length which is currently unlit and incorporates the junction with Upper Icknield Way, where there is an ongoing history of crashes.

The police prefer a 50 mph limit, but in view of the relatively low mean speeds would not object to the proposed 40 mph restriction.

