

# **APPENDIX B**

## **Full Responses**

50 miles per hour Speed Limit on A413  
Buckingham Road from Buckingham Park  
roundabout to Whitchurch

Do you support the advertised proposal?	Comments
No	<p>As you have noted on the website <a href="https://democracy.buckscc.gov.uk/mgConsultationDisplay.aspx?ID=9444">https://democracy.buckscc.gov.uk/mgConsultationDisplay.aspx?ID=9444</a>:            "After careful consideration of possible solutions, recent works have been carried out involving enhanced lining and signing and vegetation clearance to improve visibility and safety."</p> <p>However, it seems as if the speed reduction is to be put into effect without assessing the impact of the measures taken already.            As a result the consultation on introducing a speed limit lacks credibility.</p>
No	<p>Speed is not the cause of accidents, it's poor driving, we are not supposed to drive at the speed limit but according to the driving conditions. In winter we naturally drive more slowly, lower temperatures, darker days.</p> <p>In summer the conditions are better and it may be safe to drive at 60 miles per hour, especially if passing a slower vehicle, often a tractor. Those of us who know the road well know it's only safe to overtake in certain stretches.</p> <p>Reducing the speed limit will probably not change the casualty rate, idiot drivers will still drive dangerously and possibly over the speed limit anyway, including some motor bikes.</p> <p>Too often we are prevented from driving at a reasonable speed by sheer numbers of cars on the A413, when it is clear it's good to make the journey in a quicker time when conditions are good.</p> <p>So I do not believe changing the speed limit will achieve the result hoped for, perhaps better signage would alert people to hazards and prevent accidents, or perhaps changing the road markings as already started to prevent passing.</p> <p>If a limit needs imposing, perhaps the stretch near Hardwick would be sensible for drivers coming north, as there is often stationary traffic ahead, (round a bend and therefore invisible if you do not know the road), while people wait to turn left into the village. Perhaps a passing lane as in place with the Stewkley junction further along the A413, would be a better option. Or a sign saying 'caution queue ahead'</p>

No	<p>As a regular user of this stretch of road. I would like to object to the reductions in the speed limit on 2 grounds.</p> <p>1. The recent changes to the signage, marking have nothing been given a chance to be assessed. If you introduce a lower speed limit so soon in effect you would have wasted tax payers money, you should have just cut the limit without changing the marking.</p> <p>I believe that since the marking have been changed, that less overtaking takes places making the road inherently safer and the width of the red section keeps the two traffic flows apart allowing them to pass safely at speed.</p> <p>2. My experience is that the majority of the time my average speed down the road is around 55 mph. If the limit is lowered to 50 then the average speed would drop which would reduce the severity of any accidents but I would believe would create more accidents because drivers particularly driving south from Whitchurch would be more tempted to overtake and result in a higher road traffic accident.</p>
No	<p>As a daily commuter along the A413 I must object to the proposal to lower the speed limit to 50mph. Firstly because it will slow down the already slow traffic further. It will also likely lead to more accidents.</p> <p>The traffic along this road isn't even too busy most of the time. However, I would have to have one hundred hands to count on my fingers the amount of times that there has been someone going 35-40mph and consequently impeding traffic along the whole road. I can't begin to Express my frustration when this happens and it causes me to be late to University even if I have already left 15minutes early. I imagine this will be the case for a huge amount of commuters going to and from work as well. Lowering the speed limit would slow this already frustratingly slow traffic down even further. The issue would not stop here though.</p> <p>I would love to see the statistics of the crashes along this road because I believe that the majority of them are likely the result of people attempting to overtake these frustratingly slow drivers so that they can resume the rest of their journey at the speed limit and make it to work on time. This is because there are an extremely limited amount of places which could be considered safe to overtake along this road, meaning the frustratingly slow drivers are causing people to drive dangerously to get past them. Therefore, lowering the speed limit would mean cars are going even slower than 35-40mph and cars will therefore become even more frustrated and attempt to overtake in more dangerous places.</p> <p>It must be acknowledged that the majority of these extremely slow drivers are elderly people whom should not be on the road if they cannot drive without impeding traffic. However this is a completely separate issue.</p> <p>One way to resolve these crashes could be to place signs to remind drivers to drive at the speed limit so that they do not impede the normal and reasonable movement of traffic unless it is unsafe due to weather conditions.</p> <p>Another way to resolve this issue could be to place signs to warn drivers that are new to the road about oncoming traffic and bends to prevent them from overtaking dangerously. Or if the council would like to take a step further to improve the overall congestion of the</p>

	<p>road they could implement an overtaking lane on each side of the road along one or two long straights of the road. This would mean overtaking becomes safe and would likely significantly reduce incidents along this road.</p> <p>I hope you take into consideration my objection and would like to hear a verdict on it if possible.</p>
No	<p>There is no need to reduce the speed limit on this stretch of road. The current speed limit is perfectly fine and I don't believe there is a need to reduce it to 50. The current condition of the road and speed limit is perfectly safe.</p>
No	<p>People will continue to sleep regardless. What you should do is to put a speed camera there and anyone over 60mph should be fined. It's a good deal for the council, as speeding is very likely, once people realize a speed camera is there, they will definitely do 60mph.</p>
No	<p>I note the proposal to apply to the section of the A413 from Buckingham Park roundabout through Whitchurch, a reduced speed limit of 50mph. My thoughts as follows:  The current trend of reducing speed limits in the pursuit of safety may have some merit when targeted appropriately. But sadly, it is employed increasingly as a default response to road traffic issues, whether perceived, or imagined. Its proliferation has a tendency to lead drivers into a false sense of security, resulting in reduced driver attention and a "dumbing down" of driver standards. Examples which come to mind are drivers who: Drive at 45mph – everywhere regardless of prevailing conditions. Take the requirement to give way at junctions as being "optional". Are focussed primarily on chatting/smoking/adjusting the stereo etc. rather than prioritising the task at hand. Indeed, not dissimilar behaviours arising from imagined reduced risk can be seen among other road users: Pedestrians stepping out to cross a road without first checking appropriately that it is safe to do so. Cyclists taking to the road at night without lights. Cyclists presuming a waiver in respect of traffic signals, other road signage and the Highway Code in general. We facilitate such negligent behaviour at our peril. I would counsel against a presumption that such behaviours "justify" the proposal at hand. As an IAM trained and qualified road user, I believe that driving is a "life-skill", to be maintained and honed. I believe this to be an attitude which should be actively cultivated by government, both local and national. Permitting driving to be seen as merely a chore or inconvenience places all road users at increased risk. The implementation of solutions such as that for the current proposal should not be seen as a "quick-fix" panacea for the placation of locals whose priorities may not always be safety related. We should be mindful that local authorities have a responsibility also to the wider community. Where there is deemed abuse of 30mph speed limits or other anti-social behaviour within the confines of areas where these apply, a targeted response is warranted. The introduction of reduced "blanket" speed limits outside the confines of affected areas results in a perceived devaluation of posted speed limits. It is thus an inappropriate and counterproductive response.</p>
No	<p>The road has not changed in many years the standard of driving has and it's much lower. Teaching drivers to drive to their ability would be a much better idea!</p>

No	<p>The majority of drivers adhere to the current speed restriction. As far as the minority is concerned, there is no attempt to enforce the speed limit on the stretch of road in question which could be interpreted as 'I won't get caught'. I use this road daily and have never seen any speed deterrent activity along the stretch in question and can therefore understand why some drivers are less considerate of the speed restriction and the shape of the road. If the police had set up speed checks and spoken to the drivers who did not take due care to educate them about the dangers of driving at excessive speed along the road, I could understand this speed restriction being the next progression to improve safety. There are also several areas where the road surface is not consistent and these areas retain water and cause aquaplaning even at low speed. I have seen several cars that have ended up in the hedgerow due to the aquaplaning and several near misses. Speed was not a factor in the incidents that I witnessed so perhaps changing the road surface at these points would reduce potential accidents? The other factor is that this stretch of road is heavily used by school and public buses, lorries and farming vehicles. Many of these have additional restrictions which force them to drive slower than the speed limit anyway. If you change the speed limit on the road, they will take longer to get from A to B and slow down normal traffic. This is likely to cause more frustration for car and motorcycle drivers and will cause some of them to take risks and overtake.</p>
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No	<p>I find one of the key problems with this road is people who choose to drive 10-20 mph below the limit, and I feel this would continue even with a reduction in the limit. However, because these people would then be going even slower than they do now, this would increase the likelihood of an accident both because of the difference in speed between cars on the road, and also the increased frustration of the drivers behind these slower drivers. This could lead to road rage incidents and also more dangerous overtaking.</p>
No	<p>These speed limit reductions have no discernible effect upon road safety. The ridiculous tinkering with limits at such frequent intervals are also confusing to drivers. This has been another big mistake by BCC Highways</p>
No	<p>The road is safe and wide enough to be national speed limit, plenty of distance away from path. We should not slow the majority of people who safely use the road at 60 mph just because of a minor few that exceed and would exceed the speed still even if it was 50mph. It would take longer to travel, or even just feel slower (already feels longer) and result in people cutting across the A4157 especially at non peak times. This road is far safer than some of the other junctions and roads in Aylesbury (e.g. junction opposite the plough and</p>

	money should be spent elsewhere. Thanks
No	50mph will cause more accidents due to people overtaking on the corners due to them being impatient with other drivers. You need to have a passing bay at Weedon which there are always accidents to keep the traffic flowing. Rumble strips around Hardwick turning which is known for accidents. This would drop speed down automatically. Variable speeds would also help along the wrong which overall will stop accidents and deaths.
No	85th percentile rules
No	The council's statement of reasons indicates that lowering the speed limit will avoid danger or the likelihood of danger. There is suggestion that lowering the speed limit will allow Thames Valley Police (TVP) to carry out enforcement for traffic carrying out dangerous manoeuvres and travelling at a high rate of speed. It is unclear why enforcement for the first point named above cannot happen at the current speed limit. There is no evidence provided to support the view that lowering the speed limit will prevent dangerous manoeuvres being carried out. In relation to excess speed, lowering the speed limit is not going to reduce the speed of vehicles along this road, which is a view supported by the Government's advice on setting speed limits. Greater enforcement will most likely result in compliance with the current speed limit, but there is no evidence to show that lack of compliance with the current speed limit is an issue. It cannot therefore be said with any certainty that lowering the speed limit will increase safety. Further, the change in speed limit will cover a long section of road that has a character that changes significantly. The speed limit will be matched poorly to those parts of the route with good visibility and that are straight. Accordingly, lowering the speed limit for the whole route is unlikely to achieve the result of indicating a safe speed to drivers. There appears to be an issue with isolated hazards, and speed limits should be used to highlight those hazards, rather than be used on a blanket basis. There is no evidence provided to show that the accident rate is higher than that of surrounding roads to the extent that remedial action is necessary. What alternatives have been considered to lowering the speed limit, and why have they been dismissed? Further, will the costs associated with increased signage, TVP patrols and enforcement give the promised rewards? What guarantees are in place that increased enforcement will occur to give the corresponding improvements in safety, and how will that be measured to ensure those patrols are happening more frequently than at present?
No	There is nothing inherently wrong with this stretch of road. Once again the Council are taking the easy option, by using an ill thought out blanket speed reduction. I have driven this stretch for 30 years, and never once considered that a lower limit was appropriate. Keeping vegetation trimmed back to aid visibility, and considering dedicated turning lanes if any junctions are causing issues would be far better. The Council has already plastered hatched markings on every safe overtaking stretch, leading to a blurring of what is "safe" in the minds of inexperienced drivers. Surely safer overtaking opportunities would be better, as the current layout leads to frustration when encountering very slow traffic (which is an issue on this road) - drivers now seem to attempt to overtake in daft places rather than the old (pre hatched) stretches where it was perfectly safe in the right circumstances. A blind

	reduction of limits everywhere (because it's easy) is just leading to drivers dismissing it all as rubbish. This conversely makes the dangerous spots less likely to be seen as dangerous - where is the differentiation now? Very badly maintained and properly dangerous side roads are still subject to the National Speed Limit, when they are clearly unsafe at anywhere near 60mph - meanwhile the much safer main roads are being progressively saddled with largely inappropriate speed limit reductions (see the A4010 from Aylesbury to Wycombe as a prime example).
No	I use this road many times a day and in my experience when vehicles are going slower you get more cars overtaking in very dangerous places! I don't recall many accidents on this road so don't really see the point of lowering the speed limit as I think it may make it more dangerous. I believe you will just get people speeding as they are so used to doing 60mph on that road which could overall make it more of a danger than I see it now! However if you could lower the speed limit or put something in place at the Swanbourne junction that would be very helpful as the amount of accidents there and near misses I've seen, including an accident I was involved in there, I think that would be more beneficial!
No	<ol style="list-style-type: none"> <li>1. Does not deal with the root cause of crashes</li> <li>2. Will 'squeeze' danger into built up areas</li> <li>3. There is no need to add 50mph limits, the road is perfectly safe.</li> </ol>
No	<p>GP summary objections</p> <ol style="list-style-type: none"> <li>1. Does not deal with the root cause of crashes.</li> <li>2. Will cause frustration for most motorists.</li> <li>3. Will 'squeeze' danger into other areas – built up areas for example.</li> <li>4. There is no need to add 50mph limits – the road itself is perfectly safe.</li> <li>5. Will further reinforce damaging 'drive by numbers' attitudes.</li> <li>6. Will deter social drivers and riders from using the road and affect businesses in the area.</li> <li>7. Focused measures would give a better result with less collateral impact.</li> </ol>
No	Blanket speed limits, where they are not strictly needed, lead to a dilution of the effect. I have observed this on other roads where a large section has been limited. A mentality of "if the limit was unnecessary in the last section, then it's pointless here too" develops, which leads to drivers routinely ignoring limits. It has been found in a number of studies, most notably in Holland, that a surfeit of warnings and/or restrictions is counter-productive. Limits should be applied only to those specific areas that need them.
No	I don't believe it will address the problem with regards crashes/collisions. Will only go to frustrate drivers, possibly making matters worse. I am not aware of any problem that makes this road especially dangerous. As far as I can see this road is perfectly safe and does not require a 50MPH speed limit imposed.
No	<ol style="list-style-type: none"> <li>1. The default reason for reducing speed limit is due to crashes however this never deals with the root cause of crashes.</li> <li>2. It is a popular route with bikers and car owners - this route will be avoided and local areas will not receive as much passing business. I ride my bike down this road and often stop in Whitchurch for food.</li> <li>3. There is nothing wrong with the road in terms of safety - it is wide enough with good visibility for national speed limit. Motorists should also be told to ride/drive within their own limits as opposed to cutting speed limits constantly</li> <li>4. To re-iterate again, cutting speed limits does not solve any problems. It should be promoted that people need to take responsibility for their own actions and drive at their own pace as opposed to forcing people who are comfortable at national speed limit to slow down.</li> </ol>

No	The road in question is a safe road to use at 60mph, I see no benefit in further restriction. It is a pleasurable road to drive and a useful commercial route between Buckingham and Aylesbury. Why are we forever having to face ridiculous restrictions that seem to be created by "Jobs Worth's" that apparently have nothing better to do!
No	Enforcing a 50mph limit will encourage drivers to drive to the limit, spending most of their concentration on watching their speedometer, rather than the road ahead. The road could easily be improved with better signing of hazards and ensuring junctions are clear of hedges etc.
No	A reduction in speed limit masks the main danger on this stretch of road which is poor adhesion on the stretch between Buckingham park and the weedon turning, especially northbound
No	It will not achieve its objective and will simply add to the existing paralysis on our roads. Driver behaviour is the root cause of accidents not simply speed.
No	Unnecessary. I am a m/cyclist who uses the road regularly (& responsibly). There is no need to reduce the speed on that stretch. By all means ensure motorists conform to all limits within (& approaching) villages, but that is a safe, open stretch.
No	Safety, value and annoyance to general public. Putting a 50mph speed limit will not prevent or reduce crashes. It will however annoy myself and most other motorists on those many times when conditions are fine, and road is empty - and we are forced to trundle along at 50 (and, no doubt 40, later) when most sections of the road is perfectly safe for a decent driver/rider at 60. Crashes are caused by poor driving (and riding), e.g. tailgating, rushing, lack of observation / planning. Very few crashes outside built up areas (which this road is) are a direct result of //breaking a speed limit//. So we should be improving road safety by /improving driving standards - not by tinkering with speed limits. If all road users could drive at the standard of a police class 1 driver/rider, and did drive/ride to that standard, crashes would reduce by >99% - we would be left with just the small residue of genuine accidents - i.e. unavoidable crashes. So it is frustrating to see time and money being spent shilly shallying with speed limits. Limits are good in towns, where hard cars can hit soft pedestrians - lower the impact speed. They should not be a default approach to road safety out on the open road - they are poor value for money and they end up annoying road users when the road is empty and conditions are good. Example - drive the B660 now, or approach Olney from the West - and experience the 1 mile long 60/50/40 "buffer zone" before reaching the important 30mph town limit. (Yes, drivers need to go slow near the nature reserve junction etc if traffic is waiting/approaching - but that is bread and butter for a learner driver! Anyway, this box is not suitable for a proper worked out reply so I'm going to send to get my view in - then will look at email option. I am though very disappointed that yet again, the people in charge - you - are looking to plaster over the cracks rather than helping deal with the real issue. if we want to automate safety then automate spotting tailgating (and make sure it can differentiate standard idiot long-term tailgating from considered and planned overtaking position momentary 'tailgating') - because tailgating is, along with simply not concentrating on the job in hand - the real main cause of crashes. As we - and I'm sure 'you' the council know - you can get the info from the government's own road safety investigations, from the police - or simply from looking at driver behaviour and standards the next time you go out on the road. Everyone tailgates, no one pays attention - that's why most people crash. Admittedly you do have speeding and noisy bikers to cope with who ride beyond their abilities. If that is a key driver then I strongly suggest engaging with biker community and deal with that aspect that way. I'm a biker btw - and an advanced qualified one, and an advanced rider trainer. I



take road safety seriously - but I don't want dumbed down approaches that reduce driving/riding pleasure 23 hours of the day simply because a few people crash due to not paying attention or tailgating, a few bikers ride badly and fall off on corners, and exhausts annoy residents. Deal with the offenders - don't spoil roads for everyone. Yes - I actually ENJOY riding and driving!!

TfB also received a letter from the same responder:

I would like to object to the above planned changes. To set the scene – I am a motorcycle rider. I am a competent and considerate rider. I ride every day, in all weather, all year, for commuting and for pleasure. I am ..... – who dedicate their own time to help people become better, safer and more considerate riders. .... , with Community Speedwatch days – in built up estates in MK. I am therefore, I would say, a sensible chap, with an informed grasp of road safety and the causes of crashes and near misses – as a biker, I have to “save my own life” on a regular basis!

I object to the plans to introduce 50mph speed limits on this road on the following grounds – which I summarise first, followed by detailed reasoning on each point.

#### Summary

1. Does not deal with the root cause of crashes.
2. Will cause frustration for most motorists.
3. Will ‘squeeze’ danger into other areas – built up areas for example.
4. There is no need to add 50mph limits – *the road itself* is perfectly safe.
5. Will further reinforce damaging ‘drive by numbers’ attitudes.
6. Will deter social drivers and riders from using the road and affect businesses in the area.
7. Focused measures would give a better result with less collateral impact.
8. Many riders and drivers love the A413, whether for commuting or pleasure. These changes would ruin the road as a pleasurable experience. The amount of happiness in the world will be reduced # :(

#### Details

1. Outside of built up areas, only a small proportion of crashes, are as a direct result of breaking a speed limit or an indirect result of going too fast, within the speed limit. Therefore, imposing an arbitrary limit over a long distance **does not deal with the root cause of the problem**. Most crashes (and this is openly known and stated by official safety organisation sources including the police – but also observable by any driver or rider on any given day) are caused by: tailgating; making poor decisions (jumping lights, overtaking near junctions); not taking due care and attention (not looking, smidsy, plan to go – look to stop etc.); and rushing/bullying. Driving whilst unfit through legal/illegal drugs, tiredness/distraction are also known to be key factors – though much harder to spot. But the key thing is that speeding is not a core cause of crashing. It is a key or contributory factor in, ‘at best’, around 25-30% of crashes. But that includes *and conflates* illegal speeding and poor judgement of speed and includes crashes where speed was only a secondary or tertiary factor. Experts tend to consider illegal speeding as being at root of a vanishingly small number of crashes – between 5 and 10%. So, whilst we *should* spend some money and time on addressing that aspect, we should spend the

majority of our money and effort - 70-95% - on those other factors – poor driver/rider skills. Otherwise, it's a sticking plaster solution.

2. Imposition of unnecessarily low, blanket speed limits **causes frustration, consternation and annoyance for sensible, competent roads users.** If a road is perfectly capable of supporting a speed of 60mph for a reasonably competent motorist (e.g. a driver who has just passed their DSA driving test), then the speed limit on the open road should be 60mph. Where a lower limit is necessary for specific and demonstrable safety reasons, a lower limit should cover *that area only*. There is no danger along the entire length of the A431 that a competent motorist, driving well, in typical conditions, cannot cope with perfectly safely... ..
3. Using blanket speed limits to reduce crashes or severity of crashes in some specific places does not mean *overall* danger has been reduced. A common reaction to speed limits that are, or are perceived to be unnecessary or 'wrong' is for drivers /riders to leave their slowing-down into built up areas later and later - to 'make up' (subconsciously). We then end up seeing the introduction of even more painful 'buffer' zones of 40 limits - to prepare poor / unobservant drivers for the 30 ahead! We also observe, in such cases, drivers starting to take more chances, e.g. risking dangerous overtakes into blind bends or rises as their frustration builds. We are, after all, humans, not machines. The A413 is perfectly safe, for competent drivers and riders to travel at up to 60mph in most sections (though not near junctions, tight corners, or not in a stream of traffic etc.). As a result, currently, I don't see many of these exasperated bad decisions. With 50mph limits, it is reasonable to expect more to happen. In short, this approach is likely to **squeeze risk into other areas – most worryingly, built up areas – and lead to further costs in attempting to solve those new issues.**
4. The entire length of the A413 from Buckingham to Aylesbury is eminently suited to a 60mph limit. **There is no reason to set a blanket limit of 50mph in terms of any reasonable competent rider or driver.** ..... An 18-year old is learning to drive and has ridden this road .... He fell off zero times. He *nearly* crashed zero times. He is an *18 year old learner rider*. If *he* can ride it safely, *anyone* can – *if they choose to do so*. There is no safety issue with the road itself. The issue is with some – and only a few – roads users. If that issue needs to be dealt with, it should be dealt with by dealing with that specific issue – those specific people. I get really dismayed at being more and more affected, simply because of a few bad eggs, and poor solutions.
5. Speed limits are, at heart, 'driving by numbers'. They reinforce the idea that if one proceeds at or below a stated speed, then one is safe; if one exceeds that limit, one is in danger. Patently, this is ridiculous and wrong. Of course, in a large group, we do need *some* rules – but they should be fairly basic. The more we specify increasingly detailed rules, the more that wrong impression is given – and the more we dumb driving and riding down. What we should be doing is creating thinking road users. That way, the basic rules are sufficient – the motorists work out the rest. And if a few motorists insist on smashing rules and causing danger? Deal with them individually, under existing laws. Standards on our roads are already terrible. **Each measure like this makes them a bit more terrible!**
6. Competent drivers and riders will, whether intentionally or subconsciously, begin

to avoid the A413, as it will no longer be a pleasurable riding/driving road. Money that is currently being spent in the local petrol stations, shops and pubs in the towns and villages along the route will be lost to those economies. I want to see thriving local economies in our area - and I want to continue to contribute to those. But **if people are deterred from visiting that area then they will spend their money elsewhere.** In a sense, some users of the A413 – particularly motorcyclists - are ‘tourists’ – BCC should be trying to attract such people, not doing things which will push them elsewhere.

7. **Whatever issues there are in that area can quite probably be dealt with by more focussed measures.** Without knowing the details, I can't be specific. But, for example, noisy exhausts on motorbikes (I am a biker and not a fan of those and consider them anti-social) can be cut down by periodic policing – illegal speeding, likewise. Bad driving can be dealt with by education. I am sure Milton Keynes Advanced Motorists (cars and bikes) could be cajoled into helping if this could prevent the imposition of unnecessary limits – could police bring in errant motorists, and IAM or similar road safety groups, with the police, discuss things? I don't know – but these approaches are better – more targeting – than blanket limits.
8. Finally, I will make my own, more personal case. On Sunday 17<sup>th</sup> February, as I rode out of Buckingham, onto the A413 – taking a much-needed quick hour's ride to blow off some work cobwebs – I thought, that very day, how lovely it is, to be able to ride down a substantial stretch of road which is still mostly 60 – which I knew I would be able to ride, entirely safely, and entirely considerately, at up to 60mph (less in places – corners, junctions, pedestrians) with only necessarily limits in built up areas, where they should be – the 30s in Padbury, Winslow, Whitchurch etc. As I often have in the last few years though, this thought was tempered by a terrible suspicion that, one day – due to one idiot biker too many launching himself into a tree, or some idiot drivers who, travelling down the A413 *below the speed limit* but with a bumper-to-bumper gap that would put the Red Arrows to shame piled up as the lead car turned right – that the powers-that-be would begin to neuter this lovely, bendy, up and downy, fantastic piece of beard-blowing, open road, and would slap drive-by-numbers 50mph limits all along it, and 40mph buffer zones and, basically, totally ruin the entire stretch as a road one can actually get *pleasure* from travelling along. So as I went past an A4 sign on a lamppost, my heart dropped an inch. Keeping an eye out for another one, in a location I might be able to conveniently stop at to read, I came to the Hardwick hi viz metal sign. I turned round and went back to read it. I was gut-wrenched – *because that time is now.* And I can see exactly what's going to happen – in a few years' time, the A413, from Buckingham to Aylesbury, will be just like the B660 out of Bedford – what was for many years, a wonderful road for those who *still actually enjoy* travelling by car or bike, was turned into a drive-by-numbers disaster constantly switching from 60 to 50 to 40 to 30 to 40 to 50 to 40 to 30 to 40 to 50 to 60 in the name of safety. Of course – that road does, now have less crashes on it – HURRAH!!! ... but that's only because *no one rides or drives on the B660 anymore, unless they have to.* And if the A413 goes the same way, that will become true there, too. What a shame that the vast majority of us have to, yet again, suffer just because a few wallies come a cropper through their own stupidity. It makes me wonder if I should stop doing Advanced training. What's the point of making all that effort trying to help riders and drivers become safer *in the right way* – when the authorities continue along

	the dumbed-down route that “speed limits solve everything”. Well... I don’t suppose I really <i>will</i> stop – <b><u>but that’s how this makes me feel.</u></b>
No	it is not necessary
No	I am objecting to the proposed reduction in the speed limit on the A413 between Aylesbury and Whitchurch. I am very aware that there have been fatalities on that stretch of road and can understand the council’s proposal to reduce the speed limit. However, a speed reduction will not address the issues with irresponsible and dangerous drivers and riders-those that break the speed limit will do so regardless of whether it is a 50 or national speed limit. ... and a previous Emergency Ambulance Technician I have attended many collisions on this stretch of the road-with each attendance driver error has been the over-riding factor in causing the collision. I have witnessed numerous examples of dangerous driving over the years and many have been in a 50 mph speed limit. For the vast majority of road users their lack of training and a combination of the following issues result in poor driving standards: confidence issues, poor eyesight and use of electronic devices. This cannot be addressed by reducing a speed limit.
No	The traffic already flows at about 50mph and a limit will make no difference. Double white lines all the way preventing overtaking would be more appropriate.
No	Because most traffic travels at a speed of around 55 as it is. Lowering it to 50 would mean some drivers would drive slower than this which would really be too slow for this type of road. The result would be that more drivers would be tempted to overtake causing more accidents. Secondly the red patches haven’t been given the opportunity to see what difference they make to Road safety. Personally I think these make the road safer without cutting the speed limit. Less people over take on them plus they physically create a bigger gap between the two flows of traffic.
No	There is no real need to deliberately slow the traffic on this stretch. The section of the road has limited frontages and/or natural crossing points and the slowing of traffic by 10mph would not increase ease of crossing. The reduction is entirely unnecessary.
No	National Speed Limit for that Class of A Road is perfectly satisfactory, ie 60mph
No	Agree only Whitchurch to end of bends, halfway to Ayles roundabout. After that, the long clear straight stretch to Ayles can be safely left at 60mph
No	People already drive too slowly on this section of road. I am frequently stuck behind people travelling at 45mph on this stretch
No	This is a main A road, and should maintain so that traffic can safely drive at national speed limits. Slowing down traffic does not necessarily make it safer, slow moving traffic can force other vehicles to overtake where it may not be safe.
No	I use this route weekly and average traffic speed is already well below 50mph. Why waste money doing this? This is the main route from the north and slowed traffic will impede ambulances and other services from reaching us and getting patients to hospital.
No	I regularly use this road. Given all the bends the vast majority of drivers don't use excessive speed, the ones who do whatever speed limit will take no notice.one of the major causes of bad driving is the overtaking of farm vehicles driving too slowly, and not pulling in, so that frustrated drivers overtake on dangerous bends. Who will police this given lack of police etc Money better spent on repairing roads

No	99% of accidents are caused by DRIVER ERROR; therefore reducing the speed limit by 10mph does not make people better drivers and therefore will have little effect on making a road safer by reducing accidents. Surely it would make sense to first evaluate the effect that recent work will have which added red warning areas on the bends and potentially dangerous stretches. In my opinion this safety work was a very good move and will make a driver more aware to danger when approaching the red areas where most accidents will happen. A blanket 50mph limit will not have the same affect.
No	The 60mph limit is correct for this road. The bends (for example, before Hardwick going north) naturally regulate traffic speed. 60mph is safe for the straight sections. Reduction to 50 mph is unnecessary and will generate increased costs with the change of signs etc.
No	The growing tendency to try to reduce road accidents by reducing speed limits is a flawed approach. It is impossible to eradicate risk on our roads or indeed in life in general. The only way to stop road accidents is to ban vehicles. Clearly that is not sensible. But neither is the constant push to reducing speed limits. All that does is to paralyse our road system, creates longer journey times and most damaging of all to the aim, creates FRUSTRATED DRIVERS. Reducing the speed limit below what one might term a "natural" speed for the stretch of road means that a high proportion of drivers will tend to break the speed limit and this will increase the incidence of overtaking of vehicles travelling below the new lower speed limit. I am willing to bet that the major cause of accidents on the A413 is overtaking - and if you persist in reducing the speed limit, the risk from overtaking will INCREASE. IN summary, reducing the limit will reduce the effectiveness of the road in carrying road traffic and will NOT reduce accidents significantly. It is too great a price to pay.
No	Unnecessary. Road often quiet. Sufficient signage already in place.
No	It is totally unnecessary. The only danger along is from farm traffic leaving mud all over the road. Enforce existing laws and the road is perfectly safe.
No	After spending so much money and various road closures the road has been belatedly improved to an acceptable standard. There is extensive double lining to improve bend safety and it is an unnecessary restriction, especially in off peak periods when there is relatively little traffic on this road. In peak periods is it invariably much slower moving than 50mph anyway due to the appalling congestion you have already engineered in.
No	The Winslow to Whitchurch stretch can be travelled safely at 60mph. It is unnecessary to change it on this stretch.
No	Utter ridiculous. When there's traffic it keeps speeds below the national speed limit anyway, when there isn't it's perfectly safe to do 60mph. The drivers who exceed the limit will do so regardless. Money would be better spent sorting the traffic flow in Aylesbury itself
No	There is nothing unsafe on this road that warrants a reduction in the limit. I use this road teaching advanced motorbike training on a weekly basis. This is about driver education. Blanket reduction won't work as Warwickshire proves. The cost of changing the limits is not justified.
No	Why is it necessary, it's a pointless change
No	Not needed
No	I'm unsure what the safety concerns are? Stupid motorists perhaps? I use this stretch of road regularly and have never had any problems with the 60mph limit. I am now concerned that my morning commute to Towcester will take even longer, on an already busy route.

No	It is not for me to give reasons for objection, but rather for you to give reasons for the proposal. that said, reducing the limit by 10 mph will have no material effect on driver behaviour - they will generally still travel at 60 or even faster in any event and will give no additional safety benefits. It will provide the opportunity for the mobile speed camera vans to catch a few more people.
No	Traffic is already slow enough on some sections of the road. During busy times average speeds are usually not more than 40 but when the road is quiet 50 is too slow for a good driving road with good sight lines. Safety could be improved by proper resurfacing and regrading of the northbound carriageway just prior to the Weedon turn where poor surface and drainage and a sudden change in camber leads to aqua planing in the wet even at speeds as low as 40
No	It's not needed
No	The current speed limit is perfectly acceptable, the problem lies with people not sticking to the speed limit and driving at 10-20mph underneath it. More signs are needed to remind people of the current limit as it is easily forgotten once you have passed the first signs.
No	There is no need on this stretch of road. There was a very unfortunate motorbike death on the bend at Hardwick last year but the council has addressed this with updated signage and possibly the speed of the bike was much greater than the 60 limit. There are other roads nearby that are crying out for addressing speeding. Oving rd in Whitchurch both entering and leaving the village has people driving at 60+ in a 30 zone right next to a school and once again someone has gone through the fence on the bridge over the railway on the bend from the a41 to Pitchcott where the signage is woeful (obviously as this happens ridiculously regularly). Please address the issues that are blatantly there rather than altering something where there is not an obvious issue. The only time it's an issue is when I ride my bike in this stretch of road between Whitchurch and aylesbury and I would really recommend putting a cycle path in, therefore possibly linking aylesbury vale parkway to Winslow, that would be a superb idea
No	Due to the lack of resources and manpower within Thames Valley Police, the introduction of a 50 mph speed limit will not be effective unless permanent speed cameras are erected.
No	Other contributing factors relating to road safety that do not appear to have yet been considered
No	Where accidents have been caused by speed the reduction in limit is unlikely to slow those who are most vulnerable - namely bikers. Where accidents have been cause by carelessness, such carelessness will continue to have tragic consequences even at 50mph.
No	This section of road is not that dangerous and it is capable of sustaining the current 60 MPH limit. A reduction in the limit will lead to traffic driving at 40 MPH (already a regular occurrence) leading to more frustration for those wishing to progress at the speeds limit. The only section that might be considered for a short reduced limit is the bends south of Hardwick village. The rest of the road is perfectly capable of retaining a 60 MPH limit safely.
No	The fact that some idiot drivers are not capable of driving safely at the national speed limit or at a speed suitable for the current road conditions, doesn't mean that the majority of drivers who can should be inconvenienced and have their journey times extended by the those who cant. There are far more factors that cause accidents that are never mentioned than just speed alone yet this seems to be your only solution which has been applied on many of the 'D' limit roads around the county. All you get is more bunching, vehicles driving to close to one another and frustrated drivers trying inappropriate overtakes amongst other problems. In terms of head on collisions a limit of 50 or 60 mph will probably be fatal anyway as its more to do with sizes of vehicles involved and the other

	<p>circumstances of the crash. For example a 44 ton truck and a car colliding in a 30 limit (60mph closing speed) will probably be fatal for the car occupants. Following your flawed logic we will all be down to 15mph limits to make sure that can't happen. Hit a tree at any speed at 50mph or 60mph is usually fatal in car so that won't change, so why don't you propose to chop down all of the trees or hard obstacles along all of these routes. And how many of these accidents are (lemming) bikers who use that road as their private race track? Having seen the way they use that part of the road and beyond a 50 mph or 60 mph limit is irreverent to them. Also without any effective enforcement dropping the limit will not make little difference. Since the (tory) government has cut police budget by 20% with the resulting cuts in road traffic officers how do you think that will happen?</p>
No	It is unnecessary.
No	The road is safe with the current national speed limit in place. The limit requires enforcing not lowering. A lower limit will still require enforcing. This is a waste of resources.
No	The road is safe with the current national speed limit in place. The limit requires enforcing not lowering. A lower limit will still require enforcing. This is a waste of resources.
No	It is unnecessary, people already go slow...imagine an hgv limited to 40 mph...you now endanger anyone overtaking by limiting to 50....leave things alone. You mess everything up.
No	I do not believe that a change in the speed limit will be of any help to issues concerning the stretch of road in question. The fact that during winter periods the stretch of road is not gritted is a big factor in this matter, I have seen personally the gritters turn off the spreaders when going past the roundabout. Also the number of people overtaking is an issue. This is not a problem with speed it is general road users not driving safely, I would suggest maybe having speed cameras along the road would be a better solution to make road users not speed or feel the need to overtake.
No	<p>In your reasons for the proposed reduction in the speed limit, you state: Buckinghamshire County Council has conducted a review of Network Safety Schemes and the proposed speed limit reduction is intended to reduce collisions and casualties at the junction through the following measure:</p> <p>per hour speed limit on the A413 Buckingham Road from Buckingham Park roundabout to Whitchurch. A Traffic Regulation Order prohibiting the above will enable Thames Valley Police to carry out enforcement to deter motorists from carrying out dangerous manoeuvres and driving at excessive speed on the bends on the single carriageway. 1) Which junction are you alluding to? And why do you have to reduce the limit for the entire stretch of road if it is only at one junction? 2) Why have Thames Valley Police not actively enforced the existing 60mph speed limit, despite such a weight of evidence? 3) How is it proven that a manoeuvre at 60mph is so significantly more dangerous than one carried out at 50mph? 4) Which bend(s) are considered too dangerous for a vehicle at 60mph, but not at 50mph? Why not propose to reduce the speed limit at the bend(s) and not the entire stretch?</p>
No	No evidence provided to justify reduction of speed limit. Other forms of traffic calming are necessary at junctions to ensure right turning vehicles are better protected.
No	The road surface on the approach to the Weedon turn travelling away from Aylesbury needs to be improved. In wet conditions due to the shape and condition of the road surface, it becomes extremely slippery and there are many holes in the hedge on the right hand side where cars have left the road and gone into the hedge and ditch. Recently some parts of the road were resurfaced but bizarrely this section was not. Therefore to increase safety the road surface being maintained in a satisfactory condition is more important than

	reducing the speed limit. It would also be nice if the existing limit was actually enforced.
No	Not necessary. There is a cycle way running alongside it from Buckingham to Winslow, which keeps cyclists and pedestrians away from traffic, and this stretch of rural road is perfectly safe to drive on at 60mph provided you drive sensibly.
No	Other measures need to be looked at to increase safety along the road. Reducing the speed may reduce the severity of accidents slightly, but it won't reduce the number of accidents.
No	Speed limit reductions are only shown to reduce the severity of accidents and not the number. The issue on this stretch of road is the number not the severity and therefore the outcome does not meet the requirement.
No	The speed is already reduced in areas of housing which is fine, the rest is open country roads & I seen no need for a 50 limit & believe it would end in people doing dangerous overtaking if it were reduced
No	The road is perfectly safe to navigate at 60mph, whilst slowing down and taking due care and attention for corners etc. In truth, the largest issue with the road is the amount of nervous drivers travelling at 40mph causing huge tailbacks on a road with very limited areas for passing other vehicles. Frankly this idea seems to only serve a short term interest of increasing the amount of money raised from speeding fines until everyone becomes aware of the proposed new limit!
No	The council claims: A Traffic Regulation Order prohibiting the above will enable Thames Valley Police to carry out enforcement to deter motorists from carrying out dangerous manoeuvres and driving at excessive speed on the bends on the single carriageway. There is nothing currently stopping the police "to carry out enforcement to deter motorists from carrying out dangerous manoeuvres", and the potential risk of 50mph making safe overtakes of farm machinery more difficult.
No	The issue about road safety on the A413 is not primarily about driving at 60MPH. Firstly it concerns driving without due care and attention, secondly drivers overtaking slower vehicles and thirdly a complete lack of enforcement. It would be far more effective to implement a no overtaking rule, than waste any more taxpayers money on this. Motorcyclists will still travel on the A413 in excess of 100 MPH irrespective of what the legal limit is. Please focus any underspend in your budgets on repairing the roads in North Bucks and not trying to repeat an attempt to reduce the speed limit again, when you know it had already been rejected in the past.
No	Its currently a national speed limit zone road where 60MPH is appropriately applicable for the movement of all vehicles on this route. As a motorcyclist this zone allows safe overtaking of lorries and goods vehicles who are subject to 40MPH and 50MPH respectively but of course rarely do so of course. This allows the safe passage of travel rather than stressed, pressured, frustrated road users. In the 40 years I have been travelling this road (which is a fantastic driving road) more emphasis should be done in reducing the speed zones where there are villages, hamlets, present etc down to 40MPH. This proposal would increase pressure on overtaking in other stretches along this route. This could lead to further increase in proposed 50MPH zones on this road too. And no doubt SPEED Camera's. Fix the pot holes and road surfaces first please. Leave the National Speed Limit of 60MPH alone.
No	It will make no difference as most of the collisions have been by either excessive speed (over 80mph) or pulling out of junctions without looking neither of which will be affected by a lower limit. The speeders will still speed and the blind will still pull out, that's not to mention the motorcycles that regularly use the road at 100mph+
No	Unnecessary. Problems are not caused by speed but the lack of overtaking opportunities.



No	I wish to know what evidence there is that speed was a factor in accidents that occurred on this stretch of Road and that we are not just taking a knee jerk reaction by lowering the speed limit.
No	The 50mph limit is not necessary. There is only one short stretch around Hardwick where it might benefit from a 50mph limit but most people slow down to this naturally due to the bends, and 60mph is appropriate for the rest of the stretch.
No	I have never seen an issue with a speed limit of 60, if the issue is of those who are driving faster than 60, then changing the speed limit down isn't likely to have a real effect.
No	For the majority of that road, 50mph speed limit is unnecessary, indeed, much of the time I get in a queue of traffic headed by someone doing 42mph. However, the stretch through Hardwick, where I believe there have been numerous accidents including fatalities, would probably benefit from a 40mph limit if not 30mph, and a speed camera. There are very few safe overtaking places on the a413 from Buckingham to Aylesbury, I have seen very many highly risky overtakes because of drivers becoming frustrated being held up significantly below the speed limit. The whole road needs upgrading and improving.
No	Dropping the speed limit will have no effect on the road layout, especially the poor surfaces and concealed side roads on the 413
No	- changing the limit will reduce potential head on collision speeds from 120mph to 100mph which will still be high enough for serious injury/death - the road is a mixture of straight with corner sections that can't always be driven at the limit so there is a natural limit put in place. - the money could be better spent on remodelling the junctions such as the Aston Abbots turning and the Hardwick entrances. - there is already too much sign clutter on our roads and imposing a 50 limit will increase this - people who already drive above 60 aren't going to suddenly change their driving and coming up behind even slower traffic may make them make more dangerous decisions
No	Cutting speed limits have been proven not to work in cutting accidents
No	The nature of the road naturally dictates speeds. I believe that a limit of 50 would be detrimental as there would be drivers who would seek to overtake vehicles doing 50 in the more open sections of the road
	<p>I would like to submit my objections to the proposal for the following reasons.</p> <p>The stated aim of the proposal is to enhance safety on this stretch of road by reducing the risk of collisions, and by allowing the police to monitor speeding and bad driving. As a frequent user of this road at varying times of day over the last fourteen years, I have to say that I have never seen an accident, or the aftermath of one, in this area. You obviously have access to statistics that I do not, but I would have expected to have noticed something by now. You state that you have carried out vegetation trimming, improved signage and road marking, all highly commendable, and surely this is all that is required to improve safety. As for police monitoring speeding and bad driving – they are perfectly able to carry out these activities now with the existing 60mph limit. I am afraid that bad driving will not be in any way improved by reducing the speed limit, indeed it may even cause frustration and increased incidences of bad driving. I feel therefore that the scheme is unnecessary and may even prove to be counter-productive.</p> <p>This road is one of the best surfaced in this area and this alone makes it safer than many others.</p> <p>Finally the cost of this scheme will be considerable, with signage, road marking and the mandatory repeat signs. If there is spare money available then I think it would be much</p>

	<p>better spent on improving and maintaining other roads in this area. One in particular is the A421 between Buckingham and the Tingewick Bypass. This stretch resembles nothing more than a cart track, is heavily pot-holed and at peak times is grid locked in both directions. There is currently work on a new roundabout which has been going on now for months, where nothing much seems to be happening and which is creating a real traffic hazard. Incidentally, I have ruined two tyres on this stretch of road in the last six months and at a replacement cost of £130 a time I find this less than amusing.</p> <p>I therefore respectfully suggest that you abandon this new speed limit scheme and direct your time, efforts and resources where they are more needed.</p>
No	9 responses received with no further comments.
Yes	People drive way to fast, overtaking on blind blends, tailgating. I think it should be reduced to 30/40mph as reducing to 50mph people will still drive over this and the speed is still too fast for the road!!
Yes	This is a good solution on an ongoing problem.
Yes	Enforcement of the current 60mph would be a good start, as people 'forget' that the National Speed Limit is not 'de-restricted' or 70mph. Signs for "Max. Speed 40mph" or similar at the sharp bends might also help to advise of the severity of the bend. The new reflective posts on some of the bends are a great improvement already, particularly in the dark, however, the bend at the bottom of the hill near Hardwick would also benefit from similar improvements.
Yes	The road is lethal and a danger to my children and or neighbours - my only concern is that it may encourage an extension to the urban boundary of aylesbury to the north onlong the A413
Yes	makes sense as the road winds around quite a bit and lately there have been more cyclists using the road to commute. The distance must only be about 4 /5 miles so the time gained if you did 60 instead of 50 would be moments in the scheme of things.
Yes	<p>Because:-</p> <p>A) the road surface is currently worn and shiny between Hardwick turning and Buckingham Park Roundabout - danger in icy/wet conditions, due to lack of grip.</p> <p>B) I would prefer a roundabout at first (northbound) Hardwick turning, or at least an extension of the existing left side layby to enable legal undertaking, as per one further north on A413. It would give more run-off chance if there were a junction accident.</p> <p>C) traffic slowing lines, between BP Roundabout and Hardwick (or concrete surfacing - usually effective in reducing speeds on some motorways).</p> <p>D) as much visible signage and cameras as possible. Sorry, I do understand that money is not an "Open cheque"! This morning I saw a turbo sports car speed across that roundabout then swerve twice as he changed gear. Then he turned left into properties on the Weedon section. I and my daughter both have dash cams only because of the number of accidents on the A413 in the 5 years that we have lived in ths area. I welcome the new red road central areas, but saw two motorists flout those against on-coming traffic near the main Harwick village turn, in one single journey this week.</p>
Yes	Yes, I fully agree with this speed limit. As a pedestrian it is quite hazardous to cross the road from Hardwick village to Folly Farm due to the high speed of traffic, and a reduced speed limit is required.

Yes	<p>Around Hardwick, there are four bus-stops, used by adults and school-children. To have a 60mph limit, outside a village, on a blind bend, with junctions and bus stops, on both sides of the road and on both sides of the blind bend, beggars belief. People have been killed outside the village - in my opinion, the limit should be 40mph from Hardwick to the Weedon Village junction and perhaps 50mph everywhere else - I would also add speed cameras. I know people like to drive fast but this road is not the place to do it. A little further towards Aylesbury, at the bridge, people often crash during the winter, again due to excessive speed. I have been crashed into,(car was written off) outside the village, whilst waiting to turn in to the village, after picking my children up from primary school. Other people have been crashed into too (at least one of them, on more than one occasion!) In my case, this was down to somebody coming around the bend, seeing me in the road and having insufficient time to react. They needed to be driving more slowly! People drive way too fast along the whole of this stretch of road and something really does need to be done about it. Sadly, it is already too late, for too many. Lowering the speed limit along the A413 is a "no-brainer". Personally, I do not even think it should be offered up for discussion/objection.</p>
Yes	<p>We live in ... and use the A413 regularly. We are often delayed or detoured due to accidents on this busy road and support a lowering of the speed limit and would recommend increased signage and even a speed camera as a deterrent, especially near the Hardwick bends.</p>
Yes	<p>I strongly agree with the speed limit changes. As a resident who lives on the first stretch of the A413 near Weedon Hill we see everyday people going far too fast, dangerously overtaking on parts of the road and have reached 60/70/80mph from the roundabout at Buckingham park to ... which is only a couple of 100m. With the bus stop both sides of the road there and children and livestock nearby I think there should be a speed camera on the brow of the hill as people are coming in to Aylesbury and further along near Weedon. We have frequently seen cars in hedges and ditches along the 3 mile stretch from Weedon Hill to Hardwick for example who had clearly been going too fast we also lost a friend in a fatal accident at the Weedon turning last year. The road has been closed many a time in the past 10 years that I have been living there for horrific fatal accidents, which many could have been avoided if people respected the speed limit and the curvature of the road.</p>
Yes	<p>The A413 Buckingham Road is very dangerous, as the high number of deaths and serious injuries in a short space of time has shown. It should have had a speed reduction years ago. I always drive cautiously on this stretch of the A413, rarely driving above 55, particularly at night and in poor weather conditions. It shocks me how many drivers are willing to take risks with others lives by overtaking on this stretch of road. If the speed limit were lower it would hopefully result in a significant reduction in this sort of behaviour, with a corresponding reduction in serious traffic accidents.</p>
Yes	<p>Particularly important to reduce the speed of motorbikes on this stretch of road</p>
Yes	<p>Should have been done years ago. .... A child (aged 13) was killed on this stretch a few years ago. ... . Additionally though, the area north of Whitchurch and around the country lanes really does need better gritting when necessary - a little bit of ice and there's half a dozen cars going in the ditch!</p>
Yes	<p>I live on this road and I have seen the effect that speed has had on the number of accidents that have occurred over the last 5 years. I believe that a lower limit would reduce accidents, injuries and deaths. The lower the better.</p>
Yes	<p>I think it's very important for the speed limit to be reduced, as there are frequent accidents. Also it's especially important as it has a footpath directly beside it offering no protection to pedestrians if a car or lorry were to lose control due to excessive speed.</p>

Yes	Please extend this all the way to Buckingham
Yes	Reduction in the speed limit maybe a good idea but the impact of new and overdue road markings should have a chance to be assessed and then the reduced speed limit is useful only if enforced in some way. The road can be driven at 60 but it becomes dangerous when drivers don't adhere to varying conditions - standing water which is not visible in the dark, overtake where it is clearly not safe and prohibited by road markings.
Yes	I was involved in an accident on the Hardwick bend 20yrs ago due to someone going too fast and overtaking.
Yes	I feel that the section around Hardwick should definitely be reduced
Yes	It's a very dangerous stretch of road and people drive far too fast. Perhaps this would also discourage motorbikes from using it for racing.
Yes	The speed limit should be rolled out further along the A413 between Buckingham and Aylesbury, and include more "no overtaking" zones
Yes	I hope this will quell the frustration of people stuck behind "slow" moving vehicles and remove their temptation to overtake in ridiculous circumstances.
Yes	This road (the A413), along with the A41 between Aylesbury and Bicester should both be lowered to 50mph the entire length. On the A413 before and between the junctions for Weedon and Hardwick the limit should be reduced further to 40mph or even 30mph. There are turnings to both villages on bends and the Hardwick turning is a potential death trap when heading towards Whitchurch as traffic the other side of the 60mph bend is often stationary waiting for vehicles to turn into Hardwick. Another lethal stretch of road in this councils jurisdiction is the dual carriageway on the A41 beyond Kingswood. Nearly every time I use this piece of road there are overtaking manoeuvres made by vehicles accelerating way beyond the speed limit which then merge into confined traffic and into the on-coming lane (which is a 40mph limit). I have witnessed numerous near-misses here that could have cost lives - I am aware that lives have been lost on this section of road. The crossroads at Blackgrove Rd and Waddesdon Hill on the A41 also require the councils attention and concern - another lethal section of Rd. This requires a roundabout (as they have installed on the A41 further up for the industrial estate).
Yes	The road is very busy, particularly at rush hour times. There are few places to overtake and once drivers come round the Hardwick bend they go far too fast in order to overtake causing accidents.
Yes	don't think it's going to make much difference, using that road regularly, it's the way people drive as well as the speed
Yes	I feel that a 50mph speed limit is a good idea on this stretch of road because there are bends in it, some properties around the Hardwick area and because it is not very well lit.
Yes	Too many accident due to excess speed & poor lighting.
Yes	I live on this stretch of road and have seen many accidents over the years. I would prefer a much lower speed limit - extend the 40 limit from Watermead to Whitchurch
Yes	I agree the road is not appropriate for vehicles to be travelling at 60mph. A lower limit is a good idea.
Yes	50 is a safer speed

Yes	There is no useable cycle path alongside this road so a reduction in the speed limit would be of benefit to vulnerable road users.
Yes	Totally agree with the proposal
Yes	Chilterns Conservation Board - no objection from the Chilterns Conservation Board.
Yes	Paul Irwin County Councillor - I have no issue with the proposals
Yes	I travel this route up to 6 times a day and a restriction in the speed limit is welcome as I have safety concerns about the bends and dips when other cars are travelling 60mph and over.
Yes	<p>I am very pleased to learn of the proposals for introducing a 50 mph limit on the A413 between Aylesbury and Whitchurch. As a regular user of this route and ..... of one of the victims who sadly died in an accident on this stretch of road consider this to be long overdue.</p> <p>I would also urge you to review the limit north of Whitchurch in particular in the vicinity of the Swanbourne turn - a matter I was intending to raise with a County Councillor. In the 18 months my wife and I have been commuting between Aylesbury and Winslow we have already seen 5 serious accidents at this junction and witnessed several near misses. One of the accidents involved a bus.</p> <p>The junction is a main cut through to Milton Keynes and usage over recent times has increased dramatically.</p> <p>I would be grateful if you could confirm that the limit on this section can be reviewed otherwise it is something I feel I must raise with the appropriate Member as I am sure it is only a matter of time before there will be fatalities at the Swanbourne junction . Also the section of the road in the vicinity of the Dunton junction needs reviewing - there has also been a fatal accident here in recent years.</p>
Yes	<p>I am by no means objecting the plan to reduce the speed limit to 50mph but would suggest that in fact even further measures are required.</p> <p>Almost every day on this road we witness dangerous driving. The recent road markings have had no impact at all. For instance:</p> <p>A neighbour who had stopped to turn right into the village was overtaken by someone on the outside of her recently. This was a serious near miss. Luckily she checked her mirror a final time before turning in, but still had to swerve off the road.</p> <p>Driving home in bad weather yesterday, I slowed to 45mph coming from Whitchurch to Hardwick. I was tailgated by someone flashing headlights and sounding their horn all the way, who screamed obscenities as I turned into Hardwick. This happens on a regular basis. They make no allowances for hazardous conditions.</p> <p>Deer also frequently run across the road, between Hardwick and Whitchurch. and every Sunday, you can hear motorbikes tearing up and down the road.</p> <p>My husband says there is no such a thing as a bad road, it's the bad drivers using it who cause the problems. If drivers cannot be trusted to drive safely, and as we see every day, they cannot, they need to be somehow made to do so.</p>

	<p>The speed limit should be at the most 50mph, down to 40mph for a stretch (this works well in the A41 to Bicester). BUT it needs to be enforced by speed cameras. These dangerous drivers will take no notice of signs - they already ignore the warning signs for turnings into our village.</p> <p>The hazards caused by this road are so significant that many local residents, including ourselves, consider moving elsewhere if action is not taken.</p>
	<p>Thank you for the various letters you have sent over recent months regarding works on the A413 and proposed changes to the speed limit.</p> <p>As a resident of Hardwick, I was glad to receive the first letter making us aware of the work which was to be undertaken, resurfacing, remarking and introducing new signage. When the work actually took place the men working overnight were always helpful and informative as to how to drive around any closure, whichever part of the road it was. As I am sure they will have fed back, not all road users were understanding of the work but on the occasions I witnessed, they dealt with the situation well.</p> <p>I believe that the refreshed and new markings and the posts along Hardwick itself, have generally reduced the speed which users are driving along the road. This is a good thing in itself. However we have been and are still in the Autumn/Winter months and in the dryer and longer days, driving speeds might increase again.</p> <p>Upon receipt of your letter regarding the proposed change in speed limit, I was again glad. Anything that we can do to improve the safety on this road is good. I support this proposed change.</p> <p>The statistics included in your letter are shocking. Indeed if the time window had extended slightly further to October 2017, the number of fatalities would have been 9. .... .</p> <p>I know that .... is not the only person driving a motorcycle who has been killed on this road and the incidents seem to be much further up the road than the Think Bike sign down at the Buckingham Park roundabout. I would therefore like to ask that in addition to the works you have completed and are currently working on, that you place another Think Bike sign further along the road, towards the New Road junction.</p> <p>Thank you again for your letters and for the efforts being made to increase our safety.</p>
Yes	We wholeheartedly support this move.
Yes	Just a line to say that I am in complete agreement with the proposed speed limit to 50 mph on the A413 between Buckingham Park and Whitchurch. There have been too many casualties along that stretch and people tend to speed along breaking the speed limit, so we hope in future folk will pay more attention to the new proposed limit.
Yes	At its meeting held on 11th February 2019, the Whitchurch Parish Council wishes to report that it has no objections to the reduction in speed from 60mph to 50mph, nor to the clearing of vegetation to improve vision.
Yes	18 responses received with no further comments.

