



20mph for Thame – Statement for OCC Meeting 14/12/2023

Our first aim is not to delay the project to change Thame to 20mph; however, our key concerns are that the areas left out of the current proposal are believed to be high or higher risk areas regarding pedestrian safety.

Hopefully you have all seen the request from the Governors of Lord Williams's School who share our concerns.

Oxford Road is adjacent to Lord Williams's (Upper) School (LWS) – which has in the region of 1,200 students and 150 staff accessing the site every weekday during term time - The site is also home to the Town's Leisure Centre with approximately 200 members with access 7 days a week.

In recent years a new housing estate with 203 new houses was built opposite and across the Oxford Road from the school. (some of which are home to LWS students)

There is a bus stop directly opposite the entrance to the School and Leisure Centre used by students and members of the public.

There are no pedestrian crossings on Oxford Road, despite previous petitions (2021) from residents on the Renaissance Development (Previously Rycote College).

If **risk assessing** this one area, the high volume of vehicle traffic on one of the main roads into the Town, coupled with the high pedestrian numbers and lack of a pedestrian crossing - would identify a greater **likelihood** of a collision of cars and pedestrians than would be likely on a quieter road. If the speed limit is left at 30mph the **severity** of any collision is likely to be greater than for a collision at just 20mph, as such justification for Oxford Road to be included in the 20mph scheme would be a **suitable control measure**.

The same assessment can be carried out for the other areas not included in the current scheme:

- **Thame Park Road**, the current proposal shows the speed limit would change from 20mph to 30mph at the junction with **Chowns Close**. This is another high traffic area (pedestrians and cars) on a busy pedestrian route for students and parents, not just heading to and from Lord Williams's Lower School but also to John Hampden Primary School on **Park Street**. With the road heading up over the railway bridge it's already difficult to see what is coming to cross safely, keeping this area to 20mph would greatly improve the safety here.
- **Youens Drive** is a fully residential road with limited passing areas, it is unclear why this has been left out of the current scheme for change?
- **Kingsey Road & Churchill Crescent**, similar to Oxford Road, Kingsey Road is close to Lord Williams's Lower School with circa 1,044 students between the ages of 11 and 14 years. Whilst there is a crossing person on duty and not all students cross Kingsey Road, The council and governors of the school agree it would be safer to have a blanket 20mph on the roads around Thame.

In addition to the safety concerns a message that everything within the ring road is 20mph is much simpler to share and to enforce through a cultural shift (Thame only does 20!).

As per my opening paragraph TTC would like to progress with the scheme even if the areas we have raised as a concern take longer to agree and put in place.

And finally – with evidence of many accidents – including, tragically, fatal accidents on the **Tythrop Way** section of the bypass; Another area with high pedestrian crossings (walkers, dog walkers crossing to access the public bridleway / right of way to Haddenham and people crossing to access the skate park and football ground) As well as feeding the three main access roads into Lea Park. **TTC would request that this section of the bypass be reduced to 30mph.**