

**Delegated Decisions by Cabinet
Member for Transport
Management**

Thursday 16 November 2023

ADDENDA

Written Statements

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Agenda Item 6

Lyneham Parish implementation of 20mph

Sirs

I make the following points:

Lyneham is a small originally agricultural hamlet of miscellaneous dwellings some listed dating back to the 1850's, only three properties are adjacent to the through road and none have direct access.

3 side roads make junctions with it.

We are in an area of dark skies without any street lighting.

The remaining properties are mostly alongside the High street, Priory lane and Priory Lane.

There is no debate with regard to these residential roads where we can appreciate the safety gains.

So my remarks only relate to the through road used by ourselves, commuters, schools and commercial traffic.

Chronology

- The parish meeting of 2022 directed me to apply to the scheme which at the time we assumed would be an opportunity to tackle the deficiencies of the present layout as an "improvement" with transitions to regulate and enable the speed reduction from 60 to 20.
- The original 30 was installed years ago following a fatality where weather conditions I understand were most relevant.
- Until then based on habitation it did not qualify up to then and the road would have remained at national speed limit, the remaining incorrect warning signage is testament to its poor implementation.
- Speed checks have since confirmed very poor compliance with 85% percentile speeds nearer to 40

The desktop plan does not do justice to the topography where the through road descends from both directions with fast flowing approaches into the settlement.

- I enquired with Highways their initial thoughts which were a deviation from our expectations but nevertheless a good compromise.

The through road would remain at 30

The residential roads would revert to 20

Electronic Speed compliance would not be provided.

This was put to every household together with the golf club management.

85% agreed and endorsed this layout in a "your say" poll.

That is the mandate I have.

At the 2023 meeting OCC advised it was the intention for through road to revert to 20.

Following that meeting I put forward an improvement scheme which might have been workable but this was rejected and a new scheme offered of half 20 and half 30.

This I think will be unenforceable as would the 20 noted by the police comments.

We are a self funding group with no precept but thanks to a small OCC grant and donations reached £5000 to install two Speed indicators which are yielding excellent results during their daytime usage.

At last we are seeing most





speeds at or below 30.

This is the background and conclusion regarding the options available to the Parish .
Finally almost all the accidents have occurred outside of the 30 and where motorists are caught out with black ice.

Whatever the outcome cars will continue to crash in these circumstances as they leave the security of salted and gritted roads on the A361 and B4450- my request for an "ice" sign has gone unheeded.

Regards
Peter Frost
Parish chairman

Agenda Item 9

Item 9 Tackley – Proposed 20mph Speed Limits and associated speed limit buffers

Dear Sir/Madam

Please find below information in relation to Tackley's 20mph speed restrictions.

We have been notified that the Bus company would like the 20mph restriction to start as you come into the village green and not at the entrance of the village by the top of Church Hill, as they say this will impede their bus time schedule. Tackley Parish Council and our local West Oxfordshire District Council representative Andy Graham would like to point out the safety reasons for having the 20mph starting at the top of Church Hill and not the village green.

On entering the village past the church we have a chicane then a narrowing of the road to finally a 90° sharp left turn. A commercial bus has a total width of 2.55meters without the wing mirrors being taken into consideration (please see drawings attached).

1. From descent of the hill the chicane from the centre of the white lines to the church wall is 2.7 meters
2. Halfway down it narrows to 2.5meters from the white line to the church wall
3. Then at the bottom there is a 90° sharp left bend which is 2.8 meters from the kerb and the white line.

If a bus of 2.55m and add the mirror width we would be looking at a 3meter plus width then consider a 30cm gap of the mirror to the wall you could be 1 meter over the white line towards the oncoming traffic.

In my business I have for many years carried out crash testing on motability products at TRL in Crowthorne to be used with wheelchair accessible vehicles (WAV) or taxis, they have to pass a test of 30mph at 20NM to pass when tied down with a four point carabiner strap system in conjunction with a 3 point seat belt. In a bus all passengers are not using seat belts and if a bus was going at a speed of 30mph and the oncoming vehicle was traveling at 30mph we would have an impact accident of 60mph.

The bus probably at the moment either ascending or descending church hill dose not do 30mph more like 20 mph anyway!! So the parish council and WODC can not see why there seems to be a negative to BE SAFE coming into Tackley for the bus company customers and the people of our village.

Best regards

Richard Holland-Oakes

Tackley Parish Meeting

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