Divisions affected: *Charlbury & Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023

LYNEHAM: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Lyneham as amended from the advertised proposals to now exclude the through road in accordance with community wishes.

Executive summary

2. The original report considered in October presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Lyneham as shown in **Annex 1**. The only two respondents were the Police who expressed their standard concerns and the Parish Meeting Chairman who submitted a consensus view from this small community.

3. The Parish Meeting Chairman subsequently submitted an amended consensus view to the October meeting seeking the omission of the through road from any 20mph speed limits. However, the submission was deemed insufficiently clear to be confident of the Parish wishes. The Parish Meeting has now confirmed their view beyond doubt as shown in **Annex 3**.

Financial Implications

4. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Lyneham by making them safer and more attractive.

Formal consultation

7. Formal consultation was carried out between 22 June and 14 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Lyneham parish council, and the local County Councillor representing the Charlbury & Wychwood division.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.

9. The Parish Meeting chairman initially replied to the consultation reporting the consensus view supporting 20mph speed limits in the hamlet and on the whole length of the rural through road running past their community as shown in **Annex 4**. The Parish's subsequent consensus submission sought no amended speed limits on the through road. This was reported verbally at the last meeting, and their confirmed view is now shown in the updated **Annex 3**.

Other Responses:

10. No other responses were received.

11. The statutory consultee responses are shown in **Annexes 3** & **4**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

13. The latest proposals place 20mph speed limits throughout the hamlet and encompass all residential accesses. In now seeking no new limits on the through road the Parish Meeting chairman stated that the original officer view is the best solution.

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Initial consultation plan
Annex 2: Amended proposal plan
Annex 3: Initial consultation responses
Annex 4: Lyneham Parish Council original response

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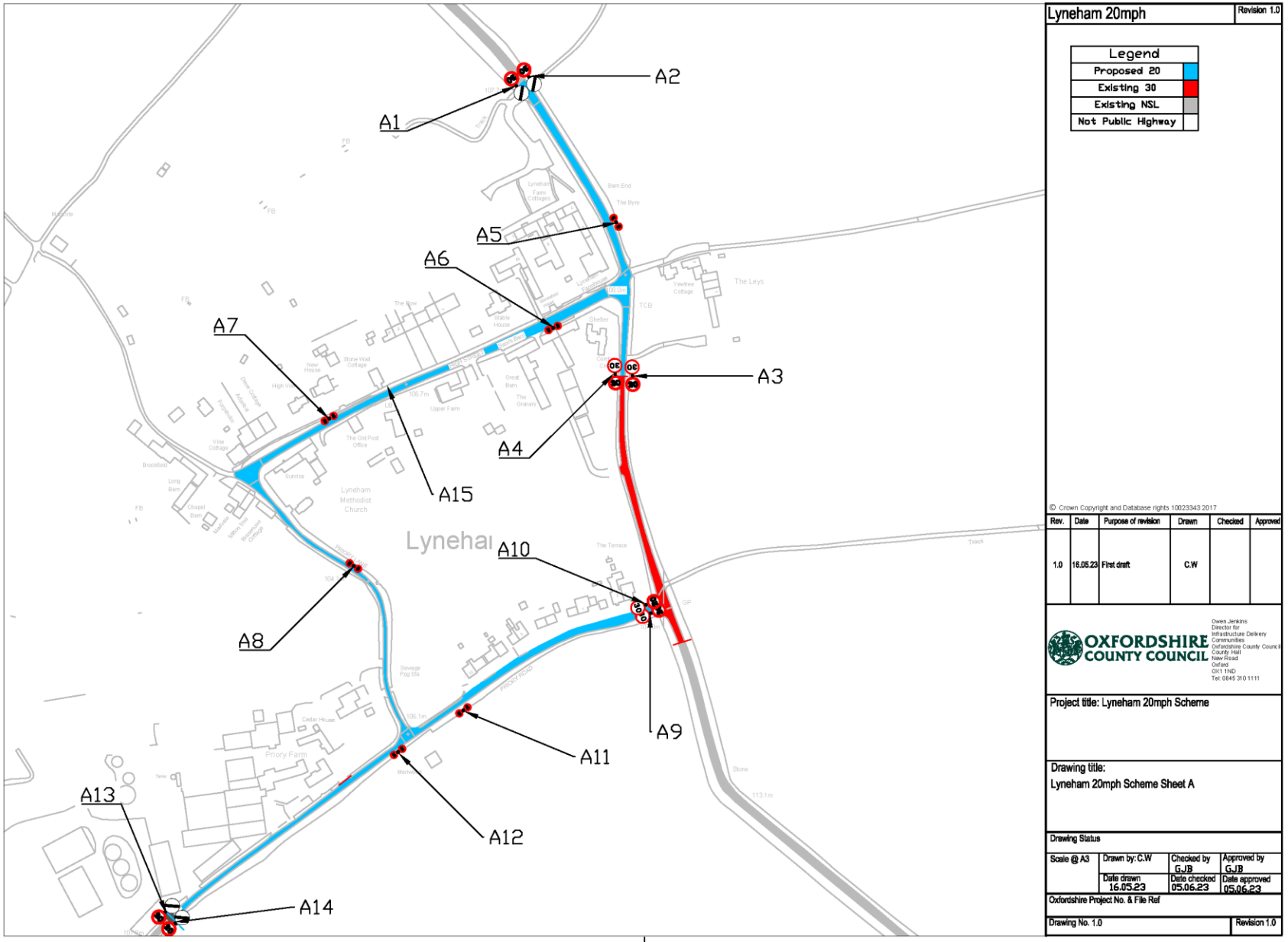
November 2023

ANNEX 1



Lyneham 20mph | Revision 1.0

Legend
Proposed 20
Existing 30
Existing NSL
Not Public Highway

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	16.05.23	First draft	C.W		

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Project title: Lyneham 20mph Scheme

Drawing title:
Lyneham 20mph Scheme Sheet A

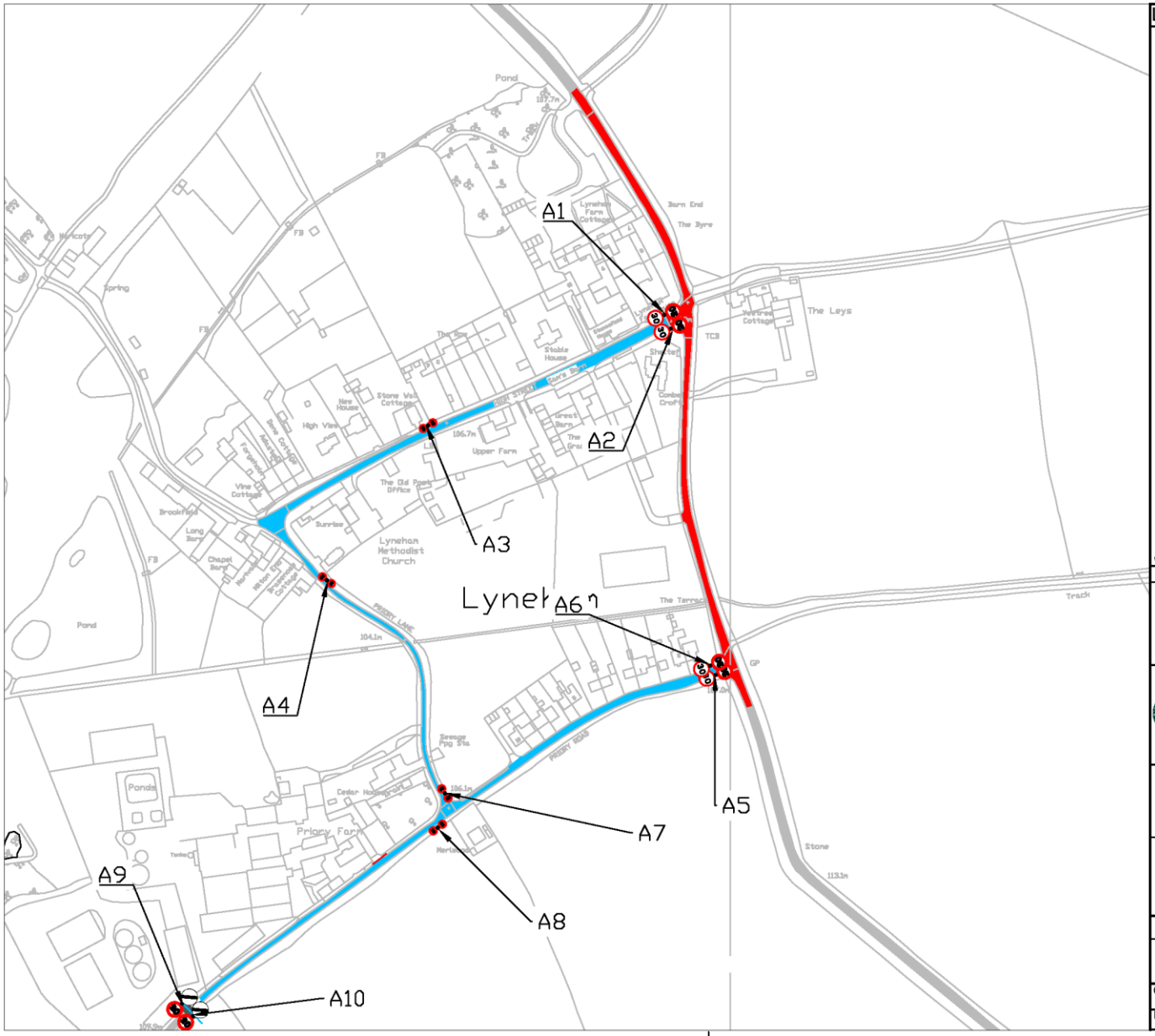
Drawing Status

Scale @ A3	Drawn by: C.W	Checked by G.JB	Approved by G.JB
	Date drawn 16.05.23	Date checked 05.06.23	Date approved 05.06.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

ANNEX 2



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ANNEX 3

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (Speed data received would support a lower speed limit) • road environment

	However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.
(2) Lyneham Parish Council	**Support** (with Concerns) – see **Annex 4** for original response. 01/11/2023 update: we would like the existing 30 through road to remain as such and the 20's implemented on the residential road/lane/street.

ANNEX 4

Lyneham Parish response to 20 mph detailed proposal

OCC
Sirs,
In reference to your draft undated order.
In summary most concerned people have advised they would like to see everything now 30 reduced to 20

In detail:

Lyneham parish by way of our lawful meeting agreed to the OCC representative's offer for the existing 30 speed limit be reduced to 20mph.

We are now in receipt of the draft order and this is the response of the Parish.
Individuals may have other opinions which they can freely express.
History:
Following our Parish meeting of 2022 when the scheme was first proposed the offer was accepted by parishioners based on 30 roads within the parish reverting to 20.
We had discussed that on the through road ,transitions would be in place to avoid the unworkable cliff edge of 60 down to 20
Speeding is of concern and exacerbated on the through road by entry from the smooth flowing downhill sections of road.
Following the acceptance of our 20 request , OCC proposed to limit the scope to residential roads only .
Parishioners we're canvassed and overwhelmingly supported that scheme.

At our 2023 parish meeting the OCC representative advised the intention "was" for 30 to be reduced throughout in order to mitigate some current issues particularly the obscured junction at the top of the High street .

1. Wherever the 20 was adopted we had understood it would provide a quieter safer and calmer environment .
2. Reduce the risks for pedestrians where paths or verges are not available.
3. Help bus users,cyclists , and horse riders sharing the road space.
4. Aid motorists joining the through road where hedges and verge obstructions pose an increased risk.
5. Allow a meaningful deployment of speed indicator devices .
6. This might provide a saving on resources ,insurance companies and not least the highway authority furniture repair bills.

We make the following observations:
Nobody wants to see more verge clutter so it's all the more important we rationalise and correct the old warning signs which do not comply with the TSM.
This is a hangover from the days when the road was unrestricted and is just plain wrong.

Will you take this opportunity to rid us of them?
I have provided details in the past about their erroneous application of which I'm sure you are aware.
If not I can forward again or raise individually on fix my street.

To critique the current scheme offer I have relied on DoT 1/13 sections 3a,4 and 5 guidance.

There is no issues with the proposal for the residential streets

The through road's current 412 m length of 30mph has a transit time of 30 seconds.
At 40 this can be reduced by 7 seconds and at the required 20 it will take 45 seconds.
A theoretical time deficit of 15 seconds on the current situation IF the whole length is 20.
It seems inconceivable this can be considered a hardship .
With regard to the proposal it's all the more surprising that you would want to shave off 412-239 = 173m with the balance remaining at 30 to save just 6- 7seconds .
It complicates our aimed reduction of 10mph encouraged by a speed indicator which the Parish is having to fund .

Schedule 1
(a)169m agreed
An improvement would have been a transition from the existing 60 to 40 OR the existing 30 be retained for a length by moving towards Kingham.(see sketch)
Reason - this is a downhill approach into the existing 30 where Speedwatch experienced has shown particularly poor compliance .
The existing 30 signs and village name obstruct the sight line for the vehicles using Lyneham cottages and reduces verge cutting to hand operations.

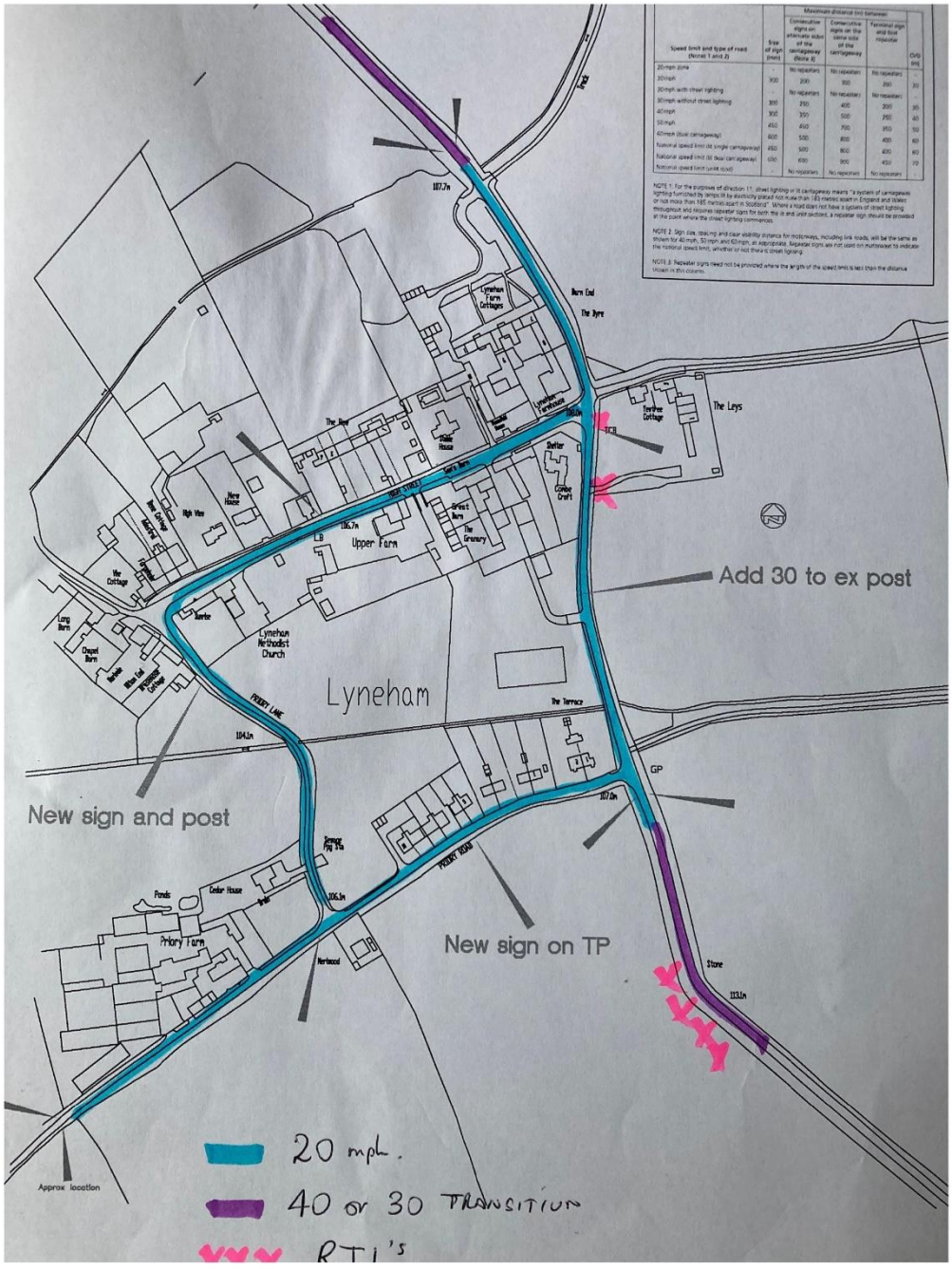
(b) 70m this makes no sense ,agreed the length is a suitable distance from the hazard but falls short of our expectations.
Reasons:

1. There has been a serious RTI with a vehicle emerging from the Ley's car park which the police attended.
2. The remaining length has no usable verge or footpath and is used daily by pedestrians , school children and others making their way to the bus pick up point or to the bridleway for walks.
3. The speed limit should not be a solution to highway obstructions.
4. Adjacent properties would be quieter .
5. A reduction in risk would help integrate Priory road and the High street into the parish community and encourage exercise and community events.

This photograph below shows a cone where the proposed 20 would start and is inconsistent with the wrongly re-applied SLOW marking (after the recent resurfacing)and the incorrectly plated sign both of which are 110m from the junction.

The total 20mph length you propose would therefore be 169+70 = 239 when the department of transport guidance calls for 400m or exceptionally 300m .
It also calls for it not be used to address specific hazard issues.
Your proposal falls short of meeting those criteria.
The total existing 30 through route is 412m.
C&D are both agreed.
Schedule 2
The existing 30 we had understood would be reverting to 20 , it is as you state 16m from the junction,that's too close and would obviously be better displaced further away or again a transition from 60 to 40 or 30 prior to the bend.
Once again the existing sign obstructs the Priory road junction sight line and reduces verge cutting to hand operations.
The high speed approach has seen countless accidents for vehicles leaving the road at the bend and taking out the chevrons .
It's preceded erroneously by a signpost as a double bend - it's not
It's a single bend if supplemented with a reduce speed it might help.

Our preference would be as below


Add 30 to ex post
New sign and post
New sign on TP
Lyneham
Upper Farm
Priory Farm
Lyneham Methodist Church
Lyneham Farm Cottages
The Leys
The Terrace
GP
Store
Approx location
20 mph.
40 or 30 TRANSITION
RTI's