



North West Chilterns Community Board Meeting

Title:	Petition - Bar Lane junction with Thame Road, Longwick
Date:	30 September 2020
Author:	Louise McCann – TfB Contract Director
Contact officer:	Sue Brown – Network Safety Team Leader, TfB
Local members affected:	B Bendyshe-Brown - CON G Hall – CON (The Risboroughs) D Knights – CON (The Risboroughs) A Turner – CON (The Risboroughs) C Harriss – CON (Icknield)

Summary

A petition has been submitted to Transport for Buckinghamshire (TfB) for improvements at the Bar Lane junction with the A4129 Thame Road, citing collisions involving vehicles exiting Bar Lane. The petition requests a speed limit change and improved signage to improve safety at the junction.

Recommendation

Longwick Parish Council consider if they wish to make additional improvements to the existing junction layout. This may consist of installation of high friction surfacing on Bar Lane. Any proposed measures would require a local funding source.

Supporting information:

- The A4129 Thame Road is subject to a 30 mph speed limit through Longwick which is appropriate for the class and hierarchy of the road. The speed limit is identified by repeater signs throughout the village.
- Bar Lane meets Thame Road on its north east side and directly opposite the junction with Walnut Tree Lane on the south west side. Bar Lane and Walnut Tree Lane essentially form a crossroads on the Thame Road meeting either side of it; this is sign posted by way of advanced warning signs on both approaches along the Thame Road. There are also Give Way warning signs on both approaches to the junction from Bar Lane and Walnut Tree Lane.
- Bar Lane was reviewed within Area 5 of the countywide speed limit review. The speed limit was amended from the national speed limit to 30mph along the 73m residential section in March 2006. The remaining, more rural, length of Bar Lane remained subject to the national speed limit. Speed limits are set in accordance with the Department for Transport Guidance. If there have been significant changes to Bar Lane since the 2006 review then a speed limit assessment may be requested. However, any further proposals for changes to speed limits are required to be progressed and funded locally via the Parish Council with potential support from the Community Board.
- In responding to this petition, TfB have reviewed the injury collision history at this junction for the last 10 years (01/06/2010 – 31/05/2020). The data is provided by Thames Valley Police who attend the scene of injury collisions and complete a collision report which is then forwarded to the local authority. A review of this data for Bar Lane shows 1 x slight injury collision at the junction, involving a vehicle failing to give way and colliding with a car on Thame Road.
- TfB are aware that residents have reported other collisions at this location, however as these have not resulted in an injury to a person involved, they are classified as ‘damage only’ by the police authority and not recorded, therefore do not appear on official statistics. That is not to dismiss the reports by residents of damage only collisions occurring, and the prevalence of these has been taken into consideration when preparing this response.
- As the junction has a relatively low injury collision history funding for remedial measures could unfortunately not be sourced via the Transport for Buckinghamshire as casualty reduction scheme. This is because intervention levels are carried out where there has already been a minimum of five injury collisions in the last five years, and there are currently over a 160 sites already meeting this criteria around the County.
- The white lining on Bar Lane is visible and is in good order. However, in order to improve the visibility of the junction from the Bar Lane direction TfB is arranging to replace the existing Give Way sign and replace it with a new sign with a yellow backing.
- Should further improvements be required at this junction then Longwick Parish Council may wish to approach the Community Board for funding for additional measures, i.e a vehicle activated sign warning of the junction for example. Additional traffic calming features are available and can be found within the Traffic Calming Booklet at Appendix A.

Resource implications

Funding for the recommendations will need to be sourced locally and or via the Community Board process

Legal implications

None identified

Other implications/issues

None identified

Feedback from consultation, Local Area Forums and Local Member views (if relevant)

None received

Background Papers

Appendix A: Traffic Calming Guide
