

## OVING PARISH PLAN

Action Point template

**Subject investigated:** ROAD SAFETY

**Survey question numbers:** Q13a, Q46, Q47, Q48

**Description of the perceived need:**

Speeding vehicles; poor road maintenance; risk of traffic accident

**Summary of relevant survey data:**

Speeding vehicles throughout the parish including Merston, Colworth, Shopwhyke, Oving village.

Q13 a. 89 per cent of respondents were either concerned or very concerned about speeding vehicles.

Poor road maintenance especially Woodhorn Lane, Church Road.

Q46. 56 per cent of respondents were dissatisfied or very dissatisfied with the construction and maintenance of roads.

Risk of traffic accident at junction of Drayton Lane and Shopwhyke Road

Lack of footpaths/ pavements

**Description of response proposed:**

Speed reduction measures especially in Oving village may be reconsidered following a further review of the speed data of survey in 2012. Also in Marsh Lane.

Other options include:

Verge gates at each end of Oving village to create impression of entering different speed zone.

Removal of central white line in appropriate places to create impression of narrowing

The filling of identified pot holes based on safety considerations following the next routine inspection by County Highways

Notes:

The option of creating 20 mph zone in Oving High Street is infeasible as average speed based on 2014 data exceeds 23.9 mph and would therefore not be enforceable. But it might be feasible in Marsh Lane following speed data within the limit.

No action can apparently be supported at present at the Drayton Lane Shopwhyke Road junction in the absence of recent serious accident involving injury or death. But a reduction in vehicle speed to 30 mph on Shopwhyke Road might be justified by the Shopwhyke Lakes development.

A filter at the Drayton Lane/ Oving Road junction for traffic from Shopwhyke may be infeasible owing to the need for a significant amount of land.

**Feasibility of response:**

Speed reduction measures await further consideration

The installation of gates is within the competence of the Parish Council and would be subject to budget availability.

Pothole filling is part of County Highways responsibility for road maintenance.

The removal of the central white line could be done by County Highways on request.

**The agency which is ultimately responsible:**

Oving Parish Council and County Western Area Highways

**Those who will benefit among the community:**

All residents of Oving village

**Time frame and estimated costs if known:**

Two to three years depending on the action. Costs not known.

**Plans already in process or proposed which may be relevant:**

Installation of VAS device in Oving High Street is being planned. An application for a traffic order to create a 20 mph zone in Marsh Lane is under consideration.