



Is



plenty?

Background

- The Parish Council is looking how to reduce speed & increase safety
- The pressure on Wroslyn Road & PHL will only grow
- Issues are speed, volume, parking and blind bends
- Alongside children, elderly people, walkers, cyclists, riders

What's changed?

- Oxfordshire County Council changed approach to 20s
- Survey run at start of year – narrow margin for a 20 zone (52%)
- Zone been requested from PHL junction to Oakland Close
- But what will the impact be on air quality, volume, speed and safety?

Evidence around speeding

- Speedwatch Sep 2021-April 2022:
 - 10% travelling over 35mph
 - Some in excess of 50mph
- Automated speed surveys:
 - 15% at the school travelling over 30mph, 3% over 35mph
 - 55% at Memorial Gardens over 30mph; 22% over 35mph
 - 57% at The Green (S) over 30mph; 17% over 35mph

Evidence around impacts

- Risk of fatality (Drivetech):
 - @ 20mph – 1%
 - @ 30mph – 7%
 - @ 40mph – 41%
- Risk of collision:
 - With each 1mph speed reduction, urban traffic collisions fell 6%
- Average speed reductions
 - 1.3-2.7mph in a 20mph (over a 30mph)
 - Also a reduction in speeds in 30mphs
- Visual looming:
 - Children can't judge speed once a car's travelling over 25mph
 - Risk of pedestrian accidents involving children 3x higher where speeds >25mph

Evidence around impacts

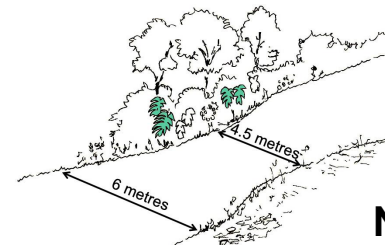
- Emissions results are mixed:
 - Particulate exposure can increase at lower speeds but chiefly on main carriageways (in-car; cars following more closely); otherwise mainly reduced in studies
 - CO₂ and NO_x increases in petrol cars, reduces in diesel
- Air quality most affected by braking and accelerating behaviours:
 - Calm driving produces greatest emissions reduction
 - Increase in fuel economy
 - Can reduce travel time?
- BUT big impact of reduced traffic and increased walking/cycling



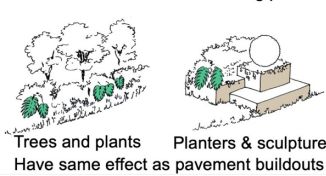
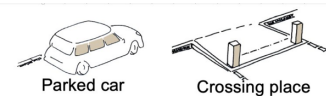
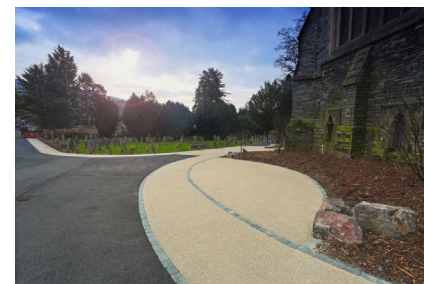
Planters and hedge help reduce speed



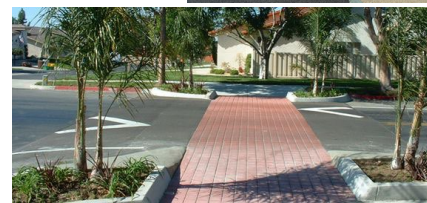
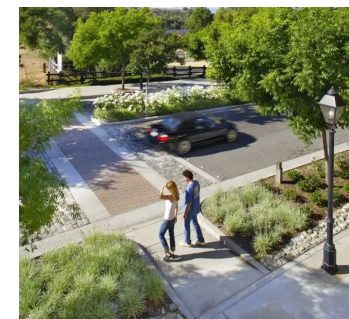
GATEWAYS



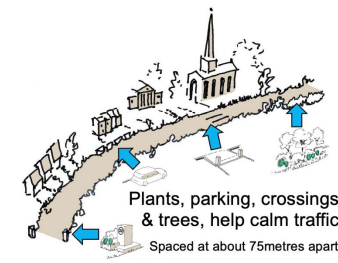
NARROWINGS



PLANTING & VERGES



SURFACINGS



Traffic calming

- Central 20mph zone

- Create 20mph zone through centre of village from Oaklands to nursing home drive
- Road narrowings/ gateways at each end and using contrasting road surface
- 3 main conflict zones where on-street parking along Wroslyn Road:
 - *near school – create crossing points to north and south of school using contrasting road surface colour*
 - *between Church View and Blenheim Lane – leave as is*
 - *between Church and Village Hall – widen existing parking lay-by*

- Pigeon House Lane

- Reduce entrance bellmouth width from 6.7m to 3.6m
- Wildflower verge to north side to reinforce perception of single track lane ahead
- Use signage similar to that for a 'Quiet Lane'

Traffic calming

- The Green
 - Create crossing points to north and south of The Green
 - Create informal footpath from Garden of Remembrance to The Green
- Village Gateways – at each end of village
 - Northern end of Wroslyn Road and at junction with Cuckoo Lane to south of village
 - New road surface in contrasting surface
 - Oak posts with simple signage to reinforce sense of entrance
- Create footpath to south of A4095
 - This would help to avoid crossing the road twice on the way to the surgery
- Northern section of village
 - Footpath is provided from Freeland Gate to village via Industrial estate
 - Additional verges with wildflower planting to narrow the carriageway and buffer pedestrians

Next steps

- Submission to OCC for 20mph zone
 - Submitted July 2022 and we are waiting our turn in the long list of villages that have applied
 - They will carry out the formal village consultation and then issue a Road Traffic Order if there is a majority for the speed reduction
 - Eynsham already has 20mph and new signs
- Traffic calming measures
 - There will run in parallel and will need funding and approval
 - OCC can assist with the design once our 20mph zone has been approved, but there are things we can do ourselves off the highway – e.g. village signs
- Wider Scale issues
 - Traffic reduction through village – importance of the Cuckoo Lane junction re-prioritisation – we need to keep lobbying for this