

Eynsham Village Traffic calming Village Enhancement Study
Notes of Client Meeting: 5-4-17
Bartholomew Room, Eynsham.

Attendees:

Rachel Faulkner
Richard Andrews
Trish Crowley
Peter Emery
Andrew Bickley
Ross Macken
Dennis Stukenbroeker
Martin Sullivan

1.0 Introduction

Martin Sullivan of the Urbanists was invited to discuss the aspirations of the Parish Council to adopt and deliver a series of 20 mph speed limit initiatives that could enhance the road safety as well as the appearance and quality of the public realm in key parts of the village.

The Parish Council had commissioned Oxfordshire County Council to undertake an average speed survey at key locations in Eynsham which indicates that speeds in the heart of the village averaged 20mph or less and it was generally on the approach roads into and out of the village that traffic speeds exceeded 20mph [although with the exception of Hanborough Road, it was acknowledged that even these were under 30 mph].

MS was keen to understand the Council's ambitions and the sort of budget / funding that might be available to the Council in terms of delivering these initiatives. RA explained that the Council was likely to derive a significant amount of CIL funding from new developments that were being proposed both to the west and north of the village. It was anticipated that over time these funds could exceed £1million, although there would be other demands on that funding to support new community facilities [eg new burial ground, play area and potential new sports pavilion].

2.0 Implementing a 20 mph speed zone

It was generally accepted that speeds at the centre of the village – particularly along Acre End Street - were restricted to less than 20mph because of the tortuous nature of the roads and the amount of on-street car parking which helps to slow down vehicle movements. Everyone accepted that in order to make it workable that any 20mph zone should be fairly compact in terms of its scale & reach in the village.

However, it was also apparent that trying to make east west cross movements more inconvenient might also deter through traffic from coming into the centre of the village.

This led to a discussion about additional road speed deterrent measures being considered at the entrances to the village along Hanborough Road, Witney Road and Oxford Road. Witney Road and Hanborough Road, in particular, are very wide highways. The former serves the local comprehensive school. While 'on road' speed markings were in place there was little other than a pelican crossing close to the school to reduce speeds of vehicles entering the village past the school entrance. There was also discussion about how a dedicated on-road cycle lane on Witney Road might assist in narrowing the useable highway and help reduce vehicle speeds.

Concern was also expressed about the speed of vehicles and its impact on the number of pedestrians travelling north into the village along Station Road, which was an important entrance to the Village Conservation area.

3.0 Managing driver behaviour, expectations through pilot schemes

The Parish Council is being encouraged to submit a 'shopping list' of local ideas and initiatives to the County Council by October 17 and the Parish Council is keen to understand what might be deliverable in terms of these initiatives before the summer.

The committee wanted to understand what might be achievable without raising too many expectations by looking at a range of initiatives that achieved an impact but would also demonstrate value for money.

MS explained that if there was a willingness to explore some 'temporary' pilot initiatives to prove to residents and road users the value of additional speed reduction measures, this might be a demonstrable way of achieving value for money. Painting roadways with road narrowing and using removable obstructions can be used very effectively to re-educate drivers to use roads differently and consequently change driver behaviour in the village.

For example, the notion of introducing a bus-only connection at the eastern end of Acre End Street where it meets the High Street outside the Spa shop, might be worth experimenting with to see if it helps discourage east/west village movements. Similarly, creating a no-through precinct outside the shops on Spareacre Lane could help achieve a similar objective.

There was also discussion about creating better drop off facilities for both the Comprehensive School on Witney Road and for the local primary school accessed via Millmoor Crescent and Beech Roach.

4.0 Timescales and Programme

It was agreed that the Urbanists would undertake an audit of the village and respond to some of the issues raised by the Councillors with a range of potential initiatives for the committee to consider by the end of April / beginning of May. The Urbanists would offer some very broad range of costs for these initiatives by email to allow the committee to try to prioritise which would offer the best value for money.

From this, the Urbanists would prepare an Action Plan for the Village and in combination with the councillors set out a menu of initiatives and delivery timescales that could be presented to the County Council before the end of June 2017.

Date 7-4-17