

OWR – justification for traffic calming

Background

Old Witney Road was once a main vehicle exit from the village and the road has been designed accordingly - Long and straight. The wide uncluttered verges give drivers good visibility. See pic below showing the race-track length and straight line of the long road as it currently looks (2020):



Both road characteristics mentioned above encourage drivers to travel at higher speeds. The lack of a white central line does however act as a deterrent higher speed. See Urbanist Report (2016) pg.3,4 & 5 for ideas



2.7 Road Widths

Speed limits are not the only way to slow traffic. In many rural villages the limitations of policing and enforcement mean that formal legislation has limited effect. Research suggests that drivers choose speeds that appear to suit the characteristics of the road ahead. Reducing speeds therefore requires careful attention to the clues and information presented to drivers by the rural road and its surroundings.

The apparent width of the road is an important clue. The narrower a road and its surroundings appear to the driver, then the slower the traffic speeds are likely to be. The absence of road markings also helps to reduce speeds. Centre lines and side markings encourage faster speeds by drawing the driver's eye to the horizon, limiting awareness of the peripheral vision and surroundings, and adding to driver confidence.

Highlighting the places where road widths vary, or whether there are significant pinch points can be useful in this context. Narrow segments can be helpful if drivers have to negotiate a way through with other street users. It helps to review where cars are typically parked, to see whether some repositioning of spaces might create a useful narrowing point on a straight stretch of street.

For many years (86 years – since 1937), Old Witney Road has been a no through residential road carrying a low volume of traffic. A children's playground, nursery and secondary school are located near the Witney Rd end of OWR. Excessive vehicle speeds have been recorded by a minority of users (see data).

Residents are concerned that the Abbey Green development (77 homes) will significantly increase the volume of traffic (some at excessive speeds) on Old Witney Road especially as i) alternative routes for these new residents won't be available for some time, ii) there are no shops/facilities on site and iii) pedestrian access to the village facilities is poor. Most residents will be forced to, or will want to use vehicles.

Current residents would like to take this opportunity to add to the design of the road, leaving drivers in no doubt that this is a residential road and not a rat run to the A40 lights at the top of Witney Road or a race track to their final destination of home on Abbey Green/Fruitlands where roads naturally encourage slower, quieter vehicle speeds. Residents also believe it will make the approach to Abbey Green more attractive.

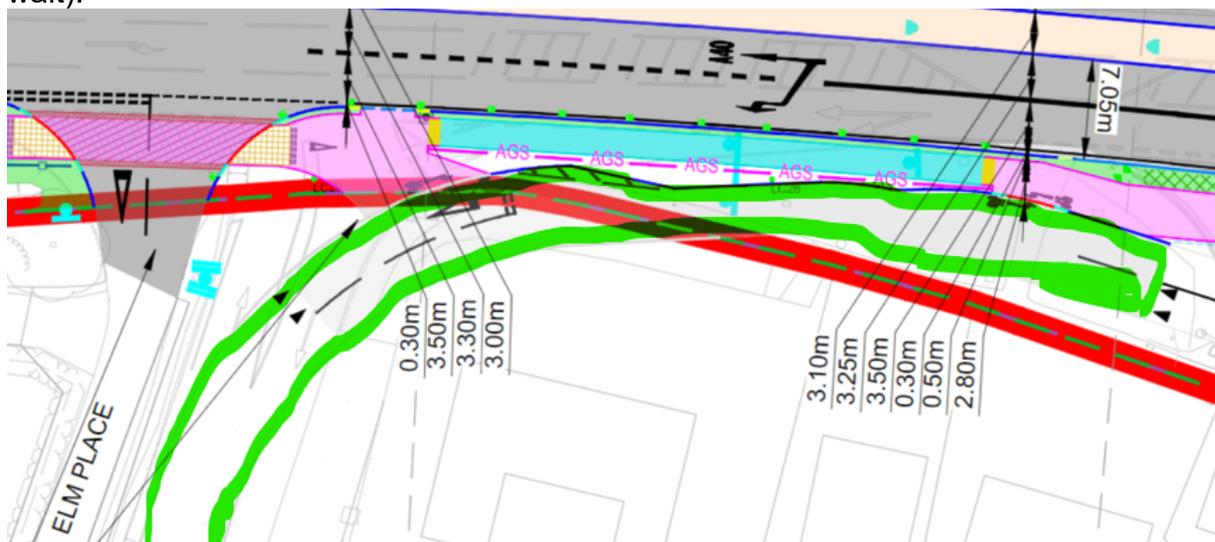
A more appealing pedestrian experience should also encourage more customers on foot and bicycle from Eynsham to the recently refurbished Evenlode pub.

Date of OWR speed survey - Jan 2022

7-day Summary									
	Speeds (Mph)								
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	Mean	85th %ile
00:00	0	0	1	1	0	0	0	18.00	-
01:00	0	0	1	0	0	0	0	16.70	-
02:00	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	-	-
04:00	0	0	1	0	0	0	0	16.10	-
05:00	0	1	0	0	0	0	0	11.80	-
06:00	4	4	10	3	1	0	0	15.75	-
07:00	2	11	12	20	7	0	0	18.95	-
08:00	9	24	35	20	3	0	0	17.13	-
09:00	4	19	29	9	3	1	0	17.12	-
10:00	1	14	22	17	5	0	0	18.28	-
11:00	5	18	35	19	6	0	0	18.36	-
12:00	0	10	25	17	3	2	0	19.07	-
13:00	4	18	23	15	7	1	0	17.86	-
14:00	3	19	23	19	5	0	1	18.81	-
15:00	5	10	25	23	4	0	0	18.09	-
16:00	1	8	24	19	8	1	0	19.96	-
17:00	6	11	24	19	2	1	0	17.90	-
18:00	1	9	18	10	4	1	0	18.35	-
19:00	1	5	21	14	2	0	2	20.71	-
20:00	0	5	10	12	5	5	0	21.66	-
21:00	0	1	7	14	4	0	1	22.81	-
22:00	0	4	3	7	3	0	0	22.44	-
23:00	0	2	3	1	0	0	0	16.18	-
07:00 - 19:00	41	171	295	207	57	7	1	18.31	23.38
06:00 - 22:00	46	186	343	250	69	12	4	18.98	23.56
06:00 - 00:00	46	192	349	258	72	12	4	19.02	23.60
00:00 - 00:00	46	193	352	259	72	12	4	19.01	23.59

- Ownership of the verges (looks as though house ownership on OWR stops at the end of the driveway. Highways own grass verges. However, home owners have always maintained grassed areas outside their homes).
- Grass verges are greater in depth on the odd house numbers (left hand houses if stood at OWR Witney Road end, travelling towards The Evenlode). Slim strip of grassed verge on the opposite side of the street. Potential for small build outs into the road to narrow travel and reduce speed naturally. Ideally, trees planted on build outs to make space on OWR seem reduced. Pleasing to the eye, cheap to implement and relatively easy to maintain.
- **How OWR is changing to accommodate temporary access for the home owners at Abbey Green:**

OWR extension into Abbey Green highlighted in green - (It has a narrow point which is only enough width for one car to pass, anything coming the other way will have to wait):



Note: Thornbury Road which is curvy, has the same problem of Thornbury Green residents driving **fast** to reach home destination. We think, the double yellow lines put in for construction traffic with the white central line, encourages faster speeds.

Thornbury sets a precedent here for how traffic will naturally flow once higher volumes on a similar shaped road, will be introduced once Abbey Green is opened up.

- **Why OWR traffic calming is being considered now rather than 12 months after the implementation of 20mph –**

TH have offered to contribute to funding traffic calming prior to the opening of Abbey Green to residents. There is currently no funding available for any traffic calming within Eynsham village. We have an opportunity to create an unsuitable environment for speeding before the traffic is doubled via TH development – prevention is better than cure!

Plan of action

- What might work on OWR? Gather suitable solutions due to low budget, pleasing most residents - (keep it simple, consider sustainability/future maintenance costs if any). Trees planted on small build outs – this reduces visibility and gives the driver the feeling of a more reduced driving space. Feels more enclosed and drivers therefore reduce their speed
- Build outs/road pinching or narrowing (possible use of cost reduced railway sleepers and turf/soil options detailed in 'ToolKit')
- Get OCC to visit and give opinion – request visit during next EPC meeting 31st Jan 2023
- Cost project with and without TRO costs included – TBC once we receive info/guidance from OCC visit
- Obtain Thomas Homes approval / meet with OWR residents/leaflet drop proposals for feedback and get OWR support / backing. Meet with Evenlode pub and pursue their support / backing
- Implement