

Eynsham 20mph Project.

Background.

Objectives.

Project timeline.

Background.

Making the whole of Eynsham a 20mph zone was raised during the public consultations with local residents in the preparation of the Neighbourhood Plan.

The Parish Council decided to keep the two matters separate and started to float the idea of making the whole village into a 20mph zone through articles in Eynsham News (delivered free to all homes in Eynsham) in 2016 and 2017 (*need to establish exact dates*). The response was largely supportive but with one or two were against the destruction of individual liberty in the name of progress!

A traffic survey was conducted by OCC which showed that speeds on most roads were within the typical limit of 23-24mph for a self-enforcing 20mph zone while others would require modest levels of traffic calming to bring them into the required range.

Eynsham Parish Council commissioned Design Consultancy "The Urbanists" to consider ideas and budgetary costs for traffic calming measures and the design of the 'gateways' at the 5 entrances to village at which the 20mph zone needed to be demarcated; their final report was received in October 2017.

Objectives.

Based on the comments from the original Neighbourhood Plan consultations and feedback from Eynsham News articles, these are the objectives in creating a 20mph zone in Eynsham.

- Make vulnerable residents feel safer by consistently reducing the speed of traffic.
- Encourage people to use streets and public spaces to foster a sense of community.
- Make the roads safer for low-speed or non-motorised traffic such as cycles and mobility scooters.
- Reduce the risk or severity of injury if a pedestrian is in collision with a motor vehicle.
- To mark the entrances to the village and improve the appearance of streets and spaces, particularly at the entrance points.
- Make compliance as easy as possible for drivers by making it feel natural to use a lower speed.

Any action undertaken as part of the 20mph zone project should be able to put a tick against one or more of these objectives and should not conflict with any of them.

There has been ongoing concern about parking in the village based on the perception that a significant number of cars are parked through the day while their drivers use the S1 bus into Oxford. This has led to calls for time-controlled or resident-only parking in the village centre or even a pedestrian zone with traffic limited to buses only. There are other proposed projects whose intention is to improve the urban environment of the village – sometimes called the street scene.

These various other projects will affect the village roads as well but they are not likely to conflict with the 20mph project and therefore it is intended to pursue them independently. The Urbanists

final report separates these projects into two categories – CAT 1 for 20mph project and CAT2 for the rest.

Project Timeline – next steps.

The Parish Council has agreed to continue with the project, initially confirming with partners at the Traffic Advisory meeting that they still support the plan and agreeing how they can best be involved as the project moves into the next stage.

The Urbanists suggested the use of the 'Dorset Rural Roads Protocol' (DRRP) as a suitable methodology for working with partners and the local community in designing and implementing the plan. Although primarily intended for very small rural communities, the methodology seems sound with the multi-stage protocol covering all aspects of consultation and design. As Eynsham Village is quite urban in form, we will need to make reference the standard 'Manual for Streets' in looking for technical guidance for the village centre. Combining ideas from these two guides will be ideal in our blend of rural and urban situations.

The stages of the DRRP are:

- A. Project Initiation – Eynsham Parish Council has taken the lead in doing this and has sought advice and initial agreement from relevant stakeholders at previous Traffic Advisory meetings – including representatives of County Council, District Council, Police, Stagecoach. A suitable group of stake-holders needs to be established to supervise the project as it is taken forward.
- B. Identification of the Issues – this has started informally with the collection of residents concerns as part of the Neighbourhood Plan. These preliminary findings together with the ideas put together by the Urbanists will make it relatively easy to organise effective resident's workshops to create a complete and current set of issues.
- C. Consider the Context – for each location, building up a more complete design as part of any workshop(s), based on the nature of the traffic and the landscape/streetscape at each point.
- D. Review the Options – choose what is the right approach. In some cases it may be 'do nothing', often it will be to try low-cost solutions as prototypes for long-term solutions if everything goes as expected.
- E. Consider the Impacts – visual and environmental impacts, sustainability, does the proposed solution tick all the objectives and conflict with none of them? Are there any risks?
- F. Consult – actually we need to be consulting all the way through but we will need to get more detailed plans drawn up for people to be able to review them at public displays.
- G. Technical Design – preparing plans for implementation.

Possible dates

Q1 2018: (Stage A and plan for B to F)

- form a supervisory panel of stake-holders who can provide the technical oversight
- establish a group within the village, led probably by Parish Councillors, who will organise the project and its consultation.

We have some experience from the Neighbourhood Plan that will be very helpful in this regard. It probably won't be possible to get workshops going before Q2 or 3.

Q2/3 2018: (Stages B to F)

- organise one or two workshop sessions advertised through Eynsham News.
- present ideas to residents who are unlikely to attend a workshop – schools, play areas, village societies all offer opportunities.

Neighbourhood Plan experience shows that many residents are hard to reach and it won't be easy to establish a true picture of local opinion.

Q3/4 2018: (Stage G)

- work up the final designs
- organise a formal (6 weeks, well publicised) consultation period.

Implementation would follow in early 2019. It would be nice to think we could do it faster but we have to be realistic. We do have some advantages with NP experience, some ideas from the Urbanists so people are not working with a totally blank sheet but it will take effort and we will need a small group to champion the project through to its conclusion.