

Traffic Calming Working Group – February 21st 2023

Minutes of the meeting of the Traffic Calming working Group on Tuesday 21 February 2023 at
7:30pm at Church House, High Street, Adderbury

Present:

Melissa Zuydam (Chair, resident)

Rachel Moffat (Parish Councillor)

Diane Bratt (Chairman of the Parish Council)

Ian Bailey (Resident)

Ann Lyons (Parish councillor)

Georgina Harper (resident)

Simon Davies (Parish Councillor)

Kristina Arts (Resident)

Apologies: Theresa Goss (Clerk and Responsible Financial Officer)

1.	Welcome – MZ welcomed the new members of the group and reminded all members of the concerns villagers have expressed around the issues of pedestrian safety and vehicles speeding through the village.
2.	Minutes – The original 4 members of the working group confirmed that the minutes provided were an accurate representation of the meeting on 8 November 2023
3.	Review of Objectives of the Working Group – The group agreed that the original objectives should be updated to include the safety of cyclists. Hence : Improve road safety for pedestrians, cyclists and drivers, and address the nuisances of speeding and traffic noise for the residents of Adderbury.
4.	Representation – each member confirmed the areas they would be representing in the village for the working group: Area 1 , - Twyford including Twyford Road and junction, Rochester Way and Walton Avenue, Rachel Area 2 - High Street, Water Lane, Cross Hill Road and Horn Hill Road, Melissa, Ann, Simon Area 3 - Milton Road/Berry Hill Road, Kristina Area 4 , Oxford Road, Georgina Area 5 (new) –Christopher Rawlins School area including the traffic lights, approaches and pavements used for those walking to school. Ian Area 6 (new) – Footpaths and cycle paths from Twyford to Bodicote, and Adderbury to Milton - Diane
5.	Overview of Traffic Problem areas – each member of the group covered what they believed the issues were in their area and the group then brainstormed solutions: Area 1 , Twyford (RM) – according to informal discussions held between residents it is felt that the Walton Avenue and Rochester Way, although a rat run, it is not so bad that residents want any major traffic calming. The 20mph restriction would be welcomed but may need further reinforcement. <u>Solution 1</u> : 20mph speed restriction on all internal roads. In addition to 20 mph signs add ‘watch out for children’ signs. Action – await confirmation by OCC of 20mph zone. Consider extra signage to reinforce the 20mph restriction. DB noted that the traffic lights at the junction of Banbury Rd and Aynho Road have been upgraded to respond to real time traffic volumes. It was hoped that this would reduce the queues and thereby reduce the temptation for rat runners to cut through Twyford residential roads, but no improvement has been perceived. Action DB – revisit this with OCC. Will possibly need a traffic survey at the lights. The junction between Twyford Road and the Banbury road is problematic particularly for traffic turning right onto the busy Banbury road. This junction is heavily used by HGV’s from the Mill near Kings Sutton, numbers seem to be increasing and are exacerbated by increased traffic from new housing estates in Kings Sutton. It was felt that this junction

requires attention and should be raised in discussion with OCC. Speeding is also an issue on Twyford Road over the 30mph section.

Solution 2 : More traffic calming put in place to the East of the 30mph zone eg countdown markers as seen on the approach to Aynho from Adderbury.

Solution 3 Discuss with OCC options for traffic lights for this junction, possibly only operating during rush hour.

Action MZ discuss solutions 2 and 3 with OCC.

Area 2 High St through to Oak Tree (MZ, AL, SD)

Issues here are speeding, and the volume of through traffic using this as a rat run to and from Milton Road.

Solution 4 20mph zone from Oxford Road through to the Oak Tree. We await the outcome of our application to OCC. It is hoped that this would discourage some rat running. The speed restriction needs to be backed up with volunteer led speed camera operations. So far only 3 volunteers are available for this.

Action MZ TG – request for more volunteers to be placed in next available Contact Magazine, and on the PC website.

KA suggested making the road a one-way street. This was rejected by DB who is aware that this would not meet with OCC approval.

MZ has contacted OCC about the possibility of making the road 'Access Only' for residents. It was felt that this was not enforceable and therefore should not be progressed.

Solution 5 The possibility of closing the Western arm of the Oak Tree Junction was considered. This gained a neutral response in our village survey carried out in April 2022, with equal numbers of residents for and against. Members of the working group concurred that this would be likely to reduce the traffic rat running through the village whilst also reducing the speed of traffic entering the village, making it an attractive option, and worth testing.

Action MZ – investigate costs and feasibility of a 4 month test using temporary barriers. Traffic survey data would need to be collected to ascertain volume and speed changes using the traffic surveys of April 2022 as the base line. Emergency services and TVP should be informed.

DB raised the issue of limited parking around the hairdressers, pub, coffee shop and the village shop.

Solution 6 Adderbury PC would like to make short term parking available to keep areas free for customers of these businesses. DB has discussed this with OCC on behalf of the PCC and they are awaiting feedback.

Action DB to update committee when OCC have given advice.

Area 3 – Milton Rd, Berry Hill (KA)

Despite the investment in chicanes, speeding continues to be an issue. This was backed up in our village survey in which 56% of respondents felt the chicanes had not reduced speeding levels.

KA expressed concern that drivers become aggressive and impatient when negotiating the chicanes, often speeding up to beat the opposing traffic. It was felt that the speed levels approaching the chicanes could be reduced earlier to combat this.

Solution 7 Berry Hill end - consider the possibility of starting the 30mph zone at the junction of Oxford Road if this is allowable? At the Milton Road end reducing the speed between Milton and Adderbury to max 50mph, and then using countdown markers to

reduce right down to 30mph at the current 40mph sign (as per the approach to Aynho from Adderbury)

Action MZ to discuss with OCC representative. MZ to seek support of Milton PC.

DB pointed out that the current VAS signs are located too close to the chicanes and therefore are unlikely to be activated by speeding vehicles. GH suggested that smiley face signs were more effective at encouraging drivers not to speed, however these are more expensive and we already have our existing VAS signs which could be better used.

Solution 8 Move the existing VAS signs further away from the chicanes, where they will be activated by speeding vehicles. Consider repeater 30mph signs through this section of road.

Action – MZ investigate costs of moving VAS signs and adding repeater signs.

Area 4 Oxford Road (GH)

GH noted that speed along Oxford road through the village and on towards the industrial estate is too fast. GH uses the path along Oxford Rd to access the nursery (whilst pushing a buggy) and is also a frequent cyclist on this stretch of road (with a child on the back) . She expressed alarm both at the speed of the vehicles and the poor state of the path, which is narrow and close to the fast moving traffic. If we are to encourage residents to walk or cycle their children to nursery school then this needs to be addressed. In addition, it was felt that the sharp bend at the bottom of the hill was a potential accident spot and has been the scene of at least one (fatal?) accident in recent times.

Solution 9 Reduce traffic speed to 30mph for the entire stretch from the village centre to the junction at Berry Hill Road.

Action MZ to discuss with OCC

GH noted that the vegetation bordering the path along Oxford Road gets very overgrown, particularly in summer time which makes it harder to pass and even more narrow. DB suggested that the width of tarmac may have become obscured over the years and the path may in fact be wider than it now appears.

Action - Investigate the full width of the path. DB suggested a contact Adam Nell who could be approached to request regular cutting back of the vegetation along the path and to expose the width of tarmac available.

Discussions turned to the difficulty in crossing Oxford Road from Berry Hill to the path on the other side – which is used by dog walkers, is an alternative route to the nursery and could be used by residents of the new Berry Hill estate. DB informed that there is a plan for either a controlled pedestrian crossing, or an island to facilitate crossing in two stages, as part of the development of new housing on Berry Hill Road.

Action DB Further information required on the development plan

Area 5 (IB) Around Christopher Rawlins Primary School (CRPS)

As a chair of the Governors of CRPS IB has informally consulted with parents at the school and their greatest concern is not the speed of traffic but the lack of sufficient space on pavements approaching the school. Congestion on the pavement during drop off time is particularly severe. There have been several near misses with both parents and students almost falling into traffic around the school entrances, especially the Banbury Road entrance. Due to the risk of accident this area is a high priority.

Solution 10 Extend the current metal railings along Banbury Rd from the traffic lights to The Rise (going north) and possibly additional railings on the South side of the traffic lights, and also going west along Aynho Road.

	<p>Action IB to complete a more formal survey of parents and school staff to gain support for this proposal. This will form part of a formal request to OCC for help in adequately fencing this area to prevent accidents.</p> <p><u>Solution 11</u> Time controlled flashing lights to highlight arrival and departure times of school children.</p> <p>Area 6 Bodicote pathway / Cycle paths</p> <p>DB mentioned that there is already a plan to improve the path from Bodicote to Adderbury, widening it to allow for both cyclists and pedestrians. With the Longford Park extension and the potential secondary school this will be needed, together with safe crossing points.</p> <p>DB mentioned that as part of the Oxfordshire Cycle/Pedestrian review, we have requested a full pavement/cycle path from Adderbury, past Milton to Bloxham, for both school cyclists and also those using the new Community and Sport Centre.</p> <p>Action DB to keep the working group informed of progress in these areas</p>
6. and 7.	<p>Resources – Current financial resources available from the PC amount to just under £10,000. DB confirmed that this could be boosted with funds from OCC depending on the project.</p> <p>In terms of personnel the working group is now complete but we are in need of volunteers for traffic checks to join the Community speed camera team</p> <p>Action – TG to add a message in Contact to ask for volunteers</p>
8.	<p>Next Steps – We have a number of solutions which need to be costed up and feasibility investigated. Several projects require input from OCC. We will then reconvene to discuss how many of our solutions can be implemented, what funds might be available, and which of the solutions takes priority.</p>
9.	<p>AOB – None raised</p>
10.	<p>Next Meeting – The group agreed that the next meeting would be called once sufficient progress has been made regarding our discussions with OCC.</p>