

Traffic committee walkabout – the Slade – 4 October 2022

Present: Lisa Wilkinson (Town Clerk), Frances Mortimer (councillor), Gareth Epps (councillor), James Styring (councillor), James Wright (Oxfordshire County Council Road safety and traffic officer), Joaquim Muntané (Oxfordshire County Council LCWIP officer)



This is a record of a traffic committee walkabout with Oxfordshire County Council officers to look at speed reduction possibilities for the Slade.

It also serves as the basis of a paper to the October meeting of the Town Council. If there is general approval for the 20mph scheme, Lisa feels it would be sensible to seek similar approval for the measures described below because they can all be TRO'ed and implemented at the same time in the next year.

Following observations and discussion with members of the traffic committee and the clerk, the officers' recommendation is that the town council should include in the 20mph proposals for the town two additional measures:

1) **Build outs.** Install buildouts on the downhill sections of the Slade in both directions:

- one build out would be halfway down the hill between Dancers Hill and the bottom of the dip, opposite Sandy Mount, approximately here <https://what3words.com/garlic.await.assemble>;
- the other build out would be halfway down the hill between the school and the bottom of the dip approximately here <https://what3words.com/hikes.special.runners> – this avoids the entrance to Hill Close. On this side of the road, officers would suggest having a physical build out into the existing parking bay (the exact location of the build out would need to ensure that as little parking space as possible were taken – the width of the build out would be about 1/3 of one car). The build out would then be constructed from the edge of the dotted white line of the parking bay into the road.

The function of the buildouts would clearly be to reduce speeds. Vehicles coming down either side of the hill would need either to slow and drive around the build out, or stop and wait for traffic coming up the hill. This is an easy intervention to make and one which would have a huge impact on traffic speeds along the Slade. It might add a few seconds to journey times but the benefits for people living, walking and cycling along the Slade are great. Vehicles which stop at the buildout would be continuing down the steep hill, so we do not think that the sound of acceleration nor pollution created by accelerating would be particularly significant, vehicles would roll downhill and continue on their way. (The rapid electrification of the UK vehicle fleet further mitigates this potential disbenefit.)

A side benefit of the build outs would be to provide informal crossings of the road which would anyway be safer to cross if vehicle speeds were lower.

2) **Zebra crossing.** Remove the pedestrian refuge on the Slade immediately to the north of Crawborough and install a zebra crossing. The zebra crossing would need to be located 5 metres from the junction of Crawborough and so would need to be a few metres further from Crawborough than the pedestrian refuge currently is. The zebra crossing would power its Belisha beacons from the lamppost next to the pedestrian refuge. Light pollution from the flashing Belisha beacons to adjacent homes would be prevented by

using directional LEDs. The officers suggested that to span the width of the road they would probably have a 2 foot build out into the road on either side of the crossing before the zebra crossing started.

The reason for including these measures now is that they are speed reduction initiatives and it would be possible to install these measures in the next year or so at the same time that the rest of the 20 mile an hour zone is put in place. It is envisaged in the medium to long term that more measures along the Slade, for example cycle lanes and wider pavements, will be implemented as part of the LCWIP process but this could take 5–10 years. The huge benefits to the town in speed reduction and the provision of a safe crossing for school children is we feel worth going ahead with now.

The cost of the build outs would be approximately £9000 pounds (for two: i.e., twice what we have just paid for the Banbury Hill buildout). This includes County Council match funding for Parish-funded projects. We await costs from James Wright for the installation of a zebra crossing but he expects this to be in the region of £12–15,000 pounds. James Wright will supply drawings in due course and hopefully before the October council meeting.

Lisa has told the 20mph officer at the County Council, Geoff Barrell, that she will give him the town's decision on the 20mph proposal by mid-October. Lisa would therefore need to ask Geoff for a little more time for us to consult the town on these 20mph-supporting measures. James Wright did not think that a small delay like this would affect Geoff's team's plans for 20mph in the town.

4 10 22 – James Styring