Neighbourhood Plan

Traffic and Transport Working Group

Working Group Report – March 2026

Disclaimer:- This report has been prepared in good faith to be an accurate and unbiased summary of what is known within the topic area. However, the authors cannot guarantee the accuracy or the completeness of the information provided, and the report may be subject to revision and correction.

Contents

Aims, scope and membership

WG Name	Traffic and Transport Working Group
Aims	To develop a plan that meets the travel and transport needs of the parish and surrounding areas which is compatible with community life and maintaining the rural character and safety of the parish which is enjoyed by residents and visitors alike.
Scope	While maintaining or enhancing the character and safety of the parish: • Understand the travel needs and issues of residents and visitors • Consider and propose measures to maintain and enhance the experience and safety of all road users including pedestrians, cyclists and horse riders • Understand the nature and magnitude of changes to travel needs caused by neighbouring developments and plan how best to meet the challenges that these will bring • Consider and propose how to minimise negative environmental effects of traffic, including emissions, air-quality and noise • Identify and quantify the benefits public transport and other sustainability initiatives could bring to community life and develop plans to achieve these
Members	Liz Brown, Roy Browne, Bruno Delacave, Karen Laister, Kim Turner

Executive Summary

There is only one classified road in Sunningwell (C10432 Class III Road, Foxcombe Road). This road has a central white line and is 30mph throughout the parish.

All other highways are unclassified lanes, generally without any road markings. Speed limits are 20mph within Sunningwell village and in Bayworth, 30mph in Long Furlong and national speed limit (60mph) elsewhere.

These lanes are single-track in many places, with blind bends, and are unsuitable for anything beyond light traffic both in terms of size, and method of construction/repair.

They are also shared use, being the only pedestrian route between the settlements of Long Furlong, Sunningwell and Bayworth.

The improvements to Lodge Hill interchange are predicted by Oxfordshire County Council to increase traffic by over 300% on roads that also serve as pedestrian routes.

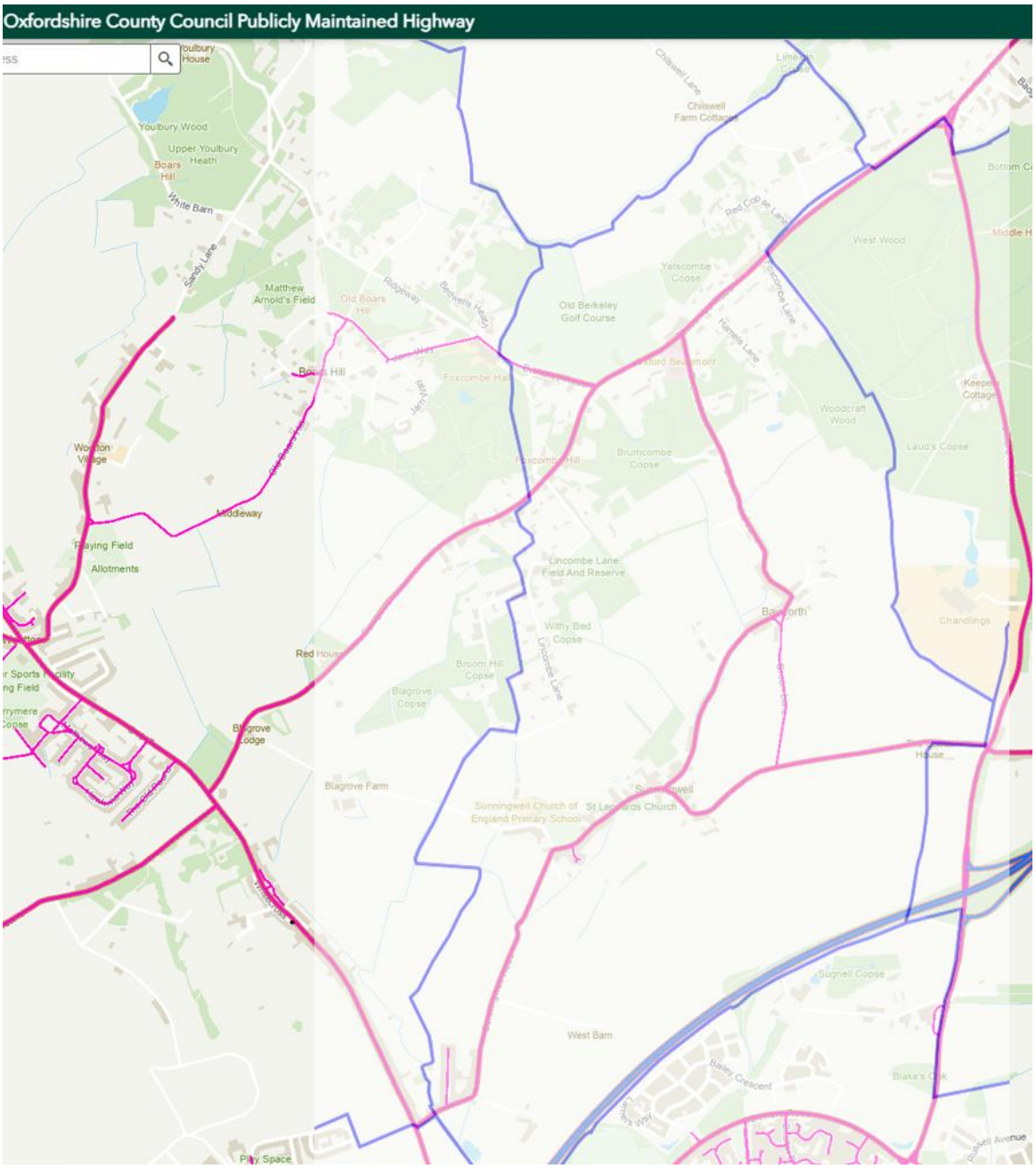
Developments adjacent to Sunningwell parish are greatly increasing the population within ten minutes' drive of the amenities and rural countryside of Sunningwell village which will result in increased usage and traffic. Cycling is currently not a safe option, sharing narrow roads with 60mph vehicles.

These developments, together with the extended Lodge Hill interchange, will also result in increased through traffic unless measures are put in place to prevent this.

Possible alleviation measures are suggested.

1. Sunningwell parish road network

There are very few publicly maintained highways within the parish of Sunningwell.



The A34 (Trunk Road) marks the southern boundary of the parish.

The A4183 (A Road) runs from Oxford to Abingdon to the east of the parish but is not in the parish.

The B4017 (B Road) runs from Abingdon to Wootton to the west of the parish but is not in the parish.

The only classified road in the parish is the C10432 (Class III Road) which connects the B4017 Wootton Road to the A4183 Oxford Road and is known as Foxcombe Road.

2. Survey of roads

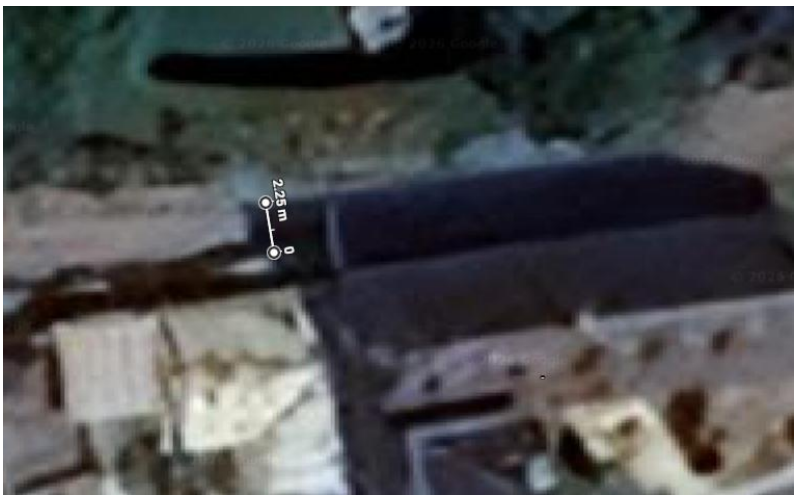
A pictorial survey of all of the roads in the parish has been carried out, with the images below summarising the main observations.

Foxcombe Road (C10432) is typically 5.0m to 5.5m wide, with marked edges and central white line.

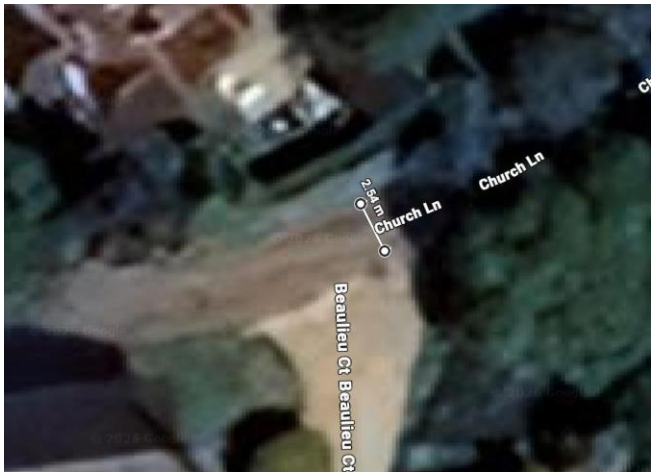
Brumcombe Lane (unclassified) is typically 3.0m to 3.5m wide, with right-angle blind bend.

Green Lane (unclassified) is typically about 4.5m wide, but less than 3.0m in places.

Church Lane (unclassified) is typically about 4.0m wide, but less than 3.0m in places and with a blind bend.



Church Lane (unclassified) is typically about 4.0m wide but narrows to less than 3.0m in places.



Sunningwell Road (unclassified) is typically 4.0m to 5.0m wide, with an S-bend.

3. Standards

3.1 Design standards

While no absolute legal definitions, common design values are:

- Paths for pedestrians only: desirable minimum about 2.0m, with an absolute minimum around 1.3m in constrained situations.
- Shared-use paths (pedestrians and cycles): desirable minimum around 3.0m, absolute minimum about 2.0m.
- Single-track rural lanes: normal carriageway width often around 3.5m, with passing places at intervals.
- Two lane single carriageways (covers many A and B roads): generally in the range 5.5m to 7.3m total paved width, depending on traffic and whether larger vehicles regularly meet.
- Dual carriageway all-purpose roads: typically about 7.3m per carriageway (i.e. two lanes) in each direction, plus central reserve.
- Motorways: typically about 7.3m for two lanes in each direction. For three lanes, around 11.0m in each direction, plus central reserve and hard shoulders where provided.

These criteria are widely employed. The examples below are from Appendix A of the HS2 Rural Road Design Criteria, where 5.5m is considered the minimum width for two cars to pass in safety at low speed, and less than 3.5m is considered to be a single-track road.

Two-lane roads

A.6.3	Rural road widths for diversions should generally match the existing, subject to a minimum of 5.5 metres (the minimum for two cars to pass in safety at low speed). This minimum width shall be increased to 6.0 metres for lengths with occasional use by buses or heavy goods vehicles and 6.8 metres for roads where buses or heavy goods vehicles are likely to pass each other on a regular basis.

Single-track roads

A.6.7	For safety reasons, the normal width of single-track roads shall be 3.5 metres (above which the risk of uncertainty increases about whether two vehicles can pass each other over a length without passing places). However, the need for local widening at bends must be determined of a case-by-case basis using vehicle tracking design tools.

Based on the above design criterion, there is only one road in the parish that come close to meeting the criterion for the safe passage of two cars. All other highways are well below the 5.5m design width and indeed reduce to less than the 3.5m width of a typical single-track rural lane in many places.

3.2 Construction standards

Many of the highways in the parish have evolved from farm lanes and their method of construction is such that the current traffic loading leads to annual structural failure, as shown below.

The narrow carriageways cause passing traffic to cut into the verge. Subsequent patching simply leads to future potholes.

4. Current traffic volume and speed

From '202010-MIL-HGN-SUN-RP-CH-002 Sunningwell 20mph Speed Limit Review' issued February 2024.

4.1 Sunningwell village

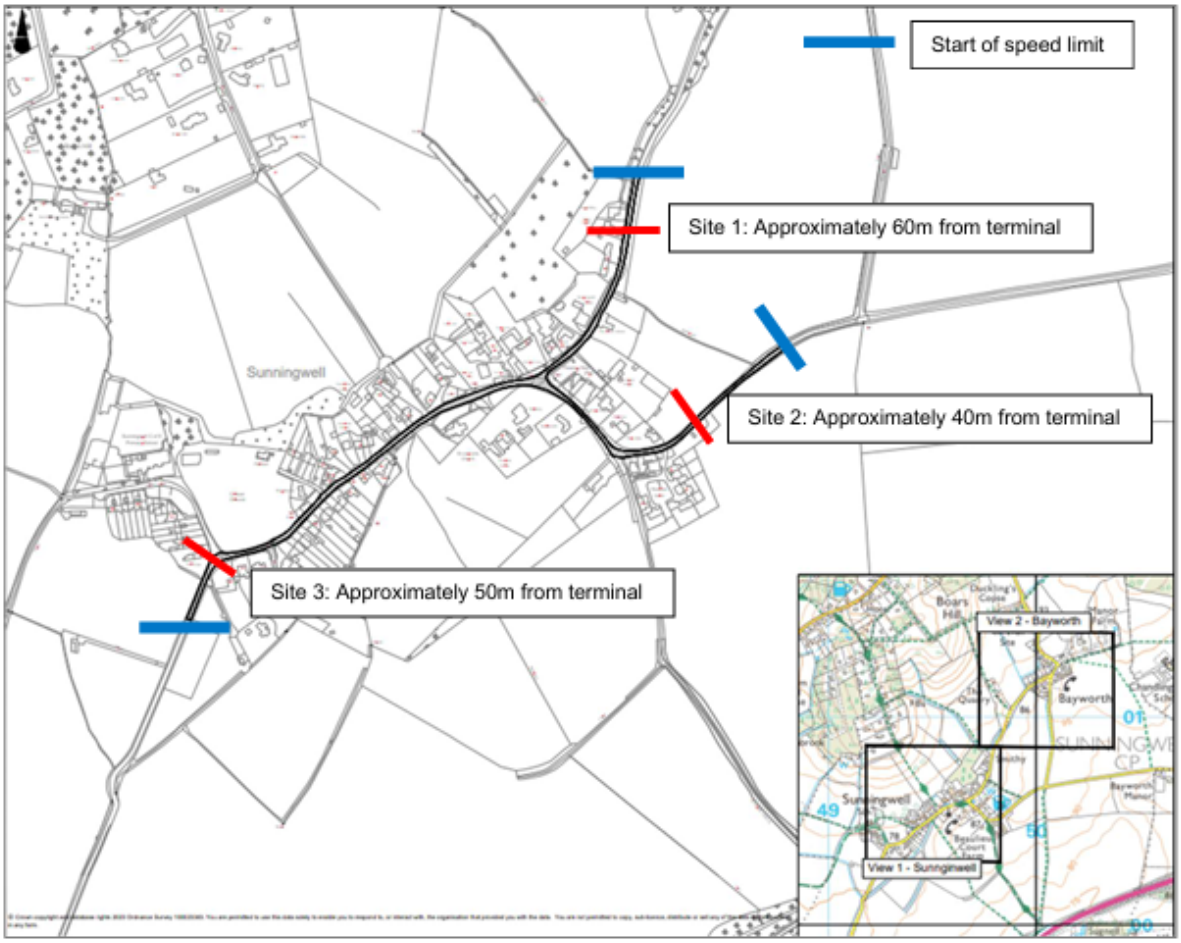


Figure 2.1 – Extent of 20mph in Sunningwell Village and location of ATC surveys

2.1 Summary of Data – Traffic Flows

Figure 2.2 summarises the 24-hour flows, peak hourly flows and percentage of HGV movements across the three sites both travelling into and out of the village.

Site	Location	Approx distance from Terminal Sign	24hr flows		Direction 5 day av hourly flows AM Peak		Direction 5 day av hourly flows PM Peak		Av weekday HGV	
			Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit
1	Sunningwell Rd N of Pen Lane	60m	1562	1435	52	31	46	36	6.1%	4.9%
2	Church Lane E of Pen Lane	40m	4610	2989	136	102	184	76	2.6%	2.9%
3	Sunningwell Rd SW of Dark Lane	50m	4751	5000	165	160	126	170	4.4%	1.9%

Figure 2.2 – Summary of traffic flows

Site	Location	Av 85th%ile speed (mph) 24/7		Av Mean speed (mph) 24/7		Percentage <20mph 24/7		Percentage 20-25 mph 24/7		Percentage 25-30 mph 24/7		Percentage >30mph 24/7	
		Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit
1	Sunningwell Rd N of Pen Lane	27.9	28.4	23.2	22.8	25.3%	26.1%	39.7%	36.3%	27.2%	28.2%	7.8%	9.4%
2	Church Lane E of Pen Lane	25.6	22.9	19.9	19.4	71.7%	62.0%	18.6%	34.0%	4.7%	3.8%	5.0%	0.3%
3	Sunningwell Rd SW of Dark Lane	21.4	20.7	17.9	16.9	71.8%	78.5%	26.6%	20.50%	1.6%	1%	<1%	0

Figure 2.3 – Summary of traffic speeds

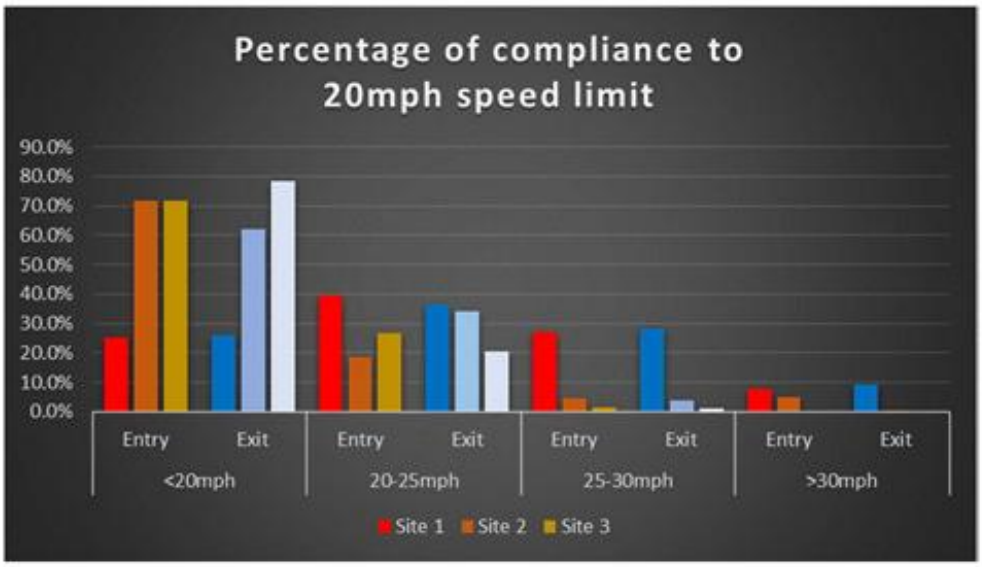


Figure 2.4 – Graphical representation of compliance to 20mph speed limit

At Church Lane, and at Sunningwell Road near Dark Lane, over 70% of traffic is within the 20mph speed limit. This is presumed to be due to the very obvious road limitations at these points rather than any posted speed limits.

On Sunningwell Road towards Bayworth the compliance with the 20mph speed limit drops to about 25%, with nearly 10% of traffic exceeding 30mph.

4.2 Long Furlong

We are not aware of any traffic assessments carried out specifically for Long Furlong and therefore do not have any speed data.

However, it would be safe to assume that the traffic crossing Site 3 in the tables above will be a good indicator of the traffic volume in Long Furlong as there are almost no other routes available.

4.3 Bayworth hamlet

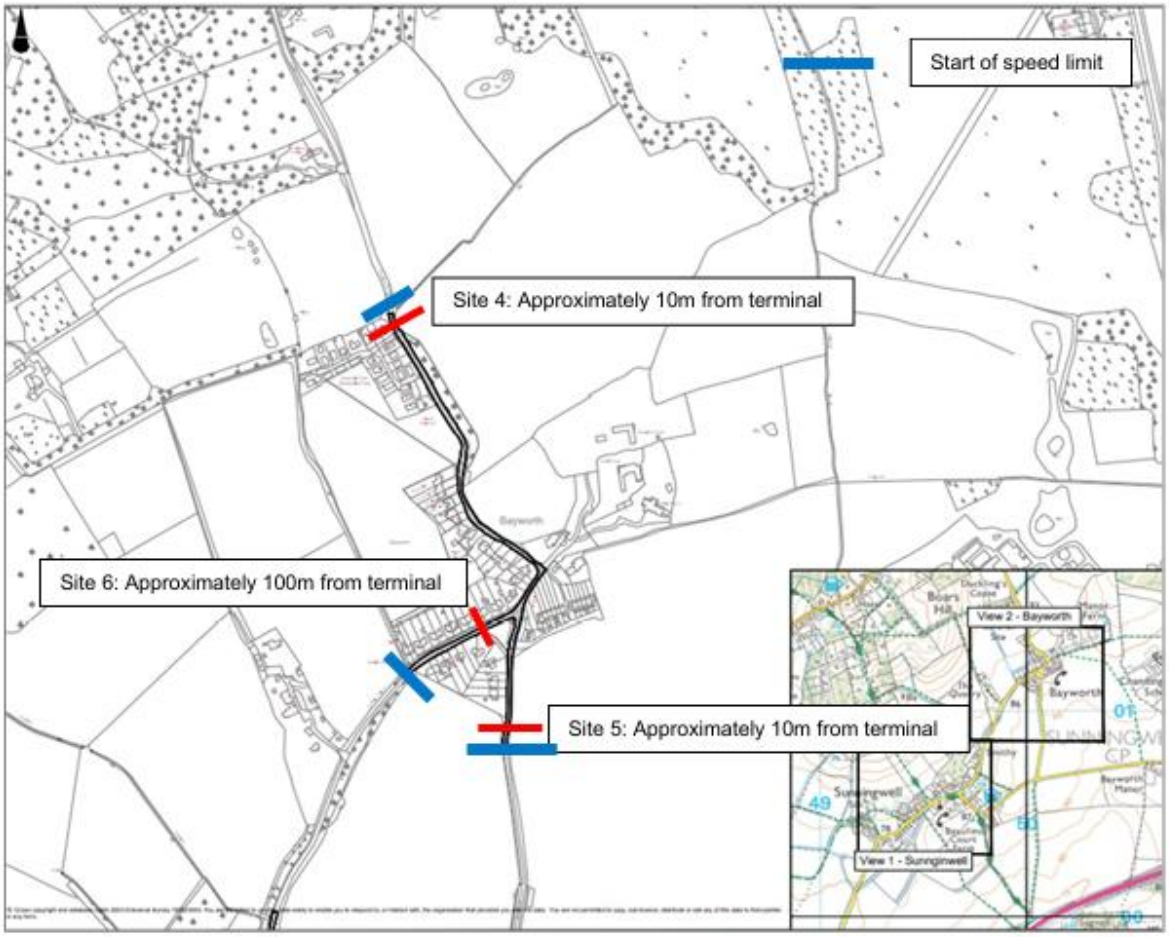


Figure 3.1 – Extent of 20mph in Bayworth Village and location of ATC surveys

3.1 Summary of Data – Traffic Flows

Figure 3.2 summarises the 24-hour flows, peak hourly flows and percentage of HGV movements across the three sites both travelling into and out of the village.

Site	Location	Approx distance from Terminal Sign	24hr flows		Direction 5 day av hourly flows AM Peak		Direction 5 day av hourly flows PM Peak		Av weekday HGV	
			Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit
4	Bruncombe Lane N of Green Lane	10m	1717	1431	46	40	62	29	3.2%	3.9%
5	Green Lane S of Quarry Road	10m	862	995	21	42	22	17	4.6%	4.3%
6	Quarry Road SW of Green Lane	100m	1372	1513	35	30	42	49	4.6%	5.0%

Figure 3.2 – Summary of Traffic Speeds

Site	Location	Av 85th%ile speed (mph) 24/7		Av Mean speed (mph) 24/7		Percentage <20mph 24/7		Percentage 20-25 mph 24/7		Percentage 25-30 mph 24/7		Percentage >30mph 24/7	
		Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit
4	Bruncombe Lane N of Green Lane	24.4	24.5	20.1	19.3	45.9%	52.1%	41.6%	34.9%	11.6%	10.8%	0.9%	2.2%
5	Green Lane S of Quarry Road	24.1	26.1	19.5	21	52.7%	36.2%	38.1%	42.7%	9.9%	16.9%	0.7%	4.2%
6	Quarry Road SW of Green Lane	24.5	24.0	19.8	19.8	52.3%	55.8%	34.9%	33.0%	10.7%	9.30%	2%	1.90%

Figure 3.3 – Summary of traffic speeds

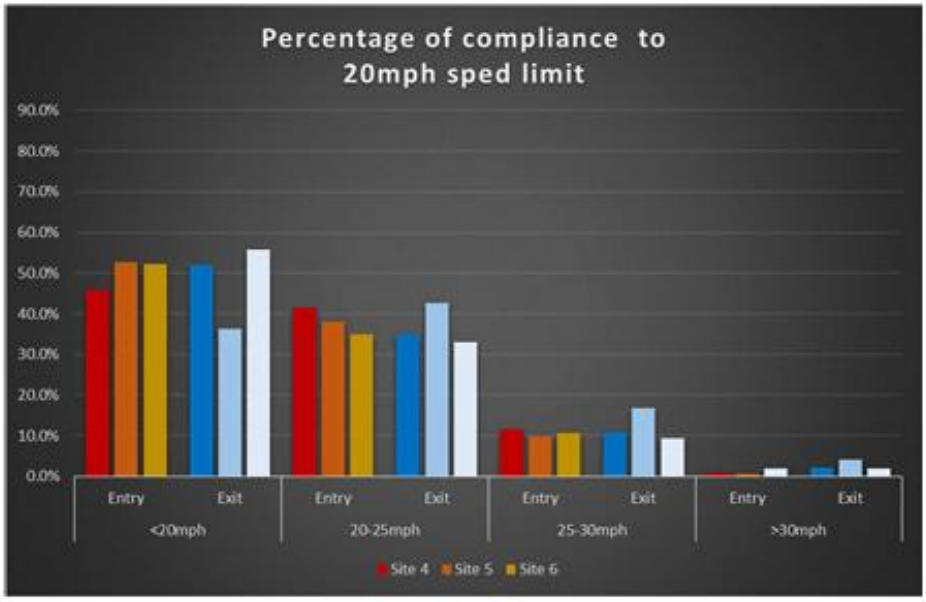
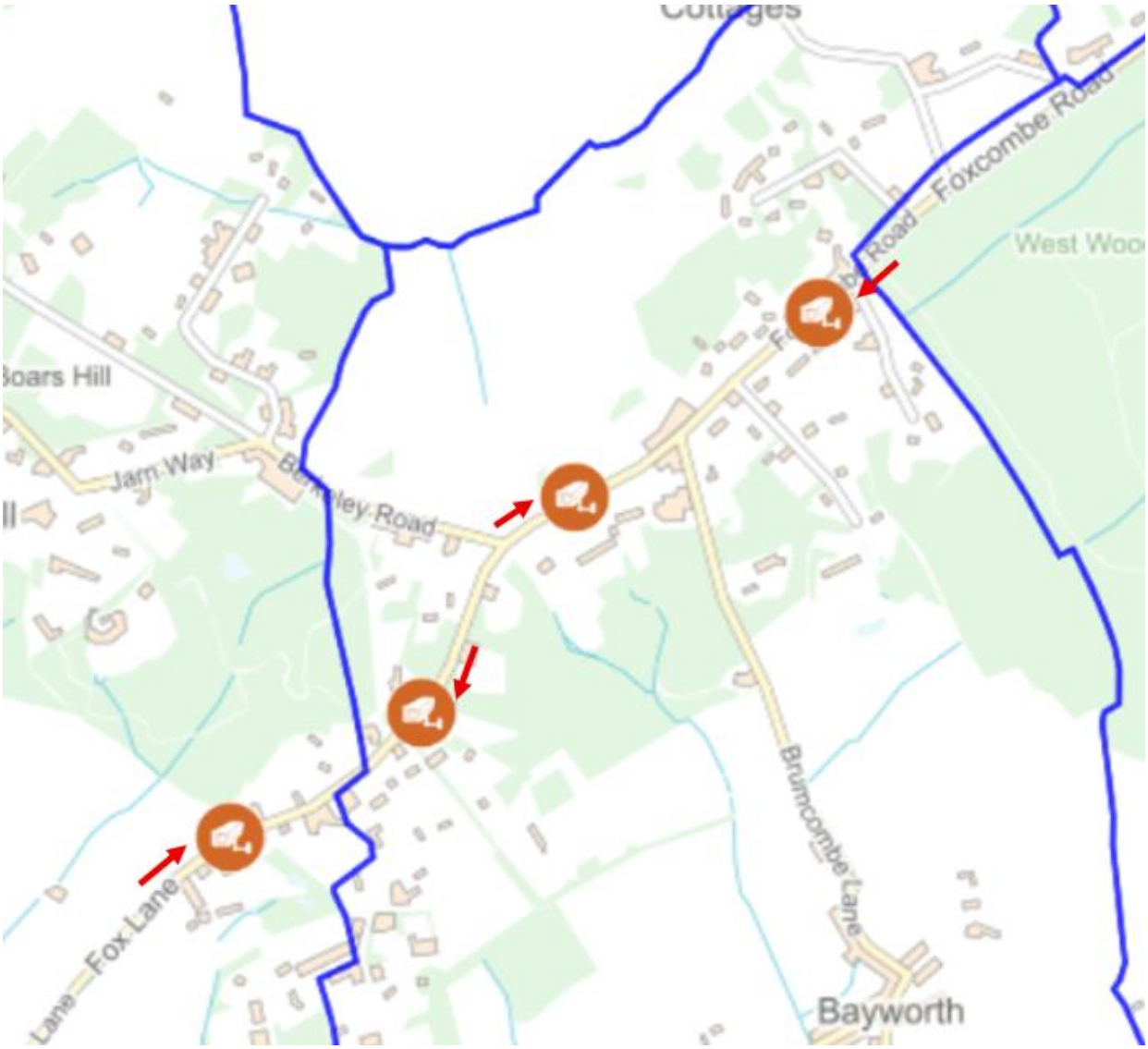


Figure 3.4 – Graphical representation of compliance to 20mph speed limit

The compliance with the 20mph limit is approximately 50%, with very few vehicles exceeding 30mph.

4.4 Boars Hill

Four highly visible radar speed signs were installed along the 30mph Foxcombe Road in March 2022 in the locations below. This followed manual speed monitoring which indicated numerous cars exceeding 60mph, with the highest speed being 80mph.

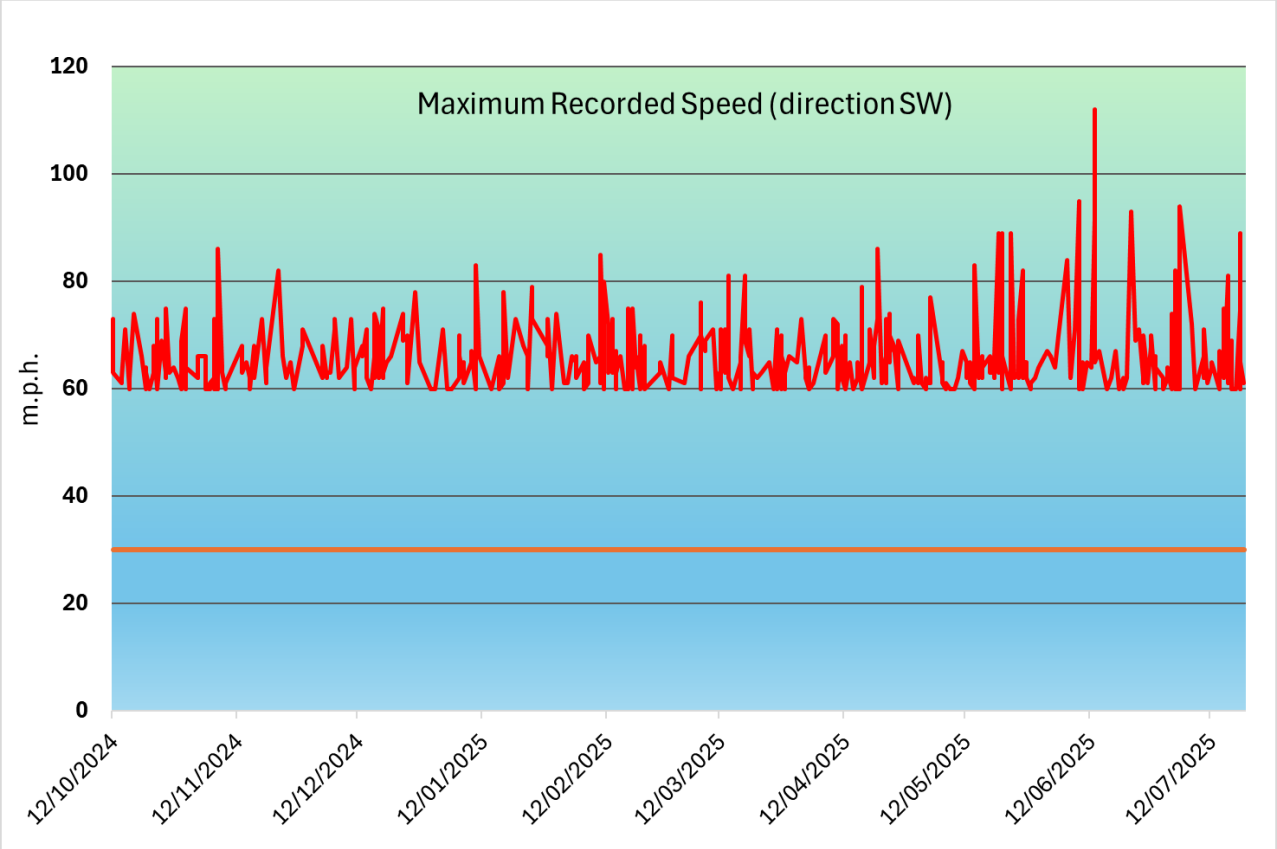


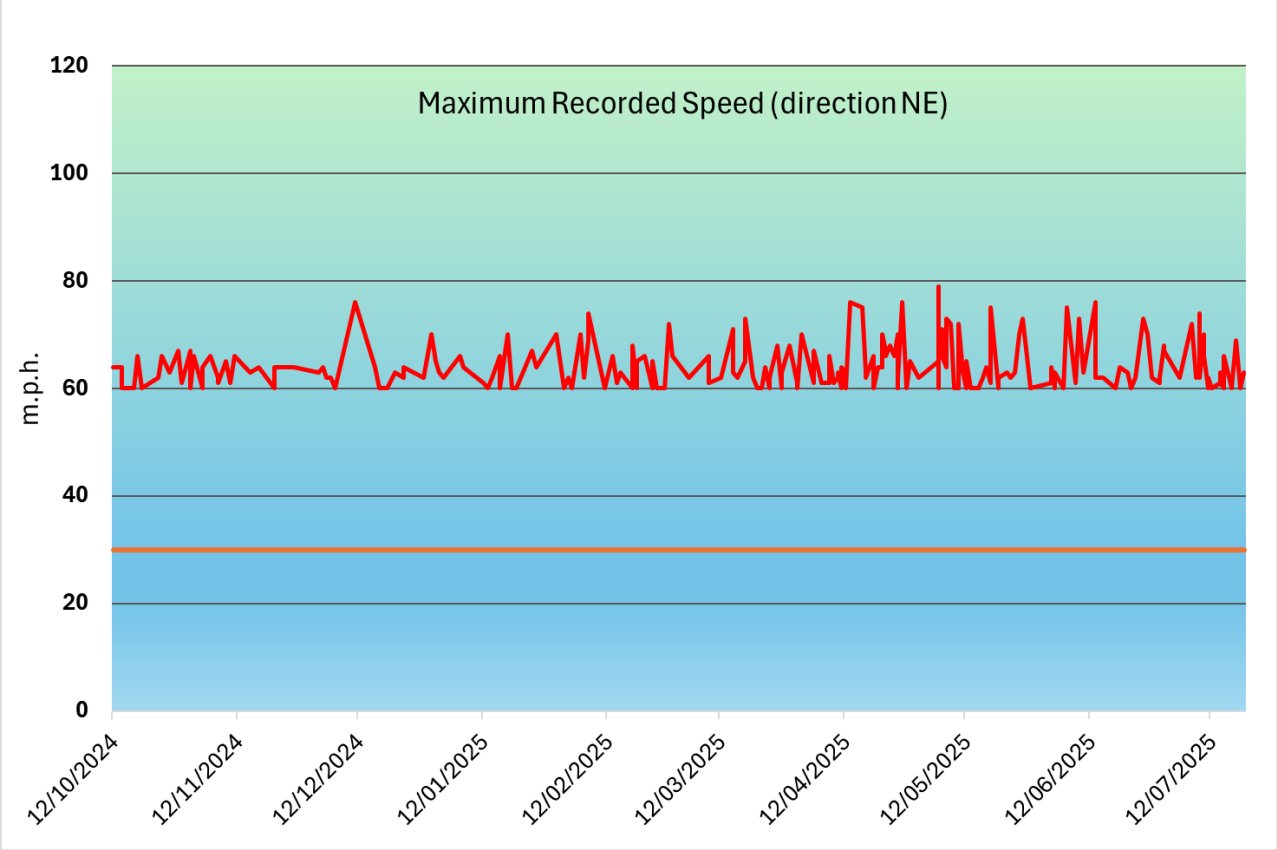
Location of radar speed signs

Each sign displays the measured speed only to traffic travelling in the direction of the red arrows, but measures and stores speed data in both directions.

Examples of the maximum speeds recorded in half-hour increments by the camera third from the left are shown below for a nine-month period on the next page.

Speeds above twice the 30mph speed limit are common in both directions. Travelling south-west, where the approach to the sign is straighter, and where the sign does not display in the direction of the driver, there are many cases of speeds in excess of 80mph, and an increasing number in excess of 90mph in the summer months.





Speeds above 60mph against the 30mph speed limit

5. Predictions of future traffic

5.1 Journey times

From 'A34 Lodge Hill interchange transport assessment v2 and appendices' dated Sept 2022.

Predicted changes to transit times for the north Abingdon roundabouts.

Technical Note (TNA02 – E) AECOM

AM Peak Journey Time Comparison

Link Direction	Old Link	New Link	From	To	AM Peak: Average Journey Time (seconds)			
					Observed	VISSIM	Difference	Difference (%)
B->A	2	1	Oxford Road Roundabout	Lodge Hill Southbound Off Slip	54	62	7	14%
A->B	1	2	Lodge Hill Southbound Off Slip	Oxford Road Roundabout	51	62	11	22%
C->B	4	3	Wootton Road Roundabout	Oxford Road Roundabout	190	189	-1	-1%
B->C	3	4	Oxford Road Roundabout	Wootton Road Roundabout	255	293	38	15%
D->C	6	5	Copenhagen Drive Roundabout	Wootton Road Roundabout	74	84	10	13%
C->D	5	6	Wootton Road Roundabout	Copenhagen Drive Roundabout	71	83	12	17%
E->D	8	7	Colwell Drive Roundabout	Copenhagen Drive Roundabout	73	68	-5	-6%
D->E	7	8	Copenhagen Drive Roundabout	Colwell Drive Roundabout	155	132	-23	-15%
E->G	11	11	Colwell Drive Roundabout	Double minis	48	46	-2	-4%
G->E	12	12	Double minis	Colwell Drive Roundabout	83	74	-9	-11%
F->E	10	13	Marcham Interchange	Colwell Drive Roundabout	112	124	11	10%
E->F	9	14	Colwell Drive Roundabout	Marcham Interchange	84	82	-2	-3%
H->G	14	15	Mill Road Roundabout	Double minis	354	316	-37	-11%
G->H	13	16	Double minis	Mill Road Roundabout	68	69	2	2%
I->J	15	A34 NB	Marcham Interchange	Oxford Road Bridge (Lodge Hill)	173	196	23	13%
J->I	16	A34 SB	Oxford Road Bridge (Lodge Hill)	Marcham Interchange	206	229	23	11%

Technical Note (TNA02 – E) AECOM

PM Peak Journey Time Comparison

Link Direction	Old Link	New Link	From	To	PM Peak: Average Journey Time (seconds)			
					Observed	VISSIM	Difference	Difference (%)
B->A	2	1	Oxford Road Roundabout	Lodge Hill Southbound Off Slip	52	58	6	12%
A->B	1	2	Lodge Hill Southbound Off Slip	Oxford Road Roundabout	57	78	21	27%
C->B	4	3	Wootton Road Roundabout	Oxford Road Roundabout	138	167	29	21%
B->C	3	4	Oxford Road Roundabout	Wootton Road Roundabout	147	144	-3	-2%
D->C	6	5	Copenhagen Drive Roundabout	Wootton Road Roundabout	145	109	-35	-24%
C->D	5	6	Wootton Road Roundabout	Copenhagen Drive Roundabout	69	81	12	18%
E->D	8	7	Colwell Drive Roundabout	Copenhagen Drive Roundabout	69	67	-2	-3%
D->E	7	8	Copenhagen Drive Roundabout	Colwell Drive Roundabout	239	210	-29	-12%
E->G	11	11	Colwell Drive Roundabout	Double minis	68	70	2	4%
G->E	12	12	Double minis	Colwell Drive Roundabout	58	50	-8	-14%
F->E	10	13	Marcham Interchange	Colwell Drive Roundabout	212	185	-27	-13%
E->F	9	14	Colwell Drive Roundabout	Marcham Interchange	102	94	-7	-7%
H->G	14	15	Mill Road Roundabout	Double minis	106	95	-11	-10%
G->H	13	16	Double minis	Mill Road Roundabout	68	65	-3	-4%
I->J	15	A34 NB	Marcham Interchange	Oxford Road Bridge (Lodge Hill)	174	194	20	12%
J->I	16	A34 SB	Oxford Road Bridge (Lodge Hill)	Marcham Interchange	185	211	26	14%

The transit times for the roundabouts adjacent to Sunningwell parish (Oxford Road roundabout, Wootton Road roundabout, and Oxford Road bridge (Lodge Hill) are all predicted to increase, both in the morning and the evening.

This is likely to lead to an increase in people seeking a 'back-route', of which the most likely is though Sunningwell village.

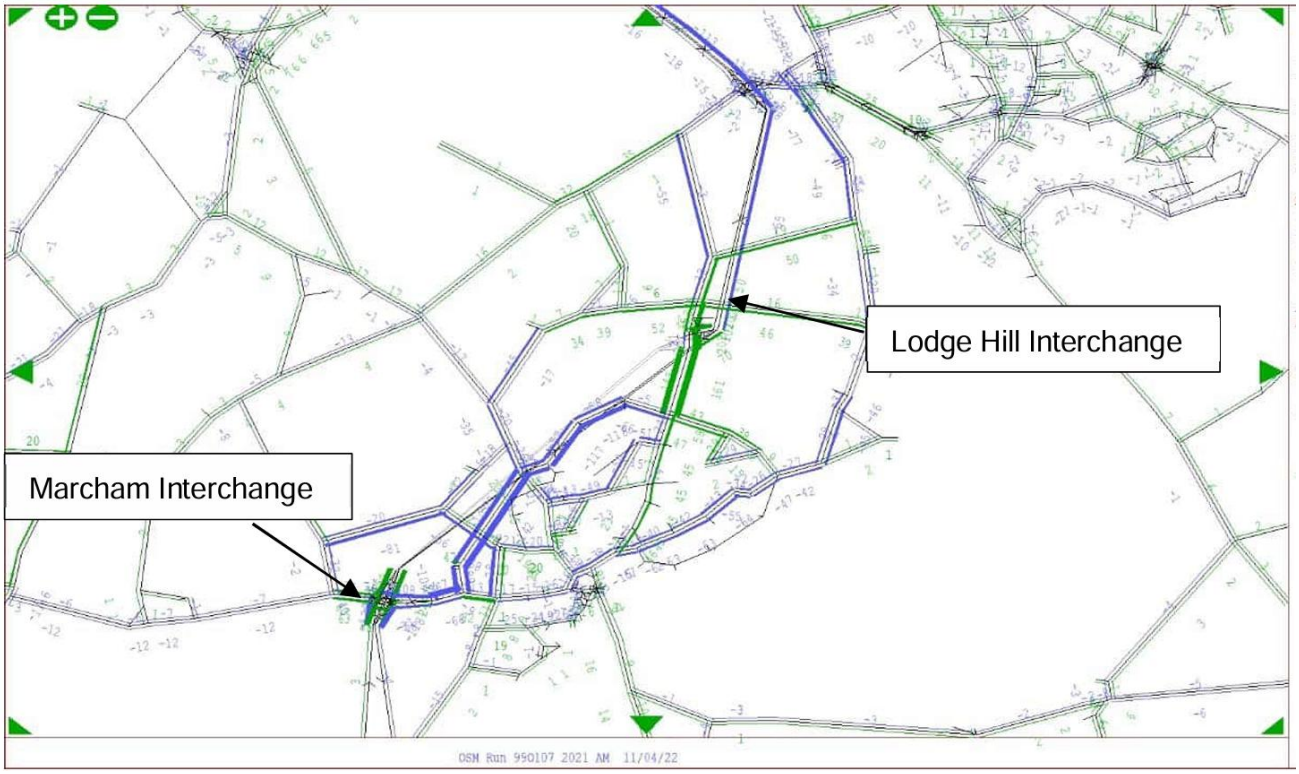
5.2 Traffic volumes

The changes to traffic volume, in vehicles per hour, are plotted in figures such as the one shown in full below.

Contrary to what might be expected, a decrease in traffic is indicated by a blue highlight on the appropriate side of the road, with the magnitude of change being indicated by the thickness of the line. A green highlight indicates a predicted increase in traffic level.

The blue lines in north Abingdon show that the Lodge Hill scheme is predicted to achieve its objective of reducing traffic in this area, although at the expense of increasing volumes in adjacent areas. The absolute magnitude of the change is indicated by the (barely legible) numerals adjacent to the lines.

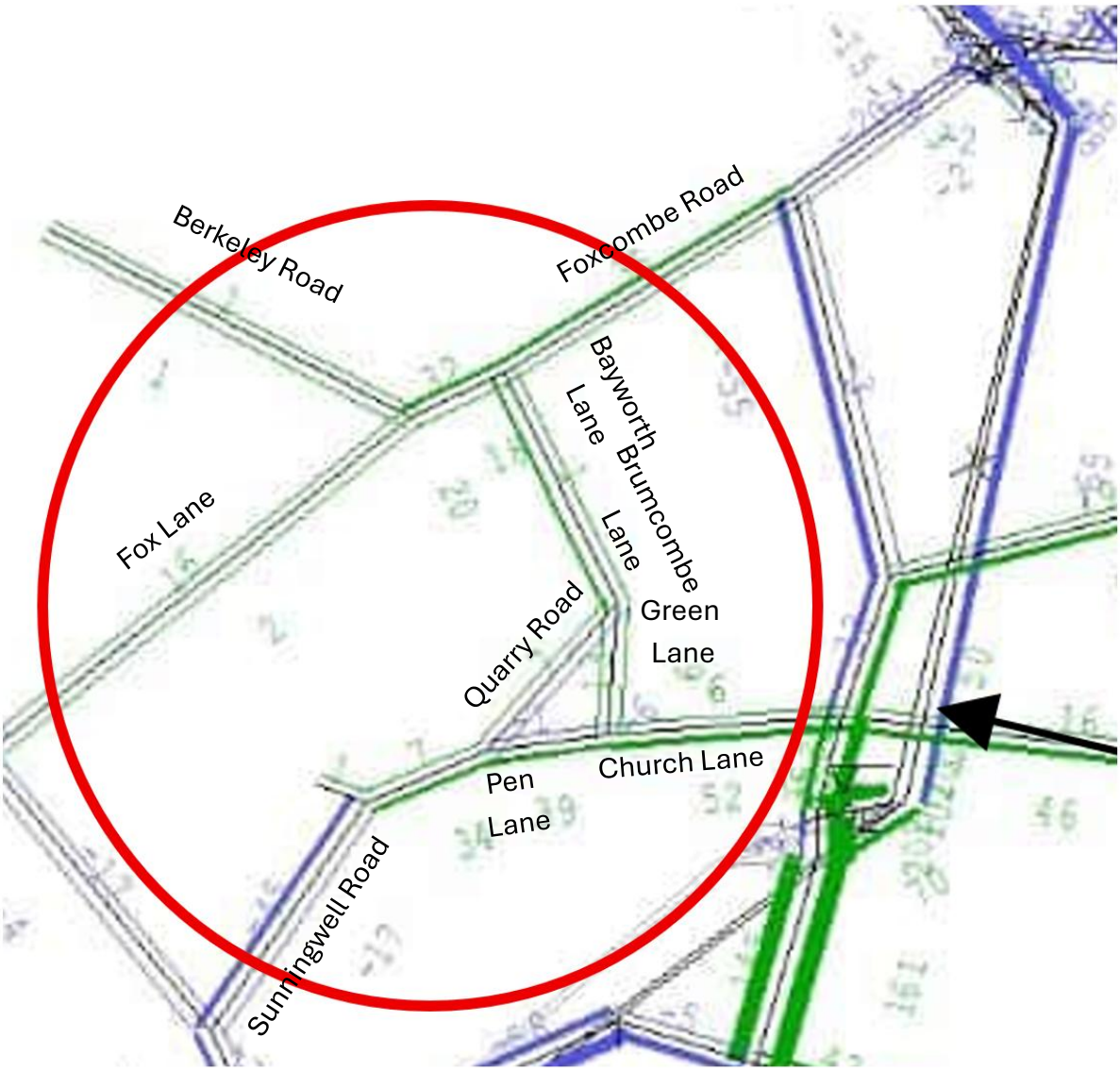
Figure 7.1: 2023 Difference Plot (Do Something - Do Minimum) - AM Peak



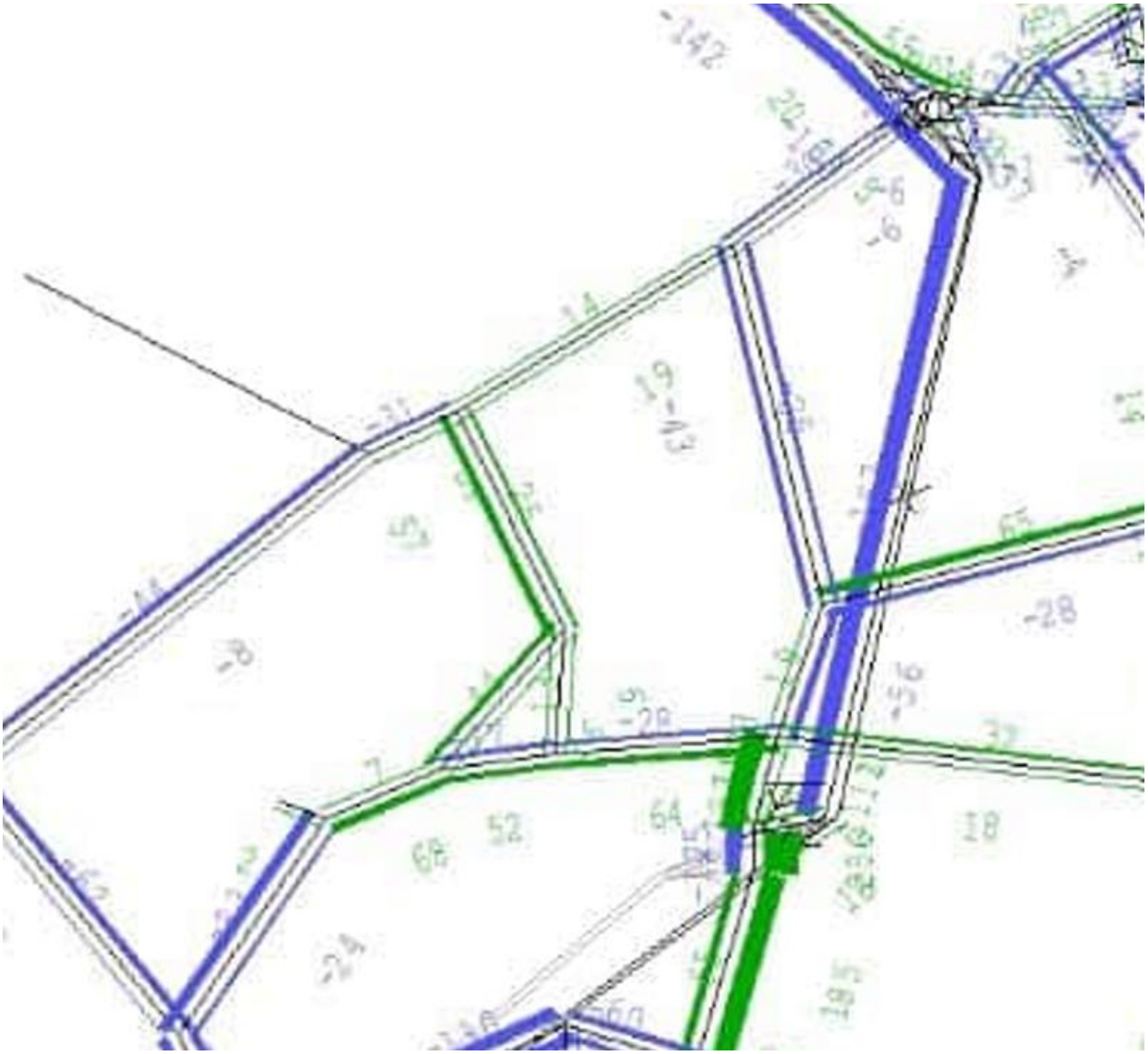
The 2023 date in the title of this figure from the 2022 report is interpreted as meaning immediately after the Lodge Hill junction is opened. Other figures entitled 2031 are taken to mean eight years after opening.

As these illustrations are difficult to read, the Sunningwell region is shown magnified in what follows. The limits of Sunningwell parish boundary are indicated schematically by the red circle.

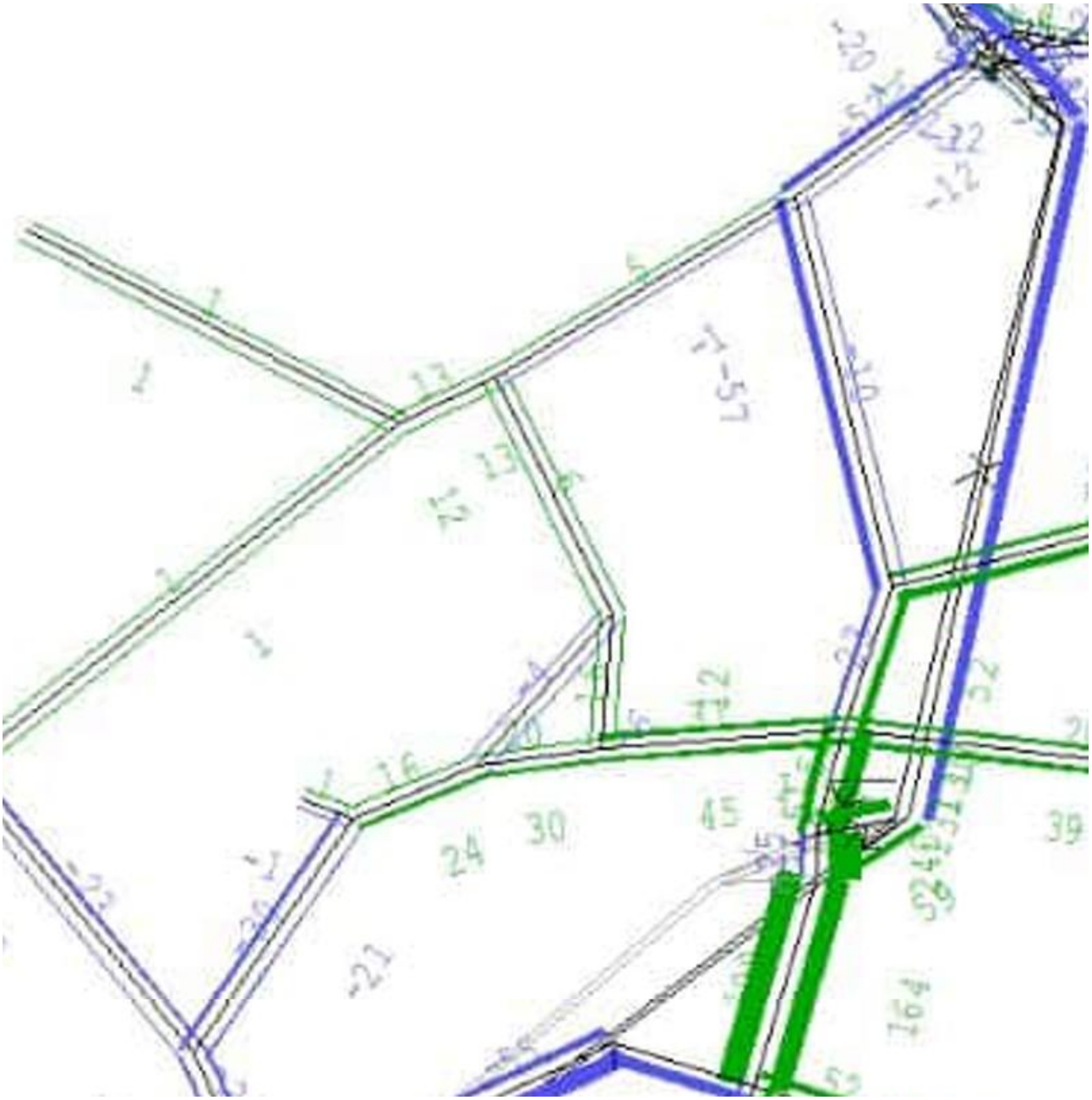
Immediately after opening – AM Peak



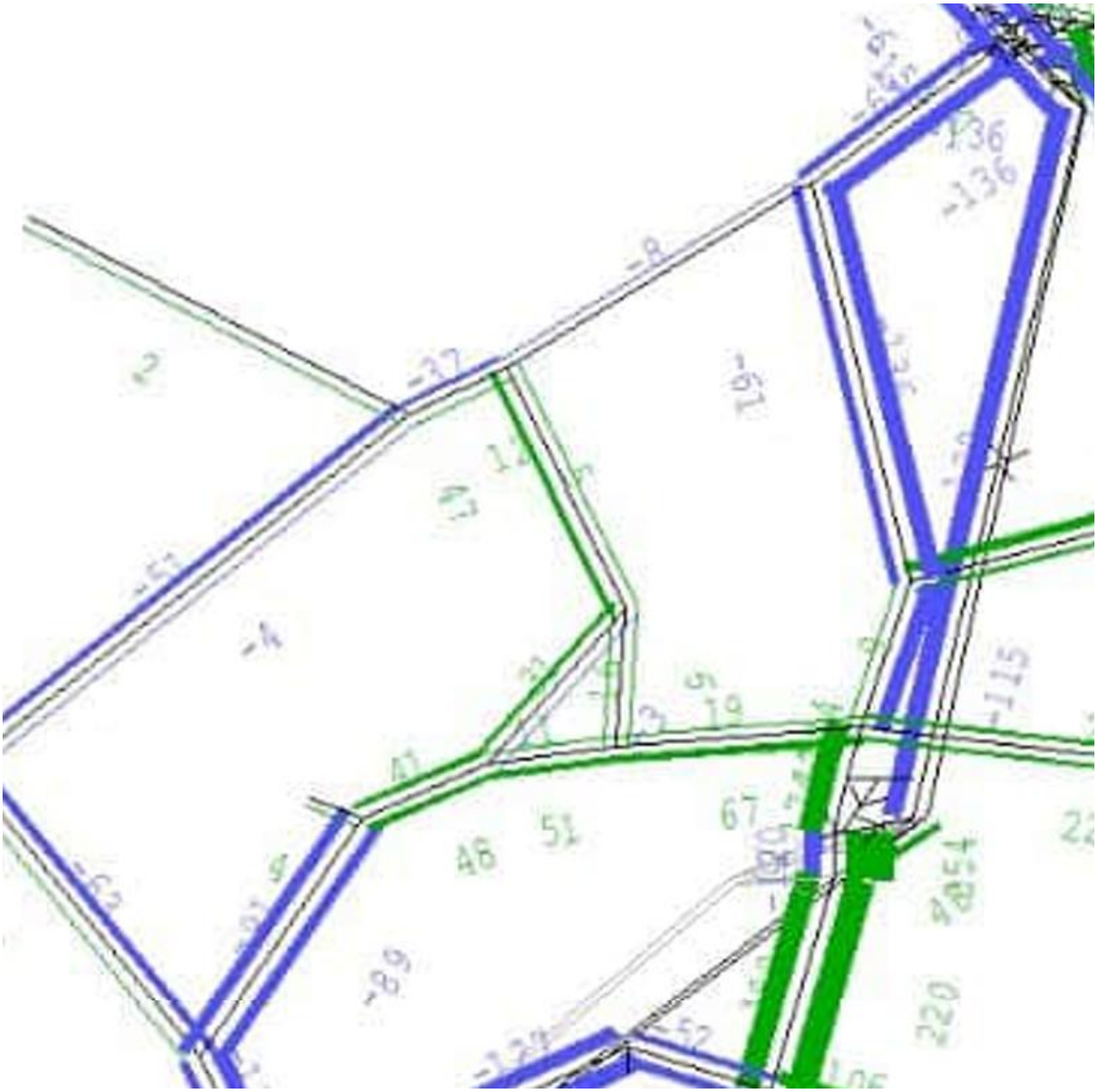
Immediately after opening – PM Peak



Eight years after opening – AM Peak



Eight years after opening – PM Peak



Commentary on above figures

It is assumed that the 'eight year' traffic changes are in addition to the 'immediate' changes.

We have no firm grounds to disagree with the modelling, although there are fears that once the A34 Hinksey Hill junction becomes blocked on a morning, the 'short-cut' down Bayworth Lane and through Bayworth will become irresistible, and that when the north Abingdon roundabouts become blocked, the 'short-cut' through Sunningwell village will be the default alternative.

In some areas the change in traffic is negligible or negative.

For example, the western end of Foxcombe Road is predicted to see only small or negative changes.

Similarly, traffic west of Sunningwell, between Dark Lane and Long Furlong, is predicted to decrease in both directions at all times, and the western end of Foxcombe Road will see decreases in the evening, and only minor increases in the morning.

The change to traffic on the eastern side of Foxcombe Road is an additional 35 vehicles per hour (vph) in the morning peak immediately after the junction opens. This is a modest percentage increase to the existing traffic on this road.

However, in other areas, the increase in traffic predicted is dramatic.

Travelling north up Bayworth Lane, the PM peak is expected to increase by 57vph immediately, and then by another 47vph, for a total increase of 104vph, from a current level of 29vph indicated in 'Figure 3.2' above. This narrow, steep road, shown on the front cover of this report, is also the pedestrian route from Bayworth to Boars Hill, and is not suitable for an increase of approximately 360% in traffic. This road is also the site of the fatal accident on parish roads in 2013.

Anyone who has used the junction at the top of Bayworth Lane will appreciate that this junction is also not suitable for such an increase of traffic trying to enter Foxcombe Road at this point.

Traffic through Sunningwell Village will also increase. The east-to-west PM peak is predicted to increase by 68vph once the junction opens, and by another 48vph eight years later. This 116vph increase compares to the current level of 184vph shown in 'Figure 2.2' above, i.e. a 63% increase.

6. Public transport

Bus service 44 between Abingdon and Oxford ran through the parish and provided a means of commuting to Oxford or Abingdon. However, this service was withdrawn in July 2016 as a cost-cutting measure, when it was claimed that the cost of the service was £100,000 per year, of which £25,000 was covered by fares with the remaining £75,000 coming from Oxfordshire Country Council.

In March 2024 a new bus service, 42, was introduced, running three days per week to the timetable below. This makes use of school busses that would otherwise be inactive during the middle of the day.

Bus Service 42

Monday, Wednesday & Friday

	MWF	MWF
ABINGDON, Stratton Way A1	**10:00**	**12:45**
Wooton, Long Furlong	**10:05**	**12:50**
Sunningwell, Church	**10:08**	**12:53**
Bayworth, Triangle	**10:11**	**12:56**
Boars Hill, Foxcombe Hall	**10:16**	**13:01**
Hinksey Hill, Bottom	10:19	13:04
South Hinksey, Roundabout	10:23	13:08
Oxford, Canning Crescent	10:27	13:12
OXFORD, Westgate M4	**10:37**	**13:22**

	MWF	MWF
OXFORD, Westgate M4	**10:40**	**13:25**
Oxford, Canning Crescent	10:50	13:35
South Hinksey, Roundabout	10:54	13:39
Hinksey Hill, Bottom	10:58	13:43
Boars Hill, Foxcombe Hall	**11:01**	**13:46**
Bayworth, Triangle	**11:06**	**13:51**
Sunningwell, Church	**11:09**	**13:54**
Wooton, Long Furlong	**11:11**	**13:56**
ABINGDON, High Street	**11:17**	**14:02**

Intermediate stops in Sunningwell, Bayworth and Boars Hill are within a couple of minutes of the above times.

The bus service is very welcome and makes it possible to spend approximately three hours in Oxford, or one and a half hours in Abingdon in the middle of the day, and as such it can be used for a lunch or shopping trip.

However, it is of no use for commuting to work or school, or for any activity which cannot be timed to fit with days and times of the bus service (for example medical appointments).

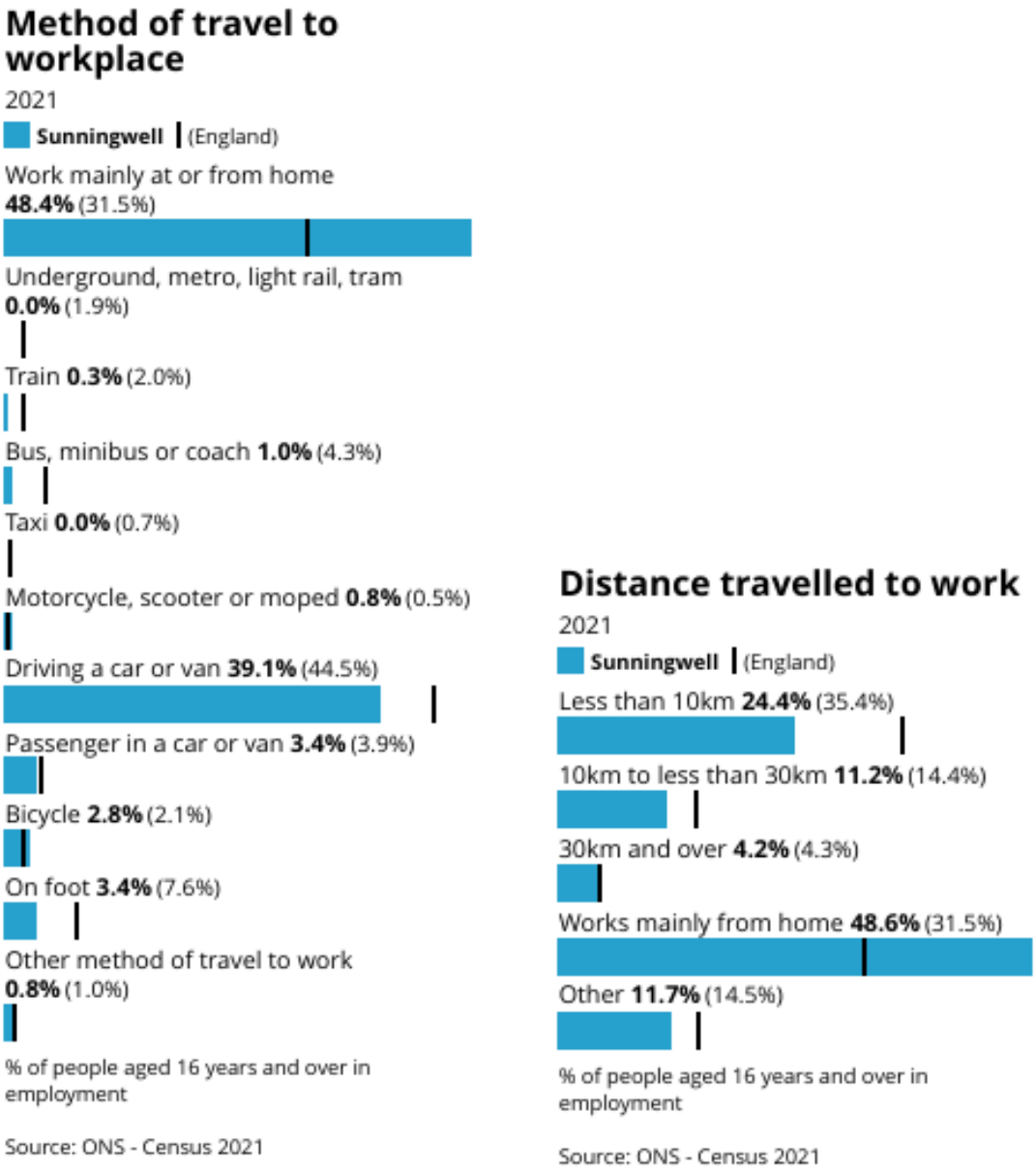
Peking University runs a 30-seater bus from their Boars Hill campus to and from Oxford but this is not available for local residents to use, nor does it stop in the parish.

Long Furlong is the only part of the parish within 500m of a daily public bus service, that being on the Abingdon to Wootton road.

7. Current travel data

Data on the method of travel to work, and the distance travelled, is collected in the census. Data for the Sunningwell parish area as a whole is shown below.

School or college is considered a workplace for the purposes of this data. Travel to other destinations, or for other reasons is not captured in the census data.

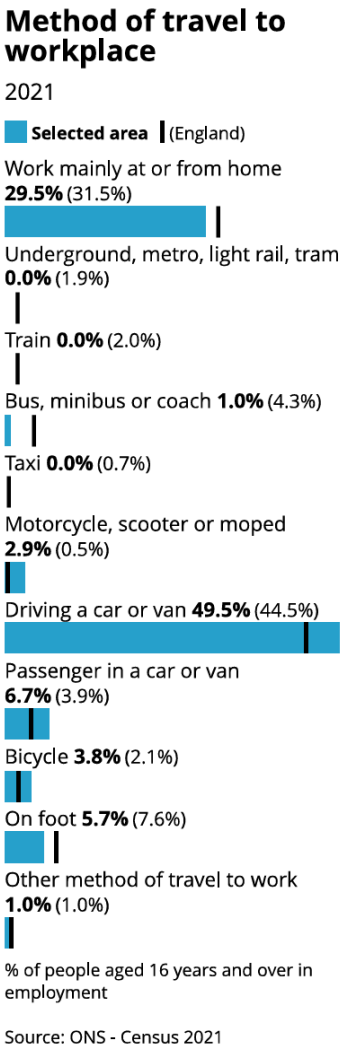


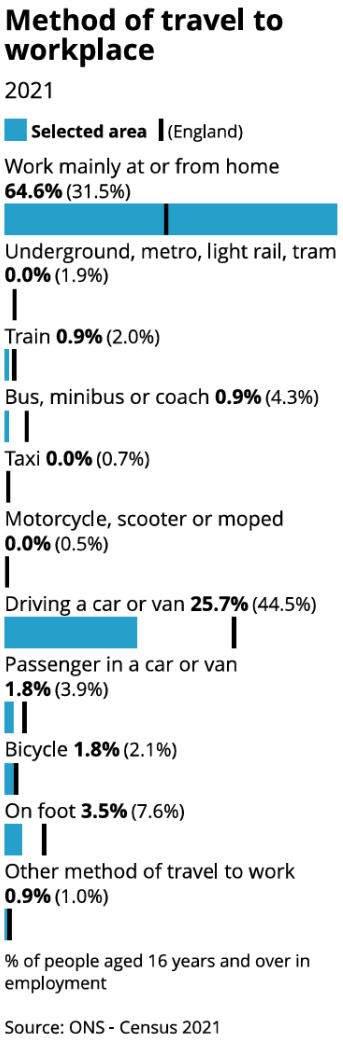
Sunningwell parish – 2021 census data

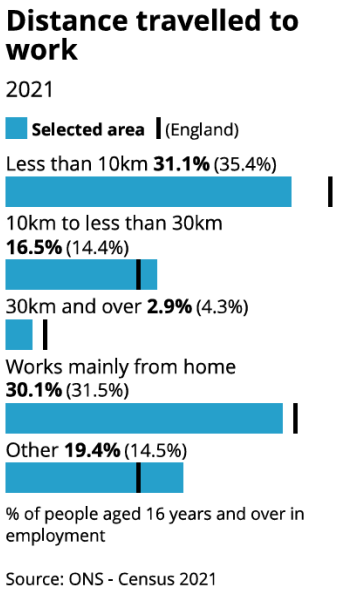
The parish has a larger proportion of people working from home, 48.4%, than the England average of 31.5%.

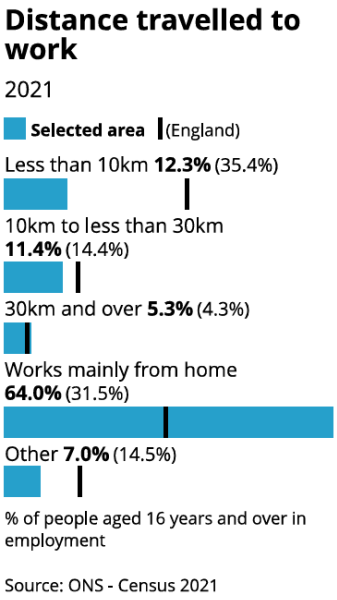
However, of those who do travel to work 82.4% travel by car, compared to an England average of 70.7%, presumabley due to a lack of viable alternatives.

The census data can be analysed by defined locations, and the following graphics show the data for the four primary localities within the parish.

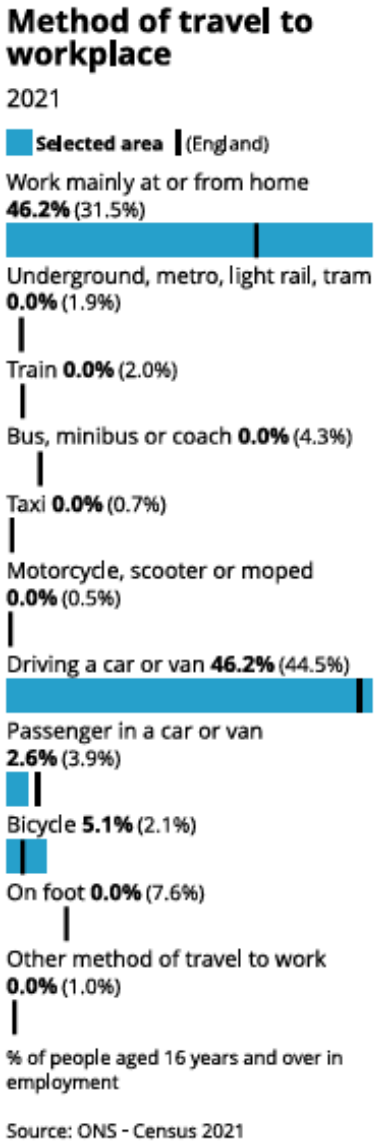


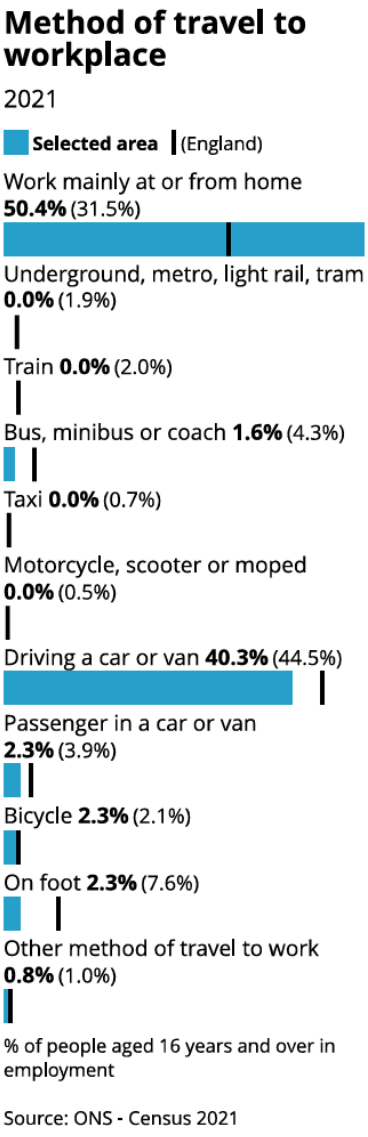


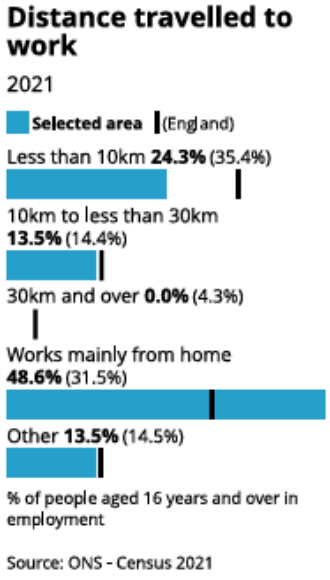


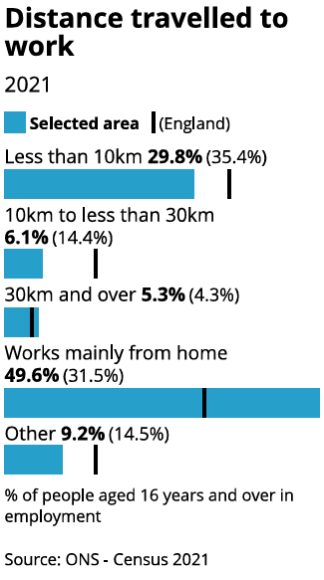


Bayworth (left) and the Sunningwell part of Boars Hill (right)





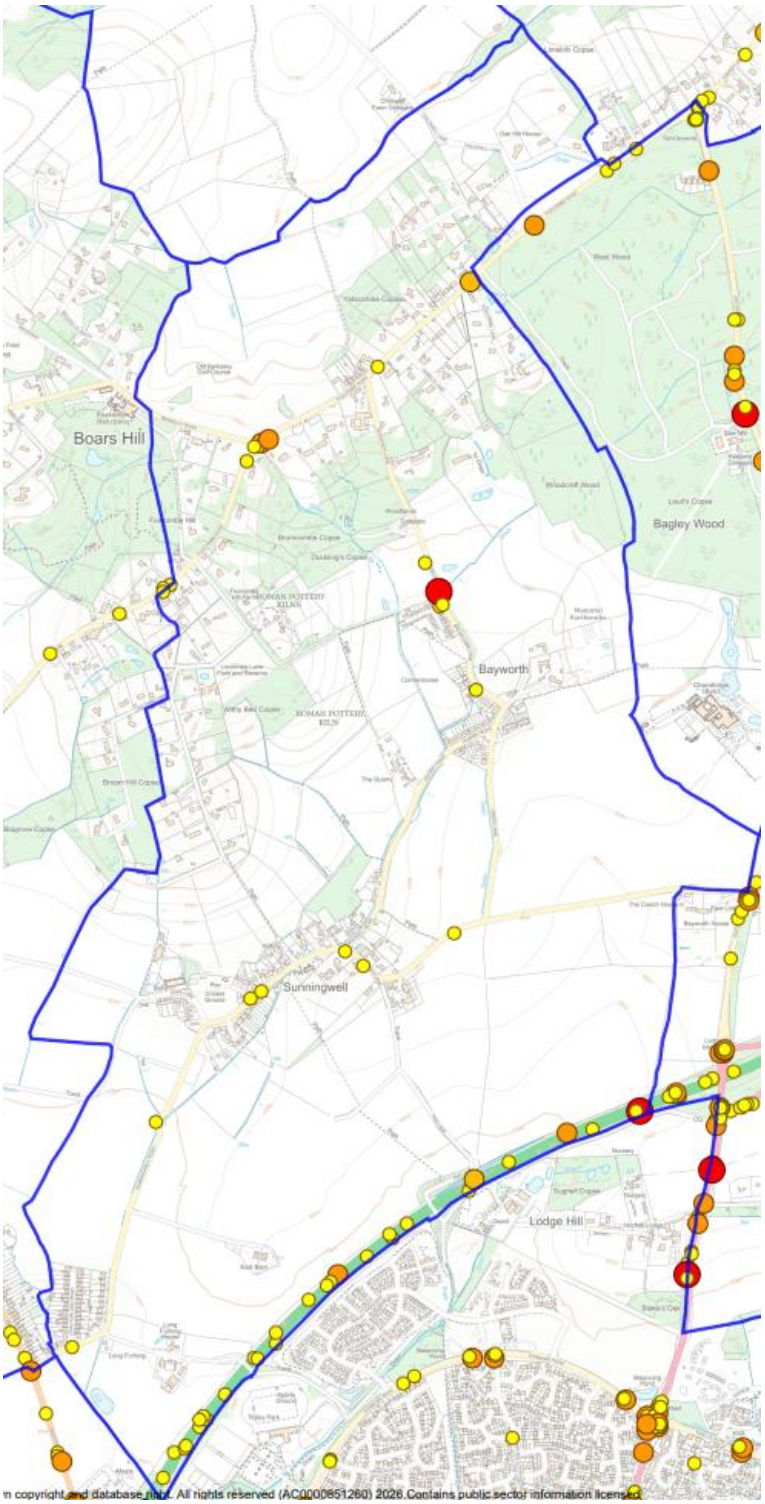




Long Furlong (left) and Sunningwell village (right)

8. Accident data

Accident sites 2000 to date



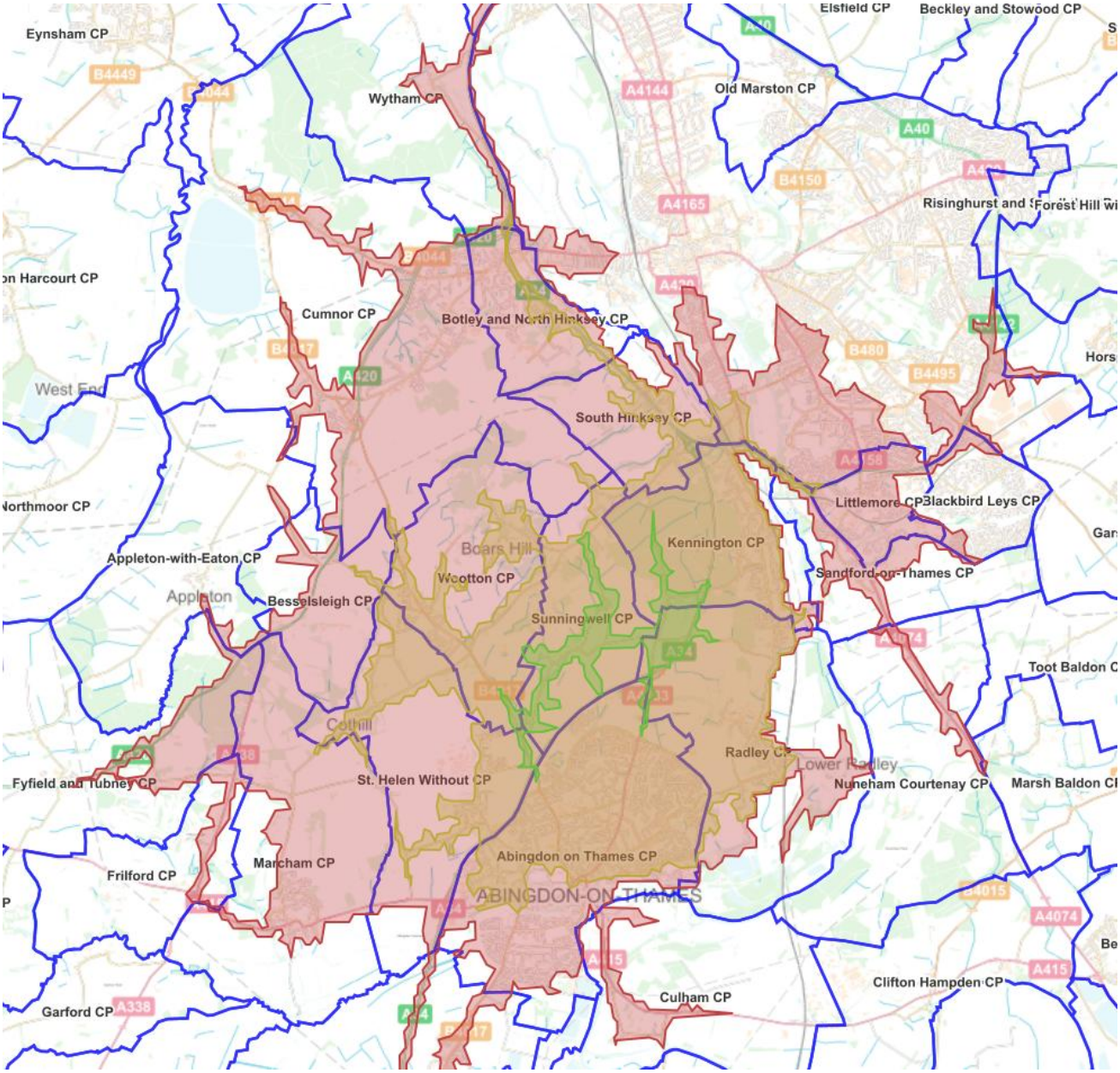
The fatal accident within the parish was on Brumcombe Lane in Bayworth in 2013. Three serious accidents have occurred on Foxcombe Road, with numerous less serious accidents on the other roads in the parish, in addition to multiple minor, serious and one fatal accident on the A34.

9. Pressures from adjacent developments

Developments adjacent to the parish will add to the pressure on the roads. Precise modelling does not yet exist for, e.g. Dalton Barracks, but some qualitative predictions are clear.

9.1 Isochrones and implications for mode of travel

The following three figures show the regions accessible within five, ten and 15 minutes from central Sunningwell, where the majority of the parish's amenities are located, by car, by bicycle, and on foot.

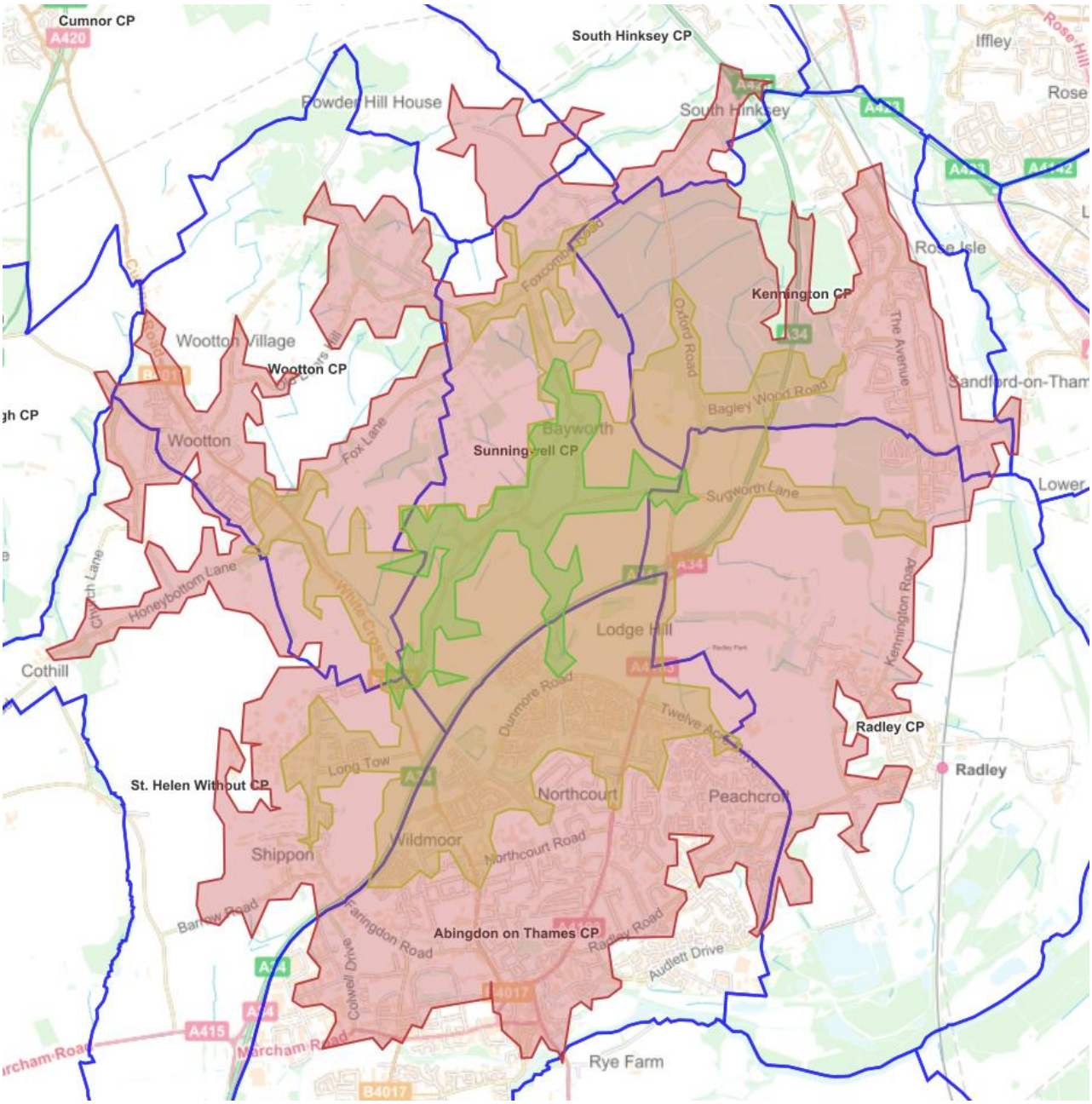


Five, ten and 15 minutes by car from the centre of Sunningwell village

Currently the area of the Dalton Barracks development shows as an island being more than ten minutes away, but this is due to the lack of accessible roads in this area. Once roads are in place, this will also be within ten minutes. Kennington is also within ten minutes.

Fifteen minutes brings all of Abingdon, Botley, Hinksey and the southern parts of Oxford City within reach.

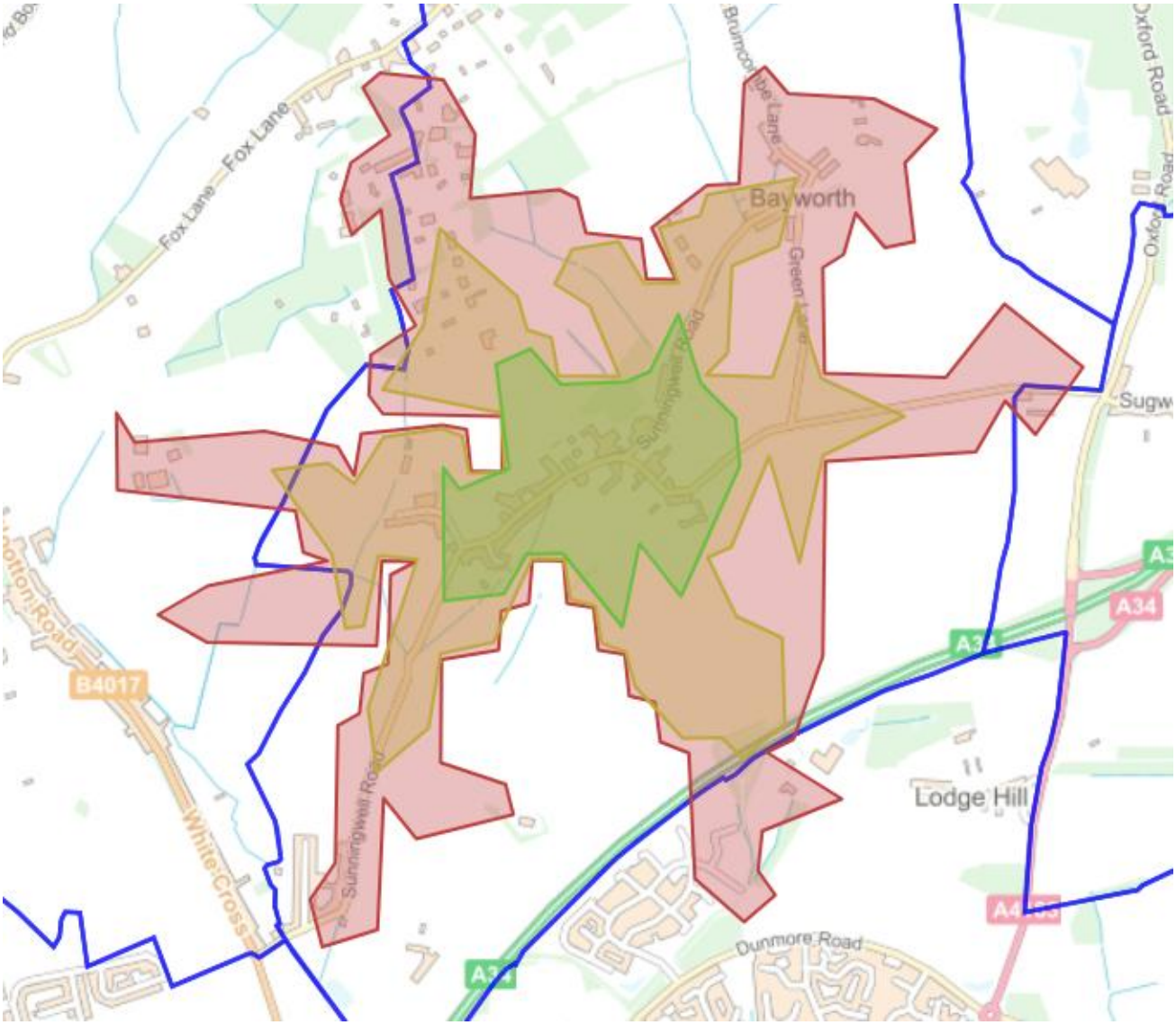
Conversely, due to the limited nature of the roads within the parish, five minutes is barely sufficient to reach the parish borders.



Five, ten and 15 minutes by bicycle from the centre of Sunningwell

It is an indication of the lane-nature of the roads that 15 minutes of cycling is sufficient to access an area very similar to that which can be reached in ten minutes in a car.

Ten minutes of cycling reaches the north Abingdon new developments. These developments can also be reached within 15 minutes of walking. Dalton Barracks is a 40-minute walk.



Five, ten and 15 minutes of walking

For someone in the new development at Dalton Barracks the facilities in Sunningwell will be seen as within easy reach by car (less than ten minutes), but rather too far to walk for most people (40 minutes) unless walking is the purpose.

Cycling is a viable alternative in terms of time, but many will feel the roads to and from Sunningwell are not safe for cyclists to share with traffic which may be travelling at 60mph on narrow roads where passing is problematic.

9.2 Through traffic

Sunningwell is not well suited to through traffic. However, there is a likelihood that this will increase for several reasons:

- The shortest distance route from Dalton Barracks to Oxford passes though the lanes of Sunningwell. Unless other attractive routes are provided this will result in a significant increase in traffic.
- The increase in traffic on the north Abingdon ring Road (Dunmore Road) caused by the north Abingdon developments, the improved Lodge Hill interchange, and traffic from Dalton Barracks may make this route very unfavourable, causing people to seek 'back-route' alternatives, which will likely mean through Sunningwell. The recent experience with the closure of Foxcombe Road for gas works has demonstrated that this will occur, even if signage trying to prevent it is posted.
- A similar situation is expected at the Hinksey Hill interchange with the A34. When this becomes backed-up, traffic will divert down the unsuitable lanes of Bayworth.
- When a major road is blocked, e.g. A34 or Dunmore Road.

9.3 Dalton Barracks and SESRO traffic modelling

Traffic data gathering for the proposed development of Dalton Barracks is scheduled to begin in February 2026 and will feed into subsequent traffic modelling. The Defence Infrastructure Organisation (DIO) have confirmed that the main roads in the parish are included in this, as shown below, but not Green Lane or Berkeley Road.

Map provided by DIO showing local roads that will be included in traffic modelling

It is said that the modelling (but not data gathering) will be harmonised with similar work for the proposed South East Strategic Reservoir Option (SESRO) shown below, although this is more remote from Sunningwell parish.

Proposed South East Stategic Reservior Option (SESRO)

10. Specific traffic issues

There are different types of traffic issue. Some are specific to the type of journey; some are specific to particular roads or locations. These are grouped below.

10.1 Traffic to and from amenities in Sunningwell and Boars Hill

Problem:

- Increase in visitor numbers from adjacent new developments, many of whom will drive

10.2 Through traffic

Problems:

- The parish lies between Dalton Barracks, and Oxford city and Lodge Hill interchange
- Foxcombe Road is a viable route for this journey
- Bayworth is a back-route when the Hinksey Hill interchange is backed up
- Sunningwell is a back-route when Dunmore Road is backed up

10.3 Problems in specific circumstances

Foxcombe Road (C10432)

Problems:

- Speeding – generally, but also a significant a number of extreme cases
- Pavements – exist, but are sometimes badly maintained, overgrown or not wheelchair friendly

National Speed Limit (60mph) lanes between settlements

Problems:

- Speed – these lanes are not suitable for 60mph traffic
- Dual-use – these lanes are the only pedestrian route between settlements as there are no pavements

20mph or 30mph lanes through settlements

Problems:

- Pavements are not continuous
- Traffic exceeding speed limits

11. Possible alleviation measures

Different alleviation measures will be appropriate in different situations. The purpose of this document is to seek feedback from parishioners on what approaches are preferred in particular situations.

It is not appropriate for this consultation document to make specific recommendations. However, below is a list of measures that might be considered, in particular locations within the parish.

Alleviation measures might include:

- Provide better alternative transport arrangements (cycleways, bus service)
- Low Traffic Neighbourhood(s) (LTNs)
- One-way system
- By-pass road
- Physical barriers to prevent excessive speed (chicanes, roundabout)
- Speed limit reductions
- Alternative rural footpaths adjacent to the highway
- Convert to one-way for vehicles, with liberated width allocated to pedestrians and cyclists
- In-fill missing pavements
- Better enforcement of speed limits (how? speed camera?)

For clarity of terminology, illustrations of a number of traffic-calming measures are shown in the Appendix.

Appendix: Illustrations of traffic-calming measures

Kerb build out or road narrowing

Narrows the carriageway to a single width considerably slowing vehicles from both directions, with one particular direction designated as having priority.

Road humps

A sudden rise in the carriageway surface across the full width of the carriageway. Sometimes the top of the hump also has a crossing point. Road humps are the most popular form of traffic calming used both on private roads and public roads.

Speed cushions

A sudden rise in the carriageway surface partly across each lane of the carriage way. A speed (or traffic) cushion allows large vehicles to straddle the cushions and be less affected by the sudden undulation in the carriageway surface.

Junction treatment

Junction treatment: slightly raised junction in a different material and/or colour from its approaching and departure roads. This further emphasises the junction an improves overall safety.