

Q: Do we have a speeding issue?

A: The most recent 2023 traffic counts showed the following:

Location	Direction	Mean Speed	85%ile Speed	Weekday Daily Traffic	AM Peak	PM Peak
Shop	Northbound	29.5mph	34mph	2894	198	278
	Southbound	29.6mph	34.2mph	2921	291	208
School	Northbound	31.6mph	35.5mph	2845	190	282
	Southbound	31.3mph	35.3mph	2874	300	199

The Department for Transport Circular 01/2013 sets out the parameters for setting local speed limits. It states that:

35. Mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits.

Therefore, based on the recorded mean speeds, the 30mph speed limit through the village is appropriate.

Q: Why are you only focussing on the middle of the village? Surely the vehicle speeds are greater at the northern and southern edge of the village?

A: The vehicle speeds are likely to be greater on entering and exiting the village. It is typical that it takes c200m for a vehicle to slow down to the posted speed limit once it passes the terminal signs. However, the main concern is vehicle speeds and crossing of the A3400 near the school and shop where the more vulnerable road users would be looking to cross.

Q: What is the proportion of HGV traffic?

A: On average 2.3% of the daily traffic flows are HGVs

Q: Is there an accident issue?

A: A review of publicly available information shows that, with the exception of a single slight collision in 2019 at the southern end of the village by the turning to Little Rollright, there have been no recorded personal injury collisions in the last 10 years.

Q: If we don't have an accident or speeding issue, why are we proposing these measures?

A: We are aware of concerns within the community regarding crossing the A3400 and the severance it causes with some facilities being on the opposite side to the main residential areas. Therefore, the buildouts would reduce the crossing distance and time taken to cross.

Q: Why can't we have a zebra crossing or a push button crossing?

A: There simply isn't the level of pedestrian or vehicle flow to demand either a zebra or puffin crossing.

Q: Why build outs? What other options are there?

A: To provide reduced crossing distances and to assist with maintaining low vehicle speeds, the only viable option at present are narrowings/ Chicanes.

For example, a central refuge would require the road to be c10m wide and due to the limitations of the available public highway this isn't achievable.

Q: Are the buildouts deliverable, do they need anyone's land?

A: The buildouts have been designed to be fully deliverable within the public highway.

Q: What do Warwickshire County Council and the Police think?

A: Both are supportive of the principle of the build outs, subject to matters such as lighting and drainage being appropriately designed.

Q: Won't these buildouts cause congestion?

A: The volume of traffic isn't likely to result in any significant queueing or delay to traffic on the A3400. The tidal nature, with more SB traffic in the morning and NB traffic in the evening, would result in a greater level of delay to those directions at those times. However, it is unlikely that you would experience anything that would be considered significant.

Q: Won't the buildouts result in additional noise issues.

A: By the very nature of the measure, it requires vehicles to adjust their speed, so there would be some associated noise with vehicles slowing down and speeding up.

Q: You mentioned Salford Priors, how does our situation compare to theirs?

A: They had half of the traffic volumes (comparable HGV proportions) but their 85thile speeds were significantly higher at 42mph where they were concerned with pedestrian movements.

Q: Why do the narrowing have to be street lit?

A: LTN 1/07 states that:

2.8.3 Chicanes and narrowings should be conspicuous in both day and night-time conditions for drivers, and there should always be adequate street lighting in the areas around chicanes (Howard, 1998). The local highway authority should satisfy itself that the lighting is to the standard required for the introduction of any new traffic calming features.

WCC have stated at this time that due to the status of the A3400, they interpret the need for measures to be conspicuous as requiring street lighting at and on approach.

Based on initial considerations this would likely be 70m either side of the feature, meaning a total length of 140m. At spacings of 40m for columns it's likely 4 would be required at both narrowings.

Whilst it is unlikely to change WCC's views, this is an area that requires further detailed discussions with WCC to explore whether alternative bollard lighting could be delivered. An example of this, but accepting it is a lower class of road and is in another authority area, a narrowing feature on the northern edge of Charlbury, has simple bollard lighting to ensure they are "conspicuous".