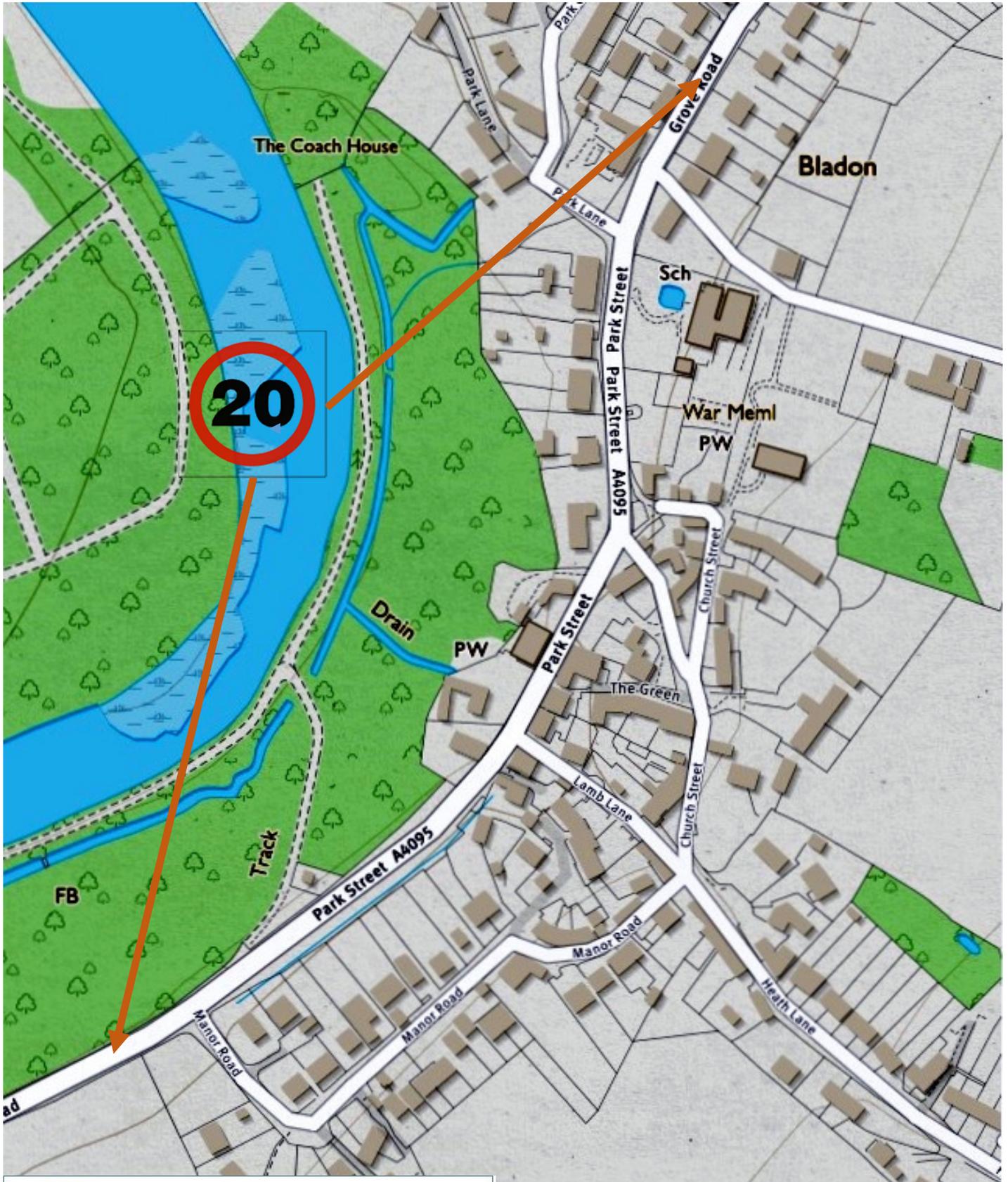


An Active Travel Proposal for Bladon

Proposed Temporary 20 mph Speed Limit for A4095 in Bladon (Post COVID 19)



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CYCLE SAFE ROUTES SUBGROUP

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Background - Traffic Management Act 2004: Network management in response to COVID -19

The government have recently issued advise to all Highway Authorities in the light of the COVID 19 pandemic. The advise note recognises that in many places "active travel" has increased by 70%, either for exercise, or for safe socially distanced travel. With the brakes slowly coming off the lockdown and people starting to return to work, they are recommending not to use public transport but, where they can, to cycle or to walk.

With this in mind the government is providing up to £250 million initially and up to £2 billion later to allow Highway Authorities to work immediately to put in place infrastructure and regulation to provide greater safety for vulnerable road users and to encourage active travel patterns.

The A4095 through Bladon. Sustainable Woodstock recognises that much of the funding need will be committed to towns and cities where there are most commuter journeys. But the A4095 through Bladon is an important corridor for commuting to Oxford (and beyond) from Hanborough Rail Station. The A4095 already has a segregated cycle track from Witney to Hanborough but there are no adequate cycle facilities from Woodstock, through Bladon to Hanborough Rail Station.

The A4095 through Bladon carries some 10,000 vpd, of which some 3% are HGVs. The carriageway is:-

- sub-standard in terms of width being less than 5 m in places and insufficient for two HGVs to pass safely
- footways are also substandard in width being less than 1.0 metres in places.
- The building line is frequently at the immediate back of the footway offering pedestrians no opportunity to step back behind the path for safety
- The horizontal alignment is tortuous such that opposing traffic is often blind, leading to vehicles travelling closer to kerbs than might otherwise be normal.

We believe that the case for a targeted 20 mph speed limit over a critically limited length of the A4095 is strong and the opportunity that the government's statutory guidance offers will allow a temporary Traffic Regulation Order to be drawn up with suitable lines and signs at low cost.

Supplementary measures. In addition the existing footway between the terminal point for the proposed 20 mph speed limit and Hanborough Rail station requires to be widened and resurfaced to provide a shared cycle footway. This has already been discussed with OCC officers who were to consider the proposal further. An alternative short term, low cost option would be to reduce the present 50 mph speed limit between Bladon and Hanborough to 30 or 40 mph.



The A4095 in Bladon showing part of the section proposed for a temporary 20 mph limit.

Note:-

- narrow footways,
- narrow carriageway,
- tortuous alignment and
- lack of cycling infrastructure



A4095 between Bladon and Hanborough Rail Station showing existing footway requiring widening and resurfacing to provide a new shared cycle footway

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Further information on
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