

## **East Hagbourne Parish Plan - Road Safety Traffic Speed Surveys, 2010 & 2012**

Concerns about traffic and road safety in East Hagbourne are not new. In the 1998 Village Appraisal, 74% of respondents expressed concern about road dangers. Lower Cross was the main area of concern, followed by New Road, Main Road and the area around the School. Speed was considered an important aspect, with bends and narrow roads contributing factors. At about this time, the speed limit on New Road was reduced from 40mph to its current 30mph. Following the appraisal, a number of proposals were evaluated to improve the situation, and after discussions with OCC, improved road markings were applied in New Road and Blewbury Road, and temporary '30 not 40' signs installed along New Road. In 2001, speed cushions and a pedestrian crossing were installed at the School.

Concerns about road traffic continued to be expressed in the 2008 Parish Plan Survey, and these are outlined in the Parish Plan report available at [www.easthagbourne.net](http://www.easthagbourne.net).

In developing an action plan to address the concerns raised, East Hagbourne Parish Council has been working both with the police to enforce existing speed limits, and with Oxfordshire County Council to implement road improvements where practical schemes can be identified.

Road improvement schemes need to be based on factual evidence, so two surveys of vehicle speed and traffic volume were carried out, in 2010 and again in 2012. These automatic surveys captured data for a complete week, 24 hours per day. The results are summarised here for the 3 locations surveyed during 2010 and 4 locations in 2012. The data show traffic volumes and a breakdown of vehicle speeds. The 85%ile speed is used as a key measure by OCC to evaluate road schemes, since they consider the fastest 15% of vehicles need to be addressed through enforcement rather than road improvements.

In summary the results from the 2010 and 2012 surveys showed that:

- 5-day traffic volumes recorded in 2012 were the same or slightly lower than in 2010, except that the volume down Main Road increased by 25%. Since the volume of traffic entering or leaving the village via Main Road did not increase, most of this traffic must be within village - perhaps involving school transport.
- Mean and 85%ile speeds on New Road decreased slightly between 2010 and 2012. In 2012, less than 5% of southbound vehicles, but 18% of northbound vehicles exceeded 31mph. Less than 3% of vehicles were travelling at more than 26mph.
- Mean and 85%ile speeds entering the village on Main Road near the cemetery also decreased slightly between 2010 and 2012. 35% of vehicles entering and leaving the village were travelling over 31mph and 7-10% over 36mph. The measurement location was at the start of the 30mph limit, to the west of this point national speed limit applies.
- In the centre of Main Road, mean recorded speeds in 2012 were 22.6mph westbound and 23.2mph eastbound, while the 85%ile speeds were 25.7/27.2mph. These figures were little changed from 2010.
- Blewbury Road was included in the 2012 survey, but not in 2010. Mean speeds entering/leaving the bends by the stream bridge were 27.2mph both northbound and southbound, with 85%ile speeds of 30.5/30.8mph. 11.5/13.4% of vehicles were travelling faster than 31mph.

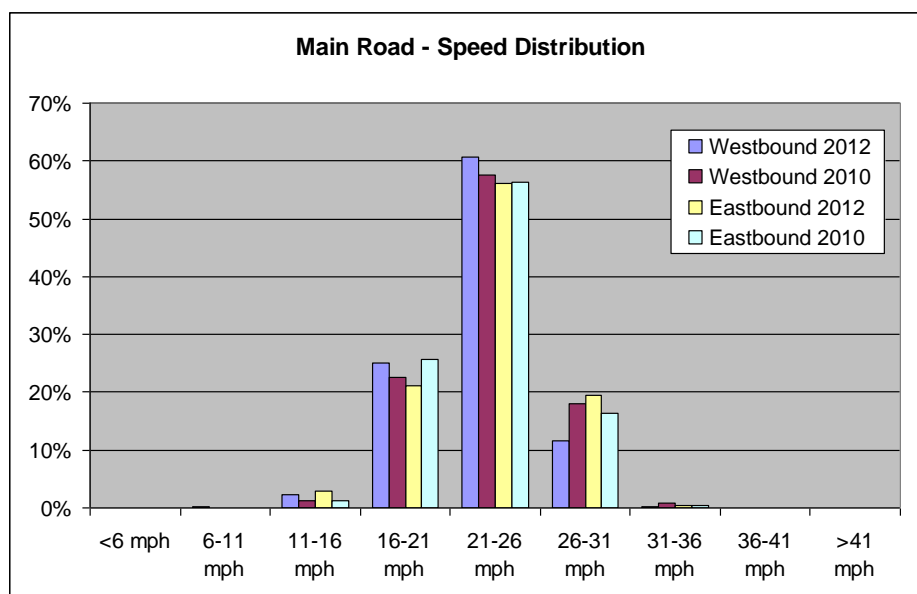
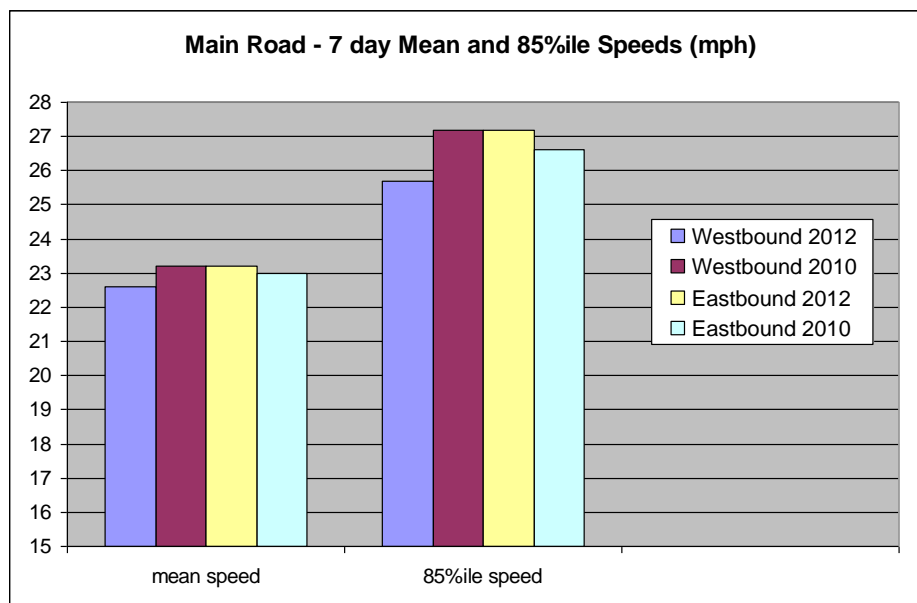
More detail is shown in the following pages.

## East Hagbourne Parish Plan - Road Safety

To guide discussions on the road safety concerns raised in the East Hagbourne Parish Plan, two surveys of vehicle speed and traffic volume were carried out, in 2010 and again in 2012. These automatic surveys captured data for a complete week, 24 hours per day. The results are summarised here for the 3 locations surveyed in 2010 and 4 locations in 2012.

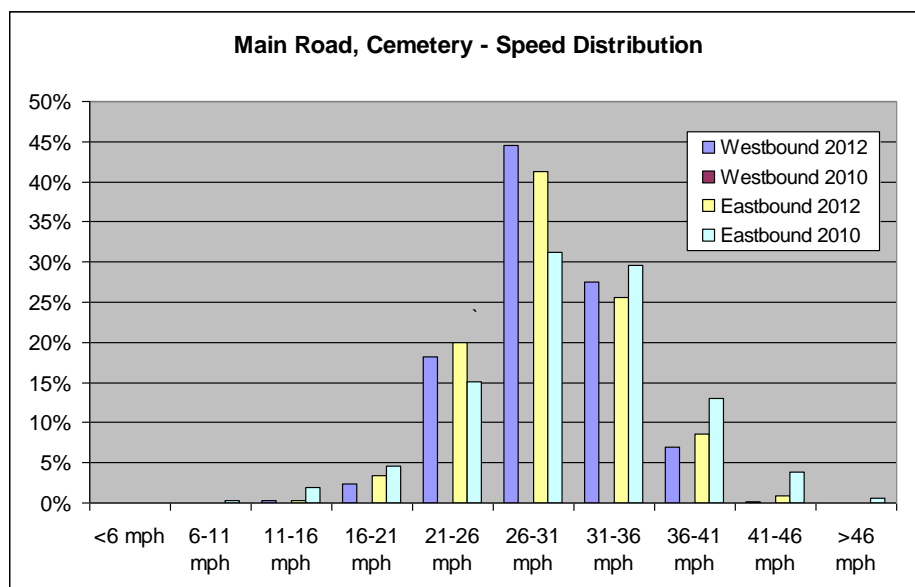
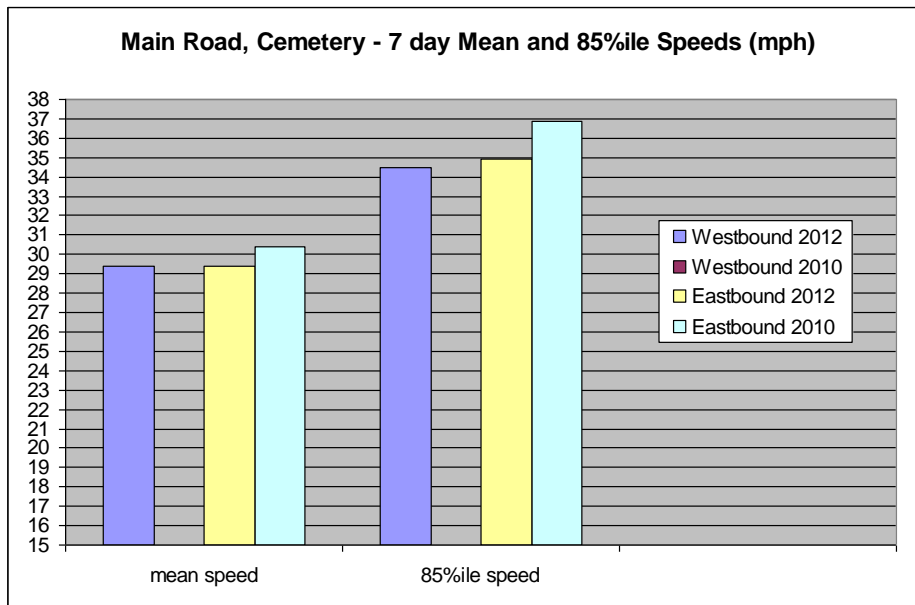
### Main Road, opposite No 24 (next to Parsonage Lane)

	July 2010	May 2012
Westbound 5-day avg	991	1096
w'end	668	684
Weekday peak time	0745	0745
Weekday peak time	variable	1430
Eastbound 5-day avg	887	1245
w'end	629	861
Weekday peak time	0745	0830
Weekday peak time	variable	1630



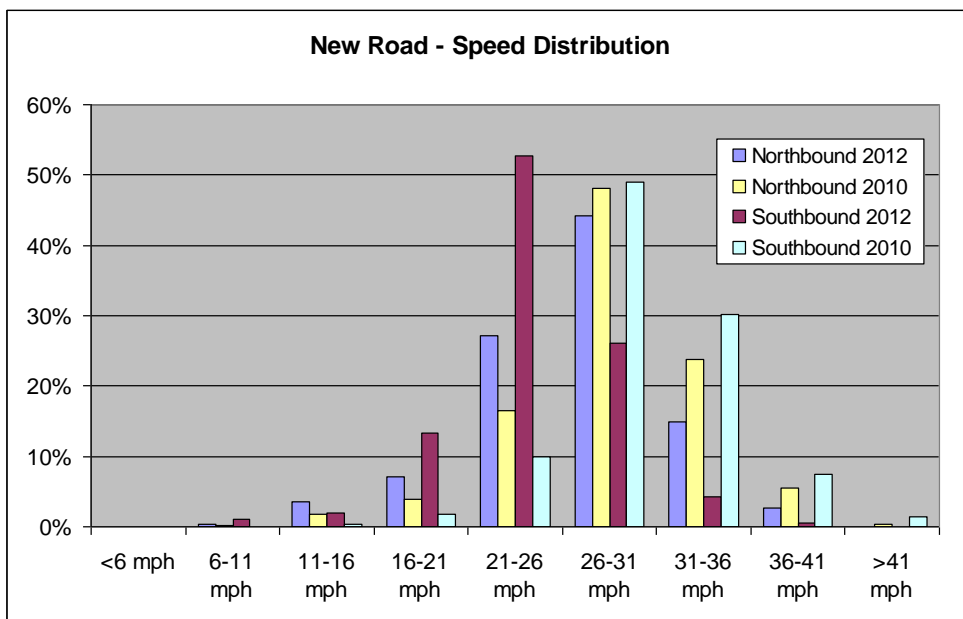
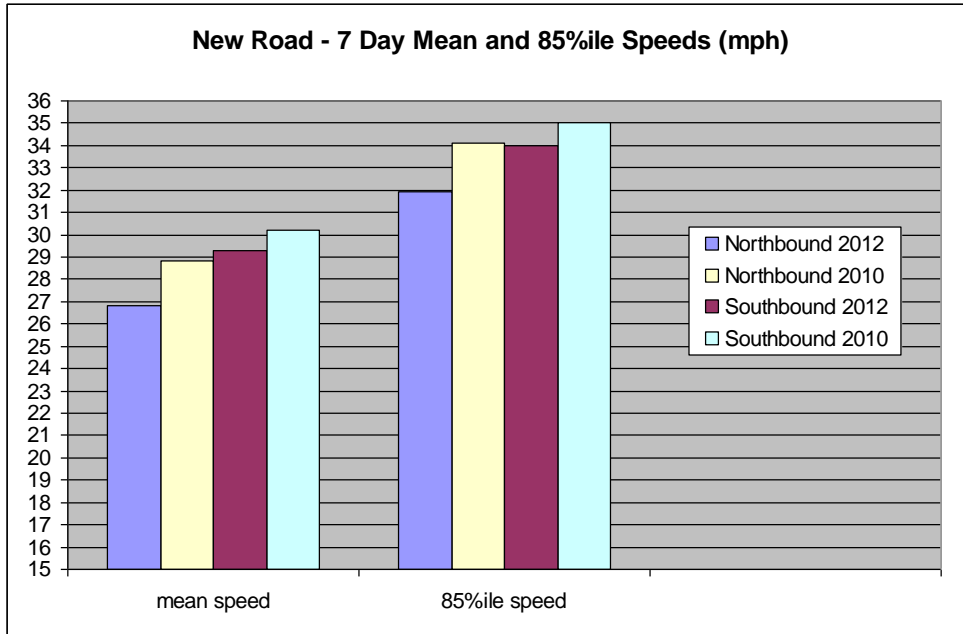
**Main Road, Village exit, by the cemetery**

	July 2010	May 2012
Westbound 5-day avg	NO	770
w'end	WESTB'D	513
Weekday peak time	DATA	0745
Weekday peak time		1515
Eastbound 5-day avg	1003	952
w'end	684	673
Weekday peak time	0745	0815
Weekday peak time	variable	variable



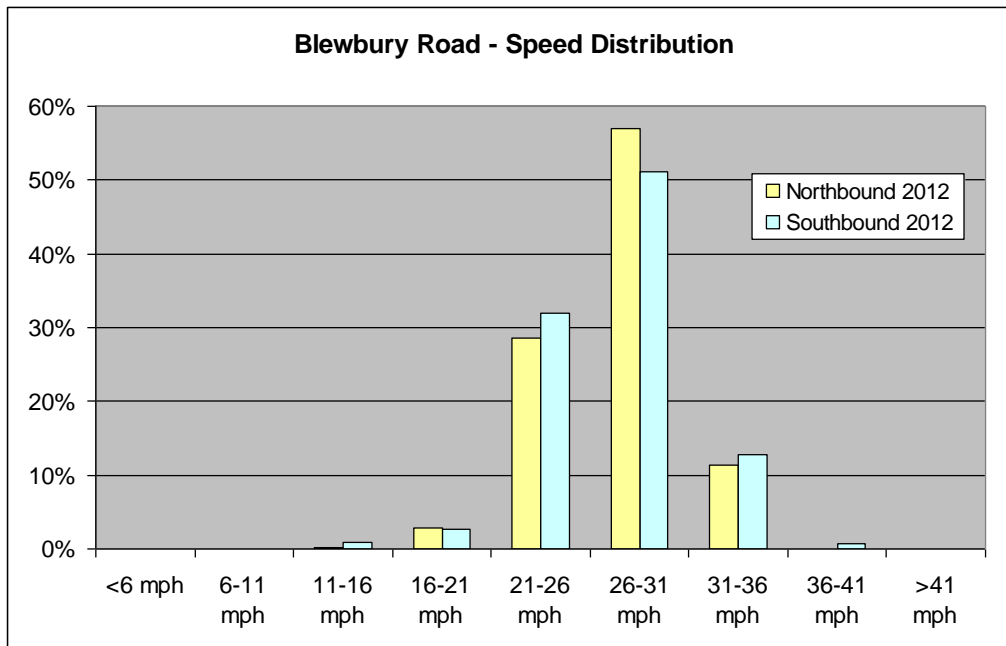
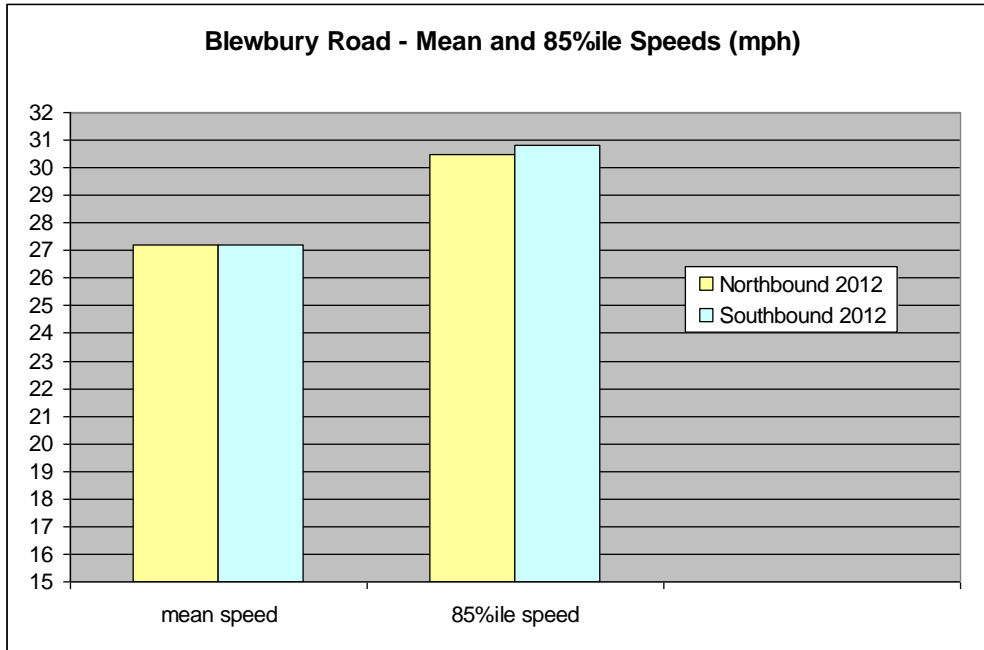
**New Road, adjacent to No 104 (2010), No 86 (2012)**

	July 2010	May 2012
Northbound 5-day avg	2339	2258
w/end	1658	1681
Weekday peak time	variable	0815
Weekday peak time	1700	variable
Southbound 5-day avg	2360	2396
w/end	1619.5	1679
Weekday peak time	0745	0745
Weekday peak time	1700	variable



**Blewbury Road, outside No 36 (2012 only)**

	July 2010	July 2012
Northbound 5-day avg w'end	NO DATA	1625
Weekday peak time	FROM	0830
Weekday peak time	2010	1645
Southbound 5-day avg w'end		1600
Weekday peak time		1168
Weekday peak time		0745
Weekday peak time		variable



### Village Entry - Blewbury Road

Note: vehicles outside the 30mph limit, these data are for information only. Measurements were repeated adjacent to No 36.

	July 2010	May 2012
Northbound 5-day avg w'end	NO DATA	1530
Weekday peak time	FROM	0830
Weekday peak time	2010	1645
Southbound 5-day avg w'end		1677
Weekday peak time		1291
Weekday peak time		0730
Weekday peak time		1700

