

HOLTON ROAD SAFETY SURVEY 2017 - RESPONDENT'S COMMENTS

Below are views expressed by individual respondents in the survey box inviting other comments.

(The numbers link comments to respective questionnaires for analysis purposes only. Not all respondents commented which is why some numbers are missing.)

1. The traffic from Wheatley Park School into the village is way too fast up to the Green
2. Consideration needs to be given to the difficulties of the very large grain lorries, hay wagons and cattle trucks that need access to the village farms. Humps would be hazardous to their stability.
3. What about getting pot holes sorted and verges cut for pedestrian use, even resurfacing.
7. Has it ever been discussed to create more pavements, reducing verges?
8. As little road furniture as poss. Very unsightly!
9. *(Re: Humps and chicanes.)* One or the other – not both.
10. Cars to be parked on driveways, not on road, especially at corners. e.g. at triangular patch of grass area.
13. Most roads in area need re-surfacing – more footpaths needed and more lighting.
20. Old Marston is a good example of traffic calming.
23. Street lighting on all night/early a.m. as not everyone is in bed between 12 – 6.00 a.m.
28. It is mainly school mums who speed after drop off.
29. Weight limit and size on heavy goods vehicles. Signs posted at both entrances to village.
30. farm vehicles go far too fast relating to their size – Perhaps they could be ask to slow down.
32. A footpath from the green to the Village Hall/Church to make it safe for families to walk, especially pushing a buggy or with tots on bikes. Could be made of natural stone on the existing grass verge. Doesn't have to be tarmac.
34. White gates on verge would be good but will need to be maintained unlike Horspath that have now fallen into the hedge.

35. Remove any 'Kill Your Speed' signs. Unsightly, unheeded and bad grammar!
39. Campaign to slow farm vehicles. They go much too fast.
40. Footpaths where possible. Chicanes where it is not possible.
46.
 - a. Polite notice pointing out narrow road with no pavement and blind bends.
 - b. Mend potholes and verges so more room for all users
47. Occasional speed checks by police.
48. Yellow lines on bends – by green outside Holton Cottage and Buryhook Corner (due to large farming machinery).
58. Cutting back of verges where soil, grass etc has narrowed thoroughfare.
60. Access for large farm vehicles etc is essential so no narrowing of the road or chicanes please.
61. Please no speed bumps or chicanes. These so-called traffic controls have already blighted Wheatley and Horspath.
62. *Respondent has provided a full page of comment appended separately.*
69. Get Holton taken off satnav routes by change of road status to whatever isn't eligible. E.g. Single track road in places. Ensure that Brookes development is a through road to relieve Holton, where there are no pavements.
70. Zebra road crossing should be raised and better signage on approach to the school, bends and village green.
81. Why are options for pedestrian safety missing from this survey? Why is group pressing for a 20 mph limit when they have been told by Highways that this is not an option?

Comments by respondent number 62

1. We live in a village that could easily become less rural by the use of overt traffic calming measures and are concerned that too many lines and markings would increase the appearance of Holton being a 'suburb' of Wheatley rather than a separate village in its own right.
2. We have read as much as we can easily find out about the research that has been done into the long-term impact of traffic calming measures in villages and also what Oxfordshire County Council will agree to / pay for. This suggests:
 - a. that psychological barriers aren't effective without physical barriers.
 - b. that a lower speed limit only works when supported by physical barriers and enforcement, and that OCC is unlikely to support a 20 mph speed limit without good justification. (Accident stats etc)
 - c. that 'tables' are more effective than humps or cushions.
 - d. that people often overestimate traffic speed.
 - e. that whole villages taking collective responsibility for supporting speed limits works well and if there are only a few people that are going through a village too fast it's more effective to tackle the individuals involved.
 - f. that if pedestrian safety is a concern that this is best achieved by creating dedicated routes for pedestrians.
 - g. that ESI signs can be effective if used in different places intermittently, especially where there are people travelling just over the speed limit and need reminding to check their speed.
3. Informed by this, and recognising that we would dislike intrusive measures some suggestions would be:
 - a. raise the zebra crossing outside Wheatley Park to be a table.
 - b. negotiate a shared ESI with other local villages
 - c. reinstate a footpath where possible
 - d. think about ways we can help each other to observe speed limits and tackle those who persistently fail to do so.
 - e. Investigate 30 mph stickers for dustbins.