Lower speed limits and the bigger picture:
Encouraging sustainable and active travel in Abingdon and beyond

Cllr Nathan Ley

County Councillor for Abingdon North

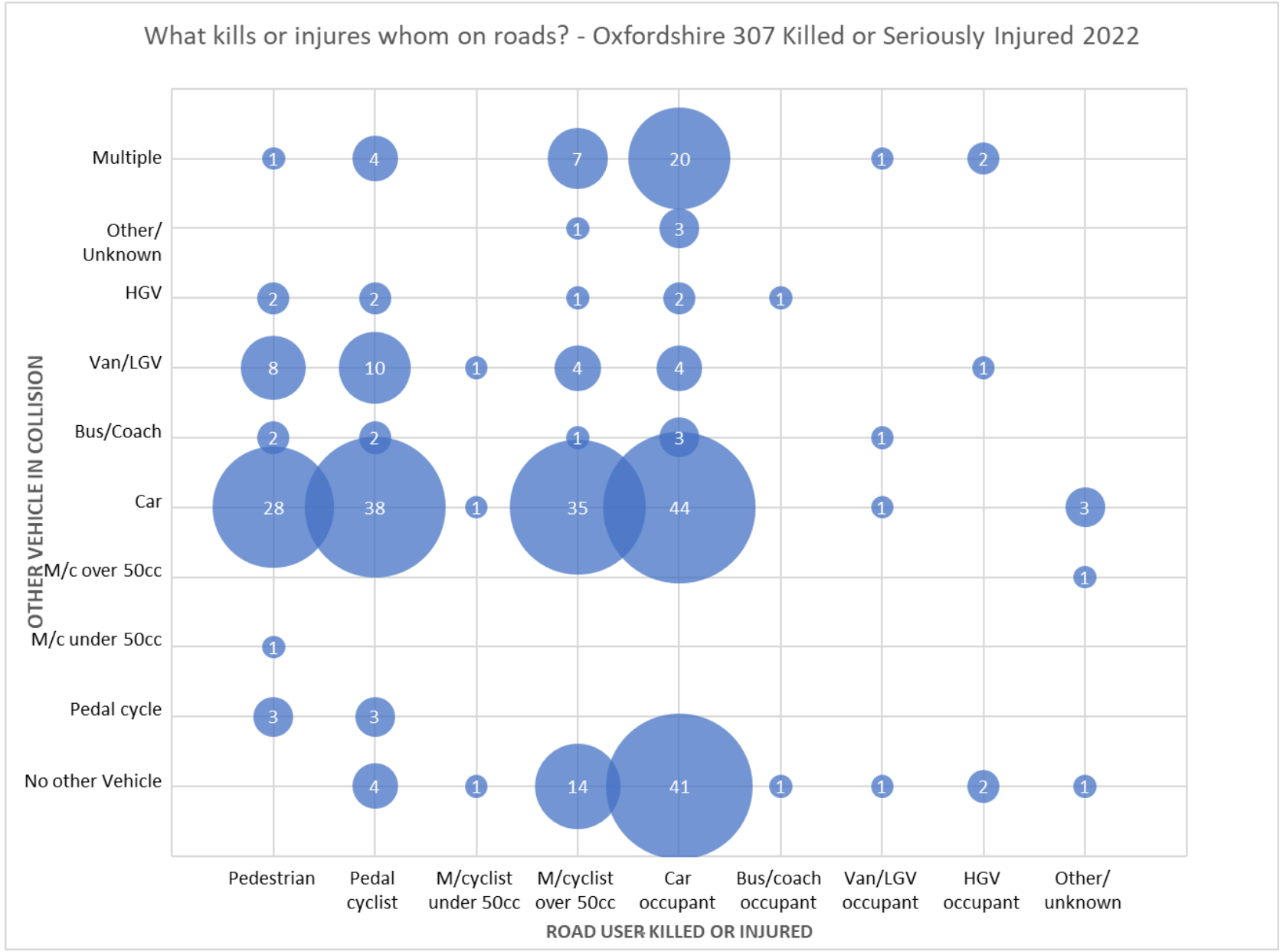
Cabinet Member for Public Health, inequalities, and Community Safety

October 2023

- **Why speed limits?**
- **The bigger picture**
  - **The challenges**
  - **What can we do about it**
- **Q&A**

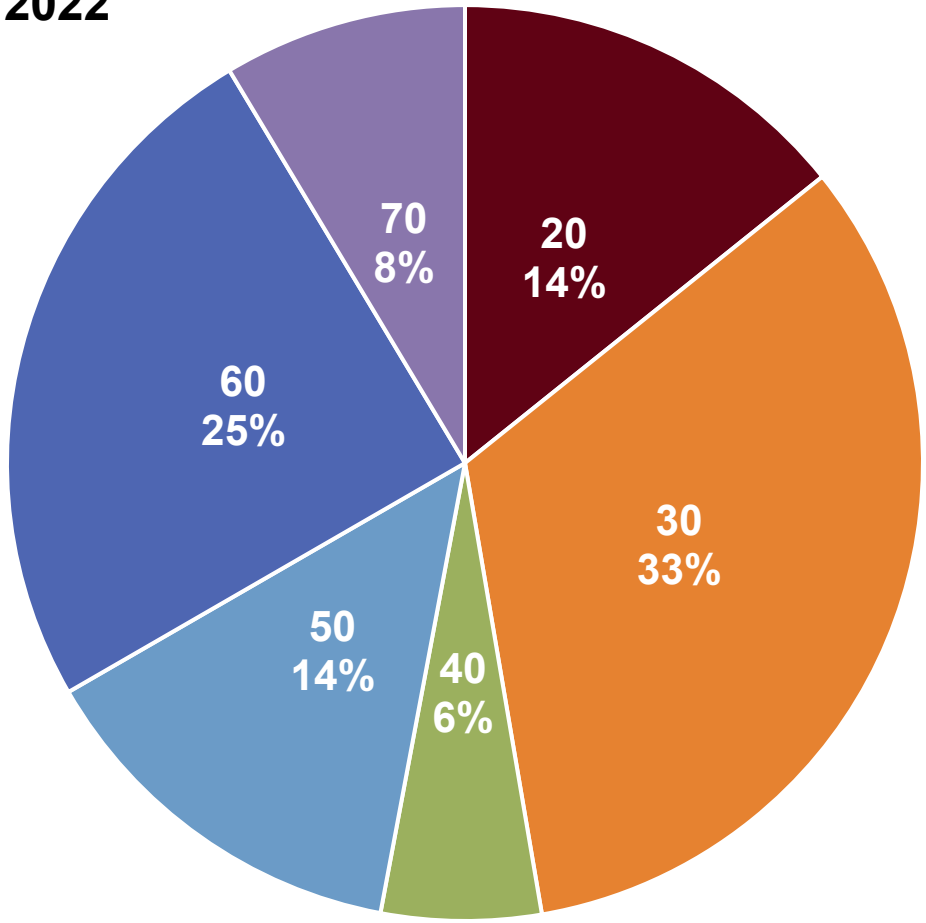
Why speed limits?

Oxfordshire Road Casualties – What Kills or Injures Whom?

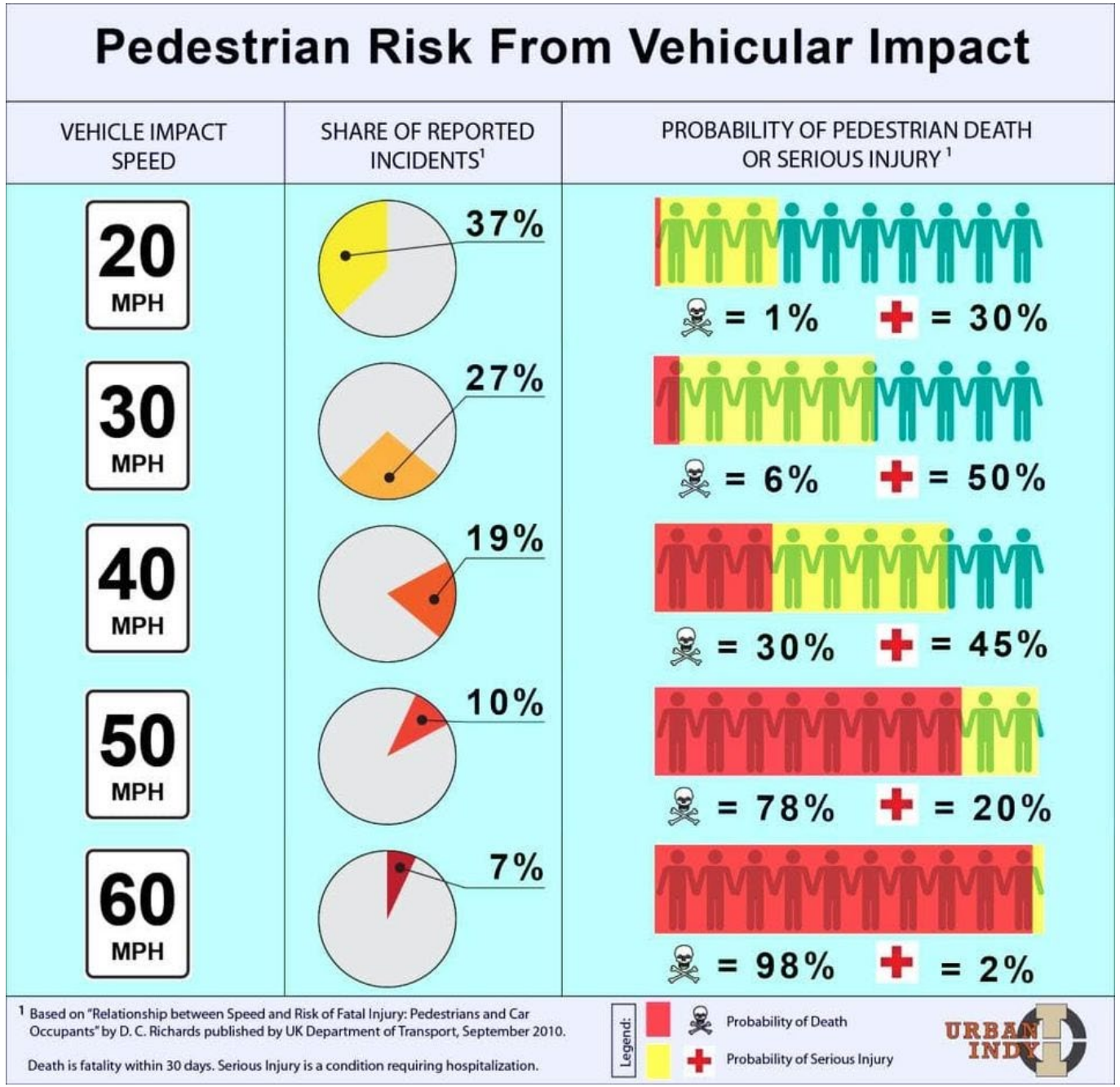


Safe Speeds – Oxfordshire Road Casualties

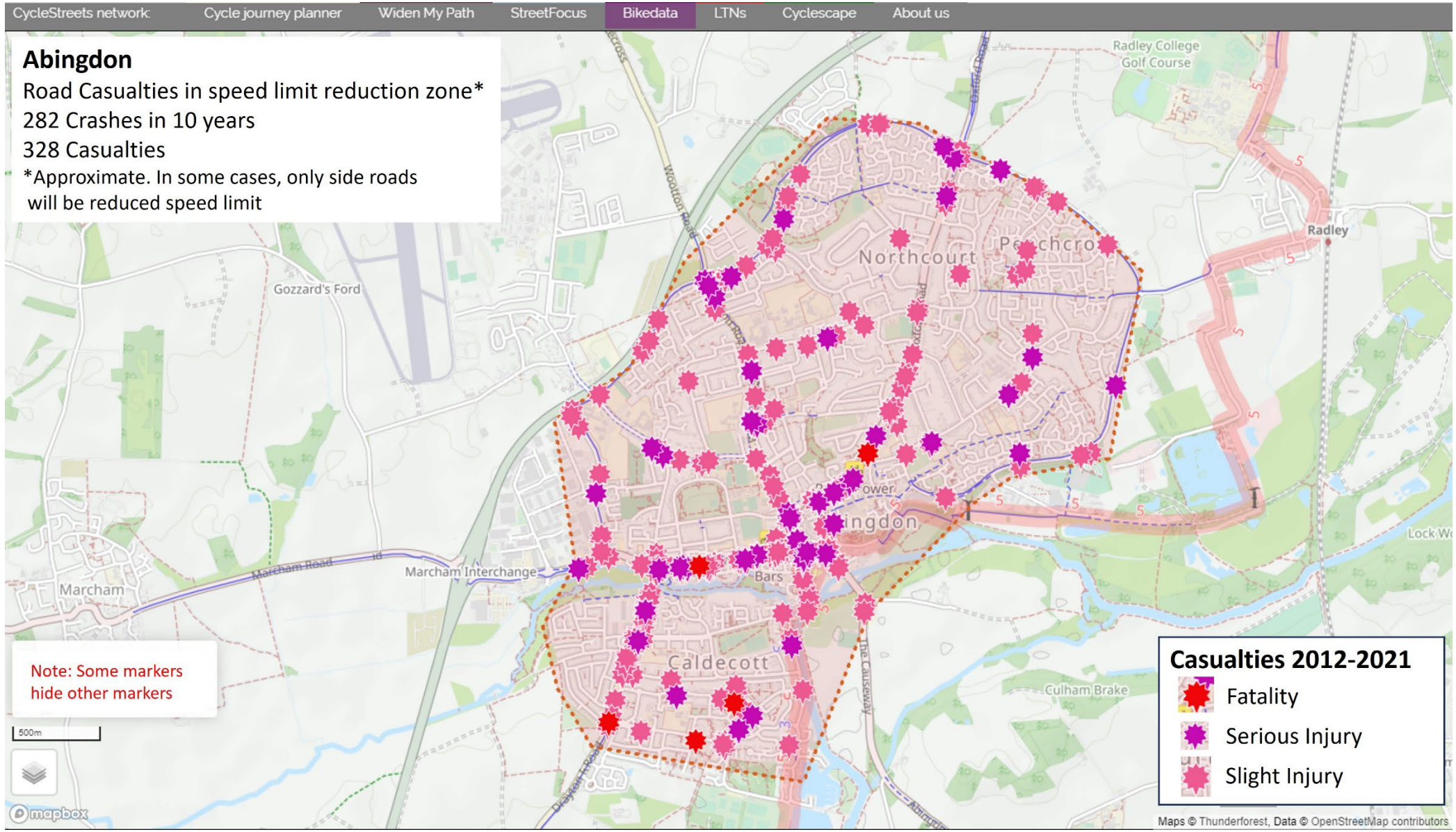
Oxfordshire Road Casualties 2022
Killed or Seriously Injured
By speed limit



Pedestrian Risk From Vehicular Impact



Abingdon – Road crashes 2012-2021 (in speed reduction area)



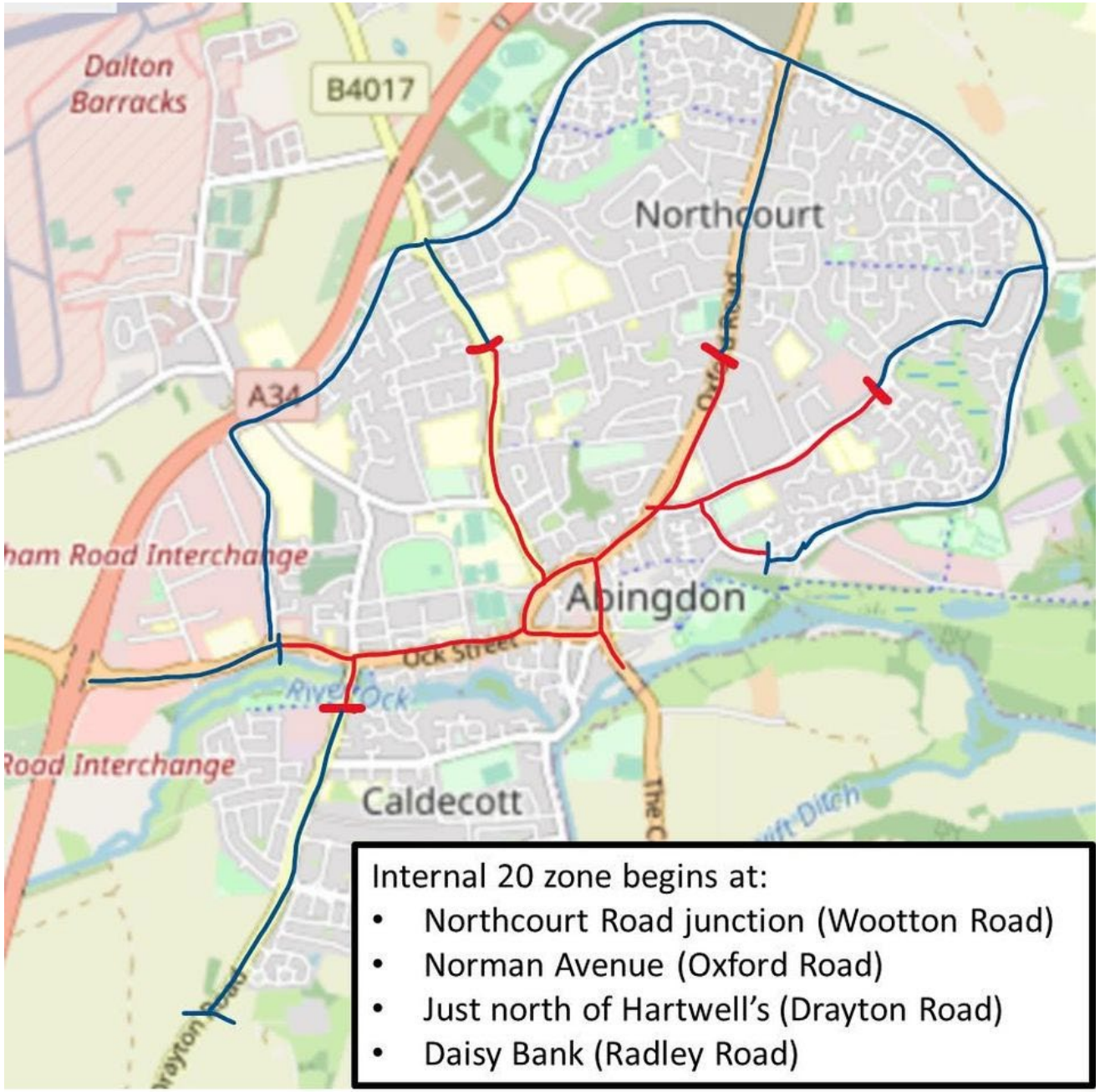
The Vision Zero Principle

Road deaths and injuries are unacceptable and preventable

Safe Speeds



2023: the start of a new era for Abingdon



“It won’t make a difference”

Edinburgh

- Reduction of 23% for fatal casualties, 33% for serious casualties and 37% for minor casualties.

London

- The results indicate that 20mph zones have had a significant causal impact on road casualty reduction in both absolute and proportional terms.
- Latest TfL data is 25% reduction in serious injury (of which 10% may be traffic reduction)

Newcastle

- 38% in annual road traffic collision rates.
- Reduction in severity of collisions

Portsmouth

- 31% reduction of collisions in 20mph roads compared to a 10.5% reduction in 30mph roads

Warrington

- 25% reduction in reported collisions over 18-month trial period covering 140 roads.

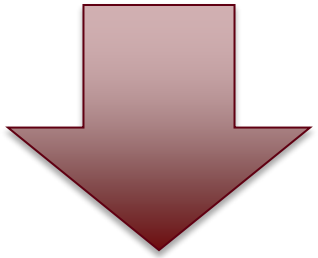
Typically, 25% reduction in collisions
Could save 8 collisions a year in Abingdon

Where lower speed limits have gone in around the country, people want to keep them

Sources:https://www.ncbi.nlm.nih.gov/books/NBK584570/; https://doi.org/10.1016/j.aap.2016.04.007; https://www.20splenty.org/20mph_casualty_reduction

Any other reasons for lower speed limits?

- Reduce chances of injury
- Reduce congestion
- Reduce air pollution



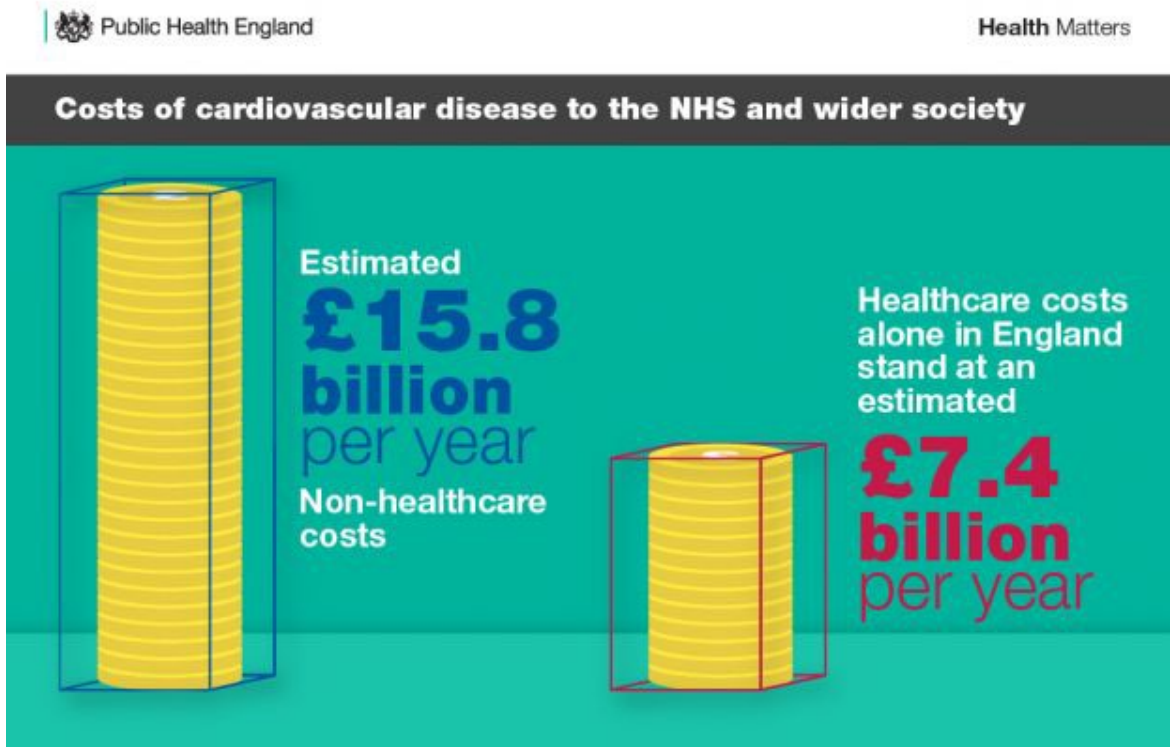
- Make the streets more appealing for other road users to gain confidence to get around on foot, bike, mobility scooter etc.

The bigger challenge is that we need to find ways to get around in ways which don't destroy health and planet

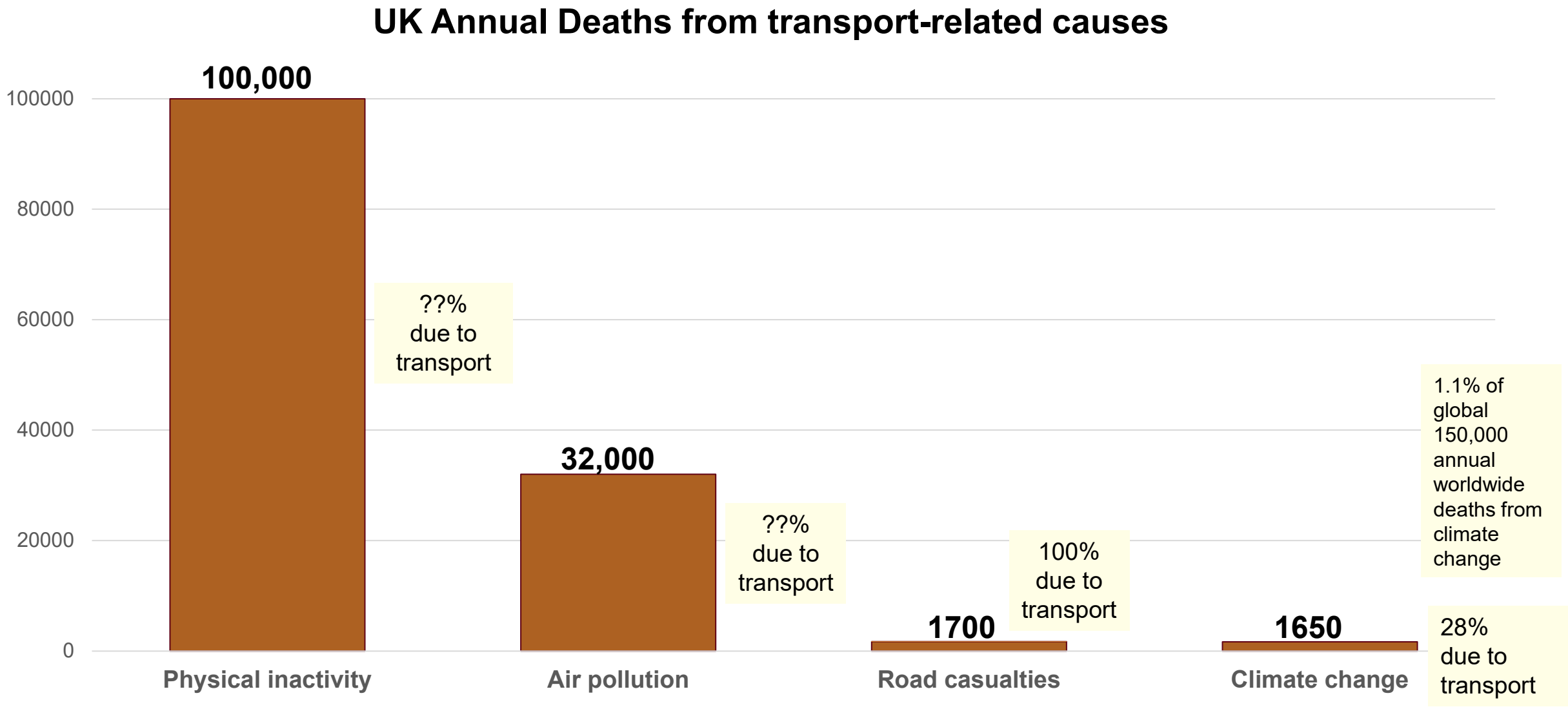
- **The bigger picture**
  - **The challenges**
  - **What can we do about it**

We are an unhealthy country

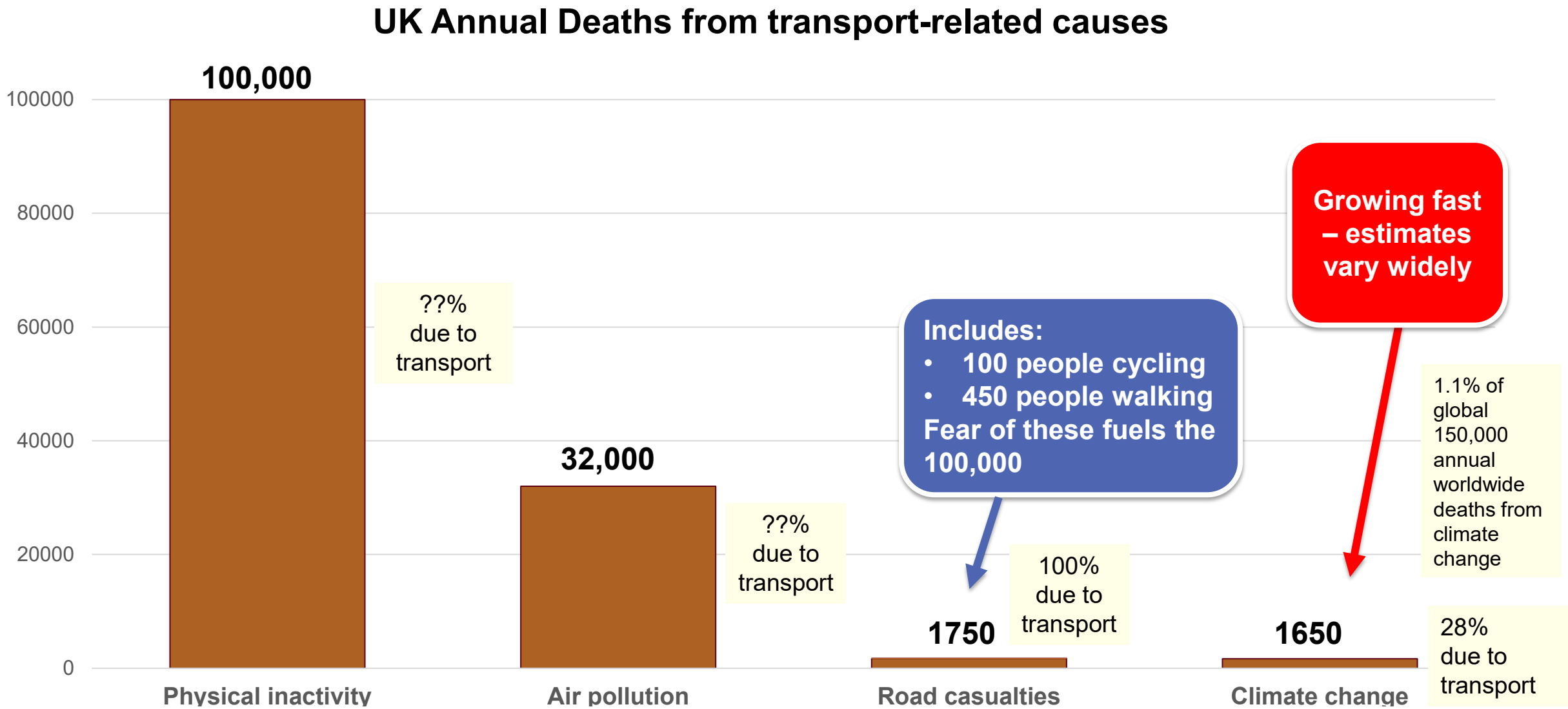




Road Danger – The Big Picture



Road Danger – The Big Picture



The challenge…

“If everyone exercises their 'freedom' to drive, nobody goes anywhere”



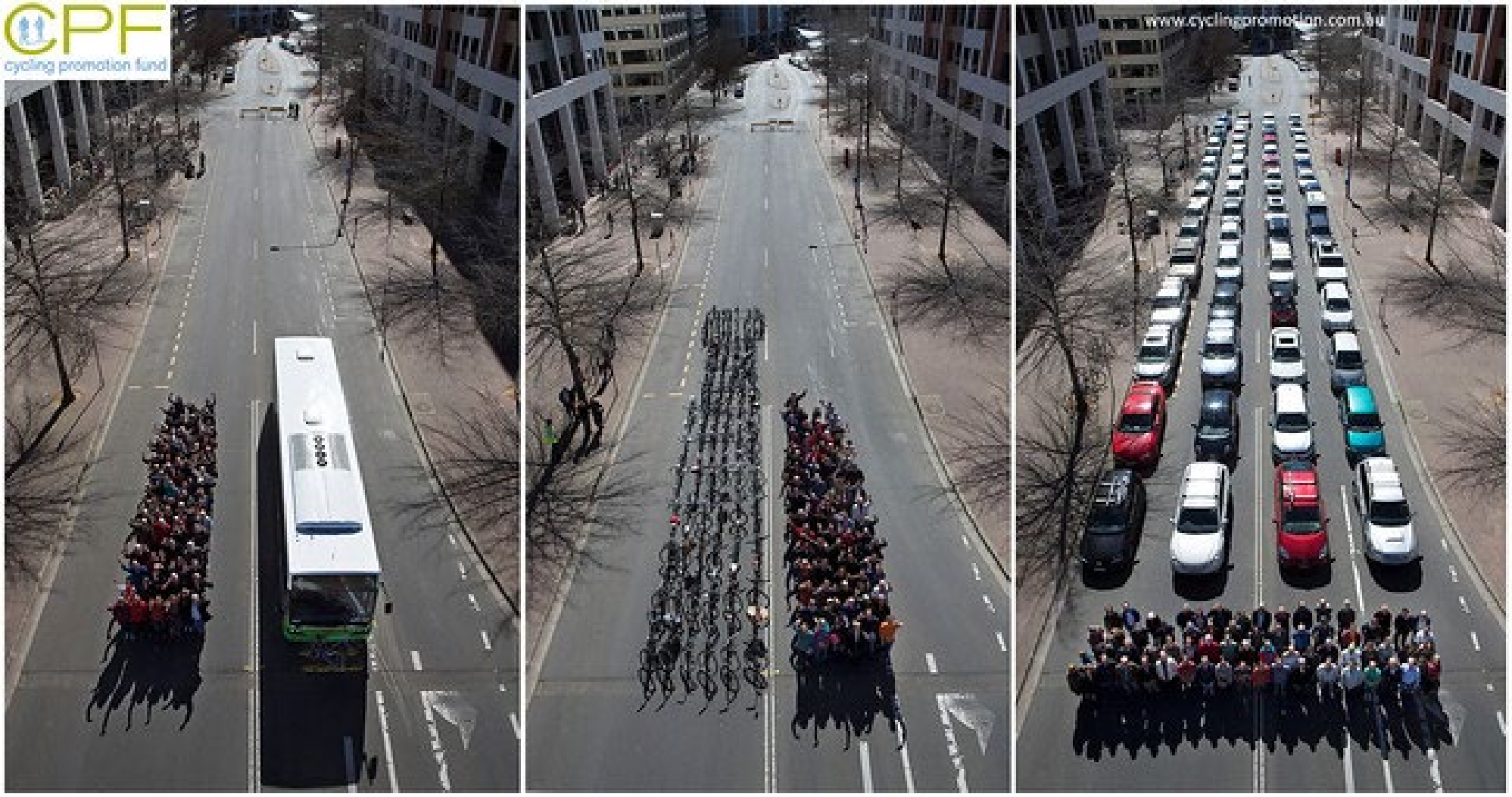






So make it easier to use alternatives…..so road space is left for those who <u>need</u> to drive

….sometimes there may be better ways to use our limited space



Nobody wants to ban cars, but have to accept there are some downsides

Direct effects

- Congestion
- Pollution – Health problems
- Physical inactivity – Health problems
- Road deaths and injuries
- Climate change

Indirect effects

- Worse environments, from major road schemes, to paved-over gardens
- Poor use of space in town and city centres: 30-40% of space in cities for roads and parking
- Sprawling suburbs are expensive to service for Councils/Government
- Reduced public transport
- Inequalities – exclusion for those without a car

National political leadership makes things challenging…



Forbes

FORBES > INNOVATION > SUSTAINABILITY

U.K. Government Cuts Active Travel Budget

Carlton Reid Senior Contributor

I have been writing about transport for 30 years.

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Cuts to cycling and walking budget in England 'will cost £2bn in long term'

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Rishi Sunak's own climate advisers say his net zero rollback will cost people more

Climate Change Committee says decision to scrap requirement for landlords to upgrade insulation within five years could drive up bills

By Emma Gatten, ENVIRONMENT EDITOR *and* Jonathan Leake

12 October 2023 • 12:58pm

Related Topics

Net Zero, Gas bills, Electricity bills, Rishi Sunak

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What can we do about it?

OCC LTCP4

Vision and aims

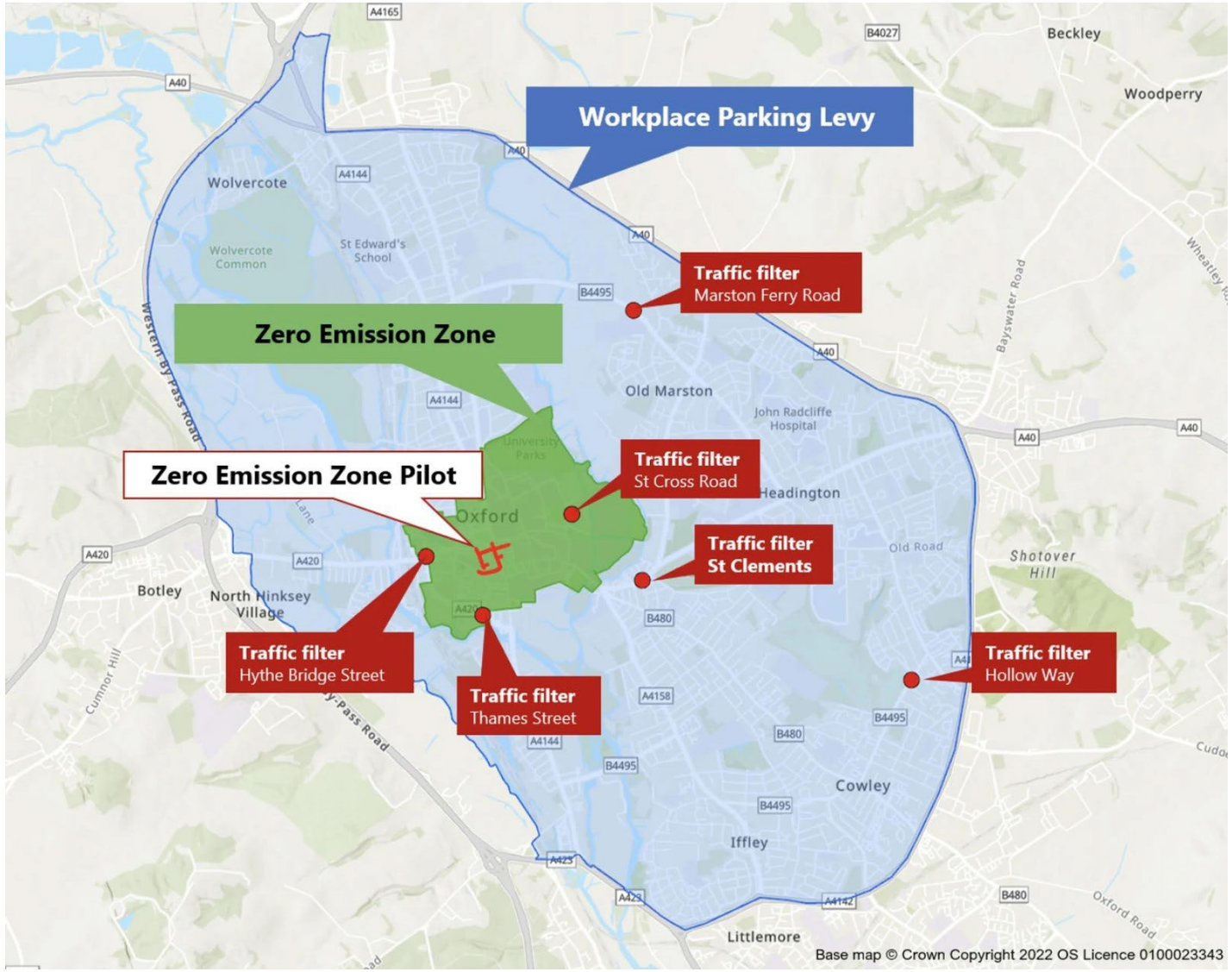
The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents.

In order to track the delivery of the vision, the LTCP includes a set of headline targets.

These include targets to:

- reduce 1 in 4 current car trips by 2030
- deliver a net-zero transport network by 2040
- and have zero, or as close as possible, road fatalities or life-changing injuries by 2050.

The big one in 2024: Oxford traffic filters



104 electric buses….



Safe Roads

Low Traffic Neighbourhood in Oxford



We already use LTN-type devices….









Safe Roads

Low Traffic Neighbourhoods in Abingdon

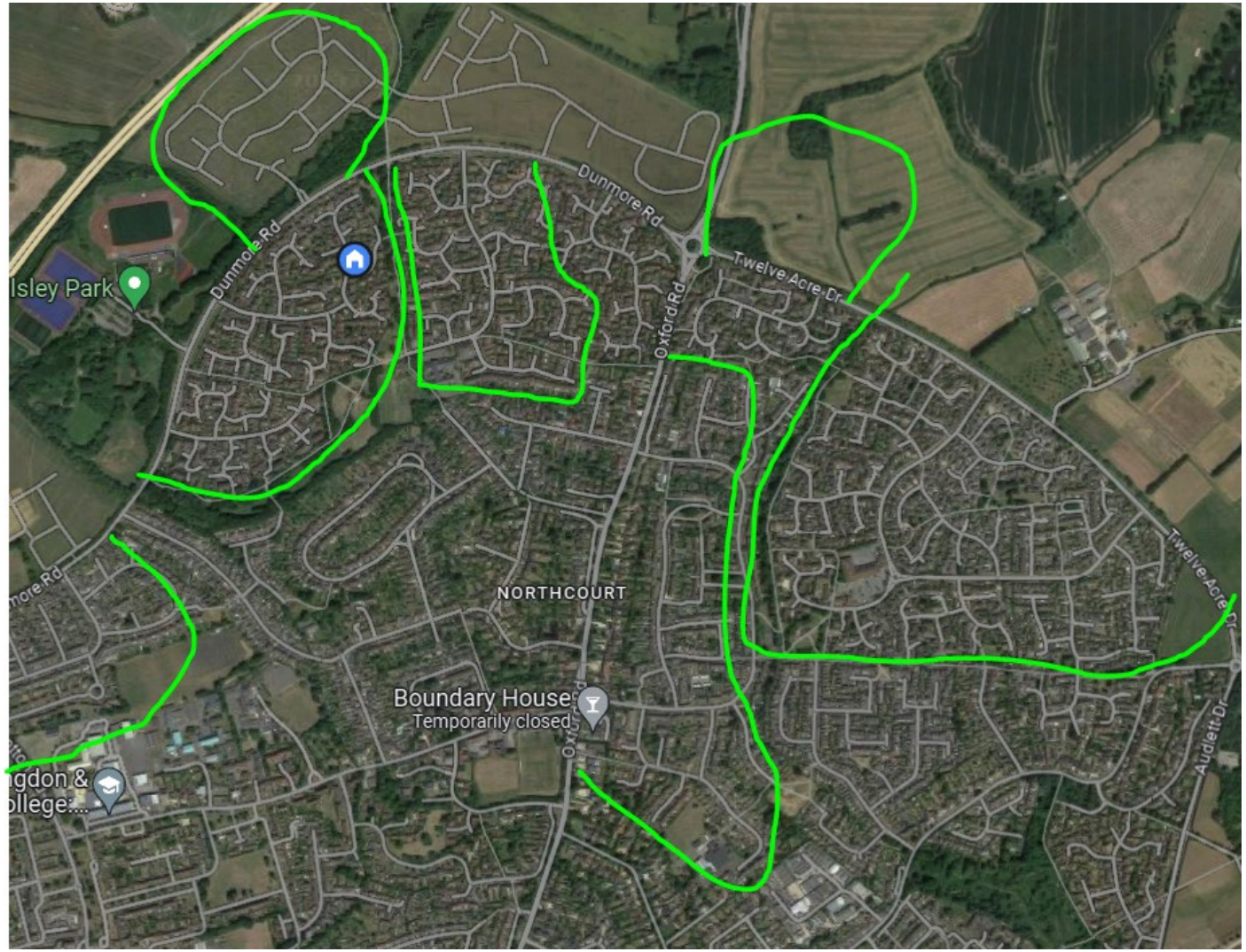




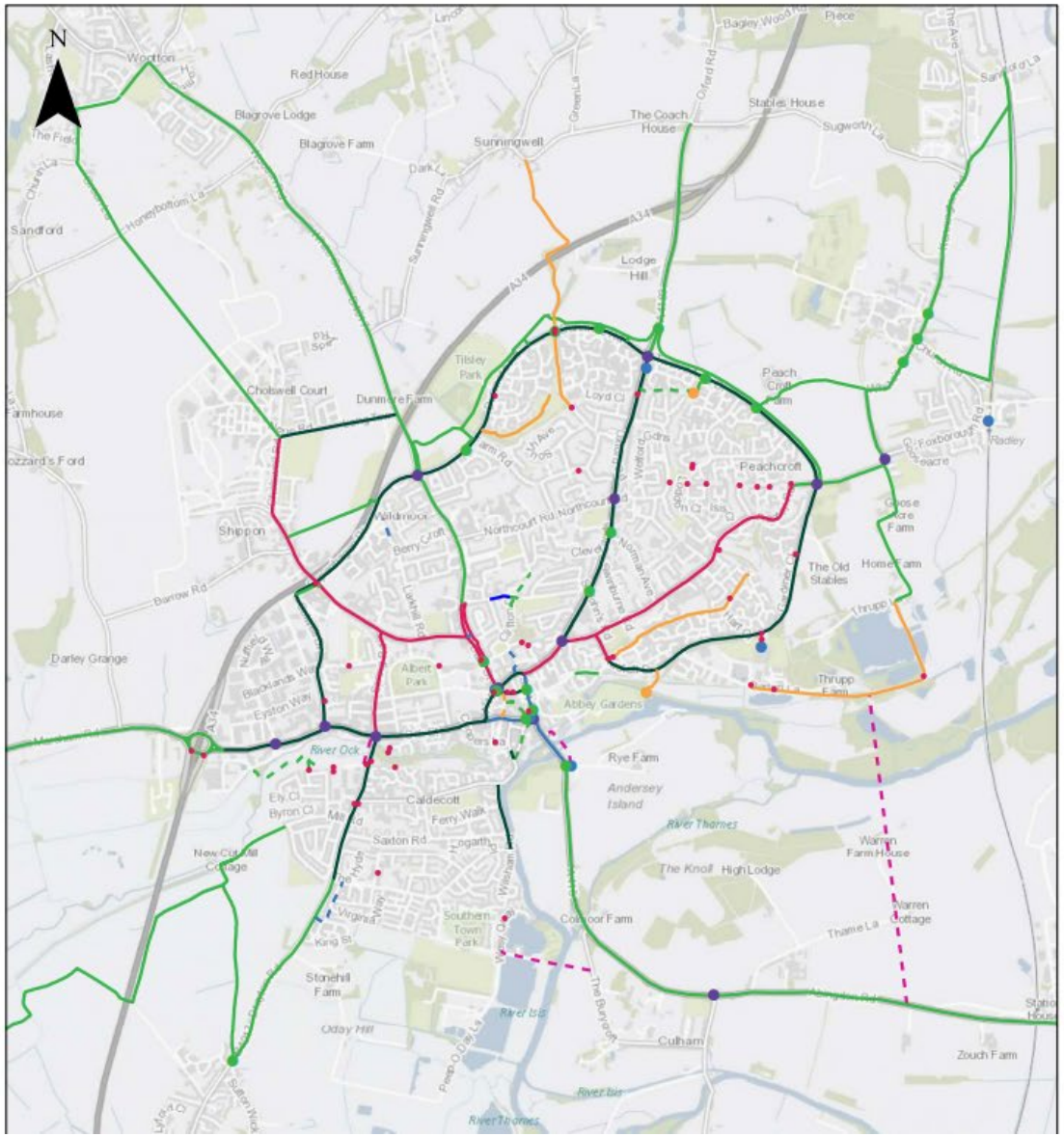




And newer estates embed the principles = they are not controversial!



LCWIP: Local Cycling and Walking Infrastructure Plan



Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- New minor structure (e.g. bridge)
- Permeability improvements
- Pedestrianisation
- Permissions for cycling
- School street
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- Surface improvements
- New or improved shared use path
- New river crossing for walking and cycling (indicative location only - exact route TBC)
- Segregated cycle track(s) with priority at side roads
- Footway widening and public realm improvements

LCWIP: Local Cycling and Walking Infrastructure Plan



Radley Road….?



Under the A34….?

LCWIP: Local Cycling and Walking Infrastructure Plan



Oxford Road….?

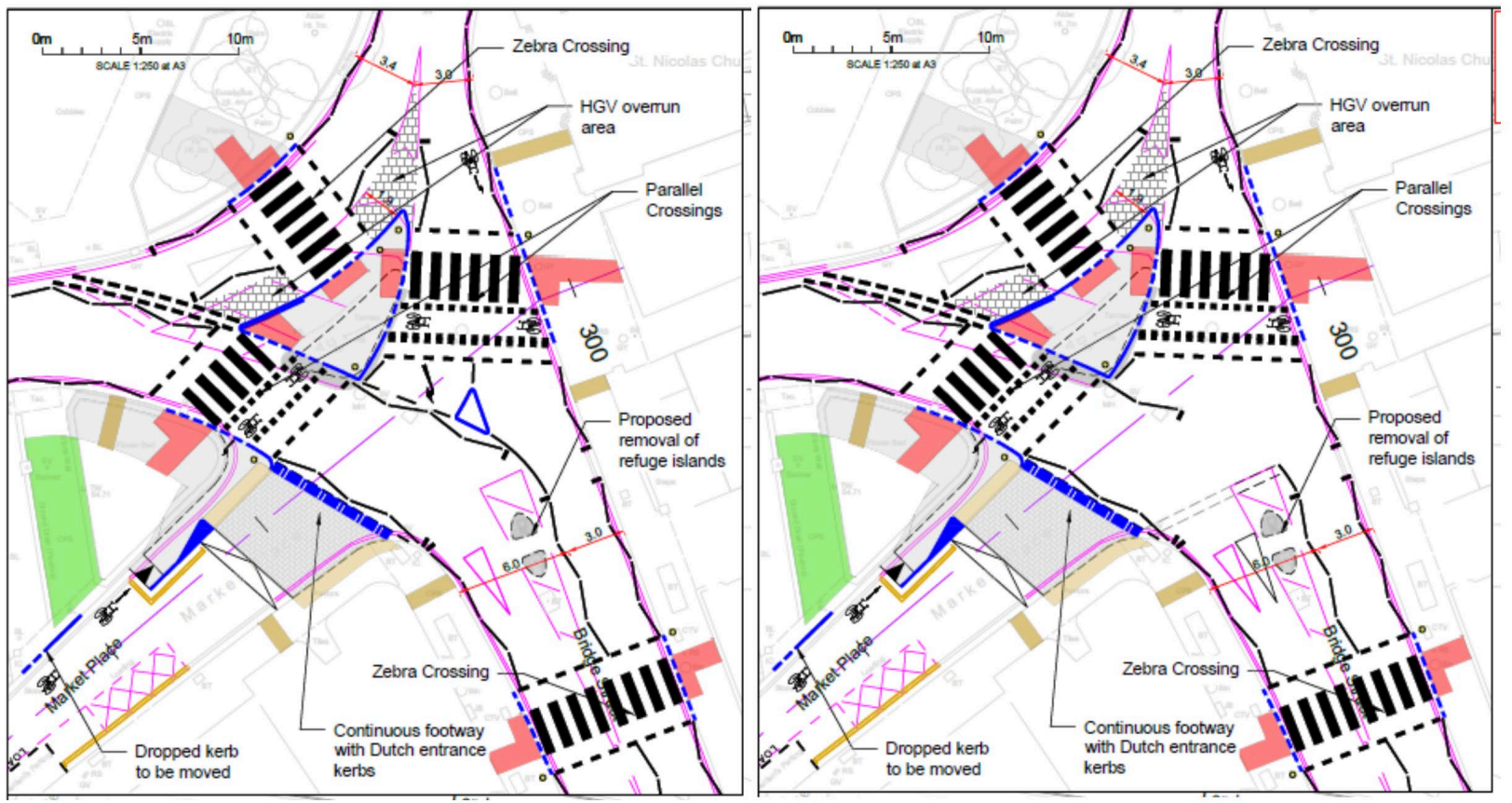


Colwell Drive/Marcham Road Roundabout….?


Some things are in train already from developer funds….
Tilsley Park
Fitzharrys School
John Mason School
Northcourt
Peachcroft
Longrove
Peachcroft Field
Abbey Fishponds
Wootton Road
B4017
A4183
Twelve Acre Drive
Pickiers Hill
Northcourt Road
Peachcroft Road
River Stert
Larkhill Stream
Bobby Park Ditch

LCWIP: Local Cycling and Walking Infrastructure Plan

Market Place junction (Sustrans outline design options)



OXFORDSHIRE COUNTY COUNCIL

LCWIP: Local Cycling and Walking Infrastructure Plan

Abingdon LCWIP Programme of Walking and Cycling Infrastructure Improvements
Jan-23

Proposal reference	Route/zone references	Modes[1]	Proposal name	Proposal description	Timescale[2]	Cost estimate (outline design)	Funding sources (outline design)	Design secured	Cost estimate (delivery)	Funding sources (delivery)	Delivery secured	Mapped[3]
Primary route network proposals												
ABP00-01	ABP00, ABP03, ABP04	Both	Market Place junction improvements	Eliminate the NCN5 'missing link' where cycle users must dismount (northbound only from Lombard Street to Bridge Street) and improve crossing facilities for cycling and walking on all arms of the junction. An outline design has been produced by Sustrans in partnership with Oxfordshire County Council. We will now seek to progress to detailed design and to secure delivery of this scheme.	medium	£50k-£100k	Sustrans LCWIP3	N	£500k-£1m	None	N	Y
ABP00-02	ABP00	Both	Stert St active travel and public realm improvements	Provide zebra and parallel crossings (see proposal ABP00-05) on Stert Street at links to adjoining walking and cycling routes and widen footways where possible.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP00-03	ABP00	Walking	High St active travel and public realm improvements	Provide widened footways and associated public realm improvements on High Street and Ock Street to the junction with Stratton Way.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP00-04	ABP00	Walking	High Street zebra crossing	Provide a new zebra crossing on High Street, west of the Market Place.	long	Included in proposal ABP00-03 estimate	None	N	£50k-£100k	None	N	Y
ABP00-05	ABP00	Both	Stert St parallel crossing from Broad Street to Old Station Yard	Provide a new parallel crossing on Stert Street from Broad Street to Old Station Yard.	long	Included in proposal ABP00-02 estimate	None	N	£100k-£250k	None	N	Y
ABP00-06	ABP00	Both	Stratton Way parallel or toucan crossing	Provide a parallel or toucan crossing at the site of the existing signalised crossing on Stratton Way at Bath Street.	medium	≤£50k	None	N	Design dependent	None	N	Y
ABP00-07	ABP00, ABP08	Both	Stratton Way and Bath Street junction improvements	Redesign the junction of Stratton Way and Bath Street to prioritise safe crossing movements for cycling and walking. Crossing Bath Street to the north of Stratton Way is very difficult at present.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP00-08	ABP00	Cycling	Stratton Way cycle tracks	Provide segregated cycle tracks in both directions on Stratton Way.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP01-01	ABP01	Cycling	Vineyard advisory cycle lanes	Remove the centreline and provide wide advisory cycle lanes (1.5m minimum at constraints and 2m where width is adequate).	medium	≤£50k	None	N	£50k-£100k	None	N	Y
ABP01-02	ABP01	Cycling	Oxford Road segregated cycle route	Provide a segregated cycle route, using a mixture of service roads and segregated cycle tracks between Vineyard and Peachcroft roundabout. Side road entry treatments should provide priority for people walking and cycling along Oxford Road. The design should consider complementary improvements for walking.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP01-03	ABP01	Both	St John's Road to Boxhill Road connection	Provide an improved cycling and walking connection (parallel crossing preferred) over Oxford Road, to link the cycling and walking routes along St John's Road and Boxhill Road and create an accessible east-west route from Radley Road to	long	£50k-£100k	None	N	Design dependent	none	N	Y

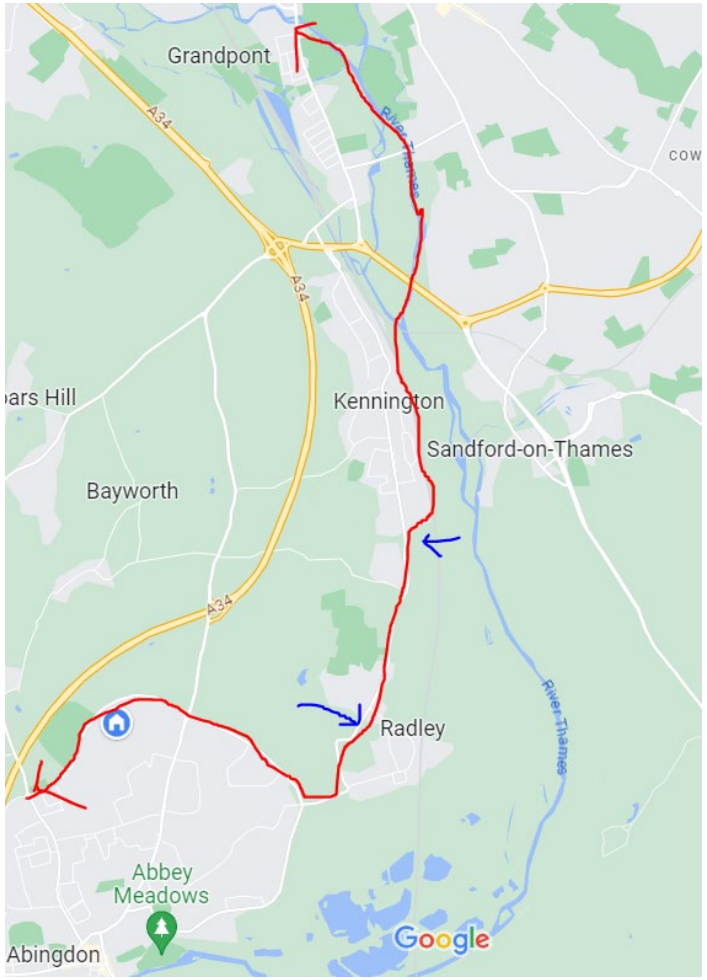
Cycle track to Oxford – coming soon in stages

Radley (Pye Homes)



Kennington (Redrow)





Moving towards a sustainable transport future

Active Transport



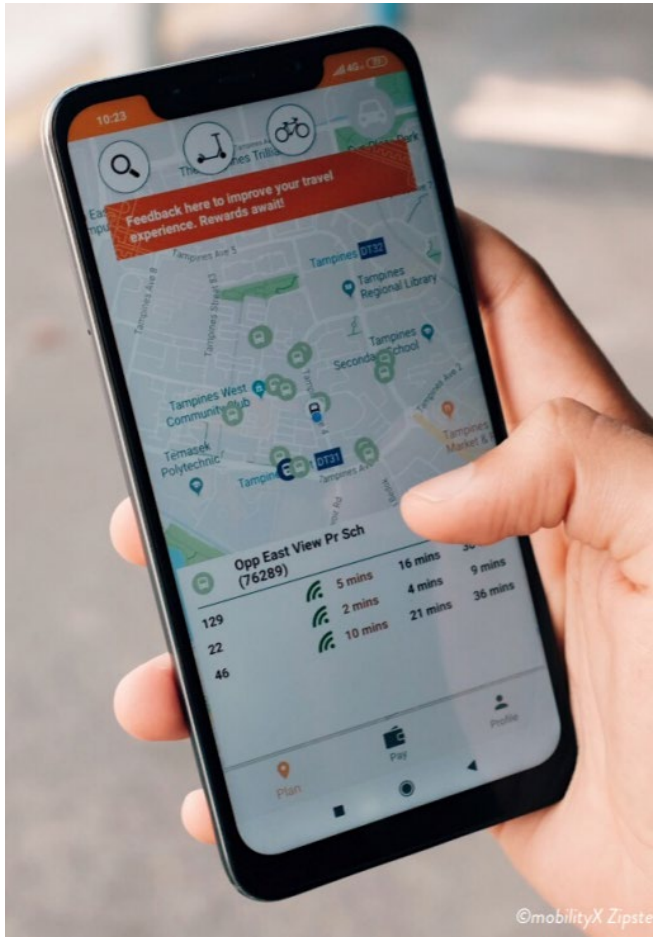


Public & Shared Transport





Make each trip a decision



How do we get to the future we want?

- Lead by example
- Organise/lobby your representatives
- Stand for election
- Discuss with friends and neighbours: emphasize the win-win and win hearts and minds
- **Never give up**

Remember the bigger picture: we need a healthier and happier population, and we need to save the planet – the status quo is not an option and all of us can do our bit