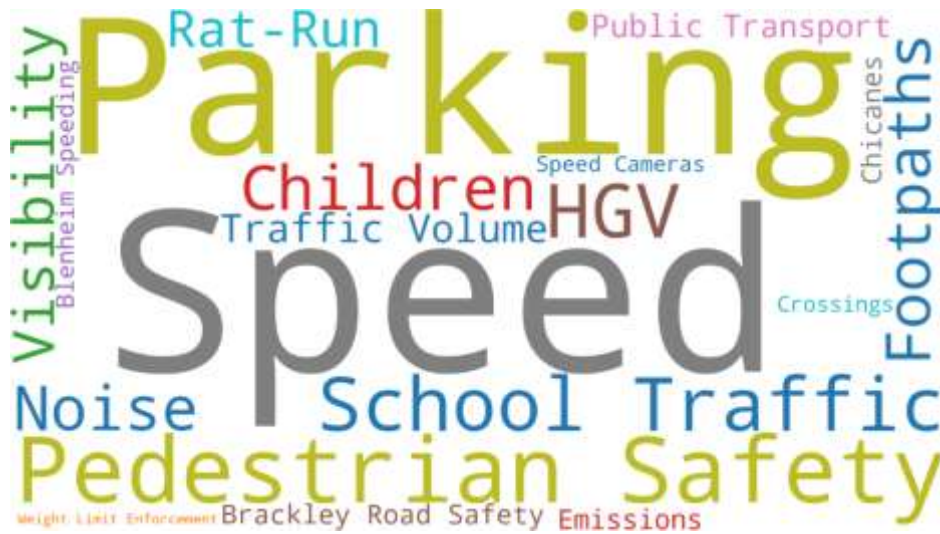




Croughton Traffic Working Group

Survey Report

Final Draft Issue S/T Parish Council approval- August 2026



Executive Summary

This report presents the findings of a village-wide survey on traffic, parking, safety, and transport in Croughton, based on responses from 64 households (~18 % of the village). The analysis combines structured survey data with qualitative feedback to identify the most significant issues, their distribution across the village, and the underlying factors driving them. The findings provide an evidence base for understanding local transport challenges.

The most prominent issue identified is driver behaviour. While 22% of respondents consider vehicle speeds safe, only 2% believe that drivers adhere to speed limits, indicating that concerns are driven primarily by non-compliance rather than the limits themselves. Alongside this, heavy vehicles and parking emerge as the most widespread problems, reported by 66% and 64% of respondents respectively. These issues have direct impacts on safety, particularly through reduced visibility at junctions, congestion, and conflicts between vehicles and pedestrians.

Parking demand is shown to be highly localised rather than village-wide, with over half of all on-street parked cars concentrated on the High Street and Mill Lane. Key high-risk locations identified across both the data and comments include the High Street, Brackley Road, Blenheim, and Wheelers Rise / Park End, where issues such as congestion, lack of footpaths, and poor visibility are most acute.

Overall, the findings indicate that transport challenges within the village are driven by a combination of driver behaviour, high vehicle ownership, and localised infrastructure constraints. As a result, effective interventions should focus on targeted, location-specific measures, improved compliance and enforcement, and enhanced pedestrian safety rather than uniform, village-wide solutions.



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1.Introduction

The Croughton Village Traffic Survey 2025 was carried out to understand how people living in all areas of the village experience traffic-related issues. The aim was to gather resident views from across the village.

The survey asked residents about a range of traffic matters affecting daily life in the village, including parking, the volume and speed of traffic passing through, heavy goods vehicles, pedestrian safety, and public transport. This allowed the Croughton Traffic Working Group to compare issues across different parts of the village and identify where concerns were most strongly felt.

Before the survey was undertaken, the Croughton Traffic Working Group already held traffic information from various monitoring systems. These systems provided data on the number of vehicles travelling through the village, the types of vehicles recorded, and the speeds at which vehicles were travelling.

The survey was therefore designed to complement the traffic-monitoring data by capturing residents' lived experience of traffic conditions. With resident feedback the report provides a broad picture of how traffic affects Croughton and helps identify areas where further investigation, engagement, or intervention may be required.

2.Methodology

The Croughton Traffic Working Group already held traffic data and had developed ideas for possible changes within the village. However, before progressing any proposals, the group wanted to understand how residents felt about traffic conditions and what types of measures they would be prepared to accept to help control traffic flow and improve safety.

A survey was therefore prepared to capture views from residents across the village. In developing the survey, the group considered examples used in other similarly rural villages. The questions were written to be as neutral as possible, with the intention of avoiding leading wording or influencing the responses. This approach was intended to provide a fairer picture of resident opinion and the level of support for different types of traffic-management measures.

The survey was distributed to households with the Parish newsletter. Completed surveys could be returned by dropping them off at either the Village Hall or the Co-op, making the process accessible to residents in different parts of the village.



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The survey was anonymous. However, respondents were asked to identify their location within the village by street name only. This allowed the responses to be analysed by area while preserving individual anonymity.

The survey collected both structured responses and free-text comments. Structured responses were used to identify broad patterns and compare issues across the village, while the comments helped explain the reasons behind residents' concerns.

The survey reflects the views of the residents and households who responded and provides an indication of wider village concerns. It should not be treated as a statistically representative statement of the views of the whole village.

The data was analysed using logical filtering, aggregation of totals and percentages, and geographic grouping by village area. Free-text comments were reviewed to identify recurring themes, including speed, parking, pedestrian safety, school traffic, heavy vehicles, children, noise, and footpaths. A word cloud was also used to reflect the relative prominence of topics raised in the comments.

3. Results

Survey responses received from 64 of 351 households - All the statistics quoted here, are established from an analysis of the 64 respondents who completed the survey therefore represent the views of those who responded as a representation of the village.

Data includes:

- Structured responses (converted to Y/N binary format)
- Multi-vehicle counts (household and on-street)
- Free-text comments

Data analysed through:

- Row-level logical filtering
- Aggregation (totals and percentages)
- Geographic grouping by village area

Word Cloud used to reflect representation of topics from comments made:

- Main issues highlighted include
 - Speed
 - Parking
 - Pedestrian Safety
 - School Traffic



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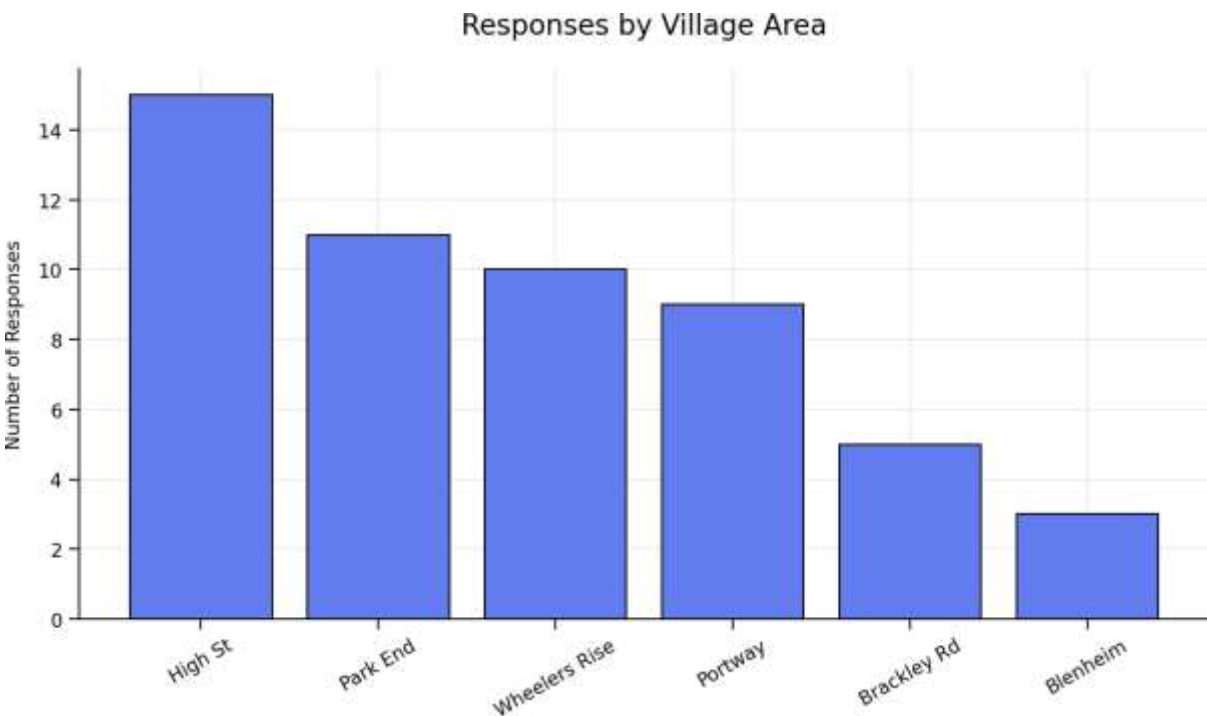
- HGVs
- Children
- Noise
- Footpaths

3.1 Respondent Profile

3.1.1 Geographic Distribution

Responses were received across all key areas:

- High Street (including Orchard Lane)
- Park End
- Wheelers Rise
- Portway
- Brackley Road
- Blenheim



3.2 Frequency of Key Issues (Quantitative Analysis)

Using the structured survey responses, the proportion of households identifying major issues has been estimated.



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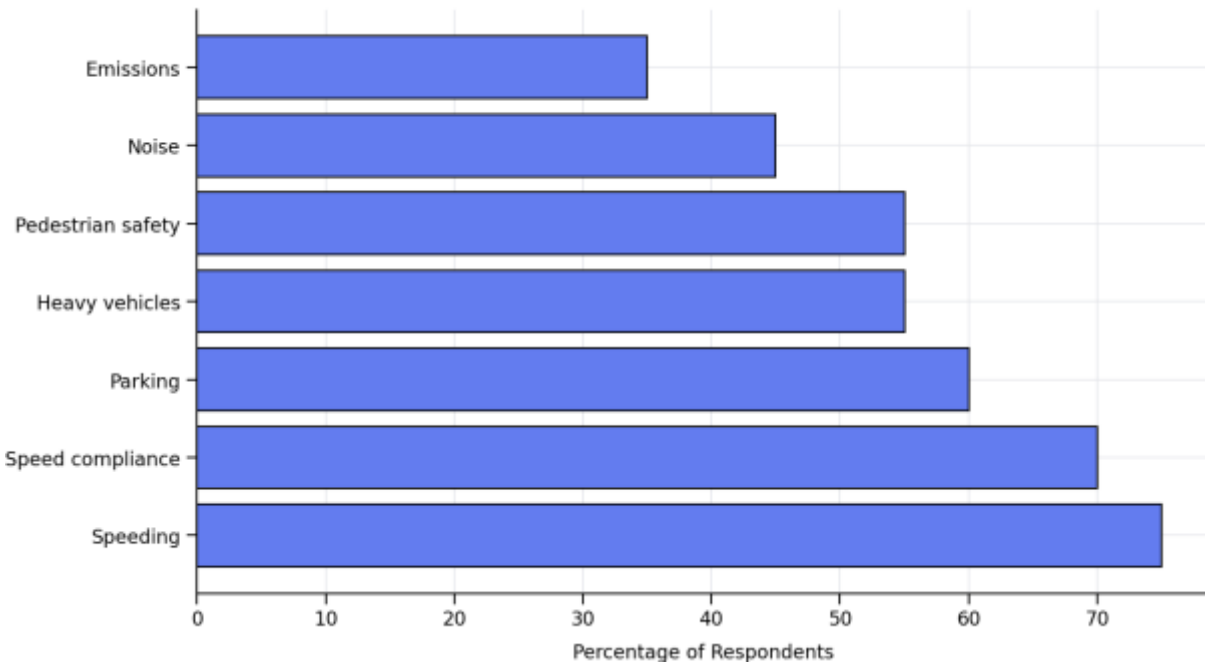
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3.2.1 Top Issues by Percentage of Respondents

Issue	% of Respondents	Interpretation
Speeding / unsafe speeds	~70–80%	Most widespread issue
Drivers not adhering to limits	~65–75%	Strong compliance concern
Parking concerns	~55–65%	Major contributor to safety issues
Heavy vehicles (7.5t limit)	~50–60%	Widely recognised issue
Pedestrian safety concerns	~50–60%	Particularly in key areas
Noise concerns	~40–50%	Linked to traffic volume and speed
Emissions concerns	~30–40%	Secondary but present issue

Top Issues Reported by Residents (%)



3.2.2 Interpretation of Results

Speeding dominates

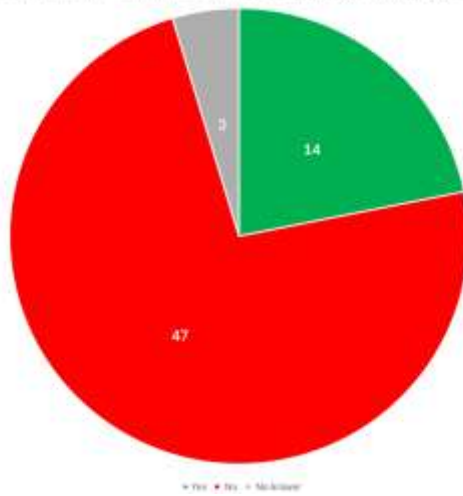
Speed-related issues are the most consistently reported concern across all areas of the village.

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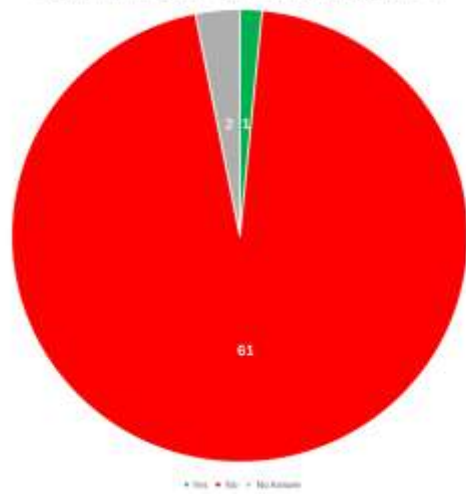
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Do you think the current speed of vehicles going through our village is safe?



Do you think drivers generally stick to the current speed limits?

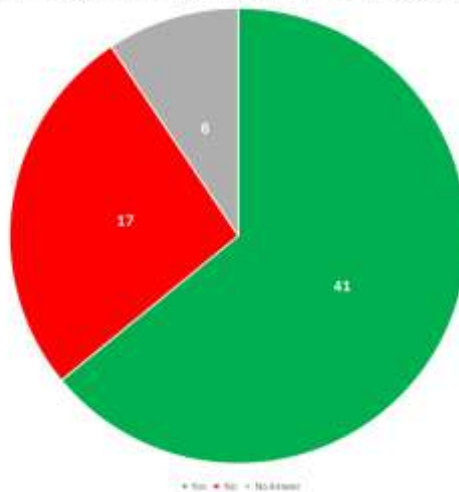


Parking is a secondary but critical issue

While slightly lower than speeding in frequency, parking:

- Directly impacts safety
- Is highly concentrated in critical locations (e.g. High Street)

Do you have any concerns or suggestions about car parking around the village? (If yes, please give details and locations).



Heavy vehicles are a systemic concern

A significant proportion of respondents report issues with:

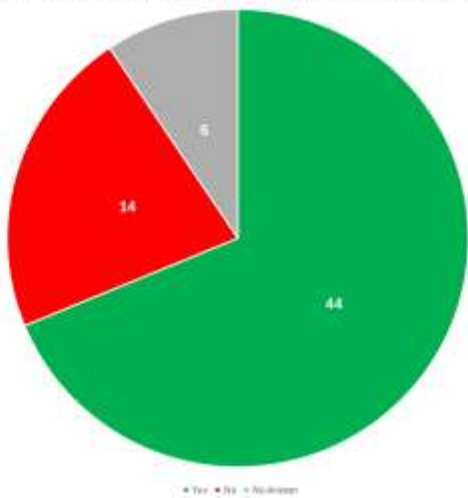
- Weight limit non-compliance
- Large vehicles passing through the village

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Do you think there is an issue with vehicles exceeding the 7.5t weight limit? (If yes, please give any details below).

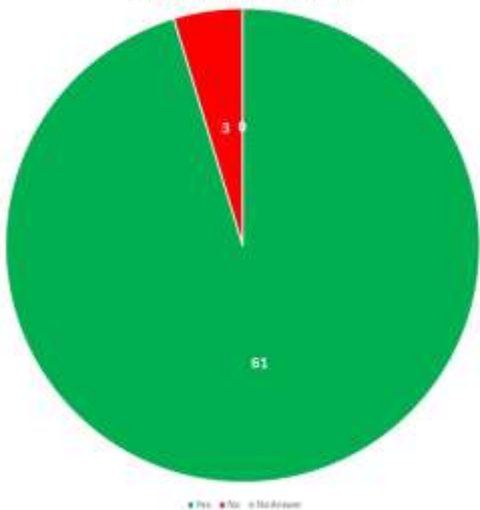


Pedestrian safety is closely linked to infrastructure

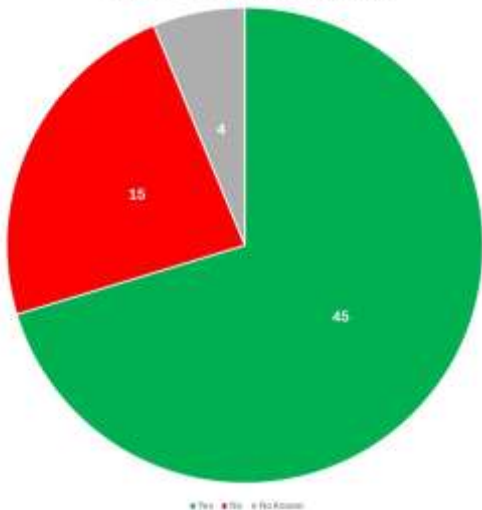
Particularly in:

- Brackley Road
- High Street

Do you walk/run around the village?



Do you feel safe to walk/run around the village?



“Speeding and lack of compliance with speed limits are the most widely reported concerns, affecting a substantial majority of respondents. Parking, heavy vehicle usage, and pedestrian safety form a second tier of significant but location-dependent issues.”



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3.2 Household Vehicle Ownership

The survey indicates:

- High levels of vehicle ownership across all households
 - Every household has access to at least one car
 - Average of 1.9 cars per household
 - 14.5% of cars in Croughton are Low Emission (EV or Hybrid)
 - 90% of Low Emission vehicle owners also have off-street parking

Implication:

This high level of vehicle ownership (100 %) suggests that parking demand is embedded within the village, particularly where households have multiple vehicles.

This is likely linked to the lack of public transport, cycle paths, and amenities in the village.

Analysis of survey responses indicates that 16 households with electric or hybrid vehicles also have access to off-road parking, representing approximately 90% of electrified vehicle owners. This suggests that current adoption of electric vehicles within the village is strongly linked to the availability of private parking and home charging capability.

Areas for improvement:

- Better links to local towns, such as public transport or cycle routes.
- EV adoption may **exclude households without driveways**; future planning may need:
 - On-street charging solutions
 - Public charging infrastructure

3.3 Parking Analysis

While driveway availability varies across the village, on-street parking demand is influenced by both infrastructure and behaviour. Areas with lower driveway availability, such as Mill Lane and Wheelers Rise, show higher reliance on on-street parking, while even high-availability areas such as the High Street (according to results received) still experience significant parking pressure due to multiple vehicle ownership and peak-time demand.



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3.3.1 Off-Road Parking Availability

53 households (83%) report having access to off-road parking

11 households (17%) do not

3.3.2 On-Street Parking Usage

Survey data confirms:

17 households (27%) park at least one car on the street

3.3.3 Driveway vs On-Street Parking

10 households have off-road parking and at least one vehicle parked on the road out of 53 households with off-road parking. Hence, 19% of households with driveways still use on-street parking

3.3.4 Driveway Availability by Area

Analysis of survey responses shows variation in the availability of off-road parking (driveways) across different parts of the village.

Area	% of Respondents' Households with Driveways
Brackley Road	100%
Blenheim	100%
Church Lane	100%
Portway	89%
High Street	87%
Park End	82%
Wheelers Rise	70%
Mill Lane	57%



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3.3.5 Interpretation

High Driveway Availability Areas

- Brackley Road, Blenheim, and Church Lane have **universal driveway access**

These areas also report:

- **No vehicles parked on the street**

This suggests that sufficient off-road parking capacity can eliminate the need for on-street parking.

Moderate Availability Areas

- High Street, Portway, and Park End (80–90%)

However:

- High Street still accounts for **28% of parked cars**

Key insight:

Parking pressure in these areas is driven by **multi-vehicle households and usage patterns**, not simply lack of driveways.

Lower Availability Areas

- Wheelers Rise (70%)
- Mill Lane (57%)

These areas:

- Have **limited off-road capacity**
- And show **elevated on-street parking usage**

This indicates a stronger reliance on on-street parking.

3.3.6 Key Takeaway

The presence of off-road parking does not eliminate on-street parking demand.



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This is likely driven by:

- Multiple vehicles per household
- Short-term convenience (e.g. school drop-off)
- Lack of off-street parking options for village amenities
- Access constraints or layout limitations

3.4 Traffic and Speeding

Survey responses indicate that concerns about traffic behaviour are widespread across the village.

3.4.1 Frequency of Reported Issues

Issue	% of Respondents Agree
Drivers don't adhere to speed limits	95%
Vehicle speed considered unsafe	73%
Heavy vehicles exceeding limits	66%
Parking concerns	64%
Noise from traffic	48%
Emissions concerns	30%
Road surface noise	20%

3.4.2 Interpretation

Speed compliance is the dominant issue

95% of respondents believe drivers do **not** stick to speed limits

This is the strongest single result in the entire dataset.

Along with 73% of respondents think vehicle speed through the village is unsafe.

Secondary major issues

Heavy vehicles → **66%**



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Parking → **64%**

Lower-tier structured responses

Environmental impacts → 20–48%

3.4.3 Time-Based Patterns

Key periods of concern:

- Morning peak (≈ 07:00–09:00)
- Evening peak (≈ 16:00–19:00)

3.4.4 Village “Rat Run” Effect

Recurring theme from comments:

- The village is used as a through-route to avoid main roads

Implications:

- Increased traffic volume
- Lower driver compliance
- Reduced local safety

3.4.5 Key Takeaway

So, 98% of respondents believe drivers do not adhere to speed limits, and 73% explicitly consider vehicle speeds unsafe, indicating that concerns are driven more by driver behaviour and non-compliance.

Heavy Vehicles moving through the village is also driven by driver behaviour and non-compliance. There is a recognised route to the A43 for vehicles over 7.5t, but drivers choose to ignore it.



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3.5 Parking & Congestion Hotspots

Survey responses indicate that parking and congestion issues are not evenly distributed across the village but are concentrated in specific locations.

3.5.1 Frequency of Area Mentions

Analysis of comments shows the proportion of households highlighting parking or congestion concerns in each area:

Area	% of Households Mentioning
High Street	50%
Brackley Road / junction	28%
Wheelers Rise	17%
Park End	16%
Portway	11%
Blenheim	9%

3.5.2 Interpretation

High Street (Primary Hotspot)

- Mentioned by half of all respondents
- Clear focal point for:
 - School-related congestion
 - On-street parking
 - Visibility issues

The High Street is the dominant parking and congestion concern in the village.

Brackley Road

- Second most frequently cited area (~28%)
- Issues include:
 - Junction visibility



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- Pedestrian safety
- Inappropriate parking

Secondary Residential Areas

- Wheelers Rise (17%)
- Park End (16%)

Key themes:

- Residential parking pressure
- School and sports-related traffic
- Access and manoeuvring difficulties

Lower Frequency Areas

- Portway (11%)
- Blenheim (9%)

These are:

- Less frequently mentioned for parking
- But still significant in:
 - Localised issues
 - Specific safety concerns

3.5.3 Key Takeaway

Parking and congestion concerns are highly concentrated in specific areas, with the High Street accounting for half of all reported issues. This supports a targeted intervention approach rather than a uniform village-wide solution.



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3.6 Pedestrian & Cyclist Safety

Safety concerns for pedestrians and cyclists are widespread, with several areas identified as presenting elevated risk.

Pedestrian safety concerns are most frequently reported on Brackley Road and the High Street, with additional issues identified at key junctions such as Wheelers Rise and the Park End / Co-op area.

3.6.1 Interpretation

Most frequently mentioned locations

Area	Approx. % of households mentioning safety concerns	Key Issues
Brackley Road	~30–35%	No footpaths, high speeds, unsafe for children
High Street	~25–30%	Narrow pavements, parked cars, school congestion
Wheelers Rise (junction area)	~15–20%	Poor visibility, crossing hazards
Park End / Co-op area	~15%	Narrow pavements, traffic flow conflicts
Blenheim approach	~10–15%	Speed of vehicles entering village

Highest Concern Areas

Brackley Road (Primary Risk Area)

Most frequently cited for pedestrian safety concerns

Key issues:

- Lack of continuous footpaths
- High vehicle speeds
- Unsuitable for walking with children or pushchairs
- Brackley Road is widely perceived as the **least safe walking route in the village**.



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High Street

Second most frequently cited

Key issues:

- Narrow pavements (e.g. near the pub and Reading Room)
 - Vehicles parked close to footways
 - Congestion during school drop-off/pick-up
 - Vehicles parked close to the Brackley Road junction
 - Safety concerns are driven by a **combination of high traffic volume and constrained pedestrian space.**
-

Whealers Rise (Junction Area)

Key issues:

- Poor visibility at junction with main road
 - Vehicles failing to give way
 - Children crossing near parked vehicles
-

Park End / Co-op Area

Key issues:

- Narrow footways
 - Interaction between parked cars and moving traffic
 - Increased activity near shops and school routes
-

Blenheim (Village Entry)

Key issues:

- High approach speeds
 - Limited protection for pedestrians
-



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3.6.3 Key Takeaway

Pedestrian safety concerns are concentrated in specific locations where infrastructure constraints (e.g. narrow or absent footpaths) combine with high traffic speeds or parking pressure.

3.7 Heavy Vehicles & Weight Limits

42 households (66%) reported concerns regarding vehicles exceeding the 7.5 tonne weight limit.

Approximately **20–24 households** provided additional comments relating to heavy vehicles.

These included references to:

- Large HGVs using the village as a cut-through
- Agricultural vehicles travelling at speed
- Perceived lack of enforcement of weight restrictions
- Noise and vibration impacts

3.7.1 Key Takeaway

Two-thirds of respondents identified heavy vehicles as a concern and a significant proportion of these respondents also provided detailed comments, indicating that the issue is both widespread and strongly felt.

3.8 Environmental Impacts

Survey responses indicate that environmental impacts from traffic are a concern for a substantial proportion of households, particularly in relation to noise.

3.8.1 Interpretation

Issue	% of Respondents
Noise from traffic	48%



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Emissions from vehicles	30%
Noise from road surfaces	20%

Traffic noise is the primary environmental concern

- Reported by **48% of households**
- Most frequently linked to:
 - Vehicle speed
 - Acceleration and braking
 - Heavy vehicles passing through the village

Noise impacts are both widespread and directly connected to traffic behaviour.

Emissions are a secondary concern

- Reported by **30% of households**

Typical issues include:

- Idling vehicles
- Congestion (especially near the school)
- Larger vehicles and diesel engines

Road surface noise is a localised issue

- Reported by **20% of respondents**

Comments indicate:

- Increased noise following surface treatments
- Particularly noticeable on higher-speed stretches

Insights from comments

From the qualitative responses, several recurring themes emerge:



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Heavy vehicles amplify environmental impact

- HGVs and tractors frequently mentioned as:
 - Noisy
 - Causing vibration
 - Contributing disproportionately to emissions
-

Speed and driving style matter

- Noise often linked to:
 - Sudden acceleration after chicanes
 - Speeding through the village
 - Not just traffic volume, but **driver behaviour**
-

Congestion hotspots worsen impacts

- High Street and school areas:
 - Idling vehicles
 - Stop/start driving
 - Increased emissions and noise
-

Road surface changes are noticeable

- Some residents explicitly report:
 - Increased noise after resurfacing
 - Suggests sensitivity to:
 - Surface type
 - Vehicle speed interaction
-



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This section ties directly into:

- **Section 3.4 (Traffic & Speeding)**
→ Speeding → noise increase
- **Section 3.7 (Heavy Vehicles)**
→ HGVs → noise + emissions
- **Section 3.5 (Parking and Congestion Hotspots)**
→ High Street → congestion + idling

Environmental concerns identified in this survey are closely linked to broader traffic issues, particularly heavy vehicle usage, speed, and congestion in key locations.

3.8.2 Key Takeaway

Environmental impacts from traffic are primarily experienced through noise rather than emissions, with nearly half of respondents reporting disturbance. These impacts are closely linked to vehicle speed, heavy vehicle usage, and stop-start traffic conditions in key areas of the village.

3.9 Public Transport

There is currently **no public transport service operating within the village**, with the previous bus service having ceased in **2018**. There was Ability Bus Services running when the survey was carried out, but they have since stopped operating (April 2026).

3.9.1 Interpretation

Survey responses indicate that:

- **17 households (27%)** reported using the previous village bus service.

However, this figure should be interpreted with caution:

- The service ceased in 2018, and it is likely that a proportion of respondents were not resident in the village at that time.



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Among respondents who had used the service:

Frequency	% of Households
Most days	3%
Occasionally	23%

Interpretation:

- Use was **primarily occasional**
- Very limited evidence of:
 - Daily commuting
 - Regular dependency

The bus was most used for:

- Leisure (10 responses)
- Shopping (7 responses)
- Work (4 responses)
- Education (2 responses)

This suggests the service was primarily used for **flexible or non-essential journeys**, rather than critical daily travel.

Destinations:

Destination	% of responses
Brackley	56%
Banbury	33%
Bicester	11%

Demand was focused on **nearby towns**, with no reported journeys to larger centres such as Oxford or Milton Keynes.



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3.9.2 Community Bus

- Only **2 households (3%)** reported using Ability Bus Services

This indicates that current provision is **very limited in reach or usefulness**

3.9.3 Key Takeaways

The combination of no current service and historical limitations suggests that public transport has not been a viable travel option for many residents. However, survey responses indicate that this reflects a lack of provision rather than a lack of potential demand.

3.10 Area-Based Concerns Analysis

Analysis of survey responses shows that while some issues are consistent across the village, **specific concerns are strongly linked to particular locations**.

3.10.1 Summary by Area

Area	Primary Concerns	Secondary Concerns
High Street	Parking congestion, visibility, speeding	Pedestrian safety, chicane conflicts
Blenheim	Speeding (entry into village)	Lack of traffic calming
Brackley Road	Pedestrian safety, lack of footpaths	Speeding Speeding by farm vehicles
Wheeler's Rise	Residential parking pressure	Junction priority issues
Park End	Speeding near chicane	Flow conflicts
Portway	Traffic behaviour, junction issues	School traffic impacts



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3.10.2 High Street

The High Street is the **most frequently identified problem area**.

Key issues:

School drop-off and pick-up congestion

- Vehicles parked on both sides restricting flow
- Reduced visibility near junctions (e.g. Mill Lane, Brackley Road)
- Conflict at chicanes

Interpretation:

The High Street experiences a combination of high traffic volume and constrained road space, making it the most complex safety environment in the village.

3.10.3 Blenheim (Western Approach)

Key issues:

Excessive entry speeds into the village

- Long downhill section encouraging acceleration

Interpretation:

Blenheim is primarily a **speed-control issue**, rather than a parking issue, and is a strong candidate for targeted traffic calming or enforcement.

3.10.4 Brackley Road

Key issues:

Lack of footpaths

- Unsafe conditions for pedestrians
- Vehicle speed concerns

Interpretation:

Brackley Road represents the **highest pedestrian safety risk area** identified in the survey.



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3.10.5 Wheelers Rise

Key issues:

On-street parking pressure

- Congestion from school and sports traffic
- Drivers not adhering to right-of-way

Interpretation:

Issues are primarily **residential and behavioural**, rather than infrastructure-driven.

3.10.6 Park End

Key issues:

Speeding between or around chicanes

- Driver behaviour at priority systems

Interpretation:

Traffic calming measures exist but may be **inconsistently effective**, leading to acceleration between features.

3.10.7 Portway

Key issues:

Junction behaviour (roundabout and access points)

- Traffic linked to school movement

Interpretation:

Issues are **localised but recurring**, particularly around peak traffic periods.

3.10.8 Key Takeaway from Area Analysis

While speeding is a village-wide issue, parking and safety concerns are highly location-dependent, suggesting that **targeted, area-specific interventions will be more effective than a single village-wide solution**.

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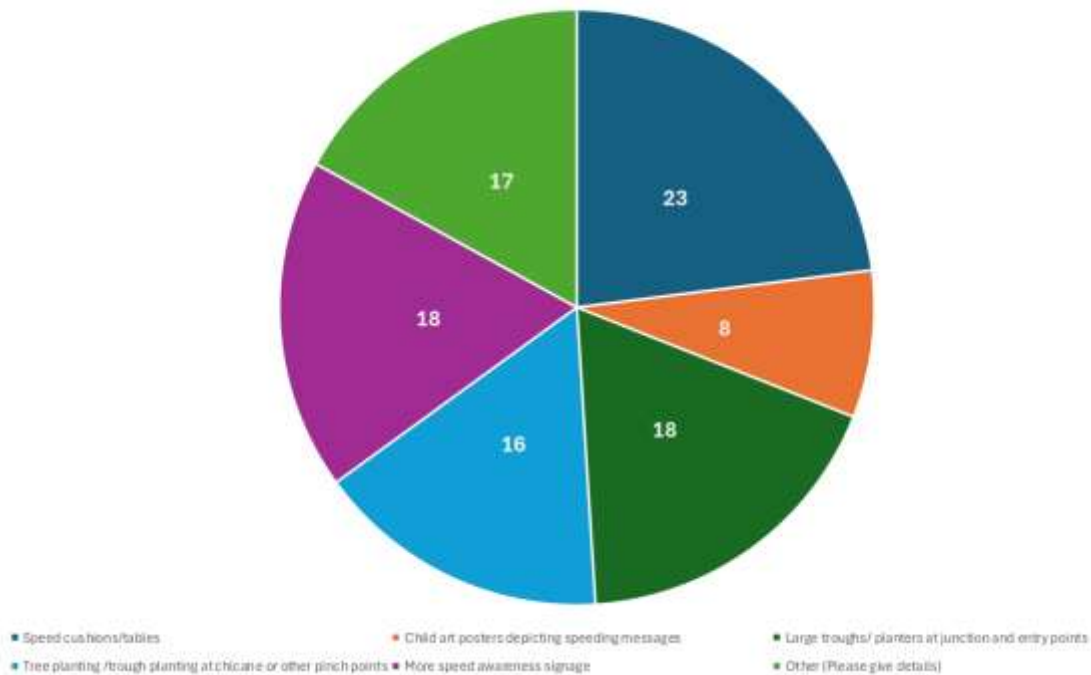
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3.11 Resident Suggestions for Traffic Management

Survey respondents were asked whether they would like to see additional speed reduction measures within the village and, if so, which measures they would support. Responses indicate strong support for interventions that improve compliance with speed limits, increase driver awareness, and enhance safety for pedestrians.

Would you like to see any additional speed reduction methods? (If yes, please tick your preferences and give details of any other suggestions below).



3.11.2 Preferred Traffic Calming Measures

Residents identified a range of potential measures, including:

- Additional speed awareness signage
- Traffic calming features such as speed cushions or tables
- Planters and gateway features at village entry points
- Tree planting and other visual narrowing measures
- Community speed watch initiatives
- Improved enforcement through police presence or cameras

The survey comments suggest that residents generally favour measures that have a visible impact on driver behaviour rather than relying solely on signage.



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3.11.3 Themes Emerging from Comments

Speed Cameras and Enforcement

The most frequently suggested intervention was increased enforcement, particularly through:

- Average speed cameras
- Fixed speed cameras
- Mobile police speed enforcement
- Greater police presence within the village

Many respondents expressed the view that enforcement would be more effective than additional signs or physical traffic calming measures alone.

"Anything we can do to slow people coming in from Blenheim would be a positive step."

"A couple of fixed cameras or average speed cameras are the best way to slow traffic down."

Extension of 20mph Zones

Several respondents suggested extending the existing 20mph limit beyond the village centre.

Particular areas mentioned include:

- Blenheim
- Park End
- Western approach to the village

This reflects concerns that drivers accelerate immediately after leaving the current 20mph zone.

Traffic Calming at Village Gateways

A number of comments focused on reducing speeds at key entry points, particularly:

- Blenheim
- Charlton Road approach
- Park End

Suggested measures included:



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- Mini-roundabouts
- Chicanes
- Gateway features
- Traffic islands
- Additional VAS signs

Pedestrian Safety Measures

Residents also linked traffic calming with pedestrian safety improvements, including:

- Formal crossing points
- Wider footpaths
- Footpath provision on Brackley Road
- Improved visibility at junctions
- Restrictions on parking near crossings and schools

HGV and Weight Limit Enforcement

Given that 66% of respondents identified heavy vehicles as a concern, several comments called for:

- Better enforcement of the 7.5 tonne restriction
- ANPR monitoring
- Improved signage
- Alternative routing of large vehicles

3.11.3 Overall Preference

The survey indicates that residents generally favour a combination of:

- Enforcement (speed cameras, police presence, weight-limit enforcement)
- Targeted traffic calming (particularly at village entry points)
- Pedestrian safety improvements
- Better management of parking around schools and key junctions



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3.11.4 Key Conclusion

Residents are not simply requesting lower speed limits; they are seeking measures that improve compliance with existing limits and address specific safety concerns at known hotspots. The strongest support is for targeted enforcement, improved pedestrian safety, and traffic calming at key entry points to the village.

This section leads naturally into a final Recommendations chapter, where each recommendation can be linked directly to evidence from the survey.



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4. Conclusions

The survey demonstrates:

- Traffic speed is the dominant concern
- Parking significantly affects safety and flow
- On-street parking persists even where driveways exist (34%)
- Pedestrian safety requires improvement
- Certain hotspots require targeted intervention

4.1 Key Themes from Resident Feedback

High Priority Issues:

- Speeding and lack of enforcement
- School-related parking congestion
- Junction visibility
- Heavy vehicles

Commonly Suggested Solutions:

- Speed cameras (fixed or average)
 - Extension of 20mph zones
 - Improved signage
 - Parking controls / designated bays
 - Enforcement of weight limits
-



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5. Matters for Future Consideration

Short-Term

- Improve signage and road markings
 - Targeted enforcement (speeding and weight limits)
 - Review school-area parking
 - Contact Highways Authority and Police Road Safety Team
-

Medium-Term

Consider:

- Average speed cameras
 - Additional VAS systems
 - Designated parking zones
 - HGV Cameras
-

Long-Term

- Develop a village-wide traffic strategy
 - Expand 20mph zones (done since the survey was commissioned)
 - Improve pedestrian infrastructure
-



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ANNEX:

Next Stages – (other areas for consideration)

1. Consider a possible Shopping list of measures, what is on offer, what costs are involved, are they feasible?

2. Liaison with DVSA re HGV vehicle compliance.

3. Possible access to “Acorn Plant” Community Funds to manage future impacts?

4. Use of existing defined parking infrastructure in the village:

- seek to change habits to alleviate on-street congestion?***
- Explore (subject to capacity and restrictions) the use of Village Hall car park as alternative parking (how is it currently used?)***
- informal parking area behind Reading Room?***