Danny Yee (Oxfordshire Liveable Streets) - CMD Transport Management (09/10/25) – Oxford: Rose Hill – Proposed Traffic Calming Measures at Service Road Junctions

The hazard that has prompted this scheme consists of motor vehicles turning into and out of the service road, across people cycling north on Iffley Rd; the injury map suggests the problem is specifically drivers turning left into the south-eastern entry.

The traffic using the service road can be divided into access traffic (A) and "bypass" traffic (B). We have to support (A) in any scheme, as residents and service and delivery vehicles need to be able to reach the properties along the service road. But we would want to discourage (B) even if there were no concern about road danger, as it is effectively a "car prioritisation measure", making cars faster than buses, and undermines the ability of the signals to control traffic (either for bus prioritisation or as part of broader network management).

The problem stems largely from (B) in any case, because that appears to make up the majority of traffic using the service road SE->NW and because people bypassing the lights drive faster, as they need to get to the north-west service road exit before the signals change and their re-entry onto the A4158 is delayed.

In the "hierarchy of controls" for addressing hazards, top place goes to eliminating the hazard. And the officers' report (para 23) is clear that "Creating a one-way street, north to south, would eliminate the turning movement that has caused collisions in the past." There would be no more (B) at all.

The downside is that it would force movements in (A) currently using the SE entry to use the NW entry instead - in particular, it would lead to some vehicles having to make an "awkward left-turn manoeuvre" into the NW entry. But this would be a very small number of movements, so most unlikely to cause traffic delays. A swept path analysis should be done for longer vehicles; if parking is a problem for that then measures could be taken to restrict that.

In contrast, the proposed solution - putting in side road entry treatments - will have a much smaller effect. It will reduce the speeds of traffic turning in, making that less dangerous, but will only "dissuade" some of the vehicles in (B) from making this movement, so it won't remove the hazard.

The proposed Side Road Entry Treatments will not be very useful for pedestrians. They will continue to use the service road and walk in front of the residences instead of along the A4158, because the motivation for doing this is that it is quieter and less polluted, not that it avoids crossing the service road entry and exit. So putting in SRETs seems like an expensive way of partially fixing the problem.

If deferring this scheme to consider other options is not possible, another possibility would be to put in just one SRET, on the SE entry where slowing turning traffic is most critical, and set aside the money that would have been used for the NW SRET in case modal filtering or one-waying of the service road is necessary later.