

Divisions affected: *Otmoor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

ISLIP: B4027 WHEATLEY ROAD – PROPOSED TRAFFIC CALMING FEATURE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction of a full-width road hump on the B4027 Station Road in Islip, as advertised.**

Executive Summary

1. This report presents responses to the statutory consultation on the proposal to construct a traffic calming feature in Islip, which comprises of a full-width road hump (approx. 3.7m Wide & 75mm High) to be located on the B4027 Station Road at its junction with Collice Street & Bridge Street, as shown in **Annex 1**.
2. The proposals are being put forward for road safety reasons to help support the planned introduction of traffic signals at the bridge.

Financial Implications

3. Funding for the proposals (including consultation) has been provided by highway structures maintenance budget, which will also fund the implementation if approved.

Legal Implications

4. No legal implications have been identified in respect of the proposals, with proposed changes to – in respect of traffic calming – governed by the Highways Act 1980 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals will help promote road safety for all road users and continues the County Councils responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.

Formal Consultation

7. A formal consultation was carried out between 11 July and 09 August 2024. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, Islip Parish Council, local District Cllr's, and the local County Councillor representing the Otmoor division.
8. Ten responses were received during the course of the formal consultation, comprising of: four objections, one in support, two partially supporting, and three submitting non-objections.
9. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

10. The speed cushions primary purpose in the trial was to slow down traffic to reduce the risk of vehicles running into the back of the queue of traffic for the proposed traffic signals over the bridge. The design has been further developed and this risk is alternatively being dealt with by improving the forward visibility to current standards by removing obscuring vegetation on the bend.
11. A safety review has identified a concern of motorists speeding up to "catch the lights" near the bridge and this was not addressed by the previous proposals where the cushions were set too far away from the traffic signals. A design review indicated that a single cushion closer to the bridge would be suitable to address this safety concern, which then better matched the current provision on the northern side of the village.
12. Speed cushions, need to be illuminated and this single cushion has been positioned under an existing street light, which has created a significant cost

saving to the original proposal, which would have required additional street lighting.

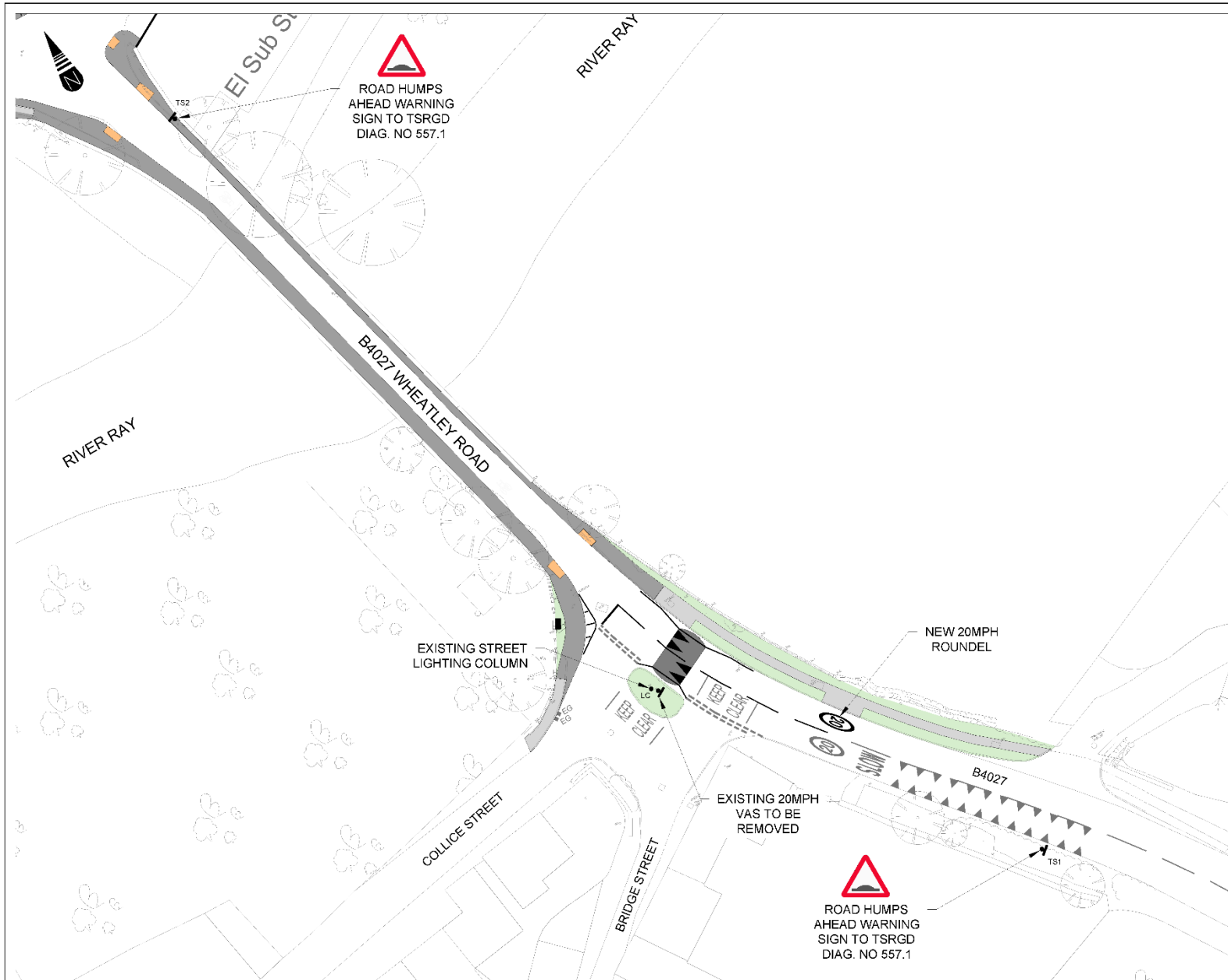
Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Robin Calver (Team Leader – Structural Engineering)

September 2024

ANNEX 1



KEY

- EXISTING VERGE TO REMAIN
- EXISTING FOOTWAY TO REMAIN
- EXISTING PRIVATE ENTRANCE TO REMAIN
- EXISTING TRAFFIC SIGN TO REMAIN
- HIGHWAY 111/121/130 SIGN
- PROPOSED ROAD HUMP (SEE NOTE 6)

- NOTES**
1. DO NOT SCALE FROM THIS DRAWING
 2. SHOW ALL DIMENSIONS WHICH AFFECT CONSTRUCTION
 3. REPORT ALL DISCREPANCIES TO THE DRAWING OFFICE OR SURVEYOR
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS AND DRAWINGS
 5. LOCATIONS OF PROPOSED TRAFFIC CALMING FEATURES SHOWN INDICATIVELY, EXACT LOCATION TO BE CONFIRMED
 6. ROUND TOP SPEED HUMP 3700MM WIDE. REFER TO OCC STANDARD DETAIL 4560700102

PO1	12.08.24	Final Issue	AVM/PAR	PAR
Rev	Date	Description	By	Check
Client				



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Drawn by: JLS
 Project Name: ISLIP BRIDGE

TRAFFIC CALMING LAYOUT
 OPTION 2
 SINGLE ROAD HUMP

Number	Date	Drawn by	Checked by	Approved by
A1	1/2020	JLS	PAR	PAR
			Checked Date	Approved Date
			12/08/24	12/08/24

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	<p>No objection – In principle I do not object but fail to see justification for such a feature having taken into account that Traffic signals are being proposed at the location.</p> <p>Surely Traffic signals alone will have the desired benefit in reducing traffic speeds both entering and leaving the village.</p>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – We are not the operator here. Stagecoach run the important H5 service through Islip, using Wheatley Road. Really they need to respond on their own account.</p> <p>We would have no in-principle objection to this kind of feature, subject to its height not exceeding 80mm and the transition gradients being no more than 1:12. I understand that this is congruent with the advice Stagecoach historically have been giving.</p>
(3) Islip Parish Council	<p>Object - During the traffic lights trial on the bridge 2 sets of cushion humps were placed on the A4027 on the hill leading south from the bridge. These were very successful in slowing the traffic as we observed on Speedwatch. In addition, they allowed ambulances and busses to pass without undue jolting. The current proposal to have one hump right across the entrance to the bridge from the south side would be far less effective. We do not understand why this has been proposed when the previous arrangement of humps was so successful.</p> <p>we respectfully disagree with the conclusion that a single full-width road hump would be more appropriate and effective than the previously trialled two sets of cushion humps.</p> <p>As residents of the village, we directly observed the effectiveness of the two sets of cushion humps during the traffic lights trial. Our observations were supported by data collected during Speedwatch sessions. The cushion humps successfully slowed traffic without causing undue discomfort to emergency vehicles and public transport.</p>

	<p>We have serious concerns about the single hump proposal and would like to know if the Road Safety Team leader conducted on-site observations or collected data to support their recommendation? If not, we strongly believe our local experience and data should be given significant weight in this decision.</p> <p>Given these concerns, we would like to discuss this matter in detail with a view for a reconsideration, and a clear evidence-based explanation for why the new proposal is considered a better option.</p>
(4) Cherwell District Council, (Development Management)	No objection – I can confirm that Cherwell District Council Planning has no observations with regards to these proposals.
(5) Local resident, (Oxford, Elms Drive)	Object - Not needed
(6) As a business, (Woodeaton, Woodeaton Lane)	Object - The proposed traffic measures will negatively affect my business since I commute severally during the day to provide services to my costumers which will lead in me incurring more cost of fuel as trips being longer, this my drive me out of business.
(7) Local resident, (Islip, Collice Street)	<p>Object - 'There are several potential issues with this proposal:</p> <ol style="list-style-type: none"> 1. As a resident of Collice Street , the 'Keep Clear' road marking needs to be across the opening of Collice Street. <ul style="list-style-type: none"> - There are significantly more users of Collice Street vs Bridge Street. - A number of cars park in the thoroughfare between Collice Street and Bridge Street often blocking the road. Thee are dog walkers, allotment users, others who use the Millenium Wood and Confessor's Walk - The angle to turn into Collice Street from Bridge Street is likely to cause accidents in the future. 2. The road hump will not reduce the speed of drivers across the bridge, which will be dangerous for pedestrians. In fact drivers are more likely to speed up across the bridge rather than be more careful. 3. There is a significant risk that flooding and pooling of water at Bridge Street and Collice Street will be be impacted with the addition of a road hump. This will increase the risk of flooding to houses . <p>Overall, I do not believe that the road hump will have the desired effect of improving safety for pedestrians along</p>

	Wheatley Road and within Islip
(8) Local resident, (Islip, B4027)	<p>Partially support - On the ORIGINAL traffic light proposal for lights on the bridge two humps were included in the trial. This was impressive as it slowed the traffic at critical points. Particularly where a footpath enters the B4027 on the opposite side of the road To Hillside cottages. Walkers are forced to cross the road at this point to continue their progress.</p> <p>I have been operating a "SPEEDWATCH CAMERA" on this site. It is a MAJOR SAFETY ISSUE. Vehicles leaving the bridge accelerate at speed and have been recorded at over 50mph in the 20mph zone at this crossing point. With the new traffic lights, walkers will be crossing the road through stationary traffic, queuing downhill for the lights. Then walking into speeding traffic leaving the bridge travelling south.</p> <p>If the original scheme has been changed. omitting the humps from the original trial, THERE IS A VERY SERIOUS SAFETY ISSUE.</p> <p>I am still using the Speedwatch camera in this area. A future recording of speedsters could be used to demonstrate the problem.</p>
(9) Local resident, (Islip)	<p>Partially support - It is good to know that the proposal to instal traffic lights on the bridge is progressing. Concerning the proposed hump by Collice and Bridge Street this of itself is fine, as traffic calming on the south of the bridge is certainly needed. It is though worth noting that, during the trial with traffic lights, cushions were installed at two points on the hill leading south from the bridge and these worked exceptionally well in slowing traffic in both directions. Could they be installed as well or even instead of the single hump as I believe from personal observation that traffic needs to be slowed on the hill itself. I would be pleased to visit the site with you if this is helpful.</p>
(10) Local resident, (Islip, Collice Street)	<p>Support - I live at the apex of Bridge and Collice Streets, Nobody observes the traffic or is impacted as much as I am. The 20 MPH speed limit is completely ignored at the moment and traffic immediately accelerates off the bridghe in the direction of Wheatley, reaching frequently speeds of 30/40MPH before the brow of the hill. This is both dangerous and causes a lot of noise pollution. Traffic calming measures are essential and there should be an additional speed bump below the brow of the hill to encourage speed compliance.</p>

	<p>My one question is what is the evidence of impact on noise pollution if any caused by speed bumps - if cars just then accelerate away after the bump.</p>
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