

## **CABINET MEMBER FOR ENVIRONMENT – 11 JANUARY 2018**

### **A4144 WOODSTOCK ROAD OXFORD – PROPOSED RAISED SIDE ROAD ENTRY TREATMENTS**

**Report by Director for Infrastructure Delivery, Communities**

#### **Introduction**

1. This report presents responses received to a statutory consultation on a proposal to provide raised side road entry treatments across Oakthorpe Road, South Parade and Thorncliffe Road immediately east of their junctions with the A4144 Woodstock Road.

#### **Background**

2. The above proposals have been put forward to improve safety of all road users in conjunction with a planned major maintenance scheme on this length of the Woodstock Road. A plan showing the proposals is provided at Annex 1.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 9 November and 8 December 2017. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County & City Councillors. Street notices were also placed in the vicinity with letters sent directly to approximately 60 properties adjacent to the proposed treatments.
4. Nine responses were received. These are summarised at Annex 2 with copies of full responses available for inspection by County Councillors.
5. Thames Valley Police expressed no objection. Cyclox, the Oxford cycling group, supported the proposals but qualified this by expressing the view that the layout of the South Parade junction should be amended to reduce the width of the entry both for the benefit of pedestrians crossing here and to help ensure that vehicles turning left onto the Woodstock Road positioned themselves at a right angle to the main road to facilitate their view of cyclists in the bus lane; they also requested that the height of the treatment is increased to 100mm (from the 75mm currently proposed) and for details of the proposed road markings to be provided. Additionally they raised wider issues beyond the scope of the current proposals in relation to the safety and amenity of cyclists on the Woodstock Road and adjacent side roads.

6. A response from a member of the public was received expressing no objection to the proposals but making very similar representations to those of Cyclox.
7. A further six responses were received from members of the public comprising two expressions of support from nearby residents, two objections from members of the public who are not residents of the area and two objections from members of the public whose address was unknown. The grounds for objections were that such treatments can damage vehicles and that their location – where vehicles will, in any case, be travelling quite slowly due to the proximity of the junction – meant that they would not in practice reduce speeds or assist pedestrians, and that the funding would be better spent on other projects, also noting that many existing road humps are poorly maintained.

### **Response to objections and other representations .**

8. The response of Thames Valley Police expressing no objection is noted.
9. Cyclox's response and that of the member of the public expressing very similar views are similarly noted. It is proposed to amend the southern kerbline of South Parade slightly, albeit not to the extent that appears to be requested in these responses, with the two lane approach to the junction being maintained, noting that this junction does have a good safety record. The only reported accident here in the latest five years involved a vehicle turning into South Parade failing to comply with the no entry sign and therefore not considered relevant to the issues being raised in these responses. The specification of the raised treatment in respect of its height (75mm) is as widely used in other similar treatments, with the proposed road markings also following established practice. The County Council shares the aspirations expressed by Cyclox to significantly improve the safety and amenity of cyclists, including on the A4144 Woodstock Road and adjacent streets, but it is considered that the suggestions made in this respect fall outside the scope of this maintenance scheme, excepting the comment on the camber of the road, which will be reviewed.
10. In respect of the objections from the members of the public, it should be emphasised that the treatment is primarily for the benefit of pedestrians crossing the side roads, rather than the control of speeds further along the side roads. Such treatments – which have been in place for many years at other side road junctions on the Woodstock Road and also many other locations in the city – have been found to be helpful for pedestrians as a result of their reducing the speed of turning traffic at the junction and also by maintaining a level surface. The proposed specification of the treatments in respect of their height and ramp gradients should avoid any risk of damage to vehicles. The cost of providing the treatments as part of the planned major maintenance scheme is very significantly lower than would be the case if constructed as an independent project.

### **How the Project supports LTP4 Objectives**

11. The proposals would help facilitate the safe movement of traffic.

### **Financial and Staff Implications (including Revenue)**

12. Funding for the raised side road entry treatments has been obtained from developer contributions.

### **RECOMMENDATION**

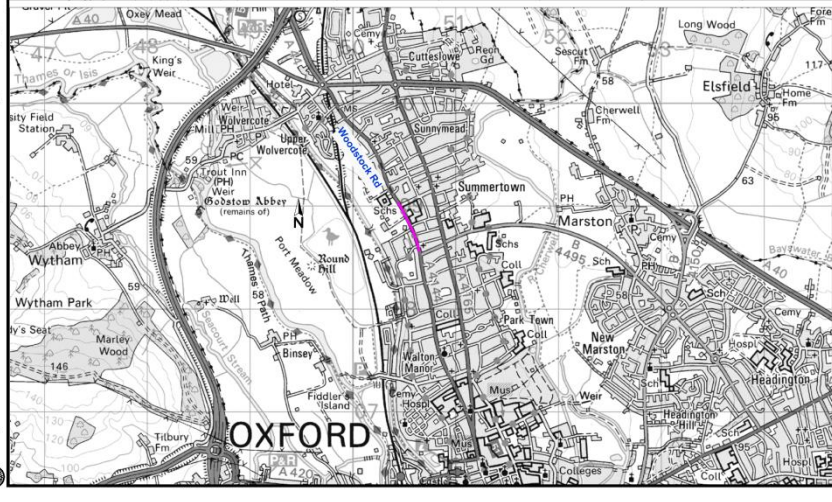
13. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide raised side road entry treatments across Oakthorpe Road, South Parade and Thorncliffe Road immediately east of their junctions with the A4144 Woodstock Road as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:      Plan of proposed raised side road entry treatments  
   Consultation responses

Contact Officers:      Hugh Potter 07766 998704

January 2018



392020/FEA/000/010 Revision 0

- Key:**
- Location of Works
  - Carriageway Treatment 1  
Inlay 250mm  
Area: 2,650m<sup>2</sup>  
Cold mill bituminous material to an average depth of 150mm.  
Excavate/cold mill material to an average depth of 100mm.  
Reinstatement to consist of:  
50mm Supercurve PMB surface course  
150mm Supreme PMB binder  
50mm AC20 40/60 binder sacrificial layer
  - Carriageway Treatment 2  
Inlay 250mm (Bus Lane & Bus Stop)  
Area: 2,000m<sup>2</sup>  
Cold mill bituminous material to an average depth of 150mm.  
Excavate/cold mill material to an average depth of 100mm.  
Reinstatement to consist of:  
50mm Grouted Macadam surface course  
150mm Supreme PMB binder  
50mm AC20 40/60 binder sacrificial layer
  - Carriageway Treatment 3  
(Raised Table at junction varies 100 to 175mm)  
Area: 110m<sup>2</sup>  
Cold mill bituminous material to an average depth of 100mm.  
Reinstatement to consist of:  
15mm Imprint red colour  
35mm Surface course  
50mm AC20 HDM 40/60 Binder course  
0.75mm thick binder regulating course
  - Carriageway Treatment 4  
Inlay 100mm  
Area: 50m<sup>2</sup>  
Cold mill bituminous material to an average depth of 100mm.  
Reinstatement to consist of:  
50mm Surface course  
50mm AC20 HDM 40/60 Binder course
  - Footway Treatment 2  
Inlay  
Area: 150m<sup>2</sup>  
Excavate and dispose Class U1 material to an average depth of 100mm. Reinstatement to consist of:  
20mm surface course (0mm aggregate), colour black  
45mm thick base course (20mm aggregate)  
Binder regulating course thickness varies (10mm to 35mm)
  - Footway Treatment 3  
Area: 45m<sup>2</sup>  
Compiling of new tactile paving slabs (400x400x50, colour buff) laid on 25mm sand cement mortar (3:1 mix Clause 2404 Mortar designation li-cement sand) with flush pointed joints over 100mm thick base course. Chased into new kerb levels.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SET OUT IN THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked/Approved

Oxfordshire County Council  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 01845 310 1111

**Project title:**  
**A4144 WOODSTOCK ROAD  
 OXFORD**

**Drawing title:**  
**LOCATION PLAN  
 SOUTH PARADE TO  
 MORETON ROAD  
 RAISED SIDE JUNCTIONS**

**Drawing Date:** CONSULTATION

Scale @ A1	Drawn by	Checked by	Approved by
1:500	SM	AMM	AMM
	Date drawn	Date checked	Date approved
	27.09.17	27.09.17	27.09.17

**Observative Project No & File Ref:** 392020  
**Drawing No:** 392020/FEA/000/010 **Revision:** 0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Polcie)	<b>No objection.</b>
(2) Cyclox	<b>Support</b> - We support the concept of doing a raised side entry treatment, but with reservations, including the need to tighten the layout the of the South Parade junction, and to increase the height of the treatments to 100mm (rather than the 75mm as proposed), and subject to the detail of the road markings. A considerable number of other improvements are desirable for the safety and amenity of cyclists on the A4144 Woodstock Road and adjacent side roads (see accompanying email).
(3) Local Resident, (York Avenue, Oxford)	<b>Object</b> - This area of north Oxford does not have a traffic speed problem due to the appalling lack of highway surface maintenance. The potholes in this area are a disgrace to the city. Introduction of the proposed humps will only increase air borne pollution for the pedestrians in the area without contributing to pedestrian safety. The County Council budget cannot find the budget to maintaining the existing humps the council have installed throughout the county without increasing the number for no good reason.
(4) Online response, (unknown)	<b>Object</b> - While I see the point of placing a hump in the road to slow down cars turning off faster roads into residential side roads, I totally fail to see how a hump at the junction of South Parade with Woodstock Road would improve road safety.  Traffic is already obliged to stop at the end of South Parade, which is a one-way street, before turning to join the Woodstock Road.
(5) Local Resident, (Oakthorpe Road, Oxford)	<b>Support</b> - I live on Oakthorpe Road, just after the road bends and cars regularly pass the house @ 30+mph.
(6) Local Resident, (Woodstock Road, Oxford)	<b>Support</b> - I think it's a brilliant idea.

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<p>(7) Online response, (unknown)</p>	<p><b>Object</b> - Elsewhere (Cowley for example) flat top humps are damaging vehicles due to being overly steep.</p>
<p>(8) Local Resident, (Park Close, Oxford)</p>	<p><b>Object</b> – 1: I would like to see the Budget for this proposal, 2: In principle, speed humps have been shown to have minimal value. Cars slow down for them but accelerate afterwards increasing pollution. They can damage vehicles and can be a problem for the emergency services, 3: Specifically, these proposals are a waste of time at the ends of the roads as vehicles have to slow down to Give Way to traffic on the Main Road. They are already very congested and naturally slow the traffic down.</p>
<p>(9) Member of the public</p>	<p><b>No Objection</b> – but raises queries in respect of the camber of the carriageway, which has increased over time and helps to make vehicles, especially tall ones, presents a greater threat to cycling in the bus lane. Also would like to view proposed road markings - reproducing what is currently in place will not be appropriate. At the South Parade junction, it would be better to narrow the exit to one lane with a more right angle turn to benefit both pedestrians crossing here and improve the view for drivers turning onto the Woodstock Road of cyclists in the bus lane. As a wider comment, it would be logical to enable two-way cycling on these one way streets.</p>