

CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020

ABINGDON – NORTHCOURT ROAD: PROPOSED AMENDMENTS TO TRAFFIC CALMING MEASURES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amended traffic calming measures on Northcourt Road, Abingdon as advertised.

Executive summary

2. The provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, when there are proposed major maintenance schemes and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

Introduction

3. This report presents responses received to a statutory consultation to provide amended traffic calming measures (originally installed in 1990 as a safety scheme) as a result of a major maintenance scheme for the road. The amendments having been put forward by the Area traffic team in consultation with the local member and other officers. The proposals are shown at Annexes 1 and 2.

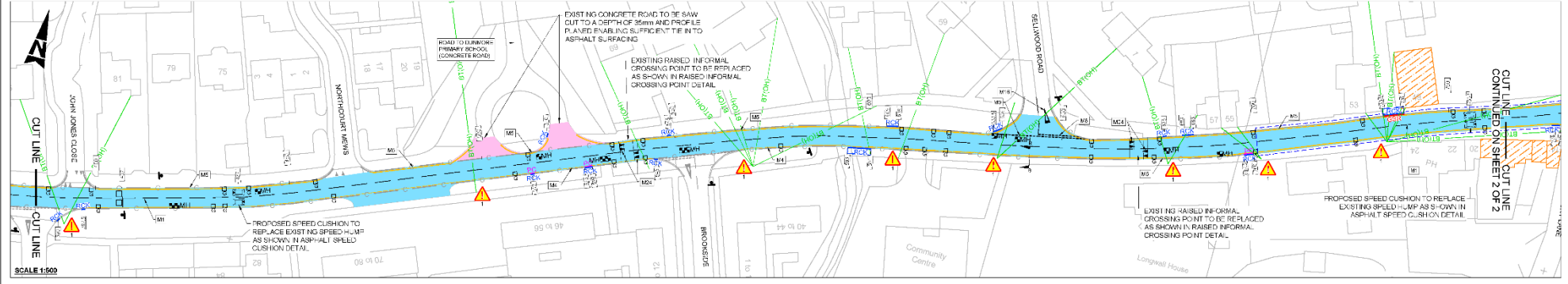
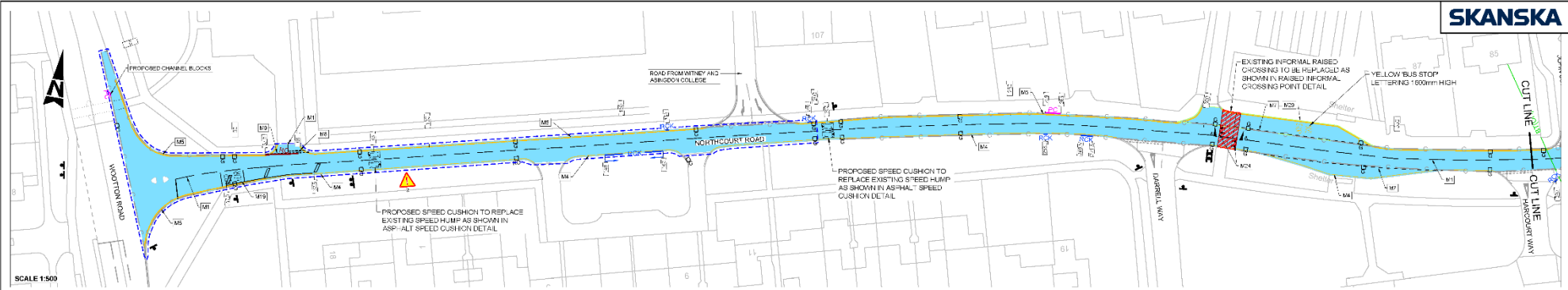
Consultation

4. Formal consultation was carried out between 8 April and 8 May 2020. A notice was published in the Oxfordshire Herald series newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Abingdon Town, and the local County Councillor. Letters were sent directly to approximately 200 properties in the immediate vicinity with public notices also placed on site.
5. Twenty-one responses were received. Eight objections (38%), four in support (19%), and nine expressing concerns (43%) or not objecting (including Thames Valley Police). The responses are recorded at Annex 3 (with a further

detailed response located at Annex 4). Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

6. Thames Valley Police did not object but noted that speed cushions would not present as much of a restraint to speeding by motorcycles as compared to the current traffic calming comprising full width road humps.
7. The Vale of the White Horse District Council did not object.
8. The Oxford Bus Company supported the proposals noting that the road is used by buses as part of an emergency diversion route and requested that the speed cushions should be of a 'bus friendly' design.
9. Dunmore Primary School while expressing support for the overall scheme also expressed concerns over the lack of a formal pedestrian crossing point by the school as opposed to the current informal raised crossing point, noting the large number of students and parents who cross the road each school day.
10. The Oxford Cycling Network objected and requested that consideration be given to closing the road to motor vehicles at a suitable point to prevent through motor traffic, while still providing full access to the road either side of the closure point to all vehicles requiring access and also requested that a 20mph speed limit should be introduced in the area, to include Northcourt Road and adjacent roads.
11. The remaining sixteen responses were from members of the public. Seven were objections, six expressed concerns and three expressed support, although included in the latter were concerns that cushions may damage car tyres and also that wider measures were needed to address traffic problems in the area.
12. The grounds for objection and concern were that the scheme would not fully address the traffic issues on the road and that further measures were needed including a road closure, a 20mph speed limit and formal crossings by the schools. However, some respondents were concerned about increased emissions arising from traffic calming measures and pointed to the need for speed enforcement as a more suitable way of addressing excessive speed. Additionally, concerns were raised that the existing traffic calming was used by some drivers to facilitate driving onto the grass verges to park.
13. Noting the above responses, it should be stressed that the proposals comprise relatively small changes to the road layout as part of a major maintenance scheme and that there is no funding currently to progress the wider measures sought including for example the formal crossings or 20mph speed limit. Noting the above the scheme, however, in no way precludes further measures being brought forward subject to funding being available and should also help address some of the concerns raised over the operation of



- Key:**
- RO PSV** Carriageway Flare and Inlay 120mm x 335mm²
 - RO PSV** Carriageway Flare and Inlay 40mm x 41mm²
 - RO PSV** Concrete/Carriageway Flare and Inlay 35mm x 113mm²
 - Proposed imprint surfacing, red in colour (Regular pattern)
 - Flare cut and replace concrete (50mm - 14mm²)
 - Area containing tar. To be double planned. Depth assumed to be 50mm and deeper
 - Existing gully grates and frame to be removed to recycle site and replaced (91 No.) R40 for note 14
 - Existing kerb to be reset (1 no)
 - Existing kerb to remain
 - Existing road sign to remain
 - Existing channel blocks to remain (refer to cross-section D1)
 - Proposed channel blocks
 - Existing channel blocks to be removed
 - Existing granite setts to be removed
 - Existing granite setts to be remain
 - Existing kerb to be removed to recycle site and new H20 kerb laid (see note 5)
 - Existing ACC Kerb to remain
 - Change tag
 - RT overhead apparatus
 - Cross section extents (see sheet 2 of 2 for details)
 - Listed Buildings
 - Proposed asphalt speed cushions (see Asphalt Speed Cushion Detail)
 - Traffic Lights to be reinstated
- Road Markings:**
- M1** Diag. 1024 Intermittent white centre line 4200mm marks, 120mm wide and 2000mm gap
 - M4** Diag. 1017 Continuous single yellow edge line 75mm wide
 - M5** Diag. 1018 1 Continuous double yellow edge line 75mm wide
 - M7** Diag. 1010 Intermittent white edge line 1000mm mark, 100mm wide and 1200mm gap
 - M8** Diag. 1003 Intermittent white stop and give way marking, 800mm mark, 200mm wide and 300mm gap
 - M8** Diag. 1006 Intermittent white edge line, 600mm mark, 100mm wide and 300mm gap
 - M14** Diag. 1025 white intermittent studs for pedestrian crossing
 - M16** Diag. 1023 stop and give way marking in conjunction with Diag. 1028 370mm x 100mm wide at base, white triangle
 - M19** Diag. 1026 wobble marking 250mm wide X&L&P CLEAR 1600mm tall
 - M24** Diag. 1002 white traffic calming mark 750mm wide at base triangle
 - M25** Diag. 1025 + Blue Stop marking with 220mm continuous yellow line at edge of carriageway, 900mm tall 'BUS STOP' text and intermittent yellow 100mm mark, 100mm wide and 1000mm gap

Surface Course (25mm/40mm) - Low Void SMA10 SURF PMB

SMA10 Surf PMB Mixture shall be in accordance with BS EN 13108-5 and the example specification shown in PD6591:2015 Annex D.

Maximum Void Content = 4%

Grain of binder: PMB grade to achieve the wheel tracking performance W_{SP} ≤ 0.03 to PD 6691 Table C2 Class 2

Minimum Binder Content = 6.5%

Crusher and Fines Aggregates shall be waste Limestone

Minimum PSV = 90 (Entire site including side road kerbs)

Maximum AAV = 15

Initial Texture Depth ≥ 1.0mm (average for a set of 10 measurements - EN 15472 Clause 921). Retained Texture Depth after 2 years of service shall be not less than 0.8mm.

Slift Resilience Value (20°C, 2.5 Hz) to be reported.

Where SMA is placed outside the BS84 HAPAS certification, uniformity is established in accordance with BS EN 13108-20 and BS EN 13108-21. BS EN 13108-2 requires that the delivery ticket contains information relating to the mix composition and how to obtain the full details demonstrating conformity with BS EN 13108-5.

PMB Low Void SMA Minimum Laying and Compaction Temperatures shall be decided by the PMB supplier and shall be made available to the Site Supervision Team.

Type Testing certificate demonstrating that the mixture conforms to the specification shall be provided for approval before the works commence.

Binder Course (60mm thickness) AC20 HDM Bin 40/60

The 60mm compacted thickness may be increased locally to a maximum of 80mm to ensure regulating of delineated material from the planned surface should the need arise from the laying process. In this case, the specification requirements below apply.

AC20 HDM Bin 40/60 binder course design modulus shall be asphalt concrete conforming to BS EN 13108-1, to BS PD 6891 and to the detail requirements of BS PD 6891 Annex B for the selected mixture.

Aggregate Grading target limits to PD 6891 Annex D Table D.8

Minimum binder content shall be in accordance with PD6591 Annex B Table B.3

The air void content of the specimen shall be specified in accordance with EN 12185-20:2015, D.2

All void content of three loose specimens in accordance with BS EN 12185-20:2015, A1, 2017, shall not exceed 7%

Minimum stiffness = 3040 MPa (20°C, 2.5 Hz) according to BS EN 12697-28

PMB Low Void SMA Minimum Laying and Compaction Temperatures shall be decided by the PMB supplier and shall be made available to the Site Supervision Team.

Type Testing certificate demonstrating that the mixture conforms to the specification shall be provided for approval before the works commence.

Conforming to the above requirements to be assessed on samples taken on site during the construction works.

Structural Additional Binder course layer for localised repairs (if required - minimum 50mm). AC20 HDM Bin 40/60

Minimum Thickness 50mm

Specification as above

All voids No requirement

Stiffness No requirement.

Regulating Course (thickness as required, 15-50mm) SMA6 reg 40/60

If required, regulating course shall be stone mastic asphalt SMA6 reg 40/60 conforming to BS EN 13108-5, to BS PD 6691 and to the detailed requirements of BS PD 6691 Annex D for the selected mixture.

Aggregate grading target limits to PD 6891 Annex D Table D.1

Minimum binder content shall be in accordance with PD6591 Annex D Table D.4

SMA6 reg 40/60 shall be laid and compacted in accordance with BS5546:2015 + A1: 2017, No Air void content requirements apply to this regulating course.

Bond Coat

All bound layers are to receive bond coat.

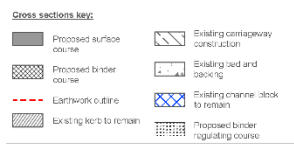
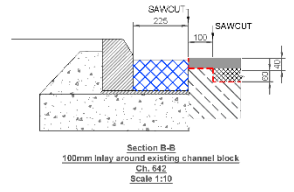
Bond Coat shall have a British Board of Agrement (BBA) HAPAS Roads and Bridges Certificate.

The target rates of spread of bond coat below each layer of bituminous mixture shall be as recommended in BS5546:2015 + A1: 2017 Table 2 (Residual Binder 0.5kg/m²) for newly laid substrate and Residual Binder 0.3kg/m² for planned surfaces.

Surface preparation shall be carried out in accordance with BS5546:2015 + A1: 2017, or for concrete products in accordance with the BBA/HAPAS Certificate.

Notes:

- Chaining zone is located at the start of the channel blocks north of the Northcourt Road/Whitney Road junction. Then prior to the traffic signals.
- For diagram no. and details of the proposed roadwork refer to TSRGD & TSM Chapter 5. Proposed road markings are to be reinstated.
- Existing granite setts to be removed.
- Where existing channel blocks are present see typical cross section drawings for construction details.
- For details of kerb replacement refer to CDD standard detail HSC2/102141
- Underground statutory providers apparatus are not shown for clarity. CDD records are available for viewing upon request.
- All measurements are in millimetres unless otherwise stated.
- Drainage survey as yet to be undertaken, therefore no drainage details are indicated. Drainage design to be completed upon receipt of the drainage survey.
- Covering or reworking to be shown on site per CDD standard detail H-20700/75
- Road markings to be reinstated outside the extents of roadwork shall be removed by scaffolding, channel and drop prior to works.
- All existing surface water channels, culverts, gullies and sub drains (including gully pipe connections, shall be opened out after completion of the work to check for obstruction to the flow. Any blockages are to be cleared immediately by rodding or jetting as directed by the supervisor.
- All construction joints to be saw cut.
- Use surface compaction methods that do not use any vibrating part in close proximity to sensitive structures.
- New gully frames and grates are to be installed in accordance with HSD6500/450.



Cross sections key:

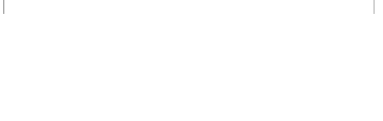
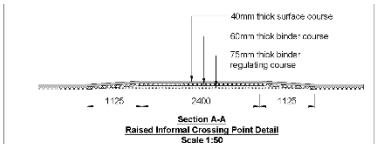
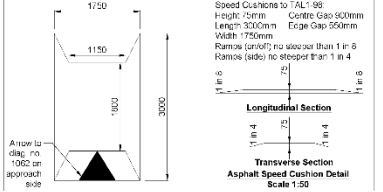
- Proposed surface course
- Existing carriageway construction
- Proposed binder course
- Existing bed and subgrade
- Earthwork outline
- Existing kerb to remain
- Proposed binder regulating course

Residual Risk Assessment:

Wherever possible, risk is designed out of this proposal during the design process. Where this is not possible, the risk will be minimised and any residual significant risks will be noted and mitigated by the project.

SIGNIFICANT COMMUNITY HEALTH & SAFETY RISKS

- RT Overhead Apparatus
- Tar Burned Material



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<p>Client</p> <p>Client Name: Oxfordshire County Council</p> <p>Client Address: Council County Hall, New Road, Oxford, OX1 1BD, UK. 01865 310 1511</p> <p>Client Contact: JE JS</p>	<p>Project</p> <p>Project Name: Northcourt Road</p> <p>Project Address: Northcourt Road, Abingdon, Oxfordshire, OX11 1BB, UK. 01235 497463</p> <p>Project Contact: JE JS</p>	<p>Contract</p> <p>Contract Name: 610060-SKA-HGN-DR-CH-07-01-S2</p> <p>Contract Address: 610060-SKA-HGN-DR-CH-07-01-S2, Oxford, UK. 01235 497463</p> <p>Contract Contact: JE JS</p>
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OXFORDSHIRE COUNTY COUNCIL

SKANSKA Infrastructure Services

Project Manager

Project Name: Northcourt Road

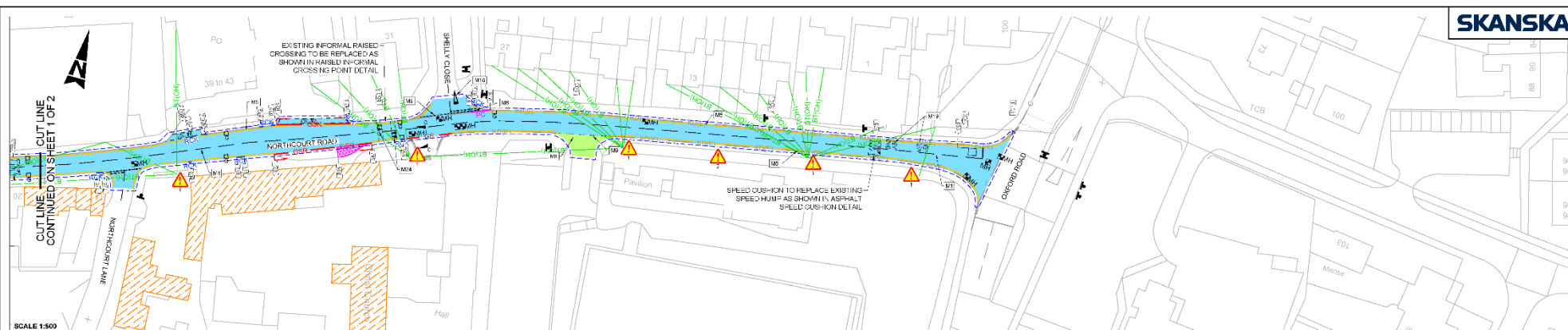
Project Address: Northcourt Road, Abingdon, Oxfordshire, OX11 1BB, UK. 01235 497463

Project Contact: JE JS

<p>Drawn by: JE JS</p> <p>Checked by: JE JS</p> <p>Scale: 1:50</p> <p>Date: 15/03/20</p>	<p>Approved by: JE JS</p> <p>Date: 15/03/20</p>	<p>Approved by: JE JS</p> <p>Date: 15/03/20</p>
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GENERAL ARRANGEMENT DRAWING SHEET 1 OF 2

610060-SKA-HGN-DR-CH-07-01-S2 D1



SCALE 1:500

- Key:**
- RD PSV** Carriageway Plane and Inlay 100mm - 935/m²
 - RD PSV** Carriageway Plane and Inlay 40mm - 41/m²
 - RD PSV** Carriageway Plane and Inlay 35mm - 113/m²
 - RD PSV** Proposed inlay surfacing, red in colour (Regular pattern)
 - RD PSV** Plane out and replace concrete inlay (50mm - 14/m²)
 - RD PSV** Area containing tar to be double layered. Depth assumed to be 50mm and depth
 - RD PSV** Existing gully grate and frame to be removed to recycle of site and replaced (N1 no) Refer to note 14
 - RD PSV** Existing kerb offset to be reset (1 no)
 - RD PSV** Existing kerb to remain
 - RD PSV** Existing road sign to remain
 - RD PSV** Existing channel blocks to remain (refer to cross-section B-B)
 - RD PSV** Proposed channel blocks
 - RD PSV** Existing channel blocks to be removed
 - RD PSV** Existing granite sets to be removed
 - RD PSV** Existing granite sets to be remain
 - RD PSV** Existing kerb to be removed to recycle of site and new (32 kerb - laid (see note 5)
 - RD PSV** Existing ACC Kerb Drier to remain
 - RD PSV** Chirp rag
 - RD PSV** BT overhead apparatus
 - RD PSV** Cross section extends (see sheet 2 of 2 for details)
 - RD PSV** Listed Buildings
 - RD PSV** Proposed asphalt speed cushions (see Asphalt Speed Cushion Detail)
 - RD PSV** Traffic Lights to be reinstated

Road Markings:

- M1** Diag. 1024 Intermittent white centre line 400mm marks, 100mm wide and 2000mm gap
- M4** Diag. 1011 Continuous single yellow edge line 75mm wide
- M5** Diag. 1018 Continuous double yellow edge line 75mm wide
- M7** Diag. 1010 Intermittent white edge line 100mm mark, 100mm wide and 1200mm gap
- M9** Diag. 1033 Intermittent white stop and go way marking, 800mm mark, 200mm wide and 300mm gap
- M5** Diag. 1036 Intermittent white edge line 600mm mark 100mm wide and 300mm gap
- M14** Diag. 1055 white intermittent slugs for pedestrian crossing
- M16** Diag. 1023 stop and go way marking in conjunction with Diag. 1003 3750mm long, 1250mm wide at base, white triangle
- M19** Diag. 1026 wored marking 2500mm wide 'KEEP CLEAR' 1600mm tall
- M24** Diag. 1062 white traffic calming mark 750mm wide at base triangle
- M25** Diag. 1025 2-Bay Stop marking with 250mm continuous yellow line at edge of carriageway, 1900mm x 1900mm 'STOP' text and intermittent yellow 100mm mark, 100mm wide and 1000mm gap

Surface Course (35mm/40mm) Low Void SMA10 SURF PMB
 SMA10 Surf PMB Mixture shall be in accordance with BS EN 13108-5 and the example specification shown in PD6991:2015 Annex D. Maximum Void Content = 4%
 Grade of binder: PMB grade to achieve the wheel tracking performance W₁₀ ≤ 0.03 to PD 6991 Table C2 Class 2 (Wheel Tracking Test temperature 60°C)
 Minimum Binder Content = 6.5%
 Coarse and Fine Aggregates and evaluate Limestone.
 Minimum PSV = 0.01 (White site including side road tie-ins)
 Maximum AAV = 18
 Initial Texture Depth = 1.0mm (average for a set of 10 measurements - AN 15471 Clause 621). Retained Texture Depth after 2 years of service shall be not less than 0.8mm.
 Where SMA is produced outside the BBA HAPAS certification, uniformly established in accordance with BS EN 12108-20 and BS EN 13108-2, BS EN 13108-5 requires that the delivery ticket contains information relating to the mix composition and how to obtain the full details demonstrating conformity with BS EN 13108-5.
 PMB Low Void SMA Minimum Laying and Compaction Temperatures shall be ordered by the PMB supplier and shall be made available to the Site Supervision Team.
 Type 'test' on certificate demonstrating that the mixture conforms to the specification shall be provided for approval before the works commence.

Binder Course (80mm thickness) AC20 HDM Bin 40/60
 The 60mm compacted thickness may be increased locally to a maximum of 80mm to enable regulating of dehydrated material from the planned surface should this result from the planning process. In this case, the specification requirements below apply.
 AC20 HDM Bin 40/60 Binder course design mixtures shall be asphalt conforming to BS EN 13106-1, to BS PD 6991 and to the detailed requirements of BS PD 6991 Annex B for the selected mixture.
 Aggregate Grading target limits to PD 6991 Annex B Table B6
 Minimum target binder content shall be in accordance with BS EN 13108-20:2015, D.2
 The air void content of the specimens shall be specified in accordance with EN 13108-20:2015, D.2
 An air void content of three locations in accordance with BS EN 13108-20:2015, A1:2017 para 9.5 shall not exceed 7%
 Minimum Stiffness = 9200 (N/m², 2.8kN) according to BS EN 12597:2010
 BS EN 13108-1 requires that the delivery ticket contains information relating to the mix composition and how to obtain the full details demonstrating conformity with BS EN 13108-5.
 Minimum lay and compaction temperatures shall be in accordance with BS EN 13108-5 Annex A1:2017
 Type 'test' on certificate demonstrating that the mixture conforms to the specification shall be provided for approval before the works commence.
 Conformity to the above requirements to be assessed on samples taken on site during the construction works.

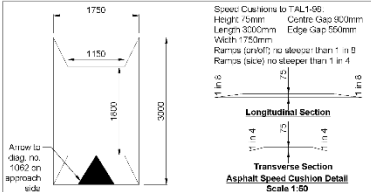
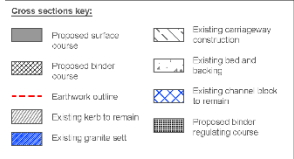
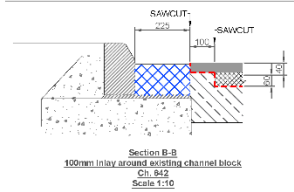
Sacrificial Additional Binder course layer for localised repairs (if required - minimum 50mm) AC20 HDM Bin 40/60
 Minimum thickness 50mm
 Specification as above
 Air voids: No requirement
 Stiffness: No requirement

Regulating Course (thickness as required, 15-40mm) SMA6 reg 40/60
 If required, regulating course shall be stone mastic asphalt SMA6 reg 40/60 conforming to BS EN 13106-4, to BS PD 6991 and to the detailed requirements of BS PD 6991 Annex B for the selected mixture.
 Aggregate grading target limits to PD 6991 Annex D Table D1
 Minimum target binder content shall be in accordance with PD6991 Annex D Table D1
 SMA6 reg 40/60 shall be laid and compacted in accordance with BS EN 13108-5:2015 - A1:2017. No Air-void content requirements apply to this regulating course.

Bond Coats
 All bond layers are to receive bond coat
 Bond Coat shall have a British Board of Agreement (BBA) HAPAS Process and Shingles Certificate.
 The target rates of spread of bond coat, show each layer of bituminous mixture shall be as recommended in BS EN 12108-20:2015, A1:2017 Table 2 (Residual binder: 0.2kg/m² for newly laid materials and Residual binder: 0.25kg/m² for planned surfaces).
 Surface preparation shall be carried out in accordance with BS EN 12108-20:2015 - A1:2017, or for other types in accordance with the BBA HAPAS Certificate.

Notes:

- Change zero is located at the start of the channel blocks north of the Northcourt Road/Weston Road junction. 15m prior to the traffic signals.
- For diagram no. and details of the road marking refer to TSRGD & TSM Chapter 6.
- Proposed road markings are to be laid into existing.
- Existing features are shown for information only, unless stated otherwise.
- Where existing drainage blocks are present see typical cross section drawings for construction details.
- For details of kerb replacement refer to OCC standard outline - HSD1100114.
- Underground structures provide apparatus site not shown for clarity. OCC records are available for viewing upon request.
- All measurements are in millimetres unless otherwise stated.
- Drainage design is to be undertaken, therefore no drainage defects are indicated.
- Existing carriageway to be broken out up to OCC kerb and deal in accordance with BS EN 12108-20:2015, A1:2017.
- Road markings to be cut back outside the limits of resurfacing shall be removed by cutting, cleaned and dried prior to works.
- All existing surface water drains, surface drains, gullies and wet drains (including gully pipe connectors), shall be checked after completion of the works to check for obstruction to the flow. Any blockages are to be cleared initially by rodding or jacking as directed by the supervisor.
- All construction joints to be saw cut.
- Utilise surfacing compaction methods that do not use any vibrating plant in close proximity to sensitive structures.
- New gully frames and grates are to be installed in accordance with BS EN 12108-20:2015, A1:2017.



- Gross sections key:**
- Proposed surface course
 - Proposed binder course
 - Existing kerb to remain
 - Existing granite setts
 - Existing carriageway cross-section
 - Existing bed and paving
 - Existing channel block to remain
 - Proposed binder/regulating course

Residual Risk Assessment
 Wherever possible, risk is mitigated out of the project during the design process. Where this is not possible, the risk will be minimised and any residual significant risk will be retained and indicated by the symbol.
SIGNIFICANT CDM HEALTH & SAFETY RISKS

- BT Overhead Apparatus
- Tar Bound Material

U1	06.02.20	Speed Cushion dimensions amended	AKM/SJM
DD	30.09.19	Detailed Design	JE JS
Rev	Date	Description	Rev. 2/3/4

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SKANSKA Infrastructure Services

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 CV34 6JF
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 Fax: 01927 5199 9843

Project: 610060-SKA-HGN-DR-CH-0702-S2

Project Name: **NPR IMPROVEMENT SCHEME 2019/20**
 PROJECT COURSE
 NORTH COURT ROAD, ABINGDON

Scale: A3 SI OWN

Drawn by: JE
 Checked by: JS
 Date: 15/09/19

Approved by: NMI
 Approved Date: 15/09/19

Project Number: **610060-SKA-HGN-DR-CH-0702-S2**

Sheet: **01**

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection but enquire why the existing features are being replaced with speed cushions. My only concern speed cushions have little effect in calming two wheeled motor vehicles.
(2) Vale of White Horse District Council	No objection – Having reviewed the details of the scheme the Vale of White Horse District Council raises no objection.
(3) Oxford Bus Company	Support – We support the replacement of these traffic calming measures. However, as being as this route is used as an emergency diversion route for buses, we would like the measures to be 'bus friendly' please.
(4) Dunmore Primary School	<p>Concerns – We support the resurfacing work that is due to take place in August 2020. We believe that the speed cushions that are part of the proposal are VITAL.</p> <p>However, we are concerned about the nature of 'informal' crossing points. From 8.15am - 9am and 3pm - 3.30pm Northcourt Road is extremely busy with traffic and pedestrians due to the number of children, students, staff and parents arriving at Dunmore Primary School, Fitzharrys Schools and Abingdon and Witney College. At Dunmore Primary School alone, we have over 450 children plus parents/carers arriving and leaving the school site each day. We believe it is necessary that some of the 'informal' crossing points should be replaced with 'formal' crossing points e.g. zebra crossing, pelican crossing to ensure the safety of pedestrians. The raised 'informal' crossing point that is vital for reconsideration for Dunmore Primary School, is the crossing point 17 metres southwest of the junction with Brookside.</p>
(5) Local Group, (Oxfordshire Cycling Network)	Object – See Annex 4 for detailed response.

CMDE14

<p>(6) Local Resident, (Abingdon)</p>	<p>Object - This seems an unnecessarily costly way to (only partly) address traffic calming on Northcourt Road. The existing humps do not work, why change the style of something that is not working?</p> <p>I believe a better approach would be to reduce the speed limit to 20 mph (with average speed enforcement) and add (planted) obstacles at informal crossings for the schools / college. Better yet, go to 10 mph outside the schools, college and shops with camera enforcement.</p> <p>Using humps does not stop the road being a rat run and it increases pollution around the schools through acceleration and braking for humps.... that are already there.</p> <p>Ideally, put in place a barrier halfway along or add (some) planted give way / chicane obstacles (planters, for example) that make the road less attractive for rat runners but more attractive for pedestrians and cyclists accessing the schools, shops and college.</p>
<p>(7) Local Resident, (Abingdon)</p>	<p>Object - Northcourt Road has the potential to be a much more attractive and safe place for the local community. Replacing speed bumps with speeds bumps is unambitious and does little to reduce traffic speeds, reduce traffic volume and improve conditions for walkers, cyclists and the public realm in general.</p> <p>Why not consider measures such as build outs, planters, informal (or formal) crossings, all of which could play a role in reducing traffic speeds and improving public realm?</p> <p>An additional option would be to restrict traffic through Northcourt Rd by installing some sort of barrier at a suitable midway point. Anecdotally there is evidence that Northcourt Rd experiences rat running. A barrier would prevent this, but consideration to it's best placement would be needed.</p> <p>Northcourt Rd would also benefit from a 20mph speed limit, which should be the default speed limit inside the ring road for all of Abingdon.</p>
<p>(8) Local Resident, (Abingdon)</p>	<p>Object - Northcourt Rd serves housing and a few local services plus the FE college and two schools. Significantly however, it also serves as a "rat run" for motor vehicles moving E/W or W/E between Oxford Road and Wootton Rd. These vehicles SHOULD be using the ring road constructed for that purpose or not used at all. To "calm" traffic to eliminate the extreme dangers to students and others and to help fulfil the OCC and National objectives of reducing</p>

CMDE14

	<p>carbon emissions and pollution we need to discourage car use and encourage walking and cycling. Your scheme fails to address this.</p> <p>Instead, you SHOULD be using the money to provide a barrier to motor vehicles outside the Community Centre, just west of the Sellwood Rd turn. This would allow access to housing/services from either end of Northcourt Rd but prevent the problem which will not be addressed by your "calming" measures. It would remove much of the traffic and make it possible to walk/cycle to school/college/services without the risk and pollution of cars.</p> <p>To prevent the creation of another "rat run" a similar barrier would also be required on Tatham Road just east of the junction with Brookside.</p> <p>Reduced traffic would improve access for school buses from Wootton Rd and would be further improved by yellow lines and slight reconfiguring of the existing "turning circle" opposite the entrance to Fitzharry's School. I would be happy to discuss this further.</p>
<p>(9) Local Resident, (Abingdon)</p>	<p>Object - These measures are too severe. Cars shouldn't have to slowdown to such a degree as progress needs to be made in a timely fashion. I say remove all speed humps but add two crossings for pedestrians. The level of traffic on this road doesn't warrant the measures planned. Please support local residents in minimising this scheme.</p>
<p>(10) Local Resident, (Abingdon)</p>	<p>Object - Being a resident of Sellwood Road at the junction with Northcourt Road for over 16 years I object to the traffic calming measures that are in place as well as the new proposed measures. In term time there is a considerable amount of traffic taking students to the 3 educational establishments in addition to local residents travelling daily along Northcourt Road. The volume of traffic adds to already poor air pollution. As an asthma sufferer I object to vehicles slowing down over these humps/ crossings and then accelerating away thus increasing exhaust output. Larger vehicles shake and rattle their load when driving over which causes increased noise pollution especially at night. Responsible road users keep to the speed limits. Irresponsible drivers who speed and often use the humps as a challenge to go faster will not change their habits for a flatter crossing. What would help traffic to flow smoothly, and reduce the wear on car suspension, is having a decent new road surface instead of dips, holes, and patches. Catch those who are speeding instead of making us all pay for the faults of others.</p>
<p>(11) Local Resident, (Abingdon)</p>	<p>Object - This is a road with a nursery, primary school and a secondary school. This is not an average road. There are also shops, a football pitch and a community centre. More stringent restrictions are warranted including a 20mph</p>

CMDE14

	<p>speed limit and any other system possible to limit traffic around school times to limit pollution kids and parents breathe when walking to school.</p>
<p>(12) Local Resident, (Abingdon)</p>	<p>Object - On the current raised road crossings large puddles are created by the raised crossing which have blocked the gutters stopping the flow of water. Vehicles passing through these puddles splash adjoining properties and sometimes even people walking on the pavement and cycling on the road. Can you confirm that the design will allow water to flow through/under the raised crossings and that the gutters will not be blocked?</p>
<p>(13) Local Resident, (Abingdon)</p>	<p>Concerns - Traffic calming measures are insufficient to protect the health and safety of school children and commuters travelling by bicycle to school and work. I cycle along this road to work at just after 8am and the road is always full of cars. Many of the car drivers do not give cyclists enough room and my children have on occasion been sworn at by motorists. In light of the climate emergency and improvement in air quality due to reduced car travel during Covid-19, this is a golden opportunity to dissuade people from using their cars especially around schools.</p> <p>I propose shutting Northcourt Road around the schools during morning and afternoon arrival and departure times. This could be done easily and at low cost using movable stop signs such as used by "school streets" in London.</p>
<p>(14) Local Resident, (Abingdon)</p>	<p>Concerns - We are residents of Northcourt Road. We fully support the resurfacing of the entire Northcourt Road, but we have safety concerns about some of the proposals for the carriageways and adjoining grass verges in the immediate vicinity of our house.</p> <p>At present there is a speed hump which entirely straddles the road immediately in front of our house. It is proposed to replace it with a speed cushion (Plan 1 point 437). The current speed hump offers car users a ramp by which they can drive up onto the grass area in front of our house. Parents park here in order to drop off and collect their children from Dunmore Infants and Junior Schools, and residents of the nearby flats, which have limited parking areas, often use the grass area to park. We are concerned that the proposed speed cushion will continue allow vehicles to access and park on the grass verge.</p> <p>The vehicular access to our property (via a tarmac driveway) is also frequently used by children both with and without parents on their way to Dunmore Infants and Junior Schools at the peak of rush hour. A great number of families walk from Harcourt Way and use our driveway as a convenient places to cross Northcourt Road.</p>

CMDE14

	<p>We need to exit our property by reversing our cars onto Northcourt Road, but cars parked on the grass verges prevent us seeing oncoming vehicles, cyclists and walkers including many young children. As residents we are very concerned that there is a danger to cyclists and other road users, especially children.</p> <p>When we first moved into our house there were wooden bollards along the edge of the grass verges to prevent car users driving on to the grass verges. Over the years the bollards have been knocked over by cars being driven onto the grass verges to be park.</p> <p>As part of the Traffic Calming Amendments, we suggest that the opportunity is taken to fully enclose the grass area in front of our house with some kind of barrier, such as bollards, that will prevent parking on the grass by stopping access either from the road or from our driveway. A precedent for this has already been set with wooden bollards being installed to protect the grass area in front of the block flats 70-80 Northcourt Road and with the wooden barriers in front of houses 17 and 18 Cheney Walk. We believe something similar could effectively resolve this safety concern caused by parking cars on the grass in front of our houses, not to mention to unsightly muddy quagmire these cars cause when they are driven onto the grass verges.</p> <p>In summary, we welcome the proposal to resurface the carriageways along Northcourt Road. However, we think Oxfordshire County Council should take the opportunity to reduce the risk to cyclists, young children and their parents and other road users caused by cars parking on the grass verges.</p>
<p>(15) Local Resident, (Abingdon)</p>	<p>Concerns - I was dismayed to see that the 'informal crossing' between Brookside and Dunmore School is to be retained but not turned into a full crossing. I use this area of the road to cross daily and its nature makes it more dangerous for both pedestrians and vehicular traffic. I have witnessed a number of near misses where people have stepped in front of cars barely able to stop in time. I was also, along with my three children, nearly knocked down by a group of cyclists who passed a line of queuing cars which had stopped to let us cross. No crossing at all here would be better than this half crossing.</p> <p>One of the things that makes this 'crossing' more dangerous is the tendency for cars to park on the grass verges alongside it severely impeding the view of pedestrians and drivers. If a crossing of sorts is retained in this place, please could consideration be given to the installation of bollards to stop cars getting on to the grass verges on either side of the crossing. Cars do pull off Northcourt Road to part indiscriminately with no heed to the damage it does to the verges or for the safety of other road users. Wooden bollards similar those in place around the green spaces on Brookside would make a big difference.</p>

CMDE14

<p>(16) Local Resident, (Abingdon)</p>	<p>Concerns - It must be made clear to pedestrians and motorists where the 'informal' crossing points are and what the expectations are at these points. Currently, there appears to be no distinction between crossing points and speed bumps leading to confusion at these points where pedestrians may start to cross as one car has stopped but a car on the opposite side of the road continues as they do not believe they are meant to stop.</p> <p>With 2 schools and a college on this road, I question why there is no plan for a zebra crossing, in particular opposite the primary school?</p>
<p>(17) Local Resident, (Abingdon)</p>	<p>Concerns - I have no objection or concerns to the planned works, but I wish to comment that it is unacceptable that there isn't a crossing on Northcourt Road. There are two schools. It is another inditement of the fact that Abingdon is a car centric town, that cares little for other road users, and particularly its children and young people. Please consider amending the plans to include at least one crossing.</p>
<p>(18) Local Resident, (Abingdon)</p>	<p>Concerns - We are residents of Northcourt Road. We fully support resurfacing the entire length of Northcourt Road but have safety concerns and reservations about some of the proposals that affect the carriageways and adjoining grass verges in the immediate vicinity of our houses.</p> <p>We want to set out our reservations about the proposed amendments. As residents we are very concerned that the present road layout is a danger to cyclists and other road users, as well as pedestrians, many of whom are young children. The situation is compounded by our need to exit our properties by reversing our cars onto Northcourt Road, when cars parked on the grass verges obscure oncoming vehicles, cyclists and walkers including many small children.</p> <p>At present there is a speed hump which entirely straddles the road immediately in front of our houses. It is proposed to replace it with speed cushions (Plan 1 point 437). Unfortunately, the current speed hump offers car users a ramp by which they can drive up onto the grass area in front of our houses. Parents park here in order to drop off and collect their children from Dunmore School, and residents of the flats which have limited parking areas, often use the grass area to park. We are concerned that the proposed speed cushions will be less effective in reducing speed for larger vehicles and motorbikes and continue to allow vehicles to access and park on the grass verge. We are fearful that this increased road speed together with a continued lack of visibility will result in a serious accident.</p>

CMDE14

	<p>The vehicular access to our properties (via tarmacked driveways) are frequently used by children both with and without parents on their way to Dunmore School at the peak of rush hour. A great number of families walk from Harcourt Way and use our driveways as convenient places to cross Northcourt Road.</p> <p>When we first moved into our houses there were wooden bollards along the edge of the grass verges to prevent car users driving on to the grass verges. Over the years the bollards have been knocked over by cars using the grass verges to park. As part of the Traffic Calming Amendments, we strongly suggest that the opportunity is taken to fully enclose the grass area in front of our houses with some kind of barrier, such as bollards, that will prevent parking on the grass by stopping access either from the road or from our driveways. A precedent for this has already been set with wooden bollards being installed to protect the grass area in front of the block flats 70-80 Northcourt Road and with the wooden barriers in front of houses 17 and 18 Cheney Walk. We believe something similar could effectively resolve this safety concern caused by parking on the grass in front of our houses, not to mention the unsightly quagmire created by cars driving onto and parking on the grass verges. These same concerns were previously raised with the council in 2014 and with the PCSO.</p> <p>In addition to this measure, as so many families and children cross on this stretch of Northcourt Road each day, we think that a formal crossing somewhere near the entrance to Dunmore School should be considered as an additional safety measure.</p> <p>In summary: We are concerned about the safety of road users and pedestrians caused by vehicles parking on the grass area in front of 82 and 84 Northcourt Road and believe that the following actions should take place to help mitigate this concern:</p> <ol style="list-style-type: none"> 1) Fully enclosing the grass area in front of 82 and 84 Northcourt Road with bollards or wooden barriers. 2) Consideration of a formal pedestrian crossing for children and families crossing Northcourt Road to get to Dunmore School. 3) Solving the problem of inadequate off-street parking for the flats 70-80 Northcourt Road.
<p>(19) Local Resident, (Abingdon)</p>	<p>Support - We recognise the need for improved traffic calming measures but are concerns about the impact of the design of the speed cushions on tyre wear and damage to car suspensions</p>

CMDE14

<p>(20) Local Resident, (Abingdon)</p>	<p>Support - I would like to see the layby parking area opposite Northcourt Mews adjusted. At present vehicles tend to park in echelon fashion, so longer cars or vans stick out into the carriageway. This is a hazard for drivers and especially cyclists, as can be seen on Google Earth, where the cars are also obstructing the footway. The depth of the layby should be reduced so that parallel parking only is possible, but it could also be extended to the west to compensate for lost spaces.</p>
<p>(21) Local Resident, (Abingdon)</p>	<p>Support - I fully support a reduction of the speed limit to 20mph and have long wanted this to happen, not only in Northcourt Road but surrounding residential roads. As you state this is the norm in Oxford and it's about time that Abingdon caught up. I would add that there will be little point in reducing the speed limit if we do not have the accompanying speed cameras to go with it.</p> <p>For example, along the nearby Oxford road we currently have a speed limit of 30mph but only one speed camera in operation near to the junction heading north. However, drivers heading south into Abingdon Town centre can quickly speed up when familiar with the fact that there is no speed camera along this stretch of road.</p> <p>I agree that an official pedestrian crossing near to the schools should also be a priority.</p>



Northcourt Road Proposed Traffic Calming

This response is on behalf of the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 170,000 cyclists in the county and the 460,000 who would cycle if it was safe, convenient and pleasant.

We **OBJECT** to the proposals as they are insufficient to achieve policy goals.

Context

Northcourt Road is a residential street, which also has a Primary School, Secondary School, Further Education College, 2 Community Centres (one with a café), 2 shops and a pub – all directly accessed from the road.

In addition to local residents these serve a wider population of Abingdon. There is a strong belief that the road is used as a 'rat-run' to cut between Wooton Road and Oxford Road as an alternative to the ring road. There is unsocial driving by a few people – rapid and noisy acceleration between the speed humps.

During peak hours (the morning peak and the extended afternoon/evening peak) air and noise pollution levels can feel high. The difference during the gas maintenance and Coronavirus lockdown is noticeable. In recent weeks many more people have been walking and cycling on Northcourt Road and nearby streets. Most visibly, families are cycling with their children. This is a clear sign that cycling has been suppressed by the perceived danger of high traffic levels and/or speeds.

Likelihood of severe or fatal injury for pedestrians by impact speed (20splenty.org)



This traffic has intimidated people from considering cycling to the schools, shops or other facilities, from allowing their children to cycle, and it will have discouraged walking as well. At 30mph it is also dangerous. The risk of severe injury or death to pedestrians rises significantly with vehicle speed, more than doubling between 20mph and 30mph. On residential and school streets, the speed limit should be 20mph.

Crashmap.co.uk shows 8 Incidents in only 5 years (2014-2018), 2 Serious – in 4 of them (1 serious) a cyclist was a casualty, in 3 of them a pedestrian was a casualty, in 3 of them (1 serious) a child was a casualty. (These may overlap.) 8 *reported* incidents in 5 years seems a lot for a residential road about ½ mile long.

The wider context is a County Council aiming for modal shift away from private cars, and a national government that has just released a Decarbonising Transport strategy document with a vision that 'Public transport and active travel will be the natural first choice for our daily activities.' We suggest that travel to and from the schools, shops, community centres and homes in Northcourt Road represents 'daily activities'.

Any solution should therefore aim to encourage public transport and active travel, and will best achieve this if motor traffic volume and speed are reduced.

Response to proposed solution

We consider the proposed solution to be insufficient. This is because the speed cushions will not be effective in reducing traffic volumes or speed.

For example, in my car if I am centred over a speed cushion, I can drive over them at 30mph or higher and hardly feel a bump. All they do is encourage the purchase of wider cars and SUVs.

The informal crossings will slow traffic as they are full width, but there are only 4 of them so traffic will be at 30mph along most of the road. Also this encourages the slow-down / accelerate that increases noise and pollution that is a bad feature of speed humps.

We note a concern from a representative of the Primary School that these are informal crossings and that children did not understand that they were informal. On this basis, for the crossing at the Primary School in particular we suggest a Zebra Crossing may be better.

Preferred solution

Our preferred solution is in 2 parts.

First, to reduce traffic on the street by putting up a restriction to through traffic. A restriction could be placed either near the Co-op (to allow access to the shops from both sides) or near the Northcourt Centre. Some other restrictions would be required to avoid rat-running on smaller residential streets.

The restriction, or barrier, could be a 'green' feature such as planters surrounding a 'parklet'. Or if it was considered that emergency access might be required, there could be an unlockable gate or lowerable bollards.

Some traffic might be displaced to other roads, but other traffic would 'evaporate' as people walk, cycle or reduce travel. Motor traffic close to the schools should be discouraged, as it would reduce the numbers who would walk or cycle. For the Primary School, most of the catchment should be within easy walking/cycling range. For the Secondary School, a drop-off zone could be established on Wooton Road, which has wide verges, an existing extended bus stop and possibly part of the college car park could be used.

The second part of the solution is to reduce the speed limit to 20mph on Northcourt Road and surrounding residential streets. 20mph should be the norm for Abingdon's residential and central streets, just as it is for Oxford's.

20 mph signage is simple, but data shows that over 80% of drivers break 20mph limits and police resources are short. Thus, the limit would be enforced by average speed cameras.

(If the 20mph limit were applied without the through traffic restriction, this has a useful side-effect: Rat-runners to carefully manage their speed or choose a different route. But people with genuine business on the street will not be caught by average speed cameras placed at each end, as they would be stopping in the middle – although their speed would be reduced by the signs, by other traffic and by their responsibility to their local community. The road would thus become safe for cyclists and pedestrians at low cost.)

Both parts of this solution are most important at school arrival and departure times, but on a residential street like Northcourt Road (and the surrounding streets) 20mph should be the standard limit 24/7. Like the Walton Street closure in Oxford, this could be tested for a period of a year or 18 months to assess the impacts.

Chair
Oxfordshire Cycling Network