

Stage 2 Road Safety Audit Response Report

Oxford Traffic Filters project

Marston Ferry Road Temporary Layout

Oxfordshire County Council

April 2025



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Document history

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1. Project details

Report title:	RSA2 Response Report
Date:	25 April 2025
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Prepared by:	MGroup Highways
On behalf of:	Oxfordshire County Council

2. Authorisation sheet

Project:	Oxford Traffic Filters Project (Marston Ferry Road)
Report title:	RSA2 Response Report (Marston Ferry Road)
Prepared by:	
Name:	Elio Astone, BA (hons), MIHE, MCIHT
Position:	Technical Design lead
Signed:	<i>Elio Astone</i> (electronic signature)
Organisation:	MGroup Highways
Date:	25 April 2025
Approved by:	
Name:	Aron Wisdom
Position:	Programme Lead
Signed:	<i>A Wisdom</i> (electronic signature)
Organisation:	Oxfordshire County Council
Date:	06/05/2025



3. Introduction

- 3.1. Milestone Infrastructure (now trading as MGroup Highways) has been commissioned by Oxfordshire County Council (OCC) to amend the detailed design for the Marston Ferry Road trial Traffic Filter. Detailed Design and the initial construction of the 6 trial traffic filters were completed in the Summer of 2024. A design and RSA2 was completed for this location but OCC has requested substantial changes to the design for the carriageway works. Therefore, a further Stage 2 Road Safety Audit has been requested.
- 3.2. The Road Safety Audit (RSA) Brief was provided by Milestone Project Manager Ben Fletcher, on behalf of Oxfordshire County Council (OCC). The Audit Brief and Audit Team were authorised by OCC Project Manager, Aron Wisdom.
- 3.3. The Design Organisation (DO) responses have been prepared by Elio Astone, Highways Technical Design Lead for MGroup (Oxford).

4. Key personnel

Overseeing Organisation:	Oxfordshire County Council
RSA Team:	MGroup Highways (Engineering Solutions, Ipswich) Audit Team Leader - Chris Whinney, BSc (Hons.), MCIHT, MSoRSA Audit Team Member - Ryan Brinkley, BSc (Hons.), MICE, EngTech
Design Organisation:	MGroup Highways (Oxford) Elio Astone, BA (Hons.), MIHE, MCIHT

5. Road safety audit decision log

Following an examination of the Stage 2 brief and design drawings provided for the Oxford Traffic Filters Project – Marston Ferry Road scheme and a site inspection on Wednesday 26th February 2025, 5 problems considered to be detrimental to road safety were identified. The problems and recommended course of action identified by the audit team are described below. Design Organisation (DO) responses are provided to each of the problems.

RSA2 problem	RSA2 recommendation	Design Organisation (DO) response	Overseeing Organisation (OO) response	Agreed RSA2 action
<p>Problem: 4.1</p> <p>Location: Marston Ferry Road – to the east of the Swan School access (westbound approach to the Traffic Filter location).</p> <p>Summary: Increase risk of nose to tail and side/swipe collisions due to road users undertaking U-turn manoeuvres.</p>	<p>It is recommended that the filter point is relocated to a more suitable position where U-turn manoeuvres are not required for road users avoiding the proposed prohibition.</p>	<p>Accept the RSA problem raised, but suggest an alternative solution;</p> <p>DO shares the same concerns as the audit team regarding both the location of the proposed traffic filter and the OO's requirement to retain the left turn filter lane in the proposed temporary layout.</p> <p>However, the DO does acknowledge the complexities associated with placing an effective traffic filter anywhere along Marston Ferry Road and the rationale behind the OO's decision provided in the previous RSA1 and RSA2 to proceed with introducing the proposed filter at this location.</p> <p>In order to mitigate the safety risks identified by the audit team for the proposed alternative layout, the DO recommends the proposed road marking layout of the temporary layout is modified by:-</p> <p>a) removing the left turn filter into The Swan School;</p> <p>b) providing a single westbound traffic lane;</p>	<p>Accept the RSA problem raised, however, suggest retaining the current proposal on the basis that the proposed layout enhances safety compared to the existing layout, with no reported injury collisions at this location in the period 2019 – 2024. The traffic filter scheme aims to reduce traffic, and the proposed temporary layout includes speed reduction measures such as transverse bar road markings, Dragon's Teeth markings, temporary traffic management barriers to prevent</p>	<p>OO to implement the proposed temporary layout with the additional mitigation measures including:</p> <ul style="list-style-type: none"> • Advance driver information and warning signs on all approaches to the proposed traffic filter. • Network-wide signage changes. • An extensive media and communication campaign leading up to the expected 'go live' date.

RSA2 problem	RSA2 recommendation	Design Organisation (DO) response	Overseeing Organisation (OO) response	Agreed RSA2 action
		<p>c) providing a wider central hatched area for prohibited traffic to make a U turn manoeuvre without overhanging into the westbound traffic lane. DO recommends the road marking layout for the U-turn area incorporates give way road markings to provide a visual instruction to drivers carrying out the U-turn they are required to yield to oncoming vehicles;</p> <p>d) and that these proposals are supported with a prohibition of stopping, waiting and loading implemented as part of the experimental traffic regulation order for the proposed filters.</p>	<p>uncontrolled U-turns, and signed controlled turning areas before the filter location.</p> <p>Additional mitigation measures include:</p> <ul style="list-style-type: none"> • Advance driver information and warning signs on all approaches to the proposed traffic filter. • Network-wide signage changes will also be implemented by the OO. • An extensive media and communication campaign will be conducted by the OO leading up to the expected 'go live' date. 	<p>OO will monitor and review the layout. During the ETRO, monitoring will observe driver behaviour and track injury accidents.</p>
<p>Problem: 4.2</p> <p>Location: Marston Ferry Road – to the</p>	<p>It is recommended that the filter point is relocated to a more</p>	<p>See the DO's response to problem 4.1</p>	<p>See the OO's response to problem 4.1</p>	<p>See response to problem 4.1</p>

RSA2 problem	RSA2 recommendation	Design Organisation (DO) response	Overseeing Organisation (OO) response	Agreed RSA2 action
<p>west of the Swan School access (eastbound approach to the Traffic Filter location).</p> <p>Summary: Increase risk of nose to tail and side/swipe collisions due to road user undertaking U-turn manoeuvres.</p>	<p>suitable position where U-turn manoeuvres are not required for road users avoiding the proposed prohibition.</p>			
<p>Problem: 4.3</p> <p>Location: Marston Ferry Road – proposed traffic filter location.</p> <p>Summary: Increased risk of failure to give way collisions due to Temporary Traffic Management barriers obstructing road users' visibility</p>	<p>It is recommended that visibility splays are kept clear of obstructions.</p>	<p>Disagree with the RSA problem and recommendation raised;</p> <p>The layout and positioning of the temporary barrier system has been developed to sit outside of the visibility splays for vehicles making the U-turn manoeuvre and vehicles passing through the filter.</p> <p>The DO has identified a self-weighted plastic barrier system which is available in red & white contrasting colours (height is 600 mm), https://www.marwoodgroup.co.uk/products/roads-fencing/self-weighted-traffic-separator</p>	<p>Accept DO response.</p>	<p>DO to provide evidence of visibility checks.</p>
<p>Problem: 4.4</p> <p>Location: Marston Ferry Road – proposed</p>	<p>It is recommended that the location of the proposed signing is</p>	<p>Accept the RSA problem and recommendations made by the RSA team.</p>	<p>Accept the RSA problem and recommendations made by the RSA team.</p>	<p>DO to review the location of the proposed signage in relation to the existing signage. Amend sign</p>

RSA2 problem	RSA2 recommendation	Design Organisation (DO) response	Overseeing Organisation (OO) response	Agreed RSA2 action
<p>traffic filter location (eastbound approach).</p> <p>Summary: Proposed traffic sign obstructs visibility to the existing hump warning sign increasing the risk of road users losing control when negotiating the hump.</p>	<p>reviewed in relation to the existing signing and sign locations amended to ensure all signs are visible.</p>			<p>locations to ensure all signs are visible.</p>
<p>Problem: 4.5</p> <p>Location: Marston Ferry Road – proposed traffic filter location.</p> <p>Summary: Increased risk of nose to tail collisions or failure to give way collisions due to confusing road markings.</p>	<p>It is recommended that all existing road markings are appropriately removed relating to the right turn lane including the bifurcation arrows.</p>	<p>Accept the RSA problem and recommendations made by the RSA team.</p>	<p>Accept the RSA problem and recommendations made by the RSA team.</p>	<p>DO to remove all existing road markings relating to the right turn lane including the bifurcation arrows.</p>

6. Design organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Elio Astone, BA (hons), MIHE, MCIHT
Signed:	<i>Elio Astone</i> (electronic signature)
Position:	Technical Design Lead
Organisation:	MGroup Highways
Date:	25 April 2025

7. Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation.	
Name:	Anthony Kirkwood
Signed:	<i>A. Kirkwood</i>
Position:	Vision Zero Team Leader
Organisation:	Oxfordshire County Council
Date:	06/05/2025

On behalf of the Overseeing Organisation I certify that the agreed RSA actions will be progressed.	
Name:	Aron Wisdom
Signed:	<i>A Wisdom</i> (electronic signature)
Position:	Programme Lead
Organisation:	Oxfordshire County Council
Date:	06/05/2025