



**Oxfordshire
Highways**

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Old Marston Village Traffic Calming

**Stage 4 Road Safety and Vulnerable
Road User Audit**

Prepared for:

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Document Status:-

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1. Introduction

- 1.1 Jacobs has been commissioned by Oxfordshire County Council to carry out a Stage 4 Road Safety Audit on a traffic calming along Oxford Road and Elsfield Road in the village of Old Marston in the City of Oxford.
- 1.2 Old Marston Village is within a conservation area located to the north of Oxford running between the A40 By Pass (North Way) and the B4495 Ferry Road. The route is subject to a 30mph speed limit.
- 1.3 The scheme consists of 7 priority working build-outs and 1 road narrowing. As Old Marston Village is within a conservation area one of the constraints was to keep signing and lining to a minimum to be sympathetic to the conservation area.
- 1.4 Changes have been made to the design since the stage 2 audit undertaken in June 2006, no audit was undertaken on these changes. The footways have been reconstructed along the length of Oxford Road as part of the scheme and are included as part of this audit.
- 1.5 This is the third audit for this scheme, the first was undertaken in September 2005 and the second in June 2006. The audit comprises of an examination of the As built drawings prepared by the Thame office of Jacobs on behalf of Oxfordshire County Council and a site visit to the location in both hours of daylight and darkness.
- 1.6 The audit was undertaken by the staff listed below; they are also based at the Thame office of Jacobs but have had no involvement in the design of the scheme.
 - Yngve Granne, BSc, CEng, Siv.Ing(Norway), MICE, MIHT
 - Naomi Barnes, BEng,MIHT

Chris Hulme from Thames Valley Police attended in an advisory capacity.

2. Documents and Methodology

- 2.1 The audit was undertaken in accordance with the audit brief and comprised an examination of the following drawings/documents provided by the project sponsor.
- **BPN1018/B3221 Rev A – Scheme layout and feature locations**
 - **BPN1018/F3260 Rev B – Feature 1 General Layout**
 - **BPN1018/F3268 Rev A – Feature 1 Construction Details**
- 2.2 A site visit was undertaken on Thursday 1 March 2007. The weather was fine and the road surface dry .
- 2.3 The audit has been based on the principles contained within the Highway Advice Note HD 19/03 (Road Safety Audit) of the Highways Agency’s Design Manual for Roads and Bridges and in conjunction with Oxfordshire County Council Safety Audit Guidelines. The auditors have only examined and reported on the road safety implications of those aspects of the scheme detailed in the drawings/documentation listed above. The scheme has not been examined or verified in the compliance of the design to any other criteria. The absence of comments should not be taken to imply compliance. On this occasion a plan identifying the location of the problems has not been included.
- 2.4 The format of this report has potential safety problems identified as **Problem** in the left hand column. A **Recommendation** will normally be found in the second column. In addition other pertinent safety matters that the auditors think are important will be mentioned by way of **Comment** in the left hand column.
- 2.4 All of the problems identified are considered to be of sufficient importance to require action. The recommendations in this report refer to means of overcoming an identified safety problem. There may be other acceptable ways in which the problems maybe overcome and these may be preferable when other practical problems are considered in addition to safety. The auditors will be pleased to discuss alternative solutions to the problems identified in the report.
- 2.5 In addition to safety related concerns a section has been included for general observations. These may include any maintenance issues.
- 2.6 All signs and road markings are referenced in accordance with the ‘Traffic Signs Regulations and General Directions 2002’ (TSRGD).

ROAD SAFETY AUDIT REPORT				
STAGE # F 1 (2) 3 4 # Circle as Appropriate				
Scheme Title: Old Marston Village			Scheme Category: Traffic Calming	
Ref No.	Col 1 PROBLEMS/CONCERNS	Col 2(not obligatory) AUDITOR'S RECOMMENDATION	Col 3 DESIGNER'S REMARKS	Col 4 ACTION*
3.1	<p>Concern: There are no permanent advanced warning signs for the traffic calming. Vehicles coming off the Marston Ferry Road are likely to be travelling slowly and therefore it may not be necessary to have one. There is a bend approaching the first feature from the east, and vehicle speeds are likely to be higher than in the other direction. A warning sign placed just before the bend, before the first feature is visible, would advise those unfamiliar with the area of the approaching measures and encourage them to reduce speed. It should also be noted that the first feature is not in the vicinity of a lamp column and therefore not externally lit.</p>	<p>Provide advance warning of the traffic calming on the eastern approach.</p>	<p>We understand the concern however in general people who use this road are either residents or regular commuters. It is not a through route for motorists and is not signed as such. Those who are new to the village en route to the church or the Victoria Arms would be more circumspect in their approach to the village. Vehicle speeds would be low coming from a 'T' junction and after a slight bend there is a straight section of road in advance of the first feature giving good advance visibility as the photograph on the cover of this report shows. Providing the boundary vegetation is regularly cut back to maintain this visibility I do not believe a permanent warning sign of the traffic calming is required.</p> <p>With respect to the lack of external lighting to this feature. The area is rural and lighting at this edge of the village is not deemed necessary. The signs are class 1 reflective and are clearly visible. The above points</p>	<p>The forward visibility is around 150 metres on a 40 mph speed road. First feature is more visible with the use of gates many reflective materials. No further action .</p>

			about regular users of this road, are made here again.	
3.2	Problem: Cycle Facilities – The features have no cycle passes which can result in cyclist being pushed against the kerbs when approaching the features. The auditors however, accept that there is insufficient carriageway width to accommodate such a facility. Speeds appear low on site, and traffic volumes are also low for the majority of the day. The auditors feel that whilst these features are not ideal for cyclists, that there are no alternatives available to further improve existing facilities.			Possible solution is cycle warning symbols on carriageway but rejected by safety auditors in earlier audit. No further action .
4.0 GENERAL OBSERVATIONS				
Scheme Title: Old Marston Village			Scheme Category: Traffic Calming	
Ref No.	Col 1 COMMENTS	Col 2(not obligatory) AUDITOR'S RECOMMENDATION	Col 3 DESIGNER'S REMARKS	Col 4 ACTION*
4.1	The setting around the bollards on feature 3 as per drawing number BPN1018/B3221 does not appear to have been finished off.	Refer to contractor to complete works.	The contractor is aware of this remedial work.	To be completed as part of snagging.
4.2	The bend warning sign located by feature 1 as per drawing number BPN1018/B3221 adds to the sign clutter in the area. It is within limits of the build-out and is lost amongst surrounding signage. It is also very close to the bend and provides little advanced warning,		The sign was renewed as part of the works. The comments about its location are noted. The sign has been erected underneath a street lighting lantern and therefore would be more visible during the hours of darkness, when the issue of an oncoming bend	No further action.

	<p>particularly as motorists will be concentrating on negotiating the feature and checking for oncoming traffic. With Oxfordshire's policy of reducing sign clutter it brings into question whether this sign is really needed.</p>		<p>is of more assistance to the driver as their forward vision is much reduced. The point about street clutter is well made though it has been erected on an existing lamp column and the existing post was removed. It is also erected on the reverse of other signs.</p>	
4.3	<p>The auditors have been asked to undertake a vulnerable road user audit in conjunction with this safety audit. The footways have been resurfaced along the Oxford Road which improves the facilities for pedestrians. Feature 7 as per drawing number BPN1018/B3221 incorporates a dropped kerb with tactile paving to assist crossing movements where the footway crosses to the opposite side of the carriageway. Both these facilities have been provided to improve facilities for pedestrians.</p> <p>The auditors have no further comments to add in relation to vulnerable road users other than those raised as part of this safety audit and in previous VRU audits.</p>			

*Auditor agrees with Designer's remarks, or Auditor completes columns 1 & 2
Auditor and Designer discuss alternative solution/compromise, or
Project Manager refers to arbitration

Designer completes column 3
Project Manager completes column 4

AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the introduction. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with associated safety improvement suggestions that we recommend should be studied for implementation. No one on the audit team has been involved with the scheme design.

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