

Oxford Flood Alleviation Scheme Stage 1 Road Safety Audit Response Report

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PROJECT NUMBER: 684232.DE.8A
REVISION NO.: 0
APPROVED BY:

This Road Safety Audit Response Report considers the recommendations made in the Stage One Road Safety Audit (RSA) of the proposed access improvements related to Area 4 of the Oxford Flood Alleviation Scheme. It considers each item raised by the RSA in turn

Access

Location: Both junctions

Summary: HGV conflicts and passing

The audit team have been supplied with details of both access junctions. Given the width of the access junction or the existing lane they are to connect to, it is unclear if opposing HGVs would be able to pass each other. If this is not possible, it could result in HGVs reversing back towards or queuing into the main carriageways (Abingdon Road and Parker Road) in conflict with vehicles.

Recommendation

Ensure suitable passing places are provided off the main carriageways.

Response

HGV movements will be controlled within the site to ensure conflicts do not arise. Along with these control measures additional management of deliveries via scheduling will also work to limit any conflicts.

Location: Abingdon Road/Hinksey Park access

Summary: Vehicle interaction with pedestrians and the refuge island

The proposed location for the pedestrian refuge island is in close proximity to the vehicle access to Hinksey Park. The proposed location may result in vehicles making the left turn into Hinksey Park, overrunning the tactile paving provision on the west side of the carriageway. It is also likely to restrict right turn vehicle movements from Hinksey Park onto Abingdon Road, potentially resulting in vehicles making protracted turns or overrunning the refuge island.

This could result in conflicts between vehicles and pedestrians.

Recommendation

Relocate the refuge island to a location that removes possible interaction between vehicles and pedestrians, but allows for all vehicle movements to be made into both the Hinksey Park and the Abingdon Road site accesses.

Response

Precise location of pedestrian crossing will be determined during detail design in consultation with the Local Highway Authority.

Junctions

Visibility

Location: Abingdon Road junction

Summary: Restricted visibility to the south of the junction

Visibility to the south of the Abingdon Road junction is currently restricted by a fence and other street furniture, including an electrical feeder pillar/bollard, a lamp column, a wide based column and a utilities service box. It is unclear if the fence and the street furniture is to remain. If they do remain it is likely they will impact the driver's visibility splay to the south. This could lead to increased collisions between vehicles and cyclists, as vehicles would be required to emerge with limited visibility into the carriageway and advisory cycle lane.

In addition, the street furniture may also impact the proposed tactile paving layout, which currently directs visually impaired pedestrians towards the street furniture.

Recommendation

Ensure that the indicated 43m visibility splay is achievable in relation to the fencing and street furniture.

Response

Photograph within report is not representative of location of vehicles following access realignment and thus does not accurately demonstrate the proposed visibility splay. Drawings submitted to the RSA team and within the TA show that the required visibility splays can be achieved.

Location: Parker Road junction

Summary: Restricted visibility to the south of the junction

Visibility to the south of the junction is restricted by existing vegetation, which may increase during spring/summer months. This could result in failure to give way conflicts with northbound vehicles on Parker Road.

Recommendation

Cut back vegetation and add to a regular maintenance programme.

Response

Vegetation clearance will be undertaken prior to commencement of works. Splay will be maintained for duration of works.

Non-Motorised User (NМУ) Provision

Pedestrians

Location: Abingdon Road junction

Summary: Pedestrian provision along permissive path

The access road to the proposed compound is currently well used by pedestrians and cyclists under permission of the Council and University College Oxford. While a footway is provided at the junction it is unclear if this continues the full length of the access road. If this is not the case it may result in conflicts and collisions between pedestrians and HGVs.

Recommendation

Ensure the footway provision extends along the length of the access road.

Response

Extension of provision may not be possible due to site constraints. The Construction Traffic Management Plan which is provided in outline and will likely be condition as part of the planning consent will contain measures to limit pedestrian exposure to unsafe situations.

Road Signs, Carriageway Markings and Lighting

Road Signs

Location: Both junctions

Summary: No road signs are provided for the accesses

No signing of the accesses has been provided. Vehicles intending to use the junction may overshoot resulting in late braking and increasing the risk of shunt type collisions.

Recommendation

Provide direction road signs at each junction.

Response

Temporary signing will be provided in line with Traffic Signs Manual Chapter 8 and will be agreed with the Local Highway Authority prior to the commencement of works areas.

STAGE 1 ROAD SAFETY AUDIT

Flood Alleviation Scheme, Oxford

Document: 684232.DE.8A/RSA1 Version: 1

Prepared for

Environment Agency

October 2017



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- A List of Drawings and Documents Supplied
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- C Key Plan

Document History

Stage 1 Road Safety Audit

Flood Alleviation Scheme, Oxford

This Document has been issued and amended as follows:

Version	Date	Description	Created by	Verified by	Approved by
1.0	26/10/17	DRAFT	D Harris	A Foale	D Harris
1.0	31/10/17	FINAL	D Harris	A Foale	D Harris

Introduction

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the Oxford Flood Alleviation Scheme (OFAS), which is a nationally significant flood protection project designed to reduce the risk of flooding to a significant number of homes. The audit has been undertaken on alterations to facilitate heavy goods vehicle (HGV) movements at two junctions:

- South Hinksey/Parker Road access, which will provide access to the main works compound; and
- Abingdon Road access, which will provide access to a smaller area of works consisting of a new flood barrier alongside the river Thames.

The junction alterations have been prepared by CH2M. The audit brief has been supplied by Gethin Thomas (CH2M) and has been approved by Corinna Morgan (CH2M) who also approved the audit team.

The audit team membership was as follows: -

Daniel Harris BA (Hons) MCIHT MSoRSA RegRSA (IHE)
Highways England Approved Certificate of Competency
Senior Road Safety Engineer, CH2M

Alison Foale BEng (Hons) MSc MCIHT MSoRSA
Highways England Approved Certificate of Competency
Senior Road Safety Engineer, CH2M

A visit to both sites was made on Wednesday 25th October 2017 between 10:30 and 11:30 hours. During the site visits the weather was sunny, the road surface was dry and traffic was moderate.

A list of drawings and documents supplied to the audit team is available in Appendix A and a location plan in Appendix B. Collision data was not supplied.

This report is presented based upon the checklist contained in Annex A of HD19/15. The audit team has examined and reported only on the road safety implications of the design and has not examined or verified the compliance of the layout to any other criteria, in accordance with HD 19/15.

Each of the problems identified by the audit team has been allocated a unique reference number and is as shown on the plan extract contained within Appendix C.

General

2.1 Access

2.1.1 Location: Both junctions

Summary: HGV conflicts and passing

The audit team have been supplied with details of both access junctions. Given the width of the access junction or the existing lane they are to connect to, it is unclear if opposing HGVs would be able to pass each other. If this is not possible, it could result in HGVs reversing back towards or queuing into the main carriageways (Abingdon Road and Parker Road) in conflict with vehicles.

Recommendation

Ensure suitable passing places are provided off the main carriageways.

2.1.2 Location: Abingdon Road/Hinksey Park access

Summary: Vehicle interaction with pedestrians and the refuge island

The proposed location for the pedestrian refuge island is in close proximity to the vehicle access to Hinksey Park. The proposed location may result in vehicles making the left turn into Hinksey Park, overrunning the tactile paving provision on the west side of the carriageway. It is also likely to restrict right turn vehicle movements from Hinksey Park onto Abingdon Road, potentially resulting in vehicles making protracted turns or overrunning the refuge island.

This could result in conflicts between vehicles and pedestrians.

Recommendation

Relocate the refuge island to a location that removes possible interaction between vehicles and pedestrians, but allows for all vehicle movements to be made into both the Hinksey Park and the Abingdon Road site accesses.

Junctions

3.1 Visibility

3.1.1 Location: Abingdon Road junction

Summary: Restricted visibility to the south of the junction

Visibility to the south of the Abingdon Road junction is currently restricted by a fence and other street furniture, including an electrical feeder pillar/bollard, a lamp column, a wide based column and a utilities service box. It is unclear if the fence and the street furniture is to remain. If they do remain it is likely they will impact the driver's visibility splay to the south. This could lead to increased collisions between vehicles and cyclists, as vehicles would be required to emerge with limited visibility into the carriageway and advisory cycle lane.



In addition, the street furniture may also impact the proposed tactile paving layout, which currently directs visually impaired pedestrians towards the street furniture.

Recommendation

Ensure that the indicated 43m visibility splay is achievable in relation to the fencing and street furniture.

3.1.2 Location: Parker Road junction

Summary: Restricted visibility to the south of the junction

Visibility to the south of the junction is restricted by existing vegetation, which may increase during spring/summer months. This could result in failure to give way conflicts with northbound vehicles on Parker Road.



Recommendation

Cut back vegetation and add to a regular maintenance programme.

Non-Motorised User (NMFU) Provision

4.1 Pedestrians

4.1.1 Location: Abingdon Road junction

Summary: Pedestrian provision along permissive path

The access road to the proposed compound is currently well used by pedestrians and cyclists under permission of the Council and University College Oxford. While a footway is provided at the junction it is unclear if this continues the full length of the access road. If this is not the case it may result in conflicts and collisions between pedestrians and HGVs.

Recommendation

Ensure the footway provision extends along the length of the access road.

Road Signs, Carriageway Markings and Lighting

5.1 Road Signs

5.1.1 Location: Both junctions

Summary: No road signs are provided for the accesses

No signing of the accesses has been provided. Vehicles intending to use the junction may overshoot resulting in late braking and increasing the risk of shunt type collisions.


Recommendation

Provide direction road signs at each junction.

Audit Team Statement

We certify that this audit has been carried out in accordance with HD 19/15.

Audit Team Leader

Name: Daniel Harris Signed: 
Dated: 31/10/2017
Position: Senior Road Safety Engineer
Organisation: CH2M
Address: Burderop Park, Swindon

Audit Team Member

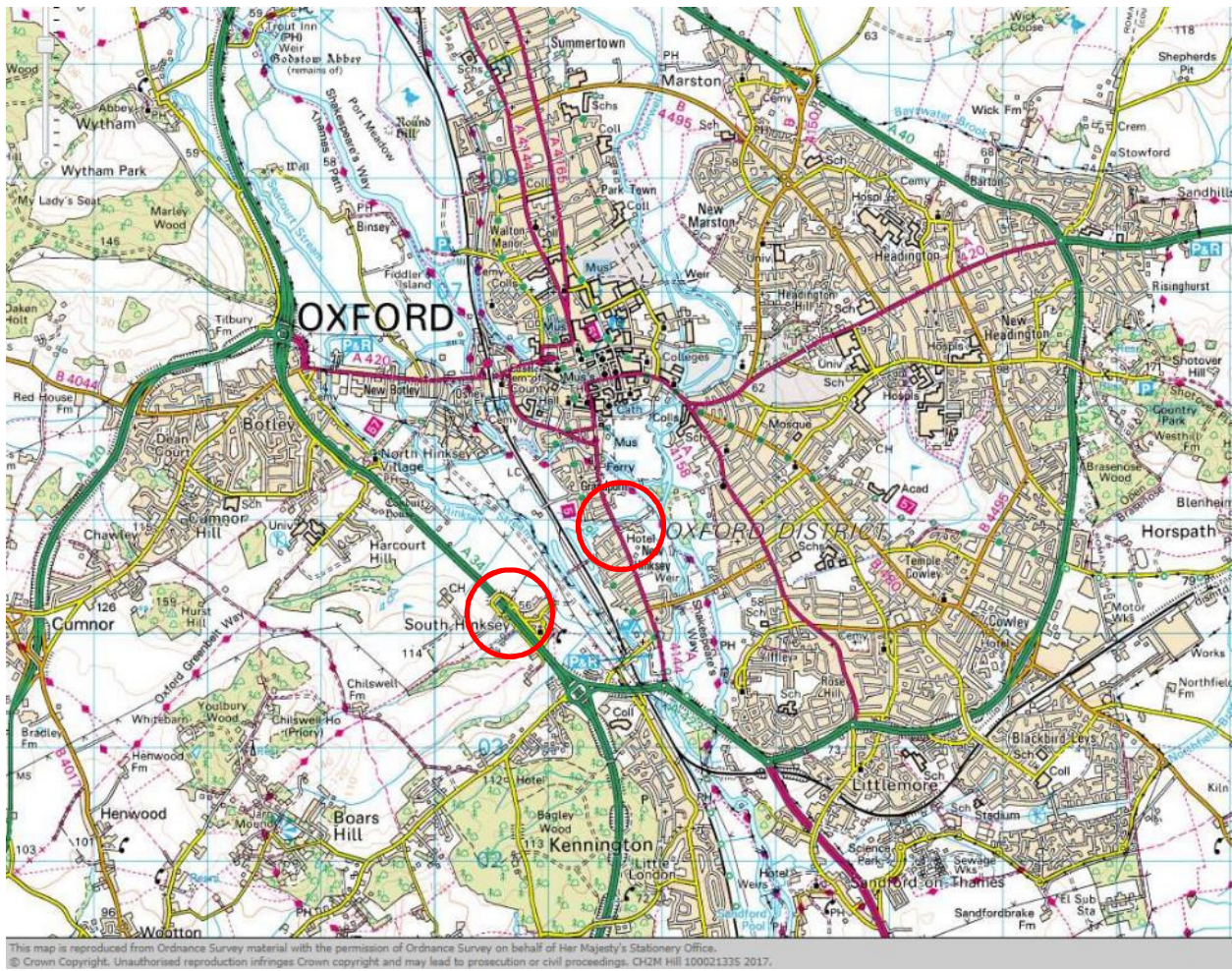
Name: Alison Foale Signed: 
Dated: 31/10/2017
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Appendix A

List of Drawings and Documents Supplied

Document	Rev.	Description
Road Safety Audit Brief	-	Dated 19.10.2017
IMSE500177-CH2-LAT-A4A-VS-PL-0006	0	SOUTH HINKSEY JUNCTION, MAIN WORKS COMPOUND SITE ACCESS, SHEET 2 OF 3
IMSE500177-CH2-LAT-A4A-VS-PL-0007	0	SOUTH HINKSEY JUNCTION, MAIN WORKS COMPOUND SITE ACCESS, SHEET 3 OF 3
IMSE500177-CH2-LAT-A4F-VS-PL-0008	0	ABINGDON ROAD, THAMES BANK, SITE ACCESS
OFAS Traffic Statistics	-	Traffic Count Data

Appendix B Location Plan



Appendix C Key Plans

