Scheme: Middleton Stoney Road, Bicester
Planning Application – Traffic Calming
14.00120.REM

OXFORDSHIRE COUNTY COUNCIL

Reference: 129.196 Date: 7th February 2014 Officer: Des Stimpson

OCC Comments

General

1. The traffic calming measures included in the planning application are in principal as agreed with OCC. However, there are details that we would wish to modify to achieve an optimum design and we were in the process of advising WSP (the scheme designers) accordingly.
2. As development is currently taking place at Kingsmere there are elements of work that have taken place on Middleton Stoney Road that have not been identified on the submitted drawings or that are shown incorrectly. These elements will need to be updated.
3. Street Lighting will be required between Howes Lane roundabout and Shakespear Drive roundabout in support of the proposed traffic calming measures.
4. Cycle lane signs [TSRG Diag.967] should be located on existing lamp columns or posts whenever possible.

Drawing Nos. – 1903/MSTC/101 rev L and 106 rev A

Howes Lane Roundabout
Looking south at westbound approach/eastbound exit

5. Drawings 101L and 106A show alternative layouts for Howes Lane roundabout through to Shakespeare Drive roundabout (101L showing on-carriageway cycle lanes and speed cushions only/106A including on-carriageway Bus Stops and a ghost island right turn lane to serve phase 2 of the Kingsmere development). Comments included here will apply to both layouts unless specified stated.
6. There is a shared footway/cycletrack at Howes Lane roundabout but it does not continue through to Middleton Stoney Road. The on-carriageway cycle lane could therefore be started at the exit from Howes Lane roundabout to provide an element of overlap with the existing cycle facility.
7. On the westbound approach to Howes Lane roundabout the on-carriageway cycle lane could be terminated by guiding the cyclist off of the carriageway onto the nearside shared footway/cycletrack.
8. The two sets of speed cushions near Howes Lane roundabout should be moved slightly

closer to Howes Lane roundabout. This would influence traffic entering and leaving the roundabout.

9. The speed cushions immediately to the east of the right turn lane on 106A should be moved closer to Howes Lane roundabout to reduce the spacing between adjacent pairs and to influence vehicle speeds on the approach to the right turn lane. Additional pairs of speed cushions should then be provided to maintain the 90m/100m spacing up to Shakespeare Drive roundabout. The same speed cushion arrangement should be included on 101L.

Shakespeare Drive Roundabout
Eastbound approach

10. Eastbound and westbound Bus Stops are shown on 106A. As future passengers are more likely to come from the phase 2 development, the stops should be located as close as possible to the ghost island right turn lane and utilise the pedestrian crossing point that is to be provided.
11. The on-carriageway cycle lane on the eastbound approach to Shakespeare Drive roundabout could terminate at the roundabout Give Way line.
12. On the exit to Shakespeare Drive roundabout the on-carriageway cycle lane could start as the nearside kerbline straightens.

Drawing No. – 1903/MSTC/102 rev L

Shakespeare Drive Roundabout
Westbound approach

13. The on-carriageway cycle lane on the eastbound approach to Shakespeare drive roundabout could terminate at the roundabout Give Way line.
14. The exit to Shakespeare Drive roundabout the on-carriageway cycle lane could start as the nearside kerbline straightens.
15. At the Puffin crossing there is a gap between the on-carriageway cycle lane and the zig-zag markings. Additional zig-zag markings should be included to close the gap.
16. At the Greenway Crossing a Bus Stop has been installed on site. This is in the immediate vicinity of the proposed Puffin crossing but has not been taken into account on the design layout.

New Bus Stop at Greenway Crossing
Looking southwest

17. Between Shakespeare Drive roundabout and Oxford Road mini-roundabout, the preferred spacing for speed cushions is 70m/80m.
18. Ideally, speed cushions should be positioned to influence vehicle speed on the approaches to features such roundabouts, junctions and pedestrian crossings.

Drawing No. – 1903/MSTC/103 rev N

Oxford Road Mini-Roundabout
Looking east

19. The left turn lane on the eastbound approach to the mini-roundabout is not shown on the plan.
20. The on-carriageway cycle lane on the approach to the Oxford Road mini-roundabout could terminate at the roundabout Give Way line.
21. On the exit to Oxford Road mini-roundabout the on-carriageway cycle lane could be developed as the nearside kerbline straightens.
22. Speed cushions are located within the footway crossing area. It would be more beneficial if the speed cushions could be located in advance of such features so that vehicle speed is influenced prior to potential points of conflict.

Drawing No. – 1903/MSTC/104 rev D and 1903/MSTC/105 rev C

23. A triangular road marking is required on the approach side of the speed cushion only.
24. The central gap between speed cushions should be 1.1m.

Drawing No. – 1903/SIG/002 rev C

25. Two colours of anti-skid surfacing are shown. For maintenance purposes a single colour should be adopted.
26. Green surfacing is shown for the right turn cycle lane slot. Coloured surfacing is not required.
27. No bollards are detailed for the refuges. Illuminated bollards should be provided.