



WYKHAM PARK FARM, A361 BLOXHAM ROAD, BANBURY

Road Safety Audit Stage 1 Response Report

For Oxfordshire County Council

Date: 6 April 2021

Doc ref: WPF-HYD-XX-XX-RP-C-0008-P02 Stage 1 RSA Response

DOCUMENT CONTROL SHEET

Issued by	Hydrock Consultants Limited Over Court Barns Over Lane Almondsbury Bristol BS32 4DF United Kingdom	T +44 (0)1454 619533 F +44 (0)1454 614125 E bristol@hydrock.com www.hydrock.com
Client	Oxfordshire County Council	
Project name	WYKHAM PARK FARM, A361 BLOXHAM ROAD, BANBURY	
Title	Road Safety Audit Stage 1 Response Report	
Doc ref	WPF-HYD-XX-XX-RP-C-0008-P02 Stage 1 RSA Response	
Project no.	C-04841-C	
Status	FINAL	
Date	06/04/2021	

Document Production Record		
Issue Number	01	Name
Prepared by	Jordan Doe	
Checked by	Rob Pembridge	
Approved by	Rob Pembridge	

Document Revision Record			
Issue Number	Status	Date	Revision Details
01	Draft	14/02/2021	First issue for approval
02	Final	19/05/2021	Second issue for approval



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1. PROJECT DETAILS

1.1 Project Details

Report title:	Road Safety Audit Stage 1 Response Report
Date:	06/04/2021
Document reference & revision:	WPF-HYD-XX-XX-RP-C-0008-P02 Stage 1 RSA Response
Prepared by:	Jordan Doe - Hydrock
On behalf of:	Oxfordshire County Council

1.2 Authorisation sheet

Project:	WYKHAM PARK FARM, A361 BLOXHAM ROAD, BANBURY
Report title:	Road Safety Audit Stage 1 Response Report
Prepared by:	
Name:	Jordan Doe
Position:	Infrastructure Engineer
Signed:	
Organisation	Hydrock
Date:	06/04/2021
Approved by:	
Name:	Rob Parker
Position:	Senior Infrastructure Engineer
Signed:	
Organisation	Hydrock
Date:	06/04/2021

2. INTRODUCTION

2.1 Brief Description

The Section 38 highway proposals include:

- The provision of infrastructure including a spine road, ancillary roads and associated junctions to service a mixed-use development comprising up to 1,000 new homes, up to 2ha of employment space, a local centre with commercial uses and community primary school.

Reference Information

The adopted highway design is in accordance with DMRB/OCC design guidance.

Road markings and signage are in accordance with the relevant chapters of the Traffic Signs Manual and the Traffic Signs and General Directions 2016.

2.2 Documents

The below referenced documents were provided to the road safety auditor prior to undertaking the site visit and report.

Document Ref.	Document Titles	Organisation	Date
WPF-HYD-XX-XX-RP-C-0007	Stage 1 RSA Brief	Hydrock	March 2021
W14129-TA01	Jubb Transport Assessment	Hydrock	October 2014

2.3 Drawings

The below referenced drawings were provided to the road safety audit undertaking before the site visit and report.

Spine Road Document Ref.	Rev	Document Titles	Organisation
WPF-HYD-XX-XX-DR-C-0003	P02	Spine Road Overview Plan	Hydrock
WPF-HYD-XX-XX-DR-C-0005	P09	Spine Road General Arrangement Sheet 1	Hydrock
WPF-HYD-XX-XX-DR-C-0006	P10	Spine Road General Arrangement Sheet 2	Hydrock
WPF-HYD-XX-XX-DR-C-0007	P10	Spine Road General Arrangement Sheet 3	Hydrock
WPF-HYD-XX-XX-DR-C-0008	P09	Spine Road General Arrangement Sheet 4	Hydrock
WPF-HYD-XX-XX-DR-C-0009	P08	Spine Road General Arrangement Sheet 5	Hydrock
WPF-HYD-XX-XX-DR-C-0009.1	P03	Spine Road Roundabout Design Checks	Hydrock
WPF-HYD-XX-XX-DR-C-0009.2	P03	Spine Road Roundabout Visibility Checks	Hydrock
WPF-HYD-XX-XX-DR-C-2300	P04	Spine Road Swept Path Analysis Sheet 1	Hydrock
WPF-HYD-XX-XX-DR-C-2300.1	P03	Spine Road Swept Path Analysis Sheet 2	Hydrock
WPF-HYD-XX-XX-DR-C-2301	P04	Spine Road Swept Path Analysis Sheet 3	Hydrock
WPF-HYD-XX-XX-DR-C-2301.1	P03	Spine Road Swept Path Analysis Sheet 4	Hydrock
WPF-HYD-XX-XX-DR-C-2301.2	P03	Spine Road Swept Path Analysis Sheet 5	Hydrock
WPF-HYD-XX-XX-DR-C-2302	P03	Spine Road Swept Path Analysis Sheet 6	Hydrock

Ancillary Roads Document Ref.	Rev	Document Titles	Organisation
WPF-HYD-XX-XX-DR-C-0004	P02	Ancillary Roads Overview Plan	Hydrock
WPF-HYD-XX-XX-DR-C-0012	P06	Ancillary Roads General Arrangement Sheet 1	Hydrock
WPF-HYD-XX-XX-DR-C-0013	P06	Ancillary Roads General Arrangement Sheet 2	Hydrock
WPF-HYD-XX-XX-DR-C-2303	P04	Ancillary Roads Swept Path Analysis Sheet 1	Hydrock
WPF-HYD-XX-XX-DR-C-2303.1	P03	Ancillary Roads Swept Path Analysis Sheet 2	Hydrock
WPF-HYD-XX-XX-DR-C-2304	P04	Ancillary Roads Swept Path Analysis Sheet 3	Hydrock
WPF-HYD-XX-XX-DR-C-2304.1	P03	Ancillary Roads Swept Path Analysis Sheet 4	Hydrock

3. KEY PERSONNEL

Role	Name	Organisation
Overseeing Organisation		
Principal Transport Planner	Joy White	Oxfordshire Council
Road Safety Auditor Members		
Audit Team Member	Duncan Lord	The Safety Forum
Audit Team Member	Elaine Bingham	The Safety Forum
Design Team Members		
Senior Infrastructure Designer	Rob Parker	Hydrock
Infrastructure Designer	Jordan Doe	Hydrock

4. ROAD SAFETY AUDIT DECISION LOG

Audit Ref	DL-EB-21-3344-RSA1			
Project Title	Wykham Park Farm, A361 Bloxham Road, Banbury			
Project Ref	C-04841-C			
Author/Date	The Safety Forum - Duncan Lord March 2021	Hydrock - Jordan Doe March 2021		
Problem Ref	RSA Recommendation	Design Organisation Response	Overseeing Organisation Responses	Agreed RSA action
3.1	It is recommended that tactile paving is provided across the side roads in accordance with current guidance for in-line uncontrolled crossings.	Agreed. Tactile paving at priority junctions on the north side of the Spine Road increased to 3-deep.	Agree with action and response.	No action required.
3.2	It is recommended that a bus stop layby is provided at this location.	Partially Agreed. There is insufficient space between the S278 roundabout junction and immediate right-hand bend on the Spine Road for an offline bus layby. We propose a partial 3m wide layby with 5.8m residual road width to allow through traffic to pass. It is acknowledged that this option was recommended by Stagecoach to help slow traffic on approach but also keeps the stopped bus outside of the visibility splay for the side road. It also makes it easier for the driver to see what is coming up from behind, especially as there is positive curvature from the bend.	Agree with D.O. response.	No action required.
3.3	It is recommended that separate lengths of dropped kerbs for cyclists to return and leave the carriageway are provided at start and end points along the route. At least one full height kerb should be provided between the two lengths dropped kerbs (cycle/pedestrians), and the cycle dropped kerb should be clearly marked.	Agreed. Verge separation has been added between pedestrian crossings and cyclist on/off slips. It should be noted that cyclists can enter/return to the carriageway at the start of the Spine Road via the drop kerbs located after the right-hand bend; and at the end of the Spine Road via the parallel crossing.	Agree with RSA recommendation. Will need to see D.O. drawn solution before agreeing. Potential small areas of verge become maintenance issue.	Refer to revised General Arrangement drawings detailing pedestrian crossing and cycle link solution.
3.4	It is recommended that tactile paving is provided in accordance with current guidance for uncontrolled crossings.	Agreed. "L" shaped tactile paving removed at pedestrian refuges.	Agree with action and response.	No action required.
3.5	It is recommended that the stem of the "L" shaped tactile paving extends to the back edge of the footway and should be on the right hand side of the crossing point. The tactile paving across the cycle crossing point should be removed in accordance with TSM Chapter 6. It may be appropriate to install road markings to diag. 1057 to highlight the cycle side of the crossing. The black/white stripes associated with the zebra part of the parallel crossing should be installed.	Agreed. "L" shaped tactiles extended to back of shared footway and zebra stripes added for southern roundabout crossing. No tactile paving is proposed on the cycle side of the parallel crossing. Cycle marking diagram 1057 have been added on the carriageway surface to highlight the cycle crossing.	Agree with action and response.	No action required.
3.6	It is recommended that the bus stop is relocated to a position outside the pedestrian visibility splay at the parallel crossing.	Agreed. The bus stop has been relocated westwards outside of the pedestrian and junction visibility splays.	Agree with action and response.	No action required.
3.7	It is recommended that the carriageway width through the pedestrian refuge islands is widened to at least 4m or virtual narrowed to 3m by the use of hatching.	Noted. Due to the inclusion of double yellow lines, the lane widths measured from the nearside double yellow lines and offside white line has been reduced to 2.7m. It's	Agree with D.O. response. Point to be monitored through further RSA stages.	No action required at this stage.


		considered this reduced width will deter overtaking of cyclists in the vicinity of the refuge islands.		
3.8	It is recommended that adequate carriageway space is provided so that all anticipated vehicles using ancillary road 2 can manoeuvre without the need to encroach into opposing traffic lanes.	Noted. The frequency of larger vehicles using the School Loop Road will be low, therefore swept paths overrunning the opposing traffic lanes that are evident along the small horizontal curves have been mitigated with adequate forward visibility around the bend.	Agree with D.O. response.	No action required.
3.9	It is recommended that the shared area is widened to provide adequate space to cater for the volume of use.	Noted. The shared footway narrows to 2.2m over a short distance of 18m behind the School coach drop-off. The coach drop-off will be used infrequently by the School for trips and excursions only. The public bus service will operate on the Spine Road with stops located nearby the Local Centre and accessible by school children.	Agree with RSA recommendation, however, note limitations of available space. Propose this section is not treated as shared use if unable to be widened. Provide signs to TSRGD Diag. 966 - cyclists dismount or rejoin carriageway at either end of the narrow section.	Due to fixity of school and local centre land, the section of footway shall remain as 2.2m and non-shared. Appropriate signage to be provided at the detailed design stage.

3.10	It is recommended that the shared route is widened to be consistent with the rest of the route along the Ancillary road.	Agreed. The shared footway behind the parking layby has been increased to 3m.	Agree with action and response.	No action required.
3.11	It is recommended that the shared route is extended on the southern side to link the leisure route with the shared route.	Noted. For information the footway widening south of the Spine Road and east of the parallel crossing is purely to facilitate visibility splays from the pedestrian crossing and priority junction. To avoid confusion, a 1.5m verge separation has been added between the carriageway and 2m footway. Appropriate signage will be erected to clearly signpost the bridleway crossing and direct cyclists to continue on the shared footway. Signage to be provided at the detailed design stage.	No action agreed yet as O.O. have not seen plans listed in audit brief showing the parallel crossing.	Refer to revised General Arrangement drawing Sheet 5 detailing the parallel crossing and new verge separation.

5. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

The following statements should be signed by the design organisation and the Overseeing Organisation.

5.1 Design Organisation Statement

On behalf of the design organisation I certify that:	
1) The actions identified in this response to the road safety audit problems in the RSA have been discussed and agreed with the Overseeing Organisation.	
Name:	Jordan Doe
Position:	Infrastructure Engineer
Signed:	
Organisation	Hydrock
Date:	06.04.2021

5.2 Overseeing Organisation Statement

Name:	Joy White
Position:	Principal Transport Planner
Signed:	
Organisation	Oxfordshire County Council
Date:	