

Subject:

FW: R3.0138.21 Interim Comments from OCC Highways

Dear Emily,

These comments are interim comments relating to the recent planning application R3.0138.21, also known as HIF1. They do not provide a recommendation at this stage, rather, they seek to clarify a number of technical issues and gather further details, prior to the final highways comments being provided by OCC in its capacity as the Local Highways Authority.

It should be noted at this stage that work is still underway to assess the modelling submitted as part of this application, which is going through an external review by a third party. OCC Highways are also still awaiting comments from Public Transport and Strategy, all of which will need to be reviewed and fed into our final response.

The following areas of clarification are sought:

GA Plans

1. On GA plan 9, please clarify the speed limit and horizontal radii for the bend circled in blue below.



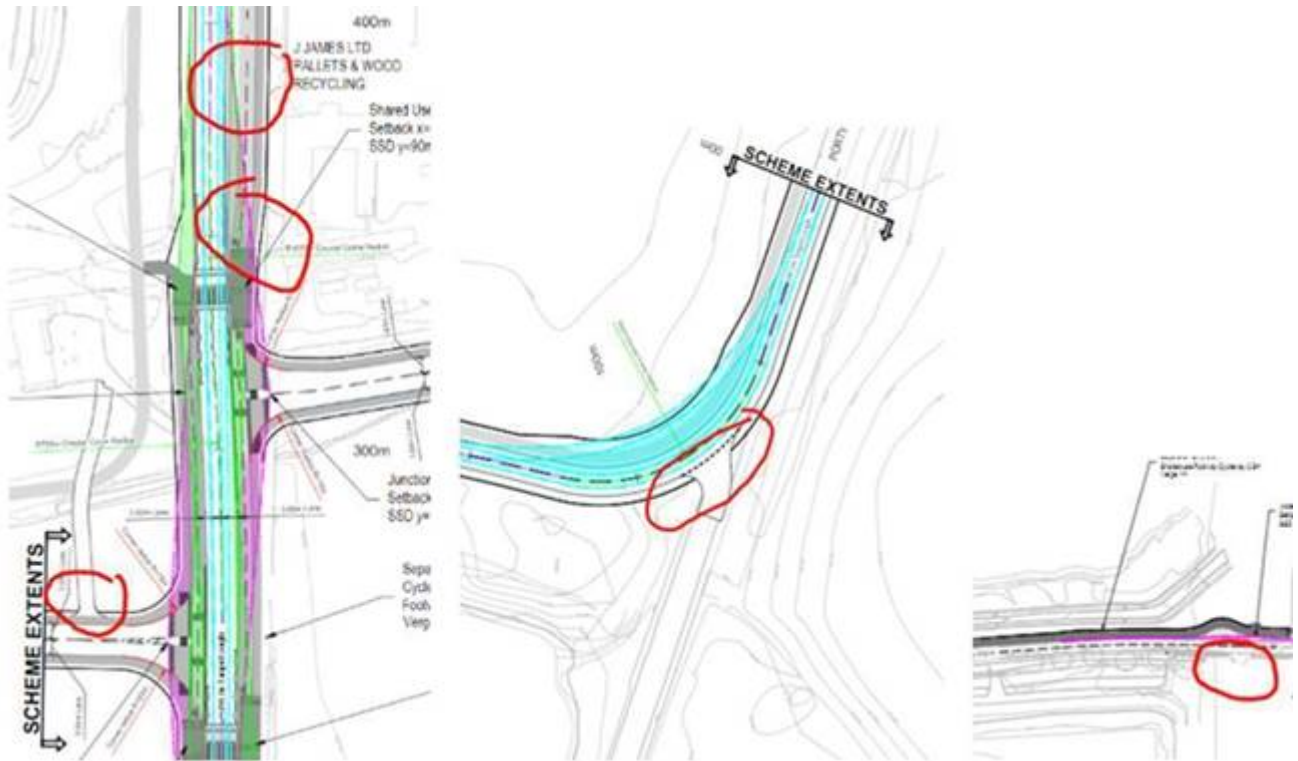
2. Traffic signals maintenance bays should be provided, as this may affect the red line boundary.
3. GA plan 14: The three-lane layout on only part of the roundabout below will increase the risk of vehicle conflict at the two locations circled red. Road Agreements have asked for this to be resolved and/or to clarify why only 3 lanes have been provided for part of the roundabout. Can a consistent number of circulatory lanes around the entire roundabout or consider spiral markings if feasible, be provided.



4. On GA plan 15, please provide the dimension between the give way line and the ramp to the crossing point. This should be a minimum of six metres.
5. On GA plan 16, the ped/cycle crossing of the A415 to the east of the Culham No. 1 site has been removed and not replaced, so the route from Clifton Hampden and properties along the south of the A415 (e.g. at Fullamoor) to Culham Station is now unnecessary circuitous. Can this be looked at.

Visibility Splays

1. The visibility splays below will need to be allocated as dedicated highway. It is not clear if the GA plans accurately reflect this. This could mean deliverability issues if the visibility splays are not achievable and could lead to Highway safety issues.



Swept Paths

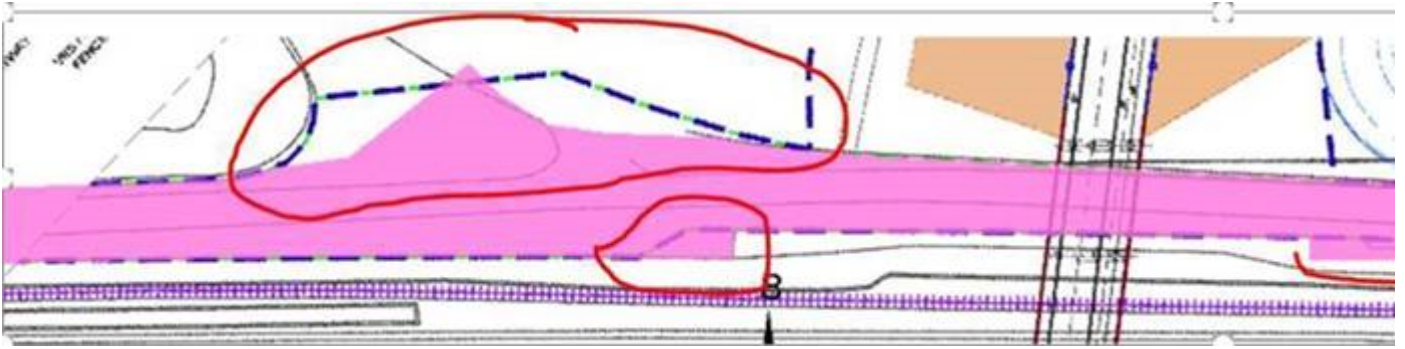
1. Provide in plans with separate colours for the vehicle tyre tracks and vehicle overhang swept path.
2. Provide a swept path of the largest coach available including overhang.
3. Please ensure the vehicle overhang does not conflict with any pedestrian and cycleway areas.
4. Where vehicles manoeuvre between central refuges etc. please ensure there is 0.5m tyre clearance on each side. This is particularly the case on GA plan 1 on the Backhill roundabout.

Existing and Proposed Sections

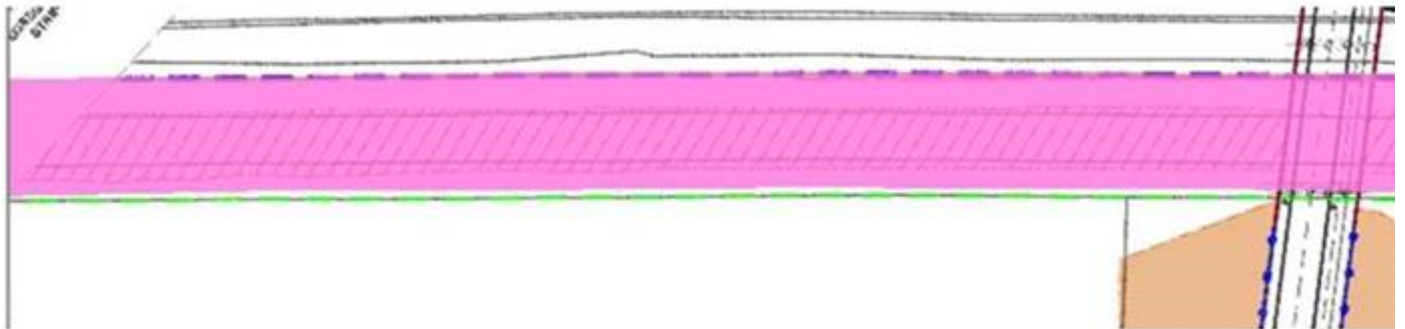
1. Long Sections are required to be provided for review. These are currently missing.

Highway Boundary Issues

1. There are a few incorrect lines – mostly outside the scheme area though. Highway Records were using the 2007 base map, as it seems to fit the best, but still cannot get sheet 1 quite right.
2. There is no existing highway within the bounds of sheet 2.
3. The incorrect boundaries are
 - Various along Milton Road – confident with this section because the maps fit very well here (sheet 1):



- Southern boundary of A4130 appears to be incorrect – not confident as this part of the plan will not align well with any of my OS bases (sheet 1):



- A small wiggle as the A4130 crosses the ditch here (sheet 3):



- A small wiggle here at the Hawksworth/A4130 roundabout:



- South of the Hawksworth/A4130 roundabout (sheet 3 - out of scheme)
- Hawksworth (sheet 3 - out of scheme)

Street Lighting

1. On science bridge there are 2 columns proposed on the outside of the bridge and behind the safety barrier, FPLC 07 and FPLC08. This design needs to be looked at, as the maintenance will be a problem. Maybe a raise and lower column would be better within the bridge deck. Also, one of these columns is shown as private cable network (PCN) and the other a distribution network operator (DNO), is this correct?
2. On Sheet 8, the road north of the roundabout up to column no. FPLC 18, this is designed as footpath lighting only, this should be to M4 class as there are road junctions.
3. All columns north of FPLC18 are for the cycle track only and we do not normally light rural cycle tracks. Please can you confirm the decision on lighting in this location.
4. All illuminated street furniture i.e. signs etc need to be a DNO fed and not a PCN private cable network.

Impact upon Abingdon

The impacts on Abingdon town centre, as a result of the HIF1 schemes need to be further understood. The Paramics Model stops just to the west of the existing Culham River Crossing and no further junction capacity modelling has been done for any of the junctions in the centre of Abingdon. The County approach is very much looking towards 'decide and provide', as opposed to 'predict and provide', when it comes to traffic modelling. Therefore, County would not favour larger capacity to be provided in this area, but for people to look towards the cycle infrastructure that is being provided as part of the HIF1 scheme, however, for the purposes of transparency it would be helpful if you were to provide some clarification/justification about why no assessment has been done here, given that there are existing queues back along the A415 into Abingdon. OCC Highways want to understand if the queues will remain/change as a result of the HIF1 schemes/if there is a net increase of vehicles travelling north along the A415 to Abingdon in the future year.

Kind regards,

Principal Development Management Engineer (South and Vale)

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Mob:

