



Emma Kearney &lt;clerk@islipparishcouncil.gov.uk&gt;

---

**Proposed traffic calming measures for the B4027, Wheatley Road, Islip**

1 message

---

**Calver, Robin - Oxfordshire County Council** <Robin.Calver@oxfordshire.gov.uk> 30 September 2024 at 16:08  
To: Tony Brummell <Tony.Brummell@cherwell-dc.gov.uk>, "clerk@islipparishcouncil.gov.uk"  
<clerk@islipparishcouncil.gov.uk>

Dear Tony/Emma,

Since the traffic signal trial, a further traffic speed survey has been carried out and the stopping sight distance reviewed around the bend on the hill. A road safety audit has also been carried out and further advice has been provided by our Traffic Safety officer. The temporary speed humps on the hill were originally installed to address a concern of the Police of vehicles running into the back of queuing traffic for the traffic signals.

It has been established that with current traffic speeds the required stopping sight distance to National Highways standards, to queuing traffic can be obtained now, with vegetation growing to the edge of the carriage, but it is proposed to cut the vegetation back by about 2m which will significantly enhance forward visibility. There is a National Highway design standard requirement for permanent speed humps to be illuminated, such that if speed humps were installed at the same locations within the trial, new street lighting would need to be installed, and there is currently no electricity supply in this area for this. Based on the combination of these two factors it was decided to omit the speed humps for obtaining suitable stopping sight distance to the back of queuing traffic.

The road safety audit and advice from our Traffic Safety officer, identified a separate risk of vehicles speeding up in close proximity to the traffic signals to "catch the lights". This is in an area where it is intended for pedestrians to regularly cross the road. The previous speed hump positions were considered too far away to address this issue. The Traffic Safety officer indicated that to be consistent with the provision at the northern end of the village that a single full width speed hump should be provided close to the traffic signals. This also needed to be street lit, for which there is an existing streetlight at the proposed single speed hump position.

Highway surface water drainage is being reviewed as part of the scheme. The full width speed hump does stop 200mm short of the carriageway channels such that surface water can pass this. The low point to which surface water flows is however Collice Street, such that it is anticipated that the proposed speed hump will not significantly redirect any surface water flows. The two gullies in Collice Street have been surveyed and it has been found that the outlet pipes are partially blocked by tree roots. Root cutting and lining of these outfall pipes are proposed as part of the works.

Regards

Robin Calver

Team Leader; Structural Engineering

Central Programme Delivery

Electrical & Structures

Environment & Place

Oxfordshire County Council

County Hall

Oxford

OX1 1ND

Tel: 07741607453

For bridge related enquiries including abnormal loads Email: [bridges@oxfordshire.gov.uk](mailto:bridges@oxfordshire.gov.uk)

Fix-My-Street: <https://fixmystreet.oxfordshire.gov.uk/>

Email: [highway.enquiries@oxfordshire.gov.uk](mailto:highway.enquiries@oxfordshire.gov.uk)

Web-Site: [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

For Countryside Access issue reporting: <https://camsv.oxfordshire.gov.uk>

This email, including attachments, may contain confidential information. If you have received it in error, please notify the sender by reply and delete it immediately. Views expressed by the sender may not be those of Oxfordshire County Council. Council emails are subject to the Freedom of Information Act 2000. [email disclaimer](#). For information about how Oxfordshire County Council manages your personal information please see our [Privacy Notice](#).