

5.4 Berry Hill Road

v 1.0 – 16/10/19

5.4.1 Overview:

Berry Hill Road runs as a continuation of the Milton Road from the junction with Horn Hill Road at the Oak Tree through to the Oxford Road T-junction (A4260). There are properties that face the road along most of its length (with planning proposals for more), most of which have long front gardens. In front of these are wide verges, providing vehicle accesses with good visibility. It is 30mph along its length, but has minimal streetlighting, and is unique in Adderbury in having no footways, and therefore pedestrians have to either walk on the roadway or on the grass verge.

5.4.2 Main Issues:

The Berry Hill Road has wide verges and visibility is good for traffic in both directions, and all properties have driveway access directly to the road. Although the bend at Horn Hill Road restricts visibility for through traffic in both directions, the main issue is that for the rest of its length the alignment is good, which coupled with the feeling of space can give the impression of a higher speed road. This is compounded by the absence of conventional lamp columns on this length of road – those that are present are mounted on telegraph poles, and not readily visible as the statutory indicator of a 30mph zone in daytime. Residents (especially pedestrians) are at risk when drivers exceed the speed limit or overtake other vehicles without sufficient caution.

Speeding occurs in both directions, as a result of the clear sight lines on the approach to Berry Hill Road from the Oxford Road, and premature acceleration through the Horn Hill Road junction. An issue identified at the Oxford Road end is that the 40mph/30mph speed limit change is right at the junction, and not in an obvious sight line, so motorists that are concentrating on the road and other vehicles may miss them. After this is a (currently) non-residential section with trees and fields on both sides, without signage or obvious street lighting, and this may lead some to believe that they are either still within a 40mph zone, or even back into a de-restricted/60mph zone.

Approaching traffic from Bloxham via Milton Road frequently exceeds the speed limit of 30mph, and continues to do so along Berry Hill Road. The electronic sign at the Horn Hill Road junction confirms this to be the case for both HGV and passenger vehicles. OCC traffic data confirms that this is third worst road in the village for excessive speeding, particularly at night.

5.4.3 Overview Photographs:



W/B Berry Hill Road Junction with Oxford Road



W/B Non-residential section



E/B Non-residential section towards Oxford Road



W/B Gateway and 30mph VAS reminder



E/B wide verges & no obvious lamp columns



W/B Approach to Horn Hill Junction from Oxford Rd

5.4.4 Location Plan



5.4.5 Measures Proposed:

All work to be developed by APC unless otherwise noted.

E2: Gateways.

Gates to be painted white **[COMPLETE]**

Existing signage to be cleaned

Gates to be relocated to under the first streetlight

30mph zone commencement to be relocated to under the first streetlight

'Adderbury Please Drive Slowly' signs to be relocated to just in front of gates.

Note that the entrance to the proposed new development is between the first streetlight and Oxford Road, and the precise location may need to be adjusted to accommodate this.

The developer has been asked to pay for any additional streetlighting requirements, should planning permission be granted.

E4&E5: Speed Repeater Signage and Roundels

Install Diagram 880 speed repeater signs as noted plus white painted 30mph speed roundels on adjacent roadway

W/B LHS: On new sign post on grass verge near Berry Hill House

E/B LHS: On new sign post on grass verge near Polygon House

E7: Hazard Signage

Provide 'pedestrians in road' signs in each direction. Use the new posts that are being installed for 4 above.

E9: Vehicle Activated Sign

Retain at this location as a reminder sign.

E12 Constraints on Roadway #1

Physical give-and-take traffic islands will be the most effective means of slowing traffic.

Positioning these at the new combined gateway and 40mph/30mph zone change will have maximum impact. Location tbc as noted in E2 above.

E20: Police Enforcement Location

Wide verges are available on both sides of the road for virtually the full length. Potential locations to be discussed with Thames Valley Police.

It is possible that a location near to the Oak Tree might give maximum benefit to both Berry Hill Road and Milton Road.

E21: Community Speedwatch

The mobile camera could be used near to the Oak Tree or at any point on the wide verges.

Fixed Camera mounting to use posts erected under E4 above.

5.4.6 Possible Further Work

E12 Constraints on Roadway #2

Restricting speed at each entry to the 30mph zone coupled with the other reminder and enforcement measures should be sufficient. However, if further measures are needed, then it would be possible to narrow the road slightly and mildly chicane traffic. Any remaining road centre lane markings would be removed, reducing the confidence that drivers have to pass each other at speed.

Croughton Road in Aynho does this very effectively without detracting from the open verges and village context, and is considered a good basis for a design.

This is potentially an expensive option, and consideration will in particular need to be paid to road drainage. The best way to minimise the costs is to keep the chicaning within the limits of the existing road width, thus avoiding the need for any asphalt works. Costs could be saved further by not having any kerbing, and just running the verge up to a revised road edge line.

E16 Provision of Footway

Providing a footway on the verge on one side of the road would eliminate the need for pedestrians to walk in the road. A long length is involved, so the costs are not likely to be low. There are reports of previous resistance from residents of Berry Hill Road to this proposal, although this has been questioned by a long term resident.

5.4.7 Examples of Work Proposed



Give-and-Take Islands – Slower, Preferred



Give-and-Take Islands – Faster, Less Effective

Adderbury Parish Council Environment Committee
Traffic Calming Proposals



Croughton Road, Aynho: In-Line Narrowing & Chicaning, Central Lines Removed to Feel Narrower



Pedestrians Sign



Diagram 880 Speed Repeater Signs and Roundels



Painted Gates, Village Name & Signs Grouped for Maximum Effect