

## 5.5: Aynho Road – B4100

v 1.0 – 16/10/19

### 5.5.1 Overview:

This is a principal road to enter or exit the village running from the central cross roads by the primary school, through to the 40 mph limit at East End House. The 40mph zone continues beyond this for c. 300m to the de-restriction signs after the turnings for Katherine House Hospice and Bo Peep Farm Campsite. The road is relatively straight with good visibility, apart from two slight bends on the approaches to the Pickled Ploughman Pub.

Housing is present on both side of the road between the primary school and Pickled Ploughman pub, with houses continuing to the south of the road but fields to the north. Accesses are via service roads so none are accessed directly from the road; with the exception of the last houses just prior to East End Lane that front directly onto the road. Grass verges are also present between the footway and property boundaries over most of the length.

Aynho Road currently benefits from some of the traffic calming and enforcement measures that are yet to be applied consistently on the other Adderbury approach roads. It has two vehicle activated signs (VAs) and sees the only regular Thames Valley Police camera van presence in the village.

### 5.5.2 Main Issues:

Aynho Road has the second highest recorded issues of speeding above 45mph in Adderbury. Visibility for through traffic is very good with only two slight bends preventing the road being one continuous straight line. Speeding is in both directions, with equal concern about reluctant deceleration from westbound traffic entering from the 40mph zone, and the premature acceleration from Eastbound traffic from the cross roads at the Primary School. This used to be a 40mph road, but this was reduced to 30mph in c. 2010.

It is feasible that traffic travelling from the traffic lights at the primary school will have “forgotten” that the 30 mph limit is still in place, as there is nothing to remind them until they trigger the VAS at the bend, although lamp column spacing should inform drivers that a 30mph limit is in force.

Traffic travelling Westbound enters the 30 mph limit having to reduce speed from 60mph to 40mph and then 30 mph, over a short distance. Again it is entirely feasible that traffic is entering the 40mph limit at considerably greater speed and despite entrance gates and 30mph signage drivers appear to be reluctant to decelerate to adhere to the speed limit. Similarly only the VAS situated to the West of Sydenham Close reminds drivers of the speed limit. It is observed that few drivers actually brake, rather that they allow speed to ‘scrub off’ through deceleration but are still travelling at greater than 30mph when they trigger the VAS at the Primary School on the West side of the road.

Overtaking is prohibited for much of the length, but is permitted westbound for a short stretch in the 40MPH zone, and in both directions from Long Wall Close to the primary school. Vehicles tend to observe the double white lines prohibiting overtaking, but a number of near misses have occurred in both directions due to overtaking. Overtaking vehicles often do so to pass vehicles that are adhering to the speed limit.

**5.5.3 Overview Photographs:**



**W/B Village Gates & 40mph start at Bo Peep Farm**



**W/B at East End Lane - 30mph signs barely visible**



**E/B 40mph zone start at East End Lane**



**W/B VAS at Sydenham Close towards the pub**

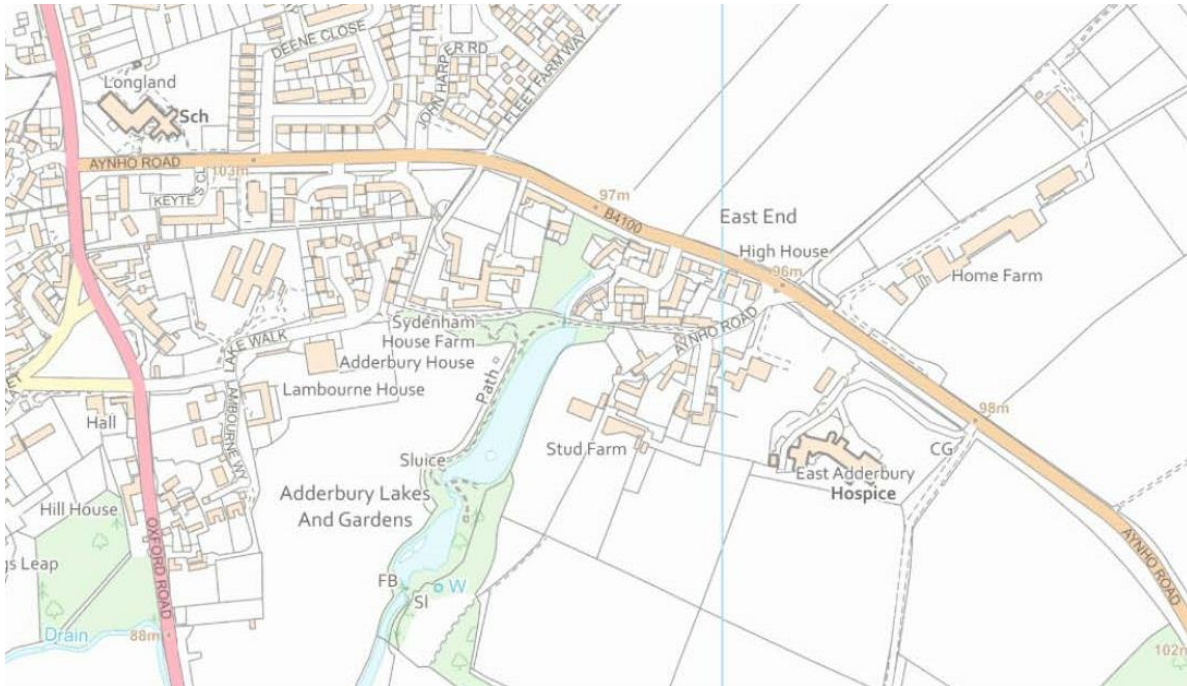


**W/B overtaking permitted on corner**



**W/B Long Wall Close towards Primary School**

#### 5.5.4 Location:



#### 5.5.5 Measures Proposed:

All work to be developed by APC unless otherwise noted.

References relate to column and row references in 'Traffic Calming Measures' spreadsheet.

##### I1: Foliage clearance.

W/B RHS: there is a single significant branch obscuring the right hand 40mph sign, facing westbound at the village gates. To be trimmed back. **[COMPLETE]**

##### I2: Gateways.

Gates at 60mph/40mph sign location to be painted white and to match those on the other main road village entrances. **[COMPLETE]**

Existing signage to be cleaned

Sign 'Adderbury, Please Drive Slowly' to be relocated to gateway from midway along 40mph zone.

40mph/30mph change at East End Lane to be enhanced with new 30mph signs with yellow surrounds. Potential for illumination of these signs to be investigated.

##### I4&I5: Speed Repeater Signage and Roundels

Install Diagram 880 speed repeater signs as noted plus white painted 30mph speed roundels on adjacent roadway using the lamps columns listed (if permitted). If not permitted, new posts to be erected adjacent to these lamp columns.

W/B LHS: On lamp column 13, mid-way between Sydenham Close and Pickled Ploughman pub

W/B LHS: On lamp Column 8, prior to Long Wall Close

E/B RHS: On lamp column 7 between Deene Close and John Harper Road



**I6: No Overtaking**

Extend the double solid white lines prohibiting overtaking from the Pickled Ploughman pub to terminate where it coincides with the solid white line E/B near Long Wall Close.

**I17: Additional 40mph Repeater Signage**

Provide additional 40mph repeater signs within 40mph zone:

W/B on post vacated by relocated 'Adderbury Please Drive Slowly' sign.

E/B on lamp column next to Eastbury House/Home Farm entrance.

**I20: Police Enforcement Location**

Two locations to be discussed with Thames Valley Police:

E/B LHS: continuation of current location near primary school. **[COMPLETE]**

W/B LHS: on grass verge between Sydenham Cottages and Pickled Ploughman pub. Done, now in use. **[COMPLETE]**

**I21: Community Speedwatch**

The mobile camera/speed indication device could be used in the enforcement locations shown in 20 above

Camera mounting to use either the lamps columns or new posts identified in 4 above.

**5.5.6 Possible Further Work**

**I10: Relocation of 30mph Commencement**

The 30mph zone currently commences just after the junction with East End Lane. This has the disadvantage of putting it just around the corner from most of the straight 40mph zone, and therefore not visible from it. Moving this forward would improve visibility and impact on the W/B approach, and would also bring East End Lane into the 30mph zone (currently it appears to be a 40mph road, which is inappropriate).

**I12: Constraints on Roadway**

As a principal road through the village, OCC highways will not permit the installation of vertical deflections such as speed humps, plateaus or cushions.

However, gateway approach enhancements on the straight prior to the 30mph signs at East End Lane such as those in Aynho on the approach from Adderbury could be viable. There is sufficient width in the verges to permit the small amount of widening needed to incorporate a physical island and a ghost island.

**I15: Count Down Markers**

To further emphasise the approach, III, II, I count down markers could be installed on the W/B LHS on the approach to the 30mph zone commencement. However, these would not be necessary if the 30mph zone commencement was relocated to be visible on approach, as outlined in 10 above.

### 5.5.7 Examples of Work Proposed



Diagram 880 Speed Repeater Signs and Roundels



Potential W/B Van or Speedwatch Location.



Painted Gates & Signs with Yellow Borders



Chicane and splitter island in use at Aynho



Count Down Marker