

5.7: Village Centre: Horn Hill Road to the High Street

v 1.0 – 16/10/19

5.7.1 Overview:

The main route through the village centre comprises a continuous run of five roads running from the Oak Tree at Milton Road through to the A4260 Oxford Road at The Green. These roads or sections of road are: Horn Hill Road, Cross Hill Road, New Road, Water Lane and the High Street. There are thirteen side roads that exit onto them – most of these are cul-de-sacs.

Mid-way along the village centre road is the Lucy Plackett Playing Field. Vehicle access is from Round Close Road, with further pedestrian accesses from Dog Close, the churchyard, The Leys, and footpaths alongside the Sor Brook. The playing field hosts regular football matches, and is the focal point for many village events, most involving large numbers of children. There are also two children's play areas, a clubhouse for the football club, and a hall that is used for numerous groups including babies and young children.

The High Street has two pubs, a village shop (currently closed), two hairdressers, the Methodist church (with a heavily used hall), and just off this onto Mill Lane are the post office, a vets, and the library (which is also used for numerous other events). The High Street is also frequented by local and visiting Morris Dancing teams. The village centre road has houses along both sides for the majority of its length, although New Road & Water Lane is mostly wooded from the Sor Brook where the Pump House Garage and the footpath from Dog Close meet, past the one remaining agricultural field in the village.

The S4 Banbury to Oxford bus service and two school buses use the village centre road. In addition, quite a large volume of traffic uses this route as a cut-through from the Milton Road to Oxford Road, avoiding the marginally longer route via Berry Hill Road.

5.7.2 Main Issues:

The character and alignment of the road varies along its length, so it is sensible to consider it in stages:

- Horn Hill Road – this is a relatively straight section of road, running downhill from both ends to a low point at the junction with the western end of Round Close Road. This dip seems to encourage excessive speed, and in response, a vehicle activated sign has been installed at this point. The situation is compounded by the junction with Milton Road, where traffic is able to enter Horn Hill Road at a relatively high speed due to the sweeping corner past the Oak Tree. The perception of speeding is reinforced by the traffic data collected by OCC: although the average speed is only 25mph, the 85%ile speeds are 33mph (daytime) and 38mph (night time), making it the seventh worst road measured. Anecdotal evidence is that a few strategically parked vehicles can lead to a significant reduction in speeding.
- Cross Hill Road – this is a short section of road running from Colin Butler Green to Water Lane. At the western end parked vehicles provide a natural constriction that slows traffic, and at the eastern end the junction with Round Close Road and Dog Close has been

improved with extended line painting to increase visibility for those joining, and to restrict the width for those passing through.

- New Road – with trees and a field alongside, this road could be mistaken for a derestricted road, and as there is minimal streetlighting such a road could have 30mph roundels to remove this doubt. These could also be diagram 880 signs with speed camera images. OCC traffic data confirms that New Road is the worst section of the village centre road (and 6th worst overall) with an average speed of 29mph, and 85thile speeds of 36 and 40 mph respectively for daytime and night time.
- Water Lane – this is a short section of road which rises sharply from the Sor Brook to join the High Street. Eastbound traffic is forced to slow, both by the parked vehicles that form a natural give-and-take by the Tithe Barn, plus the short hill. The constriction has been known to be so effective that on occasions the S4 bus is unable to get through. Conversely, once clear of this constriction, westbound traffic can accelerate excessively due to the hill and the open view along New Road. The point where the footpath from Dog Close joins Water Lane has been raised as a concern, with nothing to prevent children who are running along the path from continuing straight onto the road.
- High Street – this has the densest presence of houses facing onto the road and also the highest pedestrian traffic. However, parked vehicles provide very effective traffic calming and natural give-and-take constrictions past both the Bell pub and again past the Methodist Church. OCC traffic data shows an average speed of 19mph, with 85thile speeds of 24 and 26 mph respectively for daytime and night time. This confirms that the combination of road alignment and parking provides effective traffic calming on this stretch.

5.7.3 Overview Photographs:



The Oak Tree junction from Horn Hill Road



N/B along HHR near Tanners Lane

Adderbury Parish Council Environment Committee
Traffic Calming Proposals



N/B HHR parked Vehicle providing traffic calming



S/B Dip & Same Vehicle from Colin Butler Green



W/B CHR Parked Vehicles forcing give-and-take



E/B New Road – the fastest stretch



W/B New Road: LPPF Path on LHS, Garage on RHS



E/B Water Lane: Parked Vehicles forcing give-and-take

5.7.4 Location:



5.7.5 Measures Proposed:

Ultimately, it is considered that the biggest improvement in road safety for the roads through the village centre would be achieved by reducing the overall traffic levels. This could be achieved by encouraging the through traffic that does not need to use this road (and is most likely to be in a hurry to get elsewhere) to go via Berry Hill Road and Oxford Road. Two proposals have been considered:

- Prohibit through traffic. This would be relatively cheap and straightforward to install, requiring only signage and a traffic order for implementation. However, such schemes are prone to being ignored, and can only be enforced if a police officer witnesses a motorist passing along the full length of the road and then continuing without parking. With no prospect of dedicated enforcement, this approach is not proposed.
- Remove the easy and high speed option of passing the Oak Tree on its western side when travelling from Milton Road to Horn Hill Road. This would reduce the number of 'opportunistic' vehicles that travel through the village by removing the turning with a natural higher speed flow. Those progressing at speed would be more inclined to continue along Berry Hill Road and on to Oxford Road, and those that still needed to access the village centre would be forced to slow considerably to turn through c. 120 degrees back onto Horn Hill Road via the eastern side of the Oak Tree. Subject to the wider considerations, this is currently the preferred primary option.

The downside of both of these options is that they do not solve the issue of traffic volumes and speeds, but transfer them onto other roads. One of these – Oxford Road – has alignment issues that are as bad as the village centre roads and already much worse issues of speeding. Therefore, improvements to benefit the roads of the village centre must be considered as part of a wider package to mitigate the negative effects they would have on Berry Hill Road and Oxford Road.

All work to be developed by APC unless otherwise noted.

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

F4&F5: Speed Repeater Signage and Roundels

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

Horn Hill Road:

N/B LHS: On lamp column opposite Tanners Lane turning

S/B LHS: On new post on grass verge near first telegraph pole after Colin Butler Green.

New Road:

E/B RHS: On first lamp column on right hand side
(not on LHS as no verge, footway only)

Water Lane:

W/B LHS: On new post in verge just before LPPF footpath and Pump House Garage.

Installation of these signs is still subject to discussion with OCC, as there is a view that these should only be installed on roads with enforcement. There seems little prospect of securing police enforcement for the central village roads given the comparatively low levels of speeding, but the regular presence of Community Speedwatch may be sufficient to warrant their installation.

If these signs are not permitted, then the '20's Plenty' signs in F8 would be used in their place, but a combination of the two would give conflicting messages to motorists.

F7: Hazard Signage

Dia. 545 'Children Playing' and 'Playground' supplementary plate signs on each approach to the LPPF footpath on New Road and Water Lane, using column & post in F4.

F8: Calming Signage

'20's Plenty' signs at each location in F4, if the Dia. 880 signs are not permitted.

F14: Restrict Junction at Oak Tree

This is a significant proposal and will require separate development and detailing. It was included as Option 2 in an initial feasibility study by OCC in 2016, and this will form the starting point of proposals. Further points for consideration include:

- a temporary traffic order with a temporary means of physical obstruction will be required to 'test' a proposed closure of the western arm before anything permanent is put in place.
- physical obstructions could take many forms. Permanently this could involve soiling and grassing the whole of the western arm (as per the 2016 study), which has the advantage of minimal maintenance. Temporary obstructions could be in the form of concrete or steel barriers along the edge with Milton Road. Initial feedback indicates that these would be visually unpopular. More encouraging feedback has been given to the idea of a number of large (coffin-sized) planters – which could be made of a number of materials, including wood or stone. Residents would need to maintain the planters and any plants within them. It may be possible to secure sponsorship from local businesses for the provision and contents of these planters.
- to provide adequate space for buses to turn into Horn Hill Road, it may be necessary to prohibit parking on the eastern arm. If the western arm asphalt was retained and the closure formed by barriers along the edge with Milton Road, then ample replacement parking could be provided. This would permit additional off-road parking for parents dropping off and picking up at the school bus.
- there is already a footpath on the verge on the western side of the western arm. In closing the junction, provision could also be made for cycle access to remain.
- the presence of underground services in the oak tree island may preclude widening of the eastern arm. Care will also be needed to avoid damage to the tree roots, so ideally ground disturbance will be kept to a minimum.
- advanced signage will be required on Milton Road and Horn Hill Road, advising of the new road layout.
- prior to commencing any of this work, consultations will be needed with local residents immediately adjacent to the Oak Tree, and with any operators of large vehicles that use the junction. The two school bus companies will need to be consulted, but the S4 uses the arm of the junction that will remain open, so is unaffected.
- should the temporary trial be successful, then further cost and disturbance will be avoided if the temporary physical vehicle barriers chosen could remain and become the permanent barriers.

F17: Pedestrian Barriers

Install staggered 'Keyclamp - type' pedestrian barriers behind the concrete bollards in the verge on Water Lane where the footpath alongside the Sor Brook from the Lucy Plackett Playing Field ends. Care is needed in the liaison and design of this as the track is privately owned and provides an emergency access to properties.

F20: Police Enforcement Location

Two locations to be discussed with Thames Valley Police:

N/B LHS: Horn Hill Road on roadside next to Quaker Meeting House.

W/B RHS: Cross Hill Road on roadside adjacent to bus stop, facing New Road.

F21: Community Speedwatch

Mobile camera/Speed Indication Device locations as in F20 above

Temporary fixed camera to be mounted:

N/B LHS: Horn Hill Road on lamp column that carries the Vehicle Activated Sign:

W/B LHS: Water Lane On new post in verge described in F4 above.

5.7.6 Possible Further Work

F12: Constraints on Roadway

As described above, the many parked vehicles along the roads provide effective give-and-take style traffic calming, and these can generally be relied on in the High Street, Water Lane and Cross Hill Road. However, Horn Hill Road has off-street parking for most properties, and vehicles are parked less continuously on the roadway. A small give-and-take traffic island could be introduced by the turning into Round Close Road, its precise location influenced by a range of factors:

- the need to illuminate any constraints that are introduced,
- the wish for maximum impact in both directions,
- the limited visibility joining Horn Hill Road from Round Close Road,
- the periodic road drainage issues faced by the property on that corner.

For these reasons, if a constraint was to be introduced on Horn Hill Road, then it would appear most beneficial to site it immediately in front of the house on the corner as this is opposite a lamp column, is visible from both directions, would improve visibility for vehicles leaving Round Close Road, and would give the residents of that house an increased separation between their front door and passing traffic.

5.7.7 Examples of Work Proposed



Diagram 880 Speed Repeater Signs and Roundels



Children Playing Sign



20's Plenty Sign



Oak Tree Junction – proposed closure of first turning



Oak Tree Junction – proposed closure of RHS



Give-and-Take Islands – Slower, Preferred



Give-and-Take Islands – Faster, Less Effective