



**PROPOSED RESIDENTIAL DEVELOPMENT, BERRY HILL ROAD, ADDERBURY (1899)
APPLICATION NUMBER 17/02394/OUT
FURTHER RESPONSE TO HIGHWAY COMMENTS – APRIL 2018**

INTRODUCTION

This note will provide a further formal response to additional transport and highways comments made by Oxfordshire County Council (OCC) in relation to the above planning application for residential development on land at Berry Hill Road in Adderbury. The comments were dated on 11th April 2018.

This note will deal with each issue in turn as they appear in the further formal OCC highways consultation response.

This note has been informed following further discussions with the lead transport officer at OCC who collated the comments, Chris Nichols (CN), as well as a discussion with two other officers who dealt with specific elements of the additional response, Ben Smith (BS) and Julian Richardson (JR).

Following discussions with CN and JR this response will deal with three distinct parts of the OCC comments under the following headings:

- Transport Strategy – dealt with by BS.
- Transport Development Control – dealt with by CN.
- Road Agreements – dealt with by JR.

All other issues have been satisfactorily dealt with.

TRANSPORT STRATEGY

Accident Analysis

An accident review was undertaken in the February 2018 response to OCC. BS has requested that 'further insight is required' in relation to this issue. It is clear from the statistics that all three personal injury accidents that have occurred at the junction involved right turning vehicles.



However, three personal injury accidents at this junction over a near 6 year period would not constitute a particular safety issue given the levels of traffic that travel through this junction, especially on Oxford Road.

Furthermore, the applicant is offering the provision of a proposed pedestrian refuge within the hatched area of the right turning lane at this junction which is likely to reduce the speed of vehicles travelling through this junction which will inevitably reduce the potential for this type of accident from occurring again. It will also provide a safety benefit for the area.

This should surely be sufficient to deal with this issue.

Traffic Survey Data

The latest OCC response suggests that the traffic surveys used to assess the junction of Berry Hill Road and Oxford Road were lower than expected. The February 2018 response confirmed that the traffic surveys were undertaken at the junction of Berry Hill Road and the A4260 Oxford Road on Tuesday 30th January 2018. This count also provided link flows at the proposed Site Access junction.

The full traffic survey data was contained within **Appendix 1** of that response. It is possible that the surveys were slightly lower than average as they were undertaken at the end of January but the fact that the junction assessments contained in the February 2018 response show that the maximum RFC at the junction in either peak hour period was only 0.55 confirms that even if these flows were factored by say 10%, to account for any seasonal adjustments, that the junction would still be operating within its theoretical capacity.

These assessments also confirmed that the impact of the proposals at this junction would be minimal.

TRANSPORT DEVELOPMENT CONTROL

Drawing Number 1899-F01 Revision C provides a more detailed consideration of the Site Access and the proposed new footway on the northern side of Berry Hill Road based on a topographical survey. This plan clearly demonstrates that the new footway can be accommodated along Berry Hill Road within the extent of adopted highway.



ROAD AGREEMENTS

Highway Boundary

The highway boundary has been checked and is shown clearly on Drawing Number 1899-Fo1 Revision C. It is clear from the plan that the new 2m wide footway can be accommodated on land within the current limits of adopted highway.

Access Plan

The vehicular access has been revised during the application process. The vehicular access is now shown on Drawing Number 1899-Fo1 Revision C.

Highway Tree

The above referenced access plan shows the 2.4m by 120m visibility splays can be accommodated without any encroachment on the trees in the vicinity. This plan is based on a topographical survey and so the plotting of the trees and visibility splays is accurate.

DMRB Visibility

As the above confirms, the access plan is now shown on Drawing Number 1899-Fo1 Revision C and shows DMRB compliant visibility splays.

Pedestrian Refuge

The access plan also shows a new pedestrian refuge which OCC confirm is acceptable in principle. However, they have requested that this is widened to 1.8m width. This would then mean that the running lanes on Oxford Road would be reduced down to 3.2m wide. This is likely to be too narrow given the traffic volumes along Oxford Road. The width of 1.2m would provide a useful and safe crossing facility and as such it is proposed to leave the design as it is shown on Drawing Number 1899-Fo1 Revision C as this would provide the better balance between lane widths and refuge island width.



CONCLUSIONS

This note provides a further formal response to transport and highways comments made by Oxfordshire County Council (OCC) in relation to the above planning application for residential development on land at Berry Hill Road in Adderbury.

In summary, the applicant is still willing to offer the following improvements to the local highway network:

- Section 106 contribution of £60,000 for improvements to local bus services, which will benefit local residents.
- Section 106 contribution of £20,000 for improvements to local public rights of way and bridleways, which will benefit existing residents.
- Section 106 of £10,000 for the provision of two new bus stops on Berry Hill Road to serve the proposed development, which will benefit existing residents.
- New footway along the northern side of Berry Hill Road between the junctions of Horn Hill Road and Oxford Road, to provide additional safety benefits for all road users.
- New pedestrian refuge across Oxford Road close to the junction of Berry Hill Road to provide additional safety benefits for all road users.

This note has also demonstrated the following:

- The Site Access can be accommodated on Berry Hill Road with appropriate geometric parameters.
- The proposed new footway can be accommodated on land within currently adopted highway along Berry Hill Road.
- The proposals will not have a material impact on the operation of the local highway network.
- The proposals will not have a material impact on the safety of the local highway network.
- The proposed pedestrian refuge will provide a safe crossing facility on Oxford Road.
- The junction of Oxford Road/Berry Hill Road will continue to operate within capacity.
- The locational sustainability of the site and Adderbury will be substantially enhanced by the proposed works and contributions offered by the applicant.

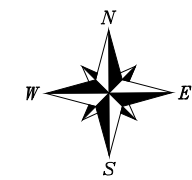


All other comments have been considered within this note satisfactorily and as such, there should be no remaining highway objections to this planning application.

Enclosures

Drawing Number 1899-Fo1 Revision C

PLANS

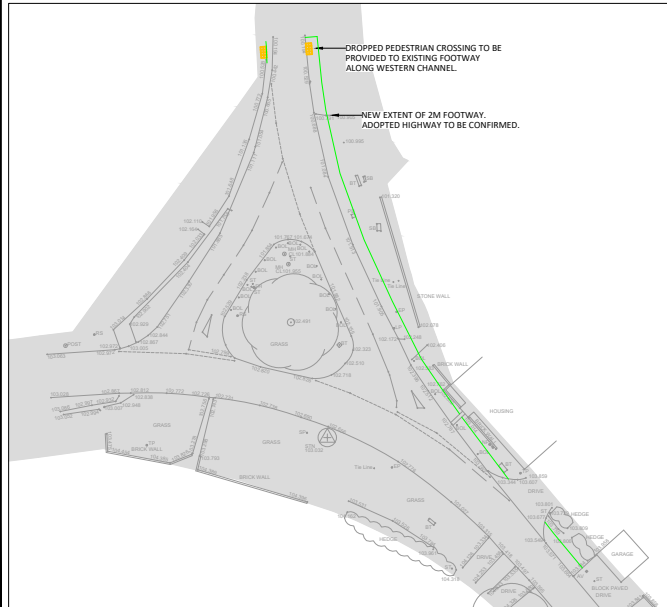


NOTES

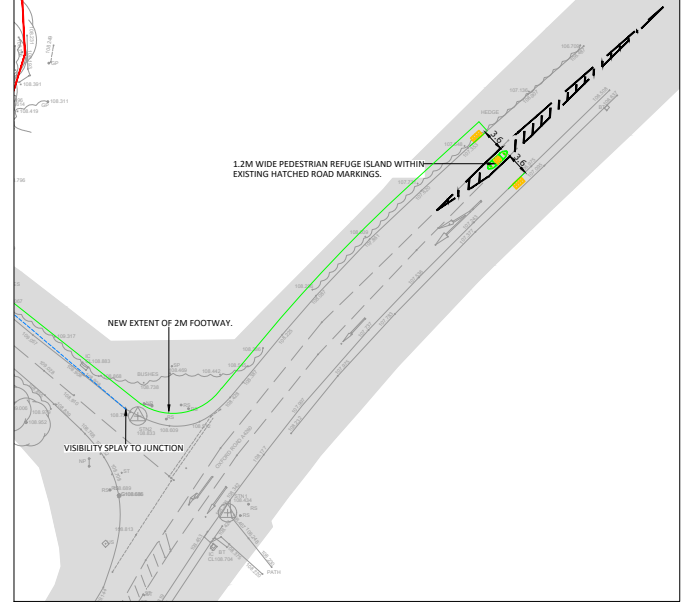
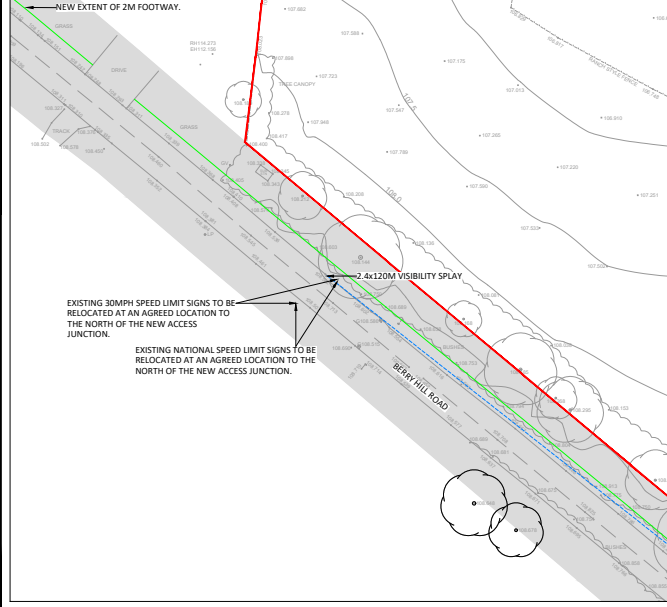
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. IT IS SUBJECT TO FURTHER DESIGN ANALYSIS, TOPOGRAPHICAL MAPPING & HIGHWAY/THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY (BASED ON OS)

NORTHERN EXTENT @ 1:1250 SCALE



SITE ACCESS JUNCTION @ 1:1250 SCALE 2M FOOTWAY/PED REFUGE @ 1:1250 SCALE



C A	DESIGN BASED ON FULL TOPO SURVEY ACCESS LOCATION MOVED NORTH	JC JC	PJW PJW	APR 18 SEP 17
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HOLLINS STRATEGIC LAND

PROJECT:
BERRY HILL ROAD, ADDERBURY

DRAWING TITLE:
PROPOSED SITE ACCESS ARRANGEMENT

SCALES:
1:2000 @ A3

DRAWN: JC CHECKED: PJW DATE: SEP 17

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croft
 Transport Solutions

DRAWING NUMBER: **1899-F01** REVISION: **C**