

4.0 Potential Highway Interventions – An Outline Action Plan¹

1. Hanborough Road

Entrance feature from by-pass to the north intended to slow vehicles down before reaching the long straight stretch of Hanborough Road as it links to Mill Street shops & Library.

Design Principles

- New road surface in contrasting colour to existing carriageway to create perceived speed table between Wytham View and Hanborough Close to slow down vehicles entering village.
- Central reservation Island to act as road narrowing and provide pedestrian refuge
- Additional peripheral road surface treatment at 'crossing' adds to perception of further road narrowing to slow down vehicles.

Estimated Outline Cost £52,680

2. Newland Street

Entrance feature on Newland Street from by-pass to the east intended to slow vehicles down before reaching Mill Street shops & Library.

Design Principles

- New road surface in contrasting colour to existing carriageway to create perceived speed table between Queen Street and Hawthorn Road to slow down vehicles entering village.
- Central reservation Island to act as road narrowing and provide pedestrian crossing refuge.
- Additional peripheral road surface treatment at 'crossing' adds to perception of further road narrowing to slow down vehicles.

Estimated Outline Cost £42,760

3. Mill Street

Traffic calming measure to slow vehicles down and give greater emphasis to pedestrians at road crossing between Mill Street shops and Library.

Design Principles

- New road surface in contrasting colour to existing carriageway to create perceived speed table between John Lopes Road and Library entrance to slow down vehicles passing through village centre outside shops and Library.
- Central reservation island to act as road narrowing and provide pedestrian crossing refuge outside shops.
- Additional peripheral road surface treatment at 'crossing' adds to perception of further road narrowing to slow down vehicles.

Estimated Outline Cost £37,680

¹ This text is an extract from an original report that was supplied as an inaccessible image – find it at bit.ly/2Ioa2Xk

4. Harris's Corner (Co-op)

This location deserves a more radical approach to traffic calming at the more confined historic core of the village outside the Coop store on Harris Corner. The intention is to deal with traffic speeds and circulation at the same time and introduce a 'bus gate' - restricting east west traffic movement to buses only. Conventional traffic coming from the west along Acre end Street would be required to use Mill Street / Hanborough Road to exit towards the village bypass. Conventional traffic coming from the east would circulate west via Thames Street and then have to manoeuvre via Mill Street and Acre End Street to advance westwards. This would effectively mean that the High Street between the Bartholomew Room and the Coop would be closed to through traffic but would still be accessible to parked vehicles. The close manoeuvres of smaller traffic would act as a deterrent to both reduce the speed and discourage cross movements through this part of the village.

Design Principles

- Buses only 'Gate' outside Coop store
- Resurface carriageway between Mill Street / Acre End Street intersection and the Tuer [potentially block pave in long term, but resurface in contrasting colour in short term]
- Bus gate will require traffic order and new signage but no road narrowing.
- Bus Gate Cost: To Be Determined

Estimated Outline Cost £ 23,400 + Bus Gate

5. High Street

The intersection of the high Street and Thames Street warrants greater celebration of the historic core of the village. The congregation of local shops the Red Lion pub and the Church would suggest that greater emphasis should be given to the public realm and the needs of the pedestrians in a similar way to the forecourt of the Bartholomew Room and the Cross.

Design Principles

- Re-surface carriageway between Greens Funeral Services, 21 High Street westwards to incorporate the intersection with Thames Street as far as the Tuer.
- Remove road markings and reduce perceived carriageway width and replace junction paint with nominal small scale 'roundel' to create a central focus to the junction and cause drivers to slow down to re-orientate and navigate the change in road hierarchy.

Estimated Outline Cost £47,640

6. Oxford Road

New road surface in contrasting colour to existing carriageway to create perceived speed table between entrance to play area car park to the north and the Sports pavilion car park to the south, to create speed restricting gateway /traffic calming feature at eastern entrance to the village.

Design Principles

- New road surface in contrasting colour to existing carriageway to create perceived speed table between entrance to car parks to slow down vehicles entering from east.
- Central reservation 'island' act as road narrowing and provide pedestrian crossing refuge between two car parks / play areas.
- Additional peripheral road surface treatment at 'crossing' adds to perception of further road narrowing to slow down vehicles.

Estimated Outline Cost £30,180

7. Station Road

Traffic speeds on Station Road are naturally constrained by parked cars near the roundabout but there is a recognised need for further speed restrictions at the entrance to the village just before Abbey Farm Barns entrance. This also marks the entrance to the village Conservation Area and should complement it and the walls on either side of the road. There is significant pedestrian traffic along this road as many people from the industrial area walk along it to the shops at lunchtime.

Design Principles

- New road surface in contrasting colour to existing carriageway to create perceived speed table between to slow down vehicles passing towards village centre between the bus stop and Swan Street
- Central reservation 'island' to act as road narrowing and provide pedestrian crossing refuge outside shops.
- Additional peripheral road surface treatment at 'crossing' adds to perception of further road narrowing to slow down vehicles.

Estimated Outline Cost £20,700

8. Witney Road (Bartholomew School)

This location has to consider a number of factors in terms of traffic speeds, child road safety, access to the Comprehensive School and the need to accommodate turning school buses after they have delivered children to the school.

In addition to traffic calming this location needs to deal with bus manoeuvres. One idea might be to create a dedicated bus turning circle / drop off loop actually in the grounds of the school itself. This would add capacity to the drop off area for more buses to be serviced away from the main highway and reduce congestion.

Design Principles

- Resurface carriageway of Witney Road outside school entrance to incorporate bell-mouths of Thornbury Road and Willows Edge.
- To include remodelling existing zebra crossing with central pedestrian refuge and

peripheral carriageway narrowing.

- Consider dedicated off road turning circle for buses to Bartholomew School within school grounds to increase drop off capacity.

Estimated Outline Cost £51,240

9. Witney Road North

Witney Road is a long wide road with few speed restrictions until the driver gets closer to the school entrance. There are a number of options to consider, including the provision of a dedicated bicycle lane on the highway to reduce the perceptible carriageway width to slow drivers down.

Similar road narrowing techniques as the rest of the village could be adopted a various locations along the northern length of the road, but equally there may be an opportunity to offer additional 'stop and drop' facilities for school children so that parents can pull off the highway to provide their children with safe passage to the school.

The two large amenity areas on either side of the main highway between Old Witney Road and Tilgarsley Road offer the opportunity to provide dedicate laybys for stop and drop without compromising the amenity of neighbouring properties.

Design Principles

- Resurface carriageway between Old Witney Road and Tilgarsely Road and provide dedicated p with road narrowing features.
- Consider peripheral 'stop & drop' laybys for school children
- Consider dedicated cycle lane(s) to further reduced perceived width of carriageway to reduce vehivle speeds.

Estimated Outline Cost £74,220

10. Spareacre Lane (Spar)

This popular local shopping precinct outside the Spar shop presents a number of highway safety challenges because of its location and the number of turning [and reversing] movements that take place in a relatively confined location on Spareacre Lane between Back Lane, Marlborough Place and Stratford Drive.

The situation is further complicated by the number of cross-village movements that take place via Spareacre Lane (particularly when there is an incident on the A40 and the Police redirect traffic through Eynsham) which the Parish Council is keen to discourage.

Design Principles

- Resurface carriageway of Spareacre lane between the junctions with Back Lane and Stratford Drive and continue surface treatment into existing parking bays outside shops.
- Create pedestrian crossings / central refuges / road narrowing at either end of this length of carriageway and include a further one to the east of the parking bays to assist in reducing traffic speeds and aid safe pedestrian movement across Spareacre Lane.

Estimated Outline Cost £69,540