



Welcome

A417 Strategy Parish Meeting

15 August 2014



Progress Update

- OCC commissioned Atkins to undertake the A417 Strategy in December 2013.
- In February A417 Parishes met to discuss the A417 route in detail.
- In the last 6 months that information has been fed into the draft A417 Strategy.
- Aim of today is to discuss the principles in more detail and refine the final strategy.
- The final A417 Strategy will be incorporated into Local Transport Plan 4.
- Develop individual scheme elements and secure funding.



A417 Strategy – Issue Identification

- Conflicts and accidents at junctions
- Poor observance of speed limits
- Lack of pedestrian facilities
- Lack of consistent strategic cycling facilities
- Inadequate provision for public transport



A417 Strategy - Objectives

Improve capacity by reducing non-motorised and motorised user conflicts

Address the competing requirements of road users on the A417 and the adjacent communities

Review and improve safety at accident hot-spots



A417 Strategy - Primary Principles

Reduce accidents and conflict by rationalising connections on A417

Improve route consistency by clearly delineating between rural stretches and those that pass through villages

Reduce severance by influencing driver perception and improving pedestrian facilities

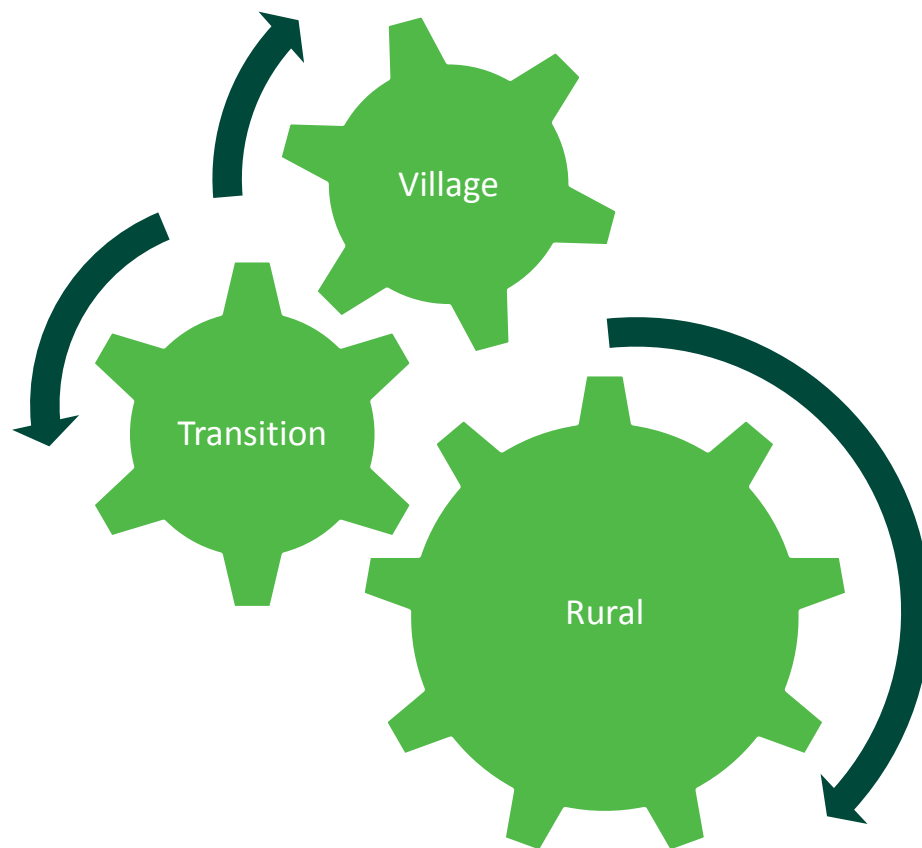
Improve speed limit compliance through psychological traffic calming

Encourage cycling and to reduce conflict with other road users by creating a coherent cycle route

Improve the public transport experience by providing better considering bus stops



A417 Strategy – Zones



Zone 1 – Rural Zone Principles

National,
50mph or
40mph speed
limit

3m shared
footway/cycle
way

7.3m
carriageway
and improved
road markings

Safe &
accessible bus
stop facilities

Signalised
pedestrian
crossings



Zone 2 – Transition Zone Principles

Transition zone
from National
to 30mph
speed limit

Gateway
features with
road narrowing

Reduction in
road width

3m shared
footway/cycle
way



Zone 3 – Village Zone Principles

30mph speed
limit

Sympathetic
street lighting

Safe &
accessible bus
stop facilities

6m wide
carriageway

Remove road
markings to
promote speed
reduction



Informal
pedestrian
crossings

3m shared
footway/cycle
way and 2m
footway



Speed Limit Review

DfT advice suggests that a village is defined as having frontage development of:

- 20 or more houses; and
- A minimum length of 600m

| Parish | Present Speed Limit | Frontage Dwellings | Frontage Length |
|----------------------|---------------------|--------------------|-----------------|
| Ardington | National (60mph) | 0 | 0 |
| West Hendred | 40mph | 10 | 220m |
| East Hendred | 40mph | 8 | 300m |
| With Pye Development | 40mph | 20 | 300m |
| Rowstock to Harwell | 40mph | 9 | 500m |

The strategy does not include any proposals to change the extent of the current speed limits or to introduce new speed limits.

Source: Department for Transport Traffic Advisory Leaflet 1/04



Crossing Types

| Grade | Control | Crossing Type |
|-----------------|---------------------|--|
| At-Grade | Informal | Pedestrian and Cycle Crossings (with/without refuge) |
| | | Cycle Priority Crossings |
| | | Equestrian Crossing with Holding Area |
| | Formal Uncontrolled | Zebra Crossing |
| | Formal Signalised | Pelican Crossing |
| | | Puffin Crossing |
| | | Toucan Crossing |
| | | Equestrian Crossing |
| | | NMU Stages At Traffic Signals |
| | | Advanced Stop Lines (see Chapter 7) |
| Grade Separated | | Underpasses |
| | | Bridges |

Table 6/2 – NMU Crossing Facilities

From Design Manual for Roads and Bridges Advice Note 91/05



- a) Informal pedestrian refuge – 30mph
- c) Informal pedestrian refuge – national speed limit

- b) Formal signalised crossing - 40mph
- d) Formal uncontrolled zebra crossing - 30mph





Bus stops

Pedestrian crossing to rear of bus stops

Eastbound bus stop



Southbound bus stop



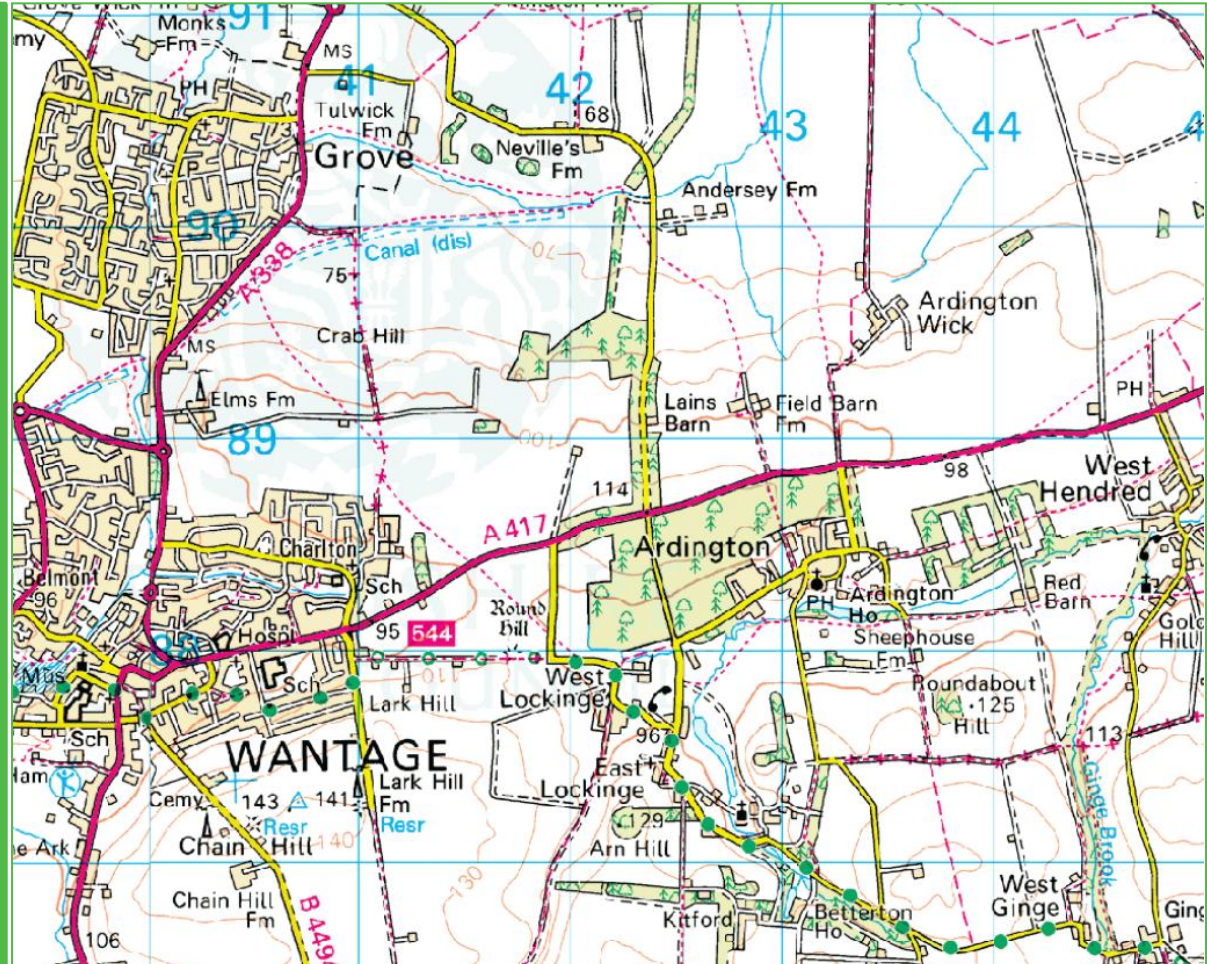
Proposed Outline Scheme

See hand out sheets

Road Closures - Ardington

Options

- a) Grove Park Drive left in/out only. Close road to south. Compact roundabout at Ardington Road.
- b) Compact roundabout at Grove Park Drive. Close Ardington Road and left only at Wick Farm.
- c) Compact roundabout at Ardington Road. Do nothing at Grove Park Drive.**
- d) Compact roundabout at Grove Park Drive. Do nothing at Ardington Road and Wick Farm.



Confirmed

Wantage Eastern Link Road will provide a large roundabout at the Locking Road junction

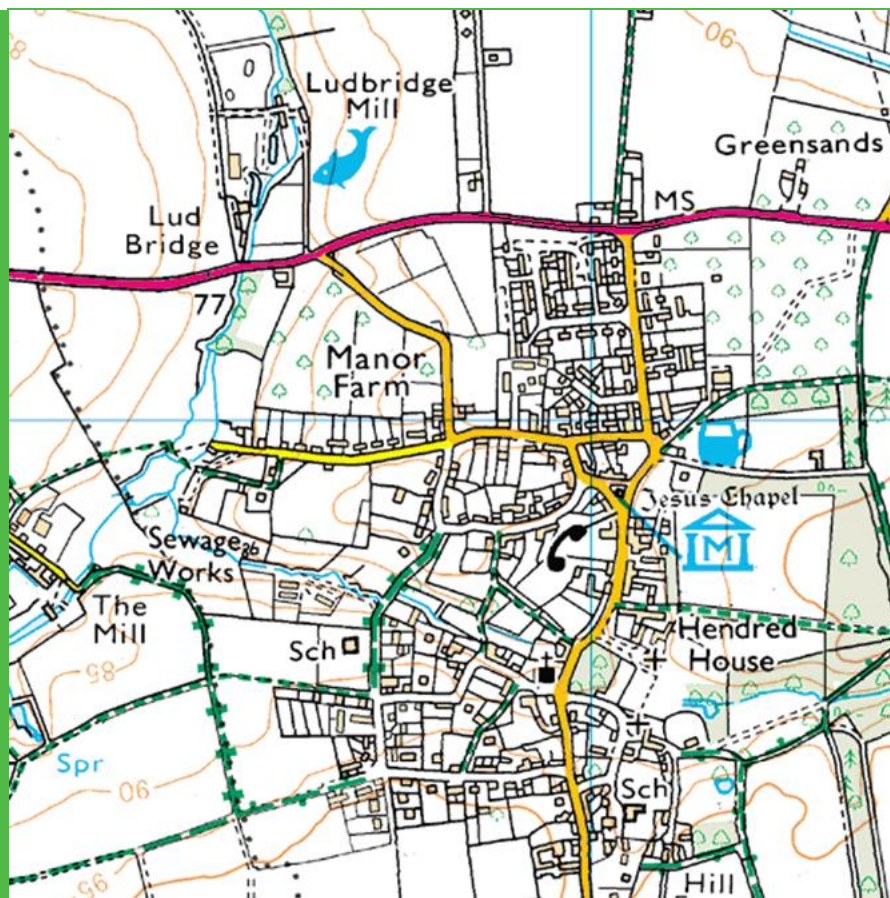


Road Closures – Allin's Lane

- Current ban of left turn entry.
- Visibility to and from the junction sub-standard.

Options

- a) Proposed closure to all traffic. Impact bus route (X1), frontages and business/agricultural operations.
- b) Do nothing.



Road Closures – West Hagbourne

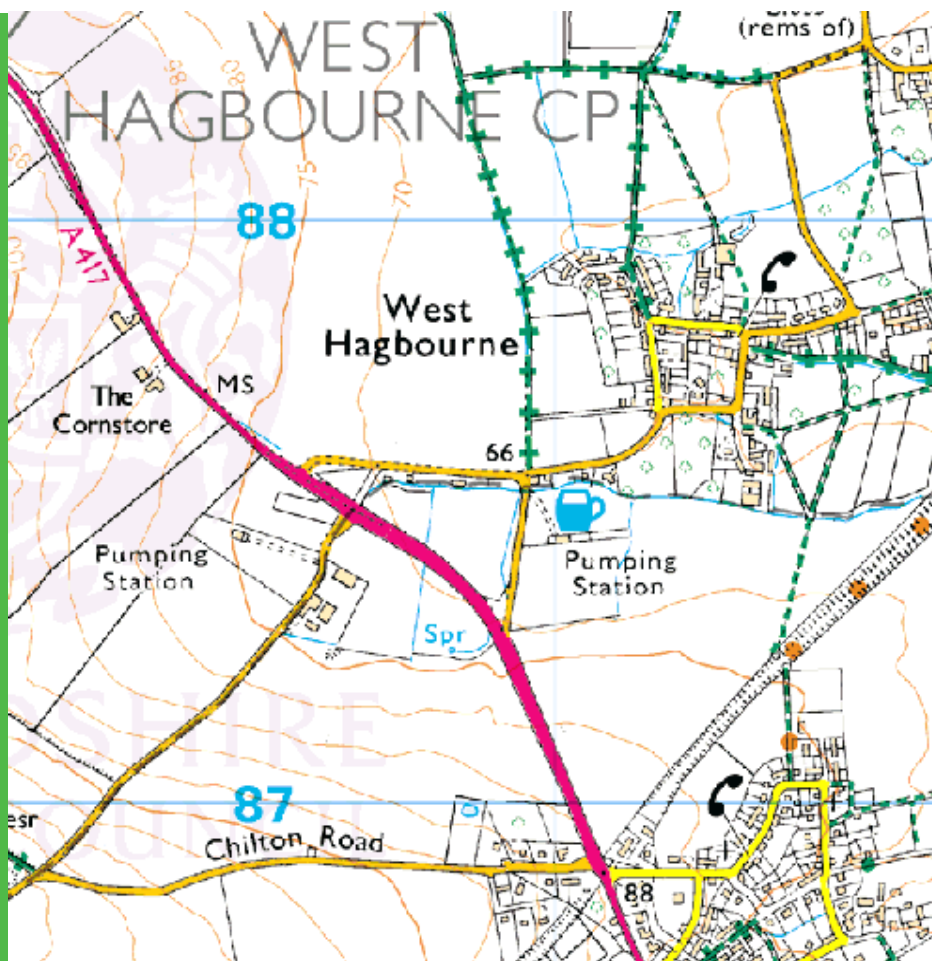
Current ban on left turn entry and right turn exit.

Options

- a) Propose ban right turn entry. Thus allowing left turn exit only .

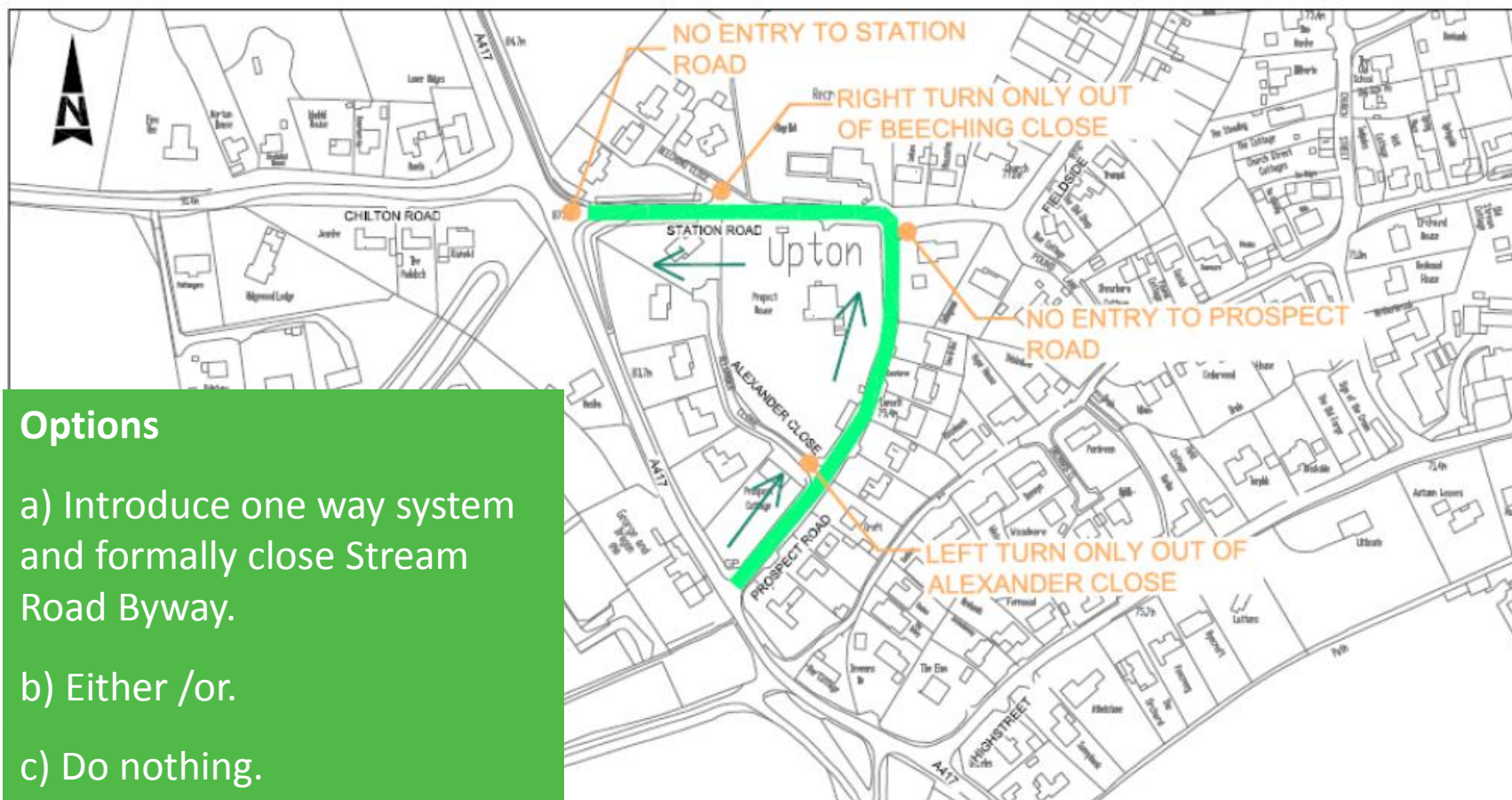
Likely to impact bus route (94), and agricultural operations.

- b) Do nothing.





Road Closures – Upton





Summing Up

Science Vale Update

Open Questions