






NW BICESTER ECO-TOWN HIMLEY VILLAGE DEVELOPMENT	
400m RADIUS TO BUS STOPS	
1665/75	Figure C.6
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APPENDIX C Figure C.7 Bus Routes and Bus Stop Locations



-  Proposed bus route - within Himley Village red line boundary
-  Proposed bus route outside the red line boundary
-  Proposed bus stop



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BUS ROUTES AND BUS STOP LOCATIONS	
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APPENDIX C Figure C.8 Street Hierarchy



- Primary street
- Secondary street
- Tertiary street
- Home zone

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STREET HIERARCHY	
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APPENDIX C Figure C.9 Traffic Calming Strategy - Primary and Secondary Streets



E1- Junction table



E2- Carriageway narrowing



E3- Chicanes



E4- Priority cycle and pedestrian crossing



E5- Change of road surface material/ colour

Street character:

- 20mph primary and secondary streets
- 10mph tertiary streets and home zone/ mews street
- Traffic calming events at 60-70m intervals along all streets- primary, secondary, tertiary, mews.

Traffic calming events:

E1- Junction tables- speed table that covers an entire junction with ramps on all approaches. The surface is flush with the footway to provide a safer crossing for pedestrians.

E2- Carriageway narrowing- changes the visual appearance of the road i.e. reduces two way carriageway to a single lane of traffic.

E3- Chicanes- horizontal deflection created through carriageway alignment, landscape features or parking bays.

E4- Priority cycle and pedestrian crossing- The crossing is raised to the level of the footway and vehicles give way, giving priority to pedestrians and cyclists. These are situated at GI corridor cross over points, where pedestrian and cycle activity is likely to be higher.

E5- Change of road surface material/ colour- to alert drivers to a change of driving environment with potentially higher number of pedestrians and potential crossings.

Bus routes:

- The bus routes are situated along the primary street and one secondary street.
- These streets are subject to 20mph speed limits.
- If carriageway narrowing (E2) is used as a traffic calming measure along a bus route, priority should be given to buses.



NW BICESTER ECO-TOWN
HIMLEY VILLAGE DEVELOPMENT

TRAFFIC CALMING STRATEGY -
PRIMARY AND SECONDARY STREETS

1665/75 Figure C.9

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