

SELBORNE, OAKHANGER and BLACKMOOR

Selborne Primary School Entrance

Proposal Number One

The entrance to Selborne primary school is located on a bend of the B3006 at the bottom of a dip. Sightlines are restricted (75m-100m) in each direction and traffic speeds were observed to be inappropriate (Figure 1). The southbound approach crosses the Oakhanger Stream that runs in a deep cutting approximately 7m below carriageway level. There is a continuous footway on the eastern side with an informal pedestrian crossing approximately 10m from the school entrance junction (Figure 2). Opposite the school entrance the footway is raised above the carriageway by approximately 1.0 – 1.5m. HBA proposed to introduce strong visual clues to announce the presence of the school, reduce carriageway widths and introduce discrete lighting.



Figure 1. Entrance to Selborne Primary School (B3006 southbound)



Figure 2. Entrance to Selborne Primary School (B3006 northbound)

Technical note

We concur with the need to highlight the presence of the school but the visual clues suggested may be more of a distraction to drivers instead of heightening their awareness of the increased presence of children at this location. We suggest improvements that are indicated in drawing number ATK-HGN-SEL-DR-D-0001 and ATK-HGN-SEL-DR-0007:

- Reconstruct existing priority working (southbound approach) to centre of road so no direct through route is obvious, thus slowing both streams of traffic;
- Core lane" that begins 25m from each approach, 5m wide that will allow 2-way traffic but reduce speeds;
- Core lane emphasised by kerb build outs (with low level planting - if possible);
- Through the junction the carriageway surface will be re-laid in block paving, or a similar material contrasting with the existing asphalt surface but retaining the required skid resistance;
- The raised footway should be widened (by removing the two kerb layout and introducing a new retaining wall) and relocating the guardrailling to the new kerbline, this will provide an additional 1.0m of useable footway on this essential route to the school;
- The kerblines at the junction should be re-located to tighten the junction radii, slowing vehicles as they turn and making the junction more conspicuous;
- The existing informal pedestrian crossing will be highlighted by the introduction of contrasting paving; and
- Investigate option to introduce a street light timed to school entry and exit times.

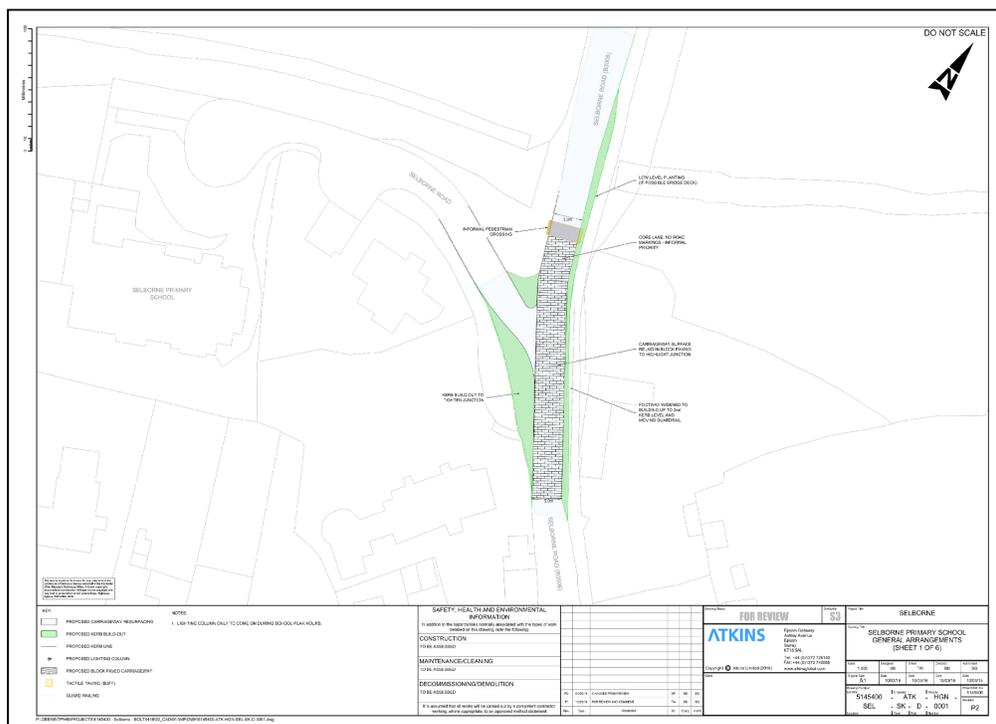


Figure 3. Selborne Primary School General Arrangement one

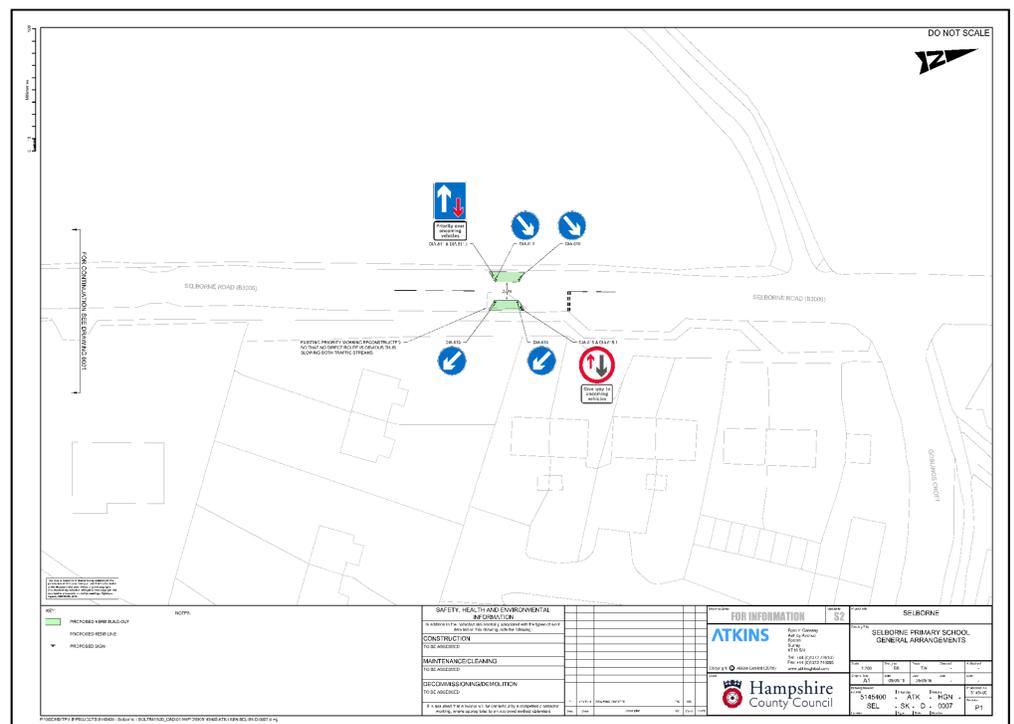


Figure 4. Selborne Primary School General Arrangement two