

Hinxton, Cambridgeshire

Village Public Realm and Movement Ideas

Presentation to Parish Council for review and comments

6th November 2023

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First Impressions

13th July 2023 site visit and walkabout with Parish Council

Hinxton, a very walkable
place, c.5-minute walk
distance shown c. 400m





Hinxton, a constant for many years, with the Wellcome Genome Campus Expansion there is a need to retain this, not to cut it off to movement, but to keep through traffic on the A1301 where it belongs.



Celebrate the 'heart' of the village



Steps, planters, hanging baskets, minimal footways and parked cars all create good 'side friction' to keep vehicle speeds low – keep and encourage



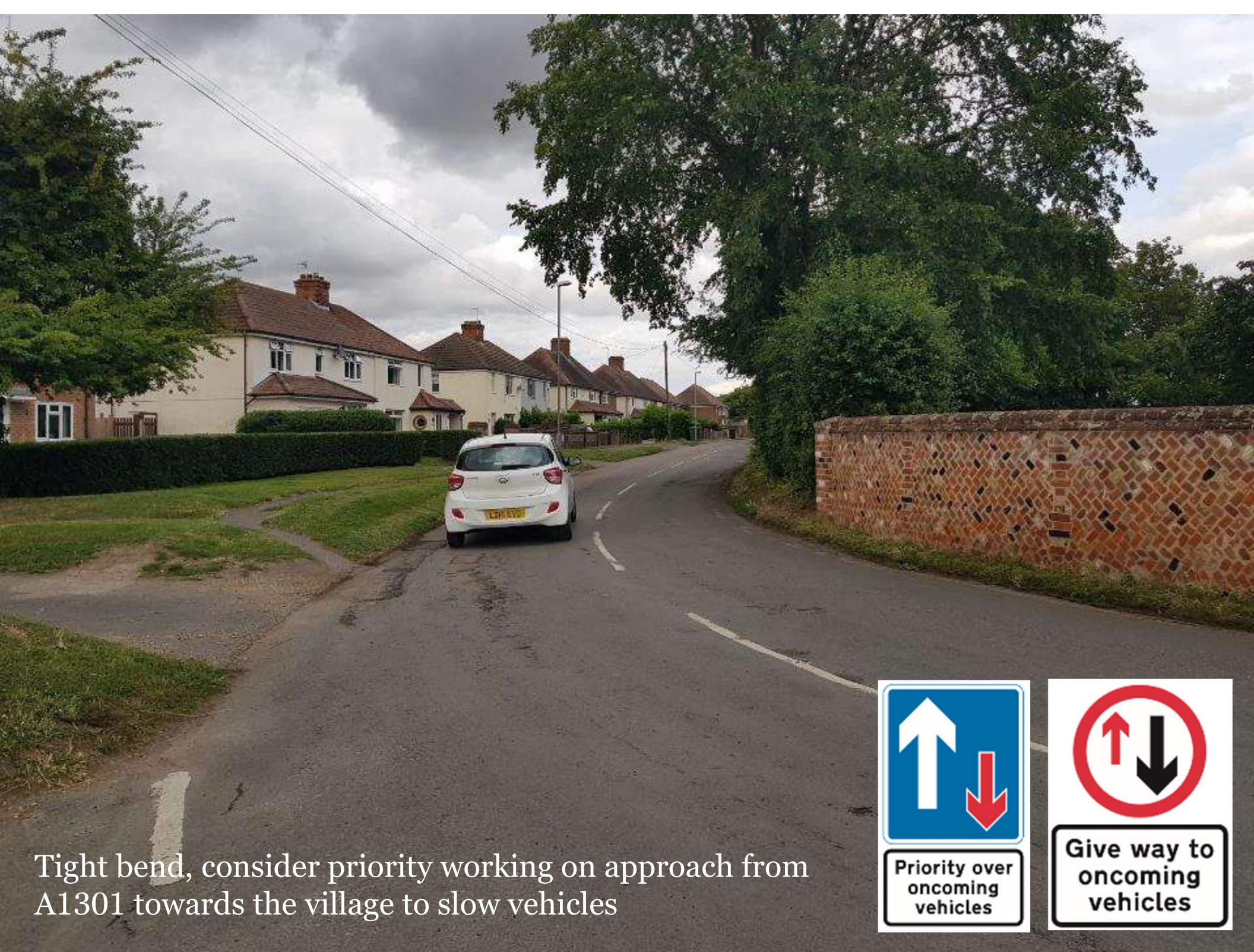
Good side friction from the house, but encourage people to park correctly (legally) and not on the footpath



White centre lines encourage vehicles to speed and are detrimental to the quality of the place, consider policy not to repaint as they wear, consider as a 'cycle street'



Parked cars create a 'natural' chicane effect
– keep and encourage



Tight bend, consider priority working on approach from A1301 towards the village to slow vehicles





Corner with restricted visibility is good for slowing vehicle speeds



Create a new square / improve the public realm at the heart of Hinxton



Consider a plinth for war memorial, more substantial than current railings



Celebrate community assets



Enhance the approach to the church more



A sea of tarmac at present, upgrade the heart of Hinxton, make more space for people



Consider banding at Village Hall to slow approach to village square



Banding / courtesy crossing at Red Lion Inn pub to slow vehicles on approach to square



Tighten up radius to slow vehicles, consider a Copenhagen crossing at the entrance



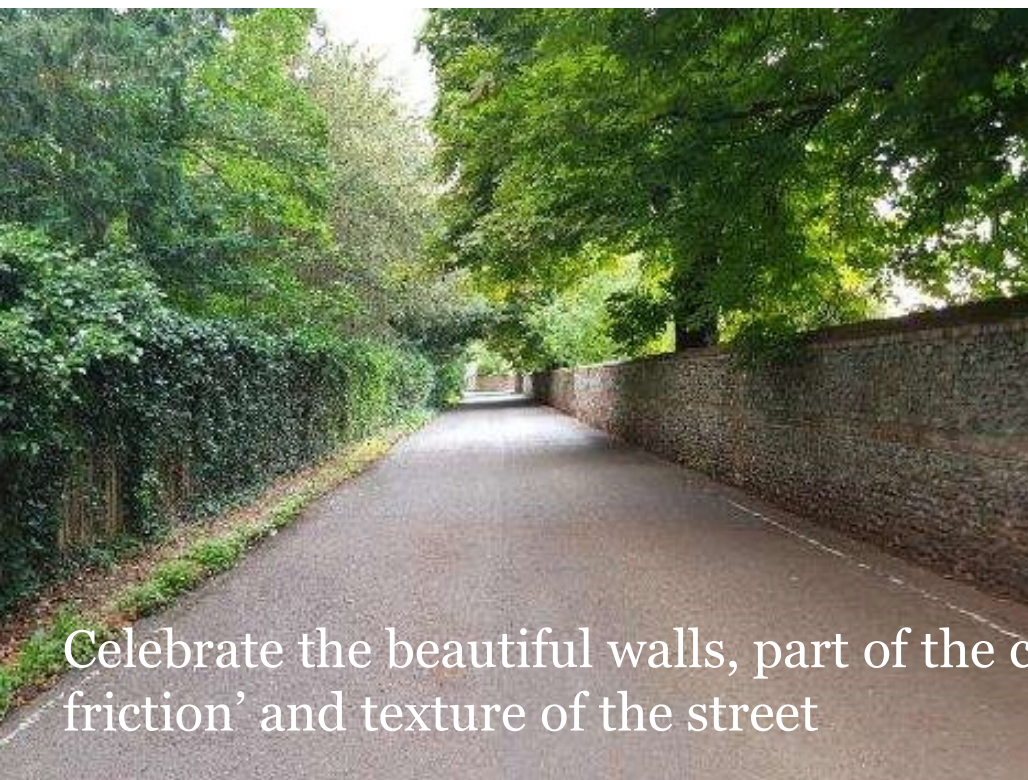
Celebrate the village name sign, tighten up junction, remove bollards, to slow vehicles



The Duxford / Hinxton Ford is real asset



Some discussion around limiting vehicular access, but appears very quiet already, leave as is and monitor



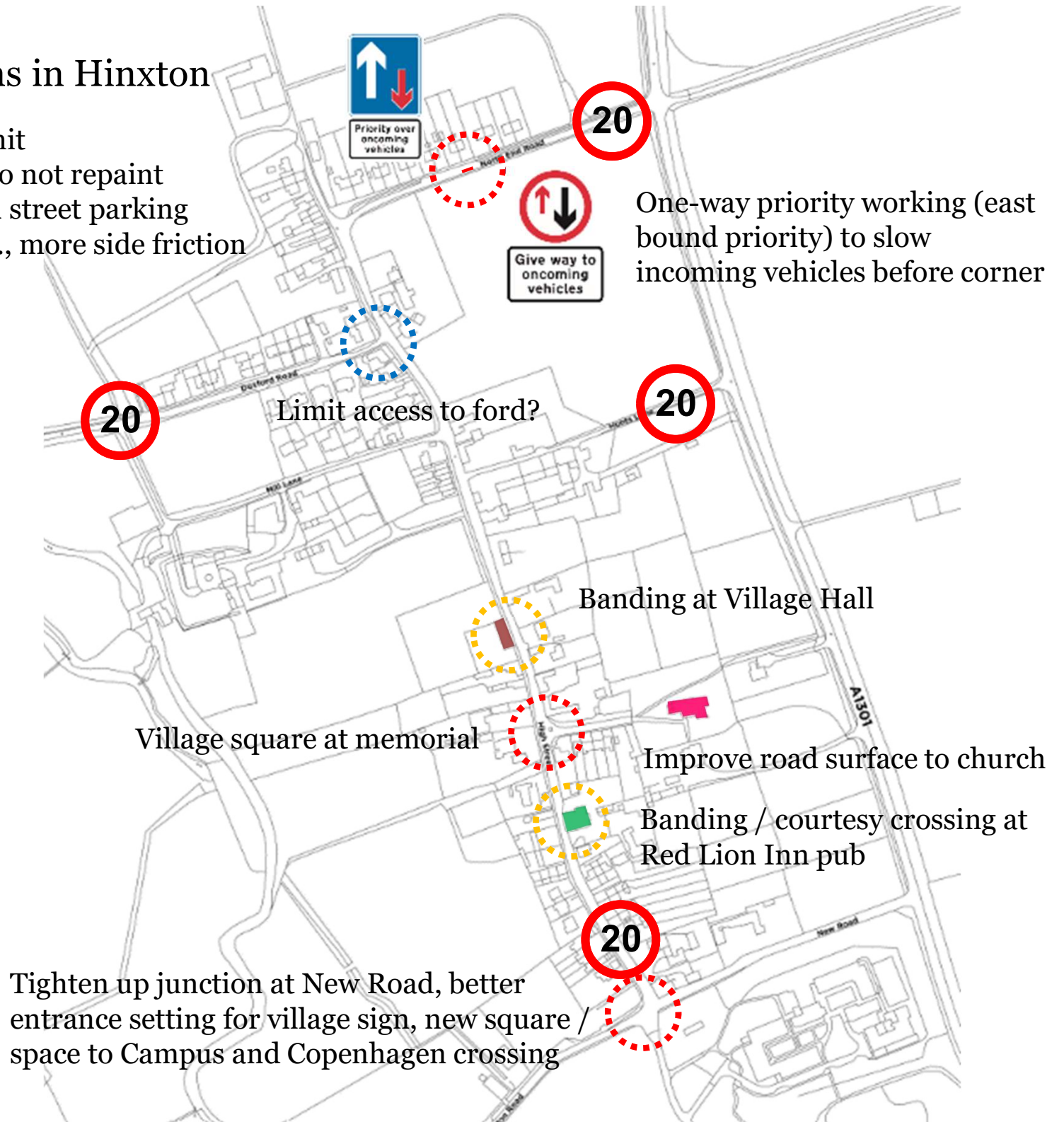
Celebrate the beautiful walls, part of the character of Hinxton and they add to the 'side friction' and texture of the street

Ideas for the public realm and movement in Hinxton

Set a holistic vision,
even if this cannot all be delivered in one go,
a plan to work towards over time

Possible interventions in Hinxton

- Introduce a 20 mph limit
- Centre white lining – do not repaint
- Keep and encourage on street parking
- Encourage planters etc., more side friction
- Retain limited lighting





Example of priority working in village context

Banding at Village Hall and banding / courtesy crossing at Red Lion Inn, to aid pedestrian movement and slow vehicles on approach to Hinxton Square

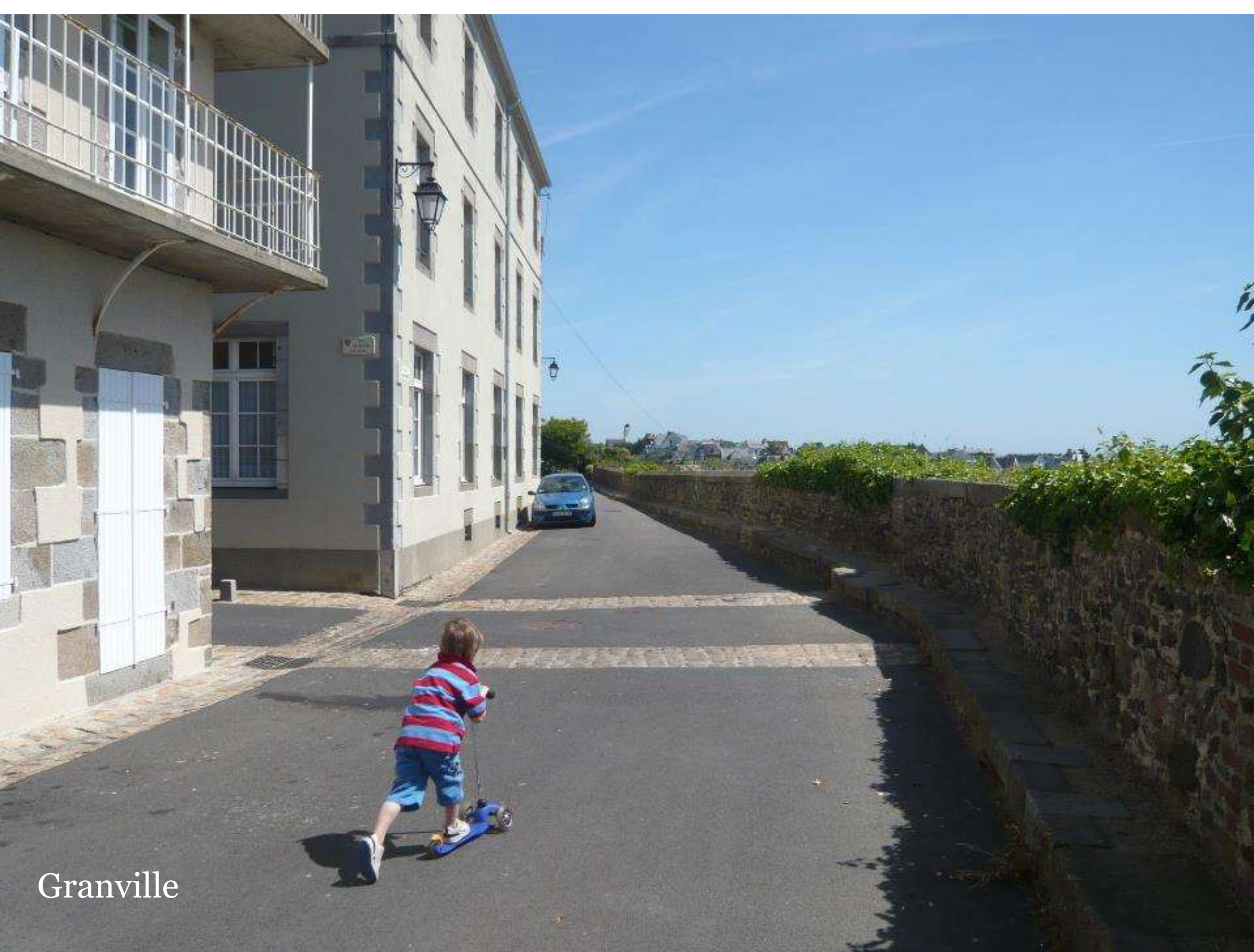




Poundbury, courtesy crossing

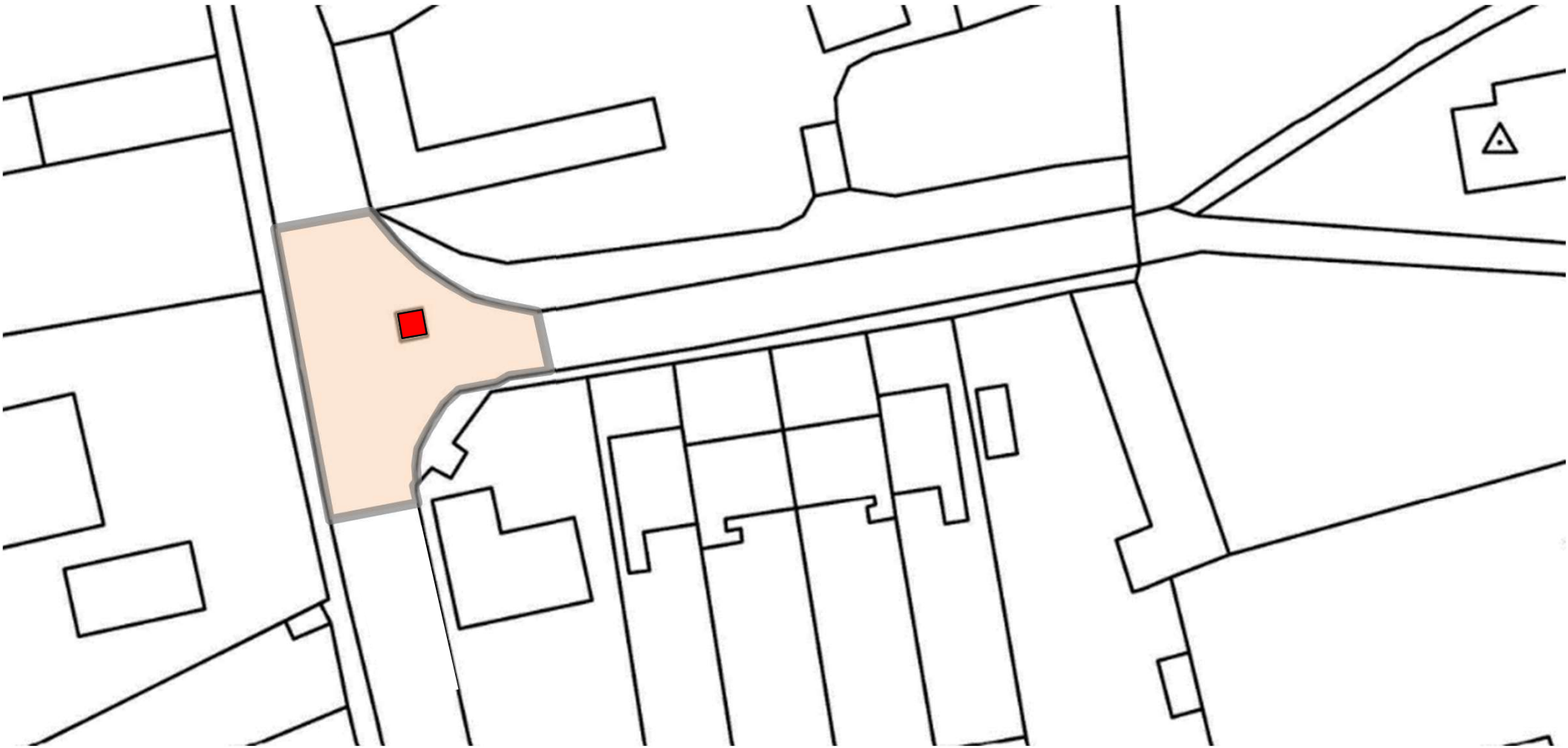


Rumble strip, with cycle 'bypass', courtesy crossing

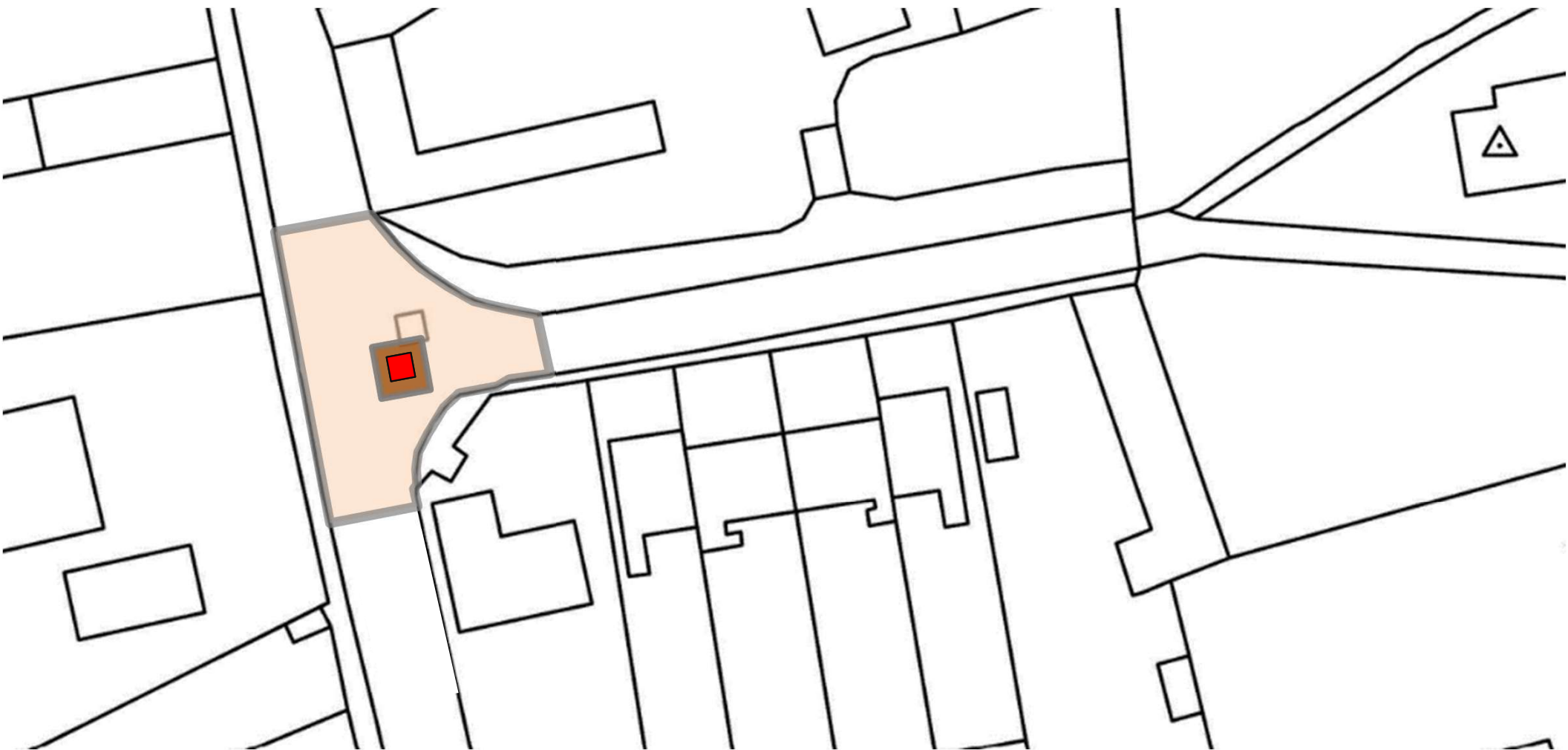


Granville

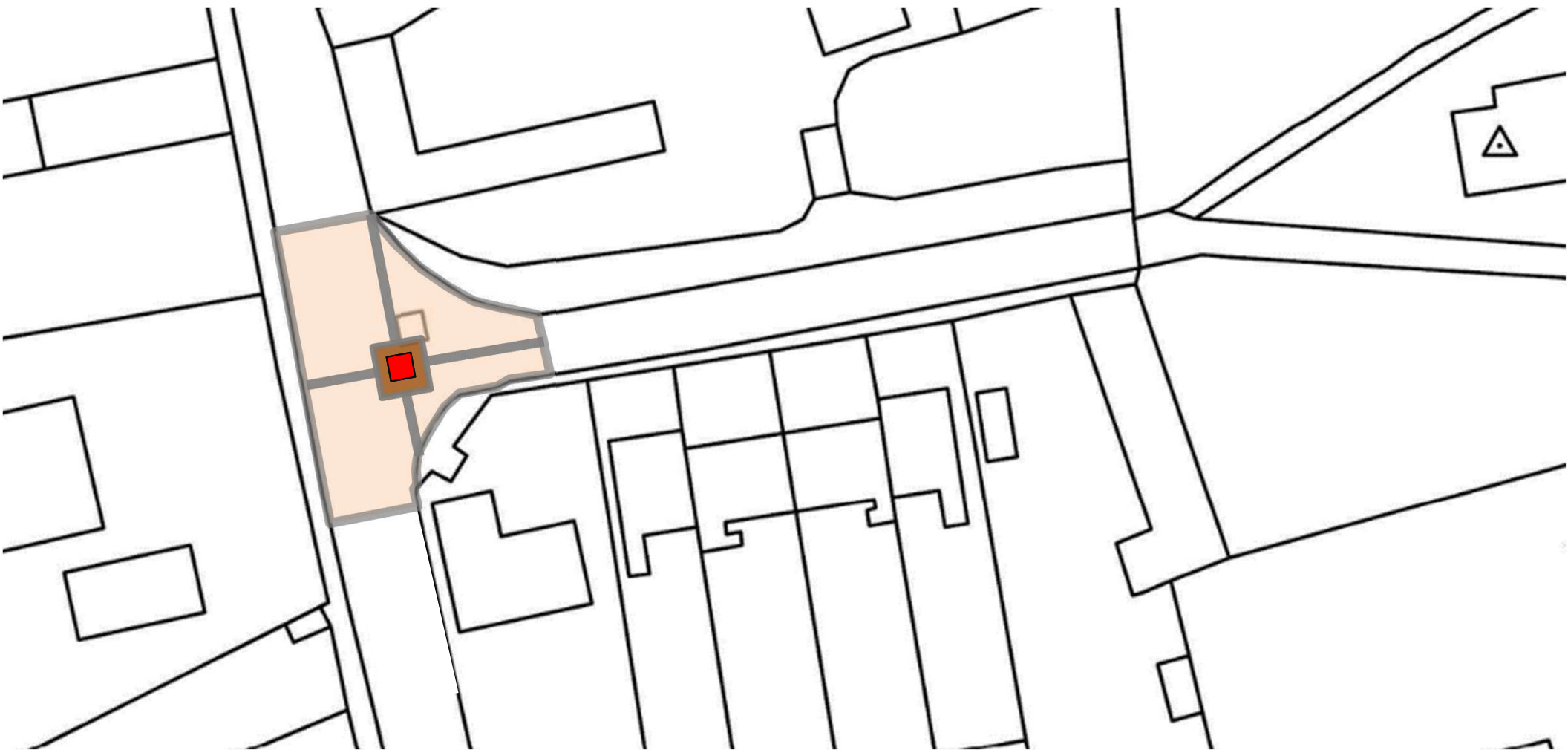
Put the heart into Hinxton, a proper square for the war memorial and Church Green



Consider moving war memorial to be on axis with Church?



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Poundbury Queen Mother Square, use of banding, but mainly blacktop



Newton St Loe



Newton St Loe



Dunkeld



St Pauls, surface dressing used



Stamford, Red Lion Square



Hennef



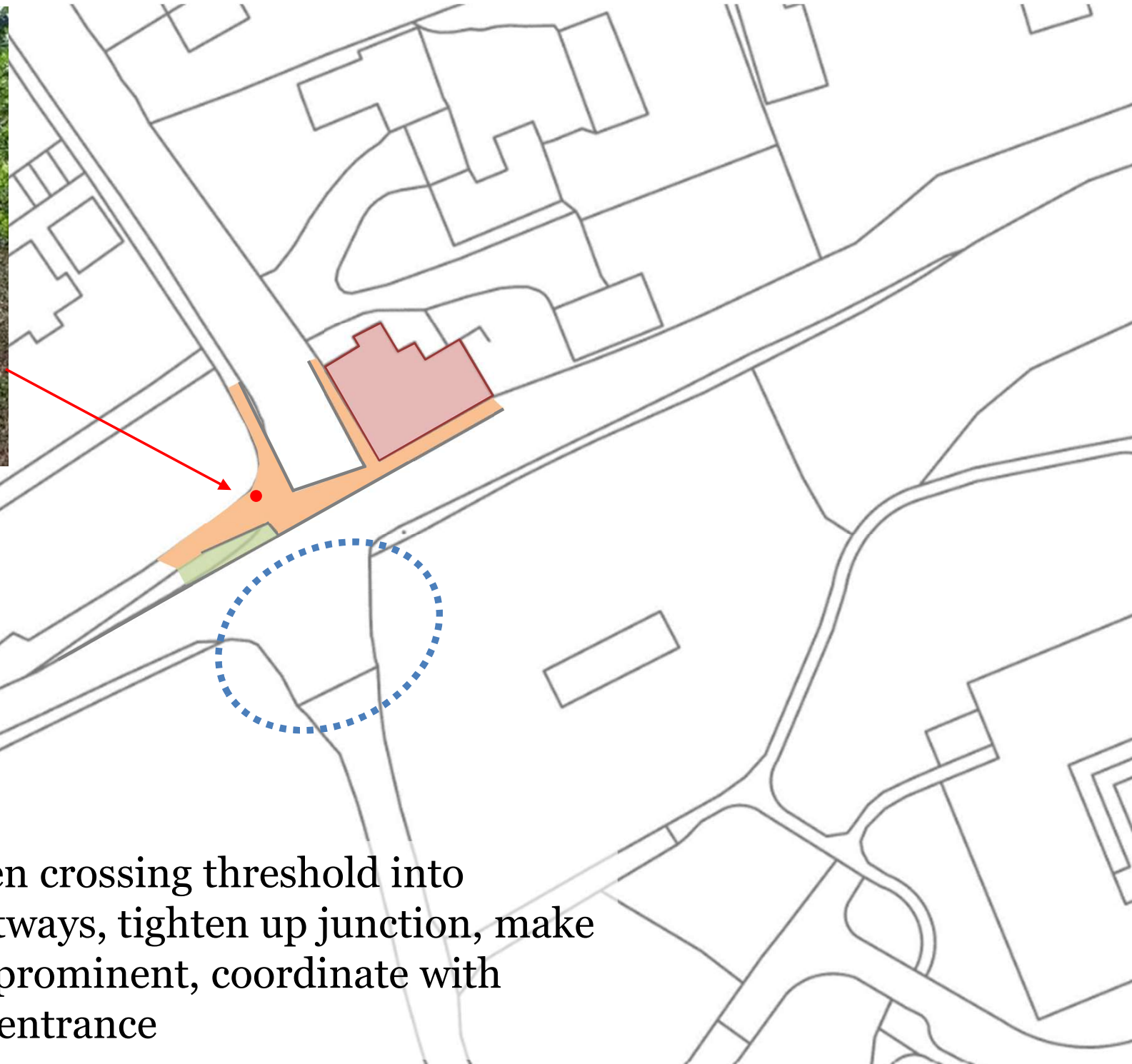
Poundbury, courtesy crossing



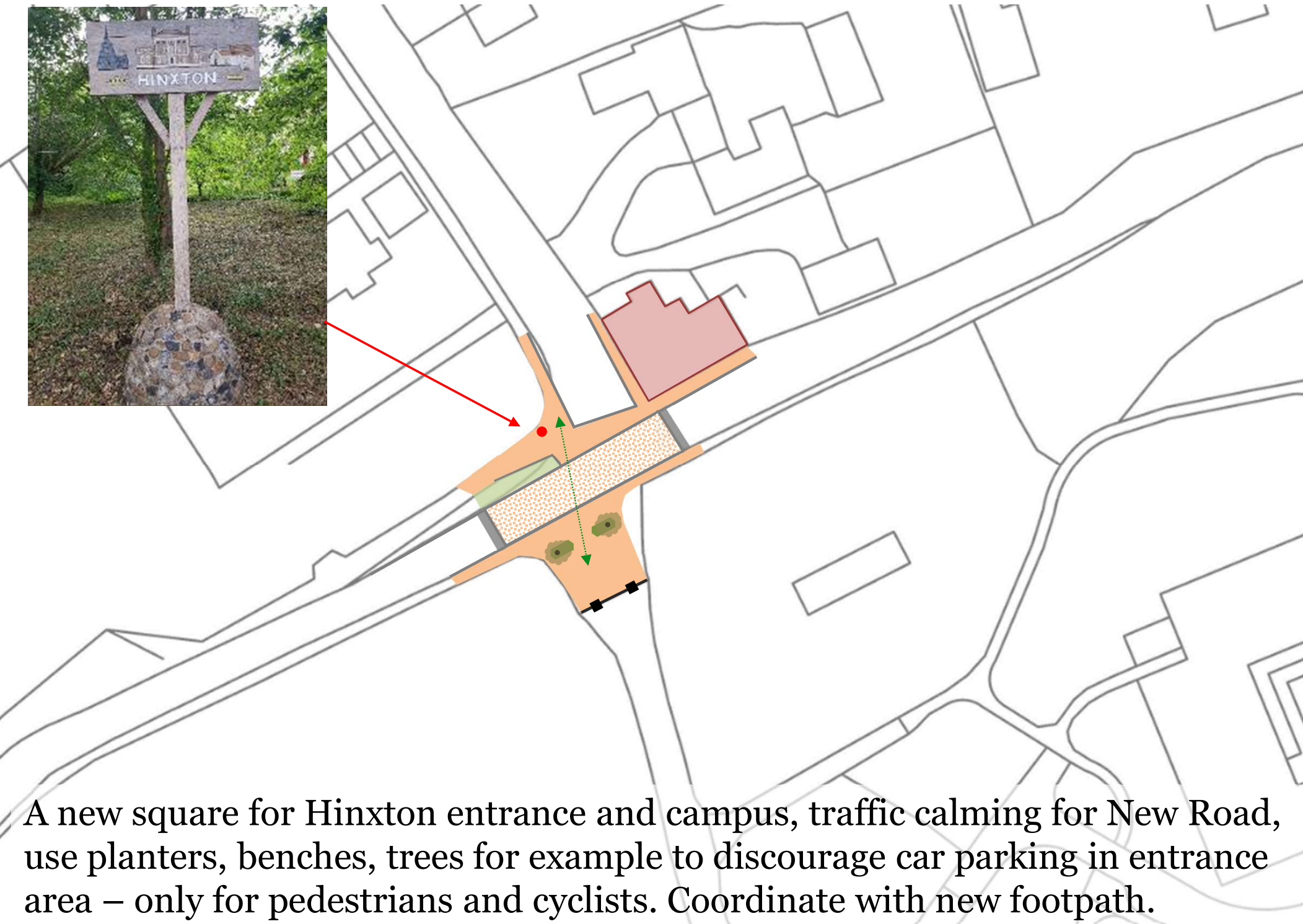
Alconbury Weald Courtesy Crossings



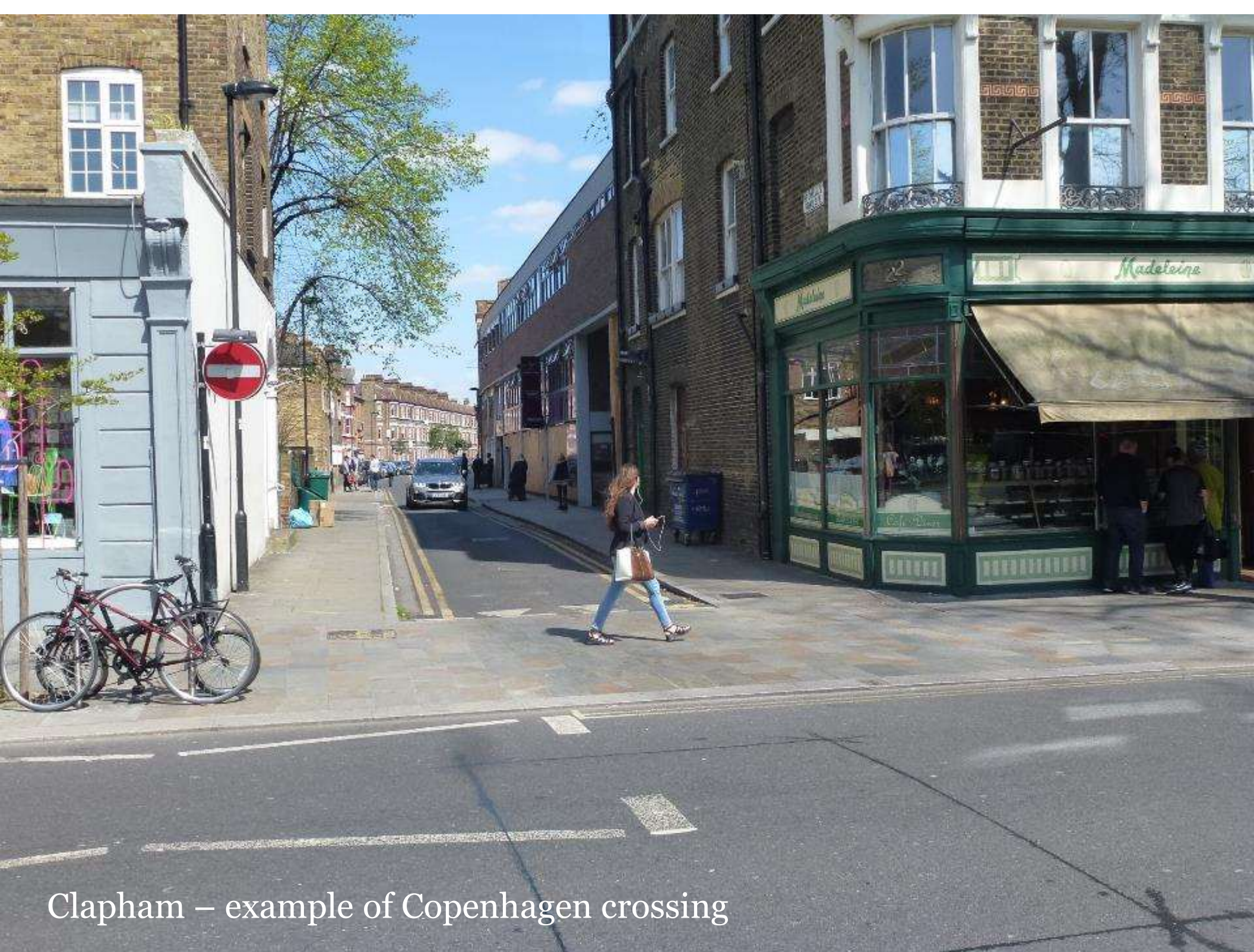
Tighten up junction and create Copenhagen crossing / threshold to village



Create Copenhagen crossing threshold into village, widen footways, tighten up junction, make village sign more prominent, coordinate with plans for campus entrance



A new square for Hinxton entrance and campus, traffic calming for New Road, use planters, benches, trees for example to discourage car parking in entrance area – only for pedestrians and cyclists. Coordinate with new footpath.



Clapham – example of Copenhagen crossing



Central white lines encourage greater vehicle speeds, consider policy not to repaint, potential 5-8mph reduction



White lining is a relatively recent addition



Potential for a 'cycle street', cyclists use the centre of their lane, and vehicles travel at their speed, no overtaking



Consider improvements on Church Green up to St Mary and St John Church



Lighting is minimal and functional, retain



Consider heritage signage, e.g. Orsett, if not permitted in the highway then use private land

Road Space versus Place Space

Other Considerations

20mph for village

Park on road not footways, this creates natural chicanes, promote with residents

Understand CCC Highways programme for resurfacing main streets

Resurface lane to the church

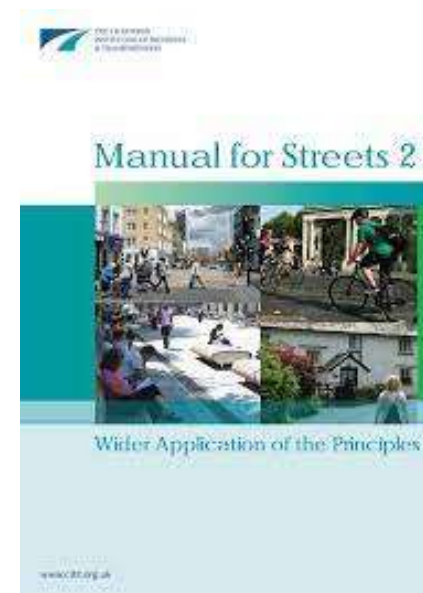
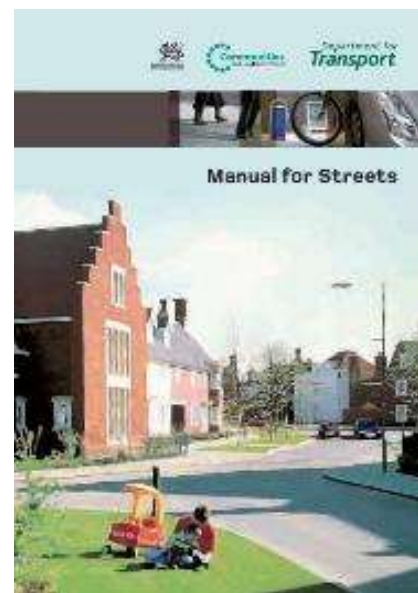
No additional signs or lines unless absolutely necessary, in order to maintain and enhance the character of the village

Establish highway and private land ownership boundaries

Not approved by DfT, but apply the principles of The Golding Rule, after Francis Golding, make a place for people.



Updated Highway Code (2021) and current re-write of MfS guidance focus more on pedestrians and active travel



Next Steps

- Make Hinxton a slower speed place first.
- Consultation with wider community required, make this a 'community owned' idea.
- Consultation with Highways required and Quality Audit (if required).
- Amendments and additions.
- Land ownerships to be confirmed (public highway search).
- Concept design for square to be evolved and tracking to be undertaken to help examine narrowing carriageways.
- Schemes to be costed and phased, funding sources to be identified.
- On-going dialogue with CCC Highways, Parish Council and wider community.
- Keep as a comprehensive vision, even if it cannot all be delivered in one go.



Hinxton - Hengestestun, 'the town of Hengest'

 @joyofstreets