Transport Strategy

Access

The proposed development will be primarily accessed off Parklands which also provides the principal pedestrian and cyclist access. The principal access provides a new ghost island right turn road junction serving the development road with a width of 6.75m bound by a 3m and 3.5m wide footway / cycleway.

Within the site the spine road is bound by 3m verges, a 2m footway and a 3.5m wide footway / cycleway, creating a safe and convenient environment for pedestrians and cyclists.

To connect the development to the existing settlement it is proposed to provide two crossing points to the south over Parklands, which will also provide safe access to the local schools.

Transport Modelling

As part of the planning application, detailed modelling of junctions within proximity of the site which will experience additional traffic has been undertaken. The scope of junctions included within the assessment has been agreed with the Local Highway Authority. This modelling has concluded that the proposed development can be accommodated on the existing road network and that there is adequate capacity available to accommodate the development.

Bus Services

The site benefits from being on a bus route, with regular bus services along Parklands. In the longer term it is proposed that a new bus route will be provided through the development site.







