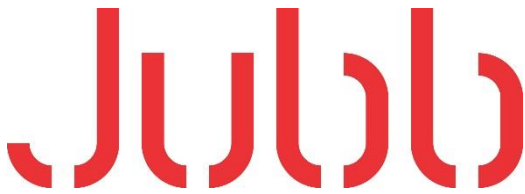


Project Number
17246



Title: Topic Note#04 – Transport

Date: 26/03/2018

1.0 Introduction

- 1.1 The site at Land south of Northampton Road, Bromham is located approximately 1.3 km (as the crow flies) west of the centre of the village of Bromham and is bounded by the Northampton Road to the north, existing residential and other uses to the east, residential development and open fields to the south and the A428 to the west.
- 1.2 Pedestrian and cycle access to the site is possible from Northampton Road to the north of the site and via a bridleway that crosses the south-eastern part of the site. Vehicular access to the site is achieved off the Northampton Road to the north of the site.
- 1.3 The site is well placed to access the range of services and facilities that are located within Bromham including key day-to-day education, healthcare (GP Surgery) and convenience retail facilities.
- 1.4 There are regular bus services locally which provide links to Bedford to the east and Northampton to the north.
- 1.5 Access to the railway network is possible at Bedford which can be reached either by bicycle or by the regular bus service.

2.0 Baseline Conditions

- 2.1 Traffic count surveys on the local highway network and a traffic speed survey on the site frontage were undertaken in November 2017.
- 2.2 The resulting traffic flows from the 2017 traffic surveys were applied to computer models created for each of the local junctions. The results of this exercise show that all of the local junctions operate well within capacity with drivers experiencing only minimal delay and queueing.
- 2.3 The speed surveys show that the clear majority of traffic passing the site does so at significantly (10-15mph) below the posted national speed limit.

3.0 Key Opportunities and Constraints

- 3.1 Development at Land South of Northampton Road presents a clear opportunity to provide up to 345 residential units supported with areas of amenity and open spaces and either community facilities or alternatively, a 1 form entry primary school.
- 3.2 As described earlier, a development at Land South of Northampton Road Bromham is ideally located as it is within easy reach of day-to-day services and facilities, the existing regular bus service to Bedford and Northampton and a cycle link into the centre of Bedford.
- 3.3 The development also presents an opportunity to act as a gateway to Bromham which would be beneficial in reducing vehicle speeds as it enters the village which is sought locally.

- 3.4 However, the existing pedestrian and cyclist facilities along the section of Northampton Road between the site and the junction with the Grange Lane which are currently only single sided (north side of the carriageway) and narrow and without a formal, safe crossing point are development constraints.

4.0 Necessary Mitigation and Enhancements

- 4.1 The impact of the proposed development options have been assessed using the computer junction models to which future predicted traffic flows have been applied: the future traffic flows take into account the proposed development as well as Government traffic growth forecasts.
- 4.2 The results of this exercise show that the junctions will continue to operate well within capacity in the future. Drivers will continue to experience only minimal delay and queueing at junctions, hence no mitigation works would be required at local junctions.
- 4.3 The proposed development sees the opportunity to remove the existing pedestrian/cycle network constraint and would see a new shared foot/cycleway link introduced along Northampton Road between the site and the junction with Grange Lane.
- 4.4 A signal-controlled crossing point (a 'Toucan crossing') would be provided enabling the safe crossing over the Northampton Road between the northern and southern sides.
- 4.5 The improved pedestrian and cycle facilities will promote an active frontage along the Northampton Road between the site and Grange Lane and this coupled with the extension of 40mph speed limit past the site access will help create a gateway feature on the approach to Bromham which will assist in reducing vehicle speeds.
- 4.6 In addition, a Travel Plan would be secured against the site which will promote sustainable travel for future residents.

5.0 Summary

- 5.1 The site is located in a suitable, accessible and sustainable location giving future residents the choice to travel by sustainable modes of travel. The proposals would see an enhancement to the local pedestrian and cycle network.
- 5.2 The impact of the development on the local highway network would be extremely low with drivers continuing to experience only minimal delay and queueing at junctions, hence no mitigation would be required at junctions.
- 5.3 Therefore, development at Land South of Northampton Road would be acceptable from a highways or transportation perspective.