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Transport and Highway Infrastructure Review Land at The Causeway, Bassingbourn

This letter has been prepared in response to a request for a preliminary review of transport and highway infrastructure matters relating to the potential development, for residential purposes, of the above. It is understood that the site that you are considering a residential scheme of up to 80 dwellings together with supporting services and infrastructure.

Access to the site is currently provided via an informal access point taken from the southern side of the Causeway, within the vicinity of the bus stop and along the northern site frontage. Evidently, the design of this existing access is not considered suitable to accommodate a residential development of the scale proposed.

A preliminary access strategy drawing has been prepared (1707-69 SK101) and is attached to this letter. In summary, it is proposed that a simple priority junction, with a carriageway width of 5.5m and 6m corner radii, be implemented to serve the proposals. It is also proposed that as part of the development, a change in the Traffic Regulation Order along the Causeway, along the site's frontage be proposed to reduce the current posted speed limit to 30 mph, extending the existing 30 mph zone to the west of the site. To support the proposed vehicle access arrangements, a 1.8 m wide footway is proposed on the south western side of the proposed access, extending along the Causeway to link with the existing footway provision to the west.

The site is considered to be sufficiently served by public transport given there are several bus services operating, with the closest bus stop located immediately adjacent to the north of the site, as well as the nearest railway station, Royston, located approximately 4.2 km south of the site, accessible within a 15 minute cycle ride or a 14 minute bus journey.

A development of the scale being considered and the associated level of vehicle trips likely to be generated by such a proposal, with less than one additional trip per minute at peak times, then it is reasonable to suggest that any increase in traffic on the local road network, particularly in peak periods, will be limited and not result in any severe impact.

With reference to the Crashmap website it is understood that there have been three recorded accidents eastwards of the site along the A1198 Old North Road, an access road into Bassingbourn. Given a total of 3 accidents over a five year period in the area, it is not considered that there is a local accident problem.

1707-69/JH/02
19 March 2019

On the basis of this preliminary review of transport and highway matters, it is concluded that a development proposal of up to 80 dwellings on this site is a viable proposition as it should not result in any adverse impact.

Yours sincerely



Director

enclosure