



Transport

Roads within the site will follow a hierarchy. Some dwellings will have access from shared surface roads. These are roads where pedestrians and vehicles share the same paved area. They are designed to minimise vehicle speeds by their geometry and signalling to drivers that they have entered a road where they may expect pedestrians.

Shared surface roads will be accessed from traditional residential streets. These have a footway on each side of a carriageway, separating pedestrians from vehicles. The geometry of these roads slows vehicles to an appropriate level for a residential area.

Access to the site will be from Bepton Road. The access will be redesigned to ensure that queuing for the Recycling Centre does not interfere with access to the proposed development.

Bepton Road has a footway on its south side. This gives access to the wider highway network for trips on foot into the town centre and to other uses. The carriageway on Bepton Road narrows at the former railway bridge. This acts as a traffic calming device, slowing vehicles in that area.

Bepton Road has a ghost island priority junction with New Road. That is, vehicles can wait in a protected area before turning right into Bepton Road.

Traffic counts will be taken on Bepton Road to ensure that the site access junction can carry the traffic generated by the proposals. Traffic counts will also be taken on the Bepton Road/New Road junction to ensure that the development will not cause a major queuing problem.

Accident data will be obtained for the local highway network and any accident problem sites addressed.

A Road Safety Audit will be undertaken by a team of two specialists and any issues raised will be discussed with the Highway Authority.

A Transport Assessment will accompany any planning application and will include all the above information.