

Transport and highways

The development will increase traffic in the local area but proposed junction and road improvements will offer an overall improvement in comparison to queues and delays that would be expected in the future with no redevelopment and the continued, estimated growth of general background traffic.

There are proposed improvements to Beetons Way junction, Olding Road junction, ASDA Roundabout and Newmarket Road junction. Lane widening and increased numbers of lanes at these junctions will increase capacity, while converting to roundabouts or signal control will ensure improved traffic flow and an overall decrease in journey delay times.

We will consult neighbouring landowners on how proposed junction arrangements may affect them. Pedestrian routes, cycle lane and bus stop facilities will be maintained throughout with maintained or additional, controlled and uncontrolled formal crossing points where appropriate.

An ambitious Travel Plan for the whole site will be prepared to reduce the impact of traffic even further. This will seek to encourage cycling, walking and public transport use via improved routes, to include bus stops by the development and increased frequency of bus services serving to a wider area.

The Travel Plan will be developed alongside partners and we will look at staggering hours of operation for services, flexible working policies, car-sharing and the use of surplus car parking in the town centre in order to reduce the potential impact of traffic generated by the development, particularly at the busiest peak times.

To help us prepare a new highways scheme, traffic surveys were carried out using the standard method during term-time in February 2019.

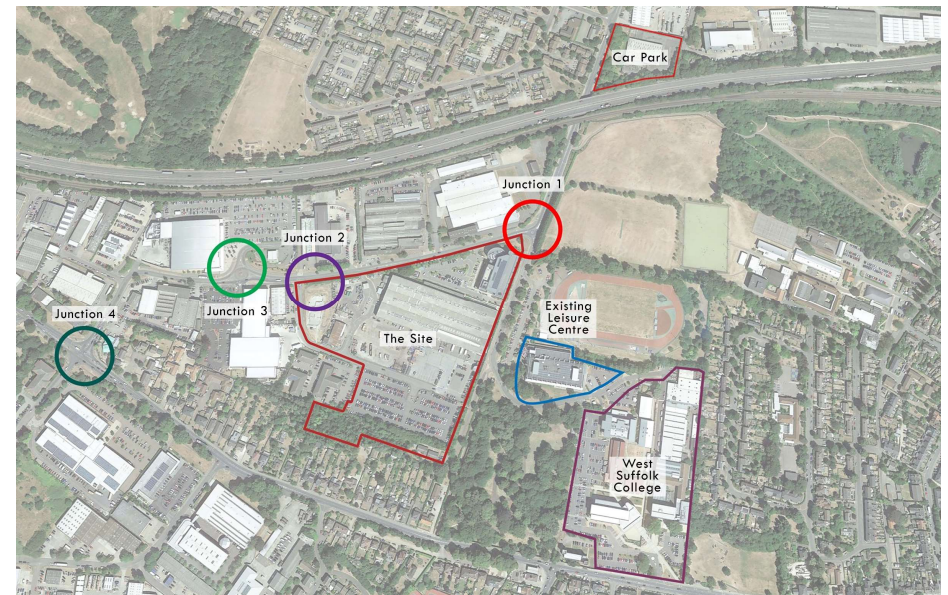


Image highlighting the road junctions that will be improved

This established the current situation at the four junctions at peak times in terms of queues, delays and capacity.

Using accepted methodologies to predict expected future growth of local existing background traffic, this additional traffic was loaded into each junction model to identify what the traffic situation would be like in the future if no development and no junction improvements were carried out. This showed that the current situation at each of the junctions is likely to worsen significantly in the coming decade.

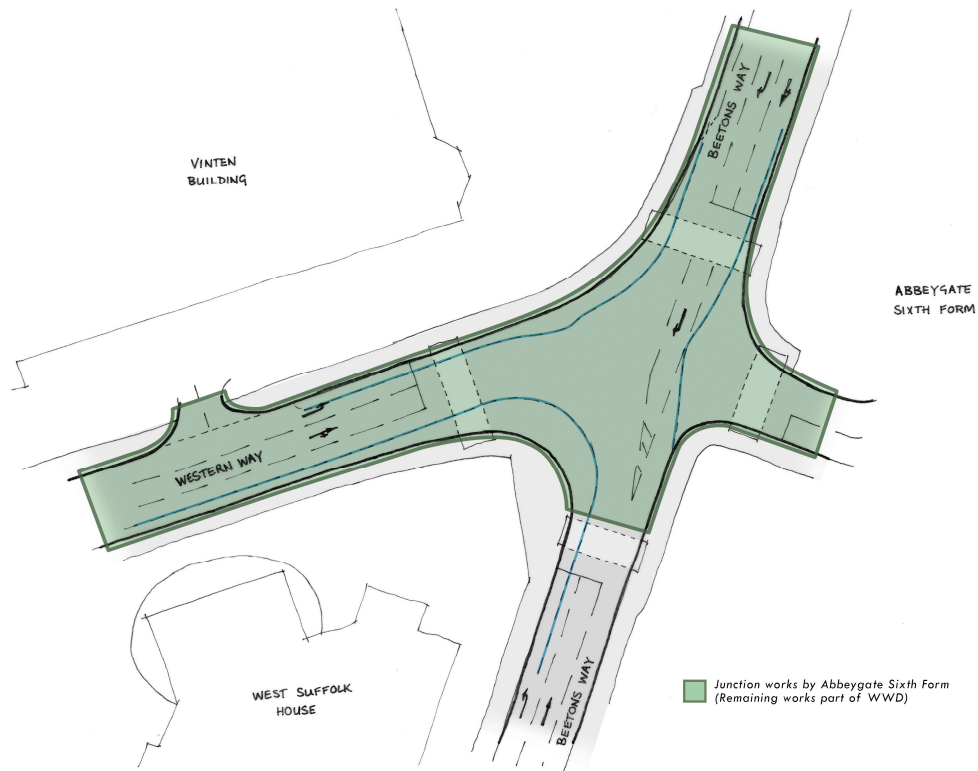
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The expected number of additional peak hour arrival and departure trips that would be generated by the Western Way development was then calculated using accepted methodologies relating to the types of use of the facilities that are proposed to be built on the site. The future year models were adapted to include this additional traffic, and that data was then tested against different new designs for the junctions to identify the best option in each instance in relation to capacity, queues and delays. The results of these models indicated that an overall improvement in the traffic situation could be expected compared to what would occur if no development and no junction improvements were carried out.

A summary of the consultation proposals for each junction have been drafted, and it should be stressed that these are only indicative designs and yet to be signed off with the Highways Authority.

Junction 1 Improvements

Western Way / Beetons Way

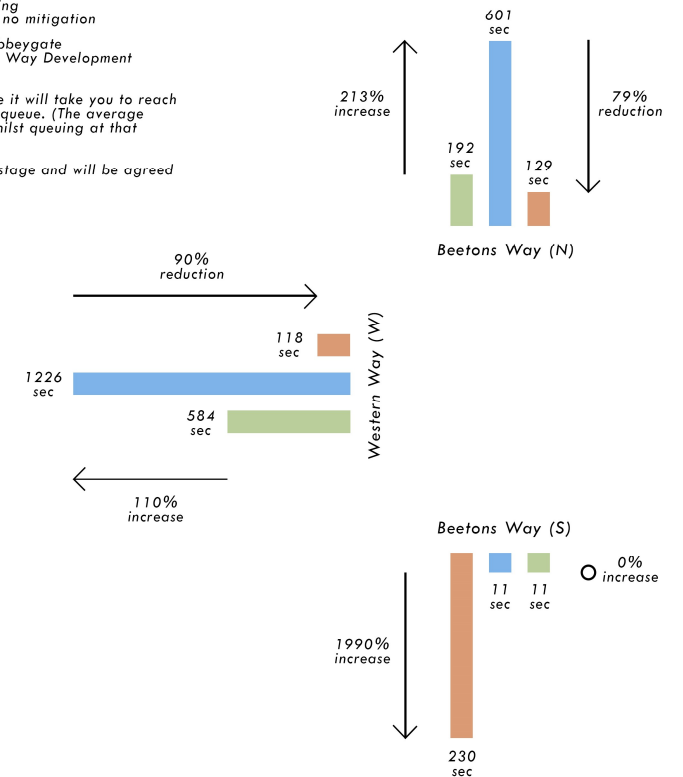


Blue line indicates existing road layout

- Existing 2019 traffic
- 2030 background traffic excluding Abbeygate Sixth Form College - no mitigation
- 2030 background traffic with Abbeygate Sixth Form College and Western Way Development

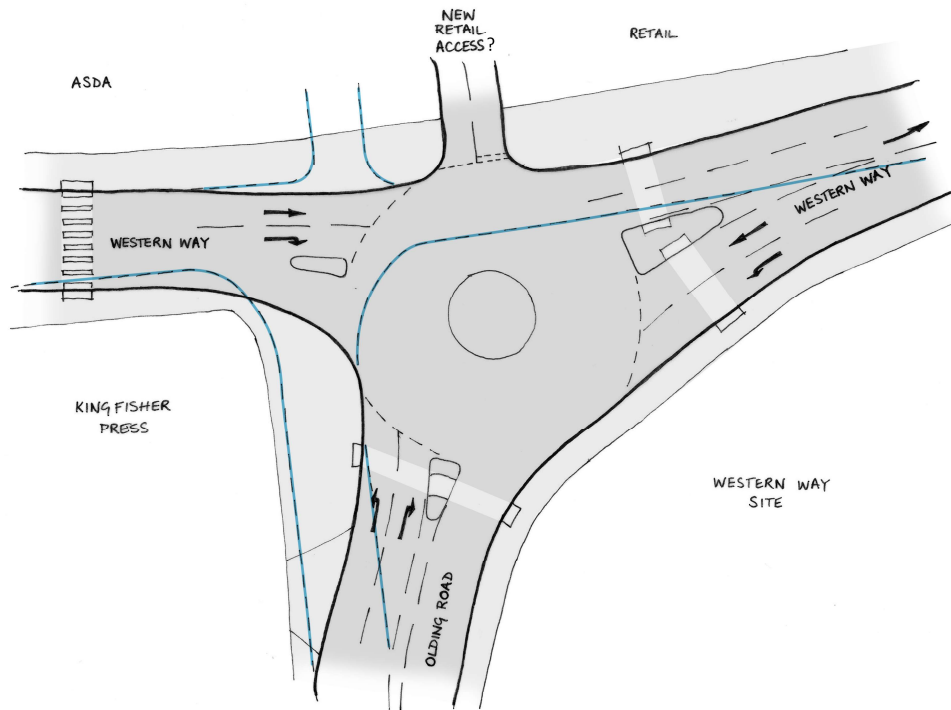
*Delay shown in seconds relates to the time it will take you to reach the junction if you were the last car in the queue. (The average maximum delay experience by a vehicle whilst queuing at that junction during peak hours).

Junction proposals are preliminary at this stage and will be agreed with the Highways Authority.



Junction 2 Improvements

Western Way /Olding Road

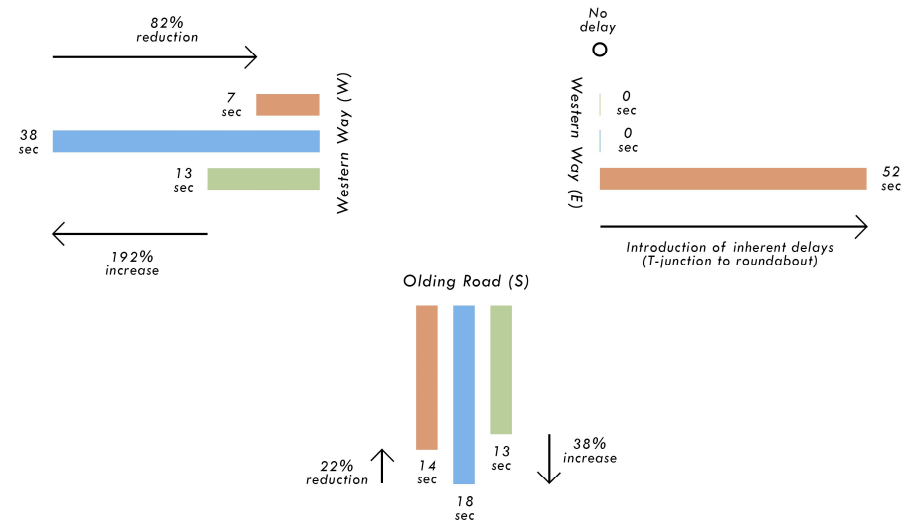


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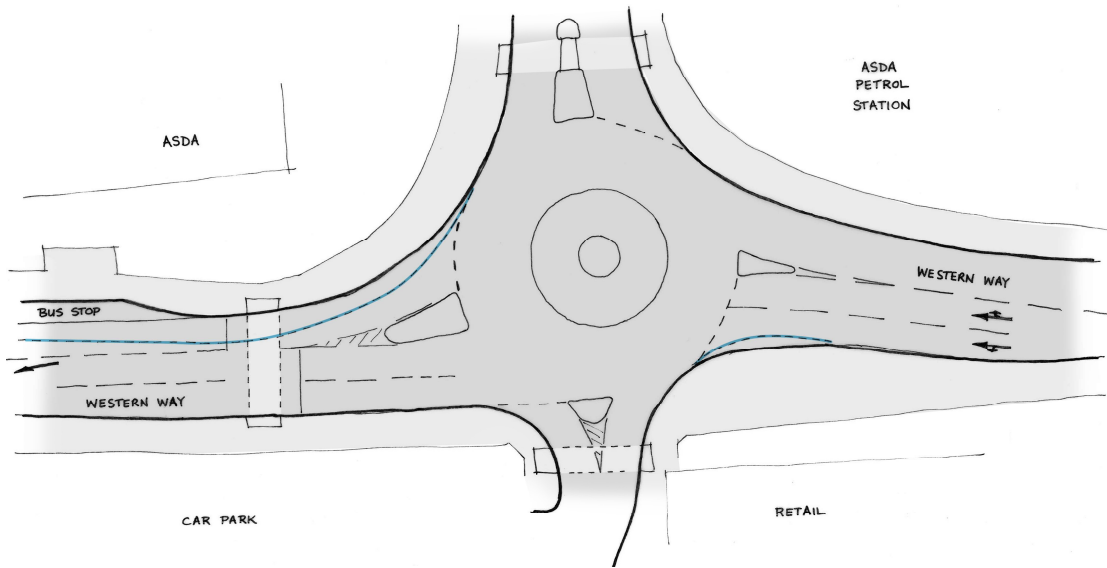
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Junction 3 Improvements

Western Way / Asda

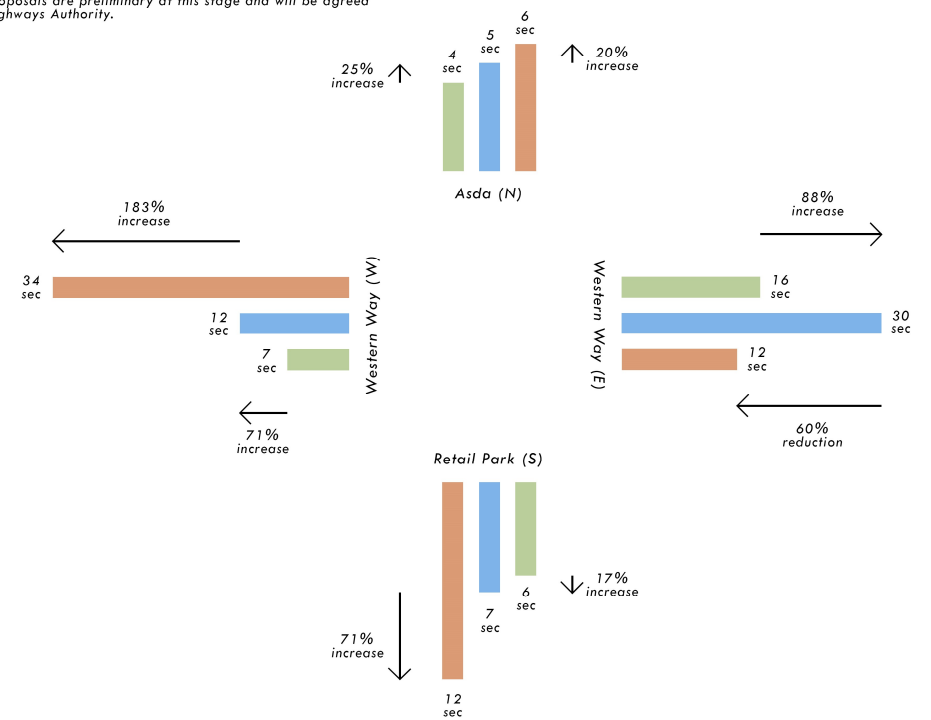


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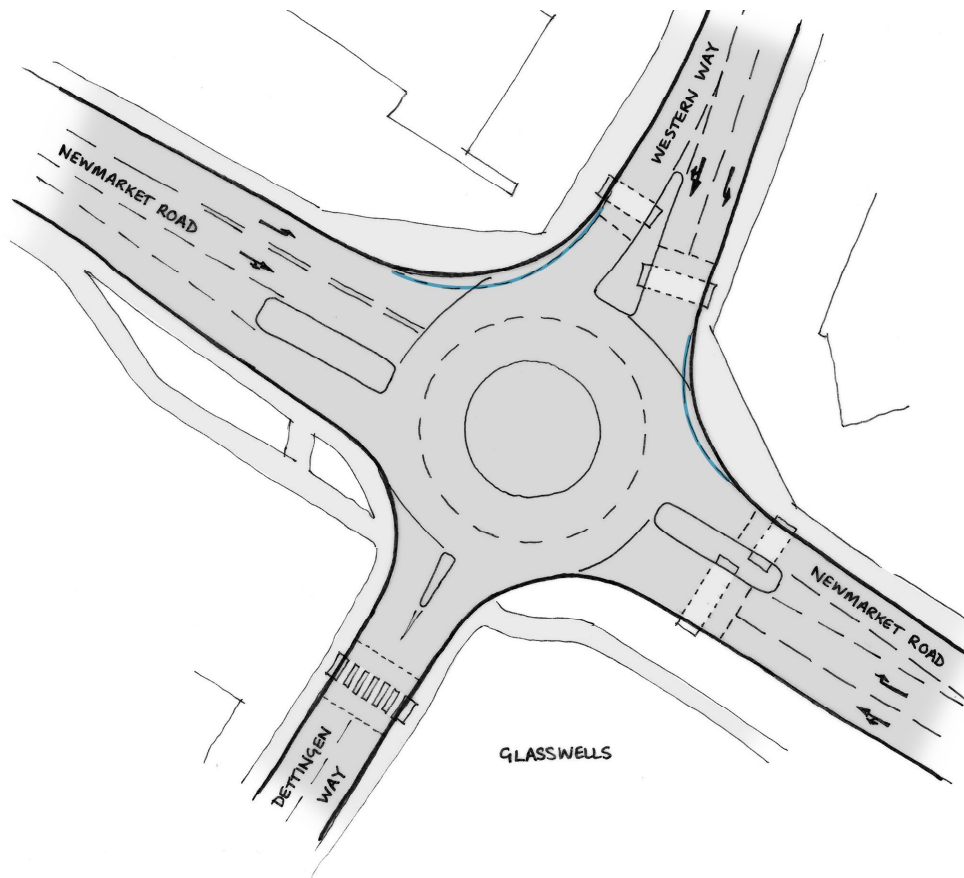
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Junction 4 Improvements

Western Way / Newmarket Road

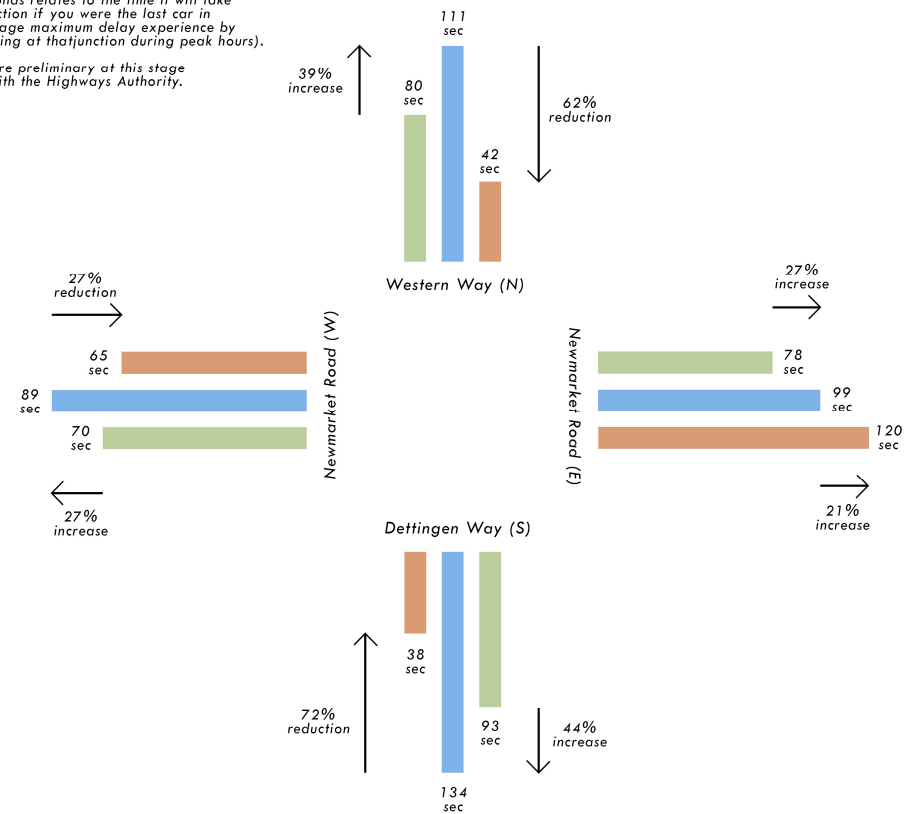


Blue line indicates existing road layout

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- 2030 background traffic with Abbeygate Sixth Form College and Western Way Development

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Inclusive Access

The design of all buildings within the masterplan have been developed with access design at the fore. It is important that building users of all abilities can enter and experience the building in the same way with facilities that accommodate and cater for all individuals. It is also important that the building reflects the DDA and Equality Act policies of the client.

All entrances are provided at level access with automatic or assisted opening doors.

Lift access is available to all public and private floors, all within a manageable travel distance where possible.

Ability appropriate toilet and change facilities are provided throughout the facility, located within a manageable travel distance.

1.5 metre wide accessible routes are designed-in throughout the building with access to all appropriate parts of the building. 2 metre wide accessible routes are designed-in for routes likely to be taken by sports wheelchairs.

Pool hoist facilities are provided for the main pool and dedicated wheelchair parking and wheelchair viewing areas have been provided throughout the new leisure centre.

An assistant dog rest area has been integrated into the design, located and overseen by the main reception. Reception seating and suitable waiting areas have also been developed.

Vehicle Access and Parking

Vehicle access will be retained to the west of the site via Olding Road. Here, hard surface car parking will be increased to include the current depot yard area with additional car decks over the existing footprint of Olding Road car park. A new vehicle access will be provided from the east, to the proposed deck car park via Beetons Way.

Additional surface parking, coach and bus drop off will be provided on the existing leisure centre car park and, once demolished, on the site of the existing leisure centre building.

The existing West Suffolk House car park will retain access from Beetons Way and will be adapted to form a secure vehicle compound – adequate visitor and disabled parking spaces will be provided within good access to West Suffolk House.

A small amount of off-site parking, a short walk from the site, will provide additional staff parking facilities further north, off Beetons Way. This new, surface car park will take the place of the old Warehouse Clearance Superstore on Anglian Lane.

Overall, around 1450 parking bays will be provided across the development, inclusive of a proportionate number of electric car charging points for staff and visitors to utilise. This accords with the adopted parking standards for Suffolk.

Cycling

The majority of access by cyclists will be from the Town Centre, via the retained Beetons Way cycle path or through the college site. Extensive cycle parking is proposed along the northern edge of the proposed hub with level access from the existing cycle path and easy access to the main, north entrance. Located along the active frontage of occupied office space and covered by CCTV, this provides a secure and welcoming cycle parking facility.

Pedestrians

Principal pedestrian access to the new development is encouraged via Beetons Way and the West Suffolk College site – providing the most efficient route to and from the town centre. The south entrance to the hub and leisure building will be prominent to those arriving via these routes, with stepped and accessible access taking you down from Beetons Way. Alternative pedestrian access is provided along Western Way, where a large, open, public plaza welcomes visitors to the north entrance. Existing and additional, controlled crossings will provide a safe approach to the new development.

Abbotsgate House

Hollow Road

Bury St Edmunds

Suffolk

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