

Camp Hill, Nuneaton

Transport Assessment Phase III

March 2006

8. Summary & Conclusions

- 8.1 The transport and highway issues of the proposed development have been assessed within this transport assessment. It can be seen from the output results from the sensitivity tests of the three junctions tested that excessive queuing / delays do not occur and that the proposed developments will be able to accommodate the 2014/2019 base year flows with proposed development flows.
- 8.2 The signal controlled junction has good pedestrian phases, advance cycle stop lines to access and egress safely whilst negotiating potential difficult turning manoeuvres. Therefore a safer route of travel to and from the proposed development is created for pedestrians cyclists and vehicles.
- 8.3 The estate was extensively traffic calmed in 1994 and the improvements to the junctions will further enhance safety for all users within the estate.
- 8.4 In relation to the existing public transport the site is adequately served and being improved.
- 8.5 The existing pedestrian routes (footways) are of adequate width, the pedestrian routes within the estate are well lit.
- 8.6 The Government policy in terms of PPG6 and PPG13 have been met.
- 8.7 The analysis of the capacity of the junctions of the New Spine Road/Tuttle Hill and Bucks Hill Queen Elizabeth Road illustrated the these junction in there existing forms will be able to accommodate the Phase 3 development traffic and no modification are required.