



Technical Note



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Land on the South Side of Pampisford Road,
Abington

25-025-001 Rev -

Site Access Option Review

March 2025

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	GPW				04/03/2025

1 Introduction

1.1 Overview

- 1.1.1 Charles & Associates Consulting Engineers Ltd. (C&A) have been instructed by Hill Group to provide transport and highways support in relation to a potential development site in Abington, Cambridgeshire. The proposed site is situated to the south of Pampisford Road approximately between the High Street and Cutting Road.
- 1.1.2 It has been assumed that the site is of a size which would facilitate the development of no more than 100 dwellings.
- 1.1.3 This report details the design requirements for the site access, which has been shown on drawing 25-025-SK01.

2 Design Requirements

2.1 LTN 1/20

- 2.1.1 LTN 1/20 and the desire to put active travel users at the heart of any scheme is key to all decisions made.
- 2.1.2 Whilst LTN 1/20 identifies that minor road could be shown with junction layouts which show priority for pedestrians on the side road, however as we are not proposing walking routes alongside the south side of Pampisford Road we have shown a traditional bellmouth junction. However, there is nothing stopping the site from having an access in accordance with the LTN 1/20 guidance if that is preferable to the Highway Authority.
- 2.1.3 One thing which has been proposed is the replacement of the bellmouth to Chalky Road (to the east of the site) with a vehicle crossover as this lane appears to primarily serve the field gate for the site (which would no longer be required for vehicle access), a single neighbouring property and the PROW 3/3 (footpath), as such the change to a crossover would provide significant improvements to the perceived priority of road users significantly favouring pedestrians.
- 2.1.4 This is because this crossover is on a key desire line between the site and the local bus stop as well as between the site and the High Street via the traffic island to the east of the High Street. As it's such a key desire line, it is likely that there would be significantly more pedestrian users than there currently are and so such a change is justified given the reduction in vehicle movements.

2.2 Cambridgeshire Highways Development Management

- 2.2.1 Due to there being less than 100 dwelling, the most likely road design classification would be Minor Estate Road.
- 2.2.2 This would require a 5.0m wide site access with appropriate footways. However, due to the significant number of trees along the south side of Pampisford Road, the design has assumed that the majority of walking provision would be provided within the site so that the proposal minimises the impact on the trees.
- 2.2.3 There is however a walking route proposed alongside the access road with a crossing to the northern side of Pampisford Road where there is footway between PROW 3/2 and the junction with the High Street.
- 2.2.4 The location of the junction has been positioned to ensure that it is more than the required 21.5m from the junction of Moorefield Close opposite.

- 2.2.5 Based on this requirement, the junction could have been further east than shown, however it has been positioned to limit the impact of car headlights on Moorefield House. In addition, the shown location would be broadly opposite an existing street lighting column, this would limit the amount of additional lighting required at the junction to provide an adequate lighting level.
- 2.2.6 Due to the presence of traffic calming along Pampisford Road, it assumed that speeds are likely to be at or around 30mph, as such we have shown junction visibility of 2.4m by 43m (which relates to 31mph). However, as the road is fairly straight in this location if recorded speeds are higher there is potential to increase these to an appropriate distance if speed surveys require.
- 2.2.7 For simplicity the drawing does not show tactile paving, however this would be delivered as part of the scheme. This would be at the proposed uncontrolled crossings as well as potentially at the existing traffic island crossing.

3 Summary

- 3.1.1 As identified above the proposal shown on drawing 25-025-SK01 meets the requirements of national and local design documents.
- 3.1.2 Whilst there maybe modifications to the proposal as surveys are undertaken, such additional information would unlikely materially alter the design other than its position.