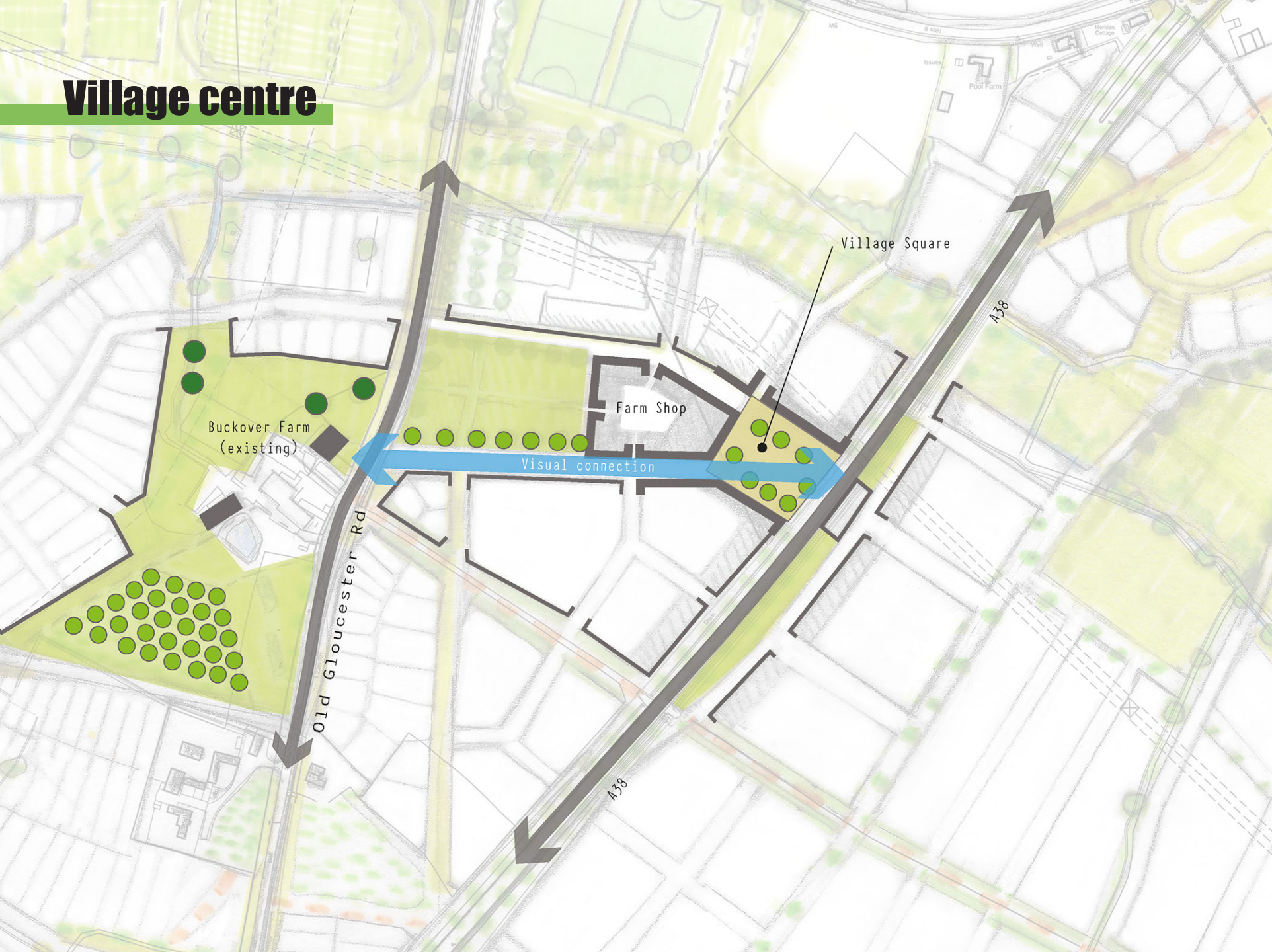


Village centre



A38 character

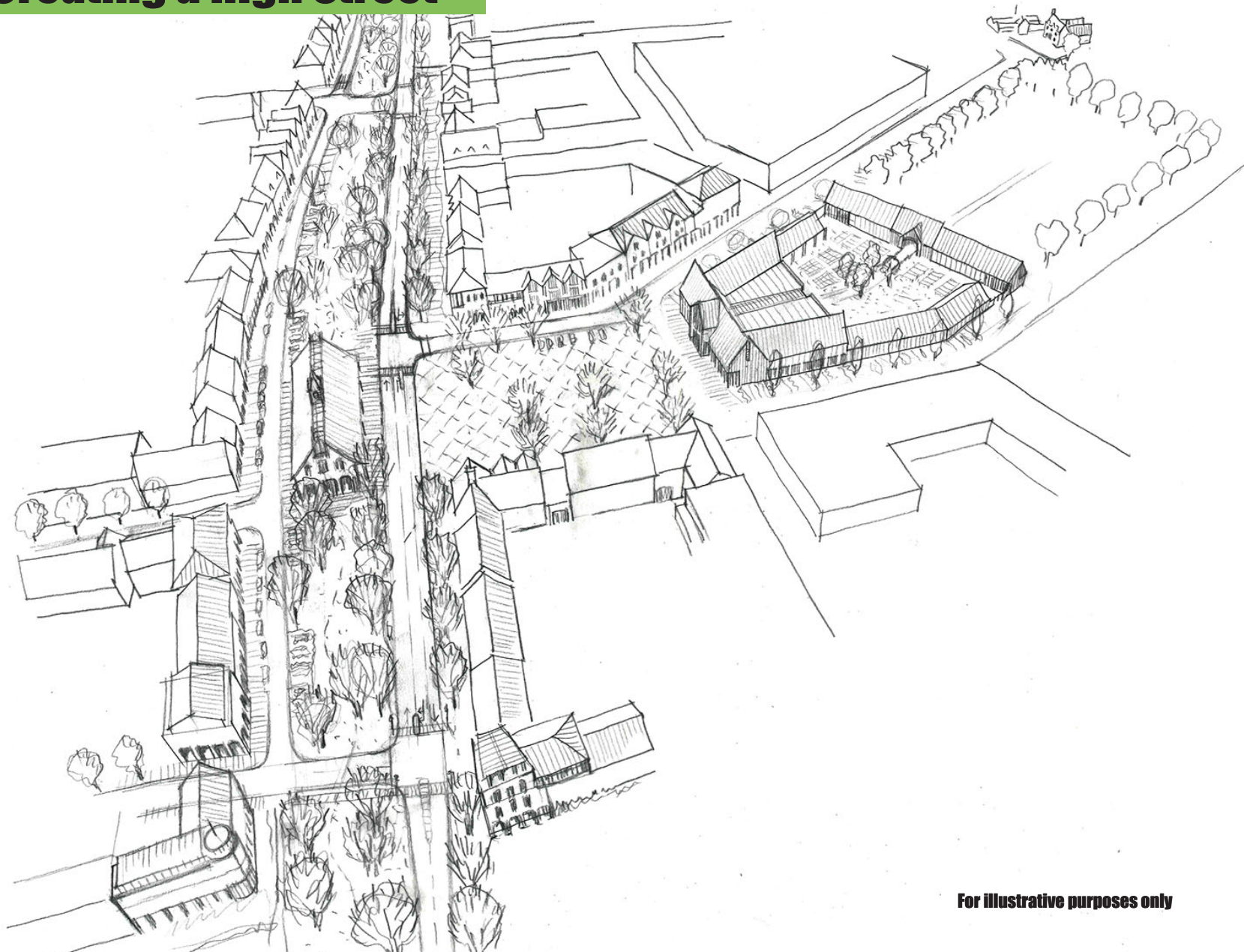


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Taming the A38



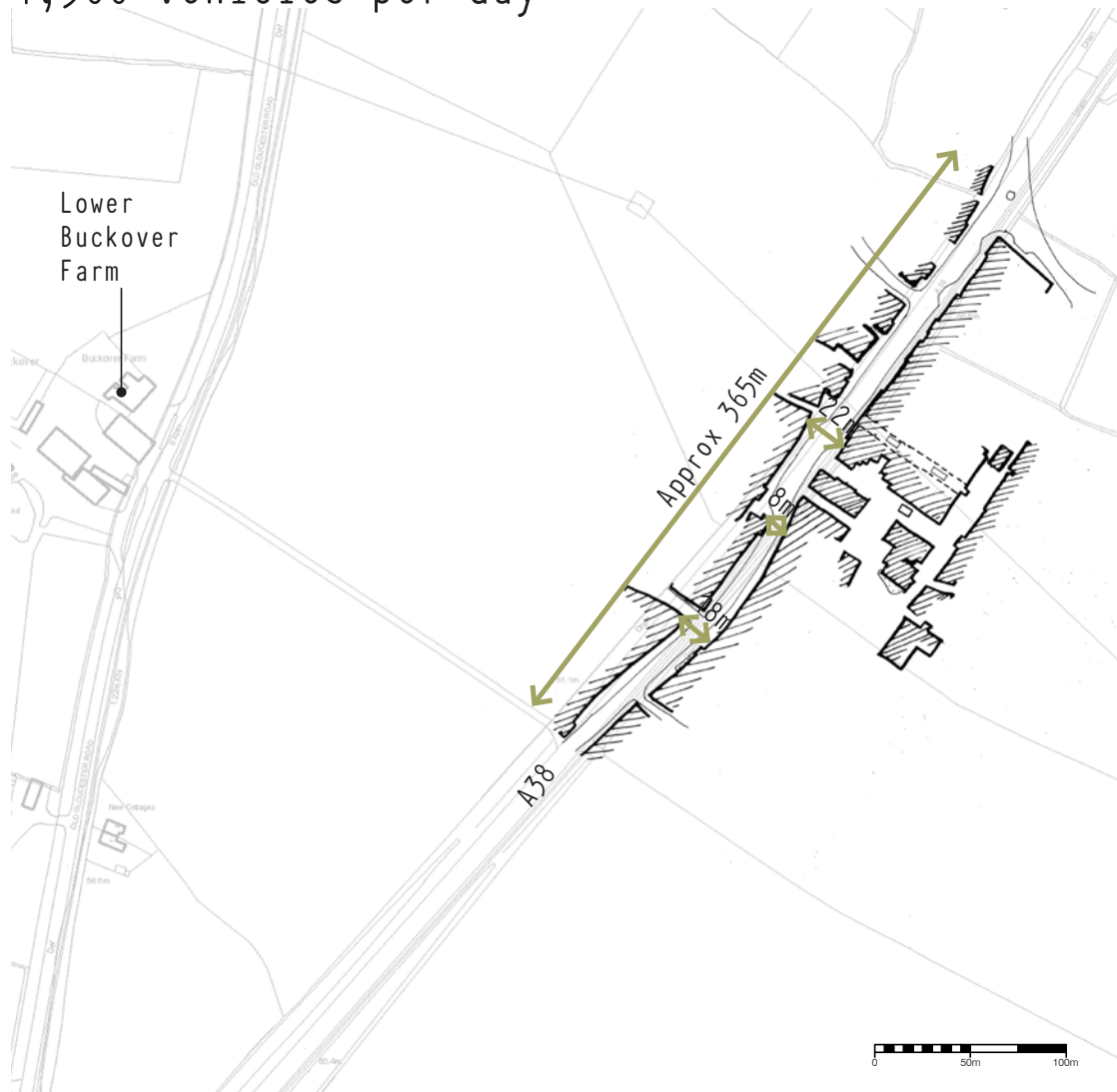
A38 - Creating a High Street



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Historic Precedents - Thornbury

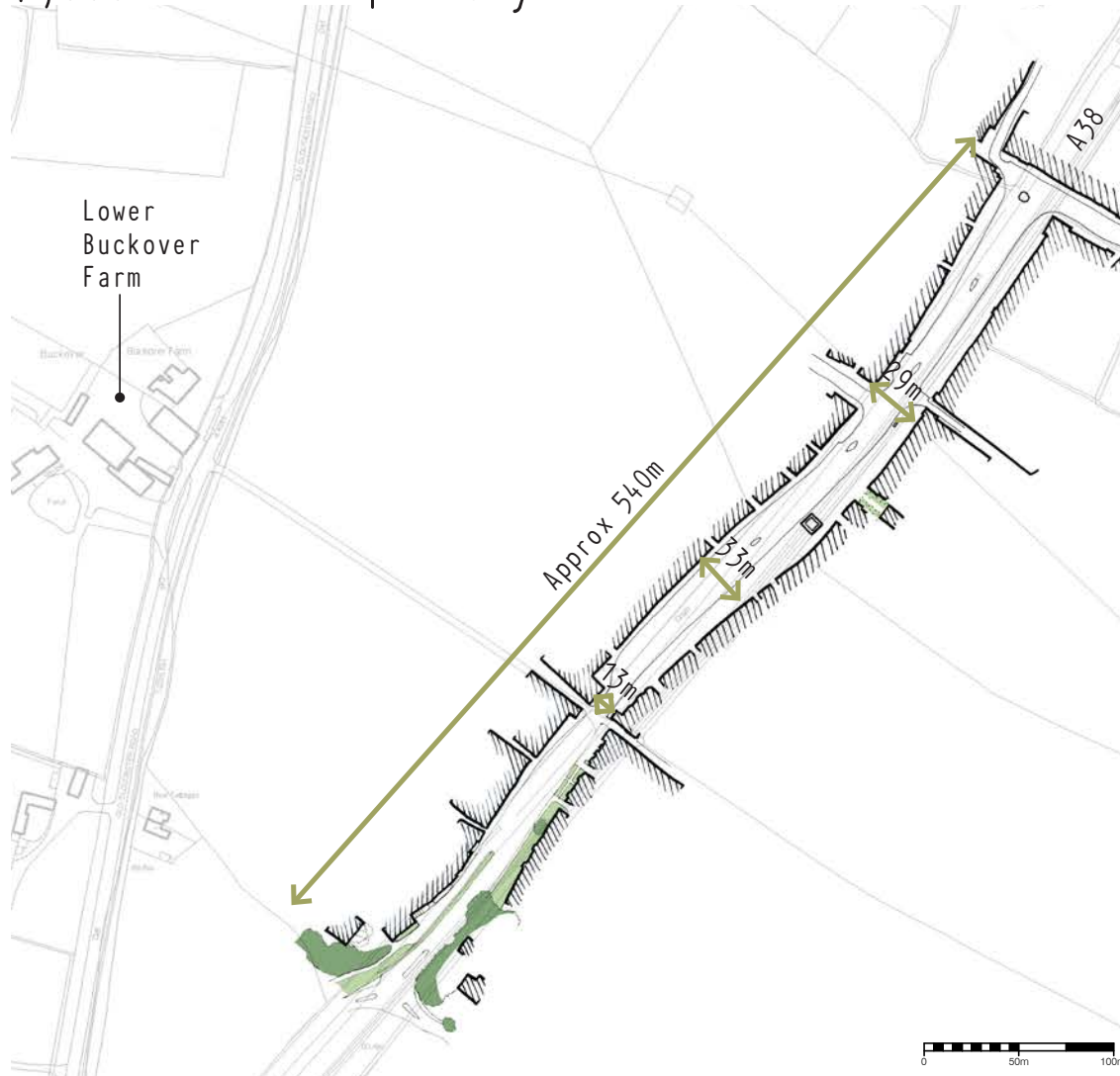
4,500 vehicles per day



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Historic Precedents - Chipping Sodbury

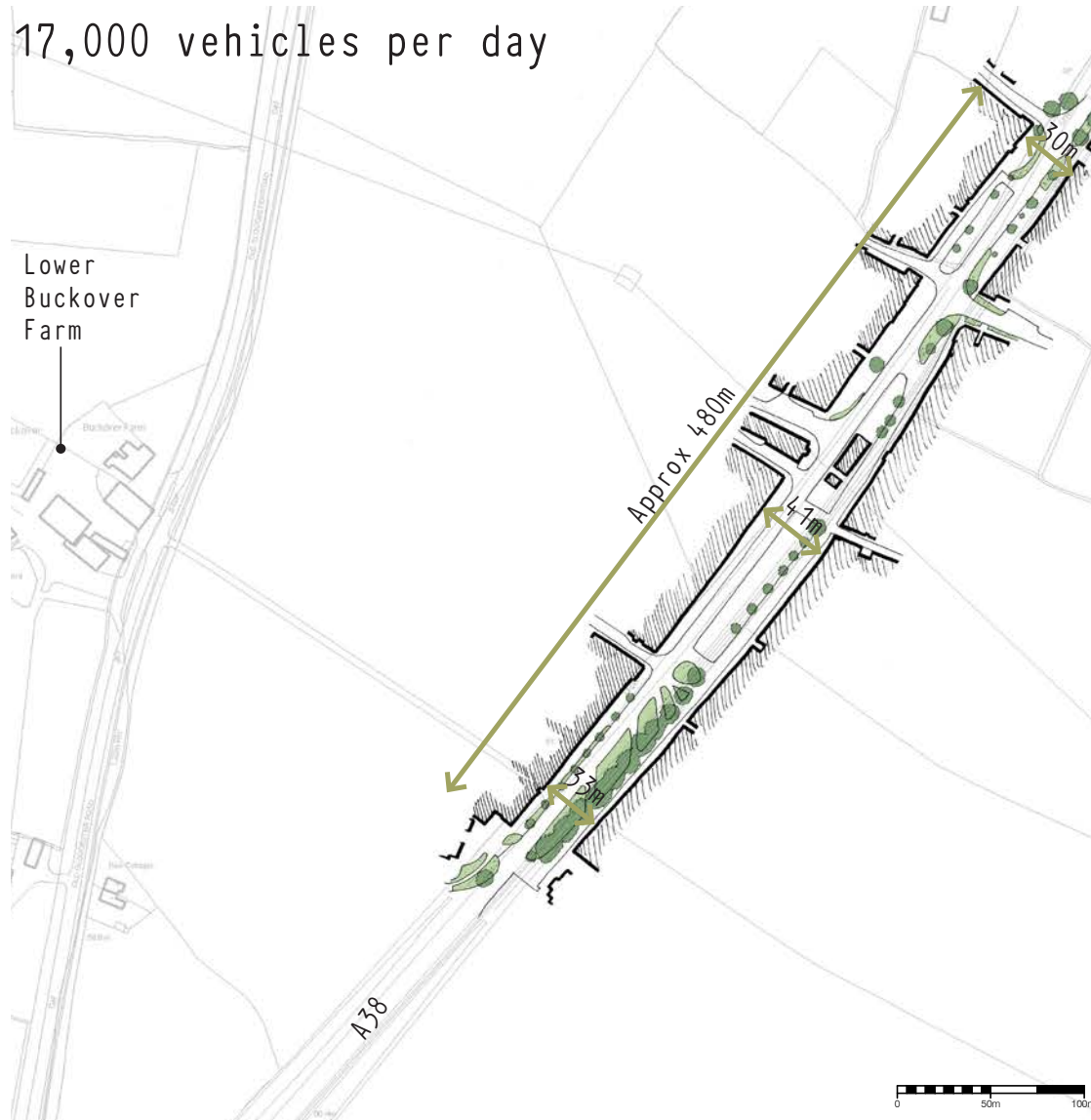
7,000 vehicles per day



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Historic Precedents - Moreton-in-Marsh

17,000 vehicles per day



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Historic road structure

1960s

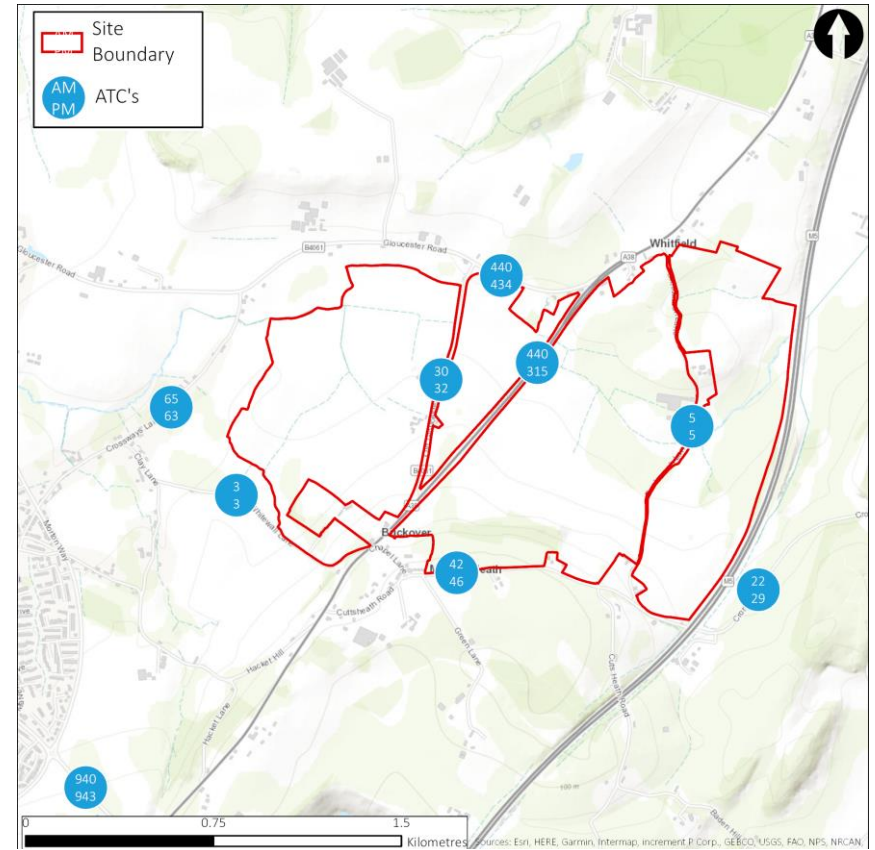
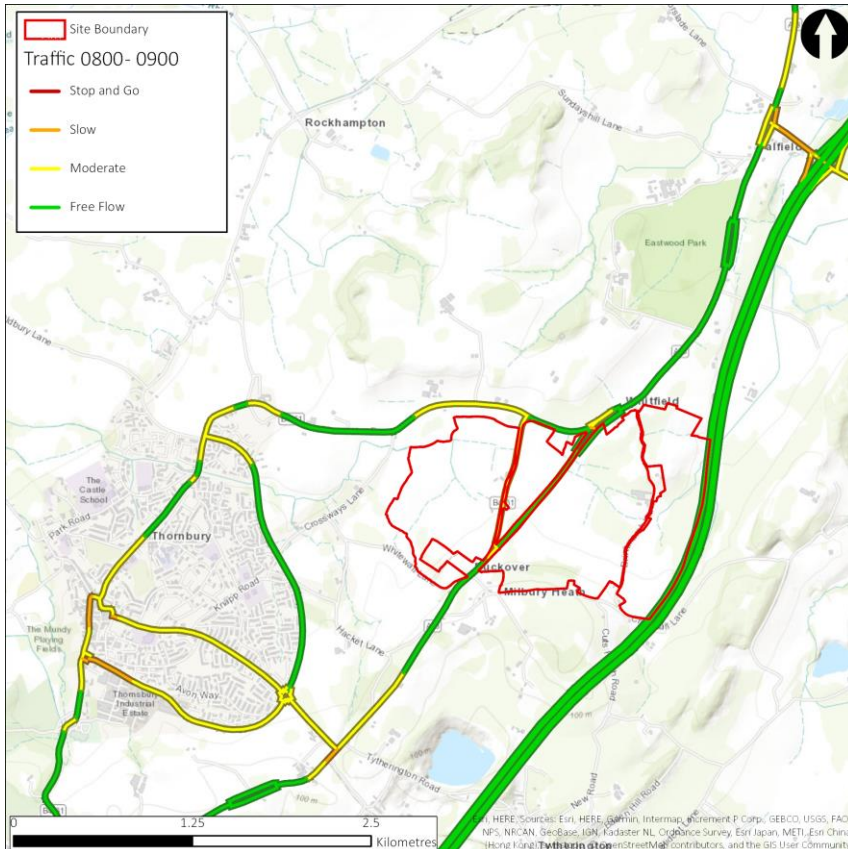


Now



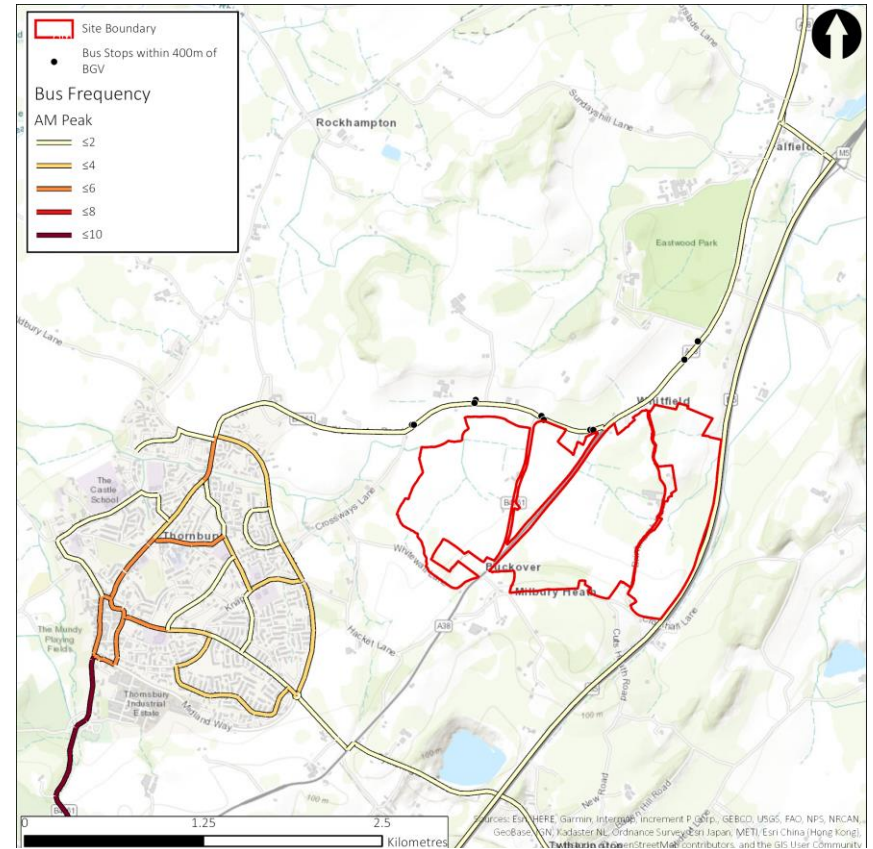
For illustrative purposes only

Local traffic conditions



For illustrative purposes only

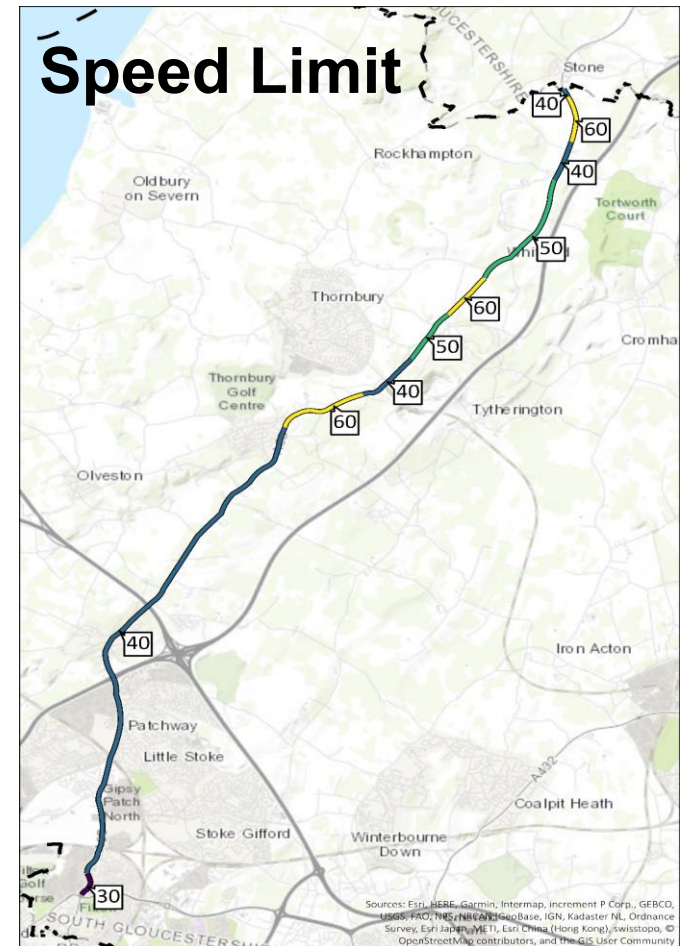
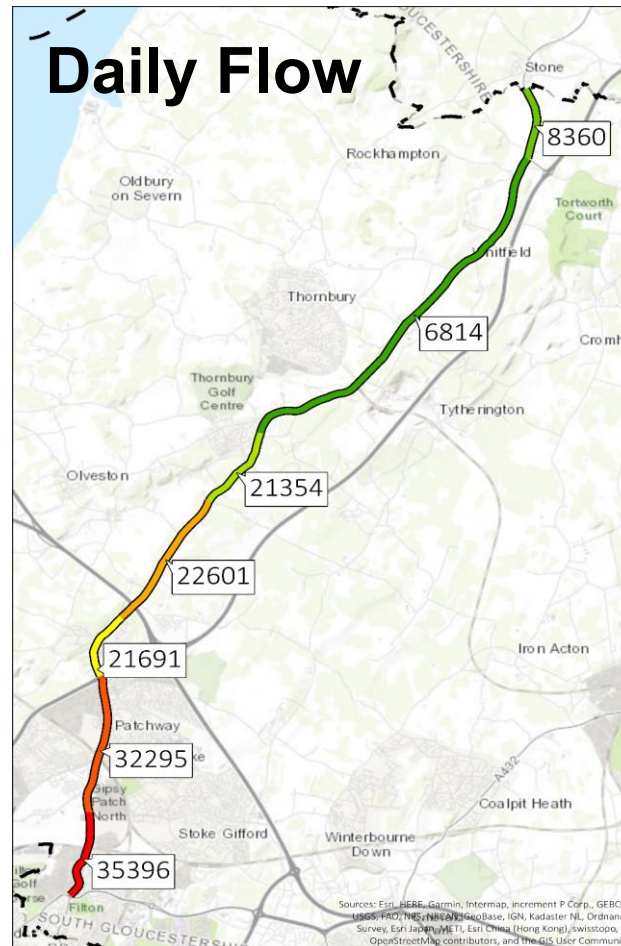
Local traffic conditions



For illustrative purposes only

A38 traffic conditions

- Former trunk road
- Nominated M5 emergency diversion route



for illustrative purposes only

Ruling out the bypass approach

Implications of A38 by-pass:

- Restricts access to green open space, both within the site and to wider countryside footpaths
- Reduction of passing trade to support the village centre
- Impacts on existing landforms, watercourses, mature trees, hedgerows and the setting of ancient woodland
- Increasing vehicle speeds adjacent to developed areas, with subsequent safety and road noise issues
- Loss of developable land towards Brinkmarsh Lane increases development pressures towards western boundary
- Significant engineering works are likely to be required, with cost implications
- An alternative option with bypass to western edge would sever neighbourhoods, reducing walkability and cycle connections to Thornbury



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Main Streets Masterplan



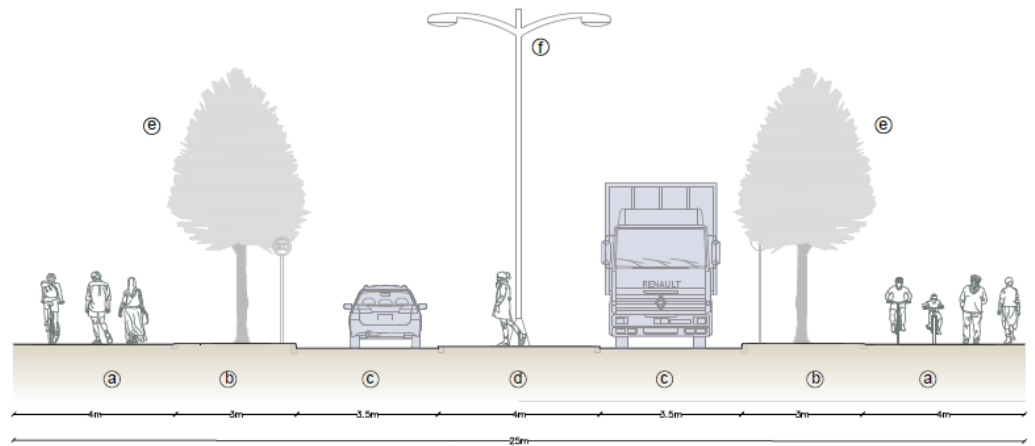
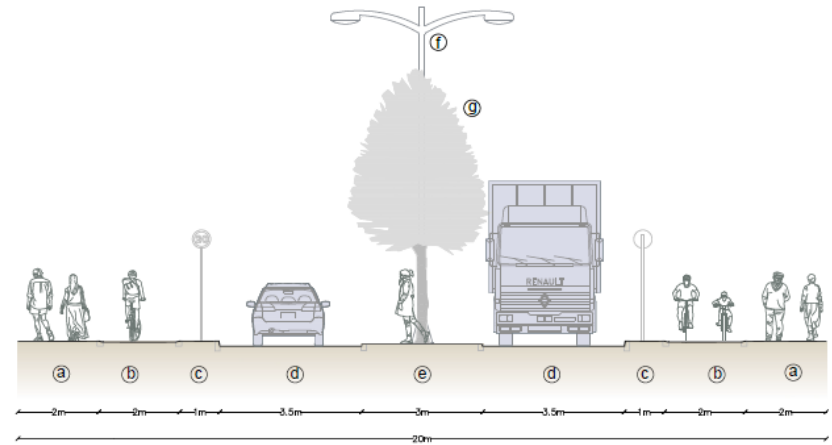
Vissim tested



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Street Sections

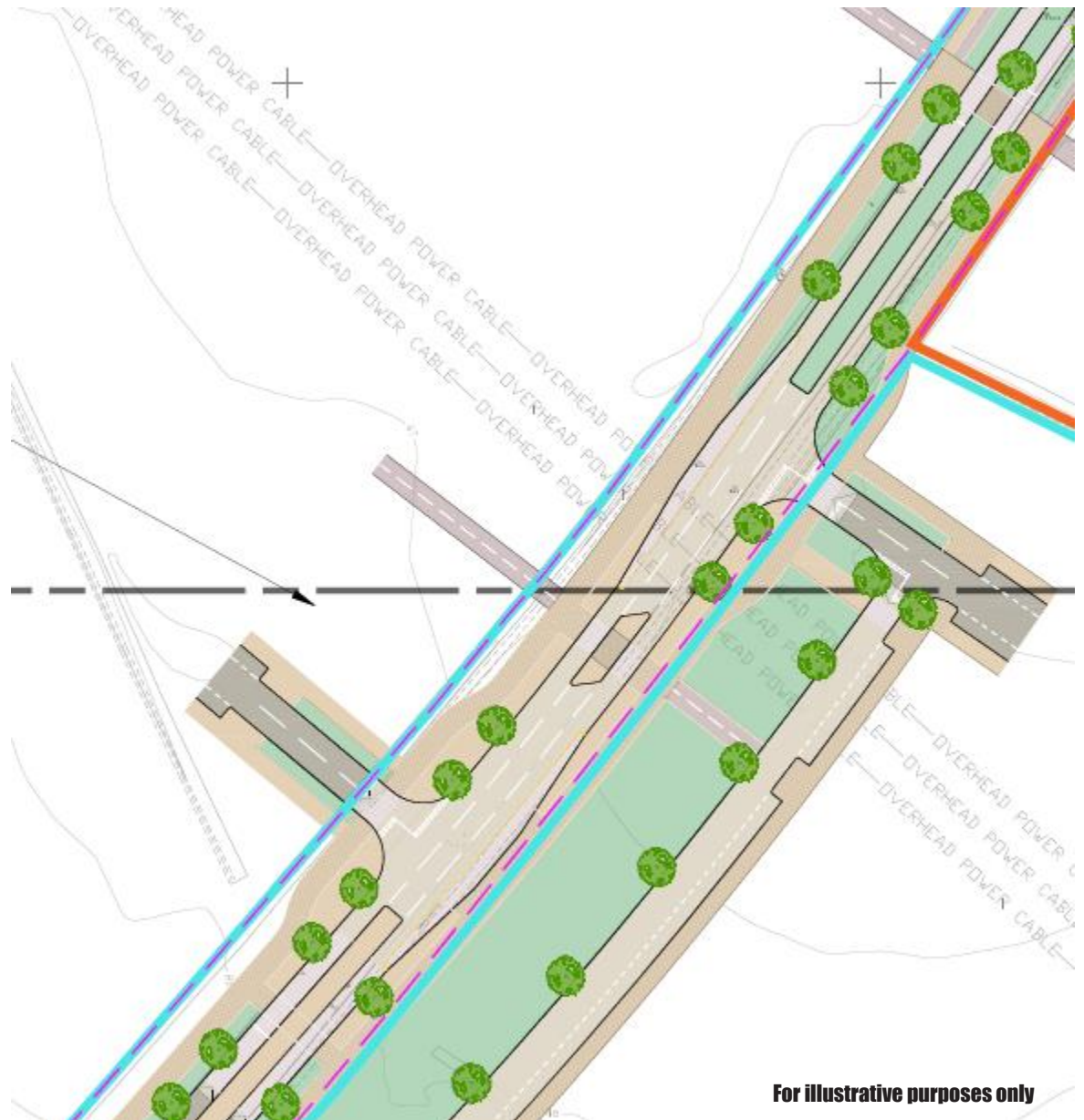
Street design features



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Central area

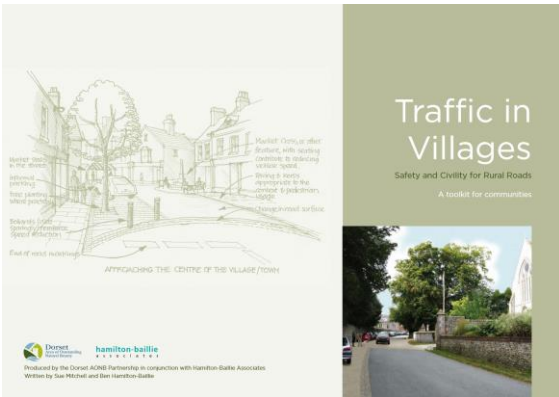
Street Features



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Development gateways

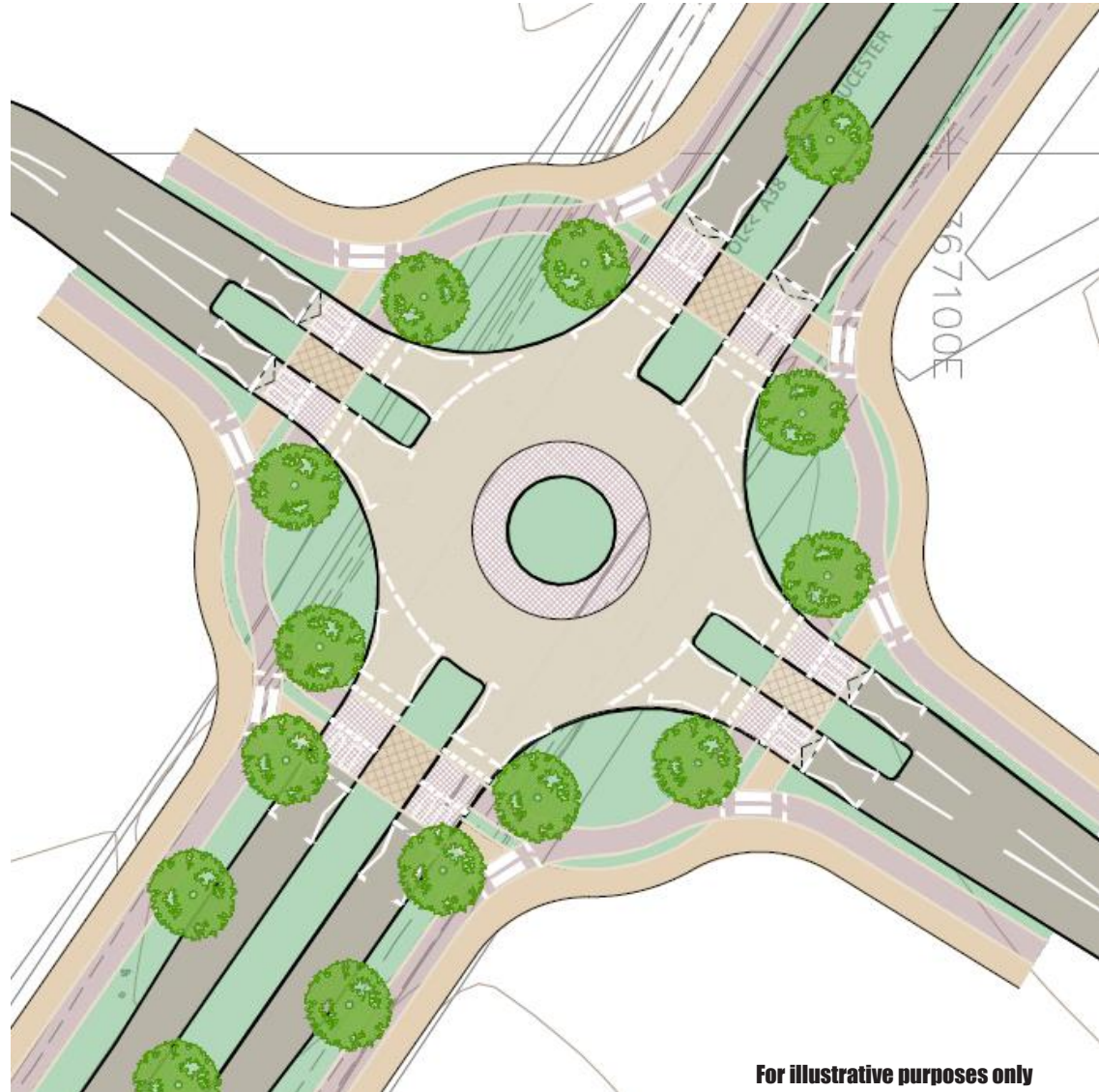
Features



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Dutch style roundabouts

Junction design features



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Movement

Emerging overall mode share

Car (Driver)	54%
Other Modes	46%

Area 1

Buckover Garden Village

27% Trips Contained

80% Sustainable Modes / 20% Car

Area 2

Thornbury - Buckover

31% Trips of all trips

50% Sustainable

Modes / 50% Car

Area 3

Further afield

42% Trips further afield

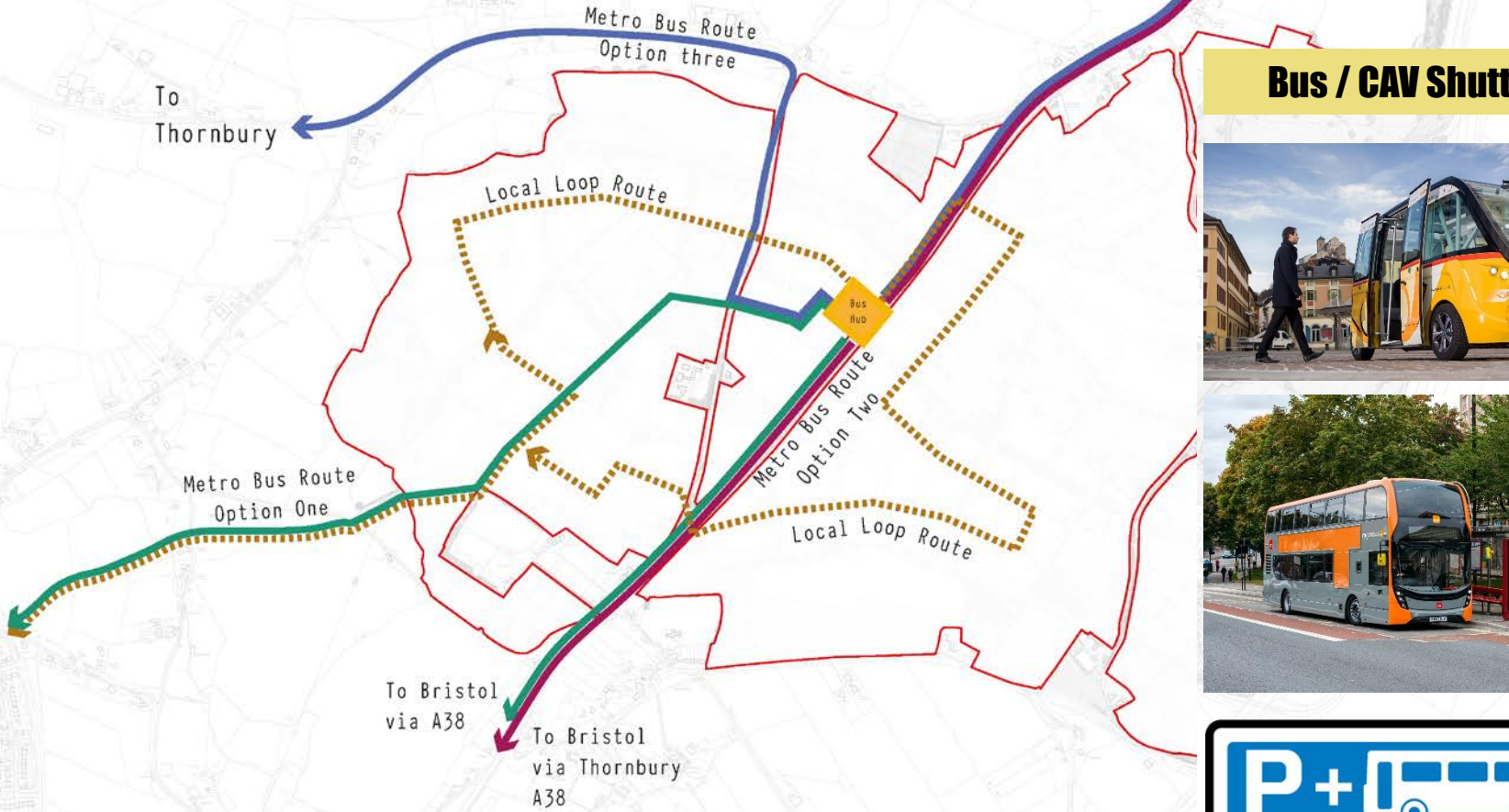
20% Sustainable

Modes / 80% Car



Source: Esri, DigitalGlobe, GeoEye, Earthstar, GeoEye, IGN, GeoEye, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Bus routes



Bus / CAV Shuttles



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Street hierarchy

