Landbeach, Cambridgeshire

Village Public Realm and Movement Ideas

Presentation to Parish Council

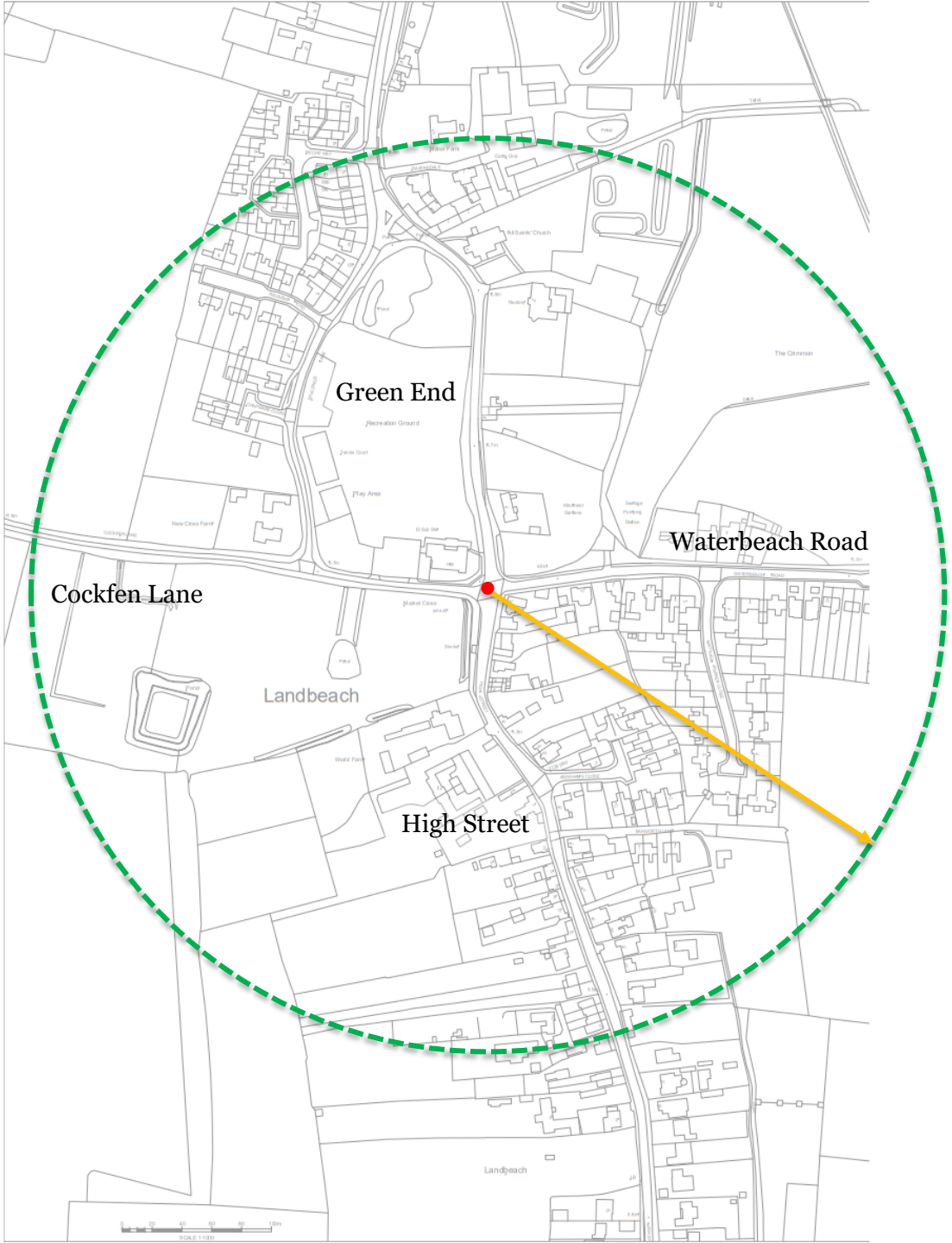
26th April 2022

Andrew Cameron & Associates

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First Impressions

(20th September 2021 site visit)



A place on a crossroads, ‘X’ marks the spot.



A very walkable place, c.3-minute walk distance shown (80 metres / min)



Some really fine buildings and green spaces, but highways, out of character street furniture and lines can dominate spaces



Narrow and poorly maintained footways in places



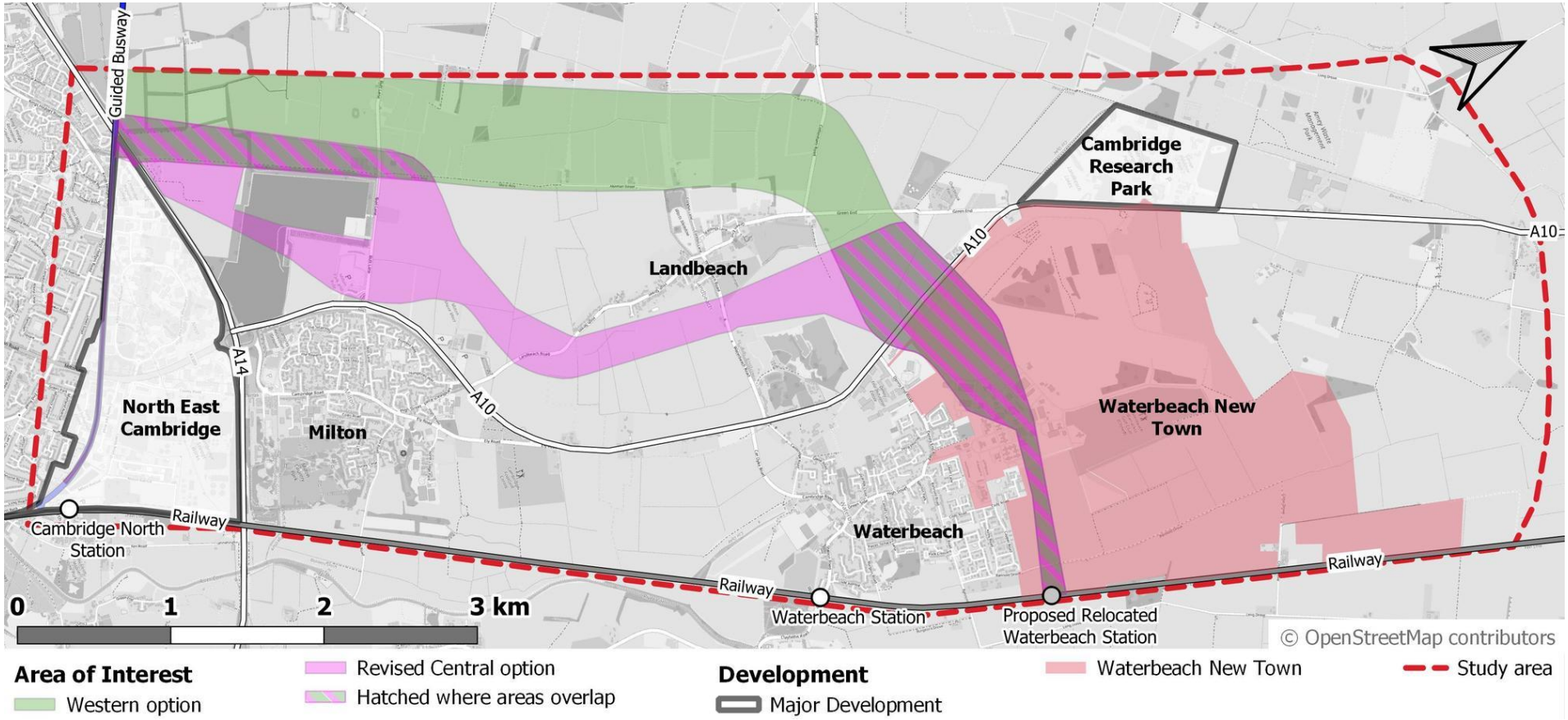




Celebrate the cut throughs and short cuts, but keep them ‘hidden’



A lack of crossing facilities and wide roads in places, again with very mean footways



New public transport routes will run to one side of Landbeach (Stantec to confirm), how to connect to / access these is important. Also Stantec to confirm cycle plans for the village and for Spaldings Lane – make it a 'cycle street?



Road Space versus Place Space

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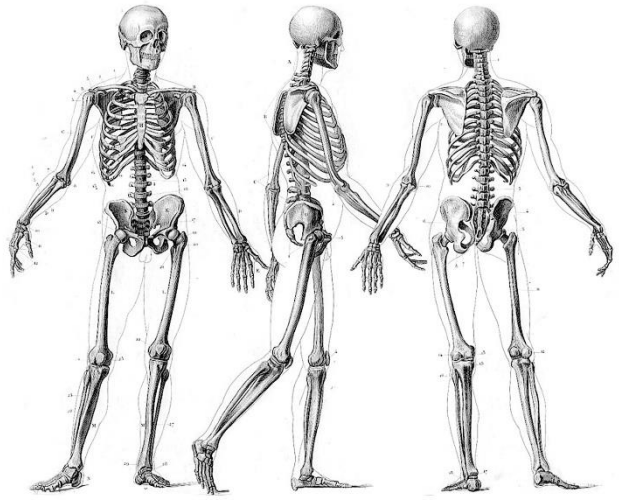


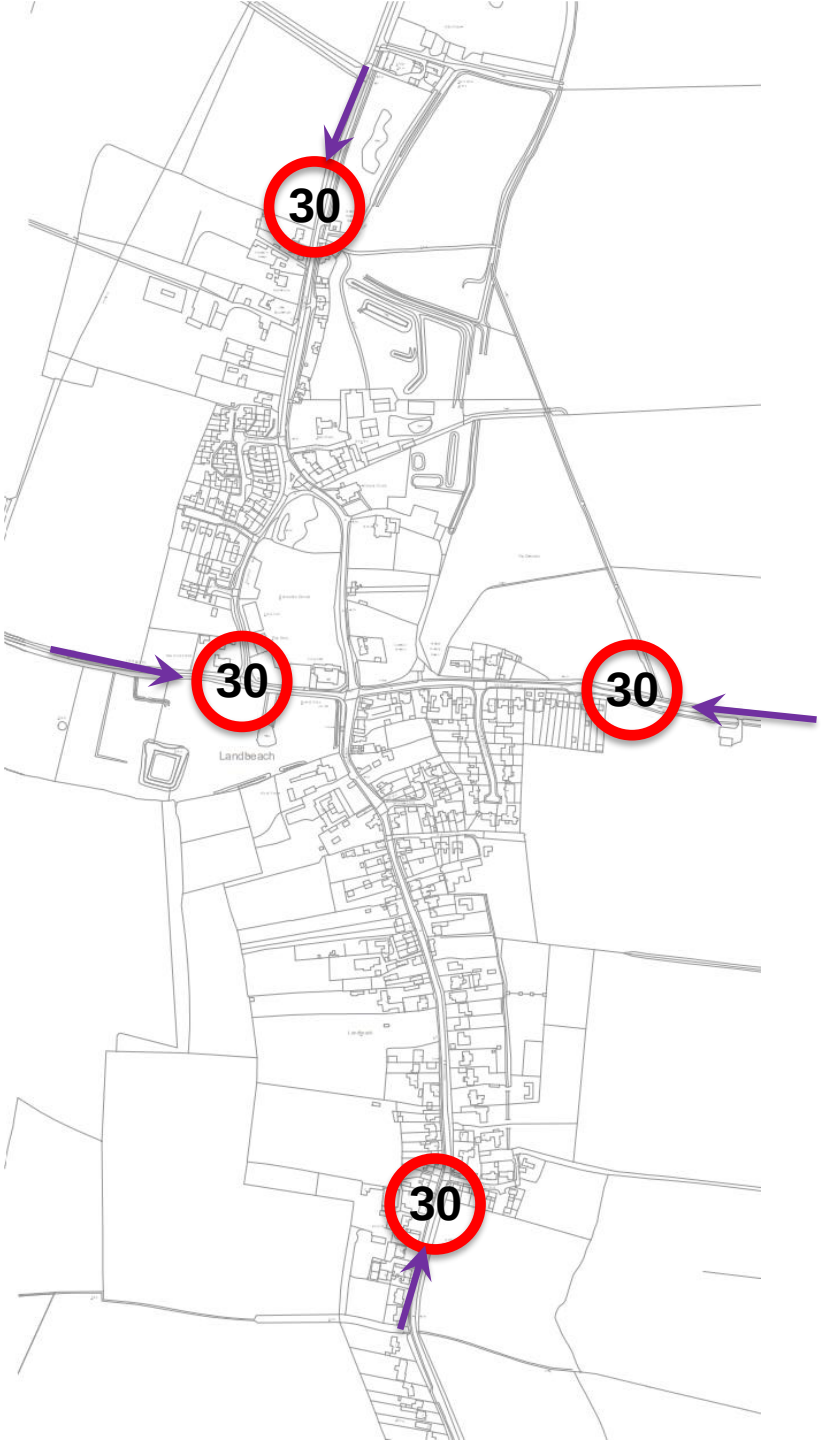


Make Landbeach a great place to walk and cycle, pedestrian friendly and with low traffic speeds

Slow speed streets, getting to 20mph or less







Traffic Speed

A 20mph limit would be ideal but this may be difficult to achieve due to the quiet nature of the village, minimal mixed-use and lack of 'side friction'. To be discussed with CCC Highways.

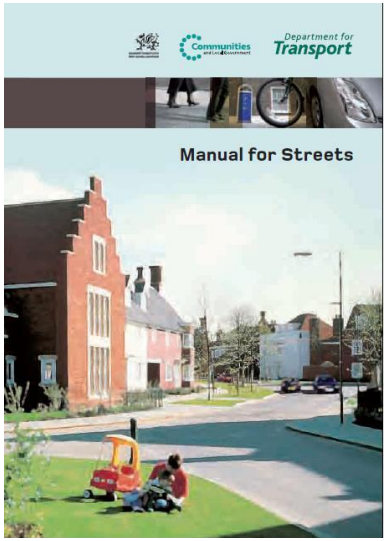
Proposed locations for reinforcing the 30mph speed limit and 'Welcome to Landbeach', to be agreed with the local community and CCC Highways. Locations suggested here.

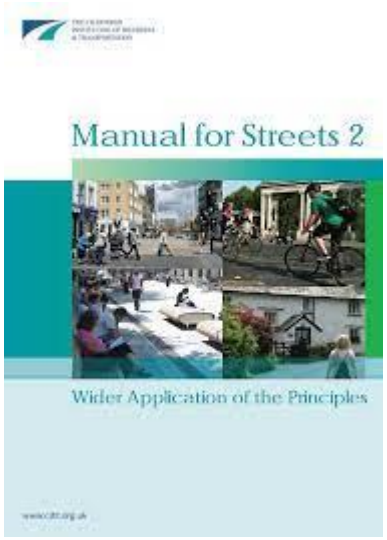
Not approved by DfT, but apply the principles of The Golding Rule, after Francis Golding, make a place for people.



Updated Highway Code (2021) and current re-write of MfS guidance focus more on pedestrians and active travel







Making an Entrance to Landbeach Village, current situation



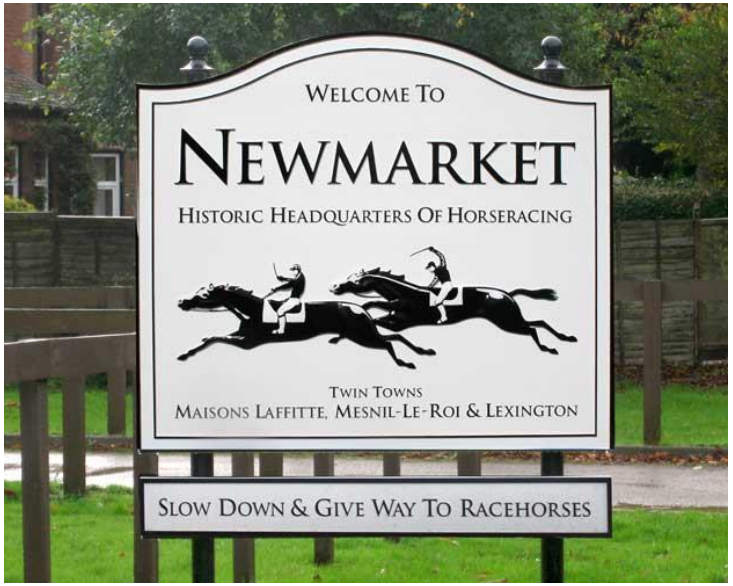














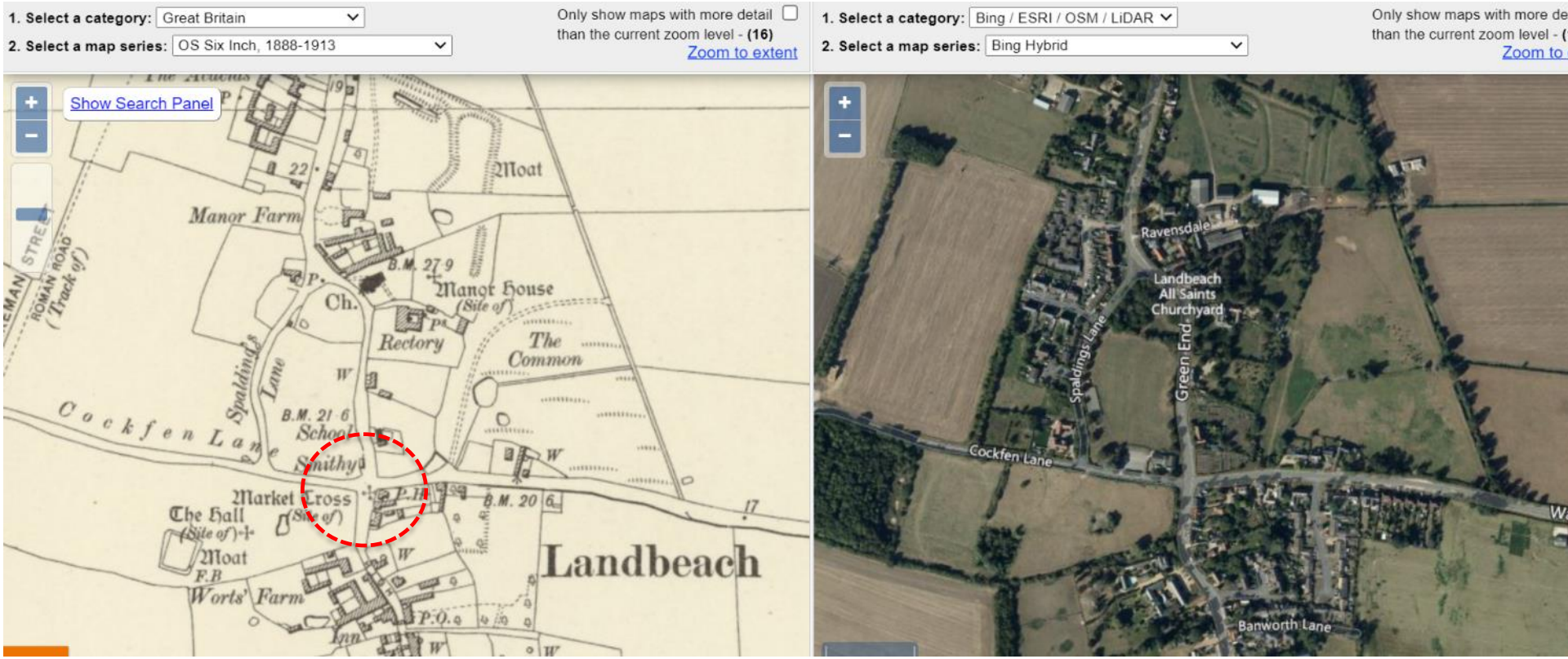
Use heritage village entrance name signs that are appropriate



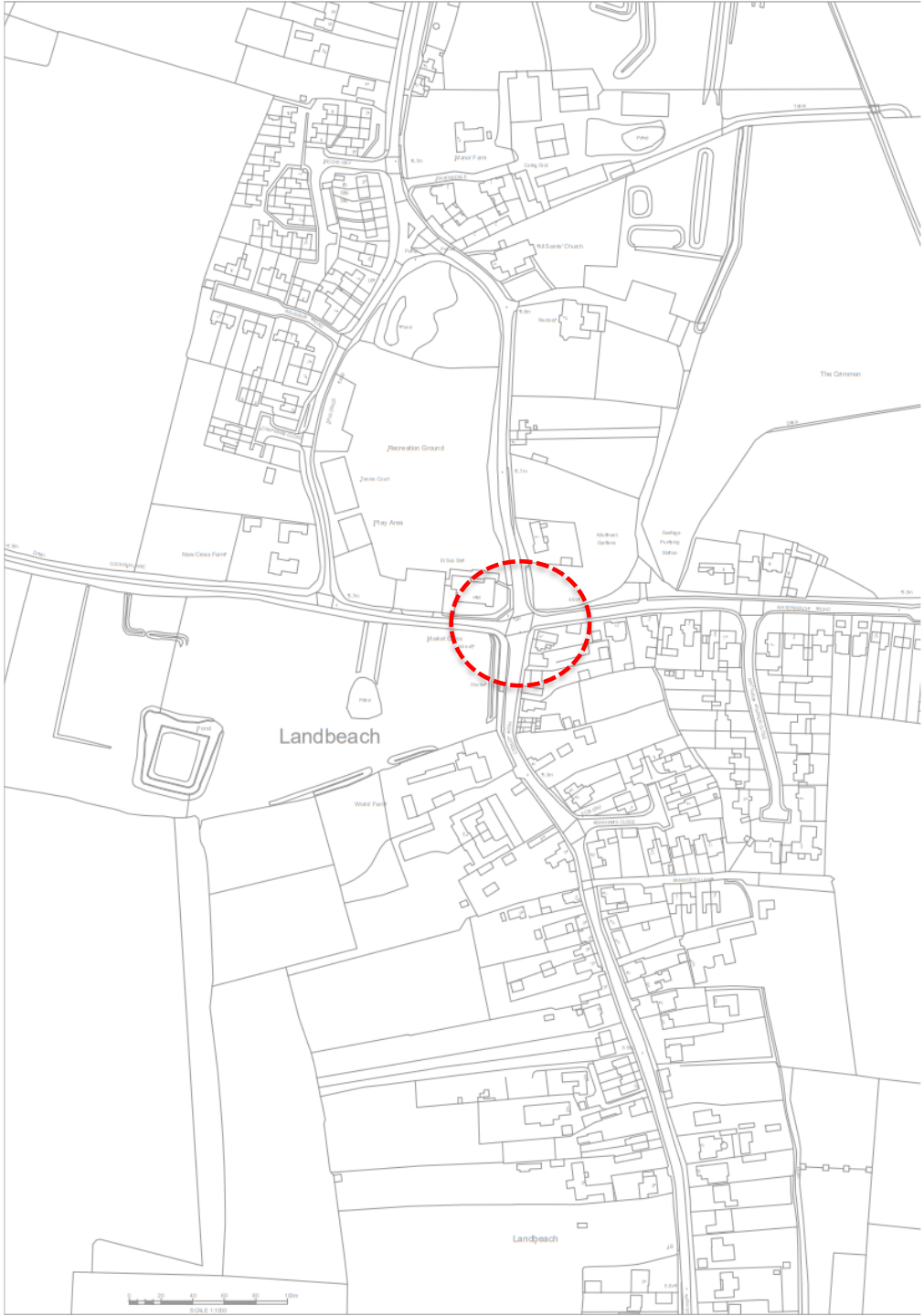
Bulphan, use of painted ‘gates’ to create an entrance feature



Cottesmore, perspective gates



Landbeach, putting the heart back where routes meet

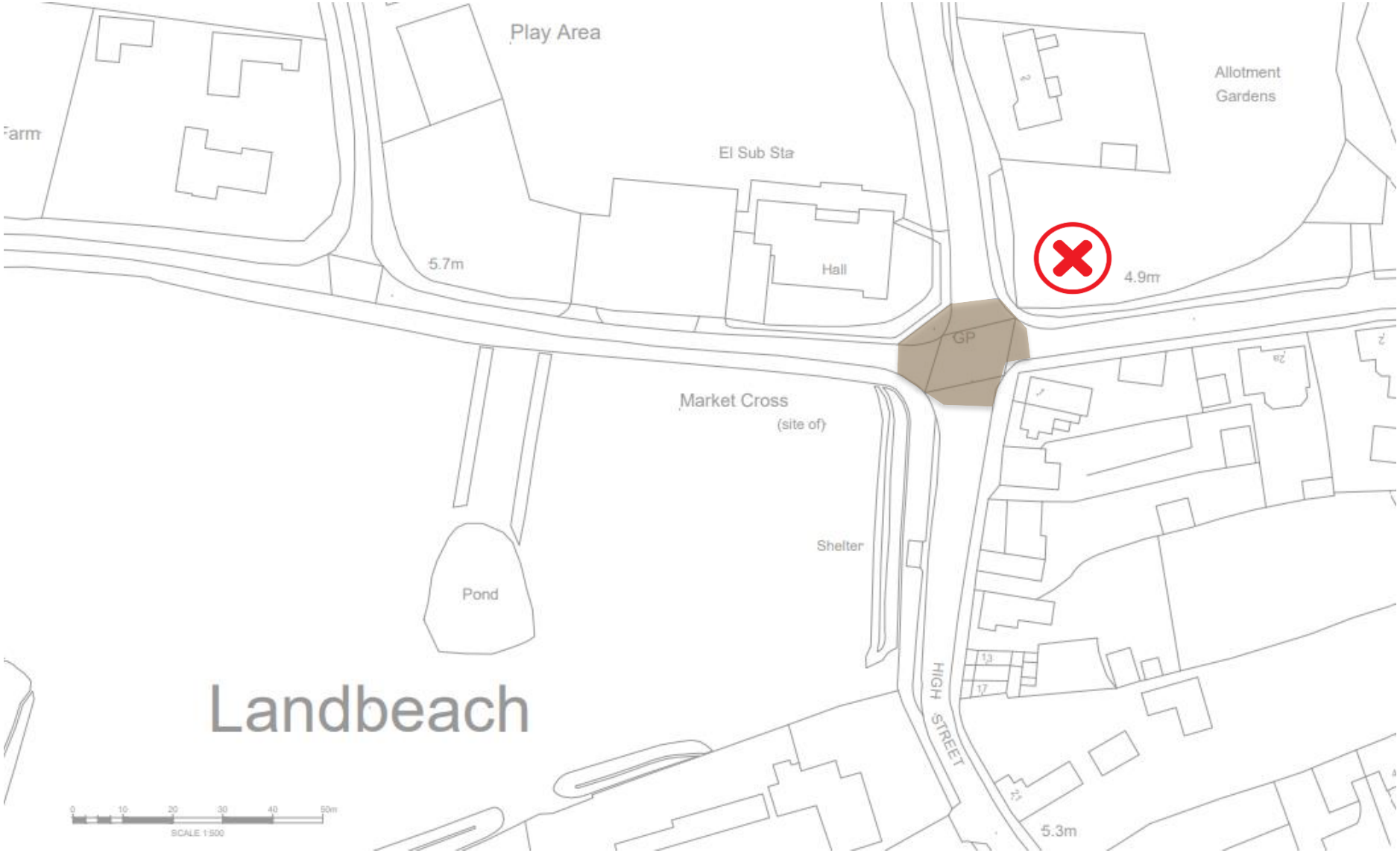


The crossroads is the centre,
the heart, the DNA of the place.

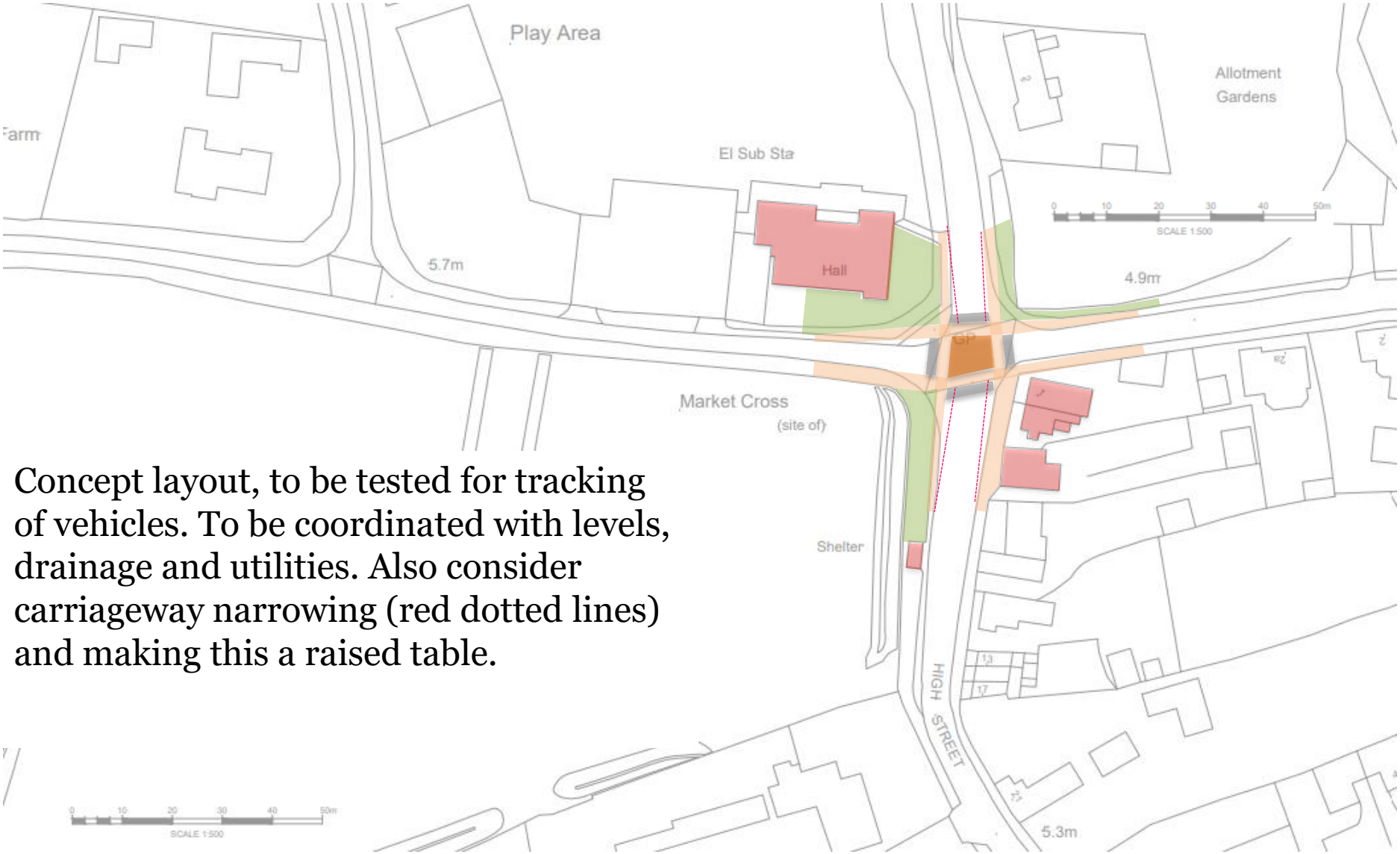
It should read as such.



Make courtesy crossings for pedestrians, reduce the amount of tarmac, tighten turns, slow traffic and make this a PLACE

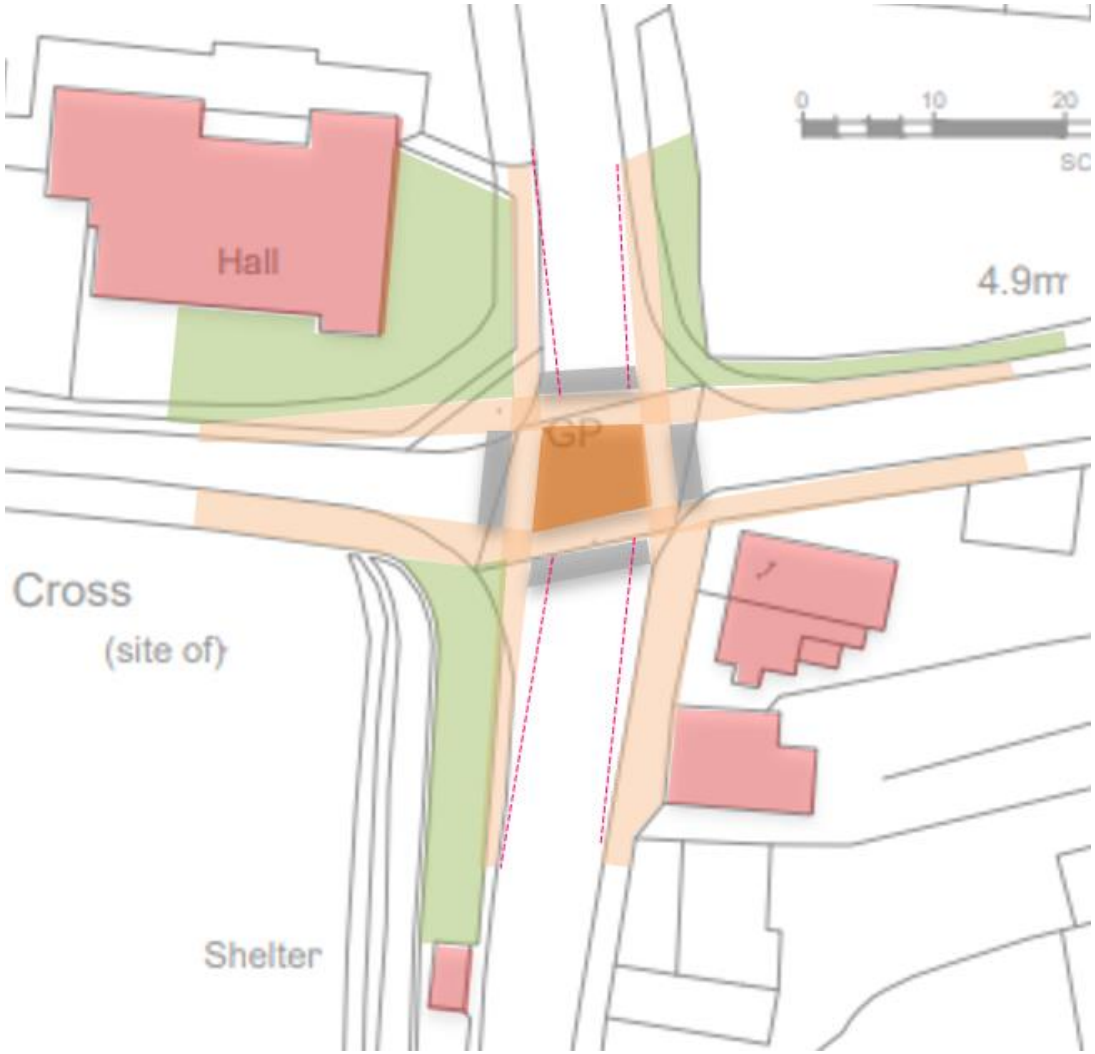


Create a new central square to celebrate the heart of Landbeach, typically this could be done by ‘filling in’ the spaces between kerblines (as shown) but we should go further and pinch the highway space and put the pedestrian first with a village square and direct, courtesy crossings.

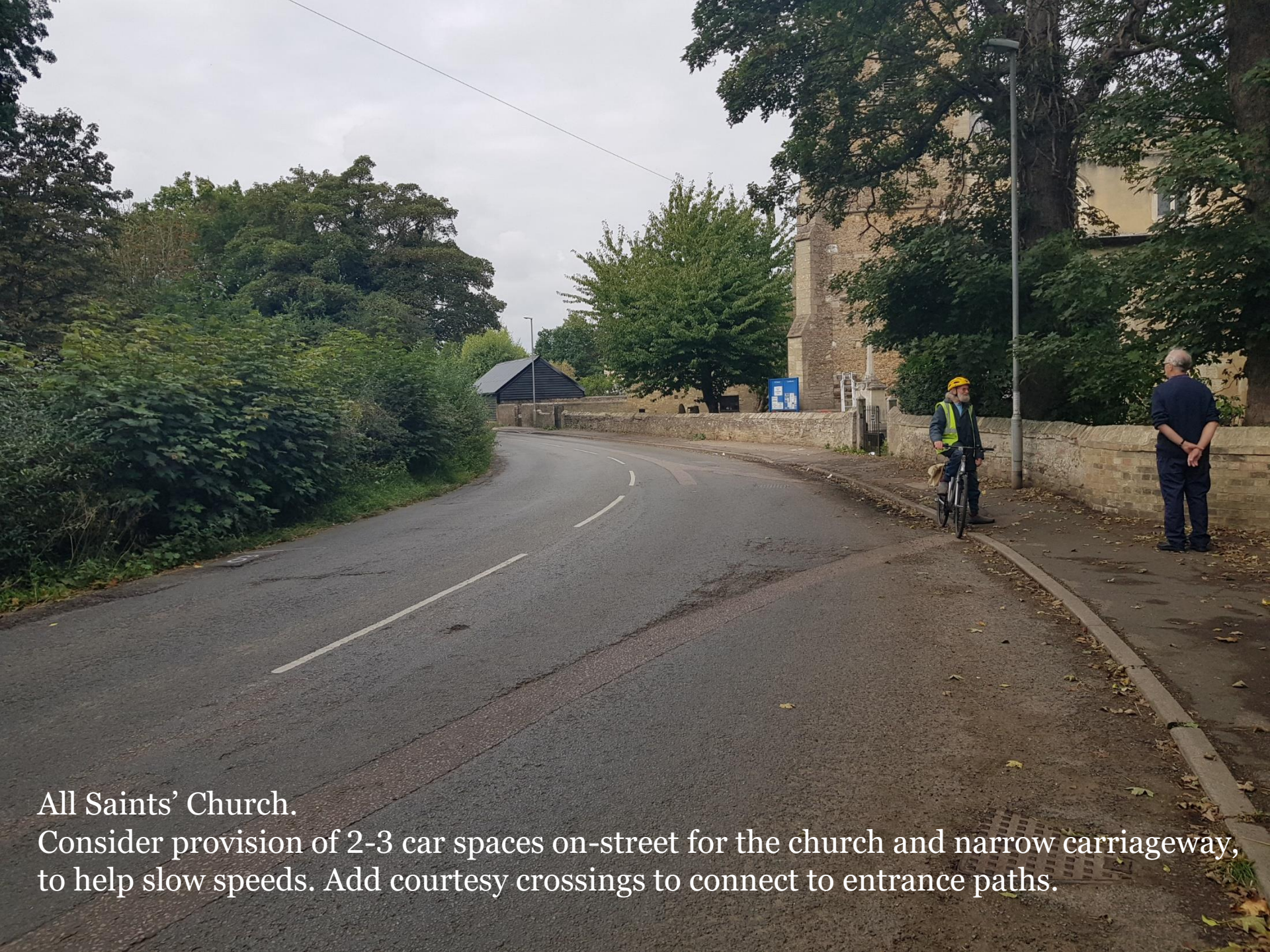


Concept layout, to be tested for tracking of vehicles. To be coordinated with levels, drainage and utilities. Also consider carriageway narrowing (red dotted lines) and making this a raised table.

Create a new central raised square to celebrate the heart of Landbeach, to connect key pedestrian desire lines and to slow traffic



Create a new central raised square to celebrate the heart of Landbeach, to connect key pedestrian desire lines and to slow traffic



All Saints' Church.
Consider provision of 2-3 car spaces on-street for the church and narrow carriageway, to help slow speeds. Add courtesy crossings to connect to entrance paths.



At church – add parking spaces and define entrance with courtesy crossings that connect to church entrance paths

Adopted Highway land (to be confirmed through Land Registry search)



Precedent Examples

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Poundbury, courtesy crossing



Rumble strip, with cycle ‘bypass’, courtesy crossing


Granville



Clapham


Hennef



Poundbury, courtesy crossing



Poundbury, square


Alconbury Weald Courtesy Crossings



Alconbury Weald Courtesy Crossings



Stamford, Red Lion Square



Stamford, Red Lion Square



St Pauls



Bodmin, a more contemporary approach but would this be right for Landbeach?

Getting the details right



Leave parking on High Street, and encourage others to do the same, this appears to work well at calming traffic speeds



Direct access to on-plot parking also helps slow speeds



Tidy up: coordinated signage and street furniture, better boundary treatments, make the village name sign more prominent?



Orsett, heritage sign posts, if not permitted in the highway then use private land





Street furniture (bollards, bins and benches etc.) to be coordinated and in keeping with the village, e.g. Bury St Edmunds Historic Core Zone

Notes and Assumptions:

Concept design for square to be evolved and tracking to be undertaken to help examine narrowing carriageways.

Junction and footway widening layouts be designed in detail based on surveyed layout at next stage (OS plan used here is not accurate enough), coordination with utilities, drainage, trees, ownerships etc.

Land ownerships to be confirmed (public highway search).

Parking removal / creation to be determined.

Cycle lanes, omitted at this stage, to be reviewed, n.b. LTN 1-20. Would coloured lanes and associated signage be detrimental to the feel of the village? Make Landbeach a slower speed place first.

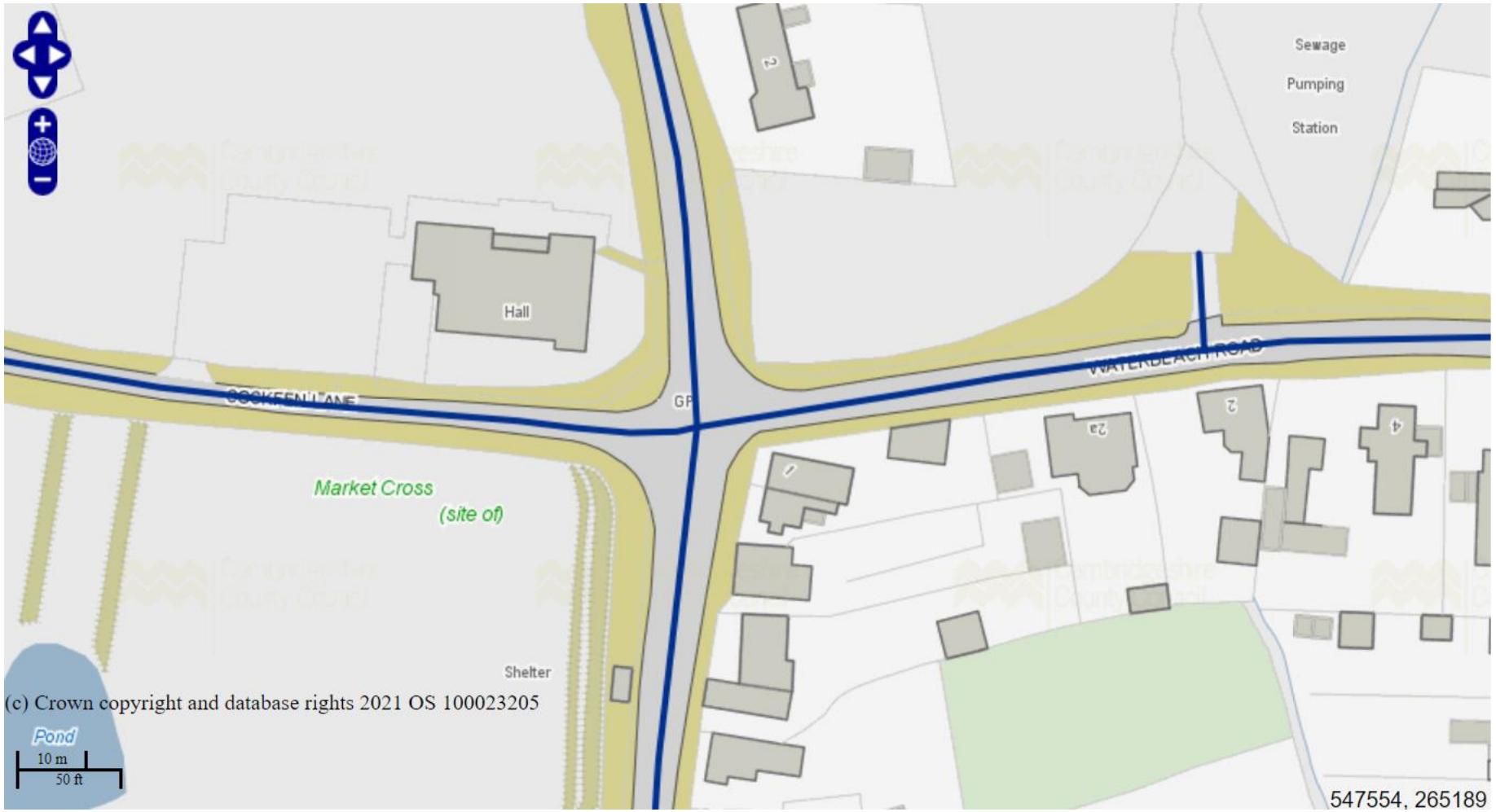
Consultation with wider community required.

Consultation with Highways required and Quality Audit (if required).

Schemes to be costed and phased, funding to be sourced and agreed.

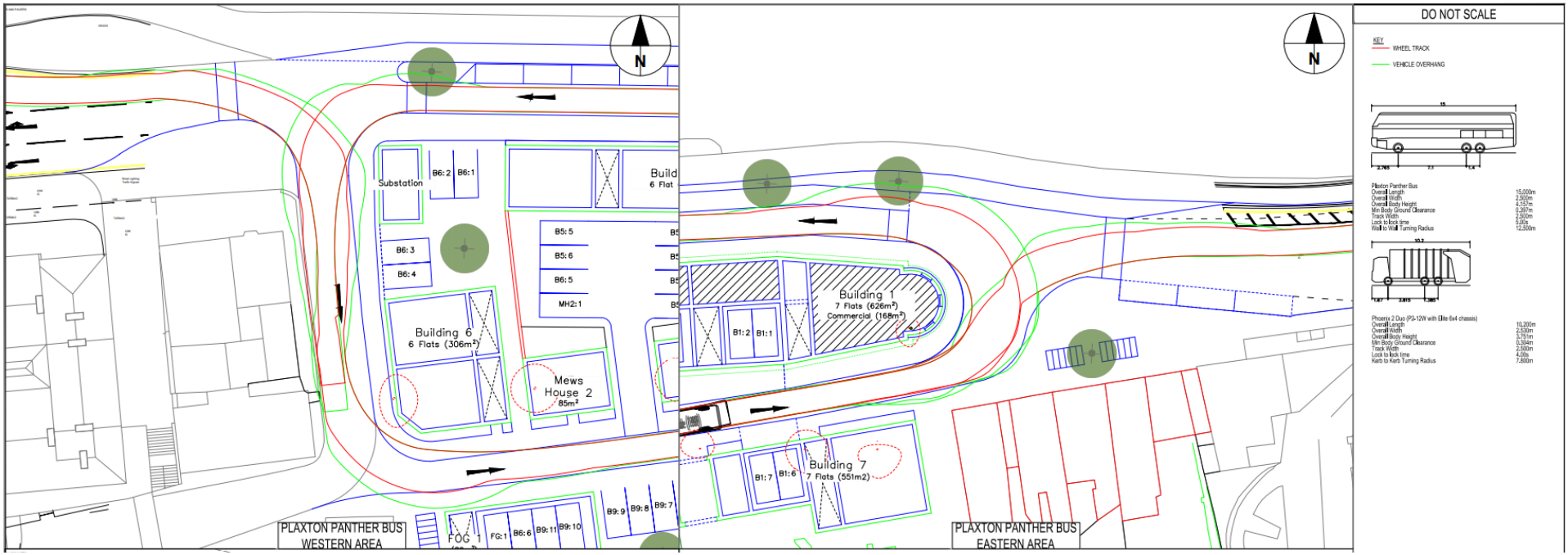
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Adopted Highway land



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Tracking example:



Next Steps

Discussions with CCC Highways, Parish Council and wider community

Make amendments from feedback

Coordination and connections to Greenways / Buses

Set a comprehensive vision
(even if it cannot all be delivered in one go)

Develop concept design further and testing of the scheme

Make it Community owned and driven

Schemes to be costed, phased and potential funding sources identified

ACA

andrew@andrewcameronassociates.com

+44(0)7795 237040

@joyofstreets