

Active travel

Stamford is a busy town with significant levels of traffic congestion in and around the town centre. Moreover, cycling and walking around Stamford is not as easy as it could and should be.

We want to find creative ways to avoid adding to this problem and contribute to putting these issues right. Our plans for Stamford North's travel connections, based on detailed traffic studies carried out over several years, are intended to avoid creating any further congestion in the town centre, as well as making travel around the development fast, easy and safe.

Walking & cycling

We are designing Stamford North to make walking and cycling easy and enjoyable, and planning to locate community buildings, including schools, so that they can be easily accessed by pedestrians and cyclists.

The new linear park will form the top portion of the planned Stamford Green Wheel, a continuous green walking and cycling route around Stamford's edge.

We are also investigating whether a 'micro-transport' service - like electric scooters for rent - could work in the development and beyond.



Linking communities

If Stamford North is going to be a success, it must be really well connected with the existing town.

We will create at least two new north-south green corridors permeating the current boundaries and connecting the whole of northern Stamford to the Green Wheel, the local centre and other outdoor amenities.

The layout of Stamford North will also incorporate several new pedestrian corridors in and out of the town, reducing the need for residents to travel to the town centre by car.

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How else could we encourage cleaner and greener travel?

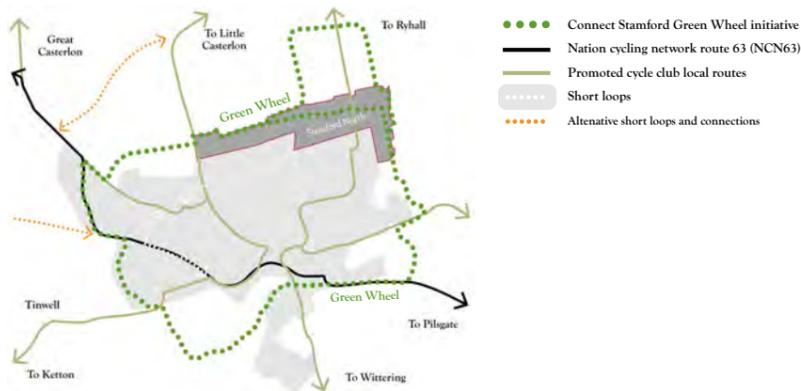
Roads & junctions

A vital new road

The South Kesteven District Council's Local Plan allocation recognises that this development will generate traffic. We are dealing with that issue head-on, by providing the majority of a new link road running from Ryhall Road to Old Great North Road.

This will draw traffic generated by the development, as well as existing traffic, away from the town centre.

Transport modelling demonstrates that, as a result, the development will have minimal impact on traffic in the town centre. By providing an additional route to cross town, we hope that it will also balance traffic flows through the day.



Junction improvements

Informed by detailed traffic studies and extensive monitoring, we will also be making a number of improvements to junctions on

the A1 and Ryhall Road. This will improve safety, capacity and the experience of pedestrians and cyclists.



- A** Right turn bay / carriageway widening for traffic turning onto the southbound A1 on-slip of the A1 / A606 Western Interchange Junction, as well as flare lengthening of the southbound A1 off-slip
- B** Dedicated left and right turn lane on the A1 northbound off-slip of the A1 / A606 Western Interchange Junction
- C** Dedicated left and right turn lane on the A1 southbound off-slip of the A1 / A6121 Eastern Interchange Junction
- D** Upgrade of the A6121 Ryhall Rd / Uffington Rd mini-roundabout to a signalised T-Junction, providing dedicated facilities for pedestrians and cyclists (toucan crossings), Advanced Stop Lines for cyclists ahead of traffic and increased capacity to accommodate additional traffic.

GummerLeathes

Bus & rail connections

Our aim is for Stamford North to make travel without a car as easy as possible. That is why we have begun to think deeply about how buses and other means of public transport can complement our designs for walking and cycling, so that the easiest decision is to leave the car at home and use convenient, reliable, green and sustainable ways of getting around.

Bus routes

Informed by forecasts of demand, we will work with local bus operators to design and deliver new and extended bus routes, with new stops through Stamford North.

We envisage a 'local' service between Stamford North and the town Stamford, phased from



weekday peak hour operation in the early years when the population of the new community is small, to a service running around every 30 minutes, 7am-7pm Monday-Saturday with an hourly 7am-7pm service on Sundays by the time the community is larger.

At the moment, this is subject to forecasting as travel patterns are changing so quickly and technology develops.

We also believe there are possibilities of enhancing existing town-to-town services, so that new residents have an alternative to the private car for medium to long distance trips.

Station connectivity

We shall make sure there are good connections to Stamford town centre and the railway station, making it easy for people to get to and from Stamford North, no matter where their journey starts and ends.

Mobility Hubs

We are exploring the use of 'mobility hubs', which bring together bicycle parks, bus stops, electric charging points for cars, e-bicycles and e-scooters, and new technologies just around the corner, such as autonomous taxis.

