

## **CBLR Movement Corridor Criteria**

The internal road network constructed to serve the initial 1,100 residential dwellings will be suitable to form the initial part of a future CBLR (Cross Borough Link Road).

In order that the development masterplan is consistent with the aims of the CBLR and vice versa, the development will construct a significant length of a road, as part of the Spine Movement Corridor, which is capable of also fulfilling the function of the CBLR.

This sets out the criteria for that corridor. It is intended to be a flexible design tool and not a definite catalogue of standards. The main objective of the criteria is to enable a CBLR link whilst at the same time creating better places for people to live in, places which are safer, more convenient and more attractive than the historical suburban estate, in accordance with guidance on this matter.

The following key criteria will be applied to the design of the Spine Road:

1. Corridor for movement by all modes
2. Provision for pedestrians, cyclists, and where appropriate equestrians, along its length (off carriageway) and across the carriageway (formal and informal), including segregated space for cycles and other micro-mobility (where legal). Where design (with supporting safety audit) permits, sustainable movements takes priority across side roads
3. No single home private driveways
4. A carriageway width typically in the order of 6.5m with localised widening where necessary
5. Separate right turn storage facilities for side road access such that through movement is maintained
6. 30mph speed limit
7. No significant acute bends
8. Satisfactory forward visibility at junctions and along the corridor
9. Active frontages, well overlooked and with street trees where appropriate
10. Layout consistent with public realm which encourages activity at the pedestrian scale and provides a balance between movement and place functions
11. Inclusive design to best account for people with visual, mobility or other limitations to allow safe and confident use
12. A circa 40m wide swathe of land will be safeguarded (where in control of the Appellant) to enable some flexibility in alignment to accommodate a corridor which is likely to fluctuate in width
13. Residual land within the safeguarded strip, once the detailed alignment and design of the corridor has been fixed, will accommodate development and frontage to the corridor.
14. Additional land to be safeguarded at the Bee Lane bridge end to facilitate a new bridge over the WCML that suitably aligns with Leyland Rd and The Cawsey to satisfy its function for all transport modes. Land to be made available for the construction of the bridge including sufficient land for a construction compound. Land requirements are highlighted on Drawing No. VN211918\_Spine01.