

BUS ROUTE

The bus route (maximum and design speed 20 mph) would have a 6m wide carriageway and would be seen as the main internal bus vehicular distributor route, going around the core of An Camas Mòr and crossing the High Street in two places. The character of the route would vary, being predominantly wooded coming off the new access road until it meets the School Square, then passing the Big Green before returning across the High Street at the Small Cross. The route would vary with different construction periods.

Along the route, bus stops would have waiting areas and bus shelters with cycle parking adjacent. Likewise, the main areas of car parking would be adjacent to the bus route. Stopping bays and parking spaces would be adjacent so as not to restrict the width of the street. The pavements would be 2m wide and separated from the street by a full kerb. Where passing through the lower and medium density zones, a 2m planting strip would be located on both sides. Within the medium density zone this strip may incorporate parallel parking. These zones are tree lined, either in the 2m planting strip, or in the protected planting strip to the gardens of the lower density plots. The higher density zone would not have the planting strip, though it may have occasional trees.

Paving materials would vary and reflect the density zone it is in. Surface water disposal would be collected in kerbside channels. Cable & piped services would be in each pavement. The mains drainage would be below the carriageway, to one side. Street lighting would again be fixed to buildings where possible.

