REPORT

Uttlesford Local Plan

Sustainable Transport Evidence Base and Strategy

Client: Uttlesford District Council

Reference: PC5857-RHD-RP-2

Status: A4/C01

Date: 2 July 2024

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Subtitle: Sustainable Transport Evidence Base and Strategy
Reference: PC5857-RHD-RP-2
Status: A4/C01
Date: 2 July 2024
Project name: Uttlesford Local Plan
Project number: TP1039

Classification
Project related

Revision	Date	Description	Prepared	Checked	Approved
V4-0	02/07/2024	Fourth issue	DC	ED	ED
V3-0	02/07/2024	Third issue	DC	ED	ED
V2-0	28/06/2024	Second issue	DC	IS	ED
V1-0	18/06/2024	First issue	RP / JS / DC	IS	ED
V0-2	06/06/2024	Updated draft	RP / JS / DC	IS	ED
V0-1	22/05/2024	Working draft	RP / JS	ED	IS

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Executive Summary

Integrated Transport Planning Ltd (ITP) was appointed by Uttlesford District Council (UDC) in April 2024 to provide support with preparing sustainable transport and accessibility evidence to inform the emerging Development Plan Documents (DPD) for the Uttlesford Local Plan (Regulation 19 stage). The current Local Plan was adopted in 2005. Since 2020 the council has been preparing a new Local Plan with public consultation being held on 'Issues and Options' in spring 2021 and the Consultation Draft (Regulation 18) consulted at the end of 2023. The current stage of work is for the Regulation 19 Plan.

This report is intended to provide a sustainable transport evidence base and strategy which will feed into the wider Transport Evidence Topic Paper UDC is preparing as part of the Regulation 19 submission. This in turn will be supplemented by a number of other transport studies and evidence.

What does existing national, regional and local policy mean for sustainable transport in Uttlesford?

For a rural district like Uttlesford, policy guidance and examples of best practice suggest the following common themes when improving sustainable transport:

- Opportunities to maximise sustainable transport differ between urban and rural areas, it is important these differences are taken into account.
- Developments, where possible, should limit impacts of car use by prioritising and encouraging walking, cycling and public transport.
- 'Decide and provide' and 'vision and validate' should be used rather than 'predict and provide' using robust evidence bases.
- Local Walking and Cycling Plans (LCWIPs) should be undertaken and optimised to support the wider cycle and walking network with new developments supporting these plans.

Uttlesford Local Plan

The emerging Uttlesford Local Plan has draft transport related planning policies across the whole district and for the North Uttlesford and South Uttlesford areas.

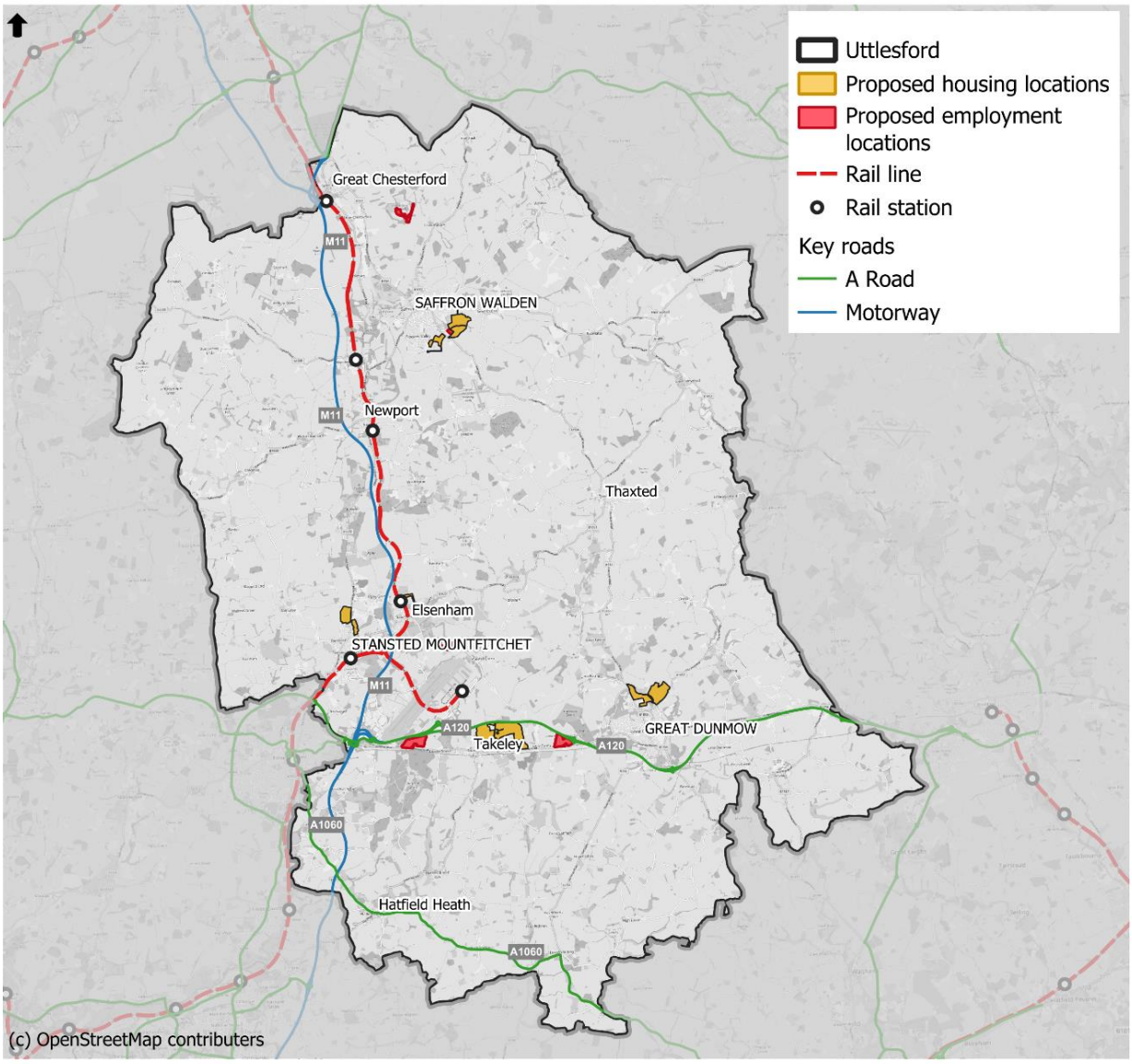
The core policies set-out the requirement that all developments must promote sustainable transport. Developments should be designed to cater for walking and cycling as the highest mode priorities, but also cater for public transport. Developments may need to improve sustainable transport infrastructure, which includes improving bus services. Developments should improve mobility and access for those with disabilities and mobility needs.

There are two transport related planning policies for North Uttlesford and two for South Uttlesford. They list specific schemes and measures that shall be provided for the delivery of growth in North and South Uttlesford respectively. Those schemes are predominately for sustainable transport and include the safeguarding of land for the delivery of schemes. Development proposals that affect the delivery and operation of the schemes will be refused.

The draft Uttlesford Local Plan transport policies are considered to align well with national, regional and local policies and strategies. The draft policies will enable the improvement of connectivity and sustainable transport modes and choices, whilst reducing the environmental impact of travel.

Development sites

A total of 3,849 new dwellings and 64.3 hectares of new employment land are proposed in the new Local Plan which will cover the period up until 2033. The figure on the following page shows these sites in relation to existing communities and the core transport network.



Existing sustainable transport in Uttlesford

The table on the following page summarises the existing sustainable transport provision in the main settlements in Uttlesford. Public transport provision and active travel provision have been colour coded with the below colour scheme based on their quality (commensurate to a rural district such as Uttlesford).

Quality of provision
Poor
Average
Good

Place	Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
Saffron Walden	▪ Good coverage of bus stops, and accessibility to them ▪ Nearest train station is at Audley End, circa 3.5km SW of Saffron Walden	▪ Limited NCN access ▪ Consistent 30mph speed limits. ▪ Bike hire schemes and subsidised bike rental schemes. ▪ Most key services are within the town are within walking distance.	▪ No significant barriers such as rivers, motorways, or rail lines to impede internal movements. ▪ Historic centre with one-way streets which aren't wide enough for contraflow cycle lanes.	▪ High car dependency, and therefore significant potential for a mode shift.
Great Dunmow	▪ Bus routes are classed as Low Accessibility. ▪ Nearest train station is at Stansted Airport, circa 7.2km West of town centre	▪ Great access to NCN. ▪ Possible to cycle to Stansted Airport via a mostly segregated route. ▪ Access to The Flitch Way.	▪ River Chelmer and the A120 represent instances of severance.	▪ A compact town where walking and cycling to services may be more attractive than driving. ▪ Transport to Stansted Airport, as the largest employer in Uttlesford.
Stansted Mountfitchet	▪ Central rail station with regular journeys to key destinations. ▪ Adequate bus network.	▪ Stansted Mountfitchet links to NCN16 but lacks safe routes to the airport. ▪ A 92-mile route, NCN 11 runs north from Stansted Mountfitchet.	▪ Severance from M11 and A120. There are just 3 crossing points.	▪ B1383 Stansted Mountfitchet to Bishop Stortford active travel could be improved. ▪ Rail station ensures the town is well-connected.
Elsenham	▪ Sparse, and infrequent bus network. ▪ Has a rail station which provides frequent links to key destinations.	▪ New Road has a footway on just one side of the carriageway. ▪ No safe cycling connections between Elsenham and Stansted Mountfitchet and not served by NCN.	▪ Severance of M11 and rail line. ▪ New Road is unlikely to be wide enough for contraflow cycle lanes.	▪ Major scope to increase the mode share of active travel modes. ▪ Opportunity to upgrade bus stop facilities and improve walking and cycling provision at key junctions.
Great Chesterford	▪ Served by a sparse, and infrequent bus network. ▪ Great Chesterford has a rail station which provides frequent links to: Cambridge and London Liverpool Street.	▪ The proximity to Cambridgeshire, where many work, makes cycling more attractive with the right infrastructure. ▪ The access road to the station is poorly maintained. ▪ Lack of footways and dominance of parked cars on street.	▪ Severance of the River Cam and M11. ▪ Isolated location.	▪ Just 1.2% of the population cycle to work. Saffron Walden, the closest town, is 6 miles away, a feasible cycling distance with appropriate infrastructure. ▪ Opportunities for traffic calming measures on the B183.
Takeley	▪ Good coverage of bus stops, and accessibility to them. ▪ No train station – nearest is at Stansted Airport. Direct bus services are available.	▪ Great access to NCN through the town. ▪ Signed shared footpath/cycleway	▪ The current road network in Takeley town centre is inefficient, leading to frequent traffic. ▪ Minor A120 severance.	▪ Potential to provide access to the multi modal transport hub at Stansted Airport. ▪ Stansted Airport is the largest employment site in the district so there is an opportunity to access employment by sustainable means.

The strategic allocation sites are well connected with good accessibility to facilities, the bus and rail network, together with opportunities to walk and cycle. The proposed Local Plan policies provide an opportunity and the direction to improve sustainable travel opportunities and connectivity.

Sustainable Transport Strategies

The majority of development sites show accessibility to a range of key services, with the exception being the proposed employment allocation site near Great Chesterford. However, all sites require a sustainable transport strategy to maximise the sites potential for sustainable travel. The Local Plan provides an opportunity to improve the nature of sustainable transport, its quality and provision. Improvements to sustainable transport will reduce the environmental impact of existing and proposed development, thereby aiding the goal of reducing the impact of travel on the climate.

There are a range of measures that can be implemented to improve sustainable transport within existing communities and facilitate new development. The table below shows the measures which are proposed, broken down by six broad themes around which good practice for sustainable mobility and mode shift in new and existing development can be framed.

Theme	Proposed improvements through the Local Plan
Placemaking and land use planning	▪ Providing wayfinding within new development allocations to key local trip attractors, including railway stations and town centres, to aid the movement of people on foot and by cycle. ▪ Provision of mobility hubs.
Walking and cycling infrastructure	▪ Provide new sustainable transport routes and upgrade existing ones. ▪ Connect sites with LCWIP routes. ▪ Connect to Public Rights of Way network and improvements to Public Rights of Way. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairments. ▪ Bike share, ebike charging stations, cargo bikes should be provided. Investigate provision of bike maintenance hubs ▪ Pedestrian routes to bus stops should be as direct as possible to aid amenity. ▪ Walking and cycling routes should be provided to the proposed primary and secondary schools. ▪ Upgrades to local walking and cycling routes. ▪ Investigate the increase cycle parking at railway stations.
Public transport	▪ Review existing bus services and addition of new services to serve the allocations. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. ▪ Enhance interchange facilities at railway stations. ▪ Improved connections to Stansted Airport.
Parking and traffic management	▪ EV car clubs. ▪ EV charge points provided for all houses. ▪ The highway mitigation and junction improvements that are required in Takeley and Great Dunmow as identified in the transport evidence including appropriate and proportionate mitigation measures at Junction 8 ▪ Smiths Green Lane will be close to through vehicular traffic at Warish Hall Farm and them route will be prioritised for walking and cycling whilst retaining local access.
Behavioural change	▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment travel plans. ▪ Bus awareness and information campaigns.

Governance, policy and funding	▪ Provision of discounted bus vouchers for new residents at sites. ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Introduce Saffron Walden Transport Strategy measures for public transport, parking and traffic management and placemaking

There are opportunities to improve connectivity and accessibility of the strategic allocation sites at Saffron Walden, Great Dunmow, Stansted Mountfitchet, Elsenham, Great Chesterford and Takeley and the surrounding areas. The report demonstrates that there are a range of measures that can improve sustainable transport use, providing alternatives to the private car and reducing the environmental impact of transport. The measures align with the draft transport policies contained within the draft Local Plan.

1 Introduction

1.1.1 Integrated Transport Planning Ltd (ITP) was appointed by Uttlesford District Council (UDC) in April 2024 to provide support with preparing sustainable transport and accessibility evidence to inform the emerging Development Plan Documents (DPD) for the Uttlesford Local Plan (Regulation 19 stage).

1.2 Context of the new Local Plan

1.2.1 The current Local Plan was adopted in 2005. Since 2020 the council has been preparing a new Local Plan with public consultation being held on 'Issues and Options' in spring 2021 and the Consultation Draft (Regulation 18) consulted at the end of 2023. The current stage of work is for the Regulation 19 Plan.

1.3 Purpose and structure of this report

1.3.1 This report is intended to provide a **sustainable transport evidence base and strategy** which will feed into the wider Transport Evidence Topic Paper UDC is preparing as part of the Regulation 19 submission. This in turn will be supplemented by a number of other transport studies and evidence.

1.3.2 The remainder of this report is structured as follows:

Section 2 provides the baseline context of sustainable transport, nationally and in the district
Section 3 looks at the existing transport networks
Section 4 shows the strategic allocations in the Local Plan
Section 5 assesses the current accessibility of the site locations
Section 6 details the sustainable transport strategies for each area
Section 7 concludes the report.

2 Baseline and policy context

2.1.1 This chapter provides the context of Uttlesford, transport policy relevant to the district.

2.2 Background and context of Uttlesford

2.2.1 Uttlesford District is located in the north west of the county of Essex. It is a largely rural, non-metropolitan district with a population of 91,341[1], with a population density of 143 persons per square kilometre[2].

2.2.2 The administrative town of the district is Saffron Walden (with a population of 16,600). The district also includes the town of Great Dunmow and larger villages such as Stansted Mountfitchet, Elsenham, Great Chesterford, Hatfield Heath, Newport, Takeley and Thaxted. Other than Thaxted, these communities are situated close to either the M11, which runs roughly north to south through Uttlesford from Cambridge to the M25, and the A120, which travels west to east between the M25 near London Stansted Airport and Colchester.

2.2.3 Neighbouring districts are Braintree, Chelmsford and Epping Forest in Essex, as well as East Hertfordshire, North Hertfordshire and South Cambridgeshire. London Stansted Airport, the UK's fourth-busiest airport[3], is located within Uttlesford and is the largest employer in the district.

2.3 Policy, guidance and research

2.3.1 This section discusses policies and guidance which are relevant to sustainable transport for a Local Plan context.

National Policy and Guidance

2.3.2 A review of Policy and Guidance has been undertaken that relates to sustainable transport. The details of the review of national policy and guidance are contained within Appendix A1. The Table 2.1 summarises the relevant national policy and guidance.

Table 2.1: Summary of National guidance

Policy	Summary and key points
National Planning Policy Framework (NPPF) (UK Government, 2021)	Sets out the government's planning policies and how these should be applied. Key points - consideration of transport issues from the earliest stage, significant development should be focused where it can be made sustainable, significant impacts on the transport network should be mitigated, and planning should provide attractive and well-designed active travel facilities.
Planning Practice Guidance – Transport evidence bases in plan making and decision taking (UK Government, 2015)	Sets out guidance for transport evidence bases for Local Plans including their importance, what should be considered in their development and how evidence bases should be used when assessing Local Plan proposals.
Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (UK Government, 2014)	Provides planning policy guidance on travel plans, transport assessments and transport statements.

[1] *2021 Census Profile for areas in England and Wales - Nomis (nomisweb.co.uk)*
[2] *Population density - Census Maps, ONS*
[3] *UK airport data 2024 | Civil Aviation Authority (caa.co.uk)*

	Guidance is provided on their importance, the key principles to consider during development, when each type of document is required and the information which should be included.
DfT Circular 01/22 – Strategic road network and the delivery of sustainable development (DfT, 2022)	Explains how National Highways engages with the planning system and fulfils its role in delivering sustainable economic growth whilst maintaining the strategic road network. Sets out principles for sustainable development including that developments should facilitate a reduction in need to travel and limit the impact on the strategic road network.
Planning for the future – A guide to working with National Highways on planning matters (National Highways, 2023)	This document provides further details the commitment of National Highways to planning, highlighting the need to engage early and collaboratively whilst supporting the key principles of DfT Circular 01/22 for locating sites where there is sustainable potential whilst reducing the impact on the strategic road network.
Local Transport Note 1/20 (DfT, 2020)	Provides guidance and good practice examples for the design of cycle infrastructure in England and Northern Ireland. Specific guidance on integration of cycling with new developments and highways improvements includes provision of appropriate high quality cycling facilities and integration with wider cycle network through LCWIP process.
National Design Guide (UK Government, 2021)	Provides guidance and examples on delivering well-designed places. In terms of transport, this includes 'a well-designed movement network' which is safe , accessible, promotes social activity, and limits the impact of car use by prioritising active travel and public transport.
Cycling and Walking Investment Strategy and Local Cycling and Walking Infrastructure Plans (LCWIPs) (DfT, 2022)	CWIS1 and CWIS2 set out ambitions to make walking and cycling the natural choice for shorter journeys or as part of a longer journey with clear objectives for each. Development of an LCWIP and guidance for this forms part of CWIS1. These are a network plan for walking and cycling, identifying key infrastructure improvements for future investment. LCWIPs should be included in local land use and transport planning.
Gear Change: A bold vision for cycling and walking (DfT, 2020)	Sets out government guidance for transforming the role cycling and walking play in the transport system. It sets out some key design principles for cycling including – treating cyclists as vehicles, ensuring separation with pedestrians at junctions, avoidance of purely cosmetic alterations, routes must join and be easy to use.
Active Travel England	ATE has strategic aims to increase levels of walking and cycling to 50% of journeys in towns and cities by 2030. They are a statutory consultee on all developments of 150 housing units or more. A number of tools have been developed to support the design and quality of active travel interventions and schemes including the crossing selector tool, route cross section tool, and planning application assessment tool.
Walkable Neighbourhoods (Sustrans, 2022)	Provides recommendations to ensure development reduces car dependency. This includes agreeing a spatial vision and setting clear accessibility standards to key services and bus stops to ensure development is in locations with the best accessibility.
Delivering Sustainably Walkable Neighbourhoods (Arup, 2024)	Provides guidance and evidence for delivering sustainable walkable neighbourhoods, detailing the concept of a 15-minute walkable neighbourhood. It presents the WalkFar tool to assess the walkability of new settlements, defining what different scales of development should include in terms of homes and jobs. Highlights the benefits of introducing walkable neighbourhoods on the highway network including the need to travel
Guide to the 20-minute neighbourhood (TCPA, 2021)	Guidance from the Town and Country Planning Association on the application of the '20 minute neighbourhood' in the context of England, it sets out a number of principles for success and provides case studies of best practice. Principles for success include a compelling vision, empowered communities, investment, and introducing both soft and hard measures. It further details what success in a rural area looks like.

Better planning, better transport, better places (CIHT, 2019)	Guidance on creating better places by better integrating planning and transport. It highlights the benefits of high quality evidence bases when assessing the needs and issues of communities, suggesting the use of a 'vision and validate' approach rather than the traditional 'decide and provide' methodology.
Future Mobility Hubs: Supporting the transition towards sustainable journeys (Arup / Go-Ahead, 2021)	Guidance sets out Go-Ahead and Arup's vision for how Future Mobility Hubs can be developed for different context within the UK including key design principles and examples of best practice.
Bus Back Better: National bus strategy for England (UK Government, 2021)	Published in 2021, sets out the national strategy for buses in England outside of London with a central aim to increase bus patronage back to pre-COVID-19 levels and then exceed this. As part of this guidance, all LTAs were required to publish a local Bus Service Improvement Plan (BSIP) to be updated annually, these set out how to improve services.

Regional Policy and Guidance

2.3.3 A review of regional policy and guidance that relates to sustainable transport has been undertaken. Table 2.2 summarises the regional guidance from Transport East and the Rural Strategy Hub which is detailed in Appendix A2.

Table 2.2 Summary of Regional guidance

Policy document	Summary and key points
Transport East Transport Strategy (TfE, 2022)	Sets out a vision for the transport system across the East alongside key objectives to meet this vision. The strategy highlights the unique challenges of rural transport provision across the region, whilst providing examples of best practice in sustainable transport provision.
Rural Connections: Transport challenges and opportunities for communities in the East (TfE, 2024)	Aims to highlight the evidence and findings from the Rural Strategy Hub call for evidence regarding the challenges facing transport in the East. It highlights key challenges in the provision of rural transport and provides a number of recommendations to address them.

Local Policy and Guidance

2.3.4 A review of the local policy and guidance that relates to sustainable transport is contained within Appendix A3. summarises the local policy guidance which includes policy from Essex County Council and Uttlesford District Council contained within Appendix A3.

Table 2.3: Summary of local guidance

Policy document	Summary and key points
Essex Local Transport Plan (ECC, 2011)	Essex County Council's LTP4 is currently in draft phase with LTP3, published in 2011, currently the statutory transport plan for Essex. This provides a vision for transport in Essex along with a number of objectives to meet this. Included within this plan are key policies on transport and land use planning along with carbon reduction.
Essex Cycling Strategy (ECC, 2024)	Currently in draft form, the Essex Cycling Strategy sets out a vision, outcomes and actions for cycling across Essex. It has 6 key outcomes covering design of infrastructure, perceptions, and health and equality. Further it sets out key planning guidance for cycling infrastructure.
Essex Design Guide (EPOA, 2018)	The Essex Design guide, first published in 1973 aims to promote high quality sustainable design that enhances the built environment and creates better

	places. It emphasises the role of neighbourhood design in travel choice and encouraging sustainable travel behaviour with guidance to support this.
Essex Country Council Developers' Guide to Infrastructure Contributions (ECC, 2023)	Details the scope and range of contributions for infrastructure which can been sought from developers including the methods in which funding can be secured.
Uttlesford Design Guide (UDC, 2024)	Currently in the draft phase, the Uttlesford Design guide will apply the National Design Guide and Essex Design Guide characteristics to Uttlesford.
Uttlesford Local Cycling Walking Infrastructure Plan (UDC, 2024)	Currently in the draft phase, the Uttlesford LCWIP details the network in Uttlesford. It provides proposals for strategic cycle routes and Velo village routes.
Transport Strategy for Saffron Walden (UDC, 2024)	Currently in the draft phase, the Transport Strategy for Saffron Walden considers a range of transport and a package of measures for each mode.
A120 Corridor Study (UDC / ECC, 2024)	Commissioned by UDC and ECC a multi-modal study of the A120 corridor was undertaken to assist in the delivery of sustainable transport. This includes a number of public transport service enhancement suggestions and walking and cycling proposals.
Uttlesford Local Plan (2024)	The emerging Uttlesford Local Plan has draft transport related planning policies across the whole district and for the North Uttlesford and South Uttlesford areas, it sets out core policies for all developments alongside Transport Assessment and Transport Statement requirements.

2.3.5 The draft Uttlesford Local Plan transport policies are considered within Appendix A3 and listed within Appendix A4, A5 and A6.

Policy Fit

2.3.6 The alignment of the draft Local Plan transport policies with national, regional and local policies and strategies has been considered. The policy and strategy alignment is indicated within Table 2.4.

Table 2.4: Draft Local Plan Policy alignment with National, Regional and Local Policies and Strategies

Draft Local Plan Policy	National Policy Alignment	Regional Policy Alignment	Local Policy Alignment
Core Policy 26: Providing for Sustainable Transport and Connectivity	NPPF ▪ Promotes sustainable transport with priority to active travel.	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns.	Essex Local Transport Plan ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduction carbon create by transport.
	DfT Circular 01/22 – Strategic road network and the delivery of sustainable development ▪ Promotes walking, cycling and public transport. Provides sustainable transport alternatives to the motor car.		Essex Cycling Strategy ▪ Promotes cycling to reduce the environmental impact of travel. ▪ Promotion of cycling will aid connectivity and provide health benefits.

	▪ Promotes make locations more sustainable.		▪ Will improve the cycle network within Uttlesford and hence Esses. ▪ Promotes well designed cycling infrastructure.
	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles.		Transport Strategy for Saffron Walden ▪ Will aid promotion and the delivery of sustainable transport measures within the strategy.
	Bus Back Better ▪ Policy promotes bus use by incorporation of bus infrastructure and enhancing existing services.		
Core Policy 27: Assessing the impact of Development on Transport Infrastructure	NPPF ▪ The impacts of developments will be assessed and that they will mitigated. ▪ Sustainable transport will be promoted.		Essex Local Transport Plan ▪ Promote sustainable transport. ▪ Provides alternative modes to the private car and the opportunity to reduce car journeys. ▪ Promotes travel planning to for greater use of sustainable transport and reduce the transport impact on the environment.
	DfT Circular 01/22 – Strategic road network and the delivery of sustainable development ▪ Promotes walking, cycling and public transport. Provides sustainable transport alternatives to the motor car and has the potential to reduce the impact on the strategic road network. ▪ Promotes make locations more sustainable.		
Core Policy 28: Active Travel - Walking and Cycling	NPPF ▪ Active travel will be promoted with greater priority. ▪ Providing an improved environment for cyclists and pedestrians. ▪ Promotes attractive and well-designed walking and	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns.	Essex Local Transport Plan ▪ Promote active travel and will aid reducing the number and length of trips made by private cars.

	cycling routes with supporting facilities.		
	DfT Circular 01/22 – Strategic road network and the delivery of sustainable development ▪ Promotes walking and cycling which provides opportunities for more trips by those modes rather than the private car. ▪ Promotes make locations more sustainable.		Essex Cycling Strategy ▪ Promotes cycling to reduce the environmental impact of travel. ▪ Promotion of cycling will aid connectivity and provide health benefits. ▪ Will improve the cycle network within Uttlesford and hence Esses. ▪ Promotes well designed cycling infrastructure.
	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles.		
Core Policy 29: Electric and Low Emission Vehicles	NPPF ▪ Providing EV infrastructure will enable a wider choices of modes with an alternative to fossil fuels and reduced emissions.	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation.	Essex Local Transport Plan ▪ Will provide opportunities to reduce the carbon impact of transport by promoting EV and low emission vehicles.
Core Policy 30: Public Rights of Way	NPPF ▪ Provides for alternative modes of transport. ▪ Promotes walking and cycling. ▪ Improve quality of walking and cycling network.	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns.	Essex Local Transport Plan ▪ Promote active travel and will aid reducing the number and length of trips made by private cars.
	DfT Circular 01/22 – Strategic road network and the delivery of sustainable development ▪ Promotes walking and cycling which provides opportunities for more trips by those modes rather than the private car. ▪ Promotes make locations more sustainable.		
	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles.		

Core Policy 31: Parking Standards	NPPF ▪ Providing cycle parking to aid cycling and create a well designed network with supporting facilities. ▪ Provides cycle parking and EV charging to provide alternative modes of transport with zero and reduced emissions.	Transport East Transport Strategy ▪ Will help promote active travel which will aid decarbonisation.	Essex Local Transport Plan ▪ Promote active travel and will aid reducing the environmental impact of transport.
	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling by providing cycle parking.		
Core Policy 32: The movement and management of Freight	NPPF ▪ Promotes local delivery hubs and provision of freight management strategies to reduce transport impact. ▪ Promotes low or zero emission modes of transport.	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation.	Essex Local Transport Plan ▪ Promotes low or zero emission modes of transport which will reduce the impact of transport on the environment.
Core Policy 7: Delivery of Transport Schemes within the North Uttlesford Area	NPPF ▪ Promotes walking and cycling through the provision of new infrastructure and connectivity. ▪ Promotes alternative modes of transport through provision of EV car clubs, bike share and e-cargo bikes. ▪ Promotes a well-designed walking and cycling network with supporting facilities.	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns.	Essex Local Transport Plan ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduction carbon create by transport.
	DfT Circular 01/22 – Strategic road network and the delivery of sustainable development ▪ Promotes sustainable transport and the potential to reduce journeys by private car. ▪ Promotes make locations more sustainable.		Essex Cycling Strategy ▪ Promotes cycling to reduce the environmental impact of travel. ▪ Promotion of cycling will aid connectivity and provide health benefits. ▪ Will improve the cycle network within Uttlesford and hence Esses. ▪ Promotes well designed cycling infrastructure.

	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles.		Transport Strategy for Saffron Walden ▪ Will aid promotion and the delivery of sustainable transport measures within the strategy.
Core Policy 13: Delivery of Transport Schemes within the South Uttlesford Area	NPPF ▪ Provides new and enhanced bus services which will promote bus us and alternative modes of transport to the private car. ▪ Promotes walking and cycling through the provision of new infrastructure and connectivity. ▪ Promotes alternative modes of transport through provision of EV car clubs, bike share and e-cargo bikes. ▪ Promotes a well-designed walking and cycling network with supporting facilities	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns.	Essex Local Transport Plan ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduction carbon create by transport.
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	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles.		
	Bus Back Better ▪ Policy promotes bus use by incorporation of bus infrastructure and enhancing existing services.		

Core Policy 17: Delivery of Transport Infrastructure within the Stansted and Elsenham Area	NPPF ▪ Provides new and enhanced bus services which will promote bus us and alternative modes of transport to the private car. Improvements to bus stops and rail stations will improve the public transport and hence the sustainable transport offer. ▪ Promotes walking and cycling through the provision of new infrastructure and connectivity. ▪ Promotes alternative modes of transport through provision of EV car clubs, bike share and e-cargo bikes. ▪ Promotes a well-designed walking and cycling network with supporting facilities	Transport East Transport Strategy ▪ Promoting active travel will aid decarbonisation. ▪ Will aid connecting growing towns.	Essex Local Transport Plan ▪ Promote sustainable transport. ▪ Promotes connectivity to services and communities within Uttlesford by sustainable transport. ▪ Promotion of sustainable transport will reduction carbon create by transport.
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	Gear Change: A bold vision for cycling and walking ▪ Promotes walking and cycling and states that they should have priority. ▪ Reduce the conflict with motor vehicles.		
	Bus Back Better ▪ Policy promotes bus use by incorporation of bus infrastructure and enhancing existing services.		

2.3.7 The draft Uttlesford Local Plan transport policies are considered to align well with national, regional and local policies and strategies. The draft policies will enable the improvement of connectivity and sustainable transport modes and choices for proposed development allocations and sites.

2.4 What might good accessibility look like in Uttlesford?

2.4.1 Based upon previous research, ITP has identified that there are six broad themes around which good practice for sustainable mobility and mode shift in new and existing development can be framed:

- Placemaking and land use planning
- Walking and cycling infrastructure
- Public transport
- Parking and traffic management
- Behavioural change
- Governance, policy and funding

2.4.2 The remainder of this report focuses on the areas where development is proposed and the specific sites, it draws together the areas existing features and makes proposals on how sustainable transport can be maximised based on the policy guidance in this section and the specific themes (in the bullet points) above.

What does this mean for sustainable transport in Uttlesford?

For a rural district like Uttlesford, policy guidance and examples of best practice suggest the following common themes when improving sustainable transport:

- Opportunities to maximise sustainable transport differ between urban and rural areas, it is important these differences are taken into account.
- Local Walking and Cycling Plans (LCWIPs) should be undertaken and optimised to support the wider cycle and walking network with new developments supporting these plans.
- Developments where possible should limit impacts of car use by prioritising and encouraging walking, cycling and public transport.
- ‘Decide and provide’ and ‘vision and validate’ should be used rather than ‘predict and provide’ using robust evidence bases.

3 Transport networks

3.1.1 UDC's Transport Topic Paper considers the transport networks in more detail, however this section provides a summary of the key routes and infrastructure for all modes in the district as context for this sustainable transport paper.

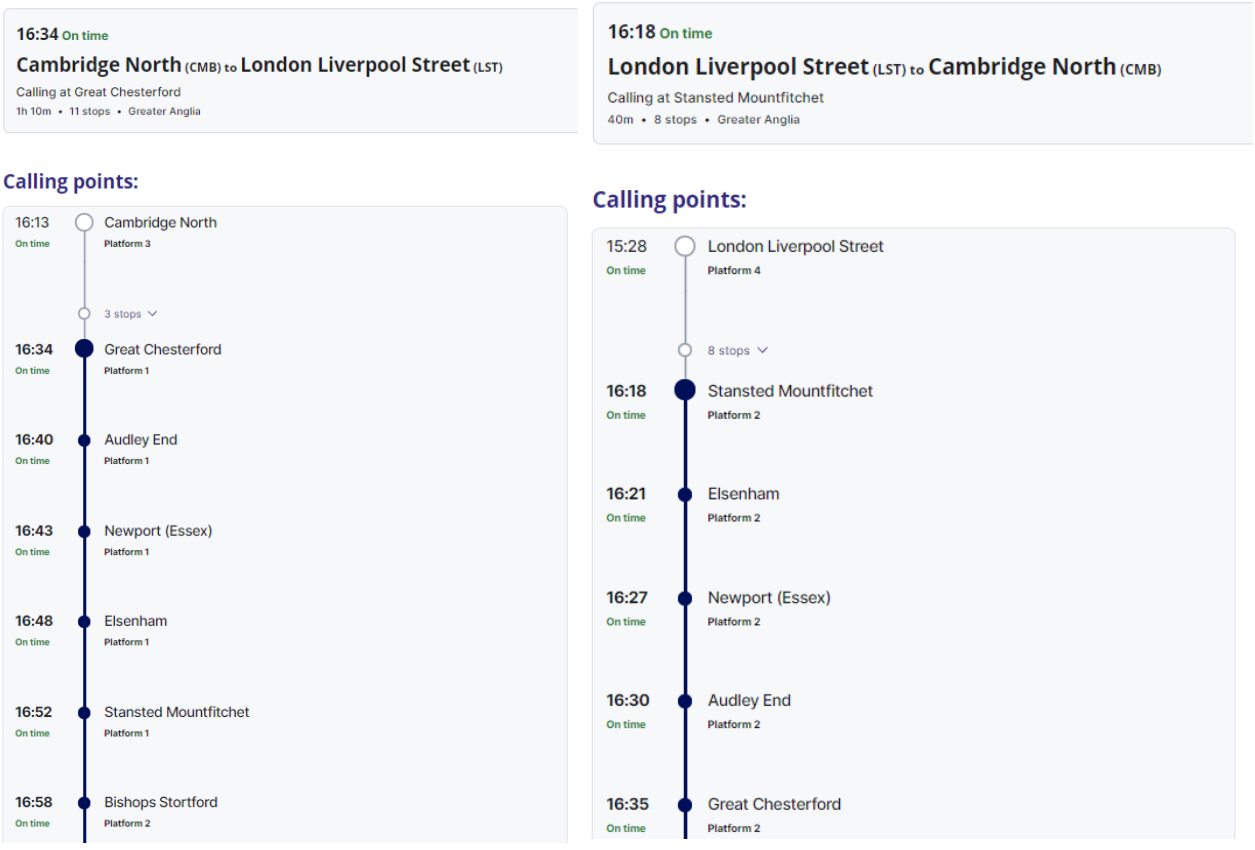
Highways

3.1.2 The M11 runs roughly north to south through Uttlesford between Great Chesterford (junction 9) and Hatfield Heath. This provides access from Uttlesford to Cambridge in the north and the M25 and London to the south. Junction 8 provides access to London Stansted Airport. The other National Highways operated strategic road is the A120 which runs west to east from Bishop's Stortford, Standon and the A10 in Hertfordshire to the A12 west of Colchester. London Stansted Airport, Takeley and Great Dunmow are all located close to the corridor.

Train

3.1.3 Uttlesford is served by the Great Anglia train route between London Liverpool Street, Cambridge and Cambridge North. There are stations in the district at Stansted Mountfitchet, Elsenham, Newport, Audley End (for Saffron Walden) and Great Chesterford. There are typically hourly southbound services to London and northbound services to Cambridge North from the stations in Uttlesford as shown in Figure 3-1. Stansted airport station can also be accessed through a change at Stansted Mountfitchet.

Figure 3-1 Typical weekday southbound and northbound routeing and journey times from stations in Uttlesford (source: National Rail, accessed 11/06/24)



3.1.4 Greater Anglia provide details on their website of the busiest services during the week to enable passengers to plan their journey, were possible to travel on trains with greater capacity. The data indicates whether the train is quiet, moderately busy, busy or crowded. Greater Anglia state that typically Monday and Fridays are quieter than Tuesday to Thursdays. The information is presented as trains before noon, between noon and 1800 hours and after 1800 hours.

3.1.5 The period is typically considered to be the busiest period due to passengers travelling to work. The train capacity data has been extracted for a range of journeys with Tuesday selected as a typical day. The train capacity data is contained within the table Figure 3-2. When a route has some capacity issues, those issues are presented as number out of the total for that period. Cells coloured green indicate the service is quiet, orange if the service is moderately busy and red if the service is busy.

Figure 3-2 Train service capacity data

Route	Before Noon			Noon to 1800 hours
Audley End – Stansted Airport	Quiet all services			Quiet all services
Audley End – Stansted Mountfitchet	Quiet all services			Quiet all services
Audley End – Liverpool Street, London	12 of 19	7 of 19	2 of 19	Quiet all services
Audley End – Elsenham	Quiet all services			Quiet all services
Stansted Airport – Audley End	No data			No data
Stansted Mountfitchet – Audley End	No data			No data
Liverpool Street, London – Audley End	No data			No data
Elsenham – Audey End	No data			No data
Stansted Airport – Liverpool Street, London	23 of 25	2 of 25	1 of 25	Quiet all services
Liverpool Street, London – Stansted Airport	No data			No Data
Great Chesterford – Stansted Mountfitchet	Quiet all services			Quiet all services
Stansted Mountfitchet – Great Chesterford	Quiet all services			Quiet all services

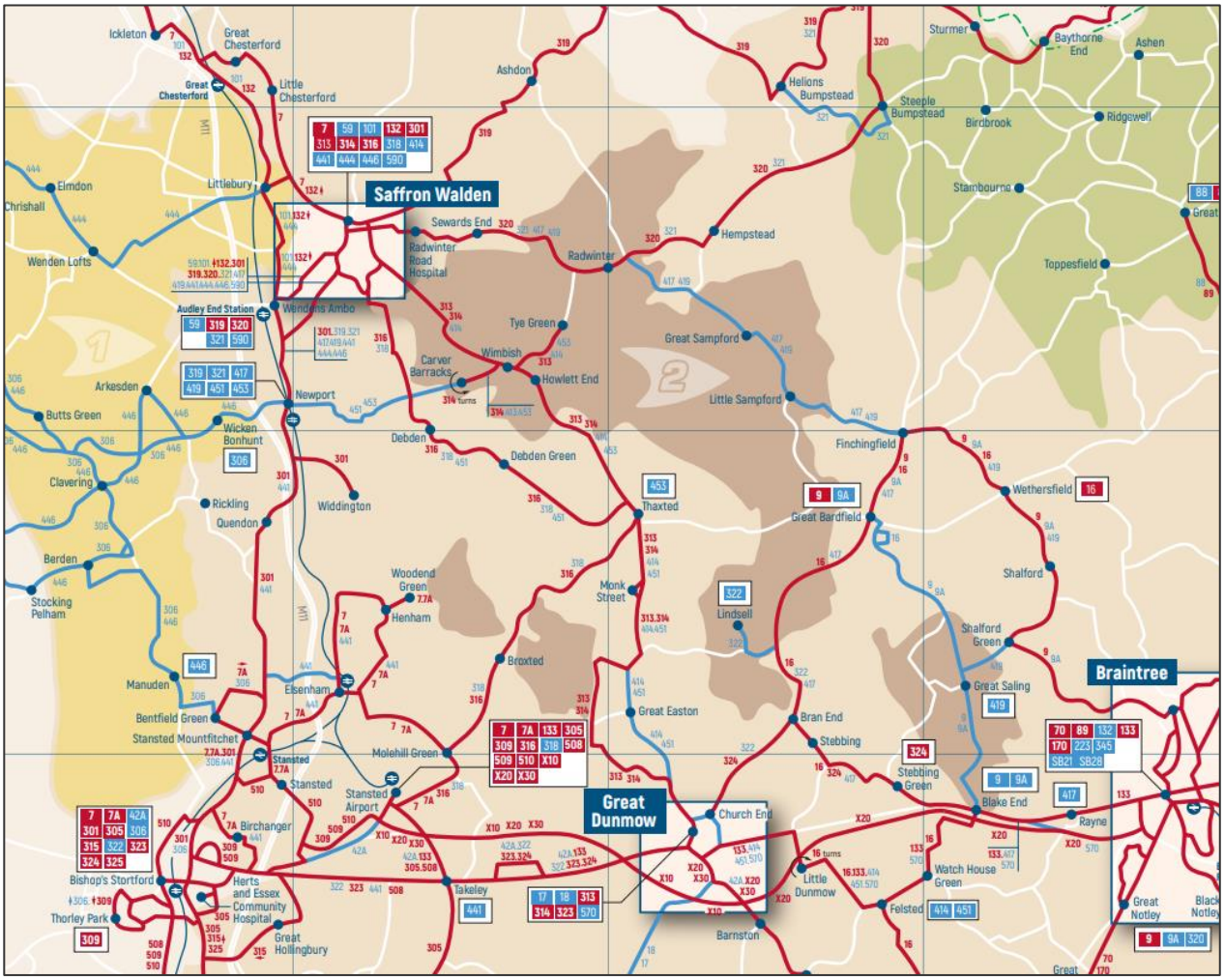
3.1.6 The table indicates that for services that have capacity data any capacity issues arise from Stansted Mountfitchet or at stations after Stansted Mountfitchet towards London.

Bus services

3.1.7 Bus routes in the district are shown in Figure 3-3. Specific routes and frequencies are described in the area profiles later in this chapter.

3.1.8 In addition, the DaRT 299 Demand Responsive Transport (DRT) operates in North and West Uttlesford. DRT is serviced by a number of minibus vehicles, typically accommodating between 8 and 16 passengers who need to pre-book their seat at least two hours in advance of their travel, which are flexible and can divert on and off route to collect and drop off passengers within their operating area. The DaRT service works by grouping bookings together to make it viable so it is not a taxi replacement. Unlike a larger bus, DaRT only needs three or four passengers to make a group booking. DaRT operates from 06.00-20.00 Mondays to Saturdays inclusive.

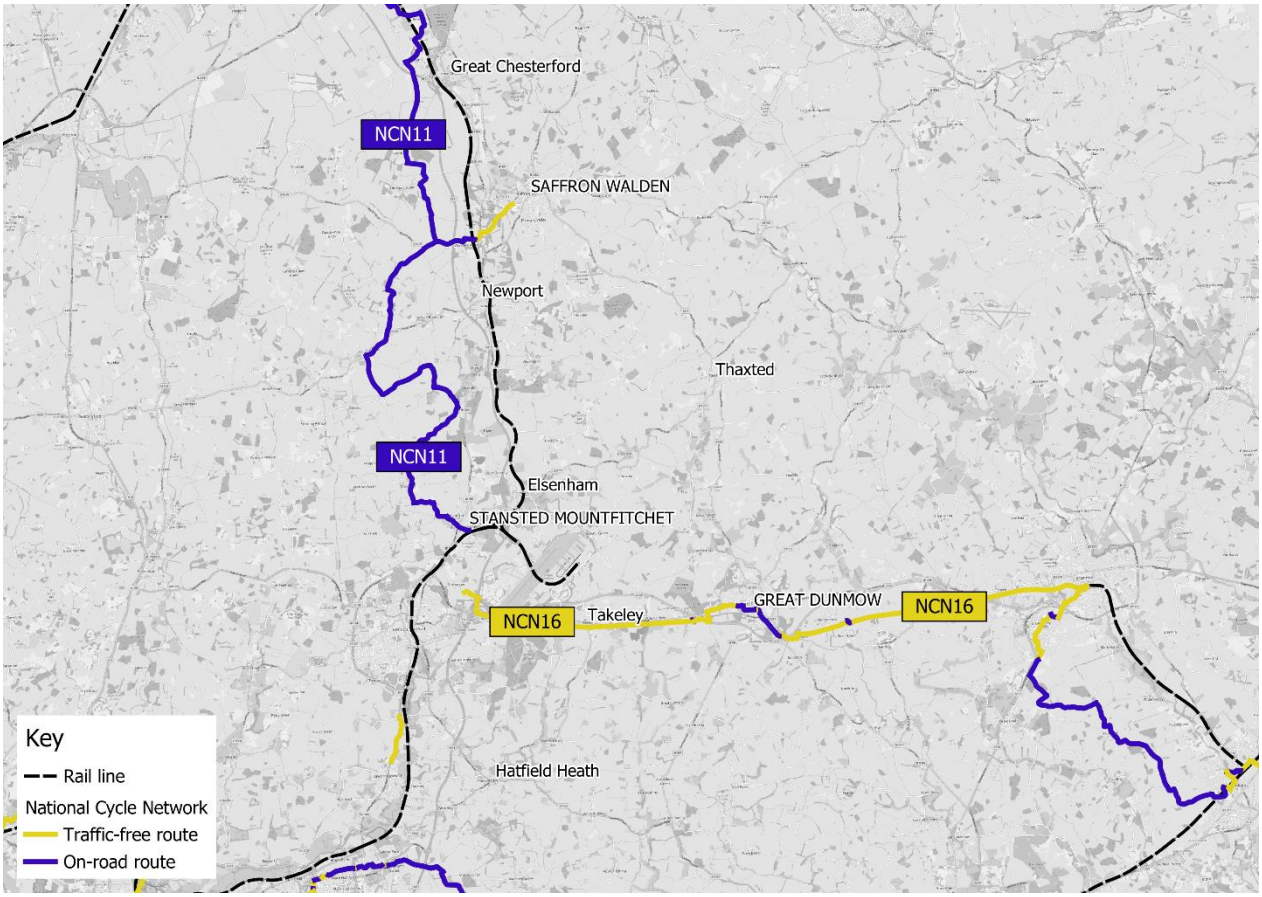
Figure 3-3 Bus routes serving Uttlesford (source: Public travel interactive map | Essex County Council (essexhighways.org), accessed 03/05/24)



National Cycle Network

3.1.9 National Cycle Network route 11 (Harlow in Essex with Wigginhall St Germans (south of King's Lynn) in Norfolk via Cambridge and Ely) and route 16 (connects Route 13 near Stansted via Great Dunmow, Braintree and Witham and continues to the intersection of Route 1 near Great Totham) run through Uttlesford as shown in Figure 3-4.

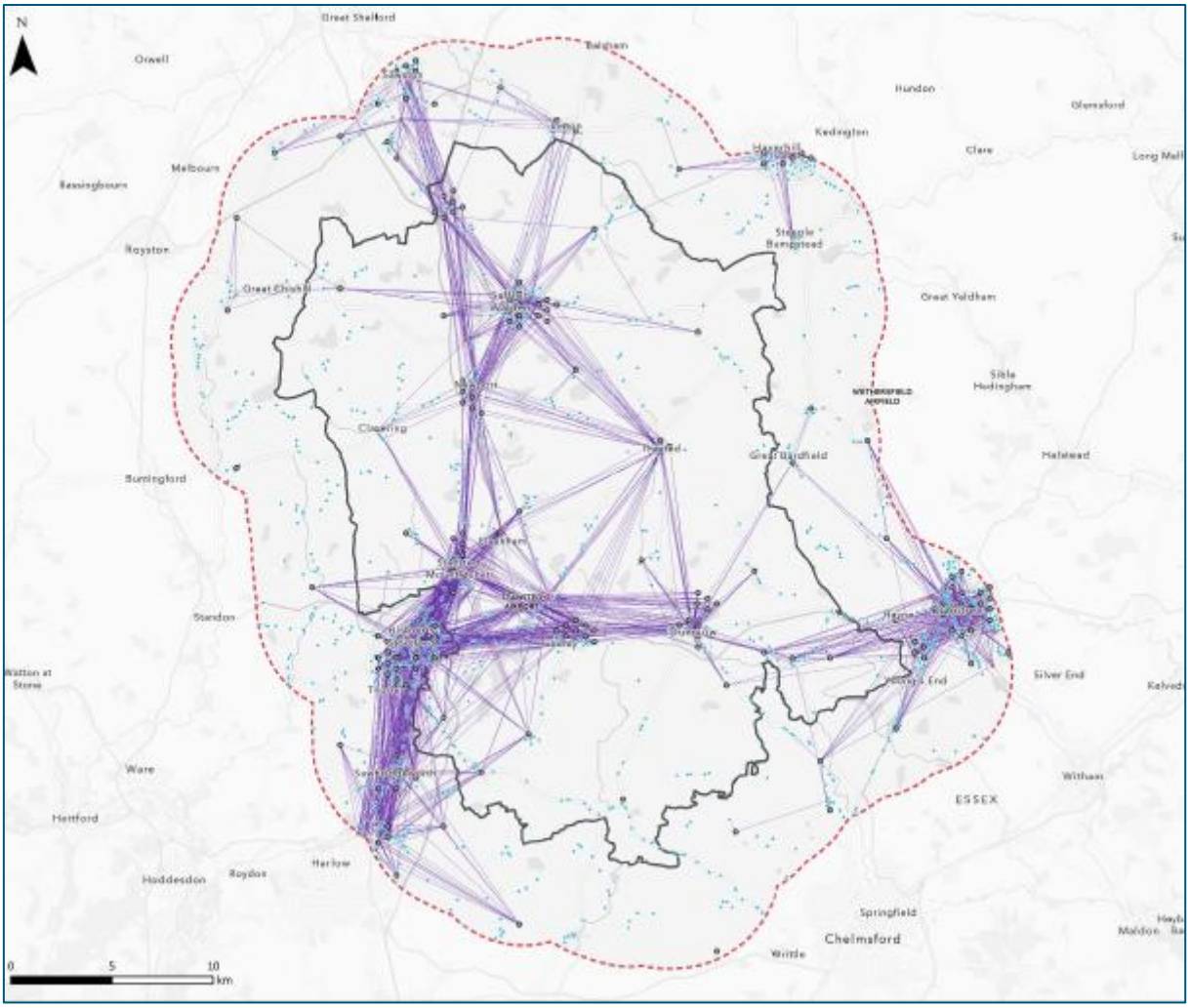
Figure 3-4 National Cycle Network in Uttlesford (source: Detailed maps & routes to explore across the UK | OS Maps accessed 03/05/24)



3.1.10 The Flitch Way, which forms part of NCN16, provides a connection between Bishop's Stortford and Braintree. Most of the route is traffic-free, excluding a small section where the route passes through Great Dunmow and cyclists are required to cycle on the carriageway which has high traffic flows. Interventions would therefore be required to ensure a continuous, safe shared route. A full review of the route was undertaken by Transport Initiatives in April 2023. This provides a detailed audit of the route and recommends improvements. Whilst much of the route is an unbound gravel surface, some sections are muddy, and there are also some pinch points which can present accessibility challenges. Some of the sections of this route fall within the Stansted Airport boundary are therefore under airport land ownership and would require the airport to deliver any proposed improvements.

3.1.11 For these reasons, and due to its strategic routing parallel to the A120 corridor, The Flitch Way serves as a potential key route to facilitate sustainable travel targets for employment and residential sites along this corridor.

Figure 3-5 Everyday cycle desire lines (Uttlesford LCWIP 2024)



3.1.12 There is a clear dense cluster of desire lines along the A120 corridor, connecting Great Dunmow, Takeley, Stansted Airport and Bishops Stortford/Stansted Mountfitchet, indicating that this corridor is likely to be an area of high demand for everyday cycling trips.

Public Rights of Way

3.1.13 The Public Rights of Way network provide opportunities for people to walk, cycle and ride horses on specific dedicated routes. The network provides opportunities for people to undertake trips to work, access facilities and services as well as undertake leisure trips. In more rural areas and on the edge of settlements the public rights of way network can form an important part of the recreational and active travel network. Where development is taking place on the edge of settlement it is important that public rights of way are protected and enhanced, including opportunities to enhance links to key services or between places. Developments can connect to Public Rights of Way to improve access options for people walking and cycling, as well as provide an opportunity to extend and enhance the network. ECC maintain the Definitive Map and the associated map modification orders for the Public Rights of Way Network across Essex. The map contains public footpaths, bridleways, byways and restricted byways within Uttlesford

3.2 Accessibility and travel patterns of Uttlesford's places

3.2.1 This section considers the accessibility and travel of each of the main settlements in the district. This provides:

- Settlement characteristics using the ONS custom area profiles4
- Walking and cycling accessibility to key services
- Access to bus and train
- Pipeline transport improvements
- Summary of sustainable transport constraints and opportunities

3.2.2 As part of the Local Plan review, classification of settlements within Uttlesford has been reviewed. This has produced a 'settlement hierarchy', ranking settlements based on their available and range of services and facilities. These types of facilities are:

- Education – Primary School, Secondary School, Sixth Form etc.
- Health – Doctors Surgery, Hospital, Dentist
- Community facilities – Library, Police Station, Community/Village Hall etc.
- Commercial – Restaurant, Hairdressers, Post Office, Supermarket, Petrol Station etc.
- Open space – Leisure centre, allotments etc.
- Transport and connectivity – Public car parks, railway station, taxi rank, bus service etc.
- Employment – key employment site

3.2.3 Based on the scores from this, five tiers of settlements were identified – Key Settlement, Local Rural Centre, Large Village, and Small Village, Open Countryside.

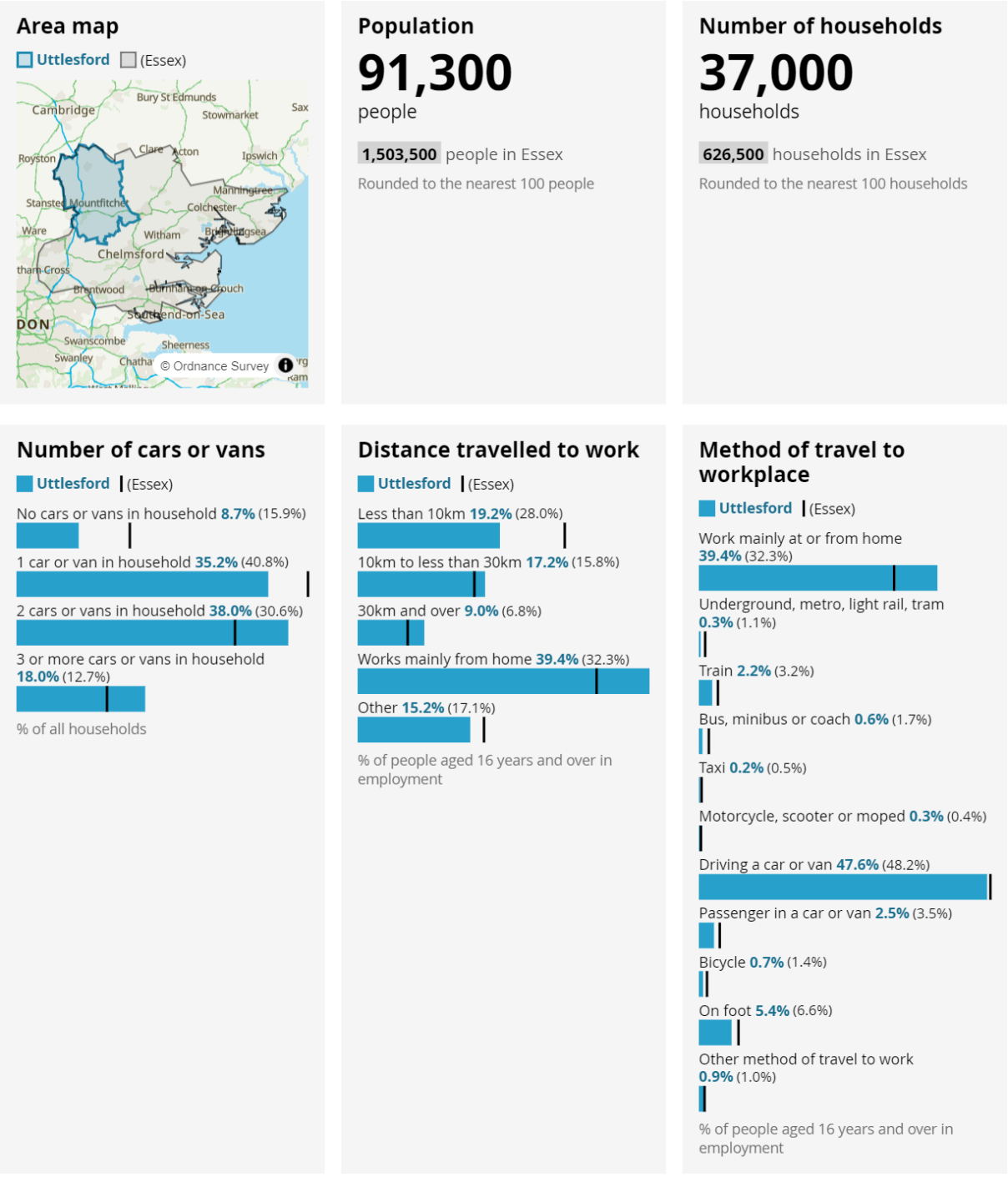
3.2.4 A higher score indicates a higher level of sustainable transport outcomes, with those containing a range of services and facilities. Settlements with a concentration of a range of services and facilities provides a stronger basis for sustainability as residents have access to a wider selection of services and facilities in one place, reducing their need to travel. As such, those falling into the 'Open Countryside' category are not considered suitable for any level of allocated development given the limited availability of services.

3.2.5 There are three settlements identified as 'Key Settlements' - Saffron Walden, Great Dunmow and Stansted Mountfitchet. These have a hierarchy score of over 200, signifying the highest range and quality or level of services and facilities. With each having at least one primary school, a secondary school, a bus services of at least an hourly frequency and a supermarket.

3.2.6 In terms of settlement characteristics, each of the key settlements have been compared using key census statistics from the 2021 Census. Figure 3-6 summarises the key information for the entire Uttlesford district when comparing to the wider Essex County. Car ownership is notably higher in Uttlesford than the Essex average, with no car ownership significantly lower in Essex. Distance travelled to work is slightly higher than the Essex average, but working from home is also higher. In terms of mode share, travel is broadly similar to the Essex average. However, use of public transport methods and active modes are slightly lower.

[4] *Build a custom area profile - Census 2021, ONS, accessed 24/05/24*

Figure 3-6 Uttlesford area profile (source: ONS, Census 2021, Census area boundary shown)



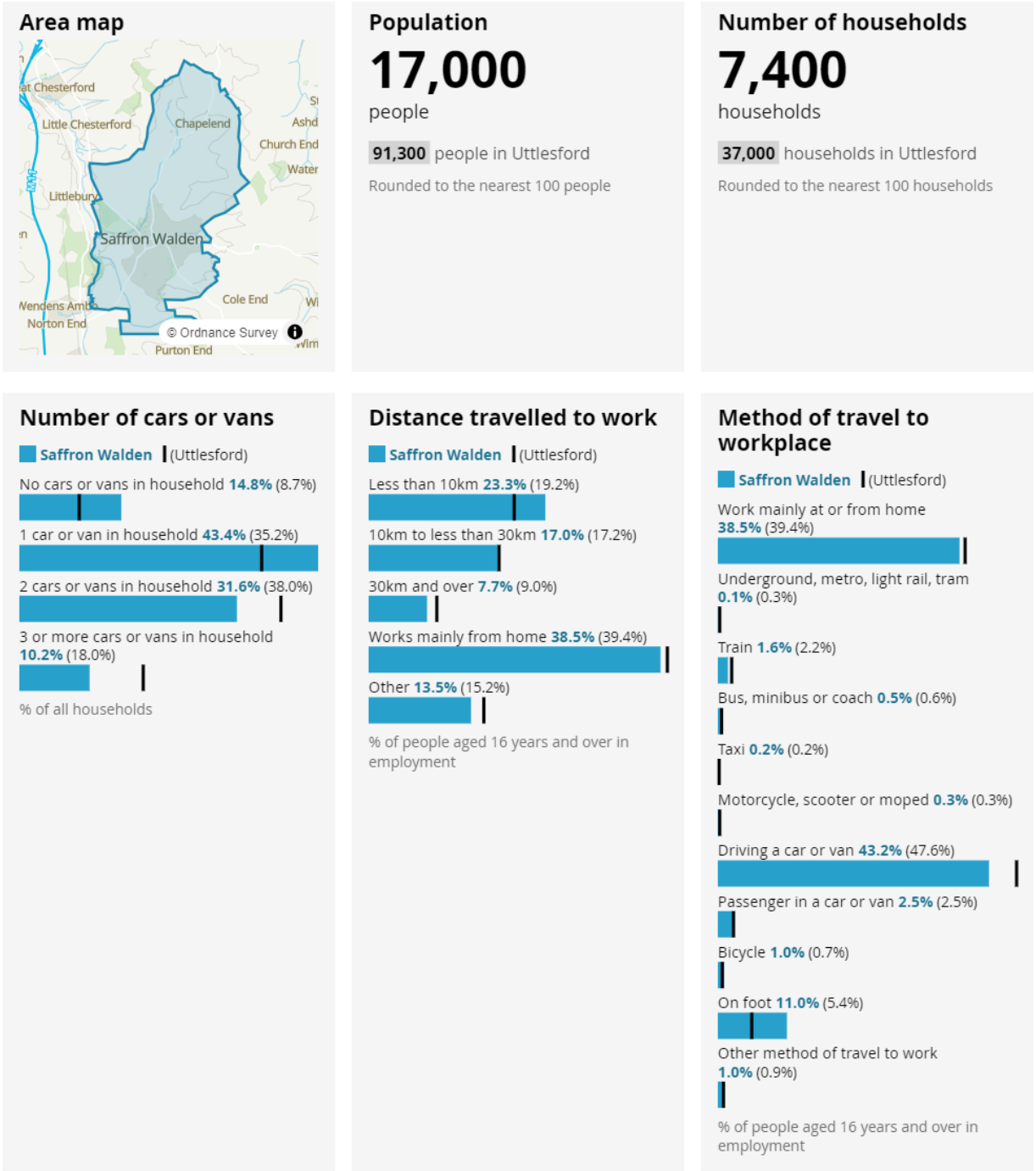
Saffron Walden

3.2.7 As the largest town in the district, Saffron Walden has the highest level of service and facilities. This includes a secondary school, primary schools, supermarkets alongside bus connections.

3.2.8 Figure 3-7 summarises key information about Saffron Walden including the population and number of households, key census statistics, and the current transport networks. Access to one car or van is higher than the Uttlesford average but lower for ownership of multiple vehicles.

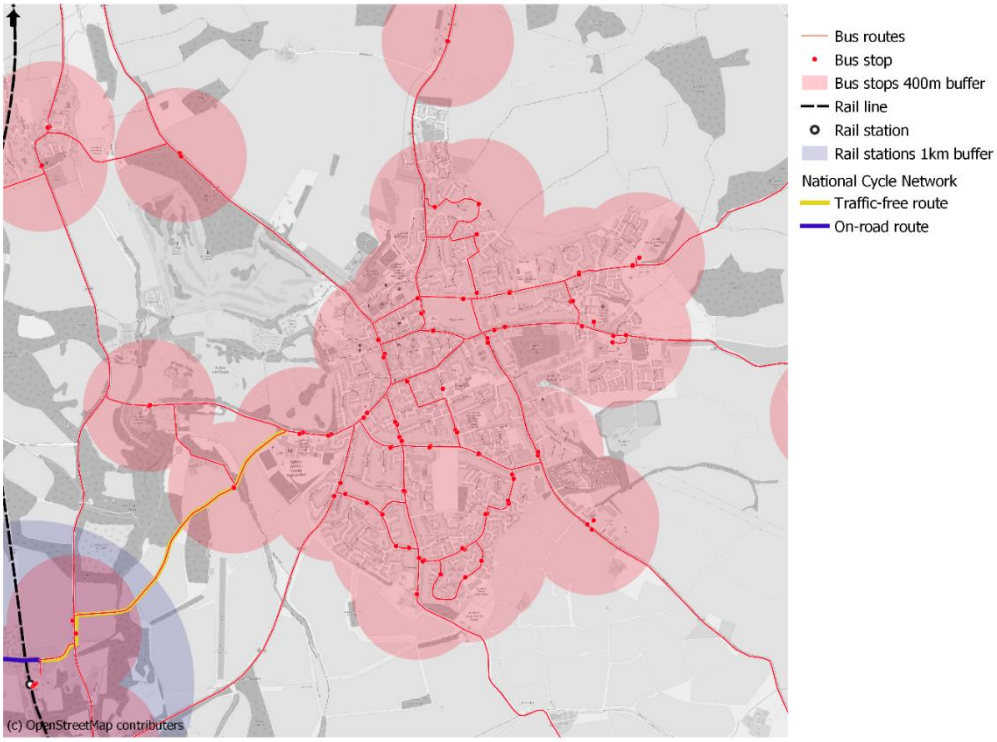
People travelled shorter distances than the Uttlesford average, although more people worked at home according to the last Census[5]. Driving to work by car is lower and walking is higher than the average. Both bus use and bicycle use are in line with the Uttlesford average but are overall much lower than the Essex average.

Figure 3-7 Saffron Walden area profile (source: ONS, Census 2021, Census area boundary show)



[5] *Caution required with the travel to work distance and location given this was during a Covid19 period where more people may have worked at home than in 'normal' conditions*

Saffron Walden sustainable transport situation



Cycling and walking

- Limited access to National Cycle Network (NCN) – and segregated route does not go as far west as Audley End station.
- Most roads, including tertiary and other residential roads have 30mph speed limits.
- Bike hire scheme with e-bikes and regular bikes for £1.50-£2.00 per 30 minutes.
- Residents of Saffron Walden can rent regular or electric bikes for up to 6 months at a subsidised rate, with free delivery included.
- Most places within the town are within walking distance of the town centre and key services.

Access to public transport – bus and train

- Good coverage of bus stops, and accessibility to them
- Bus services: 7, 34, 59, 132, 301, 313, 314, 316, 319, 320, 321, 590, F29. Providing direct services to: Cambridge, Haverhill, Great Chesterford, Newport, Thaxted, Stansted Mountfitchet, Bishop's Stortford, Great Dunmow.
- No train station – nearest is at Audley End, circa 3.5km SW of town centre, direct bus services available.

Pipeline transport improvements:

- The Saffron Walden neighbourhood plan (2021-2036) states a need for new shared routes and cycle storage and improved public transport connections.
- All new streets within the development limits of the parish must be designed to keep vehicle speeds at or below 20mph.
- The Saffron Walden Transport Strategy outlines an integrated approach to interventions which include: A shared mobility scheme with an EV car club, shared bike scheme, shared e-cargo bike; a mobility / transport hub and highway / junction improvements.

Constraints and opportunities:

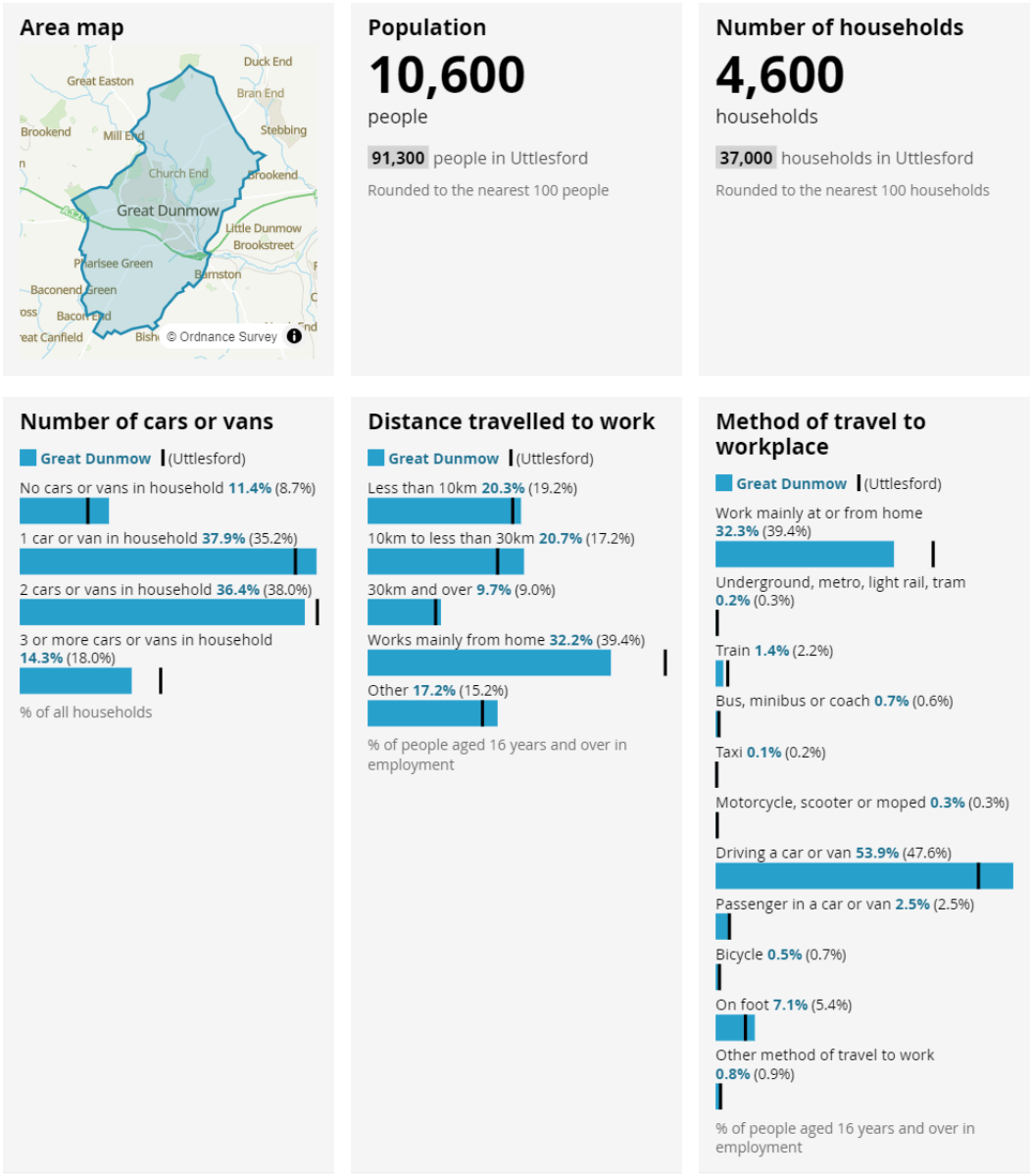
- No significant barriers such as rivers, motorways, or rail lines to impede internal movements.
- Historic centre with one-way streets which aren't wide enough for contraflow cycle lanes.
- Currently, the town exhibits high car dependency, which therefore translates to significant potential for a drastic mode shift.
- However, Saffron Walden is the 'best' area in Uttlesford with the highest levels of walking and cycling.

Great Dunmow

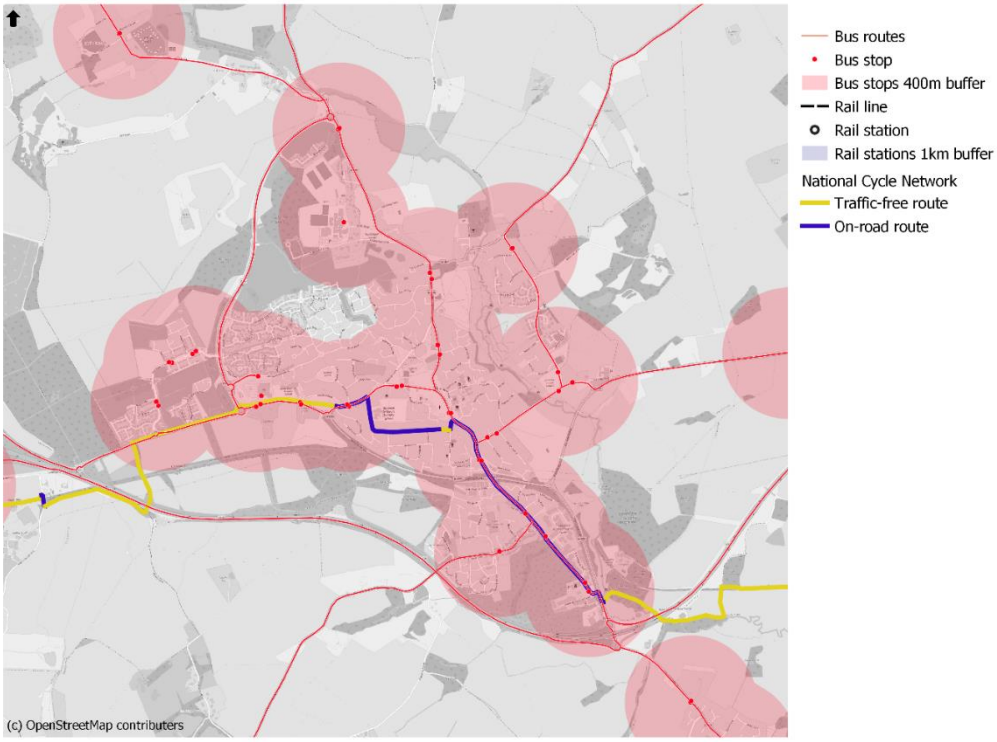
3.2.9 Great Dunmow is the second largest settlement in Uttlesford and is classified as a 'Key Settlement' according to the settlement hierarchy. It acts as the service centre focus for the south-eastern area of the district with a range of retail and service facilities including strategic bus services given its location close to the A120.

3.2.10 Figure 3-8 summarises the population and number of households in Great Dunmow, alongside the current transport network. Access to a car or van is lower than the Uttlesford average with more residents with no car or 1 car. Fewer people worked from home than the Uttlesford average with those travelling to work commuting shorter distances. Driving to work by car is higher than the Uttlesford average, with all other modes broadly in line with the Uttlesford average.

Figure 3-8 Great Dunmow area profile (source: ONS, Census 2021, Census area boundary show)



Great Dunmow sustainable transport situation



Cycling and walking

- NCN 16 runs east to west through Great Dunmow and connects Stansted and Braintree. There is a dominant movement between Great Dunmow and Stansted Airport
- When looking at Census data, ~2% people originating in Great Dunmow cycle to work.
- With good access to the NCN, and The Flitch Way, it is possible to cycle to Stansted Airport via a mostly segregated route. The Flitch Way is a 15-mile, flat, traffic-free walking and cycling route on a former railway from Braintree to Bishop's Stortford.
- Travel to Stansted Airport is significant as the largest employer in Uttlesford.

Access to public transport – bus and train

- Bus routes through Great Dunmow, and along the B1256 and A120 are classed as Low Accessibility.
- Bus services: 17, 18, 42A, 133, 313, 314, 322, 323, 324, 414, 451, 570, X20, X30. Providing direct services to: Braintree, Chelmsford, Stansted Airport, Southend, Saffron Walden, Newport, Bishop's Stortford, and Dunmow.
- No train station – nearest is at Stansted Airport, circa 7.2km West of town centre, direct bus services available

Pipeline transport improvements:

- A range of public transport service enhancement options have been devised, targeted at providing convenient public transport links for new development on the A120 corridor.
- New services will connect with existing services which will also improve the viability of these services. Mobility Hubs are planned to further benefit both new and existing services.

Constraints and opportunities:

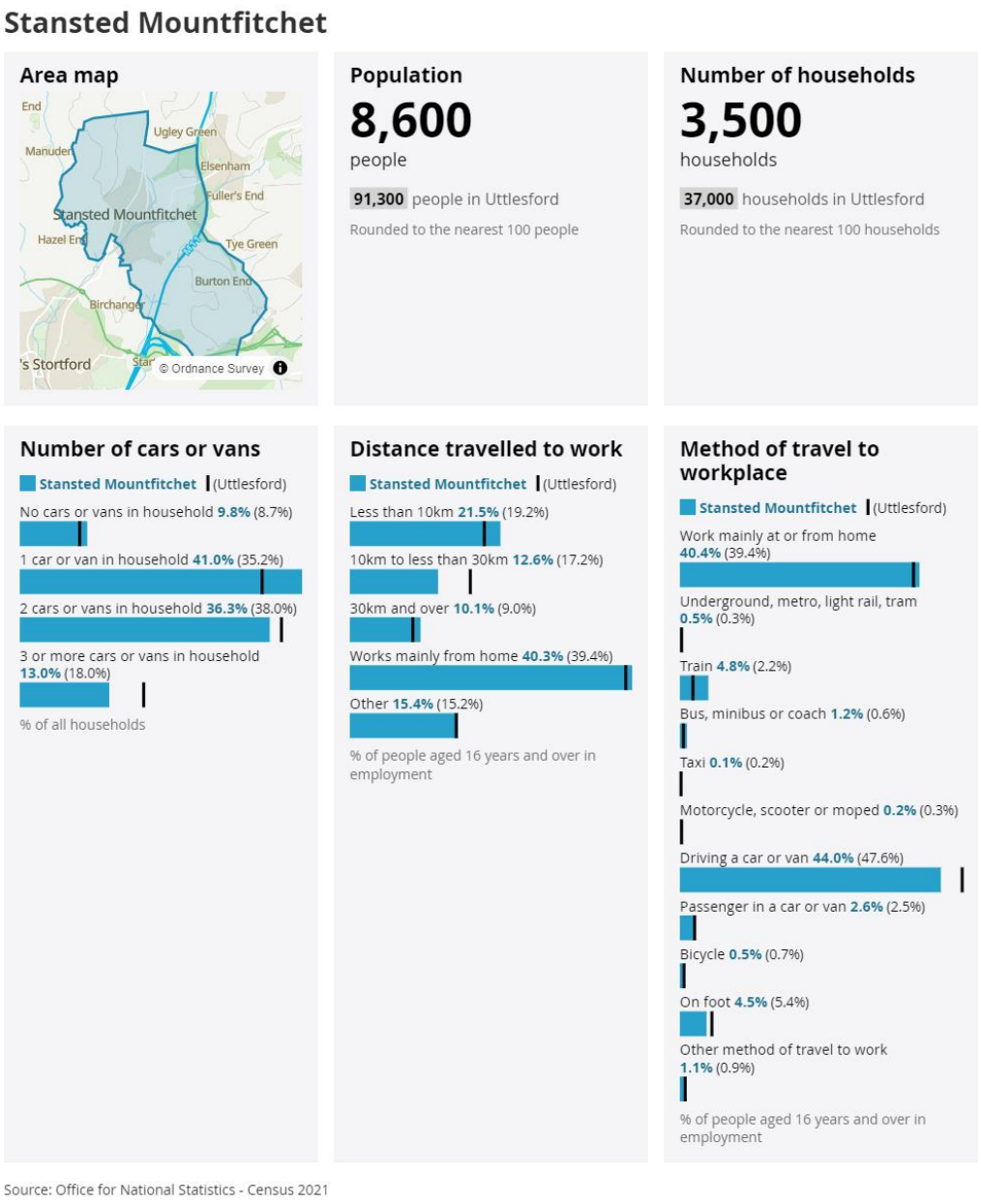
- A low cycling mode share alongside a low bus (0.2%) and train (1%) mode share represents an opportunity to improve cycling and public transport infrastructure.
- The River Chelmer to the East and the A120 to the South represent instances of severance for Great Dunmow.
- Great Dunmow is a compact town, walking and cycling to services may be quicker/more attractive than driving and parking

Stansted Mountfitchet

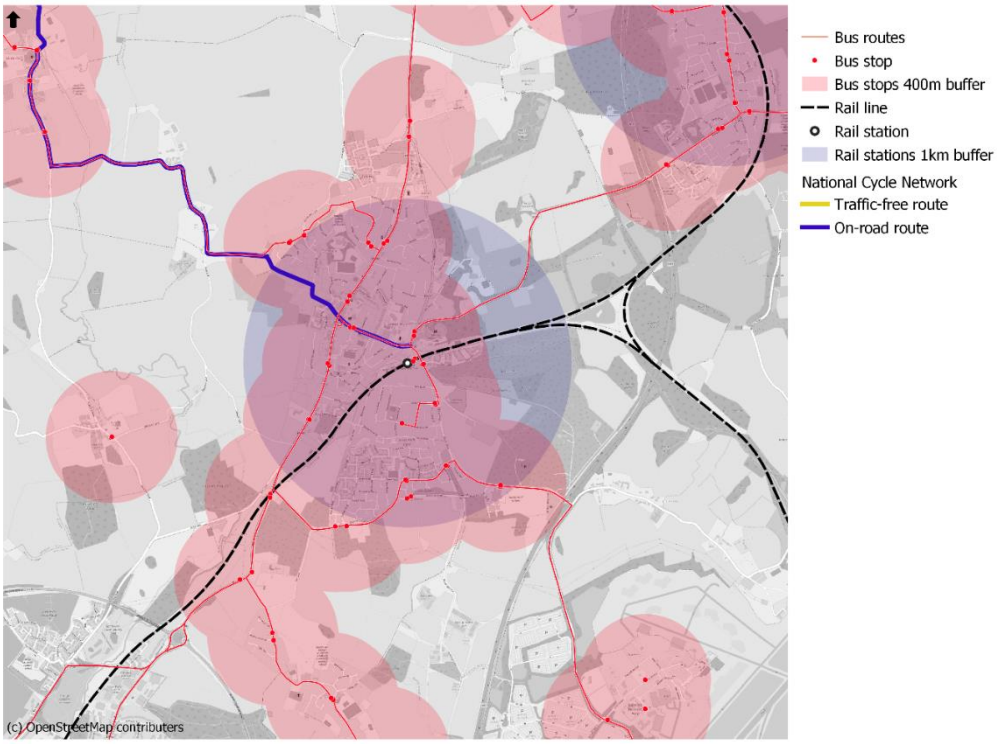
3.2.11 Stansted Mountfitchet is the third largest settlement in Uttlesford and is classified as a 'Key Settlement' according to the settlement hierarchy. It has a range of services and retail facilities including strong rail and bus connections.

3.2.12 Figure 3-9 shows the population and number of households in Stansted Mountfitchet, which is located in the west of the district near to the M11 junction 8. Access to a car or van is in-line with the Uttlesford average with slightly more people owning one car. Distances travelled to work is similar to the Uttlesford average, with slightly more shorter journeys less than 10km taking place. Driving to work by car is lower than the Uttlesford average, whilst travel by train is notably higher. Other public transport and active mode use are slightly lower than average.

Figure 3-9 Stansted Mountfitchet area profile (source: ONS, Census 2021, Census area boundary show)



Stansted Mountfitchet sustainable transport situation



Cycling and walking

- The majority of roads, including most tertiary and other residential roads have at least 30mph speed limits.
- A 92-mile route, NCN 11 runs north from Stansted Mountfitchet and continues through Cambridge, Ely before finishing in King's Lynn.
- Stansted Mountfitchet links to NCN16 but lacks safe routes to the airport.
- There is an existing shared use footway/cycleway to the north of Stansted Mountfitchet. This shared path is on the B1383 Cambridge Road and is ~200m long.

Access to public transport – bus and train

- Bus services: 7, 7A, 301, 306, 441, and 510. Providing direct services to: Harlow, Stansted Airport, Saffron Walden, Bishop's Stortford and Takeley.
- Stansted Mountfitchet has a central rail station with regular journeys to: London Liverpool Street, Cambridge, and Stansted Airport.

Pipeline transport improvements:

- Improvements to active travel infrastructure from Stansted Mountfitchet to Stansted Airport.
- Additional infrastructure to minimise vehicle impact in Stansted Mountfitchet could require a new link to B1383.

Constraints and opportunities:

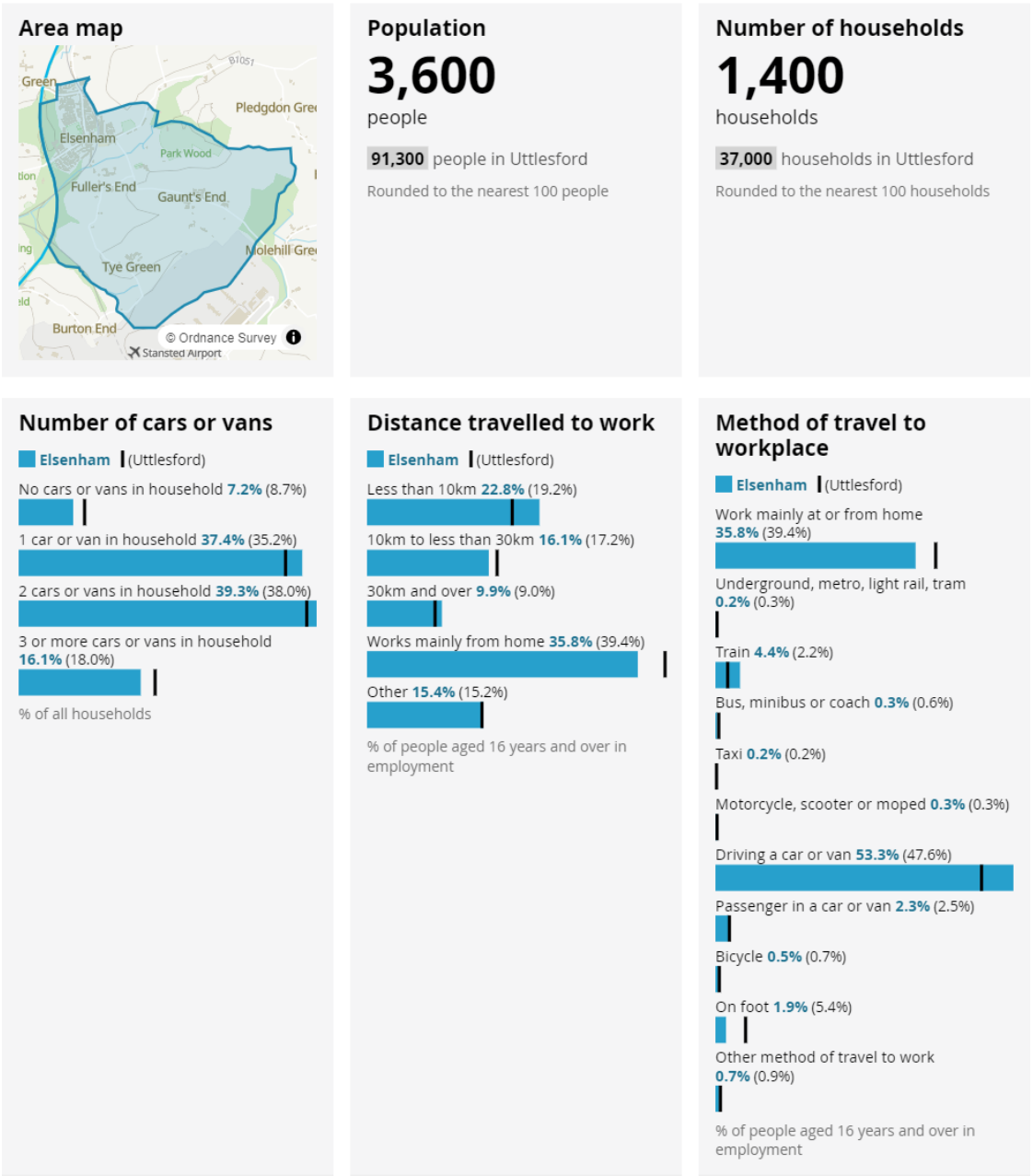
- Severance of M11 and A120 Bishop's Stortford bypass and severance of the railway line which separates the north and south of the town. There are just 3 crossing points.
- The low cycling mode share for commuting in Stansted Mountfitchet, with most areas north of the rail station having less than 1% of people cycling to work, represents an opportunity to improve active travel infrastructure.
- Rail station ensures the town is well-connected.

Elsenham

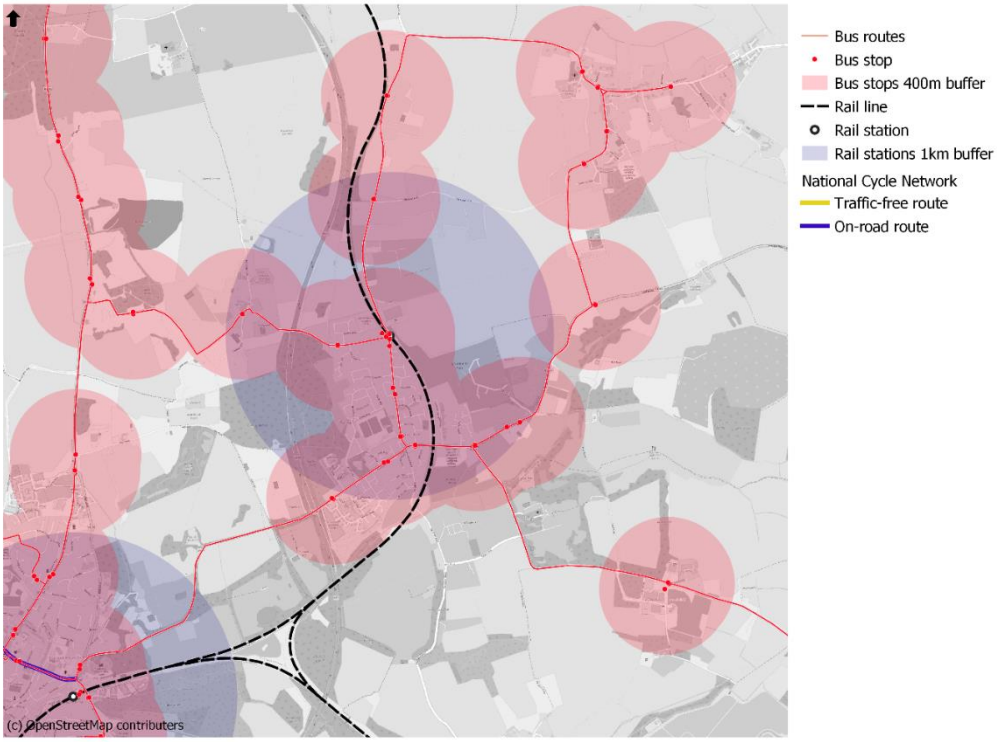
3.2.13 Elsenham is one of the six settlements classified as 'Local Rural Centres' by the settlement hierarchy. Located in the western part of Uttlesford, Elsenham has a doctor's surgery, primary schools and a railway station.

3.2.14 Figure 3-10 shows the population and number of households in Elsenham alongside the current transport network. Access to a car or van is in-line with the Uttlesford average, with slightly fewer households with 3 or more cars. Working from home in Elsenham is lower than the average In terms of travel to work, driving to work by car is higher than the average. Walking, cycling and bus travel to work is notably lower but train is higher than the average.

Figure 3-10 Elsenham area profile (source: ONS, Census 2021, Census area boundary show)



Elsenham sustainable transport situation



Cycling and walking

- There are currently no safe cycling connections between Elsenham and Stansted Mountfitchet.
- New Road, the road towards Elsenham rail station has a footway on just one side of the carriageway.
- Elsenham is not served by any nearby National Cycle Network routes.

Access to public transport – bus and train

- Elsenham is served by a sparse, and infrequent bus network
- Bus services: 7, 7A, and 441. Providing direct services to: Stansted Airport, Saffron Walden, Bishop's Stortford and Takeley.
- However, Elsenham has a rail station which provides frequent links to: Cambridge and London Liverpool Street. However, platform access is via a level crossing on Old Mead Road which is not ideal.

Pipeline transport improvements:

- HCC and ECC plan to upgrade bus stop facilities, improve walking and cycling provision at key junctions, improve access between sustainable travel modes at key interchange locations, enable the improved provision of electric vehicle charging points at key locations.

Constraints and opportunities:

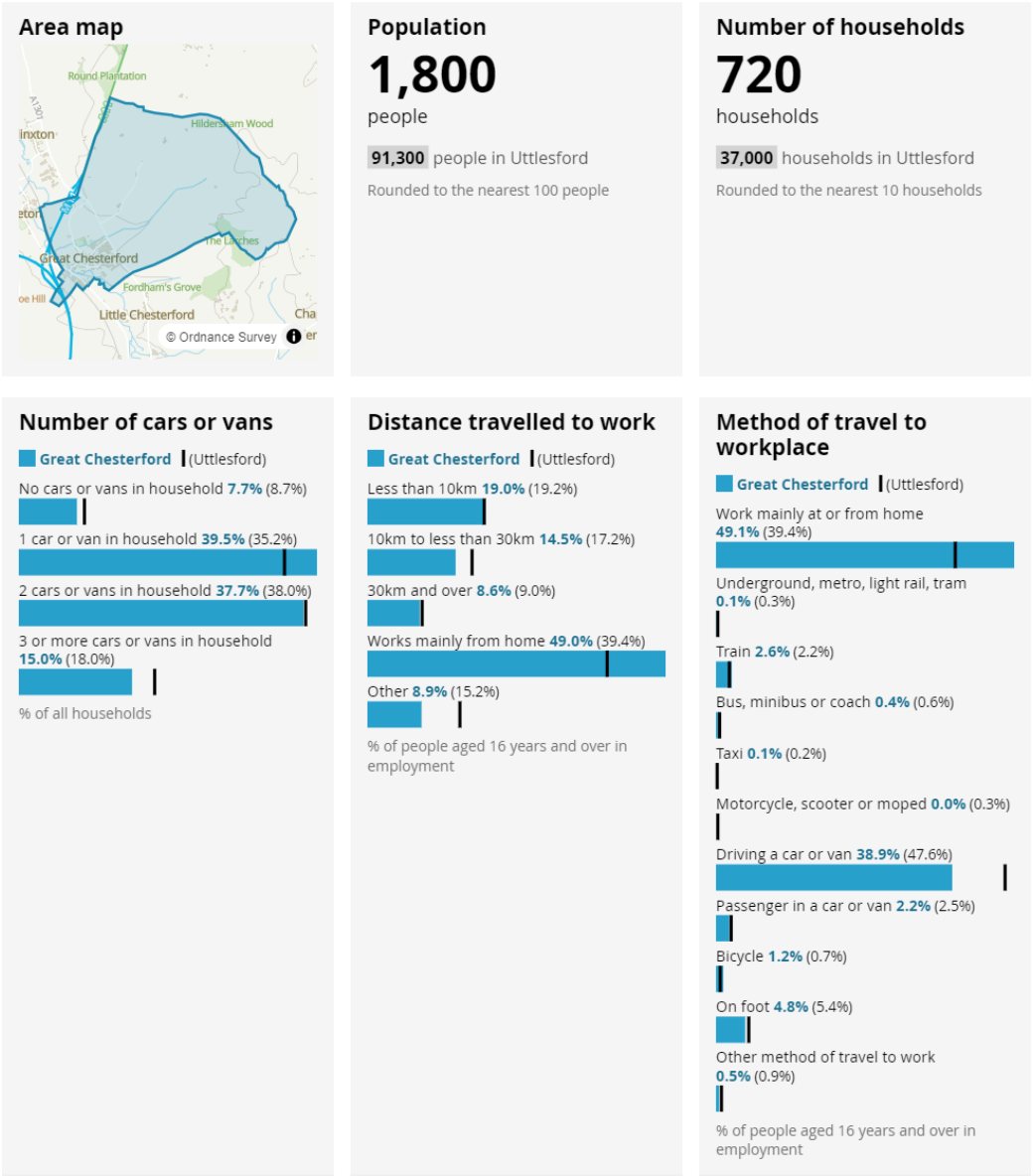
- Severance of M11 to the west and severance of railway line to the east.
- New Road is unlikely to be wide enough for contraflow cycle lanes.
- There is major scope to increase the mode share of active travel modes.
- Under 10% of people commute via train, foot, or bike. There is clearly opportunity to improve active travel infrastructure to the rail station.

Great Chesterford

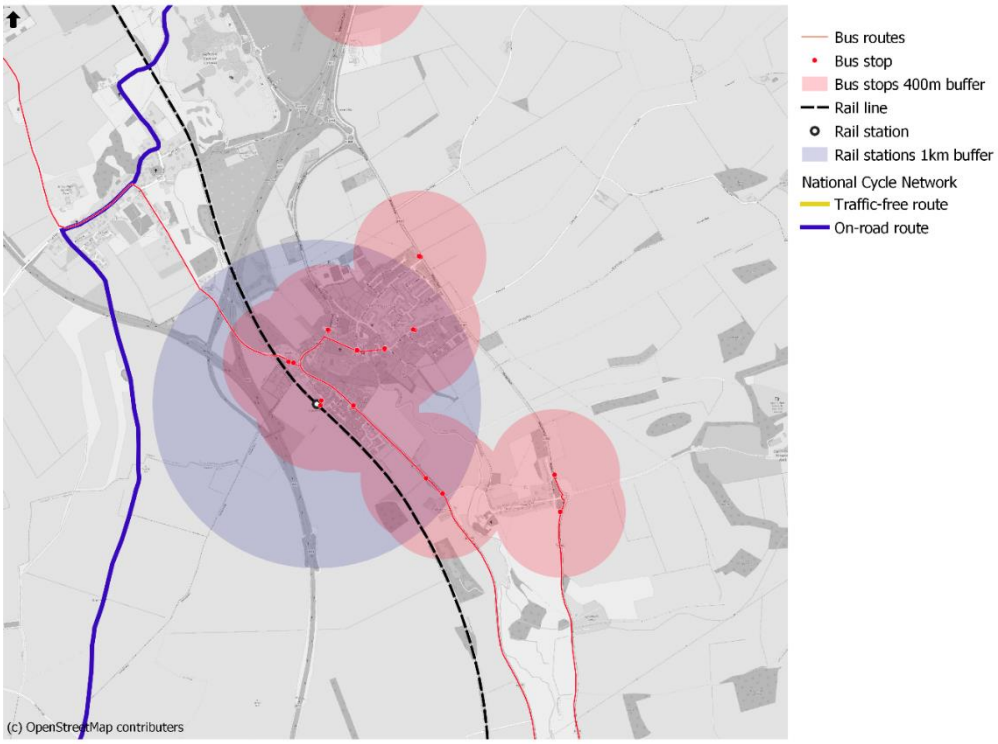
3.2.15 Great Chesterford is one of the six settlements classified as 'Local Rural Centres' by the settlement hierarchy. Located in the north of the district near to the M11 junction 9, Great Chesterford has an hourly bus service, a railway station and a number of services including a primary school. It should be noted that there are no residential allocations proposed for this area in the Local Plan.

3.2.16 Figure 3-11 shows the population and number of households in Great Chesterford alongside the current transport network. Access to a car or van is similar to the Uttlesford average, however with a higher number of 1 car or van households. Working at home is much higher than the Uttlesford average. Driving to work by train, car, walking, cycling and bus travel to work are all lower than the average due to the high proportion of people who work from home.

Figure 3-11 Great Chesterford area profile (source: ONS, Census 2021, Census area boundary show)



Great Chesterford sustainable transport situation



Cycling and walking

- The proximity to Cambridgeshire, where many work, makes cycling more attractive than other areas of Uttlesford with appropriate infrastructure.
- Lack of footways and dominance of parked cars on street as there is no official station car park, near the station hinder pedestrian access.
- The access road to the station is poorly maintained.

Access to public transport – bus and train

- Great Chesterford is served by a sparse, and infrequent bus network.
- Bus services: 7, 101, and 132. Providing direct services to: Saffron Walden, Cambridge, Whittlesford.
- However, Great Chesterford has a rail station which provides frequent links to: Cambridge and London Liverpool Street.

Pipeline transport improvements:

- Two separate routes between Great Chesterford and Saffron Walden have been explored.
- Reallocation of road space, and due to high traffic volumes, footway widening and conversion to shared used. Scheme design is currently being undertaken by Essex Highways.
- Improved access to The Great Chesterford Science Park is being explored.

Constraints and opportunities:

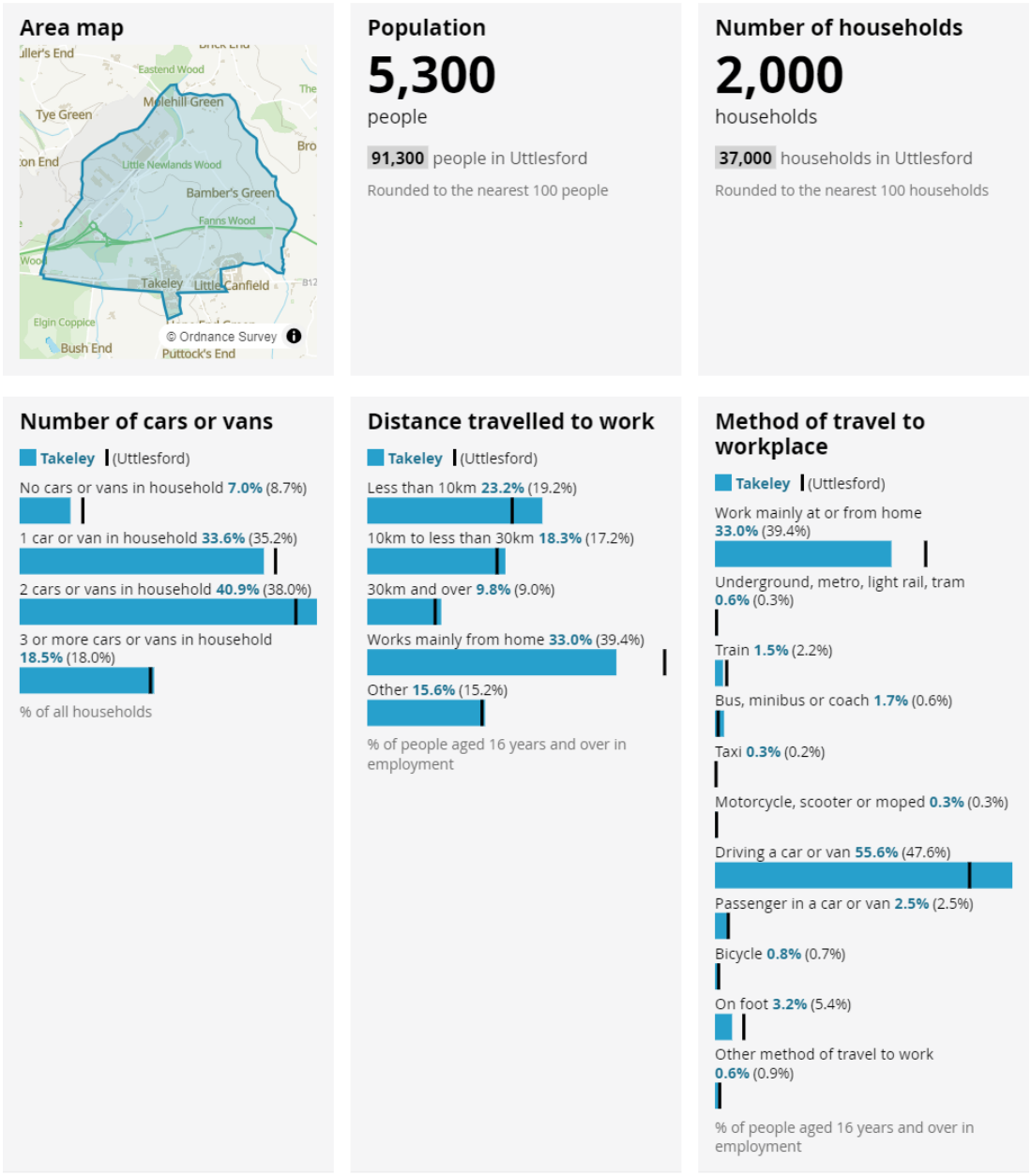
- Severance of the River Cam separates the town and the station which sits west of the river.
- Severance of the M11 to the west of the River Cam, and also north of the town.
- The B183 is a busy road, and the only route from east of the river to the rail station. There are opportunities for traffic calming measures.
- Just 1.2% of the population cycle to work. Saffron Walden, the closest town, is 6 miles away, a feasible cycling distance with appropriate infrastructure.

Takeley

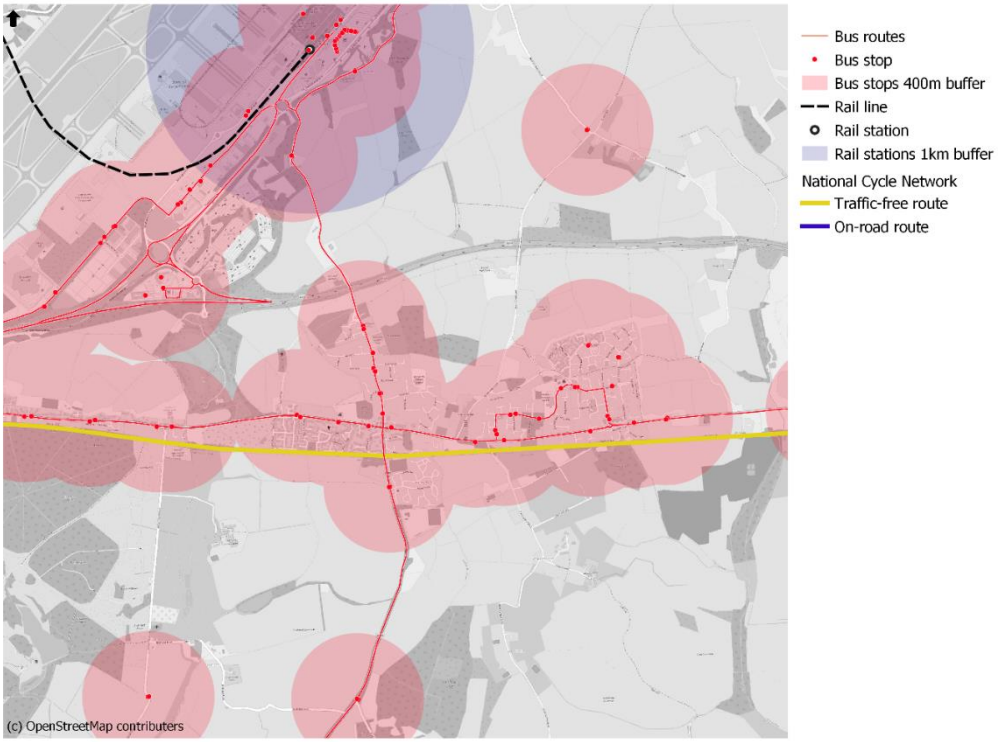
3.2.17 Takeley is one of the six settlements classified as 'Local Rural Centres' by the settlement hierarchy. Located south of Stansted Airport, Takeley is currently served by several daily bus services with a primary school and a number of retail facilities.

3.2.18 Figure 3-12 shows the population and number of households in Takeley. Access to multiple cars or vans is slightly higher than the Uttlesford average, with single car and no car households are lower. More people travelled under 10km to work compared to the Uttlesford average while working from home was lower. Driving to work is higher than the average, however, walking, cycling and train travel to work are all lower than the Uttlesford average, whilst bus travel is notably higher.

Figure 3-12 Takeley area profile (source: ONS, Census 2021, Census area boundary show)



Takeley sustainable transport situation



Cycling and walking

- The Flitch Way runs east to west, south of Takeley. It is a 15-mile, flat, traffic-free walking and cycling route on a former railway from Braintree to Bishop's Stortford. This route forms part of the 43-mile NCN Route 16.
- Takeley also benefits from NCN Route 50 which runs south to north through the centre of the town.
- There is a signed shared footpath/cycleway along Roding Drive, Fleming Road, Bennet Canfield, Honey Road, Stokes Road, and Burgattes Road.
- There is a shared use footway conversion along Dunmow Road from Roding Drive to just short of the junction with Parsonage Road.

Access to public transport – bus and train

- Good coverage of bus stops, and accessibility to them
- Bus services: 7, 7A, 42A, 133, 305, 316, 218, 322, 323, 324, 441, and 508. Providing direct services to: Braintree, Bishop's Stortford, Stanstead Airport, Chelmsford, Saffron Walden, Harlow.
- No train station – nearest is at Stansted Airport, circa 2.5km West of town centre. Direct bus services are available.

Pipeline transport improvements:

- Mobility hubs are being considered along the A120 to support sustainable movement along the corridor.
- Potential to implement a segregated cycle link along Parsonage Road, due to 85th percentile traffic speeds 44.8mph.

Constraints and opportunities:

- Potential to provide access to the multi modal transport hub at Stansted Airport.
- The current road network in Takeley town centre is inefficient, leading to frequent traffic.
- Stansted Airport is the largest employment site in the district so there is an opportunity to access employment by sustainable means.
- No major severance. Minor A120 severance.

3.3 Conclusions on existing sustainable transport in Uttlesford

3.3.1 Whilst some caution is required with Census 2021 data, people travel further than the England average from places across the district. Usual places of work of residents show a large proportion of self-containment residents' work within the district (42%), with 33% working in neighbouring authorities and over 16% in London. There is more working from home than the England average.

3.3.2 There are high levels of multiple car ownership households and fewer households have no access to car. Use of the train to work is higher than the national average, particularly in the south of district, although it is lower than elsewhere in Essex.

3.3.3 Bus, motorcycle, and bicycle use within Uttlesford is low. Walking within the district is approximately equivalent to both the county and England average, with this being higher in the market towns and lower within rural areas.

3.3.4 Table 3.1 summarises the existing sustainable transport provision in the main settlements in Uttlesford. Public Transport provision and active travel provision have been colour coded with the below colour scheme based on their quality (relative to Uttlesford).

Quality of provision
Poor
Average
Good

Table 3.1 Summary of existing sustainable transport provision in Uttlesford's places

Place	Public transport (bus and train)	Cycling and walking	Constraints	Opportunities
Saffron Walden	▪ Good coverage of bus stops, and accessibility to them ▪ Nearest train station is at Audley End, circa 3.5km SW of Saffron Walden	▪ Limited NCN access ▪ Consistent 30mph speed limits. ▪ Bike hire schemes and subsidised bike rental schemes. ▪ Most key services are within the town are within walking distance.	▪ No significant barriers such as rivers, motorways, or rail lines to impede internal movements. ▪ Historic centre with one-way streets which aren't wide enough for contraflow cycle lanes.	▪ High car dependency, and therefore significant potential for a mode shift.
Great Dunmow	▪ Bus routes are classed as Low Accessibility. ▪ Nearest train station is at Stansted Airport, circa 7.2km West of town centre	▪ Great access to NCN. ▪ Possible to cycle to Stansted Airport via a mostly segregated route. ▪ Access to The Flitch Way.	▪ River Chelmer and the A120 represent instances of severance.	▪ A compact town where walking and cycling to services may be more attractive than driving. ▪ Transport to Stansted Airport, as the largest employer in Uttlesford.
Stansted Mountfitchet	▪ Central rail station with regular journeys to key destinations. ▪ Adequate bus network.	▪ Stansted Mountfitchet links to NCN16 but lacks safe routes to the airport. ▪ A 92-mile route, NCN 11 runs north from Stansted Mountfitchet.	▪ Severance from M11 and A120. There are just 3 crossing points.	▪ B1383 Stansted Mountfitchet to Bishop Stortford active travel could be improved. ▪ Rail station ensures the town is well-connected.
Elsenham	▪ Sparse, and infrequent bus network. ▪ Has a rail station which provides frequent links to key destinations.	▪ New Road has a footway on just one side of the carriageway. ▪ No safe cycling connections between Elsenham and Stansted Mountfitchet and not served by NCN.	▪ Severance of M11 and rail line. ▪ New Road is unlikely to be wide enough for contraflow cycle lanes.	▪ Major scope to increase the mode share of active travel modes. ▪ Opportunity to upgrade bus stop facilities and improve walking and cycling provision at key junctions.
Great Chesterford	▪ Served by a sparse, and infrequent bus network. ▪ Great Chesterford has a rail station which provides frequent links to: Cambridge and London Liverpool Street.	▪ The proximity to Cambridgeshire, where many work, makes cycling more attractive with the right infrastructure. ▪ The access road to the station is poorly maintained. ▪ Lack of footways and dominance of parked cars on street.	▪ Severance of the River Cam and M11. ▪ Isolated location.	▪ Just 1.2% of the population cycle to work. Saffron Walden, the closest town, is 6 miles away, a feasible cycling distance with appropriate infrastructure. ▪ Opportunities for traffic calming measures on the B183.
Takeley	▪ Good coverage of bus stops, and accessibility to them. ▪ No train station – nearest is at Stansted Airport. Direct bus services are available.	▪ Great access to NCN through the town. ▪ Signed shared footpath/cycleway	▪ The current road network in Takeley town centre is inefficient, leading to frequent traffic. ▪ Minor A120 severance.	▪ Potential to provide access to the multi modal transport hub at Stansted Airport. ▪ Stansted Airport is the largest employment site in the district so there is an opportunity to access employment by sustainable means.

3.3.5 The review of sustainable transport indicates that Great Dunmow and Takeley are rated good for walking and cycling and Stansted Mountfitchet good for public transport. Great Dunmow and was rated poor for public transport due to the distance to the nearest rail station and Elsenham were rated poor for cycling and walking. All other places reviewed were rated average. The review highlighted opportunities to improve sustainable transport, which will benefit the strategic development sites and existing communities.

4 Strategic allocations proposed in the Local Plan

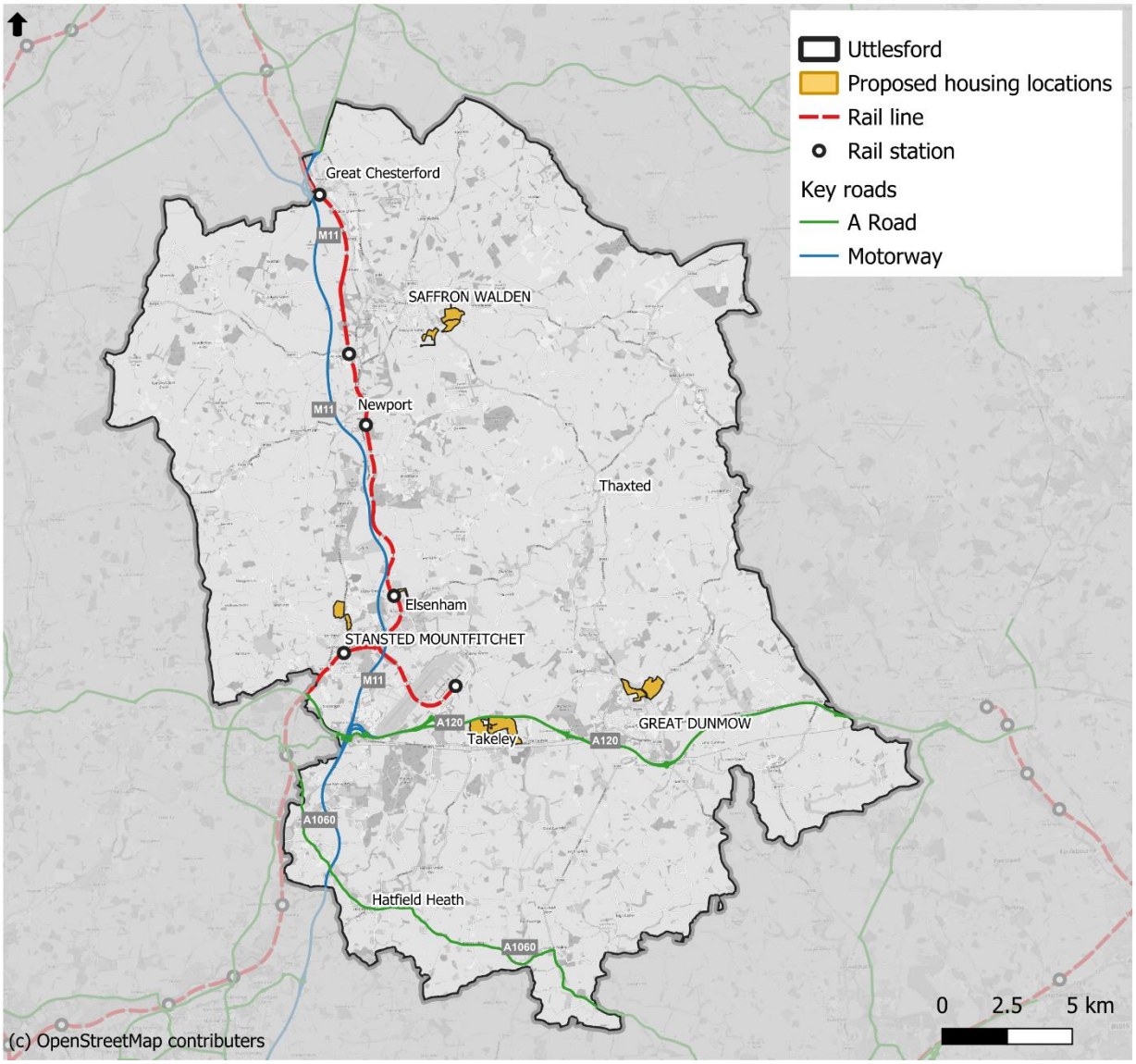
4.1.1 3,849 new dwellings are proposed in the new Local Plan which will run until 2033. As Table 4.1 and Figure 4-1 show these are situated in and around five existing settlements.

Table 4.1 Strategic residential sites

Proposed strategic allocation	Existing population / households[6]	Proposed dwellings	Notes / changes from Reg. 18
Saffron Walden	16,600 / 7,200	879	Reduced quantum of development from Regulation 18
Great Dunmow	10,400 / 4,500	884	1 extra site from Regulation 18
Stansted Mountfitchet	8,600 / 3,500	390	No changes
Elsenham	3,400 / 1,400	150	New site
Takeley	5,600 / 2,100	1,546	Include 8fe secondary & 3fe primary.
Great Chesterford	1,800 / 720	0	No change
Hatfield Heath	1,800 / 690	0	No change
Newport	2,900 / 1,200	0	Removed from Plan - still model Reg.18 number in LP model.
Thaxted	3,100 / 1,300	0	Removed from Plan - still modelling Regulation18 number in Local Plan modelling outputs
Totals	**91,300 / 37,000**	**3,849**	**N/A**

[6] *Source ONS, Census 2021 – figures rounded to the nearest 100 people. Note total population / households is for the district, not the total of the places in this table*

Figure 4-1 Proposed housing locations and transport network

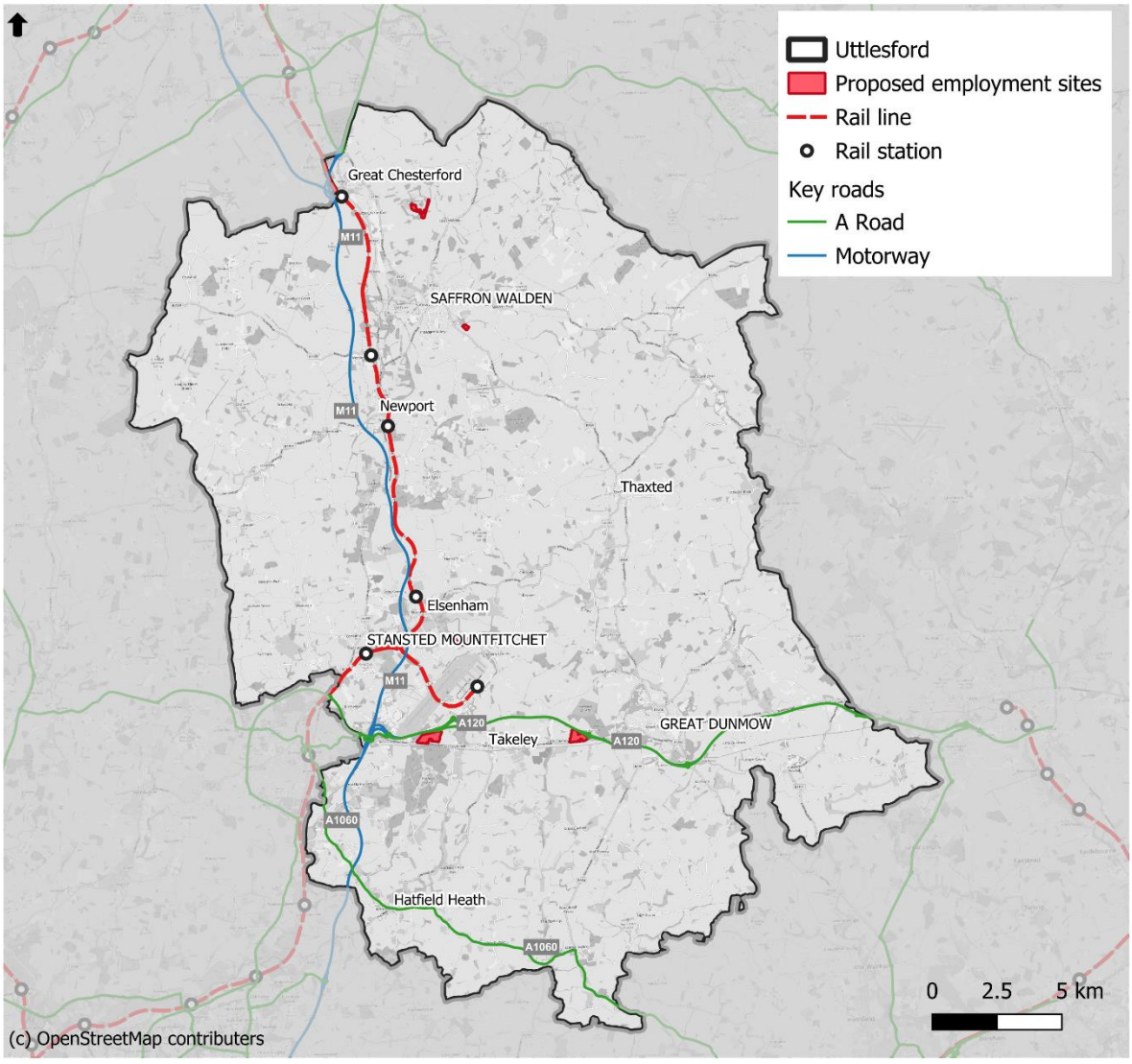


4.1.2 64.3 hectares of new employment land is proposed in the new Local Plan. As Table 4.2 and Figure 4-2 show these are proposed to be sited in and around four existing areas in the district.

Table 4.2 Strategic employment sites

Proposed strategic allocation	Use class and area	Notes
Saffron Walden	E(g)iii / B2 Industrial, 3ha	Land north of Thaxted Road (rear of Knights Park)
Elsenham	E(g)i office, 3ha	Land at Gaunts End
Great Chesterford	E(g)ii R&D, 18.30ha	Chesterford Research Park
Takeley / Little Canfield	(g)i office / E(g)ii R&D / E(g)iii / B2 Industrial, 20ha	Land between A120 & Stortford Road
Takeley	E(g)iii / B2 Industrial, 20ha	Land north of Takeley Street

Figure 4-2 Proposed employment locations



5 Transport accessibility by area and allocation

5.1.1 The following section details transport accessibility for each of the proposed residential and employment site allocations. This presents a transport profile for each site including connectivity to different services.

5.1.2 Accessibility mapping has been undertaken for each collection of sites, separating employment and residential allocations which are located within close proximity. TRACC mapping software has been used to create journey time calculations for public transport journeys, using the current transport network. Accessibility has been mapped for the AM peak (Monday 7-9am), these journey time results have been split into two isochrones, showing 0–15-minute and 15–30-minute travel times.

5.1.3 Connectivity to the following key services have been mapped, providing an indication of the types of services accessible by sustainable means from each of the allocation sites:

- Employment centre
- Grocery store (all sizes of supermarket and corner shops)
- GP/ Healthcare
- Hospital
- Local facility cluster (inc. schools, doctors, dentists, food shops, post office, rail station, bus score)
- Education (inc. primary, secondary and college / sixth form)

Saffron Walden

5.1.4 There is a single mixed residential and employment allocation in Saffron Walden. The mixed allocation comprises two residential parcels of land and one employment parcel of land. These are situated on the south east edge of Saffron Walden, with a proposed allocation of 879 residential properties. The locations of these sites and the transport connectivity to each site are depicted in Figure 5-1 and Figure 5-2. A summary of local services within a 30-minute proximity are shown in Table 5.1 and Table 5.2.

Figure 5-1 Saffron Walden residential sites public transport accessibility

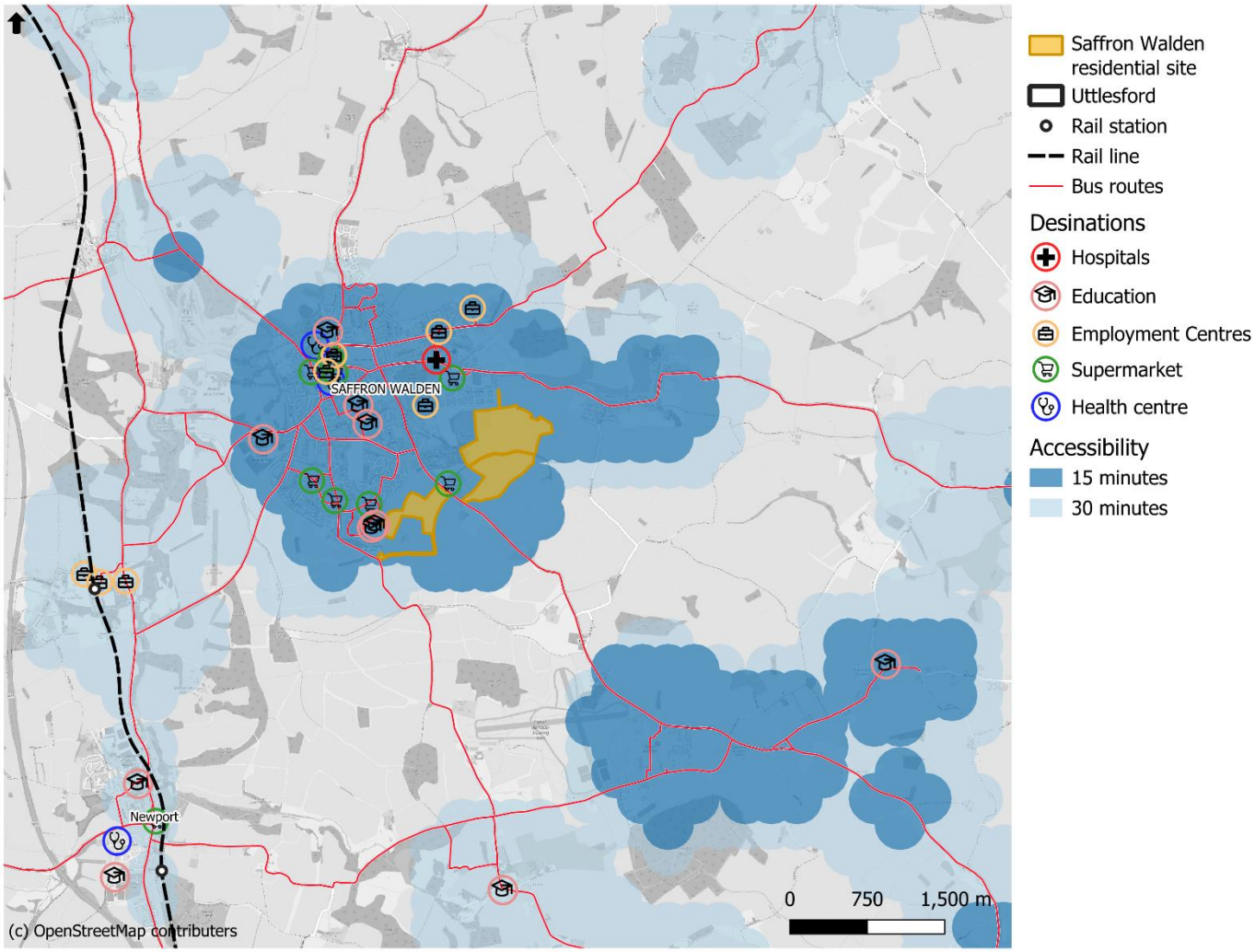


Table 5.1 Saffron Walden residential sites summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	5	6	11
Grocery store	8	5	13
GP / Health centre	2	4	6
Hospital	1	0	1
Local facility cluster	3	6	9
Education (inc. primary, secondary, college)	10	9	19

5.1.5 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The location of employment site has moved a short distance within the overall allocation to a more northerly point. The destinations include two GP surgeries, one hospital and 10 education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by four and

education centres by 9, as well as employment locations and shops.

Figure 5-2 Saffron Walden employment sites public transport accessibility

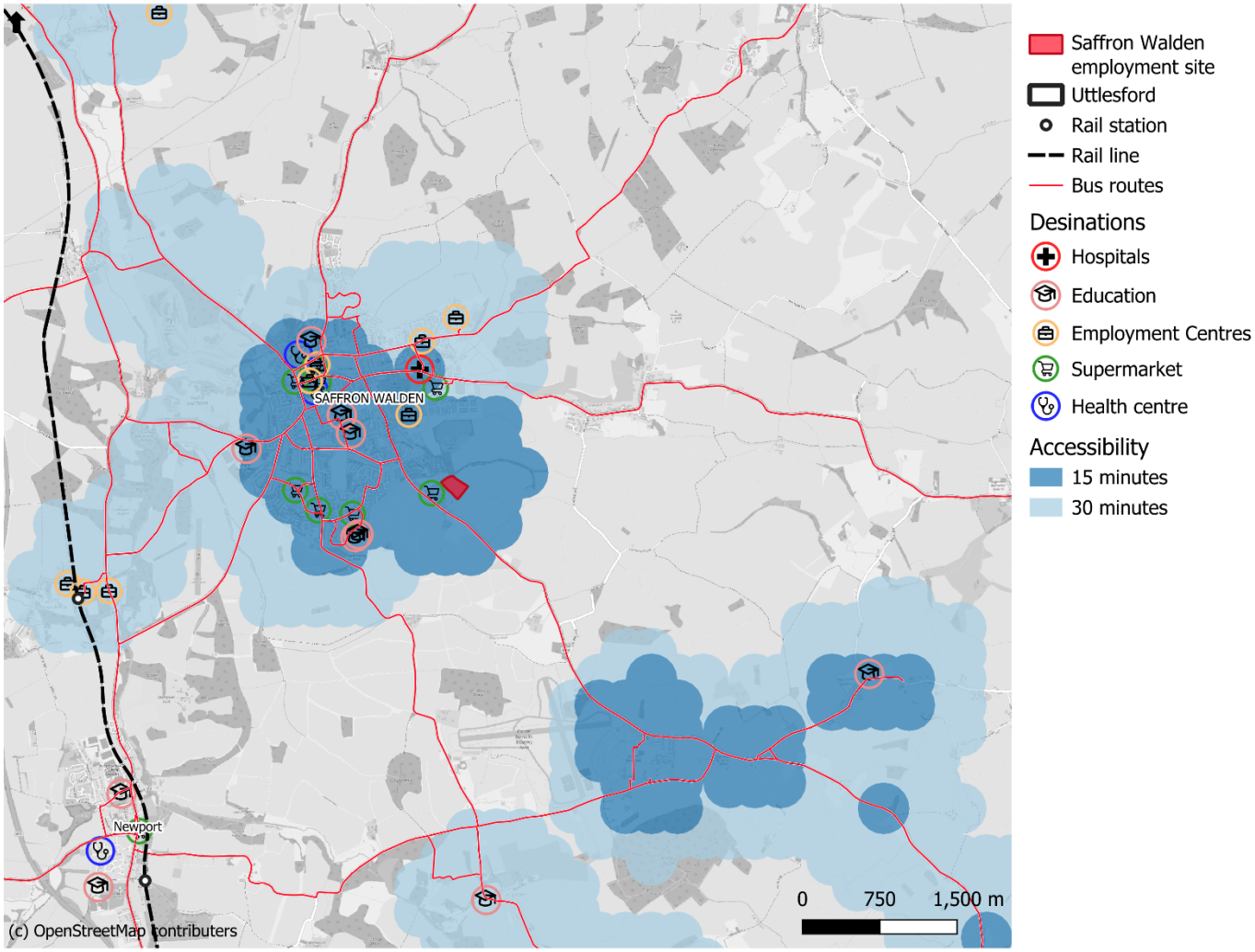


Table 5.2 Saffron Walden employment site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	3	8	11
Grocery store	8	4	12
GP / Health centre	2	3	5
Hospital	1	0	1
Local facility cluster	3	5	8
Education (inc. primary, secondary, college)	9	3	12

5.1.6 Saffron Walden Is well connected by a network of bus routes that provide accessibility to a range and significant number of education, health, employment and commercial facilities. Providing opportunities to access facilities by a combined journey by travelling on foot and by bus. A 15-minute journey is considered to provide good amenity. A 30-minute journey provides a larger catchment and a wider range of facilities. The bus network also provides connectivity to the railway station and other settlements within Uttlesford. The Audley End railway station provide access to Stansted Airport, Cambridge, Norwich and London by train expanding the catchment area of Saffron Walden by sustainable travel.

Great Dunmow

There are two proposed residential allocations in Great Dunmow. These are situated on the northern edge of Great Dunmow, with a proposed allocation of 884 residential properties. The locations of these sites and the transport connectivity to each site are depicted in Figure 5-3. A summary of local services within a 30 minute proximity are shown in

5.1.7 Table 5.3.

Figure 5-3 Great Dunmow residential site public transport accessibility

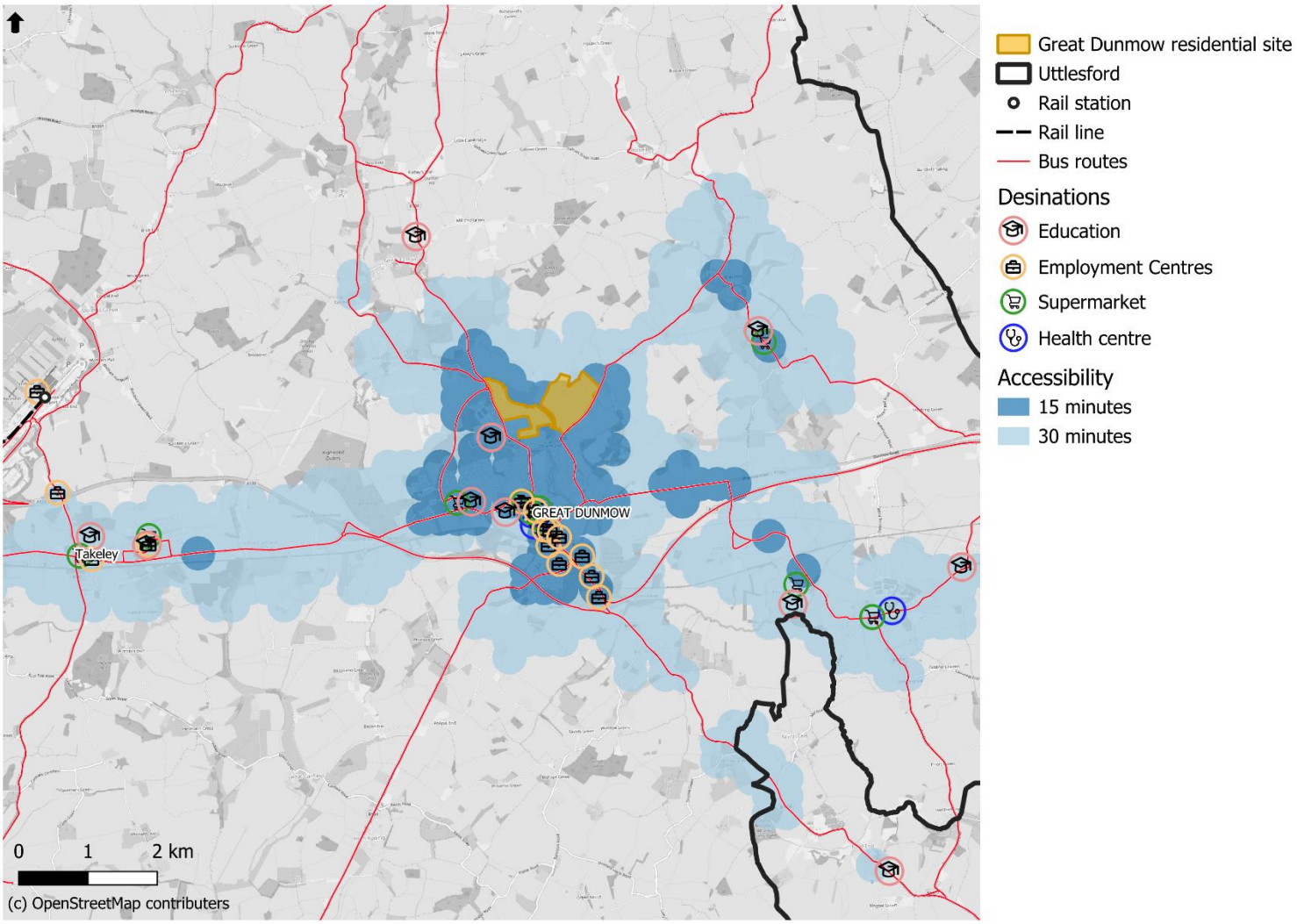


Table 5.3 Great Dunmow residential site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	10	6	16
Grocery store	7	5	12
GP / Health centre	2	1	3
Hospital	0	0	0
Local facility cluster	2	3	5
Education (inc. primary, secondary, college)	4	5	9

5.1.8 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include two GP surgeries, four education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by one and education centres by five, as well as employment locations and shops.

5.1.9 Great Dunmow is well connected by a network of bus routes that provide accessibility to a range and significant number of education, health, employment and commercial facilities. Providing opportunities to access facilities by a combined journey by travelling on foot and by bus. A 15-minute journey is considered to provide good amenity. A 30-minute journey provides a larger catchment and a wider range of facilities. The bus network also provides connectivity to the railway and bus stations at Stansted airport and other settlements within Uttlesford. The railway station at Stansted Airport provides access to Cambridge, Norwich, Birmingham and London by train expanding the catchment area of Great Dunmow by sustainable travel.

Stansted Mountfitchet

5.1.10 There are two proposed residential allocations in Stansted Mountfitchet and one employment allocation. The residential allocations are situated on the northern edge of Stansted Mountfitchet, with a proposed allocation of 390 properties. The employment site is located in Guants End, north of Stansted Airport. The locations of these sites and the transport connectivity to each site is depicted in

5.1.11

5.1.12

5.1.13 Figure 5-4 and Figure 5-6.

5.1.14 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include two GP surgeries, seven education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by five and education centres by 20, as well as employment locations and shops. A summary of local services within a 30 minute proximity are shown in

5.1.15 Table 5.4 and Table 5.6

Figure 5-4 Stansted Mountfitchet residential site public transport accessibility

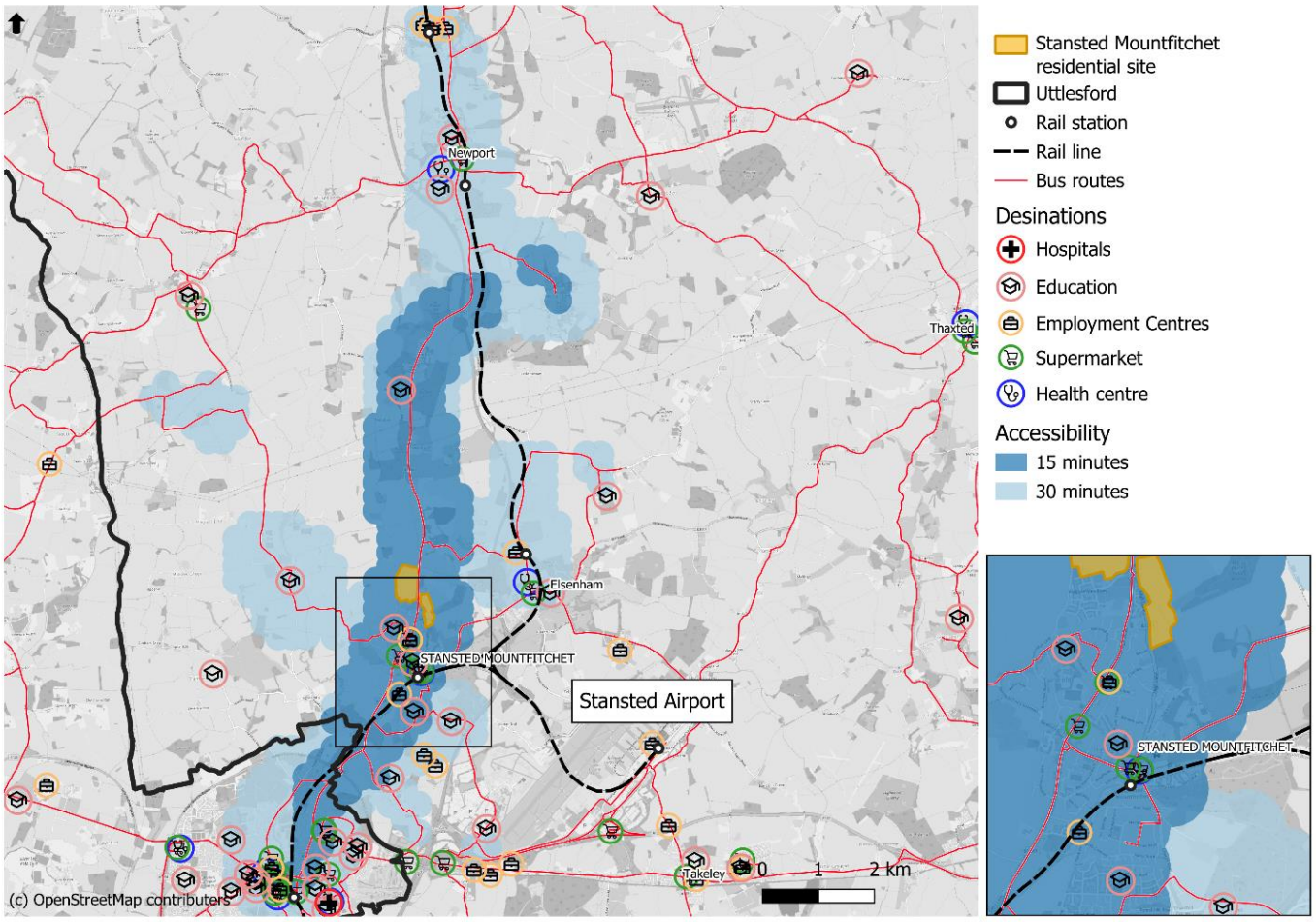


Table 5.4 Stansted Mountfitchet residential site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	3	6	9
Grocery store	11	8	19
GP / Health centre	2	5	7
Hospital	0	1	1
Local facility cluster	4	6	10
Education (inc. primary, secondary, college)	7	20	37

5.1.16 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include two GP surgeries, seven education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by five and education centres by 20, as well as employment locations and shops.

5.1.17 Stansted Mountfitchet is well connected by a network of bus routes that provide accessibility to a range and significant number of education, health, employment and commercial facilities. Providing opportunities to access facilities by a combined journey by travelling on foot and by bus. A 15-minute journey is considered to provide good amenity. A 30-minute journey provides a larger catchment and a wider range of facilities. The bus network also provides connectivity to the railway station at Bishops Stortford and other settlements within Uttlesford. The railway station at Bishops Stortford provides access to Cambridge, Stratford and London by train expanding the catchment area of Stansted Mountfitchet by sustainable travel.

Elsenham

5.1.18 There is one proposed residential allocation in Elsenham. This is situated on the north eastern edge of Elsenham, with a proposed allocation of 150 residential properties. The location of this site and the transport connectivity is depicted in Figure 5-5. A summary of local services within a 30 minute proximity are shown in Table 5.5.

Figure 5-5 Elsenham residential site public transport accessibility

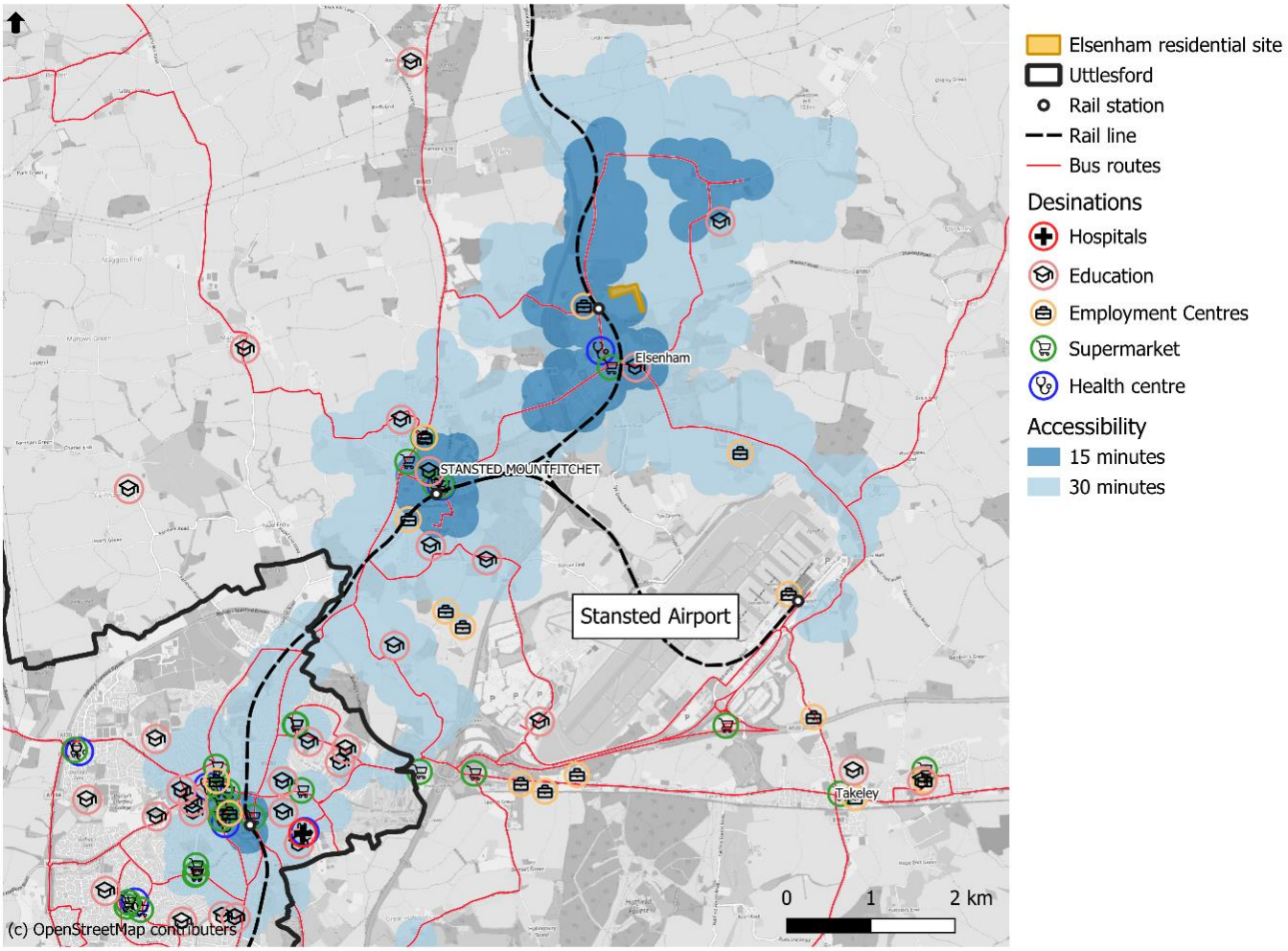


Table 5.5 Elsenham residential site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	5	7	12
Grocery store	9	19	28
GP / Health centre	3	6	9
Hospital	0	1	1
Local facility cluster	5	6	11
Education (inc. primary, secondary, college)	3	24	27

Figure 5-6 Guants End employment site public transport accessibility

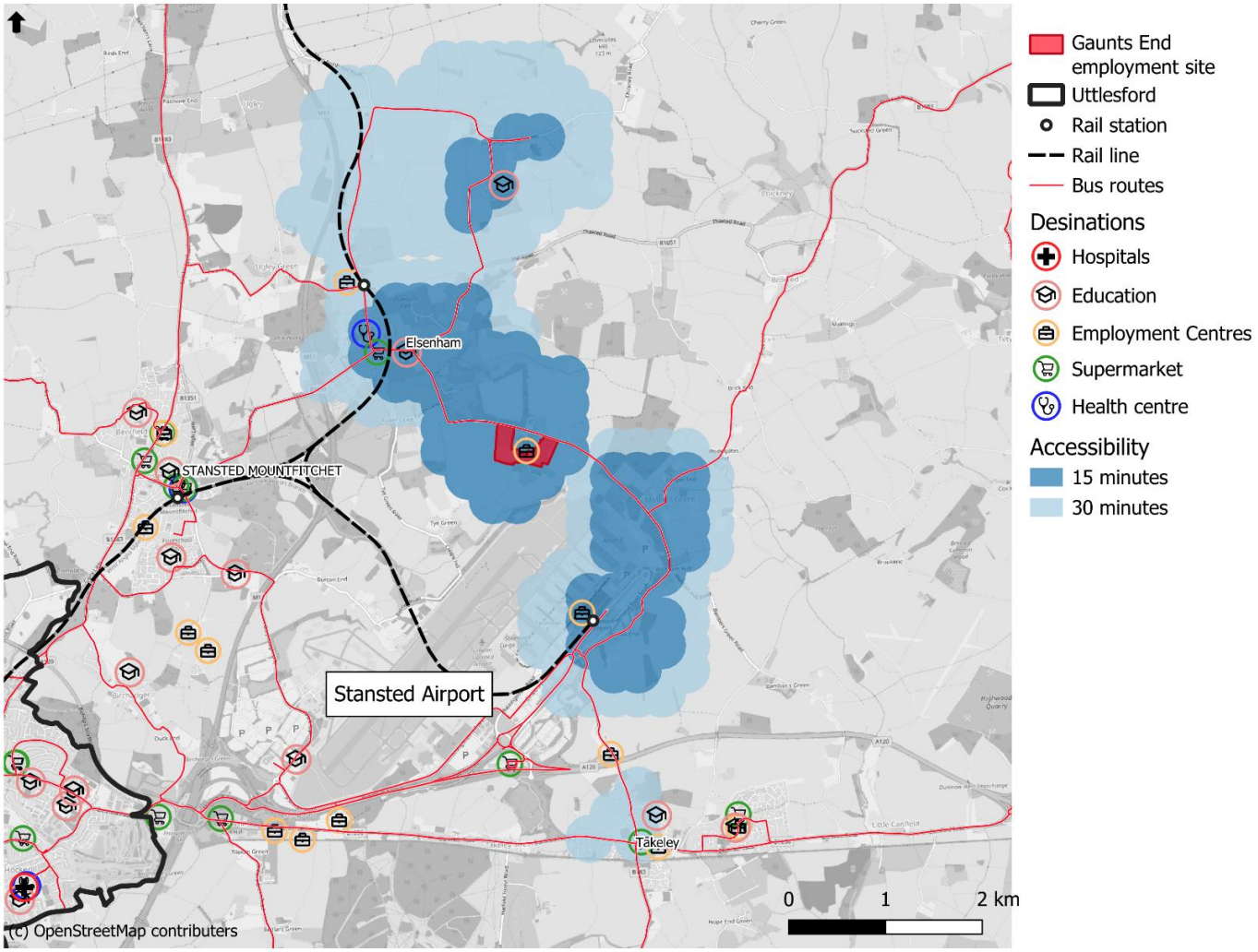


Table 5.6 Guants End employment site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	2	2	4
Grocery store	1	1	2
GP / Health centre	1	0	1
Hospital	0	0	0
Local facility cluster	2	1	3
Education (inc. primary, secondary, college)	2	1	3

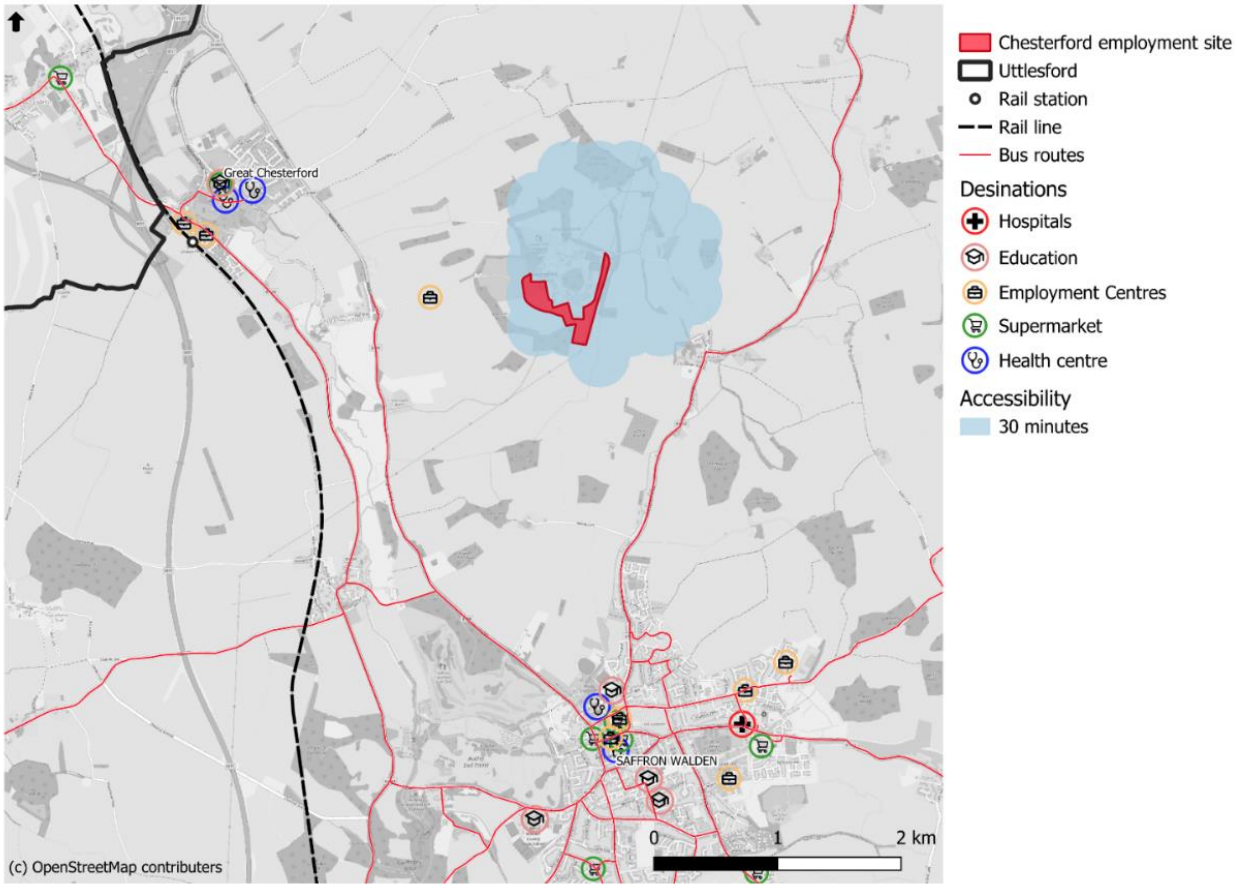
5.1.19 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include six GP surgeries, 24 education centres, as well as employment centres and shops. A further 15-minute journey increases the number of GP surgeries by three and education centres also by three, as well as employment locations and shops.

5.1.20 Elsenham is well connected by a network of bus routes that provide accessibility to a range and significant number of education, health, employment and commercial facilities. Providing opportunities to access facilities by a combined journey by travelling on foot and by bus. A 15-minute journey is considered to provide good amenity. A 30-minute journey provides a larger catchment and a wider range of facilities. The bus network provides connectivity to settlements within Uttlesford and Stansted Airport. The railway station is accessible by foot and by foot and bus. The railway station at Elsenham provides access to Cambridge, Ely and London by train expanding the catchment area of Elsenham by sustainable travel.

Great Chesterford

5.1.21 There is one proposed employment allocation site in Great Chesterford. This is situated on the Chesterford Research Park, south east of Great Chesterford. Public transport accessibility to the employment site in Great Chesterford is currently limited, with no direct bus service to the site. Therefore, there are no services within the 30-minute catchment shown for the other locations. The location of this site and the transport connectivity (walking time only as no bus services) to is depicted in Figure 5-7.

Figure 5-7 Great Chesterford employment site accessibility



5.1.22 Great Chesterford Research Park has access to the B184 Walden Road, which is a bus route. The bus services on the B184 Walden Road provide connectivity to the railway station at Great Chesterford and Saffron Walden. The railway station at Great Chesterford provides access to Cambridge and London.

Takeley

5.1.23 There are three proposed allocations in Takeley – one residential and two employment. The residential allocations are situated on the north edge of Takeley, south east of Stansted Airport. These have a proposed allocation of 1,546 residential properties. The locations of the residential sites and the transport connectivity is depicted in

Figure 5-8 with a summary of local services within a 30-minute proximity shown in

5.1.24 Table 5.7.

5.1.25 Both employment sites are located along the B1256 with one located near Little Canfield, with the other site located west of Takeley. The locations of the employment sites in Takeley are shown in Figure 6-8 and a summary of the connectivity to local services from these sites is summarised in Table 5.8 and Table 5.9.

Figure 5-8 Takeley residential site public transport accessibility

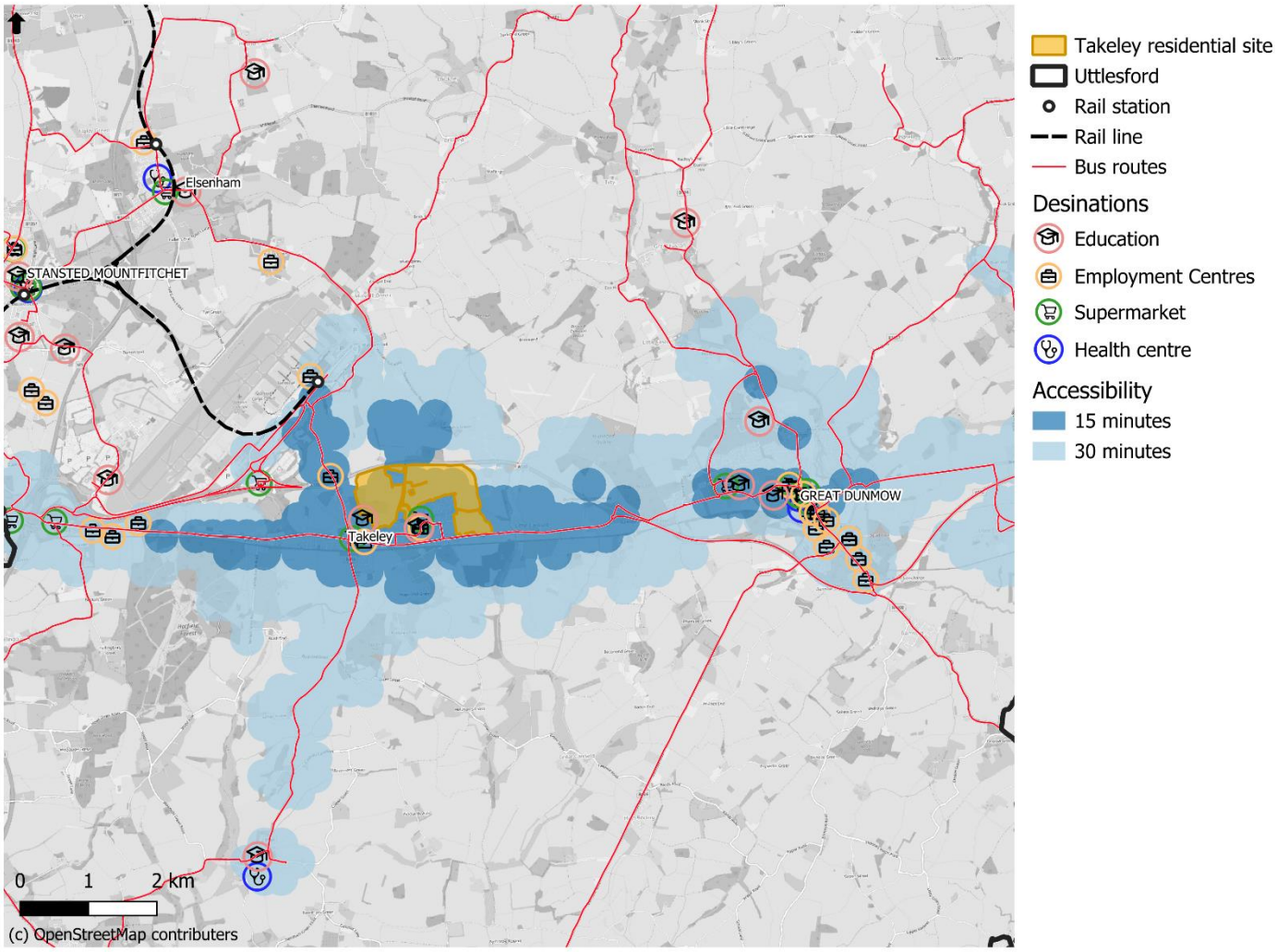


Table 5.7 Takeley residential sites summary of service connectivity

Type of service	0-15 min	15-30 min	Combined

Employment centre	7	12	19
Grocery store	7	17	24
GP / Health centre	2	6	8
Hospital	0	1	1
Local facility cluster	2	6	8
Education (inc. primary, secondary, college)	4	14	18

5.1.26 The accessibility analysis indicates that the residential site is accessible to a significant number and range of destinations within a 15-minute journey time. The destinations include two GP surgeries, as well as employment centres and shops. There are no education centres within a 15-minute journey by bus. A further 15-minute journey increases the number of GP surgeries by five, as well as employment locations and shops. There are no education centres within a 30-minute journey by bus.

Figure 5-9 Takeley / Little Canfield employment site public transport accessibility

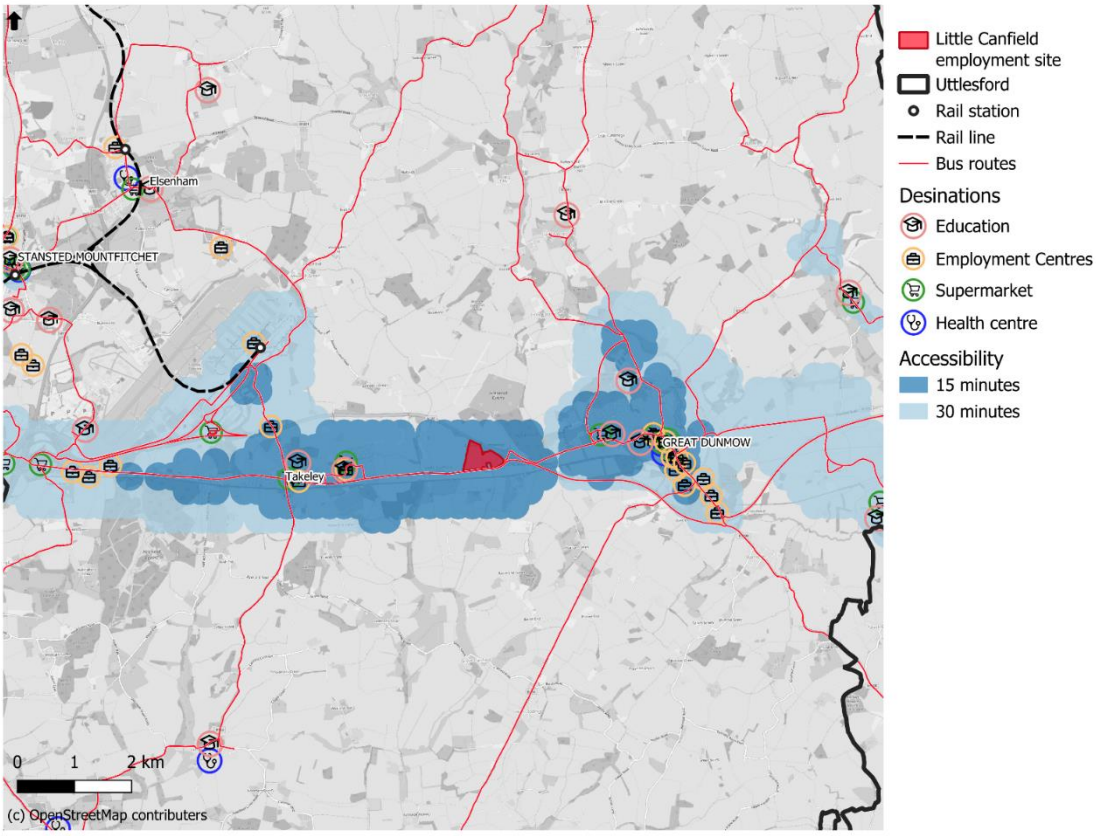


Table 5.8 Takeley / Little Canfield employment site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	10	9	19
Grocery store	7	20	27
GP / Health centre	2	6	8
Hospital	0	1	1
Local facility cluster	2	6	8
Education (inc. primary, secondary, college)	4	14	18

Figure 5-10 Takeley employment site public transport accessibility

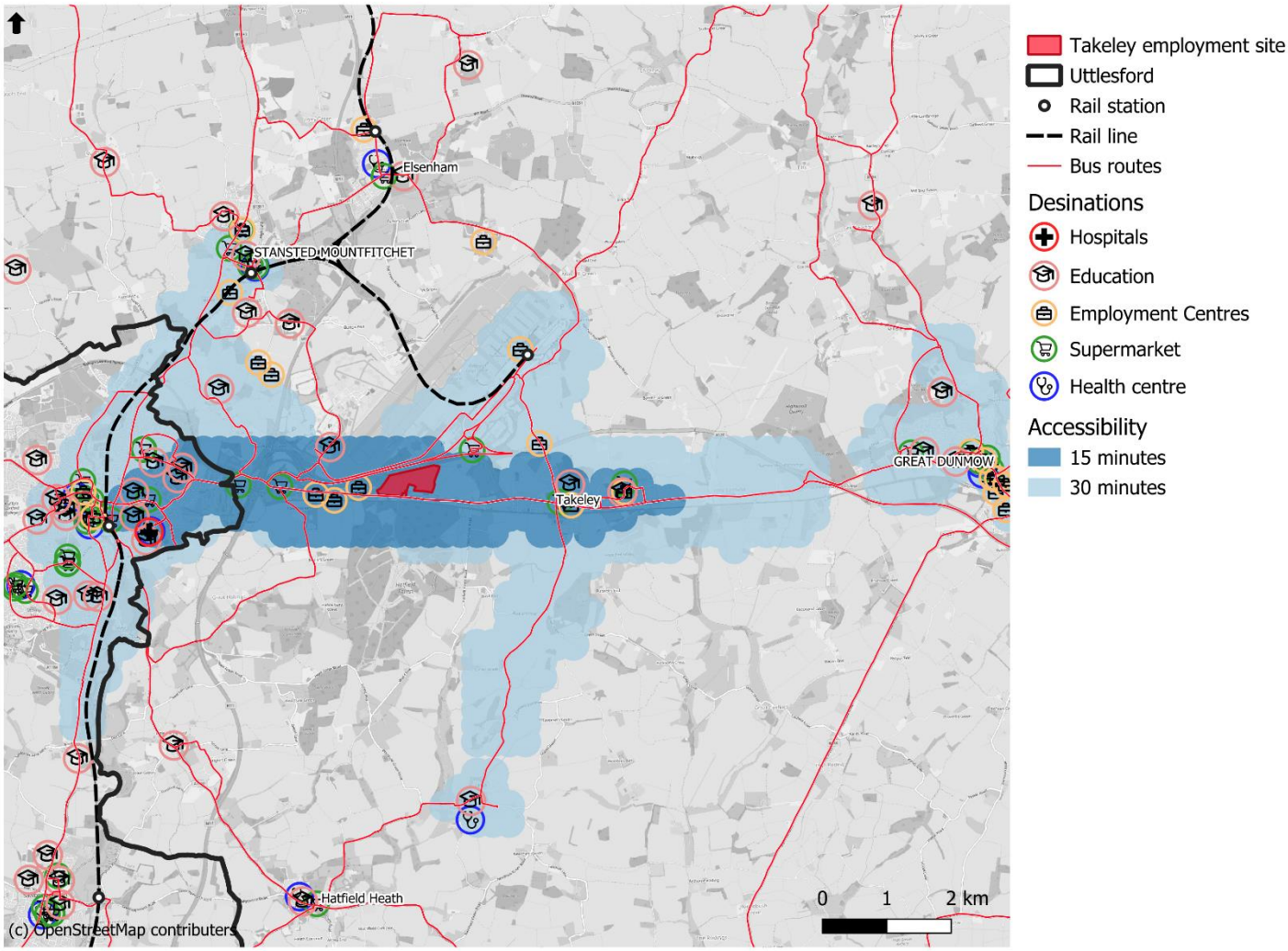


Table 5.9 Takeley employment site summary of service connectivity

Type of service	0-15 min	15-30 min	Combined
Employment centre	5	16	21
Grocery store	6	24	30
GP / Health centre	2	6	8
Hospital	1	0	1
Local facility cluster	1	7	8
Education (inc. primary, secondary, college)	11	14	25

5.1.27 Takeley is well connected by a network of bus routes that provide accessibility to a range and significant number of education, health, employment and commercial facilities. Providing opportunities to access facilities by a combined journey by travelling on foot and by bus. A 15-minute journey is considered to provide good amenity. A 30-minute journey provides a larger catchment and a wider range of facilities. The bus network also provides connectivity to the bus and railway stations at Stansted Airport and other settlements within Uttlesford. The railway station at Stansted Airport provides access to Cambridge, Norwich, Birmingham and London by train expanding the catchment area of Takeley by sustainable travel.

Summary

5.1.28 This section indicates that the strategic allocation sites are well connected with good accessibility to facilities, the bus and rail network. The proposed Local Plan policies provide an opportunity and the direction to improve sustainable travel opportunities and connectivity.

5.1.29 Using the existing connectivity highlighted in this section, the sustainable transport area strategies in the following section make suggestions on how to improve connectivity. These aim to introduce interventions to improve connectivity to the site using sustainable modes, such as proposing the re-routing of nearby bus routes to enter the development site or connecting the development with a nearby active travel route.

6 Sustainable transport area strategies

6.1.1 The residential and employment allocations within Uttlesford require a sustainable transport strategy to maximise the sites potential for sustainable travel. The Local Plan provides an opportunity to improve the nature of sustainable transport, its quality and provision. Improvements to sustainable transport will reduce the environmental impact of existing and proposed development, thereby aiding the goal of reducing the impact of travel on the climate.

6.1.2 Improving sustainable transport will provide alternatives to the private car to access jobs, facilities and services. Sustainable transport provides access to jobs and services for those without access to a car, those with a disability and mobility impairment. The environmental impact of transport will be reduced, thereby improving health and providing opportunities to exercise by walking and cycling. These elements should be considered as part of sustainable transport strategy.

6.1.3 National and local planning policies promote the increased use of sustainable transport: public transport, walking and cycling. There is a need to improve sustainable mobility and the six broad themes for good practice identified within section 2.4 will aid the development of a strategy. Those themes are:

- Placemaking and land use planning
- Walking and cycling infrastructure
- Public transport
- Parking and traffic management
- Behavioural change
- Governance, policy and funding

6.1.4 The following area based strategies build on the transport studies and proposals that are under various stages of development for UDC and ECC (outlined in section 2). They support the ‘Decide and Provide’ approach to transport in the Local Plan.

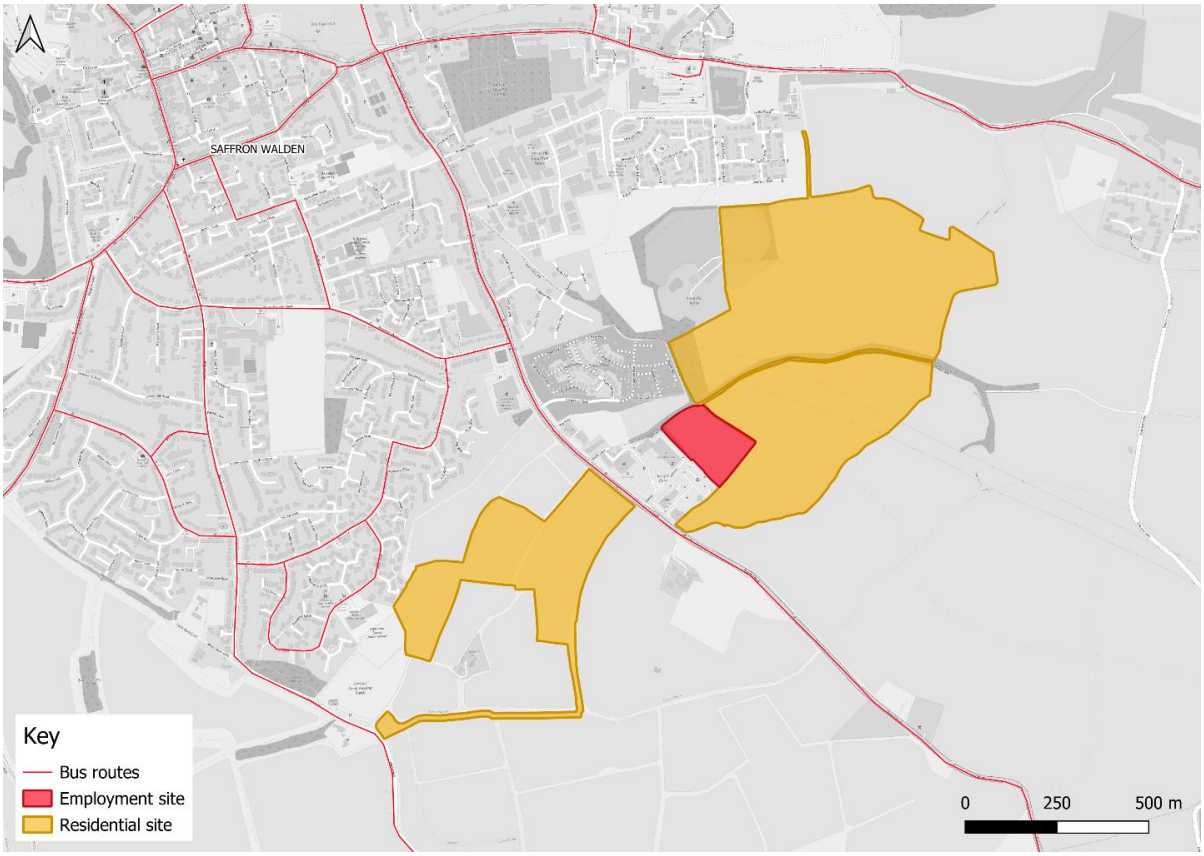
6.2 Saffron Walden

Sustainable Transport Opportunities

6.2.1 The proposed strategic sites in Saffron Walden are located to southeast of the town centre. There is one allocation site, comprising two residential and one employment parcel of land. The larger of the two residential parcels of land, consisting of 747 dwellings is located between Radwinter Road and Thaxted Road. The smaller residential parcel of land consists of 132 dwellings and is located on the south side of Thaxted Road. The employment parcel of land consists of 3ha of B2 industrial is located to the north of Thaxted Road. All three parcels of land are located either adjacent or close to Thaxted Road. Figure 6-1 indicates the strategic employment and housing allocations within Saffron Walden. The location of employment site has subsequently moved a short distance within the overall allocation to a more northerly point within the mixed use allocation.

6.2.2 Radwinter Road, Thaxted Road and Debden Road are the primary connections to the public highway network providing access for private cars and deliveries, cyclists and pedestrians. Both roads also provide connectivity to the bus network. The site allocation policy requires a site wide vision and master plan and lists highway and sustainable transport network requirements, which will create permeable residential sites. The proposals contained within the Uttlesford LCWIP for Saffron Walden provide connectivity to the two residential sites and the employment site. The transport strategy that is under development as part of the Saffron Walden Quality project will aid the access by sustainable modes as well as amenity, with the measures in vicinity of the development sites and further afield with Saffron Walden.

Figure 6-1 Saffron Walden Strategic Housing and Employment Sites



Potential Sustainable Transport Measures

6.2.3 The opportunities for sustainable transport have been split into three themes. There are crossovers between the themes depending on the measures.

6.2.4 Potential measures to improve Public Transport are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- Thaxted Road and Radwinter Road via Griffin Place are bus routes. The existing bus services are not common to both roads in the vicinity of the development site. Providing bus penetration to residential sites is likely to result in greater bus patronage, especially to the centre of Saffron Walden. Bus use could be enhanced by considering:
  - Re-routing of the 320 bus service from Radwinter Road via Griffin Place into the northern development site. Re-routing could be the via the adjacent Redrow development site and loop within the northern housing site and onto Radwinter Road. The 320 only provides five services Monday to Saturday and times and frequencies would need to be reviewed and improved to aid a significant improve patronage.
  - Re-routing of 313 and/or 314 bus service into the northern parcel of land from Thaxted Road and looping round the site back onto Thaxted Road could be considered. The 313 and 314 only operates seven services Monday to Saturday. Depending on destinations it is likely to be more attractive and viable to re-route the 320, rather than the 313 and/or 314.
  - Re-routing the 313 or 314 bus service into the southern residential site could be considered. The quantum of potential passengers may not be attractive. The increase in journey time would not be anticipated to be significant.
  - The 313 and 314 bus services do not serve Audley End railway station and therefore there is no regular direct bus service from Thaxted Road. The 320 bus route provides only five buses a day. A new bus service with a greater frequency may have greater patronage and be more viable than re-routing existing services and increased frequencies. The service would connect Thaxted Road with Radwinter Road via a road through the northern residential site. A new service could be considered to serve the strategic site, the town centre and the railway station, as well as the areas in-between, is likely to make bus travel within more attractive within Saffron Walden. The feasibility of that service would need to be investigated.
- Sustainable transport route should be provided to link Radwinter Road with Thaxted Road, as contained within the site development framework.
- Pedestrian routes to bus stops should be as direct as possible to aid amenity. Pedestrian routes to bus stops that are circuitous are less attractive and may discourage some people from using the bus.
- Provision of bus shelters at bus stops should be considered and provided where feasible.
- Review of accessibility at existing bus stops and implementation of best practice at new locations should be considered to ensure that buses are accessible to people with a disability or a mobility impairment.
- Enhancements will also be required for interchange facilities at Audley End railway station.
- Provision of Real Time Information to provide users with better information to plan and undertake journeys by bus. This is Saffron Walden Transport Strategy reference PT.01.
- Provision of a mobility hub within the housing allocation.
- Bus awareness and information campaigns.

- Provide details of bus services as part of residential and employment travel plans.
- Provision of discounted bus vouchers for new residents at strategic development site.

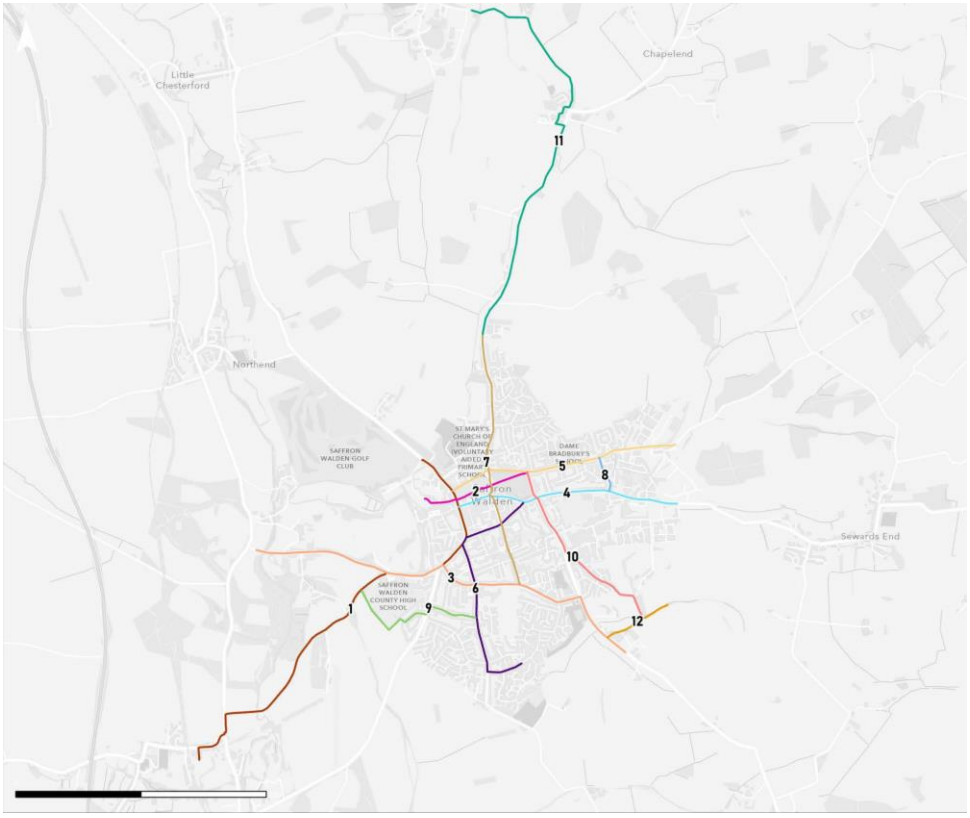
6.2.5 Potential measures to improve Cycling and Walking are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The LCWIP identified 12 routes within Saffron Walden, of which four connect to the two strategic housing and one employment site. The network provides connectivity to the town centre and Audley End railway station. Further investigation will be required to ascertain the feasibility of the proposed LCWIP routes.
  - LCWIP 3 traverses from the Knight Park retail park to Audley End House and utilises the shared use footway on Thaxted Road. The housing and employment site on the north side of Thaxted Road could be connected to this route by LCWIP 12, which is Saffron Walden byway 18. The residential site on the southern side of Thaxted road would need to be connected to the facility on Thaxted Road. The LCWIP has a series of design recommendations, and the nature of the connection would need to be investigated.
  - LCWIP 4 would traverse from the Redrow development to Hill Street. The proposed route terminates to the west of the proposed residential allocation. The potential to extend the route to the residential allocation should be investigated. A connection would provide a continuous route and would be attractive for users. The LCWIP has design recommendations to improve the route.
  - LCWIP 10 traverses from Shire Hill Lane to Chaters Hill. Shire Hill Lane is Saffron Walden Bridleway 19 and connects to Saffron Walden byway 18, providing access to both the northern housing site and the industrial allocation. A pedestrian and cycle route within the housing allocation which connects to Shire Hill Lane would improve sustainable transport access. The LCWIP provides design recommendations to improve LCWIP 10.
  - LCWIP 12 is Saffron Walden byway 18 and could connect to Thaxted Road with the northern housing allocation and the employment allocation. North Uttlesford Core Policy 7 proposes to make the byway a restricted byway. LCWIP 12 should connect to a walking and cycling route within the residential allocation. The LCWIP provides design recommendations to improve LCWIP 12.
- A sustainable transport route (which is contained within the Development Framework) should be provided to link Radwinter Road with Thaxted Road, as well LCWIP routes 4, 10 and 12. The road should have segregated pedestrian and cycle routes as well as connections to Public Right of Ways with multiple priority crossing points.
- Provide walking and cycling connections with the northern site connecting to the LCWIP routes and the cross site sustainable travel route. Walking and cycling routes should be preferably segregated.
- Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers.
- Bike share facility should be provided within the allocation. The bike share scheme would provide an appropriate number of ebikes and pedal powered bikes. North Uttlesford Core Policy 7 proposes provision of a bike share scheme.
- Provide ebike charging stations and investigate the provision of bike maintenance hubs.
- Ascertain whether Audley End Railway station cycle parking could have capacity to cater for the existing scheme and the demand arising from the residential and employment

allocations.

- A cargo bike should be provided within residential development. The number of cargo bikes should be reviewed in line with the scheme already operating within Saffron Walden. Uttlesford Core Policy 7 proposes provision of cargo bike to be located within the development.
- Enhance Saffron Walden public footpath 36. Uttlesford Core Policy 7 proposes that the footpath becomes an active travel route. The section within the two allocations may need to diverted and would need the status changed if its to be used by cyclists. Any change to the alignment of the route should enable its use to be enhanced and be attractive to users.
- Providing wayfinding within the development allocations and within Saffron Walden, to the town centre and Audley End railway station to aid the movement of people on foot and by cycle.
- Walking and cycling information and awareness campaigns.

Figure 6-2 Saffron Walden LCWIP Routes[7]



6.2.6 Other:

- Introduction of the Transport Strategy for Saffron Walden to provide the infrastructure to promote sustainable transport and create a more positive environment for residents, business and employees to undertake more trips by public transport, on foot or by cycle.
- The provision of car parking in accordance with the Local Plan Core Policy.
- EV car clubs with 2 spaces as proposed by Uttlesford Core Policy 7.
- EV charge points provided for all houses to enable residents to own and charge their vehicle

[7] *Proposed Saffron Walden LCWIP Network, Figure 5.2, Page 57, Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

at their residence.

6.2.7 How these improvements relate to the identified sustainable mobility themes is shown in Table 6.1.

Table 6.1 Saffron Walden – Summary of the proposed improvements related to sustainable mobility themes

Theme	Proposed improvements through the Local Plan
Placemaking and land use planning	▪ Providing wayfinding within the development allocations and within Saffron Walden, to the town centre and Audley End railway station to aid the movement of people on foot and by cycle. ▪ Provision of a mobility hub within the northern housing allocation.
Walking and cycling infrastructure	▪ A sustainable transport route should be provided to link Radwinter Road with Thaxted Road. ▪ Connect residential sites with LCWIP routes 3, 4, 10 and 12. ▪ Public Footpath Saffron Walden 36 to be upgraded to become an active travel route. ▪ Pedestrian routes to bus stops should be as direct as possible to aid amenity. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairments. ▪ Bike share, ebike charging stations and cargo bikes should be provided. Investigate the provision of bike maintenance hubs. ▪ Investigate the need to increase Audley End Railway station cycle parking.
Public transport	▪ Review existing bus services and addition of new services to serve the allocations, linking them to the town centre and railway station. ▪ Sustainable transport route should be provided to link Radwinter Road with Thaxted Road. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. ▪ Enhance interchange facilities at Audley End railway station.
Parking and traffic management	▪ EV car clubs with 2 spaces. ▪ EV charge points provided for all houses.
Behavioural change	▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment travel plans. ▪ Bus awareness and information campaigns.
Governance, policy and funding	▪ Provision of discounted bus vouchers for new residents at strategic development site. ▪ Introduce Saffron Walden Transport Strategy measures for public transport, parking and traffic management and placemaking.

6.2.8 The proposed allocation site is accessible by all sustainable transport modes. The accessibility of the site could be improved though the introduction of a range of sustainable transport measures. The measures would increase transport choices available to residents and businesses, improving the alternative modes to the private car and reducing the environmental impact of transport. The measures accord with the Local Plan transport policies.

6.3 Great Dunmow

Sustainable Transport Opportunities

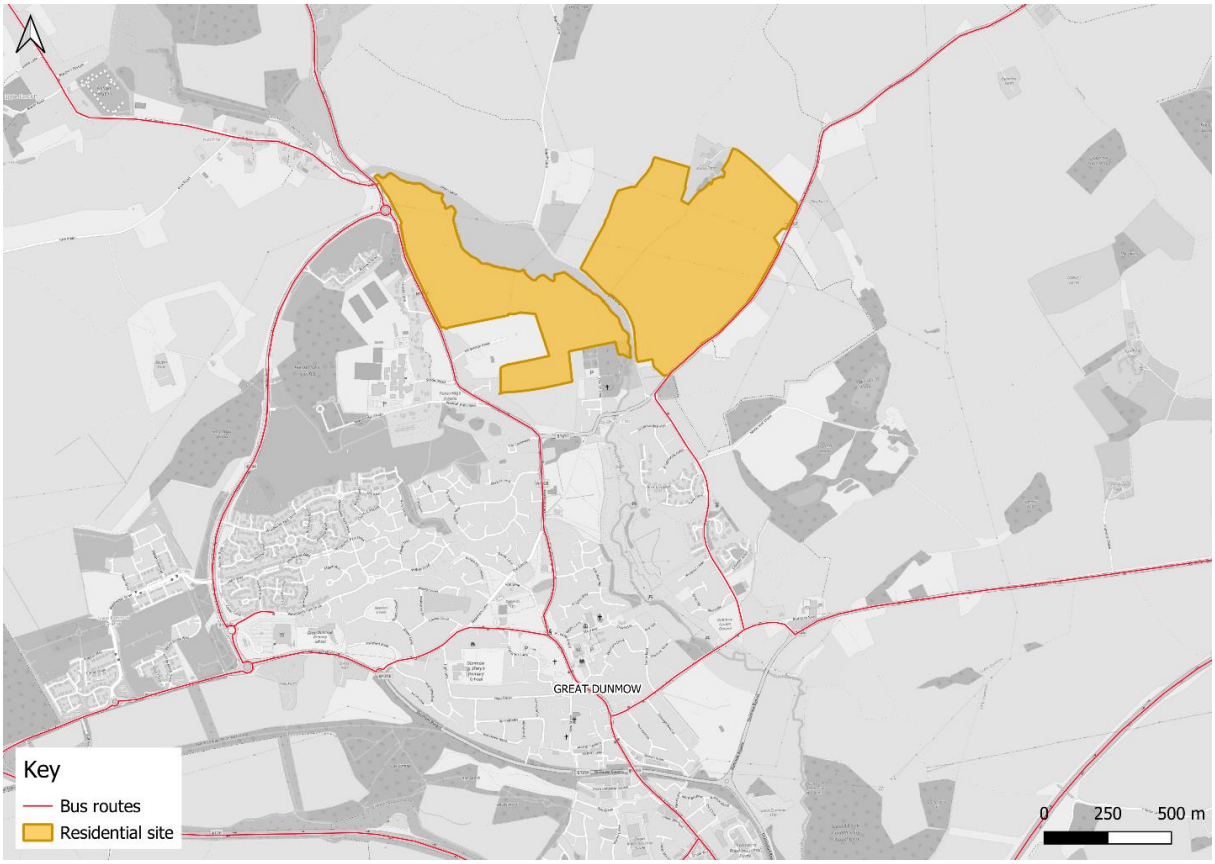
6.3.1 There are two strategic housing sites located at Great Dunmow. Both sites are located to the north of the town centre. The Parsonage Downs site is located to the east of B1008 and has an allocation of 170 residential units. The Church End East allocation is located to the north west of the B1057 The Broadway. The two housing allocation sites are separated by the River Chelmer.

6.3.2 The B1008 and B1057 The Broadway are both bus routes, which connect to the centre of the

town. Both roads are served by regular bus services. Both housing allocations have public rights of way which traverse through them.

6.3.3 Both housing allocation sites have sustainable transport connectivity to the town centre. However, that connectivity could be improved by improving bus services and active travel links. The draft LCWIP has routes which should improve connectivity and amenity by foot and cycle.

Figure 6-3 Great Dunmow Strategic Housing sites



Potential Sustainable Transport Measures

6.3.4 The opportunities for sustainable transport have been split into three themes. There are crossovers between the themes depending on the measures.

6.3.5 Potential measures to improve Public Transport are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The feasibility to divert bus services on the B1008 into the Parsonage Downs residential allocation site and loop back onto the B1008 could be considered. The potential to increase the frequency of bus services could be explored.
- The feasibility to divert the bus services on the B1057 The Broadway into the Church End East housing allocation site could be considered. The service could loop back onto the B1057 The Broadway. The potential to increase the frequency of the bus service could be explored. The A120 corridor study identified re-routing the 324 service in the housing site.
- The feasibility of a new local bus service that links to the housing allocation with the town centre and the Tesco superstore could be explored.

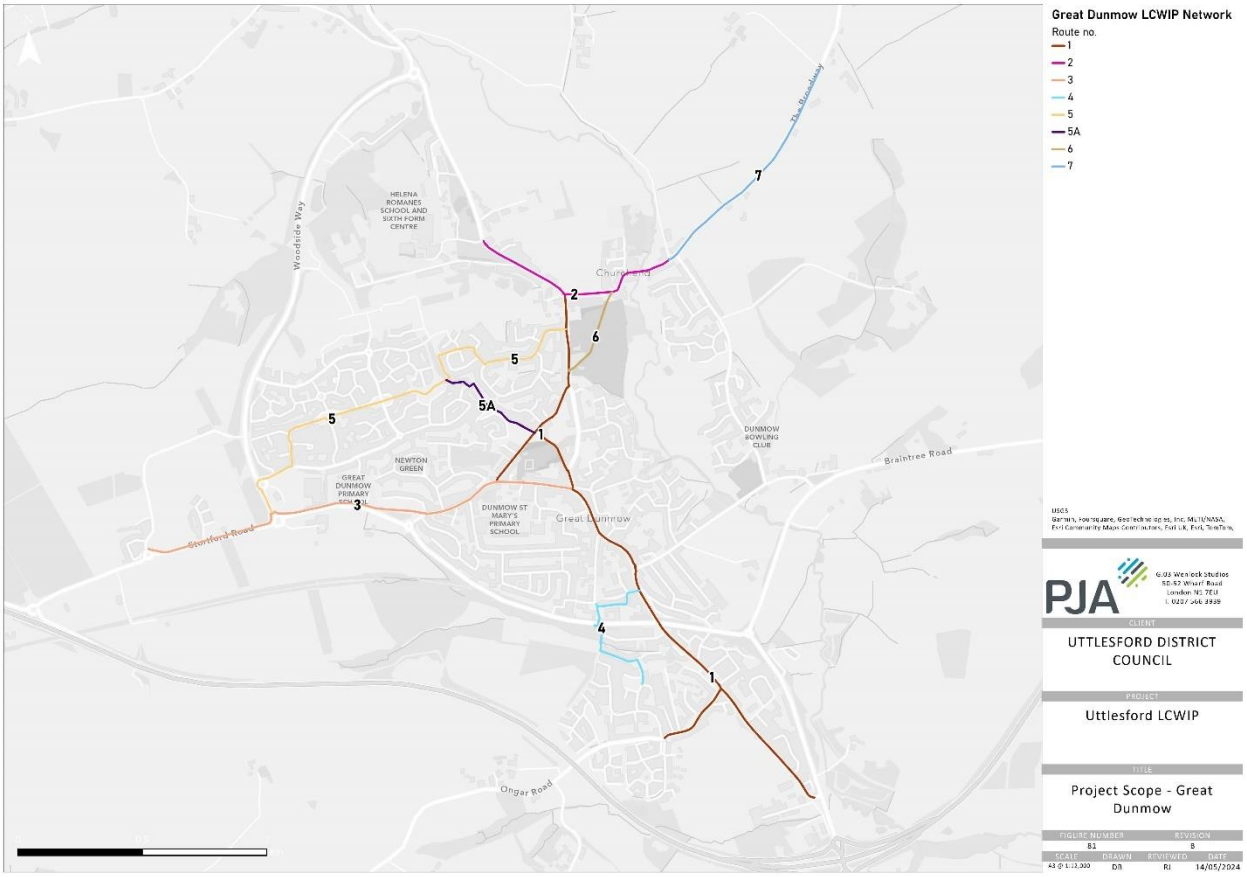
- The A120 corridor study identified two potential new bus services:
  - A new bus service, 2a from Great Dunmow via St Edmunds Lane to the Broadway development site. The service would use the development site to perform a loop. An alternative to St Edmunds Lane would be via Church End Bridge.
  - A new alternative 2b bus service would link the Broadway development site with the proposed Country Parkland via St Edmunds Lane and Stortford Road. The service would use the development site to perform a loop at the Broadway site and the Country Parkland locations. The 2b service would also have the alternative to St Edmunds Lane of Church End Bridge.
- Investigate bus service connections to Stansted airport, which would also provide rail connectivity.
- Pedestrian routes to bus stops should be as direct as possible to aid amenity. Pedestrian routes to bus stops that are circuitous are less attractive and may discourage some people from using the bus.
- Provision of bus shelters at bus stops should be considered and provided where feasible.
- Review of accessibility at existing bus stops and implementation of best practice at new locations should be considered to ensure that buses are accessible to people with a disability or a mobility impairment.
- Provision of Real Time Information to provide users with better information to plan and undertake journeys by bus.
- Provision of a mobility hub within both residential allocation sites.
- Bus awareness and information campaigns.
- Provide details of bus services as part of residential and employment site travel plans.
- Provision of discounted bus vouchers for new residents at strategic development site.

6.3.6 Potential measures to improve Cycling and Walking are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The LCWIP identified 8 routes within Great Dunmow, of which one connects to the Church End East housing allocation site. Another LCWIP route is close to the Parsonage Downs residential allocation site. The network provides connectivity to the town centre, the Tesco superstore and other facilities within the town. Further investigation will be required to ascertain the feasibility of the proposed LCWIP routes.
  - LCWIP 2 traverses from Church End to St Helena Romanes school via the B1008 in a general east to west direction. The potential to extend the route along the B1008 to the housing site should be explored. The LCWIP has design recommendations to improve the route.
  - LCWIP 7 is from Church End to Marks Farm. This route traverses along the Church End East. The LCWIP has design recommendations to improve the route. Connecting the route directly into the site to provide direct connectivity for pedestrians and cyclists should be explored.
- The potential to upgrade Public Footpath Great Dunmow 21 and 22 to bridleways should be explored. The minimum would be to improve the surface and provide lighting to provide a connection to LCWIP 2.
- Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers.
- Pedestrian routes should be as direct as practicable to connect to external facilities thereby providing good amenity, which should encourage journeys by foot.

- Consider the provision of a Bike share facility within the residential sites. The bike share scheme would provide an appropriate number of ebikes and pedal powered bikes.
- Consider providing ebike charging stations.
- Consider providing a cargo bike within residential development sites.
- Providing wayfinding within the development allocations and within Great Dunmow, to the town centre and other facilities to aid the movement of people on foot and by cycle.
- Walking and cycling information and awareness campaigns.

Figure 6-4 Great Dunmow LCWIP routes[8]



6.3.7 Other:

- EV car clubs with 2 spaces as proposed by Uttlesford Core Policy 7.
- EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence.

[8] *Proposed Great Dunmow LCWIP Network, Figure 6.2, Page 71, Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

6.3.8 How these improvements relate to the identified sustainable mobility themes is shown in Table 6.2.

Table 6.2 Great Dunmow – Summary of the proposed improvements related to sustainable mobility themes

Theme	Proposed improvements through the Local plan
Placemaking and land use planning	▪ Providing wayfinding within the development allocations and within Great Dunmow. ▪ Provision of a mobility hub within both residential sites.
Walking and cycling infrastructure	▪ Potential to extend LCWIP 2 to the housing site, with LCWIP 7 connecting directly into the housing site. ▪ Potential to upgrade Public Footpath Great Dunmow 21 and 22 to bridleways. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairments. ▪ Bike share, ebike charging stations and cargo bikes should be considered.
Public transport	▪ Review of existing bus services on the B1008 and B1057 to potentially service the new sites, including review of frequencies. ▪ Consider new local bus services, including those proposed in the A120 corridor study, as well as new services to Stansted Airport which would also provide rail connectivity. ▪ Provision of bus shelters at bus stops should be considered and provided where feasible ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment.
Parking and traffic management	▪ EV car clubs with 2 spaces ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence.
Behavioural change	▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment site travel plans.
Governance, policy and funding	▪ Provision of discounted bus vouchers for new residents at strategic development site.

6.3.9 The proposed allocation site is accessible by all sustainable transport modes. The accessibility of the site could be improved though the introduction of a range of sustainable transport measures. The measures would increase transport choices available to residents, improving the alternative modes to the private car and reducing the environmental impact of transport. The measures accord with the Local Plan transport policies.

6.4 Stansted Mountfitchet

Sustainable Transport Opportunities

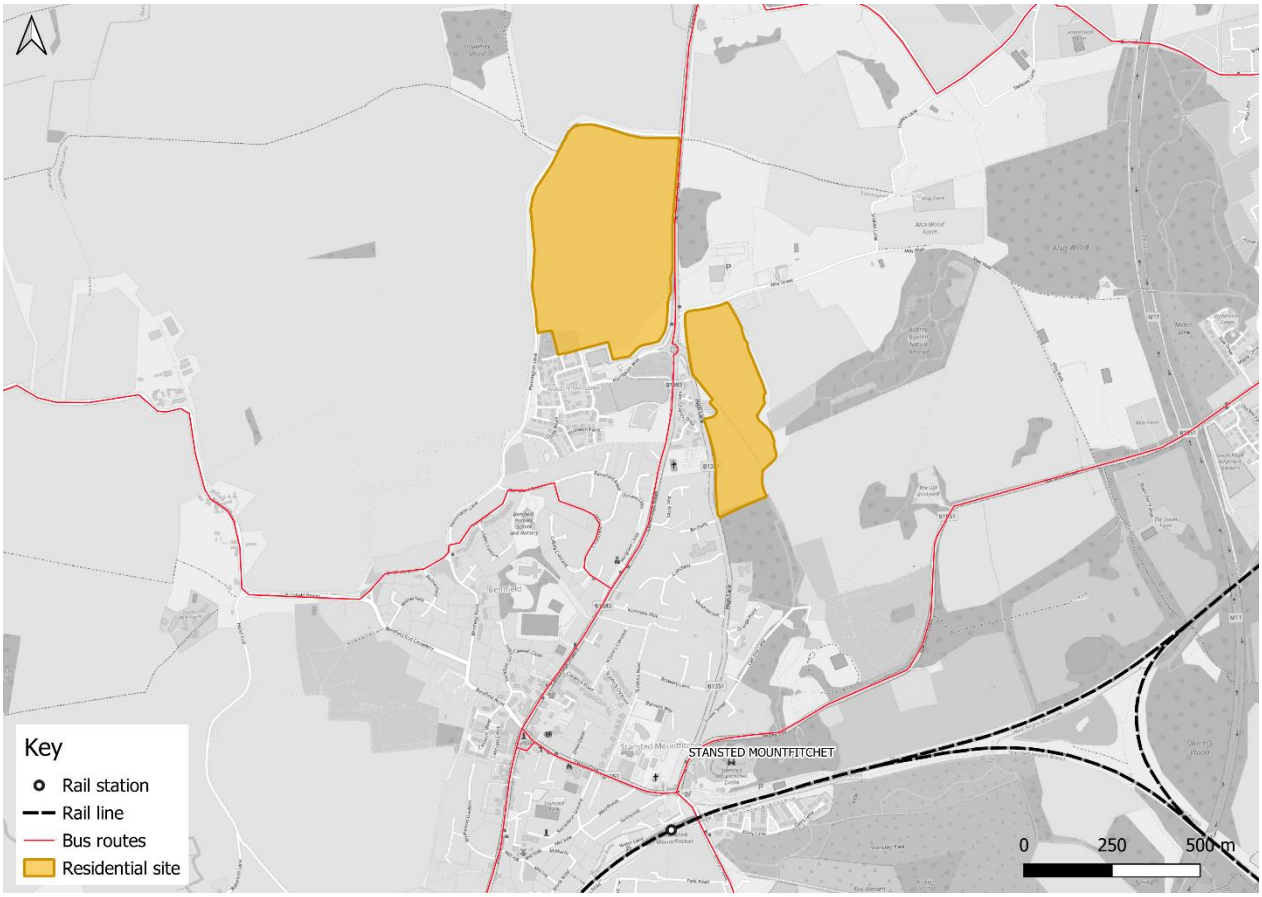
6.4.1 There are two strategic housing allocation sites within Stansted Mountfitchet. Both sites are to the north of the village. The larger site is located adjacent to the B1383 Cambridge Road. The south of the site is bounded by residential estate roads. The smaller site is located to the east of the B1383 Cambridge Road and High Lane.

6.4.2 The B1383 is a bus route which connects to the village centre and Bishops Stortford to the south

and Newport to the north. High Lane is not a bus route. There is a railway station at Stansted Mountfitchet. The bus service along the B1383 Cambridge Road currently connects directly to the railway station at Bishops Stortford. The railways station at Stansted Mountfitchet can also be accessed by bus by interchanging.

6.4.3 High Lane has different sections of footway along one side of the road, resulting in a road without a continuous footway on one side of the road. The opportunity to provide a continuous pedestrian link to the railway station and Co-Op should be investigated.

Figure 6-5 Stansted Mountfitchet Strategic Housing sites



Potential Sustainable Transport Measures

6.4.4 The opportunities for sustainable transport have been split into three themes. There are crossovers between the themes depending on the measures.

6.4.5 Potential measures to improve Public Transport are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The feasibility of diverting bus services on the B1383 into the western residential site and loop back onto the B1383 could be explored. The potential to increase the frequency of bus services could be explored.
- The northern portion of the eastern residential site has nearby access to the bus stops on the B1383 Cambridge Road near the junction with High Lane. Those stops are the closest to the remainder of the site. The potential for a new bus service to serve the eastern and

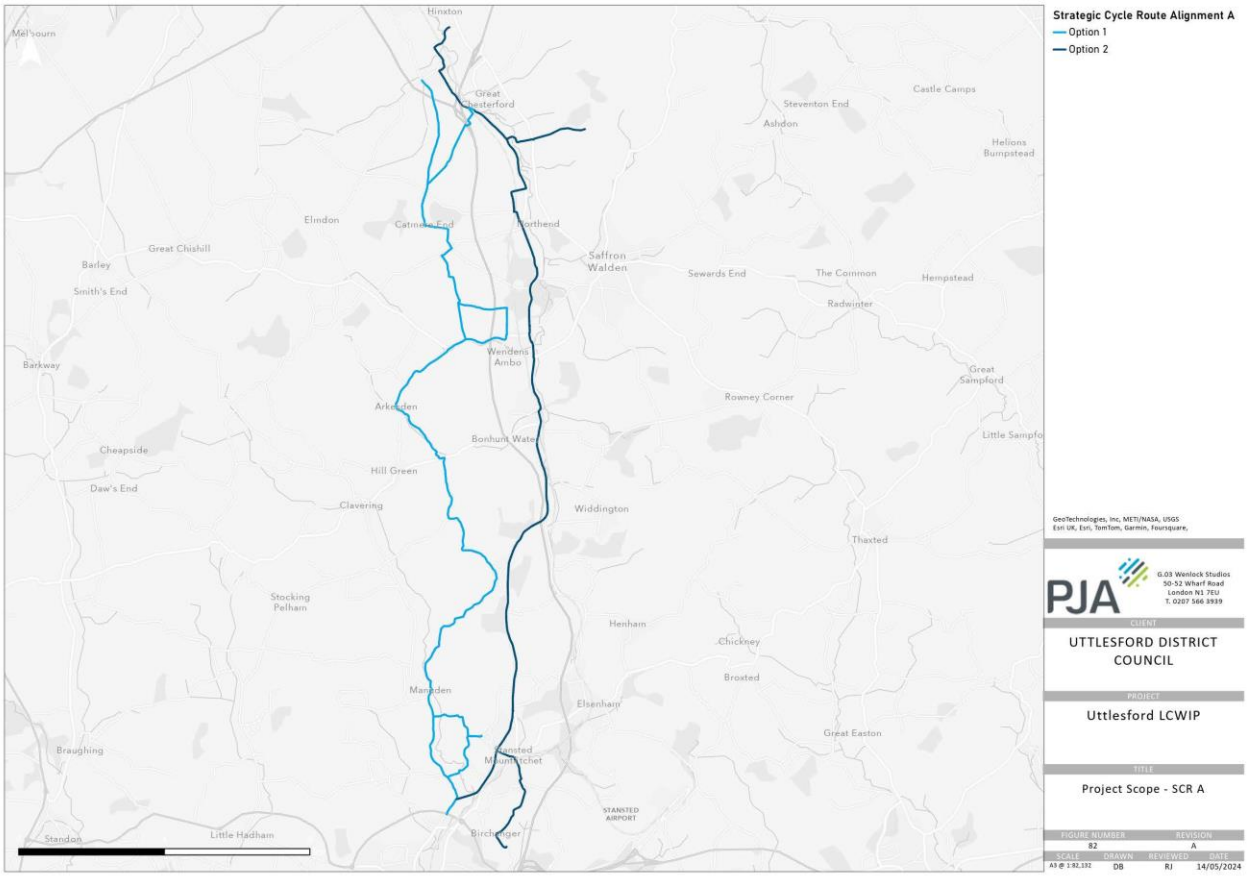
western housing allocation sites, the village centre and Bishop Stortford could be explored. The service could also connect to the railway station at Stansted Mountfitchet. The service would benefit existing housing and facilities in Stansted Mountfitchet.

- Investigate bus service connections to Stansted airport, which would also provide rail connectivity.
- Pedestrian routes to bus stops should be as direct as possible to aid amenity. Pedestrian routes to bus stops that are circuitous are less attractive and may discourage some people from using the bus.
- Provision of bus shelters at bus stops should be considered and provided where feasible.
- Review of accessibility at existing bus stops and at new locations and the implementation of best practice to ensure that buses are accessible to people with a disability or a mobility impairment.
- Provision of Real Time Information to provide users with better information to plan and undertake journeys by bus.
- Explore the provision of a mobility hub within both residential allocation sites.
- Bus awareness and information campaigns.
- Provide details of bus services as part of residential travel plans.
- Provision of discounted bus vouchers for new residents at strategic development site.

6.4.6 Potential measures to improve Cycling and Walking are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The LCWIP identified 2 strategic routes which connect of Bishops Stortford with Great Chesterford. The first alignment is to the west without a connection to the two housing sites. The first alignment option is predominately rural. The second alignment provides connectivity to the two residential allocation sites. The adoption of the second alignment sould the aid accessibility of the western residential allocation by foot and cycle. The LCWIP has design recommendations to improve the route. Further investigation will be required to ascertain the feasibility of the proposed LCWIP routes.
- Public Footpath Stansted Mountfitchet 17 traverses north to south through the eastern residential site. Improving the surface of the route should be explored. The Stansted Mountfitchet 17 footpath connects to Stansted Mountfitchet footpath 19. The improvement of Stansted Mountfitchet footpath 19 should be investigated which includes surfacing, thereby providing a link to the footway on High Street.
- Pedestrian routes should be as direct as practicable to connect to external facilities thereby providing good amenity, which should encourage journeys by foot.

Figure 6-6 LCWIP Proposal in the vicinity of Stansted Mountfitchet[9]



- Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers.
- Bike share facility should be provided within the residential allocations. The bike share scheme would provide an appropriate number of ebikes and pedal powered bikes.
- Consider providing ebike charging stations.
- A cargo bike should be provided within residential development sites.
- Providing wayfinding within the development allocations and within Stansted Mountfitchet, to the town centre and other facilities to aid the movement of people on foot and by cycle.
- Walking and cycling information and awareness campaigns.

6.4.7 Other:

- EV car clubs with 2 spaces as proposed by Uttlesford Core Policy 7.
- EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence.

6.4.8 How these improvements relate to the identified sustainable mobility themes is shown in Table 6.3.

[9] *Figure 7.1, Page 85, Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

Table 6.3 Stansted Mountfitchet – Summary of the proposed improvements related to sustainable mobility themes

Theme	Proposed improvements through the Local plan
Placemaking and land use planning	▪ Providing wayfinding within the development allocations and within Stansted Mountfitchet. ▪ Potential provision of a mobility hub within both residential sites.
Walking and cycling infrastructure	▪ Adoption of the second LCWIP strategic alignment would the aid accessibility of the western residential allocation by foot and cycle ▪ Improvement of Stansted Mountfitchet footpath 19 should be investigated which includes surfacing, thereby providing a link to the footway on High Street. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairments. ▪ Bike share and cargo bikes should be provided. Consider providing ebike charging stations and ▪ Providing wayfinding within the development allocations and within Stansted Mountfitchet.
Public transport	▪ Review existing bus services and addition of new services to serve the allocations, linking them to the village centre and Bishop Stortford should be explored. The service should also connect to the railway station at Stansted Mountfitchet, benefiting new and existing residents. ▪ Investigate bus service connections to Stansted airport, which would also provide rail connectivity. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment.
Parking and traffic management	▪ EV car clubs with 2 spaces ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence.
Behavioural change	▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential travel plans.
Governance, policy and funding	▪ Provision of discounted bus vouchers for new residents at strategic development site.

6.4.9 The proposed allocation site is accessible by all sustainable transport modes. The accessibility of the site could be improved though the introduction of a range of sustainable transport measures. The measures would increase transport choices available to residents, improving the alternative modes to the private car and reducing the environmental impact of transport. The measures accord with the Local Plan transport policies.

6.5 Elsenham

Sustainable Transport Opportunities

6.5.1 There is a single, small, strategic housing and employment site in Elsenham. The housing site is located to the north of the centre of the village and to the east of Old Mead Road. The housing site is an extension to the site that has consent. The strategic employment site is located to the southeast of Elsenham village centre. Hall Road forms the northern boundary to the employment site.

Figure 6-7 Elsenham Strategic Housing and Employment sites

6.5.2 Old Mead Road and Hall Road are bus routes and served by the same service.

6.5.3 Elsenham railway station is approximately 200m to the west of the housing allocation site on Old Mead Road/Station Road. A level crossing separates the two station platforms. The proposed housing allocation will have a direct link to the railway station via the adjacent consented residential development and Old Mead Road. Pedestrian connectivity to the railway station via the adjacent housing site needs to be provided to maximise the opportunity provided by housing site location.

6.5.4 The strategic employment site is located to the southeast of the railway station and is outside the built-up area of the village. The connectivity opportunity provided by the railway station to the employment site needs to be explored for sustainable transport.

6.5.5 There are no LCWIP proposals for Elsenham. The opportunities for pedestrian and cycle access to the village facilities and the railway station will need to be investigated further in the next iteration of the LCWIP.

Potential Sustainable Transport Measures

6.5.6 The opportunities for sustainable transport have been split into three themes. There are crossovers between the themes depending on the measures.

6.5.7 Potential measures to improve Public Transport are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The proposed housing allocation will have a direct link to the railway station via the adjacent consented residential development and Old Mead Road. Pedestrian connectivity to the railway station via the adjacent housing needs to be explored to maximise the opportunity provided by housing site location.
- Explorer diverting the bus service into the employment site to improve connectivity.
- Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.
- Pedestrian routes to bus stops should be as direct as possible to aid amenity. Pedestrian routes to bus stops that are circuitous are less attractive and may discourage some people from using the bus.
- Provision of bus shelters at bus stops should be considered and provided where feasible.
- Review of accessibility at existing bus stops and at new locations and the implementation of best practice to ensure that buses are accessible to people with a disability or a mobility impairment.
- Provision of Real Time Information to provide users with better information to plan and undertake journeys by bus.
- Explore the potential provision of a mobility hub within both residential allocation site.
- Bus awareness and information campaigns.
- Provide details of bus services as part of residential and employment site travel plans.
- Provision of discounted bus vouchers for new residents at strategic development site.

6.5.8 Potential measures to improve Cycling and Walking are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- There is no footway on Old Mead Road on the north of the level crossing at the railway station. A pedestrian route should be provided from the housing site to the station via the consent housing site.
- Create a pedestrian point of access along the northern edge of the site which connects to the existing PROW network.
- Delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including connections to and enhancements of the existing Public Rights of Way network.
- New and improved off site active travel routes providing connections to key service centres or facilities.
- There is no continuous pedestrian route from the village centre to the proposed employment site.
- There is no cycle route from Elsenham or Stansted airport to the employment site. Hall Road is subject to the national speed limit after leaving Elsenham.

- Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers.
- Explore the potential for a Bike share facility within the residential allocations. The bike share scheme would provide an appropriate number of ebikes and pedal powered bikes.
- Explore the potential to provide ebike charging stations.
- Explore the potential to provide a cargo bike within residential development sites.
- Providing wayfinding within the development allocations and within Elseham, to the town centre and other facilities to aid the movement of people on foot and by cycle.
- Walking and cycling information and awareness campaigns.

6.5.9 Other

- Explore the potential to provide EV car clubs with 2 spaces.
- EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence.
- EV charge points to be provided at the employment allocation to facilitate the use of electric vehicles at employment sites.

6.5.10 The relationship with the identified sustainable mobility themes is shown in in Table 6.4.

Table 6.4 Elsenham – Summary of the proposed improvements related to sustainable mobility themes

Theme	Proposed improvements through the Local plan
Placemaking and land use planning	▪ Providing wayfinding within the development allocations and within Elsenham. ▪ Explore the potential provision of a mobility hub within both residential site.
Walking and cycling infrastructure	▪ A pedestrian route should be provided from the housing site to the station via the consent housing site. ▪ Delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including connections to and enhancements of the existing Public Rights of Way network. ▪ New and improved off site active travel routes providing connections to key service centres or facilities. ▪ Pedestrian routes to bus stops should be as direct as possible to aid amenity. ▪ Explore the potential for Bike share, ebike charging stations and cargo bikes. ▪ Providing wayfinding within the development allocations and within Elsenham
Public transport	▪ Pedestrian connectivity to the railway station via the adjacent housing needs to be explored to maximise the opportunity provided by housing site location. ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Explorer the potential for diverting the bus service into the employment site to improve connectivity. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment.
Parking and traffic management	▪ Explore the potential for EV car clubs with 2 spaces. ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence. ▪ EV charge points to be provided at the employment allocation to facilitate the use of electric vehicles at employment sites.
Behavioural change	▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns.

	▪ Provide details of bus services as part of residential and employment site travel plans.
Governance, policy and funding	▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Provision of discounted bus vouchers for new residents at strategic development site.

6.5.11 The proposed allocation site is accessible by all sustainable transport modes. The accessibility of the site could be improved though the introduction of a range of sustainable transport measures. The measures would increase transport choices available to residents and workers, improving the alternative modes to the private car and reducing the environmental impact of transport. The measures accord with the Local Plan transport policies.

6.6 Great Chesterford

Sustainable Transport Opportunities

6.6.1 The employment site at Great Chesterford is located at Chesterford Research Park which is an existing centre for research. The site is located to the southeast of the village of Great Chesterford in a rural setting. The site has an area of 18.3 ha.

Figure 6-8 Employment allocation at Great Chesterford

6.6.2 The employment site connects with the Walden Road via an access road at a roundabout. The existing centre of the research park is approximately 1.5km from Walden Road using the access road. The access road has access control approximately 875m from the roundabout. The access road has a footway on one side. There are bus stops with shelters to the north and south of the roundabout. Within Great Chesterford there is a railway station. Improving public transport access to the site should be explored.

6.6.3 The draft LCWIP has two alignments that link Bishop Stortford with Greater Chesterford. The second alignment proposes a spur to Great Chesterford Research Park. There are opportunities to directly improve connectivity for pedestrians and cyclists to the proposed employment allocation using the LCWIP. There is also a link proposed from Saffron Walden to the Research Park via Little Walden. Public footpath Little Chesterford 11 is parallel to research park access road for part of its length and provides a sustainable transport facility.

Potential Sustainable Transport Measures

6.6.4 The opportunities for sustainable transport have been split into three themes. There are crossovers between the themes depending on the measures.

6.6.5 Potential measures to improve Public Transport are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- Walden Road is a bus route but the distance from the bus stops to the research park is beyond the recommended walking distance. Improved bus access to the research park and employment allocation by re-routing the service and reconfiguring the access road could be explored. The reconfiguration of the access road would require a bus turning loop, with stops and relocated access controls. The potential to increase the frequency of bus services could be explored.
- Improved bus service frequency connecting Saffron Walden, Great Chesterford, Great Chesterford Research Park and Cambridge.
- Enhancements will also be required for interchange facilities at Great Chesterford railway station.
- Provision of bus shelters at bus stops should be considered and provided where feasible.
- Review of accessibility at existing bus stops and at new locations and the implementation of best practice to ensure that buses are accessible to people with a disability or a mobility impairment.
- Explore the provision of Real Time Information to provide users with better information to plan and undertake journeys by bus and rail.
- Bus awareness and information campaigns.
- Provide details of bus services as part of employment travel plans.

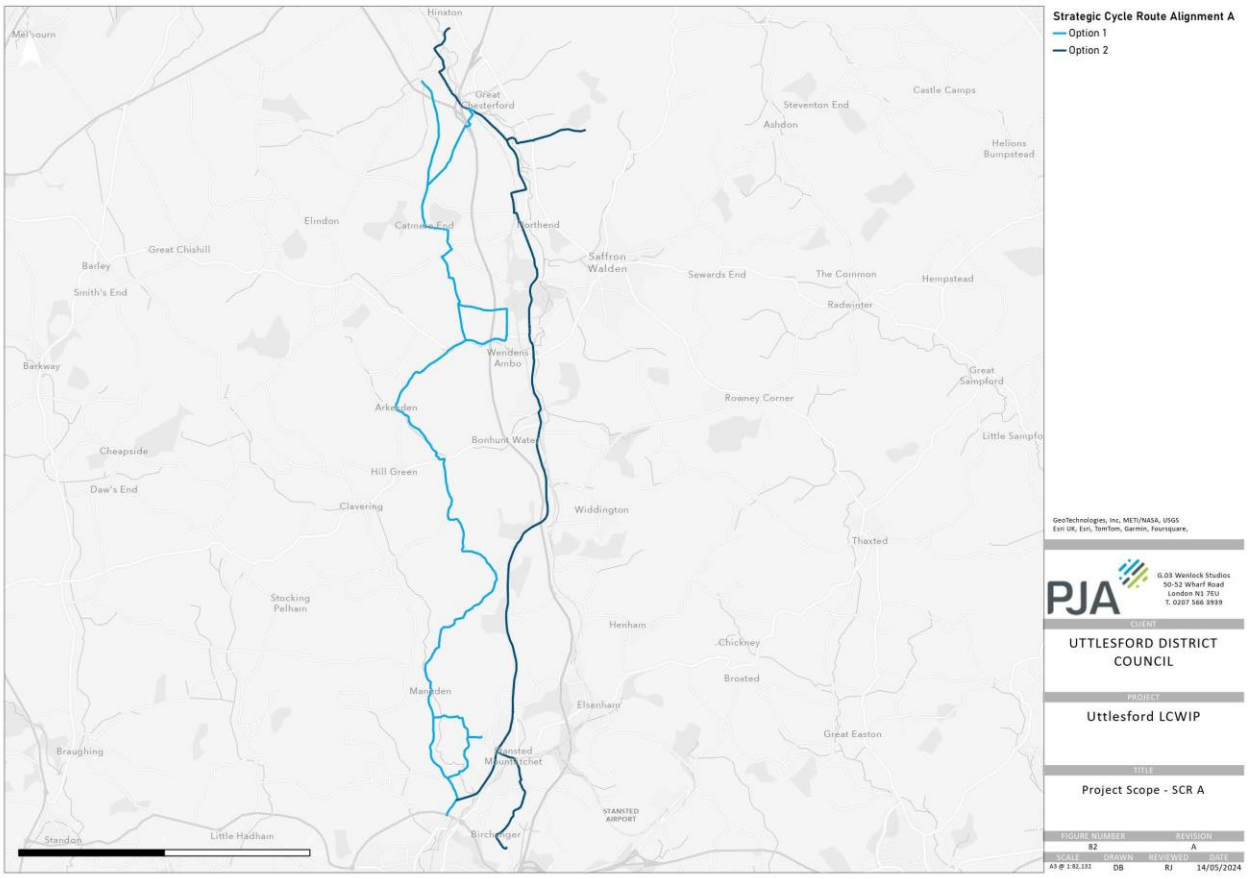
6.6.6 Potential measures to improve Cycling and Walking are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The LCWIP second alignment provides direct connectivity to the existing research facility and proposed employment. The LCWIP proposes to provide a segregated route alongside the research park access road. The potential of a shared use route is raised in the LCWIP depending upon pedestrian flows that use the route. The LCWIP has design recommendations to improve the route. Further investigation will be required to ascertain the feasibility of the proposed LCWIP routes.
- LCWIP route 11 from Saffron Walden via Little Walden connects to Chesterford Research Park from the east. The LCWIP has design recommendations to improve the route. Further investigation will be required to ascertain the feasibility of the proposed LCWIP route.
- The potential to improve the route of Public Footpath Little Chesterford 11 could be explored. The footpath provides connectivity to the southbound bus stop. The footpath would be surfaced and may be extended or connected to the footway on the southside of the access road. The footpath has steps near the bus stop which would need to be replaced by a ramp to improve accessibility for people with disabilities and a mobility impairment.
- Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers.
- Explore providing ebike charging stations.
- Providing wayfinding within the employment allocation and within Great Chesterford, to the town centre, the railway station and other facilities to aid the movement of people on foot

and by cycle.

- Provide active travel improvements at Great Chesterford railway station. Explore providing additional secure cycle parking and ebike charging points.
- Walking and cycling information and awareness campaigns.

Figure 6-9 LCWIP Proposal in the vicinity of Great Chesterford and the Research Park[10]



[10] *Figure 7.1, Page 85, Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

Figure 6-10: LCWIP route from Saffron Walden to Great Chesterford Research Park[11]

6.6.7 Other

- EV charge points to be provided at the employment allocation to facilitate the use of electric vehicles at employment sites.

6.6.8 How these improvements relate to the identified sustainable mobility themes is shown in in Table 6.5 .

[11] *Extract from Figure 5.12, Page 64, Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

Table 6.5 Great Chesterford – Summary of the proposed improvements related to sustainable mobility themes

Theme	Proposed improvements through the Local Plan
Placemaking and land use planning	▪ Providing wayfinding within the employment allocation and within Great Chesterford, to the town centre, the railway station and other facilities
Walking and cycling infrastructure	▪ Direct connection into the LCWIP route. ▪ Potential connection to Saffron Walden from an LCWIP route. ▪ The potential to improve the route of Public Footpath Little Chesterford 11 should be explored. The footpath provides connectivity to the southbound bus stop. ▪ Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers. ▪ Provide active travel improvements at Great Chesterford railway station. Explore providing additional secure cycle parking and ebike charging points. ▪ Explore providing ebike charging stations.
Public transport	▪ Improved bus access to the research park and employment allocation by exploring re-routing the service and reconfiguring the access road. ▪ Improved bus service frequency connecting Saffron Walden, Great Chesterford, Great Chesterford Research Park and Cambridge. ▪ Enhancements will also be required for interchange facilities at Great Chesterford railway station ▪ Provision of bus shelters at bus stops should be considered and provided where feasible, explore the provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment.
Parking and traffic management	▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence.
Behavioural change	▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of employment travel plans.
Governance, policy and funding	▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services.

6.6.9 The proposed allocation site is accessible by all sustainable transport modes. The accessibility of the site could be improved though the introduction of a range of sustainable transport measures. The measures would increase transport choices available to workers, improving the alternative modes to the private car and reducing the environmental impact of transport. The measures accord with the Local Plan transport policies.

6.7 Takeley

Sustainable Transport Opportunities

There is one strategic housing allocation and two strategic employment allocations at Takeley or in the vicinity. The housing allocation comprises two parcels of land separated by Smiths Green Lane. The western portion of the site is bound by the existing housing to the south in Takeley and the A120 to the north. The eastern portion is bound by housing and the B1256 Stortford Road to the south and the A120 to the north. The housing site is indicated on Figure 6-9 and

6.7.1 Figure 6-11. The B1256 Stortford Road and some of the estate roads below the eastern residential site are bus routes. The B1256 Stortford Road forms a junction with Parsonage Road, which is also a bus route and connects to Stansted airport bus and rail interchange. The eastern employment allocation is indicated on Figure 6-9.

The eastern employment allocation site is bound by the B1256 Stortford Road to the south, the A120 to the north and agricultural land to the west. A grade separated junction is also at the eastern end. The western employment allocation site is bounded by the B1256 Dunmow Road to the south and the A120 to the north. The B1256 Dunmow Road is a bus route. The western employment allocation site is indicated on

6.7.2 Figure 6-11.

6.7.3 All four sites are connected to the rail network from the railway station at Stansted Airport using the bus network. The draft LCWIP proposals provide the opportunity to connect the housing and employment sites with Bishop's Stortford, Stansted Airport and Great Dunmow.

6.7.4 The Strategic residential and employment sites have the opportunity to connect to bus and rail services and the walking and cycling network. There are opportunities to enhance sustainable transport connectivity.

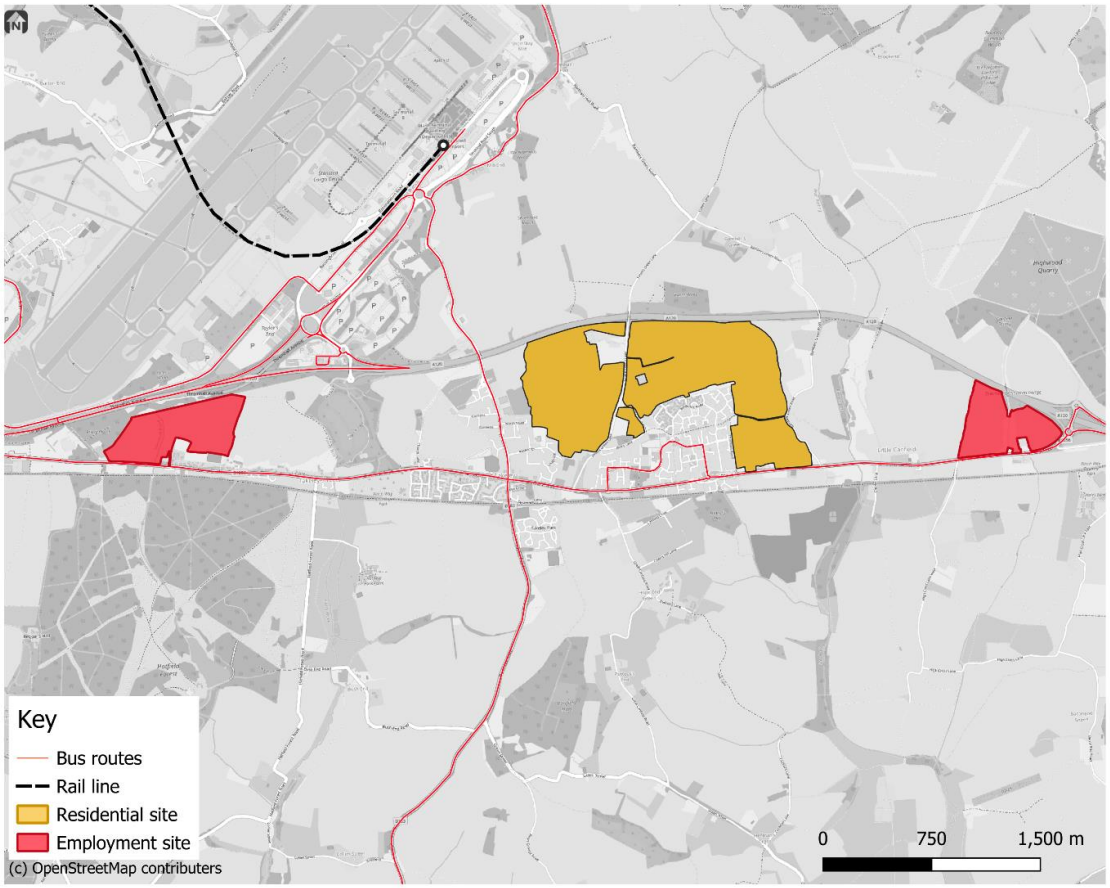
6.7.5 A new secondary school is proposed at Takeley which will serve the settlement and wider catchment. A new primary school is planned (including early years provision) and facility to accommodate Special Educational Needs at Takeley. Opportunities for sustainable travel should be provided for both schools, so that pupils will have alternatives to travel as passengers in private cars, thereby reducing congestion, reducing the environmental impact of school travel

and providing them with the health benefits of sustainable travel.

6.7.6 Measures that enable school pupils to walk and appropriately cycle to school and create a safe environment should be promoted. Those measures will be a combination of infrastructure and 'soft' measures. School Travel Plans provide the opportunity to connect physical infrastructure with a range of other behaviour change measures to provide a comprehensive plan to facilitate sustainable travel in a safer and more environmentally friendly environment.

6.7.7 The adoption of 'Safer Routes to School' and school safety zones provide an opportunity for schools to work the local highway and local planning authority to co-ordinate and deliver a wider range of measures. School Transport in accordance with ECCs policy should be provided. Measures that may facilitate sustainable travel to school are included within paragraphs 6.2.4 and 6.2.5.

Figure 6-11 Strategic Housing and Strategic Employment sites at Takeley



Potential Sustainable Transport Measures

6.7.8 The opportunities for sustainable transport have been split into three themes. There are crossovers between the themes depending on the measures.

6.7.9 Potential measures to improve Public Transport are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The potential to re-route the existing bus service on the B1256 Stortford Road to the housing allocation site should be explored. Increasing the service frequency should also be considered. The A120 corridor study proposes re-routing of the 323 and 324 bus services and alternatively the 133 bus service through the development in Takeley.
- Re-routing the bus services on the B1256 Stortford and B1256 Dunmow Road should be considered. The master plan layouts for the two employment allocation sites will enable the benefits of re-routing to be determined. Increasing the frequency of the bus services should also be considered.
- The potential for bus new services to serve the residential and employment allocations should be explored. There is the potential to loop into the sites, in particular the housing sites. The services should connect to the bus and rail interchange at Stansted Airport. The services should be routed to local facilities and services, that will encourage travel by bus by new and existing residents. The A120 corridor study proposes a new bus service, 1a from Stansted Airport Rail station through the development site with an alternative route via Takeley crossroads.

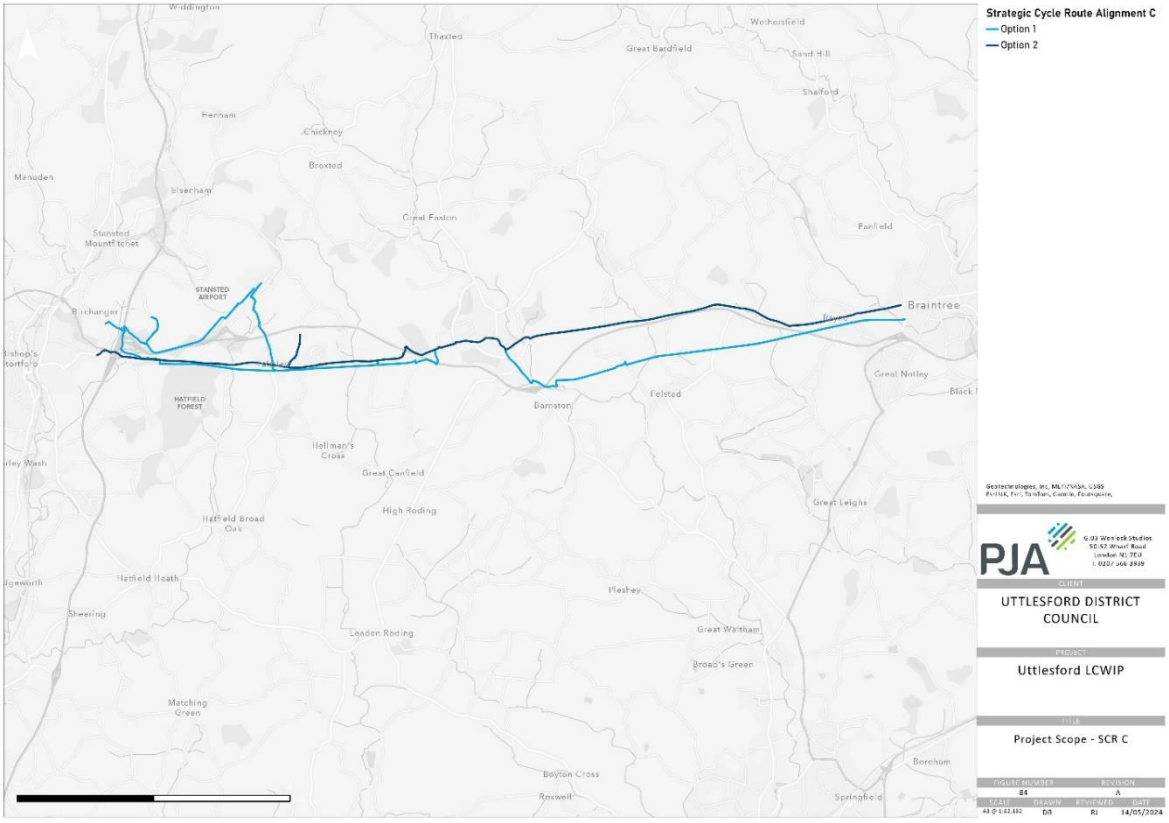
- The proposed schools should be accessible to school bus services.
- Pedestrian routes to bus stops should be as direct as possible to aid amenity. Pedestrian routes to bus stops that are circuitous are less attractive and may discourage some people from using the bus.
- Provision of bus shelters at bus stops should be considered and provided where feasible.
- Review of accessibility at existing bus stops and at new locations and the implementation of best practice to ensure that buses are accessible to people with a disability or a mobility impairment.
- Provision of Real Time Information to provide users with better information to plan and undertake journeys by bus.
- Provision of a community mobility hub within residential allocation sites.
- Bus awareness and information campaigns.
- Provide details of bus services as part of residential and employment site travel plans.
- Provision of discounted bus vouchers for new residents at strategic development site.

6.7.10 Potential measures to improve Cycling and Walking are considered below. Detailed discussions will be required with transport authorities to determine the feasibility, develop schemes, funding and deliver the potential measures.

- The draft LCWIP has identified two alignments from Bishops Stortford to Braintree via Takeley and Great Dunmow. Option 1 connects Bishops Stortford with Stansted Airport, Takeley, Great Dunmow and Braintree. Option 2 connects Bishops Stortford with Takeley, Great Dunmow and Braintree. Option 2 also includes Smiths Green as an active travel route. Both routes could serve the two housing and two employment allocation sites. The works to Parsonage Road which will provide a link to the airport and Smiths Green Lane are listed below. The LCWIP has design recommendations to improve the route. Further investigation will be required to ascertain the feasibility of the proposed LCWIP routes.
- a sustainable transport route will be delivered through the Takeley strategic site which will be designed to accommodate all appropriate road users and deliver walking and cycling schemes to the highest standard. The route will only be available for buses and active travel west of Smiths Green Lane
- public transport and active travel connections will be improved between Takeley and Stansted Airport public transport interchange, including improvements along Parsonage Road to improve connectivity for cyclists. This will include new active travel connections through the airport to the transport interchange and will require signalised crossings of road infrastructure at the airport.
- Appropriate upgrades to the Flitch Way including enhancements that improve safety, access, interpretation, multi-functional surfacing for all users and measures to improve biodiversity.
- Smiths Green Lane will be close to through vehicular traffic at Warish Hall Farm and the route will be prioritised for walking and cycling whilst retaining local access.
- enhancements will be made to Public Footpath 41 and High Cross Lane to provide active travel connections to the Flitch Way.
- on-site and off-site enhancements to all public rights of way
- Little Canfield employment allocation should be accessed from the cycle link through the site which links to the consented residential scheme at Highwood Quarry.
- Walking and cycling routes should be provided to the proposed primary and secondary schools.
- Review of routes from new development to bus stops and facilities to identify barriers to people with disabilities and a mobility impairment to identify measures that should be provided to remove those barriers.

- provision of two electric car club vehicles for Takeley strategic allocation.
- provision of a bike share scheme that will deliver e-bikes and conventional bikes for Takeley strategic allocation.
- provision of an e-cargo bike to be located on the development site for Takeley strategic allocation,
- Consider providing ebike charging stations and bike maintenance hubs.
- Providing wayfinding for the housing and employment allocations to services and facilities and the railway and bus stations at Stansted Airport and other facilities to aid the movement of people on foot and by cycle.
- Walking and cycling information and awareness campaigns.

Figure 6-12 LCWIP Routes from Bishop's Stortford to Braintree via Takeley and Stansted Airport[12]



6.7.11 Other:

- EV car clubs with 2 spaces as proposed by Uttlesford Core Policy 13.
- EV charge points to be provided at the residential and employment allocation sites to facilitate the use of electric vehicles at employment sites.
- The highway mitigation and junction improvements that are required in Takeley and Great Dunmow as identified in the transport evidence including appropriate and proportionate mitigation measures at Junction 8.

6.7.12 How these improvements relate to the identified sustainable mobility themes is shown in in

6.7.13 Table 6.6.

[12] *Figure 7.3, Page 89, Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

Table 6.6 Takeley – Summary of the proposed improvements related to sustainable mobility themes

Theme	Proposed improvements through the Local Plan
Placemaking and land use planning	▪ Providing wayfinding for the housing and employment allocations to services and facilities and the railway and bus stations at Stansted Airport ▪ Provision of a mobility hub within both residential sites.
Walking and cycling infrastructure	▪ Connect sites with LCWIP routes ▪ A sustainable transport route will be delivered through the Takeley strategic site which will be designed to accommodate all appropriate road users and deliver walking and cycling schemes to the highest standard. ▪ Public transport and active travel connections will be improved between Takeley and Stansted Airport public transport interchange. ▪ Upgrades to local walking and cycling routes, including multi-functional surfacing for all users and measures to improve biodiversity. ▪ Walking and cycling routes should be provided to the proposed primary) and secondary schools. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairments. ▪ Bike share, ebike charging stations and cargo bikes should be provided. Investigate the provision of bike maintenance hubs. ▪ Providing wayfinding for the housing and employment allocations to services and facilities and the railway and bus stations at Stansted Airport
Public transport	▪ Review existing bus services and addition of new services to serve the allocations. ▪ The services should connect to the bus and rail interchange at Stansted Airport. The services should be routed to local facilities and services, that will encourage travel by bus by new and existing residents. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment.
Parking and traffic management	▪ EV car clubs with 2 spaces ▪ EV charge points provided for all houses to enable residents to own and charge their vehicle at their residence. ▪ The highway mitigation and junction improvements that are required in Takeley and Great Dunmow as identified in the transport evidence including appropriate and proportionate mitigation measures at Junction 8. ▪ Smiths Green Lane will be close to through vehicular traffic at Warish Hall Farm and them route will be prioritised for walking and cycling whilst retaining local access.
Behavioural change	▪ Bus awareness and information campaigns. ▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment site travel plans.
Governance, policy and funding	▪ Provision of discounted bus vouchers for new residents at strategic development site.

6.7.14 The proposed allocation site is accessible by all sustainable transport modes. The accessibility of the site could be improved though the introduction of a range of sustainable transport measures. The measures would increase transport choices available to residents and workers, improving the alternative modes to the private car and reducing the environmental impact of transport. The measures accord with the Local Plan transport policies.

6.8 Summary

6.8.1 There are opportunities to improve connectivity and accessibility for sustainable transport, thereby reducing the environmental impact of transport for proposed development allocations as well as existing settlements within Uttlesford. Sustainable Transport to the strategic allocation sites at Saffron Walden, Great Dunmow, Stansted Mountfitchet, Elsenham, Great Chesterford and Takeley can be improved so that they algin with the draft Local Plan transport policies.

6.8.2 A range of measures have been identified within section 6, which could be introduced which align with the themes to improve sustainable mobility. Those themes are:

- Placemaking and land use planning.
- Walking and cycling infrastructure.
- Public transport.
- Parking and traffic management.
- Behavioural change.
- Governance, policy and funding

6.8.3 The measures present a significant opportunity to improve sustainable transport within Uttlesford. The measures will require detailed discussion with transport authorities to determine the feasibility, develop schemes and funding to deliver them.

7 Conclusions

7.1.1 For a rural district like Uttlesford, policy guidance and examples of best practice suggest the following common themes when improving sustainable transport:

- Opportunities to maximise sustainable transport differ between urban and rural areas, it is important these differences are taken into account.
- Developments, where possible, should limit impacts of car use by prioritising and encouraging walking, cycling and public transport.
- 'Decide and provide' and 'vision and validate' should be used rather than 'predict and provide' using robust evidence bases.
- Local Walking and Cycling Plans (LCWIPs) should be undertaken and optimised to support the wider cycle and walking network with new developments supporting these plans.

7.1.2 Draft transport policies related policies for the Uttlesford Local Plan have been developed. Those local plan policies are considered to align well with national, regional and local policies and strategies. The draft policies will enable the improvement of connectivity and sustainable transport modes and choices.

7.1.3 A total of 3,849 new dwellings and 64.3 hectares of new employment land are proposed across 6 areas of the District in the new Local Plan. The majority of the proposed development sites benefit from accessibility to most key services, with the exception being the proposed employment allocation site near Great Chesterford.

7.1.4 The strategic allocation sites are well connected with good accessibility to facilities, the bus and rail network. The proposed Local Plan policies provide an opportunity and the direction to improve sustainable travel opportunities and connectivity.

7.1.5 However, all sites require a sustainable transport strategy to maximise the sites potential for sustainable travel. The Local Plan provides an opportunity to improve the nature of sustainable transport, its quality and provision. Improvements to sustainable transport will reduce the environmental impact of existing and proposed development, thereby aiding the goal of reducing the impact of travel on the climate.

7.1.6 There are a range of measures that can be implemented to improve sustainable transport within existing communities and facilitate new development. The table below shows the measures which are proposed, broken down by six broad themes around which good practice for sustainable mobility and mode shift in new and existing development can be framed.

Table 7.1: Proposed Sustainable Travel Improvements

Theme	Proposed improvements through the Local Plan
Placemaking and land use planning	▪ Providing wayfinding within new development allocations to key local trip attractors, including railway stations and town centres, to aid the movement of people on foot and by cycle. ▪ Provision of mobility hubs.
Walking and cycling infrastructure	▪ Provide new sustainable transport routes and upgrade existing ones. ▪ Connect sites with LCWIP routes. ▪ Connect to Public Rights of Way network and improvements to Public Rights of Way. ▪ Review routes and identify measures to link new developments to bus stops and facilities in the most direct way, and to identify barriers to people with disabilities and a mobility impairments. ▪ Bike share, ebike charging stations, cargo bikes should be provided. Investigate provision of bike

	maintenance hubs ▪ Pedestrian routes to bus stops should be as direct as possible to aid amenity. ▪ Walking and cycling routes should be provided to the proposed primary and secondary schools. ▪ Upgrades to local walking and cycling routes. ▪ Investigate the increase cycle parking at railway stations.
Public transport	▪ Review existing bus services and addition of new services to serve the allocations. ▪ Provision of bus shelters at bus stops, provision of real time information, as well as reviewing existing stops to ensure they are accessible to people with a disability or a mobility impairment. ▪ Enhance interchange facilities at railway stations. ▪ Improved connections to Stansted Airport.
Parking and traffic management	▪ EV car clubs. ▪ EV charge points provided for all houses. ▪ The highway mitigation and junction improvements that are required in Takeley and Great Dunmow as identified in the transport evidence including appropriate and proportionate mitigation measures at Junction 8 ▪ Smiths Green Lane will be close to through vehicular traffic at Warish Hall Farm and them route will be prioritised for walking and cycling whilst retaining local access.
Behavioural change	▪ Walking and cycling information and awareness campaigns. ▪ Provide details of bus services as part of residential and employment travel plans. ▪ Bus awareness and information campaigns.
Governance, policy and funding	▪ Provision of discounted bus vouchers for new residents at sites. ▪ Financial contributions towards the improvement of bus services, allowing for an increased frequency of services. ▪ Introduce Saffron Walden Transport Strategy measures for public transport, parking and traffic management and placemaking

7.1.7 There are opportunities to improve connectivity and accessibility of the strategic allocation sites at Saffron Walden, Great Dunmow, Stansted Mountfitchet, Elsenham, Great Chesterford and Takeley and the surrounding areas. The report demonstrates that there are a range of measures that can improve sustainable transport use, providing alternatives to the private car and reducing the environmental impact of transport. The measures align with the draft transport policies contained within the draft Local Plan.

Appendix

A1 National Policies and Guidance

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF)[13] was first published in March 2012, with the latest update issued in December 2023. It sets out the government's planning policies for England and how these should be applied.

Section 9 (paragraphs 108 to 113) considers the promotion of sustainable development and notes that 'transport issues should be considered from the earliest stages of plan-making and development proposals'.

This continues by highlighting that the 'planning system should actively manage patterns of growth' and that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

Paragraph 110 considers that planning policies should 'support an appropriate mix of uses across an area…and to minimise the number and length of journeys needed….'. It continues stating that planning policies should also 'provide for attractive and well-designed walking and cycling networks with supporting facilities…'

Paragraphs 114-117 of chapter 9 provide guidance on the assessment of development proposals stating that these should ensure 'appropriate opportunities to promote sustainable transport modes have been taken up', 'safe and suitable access can be achieved for all', the design of all transport elements reflect relevant and current government guidance, and that any 'any significant impacts on the transport network…can be cost effectivity mitigated to an acceptable degree'

Planning Practice Guidance - Transport evidence bases in plan making and decision taking

Transport evidence bases in plan making and decision taking is planning policy guidance published in 2015. It first defines in paragraph 002 why a planning authority should establish a transport evidence base for a Local Plan:

"It is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan. A robust transport evidence base can facilitate approval of the Local Plan and reduce costs and delays to the delivery of new development, thus reducing the burden on the public purse and private sector."

Paragraph 003 explains what should be considered in developing the transport evidence base to support the Local Plan. Paragraph 005 explains the baseline information which should be used. Paragraph 006 lists detailed information to be used and paragraph 008 states how the impact of land allocations should be considered in assessing the Local Plan proposals.

[13] *National Planning Policy Framework - GOV.UK (www.gov.uk)*

Planning Practice Guidance – Travel Plans, Transport Assessments and Statements

Travel Plans, Transport Assessments and Statements is planning policy guidance published in March 2014. This policy document details what travel plans, transport assessments and statements are and how they relate to each other. They are:

'ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements'

Paragraph 006 details why travel plans, transport assessments and statements are important:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Paragraph 007 details the key principles when preparing a Travel Plan, Transport Assessment or Statement. These first 8 paragraphs refer to all three types with paragraphs 009-12 relating to Travel Plans and paragraph 013-015 providing specific detail on when the documents are required, scope for these and what information should be included.

DfT Circular 01/22 – Strategic road network and the delivery of sustainable development

DfT Circular 01/202214 is a policy paper which explains how National Highways engages with the planning system and fulfils its remit of a delivery partner for sustainable economic growth whilst maintaining the strategic road network.

Paragraphs 11-17 set out the principles of sustainable development. Stating that 'New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable'. It highlights the impact of where developments are located has on people's mode of travel for short journeys.

As part of the NPPF expectations of a clear evidence base to support local plans and spatial development strategies, National Highways expect this process to explore options to reduce SRN reliance for local journeys, maximising opportunities for walking, wheeling, cycling and PT use. With development plans to only promote locations that are or can be made sustainable.

This policy guidance sets out that in the preparation of local plans and spatial development strategies that National Highways will be engaged with from the outside. Policies and allocations arising from these must not 'compromise the SRN's prime function to enable long-distance movement of people and good'

[14] *Strategic road network and the delivery of sustainable development - GOV.UK (www.gov.uk)*

Planning for the future – A guide to working with National Highways on planning matters

This planning guide15 describes the approach National Highways will take when engaging with the planning system and the issues explored when considering draft planning documents and planning applications.

When engaging with the planning system, National Highways are committed to the following values:

1. **Maintain safety** – plan roads to the highest levels of safety
2. **Engage early** – encourage parties developing plans or planning applications which may have an impact on the SRN to engage as early as possible
3. **Work openly** – commitment of National Highways as a proactive partner who will work openly and collaboratively
4. **Share evidence** – National Highways collect and analyse significant amounts of data about the SRN which can be provided where available
5. **Share knowledge and experience** – National Highways will willingly share knowledge on the development, design and delivery of traffic schemes
6. **Work collaboratively** – respond to consultations in a timely manner and work with local authorities prior to and in between formal consultation

In terms of sustainable development, this policy document supports DfT Circular 01/2022, highlighting key principles:

- 'New development should be facilitating a reduction in the need to travel by car and focused on locations that are or can be made sustainable'
- 'Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.'
- 'Where developments are located, how they are designed and how well delivery and public transport services are integrated has a huge impact on people's mode of travel for short journeys'

Local Transport Note 1/20

Local Transport Note 1/2016 published in 2020 provides guidance and good practice for the design of cycle infrastructure for England and Northern Ireland, supporting the statutory Cycling and Walking investment Strategy.

This guidance provides a number of recommendations for the setting of design standards by local authority. It highlights five overarching design principles – coherent, direct, safe, comfortable, and attractive.

Chapter 14 of this guidance refers to the integration of cycling with highway improvements and new developments. It highlights the importance of embedding cycling infrastructure requirements

[15] *Planning for the future - A guide to working with National Highways on planning matters - GOV.UK (www.gov.uk)*
[16] *LTN 1/20 Cycle infrastructure design - GOV.UK (www.gov.uk)*

in local authority planning, design and highway adoption policies and processes. This chapter provides guidance on the planning process, planning the network, designing of the network, and on main streets, quiet streets, and for motor traffic routes:

- Appropriate cycle facilities should be provided within all new and improved highways, with these typically being delivered alongside other highway work in new developments.
- Local Walking and Cycling Plans (LCWIPs) should be undertaken to plan the wider cycle network with these supporting network plans for new developments.
- Expectation that high quality cycle facilities should be provided in all new developments following relevant design guidance

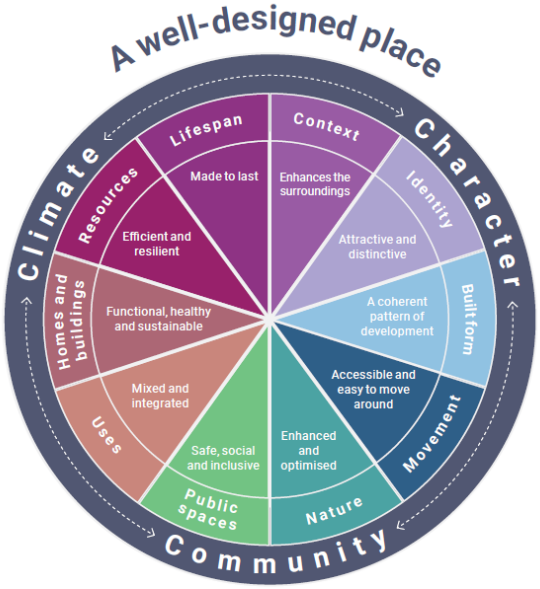
National Design Guide

The National Design Guide17 first published in 2019 and then updated in 2021, illustrates 'how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice'. It forms part of the Government's collection of planning practice guidance. There are ten key characteristics with examples of best practice provided for each.

Paragraph 77 of the National Design Guide states that 'a well-designed movement network defines a clear pattern of streets that':

- is safe and accessible for all
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity'

Figure: Ten characteristics of well-designed places, National Design Guide



[17] National design guide - GOV.UK (www.gov.uk)

Cycling and Walking Investment Strategy and Local Cycling and Walking Infrastructure Plans (LCWIPs)

In 2017, the Government published the first Cycling and Walking Investment Strategy (CWIS1)18 which sets out ambitions to make walking and cycling the natural choice for shorter journeys or as part of a longer journey. This has since been updated in the second Cycling and Walking Investment Strategy (CWIS2)19, retaining the vision but outlining total investment into active travel until 2025 and a revised set of objectives to:

- Increase the percentage of short journeys in towns and cities that are walked or cycled
- Increase walking
- Double cycling
- Increase the percentage of children aged 5 to 10 who usually walk to school

As set out in CWS1, LCWIPs are an approach to identify cycling and walking improvements at the local level to enable a long-term approach to developing local cycling and walking networks.

Key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

These documents provide technical guidance for developing LCWIPs20 including integration with land use planning and transport planning

- Local planning authorities should consider incorporating LCWIPs into Supplementary Planning Documents and refer to them in Area Action Plans and Neighbourhood Plans
- Incorporating LCWIPs into local planning policy ensures ‘that appropriate consideration is given to cycling and walking in all local planning and transport decisions’
- ‘To be successful it is vital that LCWIPs are part of an integrated response to creating better places, safer streets and more reliable journeys’

Essex County Council has published an LCWIP for Basildon, Braintree, Chelmsford and Colchester, aiming to develop LCWIPs for all major areas. However, all boroughs / districts in Essex have a Cycling Action Plan21 including Uttlesford District who have also developed a LCWIP currently in draft form.

Gear Change: A bold vision for cycling and walking

Gear change22, published in 2020, sets out government guidance for transforming the role cycling and walking play in the transport system. This is set out in a vision for England:

[18] *Cycling and walking investment strategy (2017) - GOV.UK (ww.gov.uk)*
[19] *Cycling and walking investment strategy (2022) - GOV.UK (www.gov.uk)*
[20] *Local cycling and walking infrastructure plans technical guidance - GOV.UK (www.gov.uk)*
[21] *Uttlesford District Cycling Action Plan - Essex County Council (essexhighway.org)*
[22] *Gear change - a bold vision for cycling and walking - GOV.UK (www.gov.uk)*

'Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'

This vision for walking and cycling in England is supported by four key themes:

1. Better streets for cycling and people
2. Putting cycling and walking at the heart of transport, place-making and health policy
3. Empowering and encouraging local authorities
4. We will enable people to cycle and protect them when they cycle

This guidance sets out some key design principles for cycling including:

- Cyclists must be treated as vehicles, not pedestrians
- Cyclists must be separated from pedestrians and volume of traffic at both junctions and stretches of road between
- Routes should be designed only by those who have experienced the road on a cycle
- Routes must join together and feed direct, logical and initiatively understandable by all road users
- Purely cosmetic alterations should be avoided

Active Travel England

Active Travel England's (ATE) strategic aims are to increase levels of walking and cycling to 50% of journeys in towns and cities by 2030 by:

- creating better streets and networks for cycling and walking that are built to the 'key design principles' as set out in Gear Change and Local Transport Note 1/20
- putting walking and cycling at the heart of transport, place-making, and health policy so travelling without a car is easy and accessible utilising a long-term walking and cycling programme and budget
- empowering and encouraging local authorities who manage their roads to incorporate active travel improvements into all aspects of their functions. This includes access to new powers to manage the highway effectively for active travel and training on all aspects of active travel best practice
- enabling people to cycle and protecting them when they do by reducing road danger through the creation of safe infrastructure based on the key design principles and working with the department and relevant bodies to ensure that the rules of the road work to protect people travelling actively.

Since June 2023 ATE is "a statutory consultee on all planning applications for developments equal to or exceeding 150 housing units, 7,500 m2 of floorspace or an area of 5 hectares"23 but does "not have any statutory powers to direct the outcome of planning applications".

ATE's **planning application assessment toolkit**[24] was updated in July 2023 and allows assessors to consider development proposals against current guidance for cycling and walking.

[23] *Active Travel England to be consulted on all large planning applications - GOV.UK (www.gov.uk)*
[24] *Active Travel England: planning application assessment toolkit - GOV.UK (www.gov.uk)*

It *"is not in itself the determinant of a planning application. Its purpose is to allow the user to assemble the evidence and assess the development proposal against current expectations. Users are expected to use their professional judgement in providing an evidence-based recommendation*". The checklist considers:

- The Transport Assessment must provide quantitative and qualitative analyses of the active travel environment surrounding the site, including the quality of current walking, wheeling and cycling infrastructure as well as the future trip generation forecast based on well thought out and realistic yet ambitious assumptions for the take-up of active travel and the future provision of active travel infrastructure, schemes and initiatives.
- Off-site infrastructure/facilities should conform to the latest available guidance, be of high-quality design and support a significant shift towards active travel.
- On-site infrastructure/facilities should ensure that placemaking and active travel are at the centre of the planning proposal and the permeability of the site is maximised.
- The Travel Plan should have an ambitious series of targets, monitoring, review and remedial measures/funding to be actioned in the event that the targets are not achieved.

ATE has also developed a range of tools25 to support the development of designs and the assessment of design quality for active travel interventions and schemes (February 2024). This includes:

- Crossing selector tool – providing a range of suitable design options when connecting walking, wheeling and cycling routes over a main road
- Route cross-section tool – assists in confirming the suitability of a corridor for different types of active travel infrastructure.

Walkable Neighbourhoods

Sustrans[26] made the following recommendations as part of 2022 research to build in the right places to reduce car dependency:

- Agree a spatial vision, using mapping to clearly show the locations with best accessibility.
- Develop Supplementary Planning Documents that set accessibility standards based on 800m walking and wheeling distances to key services, and 400m to bus stops.
- Develop accessibility background papers to reinforce the importance of walkable distances.
- Measure proximity to services for sites in the site allocations process, whether or not they are within a settlement boundary.
- Include proximity to services as a criterion to discount unsuitable sites.

Delivering Sustainably Walkable Neighbourhoods

2024 research[27] provides guidance and evidence for delivering sustainable walkable neighbourhoods. It defines a vision that 'New settlements and urban extensions need to be better designed, be more sustainable and delivery more liveable outcomes – truly 'Walkable Neighbourhoods' focused on local living and sustainable travel.'

[25] *Design assistance tools - Active Travel England (www.gov.uk)*
[26] *Walkable neighbourhoods: how to reduce car dependency in new developments (sustrans.org.uk)*
[27] *Delivering sustainably walkable neighbourhoods - Arup*

This report details the concept of a ’15-minute walkable neighbourhood’, commonly described as a 15-minute route trip (7.5-minute journey in each direction) and uses a WalkFar tool to assess walkability of new settlements, modelling the relationship between the scale of development and the radius of the development.

It defines what different scales of development could and should include, on average around 1,500 homes and jobs would support a Local Centres, 2,500-3,500 for a district centre and 6,500 for a town centre.

It highlights the benefits of introducing walkable neighbourhoods on the highway network including reducing the need to travel. For a 3,500-home scheme supporting a large district centre or small town centre, this will generate 15-25% fewer car trips per dwelling in the AM peak hour compared to the national average.

Key guidance on delivering sustainably walkable neighbourhoods include:

1. A strong ‘centre’ providing a range of destinations within a walkable distance is critical
2. A ‘critical; mass’ of homes and jobs is essential for a settlement to sustain a strong walkable centre
3. How much development is delivered is far more important than the settlement radius
4. Public transport and cycling remain key to achieving 50% sustainable mode share in most settlements

Guide to the 20-minute neighbourhood

The Town and Country Planning Association with Sport England working with partners including Sustrans, Design Council, Fields in Trust, CLES to explore how the idea of a ’20-minute neighbourhood’ could be introduced in the context of the English planning system. This guidance document28 outlines a set of principles for success including case studies from across England.

The key 10 principles for success are defined as:

- a compelling vision, well communicated;
- strong, inspiring leadership;
- empowered communities;
- research, data, and analysis;
- partnership and advocacy;
- addressing inequalities;
- adopting policy;
- investment;
- ‘hard’ and ‘soft’ measures; and
- evaluation and adaptation.

The work applies the 20-minute neighbourhood idea to villages and rural areas, highlighting the unique set of challenges from those in urban areas. These include poorer broadband and mobile

[28] *Guide to the 20-minute neighbourhood - TCPA (tcpa.org.uk)*

coverage, inferior public transport provision and road infrastructure, and poor variety of employment opportunities. TCPA propose two different approaches:

1. Areas with market towns – ensure that the market town itself becomes a complete and compact 20-minute neighbourhood. Ensuring services once in the town are walkable
2. Areas with small villages and no towns – create a network of villages that collectively meet requirements for daily life, joined by active travel arrangements.

Better planning, better transport, better places

The Chartered Institution of Highways and Transportation (CIHT) produced guidance on creating better places by better integrating planning and transport29, designed to complement Government policy and guidance on planning.

It suggests that 'plan makers must prepare a high-quality proportionate evidence base that is fit for purpose when assessing the needs and issues for communities and places'. These must provide 'credible and robust evidence', challenging traditional 'predict and provide' methodology.

This guidance suggests the use of 'vision and validate' or 'decide and provide', starting with 'a vision of what the development seeks to achieve, including mode share, and then establish the required design parameters and sustainable transport interventions, stress-tested under different future drivers-of-demand scenarios'

Future Mobility Hubs: Supporting the transition towards sustainable journeys

This guidance30 sets out Go-Ahead and Arup's vision for how Future Mobility Hubs can be developed for different context within the UK.

A mobility hub is defined as a 'place where people can switch from one mode of transport to another with convenient facilities designed for a low-carbon society'

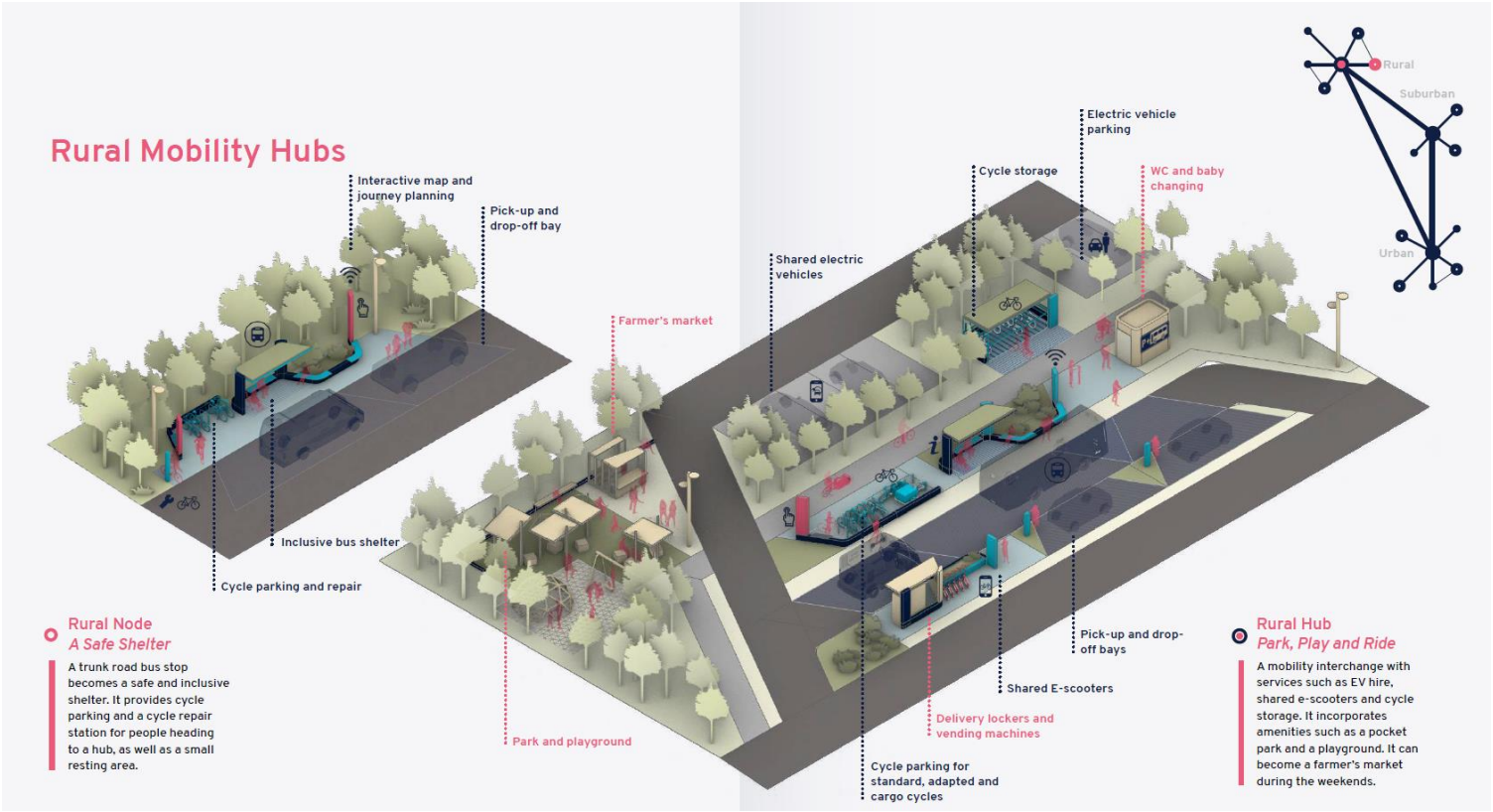
Key design principles:

1. Adaptability and function – create a comfortable, safe and inclusive space
2. Identity and integration – through common design, the Future Mobility Hub brings together multiple modes and services
3. Sustainable growth – the kit-of-parts system ensures a flexible and sustainable growth over time, starting with the core mobility services

[29] *Better planning, better transport, better place - CIHT (ciht.org)*
[30] *Future Mobility Hubs - Supporting the transition towards sustainable journeys - Arup / Go-Ahead (arup.com)*

Services at mobility hubs should be tailored to each location and include enhancing existing infrastructure like bus stops and railway stations but also additions such as cycle storage, e-bikes, EV charging and improvements to public realm. An example of a rural mobility hub is illustrated in Figure.

Figure: Rural mobility hub example (Arup / Go-Ahead, 2021)



Bus Back Better

Bus Back Better[31], published in 2021, is a national strategy for buses in England outside of London. Its central aim is to increase bus patronage back to pre-COVID-19 levels and then exceed this.

This policy document highlights some examples to delivering better bus services – limited cooperation between bus networks, lack of evening services, complex ticketing, and poor integration

These challenges are clear in rural areas where more dispersed, lower density populations lead to issues in delivering a timetabled bus service with more indirect routes, increasing journey times

The strategy sets out methods to achieve the vision of increasing bus patronage, these include making services:

- **More frequent** – turn up and go services on major urban routes, DRT where needed,

[31] *Bus Back Better: national bus strategy for England - GOV.UK (www.gov.uk)*

feeder services

- **Faster and more reliable** – greater priority on urban roads, promote reliability, complement walking and cycling schemes
- **Cheaper** – low, flat fares, daily price capping
- **More comprehensive** - more services in evenings, weekends, and at night
- **Easier to understand** – easy to access information, accurate bus stop information, coordinated timetable changes, local areas to have a common numbering system
- **Easier to use** – common ticketing, contactless payments, simple ticket structure
- **Better to ride in** – comfortable, high-spec, modern buses
- **Better integrated with other modes** – integrate with walking and cycling routes and serve railway stations
- **Greener** – support the introduction of more zero emission buses
- **Accessible and inclusive by design** – buses, stops, stations more accessible
- **Innovative** – strive for innovation in the market
- **Seen as a safe mode of transport** – supporting passenger safety through CCTV onboard

As part of this strategy, each LTA was required to publish a local Bus Service Improvement Plan (BSIP) to be updated annually. These were to be developed in collaboration with local bus operators, community transport bodies, local businesses and local people, setting out a local plan to improve bus services.

LTAs were also required to have an Enhanced Partnership in place or to be in the process of implementing a franchising scheme.

Appendix

A2 Regional Policies and Guidance

a company of Royal HaskoningDHV

Transport East Transport Strategy

Transport East was set up in 2018 and is the sub-national transport body for Norfolk, Suffolk, Essex, Southend and Thurrock. The Transport East Transport Strategy32 was formally endorsed by Essex County Council in 2022. This provides a vision for what transport should look like in the Transport East region and objectives to meet this:

'A thriving Eastern region with safe, efficient and net zero transport networks advancing a future of inclusive and sustainable growth for decades to come'.

The vision for transport is supported by four strategic objectives:

1. Decarbonisation to net-zero
2. Connecting growing towns and cities
3. Energising coastal and rural communities
4. Unlocking international gateways

Transport East recognise the acute challenge of rural transport access with poor connections hindering access to jobs education and essential services. 33% of residents in the Transport East area of these two thirds live in a 'transport desert' with no alternative to the private car.

This strategy highlights the example of Norwich in growing towns sustainably. Norwich has a 30-mile labour market catchment with car travel being the dominant mode. It has introduced a bike hire scheme, new bridges, routes for walking and cycling and bus priority schemes to tackle these challenges.

Further to the four strategic objectives, Transport East sets out 4 goals in achieving net zero emissions. 'Goal 4 – Zero carbon growth' includes detail on building homes in places that help to travel sustainably and on designing places to encourage walking, cycling or use of public transport:

- Transport East through a transport decarbonisation framework will work with local authorities and national government to strengthen the evidence, guidance, funding structures and assessments of new developments. These will support local authorities in development of strategic plans including Local Plans
- Integrating sustainable transport hubs should be a core element of design for the design of new developments
- The design of public realm should maximise opportunities for people to walk or cycle to sustainable transport hubs and destinations

[32] *Transport East Transport Strategy (transporteast.gov.uk)*

Rural Connections: Transport challenges and opportunities for communities in the East

A core priority of Transport East's Transport Strategy is 'Energising rural and coastal communities'.' This report33 supports this priority, highlighting evidence and findings from the Rural Strategy Hub's call for evidence regarding challenging facing transport in the East.

The Rural Strategy Hub is an independent body supported by Transport East, providing recommendations to influence local government and national transport policy. The first inquiry topic was rural mobility.

600,000 people in the Transport East region live in a 'transport' desert, improving rural connections are a priority for the region. Limited transport options in rural areas impact access to employment, essential services and connections.

Multiple challenges are raised with the provision of rural transport in the East:

- Current network challenges – challenges with cost, booking methods and ticketing structures
- Journey planning and travel information – need for reliable, easy to use apps to access journey information
- Quality of transport infrastructure – concerns with reliability of transport and unsafe sustainable transport infrastructure
- Perceptions of the network – need to improve frequency, reliability and services on bus network to improve rural mobility
- Operators and local authorities – funding and financial challenges when supporting rural mobility

This report emphasises the need for a comprehensive approach to address rural challenges, this includes recommendations to:

- Provide and recognise community transport provision and Demand Responsive Transport (DRT)
- Better coordination between transport and land use planning for rural areas to maximise opportunities for sustainable journeys
- Prioritise maintenance and improvement of rural public transport and active travel infrastructure
- Undertake transport impact assessments to include social, environmental and long-term impacts when transport provision is changed

[33] *Rural Connections: Transport challenges and opportunities for communities in the East - Rural Strategy Hub (transporteast.gov.uk)*

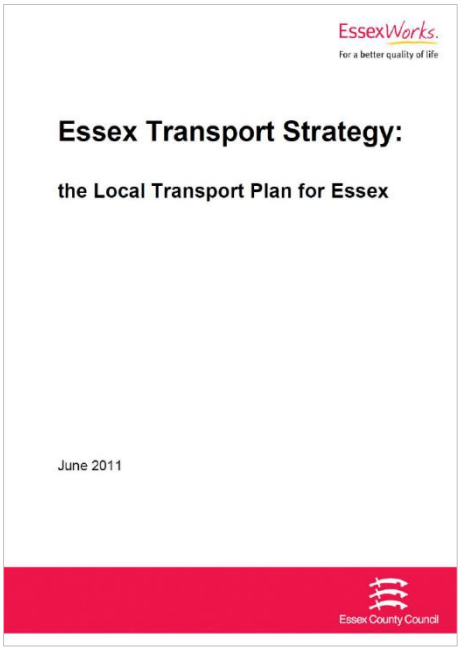
Appendix

A3 Local Policies and Guidance

a company of Royal HaskoningDHV

Essex Local Transport Plan

Essex County Council is preparing a new Local Transport Plan (LTP) in 2024. At present LTP3, published in 2011 remains the statutory transport plan for Essex. The County Council will develop LTP4 during 2024[34], with consultation expected later in the year before the document is adopted as policy. Essex County Council note the significant local and national policy changes for transport since the publication of LTP3.



Essex's LTP3 provides a vision for transport and five key objectives to meet this:

'Our Vision is for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.'

1 Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
2 Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
3 Improve safety on the transport network and enhance and promote a safe travelling environment
4 Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use
5 Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

Policy 2 relates to transport and land use planning. This includes:

- Locating new developments in areas which are accessible to key services
- Ensuring new developments provide for sustainable transport and effective travel planning Requiring new developments to provide appropriate transport infrastructure

Policy 7 refers to carbon reduction, highlighting the need to ensure developments minimise the number and length of trips made by private vehicles

Essex Cycling Strategy

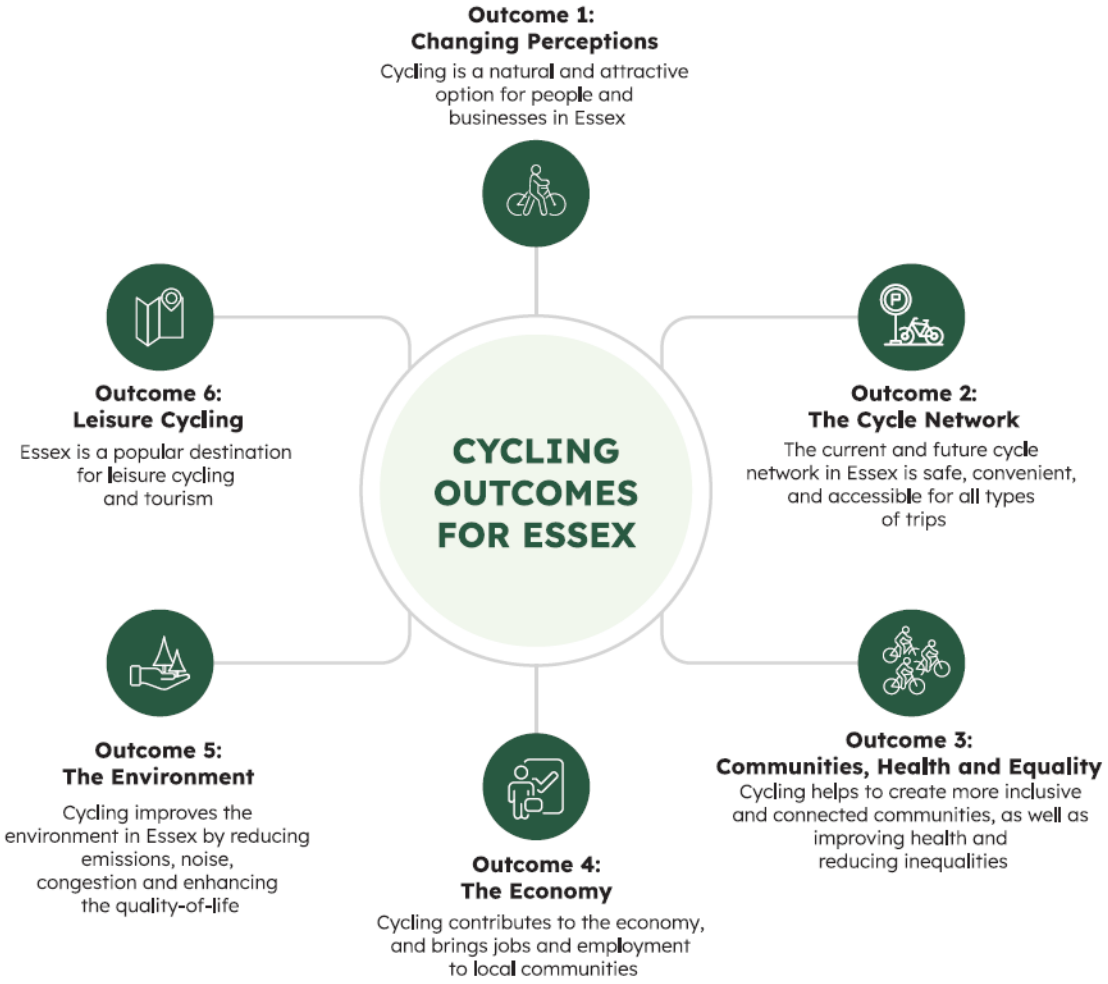
The Essex Cycling Strategy[35], currently in draft form, sets out a vision, outcomes and actions for cycling across Essex. Consultation on this draft strategy is currently taking place and will run until July 2024.

[34] *Local Transport Plan | Essex County Council (essexhighways.org)*
[35] *Essex Cycling Strategy - Essex County Council (letstalkessexsustainabletravel.co.uk)*

The vision for the Essex Cycling Strategy is:

'To see more people, of all abilities, ages and backgrounds, cycling in Essex more safely and more frequently.'

This main vision is supported by 6 key cycling outcomes:



In terms of planning guidance for cycling, the Essex Cycle Strategy includes some key outcomes:

- Design of cycle schemes to ensure safety for cycles, particularly at junctions and key intersections (1.1)
- Ensure that up to date cycle information is provided as part of travel planning for new developments (1.5)
- Develop and communicate our position on cycle standards and design via the Essex Active Travel Design Portal, Essex Design Guide and Essex Developer Guide (2.2)
- Utilise developer funding to support the delivery of appropriate cycle schemes, where possible (2.3)
- Ensure cycling is 'designed-in' to new developments from the start, including (2.7):
    1. Delivery of well-placed, high-quality, secure, and easily accessible cycle storage in all new developments

2. Delivery of routes that connect into existing cycle networks and infrastructure

- Ensure appropriate mode shift targets are incorporated into all Travel Plans, and that these continue to be reviewed and monitored - including for New Development Travel Plans (5.2)

Essex Design Guide

The Essex Design Guide (EDG)[36] is a comprehensive document that provides planning and design guidance for various elements within developments in Essex. First developed in 1973, it has since been updated in 1997, 2005 and 2018. The guide aims to promote high-quality and sustainable design that enhances the built environment and creates better places for residents, businesses, and visitors.

With regards to transport, it emphasises the role of neighbourhood design on travel choices and encouraging sustainable travel. Key guidance includes:

- Strategic planning should seek to futureproof for anticipated changes in transport
- Development is laid out in a way as to maximise proximity to facilities and public transport and to encourage walking and cycling instead of the use of cars
- Implementing walking and cycling routes that make best use of current and future green infrastructure.
- Minimising carbon emissions and pollutants associated with transport by supporting installation of electric charging points, cycle parking and bike-share schemes
- Supporting the function and effective operation of local and strategic transport networks – roads, public transport and rail.
- For higher density developments, the mobility hubs approach should be considered

The Essex County Council Developers' Guide to Infrastructure Contributions

ECC produced a guide to infrastructure contributions because of development[37]. The latest version of the guide was issued in 2023. The guide provides details of the scope and range of contributions for infrastructure which ECC may seek from developers and landowners to mitigate the impact and make the development acceptable in planning terms. The guide covers the methods by which funding can be secured. The guide can be applied to a range of measures, which includes sustainable transport:

- Education – walking and cycling routes, traffic management and traffic calming, school street zones, school transport.
- Highways – contributions to schemes, highway maintenance and Traffic Regulation Orders
- Sustainable Travel Planning – workplace, residential and school travel plans.
- Active Travel – walking and cycling infrastructure and contributions to schemes.
- Passenger Transport – public transport infrastructure, Real Time Passenger Information, fund diversions to existing service, fund or contribute to new services.
- Public Rights of Way – works or financial contributions to rights of way.
- Monitoring costs

[36] *Essex Design Guide - Essex Planning Officers Association (essexdesignguide.co.uk)*
[37] *The Essex County Council Developers' Guide to Infrastructure Contributions, Essex County Council, Revised 2023*

Uttlesford Design Guide

The Uttlesford Design Code[38] is currently in a draft phase. These will tailor the National Design Guide characteristics to Uttlesford, defining what good design and development looks like in Uttlesford. There are currently three parts to the code – Uttlesford Places, District-wide coding, and Development-scale coding.

Draft Uttlesford LCWIP

A draft Uttlesford LCWIP[39] was produced for consultation in May 2024. The draft LCWIP contains proposals for Saffron Walden, Great Dunmow, strategic cycle routes and Velo village routes. Velo villages are intended to improve connectivity between villages and the nearest large settlements or public transport hubs.

Saffron Walden and Great Dunmow contain several routes that provide a local network. There are four strategic cycle routes (Bishops Stortford & Stansted Airport to Cambridgeshire, Bishops Stortford to Chelmsford, Bishops Stortford to Braintree and Saffron Walden to the Linton Greenway). The strategic cycle routes have alternative routes. Whilst the Velo village proposal from Clavering to Newport provides an alternative route and the Flested, Fletch Green and Bannister Green has a single option.

The routes have been assessed in terms of directness, gradient, safety, connectivity and comfort. Depending upon the assessment score a series of design recommendations have been provided to improve sections of those routes. The report identifies the need for further work to develop the design recommendations, and therefore they are not final.

The routes within the LCWIP provide opportunities to improve sustainable transport opportunities within the district and will be discussed in more detail within the relevant section in this chapter. However, the development of the design recommendations may not provide the anticipated benefits if further investigation investigations indicate issues with suitability, deliverability and benefits.

Saffron Walden Air Quality Project

Three Air Quality Management Areas (AQMAs) were declared in Saffron Walden in 2007 due to the level of Nitrogen dioxide (NO2). The three AQMAs were revoked and replaced with a new AQMA in 2012 due to NO2 pollutants, which is centred on Elm Grove with a radius of 1200m. Transport is a major contributor to air pollution by NO2, and sustainable transport provides an opportunity to reduce harmful emissions, thereby improving air quality and improving the health of residents.

The Department for Environment, Food and Rural Affairs (DEFRA) provided UDC with funding in 2023 for a clean air project in Saffron Walden. The project seeks to pilot sustainable modes of transport and encourage active travel within the town. The aim of the project is to increase the number of journeys undertaken by sustainable modes within the town and thereby reduce car use. This will help to reduce congestion and improve air quality.

The project comprises three workstreams. Those workstreams are:

[38] *Uttlesford Design Guide - Uttlesford District Council (uttlesforddesigncode.co.uk)*
[39] *Uttlesford LCWIP Draft for Comment: Project report, PJA, 22 May 2024*

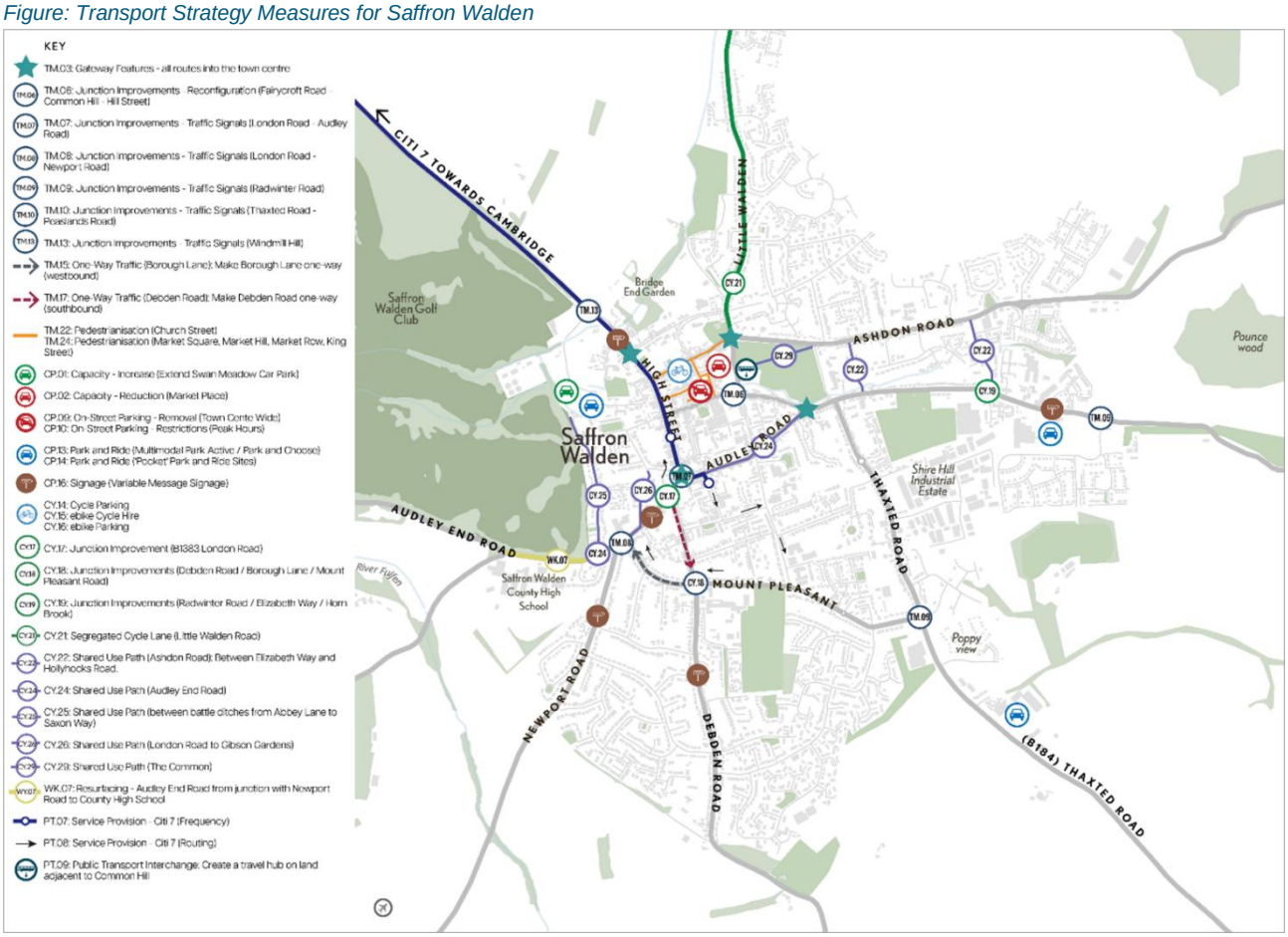
- Pollution awareness, education, and behaviour change projects.
- Active travel and zero emission shared transport pilot projects.
- Traffic management, freight, loading and parking studies.

A programme of pollution awareness and education campaigns has commenced. Cargo bike and bike hire pilot projects have also been implemented. The bike hire scheme consists of 20 ebikes and 15 pedal cycles located at hubs across Saffron Walden. Pilot projects are supported by cycle events.

Tetra Tech have been commissioned by UDC to produce a Transport Strategy for Saffron Walden which considers traffic management, freight, parking, cycling, walking and public transport. In March 2024, Tetra Tech produced a draft Transport Strategy (Issues & Options report)[40]. The report provides a package of measures across six themes:

1. Traffic management
2. Freight
3. Car Parking
4. Cycling
5. Walking
6. Public Transport

Figure: Transport Strategy Measures for Saffron Walden



[40] *Transport Strategy (Issues & Options report), Saffron Walden Air Quality Project, Tetra Tech, 1 March 2024*

A120 Corridor Study

UDC and ECC commissioned a multi modal viability study for the A120 corridor from the west of the M11 to the east of Great Dunmow, towards Braintree. The Study is part-funded by Homes England.

The overarching objective of the study is to assist in the delivery of sustainable transport across the region, as well as aiding the response to the climate emergency, reducing emissions, supporting the economy and people's health and wellbeing. A key aim for the corridor study is that 'Development will be located in ways to optimise opportunities for delivery of new infrastructure and use of public and active transport.' The latest version of the study considers the development scenario dated March 2024, with the aim of identifying the most viable public transport service enhancements for the planned development.

The proposed bus measures are:

- Re-routing of the 323 and 324 bus services and alternatively the 133 bus service through the development in Takeley.
- A new bus service, 1a from Stansted Airport Rail station through the development site with an alternative route via Takeley crossroads.
- Re-routing the 324 bus service within the Broadway development site at Great Dunmow.
- A new bus service, 2a from Great Dunmow via St Edmunds Lane to the Broadway development site. The service would use the development site to perform a loop. An alternative to St Edmunds Lane would be via Church End Bridge.
- A new alternative 2b bus service would link the Broadway development site with the proposed Country Parkland via St Edmunds Lane and Stortford Road. The service would use the development site to perform a loop at the Broadway site and the Country Parkland locations. The 2b service would also have the alternative to St Edmunds Lane of Church End Bridge.

The viability study identifies active travel proposals in the form of walking and cycling routes and mobility hubs. The walking and cycling proposals consist of:

- Footway alongside the Parsonage Road linking Takeley with Stansted Airport. Measures consist of:
  - Potentially widening the footway to provide for pedestrians and cyclists.
  - Improved street lighting and potentially reducing the speed limit.
  - Crossing facilities and new cycle paths between Parsonage Road and Stansted Airport Rail Station and the terminal building.

- Provision of mobility hubs which aim to improve access to public transport and walking and cycling between existing and proposed public transport services. Four locations have been identified for mobility hubs. Those locations are:
  - South Area Strategy location with a standard hub.
  - Great Dunmow allocation with a community hub.
  - Takeley allocation with a community hub.
  - Takeley allocation with community hub, which has an alternative location near Parsonage Road.

The two hub types consist of:

- Standard hub classification:
  - Community transport.
  - Two forms of shared mobility (car clubs and bike share).
  - Cycle parking
  - Sheltered waiting area.
  - Additional measures to consider would include:
    - EV charging for buses and private vehicles.
    - Local information board.
    - Local services/amenities.
- Community hub classification:
  - Community transport.
  - One form of shared mobility (car clubs, bike share)
  - Local information board
  - Additional measures to consider would include:
    - EV charging for private vehicles.
    - CCTV.

Uttlesford Local Plan

The emerging Uttlesford Local Plan has draft transport related planning policies across the whole district and for the North Uttlesford and South Uttlesford areas. There are seven district wide core transport policies. The draft district wide policies are summarised in Appendix A1.

The core policies set-out the requirement that all developments must promote sustainable transport. The development should be designed to cater for walking and cycling as the highest mode priorities, but also cater for public transport. Developments may need to improve sustainable transport infrastructure, which includes improving bus services. Developments should improve mobility and access for those with disabilities and mobility needs.

Developments should promote and protect the Public Right of Way network. Developments should provide opportunities for occupiers or resident to use electric vehicles, bikes and low emission vehicles. The Council will support the development and enhancement of local delivery hubs. Developments should ensure deliveries and servicing is managed and mitigated.

Developers will be required to submit a Transport Assessment and/ or a Transport Statement to assess the potential transport impacts of the developments. Transport Assessments, Travel Transport Statements and Travel Plans will be required to propose mitigation measures.

There are two transport related planning policies for North Uttlesford, two for South Uttlesford and two for Stansted and Elsenham. Those policies are shown in Appendix A5. They list specific schemes and measures that shall be provided for the delivery of growth in North, South Uttlesford and Stansted and Elsenham respectively. Those schemes are predominately for sustainable transport and include the safeguarding of land for the delivery of schemes. Development proposals that affect the delivery and operation of the schemes will be refused.

There is also a Core Policy which includes measures for Stansted Airport. A new surface access strategy for the airport is currently under development. The outcome of study and the

discussions with ECC, National Highways, UCC and other stakeholders may result in changes to Core Policies in South Uttlesford.

Comments and suggestions have been made on where improvements to the proposed policies could be made to further support sustainable travel, these are shown in Appendix A6.

Appendix

A4 Draft Uttlesford Local Plan district wide core transport policies

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Policy Number	Title	Summary of policy coverage
Core Policy 26	Providing for Sustainable Transport and Connectivity	Council will support measures identified in the Essex Local Transport Plan and the area travel plans and work with Essex County Council to ensure that transport improvements contribute positively to the attractiveness and safety of our places, quality of life, and respond sensitively to our natural and historic environment. Area transport strategies and infrastructure delivery plan identify specific schemes to address sustainable transport and connectivity. All strategic developments as set out in Chapter 4 and the Area Strategies will be expected to provide direct bus access, rapid electric charging points and a shared mobility scheme. Sustainable modes of transport should be prioritised in new developments to promote accessibility and integration with the wider community and existing networks. Priority should be given to cycle and pedestrian movements and providing access to public transport including the provision of new or enhanced existing bus services. Strategic allocations will provide mobility hubs in accessible locations. Mobility hubs will provide access to bus services and shared mobility (cycle hire, cargo bikes and a development wide car club). Development proposals should provide the following sustainable measures: I. maximise the incorporation of bus service provision and supporting infrastructure into development proposals including the enhancement of existing services. II. promote walking and cycling by ensuring movement proposals give first priority to pedestrians and cyclists in the use of road space and provide for filtered permeability. III. deliver an improved environment for pedestrians and cyclists including measures to the reduction of conflict with motor vehicles. Provision should be inclusive and address disabled users and those with mobility needs. IV. ensure that existing pedestrian and cycling routes and public rights of way are retained as continuous linear features and improved where appropriate. V. identify key pedestrian and cycling routes and their destinations and assess existing and predicted active travel movements to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these movements and will be encouraged to support additional active travel movements. VI. reduce road danger from other transport modes. VII. ensure the provision of cycle parking and active travel in line with Essex County Council latest guidance, and VIII. cycling and walking routes should be planned, where possible, as part of the network of multi-functional green infrastructure.
Core Policy 27	Assessing the impact of Development on Transport Infrastructure	Development should be located in an areas which are within walking and cycling distance to key services and facilities and where there is an appropriate level of public transport accessibility and, in turn, where public transport capacity can accommodate the proposed increase in the number of trips, or where capacity can be increased to an appropriate level through contributions, or other infrastructure funding. Developers will be required to submit a Transport Assessment and/ or a Transport Statement to assess the potential transport impacts of the developments.

		Transport Assessments, Travel Transport Statements and Travel Plans will be required to propose mitigation measures to demonstrate they have maximised how opportunities for active sustainable travel have been maximised and will make adequate detail the provision of measures to mitigate the likely transport impacts. Travel Plans will be provided when mitigation can be addressed by management measures. Where a Transport Assessment or Travel Plan is required, a Transport Related Carbon Emissions Quantification Statement will be necessary and should be integrated into the document. I. prioritise active travel over the use of the car including providing walking and cycling connections to key services in the town and permeability to existing settlements II. contribute towards the improvement of all sustainable modes of transport including public transport and the improvement and delivery of walking and cycling routes that serve the site. III. limit motor vehicle trips and identify and deliver highway safety measures at and around the development site, including temporary measures during the construction phase. IV. implement shared mobility schemes including the provision of electric car club vehicles, hire bicycles and e-cargo bikes. V. comply with the latest guidance on design, parking provision, servicing facilities and electric charging infrastructure. VI. Proposals to improve or provide new public transport infrastructure and facilities will be supported subject to: VII. being acceptable in terms of impact on the environment including landscape, townscape, public realm and amenity of adjoining areas VIII. being designed to be safe, convenient, attractive and accessible for use especially for vulnerable users including lone females, young adults, people with disabilities and specific mobility needs, and IX. providing adequate secure cycle parking and ease of access on foot, including consideration of pedestrian desire lines. Travel Plans All developments will be required to produce a Travel Plan in relation to the thresholds in Essex County Council published guidance. The Travel Plan will need to identify and deliver the sustainable transport interventions, behaviour changes and travel planning mechanisms required to ensure the development reduces carbon emissions to become net zero and achieve modal split targets. The policy sets out what a Travel Plan should include, how it should be actioned and monitored.
Core Policy 28	Active Travel - Walking and Cycling	Development should be planned around a network of safe and accessible walking and cycling routes where dedicated traffic free links make walking and cycling the preferred choice for day-to-day trips, encourage sustainable travel, and support healthy and active lifestyles. The Council will support the delivery of public realm improvements and infrastructure designed to create attractive places that make walking and cycling safer, healthier, and more attractive, facilitating mode shift to active travel as the natural first choice for journeys. All new development and infrastructure proposals should: I. promote walking and cycling by ensuring proposals give greater priority to pedestrians and cyclists in the use of road space and provide for filtered permeability. II. deliver an improved environment for pedestrians and cyclists appropriate to the scale and nature of the proposal. Provision

		should be inclusive and address disabilities and particular mobility needs. III. ensure that existing pedestrian and cycling routes and public rights of way are retained and enhanced as continuous linear features IV. identify key pedestrian and cycling routes and their destinations and assess existing and predicted active travel movements to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these movements and will be encouraged to support additional active travel movements. V. facilitate high quality routes for active travel to schools including supporting the introduction of school streets and enhancing walking access and permeability to schools. VI. reduce road danger from other transport modes. VII. be expected to enable and contribute towards improvements and delivery of local and strategic active travel routes and links as identified in the Area Strategies and associated IDP and LPWIP, and VIII. ensure provision of secure cycle parking and active travel in line with the latest guidance.
Core Policy 29	Electric and Low Emission Vehicles	All development should maximise the opportunity for occupiers/residents and visitors to use electric and low emission vehicles, ebikes and eCargo bikes. Safe charging infrastructure for ebikes should be located within storage which is both prominent and easily accessible. Infrastructure and storage should be installed for electric mobility scooters where appropriate, and particularly in in specialist and older persons housing. Proposals should maximise the provision of residential and public electric vehicle charging/ plug-in points and/or the space and infrastructure required to provide them in the future. Design of the charging and plug in points should follow best practice and not be detrimental to the quality of the public realm.
Core Policy 30	Public Rights of Way	Development proposals for sites that include a Public Right of Way within the site or are for major development proposals adjacent to an existing Right of Way there is a requirement to submit a Rights of Way Scheme that demonstrates how the development will protect, enhance and promote the public Rights of Way network. Development proposals where necessary, should include improvements to help restore and re- connect Rights of Way. Where development would increase the pressure on the Rights of Way network, contributions will be sought through planning obligations for measures to protect and enhance the Rights of Way network, including the delivery of additional routes and improvements to existing public paths both on-site and off-site. The rights of way will be delivered in green corridors that provide enhanced widths offering natural surveillance and maximising opportunities for active travel. Surfacing enhancements are required and will need to cater to all users including wheelchairs and those with mobility challenges.
Core Policy 31	Parking Standards	New transport infrastructure or development proposals to existing transport infrastructure including bus interchanges and rail stations should include proposals for secure cycle parking and also facilitate parking/docking for cycle hire schemes. All major developments, including employment, and the strategic allocations should deliver an electric car club scheme to an appropriate scale to the development.

		Development proposals should consider those will mobility challenges and ensure secure and accessible parking is provided for mobility scooters and vehicles including charging infrastructure. Proposals for provision below the local and national standards should be supported by evidence detailing the local circumstances that justify a deviation from the standards, such as significantly higher levels of sustainable transport provision.
Core Policy 32	The movement and management of Freight	The Council will support the development and enhancement of local delivery hubs that help consolidate deliveries, reduce vehicle traffic and enable sustainable last-mile movements in the district, subject to their acceptability on the local and strategic road networks and local communities. Any HGV or freight generating uses should consider the impact on the pedestrian environment and active travel network. Development proposals should consider the freight strategies and policies set out in the Essex Local Transport Plan that relate to the efficient and reliable transportation of freight. Proposals must submit a Freight Management Strategy setting out how freight, home deliveries and servicing will be managed and mitigated within the development for approval. Freight management strategies should ensure the prioritisation of the use of the Strategic Road Network and minimise the use of the rural network and that encourage the movement of freight by sustainable modes whilst minimising negative impact of freight trips on local communities. Development proposals that generate a significant number or intensity of transport movements, will be required to demonstrate that: I. they are conveniently located to enable direct routing to the strategic road network. II. there is no unacceptable impact on residential areas, local air quality, local amenity, or the highway network. III. there would be no unacceptable impact on landscape, heritage, local character and biodiversity. IV. they adopt best practice approaches to managing and minimising freight, servicing and delivery trips. V. they facilitate low or zero emission technologies, and VI. provide adequate off-street provision to accommodate delivery and servicing activities, with on-street loading only considered in exceptional circumstances.

Appendix

A5 Draft North and South Uttlesford and Stansted and Elsenham area transport policies

a company of Royal HaskoningDHV

Policy Number	Title	Summary of policy coverage
North Uttlesford		
Core Policy 7	Delivery of Transport Schemes within the North Uttlesford Area	Policy lists the transport infrastructure required for the delivery of growth in North Uttlesford. I. delivery of direct walking and cycling routes which link to key services, town and villages centres and connect with other transport infrastructure. II. In Saffron Walden provide walking and cycling routes on direct routes, through green corridors, which maximise connections to the residential developments to the west and retail park to the south. III. delivery of a shared transport scheme on the Saffron Walden mixed-use allocation which will include: a. provision of two electric car club vehicles b. provision of a bike share scheme that will deliver e-bikes and conventional bikes. c. provision of an e-cargo bike to be located on the development site. d. A centralised mobility hub which consolidates the shared transport measures with proximity to bus stops and the primary school and other local services IV. deliver strategic cycling and walking infrastructure improvements as identified in the Uttlesford and Essex LCWIP including connections between Saffron Walden and Chesterford Research Park. V. Enhance public footpath No 36 to enable the route to act as an active travel route through the development. VI. Byway No 18 will be enhanced to provide an active travel route for the development whilst enhancing facilities for equestrian users. Restrictions should be put in place to restrict motor vehicles using the byway through legal orders. VII. a multi-modal link road in Saffron Walden linking Radwinter Road and Thaxted Road for all vehicles, cyclists and pedestrians. VIII. financial contributions towards improved bus services between Saffron Walden and Audley End rail station between Saffron Walden and Cambridge and between Chesterford Research Park and Great Chesterford and Cambridge, allowing for an increased frequency of services. Enhancements will also be required for interchange facilities at rail stations. IX. enhancements to the active travel connections to Audley End and Great Chesterford rail station X. delivery or contributions to the schemes detailed in the Saffron Walden Transport Strategy 2024 which are not detailed in this policy. States that details of transport schemes and interventions are detailed in the transport evidence topic paper.
Core Policy 8	Safeguarding of Land for Strategic Transport Schemes in the North Uttlesford Area	Safeguarding of land for future connections and junction improvements for a multimodal link road linking Radwinter Road with Thaxted Road. A further two sections of the link road between Thaxted Road Debden Road and Debden Road and Newport will be safeguarded for future delivery. Any development proposals to impact on the delivery of the safeguarded scheme will be refused.

Policy Number	Title	Summary of policy coverage
South Uttlesford Area		
Core Policy 13	Delivery of Transport Schemes within the South Uttlesford Area	Provides details of the transport infrastructure required for delivery of growth in South Uttlesford. I. delivery of direct walking and cycling routes which link to key services, town and villages centres and connect with other transport infrastructure from all strategic sites including the strategic employment sites. II. The delivery of a new and enhanced bus services and infrastructure at the Takeley and Great Dunmow strategic sites, including the employment sites, which provide enhanced connections to key services and locations including Stansted Airport. Development proposals will consider the recommendations in the A120 Corridor Study. III. a sustainable transport route will be delivered through the Takeley strategic site which will be designed to accommodate all appropriate road users and deliver walking and cycling schemes to the highest standard. The route will only be available for buses and active travel west of Smiths Green Lane IV. public transport and active travel connections will be improved between Takeley and Stansted Airport public transport interchange, including improvements along Parsonage Road to improve connectivity for cyclists. This will include new active travel connections through the airport to the transport interchange and will require signalised crossings of road infrastructure at the airport. V. delivery of a shared transport scheme on the Takeley strategic allocation which will include: a. provision of two electric car club vehicles b. provision of a bike share scheme that will deliver e-bikes and conventional bikes c. provision of an e-cargo bike to be located on the development site d. A centralised mobility hub which consolidates the shared transport measures with close proximity to bus stops and the schools and other local services VI. the strategic employment sites will deliver a comprehensive package of sustainable transport measures which will deliver a significant mode shift away from the private car and demonstrate that any transport generating uses minimise the impact on the local highway network including implementing routing strategies. VII. deliver strategic cycling and walking infrastructure improvements as identified in the Uttlesford and Essex LCWIP including connections along the B1256 between Great Dunmow, Takeley, Stansted Mountfitchet and Bishops Stortford VIII. on site and off site enhancements to all public rights of way IX. Appropriate upgrades to the Flitch Way including enhancements that improve safety, access, interpretation, multi-functional surfacing for all users and measures to improve biodiversity. X. Smiths Green Lane will be close to through vehicular traffic at Warish Hall Farm and the route will be prioritised for walking and cycling whilst retaining local access.

Policy Number	Title	Summary of policy coverage
		XI. improved access to Great Dunmow centre from the proposed development site, including review of roles of Bigods Lane (and possible extension using bridleway to B184 at Bowyer's Bridge as a later phase) XII. the highway mitigation and junction improvements that are required in Takeley and Great Dunmow as identified in the transport evidence including appropriate and proportionate mitigation measures at Junction 8 and Start Hill roundabout area. Little Canfield employment allocation the site will deliver a mobility hub in a prominent location which promotes and consolidates sustainable transport measures at the site including the following: I. located on or close to the B1256 frontage with provision on new bus stop infrastructure on the B1256 including real time information, II. provision of a signalised crossing on the B1256 to enable access to the bus stop on the westbound side of the B1256, III. accessed from the cycle link through the site which links to the consented residential scheme at Highwood Quarry, IV. space provide for an electric car club vehicles, V. cycle parking/docking for a bike share scheme, VI. parking and provision of an e-cargo bike, and VII. enhancements will be made to Public Footpath 41 and High Cross Lane to provide active travel connections to the Flitch Way. States that details of transport schemes and interventions are detailed in the transport evidence topic paper.
Core Policy 14	Safeguarding of Land for Strategic Transport Schemes in the South Uttlesford Area	Land will be safeguarded for the delivery of: I. land for the delivery of a multi modal corridor for public transport and active travel Pedestrian/ Cycle link between Takeley and Stansted Airport transport interchange II. ensure any development proposals along the B1256 between Great Dunmow and J8 of the M11 deliver cycle and walking improvements to ensure sustainable connections are delivered between all development sites to local services and employment locations. III. creation of a Sustainable and Public Transport Mobility Hub adjacent to the proposed strategic employment allocation at Canfield End providing appropriate and convenient access to the B1256/A120 Junction, and IV. Flitch Way upgrade, including to safety, access, interpretation, multi- functional surface and eco- management. Any development proposals to impact on the delivery of the safeguarded scheme will be refused.
Stansted and Elsenham Area Strategy		
Core Policy X	Delivery of Transport Infrastructure within the Stansted and Elsenham Area	To deliver the growth in the Stansted and Elsenham Area, transport and other infrastructure has been identified to mitigate the impact of planned growth, which is important to help secure a viable and sustainable future for the area. Transport infrastructure in Stansted and Elsenham will be required as follows:

Policy Number	Title	Summary of policy coverage
		I. delivery of walking and cycling routes to link to local services and other transport infrastructure such as bus stops and rail stations. II. in Stansted Mountfitchet an active travel route will be delivered along High Lane and Lower Street and opportunities should be investigated to reduce traffic flows by closing High Lane to through traffic. III. delivery of a shared transport scheme on the Stansted Mountfitchet allocation which will include: a. provision of an electric car club vehicle b. provision of a bike share scheme that will deliver e-bikes and conventional bikes c. provision of an e-cargo bike to be located on the development site IV. delivery of strategic cycling and walking infrastructure improvements between settlements and schemes identified in the Uttlesford and Essex LCWIP including routes to Stansted Airport and Bishops Stortford. V. financial contributions towards improved bus services between Stansted Mountfitchet and Bishops Stortford and Saffron Walden and services between Elsenham and Bishops Stortford and Stansted Airport, allowing for an increased frequency of services. VI. Enhancements will also be required at bus stops, including real time information and the interchange at rail stations, and VII. provision of discounted bus vouchers for all new residents on the strategic development sites. The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Essex County Council.
Core Policy X	Safeguarding of Land for Strategic Infrastructure in the Stansted Mountfitchet and Elsenham Area	Land is safeguarded to support the delivery of the following strategic infrastructure schemes: • 4 ha expansion of the existing Forest Hall Secondary School at Stansted Mountfitchet. • Active travel route along High Lane and Lower Street in Stansted Mountfitchet. Any proposals for development that may reasonably be considered to have the potential to impact the delivery of the identified strategic infrastructure scheme (as shown on the Policies Map and Appendix ADD)* should demonstrate the proposals would not harm their delivery. Planning permission for development that would prejudice the construction or effective operation of the proposed infrastructure schemes listed will be strongly resisted. * the area shown on the Policies Map and Appendix ADD illustrates where the policy will apply. It does not seek to show a precise alignment for the school expansion which will need to be informed by detailed design work, carried out in consultation with Essex County Council and other relevant parties.

Appendix

A6 Uttlesford Local Plan – Sustainable Transport Policy comments and suggestions

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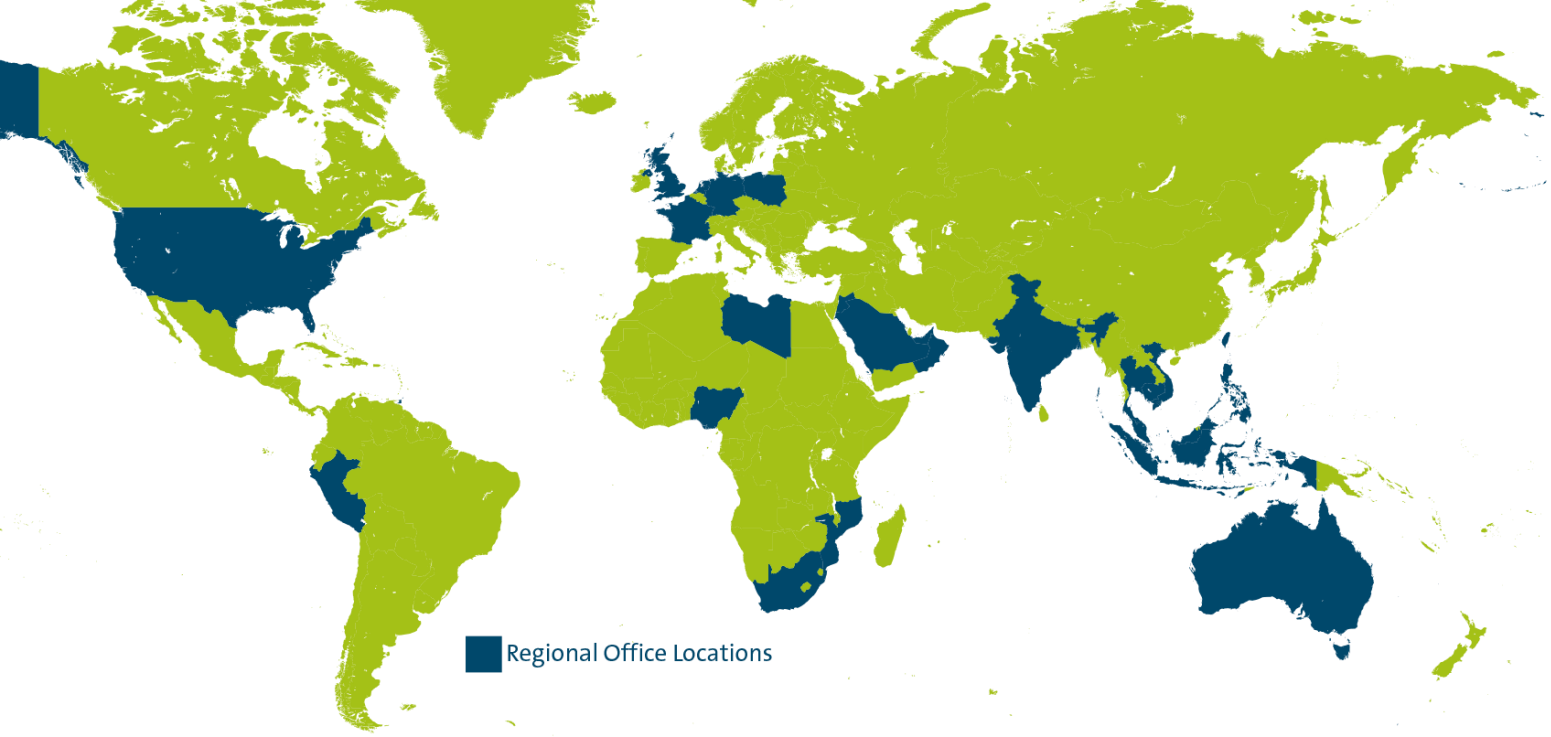
The table below provides the chapter and policy number, the current wording and suggested amendment. The table also includes a reason for the proposed change.

Chapter and Policy Number	Current Wording	Suggested Change	Reason for Change
Chapter 5, Core Policy 7	To deliver the growth in the North Uttlesford Area, transport and other infrastructure has been identified to mitigate the impact of planned growth, which is important to help secure a viable and sustainable future for the area. The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Essex County Council.	Add The development should deliver the measures contained within the policy and those contained within the site development framework.	The policy does not list all the measures and in the detail contained within the Site Development Framework. To ensure that site masterplans/layouts include as part of the planning application all necessary transport measures.
Chapter 5, Core Policy 7	X. contributions to the traffic management and active travel schemes listed in the IDP which are essential to maximise the traffic distribution benefits of the development link road.	Add XI. develop a strategy to integrate future cycle connectivity from the Saffron Walden residential allocation site to Katherine Semar Junior School to the south of Thaxrted Road. XII. Deliver secure parking for cycles and other wheeled vehicle storage for students, staff and visitors at new primary schools. XIII. Provision of a school travel plan and introduction of measures to promote sustainable travel to school. XIV. No drop off or pick up facilities will be provided at schools other than for those to aid pupils with a disability or mobility impairment.	The site development framework states a strategy to integrate future cycle connectivity from Saffron Walden residential allocation site to Katherine Semar Junior school to the south of Thaxted road is required. Provide specific reference within the policy to ensure sustainable travel measures which include cycles and other wheeled vehicles parking, school travel plans and other measures to promote sustainable travel to school are provided. In order to promote sustainable travel to school indicate within the policy the drop off and pick up areas will not be provided, other than to aid pupils with a disability or mobility impairment.
Chapter 6, Core Policy 13	To deliver the growth in the South Uttlesford Area, transport infrastructure has been identified to mitigate the impact of planned growth, which is important to help secure a viable and sustainable future for the area.	Add The development should deliver the measures contained within the policy and those contained within the site development framework.	The policy does not list all the measures and in the detail contained within the Site Development Framework. To ensure that site masterplans/layouts include as part of the planning application all necessary transport measures.

Chapter and Policy Number	Current Wording	Suggested Change	Reason for Change
Chapter 6, Core Policy 13	After IX. On the Little Canfield employment allocation the site will deliver a mobility hub in a prominent location which promotes and consolidates sustainable transport measures at the site in accordance with the details set out in the Development Framework for the site (Appendix 4).	Add X. Deliver secure parking for cycles and other wheeled vehicle storage for students, staff and visitors at new primary schools. XI. Provision of a school travel plan and introduction of measures to promote sustainable travel to school. XII. No drop off or pick up facilities will be provided at schools other than for those to aid pupils with a disability or mobility impairment.	Provide specific reference within the policy to ensure sustainable travel measures which include cycles and other wheeled vehicles parking, school travel plans and other measures to promote sustainable travel to school are provided. In order to promote sustainable travel to school indicate within the policy the drop off and pick up areas will not be provided, other than to aid pupils with a disability or mobility impairment.
Chapter 7, Core Policy X	After To deliver the growth in the Stansted and Elsenham Area, transport and other infrastructure has been identified to mitigate the impact of planned growth, which is important to help secure a viable and sustainable future for the area. Transport infrastructure in Stansted and Elsenham will be required as follows:	Add The development should deliver the measures contained within the policy and those contained within the site development framework.	The policy does not list all the measures and in the detail contained within the Site Development Framework. To ensure that site masterplans/layouts include as part of the planning application all necessary transport measures.
Chapter 9, Core Policy 26	At i. maximise the incorporation of bus service provision and supporting infrastructure, including the enhancement of existing services.	Amend to i. maximise the incorporation of bus service provision and supporting infrastructure, including the enhancement of existing and the provision of new services.	Indicate that developments should also provide or contribute to new bus services. The policy would align with the site development framework.



Royal HaskoningDHV is an independent consultancy which integrates 140 years of engineering expertise with digital technologies and software solutions. As consulting engineers, we care deeply about our people, our clients and society at large. Through our mission Enhancing Society Together, we take responsibility for having a positive impact on the world. We constantly challenge ourselves and others to develop sustainable solutions to local and global issues related to the built environment and the industry.

Change is happening. And it's happening fast – from climate and digital transformation to customer demands and hybrid working. The speed and extent of these changes create complex challenges which cannot be addressed in isolation. New perspectives are needed to accommodate the broader societal and technological picture and meet the needs of our ever-changing world.

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