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Uttlesford Local Plan Transport Study – June 2017



Introduction



Transport evidence in support of the new Local Plan:

- Addresses Inspector's concerns on withdrawn Local Plan
- In accordance with NPPF and relevant transport guidance
- Consultation with ECC, Highways England & neighbouring authorities
- Considers all modes of transport
- Robust methodology applied – no reductions for modal shift
- Identifies impacts of different scenarios/patterns of growth
- Evidence on sustainable travel and potential for improvements
- Identifies impacts on strategic infrastructure and mitigation needed

Assessment Methodology



Existing Conditions:

- New traffic surveys at 45 locations - comprehensive coverage
- Review of TrafficMaster congestion data
- Review of key junction operation
- Review of 2011 Census, road safety, public transport, walking & cycling, DfT accessibility data

2033 Reference Case – Situation with no Local Plan Growth:

- WebTAG compliant Uncertainty Log – covers all adjacent Districts
- Core Scenario – ‘near certain’ & ‘more than likely’ developments
- Uncertainty Log growth compared/uplifted to match TEMPRO
- Proposed allocation at West of Braintree within Braintree included
- Stansted expansion to 35 mppa included

Methodology Continued



2033 Forecast Conditions – with Local Plan Growth

- Comprehensive testing undertaken
- Total of **28** Spatial distribution options tested
- Network link capacity tested to identify 'hot spots'
- 'Hot spots' examined in further detail (M11J8 & other key junctions)
- Mitigation strategy identified

Rejected Areas of Search (AoS)



AoS rejected for new garden communities:

- No interest through 'Call for Sites', or in Green Belt or CPZ
- Elsenham – rejected at appeal, adverse impacts on local roads
- Little Dunmow – less accessible, needs new junction onto A120(T)
- North of Takeley - requires new junction onto A120(T)
- Saffron Walden – limited growth due to transport constraints in town

Preferred Garden Community Sites



- Preferable locations in transport terms for new garden communities:
 - **Great Chesterford**
 - **West of Great Dunmow (Easton Park)**
 - **West of Braintree**
- Large enough to establish new sustainable communities
- Good accessibility to:
 - Public transport (or potential to deliver meaningful improvements)
 - Existing settlements with services/amenities
 - Employment opportunities
 - The Strategic Road Network (SRN)

Local Plan Approach



- Follows requirements of the NPPF
- Growth focussed at most accessible locations within the district
- New sustainable mixed-use garden communities:
 - Mix of uses minimise need to travel (homes, schools, shops, employment)
 - Designed to be accessible by walking and cycling
 - Scale enables delivery of new/improved public transport & infrastructure
 - Minimise new car trips
- Sustainable travel – will be a requirement of planning permission
- Developers will be required to mitigate residual traffic impacts

Garden communities will help to minimise traffic impacts but developers will still be required to identify and mitigate residual traffic impacts on local roads/junctions

Key Highway Mitigation



Within District:

- **M11 Motorway** - Technology improvements M11J8 to J14 – completion by end 2020
- **M11J8** & A120 roundabouts – Short/medium-term scheme - delivery in 2018/19
- **M11J8** & A120 roundabouts - Long-term scheme - promotion as part of future RIS
- **Saffron Walden** - Peaslands Road corridor improvements to permit limited development to the east of the town

Adjacent Authority Areas:

- **M11J7** – HE scheme to improve junction – promotion as part of future RIS
- **M11J7a** – ECC scheme to provide new junction - programmed to start 2020
- **A120(T) Braintree to A12(T) Study** - including Galley's Corner and Mark's Farm roundabouts at Braintree - for promotion as part of future RIS
- **A131/B1008** Essex Regiment Way Roundabout - ECC scheme by 2020
- **M11J10** – preliminary scheme to mitigate Local Plan traffic
- **A505/A1301** - preliminary scheme to mitigate Local Plan traffic

Saffron Walden – ECC Study Update



- Central area heavily constrained – limited improvement options
- Any development creates extra traffic demands on the town centre
- 2014 ECC study updated with new data
- Scenarios tested include:
 - A Southern and Eastern Link road - 5,000 dwellings
 - Eastern Link Road – 750 to 1,350 dwellings
 - No Link Road – 150 to 300 dwellings

Saffron Walden – ECC Findings



A Southern and Eastern Link road - 5,000 Dwellings

- Initial testing - does not solve traffic capacity/air quality issues
- Detailed modelling required for major scheme funding – out of Local Plan timescale, funding unlikely - matter for a later Local Plan review

Eastern Link Road – 750 to 1,350 Dwellings

- Latest data shows more traffic attracted to eastern link but unacceptable impacts on the Peaslands Road/Mount Pleasant Road corridor that cannot be mitigated

No Link Road – 150 to 300 Dwellings

- With delivery of local junction improvements as part of ECC's strategy for improving air quality a development of 150 dwellings on the 'Kier site' to the east of the town acceptable in transport terms, subject to detailed Transport and Air Quality Impact Assessments

Summary



- All reasonable spatial distribution options tested
- South of the district has better transport links than the north
- Spreading growth north/south helps to reduce traffic impacts at M11J8 and on the A120(T) corridor
- New garden communities will reduce the need to travel and deliver the sustainable travel measures required to minimise new car trips
- Growth focussed in three new garden communities with smaller developments in towns and larger villages acceptable in transport terms

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