

CHAPTER 7 Transport

Introduction

Paragraph 7.1- 7.19/ Policy T1

Paragraph 7.1

This supporting text was responded to by 4 people/organisations.

Support	0
Object	1
Comment	3

Overarching Summary

- Repetition causing confusion should be addressed for clarity.

Statutory consultees and other bodies

Neighbourhood Plan Coordinator Saffron Walden Neighbourhood Plan Steering Group

Repetition of sentence beginning "There are also noticeable....."

Coordinator Stansted Neighbourhood Plan Steering Group

As above

Developers/landowners/site promoters

Bloomhall

Repetition causing confusion should be addressed for clarity. Suggest deletion of the final two sentences so that paragraph 7.1 reads as follows: "Transport is a key issue in the District with above average long distance car commuting and impacts on strategic and local transport infrastructure. There are also noticeable strategic and local congestion hotspots around the District, for example Junction 8 of the M11 and Saffron Walden that has an Air Quality Management Area (AQMA)."

Individuals

The second sentence is repeated

Paragraph 7.2

This supporting text was responded to by 8 people/organisations.

Support	0
Object	4
Comment	4

Overarching Summary

- Insufficient detail on transport impacts/mitigation
- Lack of public transport/effective IDP/ employment provision for NUGC
- 22500 dwellings proposed between Rayne and Braintree on A120/limited assessment

- Rat running via Stebbing, Felsted, and Dunmow

Statutory consultees and other bodies

None

Developers/landowners/site promoters

None

Individuals

- Insufficient detail on transport impacts/NUGC car based/no mitigation on A505/1301/Ickleton rat run
- Lack of public transport
- Lack of effective IDP
- Lack of employment provision for NUGC
- 22500 dwellings proposed between Rayne and Braintree on A120/limited assessment
- Rat running via Stebbing, Felsted, and Dunmow

Introduction

Paragraph 7.3

This supporting text was responded to by 6 people/organisations.

Support	0
Object	1
Comment	5

Overarching Summary

- Bridleway network is fragmented, inadequate and requires improvement
- Non-motorised multi user paths instead of shared pedestrian/cycling paths that damage bridleway network
- Such paths available to widest group of users as possible for North Uttlesford Garden Community design
- Paths to be correctly designated either bridleway or restricted byway
- The A120 is already saturated several times a day
- Some repetition/remove

Statutory consultees and other bodies

CABO Essex and Cambridgeshire British Horse Society

Both the Cambridgeshire and Essex RoWIPs state that the bridleway network is fragmented, inadequate and requires improvement. The creation of shared pedestrian/cycling paths only serve to fragment the network for equestrians, fragmentation which is unlikely to be repaired given funding and expenditure constraints. Shared pedestrian/cycling routes are therefore extremely damaging to the bridleway network and contrary to both the Cambridgeshire and Essex RoWIPs. The Uttlesford Local Plan should require the

creation of non-motorised multi user paths available to the widest group of users as possible for the North Uttlesford Garden Community design. The path should then be correctly designated as either a bridleway or restricted byway. Multi user paths rather than restricted shared pedestrian and cycling paths should be included in all the projects going forward in Uttlesford. The recently reviewed Design Manual for Roads and Bridges HD42 specifically requires the inclusion of opportunities for high quality NMU access including equestrians.

Neighbourhood Plan Coordinator Saffron Walden Neighbourhood Plan Steering Group

Repetition of phrase, "has been taken....." Comment: It obviously hasn't because of BSN development in BS

Coordinator Stansted Neighbourhood Plan Steering Group

As above

Developers/landowners/site promoters

None

Individuals

The A120 is already saturated several times a day/Braintree plan states that they expect the west of Braintree Garden community to generate approx 600 cars per hour (for 2 hours each morning / evening) accessing the (so far non existent) A120 junction at Rayne. A120 cannot cope

Remove repetition/ Delete duplicated words "has been taken"

Sustainability Appraisal June 2017

NA

Officer response

Proposed changes to plan

Paragraph 7.4

This supporting text was responded to by 2 people/organisations.

Support	0
Object	0
Comment	2

Overarching Summary

Often no reliable alternatives to car travel/lack of a good public transport network. What is planned?

Statutory consultees and other bodies

Saffron Walden Neighbourhood Plan Steering Group

Is not the issue that there are often no reliable alternatives to car travel? There is a lack of a good public transport network. What is planned for Saffron Walden?

Stansted Neighbourhood Plan Steering Group

Is not the issue that there are often no reliable alternatives to car travel? There is a lack of a good public transport network. What improvements are planned? There is also the problem that a car is considered

essential in what is primarily a rural district and once a car is owned, it is cheaper to use it in preference to public transport.

Developers/landowners/site promoters

None

Individuals

None

Paragraph 7.5

This supporting text was responded to by 11 people/organisations.

Support	0
Object	2
Comment	9

Overarching Summary

NUGC creates dormitory town for South Cambridgeshire research parks employees/shoppers in Saffron Walden

Additional policies needed to improve public transport

Need cycle way from Latchmore Bank A1060 into Bishops Stortford

Acknowledge role Bishop's Stortford plays in delivering services and transport to UDC

The dominant mode of travel in Uttlesford is the car/ GCs located where need to travel will be minimised/ but rail, as the most sustainable means of transport, does not feature

The walking network in Saffron Walden is not "well connected"/one pedestrian crossing

Statutory consultees and other bodies

Neighbourhood Plan Coordinator Saffron Walden Neighbourhood Plan Steering Group

Notes that low bus use and services are challenging so Local Plan should include some incentives to make public transport more attractive, viable and affordable. Suggestion: Additional policies needed to improve public transport

Coordinator Stansted Neighbourhood Plan Steering Group

Notes that low bus use and services are challenging so Local Plan should include some incentives to make public transport more attractive, viable and affordable. Suggestion: Additional policies are needed to improve public transport such as partnership deals between MAG, ECC and central government for infrastructure investment.

Saffron Walden Town council

Notes that Low bus use and services are challenging- then the Local Plan should include some incentives to make use of public transport more attractive, viable and affordable. Proposed: Additional policies required to make public transport more attractive and viable

Hallingbury Parish Council

Transport. 7.5 and 7.6 We are fortunate in Little Hallingbury to have a regular bus service, although many people do use cars. We are pleased to see that some of the cycling infrastructure is to be improved, and would like to propose, in order to alleviate some car use, a cycle way from Latchmore Bank A1060 into Bishops Stortford. This could promote good health by encouraging people to cycle into the town, and take cyclists off this very busy main road, making a safer journey for both cyclists and motorists. It would also encourage walking. The east side of the road is within the Uttlesford District up to Beldhams Lane.

Thaxted Parish Council

Paragraph 7.5 (page 88) Comment: Notes that Low bus use and services are challenging- then the Local Plan should include some incentives to make use of public transport more attractive, viable and affordable. Proposed Action: Additional policies required to make public transport more attractive and viable.

Great Chesterford Parish Council

It is absurd to suggest that NUGC provides a sustainable pattern of growth and minimised need to travel. It does no such thing. It creates a dormitory town for employees of research parks in South Cambridgeshire and shoppers in Saffron Walden. It is not directly connected via rail to any other retail centres and will be almost exclusively reliant on car journeys. Any retail offering or employment offering on site will be limited, and local in nature.

Developers/landowners/site promoters

Bloomhall

Paragraph 7.5 fails to acknowledge the role Bishop's Stortford plays in delivering services and transport connections to the population of Uttlesford. The second sentence of paragraph 7.5 should be reworded to read as follows: "Saffron Walden and Great Dunmow along with Bishop's Stortford provide key services to a wide rural hinterland but have constraints to how much further growth can be accommodated especially Saffron Walden the former."

Individuals

The dominant mode of travel in Uttlesford is the car. Travel to work is heavily car based at 71% of trips, with journeys by train and by foot around 10% each, and levels of cycling and bus journey are negligible

As part of the solution GCs located where need to travel will be minimised/ use of sustainable transport modes can be maximised but rail, as the most sustainable means of transport, does not feature in the plan

Ignores strategic value of Wendens Ambo served by the most efficient rail service in Uttlesford

The walking network in Saffron Walden is not "well connected". There are numerous key sites around the town that have narrow or missing pavements. There are very few pedestrian crossings at major junctions, only one marked pedestrian crossing along the entire length of London Road/High St/Bridge St

Unrealistic to try and minimise travel when the plan acknowledges that most residents work outside the district boundaries/transport needs to be encouraged to allow/ facilitate residents to get to work/tourism

Paragraph 7.6

This supporting text was responded to by 12 people/organisations.

Support	0
Object	4
Comment	8

Overarching Summary

- Consider electric bikes
- Implement existing cycling strategy
- Lack of public transport network
- Include equestrians on cycle routes
- Lack of detailed transport assessment
- Complete the Flitch Way Bridle path from Takeley to Dunmow South roundabout
- All new developments should be made to include safe cycle routes to the nearest transport hub.

Statutory consultees and other bodies

CABO Essex and Cambridgeshire British Horse Society

Paragraph 7.6 The Uttlesford Cycling Strategy 2014 frequently refers to cyclists using and in some case upgrading bridleways yet excludes equestrians from its proposed cycle routes. This is unacceptable and contrary to the policy adopted by Cambridgeshire County Council Greenways.

Neighbourhood Plan Coordinator Saffron Walden Neighbourhood Plan Steering Group

What about electric bikes? They are likely to become more popular. Saffron Walden NP team would like the Uttlesford Cycling Strategy to be implemented

Coordinator Stansted Neighbourhood Plan Steering Group

What about electric bikes? They are likely to become more popular. Suggestion: More help is needed from UDC and ECC in helping to improve and establish cycle paths. Stansted Mountfitchet has been left isolated in this regard. Emphasis is on Saffron Walden and Great Dunmow and the A120 corridor, despite National Cycle Route No 1 routed through the village. B1383 has a cycling heritage going back around 100 years we should be linked into this strategy!

Saffron Walden Town Council

SWTC would welcome implementation of the Uttlesford Cycling Strategy together with details of any proposals.

Thaxted Parish Council

Paragraph 7.6 (page 89) Comment: Thaxted would welcome implementations of the cycling strategy and support the exploration of a cycle path between Thaxted and Saffron Walden Proposed Action: Include in plan

Developers/landowners/site promoters

None

Individuals

Transport issues are a major area of concern/no evidence of detailed transport assessment having been undertaken/non car travel to and from work are not based on factual evidence.

People are likely to continue to travel to work by car in an area where car ownership is significantly higher than the national average

Any allocation to the South of Dunmow needs to provide for the completion of the Flitch Way Bridle path from Takeley to Dunmow South roundabout

Pitifully unambitious

Insert "and" after 2014

New developments should be made to include safe cycle routes to the nearest transport hub.

All the villages around Stansted Airport should have safe dedicated cycle paths into the airport to enable local staff to cycle to work

There is a significant need for improvement in cycle infrastructure throughout Uttlesford.

The Uttlesford Cycle Strategy is comprehensive/sets out what is needed, how it can be achieved and how the planning process could be utilised to provide infrastructure/need to integrate into plan/deliver it

Introduction

Paragraph 7.7

This supporting text was responded to by 8 people/organisations.

Support	0
Object	3
Comment	5

Overarching Summary

No modelling has been carried out to consider the impact of NUGC on Saffron Walden

The proposed alternative route to avoid the SW town centre still passes through the AQMA

What will happen if the Peasland Road TRO is not implemented

Saffron Walden traffic solutions must not to encourage more heavy traffic through Thaxted

Statutory consultees and other bodies

Saffron Walden Town Council

What will happen if the Peasland Road TRO is not implemented? What is the fall-back plan? We object to this policy as it conflicts with SWTC policy. Query: fall back option if SWTC challenge against the TRO is successful.

Great Chesterford Parish Council

An extraordinary admission by UDC. No modelling has been carried out to consider the impact of 5000 dwellings 4 miles from the town centre. The people of Saffron Walden may not be aware of this fact, but it is self-evident that supporting NUGC without such modelling will be potentially devastating for traffic movement in Saffron Walden.

Developers/landowners/site promoters

None

Individuals

The proposed alternative route to avoid the town centre still passes through the AQMA/untrue to claim that this, " will help to reduce vehicular pollution and manage air quality in the AQMA"

No evidence strategy for Peaslands Road (i.e. removing parking) will be beneficial to traffic volumes, junction capacity or air quality improvement.

What will happen if the Peasland Road TRO is not implemented

Saffron Walden traffic solutions must not to encourage more heavy traffic through Thaxted

Proposed changes to plan

Paragraph 7.8

This policy and supporting text was responded to by 3 people/organisations.

Support	0
Object	0
Comment	3

Overarching Summary

No solution has been found to address unacceptable traffic impacts in Saffron Walden

Need southern ring road for Saffron Walden

Statutory consultees and other bodies

Saffron Walden Neighbourhood Plan Steering Group

Notes the additional traffic in Saffron Walden and acknowledges that no solution has been found to address unacceptable traffic impacts. Suggestion: UDC needs to address this in the Local Plan as it constitutes severe (paragraph 32 of the NPPF says Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Saffron Walden Town Council

Notes the additional traffic in SW, noting that no solution is currently found to address unacceptable traffic impacts. Action: UDC to find solution to this and this must be included within the Local Plan. Paragraph 32 of the NPPF says that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Developers/landowners/site promoters

No developers/landowners/site promoters responded

Individuals

No "solution" to the Saffron Walden road system problems that would not include a new road which can provide access from the west side of town to the east side without using the existing domestic. Need a "Southern Ring" would solve the problem.

Introduction

Paragraph 7.9

This supporting text was responded to by 6 people/organisations.

Support	0
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Object	2
Comment	4

Overarching Summary

Add future and existing Section 106

Points to NUGC being car-reliant

Needs a reference to Air Quality

Query plans for the Kier site/150 homes

The proposal for full transport and air pollution studies of Saffron Walden is sound

Statutory consultees and other bodies

Saffron Walden Town Council

Talks about Existing S106 contributions so this infers that additional S106 contributions would not be sought? Should also stop calling it Kier Site and call it Land North and South of Thaxted Road. Comment: We object to first sentence of 7.9 as it is factually incorrect. Add future and existing Section 106.

Any further details available now on this separate Saffron Walden town transport study? Any schedules or timescales for it? This assumes further development and intent to further develop this land more than the 150 homes in the Local Plan and yet there would be no need to further develop as the 14,100 required during the Local Plan period have already been met. There also needs to a reference to Air Quality. Query: Further details required from UDC re SW traffic study Query the intent or assumption that the Kier site will be developed further to the 150 homes as proposed in the Local Plan.

Great Chesterford Parish Council

This paragraph is very clear, and points to the overwhelming fact that NUGC is and will be a car-reliant proposal. Any other suggestion is not based on any evidence which has been presented to date.

Developers/landowners/site promoters

None

Individuals

Saffron Walden - all roads lead to centre/medieval in design. Thaxted Road/parts of Peaslands Road have on-street parking - few off-road spaces. Banning parking not popular. Katherine Semar apart no primary schools in convenient places for sustainable traffic flow at school opening /closing. A ring road would take away some traffic but big risks. History and geography create a Gordion Knot.

No evidence to support 150 homes on the Kier site would be "acceptable". No modelling has been done on the impact on traffic flows or junction capacity across Saffron Walden

The proposal for full transport and air pollution studies of Saffron Walden is very sound. They should be undertaken before any decisions are made on the scale and sites for any further housing.

Paragraph 7.10

This supporting text was responded to by 6 people/organisations.

Support	0
Object	5
Comment	1

Overarching Summary

Easton Park GC can only make traffic congestion considerably worse in Great Dunmow

Travelling from NUGC to Audley End for London trains

Most sustainable transport impact small-scale, incremental development, following historic and natural growth of rural towns and villages

For NUGC what public transport, how will it be paid for and who will have control?

Even if NUGC is considered to have the least traffic impact, very substantial trip movements, mostly by car

Statutory consultees and other bodies

None responded

Developers/landowners/site promoters

Clare College Cambridge

Although the NUGC is considered to have the least traffic impact (in combination with the other two garden communities) the building of up to 5000 new homes and other uses will generate very substantial trip movements, most of which will be by private cars (71% for travel to work as stated in para 7.15

Individuals

Easton Park/10k homes can only make traffic congestion considerably worse in Great Dunmow

Ignored north south commuters/those travelling from NUGC to Audley End for London trains

These new settlements are inappropriate/most sustainable transport impact small-scale, incremental development, following historic and natural growth of rural towns and villages

For NUGC what public transport, how will it be paid for and who will have control?

Even if NUGC is considered to have the least traffic impact, very substantial trip movements, mostly by car

Paragraph 7.11

This supporting text was responded to by 4 people/organisations.

Support	2
Object	1
Comment	1

Overarching Summary

Allocate Beldham's Lane for housing on fringe of Bishops Stortford given services

Recognise the importance of Bishop's Stortford in providing UDC services

Reflect high car ownership in parking provision for new developments

Seems realistic/cycling as a leisure activity also attracts tourism, if investment in good cycle paths

Statutory consultees and other bodies

None

Developers/landowners/site promoters

Bloomhall

The recognition that for many residents of Uttlesford the "facilities are concentrated in centres outside of the District" is welcomed; however, there is a failure by the council to recognise the importance of Bishop's Stortford in providing these services and the positive contribution to sustainable housing delivery that additional an allocation on the fringe of Bishop's Stortford could make to the delivery of sustainable housing within the district in close proximity to shops, services and public transport links. The land south of Beldams Lane, Bishop's Stortford (call for sites reference 03GtHal15) is serviced by a bus route that stops twice on Beldams Lane and within walking distance of the railway station and the town centre. A residential allocation for 180 dwellings in this location would encourage greater walking and cycling trips to access everyday services and facilities helping the council to effectively meet the requirement for sustainable development.

Individuals

Reflect high car ownership in parking provision for new developments

Recognise the importance of Bishop's Stortford in providing UDC services

Seems realistic/cycling as a leisure activity also attracts tourism, if investment in good cycle paths

Paragraph 7.12

This policy and supporting text was responded to by 4 people/organisations.

Support	0
Object	1
Comment	3

Overarching Summary

Welcomed but failure to recognise importance of Bishop's Stortford

Not only improve existing services but improve where possible to encourage use of public transport.

The local press has recently reported that bus services are to be or have been reduced.

Statutory consultees and other bodies

Saffron Walden Town Council

Not only improve existing services but add to the provisions where possible to encourage use of public transport. Proposed Amendments: Amend wording. Correct spelling of realistic

Thaxted Parish Council

Comment: Not only improve existing services but add to the provisions where possible to encourage use of public transport. Proposed Action: Amend wording

Developers/landowners/site promoters

Bloomhall

The recognition that "areas for growth are identified where people will have the best access to facilities and the opportunity to make best use of public transport " is welcomed; however, there is a failure by the council to recognise the importance of Bishop's Stortford in providing these services and the positive contribution that an additional allocation on the fringe of Bishop's Stortford could make to the delivery of sustainable

housing within the district in close proximity to shops, services and public transport links. The land south of Beldams Lane, Bishop's Stortford (call for sites reference 03GtHal15) is serviced by a bus route that stops twice on Beldams Lane and within walking distance of the railway station and the town centre. A residential allocation for 180 dwellings in this location would encourage greater walking and cycling trips to access everyday services and facilities helping the council to effectively meet the requirement for sustainable development.

Individuals

Bus services to be reduced. Difficult to understand what positive impact UDC is having on achieving outcomes that preserve existing services let alone increase services

Paragraph 7.13

This supporting text was responded to by 6 people/organisations.

Support	1
Object	3
Comment	2

Overarching Summary

Equestrians should be included on all Multi User paths unless it is not possible to do so, following consultation with the BHS.

Existing facilities mentioned are insufficient for existing use - so growth equals over demand/there needs to be effective planning of new facilities.

Must be rigidly enforced when planning applications are made. Multiuser paths are not the safest way to proceed. Cycle routes should be separated from footways.

Be radical and provide cycle paths generating electricity.

Statutory consultees and other bodies

Essex and Cambridgeshire British Horse Society

Paragraph 7.13: Equestrians should be included on all Multi User paths unless it is not possible to do so, following consultation with the BHS.

Developers/landowners/site promoters

None

Individuals

Existing facilities mentioned are insufficient for existing use - so growth equals over-demand/there needs to be effective planning of new facilities.

Must be rigidly enforced when planning applications are made. Multiuser paths are not the safest way to proceed. Cycle routes should be separated from footways.

Be radical and provide cycle paths generating electricity.

Paragraph 7.14

This supporting text was responded to by 5 people/organisations.

Support	1
Object	2

Comment	2
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Overarching Summary

Omits that Flitch Way is mostly a definitive Bridleway, not a cycleway/mention of equestrian users

Flitch Way is a country park is for leisure activity not be viewed as an alternative Cycle highway

Statutory consultees and other bodies

Bridleways Development Officer Essex Bridleways Association

We note that the Flitch Way is particularly mentioned but again it omits the fact that for the majority of its length it is a definitive Bridleway, NOT a cycleway. It also omits the fact that the Flitch Way Action Group is working with both Essex County Council and other stakeholders to join up the severed section of the Flitch Way at Great Dunmow. This severed section will be accessible to ALL users, including equestrians, and this paragraph should have these several inaccuracies amended prior to publication of the Submission Draft.

Essex and Cambridgeshire British Horse Society

The British Horse Society (BHS) supports the comments made by Essex Bridleways Association with regard to the provision of equestrian access within this paragraph.

Developers/landowners/site promoters

None

Individuals

The Flitch Way is a country park intended for leisure activity/not be viewed as Cycle Super Highway for commuters to access local towns safely

Flitch Way is a bridleway as is the planned connecting link through Dunmow. The existing Flitch Way is a public right of way available for all non motorised users to enjoy. Paragraph 7.14 discriminatory/ makes no reference to horse riders. All references to cyclists/walkers need amending to include horse riders.

Flitch Way Action Group seeks to create a bridleway, not a cycleway to reconnect the severed parts of the Flitch Way.

Paragraph 7.15

This supporting text was responded to by 9 people/organisations.

Support	0
Object	5
Comment	4

Overarching Summary

Need more ambitious modal shift for garden communities/step change

Travel plans must be supported by a robust series of measures, infrastructure and incentives/penalties

Locate growth in areas where need to travel minimised/ maximise use of sustainable transport modes

Creating a self-contained garden village/serving life sciences defeated by topography and location

NUGC selection is incompatible with creating a self-contained garden village

Destinations for employment, education and social centre walkable or within 5 to 15 minutes easy cycling distance.

Residents will have to travel long distances by road for employment by the evidence in this Plan

Statutory consultees and other bodies

Braintree District Council

Modal Shift as currently worded the paragraph suggests that a modal shift of between 5 and 10% from single occupancy car use may be possible in the Plan period. However by referencing the garden communities earlier on in the paragraph the assumption may be that a similar modal shift is being targeted. In fact a much more ambitious modal shift is being proposed in the garden communities with the opportunities that they offer and the commitment to active and sustainable transport modes. The wording of the paragraph would therefore benefit from amendments.

Essex County Council Environment, Sustainability and Highways

Transportation (paragraph 7.10 and 7.15) Transportation (paragraph 7.15) ECC recommends that the wording within paragraph 7.15 be amended to read "That for Garden Communities a more ambitious shift away from single occupancy vehicle trips is required, in order to reduce the impact on the highway network. Travel plans must be supported by a robust series of measures, infrastructure and incentives/penalties to ensure delivery. It is acknowledged that this wording may be appropriate for most sites within UDC but it is important to note that the Garden Communities will need to deliver a step-change in terms of modal shift away from (single-occupancy) car travel. Similarly to comments expressed for paragraph 7.15, in paragraph 7.16 the Garden Communities should be identified separately in this section of the text with strengthened planning criteria, particularly around sustainability and identifying a need for a step change in in the use of sustainable transport and the number of internal trips within the development. ECC recommends that in paragraph 7.17 a Travel Plan Coordinator will be required to be provided and not nominated. ECC also recommends that paragraph 7.19 includes reference to the following documents Essex Design Guide; Essex County Council Developers Guide to Infrastructure Contributions; Public Rights of Way Guide. These documents will help to ensure that highway aspects of developments are designed and implemented to a high standard. Passenger Transportation ECC notes that there is reference to encouraging sustainable travel, however there is little in terms of actual expectations, either in terms of new/increased bus / community transport service provision, new ~passenger transport benefitting a infrastructure or indeed plans around for example car sharing schemes / discounted season ticket schemes / travel plan development and management, which would have been ways to evidence that UDC had given due regard to sustainable transport. ECC requires clarity with regard to passenger transport type, hours of operation and actual frequencies that UDC is aspiring to achieve preferably on a district wide basis but certainly in terms of the main towns and the new Garden Communities. ECC recommends that the Local Plan make reference to the ECC bus strategy documents, which outlines the expectation that residences are constructed within 400m actual walking distance of a bus stop (and indeed the levels of infrastructure that might be expected at new or upgraded bus stops. A significant proportion of the existing approved developments fall well outside of the 400 metre distance expectation unless plans are already in motion for the provision of additional bus services (eg through section 106 agreements) not evident within the Draft Local Plan. Within the transport section, in paragraph 7.12 UDC does say that it seeks to actively work with developers, bus operators and/or the ECC Transport teams to develop the passenger transport offer. ECC seeks discussion with UDC on this matter to ensure there is a commitment to the production of a sustainable travel strategy for the District. ECC notes that Section 7 entitled Transport accepts that the district has poor levels of bus service provision and that such services are difficult to operate commercially. It displays positive support for the requirement to introduce developer specific travel plans, although it is not clear at what scale of development these become an expectation. Additionally whilst it refers to a requirement for Travel Plan co-ordinators to be appointed to measure performance against targets, it would be more productive for these developers to fund a UDC or ECC officer post to undertake this work in an

independent and impartial basis. Whilst details of expectations regarding transport issues such as parking standards and charging points are expressed, requirements / expectations for passenger transport services and infrastructure are not similarly detailed. ECC requires further joint working with UDC to ensure that appropriate reference to sustainable transport and delivery is clearly articulated and evidenced within or in documents supporting the Local Plan. Public Health ECC recommends further engagement with ECC to ensure that appropriate consideration is given to the range of Public Health matters relevant to land use planning. For instance ensuring that the health benefits associated with active travel are appropriately highlighted within the transportation section of the Local Plan. ECC also recommends that the Local Plan refers to the most up to date and relevant transportation plans, e.g. the Essex Cycling Strategy and Uttlesford Local Cycling Action plans published in 2016/17.

Developers/landowners/site promoters

Bloomhall

As well as the garden communities all residential allocation should be located in areas where " the need to travel will be minimised and the use of sustainable transport modes can be maximised." To this end the Council is encouraged to look again at the Bishop's Stortford Fringe and notably the land south of Beldams Lane which represents a sustainable location for future residential development of approximately 180 dwellings between the existing residential edge of Bishop's Stortford to the north and the allotments and sewage works to the south (call for sites reference 03GtHal15), which provides access to services, facilities and the public transport network with minimal additional infrastructure requirements.

Individuals

NUGC selection is incompatible with this/principles of creating a self-contained garden village that serves life sciences outside of its boundary contradictory/defeated by topography and location

Destinations for employment, provisions, education and social centre should be walkable or within 5 to 15 minutes easy cycling distance.

Valleys are long/thin, separated by sharp steep slopes/those at the extreme have a more distance to travel to amenities

Movement within NUGV not supportable/large numbers of residents will travel long distances by road for employment

Paragraph 7.16

This supporting text was responded to by 1 people/organisations.

Support	0
Object	0
Comment	1

Overarching Summary

Take account of on-demand services/car sharing/spaces for community vehicles

Statutory consultees and other bodies

Littlebury Parish Council

There is an increased use of on-demand app based services such as Uber and Zip car. The combination of these technologies with autonomous vehicles may lead to the decrease in private car ownership and increased use of pool cars. This is already happening in the under 30 age group in the US. Car sharing should be encouraged by planning conditions, with the provision of parking (and charging) spaces for

community vehicles, as is offered now at a new development of flats on the outskirts of Chelmsford and many outside the District.

Developers/landowners/site promoters

None

Individuals

None

Paragraph 7.18

This supporting text was responded to by 6 people/organisations.

Support	2
Object	1
Comment	3

Overarching Summary

Saffron Walden is choked with traffic already/need by pass to reduce traffic in the town

Need more than culture change/Improve access to rail

need plan for electric car infrastructure

no safe walking/cycle routes to key facilities or school

Innovation needed- community run services/ speed up local journeys or journeys to railway hubs.

Statutory consultees and other bodies

None

Developers/landowners/site promoters

None

Individuals

Saffron Walden is choked with traffic already e.g. Radwinter Rd/Thaxted Rd junction worsening/need a by-pass to reduce traffic in the town

A sustainable transport culture (can you go to work on a culture?) Improve access to rail if want sustainable transport

need plan for electric car infrastructure in this plan

No safe walking/cycle routes to key facilities or school

Innovation needed e.g. community run services/ speed up local journeys or journeys to railway hubs.

Paragraph 7.19

This supporting text was responded to by 3 people/organisations.

Support	0
Object	1
Comment	2

Overarching Summary

Henham 7/7a bus service service is running at a loss but is essential

Travel Plan too vague, urgent need for better public transport, area is isolated, no bus connection between Great Dunmow and Bishops Stortford, re-establish a rail service/better bus services for Great Dunmow

Statutory consultees and other bodies

None

Developers/landowners/site promoters

None

Individuals

Henham 7/7a bus service service is running at a loss but is essential

Travel Plan too vague, urgent need for better public transport, area is isolated, no bus connection between Great Dunmow and Bishops Stortford

Re-establish rail service/better bus services for Great Dunmow

State where are Essex County Council Highways Development Management Policies/Parking Standards

Policy T1

This policy and supporting text was responded to by 34 people/organisations.

Support	5
Object	9
Comment	20

Overarching Summary

- Uttlesford Futures [education] note getting to work relies on car, lower use of cars not possible in isolated villages, key public transport role of Stansted/its limitations, encourage buses to call at GCs/employment sites - Genome/Stansted excellent, improve cycle and footpaths to existing and new sites, wider political pressure needed to draw in resources
- Clare College consider NUGC not located where it can be linked to services by a range of transport options/cycle routes will be problematic/ train station too far away
- Little Easton Parish Council consider TA1 incompatible with Vision - SP2 due to Easton Park GC given high reliance on car and presence of M11 J8 that is close to capacity, only aspiration for employment/highway measures, reliance on rail improvements that are not programmed
- Little Chesterford Parish Council consider NUGC not located where it can be linked to services and facilities, cycle routes problematic, train station too far away and too much gradient to be used, aspirational accessibility and integration, impacts on A505 untested
- Little Chesterford Parish Council consider NUGC does not meet aims of the policy with no access plans/reliance on B184/Saffron Walden, A505 already at capacity
- Chrishall Parish Council state new growth should be linked to existing facilities by cycle paths/footpaths/roads dangerous/reduce pollution/needed prior to commencement
- Essex County Council note Travel Plans and Transport Assessments/Statements are very different
- Essex Bridleways/Cambs Horse Society want all opportunities taken to enhance the off road network so accessible to all users including equestrians

- The Thaxted Society supports policy that reduces car use/journeys/public transport limited/avoid bridge to nowhere/lobby government for sustainable transport
- Saffron Walden Town Council support policy but need definition of appropriate and safe network
- Saffron Walden/Stansted Mountfitchet NPs want towns and garden villages linked with cycle paths with opportunity for NPs to go into more detail
- Coke Gearing concerned too aspirational, too car reliant, no account of reality/need to expand existing car parking facilities around railway stations e.g. Stansted Mountfitchet, Elsenham, Chesterford

- Individuals;

Requested more comprehensive study for NUGC/A505 at capacity/two GC option better impact
Great Dunmow lack rail link/frequent bus service

No need to be negative about reducing car use, given the rural nature of our area

Mitigation proposed will not cope with growth/too aspirational

Car sharing sensible as an option but cannot legislate to force people down this path

- Developers;

Travel Plans for major developments should be defined/exempting specialised housing for older people as a low traffic generator

Support Council ambition to reduce need to travel by car/increase the use of public transport/
should be located in locations which are sustainable

Statutory consultees and other bodies

Uttlesford Futures (Employment, Economy, Skills, Environment and Transport)

Getting to all the sites listed above is likely to be by car as is the case with existing business sites, like Shire Hill. Further thought to be given to encouraging buses to call at employment sites and to improve cycle and footpaths to existing and new sites. Developments (housing and business) congregating around Dunmow because of the A120. Question is will it cope and will improvements be in time to take the additional traffic. The only route to rail from Dunmow will be A120 or encouraging by improvement to services particularly buses from Dunmow to Stansted Airport for rail connection. Longer cycle/walk paths across district that have safety factored in, especially connecting to employment sites. Longer cycle/walk paths across district that have safety factored in, especially connecting to employment sites. Buses to and from employment sites are excellent (e.g. Genome centre) and these should be encouraged or included in Section 106 agreements. Stansted will still be the bus hub. Better services needed to it and timetabling to allow buses to connect. The airport is and will be the largest employment area. Most jobs there are shifts and main transport is by car and public transport does not work well unless you are able to go by train or on the buses that come from Harlow/Bishops Stortford (not Uttlesford). Transport (capability to move about) probably the area of most concern for every aspect of ESEET and where the solutions are not easy to find and those we do have are costly and where hard to obtain necessary finance. The wishes in the Local Plan are laudable, but wider political pressure needed to draw in resources and link to plans underway in Cambridgeshire (light rail and cycleways). Lower use of cars is just not possible in isolated villages that are extremely rural.

Director Coke Gearing Consulting

Once again we are disappointed that the Councils fine words and aspirations in relation to the provision of transport and infrastructure are not borne out by the reality. The dispersal, strategy and provision of new settlement will, to some extent, alleviate some of the concerns that had previously been raised in relation to the existing towns and villages. However it is clear that our infrastructure is not adequate for the projected growth in terms of population, and in particular, in relation to sustainability, is too heavily dependent upon

the private car rather than public transport. In order to encourage more use of public transport it would be sensible to see expansion of existing car parking facilities around railway stations such as Stansted Mountfitchet, Elsenham and Chesterford, allowing people from minor districts to use public transport and reduce the use of the car in terms of commuting. Provision of additional car parking on the edges of principal towns, particularly Saffron Walden and Great Dunmow, with further consideration given to pedestrianisation of the retail core, would help to enhance and improve the environment and experience of these centres for both the visitor and resident alike, and help to underpin the financial viability and continuing prosperity of these locations whilst reducing car movements and improving sustainability targets.

Development Officer Essex Bridleways Association

Policy TA1: Disappointed to note that this Policy, whilst suggesting that existing equestrian rights of way and other routes are preserved, there is no aspiration included to seek opportunities for enhancement so that as much of the off-road network is accessible to ALL users, including equestrians. This Policy should be re-worded to include an aspiration to improve such access.

Essex and Cambridgeshire British Horse Society

As above

The Thaxted Society

TA1 Thaxted Society supports policy which reduces car use / journeys. It is essential that in requiring mitigating factors from developers re, public transport links for example, that there is a likelihood of delivery, otherwise this is a failed policy and utterly unenforceable. Public transport in Uttlesford is severely limited and asking a developer to provide links to a lacking service smacks of the bridge to nowhere. Some infrastructure needs improvement before and without private sector participation. Our new MP has made this a clear priority and government should be lobbied to help. At the Society we see growth and sustainable transport provision as symbiotic.

Clerk Little Easton Parish Council

In brief: TA1 is sound in isolation but fails to sustain the spatial vision; TA1 is incompatible with SP2; TA1 renders the Local Plan ineffective for failing to provide joint working cross boundaries. The high reliance on private cars is noted in the council's studies and elsewhere in the plan and rightly the plan's policy is that development should not cause severe congestion on the main road networks. The studies note that the M11 junction 8 interchange, linking the A120, is close to capacity. The Local Plan says currently 58 percent of residents commute beyond Uttlesford. Whilst the plan expresses the desire that the new garden communities will provide employment and services within their bounds substantial commuting will occur. In the case of Easton Park this will add to the congestion at junction 8, as foreseen in paragraph 5 of policy SP6. Furthermore, the plan's aspiration for the garden communities to provide employment and offer services and facilities will attract inward traffic. The district council lacks the powers to develop the required road network and, because the plan offers no assurance that the relevant authorities and agencies will cause its development the plan is both ineffective and thereby contrary to the requirements of the National Planning Policy Framework, and renders policy TA1 incompatible with SP2. Moreover, policy SP11 supports the growth of Stansted Airport, which is reliant on both the M11 and West Anglia rail links. The rail operator has recently lengthened some airport serving trains from eight to 12 cars to tackle existing capacity restraints. Use of the airport as a local transport hub as envisaged by the plan (for example, see paragraphs 3.9 and 3.15) would become unsustainable without further investment and significant infrastructure additions, yet the rail operator has not planned for the increase in use that Easton Park would cause.

Saffron Walden Neighbourhood Plan Steering Group

Towns and garden villages should be linked with cycle paths. Travel plans need to have demonstrable outcomes. Suggestion: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc. Shared ROWs should be 2 m wide.

Stansted Neighbourhood Plan Steering Group

Rights of Way, cycling, pedestrian Towns and garden villages should be linked with cycle paths. Suggestion: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc. Cycleways should be separated from pedestrian routes but where shared ROWs should be a minimum of 2 m wide.

Saffron Walden Town Council

Support this policy but need a definition of appropriate and safe network Query: How will this policy be implemented in relation to site access? UDC needs to ensure that this is set out in travel plans and that these have measurable outcomes

Planning Little Chesterford Parish Council

Policy INF1- Infrastructure delivery & TA1- Accessible development. The development of the NUGV as currently proposed does not meet these policies The policies state: Development must take account of the needs of new and existing populations. It must be supported by the timely delivery of infrastructure, services and facilities necessary to meet the needs arising from development. This is particularly important for the new garden communities. The capacity of the access to the main road network and the capacity of the road network itself must be capable of accommodating the development safely and without causing congestion. However, the available plans for NUGV do not support this, for example: No firm transport or access plans the only access to the site is via B184. To access the nearest services in the attractive historic market town of Saffron Walden, traffic will be funnelled down the narrow Bridge Street, affecting Air Quality Management Zones and adding to existing congestion. The only planned improvement is that to the A505/A1301 roundabout, which is already at capacity at peak periods and beyond. Plans for this improvement have not been agreed with South Cambridgeshire, where it is located, and the costs provided in the evidence are up to £10 million less than those estimated by South Cambridgeshire. Dualling of the A505 to remediate some of these problems is not planned until 2033 at the earliest. The traffic assessment in plan does not appear to be consistent with experience of congestion at this junction and does not take proper account of predicted growth from in neighbouring areas such as South Cambridgeshire, North Herts and West Suffolk. We suggest that a more comprehensive and up to date study is made. The railway station at Great Chesterford does not have potential to increase parking and peak services are at capacity.

Chrishall Parish Council

Policy TA1 states new developments should be linked to existing facilities by cycle paths and footpaths. Chrishall Parish Council would comment that this is a requirement to be undertaken for all existing communities, particularly the villages, to reduce climate changing vehicle emissions, and improve infrastructure as it is too dangerous to use the road system, especially for children. Further, such infrastructure should be installed before any development granted permission to ensure it is delivered. Climate change will be a growing issue and must be a key consideration in allowing any development.

Essex County Council Environment, Sustainability and Highways

ECC recommends that bullet 2 of the policy be amended to read that maintains or improves road safety . It is recognised that not all development may improve road safety, as for instance more people in a locality may lead to an increase in the chance of accidents happening. ECC recommends that bullet 5 be altered to split the reference to Travel Plans and Transport Assessments/Statements as they are very different. It is recommended that the text be amended to Transport Assessment/Statements will be required on all developments creating significant impact on the highway to assess the impact and potential mitigation required. In terms of the reference to Travel Plans that section should read Travel Plans will be required for

specific development proposals to ensure a reduction in single occupancy car travel will be achieved through a series of measures and incentives/penalties and targets, on larger developments a travel plan co-ordinator will be required. ECC recommends that Policy TA1 is amended to refer to the need to provide safe, direct walking and cycling routes between new developments and schools / other community infrastructure, together with appropriate design for these new facilities that encourages and delivers sustainable travel. ECC also recommends ensuring that new developments are planned to link with existing cycling and walking infrastructure wherever possible, to help promote and deliver sustainable travel.

Thaxted Parish Council

Comment: Define what is meant by severe congestion? Also to note; back to inconsistency see point 16
Proposed: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc.
Shared ROW should be 2 m wide. Support this policy

Clerk Great Chesterford Parish Council

Transport planning for NUGC has not been properly assessed or considered by UDC, and is very far from co-ordinated to reduce the need to travel by car. In fact, it is located and designed to be a development to and from which people will have to drive. It is demonstrable that the road network is not capable of accommodating the thousands of peak and even off-peak trips 5000 houses would create, whether in Saffron Walden, Great Chesterford or the villages in South Cambridgeshire. NUGC is not located where it can be linked to services and facilities via a range of transport options. As set out elsewhere in this Submission, the reality is that buses can provide a limited service, which will in of itself create issues in Saffron Walden and Great Chesterford, rail travel is only utilisable if cars are used to access the appropriate stations (Great Chesterford not being one of these) and cycling and walking will have limited appeal, not least for commuters. Clearly, road safety cannot be improved by the NUGC development, it will be worsened. Travel plans and transport assessments have not been provided for NUGC. Clearly, before such a huge development can be approved, the travel implications need to be thoroughly assessed. They demonstrably have not. Very similar issues are applicable to Policy TA2 in relation to sustainable development. Aspirational statements concerning accessibility and integration into the wider community and existing networks have not been tested and are plainly inconsistent with the concept of NUGC which is isolated, does not have direct rail access and relies so heavily on the car.

Clare College

The proposed NUGC is not located where it can be linked to services and facilities by a range of transport options. Cycle routes will be problematic. The train station is likely to be too far and the route with too much gradient to be well used. Inevitably the private car will be the preferred option to access the railway station where there is currently not enough car parking spaces. Clare College reserves the right to submit further representations on the transport assessment

Individuals

- Individuals;

Requested more comprehensive and up to date study for NUGC, Impact on Saffron Walden, A505 at capacity/two GC option better impact/not best impact option – put the growth in villages instead
Great Dunmow lacks rail link/frequent bus service

No need to be negative about reducing car use, given the rural nature of our area/more balanced
Mitigation proposed will not cope with growth/aspiration does not reflect impossibility of massive investment

Bus companies, ECC and UDC have just gone through review/taken services out of the system

Car sharing sensible as an option but cannot legislate to force people down this path

Developers/landowners/site promoters;

McCarthy and Stone

Policy TA1 and supporting Paragraphs 7.16 makes reference to Travel Plans for major developments. Major development should be defined, either exempting specialised housing for older people as a low traffic generator particularly during peak hours or be establishing a threshold for application based on anticipated traffic movement rather than a number of units. An older person's scheme will generate considerably less traffic movement than a conventional scheme of the same number. The imposition of the travel plan on such a small traffic generating development will place a burden on the management of the scheme which in turn places a financial burden and may not make best use of officer's time in implementing and monitoring.

Enodis Property Developments Limited

We support the Council's ambition to reduce the need to travel by car and increase the use of public transport. Homes should be located in locations which are sustainable. Sites for residential development located in the District's villages should be accessible by public transport such as Little Dunmow, where residents can reach one of the two major towns in Great Dunmow in approx. 8 minutes by bus or cycle in approx. 15 minutes. Considerations of major roads such as A Roads should be a factor in considering accessible development sites (such as the proximity of the A120 to Little Dunmow).

Sustainability Appraisal June 2017

Significant, Temporal and Secondary Effects

There will be a small positive impact on air quality and climate change issues addressed through tackling congestion, reduced dependence on the private car and mitigation measures to reduce impacts. There will be however be significant positive impacts regarding accessibility and sustainable transport through a commitment to reduce the need to travel by car, increase public transport use and cycling and walking, and improve accessibility through collaborative working with operators. In addition to this, the policy acknowledges the needs and requirements of the wider district population and notions of inclusive access by appreciating that private car use is unavoidable in rural areas, and seeks to assess road capacities as part of development proposals. There will be positive impacts on social inclusion by incorporating a wide range of transport needs for different demographics within the district through the policy, and also regarding the consideration of infrastructure requirements such as road capacities, pedestrian and cycle routes at the outset of new development and development proposals.

Alternatives Considered

National policy requires Transport Statements or Transport Assessment to be produced for development that generates significant amounts of movement. Paragraph 35 of the NPPF also states that Local Plans should "protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport." The Policy is in direct compliance with the NPPF and any deviation from the Policy approach could be considered unsustainable or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures/Recommendations

No mitigation measures or recommendations are proposed at this stage.

Policy TA2 – Sustainable Transport

This policy was responded to by 26 people/organisations.

Support	4
Object	8
Comment	14

Overarching Summary

Uttlesford Futures acknowledge ageing population/rural isolation recognise essential bus services, community travel, Dart scheme wanting encouragement of buses to call at employment sites,

Highways England Support plan policies aimed at reducing need to travel by private car, such as improved walking, cycling public transport infrastructure, and broadband

Essex Bridleways Association/Essex & Cambs Horse Society welcome mention of equestrian access but want proactive approach to enhancement of network from new growth

Sustainable Uttlesford want a more strategic approach to link all the new expanded settlements to nearest service centres e.g. A120 Bishops Stortford/Braintree, objective to minimise car journeys/NUGC assisting this by providing housing for knowledge economy

Network Rail supports increasing rail patronage/measures subject to business case

The Thaxted Society supports policy that reduces car use/journeys/public transport limited/avoid bridge to nowhere/lobby government for sustainable transport

Saffron Walden Town Council Supports this policy/seek definition of appropriate/safe network

Saffron Walden Neighbourhood/Stansted Plan Steering Groups request Rights of Way, cycling, pedestrian Towns and garden villages should be linked with cycle paths/Opportunity for NP to go into more detail

Littlebury Parish Council all new developments must be connected by safe walking and cycling routes to the local facilities they will use/design of new settlements should incorporate a comprehensive network

Clerk Little Easton Parish Council concerned Easton Park would be relatively isolated and motor transport will be the only realistic mode for residents

Essex County Council welcomes improving sustainable transportation connectivity between Braintree Stansted and Bishop Stortford/ amend bullet point 1 reference to multi-users/as it is noted that not all routes can accommodate multi users

Individuals_note; Rail is most sustainable form of transport, In UDC no route to the Wellcome Institute, no safe route from Great Chesterford to Saffron Walden.or Saffron Walden to Chesterford Research Park or Thaxted to either Great Dunmow or Saffron Walden. Need a critical mass of people on bikes/supporting infrastructure/cycle and pedestrian-only routes from settlements to places of work/essential services

Require; Investment in the existing public transport across region/detailed plan for links for the proposed developments, Cycle/pedestrian routes meander not sustainable unless to wider network, Cycling got to be easy, appealing and safe.

Statutory consultees and other bodies

Highways England

We support the policies in the plan aimed at reducing the need to travel by private car, such as improved walking, cycling and public transport infrastructure, and the provision of high speed broadband allowing people to more easily communicate and work remotely reducing the demand for travel.

Uttlesford Futures (Employment, Economy, Skills, Environment and Transport)

Acknowledge ageing population and rural isolation with recognition of some essential bus services, community travel and furthering the Dart scheme. (Essex are, however, reducing bus services)

Development Officer Essex Bridleways Association

Policy TA2 We note that in the second bullet point, equestrian access is briefly mentioned and this is welcomed, albeit that it appears to be a secondary consideration. We would prefer to see it written into this Policy an aim to be far more proactive in seeking access enhancements, especially via developer contributions within new developments.

Essex and Cambridgeshire British Horse Society

As above

Sustainable Uttlesford

There needs to be a more strategic approach to sustainable transport (including cycleways) to link continuously all the new, expanded and existing settlements along the A120 corridor to nearest service centres eg Bishops Stortford and Braintree. The use of Stansted Airport as a rail and bus interchange is not sufficient for residents and will only provide, in the main, for out-commuting for employment purposes into Greater London. Both proposed Garden Villages in the A120 corridor should have a number of pedestrian and cycle links to the Flitch Way. A core objective of the Local Plan should be to reduce the number of private car journeys to work and out-commuting from the district. The proposed North Uttlesford Garden Village will assist in achieving this objective by providing housing for knowledge economy workers in the adjoining Greater Cambridge area. Plans should be made for the proposed Garden Village to develop links to the proposed Cambridge Light Railway scheme along the A1307 corridor and the existing cycleway network into the city. We would query why no mention is made in the proposal of the proximity of the Babraham Research Campus on A1307 which the North Uttlesford Garden Village would serve. In order to improve the Stations accessibility the feasibility of relocating the Great Chesterford station on the West Anglia line should be investigated. Consideration should be given to making J9 of the M11 accessible in both north and south directions.

Network Rail

Network Rail is in full support of increasing rail patronage as a function of sustainable transport use. However, the Local Authority should engage with Network Rail at the earliest possible opportunity to develop railway solutions efficiently and through the right processes. Investment in the railway will always be subject to business case development and value for money so it is therefore important to work together to achieve this for Uttlesford District Council.

Saffron Walden Town Council

Supports this policy

Saffron Walden Neighbourhood Plan Steering Group

Rights of Way, cycling, pedestrian Towns and garden villages should be linked with cycle paths. Suggestion: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc. Cycleways should be separated from pedestrian routes but where shared ROWs should be a minimum of 2 m wide.

Stansted Neighbourhood Plan Steering Group

Towns and garden villages should be linked with cycle paths. Travel plans need to have demonstrable outcomes. Suggestion: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc. Shared ROWs should be 2 m wide

The Thaxted Society

TA1 Thaxted Society supports policy which reduces car use / journeys. It is essential that in requiring mitigating factors from developers re, public transport links for example, that there is a likelihood of delivery, otherwise this is a failed policy and utterly unenforceable. Public transport in Uttlesford is severely limited and asking a developer to provide links to a lacking service smacks of the bridge to nowhere. Some infrastructure needs improvement before and without private sector participation. Our new MP has made this a clear priority and government should be lobbied to help. At the Society we see growth and sustainable transport provision as symbiotic.

Littlebury Parish Council

All new developments must be connected by safe walking and cycling routes to the local facilities they will use. The design of new settlements should incorporate a comprehensive network, with mechanisms to build it at the same time as the housing. Bus use in Uttlesford is low, mainly due to infrequent services and high fares. The recent removal of subsidies from bus routes by Essex County Council has resulted in high increases in fares; this has reduced access to public transport for people who most need it, such as those on low incomes, the young, those with mobility issues and those living in isolated rural villages. The availability of demand responsive transport vehicles is poor. Improvements to the bus transport network across the whole of Uttlesford would need to be implemented in order to reduce increasing car use by new and existing residents who need to travel for employment or leisure. Recognising the rural nature of the District, this may require public funding, but would help achieve air quality and other UDC targets, as well as delivering a core inclusive community.

Clerk Little Easton Parish Council

In relation to new garden cities, the sustainable modes of transport (other than bus) would be largely restricted to the town's boundaries. In the case of the proposed Easton Park, the site is confined by Stansted Airport to the west, the A120 to the south and uncertain connection with the few unclassified village roads to the north and east. Easton Park would be relatively isolated and motor transport will be the only realistic mode for residents.

Saffron Walden Neighbourhood Plan Steering Group

Towns and garden villages should be linked with cycle paths. Travel plans need to have demonstrable outcomes. Suggestion: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc. Shared ROWs should be 2 m wide.

Stansted Neighbourhood Plan Steering Group

Rights of Way, cycling, pedestrian Towns and garden villages should be linked with cycle paths. Suggestion: Opportunity for NP to go into more detail in terms of appropriate surfaces, fencing, lighting etc. Cycleways should be separated from pedestrian routes but where shared ROWs should be a minimum of 2 m wide.

Saffron Walden Town Council

Support this policy but need a definition of appropriate and safe network Query: How will this policy be implemented in relation to site access? UDC needs to ensure that this is set out in travel plans and that these have measurable outcomes

ECC recommends that bullet point 1 of the policy be amended by replacing reference to multi-users with appropriate , as it is noted that not all routes can accommodate multi user. ECC welcomes improving sustainable transportation connectivity between Braintree, Stansted and Bishop Stortford.

Developers/landowners/site promoters

No developer/landowners/site promoters responded

Individuals

Request make M11 J9 accessible both north/south, invest in existing public transport across region/detailed plan for links for the proposed developments

Rail is our most sustainable form of mid- long distance transport

Cycle/pedestrian routes meander not sustainable unless to wider network

Need a critical mass of people on bikes/supporting infrastructure/cycle and pedestrian-only routes from settlements to places of work/essential services.

Cycling got to be easy, appealing and safe/from UDC no route to Wellcome Institute, no safe route from Saffron Walden to Great Chesterford or Chesterford Research Park or Thaxted to Great Dunmow/Saffron Walden.

Sustainability Appraisal June 2017

Significant, Temporal and Secondary Effects

Alternatives Considered

National policy requires Transport Statements or Transport Assessment to be produced for development that generates significant amounts of movement. Paragraph 35 of the NPPF also states that Local Plans should “protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.” The Policy is in direct compliance with the NPPF and any deviation from the Policy approach could be considered unsustainable or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

**Policy TA3 – Provision of electric Charging Points for Vehicles
Paragraph 7.20 -7.22**

This supporting text was responded to by 6 people/organisations.

Support	2
Object	2
Comment	2

Overarching Summary

Need policy on Electric Charging provision that is not in new development

Government anticipates all new vehicles must be hybrid or electric by 2040

Why not insist on charging facilities for development with no get outs

Statutory consultees and other bodies

None

Developers/landowners/site promoters

None

Individuals

Need policy on Electric Charging provision that is not in new development

Government anticipates all new vehicles must be hybrid or electric by 2040.

Developers free to design developments without charging facilities/claim 'impractical' Why not insist.

Para 7.22 In the second line, the phrase in new development is repeated.

Policy TA3

This supporting text was responded to by 22 people/organisations.

Support	7
Object	8
Comment	7

Overarching Summary

East Herts Council supports approach to encouraging modal shift and making provision for electric charging points but thresholds need to be clarified/10% minimum provision

Saffron Walden/ Stansted Neighbourhood Plan Steering Groups/Saffron Town Council support policy but request higher thresholds/20% for flats/min 7Kw

The Thaxted Society support with greater number of charging points required

Littlebury Parish Council request every new house/apartment have capability/substantial numbers in the public realm/existing settlements

Essex County Council note flats provision too low/ need to future proof provisions in this policy

Individuals support charging point provision/straightforward to put in new buildings/assist AQMA/use higher targets

Developers request test of electric charging(a home charge point is £1400) /broadband via Whole Plan Viability Assessment/ensure do not threaten growth delivery

Statutory consultees and other bodies

East Hertfordshire District Council

East Herts Council supports the Councils approach to encouraging modal shift and making provision for electric vehicle charging points. However, it is considered that Policy TA3 is confusing and not well-related to the supporting text. The wording in this policy in respect of provision for flats (<50 units) does not correspond with the intentions of the preceding paragraph 7.22, which seeks 10% minimum provision. It is therefore unclear whether Policy TA3 intends that there would only be one charging point space per 50 flats or whether there would be at least 10% provision, to accord with paragraph 7.22, via the (subject to minimum provision as above) wording. If the latter is the case then the 10% minimum provision should be spelt out specifically within the policy as a reference to supporting text would not constitute formal policy. In order avoid any other ambiguity in the interpretation of the policy wording it is suggested that One parking bay marked out for use by electric vehicles only (which may be taken to imply that there would only be one space provided) be replaced with One parking bay marked out only for use by electric vehicles.

Saffron Walden Town Council

Support but request that a higher percentage of charging points are installed as electric vehicles (including bikes) are already a significant proportion of new vehicle sales. Note that this conflicts with 7.22 which states 10% for flatted development. Amend: Amend policy to allow 20% provision for flats. Also add or to latest agreed standards.

Saffron Walden Neighbourhood Plan Steering Group

Change to according to agreed standards at the time. Housing requirements are laudable but 2% for flats is insufficient. Should be a minimum of 20% Suggestion: 20% minimum but perhaps 2% was a typo? Para 7.22 says 10%

Stansted Neighbourhood Plan Steering Group

Change to according to agreed standards at the time. Housing requirements are laudable but 2% for flats is insufficient. Should be a minimum of 20% Suggestion: 20% minimum but perhaps 2% was a typo? Para 7.22 says 10% Suggest 20% in view of recent government strategy. Charging points need to be minimum 7Kw.

The Thaxted Society

Support but request that a higher percentage of charging points are installed. Recommendation: Amend policy to allow greater provision of charging points.

Littlebury Parish Council

There must be adequate provision for electric car charging. Every new house and apartment should have the capability. Additionally, substantial numbers of charging points are required in the public realm and existing settlements, including provision for homes with no on plot parking. The current proposal is completely inadequate.

Essex County Council

It is noted that the provision for electric parking seems very low for flats especially considering the government announcement on diesel and petrol cars not being made after 2040 and the industry consensus that electric cars will come along before then. Electric charging points will be especially important in areas Air Quality Management Areas (AQMAs) such as Saffron Walden. ECC is keen to futureproof the provisions set out in this policy and welcomes further engagement and dialogue.

Developers/landowners/site promoters

Persimmon Homes Essex

In considering development plan policies, Para 173 of the NPPF stresses the importance of ensuring viability, including having regard to the costs of any requirements likely to be applied to development. According to the Energy Savings Trust the typical cost for a home charge point and installation is approximately £1,400. It is unclear whether such an assessment has been undertaken in relation to the proposed policy and its impact upon development viability. Notwithstanding the above, the NPPF contains a clear requirement that such facilities should only be required where practical. It is considered that the practicality of delivery should be a factor when it comes to incorporating charging plug-in. For instance, it may not be practical to make provision where parking is provided off-plot (such as in a parking court or within a communal area). It is also considered that the policy should consider the practicality of delivery. There are a range of different technologies for charging. It would be more practicable if the requirement related to on-plot parking adjacent to the property it serves. Furthermore, that the requirement relates to the ability to make a connection (i.e. the development delivers a suitably sited separate electrical spur) which would allow for a charging unit for an electric vehicle to be installed by the householder (should they choose to do so).

Grant and Bloor

Policy TA3 Provision of Electric Charging Points for Vehicles 7.1 The principle of the provision of electric car charging points is broadly supported; this is relatively straightforward to incorporate within the building fabric. For example, charging points can readily be provided to domestic garages. However the policy requires refining to make it clearer what kinds of developments are to be covered by the policy; it currently covers only residential and other development.

Gladman

Policy TA3 Provision of Electric Charging Points for Vehicles and Policy INF4 High Quality Communications Infrastructure 6.12.1. The Council should ensure that the requirement for electric charging points for each new property and the provision of high quality communications infrastructure are properly tested through the Whole Plan Viability Assessment. Plans should be deliverable and sites should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. Therefore, the Council should assess the likely cumulative impacts on development in their area of all existing and proposed local standards and policies through a comprehensive and robust Viability Assessment to ensure that the cumulative impact of these standards and policies does not put the implementation of the Plan at serious risk.

Individuals

Charging point provision supported/straightforward to incorporate in building fabric e.g. domestic garages

Charging points important in areas Air Quality Management Areas (AQMAs) such as Saffron Walden

Higher targets for electric vehicles/any targets should be justified

Developers request test of electric charging(a home charge point is £1400) /broadband via Whole Plan Viability Assessment/ensure do not threaten growth delivery/

The lowest impact scenario is one that disperses housing across towns and villages

modal shift of 10% not achievable based on the distance to available services

Two Garden Community scenario has less impact

Sustainability Appraisal June 2017

Significant, Temporal and Secondary Effects

There will be positive impacts on sustainable travel through the policy approach in contributing to the viability of electric or hybrid car usage. Additionally, there will be positive impacts on reducing pollution and carbon emissions.

Alternatives Considered

Paragraph 35 of the NPPF states that Local Plans should “protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.” The Policy is in direct compliance with the NPPF and any deviation from the Policy approach could be considered unsustainable or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed.

Paragraph 7.23/Policy TA4 – Vehicle Parking Standards

This supporting text was responded to by 3 people/organisations.

Support	2
Object	1
Comment	0

Overarching Summary

Text supported/reference needed

Statutory consultees and other bodies

None

Developers/landowners/site promoters

None

Individuals

Text supported

Location of Essex County Council Parking Standards, Design and Good Practice needed

Policy TA4 – Vehicles Parking Standards

This policy was responded to by 18 people/organisations.

Support	4
Object	4
Comment	10

Overarching Summary

Elsenham Parish Council concerned Residential Parking Standards document was last updated in February 2013 - two parking spaces for each three bedroom house inadequate

Saffron Walden Town Council refer to as identified within the local Neighbourhood Plan

Saffron Walden/ Neighbourhood Plan Steering Group Neighbourhood Plan Steering Group request referring to locally agreed standards/any such policy identified within the local Neighbourhood Plans

Littlebury Parish Council - Garages should be of adequate size for modern cars, to maximise the use of off street parking.

Little Easton Parish Council note policy should go further and support car parking initiatives away from new development that can be accommodated in balance with policy TA2.

Elsenham Parish Council concerned Residential Parking Standards document was last updated in February 2013, and it is overdue for review.

Thaxted Parish Council Comment: To add as identified within the local Neighbourhood Plans/Development Management should not allow discounting

Essex County Council note Essex Vehicle Parking Standards have been updated in Essex Design Guide

Developer supports policy subject to review of relevant parking standards when published

Individuals want increased car parking capacity is needed for local people at railway hubs, including Stansted Airport, no new development without parking space for at least two vehicles

Statutory consultees and other bodies

Saffron Walden Town Council

To add and/or any policy as identified within the local Neighbourhood Plans. Amend policy as proposed

Saffron Walden Neighbourhood Plan Steering Group

Change to based on locally agreed standards or as outlined in the relevant Neighbourhood Plan □ A policy should encourage alternatives to internal combustion engine by offering parking reductions where alternative transport is used (e.g. electric, hydrogen, hybrid cars, cycles) Suggestion: The local NP should be able to determine these based on parking issues and levels of car ownership. Development Management should not allow discounting of car parking spaces in flatted developments due to the existing parking problems, high car ownership in the area and the necessity of having a car.

Stansted Neighbourhood Plan Steering Group

Change to based on locally agreed standards or as outlined in the relevant Neighbourhood Plan. Car sharing is used on some apartment blocks and should be encouraged. A policy should encourage alternatives to internal combustion engine by offering parking reductions where alternative transport is used (e.g. electric, hydrogen, hybrid cars, cycles) Suggestion: The local NP should be able to determine these based on parking issues and levels of car ownership. Development Management should not allow discounting of car parking spaces in flatted developments due to the existing parking problems, high car ownership in the area and the necessity of having a car. Limits on parking in blocks if needed could be set by annual rental for spaces rising in value for each additional vehicle

The Thaxted Society

Support per Thaxted Society policy

Littlebury Parish Council

Garages should be of adequate size for modern cars, to maximise the use of off street parking.

Little Easton Parish Council

The policy looks only at the site of new development and does not take account of the parking of vehicles originating from the development when they access existing employment, services and facilities. The policy should go further and support car parking initiatives away from new development that can be accommodated in balance with policy TA2.

Elsenham Parish Council

The Residential Parking Standards document was last updated in February 2013, and it is overdue for review and revision. Several shortcomings in current standards and practices are outlined below. Uttlesford is a rural area, with a high percentage of car ownership and a consequent pressure on parking spaces. The current provision of two parking spaces for each three bedroom house is demonstrably inadequate. The practice of allowing a reduction in visitor parking spaces if there is greater than a minimum provision for individual houses should be discontinued. Visitors do not park on spare parking spaces allocated to other households. Visitor parking spaces must be distributed evenly over sites as a whole. Where three parking spaces are provided these should not be end to end. Few households are prepared to engage in triple-shuffling of vehicles, with a consequent increase in parking on roads and pavements.

Thaxted Parish Council

Comment: To add ~and/or any policy as identified within the local Neighbourhood Plans. The local NP should be able to determine these base on parking issues and levels of car ownership. Development Management should not allow discounting. Proposed Action: Amend policy as proposed

Essex County Council

ECC wishes to highlights that the Essex Vehicle Parking Standards have been updated within the Essex Design Guide

Developers/landowners/site promoters

Enodis Property Developments Limited

Support this policy subject to a review of the Councils relevant parking standards when published.

Individuals

Increased car parking capacity is needed for local people at railway hubs, including Stansted Airport

No new development without parking space for at least two vehicles

Sustainability Appraisal June 2017

Car ownership in the District is high and limiting parking within residential development will not necessarily discourage ownership but instead cause displacement of vehicles and inappropriate parking. It is therefore important that adequate vehicle parking is provided in new developments. The Council approved the Essex County Council document "Parking Standards, Design and Good Practice" in January 2010 as well as all intervening updates to the guide. The Policy acknowledges the use of private vehicles, with maximum standards at origins and minimum standards at destinations. This will have uncertain rather than negative impacts on air quality in light of both a desire to minimise private vehicle trips and provide parking to reflect car ownership. The principal aim of this policy is to provide adequate parking to avoid obstruction of the road network and to meet the District's needs. These have been identified as significant issues within the District evidenced by high levels of vehicle ownership and issues surrounding previous parking standards that sought to restrict parking provision at both origins and destinations. By addressing this issue, access both to and within new development should be viable and sustainable and promoting cultural change. There will be positive impacts on townscape at both origins and destinations, social inclusion and accessibility. There will also be positive impacts on sustainable transport uptake through the standards' general approach, but also the inclusion of suitable parking for cycling and powered two wheelers.

Alternatives Considered

Paragraph 39 of the NPPF requires local planning authorities to take into account the following when setting local parking standards: “accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.” With this in mind, there is no direct alternative within the adopted ECC Parking Standards. An alternative of not adopting the ECC Parking Standards would be: Alternative TA4(a): To not adopt the ECC Parking Standards and assess proposals on a case by case basis, responding to local context.

The alternative would have uncertain impacts on all relevant sustainability objectives, largely due to there being no set guidelines for developers through effective policy. It is possible that the approach could lead to improvements in townscape and deliver appropriate parking provision in the District; however it is felt that this alternative would be contrary to aspirations to speed up the planning process in the absence of any set guidelines to refer to. There is also the possibility that unsuccessful applications would appeal on such grounds without any policy direction to base refusal on. Additionally, the ECC Parking Standards have been devised with the District Council’s input. For these reasons the alternative was rejected in favour of the Policy approach.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.

Policy TA5 – New Transport Infrastructure or Measures

This policy and supporting text was responded to by 38 people/organisations.

Support	4
Object	9
Comment	24

Overarching Summary

Highways England recognise that large parts of the district are rural/access for public transport difficult/SRN close to capacity with most concern over M11 J8 and Galleys Corner in Braintree/Careful planning to ensure growth in right place with facilities/steep change in public transport/GCs of size to internalise trips/coordinate timing of facilities and jobs

Braintree support inclusion in policy of reference to Braintree Branch line

Essex Bridleways Association request amend policy to Multi-user route improvements enhance multi-user connectivity with definitive Bridleway/No cycle links to Flitch Way

Birchanger Parish Council concerns that any new development at Stebbing/Little Easton/Dunmow only exacerbate the situation/any new development at Junction 8 should be routed underground

Saffron Walden Town Council request major revision/mention of the Cambridge to Haverhill Light Railway. Need new cycle paths/M11 new junctions north of Junctions 8/8A and improvements to Junction 9

Saffron Walden Neighbourhood Plan Steering Group requests mention of B1383/Cambridge to Haverhill light railway/ new paths, e.g. Walden to Hinxton and Wimbish/a strategy to improve the M11

Stansted Neighbourhood Plan Steering Group request mention of B1383/strategy to improve the M11 with air quality monitoring in Stansted Mountfitchet

The Thaxted Society Support. However where Saffron Walden has problems with through traffic and its mitigation it follows, a priori, so does Thaxted.

Littlebury Parish Council request garages should be of adequate size for modern cars, to maximise the use of off street parking.

Little Easton Parish Council concerned over limitation of district council planning for large scale urban development/ flawed by the absence of binding commitments from delivery bodies

Littlebury Parish Council requests plan set targets for traffic reduction, to reduce congestion and emissions, and take account of technology/change over to electric cars

Developers; Support proposed transport measures in Saffron Walden/movement across town/need for Eastern Distributor Road/plan for future expansion/agree development must be supported by infrastructure, services and facilities/role of providers and Council

Individuals; Spatial vision needs more than cooperation/actual investment, need relief roads to take traffic away from Saffron Walden centre, mention improvements impact on roads in and around Saffron Walden/Public Transport Provision/Walking and cycling improvements should be expanded where appropriate to include horse riding/Flich Way improvements/bridleway and the linking route will have bridleway status/ new junction on the M11 after Junction 8a to effectively give a bypass

Statutory consultees and other bodies

Highways England

We have been talking to the District for a long time about aspirations for growth, it is recognised that large parts of the district are rural and access to public transport difficult. Parts of the strategic road network (SRN) running through the district are already close to capacity and cannot reasonably cope with large amounts of additional development without significant improvement. The M11 J8 and although not in the district Galleys Corner at Braintree are giving particular concern with regards to capacity. It has been recognised that the A120 between Braintree and the A12 is nearing capacity, most noticeably at peak times. Essex County Council has been examining the feasibility of upgrading this route to a dual carriageway. With a view to submitting this for inclusion into a future RIS-2. Until housing and employment is committed the above schemes can really only deal with existing challenges allowing for a limited amount of growth as the designs are based on previously envisaged growth rates rather the much more ambitious level proposed in these consultations. This means the need careful planning to ensure proposed development is in the most appropriate place with the necessary facilities and infrastructure available at the right time and a steep change both in the provision and take up of public transport, if this level of development is to be sustainable. These sites are of a size to be able to internalise their own trips careful planning and delivery will be required to make sure that services, jobs and infrastructure come forward at the same time as demand is increased by new homes. If not there is a danger that trips will not be captured on site and the impact of the development on the surrounding network could be unsustainable.

Bridleways Development Officer Essex Bridleways Association

It is obvious from this Policy that any mention of equestrian access being included is not the case bearing in mind the title Walking and Cycling improvements and yet again it goes into detail of linking cycling improvements with the Flich Way. We suggest that this Policy is amended to Multi-user route improvements and that multi-user connectivity is enhanced with this definitive Bridleway. It is also interesting to note that such access proposed solely for pedestrians and cyclists extends to the junction with the M11 which of course is managed by Highways England. Highways England are very much on board with the need to provide safe crossings in connection with the Strategic Road Network (of which the M11 is part) and has a policy in place which requires them to consider all vulnerable road users, including equestrians, as part of their remit. They are also very proactive in ensuring that full consultation with such user groups is part of their planning process. It is unfortunate that Uttlesford District Council are not

consistent with such policies, and in view of this, we suggest that access for all vulnerable road users, including equestrians, is catered for here as the Plan likely to be found unsound by an Inspector because of this issue.

CABO Essex and Cambridgeshire British Horse Society

Supports the above

Birchanger Parish Council

Parish Council has concerns that any new development at Stebbing or Little Easton and Dunmow will only exacerbate the situation further, as would an additional exit from the services onto the Birchanger A120 roundabout. The Parish Council would argue that any new development at Junction 8 should be routed underground and the existing landscaping enhanced to protect the village from increased noise. It is becoming impossible to access the exits from the village at either end at certain times during the day due to the huge increase in traffic which the developments in the area have already brought. A new development, already started, just off the A120 in Bishop's Stortford will make the situation much worse. Birchanger has concerns that any proposal to add an additional exit at the A120 roundabout would bring the area to gridlock throughout the day. A new service station to serve southbound traffic could be constructed at the proposed Junction 7a as there are times when the existing car parking area at the services is at over capacity. Stansted Airport has plans to increase and the emphasis must be on development elsewhere to ease the pressures on both the M11 and the A120 by ensuring that no further developments impact on the already overstrained road systems in the South West of the District.

Saffron Walden Town Council

Insufficient policy - needs major revision. No mention of the Cambridge to Haverhill Light Railway. Need new cycle paths and road links. Proposed Action: There need to be improvements to the M11 with new junctions north of Junctions 8/8A and improvements to Junction 9

Saffron Walden Neighbourhood Plan Steering Group

No mention of the B1383. This is already at overcapacity. What will be done to mitigate this? No mention of the Cambridge to Haverhill light railway. Only talks about existing cycle paths but should be calling for new paths, e.g. Walden to Hinxton and Wimbish Suggestion: There needs to be a strategy to improve the M11 with new junctions north of Junctions 8/8a through talks with Highways

Stansted Neighbourhood Plan Steering Group

No mention of the B1383. This is already at overcapacity. What will be done to mitigate this? No mention of the Cambridge to Haverhill light railway. Only talks about existing cycle paths but should be calling for new paths, e.g. Walden to Hinxton and Wimbish Suggestion: There needs to be a strategy to improve the M11 with new junctions north of Junctions 8/8a through talks with Highways England. However, air quality should be monitored within Stansted Mountfitchet

The Thaxted Society

Support. However where Saffron Walden has problems with through traffic and its mitigation it follows, a priori, so does Thaxted.

Littlebury Parish Council

Garages should be of adequate size for modern cars, to maximise the use of off street parking.

Little Easton Parish Council

As regards a statement of policy, TA5 (apart from the last paragraph concerning Saffron Walden) merely says the district council will co-operate with others. In doing so it illustrates the limitation of a district council

in planning for large scale urban development. All key transport assets (especially road and rail links) are provided, owned and managed by other authorities, agencies and corporations. The spatial vision of the Local Plan is dependent on more than co-operation from these other bodies and needs actual investment and delivery. The Local Plan is fatally flawed by the absence of established, certain and binding commitments from the other relevant authorities, agencies and corporations.

Littlebury Parish Council

Car ownership and use in Uttlesford is already above the national average. The Plan should set targets for traffic reduction, to reduce congestion and emissions, and take full account of changing technology and transport options. The Plan does not take account of the planned reduction of use of fossil fuels or the evolution of electric vehicles, including autonomous vehicles. It should take account of the announcements by Government and manufacturers about the major change over to electric (and hydrogen fuel cell) vehicles that is expected to occur in the mid 2020s i.e exactly the period the plan covers. The adoption of electric vehicles will actually reduce pollution and noise. Although bus, cycle and walking routes will be incorporated into the design plan for the new settlements, it will be imperative to link these with improved facilities across the rest of the district to support integration of the new developments into the wider community and to prevent increased car use across the district. The provision of cycle paths in Uttlesford is inadequate, as is the proposal within the plan that improvements are limited to the path already in place from Saffron Walden to Wendens Ambo and improvements to the Flitch Way. Recreational cycling is very popular locally; Saffron Walden has one of the most successful Triathlon clubs in the country. In addition, there are substantial benefits to be had from developing cycling routes for both recreation and utility cycling. The Cam valley from NUGV to Gt Chesterford, Littlebury, Saffron Walden and Newport is virtually flat, and the distances to employment sites, schools, shops and stations are within the range considered to be viable for utility cycling. Developing continuous, connected, safe routes in this part of the District should be a high priority. It would reduce car movements, and there is an opportunity to link such a network to Whittlesford station and Cambridgeshire employment sites, benefiting new and existing Uttlesford residents. It could potentially attract more visitors to Saffron Walden. Significantly, it would also help UDC meet targets in its existing policies on health, recreation and air quality.

Elsenham Parish Council

The Residential Parking Standards document was last updated in February 2013, and it is overdue for review and revision. Several shortcomings in current standards and practices are outlined below. Uttlesford is a rural area, with a high percentage of car ownership and a consequent pressure on parking spaces. The current provision of two parking spaces for each three bedroom house is demonstrably inadequate. The practice of allowing a reduction in visitor parking spaces if there is greater than a minimum provision for individual houses should be discontinued. Visitors do not park on spare parking spaces allocated to other households. Visitor parking spaces must be distributed evenly over sites as a whole. Where three parking spaces are provided these should not be end to end. Few households are prepared to engage in triple-shuffling of vehicles, with a consequent increase in parking on roads and pavements.

Thaxted Parish Council

Comment: No Mention of the road link between Dunmow and Cambridge, those using the already over capacity B184 will flood rural communities. What will be done to mitigate this? There could be some consideration to weight limits of vehicles using this route, in particular to prevent construction traffic using the Thaxted route. Please see our additional point under the heading Land east of the mead Thaxted
Proposed Action: UDC to respond and consider suggested points re weight limits.

Essex County Council

ECC considers that this policy lacks clarity and purpose. It is recommended that further information from UDCs transportation consultants White Young Green should be included to provide greater clarity on the mitigation required to address planned growth. ECC recommends that the first paragraph of the policy is

amended to read The provision of new or enhanced transport infrastructure and initiatives will be pursued and implemented in partnership with the relevant transport providers. Developer funding for or provision of highway and transportation works and measures will be sought as appropriate The following measures have been identified and others will come forward through assessment of specific sites. This amendment provides greater clarity regarding the intention of the policy and includes reference to developer contributions or provision of highway infrastructure. ECC recommends that within the rail improvement section of Policy TA5 that it seeks to facilitate the use of rail travel and reduce the impact on the highway network. This may be accomplished by ensuring that there is a choice of sustainable travel modes at railway stations. It is recommended that the following sentence be included within the policy, Improved accessibility for rail stations that will serve new developments, including cycle parking, cycle and pedestrian routes, bus infrastructure. ECC recommends that the Walking and Cycling Improvement section of Policy TA5 includes the following: Schemes within the Essex Cycling Strategy and Uttlesford Cycling Strategy. This will ensure that these schemes may be considered and secured through developer funding as appropriate. The Strategic Highway Improvement section of the policy should include reference to the M11 and A120 in the text; this will ensure that the whole strategic network in UDC is referenced. ECC recommends that the Local Improvements section of the policy be renamed to read Local Highway Improvements. It is also recommended that the following sentence be included in the policy, as Saffron Walden is not the only place where transport improvements are required New developments will be assessed for their impacts on the network and where necessary, capacity, safety and enhancements to transport provision will be required from the developer to mitigate the impact on the network or linking to the network. Flitch Way All proposed developments should use existing links (access points) onto the Flitch Way. This is not to say that new networks of footpaths and bridleways should not be created around the Flitch Way spine but that no further direct access nodes should be created on to this recreational spine. All developments should include a minimum of a 20 metre buffer strip of greenspace and these should be established and maintained as appropriate to the adjacent habitat along that part of the Flitch Way.

Surface water run-off as a result of development should be managed away from the Flitch Way. Increased wear on the surfaced route as a result of increased development should be recognised and appropriate levels of contributions from developers should be secured to fund improvements to the running surface. All proposed developments should be designed to avoid the rear boundaries of properties abutting the Flitch Way or designated Greenspace. All developments should include secure boundaries adjacent to the Flitch Way These considerations and requirements apply to a number of new developments, in particular the new allocations including the following: Site Policy SP8 (Land West of Braintree) GtDUN2 (Land W and SW of Great Dunmow) LtDUN1 (Dunmow Skips site, Little Dunmow) TAK2 (Land at Dunmow Road, Little Canfield, Takeley TAK2 (Brewers End, Takeley) TAK2 (Chadhurst, Takeley) TAK1 (Land between 1 Coppice Close and Hillcroft, S of B1256, Takeley Street, Takeley). It is acknowledged that some developments among these may already have planning permission and where that applies it may not be possible to apply these design considerations. East Hertfordshire Council

Policy TA5 New Transport Infrastructure or Measures: This policy currently contains a significant amount of wording that would be better placed in supporting text where it relates to measures that have already been implemented. It is suggested that the policy would be better served by splitting out the narrative around these areas to a preceding paragraph and that a more succinct policy, listing only measures yet to be delivered, should be developed.

Epping Forrest District Council

It would be helpful if any future supporting text makes reference to the fact that the strategic highways infrastructure requirements are identified in the Memorandum of Understanding on Highways and Transport Infrastructure in the West Essex/East Hertfordshire HMA (signed March 2017).

Braintree District Council

Policy TA5 New Transport infrastructure or Measures BDC strongly welcomes the inclusion within this policy of the measures to improve the Braintree branch line which if completed would provide a more

regular and reliable service from Braintree and Freeport railway stations. However the wording in the policy indicates that scheme has been approved for control period 6 which BDC do not believe is the current position. However BDC would welcome the support of UDC in moving this scheme forward.

Uttlesford Futures (Employment, Economy, Skills, Environment and Transport

Upgrades of M11, smart motorway plans, and junctions serving Uttlesford. Relief roads needed to take traffic from town centres, particularly Saffron Walden.

Manchester Airports Group

This policy would benefit from specific cross references to INF1, SP6 and SP8 as well as Stansted Airports role in capacity planning for the future of the road network in partnership with the Councils and HE. Specifically, the policy references the ECC traffic model (in Strategic Highway Improvements), but the policy should be clarified that developments will be assessed utilising the model.

Historic Environment Planning Adviser, East of England Historic England

All proposed infrastructure schemes should take into consideration their impacts on heritage assets and their setting alongside archaeological potential of route options.

Network Rail

Improvements are proposed along the whole route and not limited from Cambridge to Stansted. The Train Operating Company is Abellio Greater Anglia (rather than Abellio Western Anglia). Abellio Greater Anglia's franchise commitments are for full renewal of rolling stock and an attendant new timetable, to and from London, Cambridge and Norwich. Long term it is envisaged that Crossrail 2 will link up with the West Anglia Mainline to provide greater connectivity to and from the local area. Braintree Branch Line " The Braintree Branchline Capacity Increase project is still in early development and a solution to increase the service from 1 to 2 trains per hour has yet to be finalised. It is worth noting that funding has not been guaranteed for this scheme from the Department for Transport. There are two dynamic loops identified as needed north of Witham for enhancement, these are also not funded for delivery. We would therefore welcome support and funding for further development and delivery. Level Crossings In general the need to close level crossings should be considered where any development is likely to increase or change the nature of usage at a crossing. Closure of level crossings will help improve safety, reduce the number of accidents and also help to increase capacity of the network and maintain a robust railway timetable. In the nineteenth century, when the railways were constructed, many level crossings were provided because they were the cheapest form of making good the interruptions in land and public highways that resulted. Level crossings were acceptable on a low speed steam- powered railway, but trains have become faster, quieter, and more frequent, and the law and society have rightly become more concerned with safety. Level crossings collectively pose the greatest risk to safety on the railway network. That is to say, almost half of non-suicide deaths (or injury equivalents) on the railway network are attributable to level crossings. It is widely acknowledged that closure of level crossings is the most effective way to remove the risk. It is therefore Network Rail policy to close level crossings where possible, and this is set out in the document Transforming Level Crossings 2015 -2040 (attached). It is Office of Rail and Road (ORR) policy that Network Rail must work to reduce level crossing risk by 25% by 2018, including through closure of crossings. As a result, to aid in achieving the Governments targets of level crossing closures Network Rail would welcome a policy to support level crossing closures within the Local Plan. We are happy to discuss specific level crossings further if this would aid policy formation and justification.

Chrishall Parish Council

There is currently money available from the development at Stansted to undertake a study of the longer term treatment of the A120 Corridor in relation to committed and possible development. The study may be quite significant in terms of monitoring wider proposals in the local development plan with regard traffic flow

and forecast which is already seen as a major issue. It is known that further development along the A120 corridor is going to impact Junction 8.

Clare College Cambridge

Reliance is on possible, but as yet unfunded, long term highway improvements which would be integral to the development of the NUGC. Clare College reserves the right to submit further representations on the transport assessment

Developers/landowners/site promoters

Pelham Structures Ltd

Policy TA5 - New Transport or Infrastructure Measures Strategic highway improvements as well as the improvements required to the B1383 (old A11) thought should also be given to how this could also access a new M11 junction either to the north or south of Newport to reduce north-south flows on the B1383.

Persimmon Homes Essex

Whilst it is agreed that development must be supported by the provision of infrastructure, services and facilities, a significant amount of the items identified rely upon third parties (including public and statutory bodies) or wider investment decisions (such as those made by Network Rail, Highways Agency, Broadband Providers). Policies TA5 and INF1 should be amended to recognise the role the Councils has in terms of influencing, co-ordinating and delivering infrastructure and connectivity. Policies TA5 and INF1 should also be amended to recognise the role that obligations through s106 or CIL should make in addressing infrastructure needs arising from the new development. It is important that the totality of costs to be borne by the proposed level of development is adequately assessed. In light of Para 173 of the NPPF, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

Kier Living Ltd

We support Policy TA5 in that it requires transport measures in Saffron Walden to support movement across town and more sustainable travel behaviour to provide opportunities for traffic to avoid the centre. However, there needs to be clearer policy guidance in relation to the need or otherwise for a link road between Radwinter Road and Thaxted Road, or indeed a more substantial Eastern Distributor Road. The Local Plan Inspector, in assessing the allocation within the former Draft Plan, stated that in the context of the allocation being sound, there were risks to its effectiveness in terms of the way that the scheme was being brought forward this related to the uncertainty about the way a master plan would evolve in circumstances where clarity was needed to provide the link road between Thaxted Road and Radwinter Road. It was clear from his report that further information on the link roads function and specification was required and as result of the policys lack of clarity and content, this had implications on the Draft Plans effectiveness. Importantly at paragraph 3.12, the Inspector states if the necessary evidence and clarity about this matter could have been brought forward and a sound approach outlined, this could potentially have been resolvable by consultation upon an appropriate Major Modification. The Reg 18 Plan must, therefore, provide more certainty about what is required in respect of highways improvements in Saffron Walden. Whilst the draft allocation at Thaxted Road can be self-contained, and come forward on its own without any link road without having a negative impact on the highway network, the District and County Council should be planning for future expansion and should provide greater clarity about what will be required.

Individuals

Mention improvements impact on roads in and around Saffron Walden/Public Transport Provision/need many buses especially a shuttle service from multiple points in Saffron Walden to Audley End Station.

Walking and cycling improvements should be expanded where appropriate to include horse riding/Fritch Way improvements/bridleway and the linking route will have bridleway status.

Walden Road cycle route example of patching onto an existing road. Any new routes must be better designed. Consider cycle paths in Holland.

Bypass at Newport could run parallel to the M11 - thus minimizing noise impact/south of village opposite Sparrows Hill. At a stroke it would make Newport a pleasanter village to live in

Plan should include proposals for consultations on future infrastructure - Saffron Walden where traffic greatly increased by shoppers from North Uttlesford Garden Community

If possible, a new junction is needed on the M11 after Junction 8a to effectively give a bypass

Add cycleway between Newport and Quendon along existing footway and verge/proposed in Newport Quendon & Rickling Neighbourhood Plan

Sustainability Appraisal June 2017

The Policy will ensure that accessibility is maximised alongside new growth and also seeks to remedy existing deficiencies in a range of transport networks. This will see significant positive impacts on accessibility and infrastructure related sustainability objectives. There will also be significant positive impacts on sustainable travel.

Alternatives Considered

Paragraph 35 of the NPPF states that Local Plans should “protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.” The Policy is in direct compliance with the NPPF and any deviation from the Policy approach could be considered unsustainable or otherwise not distinctly different to warrant assessment within this SA.

Proposed Mitigation Measures / Recommendations

No mitigation measures or recommendations are proposed at this stage.