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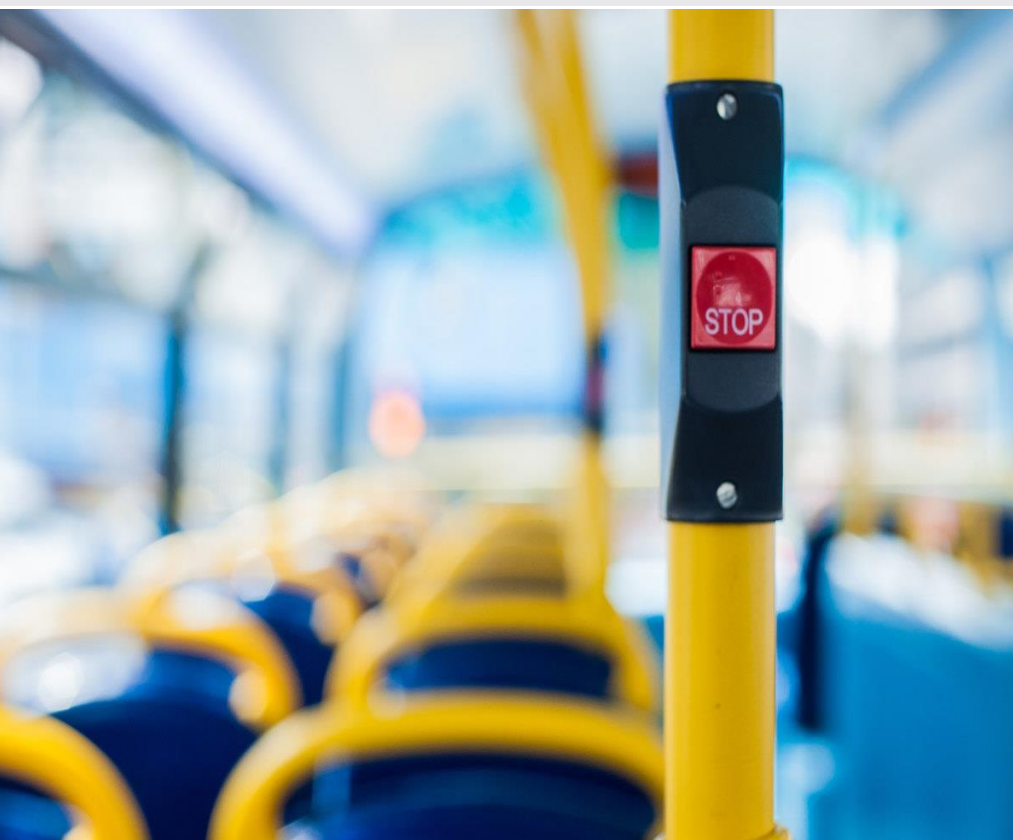# Uttlesford Transport Study Baseline Report

784-B029347

TRANSPORT STRATEGY

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1.0   BACKGROUND

1.1   OVERVIEW

1.1.1   This baseline report provides a detailed understanding of the transport context within which future housing growth will be provided and supporting infrastructure and services will be identified.

1.1.2   It provides the policy context to guide the direction of future investment, details the quality and coverage of existing transport provision within the main urban areas within Uttlesford, sets out how that provision is used in practice in terms of travel patterns and behaviours, before detailing proposals in the pipeline which will influence future use.

1.1.3   The report forms part of the evidence base upon which strategic decisions have been made in relation to the Uttlesford Local Plan and should be read in conjunction with other supporting documentation notably:

- TN401 | Strategic Impacts Technical Note
- TN402 | Saffron Walden Model Outputs Technical Note.
- TN403 | Great Dunmow Model Outputs Technical Note.
- TN404 | Takeley Model Outputs Technical Note.
- TN405 | Stansted Mountfitchet Model Outputs Technical Note.
- TN406 | Thaxted & Newport Model Outputs Technical Note.
- TN407 | A120 Corridor Model Outputs Technical Note.

1.2   STRUCTURE

1.2.1   The content of the baseline report is detailed in **Table 1-1** below.

Table 1-1: Structure of the Report

Chapter	Title	Content
2	National Policy	Details the national policy and guidance which for the based upon which issues need to be addressed and framework through which investment should be targeted.
3	Regional Policy	Highlights the regionally important issues and priorities which will influence and be influenced by developments in Uttlesford.
4	Local Policy	Quantifies the scale and nature of growth and investment in neighbouring authorities.
5	Existing Provision	Sets out the nature of the current transport offer in terms of the infrastructure and service provision across Uttlesford.
6	Performance	Quantifies the performance of the network and the ravel demographics of the local population.
7	Proposals	Presents the proposals in the pipeline that will influence future supply and demand on the transport network.
8	Summary	Presents some key conclusions and implications for the emerging Local Plan.

1.3   MORE INFORMATION

1.3.1   For more information on the content of this technical note please contact:

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2 | NATIONAL POLICY CONTEXT

2.0 NATIONAL POLICY CONTEXT

2.1 OVERVIEW

2.1.1   This section details the relevant national policies and guidance in place which must be adhered to in the development of a transport strategy to support Local Plan growth in Uttlesford. It looks at policy on a mode by mode basis and draws conclusions in terms of the key messages to apply locally.

2.2 NATIONAL PLANNING POLICY FRAMEWORK

2.2.1   The National Planning Policy Framework (NPPF) sets out the UK Government planning policies for England. This document sets out requirements of the planning system and how policy should be adhered to and delivered in local plan development and planning decisions.

2.2.2   The NPPF promotes sustainable development and addresses the importance of developing sustainable transport solutions to support sustainable development. It advocates:

- A transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- Transport solutions which support reductions in greenhouse gas emissions and reduce congestion.
- Developing strategies for the provision of viable infrastructure necessary to support sustainable development, including transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas.

2.2.3   The NPPF states that all developments that generate significant amounts of movement should:

- Prioritise opportunities for encouraging the use of sustainable transport modes depending on the nature and location of the site, to reduce the need for major transport infrastructure.
- Ensure that safe and sustainable access can be achieved for all users.
- Make improvements which can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.3 INVESTMENT

Transport Investment Strategy

2.3.1   The Transport Investment Strategy (TIS) was developed in 2017 and supports the Government's *Building Our Industrial Strategy.* Maintaining and upgrading transport infrastructure is seen as a core component of achieving the objectives of the Industrial Strategy. The TIS sets out four objectives:

- Create a more reliable, less congested, and better-connected transport network.
- Build a stronger, more balanced economy by enhancing productivity and responding to local priorities.
- Enhance our global competitiveness by making Britain a more attractive place to trade and invest.
- Support the creation of new housing.

2.4 ENVIRONMENT

Decarbonising Transport: Setting the Agenda

2.4.1   In 2019, the Government legislated to set a net zero emissions target by 2050. If met, this target would effectively mean that the UK will end its contribution to global emissions by 2050. Before this amendment, the UK had a long-term emissions reduction target of reducing greenhouse gas emissions by 80% by 2050, compared to 1990 levels, set by the Climate Change Act 2008.

2.4.2   As of 2019, transport was the largest-emitting sector of the UK economy at 122 mega tonnes carbon dioxide equivalent (MtCO2e), accounting for 27% of total UK greenhouse gas (GHG) emissions. Emissions from transport have fallen overall since 1990 but increased slightly in recent years (up to 2020, with effects of the pandemic). The overall fall has been smaller than in other sectors and hence transport's share of total emissions has increased.

2.4.3   In March 2020, the Department for Transport issued the document 'Decarbonising Transport: Setting the Challenge' which in due course will inform the production of The Transport Decarbonisation Plan[1]. It will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero. It is the first step to developing the policy proposals and a coordinated plan for decarbonising transport.

2.4.4   Six strategic priorities are identified as:

- Accelerating modal shift to public and active transport.
- Decarbonisation of road vehicles.
- Decarbonising how we get our goods.
- Place based solutions.
- UK as a hub for green transport technology and innovation.
- Reducing carbon in a carbon economy.

Decarbonising Transport: A Better, Greener Britain

2.4.5   In 2021, the Government set out a plan to decarbonise the entire transport system in the UK, working towards the legislated net zero emissions target (by 2050). The document shares the same six strategic priorities as the previous Decarbonising Transport Policy documents. A summary of the commitment to decarbonising all forms of transport is as follows:

- Increasing walking and cycling (delivering a world class cycling and walking network by 2040).
- Zero emissions buses and coaches.
- Decarbonising our railways (net zero railway network by 2050).
- Zero emission fleet of cars, vans, motorcycle, and scooters.
- Zero emission freight and logistics sector.
- More choice and better efficiency transport.

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[1] Decarbonising Transport: Setting the Challenge (publishing.service.gov.uk)

2.5   HIGHWAYS

Road Investment Strategy 2 (2020 to 2025)

2.5.1   The Roads Investment Strategy 2 (RIS2) details the priority schemes for delivery on the Strategic Highway Network (SRN) in the period between 2020 and 2025[2]. The document states that:

"A good transport network is not an end in itself, rather it is the means through which people and businesses live their lives and achieve their ambitions.

The provision of a safe, reliable, resilient, responsive and efficient transport network can significantly expand the opportunities for success and encourage greater ambitions. Conversely, a failing network that lacks capacity and performs poorly will limit what people can achieve."

2.5.2   The RIS's vision for the network in 2050 is of:

- A network that supports the economy
- A greener network
- A safer and more reliable network
- A more integrated network
- A smarter network

2.5.3   Aligned with this vision are the government investment priorities for the Strategic Highway Network which focus upon:

- Maintenance
- Completing RIS1 enhancements
- Tackling congestion
- Levelling up
- Unlocking growth and housing
- Improving the environment
- Innovative and future-ready

2.5.4   The only subsequent scheme prioritised for delivery in the RIS period of relevance to Uttlesford comprise relates to M11 junction 7a – construction of a new junction to the east of Harlow, improving access to the surrounding areas and reducing traffic on the nearby junction 7 - whilst in the pipeline for implementation during RIS3 (2025-30) are improvements on the A120, Braintree to A12.

2.5.5   What is clear from the Strategy is that there are no major enhancements likely to come forward to the SRN within Uttlesford itself in the short to medium term, with any capacity constraints likely to be exacerbated by future increases in travel demand in the intervening period.

2.6   PUBLIC TRANSPORT

2.6.1   Improvements to bus and rail infrastructure and services is at the heart of Central Government's efforts to decarbonise transport provision. As the most realistic alternatives to the car for longer journeys, bus and rail travel should play a critical role in delivering sustainable growth across Uttlesford. The most pertinent recent publications in this regard are detailed herein.

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[2] Road Investment Strategy 2: 2020-2025 (publishing.service.gov.uk)

Bus Back Better – The National Bus Strategy for England

2.6.2   On 15 March 2021 the Department for Transport (DFT) published the new National Bus Strategy (NBS)[3]. The NBS aims to rejuvenate local bus services, making them attractive for passengers, cheaper, easier to understand and use, faster and more reliable, and greener.

2.6.3   It acknowledges the decades-long decline in bus patronage nationally – and points to towns and cities which have bucked the trend, increasing passenger numbers with coordinated services and investment.

2.6.4   The NBS is the most significant change in the landscape for local bus services in England outside London since the 1986 deregulation. Greater emphasis will now be placed on partnership working, where Local Transport Authorities (LTAs) and bus operators form statutory partnerships to define bus networks, service levels, and fares strategies.

2.6.5   The NBS provides clear direction that government expects local transport authorities (LTA's) to work in partnership with their local bus operators to develop Bus Service Improvement Plans (BSIP's) and longer-term investment. It has identified the need for the establishment of Enhanced Partnerships (EP's), or franchises in Mayoral Combined Authorities, and is making available capacity funding with the aim that participating authorities will work to the following timescales:

- Publish a statement of intent to progress an Enhanced Partnership by end of June 2021.
- Publish a Bus Service Improvement Plan by end of October 2021.
- Have an Enhanced Partnership in place from April 2022.

2.6.6   The NBS makes it clear that future central government funding for local bus services will be dependent on LTA's committing to establishing an Enhanced Partnership and government funding provided directly to operators will be dependent on each of them signing up to an EP.

2.7   WALKING & CYCLING

2.7.1   Following increasing recognition of the benefits of walking and cycling, relatively recent publications produced by the Department for Transport have sought to raise the bar in terms of the quality and consistency of the provision in place. Active travel infrastructure should be embedded within the new site allocations within the Uttlesford Local Plan, with walking and cycling realistic travel choices for all.

Local Cycling and Walking Infrastructure Plans

2.7.2   The Technical Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs) was produced by the Department for Transport (DfT) in April 2017. It details the need for local authorities to develop a network of walking and cycling links in their area, a prioritised programme of infrastructure improvements for investment and evidence and analysis to support it.

2.7.3   The core design principles for both walking and cycling networks and their composite links which the guidance focuses on are:

- Coherent: Routes that are connected, simple to navigate and are of a consistently high quality.
- Direct: Routes should be at least, if not more direct, than those for general traffic.
- Safe: Routes should be safe and perceived to be safe.
- Comfortable: Routes should have good quality, smooth surfaces, and adequate width, with minimal stopping and avoiding steep gradients.
- Attractive: Routes should help to deliver public spaces that are well designed and attractive where people want to spend their time.

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[3] Bus back better: National Bus Strategy for England (NBS).

2.7.4   The Guidance also details a series of tests as part of a route selection tools for both pedestrians and cyclists when looking to address any gaps in the existing networks.

Local Transport Note 1/20 – Cycling Infrastructure Design

2.7.5   Local Transport Note (LTN) 1/20 on Cycling Infrastructure Design was published by the Department for Transport (DfT) in July 2020. It forms the latest guidance on the audit and implementation of new and existing cycle infrastructure from understanding the strategic coverage of a network in terms of the density of the network, through to detailed design and route treatment. It states that "…the quality of existing cycling infrastructure must sharply improve…".

2.7.6   The LTN reflects the emphasis of the LCWIP in drawing out the requirements through which to ensure that the cycle network is coherent, direct, safe, comfortable and attractive – the core design principles to adhere to when considering cycle provision. A further 22 'summary principles' are also detailed in the guidance.

2.7.7   In terms of network planning, the LTN states that a cycle network will feature many different components based around dedicated space for cyclists within highways, quiet mixed traffic streets, traffic free routes and cycle parking at origins and destinations.

2.7.8   It also highlights how a route hierarchy should be structured and the component parts of that hierarchy, based upon primary routes – between major trip generators, secondary routes – connections into local centres, local access to streets and attractors, and long distance and leisure routes.

Gear Change Strategy

2.7.9   Gear Change details the Government's approach to future investment in cycling. Published by the DfT in 2024, it details the principles for investment in new infrastructure and the benefits which can be derived from raising the bar in terms of the quality and comprehensiveness of cycle networks.

2.7.10   Specifically, it details how improvements will be made to the national cycle network with the aim of making the entire network either off road or traffic calmed by 2040 (59% of the network currently consists of on-road routes). Beyond this core commitment, the document details key design principles for new cycle infrastructure as follows:

- Cyclists must be separated from volume traffic both at junction and on links.
- Cyclists must be separated from pedestrians.
- Cyclists must be treated as vehicles, not pedestrians.
- Routes must join together.
- Routes must feel direct, logical and understandable.
- Routes and scheme must account for how users actually behave.
- Purely cosmetic alterations should be avoided.
- Barriers, such as chicane barriers and dismount signs, should be avoided.
- Routes should be designed only by those who have experienced the road on a bicycle.

2.7.11   It also states how cycling and walking will be at the heart of transport, place-making, and health policy through:

- Spending will significantly increase.
- A long-term cycling and walking programme and budget will be created.
- A-Road schemes will include cycling provision.
- Scheme assessment tools will be reviewed to give a fairer weighting to cycling.

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[4] Gear change: a bold vision for cycling and walking (publishing.service.gov.uk)

- Railways and buses will work better with cycling.
- Cycle parking provision will be increased.
- Developments will be built around making sustainable travel the first choice for journeys – this will include revising Manual for Streets.
- National urban road audits will be conducted to inform the future allocation of road space.
- Cycling will be promoted as a carriage of freight to reduce servicing traffic.

2.8 INNOVATION

Future of Mobility Strategy

2.8.1 The Government's approach to innovation in urban transport is set out in 'Future of Mobility: Urban Strategy' which was published in March 2019. It details the ways in which new technologies, advances in data, new modes of travel, cleaner transport and new business models can transform how people, goods and services move.

2.8.2 The following principles will help define the government's vision for urban transport:

- New modes of transport and new mobility will be safe and secure by design.
- The benefits of innovation in mobility will be available to all parts of the UK and all segments of society.
- Walking, cycling and active travel mist remain the best options for short urban journeys.
- Mass transit must remain fundamental to an efficient transport system.
- New mobility services must lead to the transition to zero emissions.
- Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example sharing rides, increasing occupancy or consolidating freight.
- The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers.
- New mobility services must operate as part of an integrated transport system combining public, private and multiple modes of transport users.
- Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

2.8.3 As part of the vision for urban transport changes in demand have been identified, key changes include:

- **Travel demand rising overall but falling at an individual level** – reasons for this may include flexible working, working from home, part-time and self-employed. Shopping trips have also decreased coinciding with a rise in online shopping.
- **The population is ageing, and travel choices show clear generational differences –** Younger people are less likely to own cars than previous generations and older people are driving more.
- **Consumer attitudes are changing –** rising customer expectations are driving passenger transport and delivery services are increasingly affordable, convenient and personalised.
- **Shared mobility is becoming more prevalent –** There has been a shift towards a sharing economy for example the use of car-sharing.

2.8.4 Technology in transport is constantly evolving helping to transform urban transport and create new opportunities. Notable changes in transport technology provided in the 'Future of Mobility: Urban Strategy document' are as follows:

- **Data and connectivity are transforming journeys** – Vehicles can communicate with each other; estimates suggest there are at least 3 million vehicles with internet connectivity on UK roads.

Increasing levels of data are fuelling machine learning which can enable self-driving vehicles to identify congested areas and predict bus times.

- **Transport is becoming automated** – UK companies are developing this technology and several projects will deploy self-driving vehicles on the road or public spaces by 2021.
- **Transport is becoming cleaner** – The UK has the mission to manufacture zero emission vehicles with all new cars effectively zero emission by 2040.
- **New modes are emerging** – Technology is enabling new ways of transporting people and goods. In the air, drones are used to address local needs.

2.8.5   Although changes to transport technology bring great opportunities for the UK there are still challenges to overcome relating to high levels of private car ownership, these include:

- Greenhouse gas emissions
- Noise pollution
- Lack of physical activity
- Inefficient use of limited space
- Congestion
- Air pollution.

2.8.6   The document states that the approach to innovation in urban transport will evolve over time and that this strategy is an opportunity to revolutionise mobility in Britain for the public good.

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3 | REGIONAL POLICY CONTEXT

3.0   REGIONAL POLICY CONTEXT

3.1   OVERVIEW

3.1.1   This chapter details the policy context provided by sub-regional bodies including Transport East and the Local Enterprise Partnership, highlighting the role of major corridors within Uttlesford and their contribution towards strategic priorities.

3.2   TRANSPORT EAST

Transport East Transport Strategy

3.2.1   Transport East is the sub-national transport body which covers the east of England, incorporating five transport authorities (including Essex), 24 district authorities (including Uttlesford, three Chambers of Commerce, Highways England, Network Rail, and the Department for Transport.

3.2.2   As a Sub-national Transport Body, it has a remit to speak with one voice for our sub-national area on transport, develop a transport strategy and advise government on priorities, accelerate, and improve delivery and work beyond boundaries, across the UK.

3.2.3   The body has identified major strategic transport challenges for the region which focus upon:

- Transport capacity, frequency, and connectivity (both within East and connecting to the wider UK).
- High carbon emissions from our transport system.
- Freight capacity between our ports and UK destinations (including Scotland, North and Midlands).
- Poor accessibility to jobs, education and services, particularly in rural and coastal areas.

3.2.4   In turn, Transport East has suggested that there are seven wider outcomes which transport investment can contribute towards across the sub-region relating to:

- Reducing carbon emissions in the East of England to net zero.
- Promoting and supporting a productive and diverse economy.
- Supporting local growth (rural, urban, and coastal).
- Promoting active, healthy, and safe lives.
- Supporting our UK energy sector.
- Supporting skills attainment, retention, and social inclusion.
- Protecting and enhancing the built and natural environment.

3.2.5   Following the identification of these challenges, a vision was generated which sought to create:

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

3.2.6   Alongside the vision, four priority goals are contained within the emerging Transport Strategy relating to decarbonisation, connecting town and cities, energising coastal and rural communities, and unlocking global gateways.

3.2.7   As part of the efforts to decarbonise transport, the strategy identifies low carbon developments, replace transport with digital, mode shift and alternative fuels as strategic solutions. In terms of connecting growing towns and cities, the emphasis will be placed upon better transport connectivity within the region

and to UK destinations[5]. Whilst north-south connectivity is generally good – albeit subject to capacity constraints, east-west routes are more limited.

3.2.8   The focus on coastal and rural communities is born out of a recognition that 66% of our rural residents live in a 'Transport Desert' with no access to realistic alternatives to the car. The goal of the Transport Strategy is to improve accessibility to jobs, services, and education for rural locations, through:

- Get people to places.
- Bring services to people.
- Replace trips with digital.

3.2.9   Finally, the emphasis on unlocking global gateways has connotations for Stansted Airport and the need for fast and reliable connectivity to UK markets, mode shift (for passengers and freight) and the decarbonisation of port / airport activities.

3.3   SOUTH-EAST LOCAL ENTERPRISE PARTNERSHIP

South-East LEP Economic Recovery and Renewal Strategy

3.3.1   The South-East Local Enterprise Partnership (SE LEP) is a partnership between business, local government and education to drive growth in the sub-region. In March 2021, the LEP published their economic and renewal strategy[6] which focuses on the four strategic priorities of:

- Business resilience and growth.
- UK's global gateway.
- Communities for the future.
- Coastal catalyst.

3.3.2   These priorities are support ed by seven objectives, notably:

- Support business innovation.
- Drive trade and growth.
- Deliver a skilled workforce.
- Improve digital and physical connectivity.
- Put clean growth at the heart of what we do.
- Support equality.
- Promote greater resilience in our places.

3.3.3   Investment in the transport network across Uttlesford should seek to facilitate the meeting these objectives and priorities.

3.4   LONDON STANSTED CAMBRIDGE CORRIDOR

3.4.1   The London-Stansted-Cambridge Corridor (LSCC) is a large highly integrated market and functional economic area. Despite its location within three different counties and Greater London, the corridor shows a high level of self–contained economic activity with travel to work, travel to learn, housing market, and business location patterns recognising the corridor as one economic space with high levels of synergy and inter-dependence.

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[5] Transport Strategy - Transport East
[6] EconomicRecoveryandRenewalStrategy_UpdatedMar21.pdf (southeastlep.com)

3.4.2   The LSCC Growth Commission aims to provide independent analysis and advice to raise the global economic potential of the London Stansted Cambridge Corridor, setting out a vision for transformational change.

3.4.3   In the report by the Growth Commission[7], five priorities are identified to drive the vision relating to:

- New powers and financial vehicles for infrastructure, housing and placemaking
- Place-making for tech and life sciences
- Building talent and ensuring everyone can benefit.
- London Stansted Airport as a dynamic source of growth and development
- Deepening the partnership with London

3.4.4   From a transport perspective the report highlights that there is inadequate provision and infrastructure capacity. The transport and broadband infrastructure of the Corridor is widely regarded as inadequate for future growth. Traffic congestion is widespread at peak times in and around our main towns and cities, and around major employment sites. Super-fast broadband availability is patchy. Rail connections are good, but capacity, journey times and reliability could be improved. There are insufficient rail services to meet the commuter needs of major centres outside of London, such as Cambridge.

3.4.5   It also states that transport and land use planning will need to adapt to remain competitive. Demographic changes will mean that the Corridor's transport and land use planning system will need to adapt over the next 30 years.

3.5   WEST ANGLIA MAIN LINE MEDIUM TERM STUDY

3.5.1   The medium-term investment choices for the West Anglia Main Line are set out by Network Rail in the West Anglia Medium-term Study, published in June 2021.

3.5.2   The study forms part of Network Rail's strategic planning process and assesses medium-term growth, taking into account the significant impact upon passenger demand caused by the Coronavirus pandemic.

3.5.3   The study has focused on providing improvement options in line with meeting stakeholders' medium-term passenger and freight aspirations as follows:

Passenger Service Aspirations
- Faster journey times between London and Stansted Airport
- Faster journey times between London and Cambridge
- More frequent station calls in north London
- Improved performance

Freight Service Aspirations
- Heaver payloads
- Faster journeys
- Improved performance

3.5.4   Network Rail and its stakeholders found that for passengers, improvements in journey times from Stansted Airport would gradually decrease journey times to 40-41 minutes from the 47-49 minutes typical journey time today. This would also bring journey time improvements between stations at which the Stansted Express calls.

3.5.5   It was also found that for freight, trains need to be looped so that they do not impede fast passenger services to and from Cambridge and Stansted Airport, meaning journey time improvements would be

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[7] LSCC-Growth-Commission-Final-Report-full.pdf (lsccgrowthcommission.org.uk)

unlikely. Overall, it is the case that longer-term aspirations for faster journeys to Stansted Airport and Cambridge will require a major programme such as Crossrail 2 to be delivered.

3.5.6   As part of the investment into the West Anglia Main Line, Greater Anglia is currently introducing a new full fleet of passenger trains. The replacement of all trains is expected to be complete by mid-2022. Any rises in passenger demand are expected to be accommodated by the new train fleet rather than any improvements to capacity in the medium-term.

3.5.7   Network rail have identified four broad option areas which have the potential to deliver one or more of the aspirations listed above. The options put forward by Network Rail are as follows:

- Option 1: Line speed improvements – Improvements to various sections north of Chestnut, raised up to 100mph, combined to give an overall journey time improvement:
    - Spellbrook to Bishops Stortford.
    - Elsenham to Newport.
    - Audley End to Great Chesterford.
- Option 2: Signalling improvements – Enhance signalling headway to 2-minutes south of Broxbourne (assumed digital signalling technology). Digital signalling is currently planning to be deployed on the WAML south of Stansted Airport.
- Option 3: Passing loops – Providing an area for faster services to overtake slower services.
- Option 4: Stansted Airport Access – Doubling the Stansted Airport tunnel to provide a second tunnel that will reduce journey times.

3.5.8   The following recommendations have been made for future study:

- Line speed improvement viability.
- Early/ late Airport services – Consideration of how the hours of service offer could be improved for Stansted Airport was paused at the start of the pandemic but is now expected to resume.
- Rail strategy for London COVID-19 scenarios.

4 | LOCAL POLICY CONTEXT

4.0   LOCAL POLICY CONTEXT

4.1   OVERVIEW

4.1.1   This chapter details the policy context provided by neighbouring authorities in terms of the level of growth they are set to deliver, the supporting transport policies in place, and the proposed improvements to the transport network which have the potential to impact upon travel choices in and around Uttlesford.

4.2   CAMBRIDGESHIRE

4.2.1   South Cambridgeshire District Council borders Uttlesford to the north and there is a considerable cross-boundary movement between the authorities. This is as a result of large employment centres located in South Cambridgeshire, such as Granta Park and the Wellcome Genome Campus, and due to access to the road and rail network, notably the M11, A11, A505 and Whittlesford Parkway Station.

Local Plans & Growth

4.2.2   The South Cambridgeshire Local Plan covers the period between 2011 and 2031 and details the delivery of 20,824 new dwellings and creation of 40Ha of land for employment use across the largely rural authority. The Plan was adopted by the Council on 27 September 2018.

4.2.3   Transport is addressed in "Chapter 10 – Promoting and Delivering Sustainable Transport and Infrastructure". It highlights the need for transport provision to be balanced in favour of sustainable modes, to give people a real choice as to how they travel.

4.2.4   Despite the relatively recent adoption of the Plan, a new Local Plan is in production with the authority working alongside Cambridge City Council to adopt a new combined version in the coming years.

4.2.5   Whilst the new plan is emerging, South Cambridgeshire has recognised the importance of the high-knowledge sector business parks as drivers for economic growth in the district and the employment opportunities they represent will increasing draw people from across Uttlesford.

4.2.6   A five-year review of the Adopted Local Plan Policies took place in June 2023. The review confirmed that that most policies in the adopted plan remains consistent with national policy and therefore, can be given then full weight until replaced by policies in the Greater Cambridge Local Plan.

Major Proposals & Development Sites

4.2.7   Several sites included within the Local Plan and with existing planning permission may have an impact on travel patterns in and around Uttlesford, and these are summarised below:

- **Cambridge Airport –** Cambridge Airport has been earmarked for redevelopment and the provision of up to 12,000 new dwellings and creation of almost 40,000 new jobs on the 271ha site, alongside new civic, cultural, educational, and other supporting uses. Whilst the site is safeguarded but not currently allocated in the respective Cambridge and South Cambridgeshire Local Plans, it has been identified as a site for major change and an Area Action Plan is in place which provides a framework for how it could be redeveloped.

- **Cambridge Biomedical Campus** – Expansion of the Cambridge Biomedical Campus will form a major development to the south of Cambridge, adjacent to Addenbrookes Hospital. It is currently the base for 17,250 jobs, a figure which is set to rise to 21,000 by spring 2019, and up to 30,000 jobs by 2030. The number of visitors to the site per day is already at 26,500 and growing. The expansion is proposed to be taken forward in two phases; Phase 1 is underway and will add 220,005sqm of floorspace to the site, whilst the current planning application (as of June 2018) for Phase 2 seeks to add a further

75,000sqm of floorspace. It is envisaged that the site will subsequently employ up to 30,000 people and generate significant numbers of additional trips, expected to be partly served by a new Cambridge South Station on the Cambridge to London line.

- **Wellcome Trust Genome Campus –** Located approximately 5km to the south of Whittlesford Parkway in Hinxton, the Wellcome Trust Genome Campus is home to a range of businesses, conference and innovation centres, and currently employs around 2,500 people over a 125ha site. There is huge demand for space on the campus from both new businesses and current occupants who want to expand. Due to this demand, a masterplan to provide the framework for the potential expansion of the campus onto land to the east of the A1301 is currently being produced. The expansion would provide 14,400sqm of additional floorspace and see the number of employees increase by up to 6,000 over a 25-year period. Transport modelling of the impacts have been undertaken as a part of the expansion plans and potential mitigations are in the process of being identified.

- **Granta Park –** Granta Park is an internationally recognised science park located approximately 4km north east of Whittlesford Parkway. The site currently provides accommodation for over 20 research and development companies within its grounds, employing some 2,500 people. It is considered to be one of the leading sites of this nature in the UK. It comprises of 87,802sqm of built floor space with planning permission in place for an additional 59,055sqm as part of the planned Phase 2 extension. This will include the proposed Illumina Building, the TWI development area and the proposed Amenity Building. The number of employees is set to increase up to 4,000 in the 18-month period up to the end of 2019.

Local Transport Plan

4.2.8   The first Cambridgeshire and Peterborough Local Transport Plan (LTP) was published in June 2019. The Plan is in two parts – the first sets out the vision, goals, objectives, and policies for the area, whilst the second forms a delivery plan for the implementation of schemes up to 2035.

4.2.9   The vision of the LTP is to deliver a world class transport network that supports sustainable growth and opportunity for all, with three supporting goals focus on the economy, society and the environment. A series of ten objectives sit under these with a further 101 policies establishing the approach to investment in transport in the coming years.

4.2.10 References are included relating to the desire to connect all new and existing communities sustainably and take advantage of the agglomeration benefits to businesses as a result of the life science clusters for example, whilst the needs of rural communities are also drawn out and reflected in the range of policies identified. The need to improve inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network is highlighted.

4.2.11 A significant component of the LTP is the CAM Sub Strategy, which describes the policy framework for the CAM, to ensure that individual components of the CAM metro network are fully compliant with a consistent and coherent overall vision for the network.

Transport Proposals - Local Transport Plan

4.2.12 There are several transport proposals in the pipeline across South Cambridgeshire which will impact on travel choice and subsequent travel patterns in and around the northern part of Uttlesford. These comprise:

- **Cambridge South** – Network Rail are working on plans for the provision of a new Cambridge South Station. Located next to the Biomedical Campus in the south of the city, the new station will be located on the Cambridge to London line and serve a growing healthcare and employment hub. A preferred location for the station has been identified adjacent to the guided busway. Network Rail

intends to apply for a Transport and Works Act Order to the Secretary of State for Transport in 2021, and subject to gaining consent, work could start on the station in 2023 with it opening in 2025.

- **Whittlesford Parkway Station** – A masterplan has been produced for Whittlesford Parkway Station which details improvements through which to improve the capacity and connectivity of the rural travel hub that serves large swathes of rural South Cambridgeshire and north Uttlesford. Once implemented the station would benefit from improved car parking provision, the reconfiguration of several junctions along the A505, better access for buses and improved walking and cycling links.
- **Cambridge South East Transport Study** – In 2015, the Greater Cambridge Partnership (GCP) commissioned the production of the CSET with the aim of identifying and delivering fast and reliable public transport links, serviced by a new Park and Ride site, together with high-quality cycling and walking routes, for people travelling between Cambridge and the settlements to the south east of the city. Proposed improvements contained in Phase 1 of the study comprised a number of relatively low-cost measures to provide additional capacity and faster, more reliable and sustainable public transport options for journeys between Cambridge City and the fast-growing area to the south east. A recommended option has been identified for potential longer-term public transport improvements have also been identified and comprise Phase 2 of the project. This consists of a new segregated Mass Rapid Transit route from the A11 via Sawston, Stapleford and Great Shelford to the Cambridge Biomedical Campus with a new travel hub near the A11/A505 junction. It would most likely form part of the Cambridgeshire Autonomous Metro being proposed by the Combined Authority.
- **Royston to Granta Park (A505) Transport Study** – In October 2020, consultants Stantec produced a Preliminary Strategic Outline Business Case (PSOBC) detailing the need for intervention in the corridor, and a short list of interventions through which to meet future requirements. The interventions comprise a mixture of cycle improvements, extension of the Cambridge Autonomous Metro to provide mass transit into Uttlesford from the north, and major improvements to junctions and link capacity. An SOBC on the preferred package of options is due to be published in Spring 2022.

Draft Local Transport and Connectivity Plan

4.2.13   A new Local Transport and Connectivity Plan (LCTP) is currently being developed for Cambridgeshire and Peterborough. The LTCP considers the many changes that have taken place locally and in the wider world since early 2020. The refreshed LCTP vision is as follows:

"A transport network which secures a future in which the region and its people can thrive. It must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper. And it must bring a region of cities, market towns and very rural areas closer together".

4.2.14   The vision is supported by six goals. The goals address: productivity, connectivity, climate, environment and health and safety.

Summary

4.2.15   The level of growth anticipated to come forward in Cambridgeshire in the coming years is significant. In particular, the economic buoyancy of the wider Cambridge economy will see continued jobs growth, attracting many Uttlesford residents to travel north and out of the district to access employment opportunities.

4.2.16   Cambridgeshire County Council, South Cambridgeshire District Council and their partners are seeking to invest heavily in the supporting transport network to mitigate the impacts of this growth, and Uttlesford District Council should play an active role in this process, given the cross-border movements and reliance on housing and jobs.

4.3 ESSEX

4.3.1   There are three local authorities which border Uttlesford within the county of Essex, notably Braintree, Chelmsford and Epping Forest. Whilst all share the overarching approach to investment in improvements to the transport network, the challenges and scale of growth each face and their relative implications for Uttlesford all differ.

Local Plans & Growth

4.3.2   The Braintree Local Plan covers the period between 2013 and 2033. The Plan is in two parts and only the first part which sets out the strategic direction for the district has been adopted (in February 2021) at the time of writing[8]. The approach it sets out has been developed alongside the other Essex authorities of Colchester, and Tendering, and specifics the need for Braintree to deliver 9,774 new homes in the Plan period.

4.3.3   The second section of the Local Plan which details the actual sites to be included in the Plan is currently subject to a Public Examination. Of particular note, is the absence of a strategic housing allocation to the west of Braintree, 'Land West of Braintree', which was included in the previous version of the Local Plan. This was criticised by the Inspector due to[9]:

- Its marginal financial viability would mean the site is not deliverable.
- Lack of evidence to suggest route options for the Bus Rapid Transit are deliverable, and subsequent lack of public transport connectivity to provide sufficient a sustainable travel offer.

4.3.4   However, the Inspector also added that:

"Taking into account likely future improvements to M11 junction 8, I see no reason to consider that development at the proposed West of Braintree GC would be constrained by capacity issues on the A120 to the west".

4.3.5   The Chelmsford Local Plan was adopted in May 2020 and covers the period between 2013 and 2036. In total some 7,150 dwellings will be delivered through the plan predominately within three major growth areas to the north of the city, to the south and east, and within the centre of Chelmsford itself[10].

4.3.6   From a transport perspective, Strategic Policy S9, details the infrastructure requirements to support growth and from a transport and highways perspective, it states that: "New development must be supported by sustainable means of transport to serve its need including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development, and provide connections in the strategic road network".

4.3.7   Epping Forest District Council's Local Plan was adopted by EFDC in March 2023. The adopted Local Plan to the aims to deliver 7,132 new homes in the period between 2011 and 2033 across several strategic sites including 3,900 on the eastern edge of neighbouring Harlow[11]. The Harlow allocations are part of wider proposals which would see the creation of a new Garden Town with some 10,000 new dwellings in total envisaged for the new settlement based around Gilston.

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[8] Publication Draft Local Plan 2017 – The Emerging Local Plan – Braintree District Council
[9] examiners-report-on-the-examination-of-nea-s1-10th-dec-2020 (braintree.gov.uk) – paragraph 82.
[10] 4671682.pdf (chelmsford.gov.uk)

[11] Epping Forest District Local Plan 2011-2033 Part One (eppingforestdc.gov.uk)

Major Proposals & Development Sites

4.3.8   Major development sites in elsewhere in Essex which may impact upon the future travel patterns and pressures faced by Uttlesford residents are summarised below:

- **North Chelmsford** – A minimum of 3,200 new homes and 64,000sqm of commercial floorspace at North East Chelmsford known as Beaulieu and Channels is in the process of being constructed. Outline planning permission has been granted for 4,350 new homes, 40,000sqm floorspace business park and a new rail station. Construction work commenced on the scheme in 2014 and the phased delivery of this allocation will continue into the late 2020s. Following on from that, development at North East Chelmsford will provide a new sustainable neighbourhood of 3,000 new homes to be delivered in the Local Plan period. The wider allocation at north east Chelmsford has the capacity for a further 2,500 new homes to be developed post-2036. Due to the nature and configuration of the site with areas subject to mineral extraction affecting its phasing and other master planning matters such as the location of green infrastructure, the wider site is being allocated within the Local Plan for 3,000 new homes. This development will be underpinned by Garden City principles.
- **Gilston Garden Town** – (see Section 4.4.5).

Local Transport Plan

4.3.9   The most recent Local Transport Plan for Essex (LTP3) was adopted in April 2011 and covers Uttlesford together with all of the neighbouring authorities within the county. It focuses on a vision for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex[12].

4.3.10   Alongside this vision, five broad outcomes are sought from investment in the transport network, and these are detailed in **Table 4-1** alongside the associated challenges which need to be overcome for them to be achieved.

Table 4-1: Outcomes and Challenges in the Essex LTP

Outcome	Challenge
1. Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration.	a) Providing good connectivity to and within urban areas to support self-contained employment and housing growth and regeneration. b) Providing good inter-urban connectivity within Essex and with adjacent major urban areas c) Maximising the benefit to the local economy of Greater Essex's international gateways and strategic transport links to London, the East and South East of England and the rest of the UK.
2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology	a) Reducing the carbon-intensity of travel in Essex b) Reducing pollution from transport to improve air quality in urban areas and along key corridors. c) Protecting and enhancing the natural, built and historic environment
3. Improve safety on the transport.	a) Reducing the number of people killed or seriously Outcome injured on Essex roads b) Working with partners to promote a safe and secure travelling environment

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[12] Foreword (essexhighways.org)

Outcome	Challenge
4. Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use.	a) Effectively and efficiently managing our roads and footways b) Effectively and efficiently managing all of the Council's wider transport assets c) Keeping the transport network operational and safe in all seasons d) Effectively managing the impact of planned works
5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.	a) Enabling Essex residents to access further education employment and vital services (including healthcare, hospitals and retail) b) Maintaining the vitality of our rural communities c) Encouraging and enabling healthier travel and leisure activities d) Creating strong and sustainable communities

4.3.11 More specific transport priorities the LTP details in relation to the west of Essex and rural areas, both of which are relevant to Uttlesford focus upon:

- Improving access to and from the M11 corridor.
- Providing the transport improvements needed to support housing and employment growth.
- Improving the attractiveness of bus services.
- Improving cycling networks and walking routes and encouraging their greater use.
- Improving the attractiveness of public spaces and their ease of use.
- Improving access to Stansted Airport by low carbon forms of transport.
- Supporting the economy of our historic rural towns and villages, extensive coastline and varied countryside.
- Providing support for transport in rural areas to ensure that access is provided to employment, education, healthcare and food shopping.
- Ensuring that people in rural areas are able to access important services (including shopping, healthcare, library facilities, etc.), without needing to travel long distances.
- Minimising the impact transport has on the character of our rural areas.

4.4 HERTFORDSHIRE

4.4.1 Uttlesford is bordered by East Hertfordshire District Council. Of particular relevance to parts of south west Uttlesford are growth proposals in Bishop's Stortford in East Hertfordshire, which provides many jobs and services for local residents.

Local Plans & Growth

4.4.2 The East Herts District Plan was adopted in 2018 and provides the planning framework for the district between 2011 and 2033. The authority is required to deliver 16,994 houses in plan period, the majority of which will be accommodated in strategic sites, such as those at Gilston, where a new Garden Village will be created, north and south of Bishop Stortford, and in Ware, Welwyn and on the eastern edge of Stevenage. From a transport perspective, the Local Plan[13] advocates the need to:

- Minimise the need to travel.
- Increase choice and availability of sustainable transport options.
- Prioritise sustainable travel modes in new developments, increase connectivity and integration of sustainable transport modes.
- Encourage healthy communities by supporting walking and cycling.

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[13] District_Plan_20_-_C_18_-_TRANSPORT_TRA_POLICIES.pdf (onwebcurl.com)

- Reduce congestion and carbon-dioxide emissions to improve air quality and health benefits for the District's residents and visitors.

Major Proposals & Development Sites

4.4.3 Major developments and site allocations in Hertfordshire which have the potential to impact upon travel patterns and demand in Uttlesford are centred around the following sites:

- Bishop's Stortford – Around 2,500 new dwellings are set to be delivered across several sites on the northern edge of Bishop's Stortford, with a further 900 dwellings on two sites on the southern edge of the town. A minimum of 4,400 homes will be provided in the town, with supplementary employment and retail floorspace.
- Gilston – New Garden Communities are proposed to be created in and around Harlow, the largest being just to the north of the town at Gilston, straddling the boundaries of East Hertfordshire, Epping Forest and Harlow. A total of 23,00 new houses are set to come forward as part of the proposals, span across all three districts14.

Local Transport Plan

4.4.4 The Hertfordshire Local Transport Plan (LTP4) was produced in May 2018 and covers the period up until 2031. It highlights challenges and opportunities faced by the county including:

- Population growth which will see over 250,000 more people living in the county by 2039.
- Supporting economic growth through enhancing connectivity.
- Existing transport deficiencies and a network struggling to cope.
- The need to tackle health issues such as obesity and air pollution and improving quality of life.
- Delivering improvements in the face of public spending pressures.

4.4.5 In turn the objectives for the LTP are structured around the three themes of prosperity, place, and people as highlighted in **Table 4-2**.

Table 4-2: Objectives of the Hertfordshire LTP

Theme	Objectives
Prosperity	• Improve access to international gateways and regional centres outside Hertfordshire. • Enhance connectivity between urban centres in Hertfordshire. • Improve accessibility between employers and their labour markets. • Enhance journey reliability and network resilience across Hertfordshire.
Place	• Enhance the quality and vitality of town centres. • Preserve the character and quality of the Hertfordshire environment. • Reduce carbon emissions
People	• Make journeys and their impact safer and healthier. • Improve access and enable participation in everyday life through transport.

4.4.6 It establishes a set of four principles upon which to guide the Plan and determine priorities for investment. These relate to:

- Application and adoption of new technology.
- Modal shift and encouraging active travel.
- Cost effective delivery and maintenance.
- Integration of land use and transport planning.

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[14] Harlow and Gilston Garden Town - Home (hggt.co.uk)

4.4.7   The strategic approach which the Plan establishes also draws out policy options focusing upon:

- Policy 1: Transport User Hierarchy
- Policy 2: Influencing land use planning
- Policy 3: Travel Plans and Behaviour Change
- Policy 4: Demand Management
- Policy 5: Development Management
- Policy 6: Accessibility
- Policy 7/8: Active Travel Walking/Cycling
- Policy 9: Buses
- Policy 10: Rail
- Policy 11: Airports
- Policy 12: Network Management
- Policy 13: New Roads and Junctions
- Policy 14: Climate Change and Network Resilience
- Policy 15: Speed Management
- Policy 16: Freight and Logistics
- Policy 17: Road Safety
- Policy 18: Transport Safety and Security
- Policy 19: Emissions Reduction
- Policy 20: Air Quality
- Policy 21: Environment
- Policy 22: Asset Management
- Policy 23: Growth and Transport Plans

Transport Proposals

4.4.8   London–Harlow–Stansted–Cambridge is highlighted within the LTP as a key transport corridor through the county. The main scheme priorities promoted through the Plan relate to the enhancement in rail capacity and service through the delivery of West Anglia Main Line four tracking and Crossrail 2 schemes. This includes developing plans for new station proposals as part of these projects and maximising station accessibility and the opportunities these projects bring to the area.

4.4.9   A further priority is ensuring transport improvements required to serve growth north of Harlow are sustainable and do not negatively impact the wider highway network, whilst plans for a Mass Rapid Transit system are in development to enhance east-west connectivity, but as it stands, there are no plans for the services to continue to Stansted Airport or further into Uttlesford.

Summary

4.4.10   The scale of the expansion of Bishop's Stortford proposed in the East Hertfordshire Local Plan will have implications for the operation of the transport network in and around the south of Uttlesford, not just as a result of the larger population but also in terms of the level of service provision the town will be able to sustain.

4.4.11   As both the road and rail networks serving the town and adjacent communities in Uttlesford suffer from capacity issues, it is imperative that travel choice can be maximised and accessibility by sustainable forms of transport enhanced.

4.5   SUFFOLK

4.5.1   West Suffolk District Council was formed in April 2019 following the amalgamation of Forest Heath District Council and St Edmundsbury Borough Council. Whilst the newly former authority doesn't share a border with Uttlesford, the town of Haverhill in the south west corner of West Suffolk is the location for significant growth proposals in the Local Plan[15].

4.5.2   The Plan, adopted in 2010 and currently subject to review, designates a large sites to the east of Haverhill for the provision of around 3,650 new dwellings in the period up until 2031. This allocation has the potential to bring more traffic into Uttlesford and also onto strategic routes close to the authority, such as the A11 and A505.

4.6   SUMMARY

4.6.1   Whilst the level of growth each neighbouring authority is subject to differs from location to location, what is consistent is the commitment to delivering sustainable growth. The transport content of the respective Local Plan and the supporting Local Transport Plans all place a clear emphasis on decarbonising transport and proving realistic and attractive alternatives to the car.

4.6.2   That said, given the sheer scale of growth and the subsequent increase in demand to use the transport network, it is likely major infrastructure improvements will be required to enhance both road and rail capacity.

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[15] Local plans (westsuffolk.gov.uk)

TETRA TECH

5 | TRANSPORT INFRASTRUCTURE & SERVICES

5.0 TRANSPORT INFRASTRUCTURE & SERVICES

5.1 OVERVIEW

5.1.1 This chapter details existing transport offer within Uttlesford, for all modes of travel, focusing on both the infrastructure and service provision in place and the travel choices available to residents and visitors alike.

5.2 STRATEGIC ROAD NETWORK

5.2.1 The Strategic Road Network in Uttlesford comprises the M11, the A120 and the A11 on the northern edge of the authority:

- M11 – The M11 forms a nationally important north-south link between London and Cambridge. There are two junctions in Uttlesford. Junction 8 provides access to Stansted Airport and connects onto the A120, whilst Junction 9 is a limited access junction, only allowing movement to/from the A11.
- A120 – The A120 links the M11 and Bishop's Stortford in the west with Stansted Airport, Great Dunmow and Braintree in the east before heading on to Colchester and the Haven ports.
- A11 – Finally, the A11 links the M11 with Norwich in the north-east. However, the limited turning movements permitted at the junction restrict the level of access it can provide to communities in the north of the district.

5.2.2 The only scheme which is set to come forward on the SRN in the next five years focuses on improvements to Junction 8 of the M11, works for which are progressing at the time of this report being published). It will see the provision of additional capacity and improvements to east-west connectivity.

5.3 LOCAL ROAD NETWORK

5.3.1 The vast majority of the road network across Uttlesford is managed by Essex County Council and as such forms the local road network. It is characterised by single carriageway country lanes between small and sparsely populated communities across large swathes of the north, east and far south of the district in particular. Locally important links include:

- B1383 – which runs parallel to the M11 and links Saffron Walden in the north with Newport and Stansted Mountfitchet further south.
- B1256 – which runs parallel to the A120 and links Braintree in the east with Bishop's Stortford in the west via Great Dunmow and Takeley.
- B184 – which links Great Chesterford in the far north of the district with Saffron Walden, Thaxted and down to Great Dunmow in the south.

5.3.2 Within the main towns of Saffron Walden, Great Dunmow and Stansted Mountfitchet, the network is often constrained within the historic centres, not designed for the volume of traffic they now accommodate.

5.4 CAR PARKING

5.4.1 Parking in Uttlesford is run by the North Essex Parking Partnership, which is a partnership between Essex County Council and 12 district/borough councils. The North Partnership is led by Colchester Council which co-ordinates the on-street and off-street civil parking enforcement process together with the administration of parking restrictions and penalties.

5.4.2 Uttlesford District Council provides a total of 12 secure public car parks within the district which are summarised in **Table 5-1**. These provide parking space for approximately 1,300 cars of which there are around 550 spaces for short stay visitors and 750 spaces for long stay commuters.

5.4.3 On-street pay and display parking is also available in Saffron Walden. Coach parking is available in Saffron Walden and Stansted Mountfitchet. Car parking charges typically start at £0.40 for up to 30 minutes, and range to £4.70 for up to 10 hours parking. Coach parking is £6.00 per day. Parking is free in all of the above car parks on Bank Holidays. Restricted free parking is also provided by Waitrose for their patrons within Saffron Walden town centre.

Table 5-1: Council Provided Car Parking within Uttlesford

Name	Type	Maximum Stay	Spaces
Saffron Walden			
Castle Street	On-Street Pay & Display	1 Hour	-
Abbey Lane	On-Street Pay & Display	1 Hour	-
Museum Street	On-Street Pay & Display	1 Hour	-
East Street	On-Street Pay & Display	1 Hour	-
Gold Street	On-Street Pay & Display	1 Hour	-
Fairycroft Road	Short Stay	3 Hours	294
Rose & Crown	Short Stay	2 Hours	27
The Common	Short Stay	3 Hours	109
Swan Meadow	Long Stay	-	394
Swam Meadow (Coach Park)	Long Stay	-	6
Great Dunmow			
Angel Lane	Short Stay	3 Hours	31
Chequers Lane	Short Stay	3 Hours	67
New Street	Short Stay	3 Hours	11
White Street	Long Stay	-	172
Stansted Mountfitchet			
Crafton Green	Long Stay	-	52
Lower Street	Long Stay	-	109
Lower Street (Coach Park)	Long Stay	-	6

5.5 RAIL

Train Services

5.5.1 There are six stations in Uttlesford served by trains operating between London and Cambridge and London and Stansted Airport on the West Anglian Mainline. Train services through Uttlesford are operated by Greater Anglia, who are the train operating company (TOC). Greater Anglia have held the franchise for East Anglia since February 2012 and will be the service provider until October 2025.

5.5.2 In addition to the stations within Uttlesford itself, stations on the edge of the district in Bishop's Stortford, Braintree and Whittlesford are also popular with local residents. The rail network map of the region is provided in **Error! Not a valid bookmark self-reference.**.

5.5.3　　The frequency of operation of hours of service at each station is detailed within **Table 5-2** .

Table 5-2: Frequency of Service Provision

Station	Destination	Frequency	Hours of Operation
Audley End	Cambridge North	18-30 Minutes	06:00-20:00
	London Liverpool Street	20-40 Minutes	
	Stansted Airport	60 Minutes	
	Norwich	60 Minutes	
Elsenham	Cambridge North	60 Minutes	06:00-19:00
	London Liverpool Street	60 Minutes	
Great Chesterford	Cambridge North	60 Minutes	06:00-20:00
	London Liverpool Street	60 Minutes	
Newport	Cambridge North	60 Minutes	05:45-20:00
	London Liverpool Street	60 Minutes	
Stansted Airport	London Liverpool Street	12-30 Minutes	06:30-19:00
	Norwich	60 Minutes	
	Birmingham New Street	60 Minutes	
Stansted Mountfitchet	Cambridge North	60 Minutes	06:00-20:00
	London Liverpool Street	28-50 Minutes	
	Stansted Airport	60 Minutes	
Stations outside Uttlesford			
Bishop's Stortford	Cambridge North	25 Minutes	06:00-21:00
	London Liverpool Street	7-25 Minutes	
	Stratford	28- 32 Minutes	
	Stansted Airport	32 Minutes	
Braintree	London Liverpool Street	60 Minutes	06:00-22:00
	Witham	60 Minutes	
Whittlesford	Cambridge North	60 Minutes	00:00-00:00
	London Liverpool Street	19-41 Minutes	
	Stansted Airport	60 Minutes	
	Norwich	60 Minutes	

Stations

5.5.4 **Figure 5-2** illustrates the catchment areas for each station on foot using the assumption that 800m is considered a realistic distance individuals would be likely to walk. **Table 5-3** and **Table 5-4** provide an itinerary of the facilities available at each station, including car parking and the ability to interchange with local bus services, whilst **Figure 5-3** highlights the nature of the provision in place.

5.5.5 With the exception of the station at Stansted Airport, which is not designed to serve the local communities, it is clear that despite the district straddling the West Anglian Mainline with its fast and frequent services to London and Cambridge, Uttlesford doesn't capitalise on its proximity to such an important transport corridor.

Freight

5.5.6 There are few regular rail freight services on the central section of the West Anglia Main Line in Uttlesford.

5.5.7 The vast majority of the commodities that are moved are aggregates. There are daily movements to/from Harlow Mill but these generally come from the south and then go back the same way, though there are occasional services that arrive from the north via Ely and Cambridge.

5.5.8 Limited traffic also comes from the East Coast Main Line at Peterborough and goes through Cambridge. There are hourly paths in the standard 'working timetable' most hours of the day, though from spot checks of actual running, these paths are not regularly used.

5.5.9 It should be noted that the West Anglia Main Line in the Uttlesford District is a busy passenger railway and any desire to use the corridor for more rail freight could require removal of passenger services somewhere and require possible trade-offs[16].

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[16] Information on rail freight provided through liaison with Network Rail in August 2021.

abellio greateranglia

Legend:
- Greater Anglia
- Limited service
- Stansted Express
- Other operators

PRELIMINARY ISSUE

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Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

Uttlesford Transport Study
Uttlesford District Council

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B029347	BK	Jul 21	SB	Jul 21	ASG	Jul 21	n/a	S1
Client Proj No	Origin	Vol/System	Level/Location		Type/Code	Role	Drawing No	Revision
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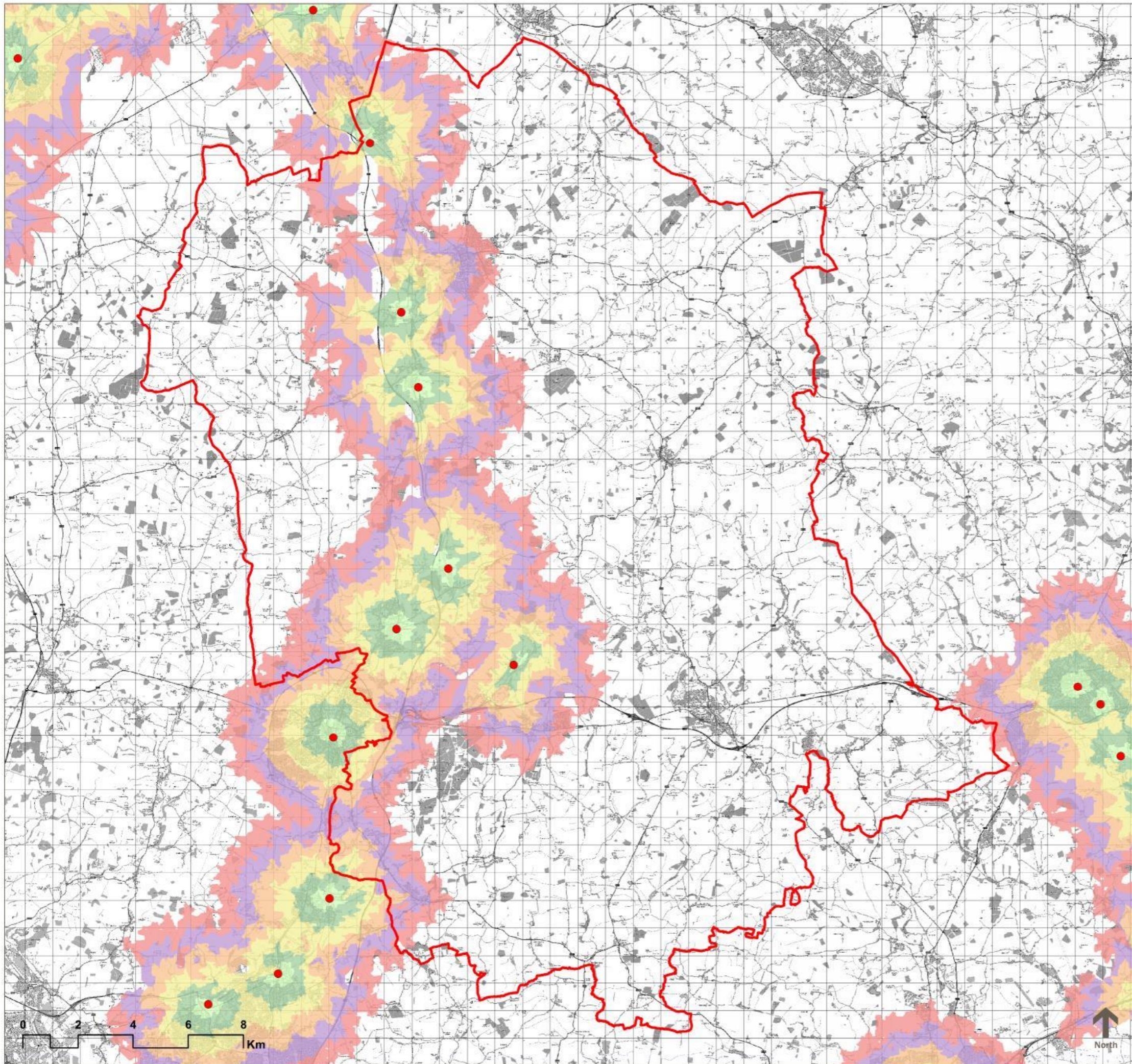
Key

Uttlesford Boundary

● Rail Station

Walking Catchment

10 minutes
20 minutes
30 minutes
40 minutes
50 minutes
60 minutes

Figure 5-2: Rail Stations Walking Catchment

PRELIMINARY ISSUE

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Rev	Description			Date	Dwn	Chk	App
-	-			-	-	-	-

Uttlesford Transport Study
Uttlesford District Council

0   2   4   6   8   Km

North

Table 5-3: Summary of Station Facilities within Uttlesford

Provision	Details	Audley End	Elsenham	Great Chesterford	Newport	Stansted Airport	Stansted Mountfitchet
Facilities	Ticket Office	Yes	Yes	Yes	Yes	Yes	Yes
	Toilet	Yes	No	N/a	N0	Yes	Yes
	Real Time Information	Yes	Yes	Yes	Yes	Yes	Yes
	Comments	N/a	N/a	N/a	N/a	N/a	N/a
Pedestrian Access	Lift	N/a	N/a	N/a	Yes	Yes	No
	Step Free Access	Yes	Yes	N/a	Yes	Yes	Yes
	Comments	N/a	N/a	Category b step free access	N/a	N/a	N/a
Cycle Access	Capacity	86	12	16	10	N/A	32
	Occupancy	Stands/wheel racks	Stands	N/a	Stands	N/a	Stands
	Links	N/a	N/a	N/a	N/a	Local cycle routes and surrounding streets	N/a
	Comments	N/a	Cycle parking available at each platform	N/a	Cycle parking available in the car park	Bike shelter located within red zone of short stay car park and behind coach station	10 cycle spaces on platforms 1/2
Bus Access	Infrastructure	Services available outside of train station frontage	Services available outside of train station frontage	N/a	N/a	Services available outside of train station frontage	Services available by the train station
	Services	59, 60, 301, 441, 590	7, 7A, 441	N/A	N/A	5, 6, 7, 7A, 7A, 42A, 133, 309, 508, 509, 510, X10, X30	7, 7A
	Information	Regular bus services	Regular bus services	N/a	N/a	Regular bus services	Regular bus services
	Comments	N/a	Replacement bus stop at the junction of station road and new road	N/a	N/a	Intercity bus services are also available	N/a
Car Parking	Cost	Varies (daily parking £10.00)	N/a	N/a	Varies daily rate £5.00	Cost varies	Varies daily rate £6.00
	Capacity	664	N/A	N/A	39	35,000	66
	Occupancy	Station car park	N/a	N/a	Station car park	Multiple parking locations	Station car park
	Comments	N/a	N/a	N/a	N/a	Car parking is available within the short stay and long stay car park for Stansted airport users	N/a

Table 5-4: Summary of Station Facilities within Neighbouring Authorities

Provision	Details	Bishop's Stortford	Braintree	Whittlesford
Facilities	Ticket Office	Yes	Yes	Yes
	Toilet	Yes	No	No
	Real Time Information	Yes	Yes	Yes
	Comments	N/a	N/a	N/a
Pedestrian Access	Lift	Yes	Yes	Yes
	Step Free Access	Yes	Yes	Yes
	Comments	Step free access to all platforms	Category a – step free access to all platforms	Step free access to each platform, category b2
Cycle Access	Capacity	236	8	48
	Occupancy	Stands/wheel racks/compound	Stands / wheel racks	Stands
	Links	N/a	N/a	N/a
	Comments	N/a	Cycle parking available within station	N/a
Bus Access	Infrastructure	Services available outside of train station frontage	Services available outside of train station frontage	N/a
	Services	5, 308, 336, Stotford Saturday shopping, Stortford shuttle	9, 30, 38, 38a, 89 and 233	N/a
	Information	Regular bus services	Regular bus services	N/a
	Comments	N/a	-	Closest bus services located approximately 483m from the train station and provides access to bus services 7a and 101.
Car Parking	Cost	Varies (daily parking £11.00)	Varies (24 hour parking £4.50)	Varies (daily parking £9.50)
	Capacity	1,421	135	383
	Occupancy	Station car park/ premium bay car park	Station approach car park	Station car park
	Comments	N/a	N/a	N/a

Figure 5-3: Rail Infrastructure Provision in Uttlesford

Audley End Station

Stepped Access between Platforms

Station Entrance

Cycle Parking at Audley End

Car Parking at Audley End
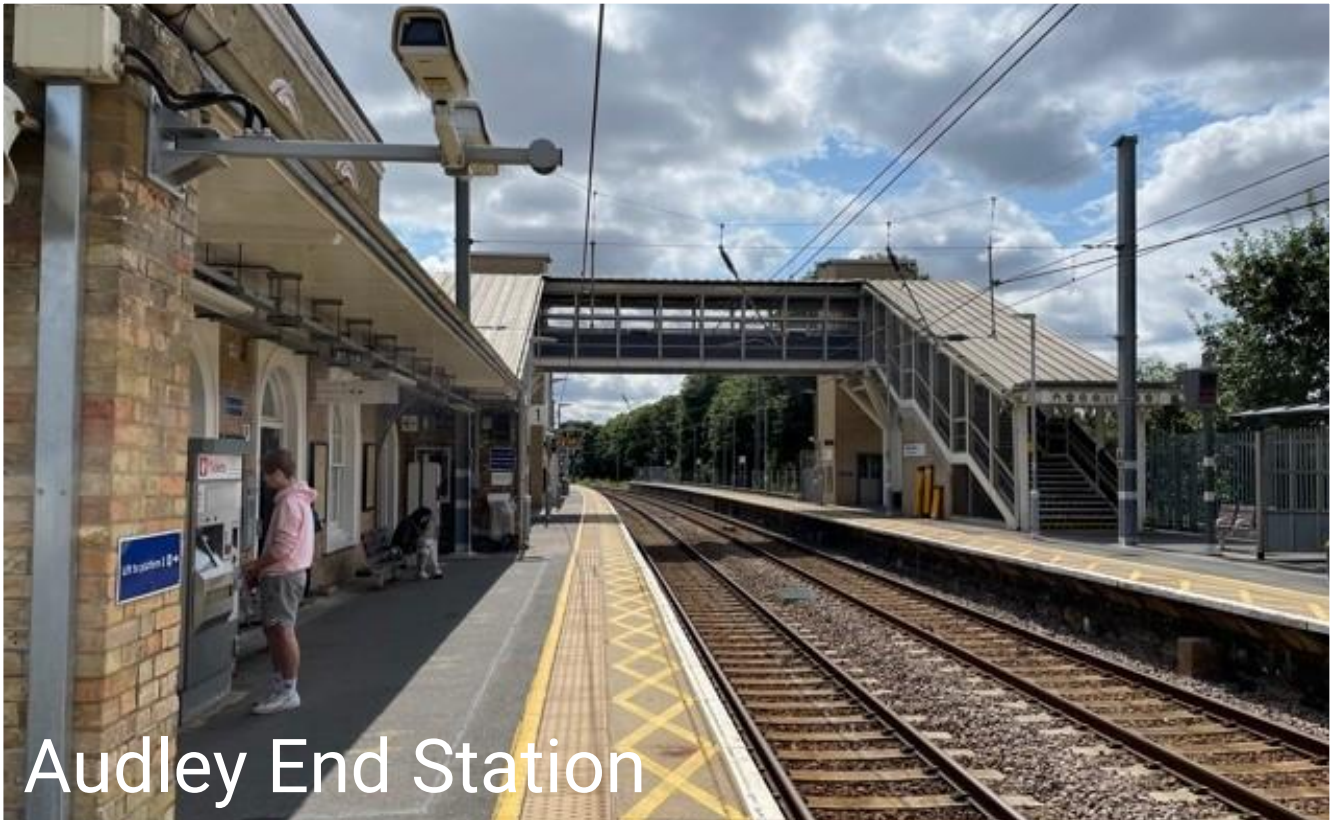
5.6 BUS

5.6.1 Bus service provision, the supporting infrastructure in place, and the ability to interchange between services and other modes of travel is severely lacking across large parts of Uttlesford.

5.6.2 The rural nature of the district, lack of large population centres, dispersed employment provision and high levels of car ownership all contribute towards a challenging environment in which for buses to offer an attractive and viable mode of transport.

5.6.3 The bus services which operate within the district are summarised in **Table 5-5** below, (as of October 2023). Provision is generally very poor within Uttlesford. At best services operate every half an hour, and these all serve Stansted Airport.

5.6.4 Away from the airport, the main service centres of Saffron Walden, Great Dunmow and Stansted Mountfitchet are all connected to larger centres in neighbouring authorities by bus (Cambridge, Braintree and Bishop's Stortford respectively).

5.6.5 However, such services are infrequent and with journey times which are not competitive when compared to a car, patronage and modal share is low.

Table 5-5: Bus Services within Uttlesford

| Route | From | To | Days | Frequency | | Operator |
				Peak	Off-Peak	
590	Audley End	Saffron Walden	Mon - Fri	Daily	Half Hour	Central Connect
301	Bishop's Stortford	Saffron Walden	Mon - Sat	Hourly	Hourly	Central Connect
7	Cambridge	Pampisford	Mon - Sun	Hourly	Hourly	Stagecoach East
309	Stansted Airport	Thorley Park	Mon - Sat	No Service	Every 2 / 3 hours	Arriva Herts and Essex
C	Bishop's Stortford	High Easter	Schooldays	No Service	Daily	JW Lodge & Sons Ltd
D	Bishop's Stortford	High Easter	Schooldays	No Service	Daily	JW Lodge & Sons Ltd
L	Broomfield	Stagden Cross	Schooldays	No Service	Daily	JW Lodge & Sons Ltd
16	Chelmsford	Wethersfield	Mon - Sat	2 hours	3 times daily	Hedingham and Chambers
42A	Galleywood	Stansted Airport	Mon - Sun	Hourly	Hourly	First in Essex
17/18	Great Dunmow	Chelmsford	Tue, Thur, Fri, Sat	No Service	Daily	JW Lodge & Sons Ltd
414	Great Dunmow	Saffron Walden	Schooldays	Daily	No service	Stephenson's of Essex
313/314	Great Dunmow	Saffron Walden	Mon - Sat	No Service	3 times daily	Stephenson's of Essex
347	Hatfield Broad Oak	Harlow	Tue, Thur, Sat	Daily	Twice daily	Epping Forest Community Transport
59	Saffron Walden	Audley End	Mon - Fri	Hourly (AM Peak and one direction Only – Audley End	No Service	Central Connect

Route	From	To	Days	Frequency Peak	Frequency Off-Peak	Operator
				– Saffron Walden) PM Peak - Daily		
17	Little Sampford	Saffron Walden	Tues & Fri	No service	Daily	Community Link
446	Manuden	Saffron Walden	Schooldays	Daily	No service	Stephenson's of Essex
DaRT1	W Uttlesford	W Uttlesford	Mon - Sat	Demand Responsive		Arrows Taxis (Essex) Ltd
DaRT2	N Uttlesford / W Braintree	N Uttlesford / W Braintree	Mon - Sat	Demand Responsive		Arrows Taxis (Essex) Ltd
89	Braintree	Great Yeldham	Mon - Sat	Hourly	Hourly	Hedingham and Chambers
417	Newport	Rayne	Schooldays	No Service	Daily	Stephenson's of Essex
419	Newport	Great Saling	Schooldays	No Service	Daily	Stephenson's of Essex
451	Newport	Felsted	Schooldays	No Service	Daily	Stephenson's of Essex
446	Saffron Walden	Manuden	Schooldays	No Service	Daily	Stephenson's of Essex
K	Thaxed	Bishop's Stortford	Schooldays	No Service	Daily	Acme Transport Services
E	Takeley	Hockerill	Schooldays	No Service	Daily	Acme Transport Services
34	Saffron Walden	Town service	Tues and Thurs Only	Hourly (AM Peak Only)	Hourly (Between 10:00 and 15:00)	Stephenson's of Essex
132	Saffron Walden	Cambridge	Sunday & BH	Daily	Every 2 hours	C Myall & Son
301	Saffron Walden	Bishop's Stortford	Mon - Sat	Hourly	Hourly	Intalink
444	Saffron Walden	Barley	Schooldays	No Service	Daily	Stephenson's of Essex
7	Saffron Walden	Cambridge	Mon - Sat	Hourly	Hourly	Stagecoach in Cambridge
321	Newport	Haverhill	Mon - Sat	Hourly (PM Peak Only)	Twice Daily	Central Connect
133	Stansted Airport	Braintree	Mon -Sun	Hourly	Hourly	Arriva Herts and Essex
508	Stansted Airport	Harlow	Mon - Sat	Half hour	Half hour	Intalink
509	Stansted Airport	Harlow	Mon - Sat	Half hour	Half hour	Intalink
510	Stansted Airport	Harlow	Mon - Sun	Half hour	Half hour	Intalink
X20	Stansted Airport	Braintree	Mon - Sun	Hourly	Hourly	First in Essex
Shuttle	Stansted Airport	Hilton Hotel	Mon - Sun	Half hour	Half hour	Stansted Airport
Shuttle	Stansted Airport	Holiday Inn	Mon - Sun	Half hour	Half hour	Stansted Airport

Route	From	To	Days	Frequency		Operator
				Peak	Off-Peak	
X10	Stansted Airport	Basildon Town Centre	Mon - Sun	Hourly	Hourly	First in Essex
X30	Stansted Airport	Rayleigh	Mon - Sun	Hourly	Hourly	First in Essex
419	Wethersfield	Newport	Schooldays	Daily	No service	Stephenson's of Essex
306	Wicken Bonhunt	Bishop's Stortford	Schooldays	Daily	No service	Central Connect
453	Wimbish	Newport	Schooldays	Daily	No service	Stephenson's of Essex
38	Halstead	Braintree	Mon-Sat	Half hour	Half Hour	Stephenson's of Essex
414	Saffron Walden	Felsted	Schooldays	Daily	No service	Stephenson's of Essex
7/7A	Stansted Airport	Bishop's Stortford	Mon-Sat	Hourly	Hourly	Stephenson's of Essex
223	Braintree	Halstead	Schooldays	Daily	No service	Flagfinders
70	Braintree	Chelmsford	Mon - Sat	Hourly	Hourly	First in Essex
89	Halstead	Braintree	Mon - Sat	Hourly	Hourly	Hedingham and Chambers
21	Braintree	Bocking	Mon - Sun	Hourly	Hourly	Hedingham and Chambers
133	Braintree	Stansted Airport	Mon - Sun	Hourly	Hourly	Arriva Herts and Essex
370	Chelmsford	Braintree	Mon - Fri	No Service	3 times daily	First in Essex

5.6.6   Bus services fall into two distinct groups, commercial and financially supported. Bus services that run within the district with financial support from Essex County Council primarily provide services between the main settlements and villages within the district and to/from external destinations.

5.6.7   Commercial services are focussed on providing school services, connections to Stansted Airport and a handful of services to/from locations outside of the district.

5.6.8   Some local bus services in the southern part of the district benefit from additional services serving Stansted Airport and adjacent employment areas, meaning that they run at a higher frequency and earlier and later than otherwise might be the case.

5.6.9   Stansted Airport is also served by regular coach services that provide links to London railway stations and the cities of Cambridge, Colchester, Ipswich, Norwich, Oxford, and destinations in the Midlands and the North. These are summarised in **Table 5-6**.

Table 5-6: Coach Services serving Stansted Airport

Route	From	To	Frequency	Daily Services	Operator
A6	London Stansted Airport	London Paddington	up to 15 mins	43	National Express
A7	London Stansted Airport	London Victoria	up to 15 mins	72	National Express
A8	London Stansted Airport	London Liverpool St	up to 20 mins	50	National Express
A9	London Stansted Airport	London Stratford	up to 30 mins	45	National Express
Stansted Express	London Stansted Airport	London Stratford	up to 30 mins	40	Stansted Express
767	London Stansted Airport	London Kings Cross	up to 30 mins	40	Stansted Citylink
Airport Bus Express	London Stansted Airport	Stratford & Liverpool Street	up to 30 mins	50	Airport Bus Express
A1	London Stansted Airport	London Victoria	up to 30 mins	50	National Express
737	London Stansted Airport	Oxford	every 2 hours	8	National Express
349/350	London Stansted Airport	Nottingham, Leicester & Liverpool	Twice daily	Twice daily	National Express
777	London Stansted Airport	Birmingham	up to 2 hourly	11	National Express
727	London Stansted Airport	Gatwick and Brighton	up to 2 hourly	11	National Express
727/250	Heathrow	London Stansted Airport	every 2 hours	15	National Express
250	London Stansted Airport	Ipswich	every 2 hours	10	National Express
250	London Stansted Airport	Colchester	every 2 hours	11	National Express
777	Coventry	London Stansted Airport	every 2 hours	11	National Express
727/250	Luton Airport	London Stansted Airport	every hour	20	National Express

5.6.10   Stansted Airport is the only bus/coach station within the district and provides 39 bus stands immediately adjacent to the airport terminal building.

5.6.11   The bus service corridors follow major transport routes and provide reasonable coverage within the district, with all primary populated areas having a majority of households within 400m of a bus stop.

5.6.12   Within the district the areas where bus service coverage is at its highest include Saffron Walden, Great Dunmow, Stansted Airport and the B1383 corridor between Saffron Walden and Bishop's Stortford. However, that there are areas, mainly less populated rural areas, where walking distances to bus services are much greater

5.6.13 There are no existing Park and Ride facilities within Uttlesford district. However, Park and Ride sites are located just outside of the study area in South Cambridgeshire (Trumpington and Babraham Road Park and Ride sites). These provide approximately 10-minute frequency bus services into Cambridge in the peak periods Monday to Saturday and approximately 15 minute frequency on Sundays and cost £3 for an adult return ticket, plus £1 per vehicle parking fee.

5.6.14 There is also a Park and Ride site just outside of the study area in Chelmsford (Chelmer Valley Park and Ride) that provides approximately 10 minute frequency bus services into Chelmsford Monday to Saturday and costs £3 for an adult return ticket, plus £1 per vehicle parking fee. A new shuttle bus service has also recently been provided between the Park and Ride site and Broomfield Hospital that runs approximately every 30 minutes Monday to Friday and costs £3 for a return ticket, plus £1 per vehicle parking fee.

5.6.15 There are no Parkway Stations within Uttlesford however Whittlesford Parkway station is situated on the West Anglia Main Line in the village of Whittlesford which is located within South Cambridgeshire a short distance to the east of M11J10 at Duxford.

Summary

5.6.16 The transport offer in Uttlesford does not provide many realistic or attractive alternatives to the car. Whilst the rail network and number of stations provide excellent connectivity with Cambridge in the north and London in the south, the most frequency services are only available in neighbouring districts and the accessibility of many of the rural stations in Uttlesford if difficult without access to a car.

5.6.17 The bus network is heavily subsidised reflecting the low population density across large parts of the authority. This contrasts with the higher quality and more frequent offer serving Stansted Airport which forms a multi-modal travel hub in the south of the district, albeit focused on passengers and not the wider public.

5.6.18 There is considerable room for improvement in terms of both the coverage of public transport service provision and the supporting infrastructure, but with changing travel demand since the COVID pandemic and pressures on revenue budgets, innovative solutions will be required if reliance on the car is to be reduced.

5.7 CYCLING

National Cycle Network

5.7.1 Two routes on the National Cycle Network (NCN) run through Uttlesford, the north-south NCN Route 11, which will connect Harlow with Kings Lynn once complete, and NCN Route 16, which provides an east-west link between Bishop's Stortford and Braintree.

5.7.2 Within Uttlesford NCN11 is formed by on-road provision on quiet rural roads to the west of the M11, which links into traffic free provision into Cambridge to the north. The NCN terminates to the west of Audley End and other on-road routes which do not form part of the NCN provide onwards connections to Saffron Walden to the east and Stansted in the south.

5.7.3 The overall conclusion is that NCN11 and the continuation of the route further south may well utilise quiet country roads, but these are not suitable for those of limited ability, at night or during the winter months due to the lack of lighting in places and the lack of protection from general traffic.

5.7.4 By contrast, NCN16 provides an almost continuous traffic free route between Bishop's Stortford, Great Dunmow and Braintree. Utilising an old rail line which now forms the Flitch Way, the route stretches for around 25 kilometres and links the towns to Stansted Airport. The only blemish on the provision is the

section through Great Dunmow which benefits from no real infrastructure to prioritise or even support cyclists within the town.

Both NCN 11 and NCN16 are highlighted in **Figure 5-4: Cycle Infrastructure Provision**

5.7.5   alongside the supporting local links.

Local Network

5.7.6   In terms of the local cycle network, the Uttlesford Cycling Strategy produced in October 2014, sets out the quality of current provision and priorities for future investment in the main towns of Saffron Walden, Great Dunmow, Stansted Mountfitchet and Elsenham[17].

5.7.7   The general picture is one of a lack of dedicated provision across all four settlements.

5.7.8   However, in Saffron Walden, the key connection between the town and Audley End Station has been improved in recent years with the provision of a contra-flow cycle lane along Wenden Road, although it remains largely unlit and lacks physical segregation from the main carriageway.

5.7.9   Chapter 8 highlights the relative ability to cycle to many trip attractors using TRACC accessibility analysis software. However, whilst these maps indicated that large parts of the district are within reasonable cycling distance of major trip generators, the lack of supporting infrastructure undermines the potential for cycling to be a popular mode of travel.

e-Bike Hire Scheme

5.7.10   Uttlesford District Council has secured an Air Quality Grant from the Department for Environment, Food and Rural Affairs (DEFRA) to develop and implement measures to benefit schools, businesses and communities and reduce the impact of poor quality air on people's health (June 2022).

5.7.11   As a result, a 'try before you buy' e-bike scheme and an e-cargo bike hire scheme is being piloted in Saffron Walden. The scheme also includes looking at ways to improve active travel such as walking and cycling, raising awareness of air pollution and increasing the number of electric vehicle charging points across the district.

5.8   WALKING

5.8.1   The rural nature of Uttlesford, and dispersed settlement pattern and provision of jobs results in walking being an unrealistic travel choice for many. It is a challenge of the Local Plan to increase the self-containment of settlements and thereby the employment opportunities and service provision within a realistic walking distance.

5.8.2   Such an approach must be complemented by safe and attractive infrastructure for pedestrians. In places such as Saffron Walden, the quality of the public realm is undermined by the dominance of the car, whilst major roads such as the M11 and A120 form barriers to movement and sever pedestrian desire lines.

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[17] The_Uttlesford_Cycle_Strategy_PDFA.pdf
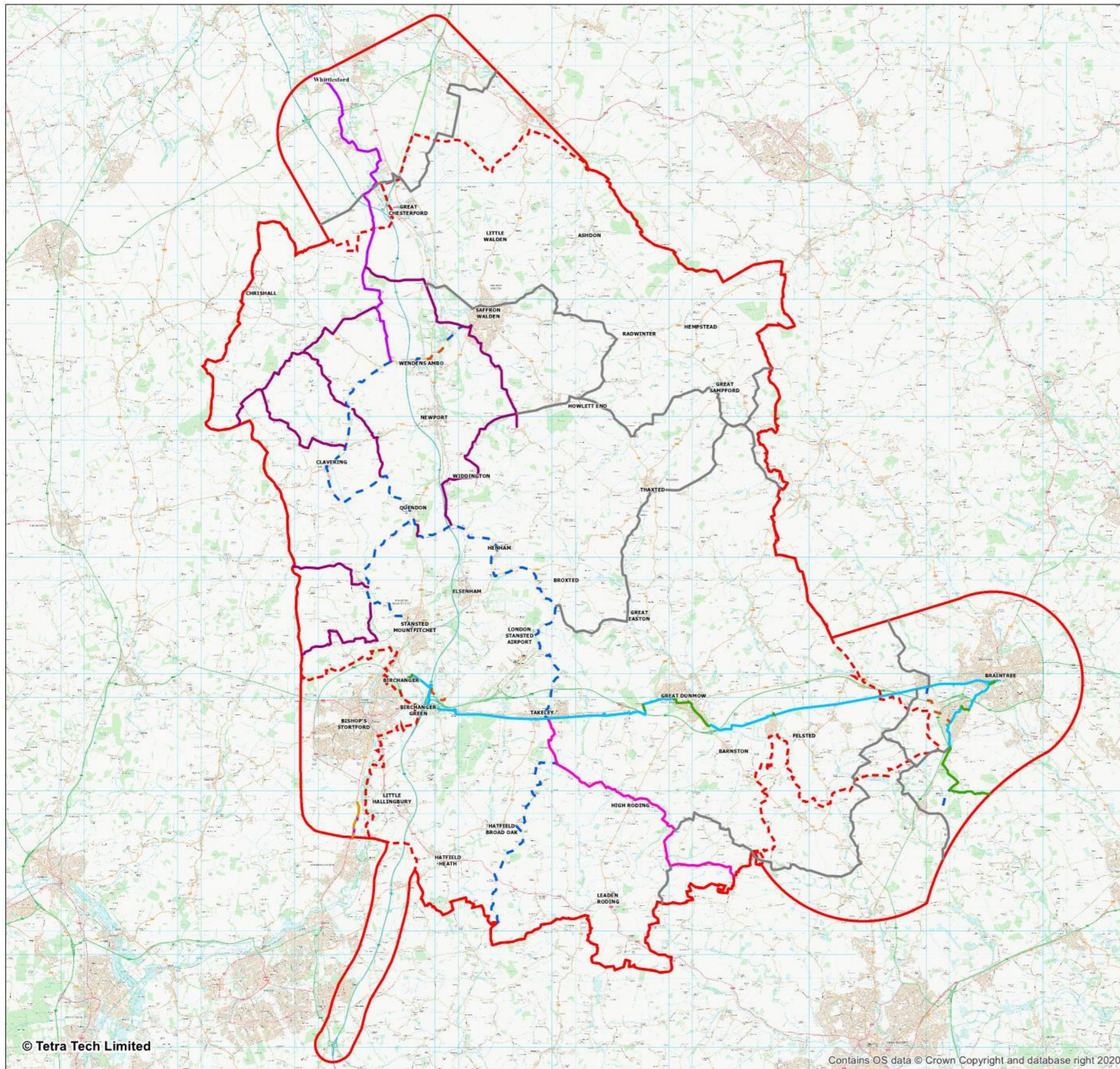
Cycle Routes in the Uttlesford District / Study Area

Uttlesford

Uttlesford District Council

Legend

- ⬜ Study Area
- ⬜ Uttlesford District
- —✓— National Cycle Route 16 (On-road route)
- —✓— National Cycle Route 16 (Traffic-free route)
- —✓— National Cycle Route 11 (On-road route)
- —✓— National Cycle Route 11 (Traffic-free route)
- —✓— National Cycle Route 50 (On-road route)
- ·—·— Traffic-free route (not on the National Cycle Network)
- ·—·— On-road route (not on the National Cycle Network)
- —✓— Recreational Cycle Routes (Recommended by UDC)
- —✓— Race Cycle Routes (Recommended by UDC)

Figure 5-4: Cycle Infrastructure Provision

Notes:

Drawn by: LW

Checked by: BK

Office: Nottingham

Drawing No. 011

Revision No.

| 0 | 2,300 | 4,600 | 6,900 Meters |

Scale: 1:160,000 @A3

26 July 2021

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5.9   STANSTED AIRPORT

5.9.1   London Stansted Airport (STN) is an international airport situated in the southwest of Uttlesford, which in 2019 (prior to the impact of COVID-19) saw over 28 million passengers pass through its doors, making it the fourth busiest airport in the country.

5.9.2   It also forms the third largest airport in terms of tonnage of freight handled (at around 224 million tonnes in 2019), behind only London Heathrow and East Midlands International[18].

5.9.3   The 3km single runway serves as an international gateway that offers travel to over 200 destinations within more than 40 different countries, most of these European, with more European destinations offered than any other UK airport.

5.9.4   Facilities at the airport include over:

- 10,600 sqm retail space
- 50 shops, restaurants, and cafes
- 100 check-in desks
- 35,000 car parking spaces
- 110 aircraft parking stands

Expansion Plans

5.9.5   A planning application was recently granted for proposed development of the airfield infrastructure which will enable the operation of the single runway to function more efficiently. This development will help support future growth so that up to 43 million passengers per annum can be accommodated.

5.9.6   Alongside its role as an important passenger and freight hub, the airport is the largest employer in the district. These roles ensure that it has a significant impact on the operation of the transport network, which needs to be considered within the emerging Local Plan.

5.10   ELECTRIC VEHICLE CHARGING INFASTRUCTURE

5.10.1   Uttlesford District Council provide public vehicle charging at a number of car parks in the district. Electric vehicle charging at these locations is not free and users must sign up to the BP Pulse Network to use the charging points. Normal parking charges also apply when using any of the car parks. Public vehicle charging facilities are provided at the car parks highlighted in **Table 5-7**.

Table 5-7: Car Parks in Uttlesford

Location	Provision
Great Dunmow Car Parks	- White Street Car Park, Great Dunmow CM6 1AB – 8 bays reserved for electric vehicles (7kW floor/post mounted dual outlet fast chargers) - Chequers Lane Car Park CM6 1EQ - 8 bays reserved for electric vehicles (7kW floor/post mounted dual outlet fast chargers)
Saffron Walden Car Parks	- The Common Hill, Saffron Walden CB10 1JH – 2 bays reserved for electric vehicles (22kW post mounted dual outlet fast charger) - Lord Butler Leisure Centre CB11 3EG – 2 bays reserved for electric vehicles (50kW post mounted dual outlet fast charger) - Uttlesford District Council Car Park – CB11 4ER – 5 bays for public use 3 bays for staff use (22kW floor/post mounted dual outlet fast chargers)
Stansted Mountfitchet Car Parks	Crafton Green Car Park CM24 8AH – 8 bays reserved for electric vehicles (7kW floor/post mounted dual outlet fast chargers)

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[18] Air freight at selected airports in the UK 2007-2019 | Statista

5.10.2   In total Uttlesford District Council provide 33 public vehicle charging points in car parks across the district. A search of Zap Map confirms that there are additional electric vehicle charging points on private land available throughout the district however some of these points have issues reported or are subject to restrictions e.g., Tesla-only superchargers.

6 | PERFORMANCE OF THE TRANSPORT NETWORK

6.0 PERFORMANCE OF THE TRANSPORT NETWORK

6.1 OVERVIEW

6.1.1 This chapter details the performance of the transport network. It focuses on how people travel, where they travel and access to a vehicle (the travel demographics), together with the popularity and performance of the modes they utilise.

6.2 TRAVEL DEMOGRAPHICS

Existing Modes of Travel

6.2.1 The modal split of journeys to work in Uttlesford (recorded during the 2011 and 2021 Census) are highlighted in **Table 6-1** alongside the comparative figures for Essex as a whole and England. It highlights how the predominant mode of travel to work for Uttlesford is the private car, with relative levels of car use within the district higher than for both Essex and England.

6.2.2 Bus, motorcycle and bicycle use within Uttlesford is low, but not dissimilar to Essex. Train use within Uttlesford is lower than for the county as a whole, although it is the same as the national level. Walking within the district is approximately equivalent to both the county and England albeit higher in the market towns and lower within rural areas.

6.2.3 The data reflects the rural nature of the majority of Uttlesford and the relatively sparse public transport provision. For many residents the car is the only feasible mode of transport.

Table 6-1: Mode of Travel to Work (Usual Residents)

Mode of Travel	Uttlesford (2011 Census Data)	Uttlesford (2021 Census Data)	Essex (2011 Census Data)	Essex (2021 Census Data)	England (2011 Census Data)	England (2021 Census Data)
Car	76%	83%	70%	77%	66%	72%
Bus	2%	1%	3%	3%	8%	6%
Train	10%	4%	14%	6%	10%	5%
Motorcycle	1%	0.5%	1%	1%	1%	1%
Bicycle	1%	1%	2%	2%	3%	3%
Walking	10%	9%	10%	10%	11%	11%
Other	1%	1%	1%	1%	1%	1%
Totals	100%	100%	100%	100%	100%	100%

Notes:
Car includes car/van drivers, car/van passengers, and taxis | Bus includes bus, coach or minibus | Train includes train, metro, light rail, tram and underground |Motorcycle includes motorcycle, scooter or moped | Figures exclude work from home and not working.

Access to a Vehicle

6.2.4 There are high levels of car and van ownership within Uttlesford, reflective of both the rural nature and relative wealth of the area. Comparative levels of car and van availability in Uttlesford, Essex and England are highlighted in **Table 6-2**.

6.2.5 The table demonstrates that Uttlesford has a significantly lower percentage of households without access to a vehicle than the rest of the county or national average. Only 9% of households (in 2021) did not have access to at least one car or van.

Table 6-2: Percentage of Households with Cars/Vans Available

Cars/Vans (2011 Census)	Uttlesford	Essex	England
No cars or vans in household	10%	18%	26%
1 car or van in household	36%	42%	42%
2 cars or vans in household	38%	30%	25%
3 cars or vans in household	11%	7%	5%
4 or more cars or vans in household	5%	3%	2%
Totals	100%	100%	100%
Cars/Vans (2021 Census)	**Uttlesford**	**Essex**	**England**
No cars or vans in household	9%	16%	23%
1 car or van in household	91%	84%	77%

6.2.6 The number of cars/vans available per household is also higher than Essex as a whole or the national picture.

Journeys to Work

6.2.7 The usual places of work for Uttlesford residents ages 16 and over (in employment at the time of the 2011 Census) is summarised in **Table 6-3** below. This shows that whilst a large proportion of residents' work within the district (42%), it lacks self-containment, with 33% working in neighbouring authorities and over 16% in London. The reverse situation is similar for people travelling into the district to work.

Table 6-3: Work Destinations and Work Origins (all modes)

Work Destinations	% Destinations	% Origins
Uttlesford	42.00%	42.50%
London (City & Greater London)	16.50%	4.00%
East Hertfordshire	9.60%	11.20%
Other (sum of all other destinations/origins)	8.70%	13.60%
Harlow	4.60%	3.30%
Cambridge City	4.50%	1.30%
South Cambridgeshire	4.30%	3.80%
Chelmsford	3.20%	3.10%
Braintree	2.90%	12.50%
Epping Forest	2.50%	1.60%

Work Destinations	% Destinations	% Origins
St Edmundsbury	0.70%	2.50%
North Hertfordshire	0.60%	0.60%
Total	100.00%	100.00%

6.2.8 Distances travelled to work for residents of Uttlesford are summarised in **Table 6-4**. It shows that Uttlesford residents travel comparatively further to work than residents in Essex as a whole or nationally, with 20% of Uttlesford journeys to work being more than 30km, compared with 16% in Essex, and 8% across the rest of the country.

6.2.9 Again, this reflects the rural nature of the district with a dispersed pattern of small settlements and villages, and the close proximity of large employment centres, not least London to the south.

Table 6-4: Distance Travelled to Work (all modes)

Distance	Uttlesford	Essex	England
More than 30km	20%	16%	8%
10-30km	24%	23%	21%
0-10km	47%	52%	63%
Other	9%	10%	8%
Totals	100%	100%	100%

Note: the 0-10km category includes work from home

6.3 PERFORMANCE OF THE HIGHWAY NETWORK

6.3.1 The performance of the highway network in 2021 is detailed in the following technical notes which should be read in conjunction with this report:

- TN401 | Strategic Impacts Technical Note
- TN402 | Saffron Walden Model Outputs Technical Note.
- TN403 | Great Dunmow Model Outputs Technical Note.
- TN404 | Takeley Model Outputs Technical Note.
- TN405 | Stansted Mountfitchet Model Outputs Technical Note.
- TN406 | Great Chesterford, Thaxted & Newport Model Outputs Technical Note.
- TN407 | A120 Corridor Model Outputs Technical Note.

6.4 ROAD SAFETY

Personal Injury Accident data has been obtained from Essex County Councill for the road network within the study area (Uttlesford district) for the period covering 01/07/2016 to 20/06/2021. A summary of the data is presented in

6.4.1   **Table 6-5**.

Table 6-5: Personal Injury Accident Summary

Year	Fatal	Serious	Slight	Total
2016	0	24	61	85
2017	5	62	120	187
2018	4	55	110	169
2019	3	47	112	162
2020	5	35	107	147
2021 (6 months)	0	21	51	72
Totals	17 (2%)	244 (30%)	561 (68%)	822 (100%)

In total there were 822 collisions that occurred within the study area and of these, 561 were slight in severity, 244 were serious in severity and 17 were fatal collisions. Analysis of the data indicates that over the last five years, injury accidents have been recorded at an average rate of 12.5 accidents per month across the whole study area. **Figure 6-1: Location of Personal Injury Collisions**

6.4.2   highlights the location of the collisions recorded in the study area.

6.5   BUS PATRONAGE

6.5.1   Due to the commercial sensitivity of bus patronage information, it has not been possible to obtain data for commercial services in operation across Uttlesford.

6.6   RAIL PATRONAGE

6.6.1   There was previously a strong and continuous growth in demand to use rail services within Uttlesford (between 2004 and 2020). Passenger numbers were then impacted by travel restrictions associated within COVID-19 in 2020 and 2021. Passenger numbers in 2021 / 2022 have since increased compared to 2020 / 2021 however passenger numbers at all stations have failed to bounce back to pre-COVID-19 levels. Newport Station experienced the smallest percentage decrease in passenger numbers when compared to its pre-pandemic rail patronage data. **Table 6-6** highlights a significant decrease at all stations within the district since 2020.

Table 6-6: Stations and Respective Patronage

Station	Patronage				Change (2018-19 to 2021-22)	
	2018-19	2019-20	2020-21	2021-22	Actual	Percentage
Stations within Uttlesford						
Audley End	979,400	1,006,730	172,636	502,644	-476,756	-49%
Elsenham	252,700	245,240	63,386	155,610	-97,090	-38%
Great Chesterford	110,100	110,198	24,252	77,954	-32,146	-29%
Newport	188,100	195,984	64,436	167,346	-20,754	-11%
Stansted Airport	9,773,800	8,474,784	794,992	3,368,742	-6,405,058	-66%
Stansted Mountfitchet	599,500	578,766	150,136	406,316	-193,184	-32%
Stations outside Uttlesford						
Bishops Stortford	3,259,600	3,074,350	712,050	2,003,538	-1,256,062	-39%
Braintree	728,000	730,086	174,914	460,478	-267,522	-37%

| Whittlesford Parkway | 558,100 | 552,024 | 93,042 | 291,808 | -266,292 | -48% |
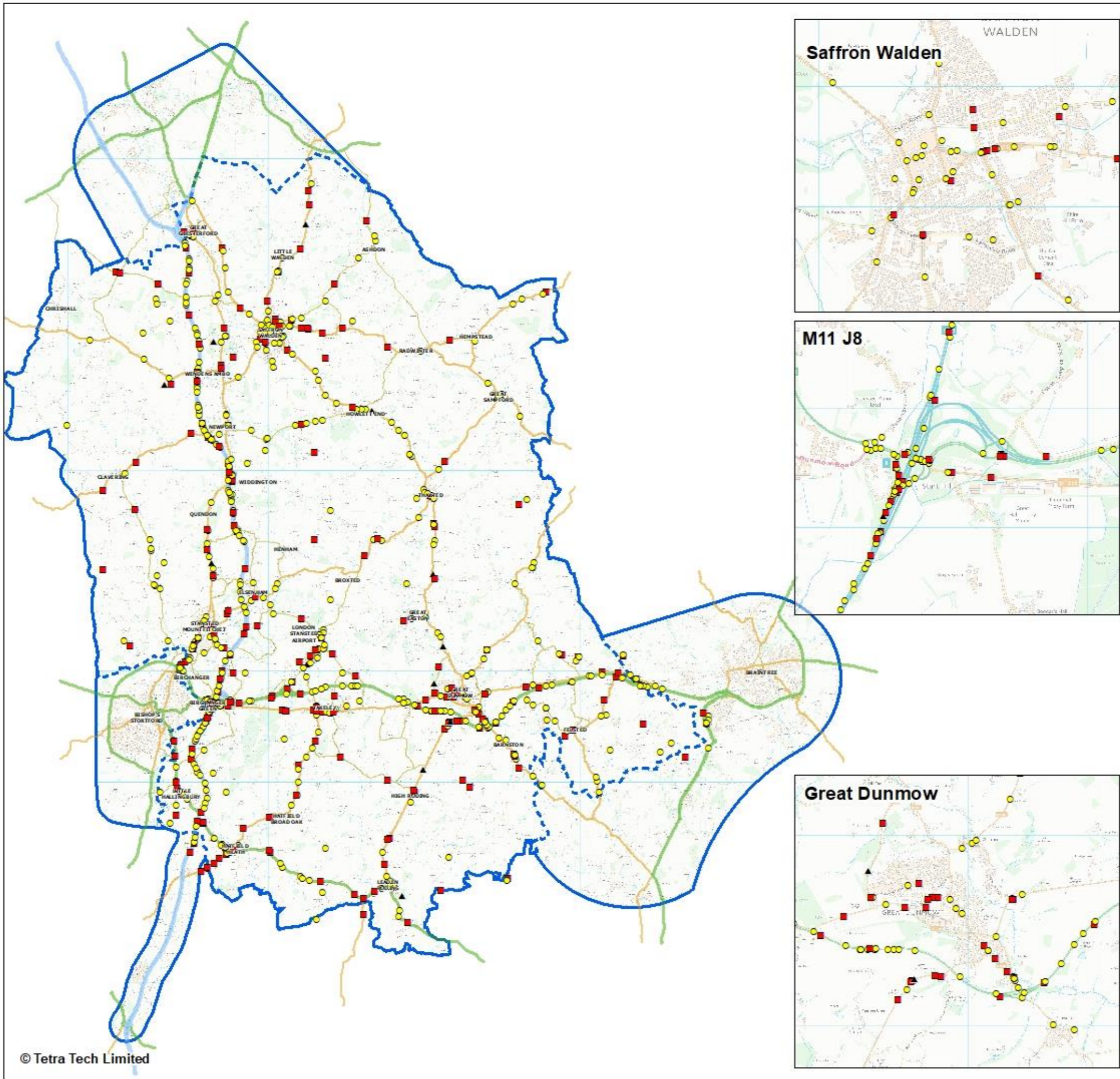
Personal Injury Collisions
Uttlesford District

Saffron Walden

M11 J8

Great Dunmow

Legend

Collision Severity
▲ Fatal
■ Serious
● Slight

Road Class
〰 Motorway
〰 A Road
〰 B Road
〰 Minor Road

Figure 6-1: Location of Personal Injury Collisions

Notes:

Drawn by: BG
Checked by: BK
Office: Leicester

Drawing No. 026
Revision No.

0   2,400   4,800   7,200 Meters

Scale: 1:59,612 @A3

17 September 2021
NGR: 567,594 E / 228,760 N

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6.7   LEVELS OF CYCLING

6.7.1   Data freely available from Strava Global Heatmap offers a broad overview as to how cyclists use the network as shown in **Figure 6-2: Strava Data of Cycle Activity**. Strava data for cyclists has been obtained for the four main towns within Uttlesford (Saffron Walden, Great Dunmow, Stansted Mountfitchet and Thaxed). The heatmap collates information from activity trackers in smartphones and smart watches to illustrate 'heat' made by aggregated, public activities over the last year.

Great Dunmow

6.7.2   Cyclists predominantly use the carriageway to navigate around Great Dunmow. The roads most frequently used by cyclists within Great Dunmow are the B1008 Chelmsford Road, Braintree Road, and the B1057 Lime Tree Hill. The route with the most 'heat' runs from the north to the south of Great Dunmow, via the town centre using the B1008 Chelmsford Road.

Thaxted

6.7.3   As with Great Dunmow, cyclists predominantly use the carriageway to navigate around Thaxed. The roads most frequently used by cyclists within Thaxed are the B184 Town Street, B1051 towards Great Sampford, the B1051 Park Street and Bolford Street. The route with the most 'heat' runs from the north to the southeast of Thaxed, via the town centre using the B184.

Stansted Mountfitchet

6.7.4   Cyclists predominantly use the carriageway to navigate around Stansted Mountfitchet. The roads most frequently used by cyclists within Stansted Mountfitchet are the B1051, Church Road, the B1383 Cambridge Road, Bentfield End Causeway, Forest Hall Road, and Lower Street.

6.7.5   The routes with the most 'heat' run east to west via the town centre using the B1051 and north to south to the west of Stansted Mountfitchet using the B1383 Cambridge Road.

Saffron Walden

6.7.6   Cyclists predominantly use the carriageway to navigate around Saffron Walden. The roads most frequently used by cyclists within Saffron Walden are the B184, the B1052, the B1053, Audley Road, Ashdon Road, Hill Street and Debden Road. The routes with the most 'heat' run east to west via the town centre using the B184 and north to south to the west of Saffron Walden using the B184 and Debden Road.

6.8   LEVELS OF WALKING

6.8.1   Travel to work data from the 2011 Census has been obtained to understand how many pedestrians use the network. Data has been captured for the 'Uttlesford 001 to 009' Middle Super Output Areas.

6.8.2   At present approximately 10% of people living in Uttlesford travel to work on foot. This compares to 13% across Essex as a whole and 12% nationwide, reflecting the very rural nature of the district.

Saffron Walden

Stansted Mountfitchet

Great Dunmow

Thaxted

Key

The lighter the lines, the more frequently used the routes.

Figure 6-6: Strava Data of Cycle Activity

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chk	App
-	-	-	-	-	-

Uttlesford Transport Study
Uttlesford District Council

TTE Proj No	Drwn by	Date	Ch'ked by	Date	Appr'd by	Date	Scale @ A3	Suitability
B029347	BK	Jul 21	SB	Jul 21	ASG	Jul 21	n/a	S1
Client Proj No	Origin	Vol/System		Level/Location	Type/Code	Role	Drawing No	Revision
-	TTE	00		XX	MP	O	002	-

North

6.9 AVIATION

6.9.1 Stansted Airport is the fourth busiest UK airport behind London Heathrow, Manchester and London Gatwick, accommodating almost 26 million air passengers arriving at, or departing from its main terminal during 2017.

Patronage

6.9.2 In the last 10 years, Stansted has witnessed large increases in annual passenger numbers. Steer report that in the years between 2012 and 2017 there has been a circa 40% growth in the number of passenger arrivals and departures as shown by **Table 6-7**. Whilst passenger numbers declined dramatically during 2020, this was as a result of the COVID-19 pandemic and the restrictions placed on international travel. The longer-term impacts on demand remain to be seen.

Table 6-7: Annual Passenger Counts at Stansted Airport

Year	Annual Passengers[19]	% Change
2012	17,465,000	-
2013	17,849,000	+ 2%
2014	19,958,000	+ 12%
2015	22,513,000	+ 13%
2016	24,318,000	+ 8%
2017	25,903,000	+ 7%
2018	27,995,000	+ 8%
2019	28,124,000	+ 0.5%
2020	7,537,000	- 73%

Mode Split

6.9.3 A travel survey (conducted in 2016) indicated that the split between journeys undertaken via sustainable transport and journeys undertaken by car are approximately 50/50 when arriving at or departing from the airport (see **Table 6-8**).

6.9.4 Data supplied by the Civil Aviation Authority (CAA) estimates that more recently (but still pre-COVID) passenger public transport use has risen to approximately 53%. The increase in share of trips associated with sustainable transport is a longer-term trend stretching back to 2007 when 55% of travellers undertook their journey by car.

Table 6-8: Passenger Mode Share (2016)

Mode	% Share
Car Journeys	
Private Car	15%
Car Passenger	22%
Taxi / Rental Car	13%
Sustainable Modes	
Bus / Coach	23%
Rail	27%
Other	0%

---

[19] Based on data reported by the Civil Aviation Authority (CAA)

Origin of Stansted Passengers

6.9.5 The majority of Stansted passengers originate from Greater London, with circa 32% of all trips being made from within Inner London itself. **Table 6-9** shows the breakdown of total origins to the airport by region and mode of travel.

Table 6-9: Origin and Travel Choice of Passengers (2016)

Region of Residence	Annual Trips by Mode of Travel (2016)						
	Bus / Coach	Rail	Car Driver	Car Passenger	Taxi	Tube	Total
London							
Inner London	2,825,414	3,531,564	274,337	270,149	762,755	13,929	7,678,149
Outer London NE	569,941	234,598	352,156	176,421	382,712	0	1,715,829
Outer London SE	125,137	135,634	56,798	74,003	43,297	0	434,870
Outer London SW	178,044	177,429	41,474	91,427	82,728	0	570,652
Outer London NW	576,666	609,775	291,558	340,932	383,994	0	2,202,925
Regions outside London							
South-East NE	339,318	187,149	1,164,728	971,872	658,124	0	3,321,191
South-East SE	63,876	102,196	183,886	284,574	80,474	0	715,006
South-East SW	77,776	87,586	65,149	229,607	36,465	3,918	500,502
South-East NW	130,256	80,564	138,210	288,862	95,953	29,211	763,056
South-West & Wales	176,431	116,241	80,312	260,361	89,908	0	723,253
West Midlands	82,036	98,565	47,024	180,602	24,482	0	432,710
East Midlands	101,320	216,156	222,667	804,619	123,017	0	1,467,780
East Anglia	186,255	801,761	634,633	1,195,617	369,919	0	3,188,184
Rest of UK	94,830	98,241	94,770	229,042	35,774	0	552,657
Other	1,274	3,290	217	1,457	0	0	6,238
Total	**5,528,575**	**6,480,749**	**3,647,921**	**5,399,545**	**3,169,152**	**47,058**	**24,273,000**

6.9.6 With regards to car use, the majority of trips originate from the South-East and East Anglia regions, which combined account for 52% of all journeys to the airport by road.

Peak Travel Times

6.9.7 Flight patterns are fairly typical of other non-London UK airports, with a peak in departures between 7am – 8am and a peak in arrivals between 10pm -11pm.

6.9.8 To disaggregate travel times to and from the airport it was assumed that passengers would arrive at the airport two hours early to board a flight, whilst there is also a lag in time between passengers departing the flight and leaving the airport building, typically within one hour of touchdown.

6.9.9 Accounting for these factors indicates that peak airport surface access activity occurs between 5am – 6am and between 11pm – 12am for the morning and evening peaks respectively. There are however, various

times throughout the day whereby the combined arrivals and departures together equate to more total movements than in either peak associated with arrivals or departures.

6.9.10 **Table 6-10** below sets out the number of typical daily passenger arrivals and departures to and from Stansted Airport by mode of travel.

Table 6-10: Typical Daily Airport Passenger Arrivals and Departures by Mode (2016)

Time	Arrivals				Departures				Total
	Car / Taxi	Rail	Bus / Coach	Total	Car / Taxi	Rail	Bus / Coach	Total	
00:00	0	0	0	0	1,754	947	807	3,508	**3,508**
01:00	0	0	0	0	378	204	174	755	**755**
02:00	0	0	0	0	0	0	0	0	**0**
03:00	0	0	0	0	0	0	0	0	**0**
04:00	1,967	1,062	905	3,935	63	34	29	126	**4,061**
05:00	1,748	944	804	3,495	0	0	0	0	**3,495**
06:00	1,871	1,010	860	3,741	129	70	59	258	**3,999**
07:00	595	321	274	1,190	209	113	96	419	**1,609**
08:00	489	264	225	979	1,039	561	478	2,077	**3,056**
09:00	701	379	322	1,402	1,216	657	559	2,431	**3,834**
10:00	929	502	427	1,858	292	158	134	583	**2,442**
11:00	1,130	610	520	2,260	458	247	210	915	**3,175**
12:00	816	440	375	1,631	812	439	374	1,624	**3,256**
13:00	384	207	177	768	1,441	778	663	2,883	**3,651**
14:00	1,000	540	460	2,000	763	412	351	1,525	**3,525**
15:00	1,179	636	542	2,357	527	284	242	1,053	**3,410**
16:00	1,255	678	578	2,511	993	536	457	1,987	**4,498**
17:00	1,388	750	639	2,776	1,290	697	593	2,580	**5,356**
18:00	934	504	429	1,867	964	521	443	1,928	**3,795**
19:00	61	33	28	123	1,067	576	491	2,134	**2,257**
20:00	74	40	34	149	1,464	791	673	2,928	**3,077**
21:00	149	80	69	298	507	274	233	1,014	**1,312**
22:00	0	0	0	0	139	75	64	278	**278**
23:00	0	0	0	0	1,167	630	537	2,334	**2,334**
Daily	**16,671**	**9,002**	**7,669**	**33,342**	**16,671**	**9,002**	**7,669**	**33,342**	**66,684**

6.9.11 The table above highlights that 5pm to 6pm is when the highest total number of airport trips are undertaken, combining both arrivals and departures. This corresponds with the general PM highway

network peak hour, with 2,678 total passenger car, 1,447 total passenger rail and 1,232 passenger bus two-way trips being generated by airport passengers.

6.9.12   Although AM peak surface airport activity does not coincide with the typical morning highway network peak (approximately 8am -9am), the airport still generates a significant number of passenger trips during this period. A total of 3,056 two-way trips are expected to be generated on a typical day, with 1,582 trips made by car, 825 trips made by rail, and 703 trips made by bus.

Employee Data

6.9.13   Stansted airport is the largest employer within Uttlesford District with total staff numbers exceeding 12,000 employees at the site, who represent more than 200 different companies. An employee travel survey conducted in 2015, stated that over 50% of employees work within the main terminal building itself.

6.9.14   The 2015 staff survey also provides insight into working patterns, with two-thirds of staff working five days a week, whilst another quarter work three to four days a week. Roles are varied between staff who work standard office hours (9am – 5pm) to shift work, that involves night working, to support the 24 hour operation of the airport's facilities.

6.9.15   In addition to shift working patterns and part-time employment, there are several other factors that influence the number of staff on site during any given day. This includes annual leave, sick leave, remote working and flight crews who stay abroad at the end of a shift.

6.9.16   As part of work undertaken by Steer, a factor of 0.5 was used to derive the average daily employee attendance rate. Given the later, it is estimated that Stansted Airport approximately caters for 6,000 employees every day.

6.9.17   The majority of employees travel by car to work although over the last 15 years there has been an increasing trend towards favouring public transport as shown in **Table 6-11**.

Table 6-11: Mode Split of Journeys to Work at Stansted Airport

Mode of Travel	Year						
	2003	**2005**	**2007**	**2009**	**2011**	**2013**	**2015**
Car Driver	87.6%	78.6%	73.1%	71.7%	69.9%	68.8%	64.9%
Car Passenger	4.1%	5.5%	6.3%	6.4%	7.1%	5.7%	5.7%
Public Transport	7.0%	12.5%	16.4%	18.3%	19.8%	22.8%	26.9%
Other	1.3%	3.25%	4.2%	3.6%	3.2%	2.7%	2.5%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

6.9.18   As of 2015, circa 70% of employees travel to the airport by car, down over 20% from a staff survey conducted in 2003. The fall in the proportion of employee trips by car is inversely proportional to the increase in proportion of public transport journeys by rail or by bus, increasing almost 20% between 2003 and 2015.

6.9.19   This data shows that there is a strong trend of employees opting to take public transport to work as an alternative to car travel. **Table 6-12** shows how these modal splits are applied over time during a typical day.

Table 6-12: Typical Daily Airport Employee Arrivals and Departures by Mode (2016)

Time	Arrivals				Departures				Total
	Car / Taxi	Rail	Bus / Coach	Total	Car / Taxi	Rail	Bus / Coach	Total	Total
00:00	11	0	0	11	101	58	37	196	207
01:00	13	0	0	13	41	2	6	49	61
02:00	6	0	0	6	47	0	0	48	54
03:00	80	0	17	97	43	2	0	44	141
04:00	336	5	116	456	8	0	2	10	466
05:00	329	21	170	520	16	0	0	16	535
06:00	483	83	67	633	22	5	10	37	670
07:00	529	71	37	637	30	2	6	38	674
08:00	607	32	42	681	40	2	6	47	728
09:00	383	35	35	453	30	2	2	34	487
10:00	132	22	35	189	29	0	6	34	223
11:00	101	42	40	183	35	2	15	52	235
12:00	337	152	106	595	282	14	66	362	957
13:00	204	64	85	353	243	14	158	415	768
14:00	179	37	44	260	233	30	44	307	567
15:00	76	35	40	152	245	58	62	364	516
16:00	71	35	19	126	522	35	44	602	727
17:00	42	14	12	68	617	63	60	740	807
18:00	31	5	15	52	456	35	27	519	571
19:00	97	5	4	105	285	38	42	366	472
20:00	25	2	2	29	264	119	118	500	529
21:00	11	3	4	18	98	34	25	157	176
22:00	8	3	2	13	228	59	67	355	368
23:00	3	0	0	3	178	95	91	363	366
Daily	4,094	667	892	5,654	4,094	667	892	5,654	11,307

6.9.20 The table above highlights the peak times for employee arrivals and departures as being 8am – 9am and 5pm-6pm respectively, in line with standard office hours and network peak times. The highest combined total of employee two-way trips occurs between 12pm – 1pm.

6.9.21 Car trips are the dominant mode of travel choice for journeys undertaken to the airport during the AM peak arrival hours, with the proportion of public transport forming just 11% of employee arrivals. Peak rail arrivals occur between 12pm – 1pm, in line with staff changeover times at the airport, whilst bus peak arrivals occur between 5am – 6am.

6.9.22 A similar trend is visible for employee departures during the PM network peak period, with car trips making up over 76% of all employee departures from the site. The peak time for employee rail departures is between 8pm – 9pm whilst for buses it is between 1pm – 2pm. The mode share of public transport significantly increases later on into the evening (past 7pm). The vast majority of employees reside in either Essex itself or Hertfordshire, at over 78%. The remaining 22% of employees are primarily from Greater London (9.5%), although 3.0% and 2.5% also reside in Cambridgeshire and Suffolk respectively.

6.9.23   **Table 6-13** below shows the usual place of employee residence for key local authorities as documented by the 2015 staff survey.

Table 6-13: Place of Residence of Stansted Employees

Authority	Number of Employees	% of Total Number of Employees
Uttlesford	2,007	18.3%
East Hertfordshire	2,684	24.5%
Braintree	1,650	15.0%
Harlow	809	7.4%
Chelmsford	398	3.6%
Colchester	257	2.3%
Epping Forrest	188	1.7%
Newham	167	1.5%
Redbridge	145	1.3%
Waltham Forrest	144	1.3%

6.9.24   From the table above, it illustrates that the largest proportion of employees live locally to the airport, with a combined total of over 4,600 residing in Uttlesford and East Hertfordshire (Bishops Stortford). Significant clusters of employees also reside in Braintree and Harlow with access to the airport served by the A120 and the M11 respectively. Harlow is also located on the rail corridor connecting Stansted Airport with London Liverpool Street Station.

Movement of Freight

6.9.25   Stansted Airport is the third largest UK airport in terms of freight capacity behind Heathrow and East Midlands International. Hundreds of thousands of tonnes of freight are transported to and from Stansted Airport each year.

6.9.26   Stansted's cargo centre provides 55,000 sqn of warehousing and office space that is utilised 24 hours a day all year round. Main operators include FedEx, Royal Mail, TNT and UPS amongst others. **Table 6-14** shows how Stansted's national importance with regards to freight movements has grown over the past decade.

6.9.27   The vast majority of freight movements come from overseas. Of the 254,573 tonnes of freight transported to and from Stansted in 2020 only 0.5% was carried by domestic cargo aircraft.

Table 6-14: Total Tonnage of Annual Freight Movement

Year	Tonnes of Freight Transported	% Change
2010	202,238	-
2011	202,580	+ 0.2%
2012	214,160	+ 6%
2013	211,952	- 1%
2014	204,725	- 3%
2015	207,996	+ 2%
2016	223,203	+ 7%
2017	236,892	+ 6%
2018	226,128	- 5%
2019	224,139	- 0.9%
2020	254,573	+ 14%

Impact of COVID-19 on Aviation

6.9.28   Annual passenger numbers in 2020 fell by over 70% from 28 to 7.5 million as a direct result of the COVID-19 pandemic and the resultant restrictions on international travel. Although drastic, the statistics show that this decline is slightly less severe than those experienced at the other two airports operated by the Manchester Airports Group (MAG), notably Manchester and East Midlands (76% and 81% falls respectively).

6.9.29   This sharp decline in demand for the aviation industry resulted in around 70% of MAG staff put on furlough, with 380 employees having been made permanently redundant. By direct contrast, freight movements have been resilient during the pandemic and have actually increased. This is in part to due a big change in consumer habits (online shopping) over the period of national lockdowns but also as a result of freer airspace with the reduced number of passenger flights and the importation of medical supplies.

TETRA TECH

7 | PROPOSALS

7.0   PROPOSALS

7.1   OVERVIEW

7.1.1   This chapter details the planning and transport proposals in the pipeline which will influence the operation of the transport network in the future, as a result of the changes in supply and demand they will generate.

7.2   HOUSING & DEVELOPMENT

7.2.1   As of April 2023, some 5,800 dwellings within Uttlesford had planning permission but have yet to be delivered. This includes a new community of around 1,200 dwellings at Easton Park, to the west of Great Dunmow.

7.2.2   The authorities surrounding Uttlesford are set to deliver significant growth over the course of their respective Local Plan periods. In total 65,524 new homes will be provided between 2011 and 2033, alongside the creation of over 60Ha of land for employment use. **Table 7-1** illustrates the quantum of growth in neighbouring authorities.

Table 7-1: Quantum of Growth in Surrounding Authorities

Authority	Plan Period	Housing	Employment
South Cambridgeshire	2011-2031	20,824	40Ha
Cambridgeshire Sub-total		**20,824**	**40Ha**
Braintree	2013-2033	9,774	-
Chelmsford	2013-2036	7,150	4.5Ha
Epping Forest	2011-2033	7,132	5.5Ha
Essex Sub-Total		**24,056**	**10Ha**
East Hertfordshire	2011-2033	16,994	5.8Ha
Hertfordshire Sub-Total		**16,994**	**5.8Ha**
West Suffolk	2014-2031	3,650 (Haverhill only)	5.2ha
Suffolk Sub-Total		**3,650**	**5.2ha**
Total		**65,524**	**61Ha**

7.3   ROAD NETWORK

M11 Corridor

7.3.1   Despite travelling through Uttlesford for over 25km, there is only one junction (J8) which provides access to the M11 within the district itself. The ability to access this strategic north-south link will improve in future years within the south of the district, through the provision of a new junction (J7a), to the east of Harlow, less than 5km from the Uttlesford boundary. The scheme is due to open in 2022 and will provide access onto the M11 via the B183 for residents in the south of the district and better access to Harlow from further north[20].

7.3.2   Further north, at J8 proposals are in place to improve the capacity of this critical junction which provides access onto the M11 from both the A120 and Stansted Airport. Works commenced in 2021 and focus upon

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[20] M11 Junction 7a | Essex County Council (essexhighways.org)

off-slip lane capacity onto Junction 8 of the M11 with a widened A120 signalised junction, to help meet future network demand[21]. Specifically:

- **South-west of M11 Junction 8** – Add an additional approach lane from the M11 Junction 8 northbound exit slip onto the A120, with dedicated access into Birchanger Green Services, to increase capacity and reduce queuing, and the installation of upgraded traffic signals to better manage traffic and reduce queuing on the slip road.
- **North-east of M11 Junction 8** – An additional approach lane on the M11 Southbound slip road to separate traffic to Stansted Airport, the A120, Takeley, motorway services, and Bishop's Stortford, together with the upgrade traffic signals and overhead signage to improve traffic movement.
- **West of M11 Junction 8 / Junction of A120 with A1250 (Dunmow Road)** – Replacement of the existing A120/A1250 (Dunmow Road) roundabout with a signalised junction to address congestion issues and meet forecast traffic demand up to 2036.

The scheme will also widen the A120 eastbound and westbound to three lanes on the approach to the new junction with the A1250 and introduce a dedicated lane westbound for A1250 traffic as well as a new right-turn lane for traffic for Birchanger Lane, and realign Birchanger Lane at the new A120 junction within the highway boundary and a safe staggered distance between the A1250.

The revised highways layout will enable the full range of traffic movements in and out of Birchanger village to be retained as the realignment of Birchanger Lane will allow direct traffic towards A1250 Bishop's Stortford and the A120 west with a single traffic signal phase for all movements.

Traffic from Birchanger village will not have to use the route via the M11 Junction 8 roundabout, as initially proposed, and the realignment of Birchanger Lane should not impact the junction's effectiveness in the short-term.

In terms of active travel, investment will create a new footway to Birchanger village with on-road cycleway to improve facilities for people who walk and cycle. This will provide improved connections to the National Cycle Network (NCN). The project will install toucan crossings to connect both sides of the A120 to allow people who walk and cycle to pass more safely between Birchanger Lane and the A1250 Dunmow Road.

To improve safety, the crossing points on the Junction 8 slip roads will be removed. Non-motorised users can instead use the recently upgraded bridleway overbridge to the north and underpass to the south of Junction 8, and finally, the installation of a new crossing for pedestrians will make access to bus stops safer on A1250 Dunmow Road.

7.3.3 Improvements at J8 are considered to be a short-term solution with a more comprehensive reconfiguration of the junction potentially required in the longer term to meet the burgeoning demand from the airport and local committed housing and employment growth.

A120 Corridor

7.3.4 The A120 is formed by a dual carriageway road through Uttlesford, forming a key strategic east-west corridor of regional importance. To the east of Braintree however, the road becomes single carriageway for almost 15km before it meets the A12 to the west of Colchester.

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[21] M11 Junction 8 Improvement Scheme | Essex County Council (essexhighways.org)

7.3.5   This section of carriageway is deemed to be in need of upgrade and is under consideration for inclusion in the Road Investment Strategy (RIS3) which covers the period between 2026 and 2030. It is currently deemed a 'pipeline project' warranting further assessment[22].

A505 Corridor

7.3.6   The Royston to Granta Park Strategic Growth and Transport study was commissioned by Cambridgeshire County Council in 2019 focusing on the A505 which provides access onto the M11 at J9 for residents in the north of Uttlesford. The study will inform the production of a business case to pave the way for enhancement so the corridor which forms an important east-west corridor. Schemes which could potentially emerge include:

- The creation of a multi-modal interchange at Whittlesford Station with improved access for buses and cyclists alongside an increase in car parking.
- The restructure of public and private bus services in the corridor including a high-quality east-west public transport corridor.
- Pinch point improvements on the network
- Major improvements to the A505 link and junction capacity.

7.3.7   An option which has been rejected is the reconfiguration of M11 Junction 9 into an 'all movements' junction, providing a link between the A11 and the M11 northbound, and vice versa. Modelling has found that this would provide no benefit to the A505[23].

Wider Network Improvements

7.3.8   Several major schemes are set to come forward don the wider highway network which could impact upon the strategic routing of trips through Uttlesford. these schemes comprise:

- A12 – Widening of the A12 between Chelmsford and the A120 to ease congestion and increase the capacity to cope with growing demand. Works are set to commence in 2023/24 and complete by 2027/28 at a cost of between £1.05b and £1.27b[24].
- Harlow – To the south of Uttlesford, Harlow is set to see significant growth over the next 10 to 15 years with several major allocations within the town. These are set to be served by a network of sustainable transport corridors, a series of junction improvements and a new crossing of the River Stort, anticipated to open in 2027.

7.4   PUBLIC TRANSPORT PROPOSALS

7.4.1   No changes are proposed to public transport service provision across Uttlesford at the time of writing.

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[22] A120 Braintree to A12 - Highways England
[23] Document.ashx (cmis.uk.com)
[24] A12 Chelmsford to A120 widening scheme - Highways England

8 | SUMMARY

8.0 SUMMARY

8.1 OVERVIEW

8.1.1 This technical note has sought to provide the transport context for the development of the Uttlesford Local Plan. It demonstrates the policy direction for any future investment in travel, the quality of existing provision, practice and performance of the network, together with emerging proposals which may change the way individuals travel in the future.

8.2 KEY THEMES

8.2.1 Through this process several themes have emerged which should inform the identification of interventions to mitigate the increases in demand to travel Local Plan related growth will generate. These comprise:

- **Travel Choice** – In large parts of the district there are no realistic or attractive alternatives to the car. This has generated a culture of car dependency which will be hard to break. The Local Plan will have to demonstrate how new developments can be served by alternative modes of transport so that future residents have access to sustainable travel choices.

- **Self-Containment** – Uttlesford is a net exporter of labour with significantly more people travelling out of the district to work than commute into the area. Where there is sizeable employment at Stansted, the airport has to look beyond Uttlesford for staff due to the nature of the work. The lack of self-containment is not just an issue for the district, but also in terms of individual communities, including the largest town of Saffron Walden, and extends beyond employment to retail, healthcare and education. The Local Plan should seek to address this and reduce the overall need to travel in seeking to deliver net zero carbon growth.

- **Integration** – Where reasonable quality transport provision is in place, predominantly in the form of the West Anglian Mainline and the stations within or close to Uttlesford, this is not supported by high quality local access, with the stations themselves often isolated from nearby communities and hard to access without a car. Better integration and interchange between services is required for the district to take advantage of some of its opportunities, which the Local Plan could facilitate through the appropriate location of new development and supporting transport interventions.

- **Capacity** – There are locations on both the strategic and local road networks where demand exceeds the capacity of the highway network in peak times. Local Plan allocations should be cognisant of the issues on the network and look to minimise the generation of additional traffic, particularly where there are existing congestion issues, whilst looking to meet future travel demand through sustainable travel measures to align with net zero carbon objectives.

8.2.2 It is not the role of transport investment associated with the Local Plan to alleviate existing transport issues within the district. However, in seeking to deliver sustainable growth, the sites which come forward must demonstrate that sustainable travel is at their heart of the growth plans, even with the shortcomings of the exiting offer across the district.

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