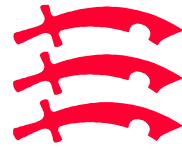


Your Ref: S62A/22/0007
Our Ref: HT/TPD /SD/KW/52751/2C
Date:- 13/01/2023



Essex County Council

Paul Crick
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Highway Consultation Response

Application No.	S62A/22/0007
Site Location	Land to the south of Henham Road, Elsenham, Essex
Proposal	Residential development comprising 130 dwellings, together with a new vehicular access from Henham Road, public open space, landscaping and associated highways, drainage and other infrastructure works (all matters reserved for subsequent approval apart from the primary means of access, on land to the south of Henham Road, Elsenham)

This application was accompanied by a Transport Assessment (TA) which has been reviewed by the highway authority in conjunction with a site visit and internal consultations.

1. Traffic Impact

The modelling submitted within the TA was assessed by the Jacobs on behalf of the highway authority. The review of the base model base model indicated that it was to a high standard and was an accurate representation of the of the AM and PM 2022 base at the time of survey. However, concerns were expressed by both Jacobs and within the TA about the impact of road works, that were taking place at the time of the survey, would have on the modelling results, indicating that the traffic flows were not typical and therefore, the model could not be relied on to accurately forecast the impact of the development. The text below is a summary of the assessment from Jacobs:

The initial audit of the Base Model in July 2022 revealed only minor issues and after additional evidence provided by Modelling Group in July it was deemed that the Base model was fit for purpose and re-running the model was not necessary. Modelling Group have also developed 2027 future base, 2027 future base with development, 2027 future base with mitigation and 2027 future base with development with mitigation scenarios for both the AM and PM peaks. During the 1st iteration audit of these models, some serious issues were identified that could affect the modelling results. Modelling Group have addressed these issues and have resubmitted the models in September 2022.

Following the audit of the second iteration of the future year modelling it has been found that Modelling Group have successfully resolved the issues previously identified, with appropriate adjustments at the priority rules and conflict areas at Church Road and Lower

Street as suggested in the 1st iteration of the audit. These changes resolved the network “locking” issue and the modelling results from 20 consecutive runs were able to be extracted without excluding any random seeds.

Since an updated forecasting report has not been provided the impact of the changes to the network performance has been evaluated looking into the 2nd iteration journey time results. The comparison of the journey time results between the 1st and 2nd iteration has shown that in the PM Peak the delays from the introduction of the development increase over 1 minute in the eastbound / southbound route. This means that the introduction of the development will increase the journey times in the eastbound / southbound route over 2 ½ minutes. The changes in the opposite direction were of less magnitude, while in the AM peak the journey time results were very similar to the 1st modelling iteration.

One withstanding uncertainty is the levels of traffic included in the future year models. As highlighted in the 1st round audit and in the Modelling Group forecasting report, during the traffic surveys for the Base model there were roadworks taking place, resulting in significant rerouting and increased flows at some key links. This results in a baseline model with increased traffic, which is carried over to the future year models. A series of sensitivity test has been carried out to understand the network performance with less traffic, but these are not part of this audit. Ideally new traffic data would be collected without roadworks and a new round of modelling would have to be carried out.

The highway authority had a discussion with the transport consultant (Arden) and agreed that the new surveys would be beneficial to overcome the issues caused by the road works and ensure that an accurate baseline was provided. In addition, the highway authority provided the applicant with some traffic surveys, that were undertaken to support the Uttlesford Local Plan development, for comparison purposes.

Additional information was provided to the highway authority on the 22/12/2022. This consisted of new traffic data from surveys undertaken at the end of September 2022, revised, including automatic count, junction turning counts, parking surveys, pedestrian counts and journey time data. A revised base model and a revised Local Model Validation Report.

This information was assessed by Jacobs, they concluded that the model was technically sound and had the previous recommendations had been maintained. The model validated well against the September Journey time data. Both routes eastbound and westbound were within the 15% threshold and even the individual sub-sections of each route are close to +-15%. A short technical note will be issued to the Modelling Group week beginning 16th January. However, the highway authority is happy for the applicant to use the model to forecast the impact of the development on Stansted Mountfitchet.

Since this application was submitted an application for an additional 200 to the East of Station Road has been submitted, at present the highway authority is not aware that a decision has been published but in order to ensure that the cumulative impact of the development is understood. A sensitivity test including traffic forecast to be generated by that development should be undertaken.

Once this further modelling has been submitted a view on the acceptability of the impact of the traffic generation by the proposal on the highway network in Stansted Mountfitchet can be provided.

2. Accessibility

It is noted the TA includes distances to the key facilities. A check of these shows that the distances from the site are further than those provided by the applicant (see below). These distances should be measured from the approximately the centre of the site as is standard practise to provide an average distance.

Table 2.2 within the TA shows distances from the site to the key facilities

Table 2.2: Local Amenities and Facilities

Amenity	Distance (m)
Elsenham C of E Primary School	50
Tesco Express	460
Henham Elsenham & Ugley Church	140
Elsenham Post Office	480
Elsenham Surgery	640
Elsenham Playground	520
Elsenham Memorial Hall	520

Highway authority distances

The distances from the centre of the site have been checked on Google Earth and are as follows:

Amenity	Distance (m)
Elsenham C of E Primary School	320
Tesco Express	628
St Mary the Virgin Church	689
Elsenham Post Office	662
Elsenham Surgery	842
Elsenham Memorial Hall	798
Train Station	1366

These should be corrected so that an accurate record is provided and a view on sustainability for active travel from the site can be taken.

3. Access arrangements and offsite highway work

The following details have been discussed with the consultants and are required to ensure that safe and suitable access is provided for all users:

A stage one Road Safety Audit of the access is required, it should include the following: PROW access and crossing of Hall Road and crossing arrangements at the junction of Hall Road and Henham Road, dropped kerb crossing on Henham Road and new bus stops on Hall Road.

Visibility splays should be shown on drawing for the proposed crossing of Hall Road from the public right of way. Details of how the PROW is being accommodated within the proposed access arrangements should be shown on the drawing

Rather than remove the island at the junction of Hall Road with Henham Road is shown in the TA the potential to increase its size should be looked at.

Potential positions for bus stops on Hall Road should be shown on the plan
Further details of the proposed mitigation on the access into the airport should be provide.,

Once these details are provided a view on the impact of the development on highway safety can be provided.

4. Potential highway mitigation

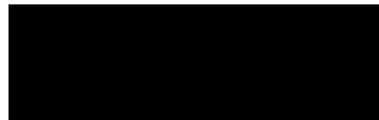
Without prejudice and reserving the highway position until the modelling and safety audit has been provided the following mitigation is recommended:

- a. Prior to commencement a Construction Management Plan including the following:
 - I. the parking of vehicles of site operatives and visitors,
 - II. loading and unloading of plant and materials,
 - III. storage of plant and materials used in constructing the development,
 - IV. wheel and underbody washing facilities.
 - V. Routing strategy for construction vehicles
 - VI. Protection of any public rights of way within or adjacent to the site
 - VII. Before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer.
- b. Enhancement of bus stop on the south side of Henham Road with shelter, flag, timetable frame as well as raised kerbs and crossing points and Real Time Passenger Information. Enhancement of the bus stop on the northside with new pole, flag and timetable frame and raised kerbs and Real Time Passenger Information, plus commuted sum for maintenance.
- c. Provision bus stops on both sides of Hall Road including shelter, flag, timetable frame as well as raised kerbs and crossing points and Real Time Passenger Information plus commuted sum for maintenance
- d. Provision of a minimum of 5 secure covered spaces close to the station and a minimum of 2 Sheffield Stands at local shopping area, facilities to be situated on highway land details to be approved by the highway authority.
- e. Access and uncontrolled zebra crossings as identified in section 3.
- f. Electric vehicle charging parking
- g. Contribution to an enhanced bus service to Stansted Mountfitchet, Bishops Stortford and Stansted Airport £2671 per dwelling (index linked)
- h. Contribution to a traffic improvement scheme in Stansted Mountfitchet (£25,000), to help reduce the impact of HGV s through the town and effectively enforce the weight restrictions on Grove Hill and possibly regrade some of the road network.
- i. Residential travel plan to include: promotional activities, provision of membership to car club, travel voucher/miles and space and car on site, lift-share, targets for reduction of single occupancy travel and be actively implemented by a travel plan co-ordinator for a minimum period from first

occupation of the development until 1 year after final occupation. It shall be accompanied by an annual monitoring fee of £1595 (index linked) to be paid to Essex County Council.

- j. Travel Packs to provide information and incentives to travel by active and sustainable transport £100 Travel Vouchers per dwelling for use on public transport, Public transport and Active Travel Information
- k. Prior to the commencement of the development, a scheme showing the footway cycleway network across the site including treatment of public rights of way. The scheme shall provide details of any necessary surfacing, signing and lighting and shall be submitted to and approved in writing by the Local Planning Authority. The footway/cycleways shall be constructed in accordance with the approved scheme and made available for use prior to the occupation of the first dwelling hereby permitted.

Furth information including a CIL compliance table can be provided once the additional information has been assessed.



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