ROSCONN
STRATEGIC LAND

Transport Statement

Proposed Residential Development: Robin Hood Road, Elsenham, Essex

SEPTEMBER 2023

CONTENTS

APPENDICES

SAVOY CONSULTING
Specialist Solutions in Transport Planning

1 Introduction

1.1 Background

Savoy Consulting, a specialist transport planning consultancy, has been instructed by their client Rosconn Strategic Land to prepare a Transport Statement (TS) to accompany a planning application for a residential development comprising up to 40 dwellings in Elsenham, Uttlesford, Essex. Access to the site will be by means of a new priority junction on Robin Hood Road.

A previous planning permission has been granted on this site for 40 dwellings and with access from Rush Lane.

This report has been prepared following extensive pre-application consultation with the local highway authority in relation to this fresh planning application and the design work which is described in detail in this TS has been informed by this pre-application exercise.

1.2 Scope of Report

The TS has been prepared with due regard to national and local guidance on the preparation of Transport Assessments and design guidance contained within the Design Manual for Roads and the Manual for Streets (MfS). Relevant national and local transport and planning policies have also been considered, for example the county council's development management policies. This TS will therefore cover the following matters:

- An assessment of the existing conditions on the surrounding highway network.
- A review of the relevant transport policy guidance applicable to the site.
- Analysis of the proposed development, including the means of access and associated traffic generation.
- Review of transport links available and assessment of sustainable travel options.
- Assessment of any personal injury collisions (PICs) recorded on the local highway network within the latest five-year period for which data is available.
- Overall conclusions from the technical work undertaken.

Following the Introduction, the report is structured as follows:

- Chapter 2 describes existing conditions and analyses the PIC data supplied.
- Chapter 3 examines relevant transport and planning policies in relation to the proposed development.
- Chapter 4 considers the proposed development, proposed means of access, traffic generation from the proposed development and proposed mitigation measures.
- Chapter 5 assesses the sustainability of the site.
- Chapter 6 outlines the work undertaken to prepare the Transport Statement and presents the overall conclusions.

2 Existing Conditions

The proposed residential development is situated on the western side of Robin Hood Road, Elsenham.

Robin Hood Road is a residential road in Elsenham and is subject to a 30-mph speed limit. This section of Robin Hood Road is closed at its southern end to motorised vehicles where it meets with the railway.

Robin Hood Road to the north provides good onward connections to the County towns of Bishop's Stortford, Braintree and Chelmsford.

Personal Injury Collision Records

Paragraph 4.23 of the DfT document entitled "Guidance on Transport Assessment" (2007) indicates that the transport statement should *"identify any significant highway safety issues and provide an analysis of the recent accident history of the study area".*

Details of any PICs that have occurred on the local highway network in the vicinity of the proposed development would has been analysed using data from CrashMap. CrashMap uses data collected by the police forces throughout the United Kingdom regarding road traffic incidents occurring on British roads where someone is injured. This site uses data obtained directly from official sources.

It should be noted that an accident is recorded as occurring at a junction if it is reported as being within 20 metres of the junction.

The study area covered the length of Robin Hood Road, including its junction with the B1051 High Street.

From the interrogation of the personal injury collision data no PICs was recorded in the study area during the most recent five-year period for which data is available.

From the results of this collision analysis, it can readily be seen that Robin Hood Road and the immediate surrounding road network has a very good road safety record.

3 Transport Policy Background

Savoy Consulting considers that the most significant transport related policies of relevance to the proposed development are contained within the following documents:

- National Planning Policy Framework (NPPF) 2021.
- DfT's Towards a Sustainable Transport System.
- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen.
- Essex County Council Transport Strategy: Local Transport Plan (2011).
- Uttlesford District Council Local Development Scheme.

3.1 National Planning Policy Framework 2021

The latest National Planning Policy Framework published in July 2021 sets out the Government's planning policies for England and how these should be applied.

It provides a framework within which locally prepared plans for housing and other development can be produced. It notes that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, the National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions.

Planning policies and decisions must also reflect relevant international obligations and statutory requirements and the Framework should be read as a whole (including its footnotes and annexes).

General references to planning policies in the Framework should be applied in a way that is appropriate to the type of plan being produced, taking into account policy on plan-making in chapter 3. 4.

The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework).

National policy statements form part of the overall framework of national planning policy and may be a material consideration in preparing plans and making decisions on planning applications and other statements of government policy may be material when preparing plans or deciding applications, such as relevant Written Ministerial Statements and endorsed recommendations of the National Infrastructure Commission.

The NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Section 4 deals with decision-making and says that local planning authorities should approach decisions on proposed development in a positive and creative way.

They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 9 of the new NPPF is entitled "Promoting Sustainable Transport". It states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

The NPPF notes that planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

In relation to maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

When considering development proposals, the latest NPPF says that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The latest NPPF at paragraph 111 says that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Chapter 9 concludes by stating that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Chapter 11 deals with the effective use of land and states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

3.2 Towards a Sustainable Transport System

At a national level, five national transport goals underpin transport policy. The government set the goals for the development of the UK's future transport policy and infrastructure. The goals as set out in DfT's Towards a Sustainable Transport System (2007) include:

- Maximising the overall competitiveness and productivity of the national economy so as to achieve a sustained high level of GDP growth.
- Reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of avoiding dangerous climate change.
- Contributing to better health and longer life expectancy through reducing the risk of either or both injury and illness arising from transport and promoting travel modes that are beneficial to health.
- Improving quality of life for transport users and non-transport users, including through a healthy, natural environment, with the desired outcome of improving wellbeing for all.
- Promoting greater equality of transport opportunity for all citizens with the desired outcome of achieving a fairer society.

3.3 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012)

DfT Local Transport's White Paper Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012) reiterates the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. The document explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas.

3.4 National Planning Policy Guidance

In March 2014 the government launched the Planning Practice Guidance (PPG) website. The guidance is a significant step forward in making planning guidance easier and simpler for practitioners and the public. The publication of the guidance gives greater certainty to planners and communities which will help both deliver the high quality development and sustainable growth that England needs, reinforcing the aims of NPPF as discussed above.

The guidance provides advice on when transport assessments and transport statements are required, and what they should contain. Included within this guidance is the following relevant section:

"Travel Plans, Transport Assessments and Statements should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

3.4 Essex County Council Transport Strategy: Local Transport Plan (2011)

Unlike the other local transport plans that were written to comply with the specific Department for Transport requirements, the County Council will now be accountable to their communities rather than the Department for Transport and for the first time they have included independent measures of customer satisfaction so local communities will have a say in how the transport network is managed and improved.

As an overarching strategy for the county Essex County Council see good transport as being vital for building strong communities and a delivering successful economy. Consequently, the Third Local Transport Plan (LTP) which was developed following an extensive period of consultation and evidence gathering, has been prepared as the best way of responding to meeting the needs of everyone who lives and works in Essex.

The LTP states that Essex County Council see the publication of the plan as not being the end of the process but will require ongoing collaborative work between the County Council, Borough and District Councils, transport operators and wider partners in the County.

The vision of the transport strategy is therefore *"for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex".*

To achieve five primary outcomes that have been developed in parallel with the Council's Highways Strategic Transformation programme the county council wants to:

- *provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;*
- *reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;*
- *improve safety on the transport network and enhance and promote a safe travelling environment;*
- *secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and*
- *providing sustainable access and travel choice for Essex residents to help create sustainable communities.*

Of particular importance is Policy 2 'Integrated Planning' states that *"transport and land-use planning will be used together to secure new development at the most appropriate and sustainable locations"* whereby the locality of new development will be in areas where key services are accessible by sustainable forms of transport and that new developments provide sustainable transport and effective travel planning.

3.5 Uttlesford District Council Local Development Scheme

The Uttlesford Local Plan was originally adopted in 2005 and currently sets out the planning policies for the District until these are replaced by policies in the new Local Plan.

Supplementary advice which has been adopted by the Council in support of some of the policies in the local plan will also remain relevant, until they are replaced. It therefore forms the basis for making planning decisions within the district alongside the National Planning Policy Framework published in July 2018 and the Planning Practice Guidance. The Plan therefore needs to be brought up to date, and a replacement plan is being prepared.

This Local Development Scheme (LDS) forms part of the project plan for producing the new Local Plan. It has three main functions:

- to provide information on the documents the Council intends to prepare together with timescales for preparation;
- to establish the Council's priorities and to allow the Council to programme the work needed to prepare the new plans; and
- to set out the timetable for the review of documents.

The original LDS came into effect from 26 April 2005. At that time the Council was intending to produce a Local Development Framework made up of various documents including a Core Strategy and two separate development plan documents for site allocations and development management policies. There has been a series of LDSs produced since then. The last LDS was approved in July 2017.

The saved planning policies for Uttlesford are currently made up of the National Planning Policy Framework (NPPF), the 2005 Uttlesford Local Plan prepared by the District Council and the Minerals Plan and Waste Plan prepared by Essex County Council.

In July 2007 the Council applied to the Secretary of State to extend the time period for the saved policies. All the policies in the Uttlesford Local Plan, except Takeley Local policies 1 and 2 – Land west of Hawthorn Close and Land off St Valery, have been saved.

The revised Local Plan will be subject to independent examination by a Planning Inspector. The Inspector needs to be satisfied that the document meets the various procedural requirements and is sound.

The Inspector will recommend any changes that are required to overcome any aspects relating to the soundness of the plan that have been identified and which can be corrected within the scope of the regulations. The Local Plan should also address issues set out in the Uttlesford Sustainable Community Strategy.

The Council has adopted supplementary planning guidance (SPG) and master plans to support the saved policies in the Uttlesford Local Plan 2005 as listed below. The SPG will remain in force until the development plan is complete or the saved policies are replaced. The Council will then review the SPG and replace with updated supplementary planning documents (SPDs) as necessary.

- GEN2 Essex Design Guide
- GEN8 Essex County Council, Parking Standards – Design and Good Practice

The local authority has produced a sustainable community strategy (SCS) following consultation with the local community and key local partners through the Local Strategic Partnership. The SCS sets out the strategic vision and provides the vehicle for considering and deciding how to address difficult cross cutting issues such as the economic future of an area, social exclusion and climate change. The key spatial planning objectives for the area should reflect the SCS priorities.

The Local Plan for Uttlesford will also reflect the aims set out in the following documents:

- The Sustainable Community Strategy 2008
- Housing Strategy (2016-2018)
- Natural Resources Management – Policy Statement and Improvement Strategy 2010
- Economic Development Strategy 2014-2016
- Community Safety Partnership Strategic Assessment Report 2013

In terms of transport policies, the following are considered relevant;

TA1 Accessible Development:

- Capacity of the road network must be capable of accommodating the development safely and without causing severe congestion.
- Development will be managed so it improves road safety and takes account of the needs of all users.
- New development shall be located where it can be linked to services and facilities by a range of transport options.
- Existing designated and non-designated routes will be protected, or where diversion is unavoidable, provide suitable, appealing replacement routes.
- Travel Plans and Transport Assessments will be required for specific development proposals.
- Appropriate safe networks will be provided.

TA2 Sustainable Transport:

- Provide safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network.
- Safe and integrated design of cycle routes within the new development and enhancements of the cycle network.
- Provide measures that improve and support public transport.

4 Proposed Development

4.1 Introduction

The proposed residential development is designed to accommodate up to 40 dwellings. The illustrative masterplan produced by our client's architect, JCN Design is included as part of the planning application.

The drawing illustrates the proposed means of access to the site and the layout of the internal access roads.

4.2 Site Access Arrangements

It is proposed to provide vehicular access by means of the construction of a new T-junction on to Robin Hood Road. The junction has been designed to accord with the Essex Design Guide and is intended to allow easy access into and out of the site by delivery vehicles and a large refuse lorry.

The internal road layout has been designed by our client's project architect to comply with the county council's residential design guide.

4.3 Traffic Generation

To assess the number of vehicle trips likely to be generated by the proposed development, a specific interrogation of the TRICS data base has been undertaken for Savoy Consulting by the TRICS Consortium. These trip rates have previously been agreed with Essex County Council for this site which has previously been granted planning permission but with a different means of access.

The trip rates and the predicted traffic generation from the new houses are set out in **Table 4.1 below**:

Table 4.1: Trip Rate Information

Peak Period	Trip Rates (per dwelling)			Traffic Generation (40 dwellings)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.175	0.402	0.577	7	16	23
PM Peak	0.338	0.187	0.525	14	7	21

From this exercise it can be seen that the traffic generation from the proposed development is modest, with on average one new vehicle movement every three minutes in the peak hours and will therefore not have a material impact on the operation of the local highway network.

4.4 Off Site Road Improvements

The site access arrangements have already been described. It therefore important to outline further improvements that are proposed for Robin Hood Road. These have already been discussed in depth with the local highway authority over a period of over 12 months. These are shown on drawing DWG-06 which is attached at **Appendix A.**

Drawing DWG-06 also showing tracking for a refuse lorry entering and leaving the new site access junction. Also shown on this drawing is a specification for lighting for the proposed traffic calming near its junction with Rush Lane.

In summary therefore the improvements to Robin Hood Road consist of;

- Widening of Robin Hood Road to 5.5 metres.
- Provision of a 2 metre wide footway on the western side of Robin Hood Road for its entire length from the site access to the junction with Rush Lane.
- Provision of a new turning head at the southern end of Robin Hood Road as requested by Essex County Council.
- Introduction of a short length of one-way working on Robin Hood Road south of Rush Lane to protect a mature highway tree.

In the pre-application consultations, the county council raised concerns about the impact the road improvements would have on the tree referred to above. Our client therefore commissioned a report from BJ Unwin, a Registered Consultant with the Institute of Chartered Foresters.

In this report it is noted that a new footway will be provided in close proximity to an existing ash tree. To protect the tree certain mitigation measures will be required. At the detailed design stage, it will be necessary to agree with Essex County Council how the new footway can be constructed.

Tracking of a refuse lorry entering and leaving the site is attached at **Appendix B.**

Other matters germane to the application is access to the driveways on the eastern side of Robin Hood Road where it is proposed to narrow the carriageway width. A drawing, attached at **Appendix C** shows a tracking exercise demonstrating that existing residents will still be able to drive into and back out of their driveways without having to mount the new kerb opposite.

The highway authority also asked for traffic surveys to be carried out on Robin Hood Road in the vicinity of the carriageway narrowing to understand existing traffic flows and vehicle speeds. The results are attached at **Appendix D.** Examining the results, it can be easily seen that traffic flows are very modest and vehicle speeds very low.

To support the proposed changes to the geometry and associated road improvements a Stage 1 Road Safety Audit has been commissioned and is attached at **Appendix E.** The Designer's Response is attached at **Appendix F.** in the response the three matters 'problems' have been addressed by producing a fresh drawing that forms part of the application.

5 Sustainability

As part of the technical work carried out to support the planning application, Savoy Consulting has assessed the site's accessibility to local amenities. The table below identifies the amenities and the distance to them measured from the boundary of the site.

Walking speeds are based on the guidance given in paragraph 3.30 in the Institute of Highways and Transportation's publication "Guidelines for Providing for Journeys on Foot" which states that when adopting an average walking speed of 1.4m/second it can be assumed that it is possible to walk approximately 400 metres in five minutes or three miles in an hour. It has been calculated therefore that it is possible to walk 840 metres in 10 minutes, 1260 metres in 15 minutes and 1680 metres in 20 minutes.

In order to identify facilities that are within a reasonable cycling distance of the development site an accessibility exercise has been carried out based on a cycling speed of 4.4 metres/second. This has been taken from SUSTRANS Information Sheet FF11 which states that a five-mile (eight kilometres) journey can be comfortably cycled by an adult in 30 minutes.

TYPE OF AMENITY NAME	DISTANCE FROM SITE	JOURNEY TIME ON FOOT	JOURNEY TIME BY BICYCLE
Elsenham Post Office	250 m	3 mins	1 min
One Stop Convenience Store	400m	5 mins	2 mins
Elsenham Doctors Surgery	500 m	6 mins	2 mins
Elsenham Church of England Primary School	700 m	8 mins	3 mins
The Crown Public House	750 m	9 mins	3 mins
Elsenham Railway Station	1 km	12 mins	4 mins
Stansted Pharmacy	2.8 km	-	10 mins
Castle Dental Surgery	3 km	-	11 mins
Ugly Duckling Pre-school	3.2 km	-	12 mins
Boots Chemist	3.5 km	-	13 mins
Tesco Express	3.5 km	-	13 mins
Forest Hall School (11-16 age group)	4 km	-	15 mins

From this analysis it can be seen it is possible to walk to the local convenience store, post office, primary school and railway station within 12 minutes or cycle to other local amenities within 15 minutes.

Local transport provision has been examined and there are regular bus services operating along B1051 Stanstead Road. The bus stops on Stanstead Road are situated some 350 metres from the site access. The following services have been identified as operating through Elsenham.

Service/ Operator	Route	Frequency
7 Stephenson's of Essex	Bishop's Stortford - Elsenham - Henham - Takeley - Stansted Airport	Monday-Saturday 07.18,09.31,11.46,14.01,16.16,18.31
7A Stephenson's of Essex	Stansted Airport - Takeley - Henham - Elsenham - Bishop's Stortford	Monday-Saturday 09.00,10.31,12.56,14.51,17.16
441 Stephenson's of Essex	Takeley - Stansted Mountfitchet - Ugley - Newport - Saffron Walden High School	Monday-Friday Term Time Only 07.49 return 15.58

Source: bustimes.org September 2023

From this analysis it can be seen that there are regular bus services linking Elsenham to Bishop's Stortford and Stansted Airport and destinations in between.

Elsenham railway station provides a half-hourly service between London Liverpool Street and Cambridge, stopping at a number of principal stations including Ely and Bishop's Stortford. The service runs from early in the morning until late at night.

From the work carried out by Savoy Consulting it has been demonstrated the proposed development is in an entirely sustainable location.

6 Summary and Conclusions

Savoy Consulting has been instructed by their client, Rosconn Strategic Land to prepare a Transport Statement to accompany a planning application for a residential development of up to 40 dwellings on land off Robin Hood Road, Elsenham, Essex.

The Transport Statement has assessed existing conditions on the surrounding highway network and an analysis has been carried out of the proposed development, including the means of access to the site. Access to the site will be by means of a new simple T-junction on Robin Hood Road.

To support the planning application there has been a thorough review of relevant transport planning policy guidance and it has been concluded the proposed development accords with all transport related policies.

As part of the preparation of this assessment, the personal injury collision records on Robin Hood Road and the local highway network in the vicinity of the application site have been examined and no personal injury collisions have been recorded during the last five year period for which data is available.

This examination therefore indicates that there is no evidence of any existing road safety problems in this part of Elsenham and in the opinion of Savoy Consulting the situation will not change as a result of the proposed development.

Savoy Consulting considers the application site to be in an entirely sustainable location.

From the work carried out in preparing this Transport Statement, Savoy Consulting is entirely satisfied that the proposed development will not have a material detrimental impact on the operation of the local highway network and believes there are no material or overriding highway or transport reasons why the proposed development should not be granted planning permission.

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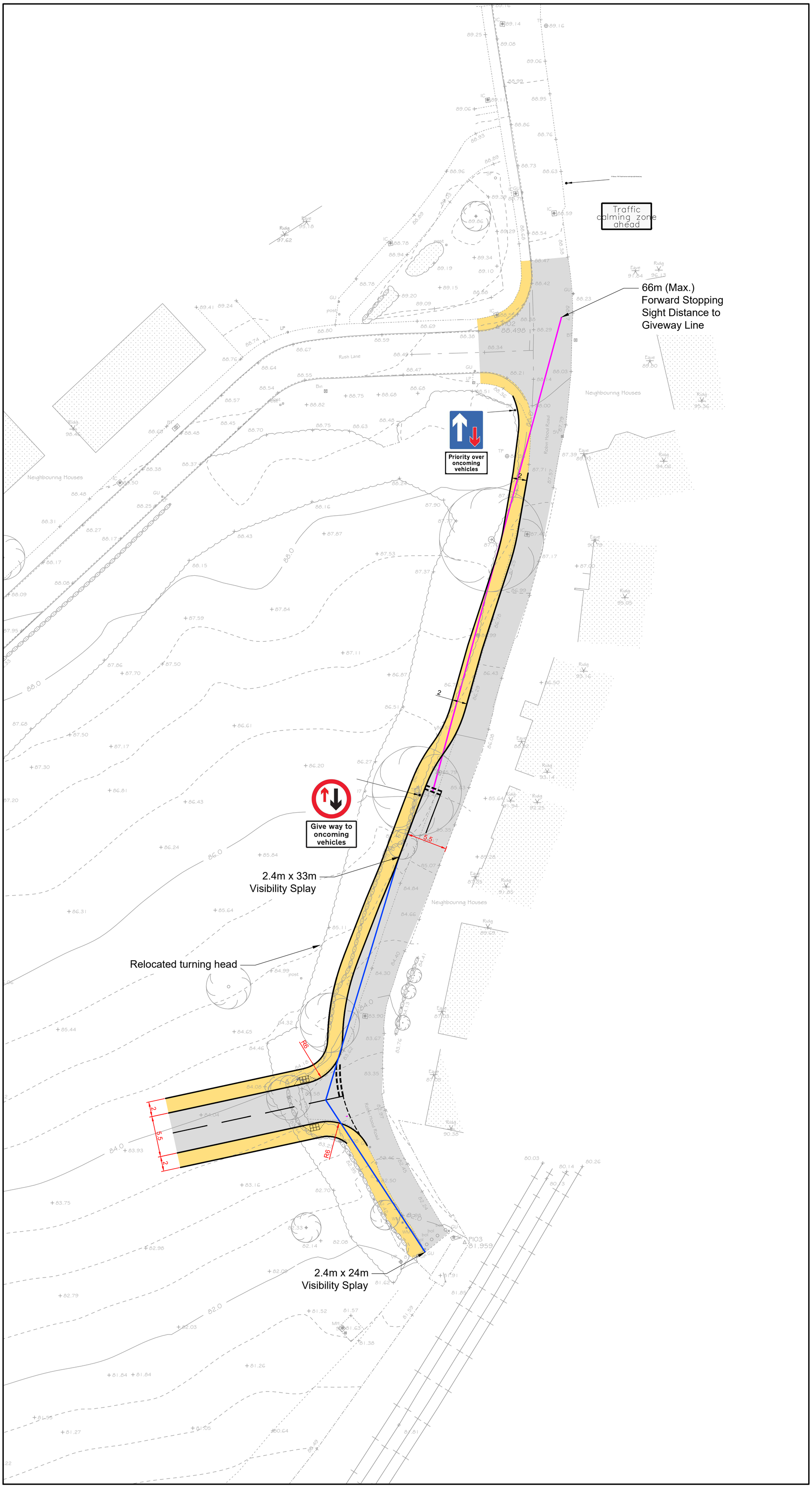

NOTE:

Lighting for the one-way working will be to:

BS 5489 – 1: 2003 and BSEN 13201:2003 Parts 2,3 and 4

The lighting will be designed to ensure drivers approaching the feature will be able to identify its layout and be able to make judgements as necessary concerning driver priority, the intended actions of oncoming drivers, and how to safely navigate the feature. The lighting provided will offer good colour rendering of the correct class which will help the driver to make such judgements.

General Notes

Rev	Issue Comment	Date
-	-	-

SAVOY CONSULTING
Specialist Solutions in Transport Planning

Client
Rosconn Strategic Land

Architect
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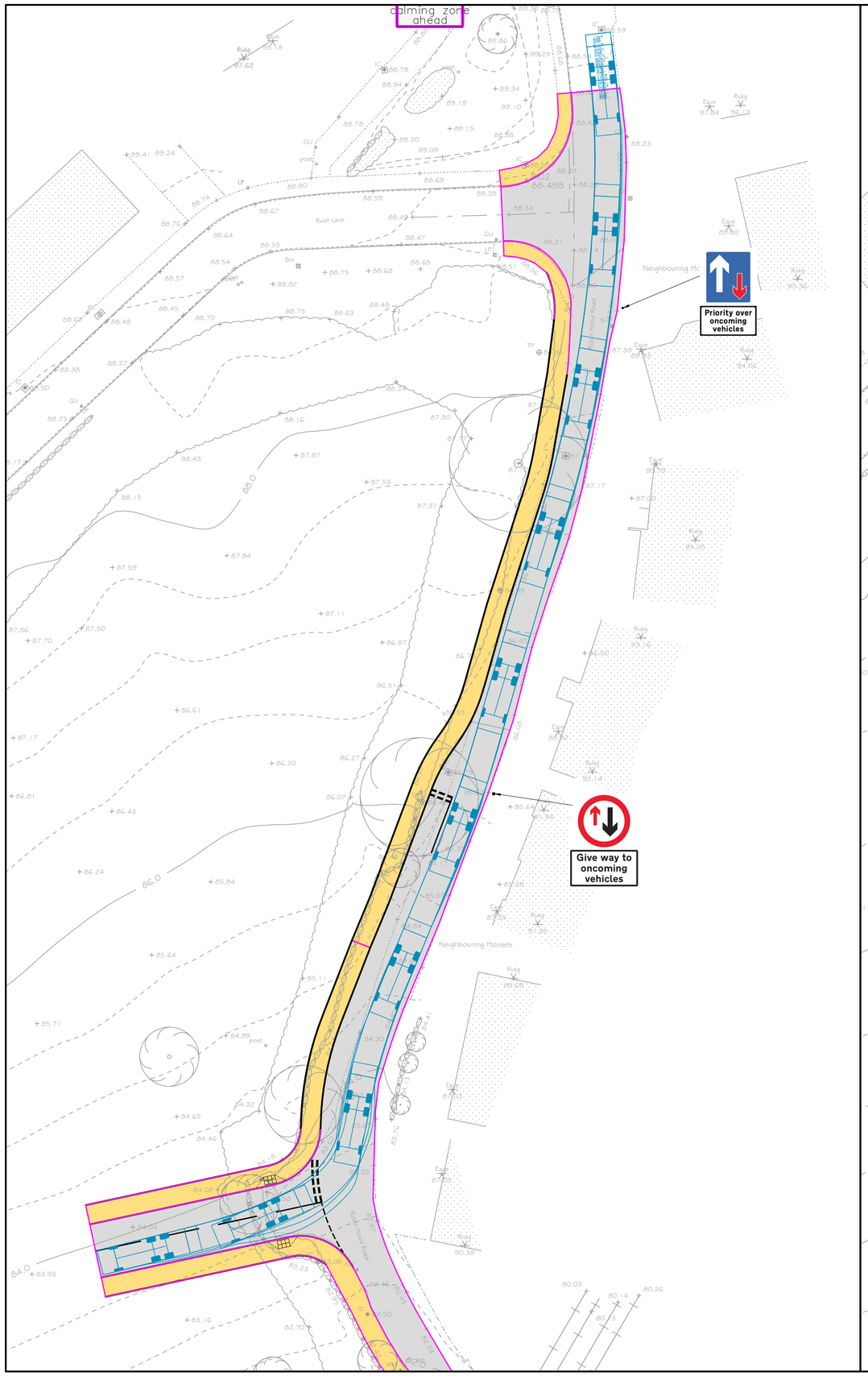
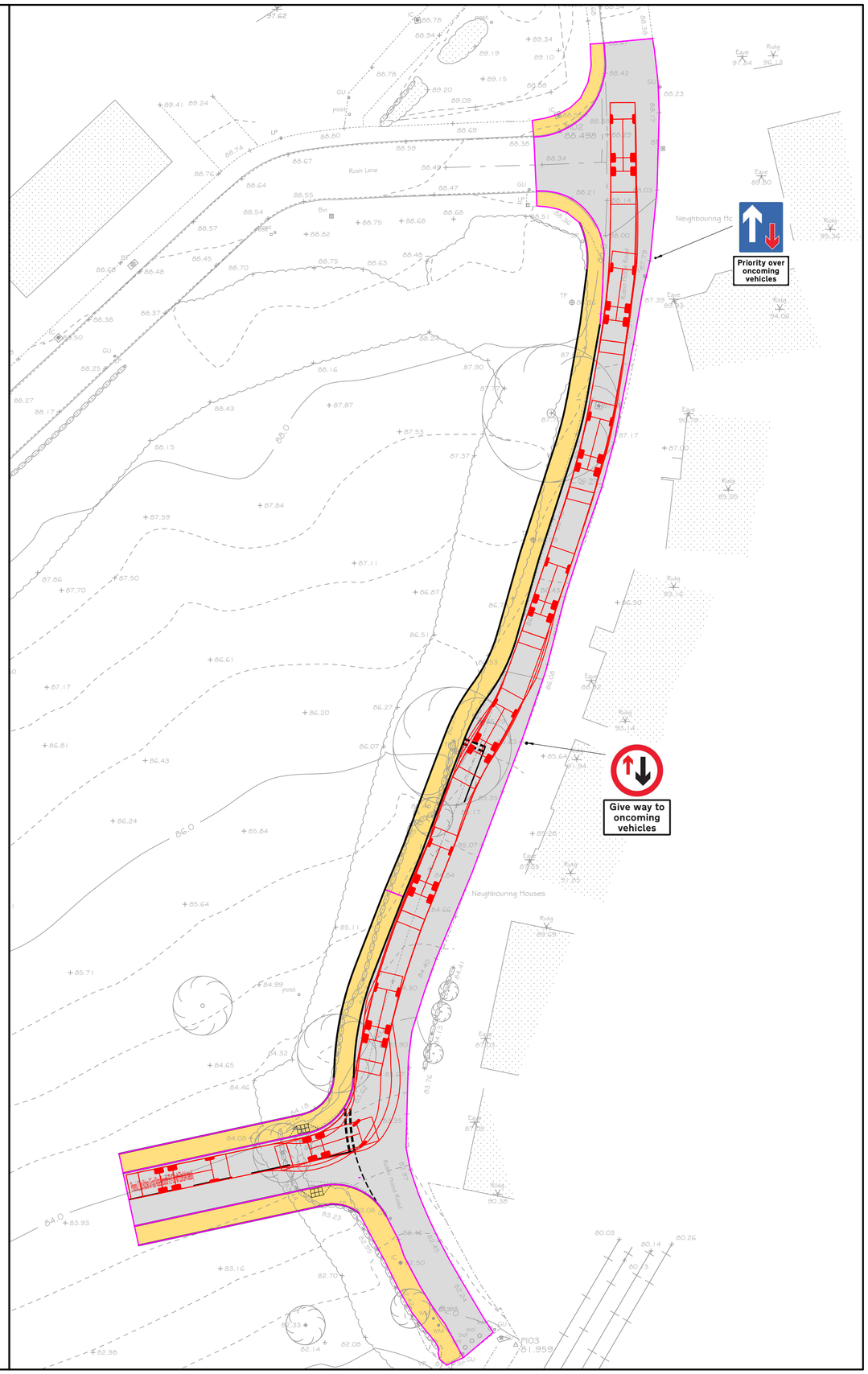
Project
Elsenham
Essex

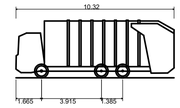
Drawing Title
Site Access Arrangements

Drawing Number
DWG–06

Scale & Sheet Size
1:250 @ A1







Phoenix 2 Duo Kitchen & Food Waste Recycler

Overall Length	10.320m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

General Notes

Rev	Issue Comment	Date
-	-	-

SAVOY CONSULTING
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Client
Rosconn Strategic Land

Architect
.

Project
Elsenham Essex

Drawing Title
Site Access Refuse Vehicle Swept Path Analysis

Drawing Number
DWG-07

Scale & Sheet Size
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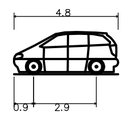


Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

General Notes

Rev	Issue Comment	Date
-	-	-

SAVOY CONSULTING
Specialist Solutions in Transport Planning

Client
Rosconn Strategic Land

Architect
.

Project
Elsenham
Essex

Drawing Title
Existing Driveway Access Review

Drawing Number
DWG-08

Scale & Sheet Size
1:200 @ A1

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	Robin Hood Road, Att - fence, OSGR: TL 53463 26008	North bound	30	06 June 2022	12 June 2022	116	17	17	0	0.0	0	0.0	0	0.0	11.0	15.9
		South bound	30	06 June 2022	12 June 2022	116	17	17	0	0.0	0	0.0	0	0.0	13.4	16.9
		Two Way	30	06 June 2022	12 June 2022	232	34	33	0	0.0	0	0.0	0	0.0	12.2	16.5

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	Robin Hood Road, Att - fence, OSGR: TL 53463 26008	North bound	30	13 June 2022	19 June 2022	130	19	19	0	0.0	0	0.0	0	0.0	11.1	15.7
		South bound	30	13 June 2022	19 June 2022	123	18	18	0	0.0	0	0.0	0	0.0	13.3	16.5
		Two Way	30	13 June 2022	19 June 2022	253	37	36	0	0.0	0	0.0	0	0.0	12.2	16.3

Proposed Development on Land Alongside Robin Hood Road/Rush Lane Elsenham, Essex

Stage 1 Road Safety Audit

January 2022

Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

info@alpha-consultants.co.uk

Table of Contents

Appendices

Project / Document Details	
Date:	24/01/2022
Document reference and revision:	AC/SCL/2401221
Prepared by:	Alpha Highway Consultants Limited
Design Organisation:	Savoy Consulting Limited
Overseeing Organisation:	Essex County Council

1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out during January 2022 at the request of Savoy Consulting Limited, The Willows, Stanford Bishop, Bringsty, Worcester WR6 5UB.

1.2 The Audit relates to highway access arrangements and associated works in connection with a proposed residential development on land situated between Robin Hood Road and Rush Lane, Elsenham, Essex.

1.3 The Audit Team membership was as follows:

J Bown (Audit Team Leader)	Alpha Consultants
B Newiss (Audit Team Member)	Alpha Consultants

1.4 The Audit took place at the offices of Alpha Consultants during January 2022 and included an examination of the following documents:

- Drawing No. DWG-05 Rev B
- Highway Boundary Plan 2688910

1.5 The Audit Team visited the site together on the afternoon of 18 January 2022. During the site visit the weather was overcast and foggy. The surfaces were generally damp.

1.6 The terms of reference of the Audit are as described in GG 119 (formerly HD 19/15).

1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.

1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

LOCAL ALIGNMENT

2.1 Problem

Location: Priority give way feature

Summary: Risk of conflict between opposing vehicles if inter-visibility is inadequate

Description:

In order for the priority give way arrangement to operate safely and effectively, it will be important that northbound motorists have sufficient visibility of any southbound vehicles, in order that they can give way if necessary. At present, visibility at this location is restricted by vegetation. Whilst it is recognised that some of the vegetation will be cleared as part of the footway construction, if visibility remains inadequate this could lead to a risk of conflict between opposing vehicles.

Recommendation:

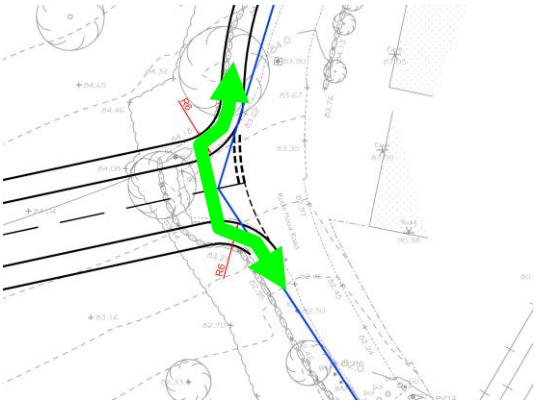
It is recommended that appropriate sight lines are identified and assessed in order to ensure that the proposed footway works/vegetation clearance will provide northbound motorists with sufficient visibility of opposing vehicles.

WALKING, CYCLING AND HORSE RIDING

2.2 Problem

Location: Proposed vehicular access

Summary: Full height kerbs could pose a risk to pedestrians



Description:

Once the new footway is in place, it is likely that some pedestrians will wish to continue across the new access junction to and from the railway crossing further south. However, it is not completely clear how the footway on the southern side of the access will tie in with the carriageway or if dropped crossing points will be provided across the access. Pedestrians with a mobility impairment could be at particular risk if they are required to negotiate full height kerbs.

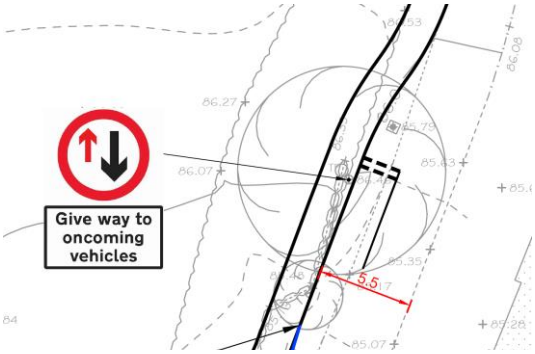
Recommendation:

It is recommended that appropriately located dropped kerbing/crossing facilities are provided in order to assist pedestrians when proceeding along the footway and across the new access junction.

2.3 Problem

Location: Priority give way feature

Summary: Traffic sign and potential footway obstruction/vehicle strikes



Description:

It appears that the new priority sign situated alongside the give way feature will be positioned within the new footway. Depending upon its exact position, the sign/post could cause an obstruction within the footway, whilst the sign face could be prone to vehicle strikes if too close to the carriageway.

Recommendation:

It is recommended that the new sign and post are appropriately positioned in order to avoid obstruction of the footway and the risk of vehicle strikes.

3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed: [redacted]

Date: 21 January 2022

AUDIT TEAM MEMBER

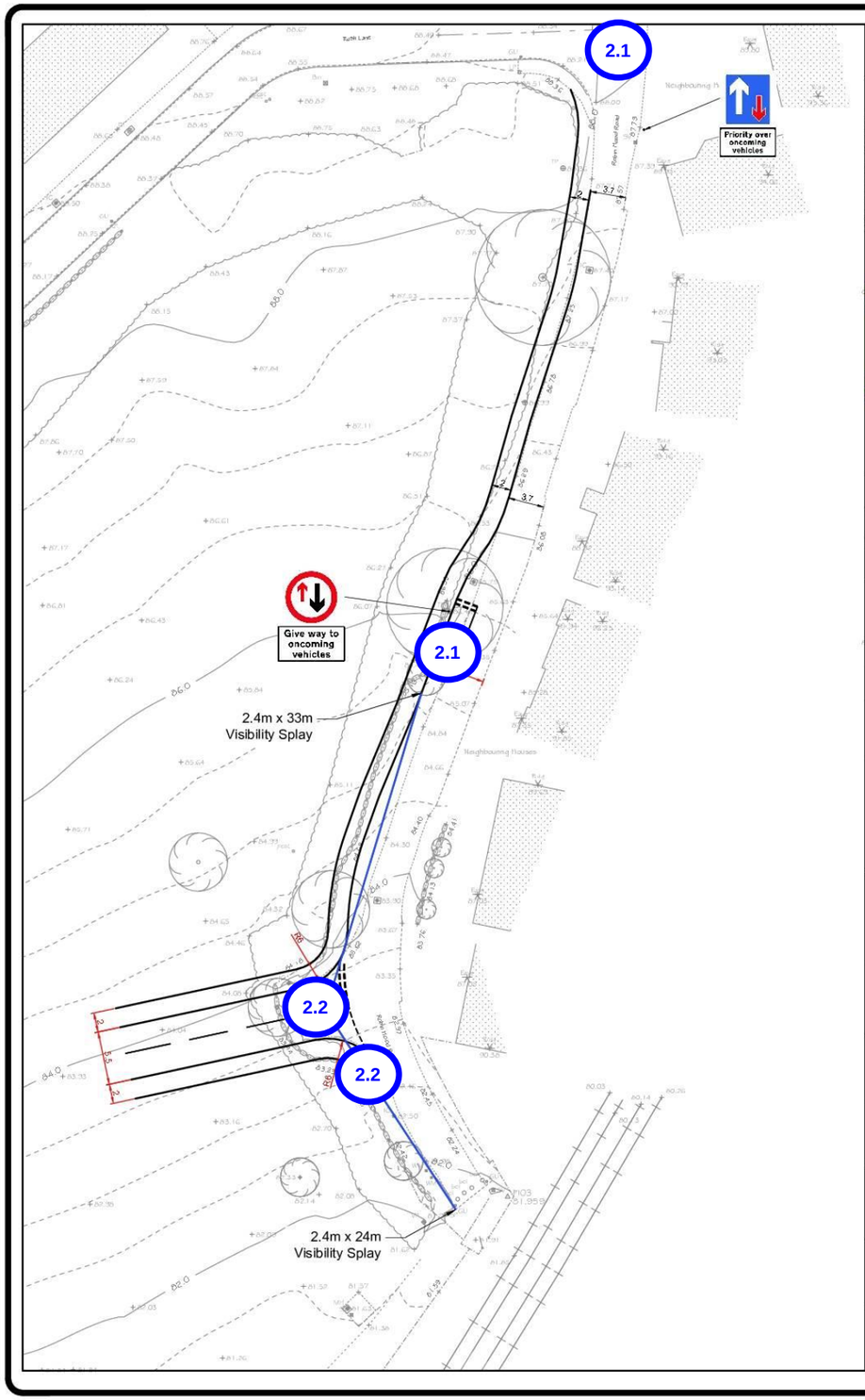
B Newiss MCIHT MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

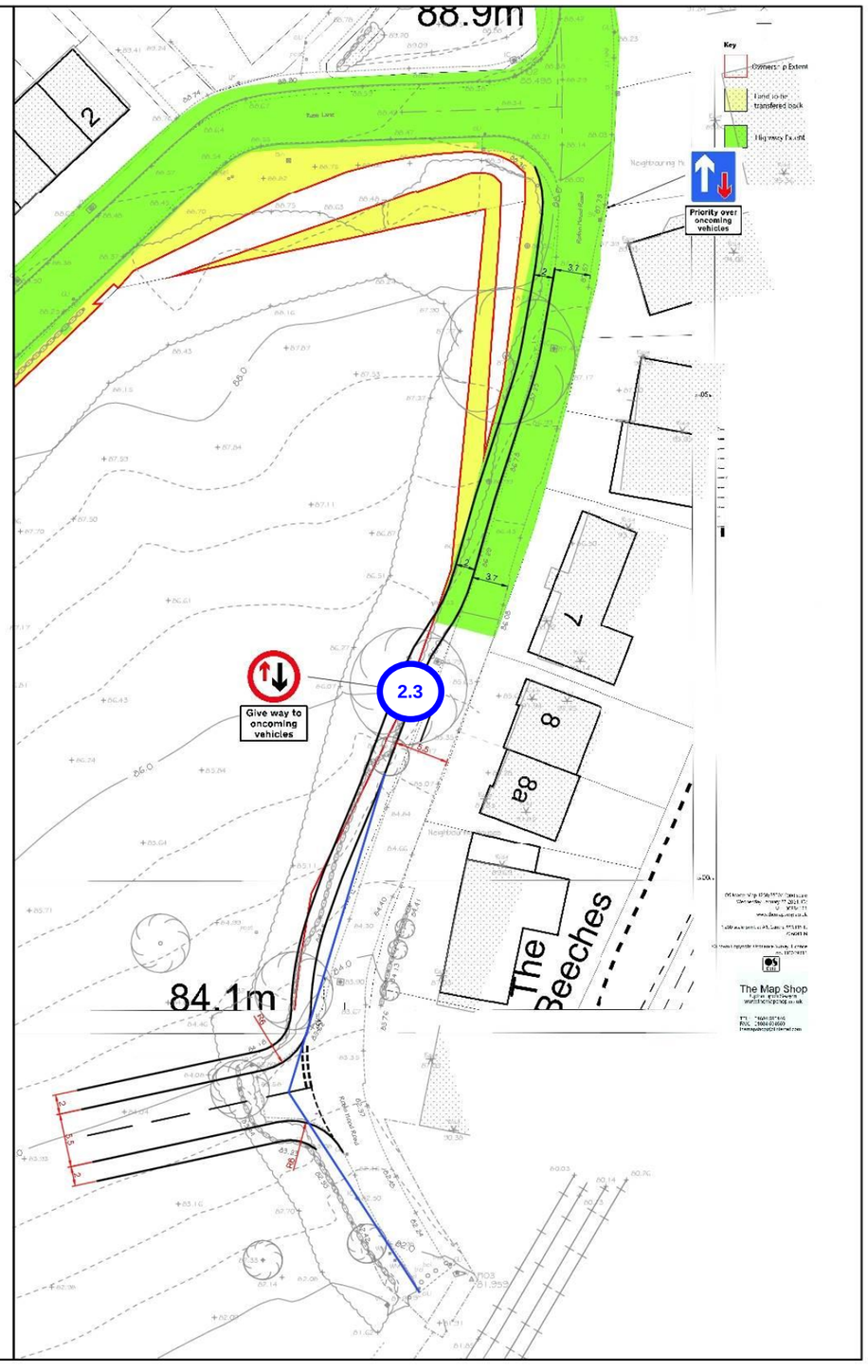
Signed: [redacted]

Date: 24 January 2022

Appendix A

Problem Location Plan





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General Notes

Rev	Issue	Comment	Date
-	-		-

SAVOY CONSULTING
Specialist Solutions in Transport Planning

Client
Rosconn Strategic Land

Architect
-

Project
Elsenham Essex

Drawing Title
Site Access

Drawing Number
DWG–05 Rev B

Scale & Sheet Size
1:250 @ A1

PROPOSED RESIDENTIAL DEVELOPMENT- ELSENHAM, ESSEX

Stage 1 Road Safety Audit

Audit Date January 2022

Designer's Response

Introduction

This Designer's Response has been prepared to address the three matters raised as "problems" resulting from the Stage 1 Road Safety Audit carried out for a proposed residential development on land in the village of Elsenham, Essex.

To access the development, an alternative option has been explored whereby a new priority junction would be provided on Robin Hood Road. To accommodate the generated traffic from the development it is proposed to introduce one-way working on Robin Hood Road in the vicinity of the Rush Lane junction.

The Auditors were supplied with one Savoy Consulting drawing detailed in the Audit and a copy of a plan showing the highway extent.

ITEMS RAISED AT ROAD SAFETY AUDIT

Local Alignment

2.1 Problem

Location: Priority give-way feature

Summary: Risk of conflict between opposing vehicles if intervisibility is inadequate

Recommendation

It is recommended that appropriate sight lines are identified and assessed to ensure that the proposed footway works/vegetation clearance will provide northbound motorists with sufficient visibility of opposing vehicles.

Designer's Response

To address this problem, a fresh drawing no. DWG-06 has been produced which demonstrates that northbound motorists will have sufficient visibility of opposing vehicles up to and including the junction of Rush Lane.

Walking, Cycling and Horse Riding

2.2 Problem

Location: Proposed vehicular access

Summary: Full height kerbs could pose a risk to pedestrians

Recommendation

It is recommended that appropriately located dropped kerbing/crossing facilities are provided in order to assist pedestrians when proceeding along the footway and across the new access junction.

Designer's Response

The recommendations are accepted. Drawing no. DWG-06 shows the provision of tactile paving and dropped kerbs at the new vehicular access.

2.3 Problem

Location: Priority give-way feature

Summary: Traffic sign and potential footway obstruction/vehicle strikes

Recommendation

It is recommended that the new sign and post are appropriately positioned in order to avoid obstruction of the footway and the risk of vehicle strikes.

Designer's Response

The recommendation is accepted. Drawing no. DWG-06 shows the position of the post relocated to the back of footway. To ensure clear visibility of the new traffic sign for northbound traffic a short "crank" can be provided at the top of the post. The crank should be short enough to ensure a clearance of 0.5 metres between the edge of the sign and the edge of the carriageway.

January 2022