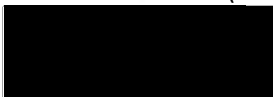


Transport Statement



Ref	TS 776
Site Name	Land to the East of Cambridge Road, Ugley
Date	April 2024

Quality Assurance

Site name:	Land to the East of Cambridge Road, Ugley
Client name:	Pelham Structures Ltd
Type of report:	Transport Statement
Prepared by	Steve Amann BSc (Hons) MSc (Eng)
Signed	
Date	April 2024

Land to the East of Cambridge Road, Ugley

Table of Contents

1	INTRODUCTION.....	1
	Brief.....	1
	Background.....	1
2	SITE AND LOCATION ASSESSMENT	2
	Public Transport Accessibility	2
	Walking and Cycling Assessment.....	2
	Safety Considerations and Accident Analysis	3
3	NATIONAL POLICY	4
	Background.....	4
	The National Planning Policy Framework (NPPF)	4
	Promoting Sustainable Transport.....	4
	Essex Local Transport Plan 2011.....	5
	Development Management Policy	5
4	DEVELOPMENT PROPOSALS.....	6
	Description of Proposal	6
	Trip Generation.....	6
	Vehicular Access	6
	Vehicle Parking	8
	Cycle Parking.....	8
5	SUMMARY AND CONCLUSIONS	9
	Summary.....	9
	Conclusions.....	9

Appendices

Appendix 1	Site Location
Appendix 2	Public Transport Information
Appendix 3	Illustrative Development Proposals
Appendix 4	TRICS Data
Appendix 5	Proposed Access Junction
Appendix 6	Speed Survey
Appendix 7	Required Access Visibility
Appendix 8	Vehicle Tracking Assessment



Land to the East of Cambridge Road, Ugley

Appendix 9 Stage One Safety Audit

Appendix 10 Safety Audit Response

Land to the East of Cambridge Road, Ugley

1 Introduction

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Pelham Structures Ltd to undertake a Transport Statement in support of a planning application to Uttlesford District Council pursuant to proposals for a change of use from agricultural to residential on Land east of Cambridge Road, Ugley. The location of the site is illustrated in **Appendix 1**.

Background

- 1.2 This Transport Statement provides a summary of investigations at the site and its access pursuant to demonstrating the proposal will not have a detrimental impact on highway safety or capacity in the vicinity of the site and moreover that the proposal is suitably located for access via means other than the private car.
- 1.3 The following matters are considered in this Statement:
- Site Assessment
 - National Policy Review
 - Development Proposals and assessment of the traffic impact of the proposal
 - Parking and servicing appraisal

Land to the East of Cambridge Road, Ugley

2 Site and Location Assessment

- 2.1 The site is situated to the east of Cambridge Road and the north of Pound Lane, Ugley, a village to the north of Stansted Mountfitchet.
- 2.2 Pound Lane to the south is a rural road subject to the national 60mpgh speed limit as it passes the site with a priority junction connection to Cambridge Road to the west.
- 2.3 Cambridge Road, the B1318 forms part of the County's strategic road network and is classified as Main Distributor in the Essex Route Hierarchy.
- 2.4 The site is well connected to the strategic road network via the A120 and M11 to the south offering access across the Essex region between Bishop's Stortford, Dunmow, Colchester, Chelmsford, and Stansted Airport.
- 2.5 The site is currently under agricultural use.

Public Transport Accessibility

- 2.6 Public transport availability in the vicinity of the site has been examined and the nearest stops and services to the site are within 400m of the site in Cambridge Road to the west. The stops provide access to a number of dedicated schools services.
- 2.7 Table 2.1 summarises the range and availability of bus services that can be accessed from the proposal site.
- 2.8 Public transport availability in the vicinity of the site has been assessed by reference to the proximity of bus routes, bus stops and range of services
- 2.9 There are a number of bus stops available along the B1318 and serve a range of services to a variety of destinations.
- 2.10 Table 2.1 summarises the bus services available within the vicinity of the site.

Table 2.1 Bus Services

Bus Number	Stop Locations	Route	Frequency
301	B1318	Bishop's Stortford-Saffron Walden	Hourly Monday to Saturday
441	B1318	Takeley to Saffron Walden High School	Weekdays

- 2.11 Given that the site the is located within 400m of existing bus stops of a regular frequent service to a variety of destinations, the site is capable of being served by public transport and is in a sustainable and accessible location.
- 2.12 The public transport timetable information is held in **Appendix 2**.

Walking and Cycling Assessment

- 2.13 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. Cycle access to the proposal has been considered in detail. For the purposes of

Land to the East of Cambridge Road, Ugley

cycle accessibility, a cycling time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.

- 2.14 The five-kilometre catchment area of the proposal site includes the whole of Elsenham, Ugley and Stansted Mountfitchet with its excellent range of associated retail facilities and services and extensive residential areas. The catchment also includes mainline rail stations at Stansted and Elsenham and Stansted Airport.
- 2.15 The site has the benefit of being located within easy access to the existing cycle path with its connection to Stansted and the mainline rail station.
- 2.16 With respect to pedestrian access, a walk time of ten minutes is generally considered the maximum acceptable to directly access any local facility or amenity, and equates to a distance of 800 metres.
- 2.17 Whilst the site is located remotely in terms of pedestrian access, it is located adjacent to the village hall and within walking distance of bus stops on Cambridge Road.
- 2.18 The site is therefore considered to be accessible to a range of facilities and amenities by means other than the private car and as such is in a sustainable location for the purposes of transport and access. In view of the above the site conforms to the emerging Local Plan criteria relating to sustainable development and confirms that the site is in a suitable location.

Safety Considerations and Accident Analysis

- 2.19 The accident record in the vicinity of the site has been considered and the Essex County Council collision database indicates that there have been no incidents in the vicinity of the site access in the latest available 3 year period between September 2020 and September 2023.
- 2.20 The highway network in the immediate vicinity of the site has a good safety record and as such the proposals by virtue of their limited scale will not have a material impact on that record.

3 National Policy

Background

- 3.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national level in the following document:
- the National Planning Policy Framework
- 3.2 This document set the context in which the proposals have been assessed.

The National Planning Policy Framework (NPPF)

- 3.3 The National Planning Policy Framework (NPPF,2023) in this document the government sets out its core principles for the planning system in England.
- 3.4 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.

Promoting Sustainable Transport

- 3.5 The NPPF in promoting sustainable transport considers that for sites to be allocated for development in plans, or specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users; and
 - 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.
- 3.6 The framework goes on to re-iterate at Paragraph 111 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.'*
- 3.7 The NPPF sets out in the context of applications for development that they should:
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

Land to the East of Cambridge Road, Ugley

- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 3.8 The chapter concludes 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.

Essex Local Transport Plan 2011

- 3.9 The 2011 Essex Local Transport Plan sets out the County Council's aims and objectives for transport and infrastructure for the next ten-year period and provides the policy framework to achieve the objectives.
- 3.10 Policy 2 Integrated Development sets out the County's position in relation to integrated planning and states that:
- 3.11 *Transport and land-use planning will be used together to secure new development at the most appropriate and sustainable locations by: working closely with district planning authorities to enable a better balance of new homes, jobs and services; locating new developments in areas which are accessible to key services by sustainable forms of transport; ensuring new developments provide for sustainable transport and effective travel planning; requiring new developments to provide appropriate transport infrastructure in line with the Council's current development management policies; and making the most effective use of all available funding sources by co-ordinating the delivery of ECC and development funded works.*

Development Management Policy

- 3.12 Essex County Council (ECC) set out in their publication Development Management Policies (DMP) Feb 2011 that access to development sites should be considered against the Essex Functional Route Hierarchy.
- 3.13 Pound Lane is defined by the Highway Authority as being within the functional route hierarchy as an Other Route and as such Policy DM4 applies:
- 3.14 *'The Highway Authority will protect the function of all other routes by:*
- Ensuring that new access points will be designed and constructed in accordance with the current standards.
 - Seeking improvements to existing substandard accesses.
- 3.15 The aims and objectives of the DMP have been considered in the development of these proposals and accord with that policy.

Land to the East of Cambridge Road, Ugley

4 Development Proposals

Description of Proposal

- 4.1 The proposals consider a residential development of 16 dwellings on existing agricultural land to the north of Pound Lane, Ugley.
- 4.2 Access to the site is proposed by way of a 6m wide shared use carriageway access from Pound Lane.
- 4.3 The road layout is proposed in accordance with the requirements set out in the Essex Design Guide and would accommodate appropriate turning areas to ensure the site could be adequately served by delivery and refuse vehicles.
- 4.4 The proposed site layout is illustrated in **Appendix 3**.

Trip Generation

- 4.5 In accordance with the accepted transport assessment requirements, the proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 4.6 The travel demand that could be associated with the proposal has been considered in detail and assessed utilising data from the TRICS 7.10.3 trip generation database. Sites within the database have been interrogated to consider sites that are similar in land use, location and size to the proposal being considered.
- 4.7 To provide an assessment of the 16 dwellings a TRICS interrogation has been undertaken to consider the number of vehicular trips that would be generated.

Table 4.1 TRICS Residential Trip Rate and Forecast Generation Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate per dwelling	0.160	0.281	0.312	0.154
Total trips 16 dwellings	3	5	5	3

- 4.8 **Table 4.1** indicates that the proposed dwellings could result in up to 8 vehicular trips in the AM peak and 8 vehicular trips in the PM peak. The data obtained from TRICS is shown in **Appendix 4**.
- 4.9 In consideration of the foregoing assessment, the proposed development will not have a detrimental impact in terms of either highway capacity or safety and can be accommodated by the existing infrastructure and moreover will not be contrary to Paragraph 111 of the NPPF.

Vehicular Access

- 4.10 Access to the proposal will be provided via a new vehicular access directly off Pound Lane with a suitable facility for turning provided within the layout to ensure the manoeuvring requirements of refuse, emergency and servicing vehicles can be accommodated.

Land to the East of Cambridge Road, Ugley

- 4.11 The proposed access arrangement and achievable visibility is shown in **Appendix 5**.
- 4.12 In view of the fact that Pound Lane is subject to a 60mph speed limit at the access, the achievable visibility is sub-standard and as such the speed of traffic along Pound Lane on both approaches to the proposed access has been surveyed to consider the appropriate visibility for the access.
- 4.13 In order to confirm the appropriateness and acceptability of the use of the access points in the context of the proposed use, a speed survey has been undertaken to demonstrate that the increased use of access points and their location would conform to the appropriate standard for the speed of the road in terms of visibility and geometry.
- 4.14 Independent speed surveys on Pound Lane were commissioned and undertaken by Advanced Transport Research during the following period:
- Survey Start 16th October-2023
 - Survey End 22nd October-2023
- 4.15 The speed survey results provided 85thile speeds on the eastbound and northbound approaches to the junction to inform the visibility requirement at the access point.
- 4.16 The following 85thile speeds were recorded at the access on the eastbound approach to the junction location.
- Eastbound 85thile speed 30.5 mph
- 4.17 The following 85thile speeds were recorded at the access on the northbound approach to the junction location:
- Northbound 85thile speed 29.4mph
- 4.18 Given the recorded speeds set out above and the location of the access point, visibility splays based on the standards set out in the Manual for Streets MfS provides an appropriate and suitable basis for calculating the visibility requirement at the access.
- 4.19 The speed survey results are held in **Appendix 6**.
- 4.20 The MfS indicates that for recorded 85thile approach speeds of 30.5mph and 29.4mph, visibility at 2.4m by 43m in both directions would be required from the access.
- 4.21 In view of the fact that the current level of visibility achievable within the highway boundary exceeds or the level required in accordance with the recorded 85thile speeds, the proposed use at the access points is considered to be acceptable.
- 4.22 The required visibility at the access is shown in **Appendix 7**. The required visibility can be achieved within land in either client control or control of the Highway Authority.
- 4.23 In accordance with the Essex Design Guide, vehicular and pedestrian access is proposed by way of a shared use access arrangement with a 6m wide carriageway being provided into the site.
- 4.24 The refuse and emergency vehicle access requirements of the development have been assessed and a vehicle tracking assessment has been undertaken which confirms that refuse vehicles and emergency fire vehicles can enter and exit the site in forward gear and moreover

Land to the East of Cambridge Road, Ugley

that a fire appliance can reach all the dwellings in accordance with Building Regulations B5 standards. The vehicle tracking is held in **Appendix 8**.

- 4.25 In accordance with Essex County Council requirements, the proposed site access has been the subject of the Stage One Road Safety Audit the results of which are held in **Appendix 9** and confirms the acceptability of the proposed design in highway safety terms.
- 4.26 The audit identified 2 potential problems with the proposed access arrangements, both of which have been addressed.
- 4.27 The first issue related to the provision of a footway alongside the access which terminated at Pound Lane, leaving pedestrians in the carriageway. The audit recommends that the footway be removed and as such a footway no longer forms part of the proposals.
- 4.28 The second problem identified that parked vehicles associated with the adjacent Linnets Wood could obstruct visibility for drivers exiting the development and as such it recommended that a parking area adjacent to the junction be provided to maintain access to the woodland.
- 4.29 The proposed layout incorporates visitor parking near to the junction maintaining parking access to the Woodland without compromising visibility.
- 4.30 The Audit Response is attached at **Appendix 10**.

Vehicle Parking

- 4.31 The car parking requirements of the proposal have been considered in the context of the requirements as set out in the Essex County Council publication Parking Standards Design and Good Practice 2009 (PSGD). The guidance specifies that a minimum of 2 car parking spaces per dwelling are provided. In addition, the proposals take account of and accord with the Uttlesford District Council Local Residential Parking Standards February 2013 with 3 spaces being provided for dwellings with 4 or more bedrooms.
- 4.32 As a part of the proposals, a minimum two on plot car parking spaces are proposed for each 2 to 3 bed dwellings and 3 spaces for all four or more bedroomed dwellings, A further 4 spaces will be allocated on street in accordance with the visitor space requirement of 0.25 spaces per unit.
- 4.33 All spaces and garages accord will accord with the dimensions set out in PSGD and as such the proposals comply with current car parking standards for Essex.

Cycle Parking

- 4.34 Cycle parking standards are also set out in the guidance and recommend that covered secure parking is provided for at least one cycle per dwelling. 1 cycle parking space per dwelling is proposed and as such the proposals comply with the guidance. Any dwellings provided without garages would have a secure cycle store e.g., shed.

5 Summary and Conclusions

Summary

- 5.1 This Transport Statement has been provided in support of a planning application to Uttlesford District Council for residential development on land to the East of Cambridge Road, Ugley for 16 dwellings with associated access and parking.
- 5.2 The site will be accessed via a new priority junction arrangement on to Pound Lane. The proposed arrangement has been designed in accordance with current standards and has visibility in accordance with surveyed traffic speeds along Pound Lane. The proposed arrangement has been the subject of Stage One Safety Audit and no fundamental problems were identified in the audit.
- 5.3 As a part of the proposals, a new footpath connection will be provided between the site and Cambridge Road to the west allowing safe pedestrian access to be achieved to the bus stops and footways along that road.
- 5.4 The vehicular trip generation assessment for the proposals demonstrates that the development will generate a very modest increase in traffic movements along Pound Lane and as such will not be detrimental for the purposes of either highway safety or capacity.
- 5.5 Cycle and Vehicle Parking for the development is proposed in accordance with the requirements of Essex County Council and Uttlesford District Council.
- 5.6 The site conforms to the sustainability criteria set out in the Uttlesford Local Plan and confirms its suitability as a sustainable and accessible location for development as it provides opportunities for access via public transport, cycle and foot.
- 5.7 The site is suitably laid out to provide an appropriate level of access for servicing, delivery, and emergency vehicles.

Conclusions

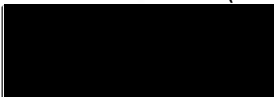
- 5.8 This Transport Statement demonstrates that the proposals have been developed in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant or severe impact on the efficiency or safety of the local transport network.
- 5.9 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the proposals as submitted should not be permitted.

Transport Statement



Ref	TS 776
Site Name	Land to the East of Cambridge Road, Ugley
Date	November 2023

Quality Assurance

Site name:	Land to the East of Cambridge Road, Ugley
Client name:	Pelham Structures Ltd
Type of report:	Transport Statement
Prepared by	Steve Amann BSc (Hons) MSc (Eng)
Signed	
Date	November 2023

Land to the East of Cambridge Road, Ugley

Table of Contents

1	INTRODUCTION.....	1
	Brief.....	1
	Background.....	1
2	SITE AND LOCATION ASSESSMENT	2
	Public Transport Accessibility	2
	Walking and Cycling Assessment.....	2
	Safety Considerations and Accident Analysis	3
3	NATIONAL POLICY	4
	Background	4
	The National Planning Policy Framework (NPPF)	4
	Promoting Sustainable Transport.....	4
	Essex Local Transport Plan 2011.....	5
	Development Management Policy	5
4	DEVELOPMENT PROPOSALS.....	6
	Description of Proposal	6
	Trip Generation.....	6
	Vehicular Access	6
	Vehicle Parking	8
	Cycle Parking.....	8
5	SUMMARY AND CONCLUSIONS	9
	Summary.....	9
	Conclusions.....	9

Appendices

Appendix 1	Site Location
Appendix 2	Public Transport Information
Appendix 3	Illustrative Development Proposals
Appendix 4	TRICS Data
Appendix 5	Proposed Access Junction
Appendix 6	Speed Survey
Appendix 7	Required Access Visibility
Appendix 8	Vehicle Tracking Assessment



Land to the East of Cambridge Road, Ugley

Appendix 9 Stage One Safety Audit

Appendix 10 Safety Audit Response

Land to the East of Cambridge Road, Ugley

1 Introduction

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Pelham Structures Ltd to undertake a Transport Statement in support of a planning application to Uttlesford District Council pursuant to proposals for a change of use from agricultural to residential on Land east of Cambridge Road, Ugley. The location of the site is illustrated in **Appendix 1**.

Background

- 1.2 This Transport Statement provides a summary of investigations at the site and its access pursuant to demonstrating the proposal will not have a detrimental impact on highway safety or capacity in the vicinity of the site and moreover that the proposal is suitably located for access via means other than the private car.
- 1.3 The following matters are considered in this Statement:
- Site Assessment
 - National Policy Review
 - Development Proposals and assessment of the traffic impact of the proposal
 - Parking and servicing appraisal

Land to the East of Cambridge Road, Ugley

2 Site and Location Assessment

- 2.1 The site is situated to the east of Cambridge Road and the north of Pound Lane, Ugley, a village to the north of Stansted Mountfitchet.
- 2.2 Pound Lane to the south is a rural road subject to the national 60mpgh speed limit as it passes the site with a priority junction connection to Cambridge Road to the west.
- 2.3 Cambridge Road, the B1318 forms part of the County’s strategic road network and is classified as Main Distributor in the Essex Route Hierarchy.
- 2.4 The site is well connected to the strategic road network via the A120 and M11 to the south offering access across the Essex region between Bishop’s Stortford, Dunmow, Colchester, Chelmsford, and Stansted Airport.
- 2.5 The site is currently under agricultural use.

Public Transport Accessibility

- 2.6 Public transport availability in the vicinity of the site has been examined and the nearest stops and services to the site are within 400m of the site in Cambridge Road to the west. The stops provide access to a number of dedicated schools services.
- 2.7 Table 2.1 summarises the range and availability of bus services that can be accessed from the proposal site.
- 2.8 Public transport availability in the vicinity of the site has been assessed by reference to the proximity of bus routes, bus stops and range of services
- 2.9 There are a number of bus stops available along the B1318 and serve a range of services to a variety of destinations.
- 2.10 Table 2.1 summarises the bus services available within the vicinity of the site.

Table 2.1 Bus Services

Bus Number	Stop Locations	Route	Frequency
301	B1318	Bishop’s Stortford-Saffron Walden	Hourly Monday to Saturday
441	B1318	Takeley to Saffron Walden High School	Weekdays

- 2.11 Given that the site the is located within 400m of existing bus stops of a regular frequent service to a variety of destinations, the site is capable of being served by public transport and is in a sustainable and accessible location.
- 2.12 The public transport timetable information is held in **Appendix 2**.

Walking and Cycling Assessment

- 2.13 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. Cycle access to the proposal has been considered in detail. For the purposes of

Land to the East of Cambridge Road, Ugley

cycle accessibility, a cycling time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.

- 2.14 The five-kilometre catchment area of the proposal site includes the whole of Elsenham, Ugley and Stansted Mountfitchet with its excellent range of associated retail facilities and services and extensive residential areas. The catchment also includes mainline rail stations at Stansted and Elsenham and Stansted Airport.
- 2.15 The site has the benefit of being located within easy access to the existing cycle path with its connection to Stansted and the mainline rail station.
- 2.16 With respect to pedestrian access, a walk time of ten minutes is generally considered the maximum acceptable to directly access any local facility or amenity, and equates to a distance of 800 metres.
- 2.17 Whilst the site is located remotely in terms of pedestrian access, it is located adjacent to the village hall and within walking distance of bus stops on Cambridge Road.
- 2.18 The site is therefore considered to be accessible to a range of facilities and amenities by means other than the private car and as such is in a sustainable location for the purposes of transport and access. In view of the above the site conforms to the emerging Local Plan criteria relating to sustainable development and confirms that the site is in a suitable location.

Safety Considerations and Accident Analysis

- 2.19 The accident record in the vicinity of the site has been considered and the Essex County Council collision database indicates that there have been no incidents in the vicinity of the site access in the latest available 3 year period between September 2020 and September 2023.
- 2.20 The highway network in the immediate vicinity of the site has a good safety record and as such the proposals by virtue of their limited scale will not have a material impact on that record.

3 National Policy

Background

- 3.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national level in the following document:
- the National Planning Policy Framework
- 3.2 This document set the context in which the proposals have been assessed.

The National Planning Policy Framework (NPPF)

- 3.3 The National Planning Policy Framework (NPPF,2023) in this document the government sets out its core principles for the planning system in England.
- 3.4 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.

Promoting Sustainable Transport

- 3.5 The NPPF in promoting sustainable transport considers that for sites to be allocated for development in plans, or specific applications for development, it should be ensured that:
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users; and
 - 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.
- 3.6 The framework goes on to re-iterate at Paragraph 111 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.’*
- 3.7 The NPPF sets out in the context of applications for development that they should:
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

Land to the East of Cambridge Road, Ugley

- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 3.8 The chapter concludes 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.

Essex Local Transport Plan 2011

- 3.9 The 2011 Essex Local Transport Plan sets out the County Council's aims and objectives for transport and infrastructure for the next ten-year period and provides the policy framework to achieve the objectives.
- 3.10 Policy 2 Integrated Development sets out the County's position in relation to integrated planning and states that:
- 3.11 *Transport and land-use planning will be used together to secure new development at the most appropriate and sustainable locations by: working closely with district planning authorities to enable a better balance of new homes, jobs and services; locating new developments in areas which are accessible to key services by sustainable forms of transport; ensuring new developments provide for sustainable transport and effective travel planning; requiring new developments to provide appropriate transport infrastructure in line with the Council's current development management policies; and making the most effective use of all available funding sources by co-ordinating the delivery of ECC and development funded works.*

Development Management Policy

- 3.12 Essex County Council (ECC) set out in their publication Development Management Policies (DMP) Feb 2011 that access to development sites should be considered against the Essex Functional Route Hierarchy.
- 3.13 Pound Lane is defined by the Highway Authority as being within the functional route hierarchy as an Other Route and as such Policy DM4 applies:
- 3.14 *'The Highway Authority will protect the function of all other routes by:*
- Ensuring that new access points will be designed and constructed in accordance with the current standards.
 - Seeking improvements to existing substandard accesses.
- 3.15 The aims and objectives of the DMP have been considered in the development of these proposals and accord with that policy.

Land to the East of Cambridge Road, Ugley

4 Development Proposals

Description of Proposal

- 4.1 The proposals consider a residential development of 16 dwellings on existing agricultural land to the north of Pound Lane, Ugley.
- 4.2 Access to the site is proposed by way of a 6m wide shared use carriageway access from Pound Lane.
- 4.3 The road layout is proposed in accordance with the requirements set out in the Essex Design Guide and would accommodate appropriate turning areas to ensure the site could be adequately served by delivery and refuse vehicles.
- 4.4 The proposed site layout is illustrated in **Appendix 3**.

Trip Generation

- 4.5 In accordance with the accepted transport assessment requirements, the proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 4.6 The travel demand that could be associated with the proposal has been considered in detail and assessed utilising data from the TRICS 7.10.3 trip generation database. Sites within the database have been interrogated to consider sites that are similar in land use, location and size to the proposal being considered.
- 4.7 To provide an assessment of the 16 dwellings a TRICS interrogation has been undertaken to consider the number of vehicular trips that would be generated.

Table 4.1 TRICS Residential Trip Rate and Forecast Generation Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate per dwelling	0.160	0.281	0.312	0.154
Total trips 16 dwellings	3	5	5	3

- 4.8 **Table 4.1** indicates that the proposed dwellings could result in up to 8 vehicular trips in the AM peak and 8 vehicular trips in the PM peak. The data obtained from TRICS is shown in **Appendix 4**.
- 4.9 In consideration of the foregoing assessment, the proposed development will not have a detrimental impact in terms of either highway capacity or safety and can be accommodated by the existing infrastructure and moreover will not be contrary to Paragraph 111 of the NPPF.

Vehicular Access

- 4.10 Access to the proposal will be provided via a new vehicular access directly off Pound Lane with a suitable facility for turning provided within the layout to ensure the manoeuvring requirements of refuse, emergency and servicing vehicles can be accommodated.

Land to the East of Cambridge Road, Ugley

- 4.11 The proposed access arrangement and achievable visibility is shown in **Appendix 5**.
- 4.12 In view of the fact that Pound Lane is subject to a 60mph speed limit at the access, the achievable visibility is sub-standard and as such the speed of traffic along Pound Lane on both approaches to the proposed access has been surveyed to consider the appropriate visibility for the access.
- 4.13 In order to confirm the appropriateness and acceptability of the use of the access points in the context of the proposed use, a speed survey has been undertaken to demonstrate that the increased use of access points and their location would conform to the appropriate standard for the speed of the road in terms of visibility and geometry.
- 4.14 Independent speed surveys on Pound Lane were commissioned and undertaken by Advanced Transport Research during the following period:
- Survey Start 16th October-2023
 - Survey End 22nd October-2023
- 4.15 The speed survey results provided 85thile speeds on the eastbound and northbound approaches to the junction to inform the visibility requirement at the access point.
- 4.16 The following 85thile speeds were recorded at the access on the eastbound approach to the junction location.
- Eastbound 85thile speed 30.5 mph
- 4.17 The following 85thile speeds were recorded at the access on the northbound approach to the junction location:
- Northbound 85thile speed 29.4mph
- 4.18 Given the recorded speeds set out above and the location of the access point, visibility splays based on the standards set out in the Manual for Streets MfS provides an appropriate and suitable basis for calculating the visibility requirement at the access.
- 4.19 The speed survey results are held in **Appendix 6**.
- 4.20 The MfS indicates that for recorded 85thile approach speeds of 30.5mph and 29.4mph, visibility at 2.4m by 43m in both directions would be required from the access.
- 4.21 In view of the fact that the current level of visibility achievable within the highway boundary exceeds or the level required in accordance with the recorded 85thile speeds, the proposed use at the access points is considered to be acceptable.
- 4.22 The required visibility at the access is shown in **Appendix 7**. The required visibility can be achieved within land in either client control or control of the Highway Authority.
- 4.23 In accordance with the Essex Design Guide, vehicular and pedestrian access is proposed by way of a shared use access arrangement with a 6m wide carriageway being provided into the site.
- 4.24 The refuse and emergency vehicle access requirements of the development have been assessed and a vehicle tracking assessment has been undertaken which confirms that refuse vehicles and emergency fire vehicles can enter and exit the site in forward gear and moreover

Land to the East of Cambridge Road, Ugley

that a fire appliance can reach all the dwellings in accordance with Building Regulations B5 standards. The vehicle tracking is held in **Appendix 8**.

- 4.25 In accordance with Essex County Council requirements, the proposed site access has been the subject of the Stage One Road Safety Audit the results of which are held in **Appendix 9** and confirms the acceptability of the proposed design in highway safety terms.
- 4.26 The audit identified 2 potential problems with the proposed access arrangements, both of which have been addressed.
- 4.27 The first issue related to the provision of a footway alongside the access which terminated at Pound Lane, leaving pedestrians in the carriageway. The audit recommends that the footway be removed and as such a footway no longer forms part of the proposals.
- 4.28 The second problem identified that parked vehicles associated with the adjacent Linnets Wood could obstruct visibility for drivers exiting the development and as such it recommended that a parking area adjacent to the junction be provided to maintain access to the woodland.
- 4.29 The proposed layout incorporates visitor parking near to the junction maintaining parking access to the Woodland without compromising visibility.
- 4.30 The Audit Response is attached at **Appendix 10**.

Vehicle Parking

- 4.31 The car parking requirements of the proposal have been considered in the context of the requirements as set out in the Essex County Council publication Parking Standards Design and Good Practice 2009 (PSGD). The guidance specifies that a minimum of 2 car parking spaces per dwelling are provided. In addition, the proposals take account of and accord with the Uttlesford District Council Local Residential Parking Standards February 2013 with 3 spaces being provided for dwellings with 4 or more bedrooms.
- 4.32 As a part of the proposals, a minimum two on plot car parking spaces are proposed for each 2 to 3 bed dwellings and 3 spaces for all four or more bedroomed dwellings, A further 4 spaces will be allocated on street in accordance with the visitor space requirement of 0.25 spaces per unit.
- 4.33 All spaces and garages accord will accord with the dimensions set out in PSGD and as such the proposals comply with current car parking standards for Essex.

Cycle Parking

- 4.34 Cycle parking standards are also set out in the guidance and recommend that covered secure parking is provided for at least one cycle per dwelling. 1 cycle parking space per dwelling is proposed and as such the proposals comply with the guidance. Any dwellings provided without garages would have a secure cycle store e.g., shed.

5 Summary and Conclusions

Summary

- 5.1 This Transport Statement has been provided in support of a planning application to Uttlesford District Council for residential development on land to the East of Cambridge Road, Ugley for 16 dwellings with associated access and parking.
- 5.2 The site will be accessed via a new priority junction arrangement on to Pound Lane. The proposed arrangement has been designed in accordance with current standards and has visibility in accordance with surveyed traffic speeds along Pound Lane. The proposed arrangement has been the subject of Stage One Safety Audit and no fundamental problems were identified in the audit.
- 5.3 As a part of the proposals, a new footpath connection will be provided between the site and Cambridge Road to the west allowing safe pedestrian access to be achieved to the bus stops and footways along that road.
- 5.4 The vehicular trip generation assessment for the proposals demonstrates that the development will generate a very modest increase in traffic movements along Pound Lane and as such will not be detrimental for the purposes of either highway safety or capacity.
- 5.5 Cycle and Vehicle Parking for the development is proposed in accordance with the requirements of Essex County Council and Uttlesford District Council.
- 5.6 The site conforms to the sustainability criteria set out in the Uttlesford Local Plan and confirms its suitability as a sustainable and accessible location for development as it provides opportunities for access via public transport, cycle and foot.
- 5.7 The site is suitably laid out to provide an appropriate level of access for servicing, delivery, and emergency vehicles.

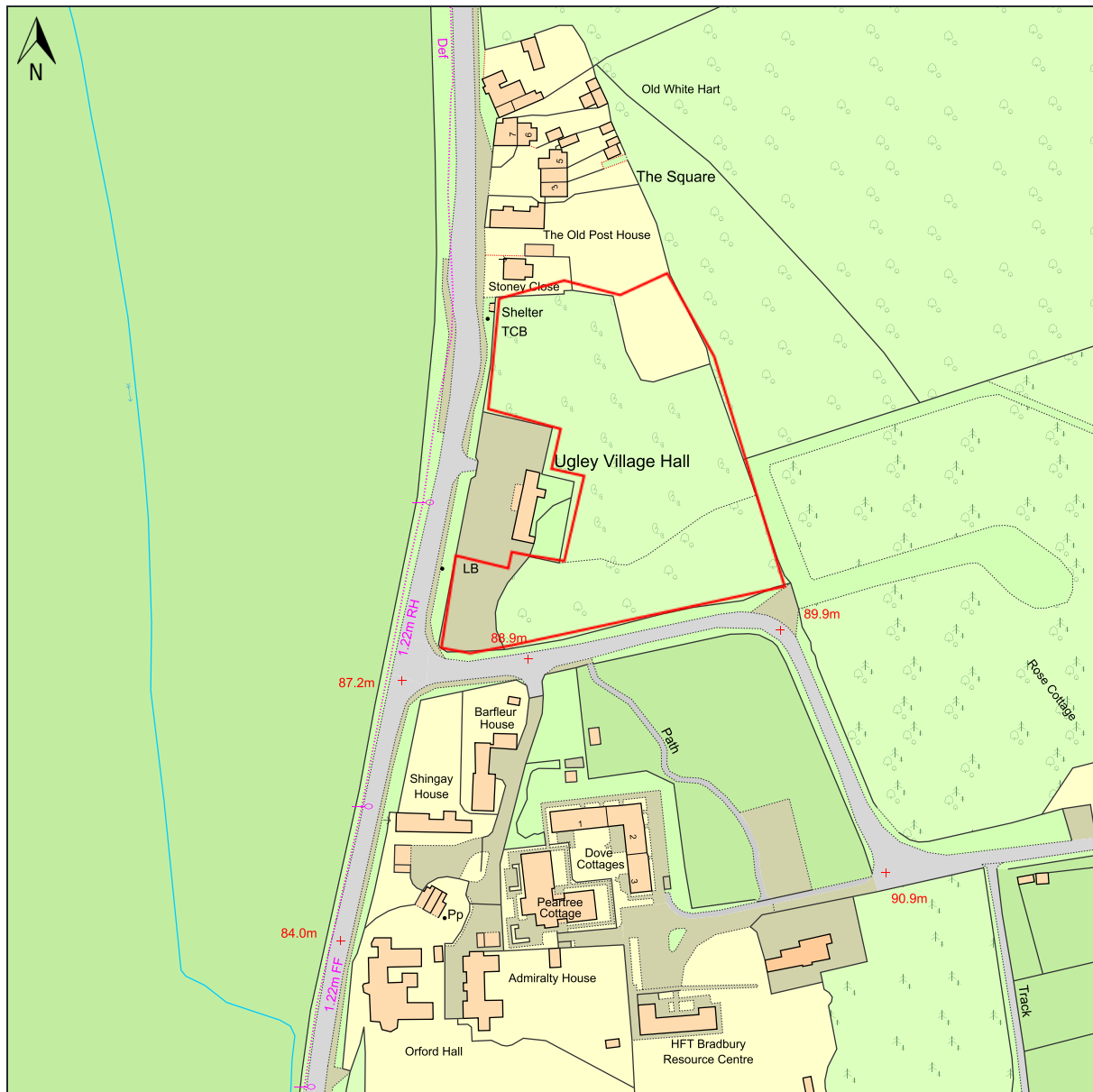
Conclusions

- 5.8 This Transport Statement demonstrates that the proposals have been developed in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant or severe impact on the efficiency or safety of the local transport network.
- 5.9 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the proposals as submitted should not be permitted.



Appendix 1
Site Location

LAND at CAMBRIDGE ROAD, UGLEY, ESSEX, CM22 6HR



© Crown copyright and database rights, 2023. Ordnance Survey
0100031673 Created using Plans by Emapsite



Scale: 1:2500

Paper Size: A4

Notes:





Appendix 2
Public Transport Information

Central Connect 301 Saffron Walden-Bishop's Stortford

Mondays to Fridays from 1 August 2022

	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301
			Sch	NSch								Sch	NSch					
Saffron Walden, Mortimers Gate	0626	0726	0824	0826	0926	1026	1126	1226	1326	1426	1524	1527	1626	1726	1826	1926	2026	2126
Saffron Walden, Elizabeth Way	0628	0728	0826	0828	0928	1028	1128	1228	1328	1428	1526	1528	1628	1728	1828	1928	2028	2128
Saffron Walden, Hospital	0629	0729	0827	0829	0929	1029	1129	1229	1329	1429	1527	1529	1629	1729	1829	1929	2029	2129
Saffron Walden, High Street	0636	0734	0832	0836	0936	1036	1136	1236	1336	1436	1532	1536	1636	1736	1836	1936	2036	2136
Saffron Walden, High School	-	-	0836	-	-	-	-	-	-	-	1536	-	-	-	-	-	-	-
Audley End, Rail Station	0646	0744	0846	0846	0946	1046	1146	1246	1346	1446	1546	1546	1646	1746	1846	1946	2046	2146
Newport, Station Road	0652	0750	0852	0852	0952	1052	1152	1252	1352	1452	1552	1552	1652	1752	1852	1952	2052	2152
Widdington, Fleur-de-Lys	0657	0755	0857	0857	0957	1057	1157	1257	1357	1457	1557	1557	1657	1757	1857	1957	2057	2157
Quendon, Providence Cottage	0703	0801	0903	0903	1003	1103	1203	1303	1403	1503	1603	1603	1703	1803	1903	2003	2103	2203
Stansted Mountfitchet, Clarence Road	0709	0808	0909	0909	1009	1109	1209	1309	1409	1509	1609	1609	1709	1809	1909	2009	2109	2209
Bishop's Stortford, Interchange Stop E	0721	0821	0921	0921	1021	1121	1221	1321	1421	1521	1621	1621	1721	1821	1921	2021	2121	2221

Notes

NSch this journey runs during school holidays only

Sch this journey runs on schooldays only

Central Connect 301 Saffron Walden-Bishop's Stortford

Saturdays from 1 August 2022

	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301
Saffron Walden, Mortimers Gate	0626	0726	0826	0926	1026	1126	1226	1326	1426	1527	1626	1726	1826	1926	2026	2126
Saffron Walden, Elizabeth Way	0628	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928	2028	2128
Saffron Walden, Hospital	0629	0729	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729	1829	1929	2029	2129
Saffron Walden, High Street	0636	0734	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	1936	2036	2136
Audley End, Rail Station	0646	0744	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846	1946	2046	2146
Newport, Station Road	0652	0750	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852	1952	2052	2152
Widdington, Fleur-de-Lys	0657	0755	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757	1857	1957	2057	2157
Quendon, Providence Cottage	0703	0801	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103	2203
Stansted Mountfitchet, Clarence Road	0709	0808	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009	2109	2209
Bishop's Stortford, Interchange Stop E	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121	2221

Central Connect 301 Bishop's Stortford-Saffron Walden

Mondays to Fridays from 1 August 2022

	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301	
Bishop's Stortford, Interchange Stop E	0628	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1726	1828	1928	2028	2128
Stansted Mountfitchet, Clarence Road	0640	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940	2040	2140
Quendon, Providence Cottage	0647	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847	1947	2047	2147
Widdington, Fleur-de-Lys	0653	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	2053	2153
Newport, Station Road	0659	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959	2059	2159
Audley End, Rail Station	0704	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004	2104	2204
Saffron Walden, High School	-	0808	-	-	-	-	-	-	-	1608	-	-	-	-	-	-
Saffron Walden, High Street	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114	2214
Saffron Walden, Hospital	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2218
Saffron Walden, Elizabeth Way	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019	2119	2219
Saffron Walden, Mortimers Gate	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121	2221

Central Connect 301 Bishop's Stortford-Saffron Walden

Saturdays from 1 August 2022

	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301	301
Bishop's Stortford , Interchange Stop E	0628	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1726	1828	1928	2028	2128
Stansted Mountfitchet , Clarence Road	0640	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940	2040	2140
Quendon , Providence Cottage	0647	0747	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	1847	1947	2047	2147
Widdington , Fleur-de-Lys	0653	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	2053	2153
Newport , Station Road	0659	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959	2059	2159
Audley End , Rail Station	0704	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004	2104	2204
Saffron Walden , High School	-	0808	-	-	-	-	-	-	-	-	1608	-	-	-	-	-
Saffron Walden , High Street	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1714	1814	1914	2014	2114	2214
Saffron Walden , Hospital	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018	2118	2218
Saffron Walden , Elizabeth Way	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819	1919	2019	2119	2219
Saffron Walden , Mortimers Gate	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021	2121	2221

Stephensons of Essex 441 Takeley-Saffron Walden High School

Mondays to Fridays from 2 September 2018

441

Sch

Takeley , The Four Ashes	0707
Birchanger , Bradley Common	0717
Stansted Mountfitchet , Lower Street	0725
Elsenham , The Crown	0731
Henham , Vernon Close	0737
Henham , Church	0741
Elsenham , Rail Station	0749
Ugley , Ugley Green	0753
Ugley , Village Hall	0757
Quendon , The Potteries	0803
Quendon , Providence Cottage	0805
Newport , JF Academy	0812
Audley End , Rail Station	0818
Saffron Walden , High School	0825

Notes

Sch this journey runs on schooldays only

Stephensons of Essex 441 Saffron Walden High School-Takeley

Mondays to Fridays from 2 September 2018

441

Sch

Saffron Walden , High School	1530
Audley End , Rail Station	1537
Newport , Gaces Acre Stop 2	1543
Quendon , Providence Cottage	1550
Quendon , The Potteries	1551
Ugley , Village Hall	1553
Ugley , Ugley Green	1555
Elsenham , Rail Station	1558
Henham , Church	1601
Henham , Vernon Close	1602
Elsenham , The Crown	1606
Stansted Mountfitchet , Lower Street	1612
Birchanger , Bradley Common	1619
Takeley , The Four Ashes	1629

Notes

Sch this journey runs on schooldays only



Appendix 3
Proposed Development Layout

Landscaping Specification

GENERAL

Soil conditions - cultivate and plant into moist friable soil that is not waterlogged. Do not plant into frozen or snow covered soil.

Climate conditions - carry out the work while soil and weather conditions are suitable for the relevant operations. Do not plant during periods of frost or strong winds.

Plant during the following periods:
 Bare root deciduous trees and shrubs: late October to late March.
 Container grown plants: at any time if ground and weather conditions are favourable.
 Ensure that adequate watering and weed control is provided.

Machines and tools - use only machinery and tools suitable for the site conditions and the work to be carried out. Use hand tools around trees, plants and in confined spaces.

Underground services - Contractor is responsible for knowing the position of any underground services and shall take precautions to prevent any damage occurring to them.
 Immediately inform the appropriate body if damage occurs. The contractor shall be responsible for any claims resulting from such damage.

PLANT MATERIAL

Plant quality in general - to comply with the relevant part of BS 3096 and BS 5236 for any advanced nursery stock where applicable.
 Materially undamaged, sturdy, healthy, vigorous, of good shape and without elongated shoots. Grown in a suitable environment and hardened off.
 Free from pests, diseases, discoloration, weeds and physiological disorders. With balanced root and branch systems.
 True to the names and sizes indicated within the plant schedule.

Bare root plants - all bare root plants shall have vigorous fibrous root systems which are reasonably equally developed in all directions and of adequate extent to support the growth of the plants root system.

Container grown plants - supplied in a growing medium with adequate nutrients for the plant to thrive until permanently planted.
 Centred in the container, firmly and well watered.
 With root growth substantially filling the container, but not root bound, and in a condition conducive to successful transplanting.
 Grown in the open for at least two months before being supplied.
 Grown in containers with holes adequate for drainage when placed on any substrate commonly used under irrigation systems.

Planting trees - spread a minimum of 75mm thick layer of well-rotted manure in the bottom of each pit and fork over.
 Lay 50mm min. mixture of peat substitute/leaf mould/sharp sand 6:1 by volume, the peat being well moistened.
 All manure is to be covered so that none comes in direct contact with the tree roots. Soak the roots of bare-rooted trees in water for at least an hour before planting. Continue backfilling with top soil into which 170gm of bonemeal has been mixed (per tree). Firm down well by heeling as filling proceeds.
 The tree must be planted to the same depth as in the nursery and to the same orientation.
 Before unloading, the depth and diameter of the rootball shall be measured to facilitate the digging of the pit to the correct size.
 Back filling shall be done in layers of 150-225mm depth with each stage firmly consolidated to eliminate air pockets.

Staking - to be requisite length, pressure impregnated (with preservative non injurious to plants) de barked softwood 75mm diameter.
 Tree ties - to be plastic ties 'Toms' pattern, nailed to stake with large head galvanised nails.

Watering - at the time of planting, each tree shall be well watered in. If there is a risk of frost within the 24 hours the watering shall be delayed until such risk has passed.

Mulch - apply 50mm mulch around trees immediately after watering in. Mulch to consist of pulverised natural pine bark such as 'Cambark' ornamental grade from Camland Products Ltd, 36 Regent Street, Cambridge or equivalent. Graded particles 8mm-25mm with all fines removed, free from pests, disease, weeds and additives.

Substitutes - if specified trees are unavailable or known to be likely to be unavailable at the time of ordering, submit alternatives and obtain approval from LPA before making any substitution.

PREPARATION OF PLANTING

Site clearance - Prior to cultivation all rubbish including stones, bricks, concrete, mortar, building materials, bottles, cans, litter, wood, plastic etc to be removed to tip.
 Remove all weed from planting areas either by hand pulling or using a herbicide containing glyphosate as the active ingredient which should be applied in accordance with the manufacturer's instructions allowing sufficient time prior to cultivation for the chemical to be effective.

Cultivation - do not dig or cultivate within the root spread of trees and shrubs to be retained. Break up compacted topsoil to its full depth.
 Tree pits - shall be of a diameter 600mm greater than the root ball. The depth of the pit shall be 225mm deeper than the root ball and not less than 600mm deep. The base of the tree pit shall be forked over to a depth of 225mm.

MAINTENANCE AND MAKING GOOD DEFECTS

Maintenance prior to practical completion - at all times maintain planted areas in a clean, tidy and largely litter weed free state.
 Maintenance and defects liability period - the maintenance and defects liability run concurrently for thirty months (three years) after practical completion.

Maintenance - Make visits at approximately monthly intervals during the growing season and as necessary to fulfil the requirements of this specification. After each visit remove soil and other debris from surrounding hard surfaces and leave the site in a clean and tidy condition. Fork over beds as necessary to keep soil loose.
 Ensure that the trees are not damaged by the use of mowers, nylon filament rotary cutters and similar powered tools.
 Every two months check condition of stakes and ties and replace if missing or broken. Adjust as necessary to allow for growth and prevent the rubbing of bark. Prune at appropriate times to remove dead, dying, diseased or damaged wood and suckers, to promote healthy growth and natural shape.

Failures of Planting - Excepting theft or malicious damage after practical completion, any of the trees that have failed to thrive, during the defects liability period, will be regarded as defects due to materials or workmanship not in accordance with this specification. Unless otherwise instructed they must be replaced by approved equivalent trees.
 Replacements must match the original specification. Replacement planting is to be carried out during the planting season within which the defects are discovered.

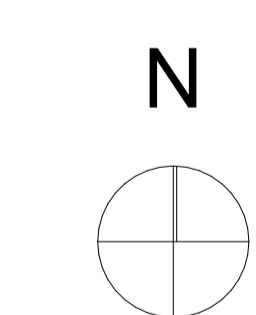
If required because of insufficient rainfall, watering bags will be fitted to the trees and monitored/refilled every 5 days, until the tree is sufficiently established.



- PV PANEL
- Garden space - laid to lawn
- Existing tree to be retained
- Tree to be removed
- Proposed tree
- Proposed new boundary yew hedge
- Proposed new boundary - 1.5m post and rail fence
- Proposed new boundary - 1.8m close boarded fence
- Block paved driveway
- Patio
- New 2m wide footpath
- Bat box - box to be concealed variety within structure. Box to face South, South East or South West
- Hedgehog box
- Proposed LED lamps (max. 2000 lumens / 23-26 Watts) with PIR sensor. Temperature of 'warm white' (or as 2700k) and having a downward light angle (with no overspill of light past the horizontal plane).

Planting Schedule

- T1 - Holly
- T2 - Field maple
- T3 - Holly
- T4 - Holly
- T5 - Maple
- T6 - Oak
- T7 - Holly
- T8 - Field Maple
- T9 - Field Maple
- T10 - Oak



Issue	Description	Date
G	Visitor parking amended	20/11/2023
H	Swale added	14/02/2024
T	Amendments following Drainage Design	23/02/2024
J	Top removed	12/03/2024
K	Layout amendments	09/04/2024

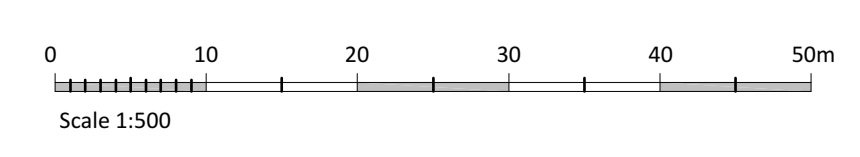
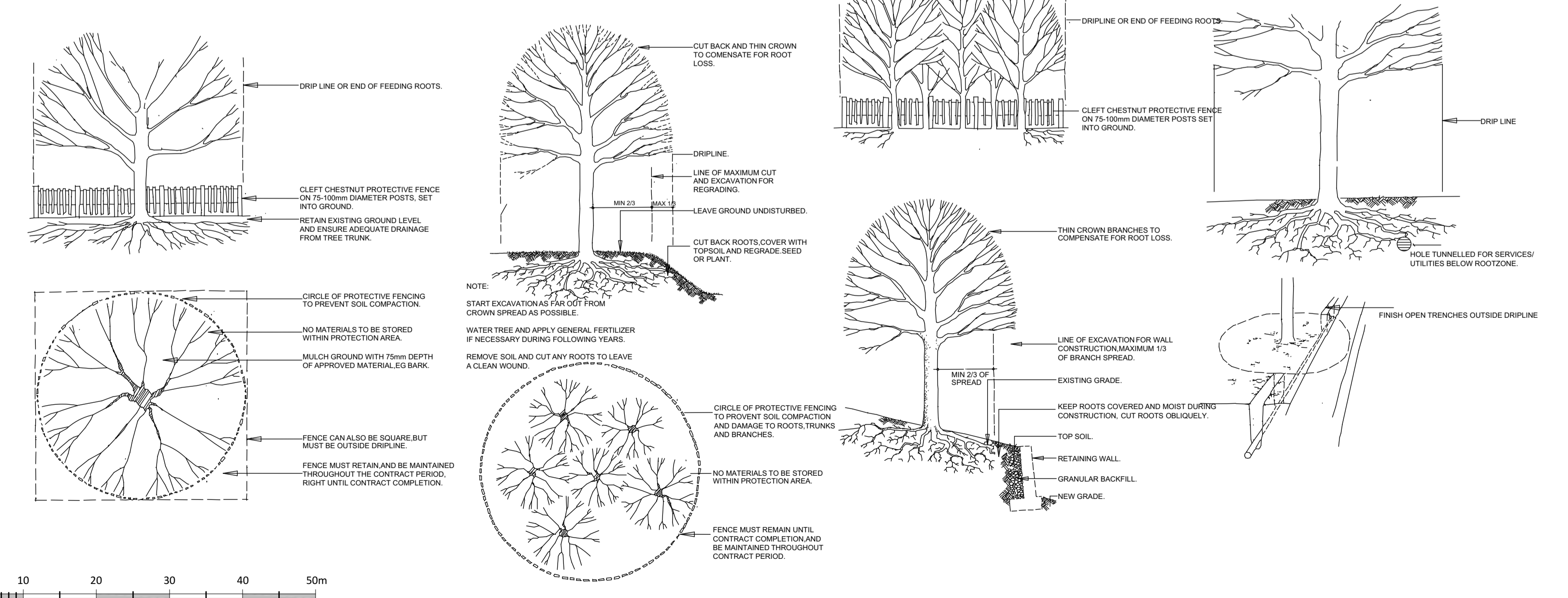
Pelham Structures LIMITED

Unit 3, Brecks Yard, Butts Green, Clavering, Essex CB11 4RT.
Tel: 01799 551261, Fax: 01799 551204, Email: info@pelham-structures.co.uk

Project name: Land East of Ugley Village Hall, Ugley	
Drawing title: Proposed Site Plan	
Scale: 1:500	Date: 09/04/2024
Paper: A1 Paper	Drawn: SJG
Drawing no: 596 x PL00 K	

All dimensions are in millimeters unless otherwise stated. Do not scale from this drawing. If in doubt, ask.

Standard Tree Protection Details





Appendix 4

TRICS Data

Calculation Reference: AUDIT-757101-231031-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 8 to 93 (units:)
 Range Selected by User: 7 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Wednesday	3 days
Thursday	5 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	15
--	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	15
---------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	15 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	9 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	11 days
1.6 to 2.0	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-03-A-07	MIXED HOUSES	CAMBRI DGESHI RE
	FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>		
	<i>Survey Type: MANUAL</i>		
2	CA-03-A-08	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE
	GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>		
	<i>Survey Type: MANUAL</i>		
3	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>		
	<i>Survey Type: MANUAL</i>		
4	GS-03-A-02	DETACHED HOUSES	GLOUCESTERSHI RE
	OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 23/04/21</i>		
	<i>Survey Type: MANUAL</i>		
5	LE-03-A-02	DETACHED & OTHERS	LEI CESTERSHI RE
	MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
	<i>Survey Type: MANUAL</i>		
6	MW-03-A-01	DETACHED & SEMI -DETACHED	MEDWAY
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
7	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>		
	<i>Survey Type: MANUAL</i>		
8	NF-03-A-40	MIXED HOUSES	NORFOLK
	MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: TUESDAY 11/10/16</i>		
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>		

LIST OF SITES relevant to selection parameters (Cont.)

9	NM-03-A-02 HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village	DETACHED & SEMI -DETACHED	WEST NORTHAMPTONSHIRE
	Total No of Dwellings:	47	
	Survey date: <i>TUESDAY</i>	<i>20/10/20</i>	Survey Type: <i>MANUAL</i>
10	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	32	
	Survey date: <i>WEDNESDAY</i>	<i>14/09/22</i>	Survey Type: <i>MANUAL</i>
11	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: <i>FRIDAY</i>	<i>22/09/17</i>	Survey Type: <i>MANUAL</i>
12	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	SOMERSET
	Total No of Dwellings:	42	
	Survey date: <i>TUESDAY</i>	<i>25/09/18</i>	Survey Type: <i>MANUAL</i>
13	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	SOMERSET
	Total No of Dwellings:	41	
	Survey date: <i>TUESDAY</i>	<i>25/09/18</i>	Survey Type: <i>MANUAL</i>
14	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village	BUNGALOWS	WEST SUSSEX
	Total No of Dwellings:	57	
	Survey date: <i>THURSDAY</i>	<i>19/10/17</i>	Survey Type: <i>MANUAL</i>
15	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI -DETACHED	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	58	
	Survey date: <i>WEDNESDAY</i>	<i>09/11/22</i>	Survey Type: <i>MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	48	0.086	15	48	0.283	15	48	0.369
08:00 - 09:00	15	48	0.160	15	48	0.281	15	48	0.441
09:00 - 10:00	15	48	0.157	15	48	0.199	15	48	0.356
10:00 - 11:00	15	48	0.141	15	48	0.166	15	48	0.307
11:00 - 12:00	15	48	0.145	15	48	0.181	15	48	0.326
12:00 - 13:00	15	48	0.154	15	48	0.163	15	48	0.317
13:00 - 14:00	15	48	0.183	15	48	0.175	15	48	0.358
14:00 - 15:00	15	48	0.153	15	48	0.156	15	48	0.309
15:00 - 16:00	15	48	0.226	15	48	0.175	15	48	0.401
16:00 - 17:00	15	48	0.234	15	48	0.172	15	48	0.406
17:00 - 18:00	15	48	0.312	15	48	0.154	15	48	0.466
18:00 - 19:00	15	48	0.266	15	48	0.143	15	48	0.409
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.217			2.248			4.465

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

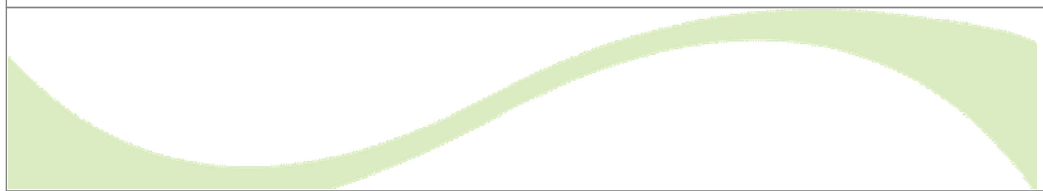
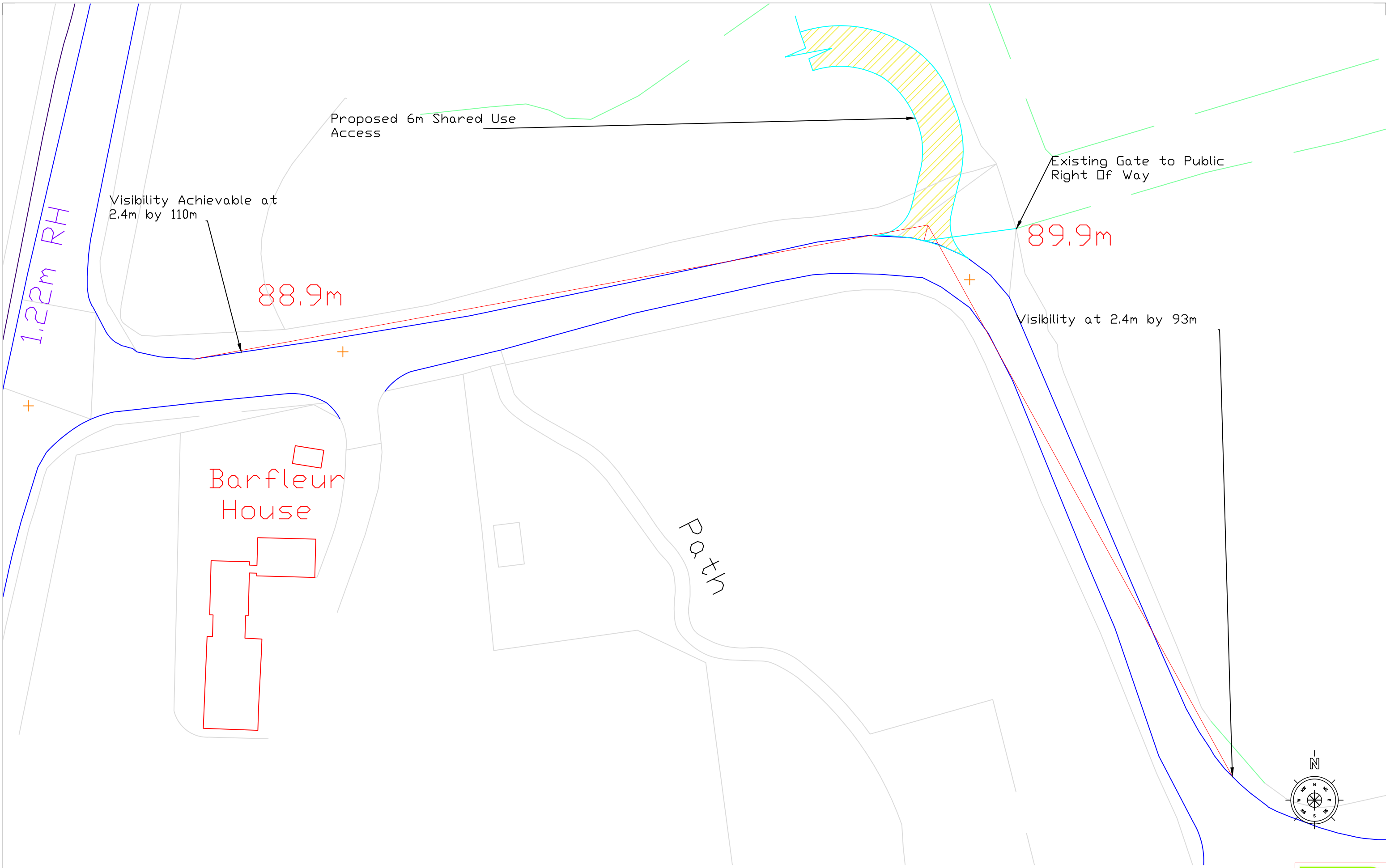
Parameter summary

Trip rate parameter range selected: 8 - 93 (units:)
 Survey date range: 01/01/15 - 15/05/23
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix 5
Proposed Access Junction



client: Pelham Structures Limited	title: Achievable Access Visibility	date: 08/10/2023	scale @ A3 1:500
project: Pound Lane, Ugley	status: planning	drawn	Revision
discipline: Transport Planning	project no.: JTP 776	chk'd: SAA	dwg no.: DR1





Appendix 6
Speed Survey



ATC SUMMARY REPORT

PROJECT	37384 Ugley, Essex
LOCATION	37384-002 - Pound Lane (E)
LOC. DESC.	Pound Lane (E)
START DATE	Mon 16 Oct, 2023
END DATE	Sun 22 Oct, 2023
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Pound Lane (E), commencing Mon 16 Oct 2023, recorded a total of 13,761 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 2,077 (see Equipment & Methodology below).

COMBINED

Total recorded volume	13,761
Avg daily volume (based on 7 days)	1,965.9
Average daily speed (7 days)	25.5mph
Average daily 85%ile (7 days)	28.7mph
AADT (annual average daily traffic)	2,077

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

Avg weekday volume (Mon-Fri, 24hrs)	2,211.0
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,939.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.5mph

NORTHBOUND ↑

Total recorded volume	6,978
Avg daily volume (based on 7 days)	996.9
Average daily speed (7 days)	26.1mph
Average daily 85%ile (7 days)	29.4mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	1,125.0
Avg weekday speed (Mon-Fri, 24hrs)	26.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	995.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.4mph

SOUTHBOUND ↓

Total recorded volume	6,783
Avg daily volume (based on 7 days)	969.0
Average daily speed (7 days)	24.8mph
Average daily 85%ile (7 days)	28.0mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	1,086.0
Avg weekday speed (Mon-Fri, 24hrs)	24.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	944.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	24.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	27.9mph

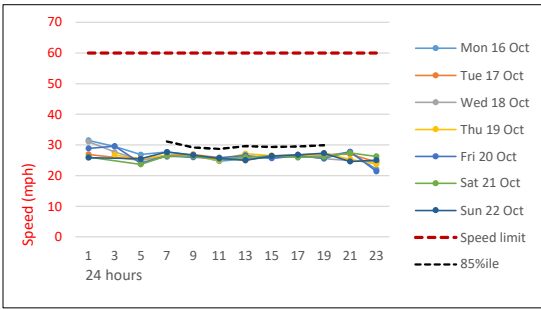
SITE LOCATION



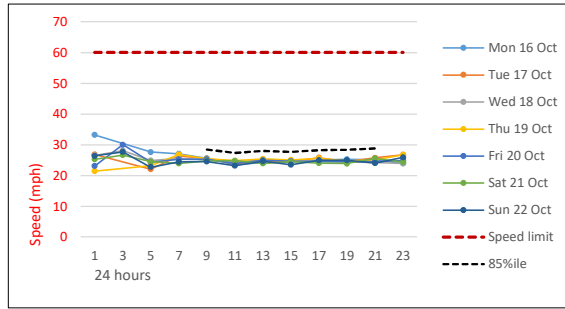
Location	Pound Lane (E)
Lat, lng.	51°55'20.47"N, 0°12'13.54"E
Project & site	37384-002
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

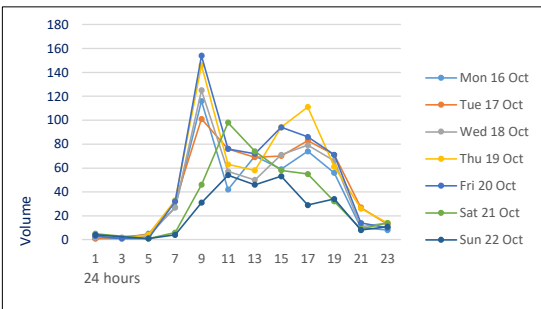


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

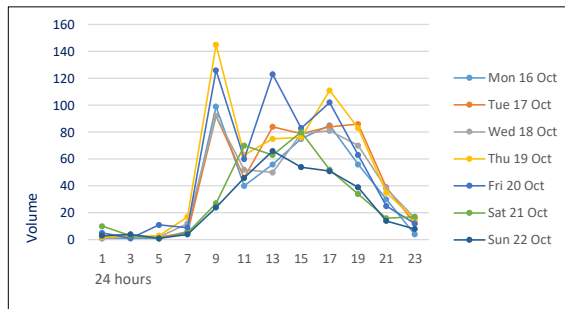
The peak average northbound daytime speed was 29.8mph at 16:30 on Sun 22 Oct, whilst the peak average southbound speed was 29.4mph at 08:15 on Sun 22 Oct (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



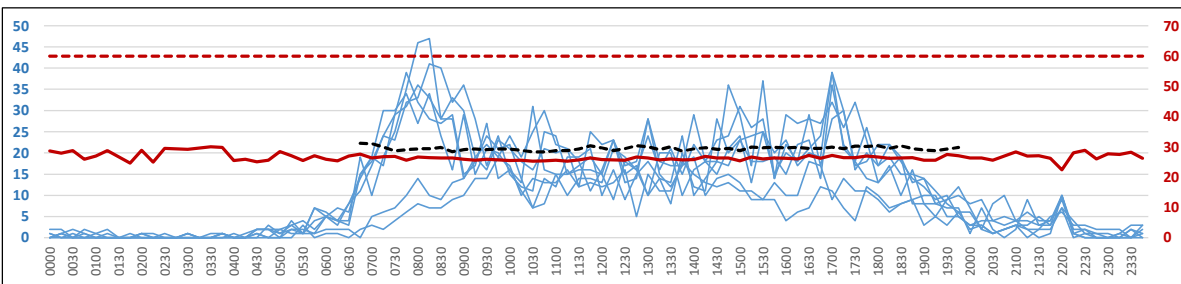
SOUTHBOUND ↓



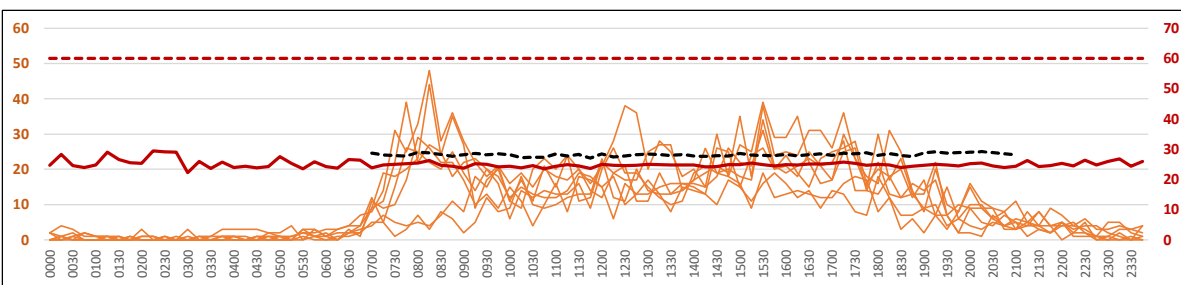
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



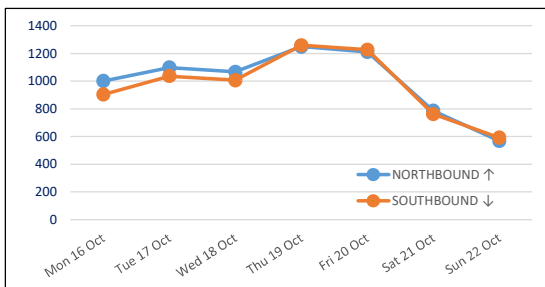
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Thursday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

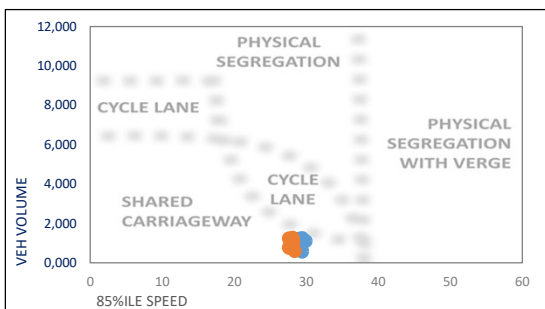
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.3	0.0	0.0	0.0	2.3
0100	0.0	0.9	0.0	0.0	0.0	0.9
0200	0.0	0.7	0.0	0.0	0.0	0.7
0300	0.0	1.1	0.0	0.0	0.0	1.1
0400	0.0	2.6	0.0	0.0	0.1	2.7
0500	0.1	7.7	0.0	0.0	0.1	8.0
0600	0.6	22.3	0.1	0.0	0.0	23.0
0700	0.0	76.4	1.3	0.4	0.0	78.1
0800	0.3	101.0	1.3	0.1	0.0	102.7
0900	0.1	78.6	0.4	0.4	0.3	79.9
1000	0.1	64.6	1.1	0.7	0.0	66.6
1100	0.6	63.4	2.1	0.3	0.0	66.4
1200	0.9	59.6	2.0	0.3	0.0	62.7
1300	0.6	63.9	1.6	0.3	0.0	66.3
1400	0.1	69.0	1.6	0.3	0.3	71.3
1500	0.3	73.7	1.1	0.0	0.1	75.3
1600	0.6	72.3	1.0	0.0	0.0	73.9
1700	0.3	82.7	0.1	0.3	0.0	83.4
1800	0.0	55.6	0.3	0.0	0.0	55.9
1900	0.0	32.1	0.3	0.0	0.0	32.4
2000	0.3	14.6	0.1	0.0	0.0	15.0
2100	0.0	12.7	0.1	0.0	0.0	12.9
2200	0.1	11.9	0.0	0.0	0.0	12.0
2300	0.3	3.1	0.0	0.0	0.0	3.4
12hr TTL	3.9	860.7	14.0	3.1	0.7	882.4
24hr TTL	5.3	972.7	14.7	3.1	1.0	996.9
	1%	98%	1%	0%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	3.6	0.0	0.0	0.0	3.6
0100	0.0	1.4	0.0	0.0	0.0	1.4
0200	0.0	1.4	0.0	0.0	0.0	1.4
0300	0.0	2.0	0.0	0.0	0.0	2.0
0400	0.0	2.9	0.0	0.1	0.0	3.0
0500	0.0	4.6	0.1	0.0	0.0	4.7
0600	0.1	8.1	0.0	0.0	0.0	8.3
0700	0.0	51.7	0.3	0.0	0.0	52.0
0800	1.0	84.3	0.9	0.3	0.0	86.4
0900	0.4	61.9	1.6	0.4	0.3	64.6
1000	0.4	50.9	1.4	1.0	0.1	53.9
1100	0.3	58.4	1.9	1.0	0.1	61.7
1200	0.4	71.6	1.6	0.1	0.1	73.9
1300	0.3	62.9	1.4	0.3	0.6	65.4
1400	0.3	72.9	1.6	0.1	0.3	75.1
1500	0.6	86.4	1.6	0.1	0.0	88.7
1600	1.0	79.0	0.9	0.0	0.0	80.9
1700	0.3	77.0	0.4	0.6	0.0	78.3
1800	0.1	61.3	0.1	0.0	0.0	61.6
1900	0.0	36.4	0.1	0.1	0.0	36.7
2000	0.1	27.4	0.6	0.0	0.0	28.1
2100	0.0	18.4	0.0	0.0	0.0	18.4
2200	0.0	12.0	0.0	0.0	0.0	12.0
2300	0.0	6.9	0.0	0.0	0.0	6.9
12hr TTL	5.1	818.1	13.6	4.0	1.6	842.4
24hr TTL	5.4	943.3	14.4	4.3	1.6	969.0
	1%	97%	1%	0%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Generated 23 Oct 2023 v6.0

37384-002 Ugley Essex. Pound Lane (E). Summary Report (002)



ATC SUMMARY REPORT

PROJECT	37384 Ugley, Essex
LOCATION	37384-001 - Pound Lane (W)
LOC. DESC.	Pound Lane (W)
START DATE	Mon 16 Oct, 2023
END DATE	Sun 22 Oct, 2023
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Pound Lane (W), commencing Mon 16 Oct 2023, recorded a total of 13,802 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 2,082 (see Equipment & Methodology below).

COMBINED

Total recorded volume	13,802
Avg daily volume (based on 7 days)	1,971.7
Average daily speed (7 days)	26.7mph
Average daily 85%ile (7 days)	30.4mph
AADT (annual average daily traffic)	2,082

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

Avg weekday volume (Mon-Fri, 24hrs)	2,216.4
Avg weekday speed (Mon-Fri, 24hrs)	26.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,945.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.7mph

EASTBOUND →

Total recorded volume	6,798
Avg daily volume (based on 7 days)	971.1
Average daily speed (7 days)	26.7mph
Average daily 85%ile (7 days)	30.5mph
% of vehicles exceeding 60mph	0.0%

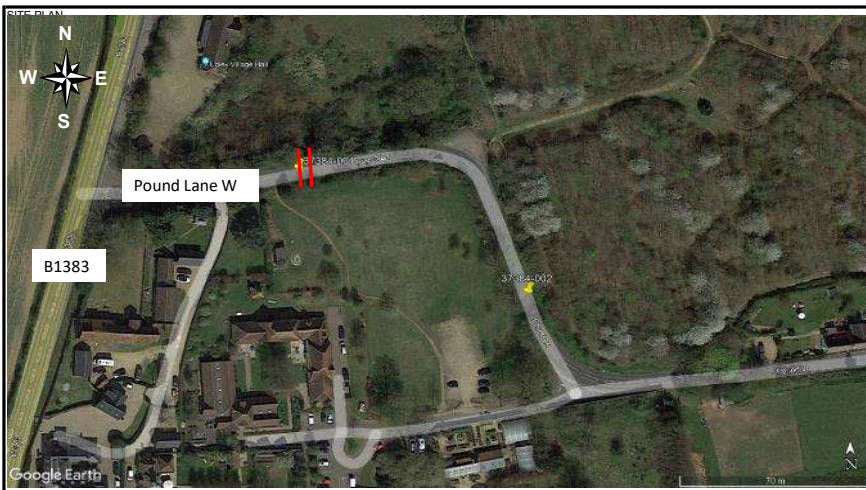
Avg weekday volume (Mon-Fri, 24hrs)	1,087.6
Avg weekday speed (Mon-Fri, 24hrs)	26.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	946.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.5mph

WESTBOUND ←

Total recorded volume	7,004
Avg daily volume (based on 7 days)	1,000.6
Average daily speed (7 days)	26.7mph
Average daily 85%ile (7 days)	30.3mph
% of vehicles exceeding 60mph	0.0%

Avg weekday volume (Mon-Fri, 24hrs)	1,128.8
Avg weekday speed (Mon-Fri, 24hrs)	26.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	999.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	26.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.2mph

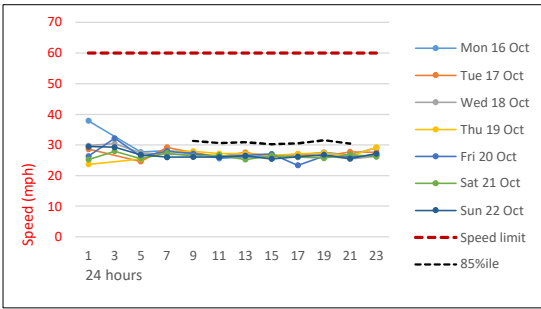
SITE LOCATION



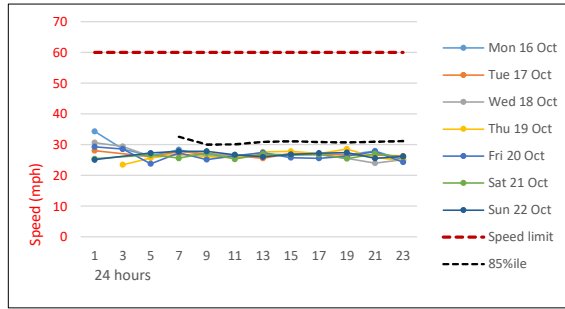
Location	Pound Lane (W)
Lat, lng.	51°55'22.06"N, 0°12'9.16"E
Project & site	37384-001
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

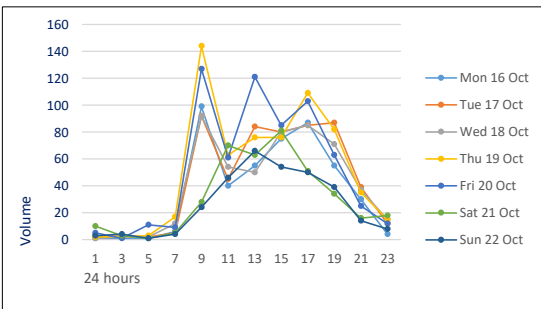


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

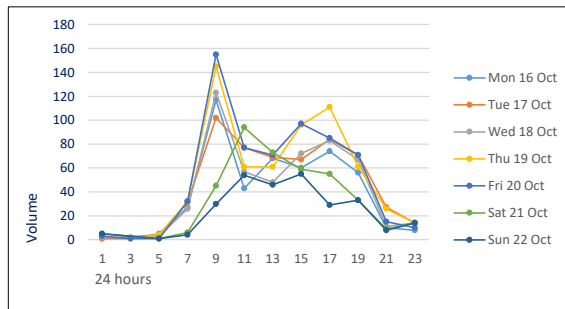
The peak average eastbound daytime speed was 31.3mph at 08:15 on Sun 22 Oct, whilst the peak average westbound speed was 30.8mph at 16:30 on Sun 22 Oct (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

EASTBOUND →



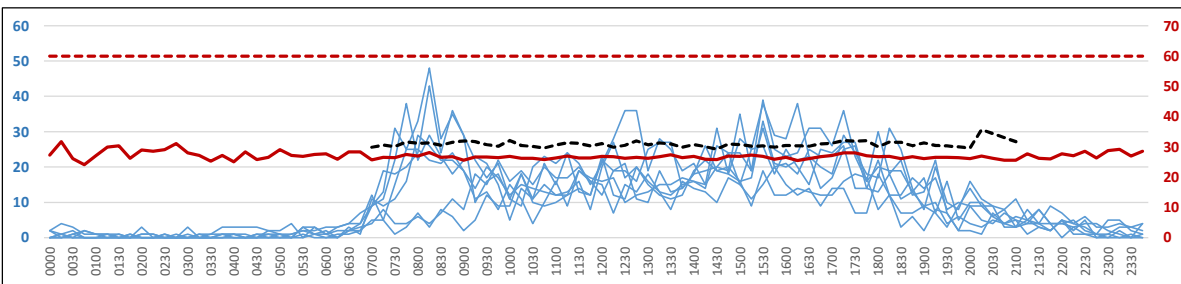
WESTBOUND ←



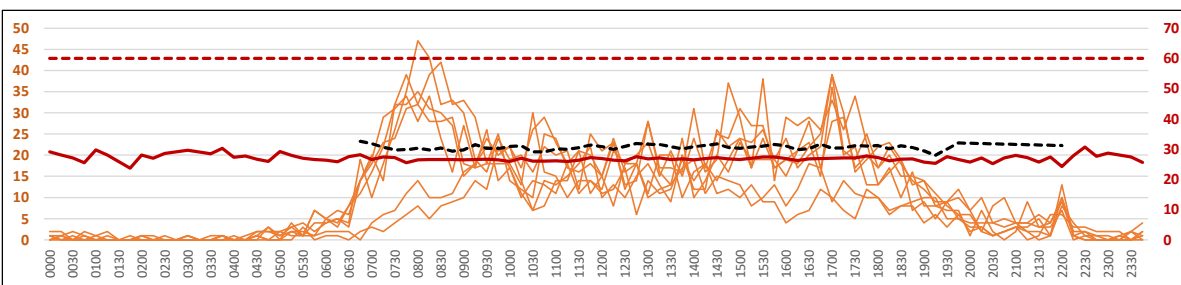
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

← Hourly westbound traffic volumes over each 24hr period for 7 days from all available data.

15min VOL & SPEED



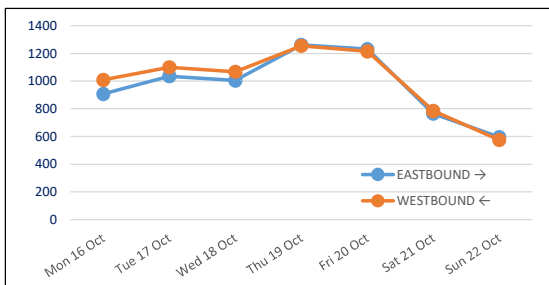
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



← 15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Thursday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

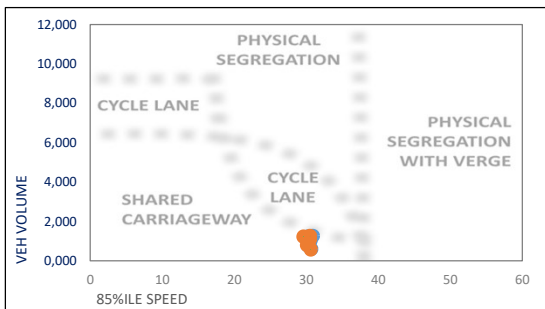
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	3.6	0.0	0.0	0.0	3.6
0100	0.0	1.4	0.0	0.0	0.0	1.4
0200	0.0	1.4	0.0	0.0	0.0	1.4
0300	0.0	2.0	0.0	0.0	0.0	2.0
0400	0.0	2.9	0.0	0.1	0.0	3.0
0500	0.0	4.6	0.1	0.0	0.0	4.7
0600	0.0	8.3	0.0	0.0	0.0	8.3
0700	0.0	51.3	0.4	0.0	0.0	51.7
0800	1.0	84.6	0.7	0.3	0.0	86.6
0900	0.4	61.7	2.0	0.6	0.3	65.0
1000	0.4	51.3	1.3	1.0	0.1	54.1
1100	0.3	58.4	2.0	0.9	0.1	61.7
1200	0.3	71.0	2.0	0.1	0.1	73.6
1300	0.1	63.0	1.9	0.3	0.6	65.9
1400	0.3	73.4	1.6	0.3	0.3	75.9
1500	0.6	85.1	2.6	0.1	0.1	88.6
1600	0.9	79.7	0.9	0.0	0.0	81.4
1700	0.1	77.0	0.6	0.6	0.0	78.3
1800	0.1	61.0	0.3	0.1	0.0	61.6
1900	0.0	36.9	0.1	0.1	0.0	37.1
2000	0.1	27.3	0.6	0.0	0.0	28.0
2100	0.0	18.4	0.0	0.0	0.0	18.4
2200	0.0	12.0	0.0	0.0	0.0	12.0
2300	0.0	6.9	0.0	0.0	0.0	6.9
12hr TTL	4.6	817.6	16.1	4.3	1.7	844.3
24hr TTL	4.7	943.1	17.0	4.6	1.7	971.1
	0%	97%	2%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.4	0.0	0.0	0.0	2.4
0100	0.0	0.9	0.0	0.0	0.0	0.9
0200	0.0	0.7	0.0	0.0	0.0	0.7
0300	0.0	1.1	0.0	0.0	0.0	1.1
0400	0.0	2.6	0.0	0.0	0.1	2.7
0500	0.1	7.7	0.0	0.0	0.1	8.0
0600	0.6	21.7	0.3	0.0	0.0	22.6
0700	0.0	76.6	1.3	0.4	0.0	78.3
0800	0.3	99.9	2.1	0.1	0.0	102.4
0900	0.1	78.7	0.6	0.4	0.3	80.1
1000	0.1	63.9	1.4	0.7	0.0	66.1
1100	0.4	64.0	2.3	0.4	0.0	67.1
1200	0.9	58.9	2.1	0.4	0.0	62.3
1300	0.6	63.6	1.4	0.4	0.0	66.0
1400	0.3	69.9	1.6	0.1	0.4	72.3
1500	0.3	75.4	1.1	0.0	0.1	77.0
1600	0.6	72.7	1.0	0.1	0.0	74.4
1700	0.3	83.1	0.1	0.3	0.0	83.9
1800	0.0	55.7	0.3	0.0	0.0	56.0
1900	0.0	32.4	0.3	0.0	0.0	32.7
2000	0.3	14.7	0.1	0.0	0.0	15.1
2100	0.0	12.3	0.1	0.0	0.0	12.4
2200	0.1	12.4	0.0	0.0	0.0	12.6
2300	0.3	3.0	0.0	0.0	0.0	3.3
12hr TTL	3.9	862.3	15.4	3.6	0.9	886.0
24hr TTL	5.3	974.3	16.3	3.6	1.1	1000.6
	1%	97%	2%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	OGV1 & PSV
4	TB2	2 axle truck / bus		OGV1
5	TB3	3 axle truck / bus		OGV2
6	T4	4 axle truck		
7	ART3	3 axle articulated		
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Generated 23 Oct 2023 v6.0

37384-001 Ugley^J Essex. Pound Lane (W). Summary Report.xls

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

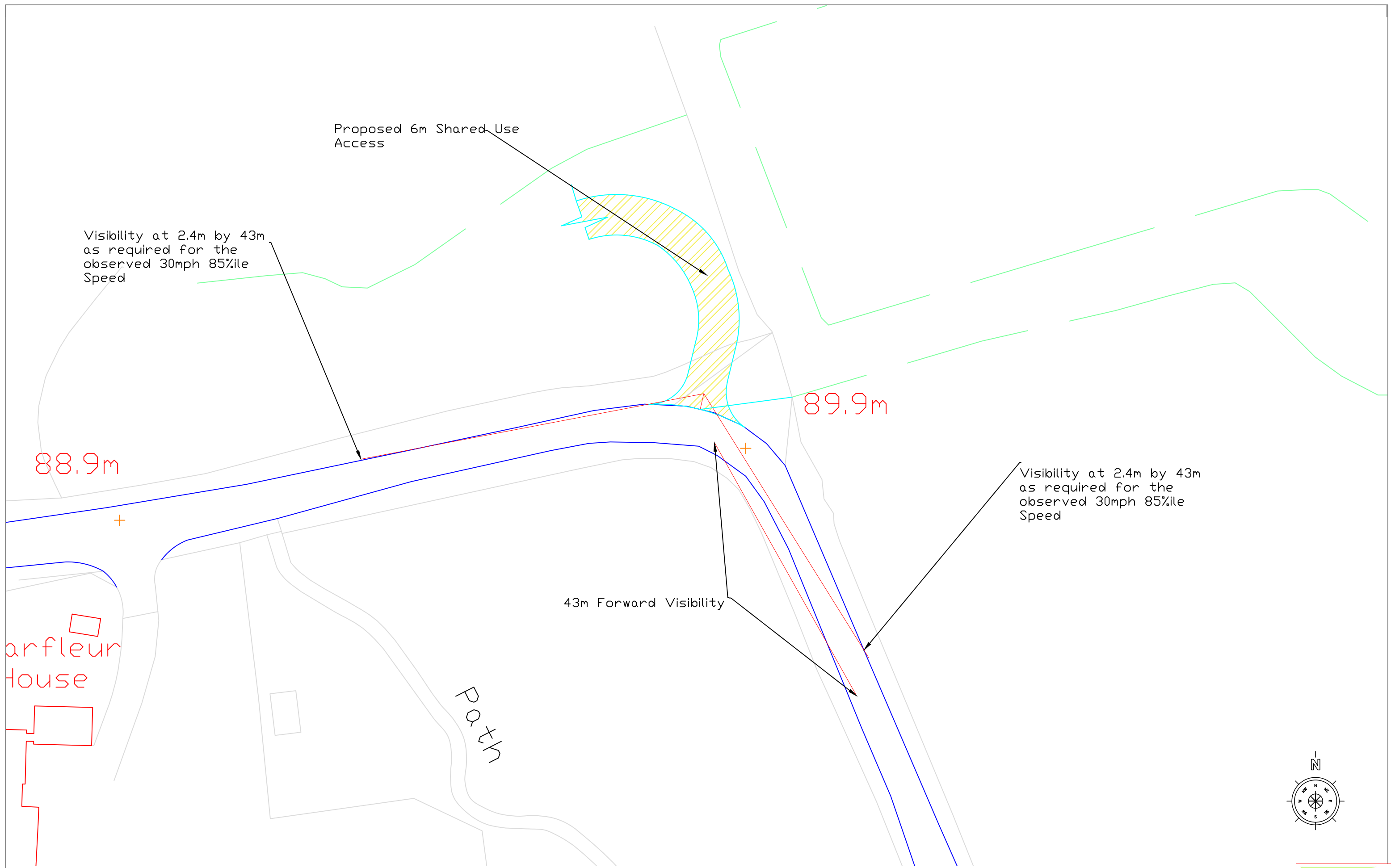
Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.



Appendix 7
Required Access Visibility



Proposed 6m Shared Use Access

Visibility at 2.4m by 43m as required for the observed 30mph 85%ile Speed

Visibility at 2.4m by 43m as required for the observed 30mph 85%ile Speed

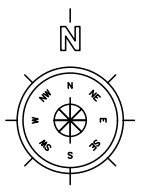
43m Forward Visibility

88.9m

89.9m

ar fleur House

Path



	client: Pelham Structures Limited	title: Required Access Visibility	date: 08/10/2023	scale @ A3 1:500
	project: Pound Lane, Ugley	status: planning	drawn:	Revision
	discipline: Transport Planning	project no.: JTP 776	chk'd: SAA	dwg no.: DR2





Appendix 8
Vehicle Tracking Assessment



Existing overhead cables to be removed and routed below ground. Indicative route shown - tbc by UKPN

Landscaping Specification

GENERAL

Soil conditions - cultivate and plant into moist friable soil that is not waterlogged. Do not plant into frozen or snow covered soil.

Climate conditions - carry out the work while soil and weather conditions are suitable for the relevant operations. Do not plant during periods of frost or strong winds.

Plant during the following periods:

- Best root deciduous trees and shrubs: late October to late March.
- Container grown plants, at any time if ground and weather conditions are favourable.

Ensure that adequate watering and weed control is provided.

Machinery and tools - use only machinery and tools suitable for the site conditions and the work to be carried out. Use hand tools around trees, plants and in confined spaces.

Underground services - Contractor is responsible for knowing the ascertaining the position of any underground services and shall take precautions to prevent any damage occurring to them. Immediately inform the appropriate body if damage occurs. The contractor shall be responsible for any claims resulting from such damage.

PLANT MATERIAL

Plant quality in general - to comply with the relevant part of BS 3098 and BS 5236 for any advanced nursery stock where applicable. Materially undamaged, clearly healthy, vigorous, of good shape and without desquamated shoots. Grown in a suitable environment and hardened off. Free from pests, diseases, discoloration, weeds and physiological disorders. With balanced root and branch systems. True to the names and sizes indicated within the plant schedule.

Base root plants - all base root plants shall have vigorous fibrous root systems which are reasonably equally developed in all directions and of adequate extent to support the growth of the plants root system.

Container grown plants - supplied in a growing medium with adequate nutrients for the plant to thrive until permanently planted. Centred in the container, firmly and well watered. With root growth substantially filling the container, but not root bound, and in a condition conducive to successful transplanting. Grown in the open for at least two months before being supplied. Grown in containers with holes designed for drainage when placed on any suitable commonly used under irrigation systems.

Planting trees - spread a minimum of 75mm thick layer of well-rotted manure in the bottom of each pit and fork over. Lay 50mm min. radius of green astrotuff/mulch matting around 0.2 by radius, the mat being well watered. All manure to be covered so that none comes in direct contact with the tree roots. Soak the roots of bare-rooted trees in water for at least an hour before planting. Continue watering with top soil water (TSP) if necessary but not more than 100mm. First down well by being as long periods. The tree must be planted in the same depth as in the nursery and to the same orientation.

Before planting, the depth and diameter of the rootball shall be measured to facilitate the digging of the pit to the correct size. Bank filling and for stone in top of 100-225mm depth with each 50mm consolidated to diameter of pit.

Staking - to be requisite length, pressure impregnated (with preservative non igneous) to be lashed to trunk 75mm diameter.

Tree ties - to be plastic ties 'Tortie' pattern, nailed to stake with large head galvanised nails.

Watering - at the time of planting, each tree shall be well watered in. If there is a risk of frost within the 24 hours the watering shall be delayed until such risk has passed.

Mulch - apply 50mm depth around trees immediately after watering in. Mulch to consist of natural material plus bark such as 'Compost' ornamental grade from Cantard Products Ltd, 36 Regent Street, Cambridge CB2 1RQ or equivalent. Graded particles 8mm-25mm with all fines removed, free from pebbles, glass, weeds and additives.

Substitutes - if specified trees are unavailable or known to be likely to be unavailable at the time of ordering, submit alternatives and obtain approval from LPA before making any substitution.

PREPARATION OF PLANTING

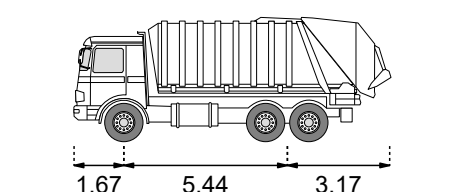
Site clearance - Prior to cultivation all rubbish including stones, bricks, concrete, mortar, building materials, bottles, cans, litter, wood, plastic etc to be removed to site.

Remove all weed from planting areas either by hand pulling or using a herbicide containing glyphosate as the active ingredient which should be applied in accordance with the manufacturer's instructions allowing sufficient time prior to cultivation for the chemical to be effective.

Cultivation - do not dig or cultivate within the root spread of trees and shrubs to be retained. Break up compacted topsoil to its full depth.

Tree pits - shall be of a diameter 600mm greater than the root ball. The depth of the pit shall be 225mm deeper than the root ball and not less than 400mm deep. The base of the tree pit shall be forked over to a depth of 225mm.

Vehicle dimensions



ECC Refuse Olympus

Length: 10.28 m
 Max width: 2.55 m
 Lock to lock time: 4.0 s
 Max steering angle: 41.65°
 Turn radius (curb to curb): 9.16 m
 Turn radius (wall to wall): 10.25 m

MAINTENANCE AND MAKING GOOD DEFECTS

Maintenance prior to practical completion - at all times maintain planted areas in a clean, tidy and largely free weed state.

Maintenance and defects liability period - the maintenance and defects liability run concurrently for thirty months (three years) after practical completion.

Maintenance - Make visits at approximately monthly intervals during the growing season and as necessary to fulfil the requirements of this specification. After each visit remove soil and other debris from surrounding surfaces and leave the site in a clean and safe condition. Fork over beds as necessary to keep soil loose.

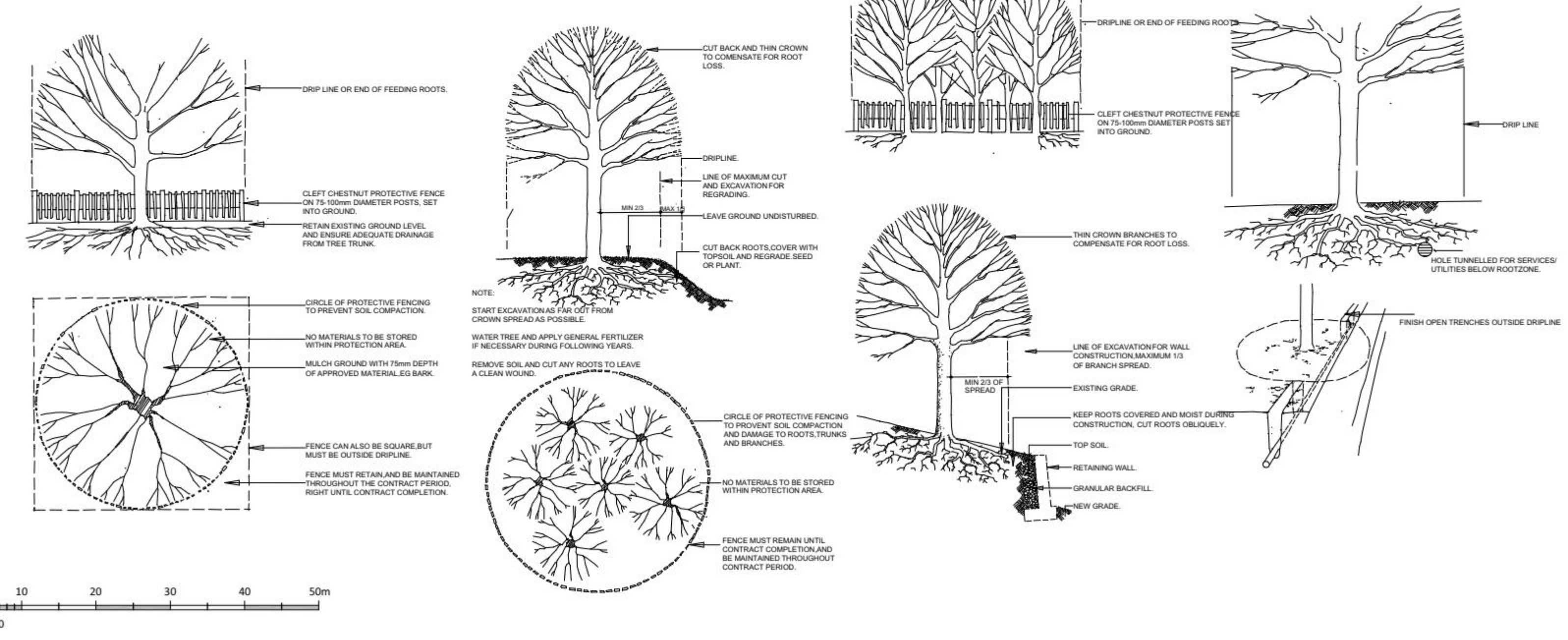
Ensure that the trees are not damaged by the use of mowers, cylinder mowers, rotary cutters and similar powered tools.

Every two months check condition of stakes and ties and replace if missing or broken. Adjust as necessary to allow for growth and prevent the rubbing of bark. Prune at appropriate times to remove dead, dying, diseased or damaged wood and branches, to promote healthy growth and natural shape.

Failures of Planting - Excepting that in malicious damage after practical completion, any of the trees that have failed to thrive, during the defects liability period, will be regarded as defects due to materials or workmanship not in accordance with this specification. Unless otherwise instructed they must be replaced by approved replacement trees.

Replacements must match the original specification. Replacement planting is to be carried out during the planting season within which the defects are discovered. If required because of insufficient rainfall, watering bags will be tied to the trees and monitored/checked every 5 days, until the trees are sufficiently established.

Standard Tree Protection Details

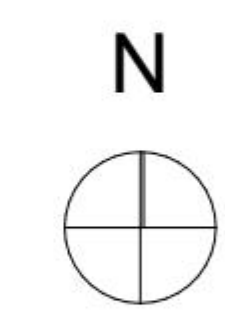


- PV PANEL
- Garden space - laid to lawn
- Existing tree to be retained
- Tree to be removed
- Proposed tree

Planting Schedule

- T1 - Holly
- T2 - Field maple
- T3 - Holly
- T4 - Holly
- T5 - Maple
- T6 - Oak
- T7 - Holly
- T8 - Field Maple
- T9 - Field Maple
- T10 - Oak

- Proposed new boundary yew hedge
- Proposed new boundary - 1.5m post and rail fence
- Proposed new boundary - 1.8m close boarded fence
- Block paved driveway
- Patio
- New 2m wide footpath
- Bat box - box to be concealed variety within structure. Box to face South, South East or South West
- Hedgehog box
- Proposed LED lamps (max. 2000 lumens / 23-26 Watts) with PIR sensor. Temperature of 'warm white' (or as 2700K) and having a downward light angle (with no overspill of light past the horizontal plane).



Date	Description	Date
02/12/2023	Vector planning permitted	02/12/2023
14/02/2024	Issue 001	14/02/2024
19/02/2024	Revisions following Drainage Design	19/02/2024
12/03/2024	Development	12/03/2024
08/04/2024	Layout amendments	08/04/2024

Polham Structures LIMITED

Unit 3, Station Farm, Birtley, Northumberland, Newcastle upon Tyne, NE25 7JN
 Tel: 01938 810000, Fax: 01938 810000, Email: info@polhamstructures.co.uk

Project name:	Land East of Ugley Village Hall, Ugley		
Drawing title:	Proposed Site Plan		
Scale:	1:500	Drawn by:	09/04/2024
Sheet:	A1 Paper	Checked by:	SIG
		Number:	596 x P100

All dimensions are in millimeters unless otherwise stated. Do not scale from this drawing. If in doubt, ask.



Appendix 9
Stage One Safety Audit



**Matt Chamberlain Associates Ltd
International Road Safety Consultants**



STAGE 1 ROAD SAFETY AUDIT

Proposed Access Arrangements

Pound Lane

Ugley

Essex



FINAL

Oct 2023

**Project Title: STAGE 1 ROAD SAFETY AUDIT
POUND LANE UGLEY ESSEX
Client: JOURNEY TRANSPORT PLANNING**

This document has been issued and amended as follows:

Rev	Issue	Prepared by	Reviewed by	Approved by	Date
1.0	Final	M Chamberlain	J White	M Chamberlain	27/10/23



MCA Ltd
8a The Parkway
Southampton
SO16 3PQ
[Redacted]
[Redacted]

CONTENTS

1	Introduction	3
1.1	Scheme Description	3
1.2	Approach	4
1.3	Scheme Location	5
2	Items Raised at this Stage 1 Road Safety Audit	6
2.1	PROBLEM	6
2.2	PROBLEM	6
3	Audit Team Statement	7
	Audit Key Plan	8



1 Introduction

1.1 Scheme Description

This report results from a Stage 1 Road Safety Audit carried out on the proposed access arrangements for a residential development on Pound Lane, Ugley, Essex.

The works consist of a new simple priority junction with associated footway on Pound Lane to serve 16 proposed dwellings on land surrounding Ugley Village Hall.

An Audit Brief G119 776 was supplied in advance of the audit by Journey Transport Planning.

This Audit has been carried out on the instruction of Journey Transport Planning. The overseeing organisation is Essex County Council.

The Audit Team membership was as follows: -

- ❑ **Audit Team Leader: Matt Chamberlain CMILT FIHE MCIHT MSoRSA HE/NH CERT COMP RSA**
- ❑ **Audit Team Member: John White C Eng MICE**

The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in this report does not imply that they have not been considered; instead, the Audit Team feels they are not adversely affected by the proposed changes.

This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in this report as they fall outside the remit of Road Safety Audit in general as specified in GG119.

Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

The Audit was carried out at home office locations and a visit to the site was made on **Thursday 26th October 2023** between **11.45 and 12.30** hours when the weather was overcast, and the road surface was damp.

Traffic conditions were moderate at the time of the site visit with no observed pedestrian/cycle movements.

The development is predicted to generate 6 movements in the AM peak and 8 in the PM Peak.

Speed surveys provided on Pound Lane just to the west of proposed access give 85thile speeds eastbound of 30.5mph and westbound 30.3mph. Pound Lane is subject to a 60mph speed limit.

A review of Crashmap collision data for the five year period 2017-2021 shows no reported injury collisions in the vicinity of the proposed access.

No Departures from Standard have been submitted to the Audit Team.

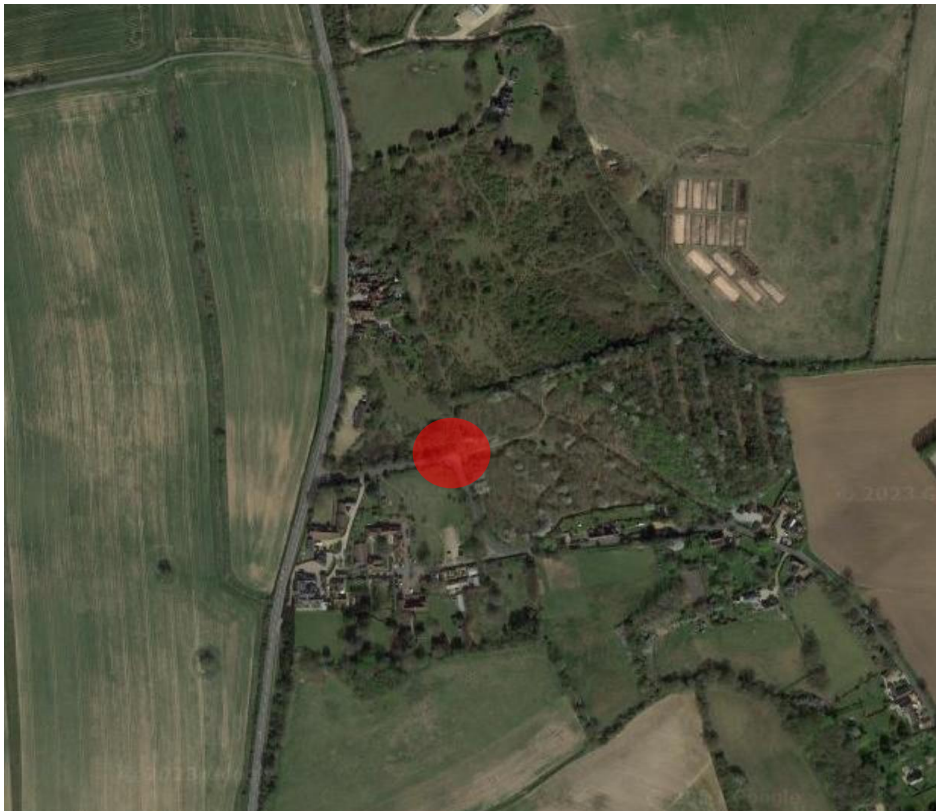
1.2 Approach

The following drawings and documents were submitted to the Audit Team for review:

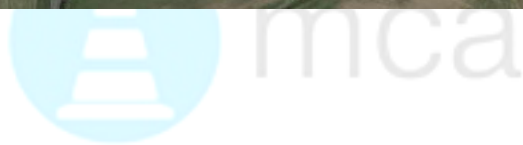
- G119 776 Audit Brief
- 596 x SK001 Proposed Site Plan
- DR 776-DR3 Proposed Access
- DR 776-DR1 Achievable Access Visibility
- DR 776-DR2 Required Access Visibility
- DR 776-DR5t Refuse Tracking Left Out
- DR 776-DR4t Refuse Tracking Left In
- Speed Surveys Oct 2023



1.3 Scheme Location



Source: Google Maps



2 Items Raised at this Stage 1 Road Safety Audit

2.1 PROBLEM

Location: West of proposed access on Pound Lane

Summary: Pedestrians may continue walking in the road on Pound Lane increasing the risk of collisions

A footway is proposed on the west side of the access but this terminates on Pound Lane and therefore pedestrians continuing towards the B1383 and nearby bus stops will be forced to walk in the road which may increase the risk of pedestrian/vehicle collisions.

Recommendation

It is recommended an internal footway link is provided from the development to the B1383 potentially utilising the village hall and the proposed footway on Pound Lane is removed from the proposals.

2.2 PROBLEM

Location: Location of new access

Summary: Parked vehicles could obstruct the access/interfere with visibility for drivers exiting the development.

The current layby at the location of the access is currently utilised by visitors to the adjacent Linnets Wood. With new access at this location visitors to Linnets Wood may inadvertently park in locations which could obstruct the access or interfere with visibility for exiting vehicles increasing the risk of collisions.

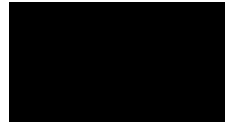
Recommendation

It is recommended a parking area/dropped kerb is provided adjacent to the proposed junction so access is maintained for all users to the woodland.

3 Audit Team Statement

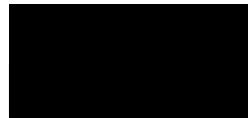
I certify that this audit has been carried out in accordance with DMRB GG119.

Audit Team Leader: Matt Chamberlain CMILT FIHE MCIHT MSoRSA



Date: 27/10/23

Audit Team Member: John White C Eng MICE

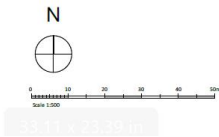


Date: 27/10/23



Audit Key Plan





Rev	Description	Date
1	Issue for Approval	19/08/2023
2	Issue for Construction	19/08/2023
3	Issue for Construction	19/08/2023

<i>Pollman Structures</i> LIMITED	
<small>14A Mill Lane, Southway, Gillingham, Kent ME13 9PL, UK Tel: 01843 870000 Fax: 01843 870001 Email: info@pollmanstructures.com</small>	
Land East of Ugley Village Hall, Ugley	
Proposed Site Plan	
Scale: 1:500	Date: 19/08/2023
Sheet: A1 Paper	Sheet: SXS 596 x SK001
<small>All dimensions in this document are in metric units. Do not scale from this drawing. © Pollman Structures</small>	





Appendix 10
Safety Audit Response

Road Safety Audit Response Report

Project details

Report title:	Stage One Audit Response
Date:	2/11/2023
Document reference and revision:	GG119 JTP 776
Prepared by:	Journey Transport Planning Ltd
On behalf of:	Essex County Council

Authorisation sheet

Project:	Pound Lane, Ugley
Report title:	Stage One Audit Response
Prepared by:	Journey Transport Planning Ltd
Name:	S Amann
Position:	Director
Signed:	
Organisation:	Journey Transport Planning Ltd
Date:	2 November 2023
Approved by:	
Name:	S Amann
Position:	Director
Signed:	
Organisation:	Journey Transport Planning Ltd
Date:	2 November 2023

Introduction

Include a summary of the scheme, the stage of the RSA and the date or reference of the RSA report it relates to.

Provide details of the representatives from the design organisation who prepared the RSA response report.

Key personnel

Provide:

Key personnel

Overseeing Organisation:	Essex County Council
RSA team:	Matt Chamberlain Associates
Design organisation:	Journey Transport Planning Ltd

Road safety audit decision log

[Insert RSA decision log. This can be a spreadsheet appended to the RSA response report].

Road safety audit decision log

RSA problem	RSA recommendation	Design organisation	Overseeing Organisation response	Agreed RSA action
<p>Location: West of proposed access on Pound Lane Summary: Pedestrians may continue walking in the road on Pound Lane increasing the risk of collisions A footway is proposed on the west side of the access but this terminates on Pound Lane and therefore pedestrians continuing towards the B1383 and nearby bus stops will be forced to walk in the road which may increase the risk of pedestrian/vehicle collisions.</p>	<p>It is recommended an internal footway link is provided from the development to the B1383 potentially utilising the village hall and the proposed footway on Pound Lane is removed from the proposals.</p>	<p>The proposed footway has been removed from the access arrangement and is shown in DR 776 DR1 Rev A</p>	<p>Insert the Overseeing Organisation's response.</p>	<p>Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.</p>

<p>Location: Location of new access</p> <p>Summary: Parked vehicles could obstruct the access/interfere with visibility for drivers exiting the development.</p>	<p>Recommendation</p> <p>It is recommended a parking area/dropped kerb is provided adjacent to the proposed junction so access is maintained for all users to the woodland.</p>	<p>Additional visitor parking provided within proposed development layout will accommodate woodland parking.</p>		
--	--	--	--	--

Design organisation and Overseeing Organisation statements

Include the following statements to be signed by the design organisation and the Overseeing Organisation.

Design organisation statement

<p>On behalf of the design organisation I certify that:</p> <p>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
<p>Name:</p>	<p>Steve Amann</p>
<p>Signed</p>	
<p>Position:</p>	<p>Director</p>

Organisation:	Journey Transport Planning Ltd
Date:	8/11/23

Overseeing Organisation statement

<p>On behalf of the Overseeing Organisation I certify that:</p> <p>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</p> <p>2) the agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	
Date:	