

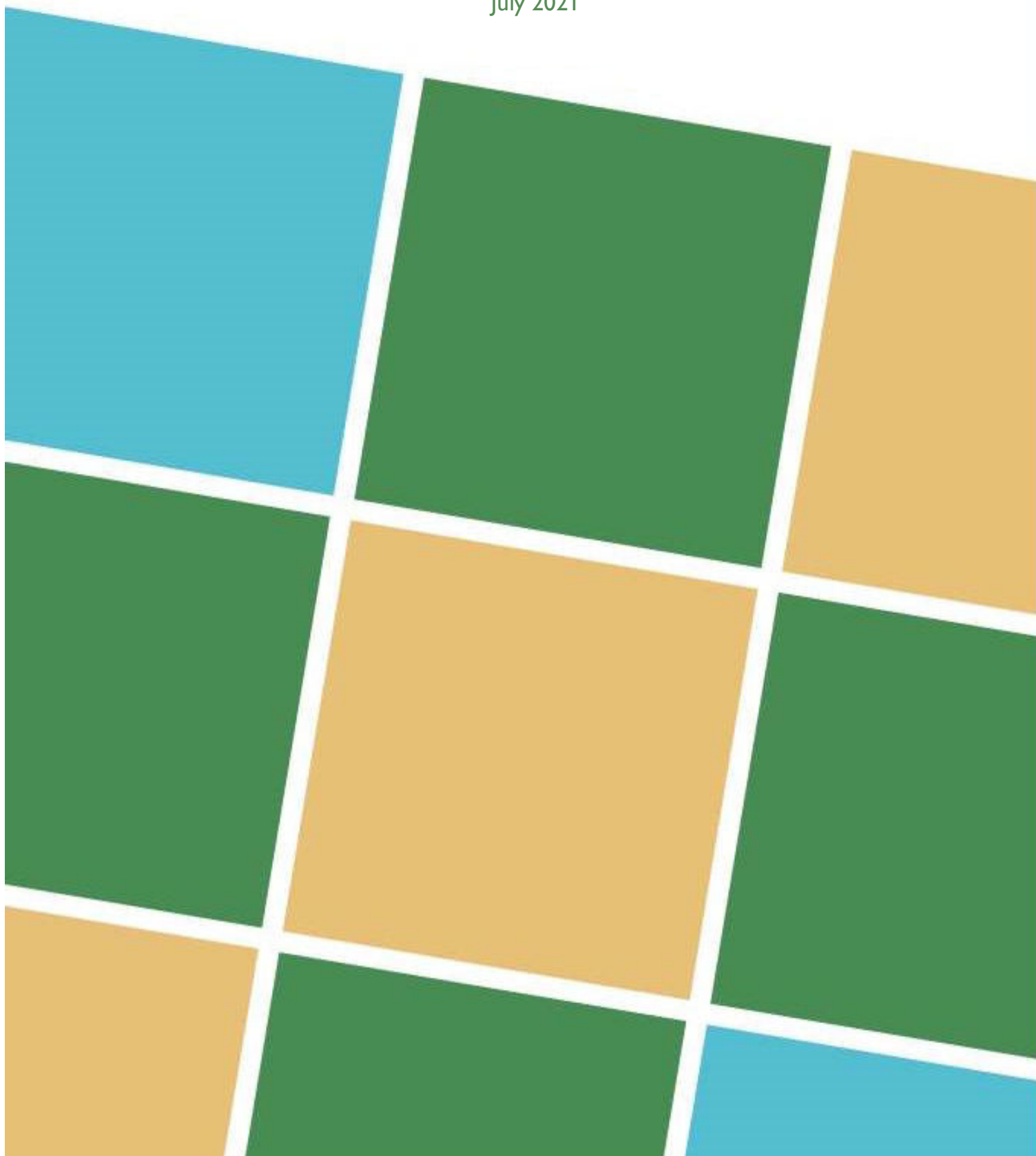
COTSWOLD
TRANSPORT
PLANNING

Rosconn Strategic Land

Land South of Radwinter Road, Saffron
Walden

Travel Plan

July 2021





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1 Introduction

General

- 1.1 This Residential Travel Plan (RTP) has been prepared as part of the supporting documentation for an outline planning application to be submitted to Uttlesford District Council (UDC) for up to 233 new dwellings on a site to the south of Radwinter Road (East of Griffin Place) in Saffron Walden. The site, which sits between the eastern edge of Saffron Walden and the village of Swards End is shown in Figure 1.1 below.

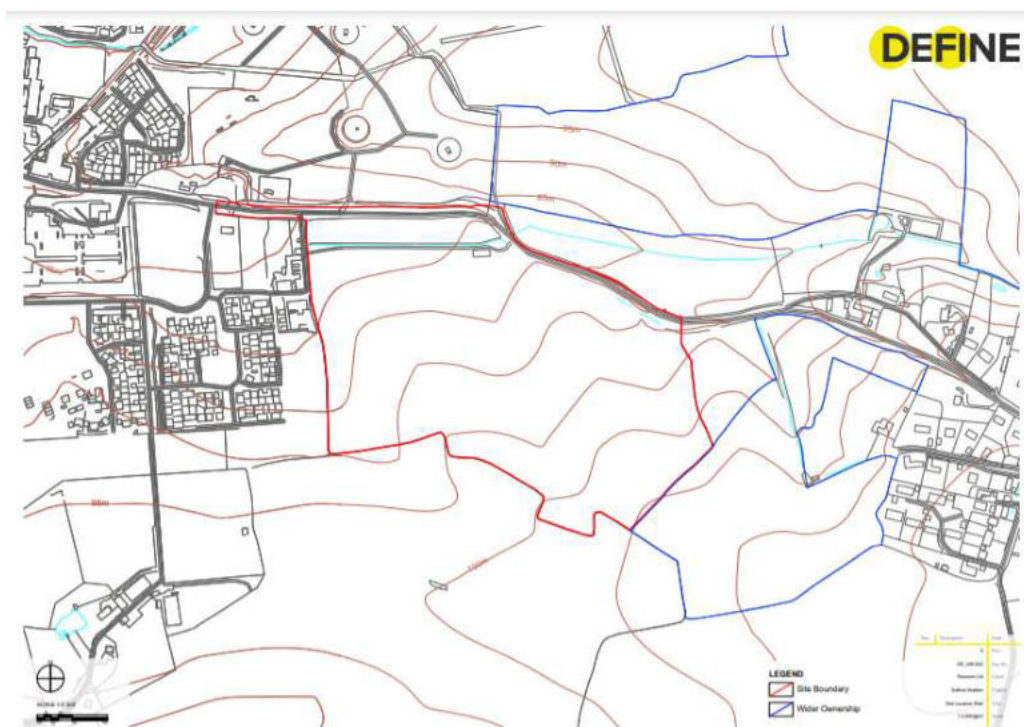


Figure 1.1: Site Location Plan

- 1.2 The site is located within the district of Uttlesford and the County of Essex. Uttlesford District Council (UDC) is the Planning Authority and Essex County Council (ECC) is the Highway Authority. Rosconn Strategic Land is the Applicant.
- 1.3 Access is proposed from Radwinter Road via a ghost island priority junction. The access road will have a 6.75m carriageway, 3m verges, 3.5m shared cycleway / footway on the western side and a 2.0m footway on the eastern side.
- 1.4 New bus stops are proposed on Radwinter Road to the east of the site access and a new pedestrian refuge island is proposed to facilitate pedestrian access to the



eastbound bus stop and the existing footway on the north side of Radwinter Road. A new 2.0m footway is also proposed on the south side of Radwinter Road between the proposed site access and the Linden Homes access some 200m to the west.

Principles of the Travel Plan

- 1.5 It is envisaged that this RTP will provide a framework from which the Developer of the site will produce a detailed RTP. This will be commenced once a Housebuilder is confirmed. Once the site is fully occupied, it is likely that all Travel Plan responsibilities will be passed on to a management company or similar.
- 1.6 This RTP is the start of the formal process from which to set targets for the use of sustainable travel modes and to monitor the performance of the development towards achieving these targets.
- 1.7 The Housebuilder will inform the new residents of the benefits of participating in the application of the RTP. This process will begin upon first occupation through the provision of a package of measures aimed at influencing the travel behaviour of new homeowners. These measures will include up to date travel packs, personalised journey planning advice, and travel vouchers that can be used to subsidise travel by public transport and / or contribute to the cost of a new bicycle or cycle equipment.
- 1.8 In common with all RTPs that are prepared to support a planning application where the occupiers are unknown, this document only provides a framework that will need to be adaptable and progressive if it is to be successful. It will therefore be imperative for the Housebuilder and subsequently the management company to hold frequent reviews to ensure that the objectives of the RTP are being met. Regular monitoring of the performance of the measures that are promoted in the RTP will also form an integral part of the process.
- 1.9 RTPs are “live” on-going documents, and as such are continually reviewed and updated. This RTP provides a “manual” for the Applicant and prospective residents and as such the RTP should not be seen simply as a report but as an on-going strategy for the management of travel demand at the site. Every 12 months, for the duration for the monitoring period, a travel survey will be undertaken, the results of which will be analysed and presented to ECC and if necessary, used to amend targets for the use of sustainable travel modes and activate the need for corrective actions if deemed to be necessary.



2 The Development Proposal

Access Arrangements

- 2.1 It is proposed to provide access from Radwinter Road via a ghost island priority junction arrangement. The appropriateness of this access has been considered in relation to DMRB and Manual for Streets (MfS) in terms of design guidance and capacity and details of the design characteristics are set out in the Transport Assessment. The proposed means of access is shown on Drawing No. CTP-20-1142 SK01 Rev C presented in **Appendix A**.
- 2.2 A feature of the access arrangements are two new bus stops on Radwinter Road to the east of the site access. At the eastbound stop a 2.0m x 1.1m cantilever shelter is proposed at the rear of the footway and at the westbound stop a 2.6m x 1.5m enclosed shelter is proposed also at the rear of the footway. Subject to any constraints identified during detailed design, the intention is that the bus shelters will be designed in accordance with the ECC Design Guide and include, bus clearways, DDA Compliant design and real time passenger information.
- 2.3 An uncontrolled pedestrian crossing is proposed between the two bus stops to the east of the site access including a central refuge island and dropped kerbs. A 2.0m footway will be extended from the site access to the pedestrian crossing. To the west of the site access, a new 2.0m footway is proposed on the south side of Radwinter Road between the site access and the access to the Linden Homes development approximately 230m to the west. This will provide a continuous pedestrian connection between the site and Saffron Walden including the Tesco foodstore, the Shire Hill Industrial Estate and the primary school that will be constructed as part of the consent on the Dianthus Land. The Dianthus Land sits directly adjacent to the south west of the Proposed Development site and was approved in outline in July 2020 for up to 100 dwellings (Planning Ref: 17/2832/OP).
- 2.4 The feasibility of providing a direct pedestrian / cycle link to the adjacent Linden site was being pursued by the Applicant. However, following discussions with Saffron Walden Town Council (SWTC), the Committee did not support the proposed connectivity and made the following recommendations:



- The proposed plans do not improve connectivity given that the proposed path will bring the cyclist / pedestrian to an area of public open space within the Linden Homes site that is not conducive for cycling.
- The proposed route terminates at uneven public open space and does not then itself connect to any existing cycle or pedestrian route.
- The proposals do not therefore improve connectivity and do not connect the site into the town centre or nearby amenities.
- To request the developer to reconsider proposals which link into existing provision and provide clear and accessible pedestrian / cycling route into the town centre.

2.5 As a result of the recommendations of SWTC, the potential of providing a direct link into the Linden site is not currently being pursued. In accordance with the recommendations of SWTC, the proposal for a new footway to the south of Radwinter Road between the proposed site access and the Linden access is considered to provide an acceptable level of pedestrian connectivity.

Site Layout

2.6 The proposed concept site masterplan is shown below and at a bigger scale in **Appendix B**. As this is an outline application, with all matters reserved except access, the layout is indicative only at this stage, although the masterplan identifies key design parameters that tie the development into particular design characteristics that are likely to include, land use, building height, access and movement, and landscape / open space / green infrastructure.



Figure 2.1: Concept Site Masterplan

- 2.7 As can be seen the proposed access road extends in a southerly direction into the site and forms a loop at its southern end which will be designed to accommodate a bus route. There is the potential that this could form the eastern terminus for some existing town services, and this is discussed in more detail below as part of the public transport strategy for the site.
- 2.8 To facilitate an aspirational long-term plan for a new relief road to the south of the town between Radwinter Road and Newport Road, land has been reserved to allow the site access to be converted to a roundabout in the future and main spine road to be widened, if required, and a strip of land has been reserved at the southern end of the plot to allow a future connection into the adjoining field.
- 2.9 The broad alignment of the primary vehicular route is to be fixed as shown in the Access and Movement Parameter Plan presented in the Design and Access Statement. It is intended to provide a 'street function' with active frontage and cycle and pedestrian facilities, including at-grade crossings. In keeping with current best practice in placemaking, the principal aim is to avoid the primary vehicular route from



becoming a sterile corridor that effectively severs any movement between development on either side of the road.

2.10

2.11 Throughout the development there will be a series of minor access roads, mews courts and shared private driveways to serve the individual residential plots and these will be designed in accordance with the Essex Design Guide. There may also be a need for an access road to connect the residential area to the north of the public open space to the main part of the development. As above details of these routes will be fixed during the reserved matters stage.

2.12 In accordance with the Essex Design Guide, the internal layout will promote a series of key principles associated with the delivery of new streets and roads that includes the following:

- Design permeable layouts that connect well with existing walking, cycling and passenger transport networks within and outside of the development.
- Consider the Healthy Streets 'whole-street' approach, including how to encourage active travel among all demographic groups.
- Prioritise (in order), walking, cycling and public transport desire-lines access, which maximises sustainable access between settlements and to key local movement generators.

2.13 Referring to the masterplan, there is a comprehensive network of pedestrian and cycle routes being proposed within the site that internally would connect the residential plots to the area of public open space to the east, and externally would provide a connection to the proposed footway on the south side of Radwinter Road and potentially provide a direct link into the Linden site pending the outcome of further discussions with the relevant landowners. The proposed uncontrolled crossing to the east of the site access on Radwinter Road would also form part of a continuous pedestrian route between the site and Swards End and provide a connection to the public rights of way to the north of Radwinter Road.

Parking

2.14 Minimum vehicle parking standards in Essex are set out below:

- 1 bedroom – 1 space per dwelling



- 2+ bedrooms – 2 spaces per dwelling (excluding garage if less than 7m x 3m internal)
- Visitor / unallocated parking – 0.25 spaces per dwelling (rounded to the nearest whole number)

2.15 The indicative accommodation schedule is shown in the table below. In accordance with Policy H9 of the Uttlesford Local Plan (January 2005), 40% of the units will be affordable. This equates to 93 affordable units and 140 that will be available to the open market.

Dwelling Type	Affordable	Market
1-bed flat	13	2
2-bed flat	12	0
2-bed house	29	10
3-bed house	32	62
4-bed house	7	45
5-bed house	0	21
Total	93	140

Table 2.1: Indicative Accommodation Schedule

2.16 Based on the parking standards and the indicative accommodation schedule this would equate to:

- Affordable – 173 allocated spaces, 23 unallocated spaces
- Market – 278 allocated spaces, 35 unallocated spaces

2.17 It should be noted that these are minimum parking standards and therefore provide some flexibility at reserved matters should additional spaces be considered necessary.

2.18 The minimum standard for cycle parking is 1 secure covered space per dwelling unless a garage or secure area is provided within the curtilage of the dwelling. For visitors, 1 space per 8 dwellings is required.

2.19 To encourage the ownership and use of bicycles, the intention is to provide all houses with a garage or a separate secure cycle storage area within the curtilage of each



dwelling. Where this is not practicable, 1 secure covered space per dwelling will be provided in easily accessible locations throughout the development.

- 2.20 Based on the standards, 30 visitor / unallocated cycle parking spaces will be provided throughout the development. These will be secure and covered and located in easily accessible locations.

Electric Vehicle Provision

- 2.21 The Essex Design Guide states that the support and use of electric vehicles in residential developments provides a number of benefits and layouts should therefore give consideration to how charging infrastructure can be integrated. These benefits include:

- Decreased air pollution in the vicinity due to the lack of exhaust emissions.
- Decreased noise pollution.

- 2.22 There are three types of charging equipment each with an associated charging time and typical application. These are:

- Standard - 4-7 hours, residential, workplace
- Fast – 2-4 hours, retail, leisure, public
- Rapid – 30-45 minutes, public, fleet, strategic highway network

- 2.23 For residential development, a standard chargepoint is sufficient to provide a full charge overnight.

- 2.24 In terms of the provision of electric charge points at new residential developments the Essex Design Guide states that passive provision for electric charging points should be provided for all on-plot parking spaces.

- 2.25 The advice for unallocated parking states that infrastructure will be put in place (via underground ducting) to allow for connection to an electric charging point in the future.

- 2.26 In accordance with the Essex Design Guide the passive provision for electric charge points will be provided throughout the development for both allocated and unallocated parking.

Public Transport Strategy

- 2.27 The public transport strategy for the site was discussed in detail at a scoping meeting with the Highway Authority which was attended by a member of the County Council's Passenger Transport Team who confirmed that it takes a holistic approach to bus



service provision, using developer contributions and existing bus service funding to review services across the Uttlesford District, rather than simply agree bus services for developments on a site-by-site basis.

- 2.28 The concept site masterplan, shown in Figure 2.1, shows the primary vehicular route forming a loop within the central part of the site. The purpose of this is to facilitate a bus route that could serve the whole site by ensuring that all dwellings are within 400m of a bus stop.
- 2.29 The provision of a bus loop within the site was welcomed in principle by the passenger transport team as it could be used by some terminating services, in particular evening services, which are sometimes required to layover for a short period before beginning a return journey.
- 2.30 However, the County Council considers a loop as being less attractive for through services as they would need to divert into the site and duplicate part of the route which as a general principle is not considered to be operationally sound. The preferred option of the County Council is to provide a route through the development between the eastern end of the site and the Linden Homes site.
- 2.31 It was explained that due to the layout of the Linden site, with open space on the eastern boundary, together with a strip of land between the two sites that is in third party ownership, the provision of bus only link into the Linden site could not be delivered.
- 2.32 Regarding an access at the eastern end of the site, this has been explored in detail by the Applicant but for several reasons is considered to be far less deliverable than the proposed location for the site access at the western end of the site. A principal constraint at the eastern end of the site is an approximate 5m level difference between the site and Radwinter Road and the associated potential knock-on impacts on landscape, ecology, placemaking, and underground utilities, including an active oil pipeline carrying aviation fuel to Stansted Airport.
- 2.33 In view of the constraints identified above and the reluctance of the County Council to divert a service into the site, it is proposed to provide bus stops on Radwinter Road just to the east of the site access. Below is an extract of the site access drawing showing the location of the bus stops and supporting infrastructure including bus shelters, an extension of the footway and an uncontrolled pedestrian crossing on Radwinter Road.



- 2.34 In accordance with the Essex Design Guide, where practicable, real time passenger information will also be provided, and the bus stops will be DDA compliant.

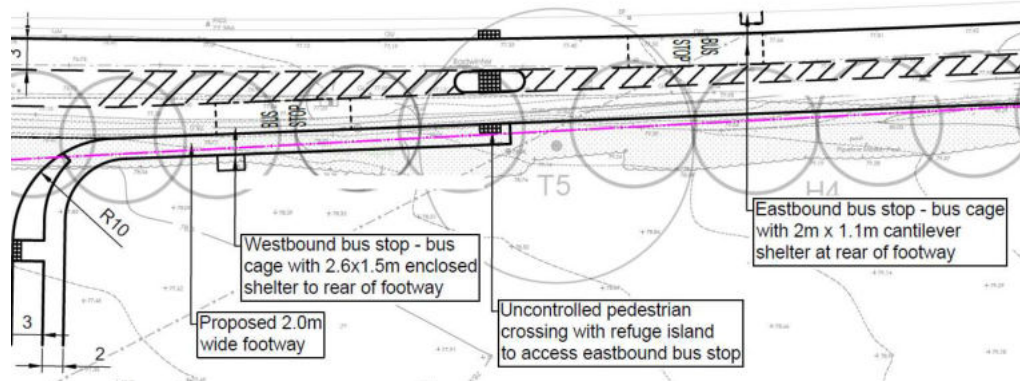


Figure 2.2: Proposed Bus Stops on Radwinter Road

- 2.35 To establish how much of the site is within 400m of the proposed bus stops, walk distance isochrone maps have been prepared for both the eastbound and westbound bus stops. These are presented as Drawings CTP-20-1142 RM01 and RM02 in **Appendix C** and are also shown below in Figures 2.3 and 2.4.

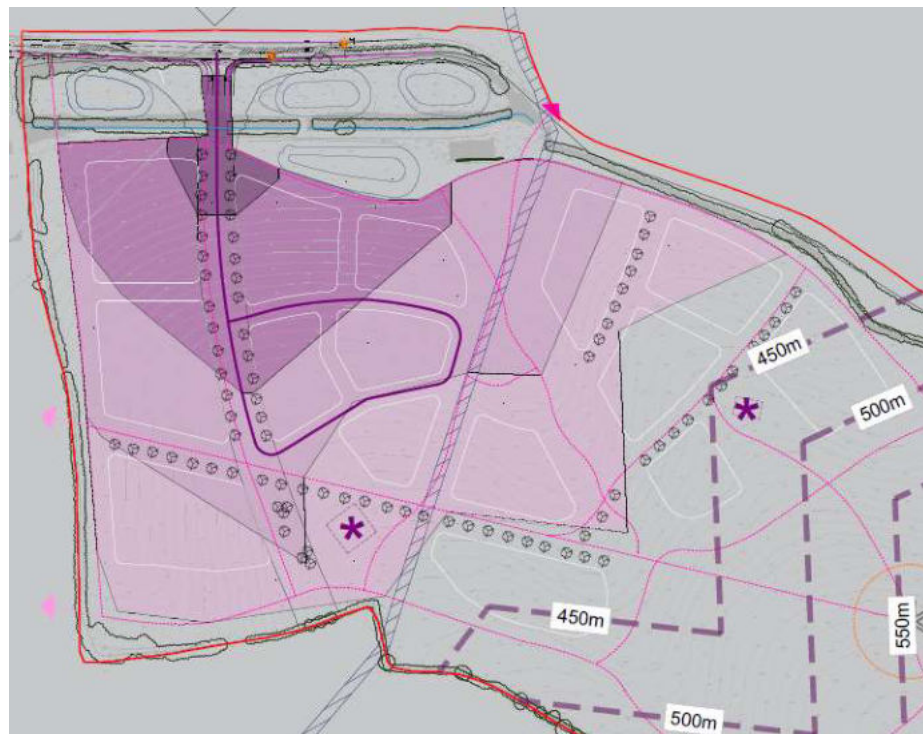




Figure 2.3: Walk Distance to the Westbound Bus Stop

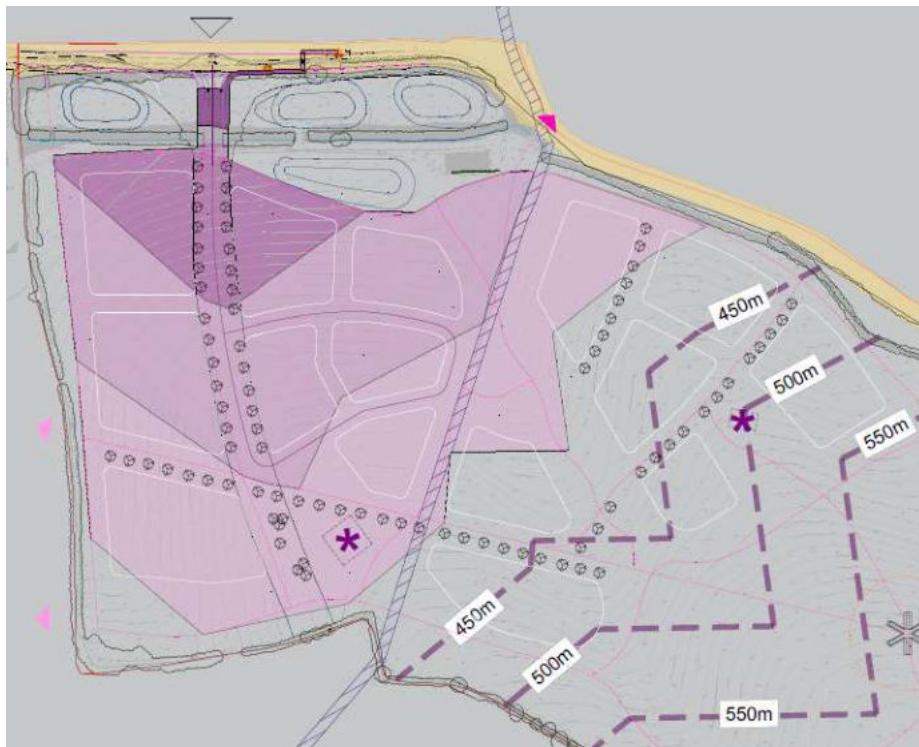


Figure 2.4: Walk Distance to the Eastbound Bus Stop

- 2.36 The purple shading shows the parts of the site that are within 400m of the bus stops and the different shades represent 100m bands up to a maximum of 400m.
- 2.37 Figure 2.3 shows the distance to the westbound bus stop and as can be seen, with the exception of the development plots at the eastern edge of the site, all plots are within 400m. The maximum walk distance for any dwelling would be 500m from the southern edge of the plot in the north east corner of the site.
- 2.38 Figure 2.4 shows the distance to the eastbound bus stop and as can be seen slightly more of the site is outside the 400m walk distance. The maximum walk distance for any dwelling would be approximately 540m again from the southern edge of the plot in the north east corner of the site.
- 2.39 Based on a more detailed assessment of the densities that could be achieved across the site, the number of dwellings that would be within 400m of the bus stops has been calculated. For the westbound bus stop 173 (74%) dwellings would be within 400m and for the eastbound bus stop the number is slightly lower at 143 (61%).



- 2.40 It can therefore be concluded that the majority of the site would be within 400m of both bus stops, and that for those dwellings that fall outside 400m, there would be a maximum walk distance of 500m to the westbound bus stop and 540m to the eastbound bus stop.
- 2.41 Based on an average walking speed of 1.4m/second this would equate to an additional walk time of 1 minute and 10 seconds to the westbound bus stop and 1 minute and 40 seconds to the eastbound bus stop. It is considered that this short extra distance would not deter most people from travelling by bus.
- 2.42 It should also be noted that if a bus terminus point is provided at the eastern end of the bus loop, then all dwellings would be comfortably within 400m of a bus stop. Based on the current strategy, this would potentially only benefit people using evening services, but in the future if more daytime services choose to divert into the site, there would be an overall benefit of enhanced public transport accessibility for all residents.
- 2.43 At new developments, the approach adopted by the County Council is to seek developer contributions towards bus service provision and then use these to deliver holistic improvements to bus services whilst retaining relevance to the respective development.
- 2.44 At residential sites that have been consented recently, a contribution of £2,800 per dwelling has been sought to facilitate improvements to the bus service. This is secured through a Section 106 contribution including a commitment to provide an agreed level of service to directly serve the site.
- 2.45 At the proposed development it was suggested by the County Council that a half hourly service to the town centre and an hourly service to Audley End railway station could be delivered.
- 2.46 The Applicant has indicated a willingness to provide a proportionate financial contribution towards bus service provision to deliver an enhanced service that both benefits the site and contributes more widely to improvements to bus services throughout the town.



3 Travel Plan Aims & Objectives

- 3.1 This RTP has been prepared in support of proposed residential development to the south of Radwinter Road in Saffron Walden.
- 3.2 It is envisaged that the RTP will act as framework from which a future housebuilder and subsequent management company will prepare and maintain a detailed Travel Plan with the aim of encouraging new residents to participate in achieving the key objectives of the Plan.
- 3.3 This framework RTP sets the objectives for the overall development and provides a framework within which a detailed RTP for the individual residents will be developed. The objective of this approach is to secure a co-ordinated approach to transport policy that will provide residents with a comprehensive range of travel options that will help to meet the targets on sustainable travel in accordance with the Government's key aims and objectives.
- 3.4 The purpose of this RTP is to demonstrate the commitment of the Applicant to playing its part in minimising the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those that have to travel, to do so in a more environmentally friendly way.
- 3.5 The principal objectives of this RTP are:
- Objective 1 – to increase the role of walking and cycling as transport modes, in support of wider transport, health, and social policy objectives.
 - Objective 2 – to develop a safe, convenient, efficient, and attractive transport infrastructure which encourages and facilitates the use of walking, cycling, and public transport and which minimises reliance on and discourages unnecessary use of private motorised vehicles.
- 3.6 In accordance with the above objectives, this RTP will seek to:
- Reduce the overall need to travel, particularly during the peak periods.
 - Promote awareness of transport issues and the impact of traffic on the local environment.
 - Show a commitment to improving traffic conditions within the local area.
 - Influence the level of private car journeys to and from the site in order to reduce air pollution and the consumption of fossil fuels.



- Reduce the number of single occupancy car trips to and from the site.
- Increase the proportion of journeys to and from the site by sustainable modes of transport such as walking, cycling, and public transport.
- Promote walking and cycling as a health benefit to residents.

3.7 Through changes in travel habits this RTP will provide benefits for:

- **Residents** – through improved health, reduced stress, potential cost savings, and improved access to the site.
- **The Environment** – through improved air quality with less noise, dirt, and fumes as well as by reducing the impact of other national and global environmental problems such as photochemical smog and global warming.



4 Planning Policy Context

General

4.1 This chapter provides a review of the existing national, regional and local policy and how this related to the development proposal. The policies covered within this review are:

- i) National Planning Policy Framework (2019);
- ii) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
- i) Essex Transport Strategy (Local Transport Plan for Essex, 2011);
- ii) Adopted Uttlesford Local Plan (2005);
- iii) New Local Plan – First Consultation;
- iv) Saffron Walden Neighbourhood Plan (Unadopted, 2020);
- v) Essex Design Guide;
- vi) EPO Vehicle Parking Standards; and
- vii) UDC Cycle Action Plan.

National Planning Policy Framework (NPPF – February 2019)

4.2 National guidance on planning is set out in the updated National Planning Policy Framework (NPPF) published in February 2019 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

4.3 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 102 of the NPPF states that '*transport issues should be considered early in the planning process so that:*

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*



- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account—including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 4.4 Paragraph 108 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *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.'*
- 4.5 Paragraph 109 states 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'.*
- 4.6 Paragraph 110 states that *'applications for development should:*
- a) *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 areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *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;*
 - d) *allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'.*



Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014)

- 4.7 The Government's planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6 March 2014. The guidance is live and updated as appropriate. Guidance on Transport Assessments falls within the category 'Travel Plans, Transport Assessments and Statements' (Reference ID: 42 Revision date: 06 03 2014).
- 4.8 Paragraph 002 (Reference: ID: 42-002-20140306) states that Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
- 4.9 The guidance sets out the information that should be included in a Transport Assessment in Paragraph 015 (Reference: ID: 42-015-20140306). Paragraph 015 goes on to say that assessments should normally be based on normal flow usage conditions (e.g. non-school holiday periods, typical weather conditions). Traffic flow projections should be based on local traffic forecasts such as TEMPro, with the timeframe for the assessment being agreed with the local authority, except when development has an impact on the national transport network, for which the assessment period will be set out in the relevant Government policy.

Essex Transport Strategy (the Local Transport Plan for Essex, 2011)

- 4.10 The Essex Transport Strategy was adopted in 2011 and sets out ECC's vision for transport, the outcomes they aim to achieve over a 15-year period, the policies for transport and the broad approach to implement them.
- 4.11 The vision of the Essex Transport Strategy is *'for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex*. Five broad outcomes were set to help achieve the vision:
1. *'Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;*
 2. *Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;*
 3. *Improve safety on the transport network and enhance and promote a safe travelling environment;*



4. *Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and*

5. *Provide sustainable access and travel choice for Essex residents to help create sustainable communities.'*

4.12 A total of 15 transport policies were set out in order to assist in achieving the vision and outcomes.

4.13 In addition, the Essex Transport Strategy sets out the following priorities for local centres in West Essex including Saffron Walden:

- i) *'Providing for and promoting access by sustainable modes of transport to development areas;*
- ii) *Improving passenger transport connections to and between the local centres, key services and Harlow;*
- iii) *Improving the attractiveness and usability of streets and public spaces;*
- iv) *Improving cycling and walking routes and promoting their greater use;*
- v) *Improving connections to London and working with Transport for London to make best use of and manage access to Underground links; and*
- vi) *Improving links with surrounding rural areas'.*

Adopted Uttlesford Local Plan (2005)

4.14 The current Uttlesford Local Plan was adopted in 2005 and provides the basis for all planning decisions within the district. It contains policies relating to the location of development and protection of environmental features. These policies are monitored and reviewed by the council to make sure that the policies are meeting the councils aims.

4.15 The Uttlesford Local Plan was assessed for compliance with the NPPF in 2012.

4.16 The Uttlesford Local Plan sets out the key policies in relation to transport:

'Policy GEN1 – Access

Development will only be permitted if it meets all of the following criteria:

- a) *Access to the main road network must be capable of carrying the traffic generated by the development safely.*



- b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
- c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*
- d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*
- e) The development encourages movement by means other than driving a car.*

Policy GEN6 – Infrastructure Provision to Support Development

Development will not be permitted unless it makes provision at the appropriate time for community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of developments necessitates such provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.

Policy GEN8 – Vehicle Parking Standards

- 4.17 *Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in the Supplementary Planning Guidance “Vehicle Parking Standards”, a summary extract of which is reproduced in Appendix 1 to this Plan.’*

New Local Plan – First Consultation

- 4.18 The first consultation for the new Uttlesford Local Plan took place between November 2020 and April 2021. The consultation considered nine themes, with theme four considering transport. The New Uttlesford Local Plan is at first consultation phase and therefore only discussion points about local transport have taken place.
- 4.19 The transport consultation set out that providing high quality sustainable transport would help to help tackle climate change, build strong local community and a successful economy. It took into account views on access to services, low traffic neighbourhoods, public transport strategy, technology and transport and EV charging.



Saffron Walden Neighbourhood Plan

- 4.20 Saffron Walden Parish Council undertook pre-submission consultation on their Proposed Saffron Walden Neighbourhood Plan (2020 – 2035) between 22nd January 2020 and 10th March 2020, with the submission for public consultation between 15th February 2021 and 12th April 2021. The Neighbourhood plan was submitted for examination on the 20th May 2021. Once the Neighbourhood Plan is ratified all new development and growth should meet the requirements of the Neighbourhood Plan.
- 4.21 Although the Proposed Development site is not within the neighbourhood planning area for Saffron Walden and is therefore not directly subject to its provisions, due regard has been paid to its relevant policies on the basis that the site is adjacent to the neighbourhood planning area and Saffron Walden will be the main service centre for future residents of the site.
- 4.22 Whilst the document is under examination the following policies are considered relevant to the proposed development.
- 4.23 The five core objectives of the Neighbourhood plan are:
1. Saffron Walden will be an economically active and self-sustaining town, offering equal opportunities to all;
 2. Saffron Walden's residents will be able to live as healthily as possible;
 3. Saffron Walden will be an environmentally sustainable town;
 4. Saffron Walden's heritage assets, high quality landscape and conservation areas will be protected or enhanced; and
 5. Saffron Walden will retain its market-town feel and community spirit.
- 4.24 Policy SW8 sets out the requirements for parking on new developments. It sets out that all '*new developments must provide for parking spaces for residents and visitors as per the Essex Works publication Parking Standards Design and Good Practice September 2009 or equivalent.*'.
- 4.25 New developments will be required to '*demonstrate how they refer to the Essex Design Guide 2018, or later equivalent for layout of vehicle and cycle parking spaces*' and include electric vehicle (EV) charging points based on the following criteria:
- a) '*For dwellings with driveways, one EV charging point per house with a minimum standard of 7kwh;*



- b) For dwellings with parking courts, half of the spaces in the parking court to have EV charging points; and*
 - c) For commercial developments, EV charging points to be provided at 2% of the total parking spaces.'*
- 4.26 Policy SW20 sets out the requirements for promoting walking and cycling in new developments to ensure they *'retain or incorporate safe, attractive and direct walking and cycling routes on site and which appropriately mitigate the impact of additional transport movements.'*
- 4.27 New developments are required to ensure that existing footpaths and pedestrian cut-throughs are maintained, new footpaths, footways and cycleways are designed and built to and adoptable standard, all new developments are designed to be permeable, and footpaths on new developments conform to recommendations made by Secured by Design standards.
- 4.28 Where developers contribute to off-site highway schemes or improvements, they will be required to conform with DfT user hierarchy guidelines, with prioritisation given to funding of the Uttlesford Cycling Action Plan or the SWNP infrastructure schemes.
- 4.29 All new streets within the development limits of the parish must be designed to keep vehicle speeds at or below 20mph.
- 4.30 Policy SW21 sets out that a *'developer travel plan will be expected to include provision for funding and delivery of sustainable travel initiatives.'* The Town Council should be approached and given the opportunity to express an interest in co-ordinating measurable travel objectives.
- 4.31 Policy SW23 sets out that *'further developments which are beyond the east of the town's development limits and which will generate additional traffic movements through the town will only be supported if:*
 - a) It can be demonstrated that they will not increase congestion by the capacity measures used in the Uttlesford Local Plan Highway Impact Assessment October 2013; and*
 - b) It can be demonstrated through an Air Quality Assessment that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of air quality on achieving a suitable residential environment and also any impacts of development upon the objectives of the designated AQMA.'*



- 4.32 Developments likely to generate HGV movements through the town centre will be subject to planning conditions restricting the timing of those movements.
- 4.33 In addition, the provision of charging points for EV charging for private, commercial and public transportation will be supported.

Other Guidance Documents

Essex Design Guide

- 4.34 The overriding objective of the Essex Design Guide is to create space for innovation and encourage high quality development by creating distinctive places where people want to live. Its purpose is to build communities and to make sure that the infrastructure and facilities are in place at the right time.
- 4.35 To address specific socio-economic factors, the Design Guide has five overarching themes that sit alongside the best practice design standard. These are:
- Active Design Principles
 - Ageing Population
 - Health and Wellbeing
 - Digital and Smart Technology
 - Graden Communities
- 4.36 Active design is about designing where we live to encourage activity in our everyday lives and is a combination of 10 principles to promote activity, healthy and stronger communities:
- Activity for all
 - Walkable communities
 - Connected walking and cycle routes
 - Co-location of community facilities
 - Multifunctional open spaces
 - High quality streets and spaces
 - Appropriate infrastructure
 - Active buildings
 - Management, maintenance, monitoring and evaluation
 - Activity promotion and local champions
- 4.37 Health and wellbeing can be encouraged and improved by:



- Providing interesting and stimulating open spaces and natural environments to encourage people to be physically active; and
 - Encouraging active travel, most particularly cycling and walking.
- 4.38 Digital technology has become integrated into people's lives, influencing lifestyle choices, work patterns and leisure habits. The introduction of smart technology represents an enhanced opportunity for designs that are both commercially viable and sustainable in the long term.
- 4.39 The provision of superfast or fibre-optic broadband internet services is one smart technology that has the potential to contribute towards the development of sustainable dwellings and communities. It has the potential to reduce the need to travel by allowing more people to work effectively from home which following the Pandemic is very likely to become common practice for many people.
- 4.40 The Essex Design Guide has been used to inform certain aspects of the design to date including the form and function of the primary vehicular route, pedestrian and cycle connectivity within the development, and how the site will be served by public transport. The value of the Design Guide will become even more apparent during the reserved matters stage when a detailed site layout plan will be developed.

EPOA Vehicle Parking Standards

- 4.41 Vehicle parking standards in Essex are based on a document prepared in September 2009, Parking Standards, Design and Good Practice. They are:
- 1 bedroom – 1 space per dwelling
 - 2+ bedrooms – 2 spaces per dwelling (excluding garage if less than 7m x 3m internal)
 - Visitor / unallocated parking – 0.25 spaces per dwelling (rounded to the nearest whole number)
- 4.42 The parking standards recognise that dwellings are predominantly travel origins as opposed to destinations and that previously parking standards have attempted to reduce car use by restricting parking spaces at origins and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore, parking standards for origins should be used a minimum standard.



- 4.43 The minimum standard for cycle parking is 1 secure covered space per dwelling unless a garage or secure area is provided within the curtilage of the dwelling. For visitors, 1 space per 8 dwellings is required.

UDC Cycle Action Plan

- 4.44 The Uttlesford District Cycling Action Plan (March 2018) details an ambitious and aspirational cycle infrastructure strategy for Saffron Walden, with identified routes for infrastructure improvements detailed on Figure 6.2 of the Action Plan and an appraisal of scheme prioritisation and costs. The Action Plan is shown in Figure 4.1 below.

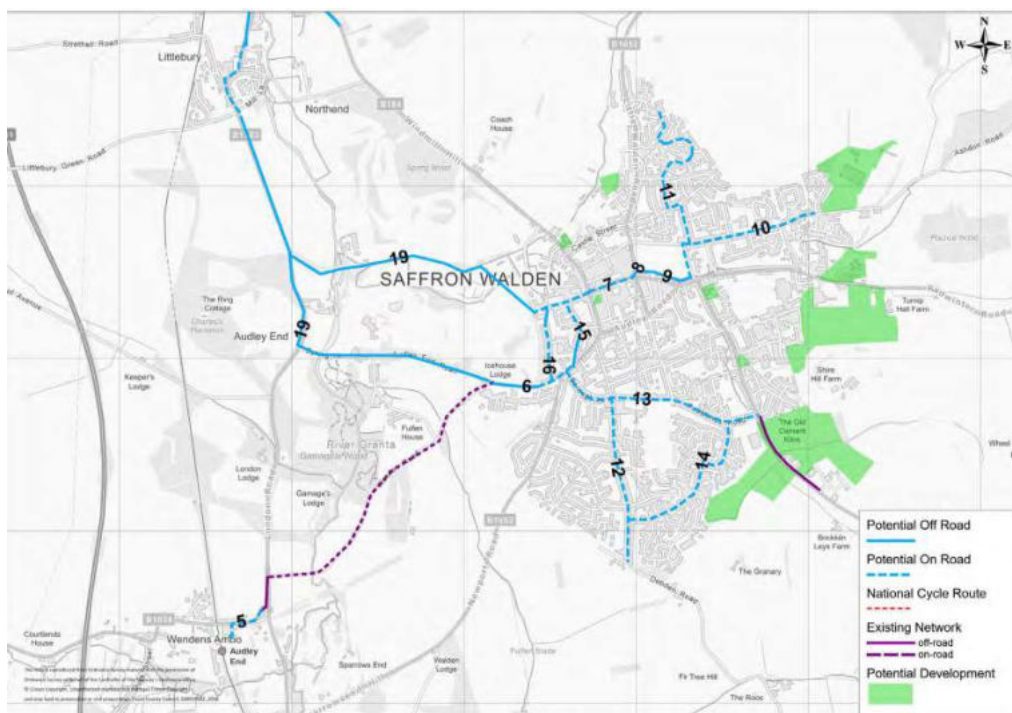


Figure 4.1: UD Cycle Action Plan Figure 6.2 – Potential Cycle Schemes in Saffron Walden

- 4.45 A Flagship Cycle Route is key corridor providing safer, faster, and more direct access to one or more key attractors. It is proposed that a Flagship Route is created in Saffron Walden via an east/west route linking residential areas to the town centre and providing access to Audley End railway station in the south west. The potential Flagship Route is shown in Figure 4.2 below.

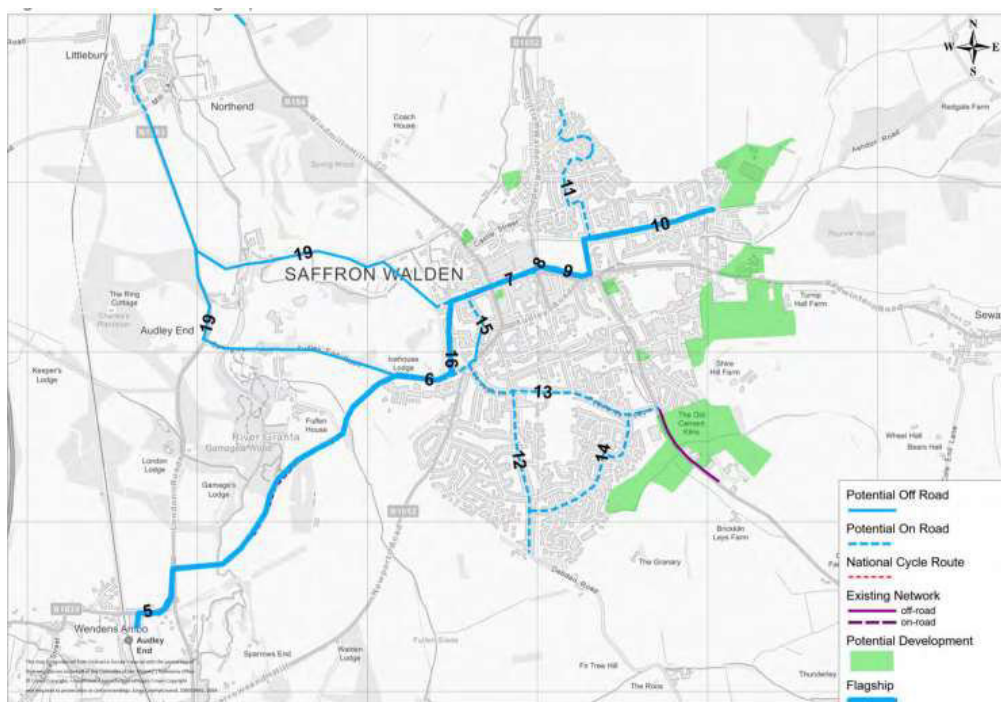


Figure 4.2: UD Cycle Action Plan Figure 8.1 – Potential Cycle Flagship Route in Saffron Walden

- 4.46 The Flagship Route will effectively connect residents in the north of Saffron Walden to the town centre and also completes a connection from Saffron Walden to Audley End Railway Station and potentially other cycle routes identified in the Action Plan.
- 4.47 There are some key challenges along the route that will need to be addressed but if these can be overcome it is considered that the Flagship Route would provide a step change for cycle provision and connectivity in Uttlesford.
- 4.48 Currently there are no cycle improvements proposed in the immediate vicinity of the site, either on Radwinter Road or Elizabeth Way. Route 10, Chaters Hill / Ashdon Road shown above is the closest identified route to the site. The proposals for Route 10 are strategic requiring the likely introduction of a contraflow system on Chaters Hill, the rationalising of on-street parking on Ashdon Road and a 20mph speed limit, with advisory cycle lanes. The proposals are subject to a feasibility study.
- 4.49 Encouraging cycling through the Action Plan to achieve behavioural change for shorter distance trips within Saffron Walden is a positive focus for improving road conditions locally and air quality.



5 Existing Conditions

General

- 5.1 This section reviews the existing transport conditions in the vicinity of the site. More specifically, it provides a review of the existing walking, cycling, and public transport facilities including accessibility to local amenities and a description of the local highway network.

Site Accessibility

- 5.2 When considering the overall sustainability of a site, with regards to highways it is important that a site can be demonstrated to be accessible for all potential residents without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.
- 5.3 Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Proximity to Local Services and Amenities

- 5.4 It is key to a site's sustainability that there are a wide range of services and amenities nearby. **Table 5.1** identifies a range of local services and amenities including approximate walk and cycle times.

Service / Amenity	Approx. Distance	Approx. Walking Time (MM:SS)	Approx. Cycling Time (MM:SS)
		IHT	RB
Tesco Superstore	790m	09:30	3:15
Saffron Walden Community Hospital	920m	11:00	3:45
Homebase	1.2km	14:15	5:00
Shirehill Industrial Estate	1.2km	14:15	5:00
Dame Bradbury's School	1.4km	16:45	5:45
Marcer & Hughes Vets	1.4km	16:45	5:45
Bearwalden Crossfit Gym	1.5km	17:45	6:15
Saffron Walden Nursery School	1.5km	17:45	6:15
RA Butler Infant & Junior School	2km	23:45	8:15



Market Street Dental Clinic	2km	23:45	8:15
Starbucks	2km	23:45	8:15
Waitrose	2km	23:45	8:15
Lord Butler Fitness & Leisure Centre	2km	23:45	8:15
Saffron Walden High Street	2.2km	26:15	9:15
Saffron Walden County High School	2.9km	34:30	12:00

Table 5.1: Distances to Services and Amenities

- 5.5 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s).
- 5.6 **Table 5.1** demonstrates a number of services and amenities, that are required on a daily basis, can be found within 1.5km of the application site with further services and amenities within 3km of the application site.

Active Travel

Walking

- 5.7 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.8 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km and a preferred maximum walking distance of 2km for commuting and educational purposes.
- 5.9 This is supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1mile (1.6km) are undertaken on foot.
- 5.10 The B1053 Radwinter Road has a circa 1m wide unilluminated footway to the north of the carriageway in the vicinity of the application site. Approximately 250m west of the proposed site access (at the Liden Homes development access), there are illuminated 2m wide footways on both sides of the carriageway which continue west to the centre of Saffron Walden.



- 5.11 As part of the package of highway improvements proposed by the development, a 2m footway will be provided on the south side of Radwinter Road between the proposed site access and the Linden access. This will provide a continuous footway connection between the site and Saffron Walden making the amenities identified in Table 3.1 accessible on foot.

Cycling

- 5.12 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:

‘Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.’

- 5.13 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are considered within acceptable cycling distance.
- 5.14 All of the facilities and amenities are within an acceptable cycling distance. This provides reasonable opportunities for people to commute or access further facilities in those areas by bicycle. In addition, the entirety of Saffron Walden and Swards End are well within 8km of the application site.
- 5.15 There are no dedicated cycling facilities on the B1053 Radwinter Road in the vicinity of the application site. The B1053 Radwinter Road in the vicinity of the application site is restricted by a 60mph speed limit, however approximately 180m west of the proposed site access there is a change in speed limit to 30mph. It is therefore considered suitable for experienced cyclists to share the carriageway.
- 5.16 The Highway Authority has indicated that it would support a reduction in speed limit between Saffron Walden and Swards End to 40mph and recent speed surveys on Radwinter Road, reported later in Section 5, appear to support this proposal. This would improve conditions for cyclists on Radwinter Road in the immediate vicinity of the site.
- 5.17 The Uttlesford District Cycling Action Plan (March 2018) details an ambitious and aspirational cycle infrastructure strategy for Saffron Walden. Currently there are no cycle improvements proposed in the immediate vicinity of the site, either on Radwinter Road or Elizabeth Way. Route 10, Chaters Hill / Ashdon Road, is the closest identified route to the site. This will effectively connect residents in the north of Saffron Walden



to the town centre and also completes a connection from Saffron Walden to Audley End Railway Station and potentially other cycle routes identified in the Action Plan

- 5.18 Encouraging cycling through the Action Plan to achieve behavioural change for shorter distance trips within Saffron Walden is a positive focus for improving road conditions locally and air quality.

Public Transport

Scheduled Bus Services

- 5.19 The nearest bus stops in relation to the development sites are the 'Tesco Store' stops located on Radwinter Road, just to the west of the Tesco access close to the Smallbridge Road junction. The stops are approximately 450m west of the proposed site access. The westbound bus stop comprises a flag with bus timetable information and a layby with a cage. There are two bus stops for eastbound services with one located in the Tesco Store car park and the other located opposite Tesco in the form of a hail and ride bus stop.
- 5.20 There are several bus services which provide school services or infrequent services. The 417, 419 and 438 bus services provide AM and PM services to Saffron Walden High School and JF Academy. The 101 service provides an inbound and outbound service between Whittlesford and Tesco. The 34 service provides a loop around Saffron Walden on Tuesdays and Thursdays with five inter-peak services a day.
- 5.21 A summary of the frequent bus services is provided in **Table 5.2** with full bus timetables for all the bus services provided in **Appendix D**.

No.	Operator	Route	Days	First Service	Frequency	Last Service
6	Stephensons of Essex	Tesco, Saffron Walden – Stansted Airport	Monday – Saturday	8.15am	Approximately Every Hour	7.25pm
		Stansted Airport – Tesco, Saffron Walden		7.34am		7.03pm
60	Stephensons of Essex	Newport – Haverhill	Monday – Friday	9.38am	Approximately Every Two Hours	6.13pm
		Audley End - Haverhill	Saturday	9.11am	Three Services (1.44pm)	5.24pm
		Haverhill – Audley End	Monday – Friday	7.54am	Approximately Every Two Hours	5.39pm
			Saturday	10.30am	Three Services (3pm)	4.50pm



301	Stephensons of Essex	Bishop's Stortford – B1053 inside Tesco	Monday – Saturday	7.38am	Approximately Every Hour	7.16pm
		B1053 inside Tesco – Bishop's Stortford	Monday – Saturday	7.12am	Approximately Every Hour	7.21pm

Table 5.2: Bus Services and Frequencies (note information from May 2021)

- 5.22 The number 6, 60 and 301 bus services, from the Tesco bus stops, provide regular bus services throughout the week and on Saturdays, around Saffron Walden, to Stansted Airport, Haverhill and Audley End. The services provide suitable opportunities for residents to access employment areas, access services and amenities, and travel for leisure. Routes 60 and 301 also serve Audley End Railway Station providing opportunities for multi modal trips by public transport. In addition, the 417, 419 and 438 services provide dedicated school bus services, providing opportunities of future residents of the site to travel to school by bus.
- 5.23 It should be noted that due to the COVID-19 pandemic the current bus timetables may have been affected and may have a future impact on bus service frequency.

Demand Responsive Transport (DaRT) Services

- 5.24 Essex Highways operate the DaRT 1 and 2 service within Saffron Walden, Uttlesford and Braintree between 6am and 8pm Monday – Saturday. The DaRT consists of a minibus vehicle with between 8 and 16 passengers, the service is fully flexible and operates by grouping services based on similar pre-booked passenger itineraries.
- 5.25 In addition, the F29 service forms a looped timetabled service for DaRT 1 and 2 operating from the Tesco bus stops to Linton and Hadstock on a Tuesday only. The F29 provides outbound service from Tesco bus stops at 10.50am and 1.35pm with the return services arriving at the Tesco bus stops at 11.45pm and 2.30pm.
- 5.26 The DaRT provides future residents with the opportunity to use a flexible bus service to access locations around Uttlesford and Braintree which are otherwise inaccessible via the scheduled bus services.
- 5.27 A Public Transport Strategy has been developed for the proposed development, details of which are set in Section 5. In summary new bus stops are proposed on Radwinter Road adjacent to the site which will provide future residents with a good level of accessibility to local bus services.

Rail Services



- 5.28 Audley End Railway Station is located approximately 5.4km southwest of the application site. The site is accessible via the 60 and 301 bus services, with a journey time of approximately 20 minutes. The railway station is also within an acceptable cycling distance.
- 5.29 Audley End Railway Station is managed by Greater Anglia and is located on the West Anglia main line. The station offers regular services to numerous destinations including Stansted Airport, Cambridge, London Liverpool Street and Norwich.

Summary

- 5.30 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as having good accessibility, with suitable infrastructure and frequent bus services. This will be significantly enhanced by the package of improvements that are being proposed by the development including the provision of new bus stops on Radwinter Road that will result in the majority of the site being within 400m of regular bus services operating on Radwinter Road as demonstrated in the Public Transport Strategy set out in Section 2. The site is therefore considered to have real potential to promote sustainable transport modes and reduce single occupancy car dependency.



6 Local Highway Network

- 6.1 The local highway network (LHN) is shown in Figure 2.1 and, is described in further detail below.

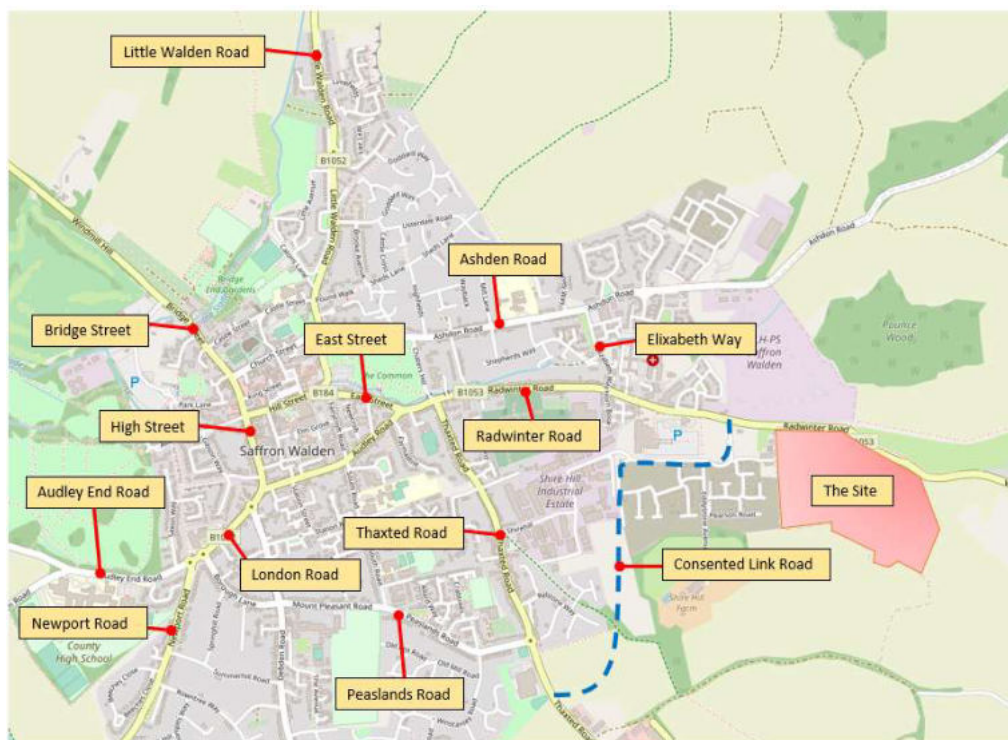


Figure 6.1: Local Highway Network

Radwinter Road

- 6.2 It is proposed that the application site will take access via a ghost island right turn junction off the B1053 Radwinter Road. Radwinter Road is a single carriageway road which routes west from Saffron Walden to Swards End to the east of the application site. The agricultural access is located between a right / left hand bend on Radwinter Road approximately 210m east of the proposed site access.
- 6.3 Radwinter Road to the west of the application site towards Saffron Walden forms part of a signalised junction with the B184 Thaxted Road / B184 East Street / Chaters Hill.
- 6.4 Radwinter Road in the vicinity of the application site is a 6m wide single carriageway road with single lanes in either direction and 60mph speed limit. Approximately 180m west of the proposed site access is a change in speed limit to 30mph. Along the site frontage there is a narrow unlit footway on the north side of Radwinter Road that



continues into Swards End. From the Linden Homes access, approximately 250m west of the proposed site access, there are illuminated 2m wide footways on both sides of the carriageway that continue into Saffron Walden.

Elizabeth Way

- 6.5 Elizabeth Way forms the northern arm of a signalised junction with Radwinter Road / Horn Book and the southern arm of a simple priority junction with Ashdon Road.
- 6.6 Elizabeth Way is a 6m – 7m wide single carriageway road with single lanes in either direction and a 30mph speed limit. There are illuminated 2m wide footways on both sides of the carriageway.

B184

- 6.7 The B184 is formed of Thaxted Road, East Street, Hill Street, George Street, Audley Road, High Street, Bridge Street, Windmill Hill, Springwell Road and Walden Road.
- 6.8 Thaxted Road routes from the signalised junction with Radwinter Road / East Street / Chaters Hill south to Thaxted.
- 6.9 East Street links the one-way network traffic from the High Street; with East Street/Hill Street/George Street providing for eastbound trips from the centre of the High Street; and Audley Road providing for westbound trips to the southern end of the High Street.
- 6.10 High Street is the main road through the town centre and is the main focus for retail and commercial activity in the town. To the north High Street leads into Bridge Street, Windmill Hill, Springwell Road and Walden Road, ultimately linking to Junction 9a of the M11.
- 6.11 To the south it leads to Debden Road and London Road and ultimately to Audley End Road and Newport Road where Uttlesford District Council offices are located. Saffron Walden County High School is located on Audley End Road and it is also the signed route to Audley End railway station. The railway station can also be reached via Newport Road which is also the signed route from Saffron Walden to Stansted Airport and Bishops Stortford.



7 Travel Plan Co-ordinator

- 7.1 Once it is established that the location of the development supports sustainable travel, the focus of the RTP should be on the provision of key services and its communication with residents.
- 7.2 Ensuring services are in place and managing the strategy for the site will require a Travel Plan Co-ordinator (TPC). It is recognised that this does not necessarily imply a full-time permanent post and the workload of the TPC is likely to be variable. More times will be required in the early stages when services are being procured for the site ahead of occupation and when residents are first moving in. Further work will however be required to refresh the RTP at future stages and to accommodate the needs of later incoming residents.
- 7.3 The TPC will be appointed by the housebuilder and the role will start no later than six months prior to first occupation and will continue for a minimum of five years following first occupation of the final dwelling when it is envisaged that the role of the TPC will be taken on by a management company or similar.
- 7.4 The TPC will be based within easy access of the development so that they can act as a champion for the RTP and play a hands-on role, providing a friendly point of contact for residents. Typically, the TPC will be based in the sales office and will therefore represent the first point of contact for all new residents. The requirement for a TPC can be secured in the Section 106 Agreement.
- 7.5 The TPC will develop links with TPCs at the adjacent residential developments through invitations to all formal and informal meetings as appropriate. This will help to maximise the potential for joint initiatives and to ensure that the measures being promoted at all sites complement one another, where appropriate.
- 7.6 The TPC will be responsible for:
- Co-ordinating the RTP with management support;
 - Providing travel information to residents;
 - Being the first point of contact for any travel queries;
 - Promoting the objectives and benefits of the RTP;
 - Co-ordinating the completion of the travel surveys and developing new measures in response to results;



- Assisting with the establishment of clear, realistic, and monitorable targets for the use of sustainable travel modes;
- Monitoring the success of the Travel Plan against targets;
- Enabling residents to put forward their ideas and views about travelling to and from the development;
- Providing feedback to the developer and residents on the success of the Plan; and
- Acting as the point of contact for information, for exchanging ideas and best practice with other organisations and promoting national travel campaigns as appropriate.

7.7 The TPC will be responsible for the monitoring of the progress achieved. The nature of the monitoring process will be developed in consultation with UDC and ECC and will be agreed prior to first occupation of the site.



8 Delivering the Plan

Introduction

- 8.1 A number of initiatives will be employed at the development to encourage the use of sustainable modes of travel. By committing to the provision of these services at an early stage, the Applicant not only reaffirms the commitment to delivering a sustainable development, but also establishes the requirement for the appointed housebuilder to continue to provide these measures through the RTP process. The measures to help promote travel by sustainable modes are set out below.

Travel Plan Measures

Residential Travel Packs

- 8.2 A Residential Travel Information Pack will be issued to the first occupant of each dwellings at the point of occupation. The pack will be aimed at promoting sustainable travel in support of the RTP objectives and will contain the following:
- Contact details of the TPC and a brief description of the key objectives of the RTP;
 - Pre-paid vouchers up to a value of £50 for local bus services and cycle purchase / equipment for the first occupant of every dwelling;
 - Guidance and promotional material on the use of sustainable modes of travel;
 - Details of walking, cycling, buses, trains, taxis, car sharing, car clubs, electric vehicles and charging points, school transport, and personalised journey planning;
 - Reference to travel websites, resources, and support services for each mode of travel, information provided by county, district and/or borough councils;
 - Details of local travel campaigns and networking / support groups; and
 - Access to an online tool to generate personalised Residential Travel Plans using a home and destination postcode to provide details of different travel modes / options, travel routes / maps, and timetable information.

Sustainability Vouchers

- 8.3 Sustainability vouchers will be issued to the first occupier of each unit. These will provide free or subsidised bus based public transport for a specified duration of time and a contribution towards the purchase of a new bicycle or cycle equipment. They will form a key element of the Travel Welcome Pack.



- 8.4 The issuing of sustainability vouchers will be the responsibility of the appointed housebuilder. The vouchers will be provided to the first occupier of each new dwelling and will have a minimum value of £50 for public transport and £50 for cycle equipment.

Car Sharing

- 8.5 In recognition of the fact that travelling by car is sometimes the only realistic option, especially where there is no public transport alternative, particular attention will be given to the encouragement of car sharing. Residents will be encouraged to submit their names for car sharing and all new residents will be given the opportunity to join the scheme. It is recognised that the opportunities for car sharing are more limited at residential developments than for example at the workplace where the journey requirements are more likely to coincide.
- 8.6 Notwithstanding, a database of car sharers will be created upon first occupation and reviewed on a regular basis to ensure it is kept up to date. The database will identify individuals travel patterns and make the opportunity for car sharing more visible. The TPC will encourage all new residents to join the car share scheme.
- 8.7 There is an established car sharing scheme in Essex called Essex Car Share Scheme.
- 8.8 This scheme is run by LiftShare, who are the UK's leading car share provider. LiftShare has been providing a car share platform for 20 years. As a Social Enterprise, LiftShare offer a car sharing platform for free to users. LiftShare enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together and share the costs, whilst reducing congestion and pollution at the same time.
- 8.9 Links to the car sharing database will be provided in the residents' welcome pack, displayed on community noticeboards and on the community website. Car sharing will also be promoted in resident newsletters.
- 8.10 The RTP will highlight and promote the following:
- Promote the benefits of car sharing, including the potential cost savings, via the travel information pack.
 - Provide details of any local car share initiatives, for example, town centre car share parking spaces.
 - Community coffee mornings to promote car sharing amongst residents.



Car Clubs

- 8.11 A car club allows residents to have access to a car without having to buy or maintain their own vehicle. Residents typically pay a membership fee to an operator who provides and maintains vehicles in the local area. Members of the car club are then charged per hour or per mile for usage of these vehicles.
- 8.12 The combined cost is intended to be cheaper than owning a private vehicle for drivers with a low annual mileage, and to encourage members to consider more sustainable modes of travel before using a car. Typically access to vehicles is controlled via a smartcard, with keys kept inside the vehicle and the engine immobiliser de-activated via a PIN. Bookings can be made at very short notice.
- 8.13 The Essex Design Guide states that a development of at least 100 homes is considered to be the viable economic threshold for car clubs. It also suggests that developments should be designed to facilitate car clubs either now or in the future. They should also be responsive to changes in local car driving and car ownership dynamics, offering the opportunity to change on-street parking spaces to car club spaces with ease and without detriment to the streetscape.
- 8.14 The Applicant supports the provision of car club spaces at the development and will work with ECC to help secure a space during the period leading up to the determination of the planning application that would allow a commercial car club operator to operate a service from the site.

Public Transport

- 8.15 To encourage greater use of public transport the TPC will:
- Provide free / discounted use of local bus services up to a pre-paid value of £50 for the first occupant of every household;
 - Publicise existing public transport services and travel information to residents and, where appropriate, visitors to the site;
 - Make residents aware of the Public Transport Strategy including the most direct walking routes to the new bus stops on Radwinter Road and the bus terminus within the development;
 - Provide details for internet access for public transport information and identify sites that provide local information;
 - Provide links to public transport timetable information; and



- Provide links to public transport ticket ordering websites.

Measures to Promote Cycling

- 8.16 Cycling is good for your health, environmentally friendly and can be fun. It can also be an extremely practical form of personal transport, especially for short journeys. It is often quicker than the car for short urban journeys, and provides door-to-door access, with no parking costs. Bicycles are cheap to buy and maintain in comparison to cars and have no running costs such as fuel.
- 8.17 Each residential unit will have cycle parking in line with local parking standards, as set out in Section 2 of this report.
- 8.18 To encourage cycling the following actions will be undertaken:
- Provide a voucher up to a pre-paid value of £50 for the first occupant of every dwelling for the purchase of a bicycle and associated equipment;
 - Form a residents Bicycle Users Group (BUG) to encourage cycling and organise promotional events;
 - Provide free cycle training for all residents;
 - Promote national campaigns to encourage cycling such as National Beek Week and Cycle to Work Day;
 - Promote the use of online portals such as the Active Essex Challenge Platform (www.activeessex.org).
 - Negotiate discounts for residents on bicycles and equipment with local cycle outlets; and
 - Produce maps or links to maps showing recommended cycle routes to key destinations.

Measures to Promote Walking

- 8.19 Walking is the most environmentally friendly form of transport and is suitable for short journeys under 2 miles and can be combined with other method, such as public transport, to cover longer distances.
- 8.20 There are many benefits to walking that include:
- Walking benefits everyone. Although people may travel using public transport or their own car, these journeys still require an element of walking e.g., to/from bus stops and car parks;



- Walking is healthy and reduces the likelihood of heart disease and strokes amongst other illnesses;
- Walking is environmentally friendly and non-polluting, making it an ideal alternative to motorised transport;
- Walking is free, and available to more people than any other mode of transport;
- More people walking makes other people feel safer, as they can be the eyes and ears that deter criminal behaviour and antisocial activity; and
- A positive experience of walking around an area can encourage people to live, visit or invest there, aiding urban regeneration.

8.21 To further encourage walking, the following actions will be undertaken:

- Provide maps showing recommended walking routes to local facilities, including bus stops, schools, leisure facilities and the town centre; and
- Publicise the health benefits of walking.

Community Noticeboards

8.22 Community noticeboards providing travel and community information will be placed in convenient locations across the site. Maps of the immediate local area will be displayed on the communal noticeboard identifying locations of cycle parking, car club bays and public transport service access points. The noticeboard will also be used to inform residents of any new travel initiatives or events organised by the TPC.

8.23 Noticeboards will be reviewed and updated regularly to ensure that any changes to the public transport, cycle and pedestrian networks are communicated to residents together with any upcoming events to promote active travel.



9 Travel Plan Targets

- 9.1 One of the prime objectives of an active RTP is to set clear and realistic targets. Targets play a vital role in monitoring the success of TPs and should clearly relate to goals set out in the Plan. Monitoring of the Plan should track the main targets providing regular information on the progress that the Plan is making in achieving its aims. This information can provide important 'early warning' if the Plan is failing to have a sufficient impact on travel behaviour and the Plan and its measures can then be modified accordingly.
- 9.2 RTPs should set a number of clearly defined objectives underpinned by targets and actions that are **SMART: Specific-Measurable-Achievable-Realistic-Timed**. The term 'target' is used in the sense of a measure of outcomes achieved by the RTP i.e. the difference it has made to the site users travel habits.
- 9.3 The ultimate aim of the RTP is to reduce journeys by car to and from the development and to improve overall accessibility by walking, cycling and public transport. In establishing targets, accurate baseline information on car access to and from the site is imperative. The predicted trip generation for the site is shown below in Table 9.1 below. This has been extracted from Section 5 (Table 5.1) of the accompanying Transport Assessment (CTP, June 2021).
- 9.4 To encourage the use of sustainable modes from the outset, a target has been set to ensure that there is commitment from the Applicant to reduce the level of single occupancy car use. At this stage, a target has been set to reduce the number of single occupancy car users by 10% to be achieved upon occupation of the dwelling that represents 75% of the planned development as set out in Table 9.1.

	AM Peak		PM Peak		Daily	
	Arrivals	Departs	Arrivals	Departs	Arrivals	Departs
Opening Year Trip Generation	35	92	83	39	566	570
Target Trip Generation at 75% Occupancy	31	83	75	55	509	513
Reduction in SOVs	-4	-9	-8	-4	-57	-57

Table 9.1: Targets for Reduction in Single Occupancy Vehicles



- 9.5 Three further targets have been set to reduce journeys by car to and from the site. These will be applied from first occupation although as above they will be expected to be achieved upon occupation of the dwelling that represents 75% of the planned development.
- 9.6 The first target is that 10% of households will join the car sharing scheme. This includes the scheme that will be set up for specifically for the site and the national scheme operated by LiftShare.
- 9.7 The second target is that 10% of households will join the Bicycle Users Group.
- 9.8 The third target is that 10% of households use internet shopping for their weekly supermarket shop.
- 9.9 To encourage a culture of sustainable development, there will be a requirement to work towards achieving the targets from the very early stages of the development.
- 9.10 The development will take a number of years to complete and therefore triggers for introducing corrective measures will be set throughout the build out period of the development. This will involve monitoring at regular intervals to identify where targets are not being met and where corrective measures are needed. Any modification to targets would be subject to prior written agreement of UDC and ECC.



10 Travel Plan Monitoring & Review

- 10.1 The housebuilder and / or the management company will undertake biennial traffic counts for a minimum period of five years or as long as the development takes to build out.
- 10.2 Initial traffic counts will be conducted by the TPC at a time to be agreed with ECC. At this stage it is suggested that this follows occupation of the 100th dwelling or after one-year post first occupation, whichever comes first.
- 10.3 Traffic counts will be undertaken at the site access and include all pedestrian and cycle routes. Monitoring of the use of the bus service will also be undertaken.
- 10.4 Results of the surveys will be submitted to ECC Sustainable Travel Planning Team in the form of a report for review. In the event that traffic counts are not conducted or do not meet the requirements of the ECC Travel Plan Monitoring Protocol, it is acknowledged that ECC will seek to arrange the counts on behalf of the housebuilder using a preferred supplier and invoice the housebuilder for the associated costs, where appropriate.
- 10.5 If the trip data demonstrates that the targets set out in this RTP are not being met, then the TPC will conduct written and / or face-to-face Travel Surveys at a time to be agreed with ECC. This is to achieve a better understanding as to why a particular mode is being used and will also give the TPC an opportunity to conduct personalised travel planning.
- 10.6 Travel surveys will be organised and conducted on the 1st, 3rd and 5th anniversary of first occupation to identify traffic flows and mode share data. Travel surveys will be directed to all residents travelling to and from the site asking them how they prefer to travel, any travel or transport issues they have encountered, and their attitude towards sustainable modes of travel.
- 10.7 Travel Plan Reports will be submitted to ECC Sustainable Travel Planning Team for review. The data will be used to identify the progress of the RTP against targets and objectives.
- 10.8 If specified targets are not being met, then revised measures will be agreed by the Sustainable Travel Planning Team and implemented by the TPC to reduce travel to the site by private car. additional measures identified will be agreed with ECC prior to implementation.



11 Marketing and Promotion

- 11.1 It is recognised that to maintain the impetus of the RTP, initiatives will be required to promote sustainable travel on an on-going basis. This helps to ensure that the initial take up of measures does not dwindle over time. Measures contained within the RTP must also be communicated to residents in an engaging way to maintain the enthusiasm throughout the lifecycle of the RTP and beyond.
- 11.2 The TPC will be responsible for marketing the RTP. This is to ensure that all residents are made aware of the RTPs objectives and of the measures and initiatives therein.
- 11.3 Upon occupation the TPC will hold an induction meeting with residents where they will be issued with their Welcome Packs. Residents will also be introduced to the RTP website and the sustainable travel noticeboards. The principal objectives of the RTP will be explained and the induction will provide an opportunity for residents to offer their initial reaction to the RTP and provide suggestions on how to further encourage the uptake of sustainable modes of transport.
- 11.4 Specific measures to help with the on-going promotion of the TP are:
- Provide residents with regular updates of forthcoming travel events and forums, timetable changes and any promotional offers;
 - Noticeboards for travel information – again regularly updated and located prominently in communal areas;
 - Organise regular travel forums at which residents are invited to give feedback to the TPC about travel arrangements; and
 - Regular review of welcome packs to ensure that these are up to date and relevant to new residents.
- 11.5 It is important to ensure that the marketing schedule is developed to maximise the potential of promoting different measures throughout the year. Therefore during the spring and summer months the emphasis will be on encouraging cycling and walking while in the autumn and winter the emphasis will switch to car sharing, use of the car club, and the use of public transport.



12 Action Plan

12.1 An outline timetable for the production and on-going monitoring and review of the RTP has been produced, which details the key elements of the process, the approximate timescales and who is responsible. The RTP Action Plan is shown in the table below.

Timescale	Action	Target Date	Responsibility
Short Term	Agree Framework RTP	Prior to determination of the application	Applicant
	Appoint Travel Plan Co-ordinator	No later than prior to 6 months prior to first occupation	Housebuilder
	Liaise with ECC and transport operators to obtain up to date public transport timetable information	Prior to first occupation	TPC / Housebuilder
	Compile Travel Welcome Packs	Prior to first occupation	TPC / Housebuilder
	Provision of broadband connections in all dwellings	To be provided to each household on first occupation	Housebuilder
	Ensure sustainable travel noticeboards are set up	Prior to first occupation	TPC / Housebuilder
	Set up car sharing scheme	Prior to first occupation	TPC / Housebuilder
Medium Term	Undertake traffic counts at site access to include pedestrians, cyclists, and public transport	Occupation of the 100 th dwelling or after one-year post first occupation, whichever comes first	TPC / Housebuilder
	Compile results from traffic counts and prepare a monitoring report to submit to ECC	1 month following completion of traffic counts	TPC / Housebuilder
	Undertake follow up Travel Surveys if necessary and submit Travel Plan Report to ECC Sustainable Travel Planning Team for review	To be agreed with ECC	TPC / Housebuilder
	Review measures and targets with ECC and amend if necessary	To be agreed with ECC	TPC / Housebuilder
	Develop RTP in consultation with ECC	On-going	TPC / Housebuilder
	Finalise and adopt full RTP	To be agreed with ECC	TPC / Housebuilder



Timescale	Action	Target Date	Responsibility
	Maintain and update noticeboards and Travel Welcome Packs	Monthly	TPC / Housebuilder
	Follow up traffic counts at site access to include pedestrians, cyclists, and public transport	On the 3 rd and 5 th anniversary of first occupation	TPC / Housebuilder / Management Company
	Compile results from traffic counts and prepare a monitoring report to submit to ECC	1 month following completion of traffic counts	TPC / Housebuilder / Management Company
	Undertake follow up Travel Surveys if necessary and submit Travel Plan Report to ECC Sustainable Travel Planning Team for review	To be agreed with ECC	TPC / Housebuilder / Management Company
	Review measures and targets with ECC and amend if necessary	To be agreed with ECC	TPC / Housebuilder / Management Company

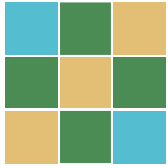
Table 12.1: RTP Action Plan

- 12.2 As with all elements of the RTP process, these timescales are not prescriptive, but should be modified according to circumstances to ensure that they allow the production of a RTP that benefits the occupants and all visitors and remains relevant throughout.
- 12.3 The RTP revision process will be agreed with ECC after each resident travel survey has been undertaken. These surveys will enable a programme of bespoke initiatives to be undertaken if required.



13 Summary

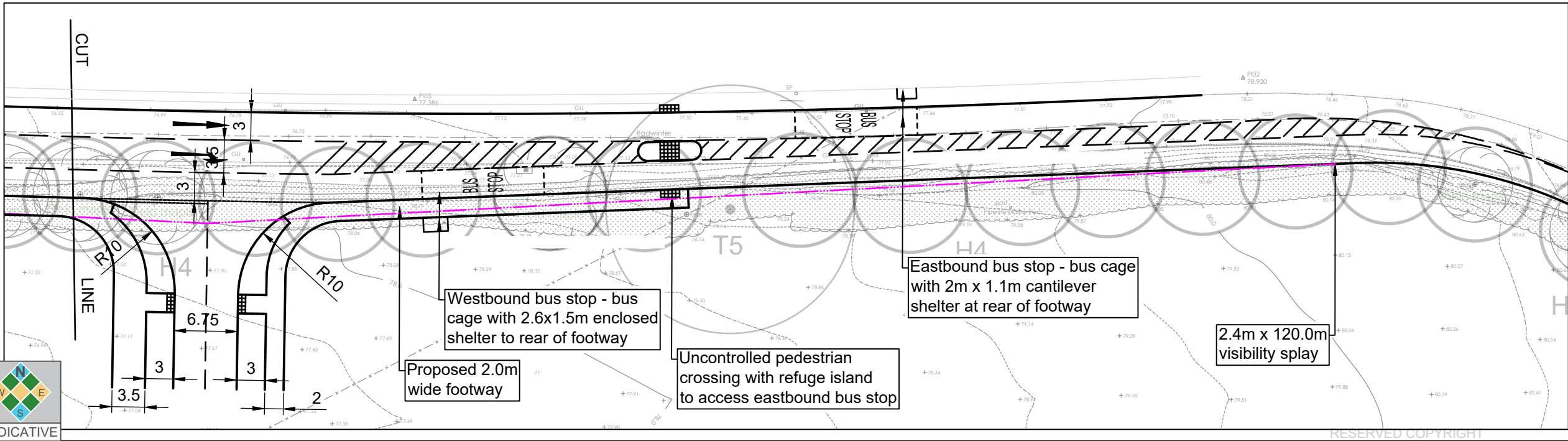
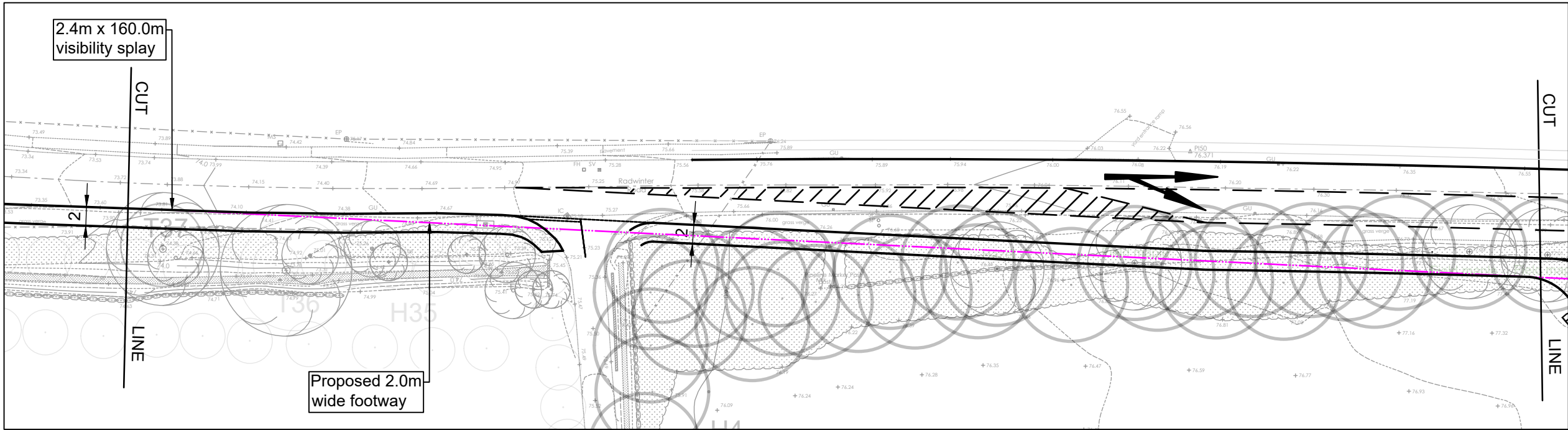
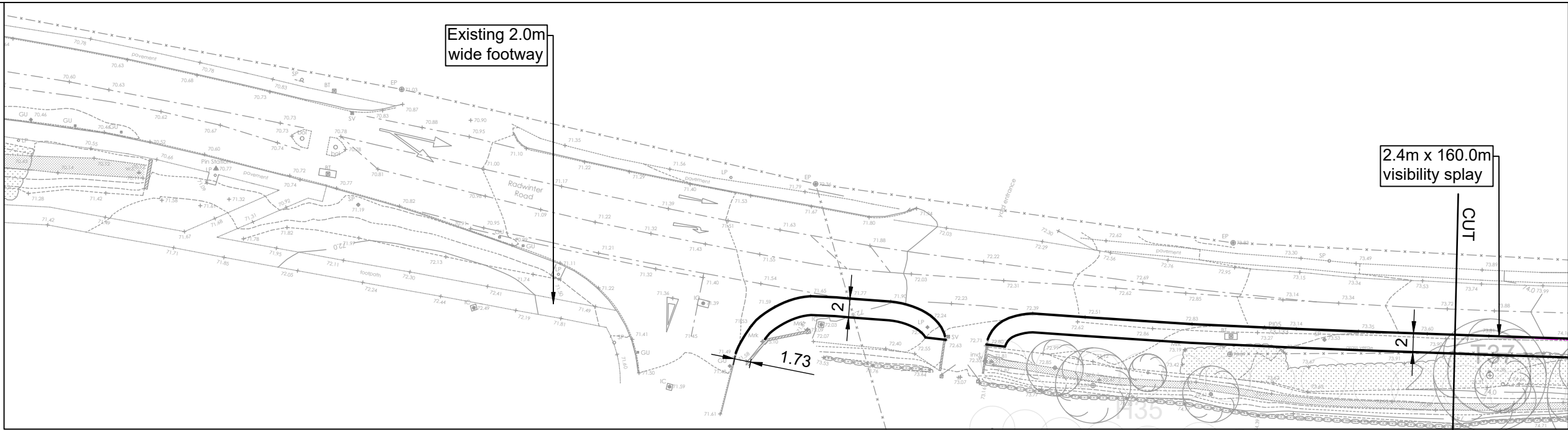
- 13.1 The Applicant has agreed to these Residential Travel Plan arrangements, which demonstrate the importance of, the environment, health, and commercial benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. the Applicant is committed to developing this programme with the support of Essex County Council.
- 13.2 It is proposed that, subject to agreement with Essex County Council, the full Residential Travel Plan will be produced prior to first occupation of the development.



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Appendix A

Proposed Site Access
Arrangements



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Topographical Survey undertaken by Beacon Land Surveys dated January 2021.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Key

Extent of existing public highway from best fit overlay of Essex CC record drawing enquiry no. 2706257.

C	27.04.21	Bus stops and crossing added. Access widths amended	MP	JA
B	08.03.21	Ghost Island redesigned based on recorded speeds	MP	JA
A	28.01.21	Footway along southern side Radwinter Road added	KPS	JA

Rev	Date	Details	Drawn by	Checked by
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PLANNING

CLIENT:

Rosconn Group

PROJECT:

Radwinter Road
Saffron Walden

TITLE:

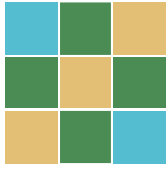
Proposed Means of Access
Framework plan - Right Turn
Ghost Island Junction

STATUS:

INFORMATION

SCALE @ A3: 1:500	DATE: 26.11.20	DRAWN: AB	CHECKED: CE	APPROVED: CE
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JOB NO: CTP-20-1142	DRAWING NO: SK01	REVISION: C
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Appendix B

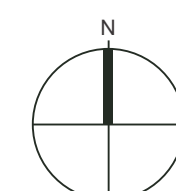
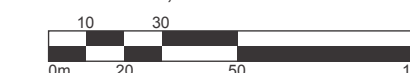
Concept Site Masterplan



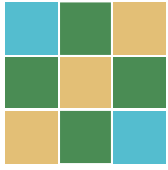
LEGEND

- Site Boundary
- 2M Contours
- Public Open Space
- Wetland
- Parkland
- Semi-natural Green Corridor
- SuDS
- Neighbourhood Greens
- Urban Square
- Green Links
- Trees along Green Links / Church Corridor Framing Neighbourhood Greens
- Existing Trees / Woodland / Hedgerows
- Proposed Trees / Woodland / Hedgerows
- Street Trees
- Residential
- Development Blocks
- Proposed Pedestrian/Cycle Links
- Existing Public Footpath
- Primary Vehicular Route
- Vehicular Site Access Point
- Retained Agricultural Access
- Agricultural Track
- Play
- Viewing Point

SCALE 1:2,000



M	Rev
DE_436-005	Drg No
Rosconn Ltd	Client
Saffron Walden	Project
Illustrative Masterplan	Title
1:2,000@A2	Scale



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Appendix C

Bus Stop Walk Distances

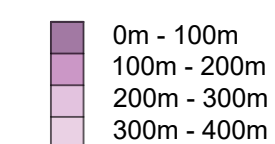


Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects Masterplan Revision I.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

 Indicative bus stop locations

Pedestrian walk distance to bus stop:



Rev	Date	Details	Drawn	Checked
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CLIENT:

Rosconn Group

PROJECT:

PROJECT:
Radwinter Road,
Saffron Walden

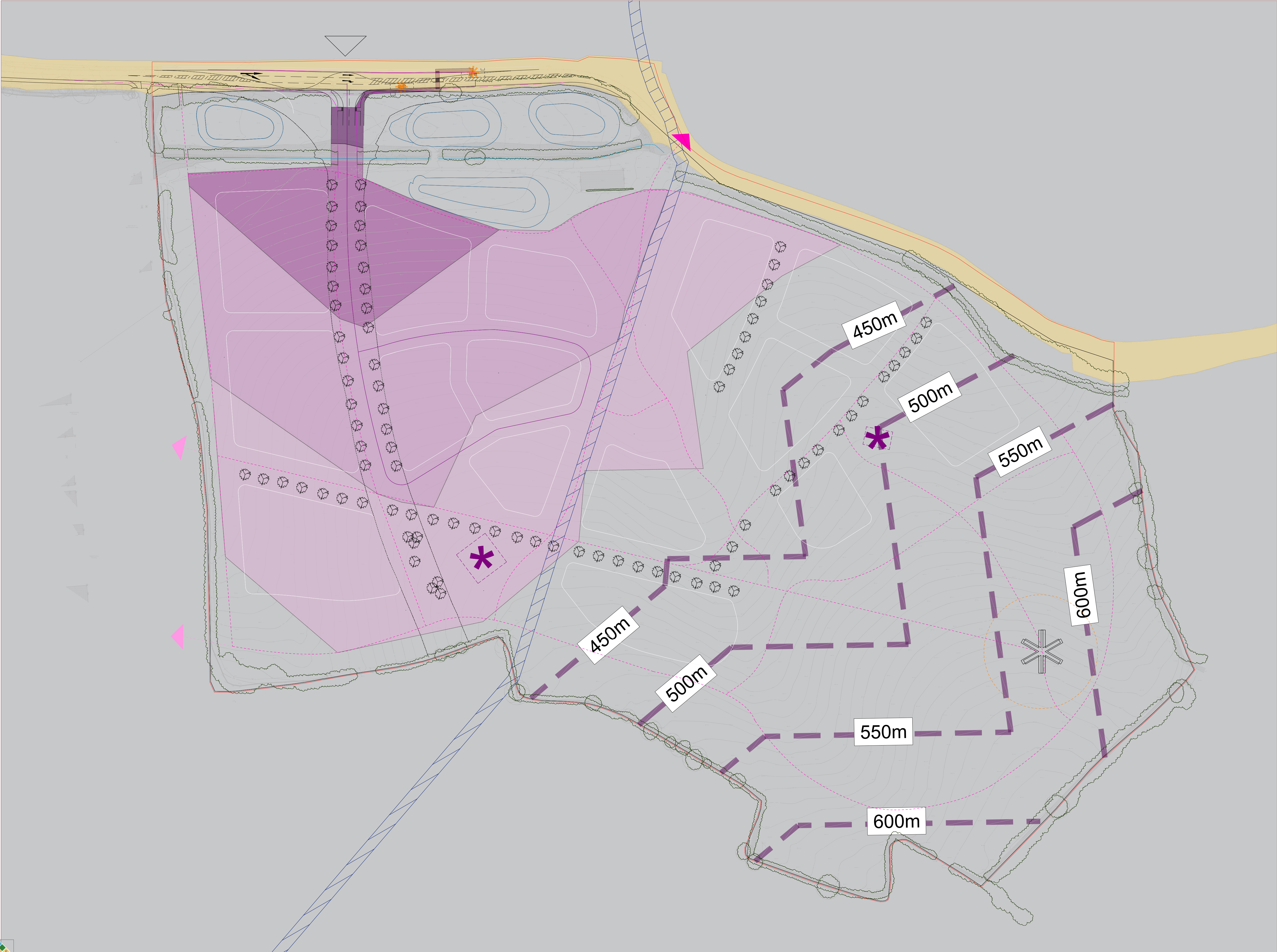
TITLE:


TITLE: Westbound Bus Stop Walking Isochrone Map

	STATUS
--	--------

STATUS: **PRELIMINARY**

SCALE @ A1: 1:1000	DATE: 14.05.21	DRAWN: MW	CHECKED: JA	APPROVED: JA
JOB NO: CTP-20-1142		DRAWING NO: RM01		REVISION: -



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architects Masterplan Revision I.
 3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
-  Indicative bus stop locations
- Pedestrian walk distance to bus stop:
- 0m - 100m
 - 100m - 200m
 - 200m - 300m
 - 300m - 400m

Rev	Date	Details	Drawn by	Checked by



COTSWOLD
TRANSPORT
PLANNING

CLIENT:
Rosconn Group

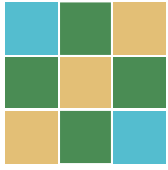
PROJECT:
**Radwinter Road,
Saffron Walden**

TITLE:
**Eastbound Bus Stop
Walking Isochrone Map**

STATUS:
INFORMATION

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	14.05.21	MW	JA	JA
JOB NO:	DRAWING NO:	REVISION:		
CTP-20-1142	RM02	-		





COTSWOLD
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Appendix D

Bus Timetables

Mondays to Fridays [1]

B1053 inside Tesco, Saffron Walden	dep			08:15	09:25	10:25	11:25	12:25	13:25	14:25		16:25	17:25	18:25	19:25
Saffron Walden, o/s Hospital				08:17	09:27	10:27	11:27	12:27	13:27	14:27		16:27	17:27	18:27	19:27
Saffron Walden, opp High School	dep										15:30				
Saffron Walden, High Street (S-bound)		06:21	07:21	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:41	16:31	17:31	18:31	19:31
Saffron Walden, adj Station Road		06:23	07:23	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:43	16:33	17:33	18:33	19:33
Saffron Walden, adj South Road		06:25	07:25	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:45	16:35	17:35	18:35	19:35
Saffron Walden, adj Cromwell Road Shops		06:28	07:28	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:48	16:38	17:38	18:38	19:38
Debden, opp Primary School		06:37	07:37	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:57	16:47	17:47	18:47	19:47
Debden, opp Henham Road		06:42	07:42	08:52	09:52	10:52	11:52	12:52	13:52	14:52	16:02	16:52	17:52	18:52	19:52
Thaxted, o/s Post Office		06:46	07:46	08:56	09:56	10:56	11:56	12:56	13:56	14:56	16:06	16:56	17:56	18:56	19:56
Broxted, adj Moor End Lane		06:56	07:56	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:16	17:06	18:06	19:06	20:06
Molehill Green, opp The Three Horseshoes		07:02	08:02	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:22	17:12	18:12	19:12	20:12
Stansted Airport, Coach Station (Bay 13)	arr	07:07	08:07	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:27	17:17	18:17	19:17	20:17
Notes											[Sch]				

[1] Doesn't run on Monday (Mon 31-May-2021)

[Sch] Schooldays Only - Check operator website (some journeys Student Only)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

Saturdays

B1053 inside Tesco, Saffron Walden	dep			08:15	09:25	10:25	11:25	12:25	13:25	14:25	15:35	16:25	17:25	18:25	19:25
Saffron Walden, o/s Hospital				08:17	09:27	10:27	11:27	12:27	13:27	14:27	15:37	16:27	17:27	18:27	19:27
Saffron Walden, High Street (S-bound)		06:21	07:21	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:41	16:31	17:31	18:31	19:31
Saffron Walden, adj Station Road		06:23	07:23	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:43	16:33	17:33	18:33	19:33
Saffron Walden, adj South Road		06:25	07:25	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:45	16:35	17:35	18:35	19:35
Saffron Walden, adj Cromwell Road Shops		06:28	07:28	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:48	16:38	17:38	18:38	19:38
Debden, opp Primary School		06:37	07:37	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:57	16:47	17:47	18:47	19:47
Debden, opp Henham Road		06:42	07:42	08:52	09:52	10:52	11:52	12:52	13:52	14:52	16:02	16:52	17:52	18:52	19:52
Thaxted, o/s Post Office		06:46	07:46	08:56	09:56	10:56	11:56	12:56	13:56	14:56	16:06	16:56	17:56	18:56	19:56
Broxted, adj Moor End Lane		06:56	07:56	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:16	17:06	18:06	19:06	20:06
Molehill Green, opp The Three Horseshoes		07:02	08:02	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:22	17:12	18:12	19:12	20:12
Stansted Airport, Coach Station (Bay 13)	arr	07:07	08:07	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:27	17:17	18:17	19:17	20:17

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

Mondays to Fridays [1]

Stansted Airport, Coach Station (Bay 13)	dep	07:34	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	18:13	19:03	20:03	21:03
Molehill Green, o/s The Three Horseshoes		07:39	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:18	19:08	20:08	21:08
Broxted, opp Moor End Lane		07:45	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:24	19:14	20:14	21:14
Thaxted, o/s The Guildhall		07:55	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:34	19:24	20:24	21:24
Debden, adj Henham Road		07:59	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:38	19:28	20:28	21:28
Debden, o/s Primary School		08:04	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:43	19:33	20:33	21:33
Saffron Walden, opp Cromwell Road Shops		08:13	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:52	19:42	20:42	21:42
Saffron Walden, opp South Road		08:16	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:55	19:45	20:45	21:45
Saffron Walden, adj Mandeville Road		08:18													
Saffron Walden, o/s High School		08:20													
Saffron Walden, opp Station Road			09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:57	19:47	20:47	21:47
Saffron Walden, High Street (N-bound)		08:26	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:59	19:49	20:49	21:49
Saffron Walden, o/s Hospital		08:32	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	19:03	19:53		
B1053 inside Tesco, Saffron Walden	arr	08:34	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	19:05	19:55		
Notes		[Sch]													

[1] Doesn't run on Monday (Mon 31-May-2021)

[Sch] Schooldays Only - Check operator website (some journeys Student Only)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

Saturdays

Stansted Airport, Coach Station (Bay 13)	dep	07:34	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	18:13	19:03	20:03	21:03
Molehill Green, o/s The Three Horseshoes		07:39	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:18	19:08	20:08	21:08
Broxted, opp Moor End Lane		07:45	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:24	19:14	20:14	21:14
Thaxted, o/s The Guildhall		07:55	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:34	19:24	20:24	21:24
Debden, adj Henham Road		07:59	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:38	19:28	20:28	21:28
Debden, o/s Primary School		08:04	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:43	19:33	20:33	21:33
Saffron Walden, opp Cromwell Road Shops		08:13	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:52	19:42	20:42	21:42
Saffron Walden, opp South Road		08:16	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:55	19:45	20:45	21:45
Saffron Walden, opp Station Road		08:18	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:57	19:47	20:47	21:47
Saffron Walden, High Street (N-bound)		08:26	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:59	19:49	20:49	21:49
Saffron Walden, o/s Hospital		08:32	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	19:03	19:53		
B1053 inside Tesco, Saffron Walden	arr	08:34	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	19:05	19:55		

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

Mondays to Fridays [1]

Saffron Walden, High Street (S-bound)	dep	09:35	10:35	12:35	13:35	14:35
Saffron Walden, Rowntree Way (SE-bound)		09:40	10:40	12:40	13:40	14:40
Saffron Walden, opp Katherine Semar School		09:43	10:43	12:43	13:43	14:43
Saffron Walden, Winstanley Road (N-bound)		09:45	10:45	12:45	13:45	14:45
Saffron Walden, opp Bell School		09:48	10:48	12:48	13:48	14:48
Saffron Walden, High Street (N-bound)		09:55	10:55	12:55	13:55	14:55
Saffron Walden, Common Hill (N-bound)		09:58	10:58	12:58	13:58	14:58
Saffron Walden, Lambert Cross (E-bound)		10:00	11:00	13:00	14:00	15:00
Saffron Walden, Goddard Way (SE-bound)		10:02	11:02	13:02	14:02	15:02
Saffron Walden, Usterdale Road (E-bound)		10:04	11:04	13:04	14:04	15:04
Saffron Walden, Highfields (S-bound)		10:06	11:06	13:06	14:06	15:06
Saffron Walden, o/s The Axe		10:08	11:08	13:08	14:08	15:08
Saffron Walden, Elizabeth Way (SE-bound)		10:10	11:10	13:10	14:10	15:10
B1053 inside Tesco, Saffron Walden		10:13	11:13	13:13	14:13	15:13
Saffron Walden, High Street (S-bound)	arr	10:18	11:18	13:18	14:18	15:18

[1] Only runs on Tuesday, Thursday

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

Mondays to Fridays [1]

Newport, o/s JF Academy	dep				15:25	
Audley End, o/s Railway Station	dep	09:27	11:27	13:27		18:00
Audley End, opp The Fighting Cocks		09:28	11:28	13:28	15:32	18:01
Saffron Walden, opp High School		09:31	11:31	13:31	15:37	18:04
Saffron Walden, opp Lower School Gate		09:31	11:31	13:31	15:37	18:05
Saffron Walden, High Street (N-bound)		09:33	11:33	13:33	15:39	18:08
Saffron Walden, Common Hill (N-bound)		09:35	11:35	13:35	15:41	18:10
Saffron Walden, o/s The Axe		09:37	11:37	13:37	15:43	18:12
Saffron Walden, Elizabeth Way (SE-bound)		09:37	11:37	13:37	15:43	18:12
Saffron Walden, opp Tesco Store		09:38	11:38	13:38	15:44	18:13
Sewards End, opp Dragons Green		09:40	11:40	13:40	15:46	18:15
Sewards End, opp Tylers		09:41	11:41	13:41	15:47	18:16
Sewards End, opp Village Hall		09:41	11:41	13:41	15:47	18:16
Radwinter, opp Maple Lane		09:45	11:45	13:45	15:52	18:20
Radwinter, opp Church		09:46	11:46	13:46	15:53	18:21
Hempstead, o/s Bluebell Inn		09:50	11:50	13:50	15:57	18:25
Steeple Bumpstead, opp Queen Edith Drive		09:57	11:57	13:57	16:04	18:32
Steeple Bumpstead, o/s Post Office		09:58	11:58	13:58	16:05	18:33
Steeple Bumpstead, opp Claywall Bridge		09:58	11:58	13:58	16:05	18:33
Steeple Bumpstead, opp Lion Meadow					16:06	
Steeple Bumpstead, adj Chapel Street					16:08	
Steeple Bumpstead, adj Edith Cavell Way					16:09	
Helions Bumpstead, adj Steeple Bumpstead Road					16:12	
Helions Bumpstead, o/s Recreation Ground					16:12	
Helions Bumpstead, opp Church					16:12	
Helions Bumpstead, opp Water Lane					16:13	
Helions Bumpstead, o/s Church					16:13	
Helions Bumpstead, opp Recreation Ground					16:13	
Helions Bumpstead, opp Steeple Bumpstead Road					16:13	
Helions Bumpstead, opp Pale Green					16:14	
Helions Bumpstead, o/s Parsonage Farm					16:15	
Helions Bumpstead, o/s Wiggins Hall					16:15	
Helions Bumpstead, opp Copy Farm					16:16	
Helions Bumpstead, o/s Horseham Hall					16:17	
Haverhill, Cleves Road (opp)					16:20	
Haverhill, opp Layer Road					16:22	
Crowland Road Adjacent Castle Lane, Haverhill					16:22	

Haverhill, adj Broad Street				16:24	
Haverhill, adj Hamlet Road	10:04	12:04	14:04		18:39
Haverhill, Stour Valley Road (Opposite)	10:05	12:05	14:05		18:40
Haverhill, Bus Station (Arrivals)	10:06	12:06	14:06	16:25	18:41
Haverhill, opp Broad Street	10:08	12:08	14:08		
Haverhill, adj Cemetery	10:09	12:09	14:09		
Haverhill, adj Air Cadets	10:10	12:10	14:10		
Haverhill, opp Howe Road	10:11	12:11	14:11		
Haverhill, opp The Links	10:11	12:11	14:11		
Haverhill, Sainsburys (Adjacent) arr	10:14	12:14	14:14		
Notes	[3]	[3]	[3]	[3][Sch]	[3]

[1] Doesn't run on Monday (Mon 31-May-2021)

[3] Sponsored by Essex County Council

[Sch] Schooldays only

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Saturdays

Audley End, o/s Railway Station	dep	09:00	13:30	17:10
Audley End, opp The Fighting Cocks		09:01	13:31	17:11
Saffron Walden, opp High School		09:04	13:34	17:14
Saffron Walden, opp Lower School Gate		09:04	13:34	17:14
Saffron Walden, High Street (N-bound)		09:06	13:36	17:16
Saffron Walden, Common Hill (N-bound)		09:08	13:38	17:18
Saffron Walden, o/s The Axe		09:10	13:40	17:20
Saffron Walden, Elizabeth Way (SE-bound)		09:11	13:41	17:21
Saffron Walden, opp Tesco Store		09:11	13:41	17:21
Sewards End, opp Dragons Green		09:13	13:43	17:23
Sewards End, opp Tylers		09:14	13:44	17:24
Sewards End, opp Village Hall		09:14	13:44	17:24
Radwinter, opp Maple Lane		09:18	13:48	17:28
Radwinter, opp Church		09:19	13:49	17:29
Hempstead, o/s Bluebell Inn		09:23	13:53	17:33
Steeple Bumpstead, opp Queen Edith Drive		09:30	14:00	17:40
Steeple Bumpstead, o/s Post Office		09:31	14:01	17:41
Steeple Bumpstead, opp Claywall Bridge		09:31	14:01	17:41
Haverhill, adj Hamlet Road		09:37	14:07	17:47
Haverhill, Stour Valley Road (Opposite)		09:38	14:08	17:48
Haverhill, Bus Station (Arrivals)		09:39	14:09	17:49
Haverhill, opp Broad Street		09:41	14:11	17:51
Haverhill, adj Cemetery		09:42	14:12	17:52
Haverhill, adj Air Cadets		09:43	14:13	17:53
Haverhill, opp Howe Road		09:44	14:14	17:54
Haverhill, opp The Links		09:44	14:14	17:54
Haverhill, Sainsburys (Adjacent)	arr	09:47	14:17	17:57
Notes		[3]	[3]	[3]

[3] Sponsored by Essex County Council

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays [1]

Haverhill, Sainsburys (Opposite)	dep	09:30	11:30	13:30	16:57
Haverhill, opp Park Road		09:31	11:31	13:31	16:58
Haverhill, adj The Links		09:33	11:33	13:33	17:00
Haverhill, adj Howe Road		09:34	11:34	13:34	17:01
Haverhill, opp Air Cadets		09:34	11:34	13:34	17:01
Haverhill, opp Cemetery		09:36	11:36	13:36	17:03
Haverhill, adj Broad Street		09:36	11:36	13:36	17:03
Haverhill, Bus Station (Stand 5)	07:13	09:38	11:38	13:38	17:05
Haverhill, adj Health Centre	07:14				
Haverhill, adj Layer Road	07:16				
Haverhill, Cleves Road (adj)	07:18				
Haverhill, Stour Valley Road (Adjacent)		09:39	11:39	13:39	17:07
Haverhill, opp Hamlet Road		09:39	11:39	13:39	17:08
Hollands Road Opposite Bumpstead Road, Haverhill					17:09
Haverhill, Travis Perkins (Opposite)					17:10
Moon Hall Lane Adjacent Piperell Way, Haverhill					17:11
Helions Bumpstead, opp Horseham Hall	07:21				17:12
Helions Bumpstead, adj Copy Farm	07:22				17:13
Helions Bumpstead, opp Wiggens Hall	07:23				17:14
Helions Bumpstead, opp Parsonage Farm	07:23				17:14
Helions Bumpstead, adj Pale Green	07:24				17:15
Helions Bumpstead, adj Steeple Bumpstead Road	07:25				17:15
Steeple Bumpstead, opp Queen Edith Drive	07:26				17:16
Steeple Bumpstead, opp Edith Cavell Way	07:30				17:20
Steeple Bumpstead, opp Chapel Street	07:31				17:20
Steeple Bumpstead, adj Lion Meadow	07:34				
Steeple Bumpstead, adj Claywall Bridge	07:35	09:46	11:46	13:46	
Steeple Bumpstead, opp Post Office	07:35	09:46	11:46	13:46	
Steeple Bumpstead, adj Queen Edith Drive	07:36	09:46	11:46	13:46	17:21
Hempstead, opp Bluebell Inn	07:43	09:54	11:54	13:54	17:28
Radwinter, o/s Church	07:47	09:58	11:58	13:58	17:32
Radwinter, adj Maple Lane	07:48	09:58	11:58	13:58	17:33
Sewards End, o/s Village Hall	07:52	10:02	12:02	14:02	17:37
Sewards End, adj Tylers	07:52	10:03	12:03	14:03	17:37
Sewards End, adj Dragons Green	07:52	10:03	12:03	14:03	17:37
Saffron Walden, o/s Tesco Store	07:54	10:05	12:05	14:05	17:39
Saffron Walden, opp The Spike	07:55	10:05	12:05	14:05	17:40

Saffron Walden, Elizabeth Way (NW-bound)	07:55	10:06	12:06	14:06	17:40
Saffron Walden, opp The Axe	07:56	10:07	12:07	14:07	17:42
Saffron Walden, Chaters Hill (W-bound)	07:57	10:08	12:08	14:08	17:43
Saffron Walden, Church Street (SW-bound)	07:58	10:09	12:09	14:09	17:44
Saffron Walden, High Street (S-bound)	08:00	10:11	12:11	14:11	17:46
Saffron Walden, opp Council Offices	08:01	10:11	12:11	14:11	17:47
Saffron Walden, o/s Lower School Gate	08:02				
Saffron Walden, o/s High School	08:02				
Audley End, o/s The Fighting Cocks	08:08				
Wendens Ambo, adj Sparrowsend Hill	08:11				
Newport, o/s The Coach & Horses	08:15				
Newport, opp Gaces Acre	08:16				
Newport, o/s JF Academy arr	08:17				
Saffron Walden, opp Adams Court	10:12	12:12	14:12	17:48	
Wendens Ambo, opp Sparrowsend Hill	10:17	12:17	14:17	17:53	
Audley End, o/s Railway Station arr	10:19	12:19	14:19	17:54	
Notes	[3][Sch]	[3]	[3]	[3]	[3]

[1] Doesn't run on Monday (Mon 31-May-2021)

[3] Sponsored by Essex County Council

[Sch] Schooldays only

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021 Times not in bold are estimated by using the distance between the stops

Saturdays

Haverhill, Sainsburys (Opposite)	dep	09:55	14:25	16:15
Haverhill, opp Park Road		09:56	14:26	16:16
Haverhill, adj The Links		09:58	14:28	16:18
Haverhill, adj Howe Road		09:59	14:29	16:19
Haverhill, opp Air Cadets		09:59	14:29	16:19
Haverhill, opp Cemetery		10:01	14:31	16:21
Haverhill, adj Broad Street		10:01	14:31	16:21
Haverhill, Bus Station (Stand 5)		10:03	14:33	16:23
Haverhill, Stour Valley Road (Adjacent)		10:04	14:34	16:24
Haverhill, opp Hamlet Road		10:04	14:34	16:24
Steeple Bumpstead, adj Claywall Bridge		10:11	14:41	16:31
Steeple Bumpstead, opp Post Office		10:11	14:41	16:31
Steeple Bumpstead, adj Queen Edith Drive		10:11	14:41	16:31
Hempstead, opp Bluebell Inn		10:19	14:49	16:39
Radwinter, o/s Church		10:23	14:53	16:43
Radwinter, adj Maple Lane		10:23	14:53	16:43
Sewards End, o/s Village Hall		10:27	14:57	16:47
Sewards End, adj Tylers		10:28	14:58	16:48
Sewards End, adj Dragons Green		10:28	14:58	16:48
Saffron Walden, o/s Tesco Store		10:30	15:00	16:50
Saffron Walden, opp The Spike		10:30	15:00	16:50
Saffron Walden, Elizabeth Way (NW-bound)		10:31	15:01	16:51
Saffron Walden, opp The Axe		10:32	15:02	16:52
Saffron Walden, Chaters Hill (W-bound)		10:33	15:03	16:53
Saffron Walden, Church Street (SW-bound)		10:34	15:04	16:54
Saffron Walden, High Street (S-bound)		10:36	15:06	16:56
Saffron Walden, opp Council Offices		10:36	15:06	16:56
Saffron Walden, opp Adams Court		10:37	15:07	16:57
Wendens Ambo, opp Sparrowsend Hill		10:42	15:12	17:02
Audley End, o/s Railway Station	arr	10:44	15:14	17:04
Notes		[3]	[3]	[3]

[3] Sponsored by Essex County Council

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

101

B1053 inside Tesco - Whittlesford

C G Myall & Son

Mondays to Fridays [1]

B1053 inside Tesco, Saffron Walden	dep	11:44
Saffron Walden, High Street (S-bound)		11:50
Littlebury, Cambridge Road (N-bound)		12:00
Great Chesterford, Station Turn (W-bound)		12:04
Ickleton, nr Coploe Road		12:07
Duxford, nr Petersfield Road		12:12
Whittlesford, nr Hill Farm		12:20
Whittlesford, nr Old School Lane		12:22
Whittlesford, nr Station Road West	arr	12:24

[1] Only runs on Tuesday (Tue 25-May-2021)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

101

Whittlesford - B1053 inside Tesco

C G Myall & Son

Mondays to Fridays [1]

Whittlesford, nr Hill Farm	dep	09:30
Whittlesford, nr Old School Lane		09:32
Duxford, opp Petersfield Road		09:37
Ickleton, opp Coploe Road		09:42
Great Chesterford, Station Turn (E-bound)		09:45
Littlebury, Cambridge Road (S-bound)		09:49
Saffron Walden, High Street (N-bound)		09:59
B1053 inside Tesco, Saffron Walden	arr	10:05

[1] Only runs on Tuesday (Tue 25-May-2021)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301

Bishop's Stortford - B1053 inside Tesco

Stephensons of Essex

Mondays to Fridays [1]

Bishop's Stortford, nr Interchange	dep	07:38	08:55	09:55	10:55	11:55	12:55	13:55	14:55	16:20	17:20	18:20
Bishop's Stortford, Riverside (Stop R)		07:40	08:57	09:57	10:57	11:57	12:57	13:57	14:57	16:22	17:22	18:22
Stansted Mountfitchet, opp Clarence Road		07:50	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:32	17:32	18:32
Quendon, o/s Providence Cottage		07:57	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:39	17:39	18:39
Widdington, o/s Fleur-de-Lys		08:03	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:45	17:45	18:45
Newport, opp Station Road		08:10	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:52	17:52	18:52
Audley End, o/s Railway Station		08:15	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:57	17:57	18:57
Saffron Walden, High Street (N-bound)		08:25	09:42	10:42	11:42	12:42	13:42	14:42	15:42	17:07	18:07	19:07
Saffron Walden, o/s Hospital		08:31	09:48	10:48	11:48	12:48	13:48	14:48	15:48	17:13	18:13	19:13
B1053 inside Tesco, Saffron Walden	arr	08:34	09:51	10:51	11:51	12:51	13:51	14:51	15:51	17:16	18:16	19:16
Notes		[Sch]										

[1] Doesn't run on Monday (Mon 31-May-2021)

[Sch] Schooldays Only - Check operator website (some journeys Student Only)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301

Bishop's Stortford - B1053 inside Tesco

Stephensons of Essex

Saturdays

Bishop's Stortford, nr Interchange	dep	07:38	08:55	09:55	10:55	11:55	12:55	13:55	14:55	16:20	17:20	18:20
Bishop's Stortford, Riverside (Stop R)		07:40	08:57	09:57	10:57	11:57	12:57	13:57	14:57	16:22	17:22	18:22
Stansted Mountfitchet, opp Clarence Road		07:50	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:32	17:32	18:32
Quendon, o/s Providence Cottage		07:57	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:39	17:39	18:39
Widdington, o/s Fleur-de-Lys		08:03	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:45	17:45	18:45
Newport, opp Station Road		08:10	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:52	17:52	18:52
Audley End, o/s Railway Station		08:15	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:57	17:57	18:57
Saffron Walden, High Street (N-bound)		08:25	09:42	10:42	11:42	12:42	13:42	14:42	15:42	17:07	18:07	19:07
Saffron Walden, o/s Hospital		08:31	09:48	10:48	11:48	12:48	13:48	14:48	15:48	17:13	18:13	19:13
B1053 inside Tesco, Saffron Walden	arr	08:34	09:51	10:51	11:51	12:51	13:51	14:51	15:51	17:16	18:16	19:16

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301

B1053 inside Tesco - Bishop's Stortford

Stephensons of Essex

Mondays to Fridays [1]

B1053 inside Tesco, Saffron Walden	dep	07:12	08:56	09:56	10:56	11:56	12:56	13:56	15:22	16:22	17:22	18:22	19:21
Saffron Walden, o/s Hospital		07:14	08:58	09:58	10:58	11:58	12:58	13:58	15:24	16:24	17:24	18:24	19:23
Saffron Walden, High Street (S-bound)		07:19	09:04	10:04	11:04	12:04	13:04	14:04	15:30	16:30	17:30	18:30	19:26
Audley End, o/s Railway Station		07:30	09:14	10:14	11:14	12:14	13:14	14:14	15:40	16:41	17:41	18:41	19:35
Newport, adj Station Road		07:37	09:20	10:20	11:20	12:20	13:20	14:20	15:46	16:47	17:47	18:47	19:40
Widdington, o/s Fleur-de-Lys		09:25	10:25	11:25	12:25	13:25	14:25	15:51	16:52	17:52	18:52	19:45	
Quendon, opp Providence Cottage		07:42	09:31	10:31	11:31	12:31	13:31	14:31	15:57	16:58	17:58	18:58	19:51
Stansted Mountfitchet, adj Clarence Road		07:50	09:37	10:37	11:37	12:37	13:37	14:37	16:03	17:04	18:04	19:04	19:57
Bishop's Stortford, nr Interchange	arr	08:02	09:49	10:49	11:49	12:49	13:49	14:49	16:15	17:18	18:18	19:18	20:08

[1] Doesn't run on Monday (Mon 31-May-2021)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301

B1053 inside Tesco - Bishop's Stortford

Stephensons of Essex

Saturdays

B1053 inside Tesco, Saffron Walden	dep	07:12	08:56	09:56	10:56	11:56	12:56	13:56	15:22	16:22	17:22	18:22	19:21
Saffron Walden, o/s Hospital		07:14	08:58	09:58	10:58	11:58	12:58	13:58	15:24	16:24	17:24	18:24	19:23
Saffron Walden, High Street (S-bound)		07:19	09:04	10:04	11:04	12:04	13:04	14:04	15:30	16:30	17:30	18:30	19:26
Audley End, o/s Railway Station		07:30	09:14	10:14	11:14	12:14	13:14	14:14	15:40	16:41	17:41	18:41	19:35
Newport, adj Station Road		07:37	09:20	10:20	11:20	12:20	13:20	14:20	15:46	16:47	17:47	18:47	19:40
Widdington, o/s Fleur-de-Lys		09:25	10:25	11:25	12:25	13:25	14:25	15:51	16:52	17:52	18:52	19:45	
Quendon, opp Providence Cottage		07:42	09:31	10:31	11:31	12:31	13:31	14:31	15:57	16:58	17:58	18:58	19:51
Stansted Mountfitchet, adj Clarence Road		07:50	09:37	10:37	11:37	12:37	13:37	14:37	16:03	17:04	18:04	19:04	19:57
Bishop's Stortford, nr Interchange	arr	08:02	09:49	10:49	11:49	12:49	13:49	14:49	16:15	17:18	18:18	19:18	20:08

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

Mondays to Fridays [1]

Rayne, opp The Welsh Princess	dep	07:05
Rayne, opp The Cock		07:05
Rayne, The Street (W-bound)		07:05
Rayne, opp Pods Lane		07:06
Rayne, opp Perkins Garage		07:07
Blake End, Graunt Courts (NW-bound)		07:08
Blake End, opp The Saling Oak		07:09
Stebbing, opp Newpasture Lane		07:11
Stebbing, opp Warehouse Villas		07:12
Stebbing, adj Ruffels Place		07:14
Stebbing, o/s The White Hart		07:15
Stebbing, opp Bran End		07:18
Lindsell, adj Lindsell Lane		07:21
Great Bardfield, opp Village Hall		07:26
Great Bardfield, o/s The Vine		07:27
Great Bardfield, adj Northampton Meadow		07:27
Great Bardfield, adj Beslyns Road		07:28
Great Bardfield, adj Northfield		07:29
Finchingfield, opp The Hopgrounds		07:36
Little Sampford, adj Hall Rd		07:41
Little Sampford, o/s Millfield Cottage		07:42
Little Sampford, o/s The Grange		07:43
Great Sampford, opp Parsonage Farm Lane		07:44
Great Sampford, adj Willetts Field		07:44
Great Sampford, opp The Red Lion		07:44
Great Sampford, opp Playing Field		07:45
Great Sampford, opp Howe Lane		07:45
Radwinter, opp Hill Farm		07:49
Radwinter, o/s Plough Inn		07:51
Radwinter, o/s Church		07:51
Radwinter, adj Maple Lane		07:52
Sewards End, o/s Village Hall		07:57
Sewards End, adj Tylers		07:58
Sewards End, adj Dragons Green		07:59
Saffron Walden, o/s Tesco Store		08:03
Saffron Walden, opp The Spike		08:04
Saffron Walden, opp Hatherley Court		08:05

Saffron Walden, opp Council Offices	08:08
Saffron Walden, o/s Lower School Gate	08:09
Saffron Walden, o/s High School	08:10
Saffron Walden, opp High School	08:10
Saffron Walden, opp Lower School Gate	08:10
Saffron Walden, opp Adams Court	08:12
Newport, o/s The Coach & Horses	08:21
Newport, opp Gaces Acre	08:22
Newport, School Lane (N-bound)	08:24
Newport, o/s JF Academy <i>arr</i>	08:25
Notes	[P] [Sch]

[1] Doesn't run on Monday (Mon 31-May-2021)

[P] Students only during Covid-19 restrictions

[Sch] Schooldays Only - Check operator website (some journeys Student Only)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays [1]

Newport, o/s JF Academy	dep	15:20
Newport, opp The Coach & Horses		15:21
Wendens Ambo, opp Sparrowsend Hill		15:23
Audley End, opp The Fighting Cocks		15:25
Saffron Walden, Audley End Village (N-bound)		15:28
Saffron Walden, opp High School		15:30
Saffron Walden, opp Lower School Gate		15:30
Saffron Walden, o/s Council Offices		15:30
Saffron Walden, High Street (N-bound)		15:31
Saffron Walden, East Street (E-bound)		15:32
Saffron Walden, adj Hatherley Court		15:33
Saffron Walden, opp Tesco Store		15:34
Sewards End, opp Dragons Green		15:37
Sewards End, opp Tylers		15:38
Sewards End, opp Village Hall		15:38
Radwinter, opp Maple Lane		15:43
Radwinter, opp Church		15:44
Radwinter, opp Plough Inn		15:45
Radwinter, o/s Hill Farm		15:45
Great Sampford, adj Howe Lane		15:49
Great Sampford, adj Playing Field		15:50
Great Sampford, o/s The Red Lion		15:51
Great Sampford, opp Willetts Field		15:51
Great Sampford, adj Parsonage Farm Lane		15:51
Little Sampford, opp The Grange		15:52
Little Sampford, opp Millfield Cottage		15:52
Little Sampford, opp Hall Rd		15:54
Finchingfield, opp Stephen Marshall Ave		15:57
Finchingfield, adj The Hopgrounds		15:58
Great Bardfield, opp Northfield		16:02
Great Bardfield, opp Beslyns Road		16:02
Great Bardfield, opp Northampton Meadow		16:03
Great Bardfield, opp Vine Street		16:03
Great Bardfield, opp Crown Street		16:04
Great Bardfield, o/s Village Hall		16:04
Lindsell, opp Lindsell Lane		16:09
Stebbing, adj Bran End		16:13

Stebbing, Primary School (SE-bound)	16:15
Stebbing, opp The White Hart	16:16
Stebbing, opp Ruffels Place	16:16
Stebbing, o/s Warehouse Villas	16:19
Stebbing, adj Newpasture Lane	16:19
Blake End, o/s The Saling Oak	16:22
Blake End, Graunt Courts (SE-bound)	16:22
Rayne, o/s Perkins Garage	16:23
Rayne, adj Pods Lane	16:24
Rayne, The Street (E-bound)	16:24
Rayne, o/s The Cock	16:24
Rayne, o/s The Welsh Princess <i>arr</i>	16:25
Notes	[P] [Sch]

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Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays [1]

Great Saling, o/s Church	dep	07:13
Great Saling, opp Glebe Road		07:13
Shalford Green, o/s Bays Farm		07:18
Shalford Green, o/s Hubbard's Farm		07:20
Shalford, o/s School		07:21
Shalford, opp Village Hall		07:22
Shalford, opp Recycling Centre		07:23
Shalford, opp The George		07:25
Shalford, opp Clifffield		07:25
Shalford, opp Boydell's Farm		07:26
Wethersfield, opp Sand Hill		07:27
Wethersfield, opp Golden's Farm		07:28
Wethersfield, opp The Green		07:30
Wethersfield, opp Saffron Gardens		07:30
Wethersfield, opp Fire Station		07:30
Finchingfield, opp Justice's Farm		07:33
Finchingfield, Sampford Road (W-bound)		07:35
Finchingfield, adj Kempe Road		07:35
Finchingfield, opp The Fox		07:36
Little Sampford, adj Hall Rd		07:43
Little Sampford, o/s Millfield Cottage		07:44
Little Sampford, o/s The Grange		07:45
Great Sampford, opp Parsonage Farm Lane		07:46
Great Sampford, adj Willetts Field		07:46
Great Sampford, opp The Red Lion		07:47
Great Sampford, opp Playing Field		07:47
Great Sampford, opp Howe Lane		07:48
Radwinter, opp Hill Farm		07:52
Radwinter, o/s Plough Inn		07:54
Radwinter, o/s Church		07:54
Radwinter, adj Maple Lane		07:55
Sewards End, o/s Village Hall		07:59
Sewards End, adj Tylers		08:00
Sewards End, adj Dragons Green		08:00
Saffron Walden, o/s Tesco Store		08:04
Saffron Walden, opp The Spike		08:04
Saffron Walden, opp Hatherley Court		08:05
Saffron Walden, Chaters Hill (W-bound)		08:06

Saffron Walden, Church Street (SW-bound)	08:07
Saffron Walden, High Street (S-bound)	08:08
Saffron Walden, opp Council Offices	08:09
Saffron Walden, o/s Lower School Gate	08:09
Saffron Walden, o/s High School	08:10
Saffron Walden, opp High School	08:10
Saffron Walden, opp Lower School Gate	08:10
Saffron Walden, opp Adams Court	08:12
Newport, o/s The Coach & Horses	08:21
Newport, opp Gaces Acre	08:22
Newport, School Lane (N-bound)	08:24
Newport, o/s JF Academy arr	08:25
Notes	[P] [Sch]

[1] Doesn't run on Monday (Mon 31-May-2021)

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[Sch] Schooldays Only - Check operator website (some journeys Student Only)

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays [1]

Newport, o/s JF Academy	dep	15:20
Newport, opp The Coach & Horses		15:21
Wendens Ambo, opp Sparrowsend Hill		15:23
Audley End, opp The Fighting Cocks		15:25
Saffron Walden, Audley End Village (N-bound)		15:28
Saffron Walden, opp High School		15:30
Saffron Walden, opp Lower School Gate		15:30
Saffron Walden, o/s Council Offices		15:30
Saffron Walden, High Street (N-bound)		15:31
Saffron Walden, East Street (E-bound)		15:32
Saffron Walden, adj Hatherley Court		15:33
Saffron Walden, opp Tesco Store		15:34
Sewards End, opp Dragons Green		15:37
Sewards End, opp Tylers		15:38
Sewards End, opp Village Hall		15:38
Radwinter, opp Maple Lane		15:45
Radwinter, opp Church		15:45
Radwinter, opp Plough Inn		15:46
Radwinter, o/s Hill Farm		15:47
Great Sampford, adj Howe Lane		15:50
Great Sampford, adj Playing Field		15:50
Great Sampford, o/s The Red Lion		15:51
Great Sampford, opp Willetts Field		15:51
Great Sampford, adj Parsonage Farm Lane		15:51
Little Sampford, opp The Grange		15:52
Little Sampford, opp Millfield Cottage		15:52
Little Sampford, opp Hall Rd		15:54
Finchingfield, o/s The Fox		15:58
Finchingfield, opp Kempe Road		15:58
Finchingfield, Sampford Road (E-bound)		15:59
Finchingfield, o/s Justice's Farm		16:00
Wethersfield, o/s Fire Station		16:02
Wethersfield, adj Saffron Gardens		16:02
Wethersfield, adj The Green		16:03
Wethersfield, o/s Golden's Farm		16:04
Wethersfield, adj Sand Hill		16:04
Shalford, o/s Boydell's Farm		16:04

Shalford, adj Clifffield	16:05
Shalford, o/s The George	16:06
Shalford, o/s Recycling Centre	16:07
Shalford, o/s Village Hall	16:08
Shalford, opp School	16:09
Shalford Green, opp Hubbard's Farm	16:10
Shalford Green, opp Bays Farm	16:13
Great Saling, adj Glebe Road	16:18
Great Saling, opp Church <i>arr</i>	16:19
Notes	[P] [Sch]

[1] Doesn't run on Monday (Mon 31-May-2021)

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Mondays to Fridays [1]

Great Yeldham, opp The Green	dep	07:15
Ridgewell, adj Mill Road Post Office		07:19
Ridgewell, opp Church Lane		07:20
Ridgewell, adj The Memorial		07:20
Baythorne End, o/s Old Post Office		07:24
Baythorne End, opp Mill Road		07:24
New England, Rowley Hill (S-bound)		07:25
New England, adj Hunwick Cottage		07:26
Birdbrook, adj Daw Street		07:28
Birdbrook, opp Fell Road		07:29
Steeple Bumpstead, adj Broad Green		07:33
Steeple Bumpstead, adj Blois Meadows		07:35
Steeple Bumpstead, adj Claywall Bridge		07:36
Steeple Bumpstead, opp Post Office		07:36
Steeple Bumpstead, adj Queen Edith Drive		07:37
Hempstead, opp Bluebell Inn		07:48
Radwinter, o/s Church		07:53
Radwinter, adj Maple Lane		07:53
Sewards End, o/s Village Hall		07:57
Sewards End, adj Tylers		07:58
Sewards End, adj Dragons Green		07:59
Saffron Walden, o/s Tesco Store		08:03
Saffron Walden, opp The Spike		08:04
Saffron Walden, opp Hatherley Court		08:06
Saffron Walden, opp Council Offices		08:09
Saffron Walden, o/s Lower School Gate		08:11
Saffron Walden, o/s High School		08:13
Saffron Walden, opp High School		08:13
Saffron Walden, opp Lower School Gate		08:13
Saffron Walden, opp Adams Court		08:14
Newport, o/s The Coach & Horses		08:18
Newport, opp Gaces Acre		08:18
Newport, School Lane (N-bound)		08:19
Newport, o/s JF Academy	arr	08:20
Notes	[P] [Sch]	

[1] Doesn't run on Monday (Mon 31-May-2021)

[P] Students only during Covid-19 restrictions

[Sch] Schooldays Only - Check operator website (some journeys Student Only)

*Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in **bold** are estimated by using the distance between the stops*

Mondays to Fridays [1]

Newport, o/s JF Academy	dep	15:20
Newport, opp The Coach & Horses		15:21
Wendens Ambo, opp Sparrowsend Hill		15:23
Audley End, opp The Fighting Cocks		15:25
Saffron Walden, Audley End Village (N-bound)		15:28
Saffron Walden, opp High School		15:30
Saffron Walden, opp Lower School Gate		15:31
Saffron Walden, o/s Council Offices		15:32
Saffron Walden, High Street (N-bound)		15:35
Saffron Walden, East Street (E-bound)		15:36
Saffron Walden, adj Hatherley Court		15:37
Saffron Walden, opp Tesco Store		15:39
Sewards End, opp Dragons Green		15:43
Sewards End, opp Tylers		15:45
Sewards End, opp Village Hall		15:45
Radwinter, opp Maple Lane		15:49
Radwinter, opp Church		15:50
Hempstead, o/s Bluebell Inn		15:55
Steeple Bumpstead, opp Queen Edith Drive		16:04
Steeple Bumpstead, o/s Post Office		16:05
Steeple Bumpstead, opp Blois Meadows		16:05
Steeple Bumpstead, opp Broad Green		16:06
Birdbrook, adj Fell Road		16:11
Birdbrook, opp Daw Street		16:11
New England, opp Hunwick Cottage		16:14
New England, Rowley Hill (E-bound)		16:15
Baythorne End, adj Mill Road		16:17
Baythorne End, opp Old Post Office		16:18
Ridgewell, opp The Memorial		16:21
Ridgewell, adj Church Lane		16:22
Ridgewell, opp Mill Road Post Office		16:22
Great Yeldham, adj The Green	arr	16:27
Notes		[P] [Sch]

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Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays [1]

Saffron Walden, Common Hill (N-bound)	dep	08:40		
Saffron Walden, Goddard Way (SE-bound)		08:42		
Little Walden, opp Mitchells Cottages		08:48		
Hadstock, o/s The Kings Head		08:56		
Linton, opp Parsonage Way		09:00		
Linton, opp Hillway		09:01		
Bartlow, Bartlow Road (W-bound)		09:10		
Saffron Walden, Goddard Way (SE-bound)		09:28		
Saffron Walden, Common Hill (S-bound)		09:30		
Saffron Walden, o/s Hospital		09:36		
B1053 inside Tesco, Saffron Walden		09:38		
Saffron Walden, Aldi Store (SE-bound)	arr	09:45		
Saffron Walden, Aldi Store (SE-bound)	dep		10:45	13:00
B1053 inside Tesco, Saffron Walden			10:52	13:07
Saffron Walden, o/s Hospital			10:58	13:13
Saffron Walden, Common Hill (N-bound)			11:04	13:19
Saffron Walden, Goddard Way (SE-bound)			11:06	13:21
Little Walden, opp Mitchells Cottages			11:11	13:26
Hadstock, o/s The Kings Head			11:17	13:32
Linton, opp Parsonage Way			11:21	13:36
Linton, opp Hillway			11:23	13:38
Bartlow, Bartlow Road (W-bound)			11:31	13:46
Saffron Walden, Goddard Way (SE-bound)			11:50	14:05
Saffron Walden, Common Hill (S-bound)			11:52	14:07
Saffron Walden, o/s Hospital			11:58	14:13
B1053 inside Tesco, Saffron Walden			12:00	14:15
Saffron Walden, Aldi Store (SE-bound)	arr		12:07	
Notes		[a][DRTN]	[a][DRTN]	[a][DRTN]

[1] Only runs on Tuesday (Tue 25-May-2021)

[DRTN] Must pre-book a minimum of 2 hours before departure (01621 874411)

[a] Most times are approximate

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021