

Land South of Radwinter Road
(East of Griffin Place), Saffron
Walden

LPA Reference: UTT/21/2509/OP
Appeal Ref: APP/C1570/W/22/3296426

Supplementary Statement of Common
Ground between Essex County Council
and Rappor (on behalf of Rosconn Strategic
Land and Thomas Eric Baker and Sally Rose
Hall, the Executors of Mr E C Baker and
Mrs J E Baker) on Transport Matters

July 2022

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1 Introduction

- 1.1 This document is a Supplementary Statement of Common Ground (SoCG) on transport matters between Essex County Council (ECC), in their role as highway authority, and Rappor, acting on behalf of the Appellant, Rosconn Strategic Land Ltd (Rosconn) and Thomas Eric Baker and Sally Rose Hall, the Executors of Mr E C Baker and Mrs J E Baker, in relation to the proposals for residential development of up to 233 dwellings on land south of Radwinter Road, Saffron Walden.
- 1.2 A SoCG on transport matters was originally completed on 1 June 2022 (CD B16). At the time of completion of this SoCG, there were a number of matters of disagreement between the parties.
- 1.3 Subsequent to the submission of the SoCG, discussions have continued with ECC regarding these areas of disagreement. A number of meetings have taken place and additional information has been submitted to ECC. As a result, all transport matters are now agreed and there are no matters of disagreement between ECC and the Appellant.
- 1.4 This Supplementary SoCG sets out details of the additional information which covers the following matters:
- Pedestrian and Cycle Movement;
 - The Deliverability of Proposed Off-Site Highway Mitigation; and
 - Sustainable Transport.

2 Pedestrian and Cycle Movement

- 2.1 It is now agreed that the Appellant will seek to deliver a pedestrian and cycle link to the adjacent development to the west. This would link the site to the land that benefits from Outline Planning Permission under UDC reference UTT/17/2832/OP, and is currently subject of a Reserved Matters Planning Application under UDC reference UTT/21/3565/DFO by Redrow Homes Ltd.
- 2.2 The Redrow site layout includes a shared footway / cycleway of 3m in width on the northern side of the road serving the plots in the northeast corner, closest to the Appeal Site. This shared footway / cycleway includes a spur to the eastern site boundary of the Redrow site. It is agreed that a 3m wide shared link will be provided up to the western boundary of the site, so as to provide a potential shared footway / cycleway link to the Redrow Homes Development. This pedestrian / cycle link is shown in Rappor drawing no. 20-1142 SK16, which is provided at **Appendix A**.
- 2.3 It is agreed that the section of this pedestrian / cycle link within the Appeal site, up to the site boundary, can be secured via planning condition.
- 2.4 To connect this pedestrian / cycle link from the Appeal site boundary to the Redrow site boundary, a section is required to be constructed on land within the ownership of a third party. This third-party landowner made representations to the refused planning application via their appointed agent, Iceni. This representation noted the desire for a pedestrian and cycle link through the third-party land and indicated that *“subject to an appropriately legally binding condition or obligation relating to the provision of the future relief road, the landowners would be willing to facilitate the pedestrian and cycle link, on the proviso acceptable terms can be agreed”*.
- 2.5 The Appellant is in continued negotiations with the third-party landowner to secure a legal agreement that will allow this link to be delivered across the third-party land.
- 2.6 It is agreed that a S106 obligation will be included that would require the Appellant to use reasonable endeavours to deliver this pedestrian / cycle link across the third-party land.
- 2.7 It is agreed that the safeguarding of land for a future road link to the southern boundary of the Appeal Site will be secured via S106 obligation.

- 2.8 ECC consider that these provisions would satisfactorily address Reason for Refusal 1a as it would provide permeability from the site to allow easy access to the adjacent development and facilities for pedestrians and cyclists.
- 2.9 Following submission of the Appeal, a pedestrian and cycle audit of routes between the Appeal Site and key destinations has been undertaken and submitted to ECC for review. The scope of this pedestrian and cycle audit was agreed and included the routes between the Appeal site and the Tesco Store, High Street, RA Butler Infant & Junior School and Saffron Walden County High School.
- 2.10 The full Pedestrian and Cycle Route Audit Report is provided at **Appendix B**.
- 2.11 Following consideration of this audit, ECC has requested the Appellant consider, as part of the highway works on Radwinter Road, an improvement to the pedestrian crossing point at the access junction to the Tesco store. The existing pedestrian crossing is poorly located with respect to the desire line and pedestrian visibility to approaching vehicles is partially restricted by adjacent vegetation. The Appellant is willing to include the requested improvement as part of the highway works.
- 2.12 It is agreed that provision of an improved pedestrian crossing would be of benefit to both future residents of the development and existing pedestrians and would provide an improved walking route between the Appeal Site and key local facilities via Radwinter Road.
- 2.13 It is agreed that the design of a suitable scheme (to the satisfaction of ECC and within the publicly adopted highway) and delivery of the agreed scheme, can be secured via S106 obligation. This S106 obligation will include a clause that should a suitable scheme to the satisfaction of ECC not be deliverable within the publicly adopted highway, there would be no obligation to undertake any works in this location.
- 2.14 It is agreed that the pedestrian crossing works would be delivered via S278 agreement with ECC.
- 2.15 ECC consider that these provisions satisfactorily address Reason for Refusal 1b as the quality of key routes for pedestrians and cyclists has been assessed and an appropriate scheme for improvement has been identified.

3 The Deliverability of Proposed Off-Site Highway Mitigation

- 3.1 Following submission of the Appeal further, more detailed design work has been undertaken with regard to the proposed off-site highway works at the High Street / Church Street junction. This includes the undertaking of a topographical survey to provide an accurate layout of the highway at the junction including the position of buildings, kerbs and street furniture. A ground penetrating radar (GPR) survey has also been undertaken to identify the position of cellars beneath the highway.
- 3.2 In addition, initial enquiries have been made with utility companies to understand the location of existing utilities and whether any diversion works are anticipated to be required as part of the works at this stage. These initial enquiries have confirmed that at this stage, all utility companies that have responded to date have confirmed that their existing plant is not anticipated to be affected by the proposed works, and so no diversions are currently envisaged.
- 3.3 A specialist traffic signal design engineer has been engaged to produce a preliminary design of the required traffic signal equipment at the junction. This includes the location of above and below ground equipment including traffic signal poles, signal heads, tactile paving and ducting / cabling. This design utilised the additional survey and utilities information as the basis for the design drawings.
- 3.4 The preliminary traffic signals layout is shown in Transport Planning & Highways drawing no 2206-01 TS-01 Rev A, which is provided at **Appendix C**. This has been subject to review by ECCs traffic signals team and UDC heritage officers.
- 3.5 It is agreed that this drawing demonstrates that the proposed off-site highway works at the High Street / Church Street junction are deliverable.
- 3.6 It is also agreed that the proposed traffic signal controlled junction would be linked to the existing signal controlled junction of High Street / George Street. The detailed design of this linkage between the junctions will be determined through the discharge of a planning condition.
- 3.7 The deliverability of the off-site highway improvements at the Thaxted Road / Radwinter Road and Thaxted Road / Peaslands Road junctions has previously been agreed in principle.

3.8 ECC consider that Reasons for Refusal 2a and 2b have now been satisfactorily addressed as the deliverability of the off-site highway works has been considered adequately and that with specific reference to the High Street / Church Street junction, the deliverability of this scheme has been adequately demonstrated through the following:

- The addition of traffic signal control at the junction has been demonstrated;
- Sufficient footway width can be maintained;
- The position of traffic signal equipment, street furniture and cellars has been taken into account;
- It is agreed that there is no requirement for a maintenance bay; and
- The proposed traffic signals will be linked to the existing signals at the High Street / George Street junction.

4 Sustainable Transport

- 4.1 In addition to the pedestrian and cycle link to the adjacent development, and pedestrian crossing improvements at the Tesco site access, which are set out as agreed in Section Two above, further sustainable transport measures have been agreed. These are in addition to the sustainable transport measures previously agreed as set out in the original SoCG.
- 4.2 A financial contribution towards a future town wide car club, to be operated by UDC, is agreed. The agreed contribution is as follows:
- Annual membership for 5 years- £300 per dwelling;
 - 10 hours driving credit- £80 per dwelling; and
 - Pump priming operational costs of 1 electric vehicle for 5 years- £43,333.
- 4.3 It is agreed that this contribution will be secured via S106 obligation. It is agreed that the contribution will be paid to UDC, who will operate the future car club.
- 4.4 It has previously been agreed that provision of a publicly accessible car club parking space with Electric Vehicle Charging Point within the development will be secured via planning condition.
- 4.5 ECC consider that Reason for Refusal 2c has now been satisfactorily addressed. Sufficient information has been submitted to demonstrate that the development will provide effective mitigation to promote sustainable transport and help limit the impact of the development on the highway network.

5 Summary

5.1 All transport matters are now agreed between the Appellant and ECC. The agreed transport measures to be delivered as part of the development are summarised in **Table 5.1** below.

Measure	Detail	Method of Securing / Delivery
Site access junction	Provision of priority junction with ghost island right-turning lane on Radwinter Road as shown on Cotswold Transport Planning drawing no. CTP-20-1142 SK01 Rev D.	Planning Condition / S278 works
New footway link on Radwinter Road	Provision of a new footway on Radwinter Road from the Appeal Site to link with the existing footway network as shown on Cotswold Transport Planning drawing no. CTP-20-1142 SK01 Rev D.	Planning Condition / S278 works
Pedestrian / Cycle link to adjacent development	Provision of a 3m wide shared footway / cycleway to the adjacent development to the west as shown on Rappor Drawing no. 20-1142 SK16.	Planning Condition for extent of link within Appeal Site. S106 obligation to use reasonable endeavours to secure link through third-party land.
Off-site Highway Works	Off-site works at the following junctions: Thaxted Road / Radwinter Road-improvements to existing junction as shown in Cotswold Transport Planning drawing no. CTP-20-1142 SK10 Rev A Thaxted Road / Peaslands Road-signalisation of junction as shown in Cotswold Transport Planning drawing no. CTP-20-1142 SK11 Rev A High Street / Church Street-signalisation of junction as shown in Transport Planning & Highways Drawing no. 2206-01 TS-01 Rev B	Planning Condition / S278 works
Improved pedestrian crossing at Tesco Site Access Junction	Provision of an improved crossing facility including relocated pedestrian splitter island for pedestrians on Radwinter Road crossing Tesco Site Access. Scheme to be agreed with ECC.	S106 Obligation / S278 works

Bus stops on Radwinter Road	New bus stops on Radwinter Road including footway links as shown on Cotswold Transport Planning drawing no. CTP-20-1142 SK01 Rev D.	Planning Condition / S278 works
Bus turning area	Provision of a bus turning area (looped road arrangement) within the site as shown on Access and Movement Parameter Plan- Define Drawing no. DE_436-022	Planning Condition / Reserved Matters
Bus service contribution	A financial contribution towards provision of bus services in Saffron Walden. ECC commit to serving the site via a regular service to key services and facilities as part of the emerging transport plan for Saffron Walden. A contribution of £2,600 per dwelling is agreed.	S106 Obligation. ECC to deliver bus service
Car Club Contribution	A financial contribution towards a future town wide car club, to be operated by UDC, is agreed. The agreed contribution is as follows: <ul style="list-style-type: none"> • Annual membership for 5 years- £300 per dwelling; • 10 hours driving credit- £80 per dwelling; and • Pump priming operational costs of 1 electric vehicle for 5 years- £43,333. 	S106 Obligation. UDC to operate car club
Car Club Parking Space	Provision of a publicly accessible car club parking space with Electric Vehicle Charging Point	Planning Condition / Reserved Matters
Travel Plan	Implementation of a full Travel Plan by a travel plan co-ordinator and including travel information packs for residents and sustainable travel vouchers of £100 per dwelling.	Planning Condition. Developer to implement Travel Plan
Travel Plan Monitoring Fee	Payment of a Travel Plan monitoring fee to ECC of £1,596 per annum. This fee would be payable annually from first occupation of the development until 1 year after final occupation.	S106 obligation. ECC to monitor Travel Plan
Electric Vehicle Charging Points	All dwellings with on-plot parking to be provided with at least one electric vehicle charging point.	Planning Condition / Reserved Matters

Table 5.1: Agreed Transport Measures

- 5.2 It is agreed that subject to the above measures, the proposal will have no adverse impact on both the immediate public highway and wider public highway network.

- 5.3 It is agreed that subject to the above matters, the proposal would satisfactorily provide sustainable transport measures appropriate to the location of the site adjoining the urban edge of Saffron Walden.
- 5.4 It is agreed that subject to the above measures, the proposal complies with the National Planning Policy Framework and Policy GEN 1 of the Uttlesford District Council Local Plan in full.
- 5.5 Whilst not part of the Development Plan, it is also agreed that the proposal complies with Essex County Council Highway Development Management Policies DM1, DM9, DM11 and DM15 in full.

Signatures



Signature:

Print Name: Katherine Wilkinson
of Essex County Council

Date: 25/07/22



Signature:

Print Name: Chris Elliott
of Rappor, on behalf of the Appellant

Date: 25/07/22

APPENDIX A

Proposed Western Pedestrian / Cycle Link- Rappor Drawing no. 20-1142 SK16



- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architect's layout by Define, Concept Masterplan rev N.
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Rev	Date	Drawn	Drawn By	Checked By

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CLIENT:

Rosconn Group

PROJECT:

Radwinter Road
Saffron Walden

TITLE:

Proposed Western
Pedestrian / Cyle Link

STATUS:

INFORMATION

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APPENDIX B

Pedestrian and Cycle Audit Report

rappor



Land South of (East of Griffin Place) Radwinter Road, Swards End Rosconn Strategic Land

Technical Note- Pedestrian & Cycle Audit
June 2022





Document Control

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Appendix A – Plan



1 Introduction

Background

- 1.1 Rappor Consultants Ltd (Rappor, formerly Cotswold Transport Planning) is retained by Rosconn Strategic Land to provide transport and highways advice in relation to an outline planning application for up to 233 new dwellings on a site to the south of Radwinter Road (East of Griffin Place), in Saffron Walden.
- 1.2 The planning application (ref: UTT/21/2509/OP) was submitted in August 2021, and was accompanied by a Transport Assessment prepared by Rappor. The planning application was subsequently refused by Uttlesford District Council (UDC) in March 2022. The Decision Notice sets out five reasons for refusal. Reason for refusal no. 1 states:

The submitted application has not demonstrated that pedestrian and cycle movement with neighbouring areas have been given priority.

- a. *There is no permeability from the site to allow easy access to the adjacent development and facilities for pedestrians and cyclists.*
- b. *The quality of the key routes for pedestrians and cyclists has not been assessed and limited improvement is proposed for mitigation.*

- 1.3 In response to part b of the reason for refusal, this Technical Note presents a further audit of pedestrian and cycle routes between the site and key destinations.

Scope of Audit

- 1.4 The scope of this pedestrian and cycle audit has been agreed with Essex County Council (ECC) in their role as Highway Authority. The routes to be assessed were agreed with ECC. These are as follows:
 - a) Route 1- To Tesco Store via Radwinter Road;
 - b) Route 2a- To High Street via Audley Road;
 - c) Route 2b- To High Street via East Street & Hill Street;
 - d) Route 3- To RA Butler Infant & Junior School via South Road; and
 - e) Route 4- To Saffron Walden County High School via London Road and Audley End Road.
- 1.5 A plan showing these agreed routes is provided at **Appendix A**.
- 1.6 A site visit was undertaken on Thursday 9 June 2022. During this site visit the agreed routes were walked and reviewed, with photographs taken at key points on each route.
- 1.7 The remainder of this Technical Note considers each of the agreed routes in detail. Each route is split into sections where conditions are similar. A summary of the findings of this audit are then presented at the end of this Technical Note.

2.1 Route 1 is broken down into three sections as follows, and shown in **Figure 2.1**:

- a) Section 1.1- Site Access to Leverett Way (Linden Homes Site Access)
- b) Section 1.2- Leverett Way to Tesco Site Access
- c) Section 1.3- Tesco Site Access to Tesco Store Entrance



Figure 2.1: Route 1

Section 1.1- Site Access – Leverett Way (Linden Homes Site Access)

- 2.2 There is currently no footway provision on Radwinter Road to the east of the Linden Homes site access. As part of the planning application, a new footway link will be provided between the site and the Linden Homes site access (Leverett Way). This footway will have a width of 2m and can be provided within the site and / or existing adopted highway boundary.
- 2.3 At the junction of Radwinter Road with Leverett Way, the works would include the installation of dropped kerbs with tactile paving to facilitate pedestrian movements across Leverett Way.
- 2.4 Provision of this footway is agreed with ECC and would be constructed via S278 agreement with ECC as part of the wider site access junction works.
- 2.5 Cyclists would join the carriageway on Radwinter Road to continue their journey west from the site access. As part of the site access works, it is agreed with ECC that it would be desirable to extend the existing 30mph speed limit on Radwinter Road to the east of the site access. On this basis, cyclists would travel on-carriageway on a road subject to a 30mph speed limit.



Section 1.2- Leverett Way – Tesco Site Access

- 2.6 The footway on this section has recently been improved as part of the Linden Himes development. It has a width of 2.0m, has a smooth surface and is set back from the carriageway to the rear of the highway verge. A link is provided to an uncontrolled crossing point on Radwinter Road, which has dropped kerbs and tactile paving. The footway alongside the carriageway is also provided. This section is shown in **Figure 2.2**.



Figure 2.2: Route 1, Section 1.2

- 2.7 Cyclists on this section would continue on-carriageway within the existing 30mph speed limit.

Section 1.3- Tesco Site Access to Tesco Store Entrance

- 2.8 From the access to the Tesco site with Radwinter Road, pedestrians would walk through the Tesco store car park to access the store entrance. Within the car park, there is an identified pedestrian route with a footway provided alongside the access road and zebra crossing to provide access to the main walkway through the car park.
- 2.9 Cyclists would need to continue through the car park to access the Tesco store. Within this car park, vehicles would be travelling at slow speed and would be aware of the potential for other road users.

3 Route 2- To High Street

Route 2a- To High Street via Audley Road

- 3.1 Route 2a is broken down into the following sections, as shown in **Figure 3.1**:
- a) Section 2.1- Tesco Site Access to Horn Brook
 - b) Section 2.2- Horn Brook to Thaxted Road
 - c) Section 2.3- Thaxted Road to Audley Road
 - d) Section 2.4- East Street to South Road
 - e) Section 2.5- South Road to High Street

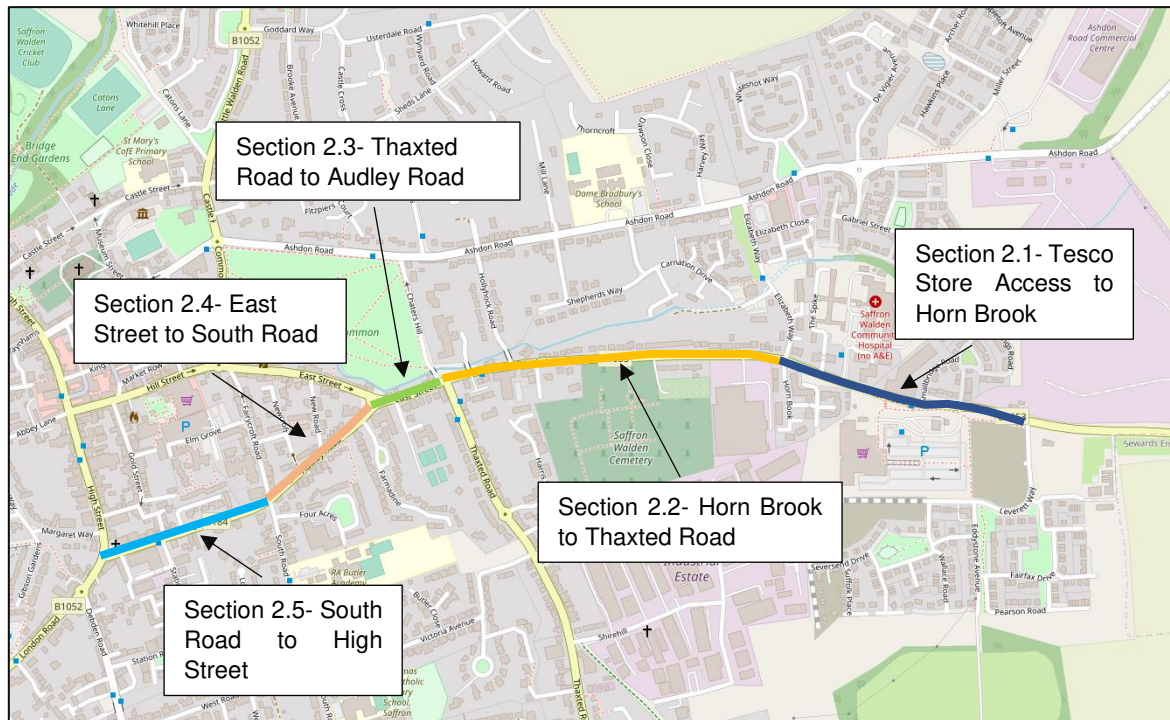
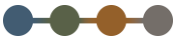


Figure 3.1: Route 2a

Section 2.1- Tesco Site Access to Horn Brook

- 3.2 At the Tesco Site Access, the existing dropped kerb pedestrian crossing has restricted visibility for pedestrians due to vegetation within the Tesco site (outside of the adopted highway). There is also no tactile paving provided for pedestrians with visual impairments. This is illustrated in **Figure 3.2**.



Figure 3.2: Existing Crossing Point at Tesco Site Access

- 3.3 Immediately to the west of the Tesco site access, the footway is generally of a good standard where it passes the Tesco store and adjacent bus stop. There is some encroachment of vegetation onto the footway. Maintenance of this vegetation would provide some additional footway width.
- 3.4 In addition, there is a pedestrian crossing point across Radwinter Road where no tactile paving is provided.
- 3.5 These issues are illustrated in **Figure 3.3**.



Figure 3.3: Encroachment of Vegetation and Lack of Tactile Paving at Crossing Point

- 3.6 To the west of the Tesco site, the footway on Radwinter Road narrows alongside a wall. At its narrowest, the footway measures 1.05m in width. To the west of this wall, there is also overhanging vegetation which impacts on the effective width of the footway. Trimming of this vegetation would improve this situation. These issues are illustrated in **Figure 3.4**.



Figure 3.4: Restricted Footway Width and Overhanging Vegetation

- 3.7 Cyclists on this section of Radwinter Road would continue on carriageway.

Section 2.2- Horn Brook to Thaxted Road

- 3.8 At the junction of Radwinter Road with Horn Brook and Elizabeth Way, controlled crossing facilities are provided for pedestrians at all arms of the junction. All of these crossings have nearside pedestrian signals with tactile paving. These crossings are illustrated in **Figure 3.5**.



Figure 3.5: Controlled Pedestrian Crossing Facilities at the Junction of Radwinter Road / Elizabeth Way / Horn Brook

- 3.9 To the west of the junction with Horn Brook and Elizabeth Way, the footway on Radwinter Road continues at a good width, although there is some minor encroachment of vegetation which reduces the effective width. Trimming of vegetation would assist in maximising the width of the footway.
- 3.10 The access to the former Pulse Packaging site has a wide crossing for pedestrians, with no tactile paving provided for those with visual impairments. To the west of this access, the footway on Radwinter Road continues, generally at a reasonable width, although there is a pinch point alongside the former Pulse Packaging site where the footway narrows to 1.2m. This is shown in **Figure 3.6**.
- 3.11 Rappor is aware that the former Pulse Packaging site is currently subject of a planning application (UTT/20/2007/FUL) which has a resolution to grant planning permission, subject to S106 agreement. The submitted drawings provide for dropped kerbs and tactile paving at the new site access, together with widening of the footway on Radwinter Road to 2m along the site frontage. Alongside Saffron Walden Cemetery the footway is generally 2m in width with good surfacing. This is illustrated in **Figure 3.6**.



Figure 3.6: Narrow Footway Alongside Former Pulse Packaging Site and Wide Footway Alongside Saffron Walden Cemetery

- 3.12 Adjacent to the access to Mercer & Hughes Veterinary Hospital, there is a traffic sign within the footway that reduces the effective width. This is shown in **Figure 3.7**. To the west of this



access, there is also a pinch point within the footway which reduces the width to 1.45m, although there is no opportunity to widen the footway.



Figure 3.7: Sign within Footway and Pinch Point

- 3.13 To the west, the footway crosses the accesses to Saffron Lodge and Vanoli Close, both of which are provided with dropped kerbs and tactile paving. These crossings are illustrated in **Figure 3.8**.



Figure 3.8: Good crossing Facilities at Saffron Lodge Access & Vanoli Close

- 3.14 Cyclists on this section of Radwinter Road must travel on-carriageway.

Section 2.3- Thaxted Road to Audley Road

- 3.15 At the junction of Radwinter Road with Thaxted Road and Chaters Hill, controlled pedestrian crossing facilities are provided across all arms of the junction. All of these crossings have nearside pedestrian signals with tactile paving. These crossings are illustrated in **Figure 3.9**.
- 3.16 At the junction, there are areas of footway that are uneven, and would benefit from repair to provide an even surface for pedestrians. It is proposed to undertake improvements at the junction as part of the planning application. As part of these works, footway surfacing could be reviewed and repaired as required.



Figure 3.9: Crossing Facilities at Radwinter Road / Thaxted Road / Chaters Hill Junction

- 3.17 To the west of the junction, Radwinter Road becomes East Street. The footway on East Street is generally of a good standard, as shown in **Figure 3.10**. At the access to John Dane Player Court, no tactile paving is provided and there is a damaged concrete bollard that reduces the effective footway width. The crossing point is illustrated in **Figure 3.10**.



Figure 3.10: Footway on East Street and at Access to John Dane Player Court

- 3.18 At the junction with Audley Road, a zebra crossing is provided to facilitate pedestrian crossing movements across East Street and allow pedestrians to continue their journey on the northern side of East Street.
- 3.19 These crossing points are shown in **Figure 3.11**.



Figure 3.11: Zebra Crossings at Junction of East Street and Audley Road.

- 3.20 This section of East Street and further west to the High Street is considered as Route 2b below.
- 3.21 Cycle provision is again on-carriageway with no formal cycle facilities provided.

Section 2.4- East Street to South Road

- 3.22 To the west of the junction, East Street continues as Audley Road. The footway on Audley Road is of variable standard. Initially the footway is of a good width, however to the west of the junction with Farmadine, the footway on the southern side of Audley Road narrows in places, with a minimum width of 1.3m. The effective width is also reduced by the presence of street furniture including lighting columns and traffic signs, although it is recognised that these need to be provided. This is illustrated in **Figure 3.12**.
- 3.23 At the junction with Farmadine, no tactile paving is provided. Provision of tactile paving would provide improved crossing facilities for pedestrians with visual impairments. This junction is illustrated in **Figure 3.12**.



Figure 3.12: Crossing of Farmadine and Restricted Footway Width on Audley Road

- 3.24 To the west, the footway on the southern side of Audley Road ceases, and pedestrians are required to cross the road to continue their journey westwards. At the termination of this footway, there is no formal crossing point and on-street parking can affect crossing movements undertaken in this location. This location is shown in **Figure 3.13**. Audley Road



is a one-way route, and pedestrians are able to cross at any location from the junction with East Street including via the Zebra crossing at this junction.

- 3.25 At the junction of Audley Road with Fairycroft and South Road, a zebra crossing is provided to the west of the junction to allow pedestrians to cross Audley Road. The crossing of Fairycroft is wide, although with the one-way nature of Audley Road and Fairycroft pedestrians have good visibility to vehicles turning into Fairycroft. This crossing is shown in **Figure 3.13**.



Figure 3.13: Termination of Footway on Southern Side of Audley Road and crossing of Fairycroft Road

- 3.26 Cycle provision is again on-carriageway., Due to the one-way nature of the road network, cyclists are only permitted to travel westbound on this section of Audley Road.

Section 2.5- South Road to High Street

- 3.27 To the west of the junction with Fairycroft and South Road, there is a footway on the northern side of Audley Road only. This footway is of limited width, with a width of 1.2m, reducing to an absolute minimum of 0.95m. This is illustrated in **Figure 3.14**.

3.28



Figure 3.14: Limited Footway Width of Audley Road



- 3.29 At the junction with High Street and Debden Road, a zebra crossing is provided on Audley Road which provides controlled crossing facilities for those pedestrians wishing to continue westwards on Debden Road / London Road. This zebra crossing is shown in **Figure 3.15**.



Figure 3.15: Zebra Crossing on Audley Road

- 3.30 Cycle provision is on-carriageway, with no dedicated cycle lanes provided. As Audley Road is one-way westbound, cyclists are also required to travel westbound only.

Route 2b- To High Street via East Street & Hill Street

- 3.31 Route 2b provides an alternative route to the High Street via East Street and Hill Street, and is split into the following sections, shown in **Figure 3.16**.
- a) Section 2.5- East Street
 - b) Section 2.6- Hill Street
 - c) Section 2.7- George Street



Section 2.5- East Street

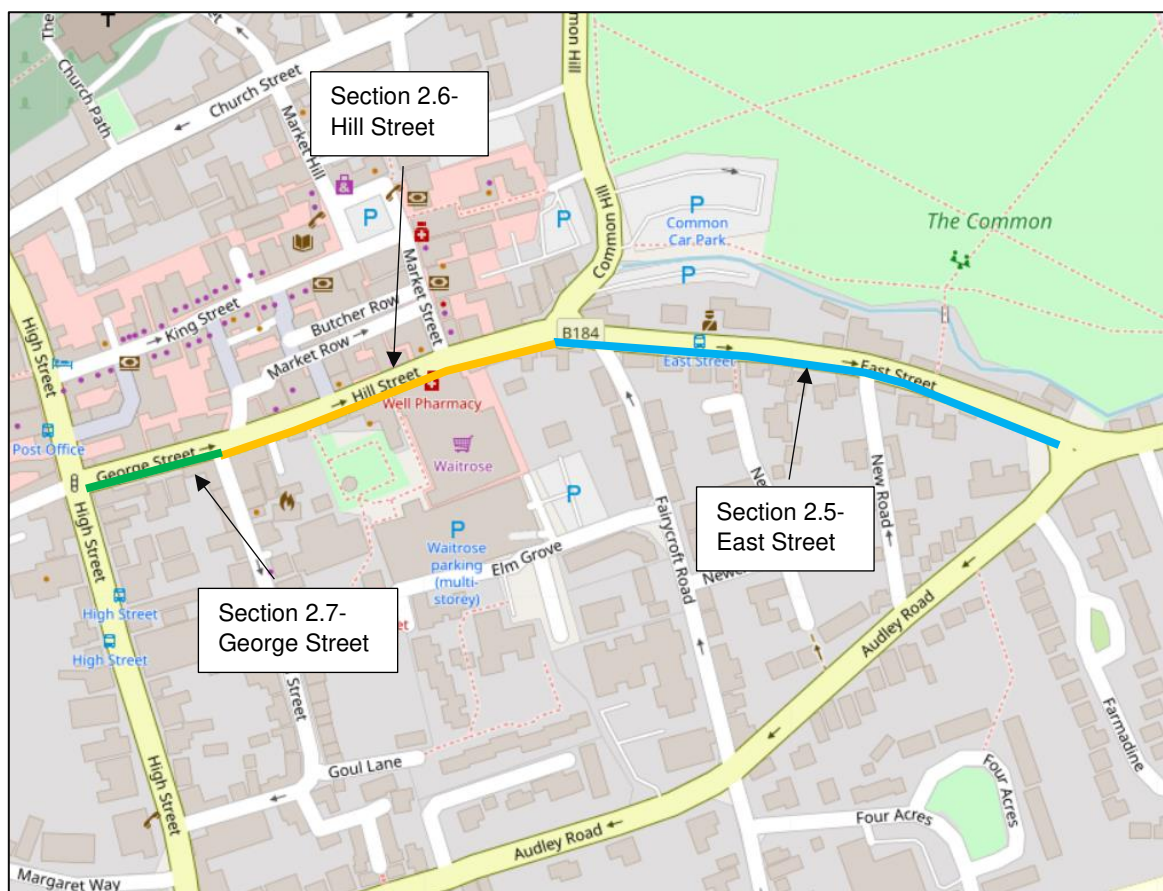


Figure 3.16: Route 2b

- 3.32 As set out above, zebra crossings are provided at the junction of East Street with Audley Road to assist pedestrian crossing movements. As a result, pedestrians travelling from the site will likely be on the northern side of East Street, although footways are provided on both sides. These footways are illustrated in **Figure 3.17**.



Figure 3.17: Footways on East Street

- 3.33 Generally, the footways on East Street are of reasonable width, and a dropped kerb crossing point with tactile paving is provided adjacent to the bus stop on the northern side of East Street. The footway is also wider at this bus stop to accommodate both pedestrians



and those waiting for buses. As East Street is one-way for vehicles, there are opportunities for pedestrians to cross at various locations. The junction with Fairycroft is a wide junction which creates a long pedestrian crossing distance.. This junction is illustrated in **Figure 3.18**.



Figure 3.18: Junction of East Street with Fairycroft

- 3.34 At the mini roundabout junction with Common Hill, pedestrians on the southern side of East Street can continue without crossing the junction. On the northern side, the effective footway width is narrowed by pedestrian guard railing which directs pedestrians around the junction. Removal of the guard railing would provide a greater footway width. Pedestrians crossing across Common Hill are provided with a dropped kerb crossing.
- 3.35 Cyclists are required to travel on-carriageway on this section of East Street. As East Street is one-way eastbound, there is no provision for westbound cyclists.

Section 2.6- Hill Street

- 3.36 To the west of the mini-roundabout junction with Common Hill, pedestrians continue on Hill Street. Hill Street is a narrow one-way road. As a result, the footways, which are shown in **Figure 3.19**, are also narrow. A dropped kerb crossing point with tactile paving is provided on Hill Street immediately to the west of the junction with Common Hill.



Figure 3.19: Footways on Hill Street

- 3.37 To the west of the junction with Market Street, the footways on Hill Street continue to have a variable width with some wider areas. A zebra crossing is also provided to provide controlled crossing facilities on Hill Street. This is shown in **Figure 3.20**.



Figure 3.20: Footways on Hill Street to the west of Market Street including Zebra Crossing

- 3.38 To the east of the junction with Cross Street, temporary bollards have been installed within the carriageway on Hill Street to create additional space for pedestrians.
- 3.39 Cyclists are only permitted to travel on-carriageway in an eastbound direction. There is no provision for westbound cyclists. The Uttlesford District Cycling Action Plan (prepared by ECC in March 2018) identifies the potential for a contraflow cycle lane on Hill Street and George Street as part of the wider creation of a cross-town cycle route.

Section 2.7- George Street

- 3.40 To the west of the junction with Gold Street, Hill Street becomes George Street. The footway on the southern side of George Street widens where a loading bay is provided. On the northern side, the footway is again of variable width and temporary bollards have been installed in the carriageway to create additional space for pedestrians. This is shown in **Figure 3.21**.



Figure 3.21: Footways on George Street

- 3.41 At the junction with High Street, controlled pedestrian crossing facilities are provided as part of the signal-controlled junction. The footway on George Street narrows in the vicinity of the traffic signals, with a width of 0.95m at its narrowest.
- 3.42 Cycle provision is again on-carriageway, with cyclists permitted to travel eastbound only. As set out above, the Uttlesford District Cycling Action Plan identifies the potential for a

contraflow cycle lane on Hill Street and George Street as part of the creation of a wider cross-town cycle route.

4 Route 3- To RA Butler Infant & Junior School via South Road

- 4.1 Route 3 links with Route 2a to form the remainder of the route from the site to RA Butler Infant & Junior School via South Road.
- 4.2 Route 3 is shown in **Figure 4.1**.
- 4.3 As set out above, at the junction of South Road with Audley Road, a zebra crossing is provided to provide controlled pedestrian crossing facilities across Audley Road for pedestrians travelling south on South Road.
- 4.4 Footways are provided on both sides of South Road, although from the zebra crossing, pedestrians would be on the western side of South Road. The footway on the western side is of variable width. No formal crossing point is provided on South Road to assist pedestrian movements to RA Butler School, although school keep clear road markings are present at the access to the school.

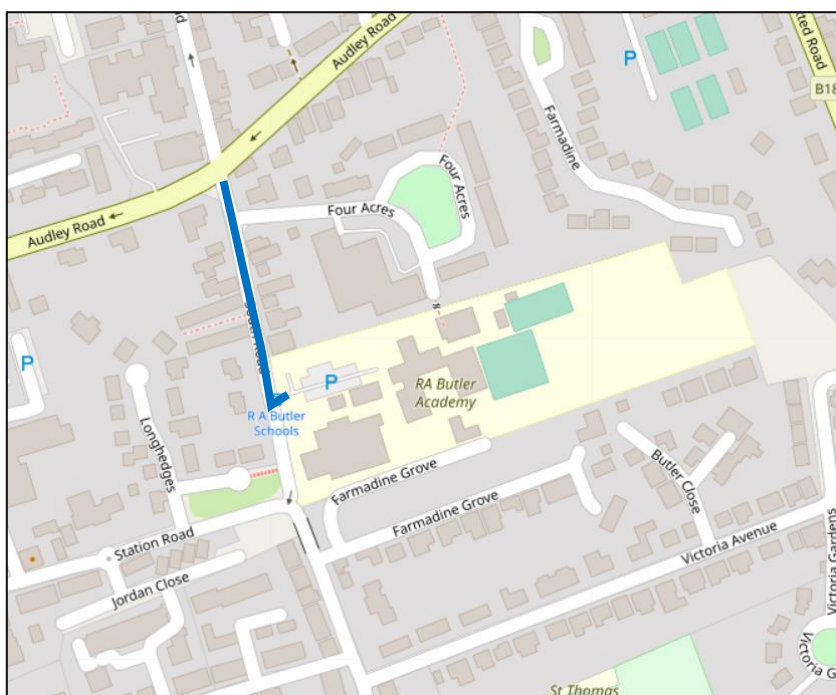


Figure 4.1: Route 3

- 4.5 South Road is one-way southbound for vehicles, and on-street parking is permitted on the eastern side. Although no formal crossing point is provided, the one-way nature of South Road means that pedestrians are able to cross at various locations including in the vicinity of the school access where the school keep clear markings restrict car parking. The footway on South Road is shown in **Figure 4.2**.



Figure 4.2: Footway on South Road

- 4.6 Cyclists on South Road are required to continue on-carriageway. As South Road is one-way, there will be reduced conflict with other vehicles for cyclists.

5 Route 4- To Saffron Walden High School via London Road and Audley End Road

- 5.1 Route 4 forms an extension to Route 2a from the junction of Audley Road and Debden Road, continuing westwards to Saffron Walden County High School. Route 4 is broken down into the following sections, which are shown in **Figure 5.1**:
- a) Section 4.1- Debden Road between Audley Road and London Road
 - b) Section 4.2- London Road between Debden Road and Newport Road
 - c) Section 4.3- Audley End Road to Saffron Walden County High School

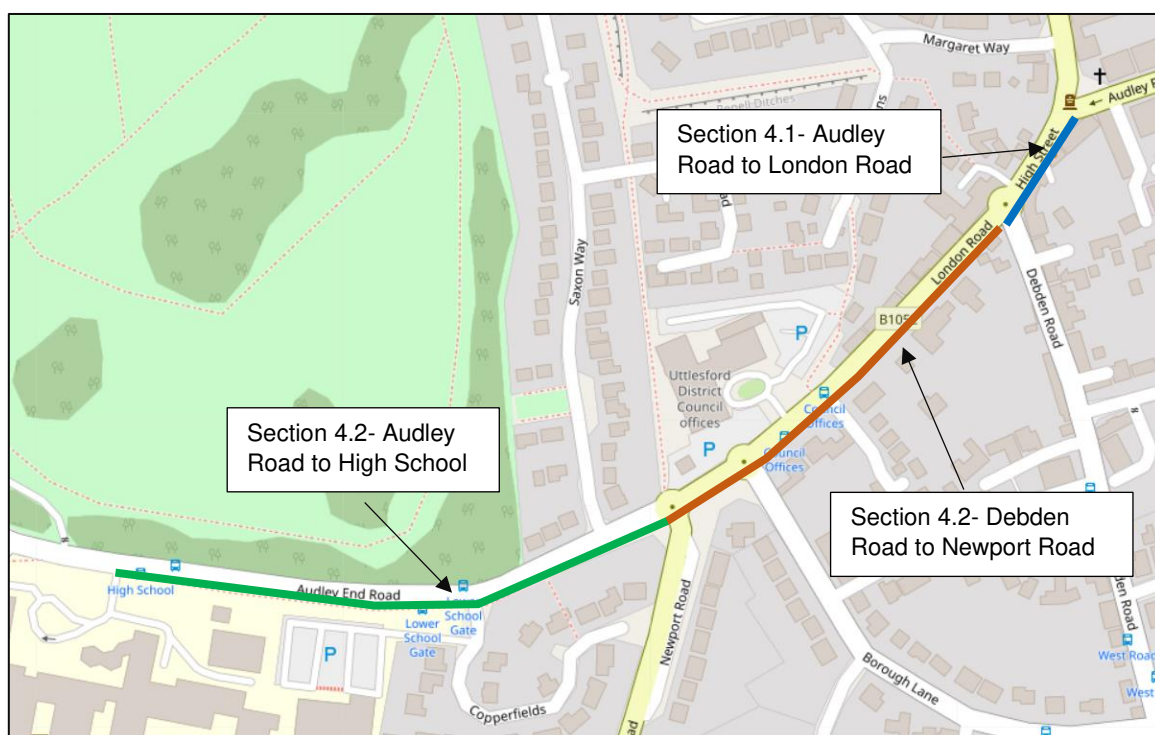


Figure 5.1: Route 4

Section 4.1- Debden Road between Audley Road and London Road

- 5.2 The footway on this section is of variable width. In front of the Duke of York Public House, the footway width varies from 1.4m to a minimum of 0.85m. Steps in front of the public house and other adjacent properties restrict the footway width. This footway is shown in **Figure 5.2**.
- 5.3 At the mini-roundabout junction with London Road, an uncontrolled crossing point with splitter island is provided to assist pedestrians crossing Debden Road to continue their journey westwards. This crossing point has tactile paving provided for pedestrians with visual impairments. This crossing point is shown in **Figure 5.2**.



Figure 5.2: Footway on Debden Road and Crossing Point at Junction with London Road

- 5.4 Cyclists on this section are required to continue their journey on-carriageway.
- 5.5 Immediately to the west of the junction with Debden Road, the footway on the southern side of London Road is generally of a good standard, with uncontrolled crossing points provided. This section of footway is shown in **Figure 5.3**.
- 5.6 Where this footway crosses Little Larchmount, dropped kerbs are provided but no tactile paving is incorporated.. This crossing is shown in **Figure 5.3**.



Figure 5.3: Footway on London Road and at Junction with Little Larchmount

- 5.7 West of Little Larchmount, the footway on the southern side of London Road narrows and there is some overhanging vegetation that further reduces the effective footway width.



Trimming of this vegetation would assist in maximising the footway width. This section of footway is shown in **Figure 5.4**.

- 5.8 At the mini-roundabout junction with Borough Lane, there are limited pedestrian crossing facilities, with only dropped kerbs provided on London Road and Borough Lane. These crossing points are shown in **Figure 5.4**. Raised islands separating traffic flows at each approach to the junction further impedes pedestrian crossing movements.

5.9



Figure 5.4: Narrow Footway on London Road and Crossing Point at Junction with Borough Road

- 5.10 Cyclists on this section would be on-carriageway, with no formal cycle facilities provided.
- 5.11 At the mini-roundabout junction with Newport Road, uncontrolled crossing points are provided across London Road and Newport Road. These crossing points have dropped kerbs, tactile paving and splitter islands. These are shown in **Figure 5.5**.



Figure 5.5: Uncontrolled Crossing Points at London Road / Newport Road Junction

- 5.12 Again, cyclists would be on-carriageway on this section of London Road. At the junction with Newport Road, Audley End Road forms part of a signed cycle route to Audley End Station. This is an on-carriageway route with no formal or advisory cycle lanes provided.

Section 4.3- Audley End Road to Saffron Walden County High School

- 5.13 To the west of the junction with Newport Road, footways are provided on both sides of Audley End Road. On the southern side, the footway is separated from the carriageway due to a level difference. This footway, which is shown in **Figure 5.6**, is bordered on both sides by vegetation which can limit the effective width. Trimming of this vegetation would improve the footway width.



Figure 5.5: Footway on Southern Side of Audley End Road

- 5.14 On the northern side of Audley End Road, the footway is provided adjacent to the carriageway, and is generally of a good standard, although at the junction with Saxon Way no tactile paving is provided. This footway is illustrated in **Figure 5.6**.



Figure 5.6: Footway on Northern Side of Audley End Road

- 5.15 Immediately to the east of the junction with Copperfields, a zebra crossing is provided on Audley End Road, which provides controlled crossing facilities. This crossing allows pedestrians to continue their journey west on the northern side of Audley End Road, and for those pedestrians already on the northern side to access the entrance to Saffron Walden County High School on Copperfields. This zebra crossing and the entrance to the High School are shown in **Figure 5.7**.



Figure 5.7: Zebra Crossing on Audley End Road and Entrance to High School on Copperfields

- 5.16 To the west of Copperfields, the footway on the southern side of Audley End Road continues as a narrow, unlit path bordered by vegetation which limits the effective width. This path runs to the main entrance to the High School. There is also a pedestrian route to the High School from Copperfields that runs parallel with Audley End Road. This footway is gated, to restrict access to the school as required.
- 5.17 Outside of school start and finish times, the majority of pedestrians were observed to use the footway on the northern side of Audley End Road, which is generally of a good standard, although vegetation growth had reduced the effective width.



Figure 5.8: Footway on Both Sides of Audley End Road

- 5.18 As set out above, this section of Audley End Road forms part of the signed cycle route to Audley End Station. This is an on-carriageway route with no formal or advisory cycle lanes provided. The Uttlesford District Cycling Action Plan identifies two potential options for cycle improvements on this section of Audley Road. These are provision of new advisory cycle lanes on-carriageway between Wenden Road and Saxon Way, and a potential off-road cycle track on the southern side of the road.

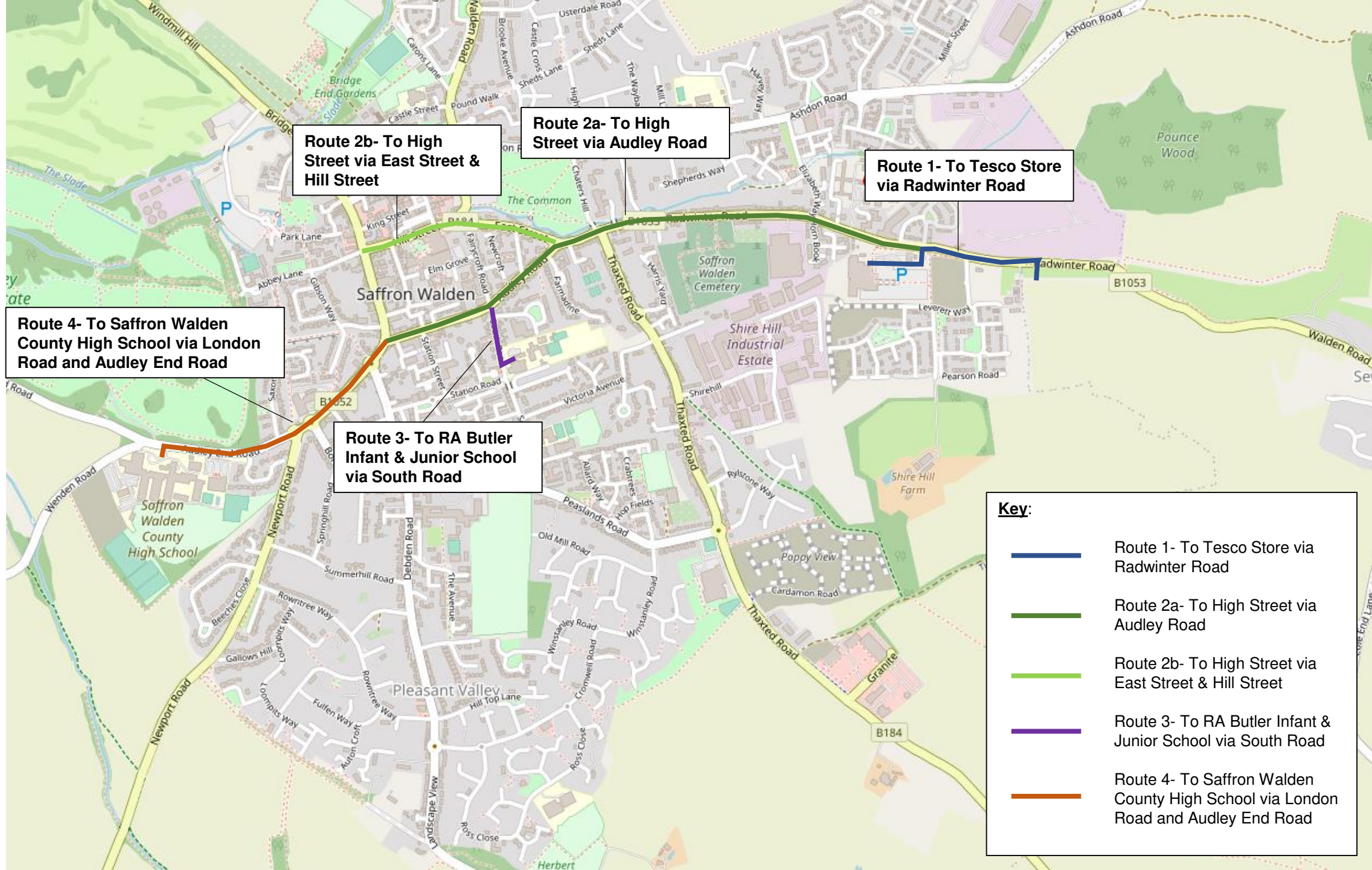


6 Summary & Conclusions

- 6.1 This Technical Note has presented a review of pedestrian and cycle provision on key routes between the site and key destinations. With the exception of the new footway link on Radwinter Road that will link the site with the existing network, the pedestrian and cycle routes form part of the existing highway network within Saffron Walden that is well used by existing residents.
- 6.2 The findings of this audit will be subject to further discussion with ECC in their role as local highway authority.



Appendix A – Pedestrian and Cycle Audit Route Plan



Route 2b- To High Street via East Street & Hill Street

Route 2a- To High Street via Audley Road

Route 1- To Tesco Store via Radwinter Road

Route 4- To Saffron Walden County High School via London Road and Audley End Road

Route 3- To RA Butler Infant & Junior School via South Road

Key:

- Route 1- To Tesco Store via Radwinter Road
- Route 2a- To High Street via Audley Road
- Route 2b- To High Street via East Street & Hill Street
- Route 3- To RA Butler Infant & Junior School via South Road
- Route 4- To Saffron Walden County High School via London Road and Audley End Road

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APPENDIX C



























High Street / Church Street Preliminary Traffic Signal Design- Transport Planning &
Highways Drawing no. 2206-01 TS-01 Rev A

1. POLES TO BE SYMPATHETICALLY POSITIONED IN LINE WITH ECC ADVICE
2. TACTILE PAVING TO BE COLOURED BUFF IN LINE WITH ECC SPECIFICATION
3. PROPOSED SIGNAL JUNCTION TO THE LINKED WITH THE HIGH STREET / GEORGE STREET TRAFFIC SIGNAL JUNCTION - DETAILS TO BE PROVIDED DURING DETAILED DESIGN STAGE

Note: Unable to survey within highway due to high volume of traffic. Traffic management required.

CUTLINE

TRAFFIC SIGNAL KEY

- | | | | |
|---|--|---|---|
|  | CLS LED SIGNAL HEAD WITH PRIMARY HOODS |  | 1x100mm ORANGE UPVC SIGNALS DUCT |
|  | CLS LED SIGNAL HEAD WITH SECONDARY HOODS |  | 2x100mm ORANGE UPVC SIGNALS DUCT |
|  | NEARSIDE PUFFIN DISPLAY UNIT WITH COMBINED PUSH BUTTON INCLUDING ROTATING RADIX TACTILE DEVICE |  | 4x100mm ORANGE UPVC SIGNALS DUCT |
|  | PUSH BUTTON UNIT INCLUDING ROTATING RADIX TACTILE DEVICE |  | MEDIUM DUCT BOX (450 X 450, 450mm DEEP) |
|  | PEDESTRIAN ON CROSSING DETECTOR |  | DUCT UNDER KERB TO FROM CHAMBER TO LOOP |
|  | PEDESTRIAN KERBSIDE DETECTOR (AGD641) |  | POLE RETENTION SOCKET |
|  | PHOTO-ELECTRIC CELL |  | BUFF TACTILE PAVING 400 X 400 |
|  | 4.5m SWAN NECK SIGNAL POLE |  | POLE REFERENCE |
|  | 4.3m STRAIGHT SIGNAL POLE |  | STOPLINE DETECTOR LOOP |
|  | 2m STUB POLE |  | DUAL ZONE MVD DETECTOR |
|  | ELV SIGNAL CONTROLLER |  | SSD 25m (20MPH) |
|  | AGD318 OVERHEAD DETECTOR - USED FOR MOVA |  | INTERVISIBILITY |
|  | NO LEFT TURN 4 IN LINE MOUNTED BOX SIGN | | |
|  | NO RIGHT TURN 4 IN LINE MOUNTED BOX SIGN | | |

-	-	-	-	-
B	07/22	SSD altered	AT	-
A	07/22	Amended froosing meeting with Essex Council	AT	
Rev	Date	Details	Drawn by	Checked by



CLIENT

Rappor Ltd

PROJECT

Radwinter Road
Saffron Walden

TITLE:

Preliminary Traffic Signal Design

STATUS

STATUS: **For Comment**

SCALE: 1:250	DATE: June 22	DRAWN: AT	CHECKED:	APPROVED: -
JOB NO: 2206-01		DRAWING NO: TS-01		REVISION: B