

rappor



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

Appeal Reference: APP/C1570/W/22/3296426

## Transport Summary Proof of Evidence

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## 1 Introduction

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### Personal Statement

- 1.1 My name is Chris Elliott. I am a Member of the Chartered Institute of Highways and Transportation. I am a Regional Director of Rappor Consultants Ltd (Rappor, formerly Cotswold Transport Planning). Rappor provides infrastructure and environmental consultancy services specialising in advising on development proposals. I have over 18 years' experience in the design, implementation and assessment of highway and transport schemes in the public and private sectors.

### Engagement with Highway Authority

- 1.2 Following submission of the Appeal, dialogue has continued with Essex County Council (ECC), in their role as local highway authority. As a result of this dialogue, all matters relating to the transport effects of the proposals are agreed with ECC.
- 1.3 The position with ECC is set out in the Statement of Common Ground (SoCG) on Transport Matters (CD B39) and Supplementary SoCG on Transport Matters (CD B40). The Supplementary SoCG provides a summary of the agreed transport measures to be delivered as part of the proposals.
- 1.4 As there are no outstanding issues with the highway authority, my main Proof of Evidence focuses on the transport matters raised within the Rule 6 Party's Statement of Case.

## 2 Sustainability

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- 2.1 Based on the agreed package of transport measures, the Appeal Site can be considered a sustainable location. There are a number of local facilities and key destinations within walking and cycling distance of the Appeal Site.
- 2.2 Pedestrian and cycle connections with the existing transport network will be provided via a new footway on the southern side of Radwinter Road. In addition, a shared pedestrian and cycle link to the adjacent Redrow Homes development site will be provided. The section of this link within the Appeal Site, up to the site boundary, will be secured via planning condition. It is agreed with UDC and ECC, and to be secured via S106 obligation, that the Appellant will use reasonable endeavours to deliver the section of this link across third-party land.
- 2.3 Safe and suitable access to the Appeal Site is provided for pedestrians and cyclists to ensure that there is adequate access to local facilities by these modes of travel.
- 2.4 Within the Appeal Site, a comprehensive network of pedestrian and cycle routes will be provided that will provide direct and convenient traffic free routes through the site. These routes will allow residents to easily access the open space within the site, as well as providing direct connections to the wider transport network.
- 2.5 A financial contribution will be provided to allow ECC to provide a regular bus service linking the Appeal Site to key services and destinations. This bus service is to be delivered by ECC as part of the holistic consideration of wider bus service provision within Saffron Walden.



This approach is consistent with ECC guidance relating to bus service provision at new developments.

- 2.6 Access to this bus service will be facilitated via the provision of new bus stops on Radwinter Road. In addition, a bus loop will be provided within the site to allow buses to enter the Appeal Site in future.
- 2.7 The proposals will contribute to the establishment of an electric vehicle car club in Saffron Walden which is to be operated by UDC. This will include provision of a car club vehicle within the Appeal Site. Car clubs are recognised as being successful in reducing the number of private vehicles on the road network and in encouraging wider use of non-car modes of travel.
- 2.8 A Travel Plan will be implemented as part of the proposals. Travel Plans are acknowledged as being successful in promoting sustainable travel and help to reduce private car use.
- 2.9 ECC agrees that the proposal will satisfactorily provide sustainable transport measures appropriate to the location of the site adjoining the urban edge of Saffron Walden.
- 2.10 The proposals meet the requirements of NPPF, and Uttlesford Local Plan policies related to sustainable transport by providing safe and suitable access to the site for all modes of travel. The design of the site has taken into account the needs of pedestrians, cyclists and public transport users and encourages movement by sustainable modes of travel in preference to the private car. The network of pedestrian and cycle routes within the site will give priority to these modes of travel as far as possible.
- 2.11 Appropriate opportunities to promote sustainable transport modes have been taken up, and these will be promoted and encouraged through the implementation of a Travel Plan.

### **3 Access and Effect on Immediate Public Highway Network**

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- 3.1 The proposed vehicle access to the site is appropriate to the scale of development proposed, has been designed in accordance with relevant guidance and subject to a road safety audit. Adequate visibility splays are provided in accordance with existing measured vehicle speeds on Radwinter Road and these visibility splays are in accordance with relevant design guidance. Adequate separation is provided between the site access and the retained farm access. The site access is forecast to operate well within capacity.
- 3.2 The site access complies with NPPF, and Uttlesford Local Plan policies as safe and suitable access can be provided that is capable of carrying traffic generated by the development safely.

### **4 Effect on Wider Public Highway Network**

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- 4.1 A robust assessment of the effect of development traffic on the wider highway network has been undertaken. The assessment makes no allowance for mode shift away from private car use or behavioural change. No connections to adjoining sites have been assumed as part of this assessment. The approach to the assessment was agreed with ECC and ECC has raised no objections to the results of the analysis undertaken.



- 4.2 The forecast development traffic will have no material impact on the highway network to the east of the Appeal Site. The level of additional traffic generated, at one additional vehicle movement every 7-9 minutes on average across the AM and PM peak hours, would be imperceptible to existing road users and would have no adverse effect on the operation of the highway network.
- 4.3 To the west of the Appeal Site, this assessment has demonstrated that at junctions where detailed capacity analysis has been undertaken, with the exception of three junctions where highway improvements are proposed, these junctions would either continue to operate within capacity or the effect of development traffic would not result in a material change in junction performance. At all other locations, the level of development traffic would not be material such that detailed capacity analysis was not required. The approach to and results of this analysis are agreed with ECC.
- 4.4 It has also been demonstrated within Tables CE-1 and CE-2 of my main Proof of Evidence that the forecast development traffic would be within the existing daily variation in traffic flows on the highway network. This provides further evidence that the effect of development traffic on the local highway network cannot be considered material.
- 4.5 Highway improvements are proposed at the following three junctions:
  - a) Thaxted Road / Radwinter Road- improvements to existing junction;
  - b) Thaxted Road / Peaslands Road-signalisation of junction; and
  - c) High Street / Church Street- signalisation of junction.
- 4.6 It is agreed with ECC that the deliverability of the proposed off-site junction improvements has been adequately demonstrated. On this basis, the residual cumulative impact of the development on the highway network is considered acceptable by ECC and is not severe.
- 4.7 The proposals comply with NPPF and Uttlesford Local Plan policies as it has been demonstrated that traffic generated by the development is capable of being safely accommodated on the surrounding transport network and that the residual cumulative impact on the road network will not be severe. On this basis the development should not be refused on highways grounds. ECC has raised no objections to the proposed development on highways grounds.

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