

DRAFT COMPARATIVE TRANSPORT ASSESSMENT NOVEMBER 2009 (ESSEX COUNTY COUNCIL)

		Elsenham 3000 homes (Option 4)	Boxted Wood 4500 homes (alternative Option 4 location)	Chelmer Mead 3000 homes (alternative option 4 location)	Easton Park 3000 homes (alternative option 4 location)	Takeley Priors Green 750 homes (maximum development under Option 2)	Saffron Walden 1600 homes (Maximum development Option 1)	Great Dunmow 2130 homes (maximum development under Option 1)	Stansted Mountfitchet 470 homes (maximum development under Option 1)	Great Chesterford 3000 homes (alternative option 4 location)
Station (within or greater than 5km or 3.1 miles)		2 trains/hr peak to London. Rail capacity is beyond the control of the Highway Authority. Unless extra capacity on the West Anglian Main Line can be created the likelihood is that there will be increased car trips on the network, due to people choosing car over train and people travelling further by car to get to more convenient/better serviced stations.	No local station, Chelmsford, 9 trains/hr peak, is likely to be station destination of choice (Braintree station closer but only 1 train/hr peak). Likelihood of increased car trips on the network as a result.	No local station, Chelmsford, 9 trains/hr peak, is likely to be station destination of choice. Likelihood of increased car trips on the network as a result. Increased traffic through Felsted B1417/B1008.	No local station, Stansted Airport, 4 trains/hr to London but higher fares and charges for drop off/pick up, Bishops Stortford, 8 trains/hr peak to London and Chelmsford, 9 trains/hr peak to London, are likely to be station destinations of choice. Likelihood of increased car trips on the network as a result.	Stansted Airport, 4 trains/hr to London but higher fares and charges for drop off/pick up. Bishops Stortford, 8 trains/hr to London. Stations remote from residential development resulting in likely car journeys to Stations. Rail capacity is beyond the control of the Highway Authority. Unless extra capacity on the West Anglian Main Line can be created the likelihood is that there will be increased car trips on the network, both people choosing car over train and people travelling further by car to get to more convenient/better serviced stations.	Audley End, 4 trains/hr peak to London. Station is approx. 2 miles from town centre, 3 miles from SE Saffron Walden, proposed development area, likely car journeys to Station. Rail capacity is beyond the control of the Highway Authority. Unless extra capacity on the West Anglian Main Line can be created the likelihood is that there will be increased car trips on the network, both people choosing car over train and people travelling further by car to get to more convenient/better serviced stations.	No local station, Stansted Airport, 4 trains/hr to London but higher fares and charges for drop off/pick up, Bishops Stortford, 8 trains/hr peak to London and Chelmsford, 9 trains/hr peak to London, are likely to be station destinations of choice. Likelihood of increased car trips on the network as a result.	3 trains/hr peak to London. Rail capacity is beyond the control of the Highway Authority. Unless extra capacity on the West Anglian Main Line can be created the likelihood is that there will be increased car trips on the network, both people choosing car over train and people travelling further by car to get to more convenient/better serviced stations.	2 trains/hr peak to London, Station 2 miles from centre of development site via B184 & B1383, likely car journeys to Station. Rail capacity is beyond the control of the Highway Authority. Unless extra capacity on the West Anglian Main Line can be created the likelihood is that there will be increased car trips on the network, both people choosing car over train and people travelling further by car to get to more convenient/better serviced stations.
Proximity to Strategic Road Network (i.e. M11, A120), within or greater than 5km or 3.1 miles		Remote from Strategic Road Network	East bound access onto A120	Via B1256 to A120	A120	Via B1256 to A120	Remote from Strategic Road Network	A120	Via B1383 to A120	Via B184 to M11 south bound & A11(T); A1301/A505 to M11 north and south bound
Existing facilities at development location (e.g. excluding newsagents and local stores etc). Potential for journeys by car	Food Shopping	Stansted Mountfitchet 3 miles (limited selection) and Bishops Stortford 7miles	Braintree 4 miles	Gt Dunmow 2 miles	Gt Dunmow 3 miles	Gt Dunmow 5 miles and Bishops Stortford 6 miles	Saffron Walden	Gt Dunmow	Bishops Stortford 4 miles	Saffron Walden 4 miles
	Non-food shopping	Bishops Stortford 7miles	Braintree 4 miles	Gt Dunmow 2 miles	Gt Dunmow 3 miles	Gt Dunmow 5 miles and Bishops Stortford 6 miles	Saffron Walden	Gt Dunmow	Bishops Stortford 4 miles	Saffron Walden 4 miles
	Healthcare	Bishops Stortford 7 miles, limited provision in Stansted Mountfitchet	Braintree 4 miles	Gt Dunmow 2 miles	Gt Dunmow 3 miles	Gt Dunmow 5 miles and Bishops Stortford 6 miles	Saffron Walden	Gt Dunmow	Bishops Stortford 4 miles	Saffron Walden 4 miles
	Primary School	(Required within development) Few external (outside of development) vehicle trips associated with school.	(Required within development) Few external (outside of development) vehicle trips associated with school.	(Required within development) Few external (outside of development) vehicle trips associated with school.	(Required within development) Few external (outside of development) vehicle trips associated with school.	Planned new school for current development, assume sufficient space. Internal trips to school	Depends on capacity of existing schools in Saffron Walden.	Depends on capacity of existing schools in Gt Dunmow.	Depends on capacity of existing school in Stansted Mountfitchet.	(Required within development) Few external (outside of development) vehicle trips associated with school.
	Secondary School	Proposed within development (moving from Stansted Mountfitchet so existing pupils will need to travel further)	(Required within development) Few external (outside of development) vehicle trips associated with school.	Depends on capacity of existing schools in vicinity. Likely new school will be required as local school, Helena Romanes, close to capacity	Depends on capacity of existing schools in vicinity. Likely new school will be required as local school, Helena Romanes, close to capacity	Depends on capacity of existing schools in vicinity. Development unlikely to provide school on site, therefore external trips to/from school	Depends on capacity of existing schools in vicinity.	Depends on capacity of existing schools in vicinity. Local school, Helena Romanes, close to capacity	Existing school, Few external (outside of village) vehicle trips associated with school.	Likely new school will be required as part of development, therefore few external (outside of development) vehicle trips associated with school.
	Further Education (i.e. sixth-form)	If not included within development - Bishops Stortford 7 miles, Saffron Walden 8 miles, Great Dunmow 8 miles	If not included within development - Braintree 4 miles, Gt Dunmow 5 miles, Chelmsford 14 miles	If not included within development - Gt Dunmow 2 miles, Braintree 8 miles, Chelmsford 12 miles, Bishops Stortford 13 miles	If not included within development - Gt Dunmow 3 miles, Bishops Stortford 8 miles, Braintree 12 miles, Chelmsford 16 miles	Gt Dunmow 5 miles, Bishops Stortford 6 miles	Saffron Walden	Gt Dunmow	Bishops Stortford 4 miles, Saffron Walden 9 miles	If not included within development - Saffron Walden 4 miles, Cambridge 11 miles
	Employment	Bishops Stortford 7 miles, Stansted Airport 7 miles, further a field, limited in Stansted Mountfitchet	Braintree 4 miles, Chelmsford 14 miles, Stansted Airport 13 miles, further a field	Gt Dunmow (limited) 2 miles, Braintree 8 miles, Chelmsford 12 miles, Stansted Airport 10 miles, further a field. Passenger Transport/walk/cycle to Gt Dunmow	Gt Dunmow (limited) 3 miles, Chelmsford 16 miles, Stansted Airport 4 miles, further a field. Passenger Transport/walk/cycle to Gt Dunmow	Gt Dunmow (limited) 5 miles, Bishops Stortford 6 miles, Chelmsford 17 miles, Stansted Airport 2 miles, further a field.	Saffron Walden, Cambridge 17 miles, further a field	Gt Dunmow (limited), Chelmsford 13 miles, Stansted Airport 6 miles, further a field	Bishops Stortford 4 miles, Saffron Walden 9 miles, Stansted Airport 4 miles, further a field	Saffron Walden 4 miles, Cambridge 11 miles, further a field
Impact on historic road network		Stansted Mountfitchet - historic road network and little opportunity to carry out significant improvements to the highway network to increase traffic capacity					Saffron Walden - historic road network and little opportunity to carry out significant improvements to the highway network to increase traffic capacity		Stansted Mountfitchet - historic road network and little opportunity to carry out significant improvements to the highway network to increase traffic capacity	
Air quality							Increased traffic will add pressure to Air Quality Management Areas (AQMA) sites			

Infrastructure Required

Please note, this is not an exhaustive list of infrastructure requirements. Each site will require a site specific Transport Assessment to accompany any Planning Application, the scope of which shall be determined by the Highway Authority and will allow infrastructure requirements for each site to be established.

Bus service and infrastructure		Required, especially services to Station, also to Bishops Stortford, Stansted Airport	Required, services to Braintree, Gt Dunmow, Chelmsford	Required, services to Gt Dunmow, Chelmsford	Required, services to Gt Dunmow, Stansted Airport, Chelmsford	Required, services to Gt Dunmow, Stansted Airport, Chelmsford	Required, especially service to Audley End Station	Required, services to Chelmsford, Stansted Airport	Required, especially services to Station, also to Bishops Stortford, Stansted Airport	Required, especially to Station, also to Saffron Walden, Cambridge
Potential Additional infrastructure to Strategic Road Network			Additional junctions onto A120 to create west slips, to be checked in capacity terms - further assessment required		Additional spur to A120 junction Roundabout - space provided when Roundabout built					Further assessment required of A1301/A505 and M11 Jct 9 & 10 to ensure junctions will work/mitigation measures (Cambridgeshire)
Potential Additional infrastructure to non-Strategic Road Network		Upgrade Hall Road, improve junctions in Stansted Mountfitchet and at Takeley Four Ashes	Possible enhancements to existing traffic management to through Rayne	Junction enhancements possibly required to Station Road/B1256 junction, to be checked in capacity terms - further assessment required	May require completion of Woodlands Way (under third party control)		Link road between Radwinter Road and Thaxted Road. Junction enhancements within the town	May require completion of Woodlands Way (under third party control)	Potential improvements required to junctions within Stansted Mountfitchet	Further assessment required of B184 to ensure road has adequate capacity
Footway/cycle way connections	Internal to site	Required within site to connect to services and facilities, especially to rail station.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.	Required within site to connect to internal services and facilities.
	External to site	Little opportunity to connect to strategic cycle network due to remoteness of site, potential opportunity to connect with Public Right of Way networks primarily for leisure purposes.	Potential opportunity to connect to strategic cycle network and Public Right of Way networks primarily for leisure purposes.	Connections required to Flitch Way to create a link to Gt Dunmow, connections required to Public Right of Way networks for leisure purposes	Connections required to Gt Dunmow, connections required to Public Right of Way networks for leisure purposes	Connections required to Flitch Way to create a link to Gt Dunmow, connections required to Public Right of Way networks for leisure purposes	Connections required to town centre and facilities (e.g. schools, shops, station, healthcare), connections required to Public Right of Way networks for leisure purposes	Connections required to town centre and facilities (e.g. schools, shops, station, healthcare), connections required to Public Right of Way networks for leisure purposes	Connections required to village centre and facilities (e.g. schools, shops, station, healthcare), connections required to Public Right of Way networks for leisure purposes	Connections required to village centre and facilities (e.g. station), connections required to Public Right of Way networks for leisure purposes

All distances are approximate  
All train frequencies taken from current timetable at November 2009