

7 TRANSPORT CONSIDERATIONS

Sustainability of Site

- Bus Stops are located within 300m of the proposed site.
- The site is accessible by the 9, 9A and 16 Stephenson's bus services which offers an hourly service throughout the local area Monday to Friday.
- The bus service offers access to destinations including Braintree, Great Bardfield, Felsted and Chelmsford.
- The site has good cycle links to the local area—the relatively low speeds and lightly trafficked roads in and around Finchingfield offer an excellent environment for cycling.

Traffic Generation and Impact

- Analysis of the TRICS database indicates that the proposed 20 residential dwellings have the potential to generate up to 7 vehicle movements in the morning peak hour period and 10 vehicle movements in the evening peak hour period.
- The proposed 12 residential dwellings have the potential to generate up to 5 vehicle movements in the morning peak hour period and 6 vehicle movements in the evening peak hour period.
- For 20 residential dwellings, the proposed level of traffic generation is the equivalent of 1 vehicle movement every 8 minutes during the AM peak hour and 1 vehicle movement every 6 minutes in the PM peak hour period.
- It is considered that this level of traffic generation will not produce a detrimental impact on highway capacity or highway safety.

Highway and Layout Design

- The proposed site access has been designed to ensure all vehicle movements can be accommodated with minimal impact upon Brent Hall Road. All vehicles, including large refuse collection and servicing vehicles, can be accommodated within the site with sufficient turning facilities provided to allow vehicles to both enter and exit the site in a forward gear.
- Footpaths will be provided throughout the development and along the site frontage on Brent Hall Road.
- Car and cycle parking is to be provided in line with the Essex County Council parking standards for residential developments, ensuring overspill parking does not occur.
- A review of collision data has been undertaken in the vicinity of the site and there is a good safety record, with no cause for concern.
- A benefit that could be proposed is a gateway feature upon entry into the village (as shown to the right) that could consist of coloured carriageway surfacing, speed limit roundals, signage and white 5 bar gates/ fencing. This would announce to drivers that they were entering the village and the change in road circumstance.

Trip Rates and Potential Generated Trips for Proposed Residential Dwellings (12 units)

	Arrivals		Departures		Two-way trips
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak	0.062	1	0.318	4	5
PM Peak	0.364	4	0.171	2	6

Note: 1. AM and PM Peak Hours (0800 – 0900 and 1700 – 1800)

2. Trip Rates per Dwelling

Trip Rates and Potential Generated Trips for Proposed Residential Dwellings (20 units)

	Arrivals		Departures		Two-way trips
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak	0.062	1	0.318	6	7
PM Peak	0.364	7	0.171	3	10

Note: 1. AM and PM Peak Hours (0800 – 0900 and 1700 – 1800)

2. Trip Rates per Dwelling

