

6 TRANSPORT

Sustainability of Site

- The site is accessible by the 301 Stephenson's bus service which offers an hourly service throughout the local area Monday to Saturday.
- The 301 service offers access to destinations including Bishop's Stortford, Stansted Mountfitchet, Newport, Audley End and Saffron Walden.
- Newport Railway Station is located within an acceptable cycle distance north-west of Widdington. Covered, secure cycle parking stands are provided at Newport station.
- Newport, Audley End and Bishop's Stortford railway stations are all accessible via the 301 bus service which serves Widdington ensuring that rail travel can be considered a viable method of transport from the site.
- The site has good cycle links to the local area—the relatively low speeds and lightly trafficked roads in and around Widdington offer an excellent environment for cycling.

Traffic Generation and Impact

- Analysis of the TRICS database (TRICS is the UK and Ireland's national system of trip generation analysis and is therefore the accepted industry measure of measuring traffic impact) indicates that the proposed 20 residential dwellings have the potential to generate up to 10 vehicle movements in the morning peak hour period and 11 vehicle movements in the evening peak hour period.
- The proposed level of traffic generation is the equivalent of 1 vehicle movement every 6 minutes during the AM peak hour and 1 vehicle movement every 5 and a half minutes in the PM peak hour period.
- It is considered that this level of traffic generation would not have significant impact on highway capacity or highway safety.

TRICS Trip Rates and Potential Generated Trips for 20 Residential Dwellings

Time Period	Arrivals		Departures		Two-Way Trips
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak	0.122	2	0.378	8	10
PM Peak	0.372	7	0.189	4	11

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

2. Trip Rates per Dwelling

Highway and Layout Design

- The proposed site access has been designed to ensure all vehicle movements can be accommodated with minimal risk of impact upon Cornells Lane. 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.
- Visibility (as shown in the image below), in line with requirements for a 30mph speed limit, is achievable in both directions along Cornells Lane, providing a safe location for vehicles to arrive and depart the site.
- Car and cycle parking is to be provided in line with the Essex County Council parking standards for residential developments with resident and visitor parking contained entirely on site, ensuring overspill parking does not occur.
- The proposed access has been designed to accommodate the level difference between the Cornells Lane carriageway and site, providing a maximum gradient of 1:20.
- A 5.5m access drive width with 10.5m corner radii is proposed to ensure the site access can accommodate all expected vehicle movements, including those made by larger service and emergency vehicles.
- The proposed site access has been located to ensure a minimum amount of impact on the protected Cornells Lane carriageway and existing trees located within the verge, level differences between the development site and Cornells Lane carriageway have also been taken into account and accommodated by the proposed access design.

