

ROADS, FOOTPATHS AND TRANSPORT

DEFINING THE PROBLEM

Stansted Mountfitchet is situated on the B1383, formerly the A11, which is still regarded as a strategic route, despite being superseded by the M11 motorway. The village is the meeting point for routes, northwards to Saffron Walden; eastwards to Elsenham, Thaxted and Great Dunmow; southwards to Bishops Stortford and London; and westwards to Manuden and Clavering. The village is fortunate to have an express rail link into London which has become a magnet for commuters from surrounding communities. The capacity of the existing road network has already been exceeded by current traffic flows with this outturn set to worsen during the plan period. Without action, not only will traffic movement be slow but pedestrian safety will grow as an issue and emissions will further endanger health.

1 POLICIES

- **To improve pedestrian safety and health** by creating safe routes for all with special emphasis on reducing traffic speeds and creating convenient crossings and developing safe cycle routes.
- **To eliminate barriers to freedom of access** to safe routes, throughout the village, for those residents with mobility issues*.
- **To limit the increase in traffic flows** by discouraging, in the event of further housing developments, feeding additional movements onto the B1383 or the B1051 unless relief roads or/and a new junction to the north on the M11 are constructed.
- **To require any permission for further expansion at Stansted Airport to be conditional** on policies to limit the adverse impact of additional traffic on local roads and on Junction 8/8a of the M11.
- **To facilitate safer, more efficient traffic flows** along the B1383, Grove Hill/Lower Street/High Lane, Chapel Hill and Church Road.
- **To reduce poor air quality** by setting up regular monitoring at hot spots with action taken, if necessary, to reduce the identified risks to health.
- **To maximise the use of limited public off-street parking** to meet the needs of residents and businesses and to control, long term anti-social parking by airport users and commuters on residential roads.
- **To increase use of public transport** with the aims of limiting the rise in local vehicle movements and achieving a reduction in pollution, both of which would improve health.

2 OBJECTIVES

- To require any developments adding to traffic on the B1383 or B1051 to be refused or to be required to contribute to highway improvements.
- To require any new developments, whether residential or commercial, to have safe footpaths into the village
- To require Stansted Airport, if granted permission for further expansion, to fund improvements to local infrastructure including roads, noise insulation and community benefits
- To require any developments to reduce the number of car movements by providing safe cycle routes and improving public transport

IMPLEMENTING POLICY OBJECTIVES

1 Making it easier and safe to walk & cycle

- Full width pavements - Church Road, Silver Street, Cambridge Road & Bentfield Road
- Safe crossing points - Lower Street, Church Road & Silver Street
- Footpath surfaces maintained
- Dropped Kerbs
- Reduce traffic speeds - 20mph limits on main village roads
- Implement cycle paths

2 Improving traffic flows

- | | |
|-----------------------------|---|
| • Cambridge Road | - change traffic restrictions to increase on-street parking
- widen the road to facilitate traffic flows
- Change Chapel Hill Junction to improve traffic flows and pedestrian safety |
| • Grove Hill / Lower Street | - enforce weight/width restrictions on Grove Hill
- widen the road in Lower Street to facilitate traffic flows
- make roundabout safer |
| • Chapel Hill | - partial removal of parked cars
- priority working |

*The topography of the land in the village poses serious issues for those with restricted mobility.

The speed bumps, along St John's Road, St John's Crescent and Brewery Lane, may bar full access for mobility scooters/wheelchairs.

The gradients of Chapel Hill, Brewery Lane, and the Burnells Way Twitchell, also pose a problem.

The junctions of St John's Road with Chapel Hill and Brewery Lane with High Lane exhibit the worst examples of dangerous surfacing.

Burnells Way itself does not offer access to its footpath until one encounters a driveway.

There is a marked lack of safe crossing points for those with mobility issues along Silver Street and around the junctions of Chapel Hill with Silver Street and Bentfield Road with Cambridge Road.

Access to some shops/premises is restricted owing to the historic architecture and design.

DO OUR CONSERVATION AREAS OFFER FREEDOM OF MOVEMENT?