

# Land southeast of Shenley Hill, Radlett: Non Technical Transport Summary

Ref: PH/BC/ITL13085-020 TN  
Date: 21 July 2023

1.1 The planning application for the proposed development was accompanied by a Transport Assessment report. The Transport Assessment report provided the following:

- Details of the proposed access arrangements by all modes of transport;
- Information on the range of facilities within Radlett and the ability to travel on foot or by cycle;
- Public transport facilities and the ability to travel by bus and rail;
- Improvements to transport infrastructure delivered by the development;
- An assessment of the traffic impact on the existing road network within Radlett.

1.2 During the application period there have been changes to the scheme as a result of responses received from a range of stakeholders and interested parties. Taking each of the above in turn I summarise the position below.

## Site Access Arrangements

1.3 The original scheme design proposed two vehicular accesses to the site. One onto Shenley Road and one onto Theobald Street. Hertfordshire County Council (HCC) the highway authority did not support two vehicle accesses and requested the design was amended to a single vehicle access onto Shenley Road.

1.4 The scheme design was amended with a sole vehicular access onto Shenley Road. The Theobald access was downgraded to become an access for pedestrians and cyclists only.

1.5 Discussions with HCC and Hertsmere Borough Council (HBC) during the application period and subsequently have identified two further access requirements:

- Firstly, a pedestrian and cycle only access onto Williams Way; and

- Secondly, a pedestrian and cycle connection to Newberries Primary School.

1.6 Both of these pedestrian and cycle accesses are part of the scheme.

1.7 All of the proposed accesses have been accepted as safe and suitable by HCC.

1.8 The proposed accesses on Shenley Road and Theobald Street have been subject to an independent Stage 1 Road Safety Audit which identified no substantive safety issues with the location or design of these accesses.

### **Access on foot or by bike to facilities within Radlett**

1.9 There are a wide range of local facilities within Radlett, particularly within the village centre where there are shops, cafes and restaurants. In addition, there are health facilities (doctors and dentist), a Post Office, the Radlett Centre and the railway station. These facilities provide for many of the day to day needs of existing residents. The site is located within walking distance of the centre of Radlett and thus these facilities can be accessed on foot. Similarly, the village centre is well within cycling distance of the site and thus, residents would have the ability to access the existing facilities by bike.

1.10 Both HCC and HBC agree that the site would be within acceptable walking and cycling distance of the facilities within Radlett village centre.

### **Public Transport Accessibility**

1.11 There are existing bus services which operate along Shenley Road (half hourly) and Theobald Street (hourly). The development would provide pedestrian footway connections to both Shenley Road and Theobald Street. Further, in close proximity to the site new bus stops (with shelters) would be provided on both Shenley Road and Theobald Street. Therefore, the existing bus services would be well within walking distance of new residents who would be able to use the bus service to access a range of destinations including Borehamwood, St Albans and Watford.

1.12 The railway station at Radlett is served by a frequent service providing links to destinations including central London, Borehamwood and St Albans. The station can be accessed from the site on foot, by cycle, by bus or by car. Residents of the proposed development would, as do existing residents, have the opportunity to travel by rail to destinations further afield.

### **Improvements to Transport Infrastructure**

1.13 To encourage journeys on foot and by bike between the proposed development and the facilities in Radlett centre and to encourage the use of existing bus services a range of improvements have been proposed. In summary, the improvements comprise:

- New bus stops (with shelters) in each direction on Theobald Street;

- New pedestrian crossing facility on Theobald Street and a new footway to the new west bound bus stop;
- New footway connection and crossing of Theobald Street to Footpath 54 on the south side of the road;
- New footway/cycleway along part of Theobald Street (alongside the existing road);
- New advisory cycle lanes (on road) along part of Theobald Street;
- New bus stops (with shelters) in each direction on Shenley Road;
- New footway pedestrian crossing of Shenley Road to the new eastbound bus stop;
- Widened footway on Shenley Road fronting the site connecting to the existing Footpath 55 to the east; and
- Wayfinding cycle signage between the site and the centre of Radlett and Radlett rail station.

1.14 These improvements will benefit existing residents as well as those from the proposed development.

#### **Traffic Impact from Development**

1.15 The impact of the additional traffic arising from the development was assessed using the following methodology:

#### **Observed Traffic Flows**

1.16 Firstly, to establish the existing volumes of traffic on the road network traffic surveys were undertaken at the following locations:

- London Road, Porters Park Drive, Black Lion Hill roundabout;
- Radlett Lane and Porters Park Drive priority T junction;
- Watling Street, Shenley Hill roundabout; and
- Watling Street, Theobald Street roundabout.

1.17 Traffic surveys were undertaken on Wednesday 27 April 2022 between the hours of 07:00-10:00 and 16:00-19:00. This was a neutral weekday during the school term time. The data collected from the surveys on Wednesday 27 April 2022 was used to create traffic models for each of the above junctions that represented the observed traffic situation. The traffic models were audited by HCC who accept they provide a suitable basis for assessment of the impact of additional traffic.

**Traffic Generation**

- 1.18 To estimate the traffic generation arising from the proposed development, data from similar residential developments was used. This analysis was audited by HCC who accepted it provides a robust estimate of the expected traffic generated by the proposed development.

**Traffic Distribution**

- 1.19 The distribution of traffic on the road network throughout Radlett generated by the development was determined through a review of existing traffic patterns on the road network within Radlett and the examination of Census data.
- 1.20 This analysis was audited by HCC who accepted it provides a robust estimate of the expected distribution of traffic arising from the proposed development.

**Traffic Modelling & Impact**

- 1.21 The traffic arising from the proposed development was added to the traffic models to enable the impact of the additional traffic to be determined. The models provide estimates of the effect upon queues and delay.
- 1.22 The modelling demonstrates that the increase in traffic arising from the development would have a minimal impact upon the road network with small increases in queuing and delay which are well within acceptable limits. The traffic models were audited by HCC who accepted the results.
- 1.23 In summary, the traffic impact assessments have demonstrated to the satisfaction of HCC that the traffic impact arising from the development would be within acceptable limits.

