



Land South of Shenley Hill, Radlett

Traffic and Transport Proof of Evidence of Philip
Hamshaw BA (Hons) MSc MCIHT CMILT

Client: Fairfax Properties

i Transport Ref: PH/BC/ITL13085 019A R

Planning Appeal Ref: APP/N1920/W/23/3320599

Planning Application Ref: 22/1539/OUT

Date: 24 July 2023

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Quality Management

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SECTION 1 INTRODUCTION

1.1 Qualifications and Experience

1.1.1 My name is Philip Hamshaw. I am a Chartered Member of the Institute of Logistics and Transport and a Member of the Chartered Institution of Highways and Transportation. I have a Masters Degree in Transportation Planning & Engineering. I am a Partner of i-Transport LLP a specialist transport planning consultancy.

1.1.2 Before joining i-Transport LLP I was a Technical Director of SKM Colin Buchanan between 2008 and 2012, prior to which I was employed as a Director for Faber Maunsell. I have over 25 years' experience in the field of transport planning and engineering.

1.2 The Appeal Scheme

1.2.1 The appeal scheme is located to the east of the existing settlement of Radlett and adjacent to existing Newberries Primary School. The proposed development would comprise:

- Up to 195 new homes (40% affordable).
- Safeguarded land for the expansion of Newberries Primary School.
- Provision of a new medical centre.
- Associated access.

1.2.2 The appeal scheme is located wholly within the planning jurisdiction of Hertsmere Borough Council (HBC), with the local highway authority responsible for the surrounding network being Hertfordshire County Council (HCC).

1.2.3 The scheme was reported to HBC Planning Committee on 23 February 2023 with a recommendation to refuse permission. In accordance with officer recommendation members voted to refuse the Application with three reasons for refusal.

1.3 Scope and Nature of Evidence

1.3.1 None of the three reasons for refusal related to transport or highways matters. Notwithstanding the concerns of the local highway authority Hertfordshire County Council (HCC) Highways in their final consultation response (letter dated 17 January 2023, **Appendix A**) it was the opinion of the Planning Officer that highways and access considerations do not amount to a reason for the refusal of outline planning permission.¹

1.3.2 As there were no transport or highways reasons for refusal, my evidence summarises the various items of transport work that have been undertaken. In particular, it brings together the various strands of transport analysis to demonstrate the appeal scheme complies with the four key transport tests that are identified in paragraph 110 of the National Planning Policy Framework (NPPF), i.e.:

- Will there be appropriate opportunities for new residents and visitors to take up sustainable modes of transport?
- Will safe and acceptable access be provided for all users?
- Will the design of the internal layout, streets, parking areas and other transport elements be able to reflect national guidance?
- Will the traffic impact be acceptable?

1.3.3 I set out the position reached with the Local Highway Authority HCC in respect of the matters contained in their final consultation response. Specifically, how these matters can all be dealt with by suitable planning conditions. A list of planning conditions has been discussed with HCC and at the time of writing my evidence was close to being agreed. Once agreed, the conditions will be contained in a Transport Statement of Common Ground (SoCG) along with confirmation on their position in respect of the transport tests of NPPF.

1.3.4 Aldenham Parish Council (APC) who have been granted Rule 6 status raise a number of transport related points in their Statement of Case. I deal with each of these all of which are without substance.

1.3.5 My evidence should be read in conjunction with the proof of evidence produced by Mr Philip Allin (planning), alongside the various transport reports produced by i-Transport LLP in support of the application and cross referenced throughout my evidence.

¹ CD2.2 Committee Report - Paragraph 7.7.9

1.3.6 Overall, I demonstrate in my evidence that:

- The site is situated in a location that is genuinely sustainable with realistic opportunities to be accessed by sustainable modes of transport;
- The proposed accesses onto Shenley Road and Theobald Street (in detail) and onto Williams Way (in outline) will provide safe and suitable access for all; and
- The impact of the proposed development on the surrounding highway network as accepted by HCC will not be 'severe'.

1.3.7 Overall, I will conclude that in the absence of any robust technical evidence to the contrary, there are no sound transport or highway reasons to preclude the development from proceeding in accordance with NPPF paragraph 111.

1.4 **Statement**

1.4.1 The evidence that I have prepared and provide for the Appeal in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I can confirm that the opinions expressed are my true and professional opinions.

SECTION 2 RELEVANT POLICY AND GUIDANCE

2.1 National Policy

National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers in drawing up plans and as material considerations in determining applications.

2.1.2 The specific transport policies are contained within Section 9 of the NPPF, and paragraph 110 identifies the following 'four factors' in relations to transport and highways matters:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- b Safe and suitable access can be achieved for all users;***
- c The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- d Any significant impacts from the development on transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

2.1.3 In terms of the first factor (which I address further in Section 5) – appropriate opportunities to promote sustainable transport modes – it is clear that the NPPF does not advocate a one size fits all approach, i.e., what is appropriate in central urban locations will be different from what is appropriate in a settlement. Importantly, the NPPF clearly does not seek to preclude or inhibit appropriate development in less urban areas on sustainability grounds, as set out in Paragraph 105:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.1.4 As to the second and fourth factors, I also address each of these in more detail in subsequent sections and explain how the development proposals deliver all three of the identified objectives. As this is an outline application with the design of streets, parking areas etc for reserved matters I do not directly address the third factor, although I note the Design Code submitted with the application reflects current national guidance.

2.1.5 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.1.6 There are no adverse impacts on highway safety in relation to the development proposals, only benefits arising from the delivery of improvements. As to the road network, paragraph 111 of the NPPF sets a very high bar for preventing development from coming forward for transport reasons – it is only where there will be severe impacts (i.e., very significant consequences) that development should be refused on transport grounds.

2.1.7 The traffic modelling set out in the Transport Assessment (TA, CD1.6) and the Planning Application Highways Response (PAHR, CD1.8) confirms the impact will fall short of severe. This is accepted by HCC as noted in their final consultation response (Appendix A) ***“HCC Highways accepts that the impact of the proposed development on the surrounding highway network is not likely to be ‘severe’.***

2.2 Local Policy

[Hertsmere Borough Council Local Plan \(2012-2027\)](#)

2.2.1 The current Hertsmere Local Plan was adopted in January 2013. A draft version of a new Local Plan was published for consultation in September 2021 but was subsequently ‘set aside’. The committee report (CD 2.2) identifies a list of relevant planning policies from the adopted Local Plan which include the following relevant to highways and transport:

- SP1 Creating sustainable development;
- CS24 Development and accessibility to services and employment;
- CS25 Accessibility and parking;
- CS26 Promoting alternatives to the car; and
- SADM40 Highway Access Criteria for New Developments

2.2.2 Policy SP1, CS24 and CS26 are consistent with NPPF in respect of promoting sustainable transport, which I deal with in Section 5, where I conclude that there are genuine opportunities for sustainable travel to be taken up. Similarly, Policy SADM40 covers the key transport objectives of NPPF which I deal with in Sections 3 to 5 and as I note above explain how the appeal scheme delivers against them.

2.2.3 Policy CS25 Accessibility and Parking sets out how parking should be established for new development having regard to location and relevant parking standards. The application is in outline with no details on the level of parking which will be assessed at the reserved matters stage.

Radlett Neighbourhood Plan (RNP)

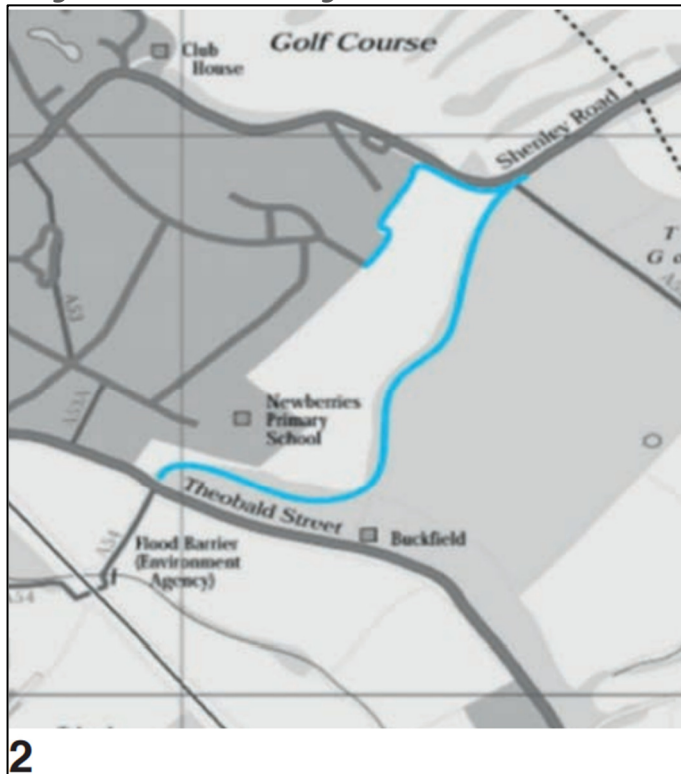
2.2.4 Policy GA1 WALKING AND CYCLING NETWORKS states:

“Development of a well maintained, safe and attractive local walking and cycle network and the enhancement of such, will be supported. Development that reduces the quantity, functionality and/or quality of walking and cycle networks would not be supported.”

2.2.5 Alongside the policy there are two figures. Figure 19a Pedestrian and Cycle Improvement Opportunities illustrates cycle improvements to Theobald Street (item 3), one of six locations identified. A scheme of cycle improvements to Theobald Street will be delivered by the appeal scheme as shown on Drawing No. **ITB13085-GA-038A** (CD 7.17) attached, with further detail at Section 3.

2.2.6 Figure 19b Existing Walking Routes & Proposed Improvements 1 to 3 identifies three improvements to the footpath network. Improvement scheme 2 is the creation of a footpath between Shenley Road, Williams Way and Theobald Street, with the illustration shown in Image 2.1 below:

Image 2.1 Extract from Figure 19b RNP



Source: RNP

- 2.2.7 The Appeal scheme would provide a pedestrian connection via internal footways and paths between Theobald Street, Shenley Road and Williams Way consistent with the above illustration. Improvements to the footway connection along Shenley Road between the site and Footpath 55 will be provided, as well as a new footway connection and crossing facility of Theobald Street to Footpath 54.
- 2.2.8 The Appeal scheme would also provide improvements to pedestrian and cyclist facilities between the site and the centre of Radlett (as set out in Section 3) which assist in achieving Objective 9 of the RNP ***“To encourage cycling to and from key local destinations by improving the facilities for safe cycling and adequate parking (dedicated and safe paths, lanes and tracks) within and outside Radlett.”***

SECTION 3 ACCESS ARRANGEMENTS

3.1 Access Hierarchy

3.1.1 The site is proposed to be accessed via four points; the two main points of access (in detail) are:

- 1 Shenley Road to the north of the site, this will be for all users with an at grade pedestrian crossing across the access; and
- 2 Theobald Street to the south of the site, this would be for pedestrians and cyclists only.

3.1.2 A connection with Williams Way to the west of the site would be for pedestrians and cyclists only. Similarly, a further pedestrian and cycle connection to the existing Newberries Primary School would be provided.

3.1.3 Thus, there would be:

- 4 access locations for pedestrians;
- 4 access locations for cyclists; and
- 1 access for vehicles.

3.1.4 This demonstrates the priority given to active travel modes as part of the access arrangements providing greater accessibility by these modes by more direct and convenient routes, consistent with HCC's hierarchy as set out in Policy 1 of LTP4.

3.1.5 The site location and proposed points of access are illustrated on **Figure 3.1** with an extract below.

Figure 3.1 Proposed Access Points

3.2 Shenley Road Access

- 3.2.1 The proposed site access onto Shenley Road has been designed as a simple priority T-junction in accordance with HCC design guidance. It is the singular vehicular access which could satisfactorily serve up to 300 dwellings as set out in HCC design guidance.
- 3.2.2 The final HCC Highways consultation response (Appendix A) notes that ***“From a design perspective the vehicle access onto Shenley Road is considered acceptable against the Hertfordshire Road Design Guide requirement.”***
- 3.2.3 It goes on to state: ***“The proposed vehicle access arrangements should be supported by a Stage 1 RSA, the conclusions thereof should be presented for HCC Highways to review, and any recommendations taken forward.”***
- 3.2.4 Since the committee the proposed site access has been updated following comments from HCC’s Safety Review team in response to Stage 1 Road Safety Audit (RSA) submitted on 30 January 2023. The updated access is shown on drawing **ITB13085-GA-028 Rev C** attached. The revisions compared to the design submitted with the application comprise the extension of the existing 30mph speed limit eastwards across the site frontage and the provision of high friction surfacing on the bend of Shenley Road to the north east of the site.

3.2.5 As well as providing vehicular access the Shenley Road access includes footways connecting with the existing footway on Shenley Road. An uncontrolled pedestrian crossing with tactile paving is shown across the site access which would be raised to give pedestrians level access. Cyclists would be able to use the carriageway of Shenley Road to access the site.

3.3 Pedestrian and Cycle Site Access

3.3.1 There are three new access points from/to the site proposed for pedestrians and cyclists, one is to the south via Theobald Street, one to the west via Williams Way and the third is a new connection to Newberries Primary School.

Theobald Street

3.3.2 A 3m wide site access is proposed onto Theobald Street to the south of the site, this is a shared path for pedestrians and cyclists. From the Theobald Street site access the existing footway will be widened to 3m to become a shared path for pedestrians and cyclists continuing westward towards the centre of Radlett (further details in 3.4.2 below).

Williams Way

3.3.3 The site borders the end of the residential street of Williams Way providing another opportunity for a dedicated pedestrian and cycle connection. Following the application, a further review of the applicant's land ownership boundary/site boundary and extent of adopted highway confirmed that the two are coincident.

3.3.4 HCC Highways have confirmed that in principle they support an access for pedestrians and cyclists via the end of Williams Way and that the detailed design can be secured by an appropriately worded condition, which will be contained in the Transport SoCG.

Newberries Primary School

3.3.5 The proposed development site boundary is adjacent to the existing Newberries Primary School, with additional land reserved on the site for the potential future expansion of the school to 3 forms of entry.

3.3.6 Therefore, there is the opportunity to provide additional pedestrian and cycle connections to the existing and potential future expansion of Newberries Primary School from the development.

3.4 Transport Improvements

Walking and Cycling

- 3.4.1 The existing residential streets to the west of the appeal site (Shenley Hill/Shenley Road, Williams Way, Craigweil Avenue and Newberries Avenue) towards the village centre, provide the opportunity to enhance pedestrian and cyclist connectivity to the site and surrounds with modest improvements to the existing infrastructure such as crossings, signage, road markings and traffic management.
- 3.4.2 Theobald Street to the south of the site is subject to a 40mph speed limit and has an existing footway and verge on the northern side adjoining the site. To promote cycling and walking towards the village centre, the existing footway along the northern side of Theobald Street would be widened between the pedestrian/cycle access and the existing 30/40mph speed limit change (west of the access). Beyond the speed limit change cyclists can continue to travel along Theobald Street where advisory cycle lanes would be provided as far as the junction with Craigweil Avenue. These improvements are shown on Drawing No. **ITB13085-GA-038 Rev A** attached. Cyclist can then continue on carriageway towards Watling Street where roads have street lighting and a 30mph speed limit. Alternatively, and equally conveniently, cyclists could use Craigweil Avenue and Newberries Avenue to route towards Radlett rail station via lower trafficked residential roads, which also have street lighting and a 30mph speed limit.
- 3.4.3 Alongside these cycle improvements a scheme of wayfinding signage between the appeal site and the centre of Radlett will be provided to encourage the use of the available cycle routes.

Public Transport

- 3.4.4 Public transport provision forms an important element of the overall transport provision for this site. Existing bus services to different destinations such as Borehamwood, Welwyn Garden City, Watford, and Hatfield are provided via two main services along Shenley Road to the north of the site and Theobald Street to the south of the site.
- 3.4.5 As set out in the TA and the PAHR, the preferred strategy is to provide enhanced access for future residents to bus services along the existing routes (rather than routing buses through the site). Accordingly, additional bus stops would be located close to the proposed site accesses onto Theobald Street and Shenley Road. This will facilitate easy and quick access to existing bus services 602 (Shenley Road, half hourly service), 601 and 398 (Theobald Street, hourly service). New bus stops with shelters, timetable information and dedicated safe pedestrian crossing

facilities have been designed along Shenley Road and Theobald Street, circa 350m (4-minute walk) from the centre of the site. These locations would provide a high degree of accessibility to bus services for future residents whilst maintaining and improving accessibility for existing residents.

Summary

3.4.6 In recognition that the propensity to walk and cycle is not just determined by distance, but also the suitability of routes, a significant improvement to the pedestrian and cycle network will be provided as part of the development proposal. In addition, there would be improved public transport infrastructure.

3.4.7 To summarise the improvements include:

- 2m wide footways either side of the vehicular accesses with Shenley Road;
- Uncontrolled raised tabletop crossings with tactile paving at the Shenley Road site access;
- A 3m wide shared footway/cycleway connecting with Theobald Street;
- Widening the Theobald Street footway to 3m to provide a shared footway/cycleway towards Radlett then advisory lanes towards Craigweil Avenue;
- New bus stop (with shelters and timetable information) in each direction on Shenley Road in close proximity to the proposed site access;
- New bus stops (with shelters and timetable information) in each direction on Theobald Street in close proximity to the proposed site access;
- Local widening of Shenley Road to provide a new pedestrian crossing facility with refuge island, dropped kerbs and tactile paving;
- A new 1.5m wide footway on the northern side of Shenley Road to the new eastbound bus stop;
- An increased width footway to 2m on the southern side of Shenley Road fronting the site towards PROW Footpath 55 to the east;
- Local widening of Theobald Street to provide a new pedestrian crossing facility with refuge island, dropped kerbs and tactile paving to the new west bound bus stop;

- A new 1.5m wide footway on the southern side of Theobald Street to the new westbound bus stop;
- A new footway connection and dropped kerb crossing of Theobald Street to Footpath 54 on the south side of the road; and
- Wayfinding cycle signage between the site and the centre of Radlett and Radlett rail station.

3.4.8 The provision of these extensive pedestrian, cycle and public transport improvements will encourage active and sustainable modes of travel for residents and visitors of the development as well as enhancing the permeability of the site.

3.4.9 Overall, the requirements of NPPF for safe and suitable access will be achieved for all users with an emphasis on active travel modes.

SECTION 4 TRAFFIC IMPLICATIONS

4.1 Introduction

4.1.1 In this section I provide a brief summary of the traffic analysis as set out in the TA and subsequent PAHR report (CD1.8).

4.1.2 First, it is worth noting that the assessments have been audited and accepted by HCC Highways who have concluded that the impact is not likely to be 'severe' in accordance with NPPF.

4.2 Observed Traffic Flows

4.2.1 To establish the existing volumes of traffic on the road network traffic surveys were undertaken in locations agreed with HCC Highways. The traffic surveys consisted of;

- Junctions where all movements through the junction were counted during the weekday peak periods; and
- Links where traffic flows and speeds in each direction were counted continuously over a 7 day period.

Junction Turning Counts

4.2.2 The following junctions were surveyed for vehicle turning counts and pedestrian crossings where applicable:

- London Road (B5378), Porters Park Drive, Black Lion Hill (B5378) roundabout and pedestrian zebra crossing;
- Radlett Lane and Porters Park Drive priority T junction;
- Watling Street, Shenley Hill roundabout and pedestrian zebra crossing; and
- Wating Street, Theobald Street roundabout.

4.2.3 These Manual Classified Count (MCC) 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 school Easter holidays were Monday 11 April until Friday 22 April 2022 inclusive.

4.2.4 The data collected from the junction turning counts on Wednesday 27 April 2022 was used to assess the impact of the development on the operation of the road network. This was during term time and represented typical traffic conditions.

4.2.5 The survey timings accord with advice in Transport Analysis Guidance published by the DfT (TAG Unit 1.2 Data Sources and Surveys), which recommends:

- ***surveys should typically be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods***

with neutral periods defined as:

- ***Mondays to Thursdays from March through to November (excluding August).***

Traffic Link Flows and Speeds

4.2.6 Automatic Traffic Count (ATC) surveys were also commissioned that recorded traffic flows and speeds along Shenley Road and Theobald Street (between Saturday 23 April 2022 until Friday 29 April 2022) at a location close to the proposed access points for the site.

4.2.7 The data collected from the ATC surveys were used to inform the design of the accesses on Shenley Road and Theobald Street, with the latter subsequently modified to a pedestrian and cyclist only access.

4.2.8 The full traffic survey data was provided in the TA along with a summary.

Trip Generation

4.3.1 The trip generation was set out in the TA with clarification provided in the PAHR report (CD1.8).

4.3.2 The final HCC Highways consultation response (Appendix A) notes the trip generation is ***"accepted by HCC Highways as suitably robust"***.

Traffic Distribution

4.4.1 The traffic distribution was set out in the TA and revised in the PAHR report (CD1.8) to reflect the revised access arrangements.

4.4.2 The final HCC Highways consultation response (Appendix A) notes the traffic distribution is ***"accepted by HCC Highways as suitably robust"***.

Traffic Modelling & Impact

4.5.1 The traffic modelling was set out in the TA and revised in the PAHR report (CD1.8) to reflect the revised access arrangements.

4.5.2 The final HCC Highways consultation response (Appendix A) notes that ***"HCC Highways accepts that the impact of the proposed development on the surrounding highway network is not likely to be 'severe', in accordance with the requirements of NPPF"***.

4.5.3 Thus, in summary the TA and PAHR demonstrate to the satisfaction of the highway authority (HCC) that the traffic impact arising from the development would be within acceptable limits and accords with the requirements of NPPF.

SECTION 5 OPPORTUNITIES FOR SUSTAINABLE TRAVEL

5.1.1 This section of my evidence updates (where appropriate) the assessment in the TA in respect of sustainable transport and accessibility in the context of the following key transport test in National Planning Policy Framework paragraph 110:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location”

5.1.2 The retail area of Radlett is centred around Watling Street and includes a wide range of local facilities (including retail stores, restaurants, cafes/deli, and hairdressers/barbers). These include, but not limited to:

- Two main supermarkets, Budgens and Tesco Express;
- Convenience and comparison retail shops (including Boots, opticians, travel agent, bakers, clothes shop, hardware shop, organic food shop, greengrocer, butcher);
- Cafes and restaurants (including a range of independent and chain offerings);
- Post office (in budgens supermarket);
- Hair and beauty services;
- A medical centre/dentists;
- The Radlett Centre venue (plays, shows, comedy, kids’ entertainment, music, workshops, and classes); and
- Radlett rail station.

5.1.3 Some of the above plus other education and leisure uses are listed in **Table 5.1** and shown illustratively in **Figure 5.1**. Radlett village centre is located within 1.3km of the site representing a reasonable walking distance from which a range of shops and services are located. The closest school (Newberries Primary School) is situated directly adjacent to the site and with new access from within the site is within an easy walk distance of the entire proposed development.

Table 5.1: Site Accessibility Review

Purpose	Destination	Approx. Distance from access (m)			Walk Time (min)	Cycle Time (min)
		Shenley Road	Williams Way	Theobald Street		
Education	Newberries Primary School	1,300	600	650	7	2
	St Johns Infant School	2,100	1,900	1,800	25	8
Health	Boots Pharmacy	1,400	1,100	750	9	3
	The Red House Surgery	1,400	1,100	800	10	3
	The Dental Clinic	1,400	1,100	800	10	3
	Manor Pharmacy	1,400	1,100	800	10	3
Retail / Employment	Tesco Express	1,250	1,200	1,000	12	4
	Radlett Village Centre	1,300	1,200	1,000	12	4
	Radlett Fruiterers	1,300	1,200	900	11	3
	Budgens	1,400	1,100	750	9	3
Leisure	Porters Park Golf Club	500	700	1,100	6	2
	Red Lion Public House	1,200	1,100	1,100	13	4
	The Radlett Centre	1,400	1,100	800	10	3
	Radlett Library	1,500	1,200	800	10	3
	Radlett Tennis and Squash Club	1,700	1,200	800	10	3
	Tabard Rugby Football Club	2,300	1,800	1,400	17	5
	Radlett Cricket Club	2,300	1,800	1,400	17	5
Transport	Bus Stop (Faggotts Close Lodge) Route 602	250	950	-	3	-
	Bus Stop – Craigweil Avenue – Service 601, 398	-	700	290	3	-
	Radlett Train Station	1,300	1,200	1,200	14	5

Source: Google Maps and Consultants estimates.

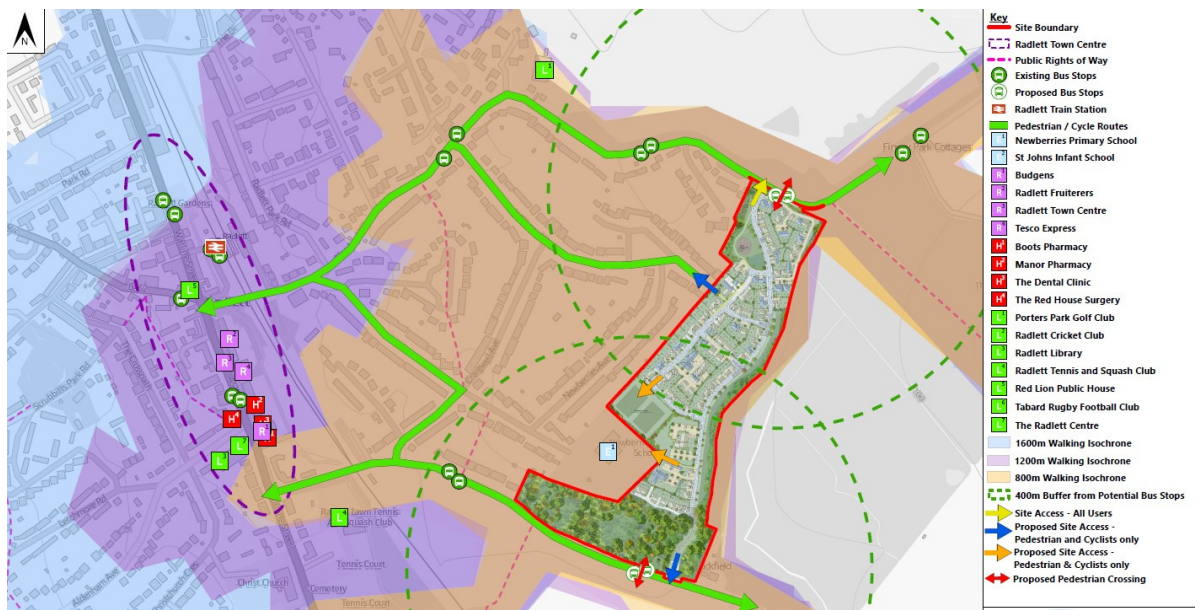
Walk and cycle times using the nearest access point, except Newberries Primary School, where direct access is possible from the site.

Key:

	Within a 'Walkable Neighbourhood' (800m)
	Within a distance where most people (circa 80%) will walk (1,600m)
	Within a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk (3,200m)

5.1.4 The table above and the associated **Figure 5.1** demonstrate that there is a large range of everyday local services and facilities within a reasonable walking and cycling distance of the site, particularly those located in Radlett village centre. These include leisure, retail, health and employment destinations with the majority of the services located within 13-minute walk of the site. This provides real opportunities for future residents of the site to travel by active modes and access key services by either walking or cycling.

Figure 5.1: Site Accessibility



Source: Consultants drafting.

5.1.5 The accessibility of the site location is illustrated on **Figure 5.1** which includes walk isochrones from the Shenley Road, Williams Way and Theobald Street site accesses. These isochrones are shown orange indicating an 800m walk distance, purple for 1,200m, and blue for 1,600m walk distance. It can be seen above that the high street and Radlett rail station can be accessed within 1,200m, a circa 13-minute walk, this is between a 'walkable neighbourhood' (800m)² and a distance where most people (circa 80%) will walk (1,600m)³.

5.1.6 In addition, a new medical centre would be provided on the site, which would be within a maximum five-minute walking distance of the furthest dwellings on the site⁴.

² Manual for Streets paragraph 4.4.1.

³ Chartered Institution of Highways and Transportation guidance 'Planning for Walking' (2015) paragraph 2.1.

⁴ Based on the illustrative masterplan and a 450m walk distance.

- 5.1.7 This assessment is comparable with that undertaken by the Case Officer as noted in the Committee Report⁵ which concluded that ***“the site is a sustainable location for new housing because it would be within reasonable walking or cycling distance of the shops and services of the town centre, including rail connections to London, meaning that it would not be necessary for anyone living here to depend on a car”***
- 5.1.8 The range of services and facilities available within Radlett, all of which are within walking and cycling distance of the site, is in excess of many villages. Everyday retail, health, leisure, personal business, and primary education is available with a range of independent and chain stores, ensuring that the need for travel beyond the village is limited. Against this context the National Travel Survey (2019) shows that around 67% of all trips are to leisure, shopping, personal business and educational services and facilities. Therefore, up to 67% of trips for various purposes could be undertaken within Radlett by walking or cycling.
- 5.1.9 The nearest secondary school is listed on Hertfordshire’s website as Hertswood Academy located along Cowley Hill, Borehamwood, WD6 5LG. This school can be accessed via bus 601 from the Theobald Street access. There are other identified secondary schools in the area, these are listed in **Appendix B** along with the available sustainable transport connection from the site.
- 5.1.10 For journeys further afield, bus services available from either Shenley Road or Theobald Street along with rail services from Radlett station provide the opportunity to undertake journeys to destinations by public transport. More extensive employment areas and a wider range of comparison retail facilities and leisure facilities would provide opportunities for retail and leisure trips (42%) as well as commuting and business trips (22%).⁶
- 5.1.11 The existing bus services within the vicinity of the site with four new bus stops, and Radlett rail station within walking/cycling distance, provide access to higher order settlements of St Albans, Borehamwood, Watford, Hatfield, Welwyn Garden City and further afield into central London. An appraisal of accessibility by public transport of the likely workplace destinations of the residents of Radlett is set out in **Table 4.2**

⁵ CD2.2 paragraph 7.7.1

⁶ Based on England National Travel Survey 2019, average number of trips by purpose and main mode.

Table 4.2 – Likely Workplace Destinations for Future Residents (By All Modes)

Destination	Employment Trips	Accessible via Bus	Accessible via Train
London	54.5%	-	✓
Borehamwood	8.9%	✓	✓
Radlett	8.4%	✓	-
St Albans	6.6%	✓	✓
Watford	5.4%	✓	-
Other	16.2%	-	-

Source: 2011 Census / Consultant Calculations.

- 5.1.12 The table above shows that of the likely workplace destination of existing and future residents of Radlett 29% of destinations are accessible using bus and 70% of destinations are accessible using rail services. There is considerable opportunity to travel by public transport to likely workplace destinations from Radlett.
- 5.1.13 Overall, the appeal site complies with paragraph 110 of the NPPF with there being appropriate opportunities to take up sustainable travel.

SECTION 6 POSITION OF HCC HIGHWAYS

6.1.1 This section of my evidence sets out the latest position with HCC Highways. At the time of submitting evidence discussions were close to concluding with the completion of a Transport SoCG anticipated in advance of the Inquiry commencing. Initially, for context I summarise the background and discussions with HCC during the application process.

6.1.2 The discussions with HCC to date are detailed below in chronological order during the planning application and appeal stages.

6.2 Planning Application

6.2.1 An outline planning application was submitted in September 2022 (*application reference: 22/1539/OUT*) for up to 195 new homes (40% affordable), safeguarded land for the expansion of Newberries Primary School and provision of a new medical centre, along with associated access. Access was a matter for determination with the proposal including two points of vehicular access from Shenley Road and Theobald Street.

6.2.2 The planning submission included a TA (CD 1.6) and a Framework Travel Plan (CD 1.7).

6.2.3 The first consultation response letter from HCC was dated 28 November 2022 (HCC ref: HM/13932/2022). It provided comments on the submitted documents.

6.2.4 A report PAHR was prepared by i-Transport LLP (*ref: ITL13085-013 R*) dated 16 December 2022 in response to HCC's first consultation letter (28 November 2022). The report provided clarification on technical inputs within the TA, an explanation and additional information on traffic analysis, revisions to design drawings and updated traffic modelling. It reflected the change to the access arrangements with a single vehicular access onto Shenley Road. The Theobald Street access was modified to a pedestrian and cycle access only.

6.2.5 The final consultation response from HCC Highways (Appendix A) was dated 23 December 2022. It provided a response to the PAHR report. It included seven recommendations. In the absence of additional details in response to the recommendations the letter recommended refusal, although offered no reasons. I make further comment below.

6.2.6 A Stage 1 Road Safety Audit of the access arrangements was undertaken and this was submitted along with the designer's response on 30 January 2023.

6.2.7 The planning application was refused at HBC planning committee on 23 February 2023. The Committee Report (CD 2.2) noted that the outstanding recommendations (HCC consultation response dated 23 December 2023, Appendix A) did not amount to a reason for refusal as HCC Highways had accepted:

- the impact on the road network was unlikely to be severe;
- the development would be unlikely to cause significant harm to safety; and
- the proposed accesses were to an acceptable standard.

6.2.8 The application was refused with three reasons for refusal. None of these related to transport or highways.

6.3 **Appeal Discussions**

6.3.1 Since the submission of the Appeal I have engaged with HCC Highways to reach an agreed position on the seven recommendations in their final consultation response (Appendix A). In summary, an agreed position with HCC Highways has been reached on all matters, which principally can be dealt with through suitable planning conditions. At the time of submitting evidence discussions on the wording of conditions was close to conclusion. Once concluded, prior to the opening of the Inquiry, a list of proposed conditions agreed with HCC will be provided in a Transport SoCG.

6.3.2 In any event and for completeness I summarise my position for each of the seven recommendations in the following paragraphs. Each recommendation is presented in bold followed by my position.

The LPA confirms whether any committed developments should be included in the assessments.

6.3.3 There were no committed developments identified by the LPA which were required to be included in assessments.

A Stage one Road Safety Audit of the proposed site access arrangements at Shenley Road and Theobald Street is being undertaken and will be sent separately to HCC Highways for comment in due course. Measures to prevent surface water runoff onto the public highway will need to be demonstrated.

6.3.4 In response to the submitted Stage 1 Road Safety Audit HCC's Safety Review team responded with two comments in relation to the Shenley Road access. They had no comments on the Theobald Street access. The Shenley Road site access Drawing **ITB13085-GA-028** has been updated (Rev C, attached) in response to the comments of HCC's Safety Review team as follows:

- the proposed modification to the 30mph speed limit has been extended eastwards around the bend of Shenley Road (existing associated road markings including 30mph roundel and dragon's teeth relocated accordingly); and
- the proposed extent of high friction surfacing on the bend of Shenley Road within the adopted highway has been clearly indicated - this would replace the existing high friction surfacing and would be installed as part of the proposed access works.

6.3.5 With these changes the access arrangements are safe and suitable. The access designs can be secured by a suitable planning condition which would include requirements with respect to surface water run-off. A further condition to amend the existing Traffic Regulation Order (TRO) can secure the delivery of the amendment to the 30mph speed limit (or other such improvement as deemed necessary)

The submitted Design Code document states that "refuse and emergency vehicles will have limited access". Further swept path analysis will be required demonstrating access for a pumping appliance within 45m of all dwellings and manoeuvring around the internal roads of the proposed development, which must include turning areas. The refuse collection needs to be within acceptable collection limits and therefore this needs to be demonstrated in the vehicle tracking, as detailed below. BS 5906:2005 requires a two-wheel bin to be collected and taken to a refuse vehicle a maximum of 15 metres distance. The proposed refuse collection limits and emergency vehicle tracking should be presented for HCC Highways to review, and any recommendations taken forward.

6.3.6 The proposal is in outline with details of the internal site layout not for determination at this stage. Vehicle swept path analysis for refuse vehicles and emergency vehicles can be dealt with by a suitable planning condition.

HCC Highways welcomes the applicant's initial consideration of off-site cycle infrastructure and pedestrian route improvements. However, further consideration and design drawings, demonstrating compliance with LTN 1/20 cycle infrastructure design guidance, Inclusive Mobility design guidance and Hertfordshire Road Design Guide are required to demonstrate the compliance of this proposed development with the policies laid out in the Hertfordshire LTP 4, specifically Policies 1, 5, 6 and 7.

6.3.7 Improvements to cycle infrastructure shown on Drawing No **ITB13085-GA-038 Rev A** (attached) alongside the implementation of a suitable package of cycle wayfinding signage (details to be agreed) are compliant with relevant guidance. The improvements can be secured by a suitable condition.

The number of car parking spaces proposed for both the residential and medical centre elements should be confirmed to demonstrate compliance with local policy. HCC Highways would like to identify the need for all new housing developments to have at least one active EV charging space as per the latest building regulations. Hertfordshire County Council declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires that any new parking provision provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 6.3.8 The internal site layout is not for determination at the outline stage. Hence, the number of car parking spaces for both the residential and medical centre including the provision of EV charging facilities would be detailed at Reserved Matters planning stage if outline planning permission is granted. Therefore, the matter can be dealt with by a suitable planning condition.

The number of cycle parking spaces proposed should be confirmed in order to demonstrate compliance with local policy. Details on the cycle parking, supplied under approved details once gaining successful outline planning approval, should consider cycling and other types of vehicles such as mobility scooters and e-scooters. The Highway Authority request cycle parking is provided at a level of one long-term cycle parking space per bedroom. As well as long-term cycle parking spaces for staff at the medical centre, short-term cycle parking spaces for patients will be necessary.

- 6.3.9 As with the car parking the number of cycle parking spaces for both the residential and medical centre would be detailed at Reserved Matters planning stage if outline planning permission is granted. Therefore, the matter can be dealt with by way of a suitable planning condition.

A review of the proposed location by HCC Public Transport Team is being undertaken and will be sent separately to the applicant for consideration in due course. On the basis the proposed bus stop relocations are viable then the facilities, location and connections shall also have to be considered in the requested Stage 1 Road Safety Audit. A condition to ensure that Kassel kerbing and shelters are provided at the relocated bus stops on both sides of Shenley Road and Theobald Street will be required. With these changes and contributions to the packages outlined below (planning obligations) in place the public transport accessibility will be acceptable for this location and given the relative size of the development the services provided should be adequate.

- 6.3.10 No response was ever received from HCC Public Transport Team. To clarify, the proposed bus stop locations along Shenley Road and Theobald Street are additional bus stops - the proposal does not seek to relocate existing bus stops. The Stage 1 RSA did consider the design of the proposed bus stops on both Shenley Road and Theobald Street and raised no comments. The required Kassel kerbing and bus shelters at the proposed bus stops can be secured through a suitable planning condition.

- 6.3.11 In summary, the recommendations identified by HCC in their final consultation response (Appendix A) can be resolved principally through suitable planning conditions.
- 6.3.12 A list of planning conditions once agreed between the appellant and HCC will be contained in the Transport SoCG.

SECTION 7 ISSUES RAISED BY THIRD PARTIES

7.1.1 Aldenham Parish Council were granted Rule 6 status. I have reviewed their Statement of Case (SoC) produced by HCUK Group acting as their planning consultant.

7.1.2 The SoC refers to the following themes that I respond to individually below.

- Volume of traffic along Shenley Hill and traffic impact.
- Traffic survey timings.
- Pedestrian & Cycle Accessibility and Improvements.

Volume of traffic along Shenley Hill and traffic impact

7.1.3 The Parish Council neither in their consultation response or their SoC provide any technical evidence to support their assertion that the traffic flows on Shenley Road are “immense” and that the development will “aggravate” the existing situation.

7.1.4 As noted previously the traffic impact has been assessed within the TA and the assessments audited by HCC Highways who have concluded that there would be no severe impact.

Traffic Survey Times

7.1.5 As noted previously the traffic surveys were conducted during term time and provide data representative of typical conditions. The survey timings accord with the advice published by the DfT.

7.1.6 The survey data has been accepted by HCC Highways as representative.

Pedestrian & Cycle Accessibility and Improvements

7.1.7 The SoC of APC asserts that improvements for pedestrian and cyclists along Shenley Road would be difficult to deliver. Other than at the site access no improvements are proposed along Shenley Road. However, there are more direct routes from the site to central Radlett via Williams Way and Theobald Street where improvements have been focused. This does not preclude the use of Shenley Road by both pedestrians and cyclists. There is a continuous footway along Shenley Road from the site access to central Radlett and the road has street lighting and is subject to a 30 mph speed limit making it suitable for many cyclists.

7.1.8 The appeal scheme will however deliver a number of improvements for pedestrians and cyclists to improve access between the site and central Radlett which include:

- A 3m wide shared footway/cycleway connecting with Theobald Street;

- Widening the Theobald Street footway to 3m to provide a shared footway/cycleway towards Radlett at the 30mph/40mph speed limit change and then advisory lanes towards Craigweil Avenue;
- Local widening of Shenley Road to provide a new pedestrian crossing facility with refuge island, dropped kerbs and tactile paving;
- A new 1.5m wide footway on the northern side of Shenley Road to the new eastbound bus stop;
- An increased width footway to 2m on the southern side of Shenley Road fronting the site towards PROW Footpath 55 to the east;
- Local widening of Theobald Street to provide a new pedestrian crossing facility with refuge island, dropped kerbs and tactile paving to the new west bound bus stop;
- A new 1.5m wide footway on the southern side of Theobald Street to the new westbound bus stop;
- A new footway connection and dropped kerb crossing of Theobald Street to Footpath 54 on the south side of the road; and
- Wayfinding cycle signage between the site and the centre of Radlett and Radlett rail station.

7.1.9 Combined these improvements will deliver enhanced accessibility for pedestrians and cyclists.

7.1.10 Notably, along with the internal connections the widening of the footway along Shenley Road to Footpath 55 and the creation of a new footway connection and crossing of Theobald Street to Footpath 54 will provide improved connectivity. This is consistent with Objective 9 and Policy GA1 of the RNP.

7.1.11 Further, as noted in the final consultation response of HCC Highways (Appendix A) part of the CIL payment will be allocated towards improvements to cycle connections to the station and facilities at the station as identified in Transport Package 23 Radlett Station Accessibility within HCC's South Central Hertfordshire Growth and Transport Plan.

7.1.12 Thus, contrary to the assertions of APC the appeal scheme will deliver substantial improvements to pedestrian and cycle facilities which will benefit both existing and future residents in the vicinity of the site.

SECTION 8 SUMMARY AND CONCLUSIONS

8.1.1 The appeal scheme is located to the east of the existing settlement of Radlett and adjacent to existing Newberries Primary School. The proposed development would comprise:

- Up to 195 new homes (40% affordable).
- Safeguarded land for the expansion of Newberries Primary School.
- Provision of a new medical centre.
- Associated access.

8.1.2 The scheme was reported to HBC Planning Committee on 23 February 2023 with a recommendation to refuse permission. In accordance with officer recommendation members voted to refuse the Application with three reasons for refusal. None of the three reasons for refusal related to transport or highways matters.

8.1.3 Notwithstanding the concerns of the local highway authority Hertfordshire County Council (HCC) Highways in their final consultation response (letter dated 23 December 2022, Appendix A) it was the opinion of the Planning Officer that highways and access considerations do not amount to a reason for the refusal of outline planning permission.⁷

8.1.4 As there were no transport or highways reasons for refusal, my evidence summarises the various items of transport work that have been undertaken to demonstrate the appeal scheme complies with the key transport tests that are identified in paragraph 110 of the National Planning Policy Framework (NPPF) namely:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

⁷ CD2.2 Committee Report - Paragraph 7.7.9

8.1.5 The site is proposed to be accessed via four points; the two main points of access (in detail) are:

- Shenley Road to the north of the site, this will be for all users with an at grade pedestrian crossing across the access; and
- Theobald Street to the south of the site, this would be for pedestrians and cyclists only.
- A connection with Williams Way to the west of the site would be for pedestrians and cyclists only.
- A further pedestrian and cycle connection to the existing Newberries Primary School would be provided.

8.1.6 Significant improvement to the pedestrian and cycle network will be provided as part of the development proposal along with improved public transport infrastructure. To summarise the improvements include:

- 2m wide footways either side of the vehicular accesses with Shenley Road;
- Uncontrolled raised tabletop crossings with tactile paving at the Shenley Road site access;
- A 3m wide shared footway/cycleway connecting with Theobald Street;
- Widening the Theobald Street footway to 3m to provide a shared footway/cycleway towards Radlett then advisory lanes towards Craigweil Avenue;
- New bus stop (with shelters and timetable information) in each direction on Shenley Road in close proximity to the proposed site access;
- New bus stops (with shelters and timetable information) in each direction on Theobald Street in close proximity to the proposed site access;
- Local widening of Shenley Road to provide a new pedestrian crossing facility with refuge island, dropped kerbs and tactile paving;
- A new 1.5m wide footway on the northern side of Shenley Road to the new eastbound bus stop;
- An increased width footway to 2m on the southern side of Shenley Road fronting the site towards PROW Footpath 55 to the east;
- Local widening of Theobald Street to provide a new pedestrian crossing facility with refuge island, dropped kerbs and tactile paving to the new west bound bus stop;

- A new 1.5m wide footway on the southern side of Theobald Street to the new westbound bus stop;
- A new footway connection and dropped kerb crossing of Theobald Street to Footpath 54 on the south side of the road; and
- Wayfinding cycle signage between the site and the centre of Radlett and Radlett rail station.

8.1.7 The provision of these extensive pedestrian, cycle and public transport improvements will encourage active and sustainable modes of travel for residents and visitors of the development as well as enhancing the permeability of the site.

8.1.8 Overall, the requirements of NPPF for safe and suitable access will be achieved for all users with an emphasis on active travel modes.

8.1.9 The traffic modelling was set out in the TA and revised in the PAHR report to reflect the revised access arrangements. The final HCC Highways consultation response (Appendix A) notes that ***“HCC Highways accepts that the impact of the proposed development on the surrounding highway network is not likely to be ‘severe’, in accordance with the requirements of NPPF”***.

8.1.10 Thus, in summary the TA and PAHR demonstrate to the satisfaction of the highway authority (HCC) that the traffic impact arising from the development would be within acceptable limits and accords with the requirements of NPPF.

8.1.11 The retail area of Radlett is centred around Watling Street and includes a wide range of local facilities (including retail stores, restaurants, cafes/deli, and hairdressers/barbers). These include, but not limited to:

- Two main supermarkets, Budgens and Tesco Express;
- Convenience and comparison retail shops (including Boots, opticians, travel agent, bakers, clothes shop, hardware shop, organic food shop, greengrocer, butcher);
- Cafes and restaurants (including a range of independent and chain offerings);
- Post office (in budgens supermarket);
- Hair and beauty services;
- A medical centre/dentists;
- The Radlett Centre venue (plays, shows, comedy, kids’ entertainment, music, workshops, and classes); and

- Radlett rail station.

- 8.1.12 The range of services and facilities available within Radlett, all of which are within walking and cycling distance of the site, is in excess of many villages. Everyday retail, health, leisure, personal business, and primary education is available with a range of independent and chain stores, ensuring that the need for travel beyond the village is limited. Against this context the National Travel Survey (2019) shows that around 67% of all trips are to leisure, shopping, personal business and educational services and facilities. Therefore, up to 67% of trips for various purposes could be undertaken within Radlett by walking or cycling.
- 8.1.13 This assessment is comparable with that undertaken by the Case Officer as noted in the Committee Report⁸ which concluded that ***“the site is a sustainable location for new housing because it would be within reasonable walking or cycling distance of the shops and services of the town centre, including rail connections to London, meaning that it would not be necessary for anyone living here to depend on a car”***
- 8.1.14 For journeys further afield, bus services available from either Shenley Road or Theobald Street along with rail services from Radlett station provide the opportunity to undertake journeys to destinations by public transport. More extensive employment areas and a wider range of comparison retail facilities and leisure facilities would provide opportunities for retail and leisure trips (42%) as well as commuting and business trips (22%).⁹
- 8.1.15 Analysis shows that of the likely workplace destinations of existing and future residents of Radlett 29% of destinations are accessible using bus and 70% of destinations are accessible using rail services. There is considerable opportunity to travel by public transport to likely workplace destinations from Radlett.
- 8.1.16 Overall, the appeal site complies with paragraph 110 of the NPPF with there being appropriate opportunities to take up sustainable travel.
- 8.1.17 Since the submission of the Appeal I have engaged with HCC Highways to reach an agreed position on the seven recommendations in their final consultation response (Appendix A). In summary, at the time of submitting evidence discussions on the wording of conditions was close to conclusion. Once concluded, prior to the opening of the Inquiry, a list of proposed conditions agreed with HCC will be provided in a Transport SoCG.

⁸ CD2.2 paragraph 7.7.1

⁹ Based on England National Travel Survey 2019, average number of trips by purpose and main mode.

8.1.18 In the absence of agreement with HCC I demonstrate that the recommendations identified by HCC in their final consultation response (Appendix A) can be resolved principally through suitable planning conditions.

8.1.19 Aldenham Parish Council in their Statement of Case (SoC) refer to the following themes:

- Volume of traffic along Shenley Hill and traffic impact.
- Traffic survey timings.
- Pedestrian & Cycle Accessibility and Improvements.

8.1.20 In response I set out:

- The traffic impact has been assessed within the TA and the assessments audited by HCC Highways who have concluded that there would be no severe impact;
- The survey data has been accepted by HCC Highways as representative; and Contrary to the assertions of APC the appeal scheme will deliver substantial improvements to pedestrian and cycle facilities which will benefit both existing and future residents in the vicinity of the site.

8.1.21 I provide a non-technical summary of my evidence and the overall position on transport and highways matters in Appendix C.







8.1.22 Overall, I conclude that in accordance with NPPF:

- Appropriate opportunities to promote sustainable transport modes can be taken up;
- Safe and suitable access can be achieved for all users; and
- The impacts from the development on the transport network (in terms of capacity and congestion) would not be severe.

8.1.23 Accordingly, there are no sound transport or highway reasons to preclude the development from proceeding.

FIGURES



- Key**
-  Site Boundary
 -  Proposed Bus Stops
 -  Site Access - All Users
 -  Proposed Site Access - Pedestrian and Cyclists only
 -  Proposed Site Access to Newberries Primary School - Pedestrian, Cycle & Scooter Only
 -  Proposed Pedestrian Crossing



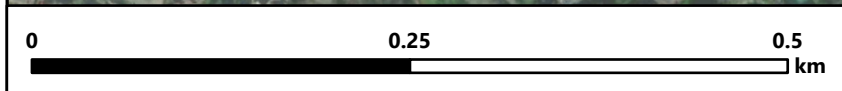
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 London: 020 3705 9215
 Manchester: 0161 830 2172

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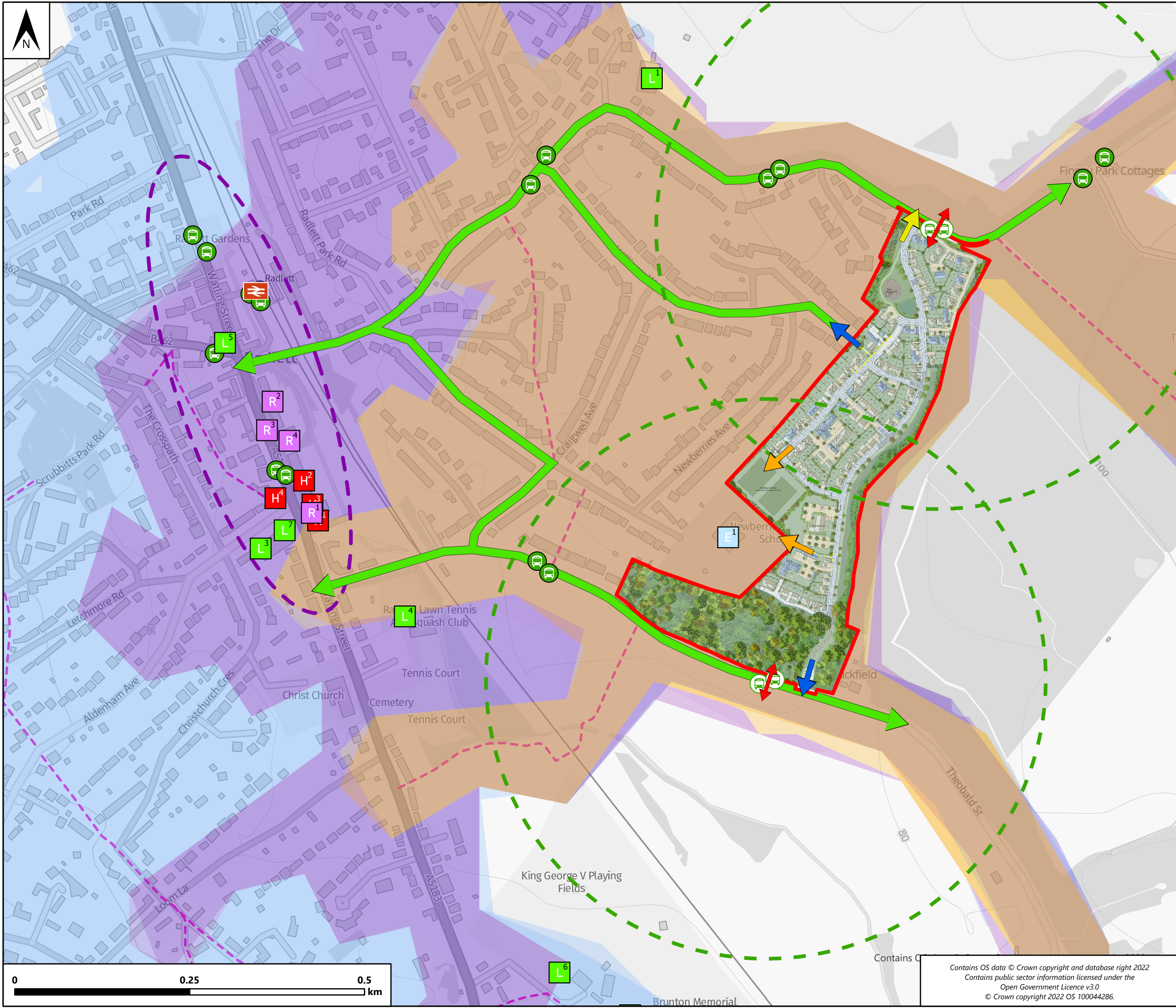
Title:
Proposed Access Points

Project:
Land South East of Shenley Hill, Radlett

Project Number: ITL13085	Figure Number: Figure 3.1	Revision: -
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- Key**
- Site Boundary
 - Radlett Town Centre
 - Public Rights of Way
 - Existing Bus Stops
 - Proposed Bus Stops
 - Radlett Train Station
 - Pedestrian / Cycle Routes
 - E¹ Newberries Primary School
 - E² St John's Infant School
 - R¹ Budgens
 - R² Radlett Fruiterers
 - R³ Radlett Town Centre
 - R⁴ Tesco Express
 - H¹ Boots Pharmacy
 - H² Manor Pharmacy
 - H³ The Dental Clinic
 - H⁴ The Red House Surgery
 - L¹ Porters Park Golf Club
 - L² Radlett Cricket Club
 - L³ Radlett Library
 - L⁴ Radlett Tennis and Squash Club
 - L⁵ Red Lion Public House
 - L⁶ Tabard Rugby Football Club
 - L⁷ The Radlett Centre
 - 1600m Walking Isochrone
 - 1200m Walking Isochrone
 - 800m Walking Isochrone
 - 400m Buffer from Potential Bus Stops
 - ➔ Site Access - All Users
 - ➔ Proposed Site Access - Pedestrian and Cyclists only
 - ➔ Proposed Site Access - Pedestrian & Cyclists only
 - ↔ Proposed Pedestrian Crossing



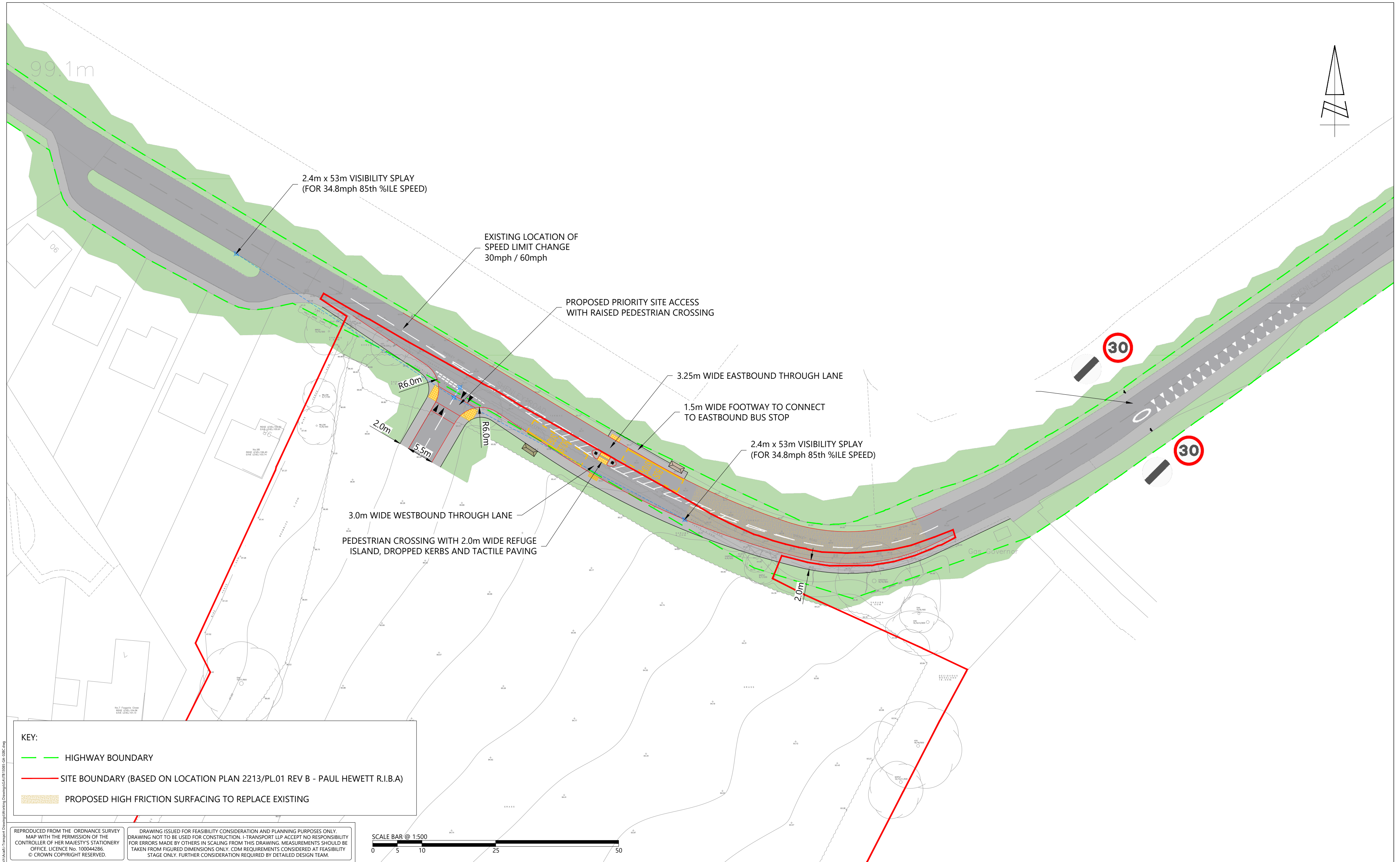
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Title: Site Accessibility		
Project: Land South East of Shenley Hill, Radlett		
Project Number: ITL13085	Figure Number: Figure 5.1	Revision: -

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DRAWINGS

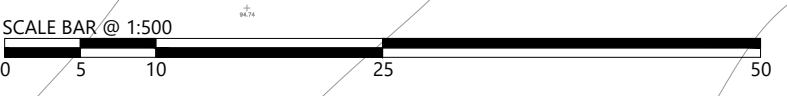


KEY:

- HIGHWAY BOUNDARY
- SITE BOUNDARY (BASED ON LOCATION PLAN 2213/PL.01 REV B - PAUL HEWETT R.I.B.A)
- PROPOSED HIGH FRICTION SURFACING TO REPLACE EXISTING

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286 © CROWN COPYRIGHT RESERVED.

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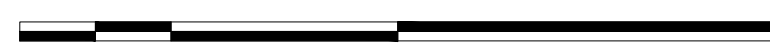
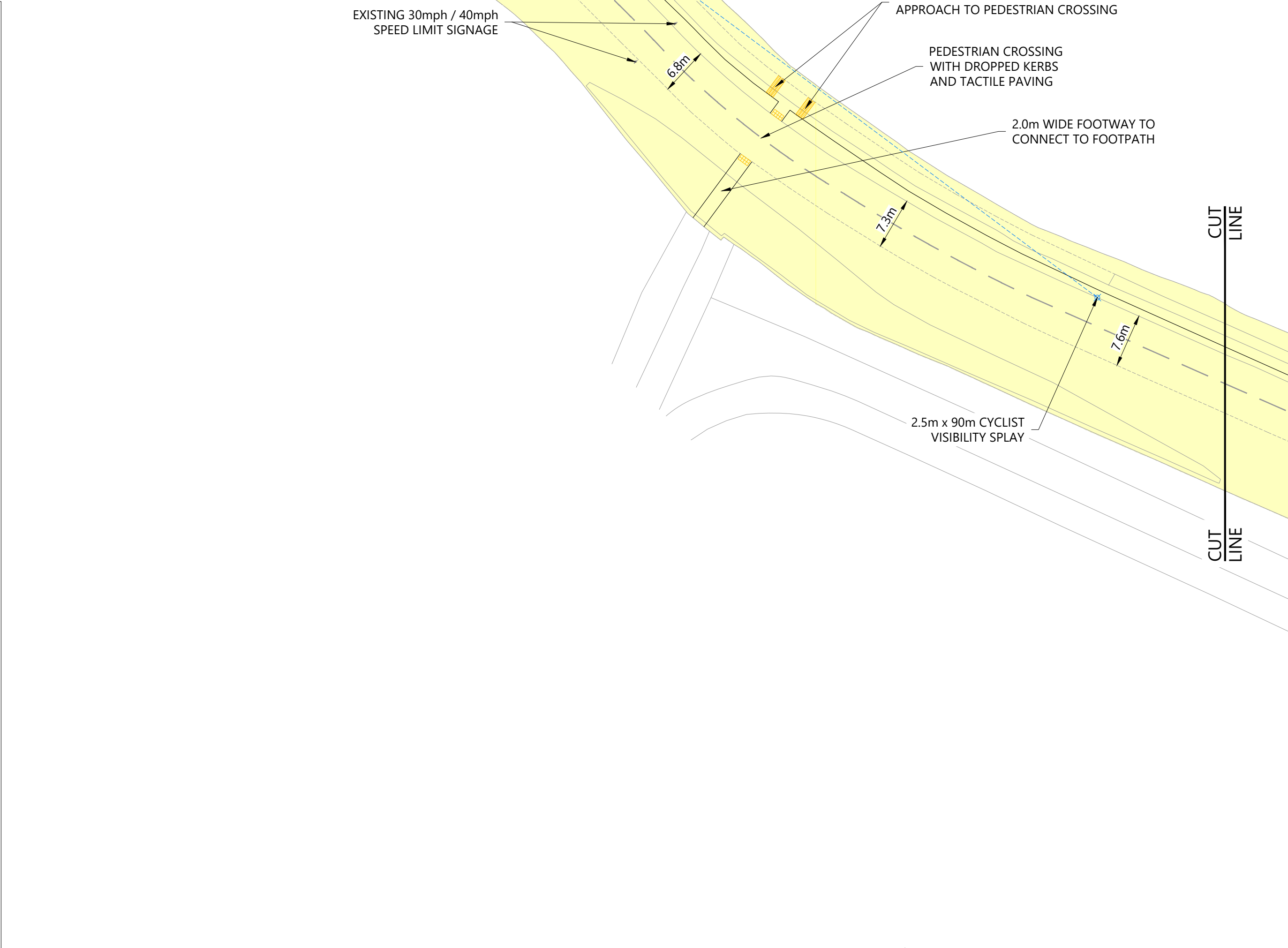
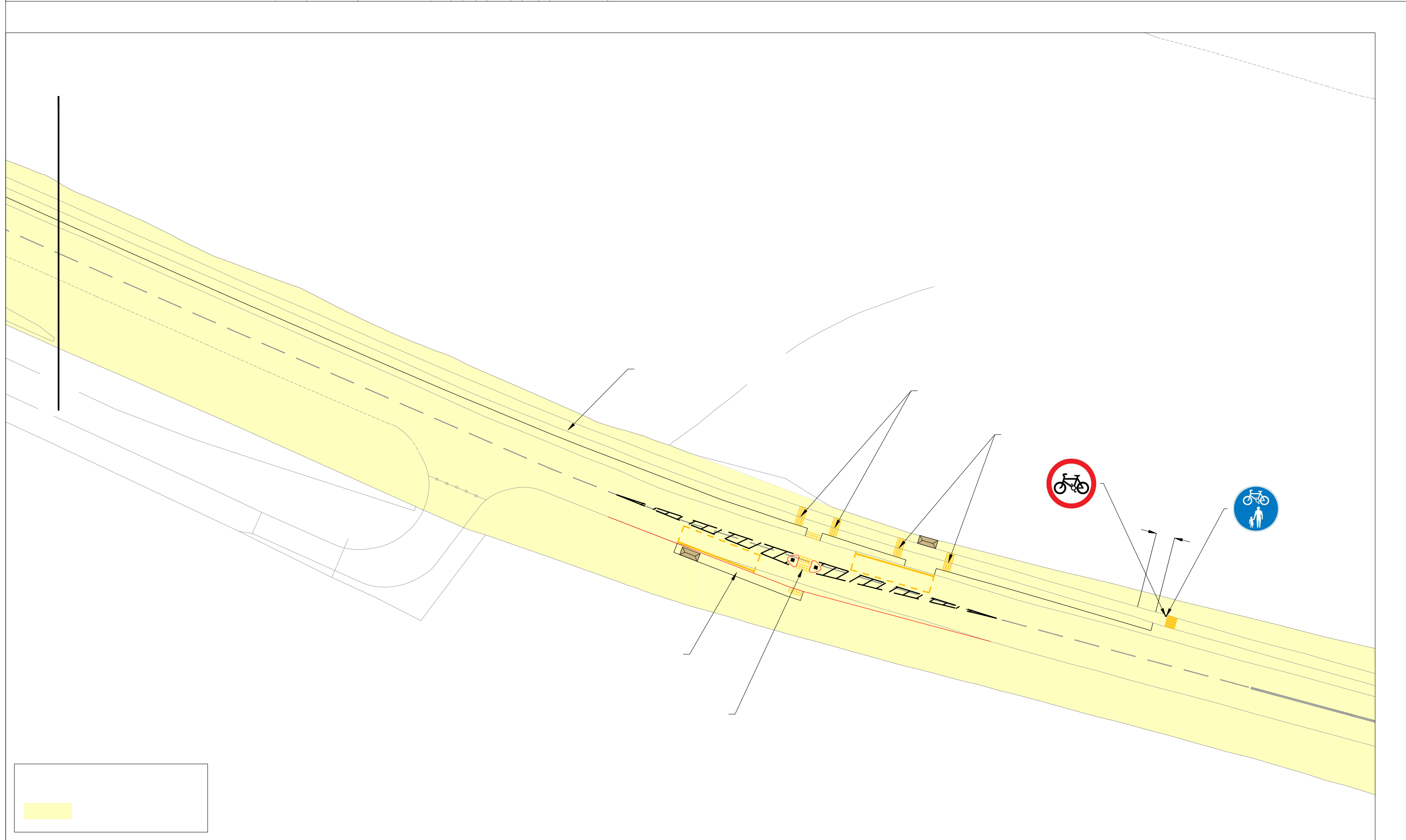
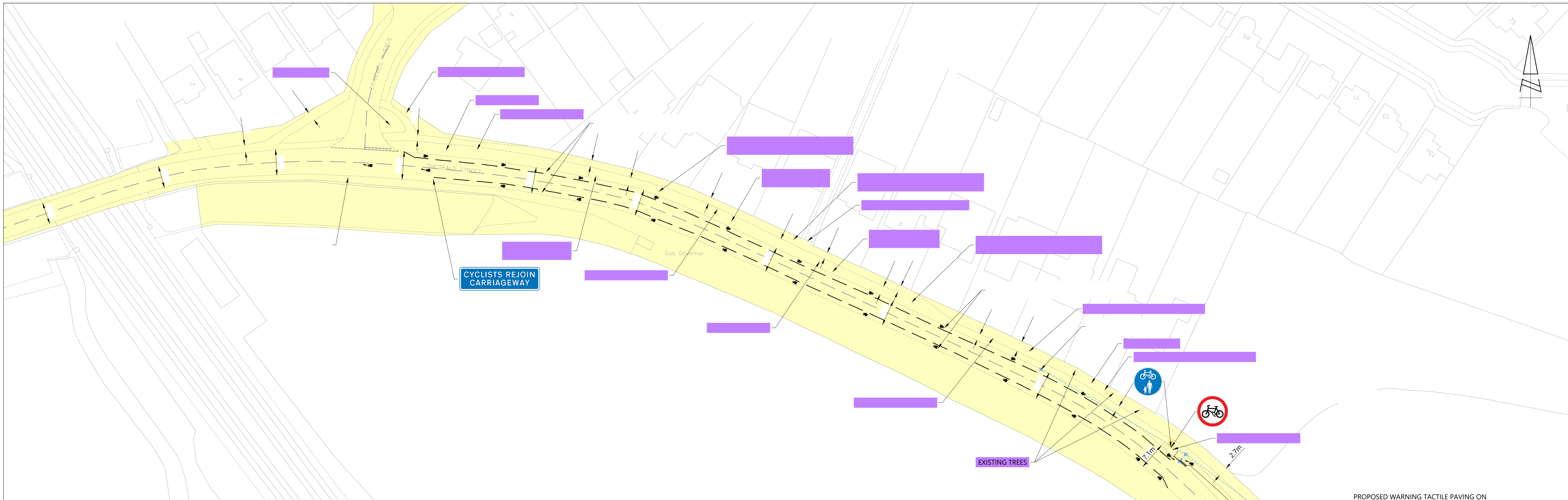
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REV	DATE	BY	DESCRIPTION	CHK	APP
C	08.06.23	JD	HIGH FRICTION SURFACING AND SPEED LIMIT CHANGE ADDED	BC	PH
B	12.07.22	MM	SITE ACCESS AND VISIBILITY SPLAYS UPDATED	BC	PH
A	13.04.22	JD	SITE ACCESS UPDATED	BC	PH

STATUS: FOR INFORMATION

TITLE: PROPOSED SITE ACCESS ARRANGEMENT ONTO SHENLEY ROAD WITH BUS STOP AND PEDESTRIAN CROSSING PROVISION			
PROJECT: LAND SOUTH EAST OF SHENLEY HILL, RADLETT			

L:\PROJECTS\13000\SERIES\13005 - Wood Hill Estate - Radlett\i-Transport Drawings\Working Drawings\GA18131805_GA_080623.dwg



PROPOSED PEDESTRIAN / CYCLE IMPROVEMENT SCHEME ALONG THEOBALD STREET

LAND SOUTH EAST OF SHENLEY HILL, RADLETT

FAIRFAX PROPERTIES

DRAWN:	JD	CHECKED:	BC	APPROVED:	PH	
PROJECT No:	ITB13085	SCALE @ A1:	1:500	DATE:	15.12.22	
DRAWING No:	ITB13085-GA-038				REV:	A

APPENDIX A HCC Highways Consultation Response



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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

Hertsmere Borough Council
Civic Offices
Elstree Way
Borehamwood
Hertfordshire
WD6 1WA

District ref: 22/1539/OUT
HCC ref: HM/13932/2022
HCC received: 23 December 2022
Area manager: Mark Youngman
Case officer: Chris Carr

Location

LAND SOUTH OF, SHENLEY HILL RADLETT HERTS

Application type

Outline

Proposal

AMENDED PROPOSAL

Erection of up to 195 new homes (40% affordable), safeguarded land for the expansion of Newberries Primary School and provision of a new medical centre, along with associated access, landscaping and parking. Outline application to include the matter of ACCESS (with the following matters reserved: APPEARANCE, LANDSCAPING, LAYOUT and SCALE).

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

- The LPA confirms whether any committed developments should be included in the assessments.
- A Stage one Road Safety Audit of the proposed site access arrangements at Shenley Road and Theobald Street is being undertaken and will be sent separately to HCC Highways for comment in due course. Measures to prevent surface water runoff onto the public highway will need to be demonstrated.
- The submitted Design Code document states that "refuse and emergency vehicles will have limited access". Further swept path analysis will be required demonstrating access for a pumping appliance within 45m of all dwellings and manoeuvring around the internal roads of the proposed development,

which must include turning areas. The refuse collection needs to be within acceptable collection limits and therefore this needs to be demonstrated in the vehicle tracking, as detailed below. BS 5906:2005 requires a two-wheel bin to be collected and taken to a refuse vehicle a maximum of 15 metres distance. The proposed refuse collection limits and emergency vehicle tracking should be presented for HCC Highways to review, and any recommendations taken forward.

- HCC Highways welcomes the applicant's initial consideration of off-site cycle infrastructure and pedestrian route improvements. However, further consideration and design drawings, demonstrating compliance with LTN 1/20 cycle infrastructure design guidance, Inclusive Mobility design guidance and Hertfordshire Road Design Guide are required to demonstrate the compliance of this proposed development with the policies laid out in the Hertfordshire LTP 4, specifically Policies 1, 5, 6 and 7.

- The number of car parking spaces proposed for both the residential and medical centre elements should be confirmed to demonstrate compliance with local policy. HCC Highways would like to identify the need for all new housing developments to have at least one active EV charging space as per the latest building regulations. Hertfordshire County Council declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires that any new parking provision provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- The number of cycle parking spaces proposed should be confirmed in order to demonstrate compliance with local policy. Details on the cycle parking, supplied under approved details once gaining successful outline planning approval, should consider cycling and other types of vehicles such as mobility scooters and e-scooters. The Highway Authority request cycle parking is provided at a level of one long-term cycle parking space per bedroom. As well as long-term cycle parking spaces for staff at the medical centre, short-term cycle parking spaces for patients will be necessary.

- A review of the proposed location by HCC Public Transport Team is being undertaken and will be sent separately to the applicant for consideration in due course. On the basis the proposed bus stop relocations are viable then the facilities, location and connections shall also have to be considered in the requested Stage 1 Road Safety Audit. A condition to ensure that Kassel kerbing and shelters are provided at the relocated bus stops on both sides of Shenley Road and Theobald Street will be required. With these changes and contributions to the packages outlined below (planning obligations) in place the public transport accessibility will be acceptable for this location and given the relative size of the development the services provided should be adequate.

Description of Proposal

The proposed development comprises 195 residential dwellings (C3 Use Class) and a medical centre (Use Class E) with an indicative gross internal floor area of circa 660 sqm (over two storeys). The proposal also includes land reserved for Newberries Primary School for potential future expansion to 3 forms of entry (no additional school development as part of the proposal) and reserved healthcare facility subject to a future relocation of Red House GP surgery, Watling Street.

The final mix of residential development is not known at this stage, to meet Hertsmere Borough Council's requirements, at this stage the indicative mix is for 117 private market dwellings and 78 (based on 40%) affordable dwellings.

Site Description

The site is bound by Shenley Road to the north, woodland to the east, Theobald Street to the south and existing housing and Newberries Primary School to the west.

Amendments to the proposal include:

- The proposed site access onto Theobald Street has changed to a pedestrian and cycle access only;
- The illustrative site layout shows separate potential pedestrian and vehicle accesses to the existing Newberries Primary School/safeguarded land for expansion; and
- The illustrative site layout shows a vehicular loop within the site, previously the site layout included a road connecting between the northern and southern access points with predominately cul de sacs.

With the removal of the southern vehicle access onto Theobald Street, the previous capacity assessments have been updated with all development vehicular traffic arriving and departing the site from Shenley Road.

Analysis

The following additional documentation has been submitted in support of this application:

- Revised Illustrative Masterplan drawing
- Design Code document
- Highways Response document
- Revised Theobald Street Access Plan drawing

History

No previous planning applications have been submitted at this location; however, the site is an allocation under the draft Hertsmere Borough Council local plan. It was identified HCC were consulted on the site in 2019, no information as to conclusions from those discussions are presented for consideration.

Planning Policy

The applicant has provided evidence that the National Planning Policy Framework (NPPF – July 2021), Hertsmere Borough Council Local Plan (2012-2027), HCCs Local Transport Plan 4 (2018), HCC's Roads in Hertfordshire: Highway Design Guide (3rd Edition) and Hertsmere Parking Standards has been reviewed. Due to the nature of the application, this is considered acceptable. For future reference, the applicant should also provide evidence of consideration of the following policy documentation:

- National Planning Practice Guidance (2014); and
- Town and County Planning General Permitted Development (2015).

Committed Development

No committed developments have been considered alongside the development proposals. The applicant is awaiting confirmation from the LPA whether any committed developments should be included in the assessments.

Trip Generation

The TA identifies that there are mainly two predominant land uses – Residential (C3 Use Class) and Medical centre (Class E).

The applicant has used an older version of TRICS version (7.8.4) and considered the database for comparable sites to arrive at the trips generated by the development for distribution and assessment. However, a sensitivity test using the same filters considered in the TA with the new version of TRICS (7.9.3) confirms the trip generation assessed.

The proposed medical centre could replace the existing Red House GP surgery on Watling Street. However, there is no certainty that this will happen and therefore the medical centre proposal provides a robust case, included as a new medical facility in addition to the Red House GP surgery, with no discounting of existing movements. It is understood that as the applicant is not the current owner of the existing Red House GP surgery and has no permissions to undertake surveys of the existing facility. Therefore, it is not possible to validate trip rates against the existing GP surgery. The applicant agrees that with the revised proposal including a new pedestrian link into Newberries Primary School there is further opportunity for walking to be the main mode for trips from the development to the primary school. This would result in fewer external vehicle movements than currently assessed, hence, the assessments undertaken are considered robust.

It is confirmed that the proposal does not include alterations to the existing Newberries Primary School, with existing access and car parking retained at the western side of the school from Newberries Avenue.

As the proposal does not contain details on the actual school expansion plans, which would be subject to a separate planning application and assessment, the details on school drop-off/pick-up within the proposed site and any parking restrictions required will be dealt with at the relevant planning application, or Reserved Matters stage if the proposed development is approved and if the school expansion proposals are fixed and approved at that stage.

The trip generation assessed has been reviewed in light of this further information and is now accepted by HCC Highways as suitably robust.

Trip Distribution

The revised proposal with a single point of vehicular access has resulted in all development traffic arriving and departing the site from Shenley Road, onto the local highway network. With no through road option, there is no re-assignment of existing traffic through the site.

The traffic distribution based on Census data as set out in the TA (para 6.4 onwards) remains unchanged, and the traffic assignment is therefore broadly based on the 'No Through Road Scenario' within the TA (para 6.5.10 onwards) except that 100% of development traffic will use the Shenley Road site access.

The revised traffic distribution has been presented graphically in traffic flow diagrams included in Appendix G and Appendix H of the Highways Response document. The trip distribution assessed has been reviewed in light of this further information and is now accepted by HCC Highways as suitably robust.

Impact on the Highway - Junction Assessment

The scope of the junction capacity assessments within the Highway Response document is agreed with HCC. The trip generation and distribution methodology above has been used to predict the future travel demands of the proposed development site and the likely impact on the local highway network.

As part of the scoping HCC has agreed the following study area:

- Proposed Site Access/Shenley Road – priority junction;
- Radlett Lane/Porters Park Drive - priority junction;
- Black Lion Hill/London Road/Porters Park Drive – mini roundabout junction;
- Watling Street/Shenley Hill – mini roundabout junction; and
- Watling Street/Theobald Street – mini roundabout junction.

Automatic Traffic Count (ATC) surveys were undertaken in April 2022, these recorded traffic flows and speeds along Shenley Road and Theobald Street (in April at a location close to the proposed access points for the site. The results of the ATC have been used to aid the design of the site access

arrangement onto Shenley Road. The results of the traffic survey indicate that Shenley Road is relatively lightly trafficked in the morning and evening peak hours, carrying a total two-way daily flow of 6,136.

The Shenley Road site access, with development traffic in the future year 2027 can operate well within capacity with no expected queuing on Shenley Road or the site access.

The Radlett Lane/Porters Park Drive priority junction, with development traffic in the future year 2027 can operate well within capacity with negligible additional queuing on the Radlett Lane approach arm. The Black Lion Hill (B5378)/London Road/Porters Park Drive mini roundabout, with development traffic in the future year 2027 can operate within capacity with minor increases in queuing on Black Lion Hill, London Road, and Porters Park Drive.

The Watling Street/Shenley Hill assessment results show the existing mini roundabout currently operates within capacity in the 2022 base year in the AM peak hour, although Shenley Hill approach is close to capacity. With the addition of background traffic growth to 2027 (without development) the junction continues to operate within capacity, with Shenley Hill approach being pushed closer to capacity in the AM peak hour. With the addition of development traffic in the future year 2027 (including background traffic) it results in an increase in queue most notably on the Shenley Hill approach, which is predicted to be close to capacity prior to the addition of development traffic. Any increase in traffic thus having a disproportionate increase in queuing. The PM peak hour with development traffic results show the junction continues to operate within capacity with minimal increase in vehicle queuing.

The conclusion within the Highways Response document remains, that the impact of development traffic is limited to one arm of the junction in one peak hour, with development traffic estimates having made no allowance for future changes in travel habits. It should be noted that the development would increase traffic through the junction by circa 3.5%. Thus, it would only require a small change to travel habits (including home/flexible working, due to cost of fuel and increase to more sustainable modes of transport) to reduce the volumes of traffic to existing or lower levels. Accordingly, the development traffic would have a limited (i.e., not severe) effect on the operation of the junction.

The Watling Street/Theobald Street assessment results show the existing mini roundabout generally operates within capacity in all scenarios in both peak hours with the exception of the Theobald Street approach in the AM peak hour, where it is close to capacity. Observations indicate that queuing occurs on Theobald Street, and this is expected to increase in future years with and without development.

Similar to the Shenley Hill mini roundabout the impact of development is confined to one approach arm in the AM peak hour. The result of development with single point of access from Shenley Road is expected to increase queuing on the Theobald Street approach by circa two vehicles, this is not considered to be a severe impact.

Appendices J-N of the Highways Response document present the modelling outputs from the Junctions 10 junction capacity modelling assessments.

Whilst the details of the Junctions 10 modelling presented and the case presented about the likelihood of home/flexible working, due to cost of fuel and an unsubstantiated increased use of more sustainable modes of transport are not all approved by HCC Highways. An independent comparison of these results with the results from the county-wide COMET strategic highway capacity model provides us with a broad assurance that the modelling assessments are likely to be reasonably accurate. Based on the modelling assessments presented, HCC Highways accepts that the impact of

the proposed development on the surrounding highway network is not likely to be 'severe', in accordance with the requirements of NPPF.

Highway Safety

The applicant has obtained Personal Injury Accident (PIA) data for the 5-year period between October 2016 and September 2021. The data shows that there have been no incidents around the site access at Theobald Street and one accident at the corner to the east of the Shenley Hill access. HCC Highways agrees there is correlation of incidents at the proposed site access options, it is however important to refer to the above points regarding the requirement for a Road Safety Audit of the proposed access and surrounding improvement work to ensure the potential for accidents is not designed into the proposals.

As the TA identifies, there is a concerning trend of accidents along Watling Street and HCC Highways welcomes the offer seeking to make appropriate improvements to the area in order to better promote pedestrian, cycling and public transport trips. Therefore, any such proposals should be tied into the conditioning of a success planning approval for this site, to be discussed with the applicant. A Stage one Road Safety Audit of the proposed site access arrangements at Shenley Road and Theobald Street is being undertaken and will be sent separately to HCC Highways for comment in due course.

Refuse and Service Delivery

The refuse vehicle tracking at the Shenley Road site access has been revised for the Hertsmere standards (10.2m long x 2.85m wide¹). The revised refuse tracking is presented on Drawing ITB13085-GA-032 Rev A, this shows the vehicle can continue to access and egress the site in a safe manner to and from Shenley Road.

The submitted Design Code document states that "refuse and emergency vehicles will have limited access". Further swept path analysis will be required demonstrating access for a pumping appliance within 45m of all dwellings and manoeuvring around the internal roads of the proposed development, which must include turning areas. The refuse collection needs to be within acceptable collection limits and therefore this needs to be demonstrated in the vehicle tracking, as detailed below. BS 5906:2005 requires a two-wheel bin to be collected and taken to a refuse vehicle a maximum of 15 metres distance. The proposed refuse collection limits and emergency vehicle tracking should be presented for HCC Highways to review, and any recommendations taken forward.

Further tracking of the development shall be requested as approved details once the proposed layout and on successfully gaining planning permission at outline.

Highway Layout - Vehicle Access

From a design perspective the vehicle access onto Shenley Road is considered acceptable against the Hertfordshire Road Design Guide requirements.

The proposed vehicle access arrangements should be supported by a Stage 1 RSA, the conclusions thereof should be presented for HCC Highways to review, and any recommendations taken forward. Measures to prevent surface water runoff onto the public highway will need to be demonstrated.

Cycling & Pedestrian access

A site visit was undertaken on Tuesday 13 December 2022 to assess the existing pedestrian and cycling facilities from the site towards Radlett Town Centre and Radlett rail station. The assessment took into account the proposed improvements including site accesses, crossings and bus stops. The assessment summarised that the following additional off-site improvements could be implemented as part of the development:

- Widening the Theobald Street footway to 3m to provide a shared footway/cycleway towards Radlett at the 30mph/40mph speed limit change and then advisory lanes towards Craigweil Avenue;
- Provide tactile paving at the existing pedestrian refuge island on Shenley Hill (at Newberries Avenue mini roundabout);
- Formalised a pedestrian crossing point on Newberries Avenue for pedestrians traveling along the Shenley Hill desire line, to include drop kerbs and tactile paving;
- Potential cycle signage at the junctions of Shenley Hill/Newberries Avenue, Theobald Street/Craigweil Avenue, Newberries Avenue/Craigweil Avenue for cyclists routing along Craigweil Avenue and Newberries Avenue to/from Radlett rail station;
- Resurfacing ramp at Watling Mansions; and
- Signage along Shenley Hill for Radlett rail station via existing staircase.

A walking and cycling assessment is presented at Appendix D of the submitted Highways Response document.

Focusing on Theobald Street, the proposed combined footpath and cycleway at three metres wide is acceptable. Reference should be made to LTN 1/20 cycle infrastructure design guidance. Figure 4.1 identifies the appropriate protection from motor traffic on highways. For a 30mph speed limit, light segregation (rather than advisory cycle lanes) is provision suitable for most people. Theobald Street from the site to Watling Street should be provided with LTN 1/20 standard protection for cyclists to ensure a continuous route, including through junctions, into the centre of Radlett. Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.

Focusing on Williams Way, Newberries Avenue and Craigweil Avenue, further consideration of the suitability of this neighbourhood for cyclists on the route towards Radlett town centre and Radlett Rail Station is needed. Will "potential signage" provide suitable protection compliant with LTN 1/20 design guidance?

Reference should be made to Inclusive Mobility design guidance, to ensure the proposed tactile paving, formalisation of crossing points, resurfacing of footpaths and signage is fully inclusive and meets the mobility needs of all users.

Any new cycling infrastructure shall have to go through a Road Safety Audit, for similar reasons as detailed above.

The inclusion of a three-metre shared use combined footway/cycleway from the Theobald Street entrance is welcome.

Within the TA it is stated a pedestrian footpath shall be connected to Williams Way to the west, providing a walking connection to the neighbouring residential estate and Newberries Primary School. There is an opportunity to ensure this access is also suitable for cyclists.

It is worth noting, during a call on 9th November 2022 between the site promoters and HCC, it was confirmed there will be a direct footpath link to the school from the site. Details of this needs to be provided to HCC Highways for review. Again, there is an opportunity to ensure this access is also suitable for cyclists.

Pedestrian access to the site on the existing highway isn't investigated in sufficient detail. HCC Highways requests the desired pedestrian routes to the proposed development are investigated and include an assessment of the current suitability with regards to width, condition and infrastructure around inclusive mobility such as any gradients or lack of tactile paving, dropped kerbs, etc. The

existing situation should always be reviewed against the policies laid out in the Hertfordshire LTP 4, specifically Policy 1, 5, 6 and 7. Further consideration with specific reference to LTN 1/20 Cycle Infrastructure design guidance and Inclusive Mobility design guidance is needed.

With regards to the proposed pedestrian access arrangements, any proposals shall have to go through a Stage 1 Road Safety Audit and preferably before planning determination in order to resolve any fundamental issues in delivering improvements that cannot be implemented under the Section 278 process.

Further details regarding the connection of the shared use improvement on Theobald Street needs to be provided as the plan presents the works going off to the west with no details as to where the connection is made and its suitability. The same applies to the east connection towards Footpath 55 of the PRow. Proposed pedestrian crossing facilities, as detailed above shall need to be assessed under a Stage 1 Road Safety Audit.

Proposed pedestrian access at Shenley Hill includes a 1.5m wide footpath to the east connecting to the proposed bus stops. As above, the pedestrian crossing facilities shall need to undergo a Stage 1 Road Safety Audit. To the west of the site access it appears the footpath is to be improved though no details are supplied. The Hertfordshire Road Design Guide identifies all footways should be at least two metres wide, therefore HCC Highways would expect this to be applied to the new footway proposals at this location.

It is acknowledged that the proposed pedestrian improvements shall serve to increase connectivity to the existing PRow network which is supported. These improvements should be clearly presented on a drawing.

In summary, HCC Highways welcomes the applicant's initial consideration of off-site cycle infrastructure and pedestrian route improvements. However, further consideration and design drawings, demonstrating compliance with LTN 1/20 cycle infrastructure design guidance, Inclusive Mobility design guidance and Hertfordshire Road Design Guide are required in order to demonstrate the compliance of this proposed development with the policies laid out in the Hertfordshire LTP 4, specifically Policies 1, 5, 6 and 7.

Car Parking

No detailed car parking proposals are presented; however, confirmation is given that Hertsmere Borough Council parking standards from 2014 shall be used to determine the level of car parking provision for the development. This is acceptable to HCC Highways, however the car parking standards to be adhered to are decided by the local planning authority. The number of car parking spaces proposed should be confirmed in order to demonstrate compliance with local policy.

HCC Highways would like to identify the need for all new housing developments to have at least one active EV charging space as per the latest building regulations. Hertfordshire County Council declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires that any new parking provision provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires applications for development to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Car parking demand for the school expansion and medical centre elements will be specified either in a separate planning application for the school expansion or at the Reserved Matters stage for the medical centre if the proposed development is approved.

The number of car parking spaces proposed for both the residential and medical centre elements should be confirmed in order to demonstrate compliance with local policy.

Cycle Parking

No detailed cycle parking proposals are presented; however, confirmation is given that Hertsmere Borough Council parking standards from 2014 shall be used to determine the level of cycle parking provision for the development. This is acceptable to HCC Highways, however the cycle parking standards to be adhered to are decided by the local planning authority. The number of cycle parking spaces proposed should be confirmed in order to demonstrate compliance with local policy.

Details on the cycle parking, supplied under approved details once gaining successful outline planning approval, should consider cycling and other types of vehicles such as mobility scooters and e-scooters.

The Highway Authority request cycle parking is provided at a level of one long-term cycle parking space per bedroom. As well as long-term cycle parking spaces for staff at the medical centre, short-term cycle parking spaces for patients will be necessary.

Accessibility - Public Transport

The nearest bus stops to the site are currently located on Theobald Street approximately 200m from the site.

Drawings ITB13085-GA-028 Rev B and ITB13085-GA-036 Rev A show the proposed relocation of bus stops on Shenley Road and Theobald Street respectively. A review of the proposed location by HCC Public Transport Team is being undertaken and will be sent separately to the applicant for consideration in due course.

Appendix E of the submitted Highways Response document presents correspondence with the local bus operator.

On the basis the bus stops are viable then the facilities, location and connections shall also have to be considered in the requested Stage 1 Road Safety Audit.

A condition to ensure that Kassel kerbing and shelters are provided at the relocated bus stops on both sides of Shenley Road and Theobald Street will be required. With these changes and contributions to the packages below in place the public transport accessibility will be acceptable for this location and given the relative size of the development the services provided should be adequate.

Travel Plan

A Residential Travel Plan has been submitted with the application. Comments have been provided previously by the HCC Travel Planning team.

An evaluation and support fee is required to be paid to HCC (£1,200 per annum for 5 years) to support Travel Plan monitoring and review and would be secured via a Section 106 Agreement. The TP should be drawn up in accordance with the County Council's document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development' as set out at:

https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#DynamicJumpMenuManager_1_Anchor_6.

Construction

HCC would require a full Construction Traffic Management Plan to ensure construction vehicles would not have a detrimental impact on the highway network. A condition would be required to

provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to the highway safety.

A Construction Traffic Management Plan would be required for all phases of construction. Measures would also be required to protect users of the local road network from hazards arising from undue damage caused by large numbers of HGVs associated with the construction of the development.

Planning Obligations

Hertsmere Borough Council has adopted a Community Infrastructure Levy (CIL). Contributions towards local transport schemes will be sought via CIL, however the county shall also seek to find direct benefit to the area through active travel schemes captured via Section 278 agreement. This shall include some of the already identified improvements but also additional schemes such as improvements to the centre of Radlett (as already referred to in the TA). These can be discussed with the developer, before being included as planning conditions.

Transport package 23 Radlett Station Accessibility within Hertfordshire County Council's South Central Hertfordshire Growth and Transport Plan will be directly relevant to this location. Contributions to the following improvements may be sought:

- SM136 - Improvements around Radlett station to improve conditions for pedestrians and cyclists, including footways, cycleways, crossings, etc. Investigate widening along Shenley Road/Radlett Lane for cycles or new cycle connections through development on Harper Lane (Bloor Homes).
- PR137 - Increase cycle parking provision at Radlett station.

Conclusion

In summary, HCC as the highway authority recommend refusal of the planning application, subject to receipt of additional details as identified herein

Signed

Chris Carr

17 January 2023

APPENDIX B Secondary Schools

Alternative secondary schools include:

- Elstree Screen Arts Academy, Studio Way, Borehamwood, WD6 5NN – accessible from bus 601.
- Yavneh College, Hillside Avenue, Borehamwood, WD6 1HL – accessible from bus 601 or via City Thameslink Rail.
- Haberdashers' Boys and Girls School, Aldenham Road, Elstree, Radlett, WD6 3BT – a private bus/coach service is available.
- Bushey Meads School, Coldharbour Lane, Bushey, WD23 4PA – accessible via City Thameslink Rail and then bus 306 and/or bus options to/from Radlett, bus 602 and then bus 306.
- Queens' School, Aldenham Road, Bushey, WD23 2TY – accessible from bus 602.
- St Michael's Catholic High School WD25 0SS – accessible via City Thameslink service and bus 724 GreenLine.
- The Grange Academy, London Road, Bushey, WD23 3AA – accessible from bus 602 then walk.
- Future Academies Watford WD25 7HW – accessible from bus route 601 and 321, and then walk.
- Parmiter's School Secondary, High Elms Lane, Watford WD25 0UU – accessible via City Thameslink service and bus 724 GreenLine.
- Falconer School, Falconer Road, Bushey, WD23 3AQ – accessible from bus 602 and change for 142 or 258 or walk.
- Samuel Ryder Academy, AL1 5AR – accessible from bus 602.
- The Marlborough Science Academy, AL1 2QA – accessible from bus 601.
- Chessbrook, Tolpits Lane, Watford, WD18 6NU – accessible from bus 602 then 321 or 316A.
- Westfield Academy, Tolpits Lane, Watford WD18 6NS – accessible from bus 602 then 20, 321 or 346A.
- Watford Grammar School for Boys, Rickmansworth Road, Watford, WD18 7JF – accessible from bus 602 then bus W30.
- Stanborough Secondary School, Stanborough Park, Watford, WD25 9JT – accessible from bus 602 then bus 321, or from bus 601 then bus 321.

