

APPENDIX A



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

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 23/02492/FP
HCC ref: NH/18978/2023
HCC received: 17 November 2023
Area manager: James Dale
Case officer: Adrian McHale

Location

Land At Roundwood , Back Lane, Graveley, Hertfordshire,

Application type

Full Application

Proposal

S106 AGREEMENT

Full Planning Permission : Residential development of 292 dwellings and associated roads, parking, drainage, landscaping, open space, servicing facilities and associated works.

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:

INSERT REASON(S) AND COMMENTS

HCC Highways do not consider that the proposed detailed street layout will promote active travel and fails to consider in line with local policy the Vulnerable road users before the Motorised Vehicle Users. Given that this is a full application it is considered that policy must be addressed at this stage. Policy 1 of HCC's Local Transport Plan (LTP4, May 2018) requires that:

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

Policy 5a (Development Management) of LTP 4 also promotes the transport user hierarchy.

Policy 5: Development Management

The county council will to work with development promoters and the district and borough councils to:

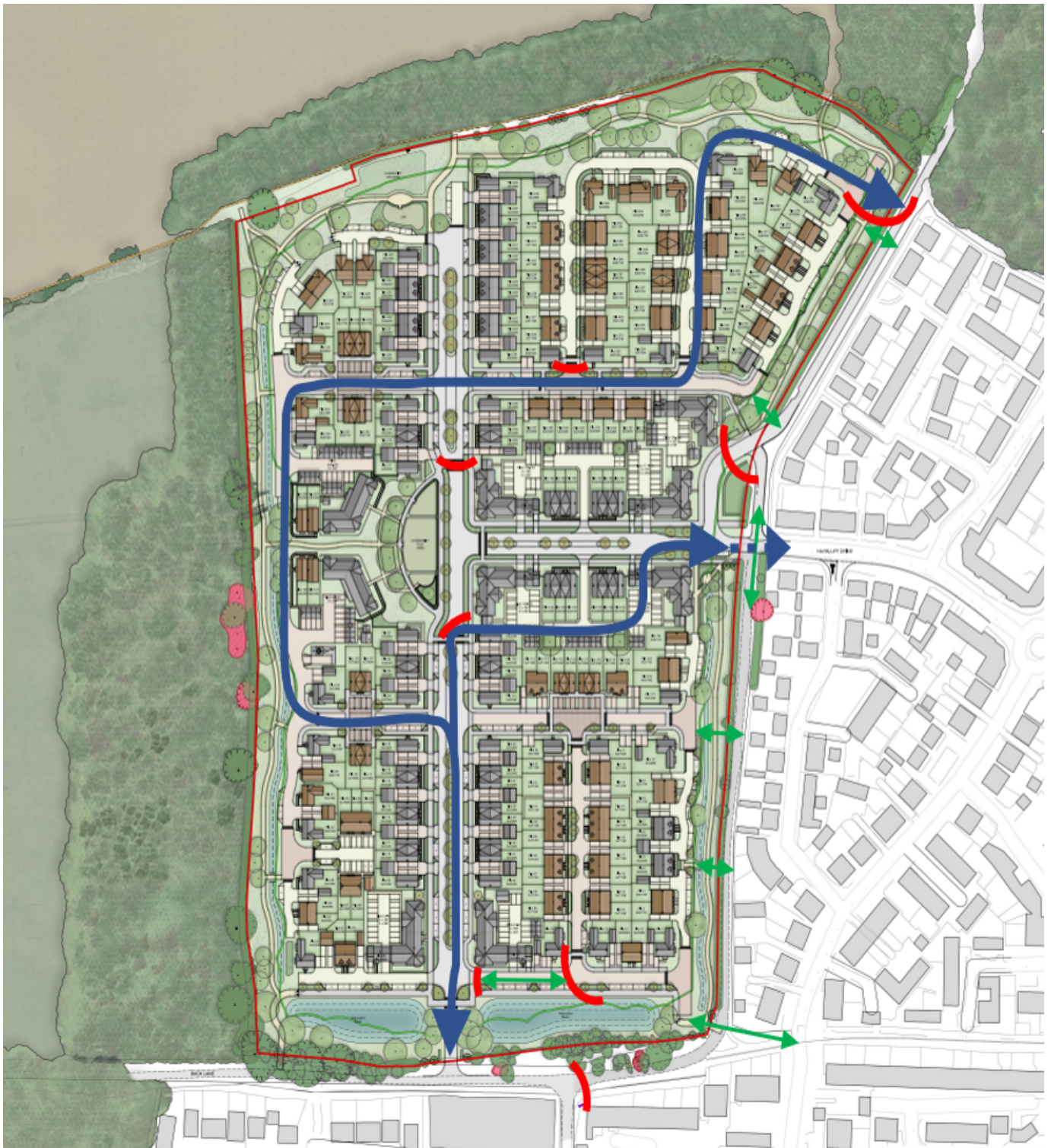
- a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
- b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
- c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
- d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
- e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
- f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.
- g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.
- h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

Relating to this HCC Highways consider that the proposed detailed layout will facilitate inappropriate 'rat running' which would be unsafe for existing and proposed residents of the Great Ashby area.

In pre application advice HCC Highways indicated a layout that would reduce any 'rat running' that was induced to use Haybluff Drive whilst ensuring access for essential users and promoting development in line with the councils policy.

The applicants transport consultant however proposes to address the 'rat running' issue through the provision of a 'No Left Turn' sign at their proposed Back Lane (incorrectly labelled Weston Road in the TA)/ Haybluff Drive junction. However, HCC Highways consider that this would be unenforceable and ineffective in this location, particularly given the nature of 'rat running' traffic, and a less 'convenient' route for deterrence is essential.

HCC Highways suggested the following layout, which maintained the proposed housing levels would be appropriate.



With regards to the central tree lined Boulevards in the detailed layout HCC Highways considers they make the roads unnecessarily wide which would further encourage speeding and thus would be unsafe for pedestrians. Furthermore, they do not comply with HCC Highways with HCC's Place &

Movement Planning and Design Guide (P&M PDG) for a 20mph Residential Distributor Road despite the TA's claim that they do. As per the (P&M PDG):

2.4 **Appropriate speed management** should be achieved by designing to this guidance document.

- Master planning should have created a proposed environment in which vehicle speeds will be managed naturally within the resulting development or scheme so as to avoid the need for supplementary traffic calming features in new highways.
- On new streets speed can be managed by using curving alignments, carriageways of appropriate widths, landscape and/or different materials.
- Minimum horizontal radii are specified to aid speed management and carriageway widths are specified as narrow as possible to aid speed management and to give higher priority to the provision for active travel within the highway.

There are also doubts over cycle parking provision. For houses without garages none is shown and for houses with garages the garage is sub standard. NHDC require that where cycles are to be used for cycle storage internal dimensions of garages must be at least 7.0 x 3.0m.

https://www.north-herts.gov.uk/sites/default/files/files/vehicle_parking_at_new_development_spd_sept_2011.pdf

Furthermore, it is noted that the Transport Assessment (TA) presents Journey to Work mobility data for Stevenage, yet the site is in Great Ashby where use of the sustainable modes is substantially lower, highlighting the need to unlock the site sustainably in line with policy.

Contributions

HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.

In the first instance (Strand 1) HCC would envisage that once approved the site access junction and necessary sustainable transport improvements (both on and off site) are delivered through a S278 agreement, £300,000 contribution to the diversion of route SB7 to serve the proposed development and travel plan contributions are contained in a S106 agreement.

In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021). Strand 2 contributions should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF). This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

If the proposed 292 homes development were to proceed HCC Highways would expect a Strand 2 contribution of £1,993,192. The finalised Strand 2 contribution would be allocated to packages identified in the North Central Growth and Transport Plan (May 2022) which accompanies LTP4 and route 2 of the adopted Stevenage Borough Council (SBC) Local Cycling and Walking Infrastructure Plan 2019 identified in the TA.

<https://www.hertfordshire.gov.uk/media-library/documents/highways/north-central-gtp/ncgtpinterventions-paper-final-acc..pdf>

<https://www.stevenage.gov.uk/documents/planning-policy/evidential-studies/transport-infrastructure/local-cycling-and-walking-infrastructure-plan-2019.pdf>

Signed

Adrian McHale

8 December 2023

Roundwood (GA1) development

Comments on transport matters in full planning application 23/02492/FP

1 Abbreviations used

- DAS = Design and Access Statement
- FTP = Framework Travel Plan
- HCC = Hertfordshire County Council
- NHDC = North Herts (District) Council
- TA = Transport Assessment

2 Vehicular access

- 2.1 There is significant congestion in the AM peak getting onto the A1 at junction 8 via Martins Way and the A602 (see Figure 1). This creates an incentive for drivers to take alternative routes to the A1 at junction 8 (via Graveley) or junction 9 (via Weston).

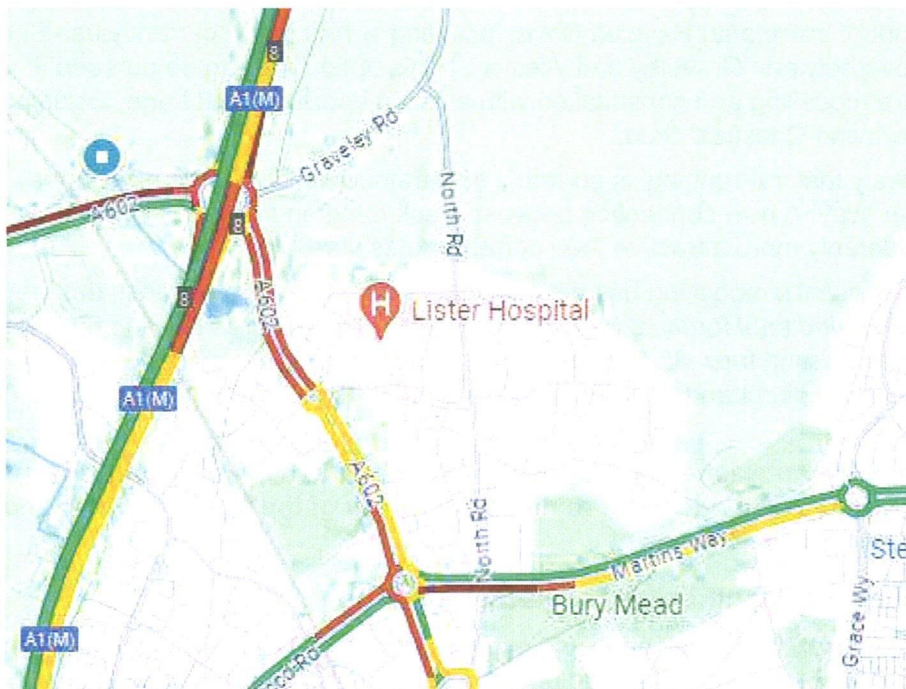


Figure 1: Congestion in the vicinity of A1 junction 8 as shown on Google "Typical Traffic at 08:15 on a Tuesday" (© 2024 Google LLC)

- 2.2 Committed development north of Stevenage and in Great Ashby will have a significant impact on traffic volumes on Martins Way, A602 Hitchin Road, North Road and the A1, which is likely to exacerbate congestion at peak times.

- 2.3 HCC's position, supported by NHDC, is that the vehicular access arrangements for GA1 should not induce additional 'rat-running' via Back Lane through Graveley or Weston to reach or return from the A1, Hitchin or Letchworth.
- 2.4 It is noted that the applicant is willing to support (i.e. contribute financially towards) off-site traffic calming measures (TA §2.20).
- 2.5 The applicant initially proposed this could be complemented by having a left-turn ban into Haybluff Drive from Back Lane southbound (TA §2.19). However, this would affect only inbound traffic to Stevenage (i.e. not traffic heading out towards the A1). It would also be unenforceable in practice.
- 2.6 HCC has requested that the vehicular route between the northern part of Back Lane and Haybluff Drive should be more convoluted to make it no more attractive for 'rat-running' than driving via Calder Way is now.
- 2.7 The updated site layout (TA drawing SK-05) now creates a ~300m diversion through the site to move between Back Lane and Haybluff Drive. At an average driving speed of 15mph, this would take 45 seconds. This is unlikely to be sufficient to deter people from 'rat-running'.
- 2.8 An alternative proposed by HCC Highways in its response to the planning application would create a ~650m diversion through the site. At an average driving speed of 15mph, this would take about 1 minute 40 seconds. Even if this were sufficient to deter rat-running, a different alignment would need to be chosen that is consistent with advice on ecology and urban design.
- 2.9 Active Travel England's suggestion of not providing vehicular access to Back Lane at the southern end of GA1 has some merits, but potentially puts an unacceptable amount of traffic onto Haybluff Drive, including vehicles that currently use Back Lane to move between Graveley and Weston. If this option were to be pursued, it would require modelling and consultation with existing users of Back Lane, including local farmers and Chesfield Stud.
- 2.10 It is likely that 'rat-running' is currently constrained mainly by the narrowness of Calder Way. A new connection between Back Lane and Haybluff Drive is likely to be considerably more attractive than current routes via Calder Way.
- 2.11 The applicant's modelling has not allowed for demand suppressed in this way. The *Redistributed total forecast base (2031) traffic flows* (Figures 8.7 and 8.8) redistribute only the existing trips via Calder Way, not additional trips that are likely to be induced by the more direct and less conflicted route via Haybluff Drive to Back Lane (see Table 1).
- 2.12 **If the applicant wishes to propose linking Back Lane with Haybluff Drive, then it will need to provide more realistic modelling of the traffic impacts and proportionate mitigations.**

2.13 Realigning Back Lane for general traffic

- 2.13.1 Alternatively, the applicant could explore options where there is no new connection between Back Lane and Haybluff Drive for general traffic.
- 2.13.2 The trip allocation out of GA1 in the morning peak assumed a 1:2 split between Calder Way and Haybluff Drive, and a similar split in the evening peak. Therefore, the impacts of the site-generated traffic would be similar if one third (~100) of the dwellings were served off a re-routed Back Lane, and two thirds (~200) were served off Haybluff Drive.

- 2.13.3 It is noted that the restrictive covenant on building heights in the northern part of the site, through which a re-routed Back Lane would necessarily pass, assists with achieving this objective.

2.14 Street layout and hierarchy

- 2.14.1 The Design and Access Statement jumps directly from a site analysis that includes mainly peripheral constraints and sensitivities to a complete land use plan.
- 2.14.2 It needs to show the intermediate steps or layering up of natural and built features, and to articulate the guiding principles (which should ideally be agreed with planning officers through pre-application consultation). The narrative should explain how the proposed design follows those principles.
- 2.14.3 Our urban design and ecology officers have provided advice on why the proposed street layout is not acceptable.
- 2.14.4 Focusing here on just the peripheral secondary streets, these are not acceptable as they will create an overly urban edge to the development and may attract traffic away from the primary street. The tertiary/shared-use roads proposed elsewhere around the periphery would provide a more suitable edge to the development and a quieter interface to the countryside.

3 Bus service

- 3.1 The SB7 service route has changed significantly since the Framework Travel Plan was compiled (see Figure 3). Also, the weekday frequency has reduced to half-hourly until 19:30, then hourly until 23:30. The Sunday service is now hourly.
- 3.2 A key objective for making this application acceptable in planning terms is to ensure that future residents have access to a good quality bus service to central Stevenage, secondary schools, Pin Green employment and retail area, and other local destinations.
- 3.3 Discussions to date have assumed that the existing SB7 service would be re-routed from Great Ashby Way along Bray Drive and Mendip Way, either to the roundabout at Haybluff Drive or possibly into GA1. The bus would then retrace its steps to Great Ashby Way and continue its current path (see Figure 3 option a).
- 3.4 An alternative that should also be considered is to have the bus continue around Mendip Way to complete a loop, rather than returning directly to Great Ashby Way (see Figure 3 option b). This would bring many more houses within a 400m walk of a stop.**
- 3.5 This is supported by the HCC Integrated Transport Unit, but will need to be confirmed by the operator, Arriva, as the SB7 is a fully commercial service.

Roundwood development (GA1) transport comments

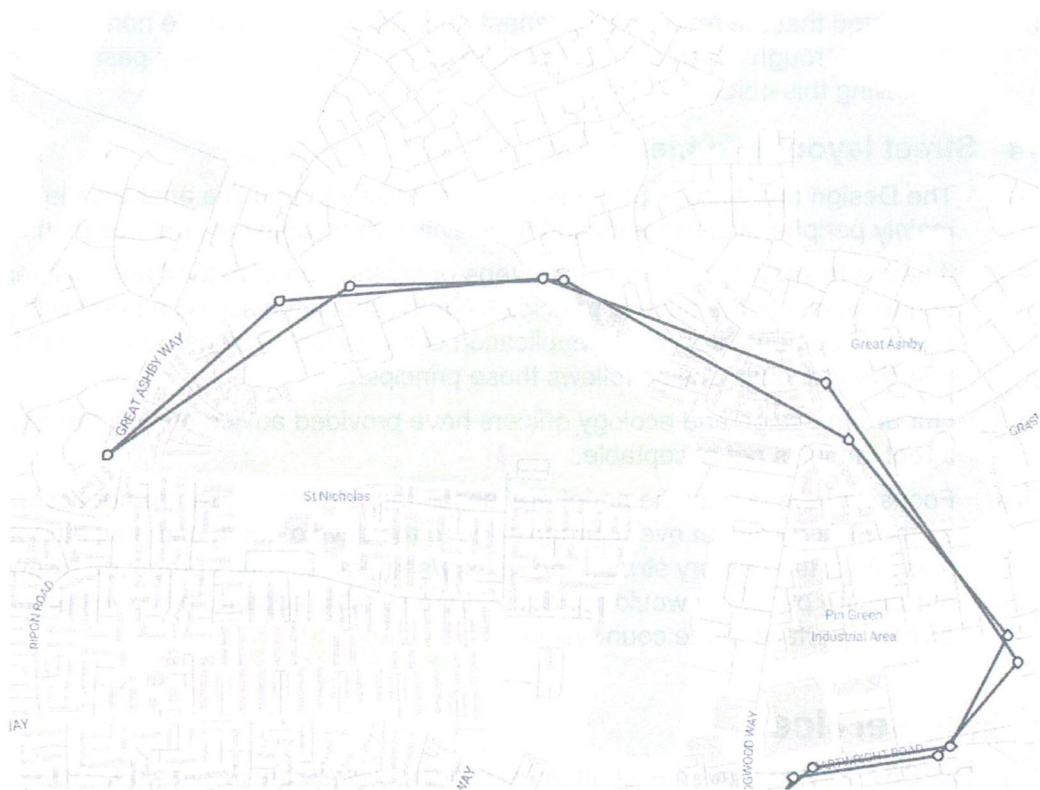


Figure 2: Current route of SB7 bus service

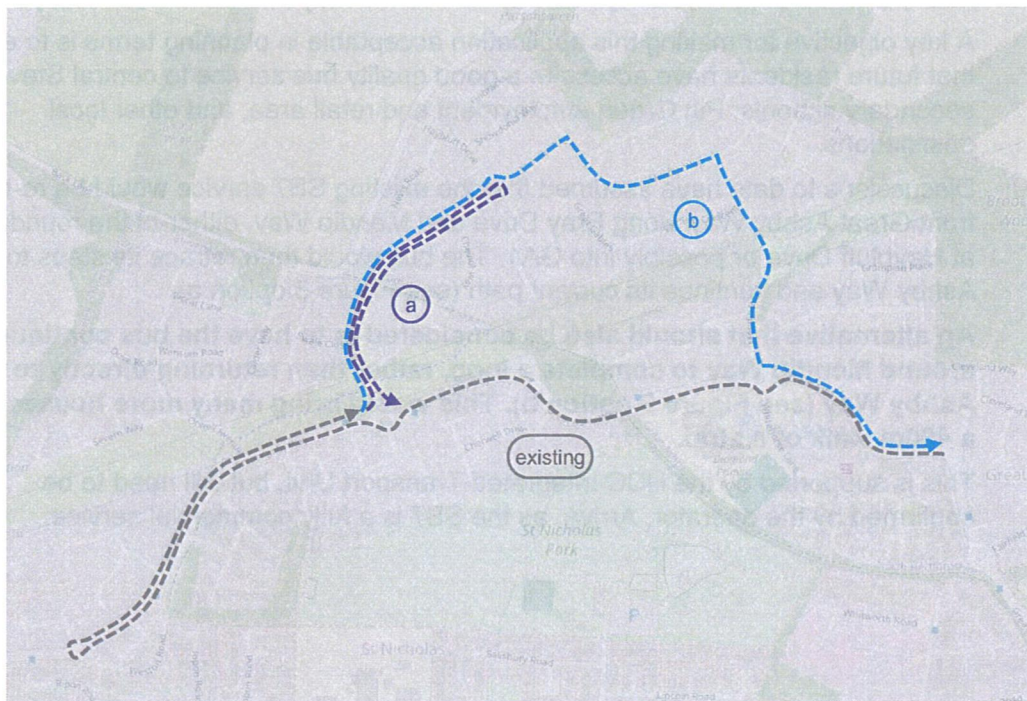


Figure 3: Potential diversions of SB7 bus route to serve GA1 and the northern part of Great Ashby

4 On-street parking on future bus route

4.1 Parking shortfall

- 4.1.1 HCC and the local bus operator (Arriva) have made the applicant aware of the challenges of running a bus along Bray Drive and Mendip Way because of the number of cars parked on both sides of the road, potentially blocking a bus.
- 4.1.2 The applicant has attempted to address this by proposing, through a number of iterations, a plan to rationalise parking arrangements along the assumed future bus route.
- 4.1.3 The latest of these are shown in TA drawings PL04 and PL08, which propose a mix of double-yellow lines, H-bars and outset parking bays on Bray Drive, the western part of Mendip Way, and Haybluff Drive.
- 4.1.4 By the applicant's calculation, this plan would leave 37 parking spaces along this stretch (TA §6.50), compared with a maximum of 72 cars observed during the surveys in January 2023 (TA Table 5.5). This would create a shortfall in provision of 35 spaces. If the surveys did not observe the peak number of parked cars, the shortfall will at times be higher.
- 4.1.5 Furthermore, the yellow lining proposed at the entrances to Nevis Road would reduce the capacity of that street to around 18 spaces, which is 5 less than the maximum number surveyed. Similarly, yellow lining at the entrances to Swale Close and Cheviot Way will reduce current capacity by a further 3 spaces.
- 4.1.6 **The total shortfall is therefore 43+ parking spaces.**

4.2 Enforcement

- 4.2.1 The applicant's parking plans essentially reinforce the Highway Code, in particular rules 242 and 243.

Rule 242

*You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.*

Laws [RTA 1988 sect 22](#) & [CUR reg 103](#)

Rule 243

DO NOT stop or park:

- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus or tram stop or taxi rank
- on the approach to a level crossing/tramway crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles

- *in front of an entrance to a property*
- *on a bend*
- *where you would obstruct cyclists' use of cycle facilities*

except when forced to do so by stationary traffic.

4.2.2 Bad parking habits are now well-established because of lack of enforcement to date.

4.2.3 **The local authorities will need to act proportionately and sensitively when introducing and enforcing new Traffic Regulation Orders to manage parking. They will need to be confident that:**

- a. There is sufficient capacity off-street or on side streets to accommodate displaced parking.**
- b. Any residual shortfall in parking provision is mitigated in a reasonable and plausibly effective way.**
- c. There is a robust monitor-and-manage programme in place to ensure a successful outcome.**

4.3 Mitigation

- 4.3.1 As the applicant's off-site parking plan requires existing parking to be displaced (at least in the short term), it will need to present evidence that there is sufficient capacity elsewhere to absorb displaced parking.
- 4.3.2 A single survey of parking courts in the area found 31 spaces free (TA Table 5.6). However, these are "generally" assigned to specific flats (TA §5.44).
- 4.3.3 It is suggested that about 50% of flats are resided by people who do not have a car (TA §5.45). The parking spaces allocated to those flats would therefore remain vacant unless the respective owners chose, if permissible, to sub-let them.
- 4.3.4 However, the 50% figure is based on an average across Stevenage, not Great Ashby, which is effectively a suburb of Stevenage, where car ownership is higher than the average. According to the 2021 Census, in the MSOA Stevenage 001 (the most nearly similar to GA1), 28% (212 of 763) households residing in flats did not have access to a car or van.
- 4.3.5 On that basis, existing parking courts may be able to absorb around 13 (72% of 62 minus 31) displaced cars.
- 4.3.6 If all on-street parking spaces are occupied, it leaves no space for delivery vehicles, some of which (notably from supermarkets) are in the hours when most people are at home and their cars parked. Delivery vehicles are likely therefore to cause an obstruction while unloading. The applicant should therefore consider whether loading bays at an appropriate spacing need to be provided, and how this will affect parking provision for residents.
- 4.3.7 Pressure on parking spaces is likely to lead to more instances of vehicles parking on, and damaging, verges, especially at times when civil enforcement officers are not active. Verges may therefore need to be protected physically, e.g. with wooden bollards, which will also come with a maintenance liability.
- 4.3.8 Part of the applicant's strategy should also seek to reduce parking demand in Great Ashby, for instance by providing, marketing and incentivising the use of club cars.

4.4 Removal of verges

- 4.4.1 Mendip Way and Bray Drive are wide enough (at around 6.8m) to accommodate parking on one side of the road and two-way car traffic. However, buses will need oncoming vehicles to give way. There are junctions and driveways every ~25m or less, which provide plenty of opportunities for oncoming vehicles to pull out of the path of an oncoming bus. This should be the starting point for any rationalisation of car parking along any future bus route.
- 4.4.2 It is noted that the outset parking bays proposed in the latest plans would require the removal of a considerable length of grass verge though not (in this iteration) any trees.
- 4.4.3 The removal of verges is not something to be undertaken lightly. They are a defining feature of this part of Great Ashby, and an important element of the urban realm.
- 4.4.4 **Before any decision can be made about the acceptability of removing verges, the applicant will need to test an option that maximises the amount of parking on-street whilst retaining all verges (and trees).**
- 4.4.5 **If the applicant believes that removal of verges is necessary, it will need to demonstrate how it has followed the environmental mitigation hierarchy – avoid, mitigate (reduce impact), restore and, lastly, offset.**
- 4.4.6 **Any removal of green space off-site that is proposed by the applicant will need to be factored into its Biodiversity Net Gain calculations.**

4.5 Mendip Way east of Haybluff Drive

- 4.5.1 As outlined in section 2.14.4 above, it is reasonable to expect that a bus operator seeking to serve GA1 may want to run buses along the eastern part of Mendip Way, between Haybluff Drive and Whitehorse Lane, and therefore the applicant should consider how to enable this, and what additional impact this will have on parking provision and displacement.

5 Car parking within the development

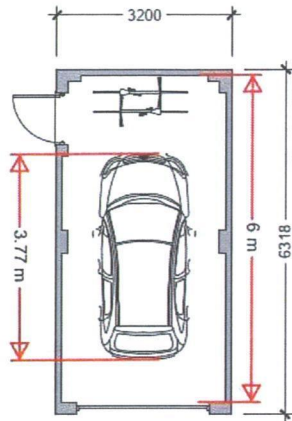
- 5.1 The Council supports the provision of parking off-plot as this provides greater flexibility than providing multiple spaces on-plot, many of which will not be used.
- 5.2 To meet future requirements for at-home EV charging and to comply with Building Regulations Part S, one parking space needs to be provided on-plot or allocated off-plot with a chargepoint wired into the associated property.
- 5.3 Parking spaces for additional cars and visitors should in general be provided off-plot in unallocated spaces to ensure efficient use of land.
- 5.4 Consideration should also be given to including loading bays or short-stay parking bays (max 20 minutes or shorter) for delivery vehicles.
- 5.5 We note Hertfordshire Constabulary's concerns regarding crime and antisocial behaviour, and its particular concern with the proposed parking courts.
- 5.6 One solution would be to create a much wider ground-level view into the parking courts. This would require the removal of at least the ground floor of one dwelling in each case – plots 55, 56, 134, 141, 154, 170, 189.
- 5.7 Another approach would be to move parking out into squares. The visual impact can be softened by incorporating green space with low-level planting and appropriate tree species.

6 Cycle parking

- 6.1 The applicant proposes cycle parking will be provided within garages, car ports and sheds.
- 6.2 A key local policy requirement (Vehicle Parking in New Developments SPD §3.10 and §3.11) is: "Provision of well-located, safe and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car."
- 6.3 To comply with this policy, cycle parking and access should be provided in a way that makes it at least as easy and quick to get on a bike as to get in the car.
- 6.4 The path between the road and the cycle parking should avoid steps and pinch points, in particular around a parked car (in a garage, car port or driveway) to minimise the risk of scratching paintwork when wheeling a cycle past.
- 6.5 Cycle parking spaces and access routes should be designed to accommodate cycles that are wider and longer than a standard bicycle, especially in the case of family homes – e.g. a tricycle, cargo bike or bike with a children's trailer or tag-along.
- 6.6 The internal depth of the garages appears to be 6m and the vehicle illustrated in the plans, 3.75m (see Figure 4). The more typical length of a family car is around 4.5m (e.g. a Ford Focus or a Kia Sportage). Estate cars and many SUVs measure around 5m in length. Allowing space for the sweep of the garage door, there would be insufficient space to manoeuvre more than one cycle in and out. If the back of the garage is used for storage or a workbench, there would be no room for any cycles.
- 6.7 It is understood that the garages are not being counted as contributing to the parking allocation (and research¹ indicates that over half of existing garages are not used to park cars), but this potentially wastes a considerable amount of land. If the intention is to provide a storage/workshop space, it may be more appropriate to design the outbuilding for this purpose, rather than provide an undersized garage.
- 6.8 Purpose-built cycle sheds should be designed with access from the shorter side, so that either one of two cycles can be moved in or out without removing the other.
- 6.9 North Herts recommends the Cycle Parking Guide² produced by Cambridge City Council for detailed design guidance on cycle parking.

¹ <https://media.rac.co.uk/pressreleases/nearly-six-million-uk-garages-not-used-for-cars-as-theyre-too-full-of-junk-3112460>

² <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>



Floor Plan

Plots: 1, 4, 7, 10, 21, 24, 79, 88, 93, 200,
204, 243, 254, 261, 263, 274, 277,
280, 283 & 291

Figure 4: Garage dimensions

7 Recommendations

7.1 Traffic modelling

- 7.1.1 If the applicant wishes to continue to propose creating a new connection for general traffic between Back Lane and Haybluff Drive (but see alternative approach at §7.2):
- Update the road network model to remove the turn ban in GA1.
 - Expand the geographical scope of the model to include origins and destinations that may reasonably be expected to switch to using Back Lane to avoid congestion on Martins Way. The scope should be agreed with HCC, but would ideally include at least Great Ashby and Stevenage north of Martins Way.
 - Re-run the model to provide a more realistic estimate of the volume of traffic that will re-route via Haybluff Drive and Back Lane from Martins Way or Weston Road.
 - Sensitivity-test the model runs with higher levels of congestion on Martins Way and the A602 to quantify the risk of significantly more traffic re-routing via Back Lane.
- 7.1.2 **Note that §7.1 is not currently a requirement of HCC Highways. However, the potential for rat-running is a major concern for local residents and councillors, and therefore the applicant should consider whether and how it may provide sought-after reassurances.**

7.2 Access arrangement

- 7.2.1 The applicant is encouraged to explore options for GA1 that do not create a new connection for general traffic between Back Lane and Haybluff Drive:
- Agree with HCC an upper limit for the number of additional dwellings that may be served off Calder Way.

- b. Test the feasibility of site layouts that re-route Back Lane through GA1, serving no more dwellings than the agreed at (a), with all other dwellings served off Haybluff Drive.
- c. Include a filtered connection between Back Lane and Haybluff Drive, which may be used by emergency services, refuse collection vehicles and buses (e.g. HertsLynx).
- d. Maximise permeability within (and around) the site for active travel.

7.3 Site layout

- 7.3.1 Provide an updated and more detailed plan showing ecological and covenanted constraints, landscape sensitivities and blue infrastructure to better inform the road and block plans.
- 7.3.2 To balance ecological constraints, landscape impacts and good urban design:
 - a. Internalise primary and through streets wherever possible. This is to promote attentive and slow driving, and to minimise traffic at the peripheries of the development so as to reduce severance from the countryside and green spaces, and minimise traffic disturbance to wildlife and their habitats.
 - b. Create an active frontage on the periphery of the development with an all-modes shared-use access road that is not a through-route (see Figure 5).
 - c. Segment the peripheral access road with bollards to create a continuous connected route for active travel but not motor vehicles. This it to keep traffic levels low and ensure that motor vehicles are 'guests' rather than having de facto priority.



Figure 5: Example of edge frontage (from Croudace development in Hertford), served by all-modes access road (no through route for motor vehicles and no separate footway)

7.4 On-street parking along bus route

- 7.4.1 Propose a parking plan for Mendip Way and Haybluff Drive that maximises parking provision without (or with minimal) loss of grass verges.
- 7.4.2 Propose lining changes along the whole of Mendip Way to ensure that bus operators have flexibility in how they route buses to serve GA1.
- 7.4.3 Consider whether loading bays are needed along the bus route to avoid delivery vehicles causing an obstruction or damaging verges.
- 7.4.4 Consider if verges will need to be protected by bollards.
- 7.4.5 Submit evidence that there is sufficient capacity available off-street or on side-streets to accommodate the shortfall in parking provision that will be created on Bray Drive, Mendip Way and Haybluff Drive.
- 7.4.6 In addition, or as a backup, propose alternative ways to accommodate parking or reduce parking demand, e.g. by providing club cars.
- 7.4.7 It is expected that the NHDC parking enforcement team will ask for a financial contribution towards the cost of enforcement. This is to ensure that an enforcement officer can patrol Great Ashby regularly to keep the route clear for buses.

7.5 Travel Plan

- 7.5.1 Update the Travel Plan to reflect the current bus service provision.
- 7.5.2 Include provision, marketing and incentives to use club cars in GA1, in collaboration or coordination with Stevenage Borough Council and the developer of GA2 (principal contact: Silke Gruner, Icen Projects).
- 7.5.3 Propose a programme in the Travel Plan for monitoring and managing parking in Bray Drive, Mendip Way, Haybluff Drive.
- 7.5.4 Monitoring should include:
 - a. Compliance with parking restrictions along bus route (PCNs issued, spot-checks, reports from civil enforcement officers)
 - b. Incidents of buses being obstructed
 - c. Timeliness of bus journey times (distribution of delays)
 - d. Parking or stopping on verges
 - e. Complaints to councils and police relating to parking and obstruction
- 7.5.5 The management plan should cover:
 - a. A reasonable allowance for post-implementation costs of altering TROs and road markings where adjustments are required.
 - b. A contribution towards the cost of enforcement.
 - c. Additional investment in club cars (number, marketing and incentives)
 - d. Other mitigations held in reserve to incentivise lower car ownership

7.6 Car and cycle parking within development

- 7.6.1 Consider reducing on-plot provision to a single space, with additional spaces, where required by policy, allocated in shared off-plot parking courts or squares. This makes more efficient use of land.
- 7.6.2 Consider opening up parking courts at ground level to provide better surveillance and/or relocating off-plot parking to squares in front of, rather than behind, dwellings. This is to improve natural surveillance and minimise crime.

- 7.6.3 Consider siting parking squares adjacent to green space to provide flexibility of future use and consider ways to maximise BNG, e.g. with green rooves (see Figure 6).



Figure 6: Example of a car port (which may be off-plot) with a green roof to maximise BNG

- 7.6.4 Consider use of permeable materials under parking spaces, in particular off-plot, to reduce surface water run-off and to facilitate their future conversion to green space (or some other use) if and when car ownership levels decrease as part of a transition to a zero-carbon, circular economy.
- 7.6.5 Consider provision for delivery vehicles with dedicated loading or short-stay bays.
- 7.6.6 Reconsider garage dimensions to ensure they can serve successfully as cycle parking spaces: either to make them deeper or purposefully design them as secure storage/workshop spaces.
- 7.6.7 Consider carefully access arrangements to get cycles between the cycle parking area and the street, ensuring that it is convenient, adequately wide, avoids steps or other awkward manoeuvres, and minimises the risk of scratching a car.
- 7.6.8 Design cycle sheds to allow access to any bike without removing others.

Roundwood development (GA1) transport comments

Table 1: Traffic counts and forecasts on roads around GA1

Location	Peak	Surveyed			Forecast without GA1			Forecast with Haybluff Dr connection but no GA1			GA1			Forecast with GA1		
		N or E	S or W	Total	N or E	S or W	Total	N or E	S or W	Total	N or E	S or W	Total	N or E	S or W	Total
Calder Way	AM	164	30	194	173	31	204	49	31	80	19	50	69	68	81	149
	PM	60	72	132	64	76	140	32	76	108	38	30	68	70	106	176
Haybluff Drive at Back Lane	AM	0	0	0	0	0	0	0	124	124	75	29	104	75	153	228
	PM	0	0	0	0	0	0	0	32	32	47	58	105	47	90	137
Back Lane west of GA1	AM	3	65	68	3	68	71	3	68	71	1	3	4	4	71	75
	PM	25	17	42	26	18	44	26	18	44	2	2	4	28	20	48
Back Lane north of GA1	AM	104	32	136	110	33	143	110	33	143	4	1	5	114	34	148
	PM	50	54	104	53	57	110	53	57	110	2	3	5	55	60	115
Back Lane between Graveley and Weston	AM	1	4	5	1	4	5	1	4	5	1	1	2	2	5	7
	PM	4	3	7	4	3	7	4	3	7	2	2	4	6	5	11
					Change from surveyed			Change from forecast						Change from baseline		
					N or E	S or W	Total	N or E	S or W	Total				N or E	S or W	Total
Calder Way	AM				9	1	10	-124	0	-124				19	50	69
	PM				4	4	8	-32	0	-32				38	30	68
Haybluff Drive at Back Lane	AM				0	0	0	0	124	124				75	29	104
	PM				0	0	0	0	32	32				47	58	105
Back Lane west of GA1	AM				0	3	3	0	0	0				1	3	4
	PM				1	1	2	0	0	0				2	2	4
Back Lane north of GA1	AM				6	1	7	0	0	0				4	1	5
	PM				3	3	6	0	0	0				2	3	5
Back Lane between Graveley and Weston	AM				0	0	0	0	0	0				1	1	2
	PM				0	0	0	0	0	0				2	2	4
Total change (includes double-counting)	AM				15	5	20	-124	124	0				99	83	182
	PM				8	8	16	-32	32	0				89	93	182

