

GA2 hybrid planning application

Transport comments on 25/03080/HYA

Abbreviations used

DMI: Development Management Implementation

HCC: Hertfordshire County Council

LHA: Local Highway Authority (Hertfordshire County Council)

PMPDG: Hertfordshire Place & Movement Planning and Design Guidance

PRoW: Public Right of Way

RM: Reserved Matters

TSRGD: Traffic Signs Regulations and General Directions

1 Plans

1.1 Access Parameter Plan

- 1.1.1 This should show the connection to Grampian Place (which is shown on the Recreational Routes Framework Plan).

1.2 Active Travel Framework Plan

- 1.2.1 This plan should show the developable areas to make clear where people will be travelling from/to.

1.3 Vehicular Movement Framework Plan

- 1.3.1 This plan should show the developable areas to make clear where people will be travelling from/to.
- 1.3.2 The labelling “primary street” possibly implies that all streets shown will have a similar treatment. Relabelling as “Principal streets” may be less ambiguous.

1.4 Public Right[s] of Way Framework Plan

- 1.4.1 This needs to make clear that footpath Weston 044 lies within the red line.
- 1.4.2 It would be useful (though not necessary at this stage) if the plan indicated what paths will be upgraded in status (e.g. to a bridleway), width or materials (e.g. to a surfaced footway or shared-use path).
- 1.4.3 There is a risk that the plan is too precise in indicating where PRoWs will or will not be diverted. It may be safer to indicate current alignments inside a shaded corridor within which they may be realigned. This would provide reassurance that paths will not be severed or drastically re-routed, but still retains design flexibility for the RM applications.
- 1.4.4 There is a small anomaly with the red line at Merrick Close.

1.5 Recreational Routes Framework Plan

- 1.5.1 This would be clearer if it overlaid the Active Travel Framework Plan with indicative recreational paths, in particular showing how access points shown on the Access Parameter Plan will be connected into the site.
- 1.5.2 There is no need on this plan to show existing PRowWs, which are covered on the Public Rights of Way Framework Plan, and may be re-aligned.
- 1.5.3 There is a small anomaly with the red line at Merrick Close.

1.6 Public Transport Framework Plan

- 1.6.1 This plan should show the developable areas to make clear where people will be walking from/to.
- 1.6.2 It shows catchment areas around bus stops as 400m and 300m radius circles. These are misleading because walking routes are not along radii and must circumnavigate woodland and other obstacles.
- 1.6.3 The applicant should show isodistance contours based on the Illustrative Masterplan (as a reasonable approximation for the final access arrangements).
- 1.6.4 The applicant is correct in showing a smaller catchment for the eastern stop to compensate for the topography, and this should be explained on the plan.
- 1.6.5 The updated catchment areas may reveal a need for a different distribution of stops, and possibly four rather than three. The approximate distribution of bus stops is an important design constraint for the RMs.

1.7 Mendip Way Means of Access Plan

- 1.7.1 The reference to "Parallel Travel Crossing" should simply be "Parallel Crossing".
- 1.7.2 The island intended to prevent a right turn from the access road should be clearly marked and labelled as such.

1.8 General points

- 1.8.1 When re-submitting plans, the applicant should adjust the internal document names, e.g. from "15000 @ A3 Parameter plans RevL.indd".
- 1.8.2 Where these plans are reproduced in other documents, such as the DAS, those documents should also be updated to avoid confusion.

2 Main access (detailed)

- 2.1 Even if the Local Highway Authority has no objection to the submitted plans, these are early-stage designs that will be the subject of Section 278 and 38 applications and a Stage 2 Road Safety Audit, with further iteration and additional detail being added before construction can start. If this process results in amendments to plans that have been approved by the Local Planning Authority, amended plans may need to be submitted and considered via a Non-Material Amendment or Section 73 Application (depending on the significance of the changes).
- 2.2 The recommendations below have been shared with, but not approved by, the Local Highway Authority. It is for the applicant to decide whether to accept any of the recommendations, or whether to seek further advice from HCC.

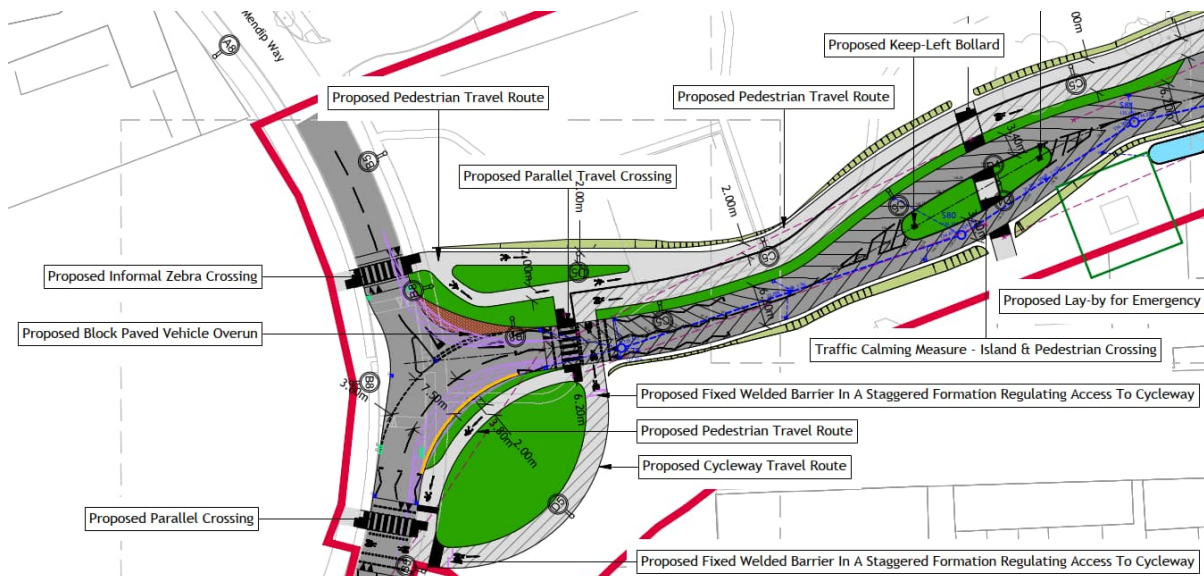


Figure 1: Extract from Mendip Way Means of Access Plan (19244-ASHB-5-SK005 Rev C)

- 2.3 The design of the cycle track north of the crossing just east of Mendip Way does not comply with LTN1/20 or PMPDG standards (see Part 3 Chapter 4 p98), which specify a minimum corner radius for bends of 4m. The track should be curved and the adjacent footway adjusted accordingly.
- 2.4 The crossing of Mendip Way to the north is labelled as an “informal zebra crossing”. Such a design is not currently permitted in TSRGD. The crossing should either be shown as a compliant zebra crossing (with zigzags and Belisha Beacons) or as an informal crossing (if that is acceptable to the HCC DMI team). Note that, to achieve the recommendation set out in §2.7, this would need to be either a parallel or informal crossing.
- 2.5 The geometry of the access junction is designed to prevent vehicles turning right from the access road into Mendip Way to the north. (As indicated in the tracking diagrams, it is intended that all vehicles would travel via the Great Ashby Way roundabout instead.) However, the relevant “no right turn” signage is not shown on the plan.
- 2.6 It is unclear why the footway widens out north of the southern Mendip Way crossing as pedestrians should not have to wait here. Not tapering the strip of verge would create a more successful and manageable green space (see Figure 2)



Figure 2: Extract from Mendip Way Means of Access Plan (19244-ASHB-5-SK005 Rev C)



Figure 3: Legal cycling routes (blue) and desire line (purple) between access road and Mendip Way north

- 2.7 As the paths between Mendip Way and the north side of the access road crossing are marked as footways, the legal cycling route travelling east to north is via the southern parallel crossing (see Figure 3), which people are unlikely to follow. There should be provision for cycling along or close to the desire line. Segregation of pedestrians and cycles on this section may not be required (based on the likely

frequency of these movements), but the applicant should consult the HCC DMI team for further guidance on what is acceptable.

- 2.8 The plans should show the location of Belisha Beacons and associated electrical equipment, which are required for zebra crossings.
- 2.9 The proposed staggered barriers at each end of the cycle track between the access road and Mendip Way crossings should be removed from the plan as they are not compliant with LTN 1/20 §5.6.3: *"Deliberately restricting space, introducing staggered barriers or blind bends to slow cyclists is likely to increase the potential for user conflict and may prevent access for larger cycles and disabled people and so should not be used."*

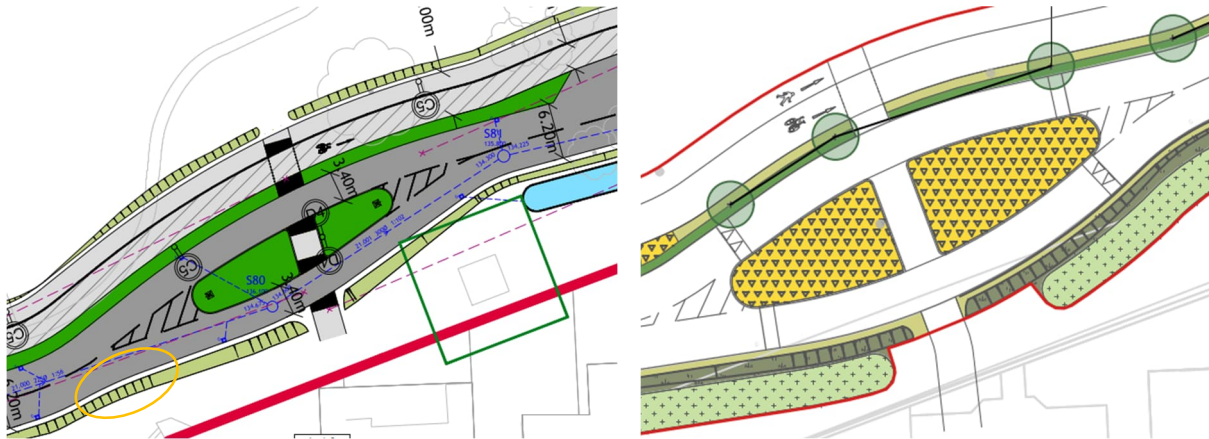


Figure 4: Extracts from Mendip Way Means of Access Plan (19244-ASHB-5-SK005 Rev C) and Planting Plan (DL50-1)

- 2.10 The Planting Plan shows ramps to raised crossings at the islands. These are not shown on the Means of Access infrastructure plan. One or other of these plans should be updated for consistency.
- 2.11 If ramps are included in the design, HCC's DMI officers will need to be satisfied that the designs are compliant with guidance on speed management features on bus routes and protection from overrunning of the verges and island.
- 2.12 The kink in the access road eastbound before the island may not be sufficiently sharp to achieve the desired 20mph maximum speed. This may potentially be improved by straightening the reverse curve on the westbound lane – ringed in orange in Figure 4. If proposed, the addition of ramps to raised tables (see §2.10) would also have a speed-limiting effect.
- 2.13 'Keep Left' bollards are generally not necessary on an island in a low-speed single carriageway road. Unless HCC DMI require them, they should be removed to minimise the urbanisation of the country park.