

Notice

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Contents

Chapter	Page
1. Introduction	4
2. Atkins' Response	6
2.1. Policy Review	6
2.2. Accessibility Walking and cycling	6
2.3. Public Transport	6
2.4. Road Safety	6
2.5. Vehicle Access	7
2.6. Parking	7
2.7. Servicing, Refuse and Emergency Access	7
2.8. Trip Generation	8
2.9. Trip Distribution	8
2.10. Highway Impact	8
2.11. Travel Plan	9
2.12. Construction	9
2.13. Contributions	9
3. Road Safety	10
3.1. Accident A – 08/03/2018	11
3.2. Accident B – 31/03/2019	11
3.3. Accident C – 13/11/2019	12
3.4. Accident D – 06/06/2020	12
3.5. Accident E – 18/06/2020	12
3.6. Summary	12
4. Highway Impact	13
5. Travel Plan	14
6. Summary	16
Appendices	17
Appendix A. Highway Traffic Data	18
Tables	
Table 1-1 - Matters for Further Consideration	4
Table 3-1 - Details of accidents that occurred on Watling Street between 2014 and 2021	10
Table 5-1 - Atkins response to HCC comments and location of amendments in the TP	14
Figures	
Figure 3-1 - Accident location and severity on Watling Street	11

1. Introduction

Atkins have been commissioned by M Scott Properties Ltd, Ms T Sutton, Ms T Good, Mr W Hughes and Mr J Hughes to provide additional evidence in support of an outline planning application for up to 95 dwellings on Land West of Watling Street, Park Street, Hertfordshire (application reference 5/2022/0267). The Hertfordshire County Council (HCC) highways team (the Local Highway Authority (LHA)) have placed a holding objection on the planning application until further information is provided.

This Transport Assessment (TA) Addendum outlines Atkins' response to the LHA's comments on the submitted TA and Travel Plan (TP) supporting the development on Land West of Watling Street, Park Street (dated 14th January 2022).

All comments provided by HCC are addressed in Section 2. Comments that require additional details are set out in Table 1-1 and responses are provided in the subsequent sections of this Addendum.

Table 1-1 - Matters for Further Consideration

Matter	HCC Comment from Response Letter	Atkins' Response	Addendum
Road Safety	<p><i>'The accident analysis does not include details for the accidents which occurred along Watling Road. Figure 3-6 in the TA shows three accidents which have occurred within the vicinity of the site along Watling Road, two serious and one slight PIA's. Further details are therefore required for these accidents and the applicant should provide detailed accident outputs.</i></p> <p><i>It is noted that more recent data up to December 2021 has not been reviewed. HCC have reviewed data for 2020 and 2021 on Crashmap, this shows a PIA occurred on June 2020 to the north of the proposed site access and the details for this accident should also be provided.'</i></p>	<p>Further analysis of the accidents that have occurred on Watling Street and more recent data up to December 2021 has been provided. This includes detail regarding the accident which occurred in June 2020 to the north of the site access.</p> <p>Atkins' response to both of these comments is collated in Section 3 of this Addendum.</p>	Section 3
Highway Impact	<p><i>'As agreed with HCC Highways, the applicant has assessed the proposed site access junction with Watling Street. An ATC survey was undertaken in November 2021 along Watling Street, adjacent to the proposed site access. In addition to this Manual Classified Turning Counts (MCTCs) and queue length surveys were also undertaken at key locations within the vicinity of the site. Outputs from all the traffic survey data should be appended to the supporting transport assessment for review.'</i></p>	<p>Atkins has provided all of the data from the ATC, MCTC and queue length surveys to validate as requested. Refer to Section 4 of this Addendum document for further details.</p>	Section 4
Travel Plan	<p><i>'A draft Travel Plan (TP) has been submitted as part of the planning application. The Travel Plan does not include the contact details for the Travel Plan Coordinator (TPC) and these should be provided. Secondary contact details to the interim or full travel plan TPC should also be provided. The time allocated to the TPC role (full time or part time) should also be provided.'</i></p>	<p>The TP has been updated to address comments. A TPC will be assigned in due course, measures have been reviewed and updated and on-going monitoring has been clarified as part of a full TP which will be submitted at a later stage when negotiating potential S106 funding¹. Section 5 of this Addendum presents Atkins' response.</p>	Section 5

Matter	HCC Comment from Response Letter	Atkins' Response	Addendum
	<p><i>The TP includes a good set of measures however a noticeboard in a communal area containing travel information is a recommended.</i></p> <p><i>As per HCC Travel Plan Guidance, residential travel pack contributions should be provided for residents. This is usually in the form of Transport or retail vouchers to encourage active and sustainable travel (£50 per flat, £100 per house).</i></p> <p><i>A Statement from the developers to show that they are committed to implementing the travel plan is required.</i></p> <p><i>Details on parking measures (vehicle and cycle) need to be provided in the Travel Plan, including the capacity of the secure cycle parking.</i></p> <p><i>Actual baseline data should be collected within the first 3 months of occupation and multi modal counts should be carried out on site along with the annual survey.</i></p> <p><i>A travel plan review should occur annually. The TPC should produce a review report which is to be submitted to HCC within three months of annual survey completion.</i></p> <p><i>The management arrangement of the TP post 5 years monitoring with HCC should be outlined in the TP.'</i></p>	<p>Vehicle and bicycle parking details has been provided at a later stage in the above-mentioned full TP².</p>	

¹ As agreed with a representative of HCC (from WSP on behalf of HCC).
² As agreed with a representative of HCC (from WSP on behalf of HCC).

2. Atkins' Response

This section of the Addendum addresses HCC comments provided in their response letter to the proposed development at Land West of Watling Street. All comments in the response letter have been set out in the following section and are shown in *italics*. Atkins' response is provided underneath in a separate bullet point.

The majority of comments show that the assessments undertaken by Atkins are acceptable as they meet HCC's requirements for a TA.

2.1. Policy Review

- *A review of the following policy documents has been undertaken as part of the Transport Assessment in support of this outline planning application:*

The National Planning Policy Framework (NPPF) (2019);

Cycle Infrastructure Design – Local Transport Note 1/20 (2020)

Hertfordshire County Council Local Transport Plan 4 (2018);

St Albans City and District Council Local Plan Review (1994); Review of Transport Assessment

- Atkins comment: No action is required as the policy review has considered all statutory documents and as such as considered acceptable to HCC.

2.2. Accessibility Walking and cycling

- *There are footways on either side of the carriageway on Watling Street. However, the footway along the eastern border of the site is narrow and overgrown for pedestrians and cyclists. There are also no formal crossing facilities along Watling Street within the vicinity of the site. However, to the north of the site there is a shared footway / cycleway which to the north leads to an underpass below the A414 providing links to St Albans.*

There are a number of local facilities and services within the vicinity of the site including primary and secondary schools and convenience stores.

- Atkins comment: Proposals include new crossing points along Watling Street within the vicinity of the development, clearing of the existing footpath along the eastern boundary of the site and an alternative route within the site. The TA also shows that the site is accessible to local amenities and education.

2.3. Public Transport

- *The nearest bus stops to the site are located on Watling Street, along the frontage of the site. These stops provide hourly services between Welwyn City Garden, Borehamwood, Hatfield and Watford.*

The nearest train station to the site is Park Street Railway Station, approximately 450m to the south of the site. This station provides frequent services between St Albans and Watford Junction.

It is concluded that the site is in a sustainable location with access to a number of sustainable travel modes and this is acceptable.

- Atkins comment: No action is required as public transport accessibility and sustainable travel options are acceptable to HCC as per the comment above.

2.4. Road Safety

- *The applicant has obtained Personal injury accident (PIA) data for the 5 year period between December 2014 and December 2019. This shows that within the study area 133 accidents occurred involving 266 vehicles and 174 casualties.*

The TA summarises the patterns of the accident data as follows: -

86% were slight in severity;

63% occurred at junctions;

76% occurred during daylight conditions; and

72% occurred during dry conditions.

However the accident analysis does not include details for the accidents which occurred along Watling Road. Figure 3-6 in the TA shows three accidents which have occurred within the vicinity of the site along Watling Road, two serious and one slight PIA's. Further details are therefore required for these accidents and the applicant should provide detailed accident outputs.

It is noted that more recent data up to December 2021 has not been reviewed. HCC have reviewed data for 2020 and 2021 on Crashmap, this shows a PIA occurred on June 2020 to the north of the proposed site access and the details for this accident should also be provided.

- Atkins comment: Further accident analysis has been provided in Section 3 of this TA Addendum.

2.5. Vehicle Access

- The proposed vehicular access to the site would be from Watling Street at the eastern boundary of the development via a new T-junction. Drawing PRKST-DR-C-000001 shows that the proposed access would provide a 6m wide access road, 6m radii and a visibility splay of 4.5m x 90m in both directions.

Although the required visibility can be achieved, there are concerns with maintaining the existing mature trees to ensure visibility would not be restricted. This requirement can be conditioned as part of this outline application.

Any works within the highway boundary (including alterations to the footway) will need to be secured and approved via a s278 Agreement with HCC.

- Atkins comment: Atkins accept that a condition as part of this application will be to ensure visibility splays are maintained.

2.6. Parking

- The TA details that car parking provision will be in line with St Albans City and District Council parking standards. The development will also include the provision of electric vehicle charging. HCC would request that the applicant does not over provide parking to ensure a commitment to sustainable travel.

It is proposed that individual dwellings will provide bicycle parking within the curtilage of the unit and dedicated cycle parking facilities will be provided for flats.

- Atkins comment: The proposals for cycle and car parking are in line with HCC standards and therefore it is not considered that parking is over provided for.
- Further details and plans clearly showing the location of vehicle and cycle parking would be required at detailed design stage. Swept path analysis for a large car would also be required.
 - Atkins comment: Swept path analysis will be undertaken at detailed design stage to show the location of vehicle and cycle parking³.

2.7. Servicing, Refuse and Emergency Access

- The applicant has provided swept path analysis for a 9.93m long refuse vehicle, which shows the vehicle entering and exiting the site at the proposed site access in forward gear. This is acceptable, however further swept path analysis will be required at detailed design stage showing a refuse vehicle manoeuvring around the internal roads of the proposed development which must include turning areas.

The applicant should refer to the St Albans City and District Council 'Refuse Collection and Recycling Requirements for New Developments and Change of Use' document (updated April 2018).

- Atkins comment: Swept path analysis showing a refuse vehicle manoeuvring around the internal roads of the proposed development which must include turning areas will be undertaken at detailed design stage.
- Swept path analysis for a fire tender must also be provided for the proposed site layout demonstrating access for a pumping appliance within 45m of all dwellings and that the vehicle can enter and exit in forward gear.

³ As agreed with a representative of HCC (from WSP on behalf of HCC).

- Atkins comment: Swept path analysis showing a fire tender will be provided for the proposed site layout at detailed design stage.

2.8. Trip Generation

- *Trip generation has been calculated for people trips using the TRICS database (version 7.8.2), within those calculations vehicle trips have also been identified. The TRICS parameters applied are acceptable. The following total vehicle trips are identified for the development proposal:*
 - AM Peak (08:00-09:00): 14 arrivals, 37 departures resulting in 51 two-way movements*
 - PM Peak (17:00-18:00): 35 arrivals, 14 departures resulting in 49 two-way movements*
 - Daily (07:00-19:00): 218 arrivals, 220 departures resulting in 438 two-way movements*

The applicant has derived mode shares for the proposed development from 2011 Journey to Work Census data for the St Albans 019MSOA and applied the TRICS data to show predicted trips by mode. This methodology is acceptable and shows the majority of trips (69%) would be undertaken by privately owned vehicles.

 - Atkins comment: No action is required as the trip generation methodology is acceptable to HCC as per the above comment.

2.9. Trip Distribution

- *Trips Distribution has been determined through the use of travel to work census data and National Travel Survey data for trip by purpose. Furthermore it also takes into consideration the location of nursery, primary and secondary schools and census data on the distribution of school age children. Trips have been assigned to the local highway network based on commuting trips, educational trips and other (eg.leisure, shopping). This methodology is considered acceptable.*
 - Atkins comment: No action required. The trip distribution assessment is acceptable to HCC as per the above comment.

2.10. Highway Impact

- *As agreed with HCC Highways, the applicant has assessed the proposed site access junction with Watling Street. An ATC survey was undertaken in November 2021 along Watling Street, adjacent to the proposed site access. In addition to this Manual Classified Turning Counts (MCTCs) and queue length surveys were also undertaken at key locations within the vicinity of the site. Outputs from all the traffic survey data should be appended to the supporting transport assessment for review.*
 - Atkins comment: The outputs from the traffic survey data have been provided to HCC in the original file so the assessments can be validated. Further information is provided in Section 4.
- *A five year post application has been assessed and the growth factors derived from TEMPRO. These factors are considered acceptable.*

The results of the junction capacity assessment show that the junction would operate well within capacity during both the AM and PM peak scenarios. However until the outputs from all the traffic surveys are provided the LHA cannot complete their review of this junction and the local highway network.

It is noted that the surveys were undertaken in November 2021, when 'working from home' was being enforced during the COVID 19 pandemic. As requested, the applicant must provide all survey data to allow the LHA to undertake a full review.

As suggested at pre-app stage, the proposed Strategic Rail Freight Interchange (to the east and south of park street) has been considered, however based on the proposed capacity assessment results the applicant has considered that this development would not have a major impact on the operation of Watling Street.

 - Atkins comment: No action required as the findings will be validated following receipt of traffic survey data.

2.11. Travel Plan

- *A draft Travel Plan (TP) has been submitted as part of the planning application. The Travel Plan does not include the contact details for the Travel Plan Coordinator (TPC) and these should be provided.*

Secondary contact details to the interim or full travel plan TPC should also be provided. The time allocated to the TPC role (full time or part time) should also be provided.

The TP includes a good set of measures however a noticeboard in a communal area containing travel information is a recommended.

As per HCC Travel Plan Guidance, residential travel pack contributions should be provided for residents. This is usually in the form of Transport or retail vouchers to encourage active and sustainable travel (£50 per flat, £100 per house).

A Statement from the developers to show that they are committed to implementing the travel plan is required.

Details on parking measures (vehicle and cycle) need to be provided in the Travel Plan, including the capacity of the secure cycle parking.

Actual baseline data should be collected within the first 3 months of occupation and multi modal counts should be carried out on site along with the annual survey.

A travel plan review should occur annually. The TPC should produce a review report which is to be submitted to HCC within three months of annual survey completion

The management arrangement of the TP post 5 years monitoring with HCC should be outlined in the TP.

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.

- Atkins comment: There are a number of points and amendments to the TP which are set out in detail in Section 5

2.12. 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.

- Atkins comment: It has been agreed that a Construction Traffic Management Plan should be secured by a planning condition.

2.13. Contributions

- *According to the St Albans New Local Plan Publication Draft (2018), St Albans City and District Council is considering the adoption of Community Infrastructure Levy (CIL) by Spring 2020. It is anticipated that any contributions could be sought via Section 106 Agreement for this development as CIL has not yet been adopted.*

- Atkins comment: Noted.

3. Road Safety

This section of the Addendum addresses the first matter as set out in Table 1-1, with regard to the accident data within the vicinity of the site which is provided in the TA. The comment from HCC Highways Authority is as follows:

‘The accident analysis does not include details for the accidents which occurred along Watling Road. Figure 3-6 in the TA shows three accidents which have occurred within the vicinity of the site along Watling Road, two serious and one slight PIA’s. Further details are therefore required for these accidents and the applicant should provide detailed accident outputs.

It is noted that more recent data up to December 2021 has not been reviewed. HCC have reviewed data for 2020 and 2021 on Crashmap, this shows a PIA occurred on June 2020 to the north of the proposed site access and the details for this accident should also be provided.’

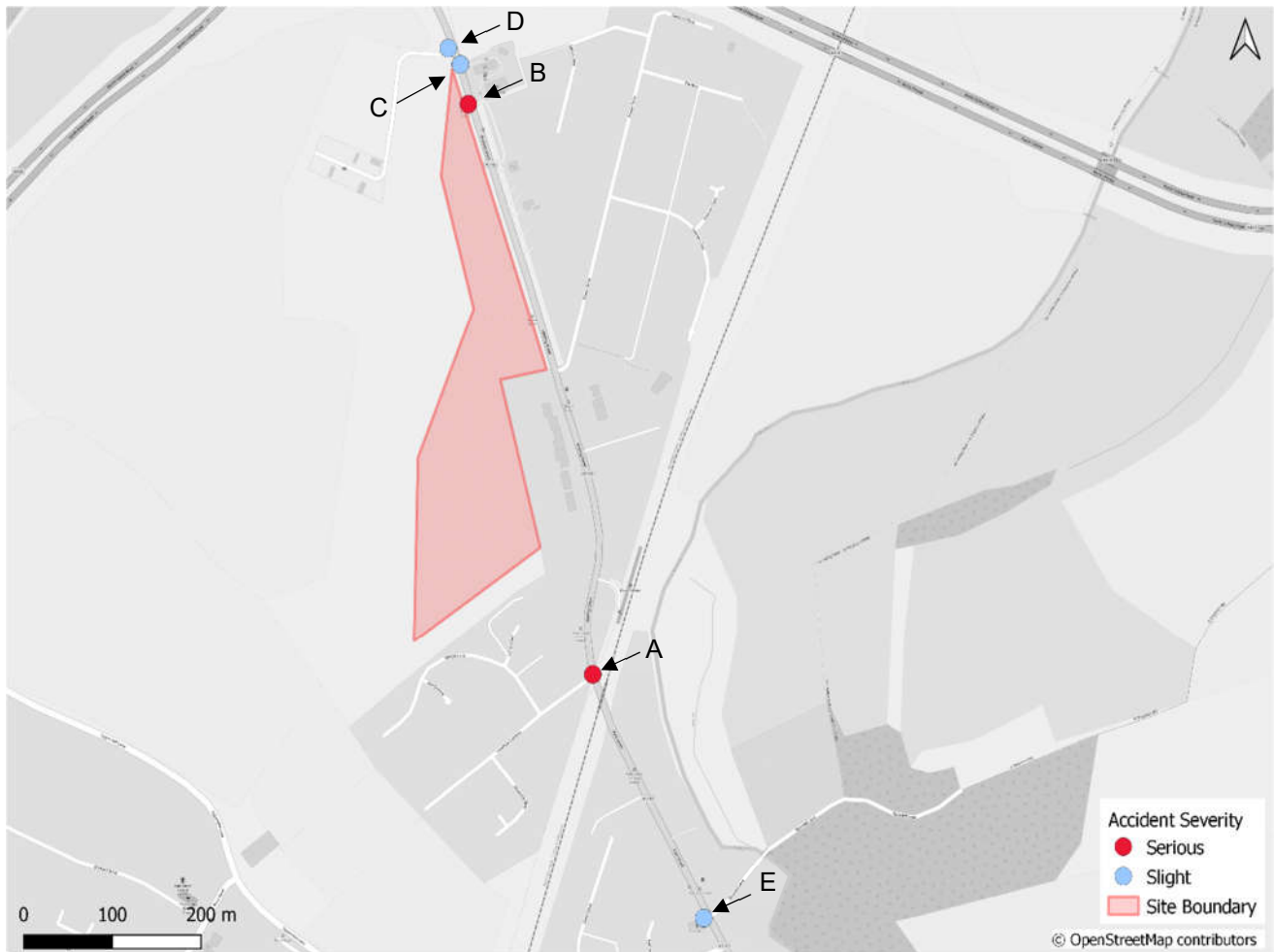
To address the comment from HCC Highway Authority, Atkins have conducted a review of the accident data included in the TA have provided the additional PIA data for accidents along Watling Street to the east of the development site between 2018 and 2021. This accounts for the accident dated June 2020 as highlighted by HCC Highway Authority. From assessing the data, in sections 3.1 to 3.5, Atkins can confirm that accidents occurring in close proximity to the site occur randomly with no obvious cause. As such Atkins would not expect the development to have a significant effect on the number or severity of accidents along Watling Street. Therefore, Atkins considers the additional data to be sufficient in response to HCC’s comment.

The additional PIA data is provided in the following sections and is presented in Table 3-1 and presented in Figure 3-1.

Table 3-1 - Details of accidents that occurred on Watling Street between 2014 and 2021

Accident ID	Date	Severity	Number of Vehicles Involved	Number of Casualties Involved
A	08/03/2018	Serious	2	1
B	31/03/2019	Serious	3	2
C	13/11/2019	Slight	2	2
D	06/06/2020	Slight	3	1
E	18/06/2020	Slight	2	1

Figure 3-1 - Accident location and severity on Watling Street



3.1. Accident A – 08/03/2018

The serious accident which occurred on Thursday 8th March 2018 at 18:13 happened south of the proposed development on the A5183 Watling Street, north of Hawfield Gardens junction. Watling Street has a single carriageway and a speed limit of 30mph. The incident did not occur within 20m of the junction or pedestrian crossing, with the nearest pedestrian crossing located 50m south of the location of the incident.

At the time of the accident the weather was considered fine with no high winds and the road surface dry.

The accident involved two vehicles, a car and a motorcycle 125cc or under and resulted in one casualty with police required on the scene. The car driver and motorcyclist were both male and aged 51 and 24 years old and commuting for work.

3.2. Accident B – 31/03/2019

A serious accident occurred on north Watling Street A5183 on Sunday 31st March 2019 at 15:30, involving three vehicles and resulting in two casualties. The speed limit along this section of Watling Street is 40mph. The accident did not occur at a junction or within 50m of a pedestrian crossing, as such no pedestrians were involved in this accident.

The accident occurred in daylight when the road surface was dry and weather conditions were considered fine with no high winds.

There were three cars involved in this accident. One vehicle was turning right whilst the other two were travelling forwards. Two of the vehicle drivers were female aged 43 and 30 years old. The other vehicle driver was male and 61 years old.

The accident caused two casualties, one slight and one serious to the driver of one vehicle and the front passenger of the other. This accident required police to attend.

3.3. Accident C – 13/11/2019

The slight accident that occurred on Wednesday 13th November 2019 at 08:32 at the junction on Watling Street A5183. The accident involved two vehicles and resulted in two casualties. The speed limit along the section of Watling Street is 40mph.

The accident occurred in daylight when the road surface was dry, and the weather was considered to be fine with no high winds.

The incident occurred when a car approached/parked at the junction between Park Street and the entrance to the BP Garage approach whilst a heavy goods vehicle was turning off of the main road. The two casualties were the drivers of both the car and the goods vehicle. Those involved were both male aged 24 and 47 years old and slight in severity.

3.4. Accident D – 06/06/2020

The slight accident which occurred on Saturday 6th June 2020 at 22:45 involved three vehicles and resulted in one casualty. The incident occurred along Watling Street which is a single carriage way with a 30mph speed limit in this section. The collision took place at a priority junction between an unnamed road and Watling Street opposite the BP Garage.

The weather conditions at the time of the incident were considered fine with no winds however the road surface was wet/damp. Visibility at the time of the accident may have been reduced as it was dark, but lighting was lit and in place.

The three vehicles involved were on the main carriage way, waiting/parked at the approach to the junction. Of the three vehicles, two were at/approaching the carriage way whilst one was turning right. The drivers of the vehicles included two male and one female aged 36, 21 and 50 years old.

The casualty involved a 22-year-old female who was a passenger in one of the cars. The casualty was considered slight in severity.

3.5. Accident E – 18/06/2020

The slight accident which occurred on Thursday 18th June 2020 at 19:50 along Watling Street A5183 involved two vehicles, a car, and a pedal bike, which resulted in one casualty. This section of Watling Street is a single carriageway with a 30mph speed limit enforced. The incident occurred at Burydell Lane priority junction and Watling Street where traffic is required to give way to oncoming traffic.

When the accident occurred, the weather conditions were considered fine with no winds and the road surface was dry. It was also daylight when the accident occurred and therefore visibility was not impaired.

The two vehicles involved in the altercation included a parked car and a pedal bicycle. The cyclist was a 49-year-old male and the only casualty as a result of this accident. The casualty was slight in severity.

3.6. Summary

To address the comments from the HCC highways team, Atkins have further analysed the accidents which have occurred along Watling Street, east of the proposed development, between the years of 2018 and 2020. As such, from the above analysis Atkins can determine that there is no correlation between the accidents and hence it can be inferred that they occurred randomly. Furthermore, this supports the statement that the proposed development would not increase the severity or occurrence accidents along Watling Street.

4. Highway Impact

This section of the Addendum provides a response to the second comment in Table 1-1, relating to the provision of the traffic survey data. The comment from HCC Highway Authority is as follows:

'As agreed with HCC Highways, the applicant has assessed the proposed site access junction with Watling Street. An ATC survey was undertaken in November 2021 along Watling Street, adjacent to the proposed site access. In addition to this Manual Classified Turning Counts (MCTCs) and queue length surveys were also undertaken at key locations within the vicinity of the site. Outputs from all the traffic survey data should be appended to the supporting transport assessment for review.'

As agreed with HCC in the scoping stage of this application, Atkins' have conducted Automatic Traffic Counts (ATCs) in November 2021 along Watling Street to the east of the proposed site, these results are presented in Table 3.5 of the TA. In addition to this, Manual Classified Turning Counts (MCTCs) and queue length counts were also completed at key locations in close proximity to the site. Growth factors, sourced from TEMPRO, were then used to complete a five-year post application assessment from which it was concluded that these factors were considered acceptable. Furthermore, from the results of the traffic analysis, it can be determined that the junction capacity would be more than sufficient during both the AM and PM peak scenarios.

The ATC, MCTCs and queue length data is provided in Appendix A and have been provided in the raw excel format for HCC Highways to review.

As such Atkins considers that the provision of all the output traffic survey data is acceptable and addresses the comments made by HCC Highway Authority.

5. Travel Plan

This section addresses the comments relating to the TP in Table 1-1, Atkins will review the document and make amendments where required before re-submitting for approval. Table 5-1 presents Atkins' responses to the HCC comments and navigates to where these updates are located in the TP.

Table 5-1 - Atkins response to HCC comments and location of amendments in the TP

HCC Comment	Atkins Response	Reference to TP
<i>'The Travel Plan does not include the contact details for the Travel Plan Coordinator (TPC) and these should be provided. Secondary contact details to the interim or full travel plan TPC should also be provided. The time allocated to the TPC role (full time or part time) should also be provided.'</i>	Contact details for the TPC will be provided once planning permission has been granted and supporting details will be provided in regard to the time allocated to the TPC role will be set out once measures have been agreed ⁴ .	Section 1.2 - Travel Plan Coordinator
<i>'The TP includes a good set of measures however a noticeboard in a communal area containing travel information is a recommended.'</i>	The Developer Measures and Action Plan section of the TP has been updated to include a General Travel Information section detailing the recommendation for a communal travel information board.	Section 4.1.3 – General Travel Information
<i>'As per HCC Travel Plan Guidance, residential travel pack contributions should be provided for residents. This is usually in the form of Transport or retail vouchers to encourage active and sustainable travel (£50 per flat, £100 per house).'</i>	Atkins have amended this in the TP and the value of the vouchers will follow HCC Travel Plan Guidance.	Section 4.1.2 – Travel Information Packs
<i>'A Statement from the developers to show that they are committed to implementing the travel plan is required.'</i>	A developer statement will be provided in the full TP at a later design stage ⁴ . Although in the meantime, it is considered that the inclusion of a TP as a requirement for the S106 demonstrates commitment ⁴ .	N/A
<i>'Details on parking measures (vehicle and cycle) need to be provided in the Travel Plan, including the capacity of the secure cycle parking.'</i>	Parking measures are included in TP Section 4 where it is stated that there will be sufficient, however not excessive, vehicle parking and to include provision for EV parking. This complies with the Residential Parking Standards as set out by the St Albans City and District Council District Local Plan Review - 1994. Discussions with a Highways Officer during the pre-application meeting also indicated that tandem parking is within the bounds of the HCC accepted parking standards. The TP also states that individual dwellings will be provided with a cycle parking space within the curtilage of the residential unit i.e., within a garage or garden shed. However, additional parking facilities will be required for flats and to accommodate visitors.	Section 4.1.1 – Pedestrian and Cycling improvements Section 4.1.4 Facilitating Sustainable Car Travel

⁴ As agreed with a representative of HCC (from WSP on behalf of HCC).

HCC Comment	Atkins Response	Reference to TP
	<p>Further guidance on vehicle/cycle parking will be provided in the Emerging LCWIP from St Albans District Council and HCC.</p> <p>Following on from this, greater vehicle and bicycle parking detail will be provided in the full TP which will be produced at the later stages of design⁵.</p>	
<p><i>‘Actual baseline data should be collected within the first 3 months of occupation and multi modal counts should be carried out on site along with the annual survey. A travel plan review should occur annually. The TPC should produce a review report which is to be submitted to HCC within three months of annual survey completion. The management arrangement of the TP post 5 years monitoring with HCC should be outlined in the TP.’</i></p>	<p>Atkins have addressed the comments from HCC Highways Authority and have made the following amendments to the TP.</p> <p>The TP has been updated to state that actual baseline data should be collected within the first three months of occupation and should be conducted in conjunction with the annual survey.</p> <p>A Travel Review should be completed annually with a supporting review report from the TPC to be submitted to HCC within three months of the annual survey completion.</p> <p>Once the fifth year of monitoring has passed, the management arrangement of the TP will be reviewed and discussed to decide how best to proceed with monitoring.</p> <p>This is outlined in Section 5 of the Travel Plan.</p>	<p>Section 5 – Scheme Monitoring and Review</p>
<p><i>“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.”</i></p>	<p>The developer of the site accepts the evaluation and support fee which will be payable to HCC to support the TP monitoring. This would be secured via a S106 legal agreement.</p>	<p>N/A</p>

Table 5-1 details the comments received from HCC and the response provided from Atkins and furthermore refers specifically to the Travel Plan and the whereabouts of the amendments made. As such, Atkins considers that the Travel plan is acceptable to HCC and supports the reconsideration of the planning application for the proposed development to the west of Watling Street.

⁵ As agreed with a representative of HCC (from WSP on behalf of HCC).

6. Summary

This Transport Assessment Addendum seeks to address comments received from HCC Highways Authority in regard to the proposed development on Land West of Watling Street, Park Street, St Albans (application reference 5/2022/0267). HCC Highways have recommended refusal at this stage, subject to the receipt of additional details as addressed in this Addendum. There are three key matters that the HCC Highway Authority have sought clarification on which have been addressed in this Addendum. These include:

1. Additional PIA data required for accidents on Watling Street;
2. The provision of outputs from all the traffic survey data to be appended to the supporting TA for review; and
3. A TP review required to provide clarification on the appointment of the TPC, proposed measures, on-going monitoring and provision of a statement from the developer.

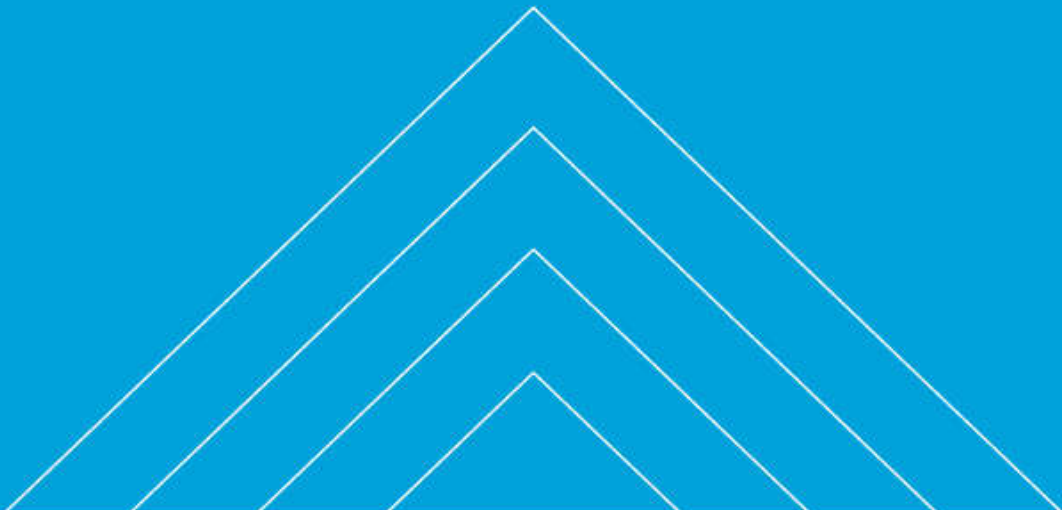
The additional PIA data is provided within this Addendum, refer to Section 2.4. The information provided suggests that accidents occurring on Watling Street between 2014 and 2021 are random with no obvious correlation or cause. Hence, Atkins can confirm that the proposed development would have minimal impact on the occurrence or severity of accidents on Watling Street or in close proximity to the site.

The provision of all the outputs from all the traffic survey data have been submitted to HCC for review. Atkins considers that providing this information validates the planning application for re-consideration by HCC Highways Authority.

A TP was produced in support of the planning application for the proposed development on Land West of Watling Street. This document has been reviewed in line with comments from HCC and amendments have been made to provide further clarification. Following these amendments, Atkins considers this sufficient to further support the approval of the proposed development.

With the additional information provided within this TA Addendum, amendments to the TP and provision of supplementary data, it is considered that HCC Highways Authority now has enough evidence to support the planning application for the development on Land West of Watling Street.

Appendices



Appendix A. Highway Traffic Data

The 2021 raw traffic separately in the original spreadsheet format due to the size of the files. The file names are as follows:

- *Appendix A - Park Street, St Albans ATC.xlsx*
- *Appendix A - Park Street, St Albans – J1 (Tuesday).xlsx*
- *Appendix A - Park Street, St Albans – J2 (Tuesday).xlsx*
- *Appendix A - Park Street, St Albans – J3 (Tuesday).xlsx*

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