

Stage 8 Site Allocations

Hearing 18 August 2020 at 14:00

Policy SADM 31, Site HS22 (BrP4), Land West of Brookman's Park Railway Station

Response for further understanding of the impact to Bradmore Lane should an access be taken from that location, notably in terms of vehicle trips using the lane.

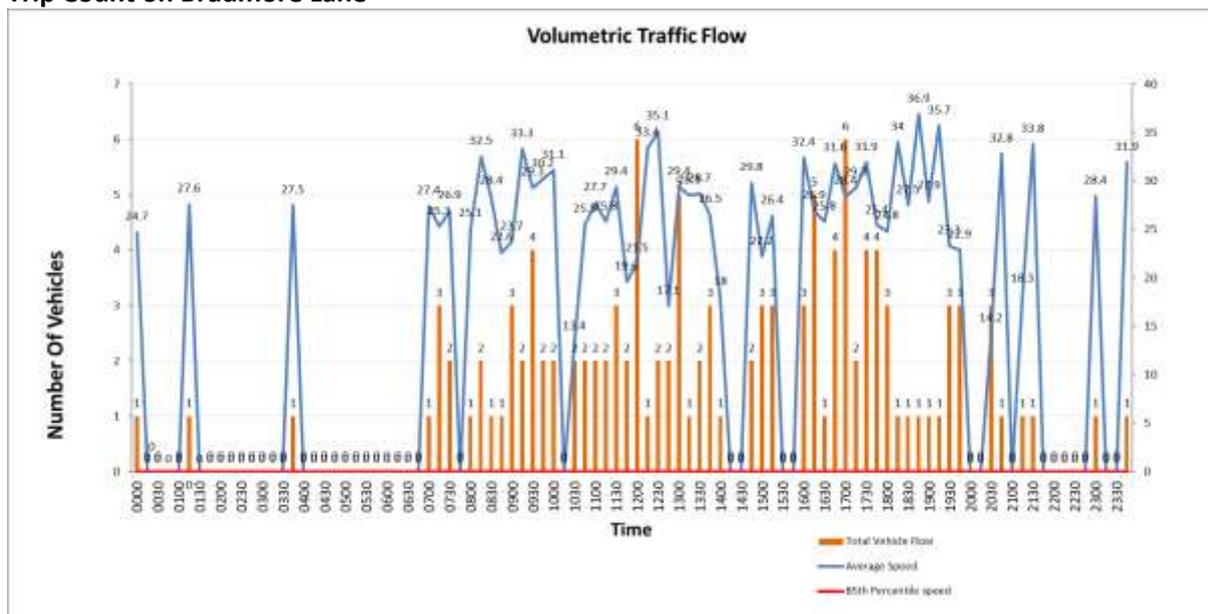
In terms of vehicle trips generated from the site cumulatively, in the peak hours is 180 trips for a development of 300 units. This figure of 180 comes from a general trip rate used across the borough, and does not account for this sites individual factors, namely immediate access to Brookmans Park Rail Station and future cycling improvements. It is likely that there will be less than 180 trips, however for this note we will use that number as a robust figure.

The travel patterns of existing residents of Brookman's Park would not make Bradmore Lane an obvious route for journeys, with the only possible benefit for people travelling South Westwards, but our view is that Bradmore Lane does not present a clear 'cut through' or 'rat run' compared to the wider local network, even in the morning and afternoon peaks.

Bradmore Lane itself is not included within the COMET model itself due to its nature, scale and length.

The current use of Bradmore lane is extremely low, with recent traffic counts indicating less than ten vehicles per hour at peak times. The table below gives an indication of the number of movements, with data collected in August 2019 (this includes bicycles)

Trip Count on Bradmore Lane



As stated, we do not view Bradmore Lane as an attractive route for vehicles, however if we take a simplistic division of the trips from the site and the route options of Northwards on Station Road, Southwards on Station Road, and Bradmore lane as an equal options, we would see 60 vehicle trips per hour in the busiest hour. For context, Manual for Streets describes vehicle movements of less than 100 per hour being an environment that would work well in terms of shared space, where vehicles do not dominate the space. We do not consider the number of vehicles using Bradmore lane would be a third of all trips from the site, and would be significantly less than 60 in the busiest times.

With the current low level of vehicles using Bradmore Lane and the low likelihood of vehicles routing through Bradmore lane in the future, we do not feel the sites access, through suitable design, would have a negative impact to vulnerable road users. To further support HCCs policy for retaining rural routes, we would be seeking measures in terms of access layout and highway design measures to further restrict the attraction, capacity and vehicle speeds along Bradmore Lane and at each end if required, this would be fully explored during the sites supporting Transport Assessment.

Longer term through the growth in the area HCC will be delivering the Growth and Transport Plan (GTP). In relation to Brookmans Park, this would be through the Growth and Transport Plan Scheme 17. This scheme seeks to enhance the active travel connectivity between Brookmans Park, Potters Bar and Hatfield and would utilise National Cycle Route 12. This route lies to the West end of Bradmore Lane. With site HS22 coming forward with a new pedestrian cycle bridge, it is considered this is a unique opportunity for a development to link the settlement of Brookmans Park to the National Cycle Network. This is in early stages of scheme development, but it would be an obvious option to enhance Bradmore Lane for cycling, which could involve HCC seeking to fully restrict access to motor vehicles, notably if connections to the West for new development (In Hertsmere) seek cycling access to Brookmans Park Station, this would likely be a separate highways scheme not a requirement of the site.

At this stage, HCC are confident the impact to Bradmore Lane can be mitigated to be acceptable to its own Local Transport Plan policy, and longer term the possibility of further enhancement for the use by vulnerable road users as part of HCCs delivery of its Local Transport Plan.

Comments prepared by Anthony Collier, Local Plan and Strategic Development Assistant Manager, on behalf of HCC Highways