

Northaw & Cuffley Parish Council wish to make representation to the Stage 9 hearings regarding site Cuf1(HS27) The Meadway based on information that has come to light since this was first discussed during the Stage 8 Hearings.

1) Traffic increases along the B156 Station Road

The Broxbourne Local Plan has designated significant development along the B156 and in the near vicinity. It was declared by Hertfordshire County Council that the resultant traffic growth would be 20%. Further investigation has identified that this figure should be 37% (AM peak) and this has been agreed with Herts CC

2) Mitigation

It was also stated by Herts CC that minor junction changes at Station Road/Northaw Road East/Plough Hill, would mitigate the 20% growth and more (although exactly how much more wasn't known). To deliver a Statement of Common Ground between the NCPC, WHBC and HCC, a more detailed modelling exercise on these proposals have determined that the peak AM (east/west) impact, initially, would be marginal and over time will be worse than the current layout. The peak PM (west/east) flows are expected to improve through the life of the plan but does not address the issues of

- a. Natural PM congestion in Cuffley village caused by local traffic (shops, school, car parking local access) that will negate much, if not all, of the benefits of changed priorities.
- b. The consequential growth of 'rat runs' to avoid significant congestion in Plough Hill for both AM and PM peaks.

Full details of these junction proposals/analysis have been supplied to HCC for ratification. They have agreed the approach, data and software but, at the time of writing, have not given any response to the results and conclusions. We are therefore of the view that Herts CC have failed to identify any proposals which will mitigate the projected increase in traffic.

We believe that the substantial changes to information provided at the stage 8 hearing sessions regarding the deterioration of congestion in Cuffley, justifies a review of the proposals for all additional development in Cuffley. We are of the view that the Meadway Site should be considered in the context of the overall development proposed in Cuffley and the projections of future congestion. The key questions in the view of the Parish Council are, considering the levels of future congestion.

- What is the overall quantum of development that Cuffley can reasonably support?
- Where should that development be located? and
- Should all or some development be limited unless and until appropriate traffic mitigation measures are implemented?

The Parish Council views the traffic issue as materially impacting on the whole village and as a result all development proposals now need to be reviewed on a wide area basis not site by site to understand how development proposals cumulatively impacts on the highway network and congestion. Thus, we are of the view that all or some development be limited unless and until appropriate traffic mitigation measures are implemented.

Indeed, we support the comments in the interim Local Plan report that references this issue:

121. The SA refers to the congestion at the road junction in the centre of the village, which is clearly already a significant problem at peak times. Minor improvements could be made to relieve the existing congestion and to delay it from becoming severe for a period. However, in the longer term there needs to be a planned resolution to this matter, if development is to continue at Cuffley. If development is to be in excess of that required to meet local needs, then that timescale will be reduced. The Council should have regard to the above considerations when assessing the desirability of recommending additional overall levels of development at Cuffley to the Examination.