

**Memo**

Ref: D046b 30984

Date: 12<sup>th</sup> November 2024

From: Mike Lewin, TPP

To: Nabeel Kasmani

Copies: See email

Project: North West Harpenden planning application reference  
5/2023/0327

Subject: Response to Active Travel England

Dear Nabeel

Thank you for sending us a copy of the Active Travel England (ATE) response to the proposed development at North West Harpenden. They have asked a number of detailed questions as considered below.

**1. Trip Generation, Route Audits and Travel Plan Targets**

ATE have asked about the number of active travel trips across the day in addition to peak hours. The daily trips have been calculated based on the TRICS database using the same sites as used for the Transport Assessment. The total number of trips over the day are set out in table 1 below.

**Table 1 – Daily trips – all modes**

	Trip Rates (1 trip per unit)			Trips (Total)		
	In	Out	Total	In	Out	Total
Residential	3.789	3.963	7.752	1,591	1,664	3,256
Retirement Homes	2.037	2.234	4.271	265	290	555
<b>Total</b>				<b>1,856</b>	<b>1,954</b>	<b>3,811</b>

In order to work out the mode split of daily trips, National Travel Survey data (2023 dataset) has been used. This is an appropriate source of modal split data for trips across the whole day ensuring that the sustainable modes are not underestimated. On this basis, the multimodal daily trips are set out in Table 2.

**Table 2 – Multimodal daily trips (NTS mode share)**

Mode	Mode share	Daily		
		In	Out	Total
<b>Public transport</b>	8%	148	156	305
<b>Car or van</b>	40%	742	782	1,524
<b>Passenger</b>	20%	371	391	762
<b>Bicycle</b>	2%	37	39	76
<b>On foot</b>	29%	538	567	1,105
<b>Total</b>	<b>100%</b>	<b>1,856</b>	<b>1,954</b>	<b>3,811</b>

Table 2 confirms that the development would generate a considerable number of walking and cycling trips highlighting the importance of active travel modes in relation to the site. There would be 1,105 walking and 76 cycling trips across the day. Added to these would be walking trips to the local bus stops and walking/cycling trips to and from the train station. This is why these modes have been considered in detail with HCC and a very comprehensive package of improvements is proposed for walking and cycling as part of the proposed Sustainable Transport Strategy set out in the Transport Assessment. These improvements will bring significant benefits for both new and existing residents. The improvements for the active travel sustainable modes include but are not limited to.

## **Pedestrians**

The measures for pedestrians include.

- A comprehensive network of pedestrian footways within the development site.
- One of the footways on the main streets will be 3m in width to better accommodate prams, buggies and mobility scooters along with pedestrians.
- Pedestrian access onto Luton Road will be provided at convenient locations for the existing bus stops, pedestrian crossings, routes to school and the shops on Luton Road.
- Footways will be provided throughout the site with dropped kerbs, tactile paving and legible wayfinding signage.
- The on-site road network will have a 20mph speed limit which will be safer for pedestrians and create a more comfortable environment for walking.
- There are currently no pedestrian footways along the eastern side of Luton Road between just north of the Roundwood Lane and Thrales End Lane. New pedestrian footways will be provided along this section of Luton Road both alongside the highway and within the landscaped areas set back from the road within the site. This will make walking on Luton Road a safer and more comfortable experience.
- There are currently no pedestrian footways along Cooters End Lane. New footways will be provided parallel to Cooters End Lane within landscaped areas set back from the road, within the site. This will make walking on Cooters End Lane a much safer and more comfortable experience.
- There are currently no pedestrian footways along the southern side of Ambrose Lane. New footways will be provided parallel to Ambrose Lane within landscaped areas set back from the road, within the site. This will make walking on Ambrose Lane a safer and more comfortable experience.
- Signalised pedestrian crossings on all arms of the access junction between Luton Road and Roundwood Lane will provide straight through crossing, dropped kerbs and tactile paving. This will make crossing Luton Road safer and easier.
- A new pedestrian island will be provided north of Cooters End Lane. This will make crossing Luton Road safer and easier at this location.
- New pedestrian footways at the Nickey Line bridge on Luton Road.
- A new signal controlled pedestrian and cycle crossing on the A1081 close to Ridgewood Drive.

## **On-site recreation facilities available to the residents and wider public**

- The proposed development includes provision of a new open space, play areas including a trim trail, wetlands, woodland, nature conservation area, allotments and junior sports pitches. These will encourage people to use the site for exercise and leisure and engaging with nature whilst reducing the need to travel elsewhere to exercise.

## **Cyclists**

The measures for cyclists include.

- The on-site road network will have a 20mph speed limit and be suitable for cyclists.
- Cycle access onto Luton Road and Ambrose Lane will be provided at convenient locations to access the proposed Luton Road cycle route and Ambrose Lane Quietway route.
- Cycle parking will be provided for all of the uses at the development in accordance with or in excess of the Councils standards. This will be in secure locations and covered where appropriate.
- Cycle parking will also be provided in areas designed for public use including the hub, play areas and parks.

## **Luton Road cycle route**

The development is providing a section of the A1081 strategic cycle route that is planned to eventually connect Luton to St Albans, providing the section from Thrales End Lane into Harpenden. This is an important part of the infrastructure in the SADC LCWIP.

The development proposals for the A1081 cycle route section are shown on drawings 30984/AC/160B to 166B. The new section of cycle route starts close to Thrales End Lane with the 5m footway cycleway off carriageway route along the development frontage past Cooters End Lane down to the access junction at Roundwood Lane. The route includes special measures to accommodate bus stops and pedestrian crossings to manage out any pedestrian/ cycle conflict. There is a full setback priority crossing proposed at Cooters End Lane that will also act as a traffic calming feature.

Beyond the site to the Nickey Line Bridge the proposals relocate the bus stops close to Park Mount and improve the overall layout providing new shelters and possibly level boarding. There would be minor adjustments to the on street parking on the southern side of Luton Road removing the existing substandard right turn lanes and replacing these with a centre line and reducing the existing verge by approximately 1.0m. There is a setback priority crossing shown at Bloomfield Road. However this could be replaced with dropped kerbs with cyclists giving way to traffic and the radii at the junction could be made tighter to reduce crossing distances and slow vehicle traffic. HCC accept that this would mean that heavy goods vehicles might encroach on the opposing traffic lane but that this might be preferable to having wider radii at the junction. This and other detailed measures would be reviewed at the detailed design stage.

The cycle route would continue at the Nickey Line Bridge. The speed limit under the Bridge would be reduced to 20mph with associated environmental improvements and carriageway narrowing. The 20mph speed limit could continue all the way to Harpenden

centre. There would be footways of approximately 1.5m on both sides of the road. There are currently no footways on the eastern side of Luton Road so this would represent a significant improvement for pedestrians. The Bridge could also form an attractive gateway to Harpenden town centre.

Beyond the Nickey Line Bridge the route continues as a 3m shared footway, cycle way to Douglas Road where Luton Road could have a 20mph speed limit so that cyclists could cycle on Luton Road in a safer environment. The 20mph speed limit is being explored by HCC as part of wider measures to improve conditions for pedestrians and cyclists in Harpenden.

### **Douglas Road, Salisbury Avenue Cycle Route**

Close to Douglas Road cyclists could continue on Luton Road or use the alternative route, that will also be provided by the North West Harpenden development, along Douglas Road and Salisbury Avenue as shown on TPP drawings 30984/AC/167B to 170B. This would consist of road markings and cycle signage. Parts of Douglas Road and Salisbury Avenue are already a cycle route linking to the Nickey Line. Traffic speeds could be reduced to 20mph to complement a 20mph section on Luton Road and other proposals being developed by HCC in Harpenden.

### **Quiet way north of Luton Road**

This is shown in principle on TPP drawing 30984/AC/188 and includes the addition of a new section of cycle route on Cooters End Lane and through the site to join the previously agreed route for the February 2023 planning application on Ambrose Lane. The route also includes a new section on Sun Lane. The quiet way route has been agreed in principle with HCC and SADC as shown on TPP drawings 30984/180 to 184 that include details of the additional sections on Cooters End Lane, through the site and Sun Lane. The quiet way would be secured through the S106 and planning conditions.

We can confirm that the existing cycle routes into Harpenden from the site are safe, direct and convenient and accessible for people of all abilities. Further we can confirm that at these routes will be significantly improved by the improvement measures proposed for pedestrians and cyclists as part of the development.

It is apparent from the above that the development is providing very significant benefits in terms of encouraging walking and cycling in accordance with the objectives of the LCWIP.

## **2. Off-site Improvements/Pedestrian & Cyclist Accessibility/Site Permeability**

ATE are recommending that the proposed improvements for active travel and the permeability of the site are secured by condition. We understand that this will be the case and SADC will include appropriate planning conditions to ensure that the wide range of proposed improvements are provided.

## **3. Cycle Parking**

ATE have requested that the proposed cycle parking and additional cycle parking in public areas be committed to at this stage. We can confirm that that cycle parking will at least meet the SADC standards and that we are able to accept a condition to secure the cycle parking.

**Summary**

In summary we can confirm that the development is placing considerable importance on promoting active travel to and from the site with measures that will not just benefit residents of the development but will bring considerable benefit to Harpenden as a whole. Indeed, to this end the development is investing over £6 million in measures promoting sustainable transport off site. There is also in addition investment in measures promoting active travel on site over and above the £6 million for offsite measures.