



**SOLUM REGENERATION
BISHOP'S STORTFORD STATION
BISHOP'S STORTFORD, EAST
HERTFORDSHIRE**

**TECHNICAL NOTE REGARDING THE
PROVISION OF THE GOODS YARD LINK
ROAD**

OCTOBER 2014



the journey is the reward

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PROVISION OF THE GOODS YARD LINK
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**Solum Regeneration
Bishop's Stortford Station
Bishop's Stortford, East Hertfordshire
Technical Note regarding the Provision of the goods yard link road**

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1 Introduction

1.1 This Technical Note has been prepared on behalf of Solum Regeneration to assess the implications of a Southern Access to the proposed redevelopment of the Goods Yard Site at Bishop's Stortford Station. The location of the proposed development is shown in **Figure 1.1**.



Figure 1.1: Site Location

1.2 In particular this Technical Note:

- Firstly provides an understanding of existing travel patterns to and from Bishops Stortford Station
- Secondly considers the principals, that would form part of the Interchange Design
- Concludes, by considering the role of The Goods Yard Link, set against those objectives.

2 Existing Mode of Travel

National Rail Travel Survey (NRTS) Data

2.1 National Rail Travel Survey (NRTS) Data has been obtained for Bishop's Stortford Station. **Table 2.1** shows the existing mode of travel to the station by passengers.

	Mode of Access	Mode of Egress
Walked	63%	64%
Bus/Coach	5%	4%
Car (parked)	16%	17%
Car (dropped off)	9%	9%
Motorcycle	0.25%	0.31%
Bicycle	2%	2%
Taxi	5%	5%

Table 2.1: Existing Mode of Travel Data (adjusted for other responses)

2.2 The NRTS Data shows that of the users of Bishop's Stortford Station, around 63% walk and in total around 75% travel to and from the Station by non-car means.

2.3 The bus modal share is considerably lower, than other station interchanges, showing the potential to increase this modal share through improved interchange.

2.4 What is clear from the NRTS data, is that non-car users make up the majority of current users of Bishop's Stortford Station and as with other Solum Regeneration proposals, the focus of using available space to increase further the number of trips by non-car means is likely to achieve a wider traffic benefit.

Catchment Areas

2.5 Using GIS we have considered the origin of rail users who travel to and from the Station by car, for people who either drive and park at or near Bishops Stortford Station, or car passengers who are dropped at the station.

2.6 It can be seen that a high percentage of people currently travelling to Bishop's Stortford Station by car originate from relatively local destinations, and consequently it is reasonable to consider that an improved non-car mode interchange at the Station would convert some of these trips to non-car mode means of travel, such as via bus or cycle. This is illustrated in **Figure 2.1** and **2.2**.

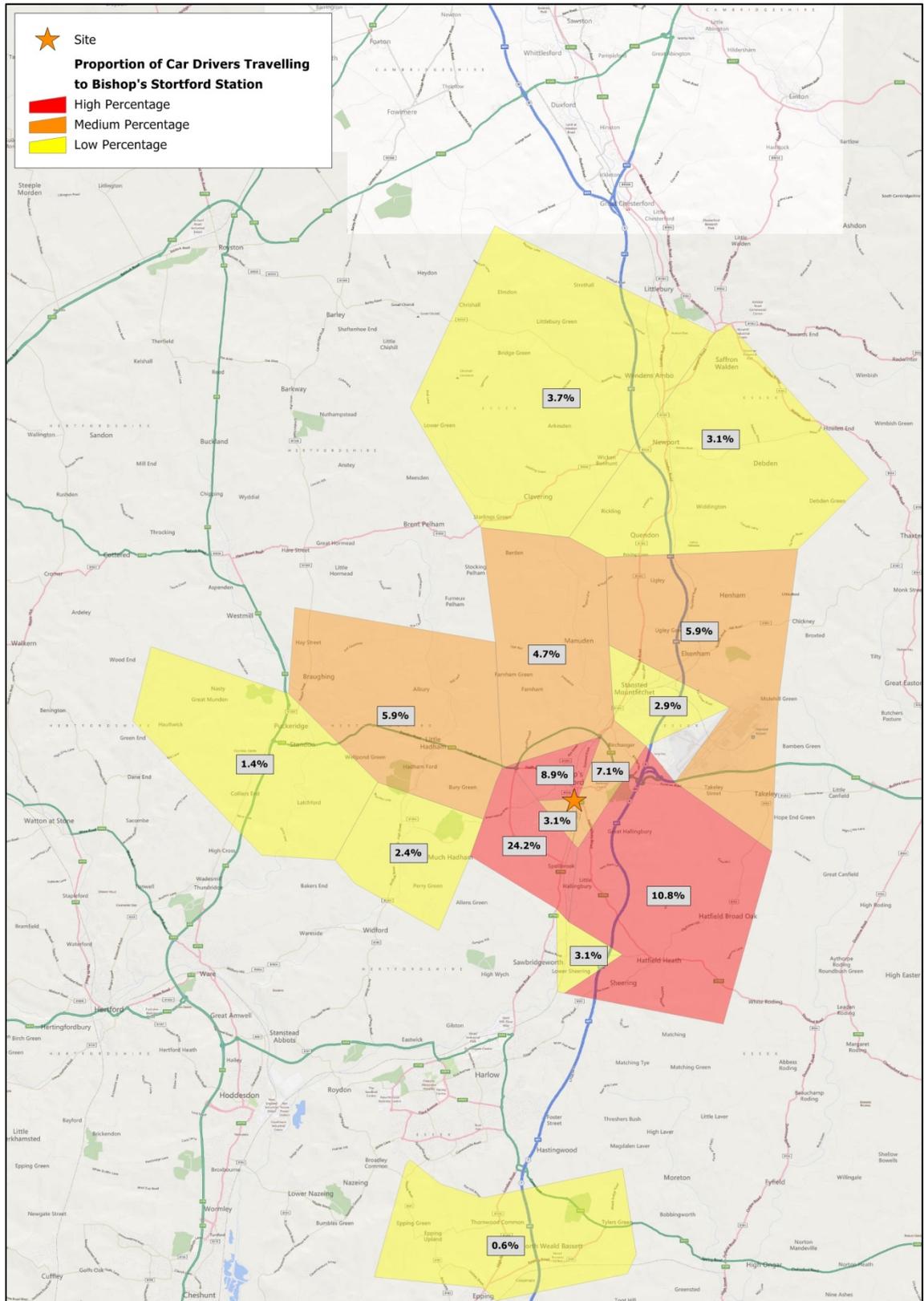


Figure 2.1: Catchment Areas for Car Drivers Traveling to the Station

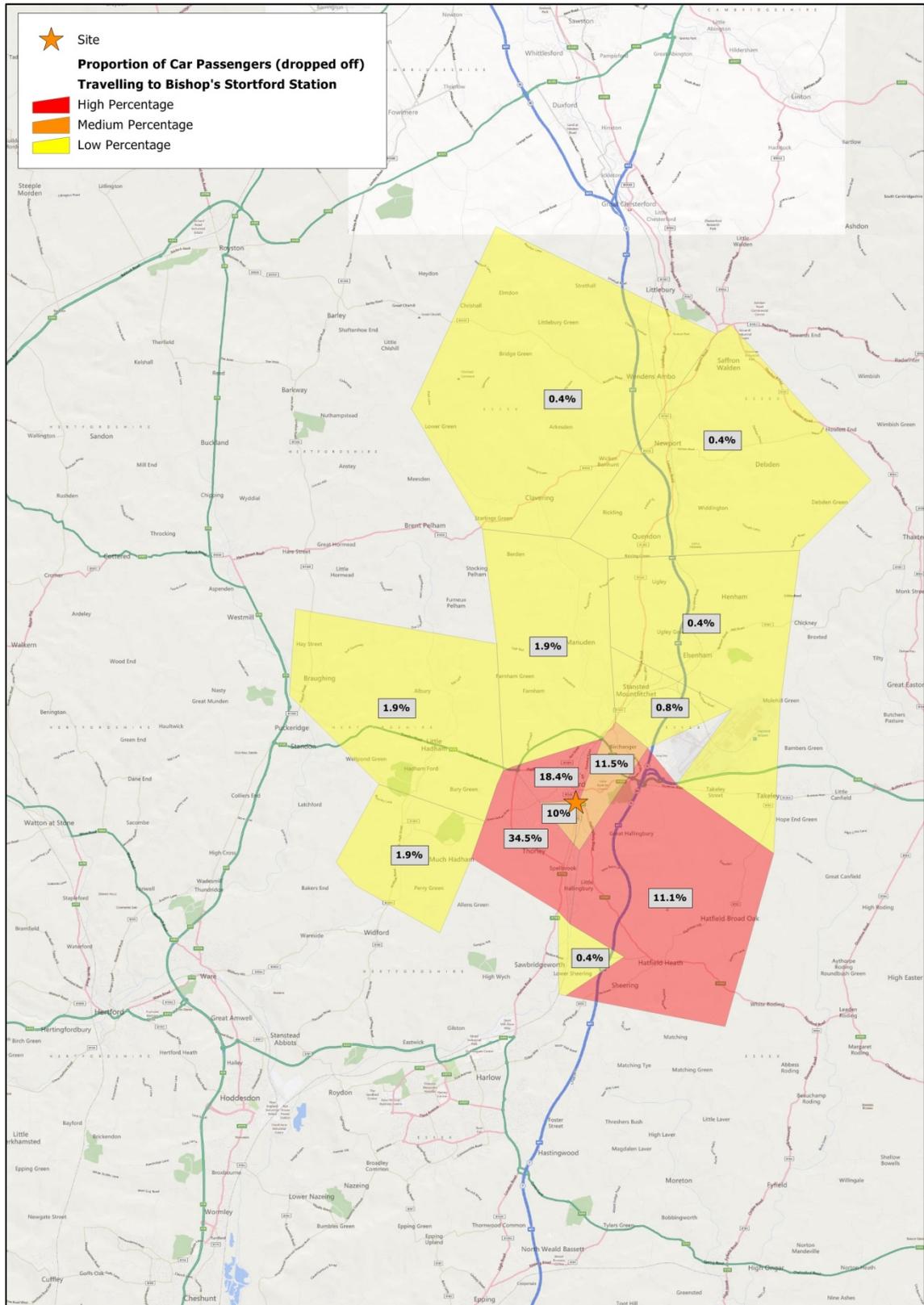


Figure 2.2: Catchment Areas for Car Passengers Traveling to the Station

3 Principals of the Interchange Provision

- 3.1 Solum Regeneration will be instructing Architects to prepare a Master Plan, for the Station and Proposed Development.
- 3.2 For all the Solum projects the mode of travel to the station has been considered, and in all cases the non-car modal share has been in excess of 70%, as is true for Bishop's Stortford Station. In that context, as can be seen in the examples below, the priority has been to provide additional interchange capacity for non-car modes.
- 3.3 Rail industry projections consider that growth in rail travel might be in the order of 2% per annum. Consequently, in order to meet those growth forecasts in terms of accessibility to and from the station, it becomes essential that the philosophy of interchange proposals is to give maximum priority to non-car modes, whilst recognising the statutory requirements in terms of provision for access by vehicle modes.
- 3.4 Some examples of current Solum's station schemes are shown in the following figures and include:
 - **Figure 3.1** - Twickenham Station (Greater London)
 - **Figure 3.2** - Walthamstow Station (Greater London)
 - **Figure 3.3** - Epsom Station (Surrey)
 - **Figure 3.4** - Guildford Station (Surrey)



Figure 3.1: Twickenham Station



Figure 3.2: Walthamstow Station



Figure 3.3: Epsom Station



Figure 3.4: Guildford Station

3.5 Each of these schemes, has given priority to the non-car modes above the vehicle modes, whilst recognising the Statutory requirements. It is clear that any consideration of the Goods Yard Link Road proposal, needs to consider whether it actually assists with that objective.

4 Issues and Safety Concerns Associated with Providing a Goods Yard Link

- 4.1 Whilst it would require considerable design development to provide full design drawings, the principal of a Link from London Road through the site connecting to Dane Street, is illustrated in **Figure 4.1** overleaf, with a more detailed illustration of the Link Road in the context of the Station Interchange shown in **Figure 4.2**.
- 4.2 This illustrates a 7.3m wide road running from either a roundabout or signalised junction on London Road, through the site to connect with Dane Street.
- 4.3 It is estimated that such a Link would cost in the order of £4.5 million, including junctions and development costs.

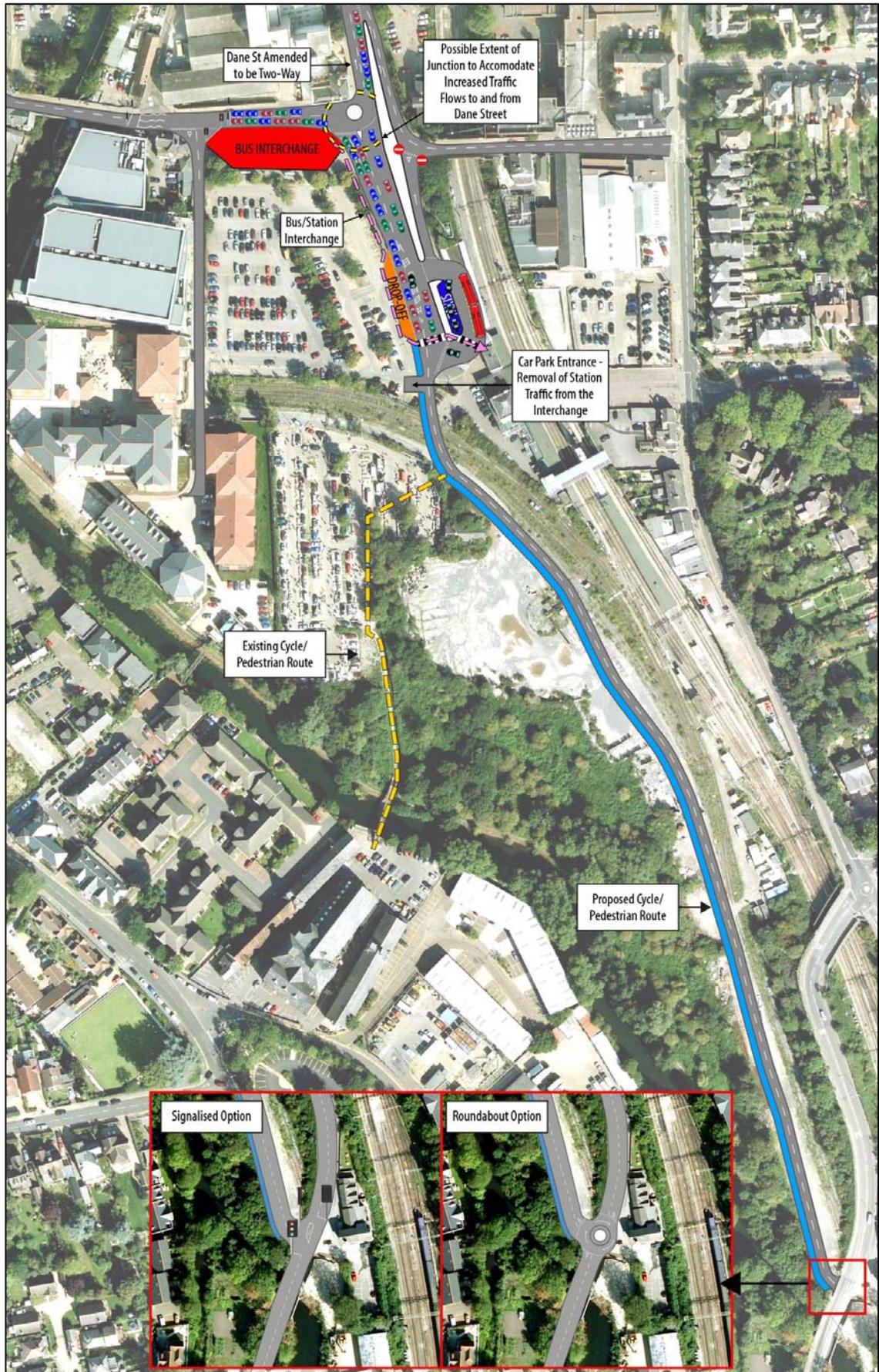


Figure 4.1: Issues with Providing a Goods Yard Link

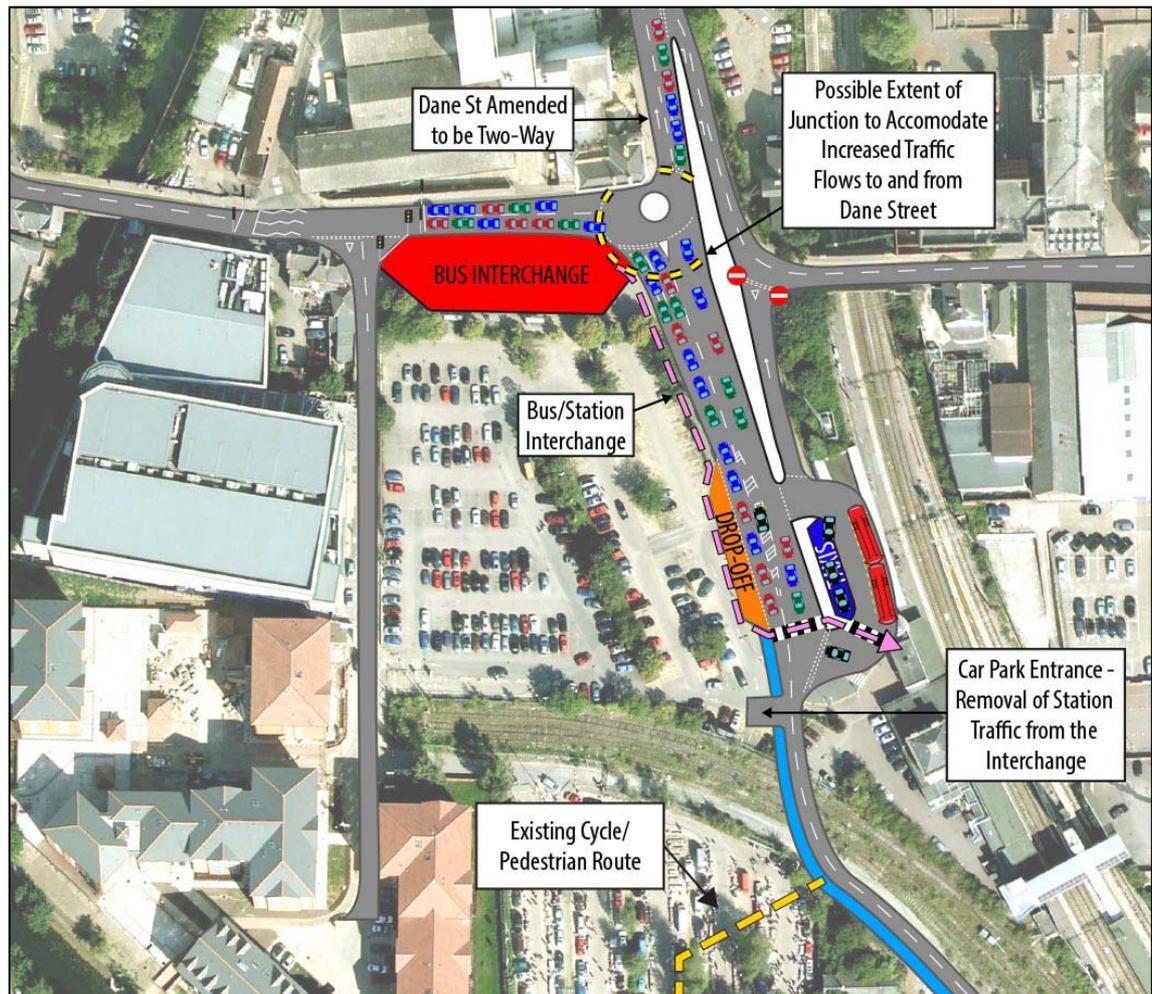


Figure 4.2: Issues with Providing a Goods Yard Link (Detailed)

- 4.4 It is clear that if the Link was to have any meaningful role, in terms of transferring traffic from the central part of the highways network in Bishops Stortford, that it would be required to bring a significant amount of traffic movements to the immediate area in front of the Station.
- 4.5 From considering **Figure 4.2** above, that the provision of such a Link, is likely to impair the ability to provide a high quality interchange, which focuses on enhancing the ability to access the Station by non-car means, in particular:
- i) The existing ramps from Station Road mean that a number of movements by foot and by cycle would be focused on a single crossing point outside of the Station. Whilst this occurs at a number of Stations due to their historic design, this is clearly detrimental to pedestrians and cyclists in terms of safety and severance, compared with creating an environment which involves crossing a quieter road serving only the Station.

- ii) With the provision of a crossing outside of the Station, clearly it will need to be a formal crossing, which would negate certain of the highways benefits from the provision of the Goods Yard Link Road.

4.6 In conclusion, the provision of a Goods Yard Link Road, which would seek to bring significant volumes of traffic to the immediate area in front of the Station, to have any value commensurate with its cost, would seem to be incompatible with the objective of improving the interchange, to encourage travel by means other than the private car.

5 Conclusion

- 5.1 This Technical Note has been prepared on behalf of Solum Regeneration to assess the implications of a Southern Access to the proposed redevelopment of the Goods Yard Site at Bishop's Stortford Station.
- 5.2 When considering the trips made to and from Bishop's Stortford Station, it can be seen that approximately 75% of station users travel by non-car means. Consequently, it is prudent to ensure a safe and effective interchange arrangement is in place at the Station, in order to further encourage users to travel by non-car means. This improved interchange is of high importance, in keeping with Solum Regeneration's aims and ethos.
- 5.3 Whilst the provision of a Goods Yard Link may provide some highways benefits within the centre of Bishop's Stortford, it is clear that the provision of a Link which carries any meaningful quantum of traffic, is not readily compatible with a strategy which seeks to encourage an increased number of trips to and from the Station, by means other than the private car.
- 5.4 Therefore, it is recommended that the Policy requirement for the redevelopment of The Goods Yard site to provide a Goods Yard Link Road.

