

Rob Snowling

From: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>
Sent: 26 August 2016 14:28
To: Elena Moran
Subject: SOCG

Elena,

In response to the testing of the Lanterns Lane junction, please find below an amended SOCG: Thanks.

The Highway Authority has examined documentation and technical evidence prepared on behalf of Pigeon (Land) Ltd by transport consultant Fairhurst, in support of a three junction access strategy for a major residential development known as 'Gresley Park' on land to the east of Gresley Way.

The principle of a three junction access strategy at a local level (on Gresley Way) appears to be satisfactory in capacity terms, as tested using JUNCTIONS9. However, the Highway Authority will require further testing on the wider highway network examining a three junction access strategy using the Stevenage & Hitchin Urban Model (SHUM) as developed by AECOM on behalf of East Hertfordshire District Council (EHDC) and Hertfordshire County Council (HCC). As set out by the Highway Authority, the model which has previously tested a two junction access strategy, identified some attendant effects of the development as causing some traffic to reassign, or 'rat-run' away from Gresley Way. The addition of a further junction in the model, whilst likely to produce similar results, could nevertheless potentially increase such behaviour on the wider highway network.

However, as noted above, the Highway Authority is broadly content that a three junction access strategy is indeed feasible. The modelling work also included the Lanterns Lane junction, which whilst operating within theoretical capacity, revealed an increased level of delay, particularly for vehicles exiting Lanterns Lane. The latter junction will require further modelling and likely mitigation measures.

In summary, the Highway Authority is minded to agree that a three junction access strategy to the development is satisfactory and confirm that the aforementioned proposal is acceptable in principle; however, such an agreement is dependent on additional modelling and technical evidence being submitted, including the consideration, where appropriate, of mitigation measures.

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