

10 TRANSPORT CONSIDERATIONS

Traffic Generation and Impact

- The potential traffic generated by the 23 residential units is the equivalent of approximately 1 vehicle every 5 minutes during the morning and evening peak periods.
- A Highways Impact Study was undertaken as part of the original application for the site, which assessed the potential impact of the proposed development and considered that there would not be an adverse affect on the highway capacity or safety.

Parking

- Parking within the site will meet the Parking Standards as set out by East Hertfordshire District Council.

Sustainable Transport

- Footways will be provided which will link to the existing footway infrastructure along Stortford Road.
- There are 2 No. Bus stops within the close vicinity of the site; one located on High Street and one on Station Road.
- Bus routes 331 and 386 serve Standon and are accessible from the local bus stops, providing a north-south service between Royston and Hertford, and a east-west service between Bishop's Stortford and Stevenage.

Swept Path Analysis

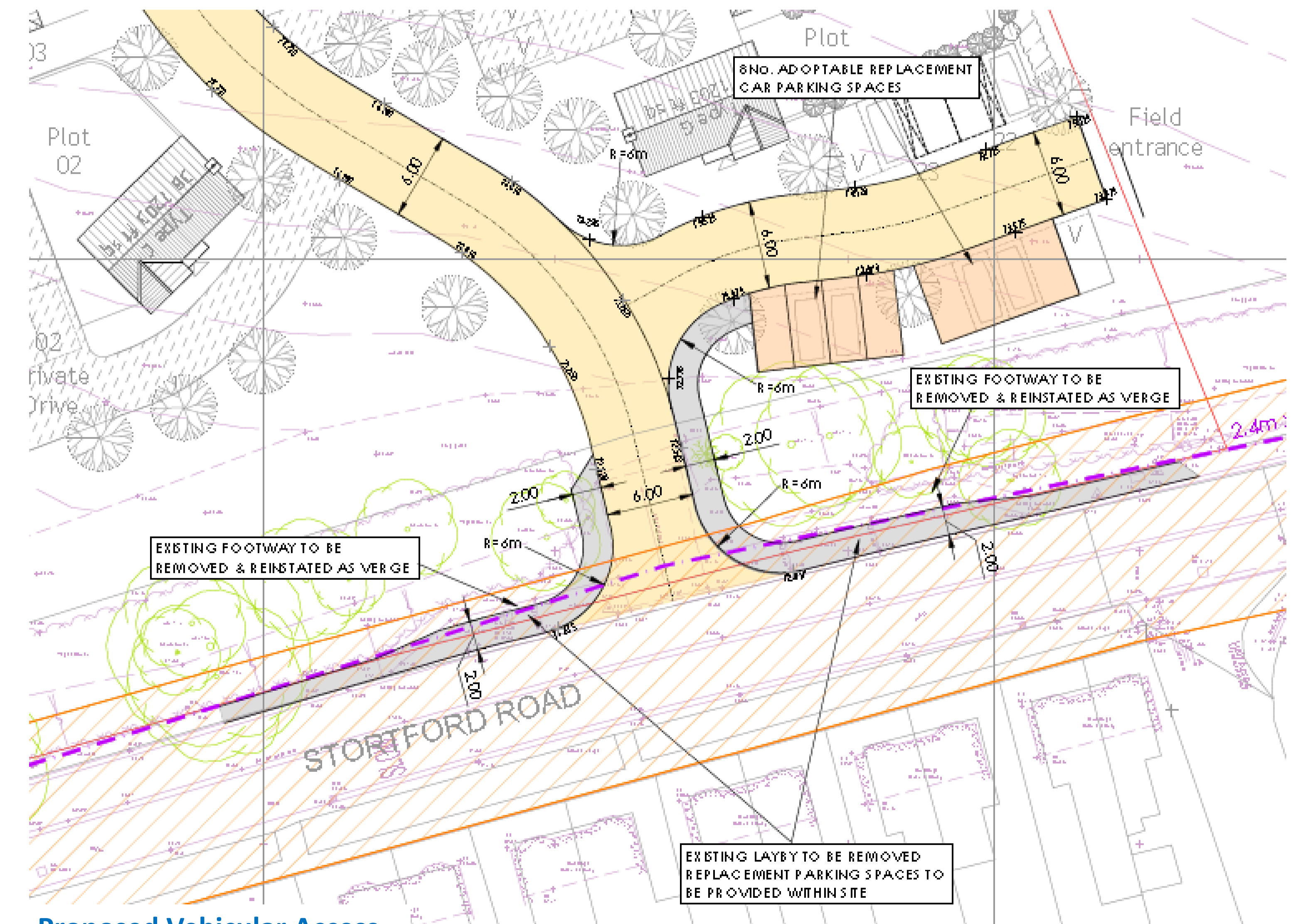
- Refuse vehicles will be able to enter and exit the site in forward gear, without encroaching onto the opposite side of the Stortford Road carriageway.

Road Safety Audit

- A Road Safety Audit (RSA) has been undertaken which has not raised any concerns with the development proposals.

Highway Design

- A proposed vehicular access arrangement for the development has been approved in principle by Hertfordshire County Council as Highway Authority.
- The proposed access incorporates a 6m wide carriageway with 2m wide footways on both sides of the bell mouth.
- The 5 No. existing layby parking spaces will be replaced within the development along with an additional 3 No. Spaces (Total 8 No. Spaces) within the development. The reallocation of these spaces is considered to improve the safety of the road, removing the need for vehicles to parallel park or enter/exit parked vehicles on Stortford Road.



Proposed Vehicular Access