NORTH HERTFORDSHIRE DISTRICT COUNCIL LOCAL PLAN EXAMINATION
ED 86 MATTER 6 - **Note to the Inspector**

Save Rural Codicote – query re transport modelling of B656

1. The Inspector has requested that North Hertfordshire District Council (NHDC) provide further information to the Examination with regard to a query raised about transport modelling of the B656 in Matter 6. This note has been prepared in consultation with Hertfordshire County Council as Highway Authority who are content with its accuracy.

Summary of Queries and Response

2. At the examination hearing on the 16/11/17 Mr Bamber, representing Save Rural Codicote, raised various queries.

2.1 Mr. Bamber firstly queried the modelling of the B656 between Codicote and Welwyn Garden City. Mr Bamber referred to an evidence document; ED19 'Interpretation of COMET Model results for North Hertfordshire District' by Hertfordshire County Council (HCC), Table 3, p.7, in which there was refence in the detail of the 'do-something' test to 'Additional Relevant schemes specified by Welwyn Hatfield Borough Council, described as:

    'WE_107 (WH1 rev) A1(M) Junction 6 including Clock Roundabout

    1. Segregate left turn from B197 Great North Road

    2*. Extend length of 2 lane Church St approach and extend 3 lane approach from Welwyn Bypass

    3*. Lane markings on nearby roundabouts

    4. Upgrade Welwyn bypass to dual carriageway.'

    (The * above refers to a footnote stating '* Schemes specified by the district but not modelled.)

    Mr. Bamber queried whether this scheme should have been included in the do-minimum model run as he did not believe that the upgrading of the Welwyn Bypass to dual carriageway was in the latest Infrastructure Development Plan of Welwyn Hatfield District Council.

2.2 Secondly, Mr Bamber also sought clarification as to how the Highways England Smart Motorway scheme for junctions 6 to 8 the A1 (M) had been included in the COMET model.

2.3 Thirdly, Mr Bamber also referred to figures in the WHasH model report by AECOM, TI4, figures 4.1 and 4.2 (Do-minimum) which showed large delays at a location which Mr. Bamber assumed was the Clock junction (the junction of Church St and the B197) near the A1 (M) between Codicote and Welwyn Hatfield, and Figures 4.4 and 4.5 (Do-something) which showed very low levels of delay at this location. Mr. Bamber asked if information could be provided on the reasons for these changes in delay.

3. The responses to these queries are set out below.

    Query 1: Modelling of upgrade of Welwyn Bypass to dual carriageway in COMET

3.1 The Council's transport consultants, Markides Associates, have corresponded with Mr. Simon Chivers of Welwyn Hatfield Borough Council (WHBC), who has confirmed in writing

that the scheme, with the elements as detailed above, is included in the latest edition of the WHBC Infrastructure Delivery Plan (May 2017) at page 51. This confirms that the scheme is part of the WHBC Local Plan proposals and it was appropriate that it has been included in the COMET do-something modelling as described in ED19. (See Appendix A for extract from WHBC IDP). The IDP can be found on the WHBC examination pages as document INF20– link:

http://www.welhat.gov.uk/article/6940/Examination-Library-evidence-base

Query 2: Highways England Smart Motorway Scheme

3.2   HCC have also confirmed that the Highways England Smart Motorway scheme for the A1(M) is included in the COMET (Do-minimum) scenario. This is set out in table 2 of ED 19 p.5. This scheme was also included in the WHaSH model (Do minimum) scenario (see T14, section 4). The scheme has been modelled as an additional 3rd lane on the A1m between junctions 6-8 which also runs through the junctions. The scheme will relieve pressure on the links between junctions 6 and 8, and will encourage more traffic to use the A1(M) rather than other less suitable roads, e.g. those through villages such as Codicote and Knebworth.

Query 3: Delays at Clock junction

3.3   Aecom, who were responsible for running WHaSH, have reported that the large delays referred to by Mr. Bamber do not relate to the Clock junction but the largest delay circle is the merging point on the A1(M) northbound north of the Church St/ Great North Rd roundabout. The smaller of the two circles is the Welwyn Bypass Rd/A1000 roundabout and represents the delay on the Welwyn Bypass Road north approach arm (see screenshot below showing a zoomed in map).
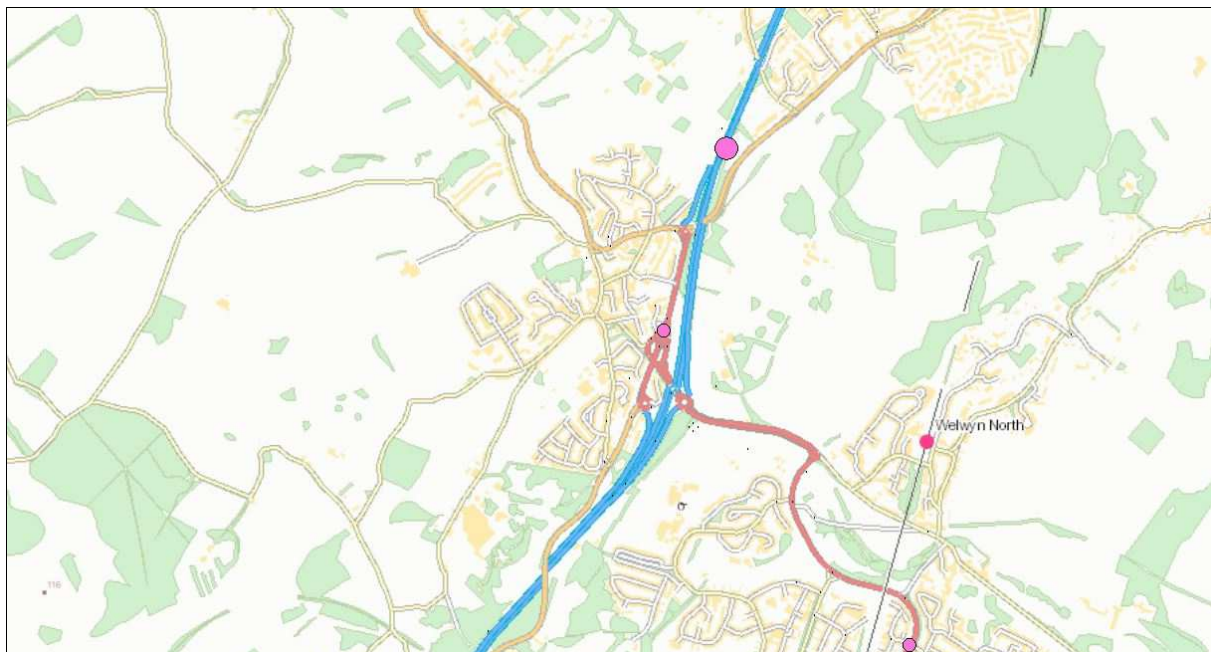
3.4   In terms of the significant reduction in delay between the do-minimum and do-something scenarios, Aecom report that, particularly for the A1(M) on-slip, this is a consequence of wider changes in strategic traffic rerouting as a consequence of the mitigation schemes. The

merge is operating over capacity in the do-minimum scenario so any small reduction to the traffic flow on the A1(M)itself or the on-slip will notably reduce the node delay.

Conclusion

4.   The Council and HCC consider that this note comprehensively covers the points raised by Mr Bamber.

31 January 2018

APPENDIX A

31 January 2018

12	Holwell Lane/A414 roundabout
13	B197 Wellfield Road/A1001 Comet Way roundabout
14	Coopers Green Lane/Green Lanes
15	St Albans Road/Ellenbrook Lane
16	A1000/South Way Overpass
17	A1000/Chequers/Broadwater Road
18	B195 Black Fan Road/Herns Lane/Ridgeway
19	Red Lion Junction (Hatfield)

Key junctions where mitigation measures are proposed

5.112 Set out below are the details of some indicative 'on line' solutions (within existing highway boundaries) which have been proposed as a result of technical work; as noted above this is 18 of the 19 examined in the previous paragraph (original location number shown here)

No.	Junction	Details	Cost (£m)[1]
1	A1(M) Junction 6 incl Clock Roundabout	• Segregate left turn from B197 Great North Road • Extend 2 lane Church St approach and extend 3 lane approach from Welwyn Bypass • Lane markings on nearby roundabouts • Dual Welwyn Bypass	0.52
2	Mundells Gyratory	• Merge Waterside approach to replace bifurcation • Widen approach from B195 • Add flare to Black Fan Road and Herns Way approaches	0.15
3	Broadwater Road and Bridge Road signalised crossroads	• Signal optimisation	0.55