

From: [REDACTED]
 Sent: Fri, 8 Nov 2024 16:41:31
 To: [REDACTED]
 Cc: [REDACTED]

Subject: RE #23589 - Trip Matrix/Generation - COMET Model SADC Local Plan

Importance: Normal

Sensitivity: None

Attachments:

[R06-AF-Trip Generation Report 240604-compressed.pdf](#)

Apologies for the delayed response but we were awaiting for more information from the East Hemel Transport consultants Vectos.

Determining employment trip rates is always tricky as with employment allocations LPAs have limited control on the type of employment uses which end up in an area (as this tends to be market driven).

At the moment in East Hemel there has previously been an aspiration for 8,000 jobs in the Herts IQ area in East Hemel. However we have no guarantee on the type of businesses / use classes which would make up these jobs. Whilst Herts Futures (our Local Enterprise Partnership) have aspirations for Research and Development jobs, in reality the type of job will be driven by market forces.

Any modelling assessment can only be based on the known information at this point in time. Vectos (The Crown Estates transport consultants) are the only ones who have looked in more detail at the employment uses at their sites.

Vectos have confirmed that their assessment to date has been based on floorspace of different land uses rather than specific job numbers. The current assumptions are 40,000sqm of E(g)(i) land use and 126,000 sqm of B8 land use. The exact job numbers that this relates to will depend on the users of those units and cannot be determined at this stage. They flag that the traffic generation will also depend on the level of car parking provision. TCE are undertaking further work on the nature of this space which will assist evolution of the masterplan.

Their underlying trip generation rates are based on TRICS surveyed sites for both land uses and the full methodology is set out in their Trip Generation Note. They advise that the trip generation is based on floor areas not jobs so trying to factor to a jobs ratio is not the correct method.

Vectos have then assumed that 25% of the trips would be internal to the development and then have assumed a modal shift on top of this. This has resulted in the vehicle trip rates (as set out below).

Table 4.50: External Employment Trips by Mode (AM Peak)

Mode	%	07:00-08:00			08:00-09:00			09:00-10:00		
		In	Out	2-way	In	Out	2-way	In	Out	2-way
Walk	7.5%	35	7	42	90	12	102	59	8	67
Cycle	2.7%	12	2	15	32	4	36	21	3	24
Bus	2.8%	13	2	16	34	4	38	22	3	25
Train	1.8%	9	2	10	22	3	25	14	2	16
Car Driver	78.9%	369	68	438	941	125	1,066	618	86	704
Car Passenger	6.3%	30	5	35	75	10	85	49	7	56
Total	100.0%	468	87	555	1,194	159	1,352	784	109	893

Table 4.52: External Employment Trips by Mode (PM Peak)

Mode	%	16:00-17:00			17:00-18:00			18:00-19:00		
		In	Out	2-way	In	Out	2-way	In	Out	2-way
Walk	6.4%	9	50	59	6	89	95	4	30	34
Cycle	1.5%	3	18	21	2	31	33	2	10	12
Bus	2.8%	3	19	22	2	33	35	2	11	13
Train	1.8%	2	12	14	2	22	23	1	7	8
Car Driver	78.9%	95	520	615	65	926	991	46	309	355
Car Passenger	6.3%	8	42	49	5	74	79	4	25	28
Total	100.0%	120	660	779	82	1,175	1,257	58	392	450

We have done a high level review of trip rates across the East Hemel development, this did not flag any concerns with the employment trip rate assumptions at this stage. So rather than use generic employment trip rates we have based the

modelling work on the more detailed assessment undertaken by Vectos as being the best information available at this point in time. I attach fyi the more detailed report but please note that this is not in the public domain and we haven't officially responded to this so please treat it for information only on the methodology that they have used. Section 2.23-2.35 outlines the calculation of the overall employment trip rates, Section 3.45 – 3.46 sets out the internalisation assumptions and Sections 4.59 – 4.61 sets out the employment mode share assumptions – a combination of these 3 calculations feeds into the trip numbers in the tables above.

Clearly there is a high level of uncertainty regarding the type of employment which will be provided on site which in turn will influence the level of vehicle trip generation, level of internalisation and mode share. We are just starting the PPA process on the East Hemel site and as part of this we will be pushing for sensitivity / scenario testing of these assumptions.

Regards

Sue Jackson

Group Manager Transport Strategy | Transport for Hertfordshire | Growth and Environment
Hertfordshire County Council

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Hertfordshire, guided by our RISE values



From: Diana Ngobi [Redacted]

Sent: Friday, September 27, 2024 6:00 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: #23589 - Tip Matrix/Generation - COMET Model SADC Local Plan

Dear Christine,

Thank you for providing the following comments about the employment trip rates. Sorry for our delay in responding to you. Samm is currently on leave and so I am responding to you in her absence. Our consultants have provided the advice below.

The trip rates we have adopted for East Hemel were provided to us by HCC which came from a Trip Generation report which HCC were provided from the developers consultant. To confirm the trip rates are per household and by job. In terms of jobs 8,000 jobs is predicted to be a worse case scenario which assumes the majority of land use will be B8 (126,000 sq/m out of a total of 166,000 dq/m) and since developing the model SADC have informed us that the latest predictions are around 6,000 jobs.

This reply still does not give us sufficient understanding of how the employment vehicle trip rates were derived. In the absence of a reasoned explanation we have tried to replicate them using the TRICS database from existing business park and warehousing sites under a number of different assumptions (England with/without London, with/without town centre and edge of town centre sites) per employee. In all cases our combined vehicle trip rates are approximately 80-100% higher than those quoted in your previous correspondence.

Given the scale of employment development and potential traffic impacts this difference is too large to ignore and therefore we request that the relevant trip generation report or a separate explanation of how the employment trip rates have been derived is provided. We are keen to reach agreement on this issue and once received we will prioritise a review and respond as soon as possible.

Please let us know if you have any queries or would prefer to meet to discuss this matter.

Kind regards

Diana

Diana Ngobi, Assistant Spatial Planner

Spatial Planning South East
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: nationalhighways.co.uk

From: Elphicke, Christine <[REDACTED]>

Sent: Tuesday, August 27, 2024 1:02 PM

To: [REDACTED]

Subject: [EXTERNAL] RE: #23589 - Tip Matrix/Generation - COMET Model SADC Local Plan

Hi Samantha

Thank you for your e-mail and good to know you are satisfied with the external trip reductions explanation we provided.

The trip rates we have adopted for East Hemel were provided to us by HCC which came from a Trip Generation report which HCC were provided from the developers consultant. To confirm the trip rates are per household and by job. In terms of jobs 8,000 jobs is predicted to be a worse case scenario which assumes the majority of land use will be B8 (126,000 sq/m out of a total of 166,000 dq/m) and since developing the model SADC have informed us that the latest predictions are around 6,000 jobs.

I trust this answers all your questions.

Kind Regards

Christine



Christine Elphicke

Technical Director

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From: Sammantha Rose [REDACTED]

Sent: Tuesday, August 13, 2024 4:09 PM

To: Elphicke, Christine [REDACTED]; Janice Burgess [REDACTED]

Cc: [REDACTED]

Subject: RE: #23589 - Tip Matrix/Generation - COMET Model SADC Local Plan

Hello Christine,

Thank you for your email to us dated 6th August 2024. Please see our comments below.

Regarding the external trip reductions, we are satisfied with the explanation provided, and therefore no further action is required for this aspect on the matrix totals.

However, we have some uncertainty about the trip generation aspects for the East of Hemel site. In the table, we assume that the sites under the "Households" type have trip rates per household. If this is the case, the rates appear to be on the high side and could potentially be reduced.

Additionally, the text states that the Employment trip rate (East of Hemel Hempstead Central) is calculated per employee. Upon reviewing the trip rates using TRICS as a reference, the vehicle departure and arrival rates of 0.016 and 0.118 respectively during the AM peak hour, and 0.116 and 0.008 during the PM peak hour, appear to be very low. Can WSP provide more information on how these trip rates have been derived?

We would appreciate your clarification and additional details on the trip generation aspects, particularly for the East of Hemel site, to ensure we have a comprehensive understanding of the analysis and assumptions.

In the meantime, please continue to contact us at [REDACTED]. Thank you.

Kind Regards,

Sammantha Rose MPlan

Assistant Spatial Planner

Operations Directorate – South East

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From: Elphicke, Christine [REDACTED]

Sent: Tuesday, August 6, 2024 5:02 PM

To: Janice Burgess [REDACTED]

Cc: [REDACTED]

Subject: RE: #23214 COMET Model SADC Local Plan

Hi Janice

Thank you for this, much appreciated. Copying in Nigel and Samantha now so they are in the e-mail chain.

Thanks

Christine

From: Janice Burgess [REDACTED]

Sent: Tuesday, August 6, 2024 5:00 PM

To: Elphicke, Christine [REDACTED]

Cc: [REDACTED]

Subject: RE: #23214 COMET Model SADC Local Plan

Hello Christine,

Thanks for your email. We will review and endeavour to get a response to you early next week before Nigel Walkden begins 2 weeks leave.

Please will you add Nigel and [Sammantha](#) [REDACTED] to future correspondence about the St Albans LP?

Many thanks,

Janice

Mrs Janice Burgess Spatial Planner

Pronounced: Jan-is Bur-jess

Pronouns: she/her

National Highways Limited

<https://nationalhighways.co.uk>

From: Elphicke, Christine >

Sent: Tuesday, August 6, 2024 4:43 PM

To: Janice Burgess <janice.burgess@nationalhighways.co.uk>

Cc: >

Subject: RE: #23214 COMET Model SADC Local Plan

Hi Janice

Hope you are ok. Following up on my e-mail below see below updated responses.

Trip Matrix Totals

However, there is a large reduction (over 2800 vehicle trips) in “external to external” highway trips in the morning peak hour, so much that it practically wipes out the overall matrix increase (additional highway trip numbers) with the Local Plan. Such a reduction is likely to include longer distance traffic on the SRN that are “external to external” but passing through the study area and given the magnitude some explanation should be provided and/or assurances that changes are realistic or the SRN will not be affected and the model is not encountering any noise. Only absolute changes have been supplied. **We have undertaken some additional analysis by sector on the change in external to external trips which are likely to passing through the SRN in the St Albans District. In the spreadsheet St Albans Development – Vehicle Trip Generation 2.1_NH.xlsx there was a AM peak reduction of -2,839 for external-external movements but -4,076 when assuming all areas outside of St Albans are external (see below). The attached spreadsheet provides some more detailed analysis by sector of all of the trips within the red box below. The biggest reductions occur in the AM and PM peak to/ from London/ Hemel/Berkhampstead and Tring (AM Peak 479 trips, PM peak 439 trips). In Option 1 within the highway model there are increases in delay occurring along the A414 Breakspear Way – a key corridor connecting to the M1 as a result of the East Hemel development and as a result the VDM is reducing the number of vehicles making this movement. The actual reductions in demand are low in percentage terms compared to the total vehicle trips under 1%. The A414 Breakspear Way/ Green Lane improvements are not incorporated within this Option, however they are incorporated into Option 2 and 3.**

	From	St Albans	Dacorum	North Hertfordshire	Stevenage	East Hertfordshire	Welwyn Hatfield	Broxbourne	Three Rivers	Watford	Hertsmere	London	External	TOTAL
Hertfordshire	St Albans	1,166	291	45	44	33	169	28	58	95	107	294	422	2,752
	Dacorum	569	-173	-4	-10	-7	-57	-7	-25	-52	-46	-85	-43	42
	North Hertfordshire	25	-3	4	-5	0	-9	-1	0	0	1	1	-10	4
	Stevenage	15	-4	0	-15	-1	-4	0	-1	-1	0	-3	-10	-26
	East Hertfordshire	11	-5	2	2	-11	-4	4	0	-1	-1	-2	-10	-22
	Welwyn Hatfield	84	-31	1	3	3	-20	-3	-1	-2	-3	-4	-18	7
	Broxbourne	16	-4	0	0	0	0	-5	-23	-1	-1	-3	-10	-37
	Three Rivers	63	-20	-1	-1	0	-2	-1	-10	-9	-2	-12	-16	-11
	Watford	96	-33	0	-1	-1	-1	-1	-7	-17	-2	-14	-10	7
	Hertsmere	73	-23	1	1	0	-1	-3	-2	-4	-15	-10	-10	7
	London	293	-103	3	3	3	2	-5	0	1	10	-299	-3	-95
	External	328	-40	52	17	28	-21	0	-4	8	1	81	-2,839	-2,389
	TOTAL	2,729	-148	103	38	57	53	-12	3	17	49	-69	-2,839	239

We have also undertaken some analysis of the resultant assignments and volumes of through traffic on the SRN and A414, see attached spreadsheet. This shows that the actual volumes on through trips on the SRN in St Albans are not changing very much between Option 0 and 1 (within +/- 50 vehicles) with the exception of the A414 W which shows reductions where the delays are occurring on A414 Breakspear Way (up to 140 vehicles) and where the biggest reductions are occurring in the sector analysis.

Trip Generation

To overcome this it is proposed that vehicle trip rates associated with planning applications are used. The examples shown for North of St Albans and the generic rate from a consented site within the county look reasonable. The East Hemel trip numbers shown are proposed actual vehicle trip numbers so trip rates cannot be derived. The spreadsheet provided suggests that East Hemel Hempstead North and South combined will contain 3500 homes **this is correct** but no figures are quoted for other uses which are apparent in the trips proposed and confirmation of the proposed development numbers are required. **In addition to the table we provided below. For the purposes of the Local Plan assessment we have assumed 8,000 jobs fall into St Albans district for the development. This is based upon proposals for 166,000sq/m of new employment floor space which has been provided to us from HCC/SADC. Of this at the moment 40,000 sq/m of Employment E(g)(i) and 126,000 sq/m of Employment B8. The trip rates applied are outlined below for employment this is per job rather than sq/m – noting all the planned employment for the site lies within SADC.**

Table 6-2: Adopted Car Trip Rate

Development	Type	AM Peak Hour		PM Peak Hour	
		Departs	Arrivals	Departs	Arrivals
North St Albans	Households	0.394	0.191	0.221	0.313
East Hemel Hempstead South	Households	0.613	0.235	0.376	0.645
East Hemel Hempstead North	Households	0.613	0.235	0.376	0.645
East Hemel Hempstead (Central)	Employment	0.016	0.118	0.116	0.008
Generic	Households	0.347	0.119	0.221	0.363

Happy to discuss in a meeting once you have had time to digest.

Kind Regards

Christine

From: Elphicke, Christine
Sent: Monday, July 8, 2024 11:54 AM
To: 'Janice Burgess'
Cc:

Subject: RE: #23214 COMET Model SADC Local Plan

Hi Janice

Thank you for your e-mail and comments. Just so you are aware we have been continuing to progress the St Albans Local Plan work in the absence of any comments from National Highways to maintain the timescales required to deliver to St Albans District Council. Please find attached our final base year review note responding to the comments which were raised by National Highways. Please see our responses below to your latest comments.

Trip Matrix Totals

However, there is a large reduction (over 2800 vehicle trips) in “external to external” highway trips in the morning peak hour, so much that it practically wipes out the overall matrix increase (additional highway trip numbers) with the Local Plan. Such a reduction is likely to include longer distance traffic on the SRN that are “external to external” but passing through the study area and given the magnitude some explanation should be provided and/or assurances that changes are realistic or the SRN will not be affected and the model is not encountering any noise. Only absolute changes have been supplied. **We will undertake some additional analysis in the AM peak between Option 1 and Option 0 to understand where the External to External reduction in movements are occurring and the impacts on the SRN in the St Albans area.**

Trip Generation

To overcome this it is proposed that vehicle trip rates associated with planning applications are used. The examples shown for North of St Albans and the generic rate from a consented site within the county look reasonable. The East Hemel trip numbers shown are proposed actual vehicle trip numbers so trip rates cannot be derived. The spreadsheet provided suggests that East Hemel Hempstead North and South combined will contain 3500 homes but no figures are quoted for other uses which are apparent in the trips proposed and confirmation of the proposed development numbers are required. **We will shortly provide the report on East Hemel which documents these trip rates so you can understand the relevant rates.**

Happy to discuss if it would be useful.

Kind Regards

Christine



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From: Janice Burgess [REDACTED]
Sent: Tuesday, July 2, 2024 11:33 AM
To: Elphicke, Christine [REDACTED]
Cc: [REDACTED]

Subject: FW: #23214 COMET Model SADC Local Plan

Hello Christine,

I have been checking some correspondence up dates today and it seems that I haven't sent you any comments on the further information you sent regarding the St Albans vehicle trip generation. I apologise and please see comments below – I hope that this hasn't caused too much delay in progressing the work in regarding the St Albans Local Plan evidence base. I have just seen your further email today as I am reviewing these comments.

Trip Matrix Totals

In the morning peak hour, there are approximately 4400 new trips to and from St Albans with the additional 14,400 dwellings and 9,600 new jobs. This gives a lower than expected vehicle trip generation overall.

There is a potential issue in the model's response to the new development trips generated in St Albans relating to reductions in highway trips to and from other origins and destinations that are unrelated to St Albans. This is explained somewhat in the way that the model operates to balance matrices but also changing costs that result in mode or time period of journey changes for example. Many reductions are small and not materially important.

However, there is a large reduction (over 2800 vehicle trips) in "external to external" highway trips in the morning peak hour, so much that it practically wipes out the overall matrix increase (additional highway trip numbers) with the Local Plan. Such a reduction is likely to include longer distance traffic on the SRN that are "external to external" but passing through the study area and given the magnitude some explanation should be provided and/or assurances that changes are realistic or the SRN will not be affected and the model is not encountering any noise. Only absolute changes have been supplied.

In the evening peak hour, the highway trip numbers increase overall by around 4100, again lower than expected. Similar trip reductions are apparent between origins and destinations across the modelled area outside of St Albans but the pattern is reversed for "external to external" trips that increase by 378 vehicles. Given the smaller magnitude this is unlikely to be of consequence so long as it can be confirmed that the changes are spread across the modelled area rather than concentrated on any part of the SRN.

Trip Generation

Sample trip rates have been extracted from COMET for vehicle trips associated with the site allocations. As expected from the overall increases in vehicle trips shown above, the two-way trip rates are typically around 0.2 vehicle trips per dwelling, lower than would be expected from TRICS for similar types of development.

To overcome this it is proposed that vehicle trip rates associated with planning applications are used. The examples shown for North of St Albans and the generic rate from a consented site within the county look reasonable. The East Hemel trip numbers shown are proposed actual vehicle trip numbers so trip rates cannot be derived. The spreadsheet provided suggests that East Hemel Hempstead North and South combined will contain 3500 homes but no figures are quoted for other uses which are apparent in the trips proposed and confirmation of the proposed development numbers are required.

I am sure that once you have had a chance to review these comments you may want a Teams call to discuss, we are happy to facilitate that.

Regards,

Janice

Mrs Janice Burgess Spatial Planner

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Pronouns: she/her

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From: Elphicke, Christine [REDACTED]
Sent: Wednesday, May 29, 2024 2:22 PM

To: Sammantha Rose ; Walkden, Nigel

Cc:

Subject: [EXTERNAL] RE: #23067 - COMET Model SADC Local Plan

Hi Samatha/ Nigel

Hope you are ok. As an update we have now ran St Albans Local Plan Option 0 and 1 and have undertaken most of the analysis you have requested, which is outlined below.

- Firstly, we would like to see absolute highway trip matrix growth for the development area and additional development totals split by use, in this case St Albans district with the addition of the non-consented development within the Local Plan (Option 1 compared to Option 0). This would give a consideration of whether overall additional highway trips within the study area are sufficiently representative of the additional development.
- Secondly, we are content that the examination of vehicular trip generation and distribution for the additional non-consented development can be represented by a sample of development sites (rather than just one) to demonstrate that the model is sensibly estimating development trip rates and distributing the generated traffic.

On the first bullet point we have provided the additional highway trips which the St Albans Local Plan is generating as a result of the Local plan growth which is summarised below:

Houses (dw)	14,417
Employment (jobs)*	9,589

This development in summary generates the additional highway trips within St Albans set out in the table below:

	Trips to St Albans	Trips from St Albans	Internal St Albans Trips	Total
AM	1,563	1,586	1,166	4,315
IP	1,213	1,413	759	3,385
PM	1,464	1,474	1,117	4,055

We recognise this is volume of highway trips is low for the quantum of development associated with the Local Plan and do propose to uplift trip rates which I will explain our proposed approach later in this e-mail.

Regarding the second bullet we have looked at some site specific trip rates which are outlined in the attached spreadsheet. For housing sites the trip rate we get is generally in this region outlined below which again is low.

AM Peak Hour		Inter Peak Hour		PM Peak Hour	
Departs	Arrivals	Departs	Arrivals	Departs	Arrivals
0.12	0.08	0.07	0.07	0.09	0.11

Please note we are currently extracting and reviewing the trip distribution patterns and will issue these to you shortly.

What we propose to do is to uplift the highway trip generation for all those St Alban Local Plan sites which are contained within their own zone, this would affect the following sites:

Development Name
East Hemel Hempstead South
East Hemel Hempstead North
North St Albans
West of London Colney
North East Harpenden
East St Albans
North Hemel Hempstead
Glinwell, Hatfield Road, St Albans
West Redbourn, Redbourn
East Hemel Hempstead (Central)

For sites where the promoter has already provided HCC/ St Albans with trip rate information these will be used. We currently have this information for North of St Albans and Hemel Garden Communities (East Hemel) sites. For these sites the trip rate information HCC have received is outlined below.

North of St Albans

Table 4-4: Corresponding Weekday Vehicle Trip Rates per Dwelling (Villiers Crescent)

Hour Starting	Trip Rates per Dwelling		
	Arrivals	Departures	Total
07:00	0.066	0.277	0.343
08:00	0.191	0.394	0.586
09:00	0.159	0.191	0.350
10:00	0.145	0.182	0.327
11:00	0.161	0.177	0.338
12:00	0.182	0.179	0.362
13:00	0.173	0.155	0.328
14:00	0.168	0.201	0.370
15:00	0.284	0.226	0.511
16:00	0.264	0.207	0.471
17:00	0.313	0.221	0.533
18:00	0.257	0.174	0.432

East Hemel

We would adjust our highway trips in line with the tables below.

Table 4.26: Total External Car Driver Trips (AM Peak)

Land Use	AM (0700-0800)			AM (0800-0900)			AM (0900-1000)		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Residential to Employment	602	2,080	2,682	504	1,740	2,244	135	467	602
Residential to Education (Primary)	0	0	0	0	0	0	0	0	0
Residential to Education (Secondary)	2	5	6	14	39	53	2	6	8
Residential to Food Retail	2	5	6	4	13	17	11	34	45
Residential to Non-Food Retail	12	37	49	31	95	126	84	254	337
Residential to Personal Business	21	79	99	39	147	186	36	135	171
Residential to Recreation/Social	7	25	32	10	33	42	21	71	92
Employment E(g)(i)	292	37	329	821	64	884	510	45	555
Employment (B8)	77	31	109	121	61	182	109	41	149
Primary School (Staff)	82	0	82	27	0	27	0	0	0
Primary School (Pupils)	0	0	0	0	0	0	0	0	0
Primary School (Parents)	0	0	0	0	0	0	0	0	0
Secondary School (Staff)	160	0	160	53	0	53	0	0	0
Secondary School (Pupils)	4	0	4	63	0	63	0	0	0
Secondary School (Parents)	11	11	23	78	78	157	0	0	0
HGVs	39	48	87	82	62	144	71	62	133
Total	1,311	2,357	3,669	1,847	2,332	4,179	978	1,115	2,093

Table 4.27: Total External Car Driver Trips (PM Peak)

Land Use	1600-1700			1700-1800			1800-1900		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Residential to Employment	1,072	509	1,581	1,624	772	2,396	764	363	1,128
Residential to Education (Primary)	0	0	0	0	0	0	0	0	0
Residential to Education (Secondary)	4	2	6	4	2	6	1	1	2
Residential to Food Retail	37	18	55	32	15	47	29	14	43
Residential to Non-Food Retail	279	137	415	237	116	353	215	105	320
Residential to Personal Business	152	72	224	157	75	232	103	49	152
Residential to Recreation/Social	185	86	272	203	94	297	260	121	380
Employment E(g)(i)	56	428	483	32	836	868	21	244	265
Employment (B8)	39	93	131	33	90	123	25	65	90
Primary School (Staff)	0	27	27	0	82	82	0	0	0
Primary School (Pupils)	0	0	0	0	0	0	0	0	0
Primary School (Parents)	0	0	0	0	0	0	0	0	0
Secondary School (Staff)	0	53	53	0	160	160	0	0	0
Secondary School (Pupils)	0	3	3	0	0	0	0	0	0
Secondary School (Parents)	12	12	24	0	0	0	0	0	0
HGVs	39	42	80	16	49	66	16	25	41
Total	1,874	1,483	3,357	2,337	2,293	4,630	1,433	987	2,420

For the other sites where this information is not fully available, we propose to the following trip rate which has been derived from a consented site in the county.

Source	AM (08.00-09.00)			PM (17.00-18.00)		
	In	Out	Two-way	In	Out	Two-way
Car Trip Rate						
Average Trip rate	0.119	0.347	0.466	0.363	0.221	0.584

Once you have time to digest this information I'm happy to have a meeting if it would be useful.

Any questions please let me know.

Thanks

Christine

Christine Elphicke

Technical Director



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From: Sammantha Rose [Redacted]

Sent: Friday, May 3, 2024 2:40 PM

To: Elphicke, Christine [Redacted]; Sue Jackson [Redacted]; Gary Beaumont [Redacted]; Dan Tan [Redacted]; Walkden, Nigel [Redacted]; Janice Burgess [Redacted]; Matthew Newton [Redacted]; Roger Flowerday [Redacted]; Chris Briggs [Redacted]

[Redacted]; Wendy Frost [Redacted]
Subject: RE: #23067 - COMET Model SADC Local Plan

Hello Christine,

We're content with the scenarios proposed and look forward to the Option 3 details about the Opportunity to Mode Shift tool as discussed. We also accept the M25 sites chosen for COMET count validation.

Thank you very much.

Kind Regards,

Sammantha Rose MPlan

Assistant Spatial Planner

Operations Directorate – South East

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

[Redacted]

[Redacted]

Web: nationalhighways.co.uk

From: Elphicke, Christine [Redacted]

Sent: Thursday, May 2, 2024 8:24 AM

To: Sammantha Rose [Redacted]; Sue Jackson [Redacted]; Gary Beaumont [Redacted]; Dan Tan [Redacted]; Walkden, Nigel [Redacted]; Janice Burgess [Redacted]; Matthew Newton [Redacted]; Roger Flowerday [Redacted]; Chris Briggs [Redacted]; Wendy Frost [Redacted]

Subject: RE: #22902 #22967 - COMET Model SADC Local Plan

Hi Nigel

Thank you for your time last week. We have had discussions with HCC/ SADC and just wanted to confirm with you the changes in scenarios we are now planning to undertake. It would be great if you can review as soon as you have time so we have the confidence of having your agreement to the revised scenarios.

The tables below now summarises the options and what is contained within them regarding demand and network. Noting we are re-running Option 0 and 1 to include the Chiswell Green sites which gained consent in March 2024.

	Demand									
	Growth in SADC						Growth in other HCC Districts			
	Completed/ Consented	Completed/ Consented (NTEM Constrained)	Local Plan	10% Modal Shift	Opportunity to Shift Mode Tool	Chiswell Green Sites	Completed/ Consented	Completed/ Consented (NTEM Constrained)	Local Plan	Dacorum Local Plan
Option 0										
Option 1										
Option 2										
Option 3										
Option 4										

	Network			
	SADC		Other HCC Districts	
	Consented	Local Plan	Consented/ NTEM	Local Plan
Option 0				
Option 1				
Option 2				
Option 3				
Option 4				

We have also looked at the M25 sites near St Albans which have 2014 count data the plan below shows the locations where data is available. We will extract the count data for these sites, compare it to the modelled data and include these comparisons in the updated SRN review note. I trust that is ok.



Any questions please let me know.

Kind Regards

Christine

Christine Elphicke

Technical Director



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From: Sammantha Rose [REDACTED]
Sent: Thursday, April 25, 2024 3:00 PM
To: Elphicke, Christine [REDACTED]; Sue Jackson [REDACTED]; Gary Beaumont [REDACTED]; Dan Tan [REDACTED]; Walkden, Nigel [REDACTED]; Janice Burgess [REDACTED]; Matthew Newton [REDACTED]; Roger Flowerday [REDACTED]; Chris Briggs [REDACTED]; Wendy Frost [REDACTED]
Subject: RE: #22902 #22967 - COMET Model SADC Local Plan

Hello Christine,

Thank you very much for the proposed agenda.

Please find attached the Technical Advice Note 01 which addresses the latest emails from WSP and HCC.

We shall speak soon.

Kind Regards,

Sammantha Rose MPlan

Assistant Spatial Planner

Operations Directorate – South East

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Web: nationalhighways.co.uk

From: Elphicke, Christine [redacted]
Sent: Thursday, April 25, 2024 10:28 AM
To: Sammantha Rose [redacted]; Sue Jackson [redacted]; Gary Beaumont [redacted]; Dan Tan [redacted]; Walkden, Nigel [redacted]; Janice Burgess [redacted]; Matthew Newton [redacted]; Roger Flowerday [redacted]; Chris Briggs [redacted]; Wendy Frost [redacted]
Subject: COMET Model SADC Local Plan

Hi All

Hope you are ok. Ahead of our meeting tomorrow please find below our proposed Agenda:

- Introductions
- St Albans Local Plan Options
- St Albans SRN Review note issued to National Highways 11th April
- COMET highway trip rates
- Hemel Paramics Model
- AOB

Any questions ahead of the meeting please let me know.

Kind Regards

Christine

Christine Elphicke

Technical Director



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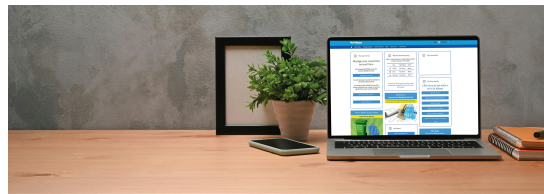
Anyone who is not yet registered to vote will also need to register individually. Visit www.gov.uk/register-to-vote or contact Electoral Services to request a paper registration form.

For further information visit: www.stalbans.gov.uk/household-voter-registration-canvass

Or contact us on electoralregistration@stalbins.gov.uk / 01727 819294



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