

Land to the South of Pound Farm,
Ickleford, Hertfordshire

Transport Assessment

Final Report
PL/HB/34362
January 2026



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www.dhaplanning.co.uk

info@dhaplanning.co.uk



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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 DHA has been commissioned by Bugler Homes Ltd to provide transport planning advice in support of the hybrid planning application concerning Land to the South of Pound Farm, in Ickleford, near Hitchin, Hertfordshire.
- 1.1.2 This Transport Assessment (TA) has been produced in accordance with the National Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/2022.
- 1.1.3 Following this introduction, the TA is structured as follows:-
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides an assessment of compliance with applicable transport planning policy;
 - Section 5 analyses the forecast vehicular trip generation and attraction of the development;
 - Section 6 outlines the development trip distribution and assignment;
 - Section 7 summarises the highway impact assessment and junction capacity assessments; and
 - Section 8 provides a summary and conclusion.
- 1.1.4 A pre-application meeting was held on 7th April 2025 with Hertfordshire County Council (HCC) Highways and Public Rights of Way officers, which has informed the scope and methodology of this TA. A copy of the Transport Scoping Note and associated pre-application correspondence is included at **Appendix A**.

1.2 VISION OF THE DEVELOPMENT

- 1.2.1 With reference to DfT Circular 01/2022, the vision of the development is to deliver a sustainable, mixed-use extension to Ickleford, providing a landscape-led neighbourhood with enhanced active travel links and connectivity. The scheme includes the provision of a Special Educational Needs and Disabilities (SEND) school to cater for an evidenced local need.
- 1.2.2 The Vision will be achieved via the following measures:-

- The implementation of a robust Travel Plan and the provision of Travel Information Packs for residents and staff containing initiatives and incentives to encourage the uptake of active and sustainable travel modes, together with an associated monitoring and reporting strategy;
- Improvements to the existing Public Rights of Way network in the site vicinity, including enhanced crossing facilities for all users;
- The creation of a landscaped active travel corridor through the site;
- The provision of connections to existing local footway infrastructure to provide direct links into Ickleford;
- The implementation of new bus stops along the site frontage to promote the use of public transport; and
- The installation of secure cycle parking for each element of the scheme, together with 'active' Electric Vehicle charging facilities in line with the Building Regulations Part S.

1.2.3 To reflect the delivery of this vision, a mode shift reduction of 10 per cent has been applied to the baseline vehicular trip generation forecast for the development.

2 EXISTING CONDITIONS

2.1 OVERVIEW

- 2.1.1 The site comprises a single parcel of land to the west of the A600 Bedford Road, immediately to the north-west of the village of Ickleford. The red line boundary of the site can be seen in a local context in Figure 2-1 below.



FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

- 2.1.2 The site is bound to the north and west by agricultural land and to the south by residential dwellings. To the east, the site is bound by Bedford Road, beyond which is land allocated for up to 150 dwellings and a 2 Form Entry (FE) primary school under Policy IC3 of the North Herts Local Plan.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The A600 Bedford Road is a principal road that is designated as a 'P1 / M2' inter-urban route under the HCC Place and Movement network. It is noted that at the junction with Ryder Avenue, the road becomes a 'P2 / M2' route, which is defined as a multi-functional route connecting urban settlements. Bedford Road has a carriageway width of approximately 7.5m in the site vicinity and is subject to a 30mph speed limit. Approximately 35m to the north of the existing Bridleway crossing of the road, the speed limit increases to 40mph. Bedford Road takes a

broadly north / south alignment within the site vicinity, continuing to Henlow Camp to the north and Hitchin town centre to the south.

- 2.2.2 To the south, Bedford Road forms a mini-roundabout junction with Westmill Lane and Turnpike Lane. Turnpike Lane continues in an easterly direction towards the centre of Ickleford, where it forms a mini-roundabout junction with Arlesey Road. Bedford Road continues in a southerly direction, forming a roundabout junction with the A505, where onward connectivity to the A1(M) can be achieved. Heading west, the A505 provides a route towards Luton.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 To the south of the site, footway provision subject to street lighting is present on both sides of Bedford Road, measuring approximately 2.0m in width, and is considered to be of good quality. This provision continues south to the Westmill Lane / Bedford Road / Turnpike Lane mini-roundabout junction, where a continuous footway is present along Turnpike Lane to access the centre of Ickleford. Footway provision on Turnpike Lane also measures approximately 2.0m in width and is of a good standard and subject to intermittent street lighting. At side road junctions, dropped kerbs are present and the terrain is generally flat.
- 2.3.2 Towards Hitchin, footways continue south on Bedford Road and a signalised crossing has recently been delivered as part of the Burford Grange development to facilitate safe pedestrian access to the continuous footway on the eastern side of the road.
- 2.3.3 Ickleford can also be accessed from the site using Public Rights of Way (PRoW). Figure 2-2 overleaf identifies the local PRoW network.

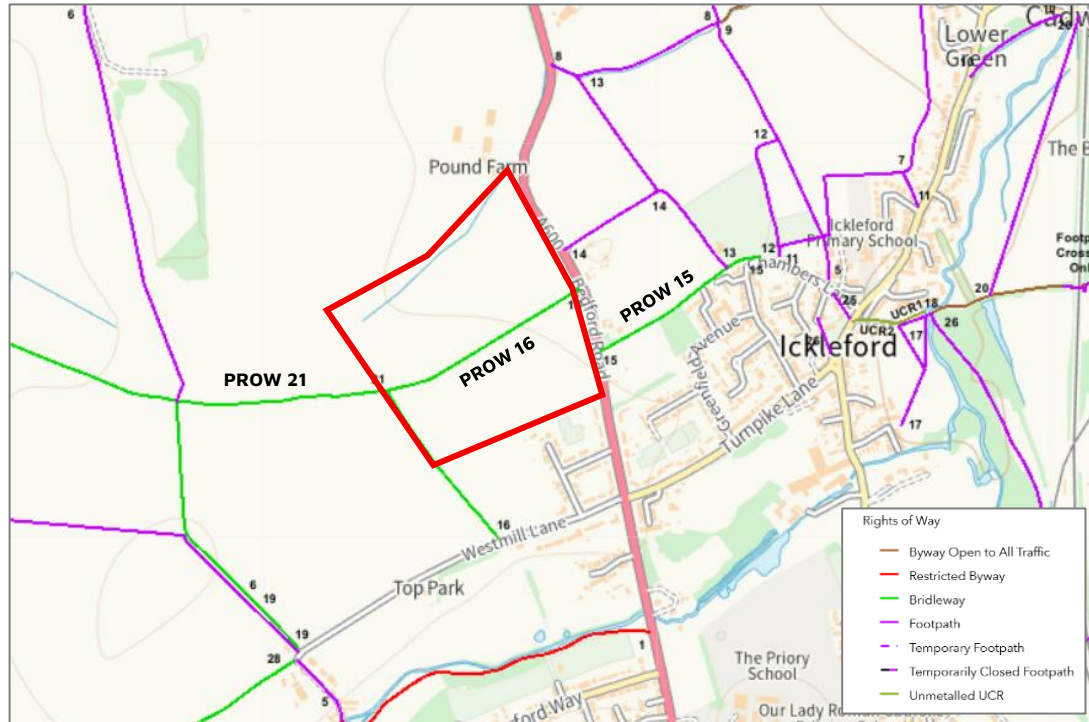


FIGURE 2-2: LOCAL PROW NETWORK (COURTESY OF HCC)

- 2.3.4 PRow 16, which is a Bridleway, runs centrally through the site in an east-west direction and connects with PRow 21 at the western site boundary towards Pirton. On the opposite side of Bedford Road, PRow 15 can be accessed. At present, there is no formal crossing point and a permissive route between PRow 15 and 16 runs adjacent to the western side of the carriageway, as shown in Figures 2-3 and 2-4 below.



FIGURE 2-3: EXISTING CROSSING POINT BETWEEN PROWS 15 & 16



FIGURE 2-4: EXISTING PERMISSIVE PATH ALONG BEDFORD ROAD

- 2.3.5 Figure 2-5 displays the designated cycle network in the site vicinity, with blue lines denoting local cycle routes, purple lines denoting Regional Cycle Routes (RCRs), red lines denoting National Cycle Routes (NCRs) and orange lines indicating Bridleways permitting cycling.

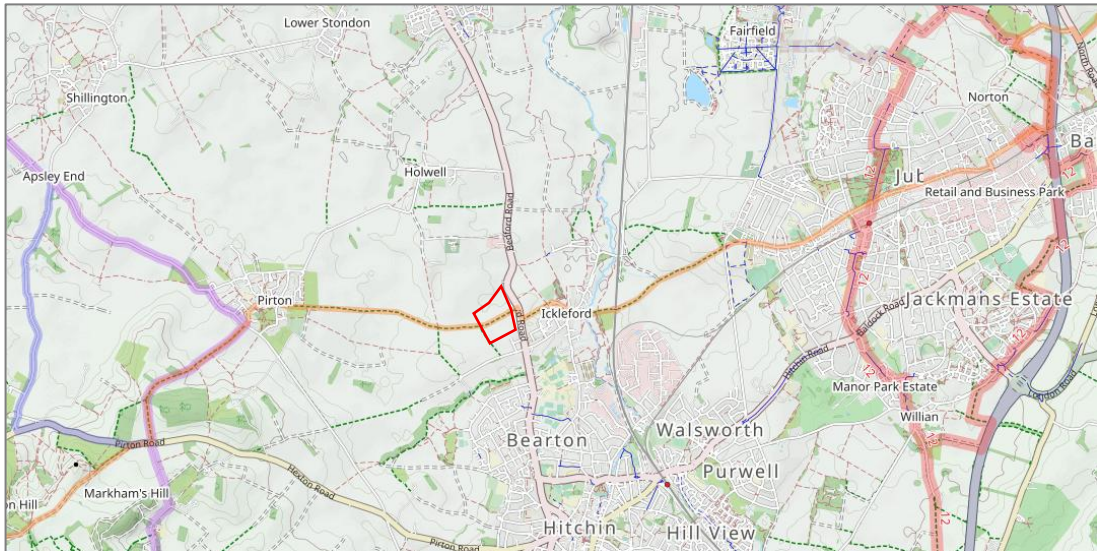


FIGURE 2-5: LOCAL CYCLE NETWORK (COURTESY OF OPENCYCLEMAP)

- 2.3.6 NCR 12 is located approximately 4.8km to the east of the site, representing a 16-minute cycle time via Icknield Way. The route to NCR 12 is largely provided off-carriageway using existing Bridleways and is relatively flat and straight, facilitating its use by cyclists of a moderate ability.
- 2.3.7 It is noted that the Letchworth Greenway is accessible from Stotfold Road, which is 3km – or an 11-minute cycle time – from the site via Arlesey Road and the PRow network.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 The closest bus stop to the site is located on Bedford Road approximately 160m to the south of the proposed site access, accessible in a two-minute walk time. This bus stop, known as 'Ryder Avenue', is afforded with a flag-and-post and timetable information and serves northbound services. Table 2-1 below summarises the bus services that are accessible from this stop.

SERVICE NO.	ROUTE	SERVICE FREQUENCY			SERVICE OPERATOR
		WEEKDAY	SATURDAY	SUNDAY	
9B	Bedford – Stevenage	Hourly	Every 2 hours	-	Stagecoach East
9D	Bedford – Stevenage	3 AM services	Every 2 hours	-	Stagecoach East
74	Bedford – Biggleswade – Hitchin	Hourly	Hourly	-	Grant Palmer
89	Hitchin – Pirton – Henlow Camp	Every 2 hours	Every 2 hours	-	Centrebus

TABLE 2-1: LOCAL BUS SERVICES (RYDER AVENUE - NORTHBOUND)

- 2.4.2 The closest southbound bus stop is located on Bedford Road, approximately 350m to the south of the site, accessible in a five-minute walk time. This bus stop is served by the same frequency of services detailed in Table 2-1 and is provided with a bus shelter with seating.
- 2.4.3 Hitchin Railway Station is located approximately 2.4km to the south-east of the site 'as the crow flies', accessible in an 11-minute cycle or eight-minute bus journey time utilising Routes 9B and 89. The station benefits from a cycle store located by the station entrance, providing 291 spaces which are sheltered and CCTV monitored. Step-free access to all platforms is available.
- 2.4.4 Table 2-2 summarises the train services that are accessible from this station, highlighting key destinations and the weekday service frequency during peak weekday commuting hours (07:00-09:00 and 16:00-18:00).

DESTINATION	PEAK SERVICE FREQUENCY	JOURNEY DURATION
Letchworth Garden City	Every 30 minutes	6 minutes
Cambridge	Every 10-20 minutes	35 minutes
Peterborough	Every 30 minutes	45 minutes
London Kings Cross	Every 30 minutes	48 minutes
Brighton	Every 30 minutes	1 hour 56 minutes
Horsham	Every 30 minutes	2 hours

TABLE 2-2: LOCAL TRAIN SERVICES FROM HITCHIN

2.5 ACCESSIBILITY

- 2.5.1 The site is located within proximity to a range of local services and facilities within an acceptable walking distance of the proposed site access, using the footway network described above and PRow 15 towards Ickleford. The centre of Ickleford is located approximately 750m to the east of the site, accessible in just under a 10-minute walk time. In addition, there are a number of accessible amenities within Hitchin.
- 2.5.2 A summary of the walking distances to a selection of local amenities (measured along walking routes from the proposed pedestrian access points and not taken 'as the crow flies') is provided in Table 2-3 below. The walk times provided are based on a walk speed of 80m per minute¹.

¹ This is widely used to estimate walk times and is used within the London-based Public Transport Accessibility Level (PTAL) analysis

FACILITY	WALK DISTANCE	WALK TIME	CYCLE TIME
Ickleford Sports & Recreation Club	550m	8 minutes	2 minutes
Ickleford Play Park	600m	8 minutes	2 minutes
Plume of Feathers Public House	700m	10 minutes	3 minutes
The Old George Public House	750m	10 minutes	3 minutes
C&L Hair and Beauty	750m	10 minutes	3 minutes
The Ickleford Stores (with ATM)	850m	12 minutes	3 minutes
Church of St Katherine	850m	12 minutes	3 minutes
Smartys Day Nursery	850m	12 minutes	3 minutes
The Priory School	850m	12 minutes	3 minutes
Ickleford Village Hall	900m	13 minutes	4 minutes
Ickleford Primary School	950m	13 minutes	4 minutes
Hitchin Football Club	1.0km	13 minutes	4 minutes
Loco Convenience Shop	1.1km	15 minutes	5 minutes
Hitchin Army Cadet Force	1.3km	17 minutes	5 minutes
Days Bakery	1.5km	20 minutes	5 minutes
K Jones Butchers	1.5km	20 minutes	5 minutes
Chinese Food Centre	1.5km	20 minutes	5 minutes
Hitchin Rugby Club	1.5km	21 minutes	6 minutes
Cross Chemist & Travel Clinic	1.5km	21 minutes	6 minutes
Peckers Restaurant	1.6km	21 minutes	6 minutes
Strathmore Infant & Nursery School	1.8km	24 minutes	7 minutes

TABLE 2-3: SITE ACCESSIBILITY TO LOCAL SERVICES

- 2.5.3 As noted in Manual for Streets (MfS), walkable neighbourhoods are characterised as locations where a range of facilities are accessible within a 10-minute walk time and where walking can replace short car journeys within 2km. On this basis, it is evident that there is the potential for many everyday journeys to be undertaken via non-car means, in accordance with the sustainability requirements of the National Planning Policy Framework (NPPF).

2.6 HIGHWAY SAFETY

- 2.6.1 Personal Injury Collision (PIC) data for the highway network in the site vicinity has been sourced from HCC for the latest available five-year period between 1st January 2020 and 30th June 2025. The full PIC dataset is included at **Appendix B**.
- 2.6.2 During this period, a total of four incidents were recorded, one of which resulted in a 'serious' casualty and the remainder were classified as 'slight' in severity. Three incidents (including the 'serious' incident) occurred at the Turnpike Lane / Bedford Road / Westmill Lane mini-roundabout junction and one occurred on Bedford Road at the junction with Pound Farm.
- 2.6.3 The 'serious' incident occurred in wet weather conditions when a car travelling southbound through the roundabout collided with a cyclist travelling westbound.
- 2.6.4 A review of the remaining incident data does not indicate any clusters or defining incident factors.
- 2.6.5 On this basis, it is not considered that the proposed development will materially exacerbate the local highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

3.1.1 Hybrid planning consent is sought for the following:-

- a) Phase 1 (including access) - detailed consent for 100 dwellings and a SEND school with a sports pitch;
- b) Phase 2 - outline consent for up to 130 dwellings and a 65-bed care home.

3.1.2 The proposed accommodation schedule for Phase 1 is detailed in Table 3-1 below.

	TYPE	NO. OF DWELLINGS
Private	2-bed dwelling	2
	3-bed dwelling	32
	4-bed dwelling	13
	5-bed dwelling	3
Affordable	1-bed apartment	10
	2-bed dwelling	18
	3-bed dwelling	22
Total		100

TABLE 3-1: PROPOSED DEVELOPMENT ACCOMMODATION SCHEDULE – PHASE 1

3.1.3 The proposed SEND school will accommodate 30 pupils aged 12-17, and 37 FTE staff. The intended operator is Omnia Foundation, who provide a bespoke curriculum for pupils with complex needs

3.1.4 The proposed masterplan is included at **Appendix C**.

3.2 ACCESS

3.2.1 Primary vehicular access to the site is proposed from Bedford Road at the south-eastern boundary. The proposed access strategy has been agreed in principle by the HCC Strategic Transport Infrastructure Board (STIB), in accordance with HCC Local Transport Plan policy.

- 3.2.2 The proposed access will take the form of a simple priority junction, which has been designed in accordance with the HCC Place & Movement Planning and Design Guidance for Hertfordshire: Part 3. It is noted that an Automatic Traffic Count (ATC) survey was undertaken on Bedford Road in the site vicinity between 6th and 12th June 2025 to inform the access design, which recorded 85th percentile vehicle speeds of 42mph northbound and 36mph southbound. On this basis, visibility splays of 2.4m x 88.7m and 2.4m x 69.8m, respectively, can be achieved in accordance with MfS guidance.
- 3.2.3 The access road leading into the site will measure 5.5m in width, in accordance with the HCC design guidance for a 'P2 / M1' street hierarchy. The Stage 1 access design is included at **Appendix D**.
- 3.2.4 A separate emergency access is also proposed from Bedford Road, the location of which is shown on the masterplan included at **Appendix C**.

Pedestrian & Cycle Access

- 3.2.5 The site will provide three formal pedestrian and cycle access points onto Bedford Road, as detailed below:-
- 1) A pedestrian footway will be provided on the southern side of the site access road, measuring 2.0m in width, and will connect with the existing provision on Bedford Road. On the northern side of the carriageway, a 3.0m wide shared footway / cycleway is proposed. The Stage 1 access design is included in **Appendix D**.
 - 2) A new 6.0m wide Bridleway will be provided from Bedford Road, which will route east / west through the site and will tie in with PRoW 16 at the eastern site boundary. This will provide a landscaped corridor for use by all active travel modes.
 - 3) The existing Bridleway (PRoW 16) between Bedford Road and the western site boundary will remain in-situ and will be enhanced. The proposed treatment of the PRoW is shown in Figure 3-1 below.



FIGURE 3-1: PROPOSED PROW 16 TREATMENT

- 3.2.6 The existing permissive route between PROWs 15 and 16 will be brought within the site boundary, away from Bedford Road, and formalised as a 6.0m wide Bridleway, as detailed within the connectivity plan included at **Appendix E**.

3.3 OFF-SITE HIGHWAY IMPROVEMENTS

- 3.3.1 As part of the detailed element of the proposals, off-site highway improvements are proposed, which are detailed below and shown in the drawing included at **Appendix D**.

Public Rights of Way

- 3.3.2 A new combined Pegasus and toucan crossing will be provided across Bedford Road to connect PROWs 15 and 16. The Pegasus crossing has been designed to be 4m wide with the existing holding area retained to the east of Bedford Road and a new holding area provided on the western side of the carriageway. The proposed toucan crossing will be located adjacent to the Pegasus crossing, measuring 4m wide.

Public Transport

- 3.3.3 New bus stops will be provided on Bedford Road to the north of PRoW 16, equipped with kassel kerbs and shelters. The northbound bus stop is proposed in a layby arrangement.
- 3.3.4 An uncontrolled pedestrian crossing comprising of dropped kerbs with tactile paving will be provided across Bedford Road to facilitate access to the southbound bus stop.

Section 106 (S.106) Contributions

- 3.3.5 HCC Highways advised at the pre-application stage that the proposed development will be required to provide a Section 106 contribution towards local highway improvements, including cycle infrastructure schemes identified within the North Herts Local Cycling and Walking Infrastructure Plan (LCWIP), which proposes a new segregated cycleway along Bedford Road towards Henlow Camp, as shown in Figure 3-2 below.

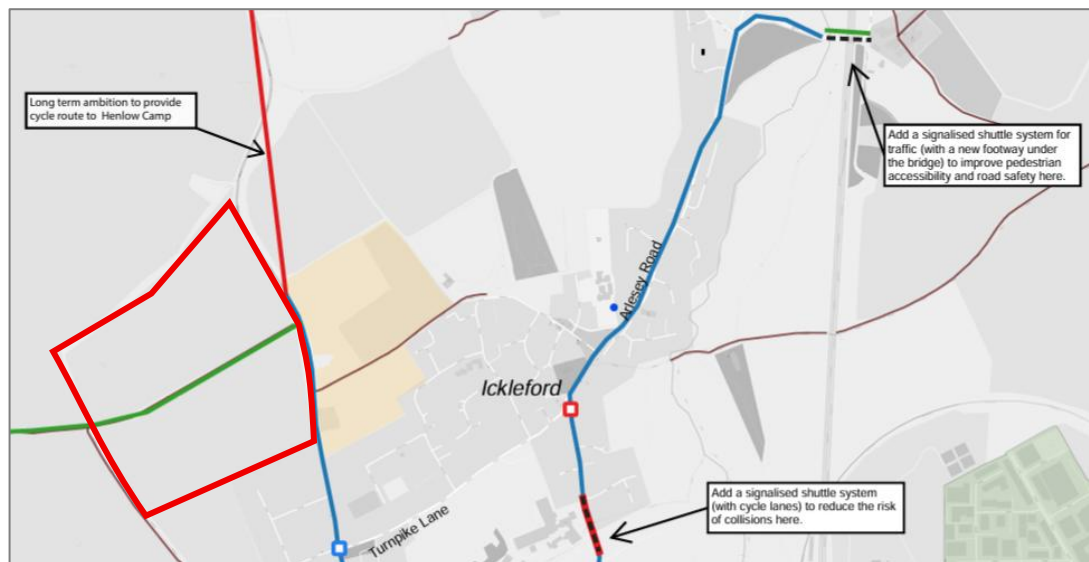


FIGURE 3-2: NORTH HERTS LCWIP IMPROVEMENTS (COURTESY OF HCC)

3.4 ROAD SAFETY AUDIT

- 3.4.1 An independent Stage 1 Road Safety Audit (RSA) of the proposed site access and off-site highway works designs was carried out by Road Safety Answers Ltd in November 2025. The full RSA report is included at **Appendix F**.

3.4.2 The RSA raised four points, which have been responded to in the Designer's Response document (also included at **Appendix F**). A summary of these points is provided in Table 3-2 below.

POINT RAISED	RECOMMENDATION	DESIGNER'S RESPONSE
Location: A – The Toucan/Pegasus Crossing (Dwg. 34362-H-01 Rev. P1) Summary: Risk of vehicles colliding with pedestrians, cyclists and equestrians. The Toucan and Pegasus crossing are to be installed where hedgerows and a post and rail fence on the west side (photos 1 and 2), and vegetation on the east side (photo 3) of Bedford Road will severely restrict intervisibility between non-motorised users (NMUs) approaching and waiting at the crossings. Although visibility to the signal heads is likely to be unobstructed, it is important that approaching drivers can see NMUs approaching the crossing so that the drivers can prepare to slow down without having to brake sharply, risking losing control, overshooting the stoplines and colliding with the NMUs.	Suitable visibility splays onto Bedford Road should be provided and safeguarded in perpetuity. Given the relatively high speed observed by the auditors during the site visit, the splays should be based on the 85th percentile speeds along Bedford Road.	Agreed – an ATC was carried out at the location of the proposed crossing which shows the 85th %ile speed to be 42.3mph northbound and 36mph southbound, which equates to visibility splays of 88.7m and 70m, respectively. These visibility splays have been provided from the crossing onto Bedford Road.
Location: B – The uncontrolled pedestrian crossing and emergency access onto Bedford Road at Bridleway 16 (Dwg. 34362-H-01 Rev. P1). Summary: Risk of vehicles colliding with pedestrians and cyclists and emergency vehicles leaving the development. The uncontrolled crossing and emergency access/egress are to be installed where vegetation and a post and rail fence on the west side of Bedford Road (photo 4) will restrict visibility between NMUs waiting to cross and northbound approaching vehicles, increasing the risk of collisions. Emergency vehicles leaving the development will also be at risk of side impact collisions.	Suitable visibility splays onto Bedford Road should be provided and safeguarded in perpetuity. Given the relatively high speed observed by the auditors during the site visit, the splays should be based on the 85th percentile speeds along Bedford Road.	Agreed – an ATC was carried out at the location of the proposed crossing which shows the 85th %ile speed to be 42.3 mph northbound and 36mph southbound which, equates to visibility splays of 88.7m and 70m, respectively. These visibility splays have been provided from the crossing onto Bedford Road.

Location: C – Southern end of the scheme on Bedford Road (Dwg. 34362-H-01 Rev. P1). Summary: Risk of collisions at the crossover to no. 35 Bedford Road. The shared cycle/footway from the development terminates just north of the crossover of no. 35 Bedford Road, but does not show a cycle transition from the carriageway onto the shared facility. Cyclists will almost certainly, therefore, use the existing crossover to access the shared facility, risking collisions with residents' vehicles entering and leaving no. 35.	A cycle transition onto the shared cycle/footway should be provided between the crossover to no. 35 and the proposed development access junction.	Agreed – a cycle transition has been provided.
Location: D – Northern end of the scheme on Bedford Road at the northbound bus stop (Dwg. 34362-H-01 Rev. P1). Summary: Risk of head-on and rear shunt collisions due to the stationary bus. The bend in Bedford Road will restrict forward visibility in both directions between opposing vehicles approaching and passing a stationary bus at the northbound stop, increasing the risk of head-on collisions between opposing vehicles, and rear shunt collisions if the drivers of northbound vehicles starting to pass the bus realise that an opposing vehicle is oncoming at speed and brake sharply to avoid a head-on collision.	A bus layby should be provided at the northbound bus stop.	Agreed – a bus layby has been provided.

TABLE 3-2: STAGE 1 ROAD SAFETY AUDIT AND DESIGNER'S RESPONSE SUMMARY

3.5 INTERNAL LAYOUT

Phase 1

- 3.5.1 The scheme has been designed with the main access road forming a north / south route through the site, with 23 dwellings served directly from this road.
- 3.5.2 The remaining residential development will be served by the road typologies detailed in Table 3-3 below.

ROAD TYPE	HCC ROAD CLASSIFICATION	CARRIAGEWAY WIDTH	FOOTWAY PROVISION	SERVICE MARGIN
Secondary Street	P3 / M1	4.8m	2.0m footway 3.0 shared footway / cycleway	2.0m green verge
Tertiary Street	P3 / M1	4.8m	3.0m shared footway / cycleway	1.8m service margin and 2.0m grass verge
Shared Surface	P3 / M1	4.8m	-	1.8m service margins on both sides

TABLE 3-3: PROPOSED STREET TYPOLOGIES

3.5.3 The SEND school is proposed at the northern end of the site, served directly from the main access road.

3.5.4 It is proposed that the site will be adopted by the Local Highway Authority.

Phase 2

3.5.5 The internal layout for Phase 2 will adopt the same design principles as for Phase 1; however, full details will be provided at the Reserved Matters stage.

3.6 SERVICING AND REFUSE

3.6.1 Bin stores will be provided to ensure carry distances for residents do not exceed 30m and drag distances do not exceed 10m from the bin store to the kerb for refuse workers. Refuse collection will be carried out by the Local Authority's waste contractor.

- 3.6.2 The access routes are sufficient to accommodate a standard fire appliance and ensure that a pumping appliance can reach within 45m of all points of the proposed dwellings, in accordance with national guidance for fire safety²
- 3.6.3 For the proposed SEND school, refuse and deliveries will take place from the proposed pick-up/drop-off loop within a 10m drag distance of the bin store.
- 3.6.4 To ensure that the proposed site layout is accessible to relevant vehicles, swept path analysis has been undertaken for an 11.4m refuse vehicle, fire tender, pantechinon and estate car, as illustrated on the drawings included at **Appendix G**.
- 3.6.5 The drawings demonstrate that the proposed site layout can be safely navigated by all relevant vehicle types and that they can enter and egress the site in a forward gear.

3.7 PARKING

Phase 1

- 3.7.1 For the residential element of Phase 1, parking is proposed as summarised in Table 3-4 below.

TYPE	PROPOSED PARKING PROVISION (EXC. GARAGES)
1-bed apartment	1 space per dwelling
2-bed dwelling	2 spaces per dwelling
3-bed dwelling	2 spaces per dwelling
4-bed dwelling	2 spaces per dwelling
Visitor spaces	36 spaces

TABLE 3-4: PROPOSED RESIDENTIAL PARKING PROVISION – PHASE 1

- 3.7.2 Cycle parking will be provided within the curtilage of each dwelling and within a secure cycle store for the apartments. Each dwelling will be provided with active Electric Vehicle (EV) charging provision.
- 3.7.3 For the SEND school, a total of 39 car parking spaces are proposed, including three accessible bays. In addition, the school will be served by an internal drop-off /

²

https://assets.publishing.service.gov.uk/media/67d2bb074702aacd2251cb94/Approved_Document_B_volume_1_Dwellings_2019_edition_incorporating_2020_2022_and_2025_amendments_collated_with_2026_and_2029_amendments.pdf

pick-up loop, with capacity for up to ten cars at any one time. A cycle store comprising eight spaces is proposed for staff. The car park will be provided with EV charging in accordance with Part S of Building Regulations.

- 3.7.4 To the west of the school car park, a car park expansion zone is proposed to comprise a further 30 spaces to accommodate the future potential development of leisure facilities within the outline development boundary.

Phase 2

- 3.7.5 Parking provision for Phase 2 will accord with the minimum standards set out in the North Herts Vehicle Parking at New Development Supplementary Planning Document (SPD). Full details will be provided as part of future Reserved Matters applications.

3.8 CONSTRUCTION TRAFFIC MANAGEMENT

- 3.8.1 As is common practice, a condition will be offered requiring the applicant to agree a Construction Environmental Management plan (CEMP) to satisfy the Local Planning and Highway Authorities that adequate measures are in place to ameliorate any temporary effects from construction activities and processes.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

- 4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document, where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises in paragraph 115 that in assessing sites, it should be ensured that:-
- (a) "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - (b) Safe and suitable access to the site can be achieved for all users;*
 - (c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - (d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 4.1.3 Paragraph 116 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.
- 4.1.4 Paragraph 117 then goes on to note that applications for development should:-
- (a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - (b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- (c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- (d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- (e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

4.2 DEPARTMENT FOR TRANSPORT (DfT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

4.2.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

“...act in a manner which conforms to the principles of sustainable development. In this context the company’s licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system.”

4.2.2 The Circular further advises at Paragraph 12 that:-

“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable”, and that “Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.”

4.3 HERTFORDSHIRE LOCAL TRANSPORT PLAN 4: 2018-2031 (LTP4)

4.3.1 The overarching vision for the Hertfordshire LTP is:-

“To continue to be a county where people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities.”

4.3.2 The objectives defined to help guide LTP4 in delivering this vision are summarised below:-

1. *"Improve access to international gateways and regional centres outside Hertfordshire*
2. *Enhance connectivity between urban centres in Hertfordshire*
3. *Improve accessibility between employers and their labour markets*
4. *Enhance journey reliability and network resilience across Hertfordshire*
5. *Enhance the quality and vitality of town centres*
6. *Preserve the character and quality of the Hertfordshire environment*
7. *Reduce carbon emissions*
8. *Make journeys and their impact safer and healthier*
9. *Improve access and enable participation in everyday life through transport".*

4.3.3 Policy 5 of LTP4 discusses Development Management. This policy states that HCC will work with development promoters and Planning Authorities to:-

- a) *"Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*
- b) *Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.*
- c) *Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*
- d) *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.*
- e) *Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.*
- f) *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*
- g) *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way*

especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.

- h) Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future."*

4.4 NORTH HERTS LOCAL PLAN (NHLP, 2011)

- 4.4.1 The overarching spatial strategy of the NHLP is to: *"promote sustainable development by supporting the use of suitably located previously developed land and buildings and by focusing the majority of the development on our towns (including urban extensions) in order to make maximum use of existing facilities, social networks and infrastructure, and maximise opportunities to deliver new infrastructure. It also allows for some growth of our villages in order to allow those communities to thrive."*

- 4.4.2 The strategic sustainable transport objectives are as follows:-

"Policy SP6: Sustainable Transport

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;*
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;*
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;*
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;*
- e) Assess the development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;*
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and*

- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be avoidable, require replacement routes to the satisfaction of the Council."*

4.5 HCC HIGHWAYS PLACE AND MOVEMENT PLANNING AND DESIGN GUIDE

4.5.1 The HCC Highways Place and Movement Planning and Design Guide was adopted in 2024 with the following aims:-

- a) "Foster more integrated thinking and an integrated approach to highway planning and design;*
- b) Enable scheme promoters and project managers to undertake as much self-help as possible, given officers will not be able to meet all the demand for providing advice in person;*
- c) Provide the right messages to the right people at the right stage within the scheme's lifecycle."*

4.5.2 Part 2 Section 2.5 sets out Policy 1 as set out in the Hertfordshire LTP4:-

"To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel*
- Vulnerable road user needs (such as pedestrians and cyclists)*
- Passenger transport user needs*
- Powered two-wheeler (mopeds and motorbikes) user needs*
- Other motor vehicle user needs".*

4.5.3 Part 2 Section 6.1 states that active travel should be both accessible in terms of disability, but also in terms of it being perceived to be safe. The provision of active travel should meet five core design principles:-

- "Safety*
- Directness*
- Coherence*
- Comfort*

- *Attractiveness*”.

"The whole journey or route should be designed with a coherent and consistent provision. Networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality."

- 4.5.4 Part 2 Section 7.7 proposes the introduction of innovative pedestrian friendly concepts, traffic calming measures, pedestrian priority crossings and the removal of unfriendly infrastructure, such as subways:-

"Consideration of walking connectivity should provide:

- *A comprehensive network of interconnected connected streets, spaces and corridors throughout the development*
- *Safe and convenient pedestrian links throughout the site and to the surrounding streets*
- *Enhanced connectivity to leisure walking routes and public rights of way*
- *Connectivity to key local facilities and destinations within a 10-minute distance*
- *High quality walking corridors with a strong relationship of green and blue infrastructure."*

- 4.5.5 In terms of cycling, Part 2 Section 8.0 proposes the expansion of cycling infrastructure with priority measures, the maintenance of existing cycle infrastructure, introduction of cycle parking and bike hiring schemes, and cycle education and training:-

"Consideration of cycling connectivity should provide:

- *Safe and convenient connections to local cycle and strategic network*
- *Promote connectivity to key local facilities and destinations within a 20-minute distance*
- *High quality walking corridors with a strong relationship of green and blue infrastructure*
- *Ensure priority links to town centre and sustainable transport hubs and connections".*

- 4.5.6 Part 2 Section 9.1 states that high quality links should be provided into existing passenger transport networks or funded infrastructure delivered that ensures rapid and direct connections to key destinations:-

"Consideration of passenger transport connectivity should provide:

- Connection with surrounding public transport provision*
- Links to key destinations (town centres, leisure, employment, education, healthcare etc)*
- Bus priority promoted through restricted vehicle access that have a walk/cycling focus*
- Transport hubs located in a prominent, visible location with high levels of footfall close to main public transport routes and stops. Co-located or combined with other activities and a mix of uses such as residential, employment, leisure, health, community and retail*
- Stops along routes provided in convenient locations to promote access to all that are close to key pedestrian connections".*

- 4.5.7 Part 2 Section 14.2 states that parking has a strong influence on car use even if it is accepted that many residents will rely on car use in the short term:-

"Low car ownership in new developments can be encouraged from the beginning through restricting residential parking levels and controlling on-street parking. By providing suitable alternatives (active modes for short journeys and passenger transport for longer journeys), this can be further enabled. Land use planning which places parking at the edge, or outside the development (with allowances for those with protected characteristics), alongside traffic demand management measures to reduce the permeability of the development to car traffic, can help to reduce the convenience of driving."

"Cycle parking provision should be made possible for all residential units. All flatted development should have secure communal cycle parking areas including visitor cycle parking areas. Communal cycle parking areas should be provided in accessible and secure locations with lighting."

4.6 ICKLEFORD NEIGHBOURHOOD PLAN (2024)

- 4.6.1 The Ickleford Neighbourhood Plan was adopted in March 2024. The traffic and transport aim of the Plan is:-

"The roads in Ickleford will be safe and accessible for pedestrians, cyclists and motorists. Improvements to the road network to increase safety and reduce the impact of congestion will be required alongside new development. Beneficial sustainable transport links (including pavements, footpaths, cycle routes and public transport) will be provided and appropriate parking solutions required."

4.6.2 Policy MTT1 states that:

"Wherever practicable, development proposals should upgrade, enhance existing pedestrian routes and connect into them. The development of new links within the village, to neighbouring villages and to the wider countryside will be supported. As appropriate to their scale, nature and location, development proposals should include measures that keep traffic speeds low and improve the provision of footways and access for pedestrians and cyclists and horse riders. Any such new roads, junctions, footways, and traffic management measures should be designed to complement the rural character of the village and respond positively to local heritage."

4.6.3 With regard to car parking, Policy MTT2 states that: *"Proposals for new development that provide off-road car parking space will be supported."*

4.7 VEHICLE PARKING AT NEW DEVELOPMENT - SUPPLEMENTARY PLANNING DOCUMENT (SPD, 2011)

4.7.1 The North Herts Vehicle Parking at New Development SPD was adopted in September 2011. The following standards are applicable to the proposed development:-

LAND USE	VEHICLE PARKING	MINIMUM CYCLE PARKING
Residential*	1-bed dwelling – 1 space per unit; 2 & 3-bed dwellings – 2 spaces per unit.	1 space per unit
C2 Care Home*	0.25 spaces per resident bed plus staff parking based on general needs	1 space per 5 staff
Schools**	1 space per full-time member of staff; 1 space per 100 pupils; 1 space per 20 pupils under 17 years old	1 space per 5 staff plus 1 space per 3 pupils

*minimum standards / **maximum standards

4.7.2 Visitor parking provision is required at a rate of between 0.25 and 0.75 spaces per dwelling (rounded up to the nearest whole number). As no garages are provided in the scheme, the lower standard of 0.25 spaces per dwelling is applicable.

4.8 BUILDING REGULATIONS 2010: APPROVED DOCUMENT S (2021)

- 4.8.1 Approved Document S of The Building Regulations outlines the infrastructure required for the charging of Electric Vehicles (EVs). Requirement S1 outlines the guidance for the erection of new residential buildings:-

"(1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).

(2) The number of associated parking spaces which have access to electric vehicle charge points must be—

(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or

(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."

- 4.8.2 For non-residential buildings, Part S, Requirement S5 states the following:-

1) "For a building other than a residential or mixed-use building where all of the following apply, cable routes and electric vehicle charge points must be provided.

a. Major renovation work is being done.

b. After work is complete, more than 10 parking spaces within the site boundary will be available for the use of building users.

c. The major renovation work includes any of the following within the site boundary.

i. Substantial work to the car park, such as resurfacing or installing electrical infrastructure.

ii. Where the car park is outside the building but within the site boundary of the building, the electrical infrastructure of the car park.

iii. Where the car park is inside the building, the electrical infrastructure of the building.

2) Where the criteria in paragraph (1) are met, the following apply.

a. One electric vehicle charge point must be installed.

- b. b. A minimum of one in five of the remaining parking spaces must have access to cable routes."*

4.9 PLANNING POLICY COMPLIANCE

- 4.9.1 The proposed development is seen to comply with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is located within a reasonable walking and cycling distance of everyday services and existing and proposed public transport nodes.
- 4.9.2 The development proposes improved connectivity to Ickleford, enhancing the local PRow network and improving crossing facilities for all users across Bedford Road. It will also tie into existing pedestrian infrastructure on Bedford Road to provide onward connectivity towards Ickleford and Hitchin. Internally, the site will provide a new Bridleway, shared pedestrian / cycleways and the retention of the existing Icknield Way (PRow 16), improving connectivity for pedestrians, cyclists and horse-riders.
- 4.9.3 Frequent bus services are present within a short walk of the site, providing access to larger towns such as Bedford, Stevenage and Hitchin and their respective railway stations during peak weekday and weekend periods.
- 4.9.4 The principle of vehicular access has been agreed with the HCC STIB in accordance with Policy 5 of the LTP4 and has been designed in accordance with HCC design guidance and an independent Stage 1 Road Safety Audit. It is located in a safe and suitable location, and the local highway network has a good safety record.
- 4.9.5 For the detailed element of the proposals, on-site parking has been provided in accordance with the North Herts Vehicle Parking at New Development SPD. Table 4-1 below outlines the proposed parking provision against the applicable standards.

TYPE	CAR PARKING STANDARD	CAR PARKING REQUIREMENT	CAR PARKING PROVISION
1 Bedroom	1 space per dwelling	10	10
2+ Bedrooms	2 spaces per dwelling	180	180
Visitor / Unallocated	Between 0.25 and 0.75 spaces per dwelling.	25	36
	1 space per full-time member of staff;		
School	1 space per 100 pupils;	40 (maximum)	39
	1 space per 20 pupils under 17 years old.		

FIGURE 4-1: PARKING COMPLIANCE SUMMARY

- 4.9.6 A Framework Travel Plan will be adopted that will detail how the uptake of sustainable modes of transport will be facilitated and monitored amongst future residents and employees of the site. A draft of the Travel Plan has been submitted with this planning application.
- 4.9.7 The impact of the proposed development on the operation of the local highway network has been assessed through a trip distribution exercise and junction capacity assessments, as set out in the following section of this TA. These demonstrate that the vehicular trip generation of the proposed development will have a negligible impact in this regard.
- 4.9.8 On this basis, it is not considered that the proposed development will result in 'severe' residual transport impacts, in accordance with Paragraph 116 of the NPPF.

5 TRIP GENERATION AND ATTRACTION

5.1 OVERVIEW

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation and attraction of the proposed development.
- 5.1.2 As the site currently comprises of open fields, there is assumed to be no material existing trip attraction.
- 5.1.3 The national Trip Rate Information Computer System (TRICS³) database has been interrogated to provide average weekday peak hour trip rates for the proposed development. Surveys have been selected in Suburban, Neighbourhood Centre, and Edge of Town locations. Any surveys undertaken during COVID-19 travel restrictions have been excluded and the local population criteria refined, with selections of up to 25,000 within a one-mile radius and 250,000 within a five-mile radius applied.
- 5.1.4 The average vehicular trip generation and attraction for each of the proposed uses is summarised in turn below, followed by the total development trip generation and attraction forecast. The full TRICS output reports are included at **Appendix H** for reference.

5.2 PROPOSED DEVELOPMENT TRIP GENERATION AND ATTRACTION

Residential

- 5.2.1 The TRICS database has been interrogated within the following categories:-
- 03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED;
 - 03 – RESIDENTIAL, B – AFFORDABLE / LOCAL AUTHORITY HOUSES;
 - 03 – RESIDENTIAL, D – AFFORDABLE / LOCAL AUTHORITY FLATS.
- 5.2.2 As the accommodation schedule for the outline element of the proposals is currently unknown, the proposed tenure split for the detailed proposals has been applied.
- 5.2.3 A summary of the average weekday peak hour trip rates arising from this exercise is provided in Table 5-1 below. The trip rates have been factored by the proposed

³ Trip Rate Information Computer System

accommodation schedule to provide the trip generation forecasts, also in Table 5-1.

PERIOD	ARR.	DEP.	TOTAL	ARR.	DEP.	TOTAL
HOUSES PRIVATELY OWNED (115 DWELLINGS)						
AM Peak (08:00-09:00)	0.161	0.381	0.542	19	44	62
PM Peak (17:00-18:00)	0.326	0.163	0.489	37	19	56
Daily (07:00-19:00)	2.298	2.346	4.644	264	270	534
AFFORDABLE HOUSES (92 DWELLINGS)						
AM Peak (08:00-09:00)	0.138	0.241	0.379	13	22	35
PM Peak (17:00-18:00)	0.219	0.165	0.384	20	15	35
Daily (07:00-19:00)	2.595	2.342	4.937	239	215	454
AFFORDABLE FLATS (23 DWELLINGS)						
AM Peak (08:00-09:00)	0.095	0.163	0.258	2	4	6
PM Peak (17:00-18:00)	0.164	0.137	0.301	4	3	7
Daily (07:00-19:00)	1.325	1.319	2.644	30	30	61

TABLE 5-1: AVERAGE TRICS TRIP RATES AND TRIP GENERATION FORECASTS - RESIDENTIAL

- 5.2.4 The trip generation figures for each accommodation type have been combined to ascertain the total residential trip generation forecast, which is shown in Table 5-2 below. Please note that any minor inaccuracies in the tables are the result of rounding.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	33	70	103
PM Peak (17:00-18:00)	61	37	98
Daily (07:00-19:00)	533	516	1,049

TABLE 5-2: TOTAL TOTAL RESIDENTIAL DEVELOPMENT TRIP GENERATION FORECAST (230 DWELLINGS)

Care Home

- 5.2.5 For this element of the proposals, the TRICS category '05 – HEALTH, F – CARE HOME (ELDERLY RESIDENTIAL)' has been interrogated. A summary of the average weekday peak hour trip rates and resulting trip attraction forecast arising from this exercise is provided in Table 5-13 below.

PERIOD	ARR.	DEP.	TOTAL	ARR.	DEP.	TOTAL
CARE HOME (65 BEDS)						
AM Peak (08:00-09:00)	0.092	0.076	0.168	6	5	11
PM Peak (17:00-18:00)	0.058	0.086	0.144	4	6	9
Daily (07:00-19:00)	1.188	1.157	2.345	77	75	152

TABLE 5-3: TRICS TRIP RATES (CARE HOME)

SEND School

- 5.2.6 The proposed SEND school trip attraction has been assessed utilising information from Omnia Foundation. It is proposed that the school will accommodate 30 pupils, supported by 37 FTE staff. It is noted that the associated sports pitch will be operated by the school and made available for community use. It is expected that the community use will take place outside of school hours and will be used by the local community.
- 5.2.7 Based on the expected needs of pupils, Omnia have advised that they will all travel to the school via private taxi, with an occupancy rate of one pupil per vehicle. It is noted that this is a robust assessment that assumes no pupils are absent on an average school day. On this basis, the forecast pupil vehicle trip attraction is detailed in Table 5-4 below.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	30	30	60
School PM Peak (15:00-16:00)	30	30	60
Network PM Peak (17:00-18:00)	0	0	0

TABLE 5-4: TRIP ATTRACTION – PROPOSED SEND SCHOOL (PUPILS)

- 5.2.8 With regard to staff, 2011 'Method of Travel to Work' Census data for the Middle-Layer Super Output Area (MSOA) 'North Hertfordshire 014' in which the site is

located has been assessed to understand their likely mode share, using 'Business-Destination' data. A summary of this assessment is provided in Table 5-5 below.

MODE OF TRAVEL	PERCENTAGE	NO. OF STAFF (FTE)
Walk	10%	4
Cycle	2%	1
Car Driver	79%	29
Car Passenger	5%	2
Bus	3%	1
Rail	1%	0
Other	0%	0
Total	100%	37

TABLE 5-5: 2011 CENSUS MODE SHARE – MSOA NORTH HERTFORDSHIRE 014

5.2.9 It is forecast that 29 members of staff will travel to the site by car, all of whom have been assumed to arrive in the AM peak hour. Based on experience and data from similar SEND schools, it can be expected that not all staff will depart during the school PM peak hour; therefore a departure profile has been applied, whereby 45 per cent of staff have been assumed to depart after 16:00.

5.2.10 Applying the above methodology results in the forecast staff vehicular trip attraction detailed in Table 5-6 below.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	29	0	29
School PM Peak (15:00-16:00)	0	16	16
Network PM Peak (17:00-18:00)	0	13	13

TABLE 5-6: TRIP ATTRACTION – PROPOSED SEND SCHOOL (STAFF)

5.2.11 On this basis, the anticipated total vehicular trip attraction of the school is detailed in Table 5-7 below. Please note that any minor inaccuracies are the result of rounding.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	59	30	89
School PM Peak (15:00-16:00)	30	46	76
Network PM Peak (17:00-18:00)	0	13	13

TABLE 5-7: TOTAL TRIP ATTRACTION – PROPOSED SEND SCHOOL

Total Development Trip Generation and Attraction

- 5.2.12 On the basis of the foregoing analysis, the total development vehicular trip generation and attraction forecast is detailed in Table 5-8 below.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	98	105	203
PM Peak (17:00-18:00)	65	56	121
Daily (07:00-19:00)	699	680	1,379

TABLE 5-8: TOTAL DEVELOPMENT TRIP GENERATION AND ATTRACTION FORECAST

Vision-Led Scenario

- 5.2.13 In line with the vision of the development set out in Section 1.2 of this TA, a 10 per cent reduction to the baseline vehicular trip generation and attraction forecast in Table 5-28 has been applied (excluding school pupil trips). The results of this reduction are shown below in Table 5-9.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	92	97	189
PM Peak (17:00-18:00)	59	50	109
Daily (07:00-19:00)	636	618	1,254

TABLE 5-9: TOTAL DEVELOPMENT TRIP GENERATION (10% MODE SHIFT REDUCTION)

- 5.2.14 It is noted that the proposed development has the potential to generate and attract approximately 189 two-way vehicle movements in the weekday AM peak hour and 109 two-way vehicle movements in the weekday PM peak hour. Across the 12-hour daytime period (07:00-19:00), it is forecast to attract approximately 1,254 additional two-way vehicle movements, which equates to just under two additional vehicle trips every minute, on average.

6 TRIP DISTRIBUTION

6.1 OVERVIEW

- 6.1.1 The forecast vehicular trip generation and attraction of the proposed development has been distributed and assigned to the local highway network using a series of assumptions. The following section details the methodology used to inform this assessment, in line with HCC Highways' pre-application advice.

6.2 TRIP DISTRIBUTION

- 6.2.1 Data from the 2011 Census 'Journey to Work' dataset under the category 'Location of usual residence and place of work by method of travel to work (MSOA level)' has been used to provide an understanding of the most likely work locations of residents of the proposed development.
- 6.2.2 Having established this, the Google real-time journey planner has been used to identify the routes that residents of the proposed development would likely take for their journeys to and from work by car during typical weekday network peak period traffic conditions. The resulting distribution is included at **Appendix I**.
- 6.2.3 For pupil trips to the SEND school, it is expected that all pupils will travel from within the North Herts district. As such, the aforementioned Census data has been used and adjusted for only MSOAs in North Herts to derive an appropriate distribution profile.
- 6.2.4 For staff of the SEND school and care home, 2011 'Journey to Work' Census data has also been utilised (using the 'Business Destination' dataset), to understand the most likely home locations of employees.
- 6.2.5 A diagram depicting the total development trip distribution forecast for the weekday AM and PM peak hours is included in **Figures 1 to 3** at **Appendix J**.

7 TRANSPORT IMPACTS

7.1 OVERVIEW

7.1.1 As requested by HCC Highways at the pre-application stage, the following junctions have been subject to full capacity assessments:-

- A600 Bedford Road / Site Access priority junction;
- A600 Bedford Road / Turnpike Lane / Westmill Lane mini-roundabout; and
- A600 Bedford Road / Station Road / Hitchin Road roundabout.

7.2 BASELINE TRAFFIC SURVEYS

7.2.1 To inform the capacity assessments, baseline Manual Classified Count (MCC) surveys were undertaken at the following junctions during the AM and PM peak periods on Thursday 12th June 2025:-

- A600 Bedford Road / Turnpike Lane / Westmill Lane mini-roundabout; and
- A600 Bedford Road / Station Road / Hitchin Road roundabout.

7.2.2 An ATC survey was also undertaken over the seven-day period from Friday 6th June to Thursday 12th June 2025 on Bedford Road within the vicinity of the proposed site access.

7.2.3 The raw survey data is included at **Appendix K**.

7.2.4 The ATC and MCC data has been converted to Passenger Car Units (PCUs) using the standard factors shown in Table 7-1.

	CAR	HGV	BUS	MOTORCYCLE	CYCLE
Factor	1.0	2.3	2.0	0.4	0.4

TABLE 7-1: PCU CONVERSION FACTORS

7.2.5 The following scenarios have been considered in the capacity assessments for both the AM and PM peak hours:-

- 2025 Base;
- 2030 'Do Nothing' (2030 future flows plus committed development);

- 2030 'Do Minimum' (the 'Do Nothing' scenario plus the proposed development).

7.3 TRAFFIC GROWTH

7.3.1 Growth factors derived from TEMPro⁴ v8.1 have been applied to the baseline traffic data to create the future assessment year of 2030, as agreed with HCC.

7.3.2 The following parameters were used to generate the growth factors:-

- Data selections – Trip Ends by time period;
- Scenario – Core;
- Base Year 2025, Future Year 2030;
- Trip and selection – Car Driver;
- Trip end by time period selection – Weekday AM and PM, Origin Destination; and
- Road types – Minor, A-Road
- No alternative assumptions applied.

7.3.3 MSOAs 'North Hertfordshire 014' and 'Central Bedfordshire 013' have been assessed to reflect the location of the junctions being modelled. The resultant TEMPro factors are shown in Table 7-2.

YEAR	MSOA	ROAD TYPE	AM	PM
2025-2030	North Hertfordshire 014	A-Road	1.0346	1.0375
		Minor	1.0320	1.0348
2025-2030	Central Bedfordshire 013	A-Road	1.0400	1.0449
		Minor	1.0373	1.0422

TABLE 7-2: TEMPRO FACTORS

7.3.4 The 2025 baseline flows are shown graphically in **Figure 3** and **Figure 4** and the 2030 future year flows are shown in **Figures 5 to 8**.

⁴ Trip End Model Presentation Program – a software tool developed by the UK Department for Transport

7.4 COMMITTED DEVELOPMENT

7.4.1 The following committed development has been assessed, as agreed with HCC Highways at the pre-application stage:-

- **Land at Bedford Road (Local Plan Policy IC3) - residential development of up to 150 homes.** At the time of writing, no planning application for this site has been submitted; therefore for the purposes of this assessment, the trip rates in Table 5-1 and distribution detailed in Section 6 have been utilised to forecast its trip generation potential.

7.4.2 It is acknowledged that HCC Highways also requested that Local Plan allocation IC2 (Land at Burford Grange) be included within the assessment; however, this development was granted planning consent in February 2023 and has been subsequently built out and occupied prior to the commission of the 2025 baseline traffic surveys.

7.5 JUNCTION CAPACITY ASSESSMENTS

7.5.1 This section sets out the results of the junction capacity assessments for the scenarios listed above.

7.5.2 Junctions 11 (PICADY and ARCADY) software has been used to assess priority junction and roundabout capacity and provides two main measures of junction capacity and operation: the Ratio of Flow to Capacity (RFC) and the Queue length (Q). The RFC provides the primary measure of junction performance and is reported for each entry arm. An RFC of 0.85 or lower indicates that the specific arm of the junction is operating within its practical capacity. An RFC of between 0.85 and 1.0 indicates that the arm is operating within its theoretical capacity and an RFC of 1.0 indicates that traffic demand exceeds theoretical capacity.

A600 Bedford Road / Site Access Priority Junction

7.5.3 The proposed site access junction with Bedford Road has been assessed using PICADY. A summary of the assessment results is provided in Table 7-3, with the full PICADY outputs included at **Appendix M**.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2030 'Do Minimum'	Site Access	0.57	1.3	0.62	1.5
	Bedford Road	0.0	0.01	0.04	0.0
	Junction Delay (S)	2.89		3.10	

TABLE 7-3: PICADY RESULTS SUMMARY – A600 BEDFORD ROAD / SITE ACCESS

- 7.5.4 The results indicate that the proposed site access would operate well within capacity in both peak hours.

A600 Bedford Road / Turnpike Lane / Westmill Lane Mini-Roundabout

- 7.5.5 The Bedford Road / Turnpike Lane / Westmill Lane mini-roundabout junction has been assessed using ARCADY. It is noted that this junction has recently been assessed in support of Planning Application Reference: 25/02401/OP and therefore for consistency of approach with that TA (which was in turn informed by the assessment completed in support of approved Planning Application Reference 19/01106/FP), the same model calibration parameters have been applied.
- 7.5.6 On this basis, a summary of the assessment results is provided in Table 7-4 below, with the full ARCADY outputs included at **Appendix M**.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q (PCU)	RFC	Q (PCU)
2025 Base	Bedford Road (N)	0.73	2.8	0.65	1.9
	Turnpike Lane	0.51	1.0	0.48	0.9
	Bedford Road (S)	0.64	1.8	0.52	1.1
	Westmill Lane	0.05	0.1	0.04	0.0
	Junction Delay (S)	11.94		7.81	
2030 'Do Nothing'	Bedford Road (N)	0.79	3.8	0.69	2.3
	Turnpike Lane	0.56	1.3	0.52	1.1
	Bedford Road (S)	0.69	2.3	0.57	1.4
	Westmill Lane	0.05	0.1	0.04	0.0
	Junction Delay (S)	14.60		8.83	
2030 'Do Minimum'	Bedford Road (N)	0.87	6.5	0.77	3.3
	Turnpike Lane	0.67	2.0	0.57	1.3
	Bedford Road (S)	0.77	3.3	0.64	1.9
	Westmill Lane	0.06	0.1	0.06	0.1
	Junction Delay (S)	21.70		11.08	

TABLE 7-4: ARCADY RESULTS SUMMARY – BEDFORD ROAD / TURNPIKE LANE / WESTMILL LANE MINI-ROUNDABOUT

- 7.5.7 The results indicate that the junction will continue to operate within capacity with the proposed development in place.

A600 Bedford Road / Station Road / Hitchin Road Roundabout

- 7.5.8 The Bedford Road / Station Road / Hitchin Road roundabout has been assessed using ARCADY. A summary of the assessment results is provided in Table 7-5 below, with the full ARCADY output included at **Appendix M**.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2025 Base	Hitchin Road	0.29	0.4	0.38	0.6
	Bedford Road (S)	0.41	0.7	0.56	1.2
	Station Road	0.33	0.5	0.28	0.4
	Bedford Road (N)	0.42	0.7	0.37	0.6
	Junction Delay (S)	4.43		4.89	
2030 Do Nothing	Hitchin Road	0.31	0.4	0.40	0.7
	Bedford Road (S)	0.44	0.8	0.58	1.4
	Station Road	0.35	0.5	0.29	0.4
	Bedford Road (N)	0.45	0.8	0.39	0.6
	Junction Delay (S)	4.62		5.12	
2030 Do Minimum	Hitchin Road	0.31	0.4	0.40	0.7
	Bedford Road (S)	0.43	0.8	0.58	1.4
	Station Road	0.34	0.5	0.30	0.4
	Bedford Road (N)	0.45	0.8	0.39	0.6
	Junction Delay (S)	4.65		5.18	

TABLE 7-5: ARCADY RESULTS – BEDFORD ROAD / STATION ROAD / HITCHIN ROAD ROUNDABOUT

- 7.5.9 The results indicate that the junction would continue to operate well within capacity with the proposed development in place.

Summary

- 7.5.10 It has been demonstrated that the proposed development can be accommodated without giving rise to 'severe' residual impacts on the operation of the local highway network, in line with Paragraph 116 of the NPPF.

8 SUMMARY AND CONCLUSION

- 8.1.1 This Transport Assessment has been produced on behalf of Bugler Homes Ltd in relation to the proposed development on Land to the South of Pound Farm, in Ickleford, near Hitchin, Hertfordshire.
- 8.1.2 The proposals comprise a hybrid planning application for the following:-
- a) Phase 1 (including access) - detailed consent for 100 dwellings and a new SEND school with a sports pitch;
 - b) Phase 2 - outline consent for up to 130 dwellings and a 65-bed care home.
- 8.1.3 The proposed development is seen to comply with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is located within a reasonable walking and cycling distance of everyday services and existing and proposed public transport nodes.
- 8.1.4 The development proposes improved connectivity to Ickleford, enhancing the local Public Right of Way (PRoW) network and improving crossing facilities for all users across Bedford Road. It will also tie into existing pedestrian infrastructure on Bedford Road to provide onward connectivity towards Ickleford and Hitchin. Internally, the site will provide a new Bridleway, shared pedestrian / cycleways and the retention of the existing Icknield Way (PRoW 16), improving connectivity for pedestrians, cyclists and horse-riders.
- 8.1.5 Frequent bus services are present within a short walk of the site, providing access to larger towns such as Bedford, Stevenage and Hitchin and their respective railway stations during peak weekday and weekend periods.
- 8.1.6 The principle of vehicular access has been agreed with the Hertfordshire County Council (HCC) Strategic Transport Infrastructure Board in accordance with Policy 5 of Local Transport Plan 4 and has been designed in accordance with HCC design guidance and an independent Stage 1 Road Safety Audit. It is located in a safe and suitable location, and the local highway network has a good safety record.
- 8.1.7 For the detailed element of the proposals, on-site parking has been provided in accordance with the North Herts Vehicle Parking at New Development Supplementary Planning Document.
- 8.1.8 A Framework Travel Plan will be adopted that will detail how the uptake of sustainable modes of transport will be facilitated and monitored amongst future residents and employees of the site. A draft of the Travel Plan has been submitted with this planning application.
- 8.1.9 The impact of the proposed development on the operation of the local highway network has been assessed through a trip distribution exercise and junction

capacity assessments. These demonstrate that the vehicular trip generation of the proposed development will have a negligible impact in this regard.

- 8.1.10 Given the above, it is concluded that the proposal should not have any material adverse impacts in terms of transport and therefore there should be no sound transport-based objections to the planning application.

APPENDIX

A



LAND AT POUND FARM, ICKLEFORD – HCC HIGHWAYS PRE-APPLICATION MEETING NOTES

HELD ONLINE VIA TEAMS – Monday 7th April 2025

Attending

Paul Lulham (PL)	DHA Transport
Chris Smoker (CS)	DHA Transport
Holly Benwell (HB)	DHA Transport
Max Weinberg (MW)	Bugler Homes
Alun Evans (AE)	Rok Planning
Wilf Foster (WF)	Rok Planning
Manjinder Sehmi (MS)	Hertfordshire County Council
Shamsul Huda (SH)	Hertfordshire County Council
Robert Lloyd (RL)	Hertfordshire County Council
Xavier Preston (XP)	Hertfordshire County Council

Apologies

James Chell	Bugler Homes
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1. Introductions		Action Points
1.1	Team introductions (All)	N/A
1.2	Project introduction (PL)	N/A
2. Highways Feedback		
3.1	Access & Layout The STIB has agreed in-principle to one single point of access from Bedford Road. It is advised that the number of access points from Bedford Road is minimised.	

	• Consideration of an emergency access instead of a second all-traffic vehicular access. • AE – can we justify the provision of two access points through Road Safety Audits? MS advised that access onto a principal road should be restricted. The team can consider an emergency access but not a second access for development traffic. • Any access arrangements should consider the allocation on the opposing side of Bedford Road (Site IC3). No proposals on that site at the moment, albeit North Herts Council may be able to advise on a masterplan. • Consider a pedestrian crossing on Bedford Road to enable movement to and from the proposed primary school on Site IC3. • PL – an Automatic Traffic Count (ATC) survey will be undertaken on Bedford Road. If 85th percentile speeds are less than 37mph, would the application of Manual for Streets be acceptable? SH – visibility splays and access design should accord with the Hertfordshire Highways Place and Movement Planning and Design Guide Document. • Bedford Road is currently a P1/M2 road as per the Place and Movement Planning and Design Guide. It is the expectation that it will become a P2/M2 road as this site and allocated sites come forward and the area is designed for residential uses and introduces more place-making. It is confirmed that the proposals can be designed to P2/M2 standards. • Gateway feature at beginning of development should be considered. Raised table? 40mph downgrade to 30mph. • AE asked the process for reclassification. MS – once the area has integrated the principles of 'place', a different classification can be considered. No set process for this.	Project team to review HCC feedback and access design. ATC to be undertaken. DHAT to issue revised plans to HCC for further discussion.
3.2	Public Rights of Way	

	• RL & SH advised that a Pegasus crossing should be provided across Bedford Road to link Bridleways 15 and 16. The PRoWs within the site should be enhanced in accordance with the County Council's Non-Motorised Routes guidance. • There is an existing permissive route alongside Bedford Road that enables users to travel between Bridleways 15 and 16. CS highlighted the potential to divert this section of the Bridleway inboard of the hedge line, which RL confirmed is the preferred approach. • PRoW 13 to also be considered.	
3.3	Policy Compliance • Parking should be provided in accordance with the County Council's standards. • The planning application should address LTP policies, including policies 1, 6, 8 & 9.	
3.4	Public Transport Improvements • Sustainable travel – two bus stops to be provided along the site frontage to be delivered by a S278 Agreement. • The County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) has identified a potential new cycle route close to the site – S106 contributions from the development will be sought.	
3.5	Trip Generation and Junction Capacity Assessments • Further details of impact assessments to be provided within the TA. • Off-site junction capacity modelling is required for the following junctions:- ▪ Bedford Road / Turnpike Lane / Westmill Lane junction;	

	▪ Bedford Road / Holwell Road junction; ▪ Bedford Road / Orchard Way / Midland Way junction; ▪ Bedford Road / Station Road / Hitchin Road junction. • Modelling scenarios should include:-2025 baseline, 2030 future year, 2030 future year + proposed development, 2030 + proposed development + committed developments (Sites IC2 & IC3).	
3.6	Planning Reports • Transport Assessment – ○ Road safety – review incidents at Bedford Road / Westmill Lane / Turnpike Lane junction. ○ Core issues identified in LTP – cumulative impacts of allocated sites off Bedford Road need to be assessed. ○ SEND school transport – XP confirmed ongoing discussions with Omnia Foundation regarding catchment and LEA transport, advising that trip origins will likely be localised to within the county and pupil travel primarily by minibus. PL confirmed DHA experience with SEND schools and the difference compared to a mainstream school and the internal school layout will be designed to minimise impact on surrounding roads. AE highlighted that each pupil will have a learning plan, including the potential to stagger pick-up and drop-offs. ○ The use of sports facilities on-site should be included within the TA and trip assessment. AE confirmed that the sports pitches would be primarily associated with the school but could have out of hours community use. ○ The provision of any shops and community facilities within the development should be confirmed.	To confirm SEND school details (i.e. catchment area, needs of pupils, school transport)

	• Travel Plan – separate Travel Plans will be required for each element of site (residential and school). Targets within TP to be consistent with TA. • Outline Construction Traffic Management Plan to be submitted.	
3.7	S106 Contributions • Contributions will be sought for TP & CTMP monitoring and LCWIP highway improvements in the vicinity of site. • S106 primary school capacity contributions.	

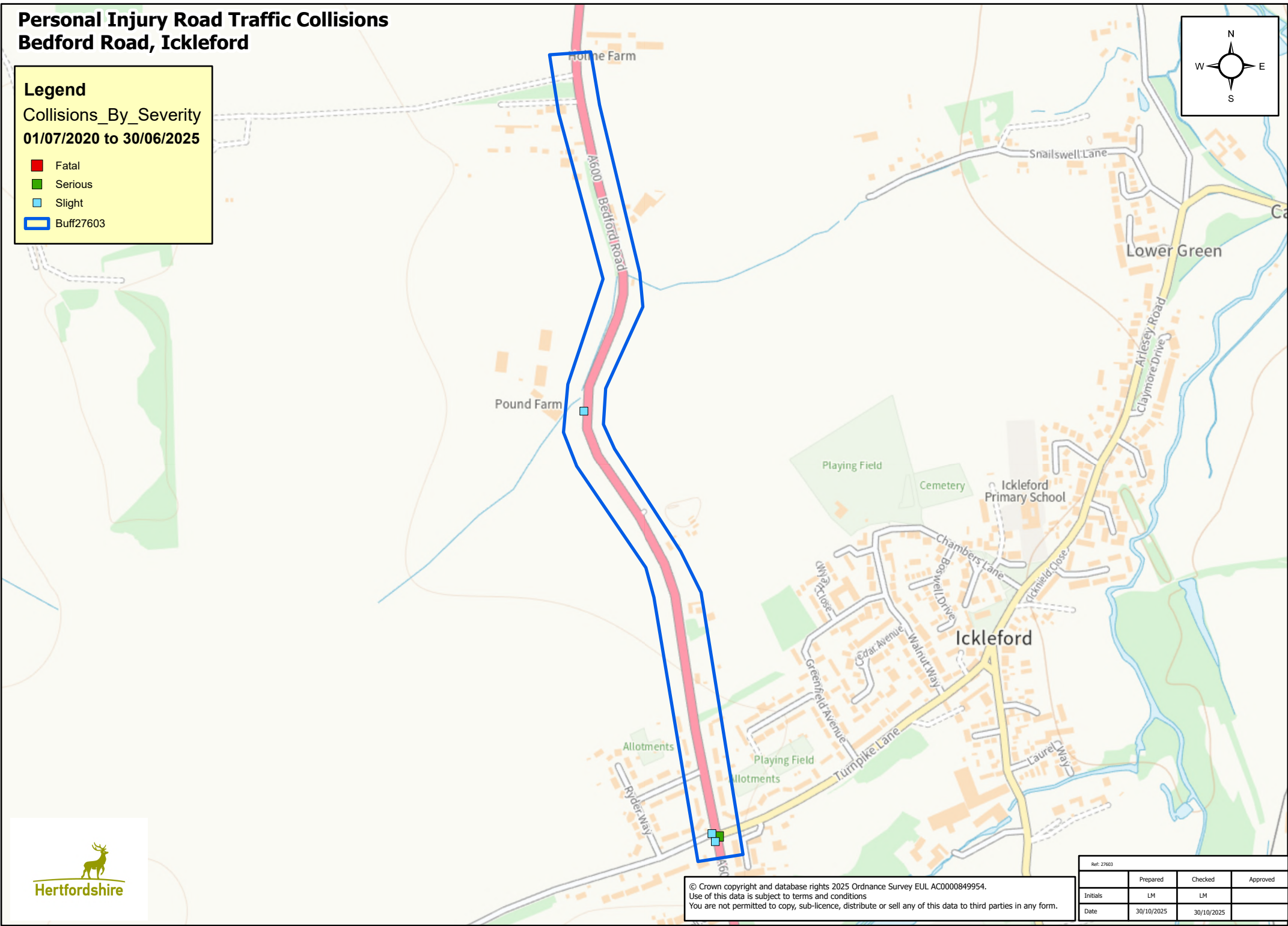
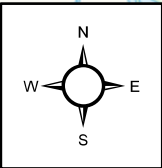
APPENDIX B



Personal Injury Road Traffic Collisions
Bedford Road, Ickleford

Legend
Collisions_By_Severity
01/07/2020 to 30/06/2025

- Fatal
- Serious
- Slight
- Buff27603



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Ref: 27603			
	Prepared	Checked	Approved
Initials	LM	LM	
Date	30/10/2025	30/10/2025	

Full Confidential Accident Report

Date Produced: 30-Oct-25

Set Name (if saved) : 27603

Set Total : 4

Accident Details:

Acc Ref:	2020-410991700	1st / 2nd Rd:	A600/20 C21/10	Jun Detail:	Mini	Weather:	Rain	Num Cas:	1
Day of Week:	Mon	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	05/10/2020 13:40:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Wet	Num Vehicles:	2
Acc Severity:	Serious	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
A600 Bedford Road Ickleford Mini Rbt J/w C21 Turnpike Lane								On Site:	Yes

V1 Car Trav South On Bedford Road On Rbt Has Collided With O/s V2 P/c Trav West On Turnpike Lane & Entering Rbt Causing Rider V2 To Fall

Easting: 517780

Northing: 231252

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Distrout					
V 2	B		Slipweat	Lostcont			

Casualty Details

Acc Ref:	2020-410991700	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Serious	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	58	PSV Passenger:	No	Road User Class:	Cyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	155116	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	69
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	N	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	S	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Nearside	Driver Breath Test:	Notapp	Driver Age:	58
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	E	Hit and Run:	Nothtrun		
Veh Type:	Bicycle	Junction:	Middle	Object off Cway	None	To:	W	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Serious		

Set Name (if saved) : 27603

Page 1 of 4

Accident Details:

Acc Ref:	2022-411135658	1st / 2nd Rd:	A600/20 5U73/10	Jun Detail:	Mini	Weather:	Rain	Num Cas:	1
Day of Week:	Sat	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	08/01/2022 15:25:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Wet	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npercntr
A600 Bedford Road Ickleford Mini Rbt J/w U73 Westmill Lane								On Site:	No-self
Both Vs Cars Trav North On Bedford Road. V2 Waiting To Enter Rbt & V1 Has Collided With Rear V2. V1 Fts									
Easting:	517774	Northing:	231243						

Casualty Details

Acc Ref:	2022-411135658	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	26	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	157184	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	48
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Hit&run		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Waitahea	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notcon	Driver Age:	26
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		

Accident Details:

Acc Ref:	2023-411320698	1st / 2nd Rd:	A600/20 5U73/10	Jun Detail:	Mini	Weather:	Fine	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	15/06/2023 08:30:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	20mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npercntr
A600 Bedford Road Ickleford Mini Rbt J/w U73 Westmill Lane								On Site:	No-self
Both Vs Cars. V2 Trav East On Westmill Lane Has Entered Mini Rbt & Collided With V1 Negotiating Mini Rbt Turning Right From Turnpike Lane Onto Bedford Road. V1 Fts									
Easting:	517768	Northing:	231257						

Casualty Details

Acc Ref:	2023-411320698	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	54	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	159633	Manoeuvre:	Turnrigh	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	42
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	E	Hit and Run:	Hit&run		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	N	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	54
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	W	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	E	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		

Accident Details:

Acc Ref:	2024-411506846	1st / 2nd Rd:	A600/30 NONE	Jun Detail:	Notjunct	Weather:	Fine	Num Cas:	2
Day of Week:	Wed	Parish:		Jun Control:	Notjunct	Light:	Day	Num Peds:	0
Date:	02/10/2024 09:48:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Wet	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	40mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
A600 Bedford Road Ickleford On Bend Approx 1375m South J/w C22 Holwell Road Holwell								On Site:	Yes
Both Vs Cars. V2 Trav Se On Bedford Road Had Taken L/h Bend Too Wide & Collided Head On With V1 Trav In Opposite Direction									

Easting: 517540 Northing: 231999

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	A	Toofast	Lostcont				

Casualty Details

Acc Ref:	2024-411506846	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	39	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped
Acc Ref:	2024-411506846	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	58	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	161905	Manoeuvre:	Rightben	Skidding:	Skidded	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	39
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Se	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Notjunct	Object off Cway	None	To:	Ne	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Tofrosch	Driver Severity:	Slight		
Acc Ref:		Manoeuvre:	Leftbend	Skidding:	Skidded	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	58
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Ne	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Notjunct	Object off Cway	None	To:	Se	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

APPENDIX

C



Scale: 1:1000



 - Detailed Element Boundary

Rev	Date	Note	Attended	Checked
-----	------	------	----------	---------

DRAFT
For Comment

ON
ARCH
ITECT
URE

On Architecture
Logan House
St Andrews Close
Canterbury
CT1 2RP

onarchitecture.co.uk
info@onarchitecture.co.uk
01227 634334

Project Title
**Proposed Residential Development,
Land at Pound Farm, Bedford Road**

Client Details
Bugler Homes

Drawing Title
Masterplan

BIM Number
0-0-0

Page 1 of 1

N/A
Scale
1:1000

Drawing Status

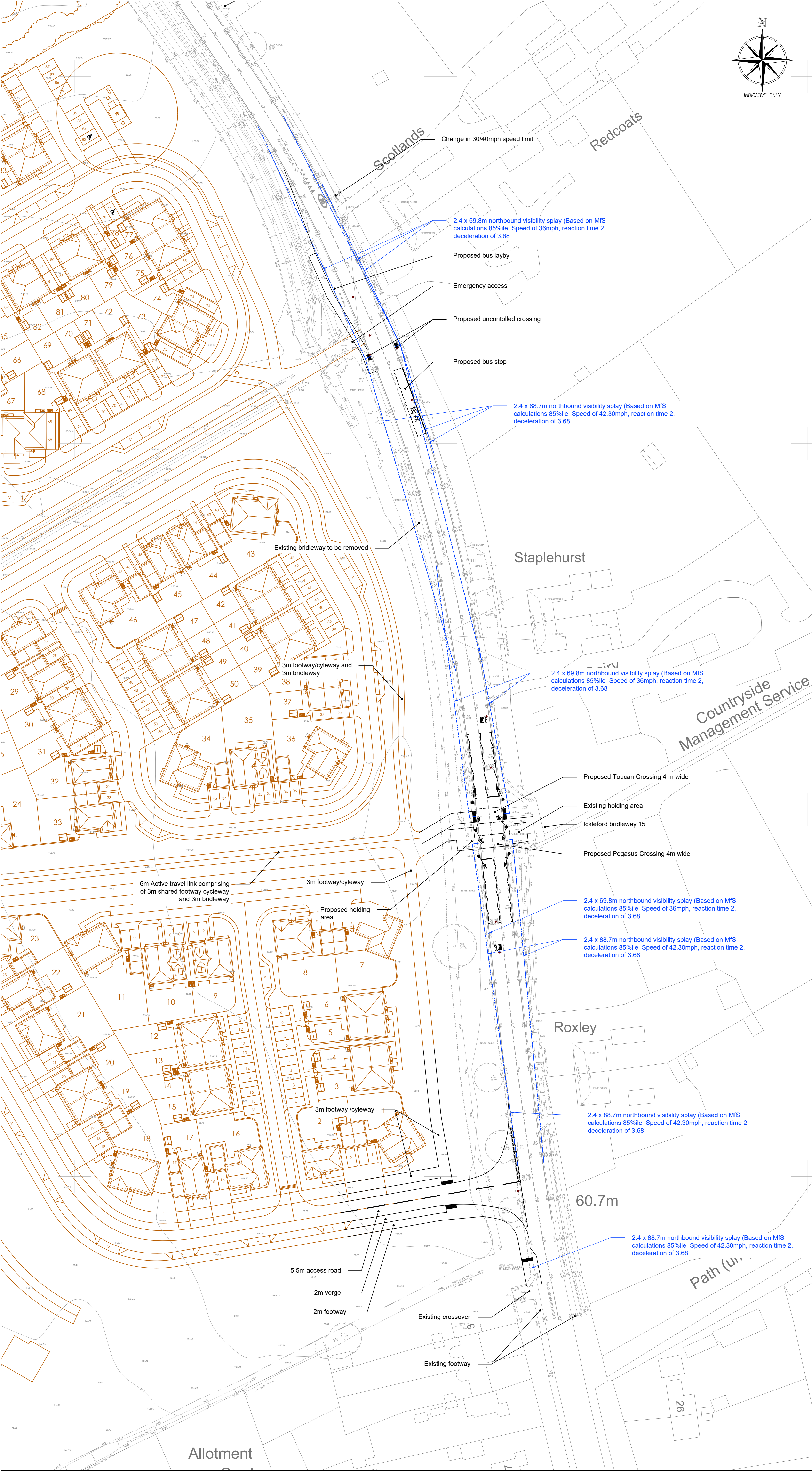
Planning Issue

Project No.	Drawing No.	Status	Revision
22.072	102	P	-

APPENDIX

D





NOTES	
Northbound 85%ile : 42.30 mph 68.06 kph 68.06 kph SSD=vt+v2/2d	Southbound 85%ile : 36.00 mph 57.92 kph 57.92 kph SSD=vt+v2/2d
where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s2) 1kph= 0.278 m/s	where: v = speed (m/s) t = driver reaction time (s) d = deceleration (m/s2) 1kph= 0.278 m/s
v= 18.91 t= 2 d= 3.68 a= 0	v= 16.09 t= 2 d= 3.68 a= 0
vt= 37.81 v2= 357.43 2(d+0.1 7.36	vt= 32.18 v2= 258.89 2(d+0.1 7.36
SSD= 86.375 m plus 2.4 88.775 inc bonet length	SSD= 67.355 m plus 2.4 69.755 inc bonet length

P2	RSA Comments incorporated	23.12.25	CS
P1	FIRST ISSUE	12.11.25	CS
REV	AMENDMENTS	DATE	CHK
Client BUGLER HOMES LTD			
Project POUND FARM, ICKLEFORD			
Title PROPOSED HIGHWAY WORKS			
Drwg 34362-H-01	Rev P2	Scale 1:500 @A1	Date 12.11.25
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent, ME14 3EN t: 01622 776226 e: info@dhaplanning.co.uk			
f: 01622 776227 w: www.dhaplanning.co.uk			
CAD Reference:			A1

APPENDIX E





APPENDIX F





Road Safety Audit Stage 1

**A600 Bedford Road Section 278 Works,
Ickleford**

Client: DHA Transport

Road Safety Answers reference no: RSA1107

Control Sheet

	Name	Date	Signature
Author	Paul Martin	01/12/2025	
Checker	Vinny Rey	02/12/2025	
Authoriser	Paul Martin	02/12/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1107	Final	02/12/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for Section 278 works on A600 Bedford Road, Ickleford, for DHA Transport, at the request of the Overseeing Organisation, Hertfordshire County Council. The audit was carried out in the office of Road Safety Answers Ltd during November 2025.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Chris Smoker of DHA Transport. The site was visited by the Audit Team, together, on Monday 1st December, 2025, between 10.00 and 10.30 hours. The weather was rain and the road surface was wet. Traffic flows were light to moderate on A600 Bedford Road, Ickleford. Vehicle speeds along Bedford Road were observed by the auditors to be significantly in excess of the prevailing 30mph speed limit, southbound vehicles failing to slow when leaving the 40mph speed limit, and northbound vehicles accelerating to 40mph while still within the 30mph limit. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any problems found during the audit is shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to 90 residential units and a Special Education Needs (SEN) school on land to the west of A600 Bedford Road.

1.7 The scheme consists of the following elements:

- A priority junction on Bedford Road, approximately 25m north of no. 35, with compound radii shoulders to accommodate the movements of large vehicles;
- Visibility splays onto Bedford Road of 2.4m x 90m in each direction;
- The priority junction to serve a development access road with a carriageway width of 5.5m;
- Along the access roads southern side a 3m wide shared cycle/footway for the first 20m, tying into the footway on Bedford Road, south of the access road;
- A Toucan/Pegasus crossing approximately 90m north of the development access road, serving the existing Public Right of Way (PRoW), Ickleford Bridleway 15, on the east side of Bedford Road, and an Active Travel Link through the development comprising a 3m wide shared cycle/footway and a 3m wide bridleway;
- Further north of Bedford Road, an uncontrolled pedestrian crossing and an emergency access where Bridleway 16 joins the road;
- Just south of Bridleway 16, a southbound bus stop and cage;
- Just north of Bridleway 16, a northbound bus stop and cage;
- A 33m length of footway on the west side of Bedford Road at the end of Bridleway 10, serving the proposed uncontrolled crossing and the northbound bus stop;
- Removal of the existing bridleway close to the west side of Bedford Road between the Toucan/Pegasus crossings and Bridleway 16, as it is to be replaced with a 3m wide bridleway and a 3m wide shared cycle/footway parallel to Bedford Road, between the Toucan/Pegasus crossing and Bridleway 16, set back a minimum distance of 15m from Bedford Road.

1.8 The drawing implies that dropped kerbs and tactile paving will be provided at crossing points, although there is no key to clarify this. This audit does not consider this issue further as the detailed design is likely to specify the layout of all crossing points, and the subsequent stage 2 road safety audit will check the likely safety issues associated with them.

1.9 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to result in a safety problem within the proposed scheme.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The Toucan/Pegasus Crossing (Dwg. 34362-H-01 Rev. P1)

Summary: Risk of vehicles colliding with pedestrians, cyclists and equestrians.

The Toucan and Pegasus crossing are to be installed where hedgerows and a post and rail fence on the west side (photos 1 and 2), and vegetation on the east side (photo 3) of Bedford Road will severely restrict intervisibility between non-motorised users (NMUs) approaching and waiting at the crossings. Although visibility to the signal heads is likely to be unobstructed, it is important that approaching drivers can see NMUs approaching the crossing so that the drivers can prepare to slow down without having to brake sharply, risking losing control, overshooting the stoplines and colliding with the NMUs.



Photo 1: Looking south from the proposed location of the Toucan



Photo 2: Looking north from the proposed location of the Toucan



Photo 3: Looking north from the proposed location of the Toucan

RECOMMENDATION

Suitable visibility splays onto Bedford Road should be provided and safeguarded in perpetuity. Given the relatively high speed observed by the auditors during the site visit, the splays should be based on the 85th percentile speeds along Bedford Road.

Design Team Response:

Agreed

An ATC was carried out at the location of the proposed crossing which shows the 85thile speed to be 42.3 mph northbound and 36mph southbound which equates to visibility splays of 88.7m and 70m respectively. These visibility splays have been provided from the crossing onto Bedford Road.

Client Officer Response:

2.2 PROBLEM

Location: B – The uncontrolled pedestrian crossing and emergency access onto Bedford Road at Bridleway 16 (Dwg. 34362-H-01 Rev. P1).

Summary: Risk of vehicles colliding with pedestrians and cyclists and emergency vehicles leaving the development.

The uncontrolled crossing and emergency access/egress are to be installed where vegetation and a post and rail fence on the west side of Bedford Road (photo 4) will restrict visibility between NMUs waiting to cross and northbound approaching vehicles, increasing the risk of collisions. Emergency vehicles leaving the development will also be at risk of side impact collisions.



Looking south from the proposed uncontrolled pedestrian crossing and emergency access/egress

RECOMMENDATION

Suitable visibility splays onto Bedford Road should be provided and safeguarded in perpetuity. Given the relatively high speed observed by the auditors during the site visit, the splays should be based on the 85th percentile speeds along Bedford Road.

Design Team Response:

Agreed

An ATC was carried out at the location of the proposed crossing which shows the 85th percentile speed to be 42.3 mph northbound and 36mph southbound which equates to visibility splays of 88.7m and 70m respectively. These visibility splays have been provided from the crossing onto Bedford Road.

Client Officer Response:

2.3 PROBLEM

Location: C – Southern end of the scheme on Bedford Road (Dwg. 34362-H-01 Rev. P1).

Summary: Risk of collisions at the crossover to no. 35 Bedford Road.

The shared cycle/footway from the development terminates just north of the crossover of no. 35 Bedford Road, but does not show a cycle transition from the carriageway onto the shared facility. Cyclists will almost certainly, therefore, use the existing crossover to access the shared facility, risking collisions with residents' vehicles entering and leaving no. 35.

RECOMMENDATION

A cycle transition onto the shared cycle/footway should be provided between the crossover to no. 35 and the proposed development access junction.

Design Team Response:

Agreed

Cycle transition provided

Client Officer Response: