



Martin Grant Homes

LAND AT LONDON ROAD, HITCHIN

Transport Statement





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Transport Statement

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 0041258.0839

OUR REF. NO. 0041258.0839-TS

DATE: OCTOBER 2025

WSP

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Basing View

Basingstoke, Hampshire

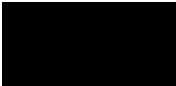
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QUALITY CONTROL

Issue/revision	Revision 1
Remarks	P01 - for Planning
Date	October 2025
Prepared by	Elyse Gillon
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Signature	
Authorised by	David Dixon
Signature	
Project number	UK0041258.0839
Report number	0041258.0839 -TS1
File Reference	\\corp.pbwan.net\Global\GB\Projects\UK0041xxx\UK0041258.0839 - London Road, Hitchin\03 WIP\Transport\251025 London Road Hitchin Final.pdf

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1 INTRODUCTION

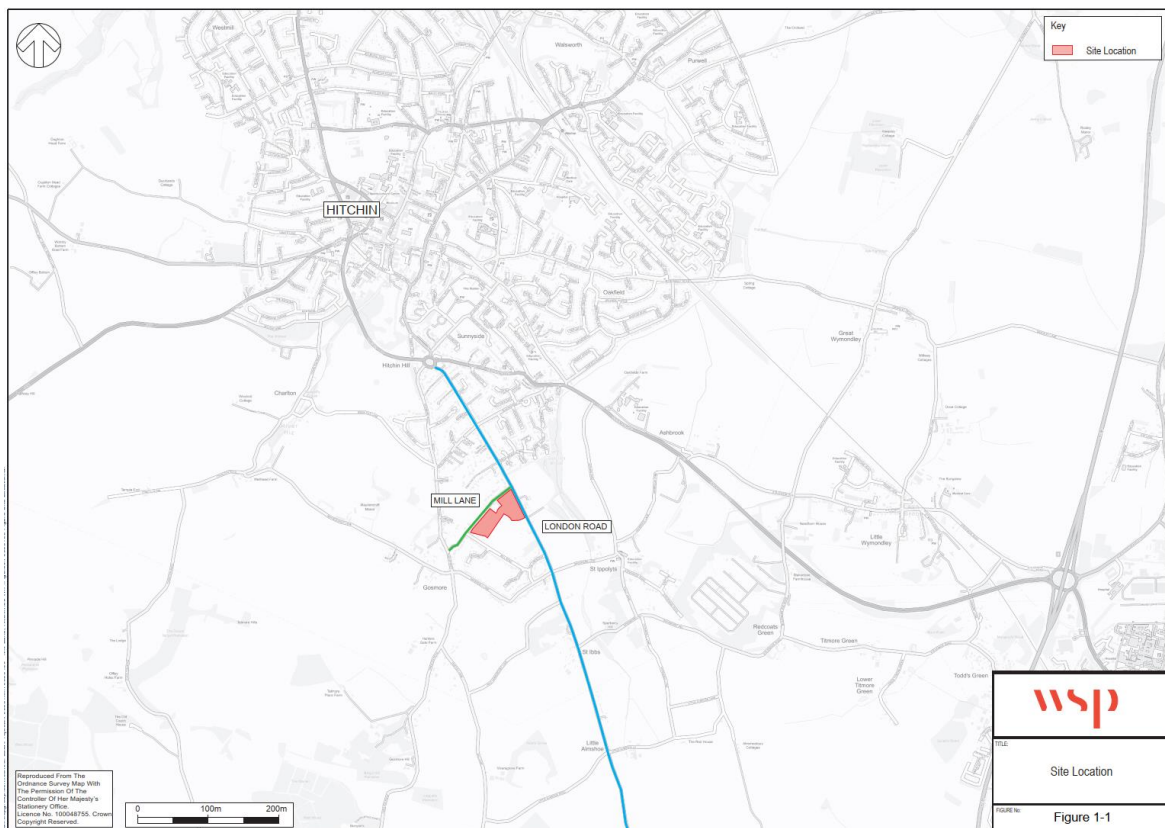
1.1 OVERVIEW

- 1.1.1. WSP has been appointed by Martin Grant Homes to provide transport advice for a forthcoming Outline Planning Application for up to 41 residential units on land at London Road, Hitchin, referred to as the Site.
- 1.1.2. The proposed description of development is for “Outline planning application with all matters reserved other than means of access, for the erection of up to 41 dwellings with associated infrastructure and open space”.

1.2 SITE DESCRIPTION

- 1.2.1. The Site is located to the south of the town of Hitchin, within the St Ippolyts area of Hertfordshire, approximately 1.6 km from Hitchin Market Place. It lies to the east of London Road (B656), which provides direct connections north to Hitchin and south towards Codicote and Welwyn, with access taken from the eastern frontage to London Road.
- 1.2.2. As illustrated in **Figure 1-1**, the northern boundary adjoins Mill Lane and existing residential properties, the southern boundary adjoins a mix of residential gardens, green space, and a stable, the western boundary fronts London Road, and the eastern boundary comprises woodland containing Ippolitts Brook. The Site lies approximately 300 m west of Gosmore via Mill Lane and is situated within a predominantly residential setting.

Figure 1-1 - Site Location Plan



1.3 BACKGROUND

- 1.3.1. WSP have entered Pre-application discussions with Hertfordshire County Council (HCC) acting as the highway authority. The Scoping Note and the HCC response is included in **Appendix A**.

Table 1-1 – HCC Pre Application Considerations

HCC Comment	TS Consideration
Policy Review The development must consider all relevant national and local policy/guidance, including: ■ National Planning Policy Framework; ■ National Planning Practice Guidance; ■ DfT Transport Evidence Bases in Plan Making. ■ DfT Guidance on Transport Assessment (Archived); ■ Hertfordshire County Council Local Transport Plan; ■ Hertfordshire's Place and Movement Design Guide; ■ Relevant North Herts planning policy; and ■ Adopted North Herts Local Plan, North Herts Parking Standards Supplementary Planning Policy	<i>The Policy section of this TS includes a review of the policy outlined by HCC.</i>
Trip generation and Distribution ■ TRICS Database should be used to obtain Trip Rates for the proposed land use. The sites shall be within the similar range of land uses, location, public transport accessibility and scale as the proposed development. ■ The applicant will be required to demonstrate how they intend to promote active travel. ■ The vehicle trip rates calculated using TRICS should be used as a datum point and all other travel modes would be projected using the Census Data mode share percentages. ■ The applicant should provide local trip distribution and assignment diagrams as part of the TS. ■ These should be supplemented by traffic counts / turning counts	<i>The TRICS data has been used to obtain a vehicle trip rate which has been factored to a total person trip rate using 2011 Census data.</i> <i>Vehicle Trips have been distributed onto the network using Census Origin-destination data</i>
Site Access and Internal Layout ■ The site access is proposed via a new fourth arm from the approved roundabout on London Road (B656). This in-principle appears to be acceptable; however the Highway Authority would require further analysis to be undertaken along with appropriate safety audits, swept path analysis, detailed technical plans to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. ■ The applicant is strongly advised to engage with the neighbouring site regarding the potential integration of a fourth arm to facilitate access to the proposed development.	<i>Highways GA drawings, including swept path analysis, has been completed to support the outline planning application. It is considered that a stage 1 RSA can be completed ahead of any reserved matters applications.</i>
Internal Accessibility ■ Pedestrians should be considered first followed by cyclists and private motor vehicles last ■ Appropriate traffic speeds (20mph) should be designed into a layout ■ The gradient of pedestrian routes within the development site should ideally be flat or no more than 5%, as a general rule 8% should generally be considered as a maximum.	<i>The nature of this application is outline in nature with all matters reserved other than access.</i> <i>The officer comments will be considered and adhered to in</i>

■ Pedestrian visibility splays should be provided to the rear of the footway either side of the drive access and there should be no planting or obstructions in these areas ■ The applicant needs to indicate the areas that will be allocated for the storage of communal refuse/recycle bins and provide appropriate areas for weekly servicing. ■ Key dimensions of road/footway widths, driveway lengths along with the visibility splays from the site access points should be clearly shown and annotated on the proposed layout. ■ Hertfordshire County Council issued a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments/dwellings to provide EV charging points and infrastructure	<i>the subsequent reserved matters application.</i>
Servicing ■ The applicant needs to indicate the areas that will be allocated for the storage of communal refuse/recycle bins and provide appropriate areas for weekly servicing. ■ Bin storage must be in line with Manual for Streets MfS 6.8.9 residents should not be required to carry waste more than 30m and be within 25m of the kerbside/bin collection point ■ The applicant should seek guidance from the LPA Waste Services on which service is applicable to the site (11m or 12m). ■ Swept path analysis of a refuse vehicle passing a large car should be provided as part of the planning submission.	<i>The nature of this application is outline with all matters reserved other than access.</i> <i>The officer comments will be considered and adhered to in the subsequent reserved matters application.</i>
Pedestrian Audit ■ The Highway Authority will require a pedestrian audit to be undertaken to key destinations, particularly in view of the proximity of the nearby junction with London Road.	<i>A review of the local walking and cycling infrastructure has been completed within the Chapter 3- Existing Conditions.</i>
Travel Plan Statement ■ A Travel Plan Statement (TPS) would be necessary to ensure that opportunities to promote and encourage sustainable modes of travel to and from the site have been maximised (please refer the HCC's Travel Plan Guidance for more information).	<i>Given the scale of development, it is considered to be suitable to condition the requirement for a Travel Plan.</i>
Stopping Up Produces ■ The proposal includes closing off Mill Lane junction with London Road to vehicular traffic, with proposed realignment providing access into the development. The highways stopping-up procedure must be followed to facilitate development. This is governed primarily by Sections 247, 248, and 257 of the Town and Country Planning Act 1990.	<i>Noted, the HCC stopping up process will be adhered to at the S278 stage.</i>
Planning Obligations and Agreements ■ It is Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. ■ In accordance with the County Council's Planning Obligations Toolkit, the headline contribution rate is £9,861 per dwelling, representing the average cost required to deliver necessary infrastructure across the county. For the proposed development of 41 dwellings, this equates to a total contribution of £404,301, indexed to SPONS March 2024.	<i>Noted</i>
Construction Management Plan (CMP)	<i>It is considered to be suitable to condition the requirement</i>

■ A Construction Management Plan (CMP) will need to be provided. The statement must have or be shown as a drawing of the construction site and the dedicated areas within. These should include but not limited to, construction parking area, wheel washing, banksman, routing, storage, etc. There must be no contractor parking on the public highway and deliveries shall not block the carriageway	<i>for a Construction Management Plan to be submitted with the reserved matters application once a contractor is appointed. Outline CMP Principles have been outlined in Chapter 8</i>
Conclusion ■ Given the site-specific highway conditions and previously approved roundabout for the site opposite, in principle the HA would have no objection to the proposed development/access subject to the above comments being fully satisfactorily addressed.	<i>Noted, the applicant will address all of HCC requirements either within this Transport Statement, via condition or at reserved matters stage.</i>

- 1.3.2. The pre-application comments raised by HCC have been considered within the Transport Statement and, where appropriate, have been addressed.

1.4 PLANNING HISTORY

- 1.4.1. The proposed development site is currently vacant greenfield land, with no previously submitted planning applications.
- 1.4.2. In 2024, the neighbouring site on the eastern side of London Road was granted planning permission for a residential development comprising approximately 84 dwellings at Land at Pound Farm (Ref: 21/00434/HYA). The approved scheme includes the construction of a new three-arm roundabout on London Road. Upon completion, it is proposed that a fourth arm will be added to the approved 3-arm roundabout to facilitate access to the proposed development.

1.5 REPORT PURPOSE AND STRUCTURE

- 1.5.1. The purpose of this Transport Statement (TS) is to support the planning application for this development. It will assess the potential impact of the Proposed Development on the local highway network, with careful consideration given to the proposed access due to the outline nature of the planning application.
- 1.5.2. In the above context, the remainder of this TS is structured as follows:
- **Chapter 2:** Policy Context
 - **Chapter 3:** Existing Conditions
 - **Chapter 4:** Development Proposals
 - **Chapter 5:** Trip Generation and Distribution
 - **Chapter 6:** Highway Impact Assessment
 - **Chapter 7:** Management Documents
 - **Chapter 8:** Summary and Conclusion

2 POLICY CONTEXT

2.1 INTRODUCTION

- 2.1.1. The Transport Statement will set out details of relevant transport-related policies at a national, regional and local level. Specifically, an overview of the following documents will be provided.

2.2 NATIONAL POLICY

National Planning Policy Framework (2024)

- 2.2.1. The latest revision of the National Planning Policy Framework, (NPPF) was updated in December 2024. This revised Framework replaces the previous NPPF published in March 2012, which was later revised in 2018, 2019 and 2021.
- 2.2.2. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.2.3. In detail, the three overarching objectives to achieving sustainable development are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives. They are outlined as follows:

Economic Objective: to help build a strong, responsive and competitive economy. This is achieved by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

Social Objective: to support strong, vibrant and healthy communities. This is achieved by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

Environmental Objective: to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity. This is achieved by using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 2.2.4. **Chapter 9 - Promoting Sustainable Transport** of the National Planning Policy Framework (2024) sets out the Government's transport planning objectives, with an emphasis on early integration of transport issues into plan-making and decision-taking.
- 2.2.5. **Paragraph 109** states that transport issues should be considered from the earliest stages of development proposals. Key principles include:
- Making transport considerations integral to site design and layout
 - Addressing potential impacts on transport networks
 - Promoting walking, cycling, and public transport

- Maximising benefits of existing and planned infrastructure
- Identifying and mitigating environmental impacts of traffic and transport infrastructure.

2.2.6. **Paragraph 110** states that development should be focused in locations which are or can be made sustainable. This supports limiting the need to travel and providing a genuine choice of transport modes to reduce congestion, lower emissions, and improve air quality and public health.

2.2.7. **Paragraph 111** requires planning policies to:

- Support a mix of land uses to reduce the number and length of journeys
- Involve highway authorities and transport providers in plan-making
- Safeguard key sites and routes for potential future transport infrastructure

2.2.8. **Paragraph 116 is the key policy test for assessing transport impacts at the planning application stage.** It 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 would be severe**.”*

2.2.9. **Paragraph 117** highlights that planning decisions should ensure developments:

- Provide safe and suitable access for all users
- Prioritise pedestrian and cycle movements
- Enable access to high-quality public transport
- Accommodate service and emergency vehicles
- Consider efficient delivery of goods

2.2.10. **Paragraph 118** encourages the use of Transport Assessments, Statements and Travel Plans to assess impacts and identify mitigation, particularly where developments generate significant movement.

Planning Practice Guidance (2014)

2.2.11. Planning Practice Guidance (PPG), launched in March 2014, is a government published web-based planning guidance resource. It replaced several earlier documents, including the DfT’s Guidance for Transport Assessment (2007). It provides supplementary guidance to the National Planning Policy Framework (NPPF), particularly in relation to transport.

2.2.12. The PPG states that:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005)”;

2.2.13. These tools can positively contribute to:

- Encouraging sustainable travel.
- Reducing traffic generation and its associated impacts.
- Lowering carbon emissions and mitigating climate change.
- Creating accessible, connected, and inclusive communities.
- Enhancing health outcomes and quality of life.
- Improving road safety; and
- Minimising the need for new road infrastructure or capacity enhancements.

2.2.14. Therefore, this Transport Statement aligns with national planning policy by demonstrating that the proposed development will not result in adverse traffic impacts and by promoting sustainable travel through the use of public transport, walking and cycling.

Decarbonising Transport: A Better, Greener Britain (2021)

- 2.2.15. Decarbonising Transport presents the Government's roadmap to decarbonise transport. Part 1 of the document presents the Government's path to net zero transport in the UK, the wider benefits it can deliver, and sets out the principles that underpin the approach to delivering it. Part 2 sets out the Government's commitments and the actions needed to decarbonise transport.
- 2.2.16. The Government's ambition for half of all journeys in towns and cities to be cycled or walked by 2030 is emphasised, with improvements to infrastructure being essential to embed the travel behaviour changes that have been brought about by the Covid-19 pandemic.
- 2.2.17. The Site is in a very sustainable location with several nearby existing amenities, which will encourage use of low and zero carbon modes of transport when travelling to and from the Site.

DfT Transport Evidence Bases in Plan Making

- 2.2.18. Transport evidence-based in local plan making, guided by the Department for Transport, is crucial for understanding transport implications in development or reviewing their Local Plan. This is so a robust evidence can be developed to support the preparation and or review of that plan.
- 2.2.19. A robust transport evidence base can inform sustainable approaches to transport at a plan-making level. This will include the consideration of viability and deliverability. A robust assessment will establish evidence that may be useful in:
- Improving the sustainability of transport provision
 - Enhancing accessibility
 - Creating choice amongst different modes of transport
 - Improving health and wellbeing
 - Supporting economic vitality
 - Improving public understanding of the transport implications of development
 - Enabling other highway and transport authorities/ service providers to support and deliver the transport infrastructure that conforms to the Local Plan
 - Supporting local shops and the high street

DfT Guidance on Transport Assessment (Archived)

- 2.2.20. DfT Guidance on Transport Assessment details that a Transport Assessment is a comprehensive evaluation of a developments potential transport and highway impacts, including the consideration of a person trips by all modes to promote sustainable development and mitigate negative impacts on the transport system.
- 2.2.21. Key aspects of the guidance are outlined as follows:
- The process aims to propose mitigation measures, promote sustainable development, and improve accessibility for alternatives to the car
 - Person trips by all modes of transport are considered, including walking, cycling and public transport, not just vehicle trips
 - Submitted with planning applications for significant development and are used by decision-makers to understand and manage transport implications.

2.3 REGIONAL POLICY

ROADS IN HERTFORDSHIRE HIGHWAY DESIGN GUIDE (2011)

- 2.3.1. This guide sets out the technical standards and design principles for new developments and highway improvements across Hertfordshire. It serves as a key reference for developers, planners, engineers, and local authorities involved in planning and delivering transport infrastructure.
- 2.3.2. The primary aim is to ensure that new developments contribute to a safe, accessible and sustainable transport network, aligned with wider local and national transport strategies. The guide carefully considers the community needs, surrounding environment and multi-modal users; with a strong emphasis on reducing dependency on private car use.
- 2.3.3. Key principles supported by the guide include:
- Integrating new developments with existing transport infrastructure
 - Promoting active travel (walking and cycling) and public transport usage
 - Encouraging low speeds to enhance community cohesion and public safety
 - Ensuring that roads are inclusive and accommodate users of all ages and abilities.
- 2.3.4. The guide provides detailed technical advice on a wide range of elements that contribute to the functionality, safety, and sustainability of the road network. Some of the key technical focus areas are:
- Junction Spacing and Access Design
 - Emphases on Pedestrian and Cyclist Safety
 - Parking Standards aligned with Local Authority Requirements.
- 2.3.5. Roads in Hertfordshire: Highway Design Guide 3rd Edition - Section 4 - Design Standards and Advice outlines the design requirements for different road types, based on the scale and nature of the development being served. These requirements are summarised in
- 2.3.6. **Table 2-1** which replicates the standards.

Table 2-1 – Access Road Requirements

Consideration*	Shared Surface Street Type Requirement*	Notes
Guide maximum number of housings	50 dwellings max per shared surface street.	Larger developments require conventional street hierarchy.
Dimension of main carriageway	4.8m minimum; or 4.1m + 0.2m margins with contrasting materials.	Must ensure safe two-way movement.
Footway, cycleway, verge & margin	Minimum 1.0m margin both sides; segregated pedestrian/cycle/service zones required.	Lighting must be accommodated within margins.
Refuse Vehicles	Tracking required; maximum 25m walk to bins, 10m to bin stores.	Swept path analysis must be submitted.
Target max. design speed	<20 km/hr	15mph
Junction radii	As per design guidance, typically 6m for residential streets.	Smaller radii may be acceptable with justification.
Parking	On-street parking not permitted within shared surfaces, designated bays only.	Surface materials must contrast with surroundings.
Carriageway surface	Marshalls Block Paving, colour: greys: 'Charcoal' or 'Natural', reds: 'brindle' or 'red' - subject to contrast with adjacent highway and houses.	Must be agreed with Highways Authority.
Kerb and pedestrian footway materials	Shared surface. No alternative kerb material: pedestrian walkways delineated with contrasting block colours or patterns	

*Source: Roads in Hertfordshire: Highway Design Guide 3rd Edition – Section 4 – Design Standards and Advice)

HERTFORDSHIRE COUNTY COUNCIL LOCAL TRANSPORT PLAN (MAY 2018)

- 2.3.7. The Hertfordshire County Council Local Transport Plan 4 (LTP4), adopted in May 2018, sets out the county's long-term transport vision through to 2031. The plan provides a strategic framework for managing current and future transport challenges, with a strong emphasis on creating a more sustainable, accessible and safer transport system.
- 2.3.8. The LTP4 recognises the need to respond to climate change, air quality concerns, and population growth, while reducing car dependency. It encourages developments that are well-connected by public transport and active transport modes.
- 2.3.9. The plan is underpinned by a set of policies that help guide decision-making and the delivery of infrastructure. These key policies include:
- Policy 1 – Transport User Hierarchy – prioritising reduced travel demand, vulnerable users, and public transport.
 - Policy 5 – Development Management – requiring safe access, mitigation of cumulative impacts, and Travel Plans.
 - Policy 5h – mandating electric vehicle charging infrastructure and support for shared mobility.

2.4 LOCAL POLICY AND GUIDANCE

NORTH HERTFORDSHIRE DISTRICT LOCAL PLAN (2011-2031)

2.4.1. This plan, adopted in November 2022, sets the strategic framework for development in North Herts. Relevant transport policies include:

- Policy SP6: Sustainable Transport – Encourages development in accessible locations and early implementation of sustainable travel infrastructure.
- Policy SP7: Infrastructure and Developer Contributions – Requires proportionate contributions to mitigate cumulative impacts and deliver necessary infrastructure.
- Policy T1: Assessment of Transport Matters – Grants planning permission where developments:
 - Avoid highway safety issues.
 - Provide suitable assessments and Travel Plans.
 - Demonstrate integration with public transport and active travel networks.
- Policy T2: Parking – Requires compliance with minimum parking standards and justification for any deviations based on accessibility, car ownership, and public transport availability.

NORTH HERTFORDSHIRE VEHICLE PARKING AT NEW DEVELOPMENT SPD (2011)

2.4.2. This Supplementary Planning Document supports Policy T2 by detailing minimum parking standards for residential developments.

2.4.3. It emphasises:

- The influence of parking provision on travel behaviour.
- Minimum cycle and car parking requirements by dwelling size.
- Design standards for garages (minimum 7m x 3m internal dimensions).

Table 2-2 – Residential Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling minimum.	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
2-3 bedrooms	2 spaces per dwelling minimum.	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
Visitor / Unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to the nearest whole number) with the higher standard being applied where there are no garages in the schemes and the lower standard applied where every dwelling in the scheme is to be provided with a garage.	If no garage or secure area provided, then 1 covered and secure space per dwelling in communal area for visitors.

NHDC Vehicle Parking at New Developments Supplementary Planning Document (2011)

- 2.4.4. Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally.

3 EXISTING CONDITIONS

3.1 INTRODUCTION

3.1.1. This chapter provides an overview of the existing location and surrounding context of the Site, including the local highway network and sustainable transport options available for walking, cycling and public transport, as well as existing local facilities in the vicinity of the Site.

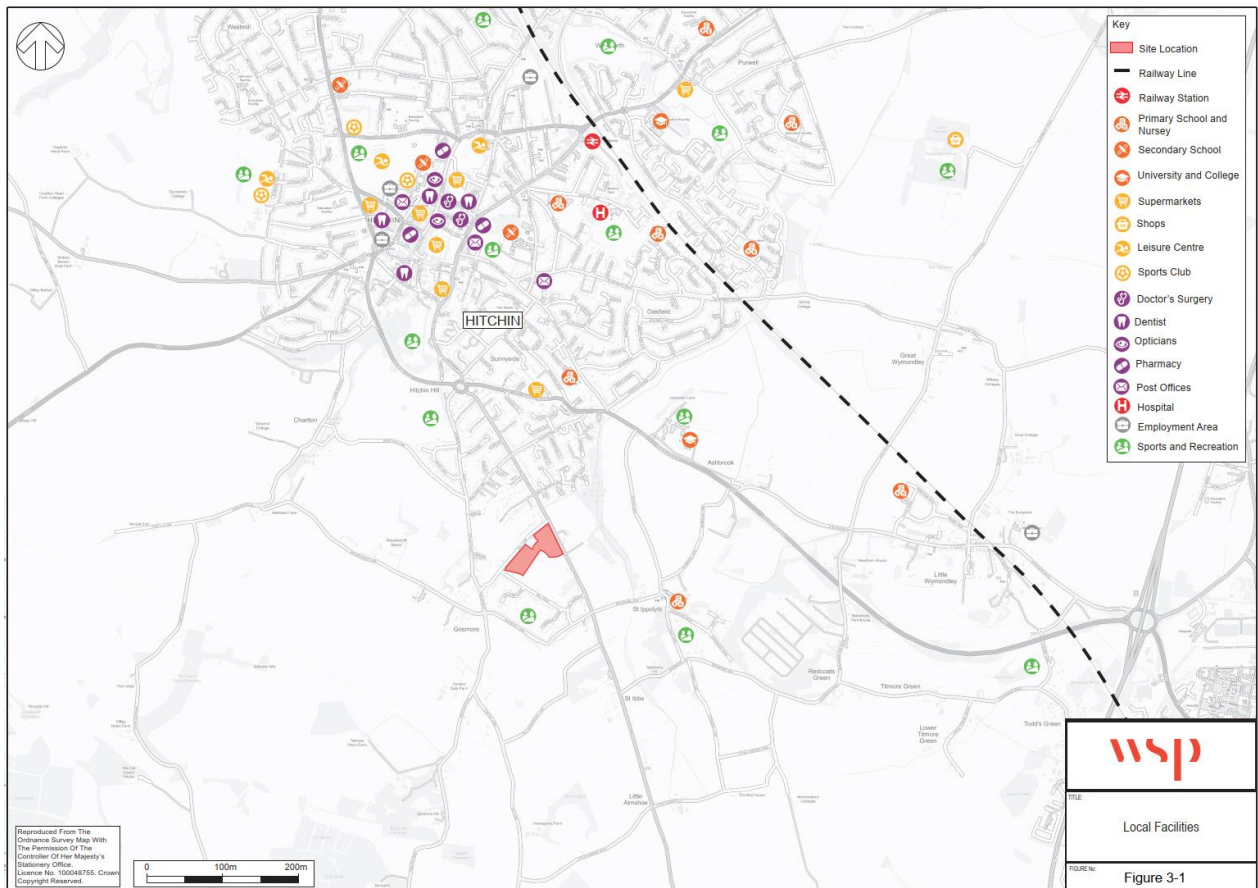
3.2 EXISTING SITE LAND USE

- 3.2.1. The Site, currently unoccupied, is comprised of two fields, sharing a single access point to the Southeast of the site, entering from B656 London Road. As shown in **Figure 1-1 - Site Location Plan**, the Site is bordered to the North by Mill Lane for the full extent of the site location, excluding where Sloe Hill Residential Home is located.
- 3.2.2. The Site lies on the southern edge of Sunnyside, a ward within Hitchin town, and is adjacent to the hamlet of Gosmore. The surrounding area comprises a mixture of residential developments, agricultural open land, and the B656 London Road.

3.3 LOCAL AMENITIES

3.3.1. The site is accessible to a range of local amenities, as shown in **Figure 3-1**.

Figure 3-1 - Local Facilities



- 3.3.2. The closest existing amenities to the Site are summarised in **Table 3-1**.
- 3.3.3. As demonstrated, within a 10-15 minute walk from the Site, key facilities such as schools, health clinics, and the service station are generally within reasonable limits, except the nearby schools are approximately an 18-24 minute walk from the site. However, this is still acceptable for a school catchment, but beyond the typical convenience walking distance
- 3.3.4. Facilities located further away, such as restaurants, supermarkets and bars, are mostly situated in central Hitchin, about a 30-minute walk. This exceeds typical walking distances but is easily accessible by a 10-minute cycling trip.

Table 3-1 – Local Amenities and Accessibility

Amenity	Location from the Site	Walking Distance	Cycle Journey
Service Station (M&S and Wild Bean Café)	1.2km north - along B656 London Road	15-minute walk	5-minute cycle ride
Kingshott School	1.7km north east, located off the A602	24-minute walk	7-minute cycle ride
Whitehall Junior School	4.2km north, located off Whitehill Road	20-minute walk	8-minute cycle ride
St Ippolyts Church of England Aided Primary School to the southeast.	2.7km north, located off Ashbrook Lane	18-minute walk	6-minute cycle ride
St Ippolyts Church	1km South-east - along B656 London Road and Brookend Lane	15-minute walk	4-minute cycle ride
H B S Sports Centre	Grammar School Walk - 0.3 km east	5-minute walk	1-minute cycle ride
St Ippolyts Recreation Centre	0.8km south, located off the B656	10-12 minute walk	3-minute cycle ride
Travel Health Clinic (CityDoc, Portmill Lane)	1km south of the town centre	12-minute walk	4-minute cycle ride
Restaurants and Cafes Rezzo Pizzeria PizzaExpress Jasmine (Chinese) Café Nero	2.4km. Located in Central Hitchin, some along High Street	25-30 minute walk	10-minute cycle ride

Greggs			
Pubs The Bird in Hand	400-500m Located in Gosmore	4-5-minute walk	1-minute cycle
Grocery Stores Waitrose & Partner ASDA Blakes Corner Store	2.4km. Located in Central Hitchin 400-500m	25-30 minute walk 4-5 minute walk	10-minute cycle ride 1.5-minute cycle ride

3.4 PEDESTRIAN NETWORK

- 3.4.1. Walking presents a practical and sustainable mode of travel for both commuting and leisure purposes, particularly for accessing nearby public transport nodes. It is generally considered a viable option for short journeys of up to approximately 800 metres and holds the greatest potential to replace car trips under 2 kilometres.
- 3.4.2. Walking remains a dominant mode of transport for short journeys; the 2023 National Travel Survey recorded that 81% of trips under one mile are made on foot, with walking constituting 29% of all trips, reflecting an upward trend in pedestrian activity. According to the 2021 Census 'Method of Travel to Work' dataset, walking accounts for 11% of all journeys to work nationally, and this figure increased to 13% in the East of England and is 13% for the local MSOA North Hertfordshire 012 and 013 (note: local census data has been obtained from 2011 census data)

Local Pedestrian Infrastructure

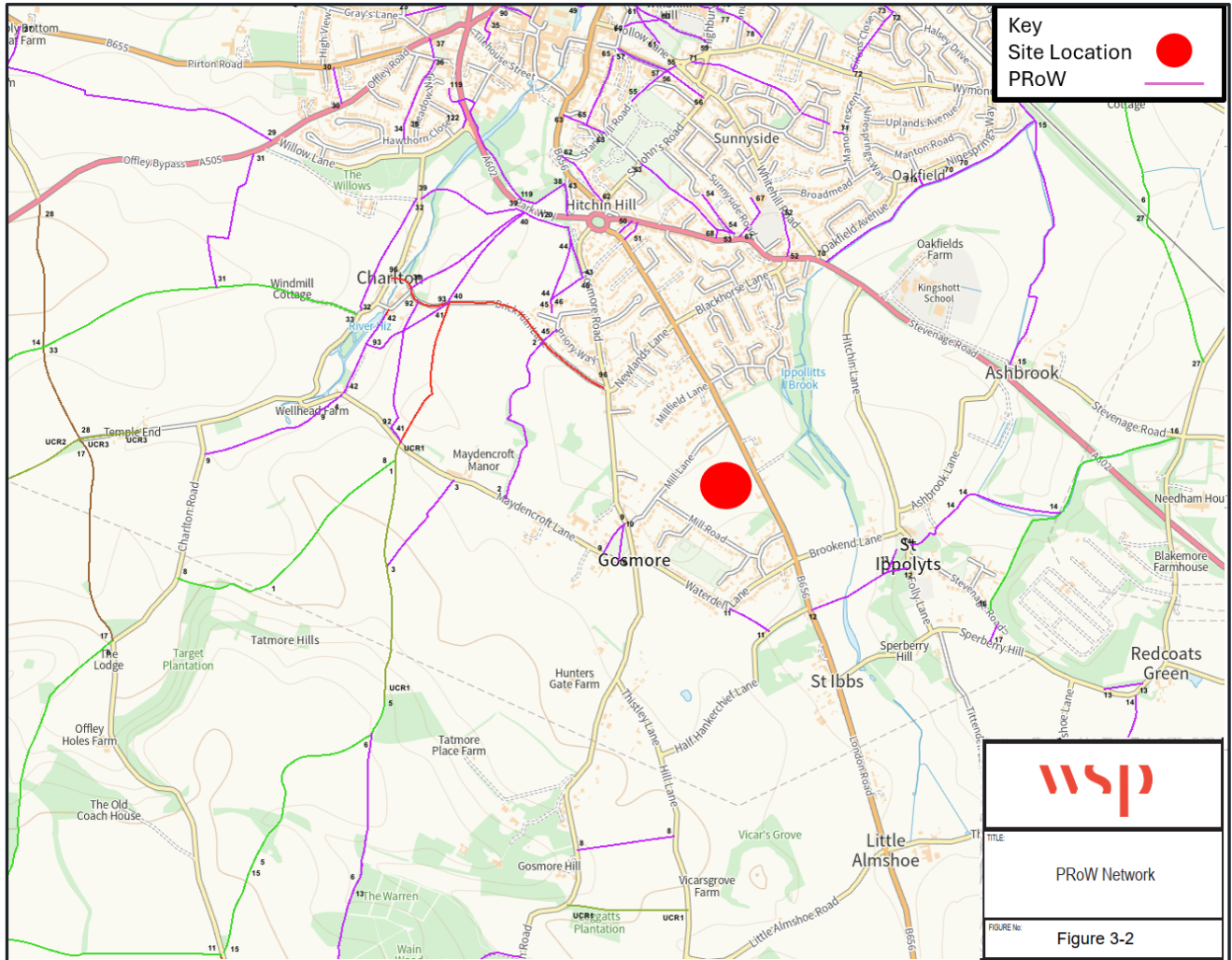
- 3.4.3. A review of the core pedestrian routes from the site are primarily from London Road, allowing access to Hitchin to the north and Ippolyts to the south.
- 3.4.4. The B656 London Road has a footway on its eastern side, varying in width from 1.5m to 2m. This provides pedestrian access to Hitchin and local schools, such as Whitehall Junior School and Kingshott Independent School to the north, and St Ippolyts Church of England Aided Primary School to the southeast.
- 3.4.5. The site is well connected to an extensive network of footways, including a continuous footpath along the site's frontage. The path links north of the development and south towards an uncontrolled crossing at London Road / The Crescent junction, which features a pedestrian refuge, keep left bollards, tactile paving and dropped kerbs.
- 3.4.6. Further south, a signalised pedestrian crossing across London Road situated just north of the junction with Brookend Lane and Waterdell Lane provides access to local amenities such as the St. Ippolyts Stores and the local Parish Village Hall. Brookend Lane itself features a footway on its northern side, providing access to St Ippolyts Primary School and St Ippolyts Church.

- 3.4.7. To the north of the site, the footway on London Road connects with Broadmeadow Rise, where uncontrolled crossing points with dropped kerbs provide access towards Millfield Lane (a private road). This footway continues northwards, offering a direct pedestrian route to Hitchin Rail Station.

Public Rights of Way (PRoW)

- 3.4.8. The local Public Rights of Way (PRoW) network has been reviewed, using the HCC Rights of Way-Definitive Map. The review confirms that there are no PRoW's which route through the proposed development site, but several routes are available in the local area, as shown in **Figure 3.2**.

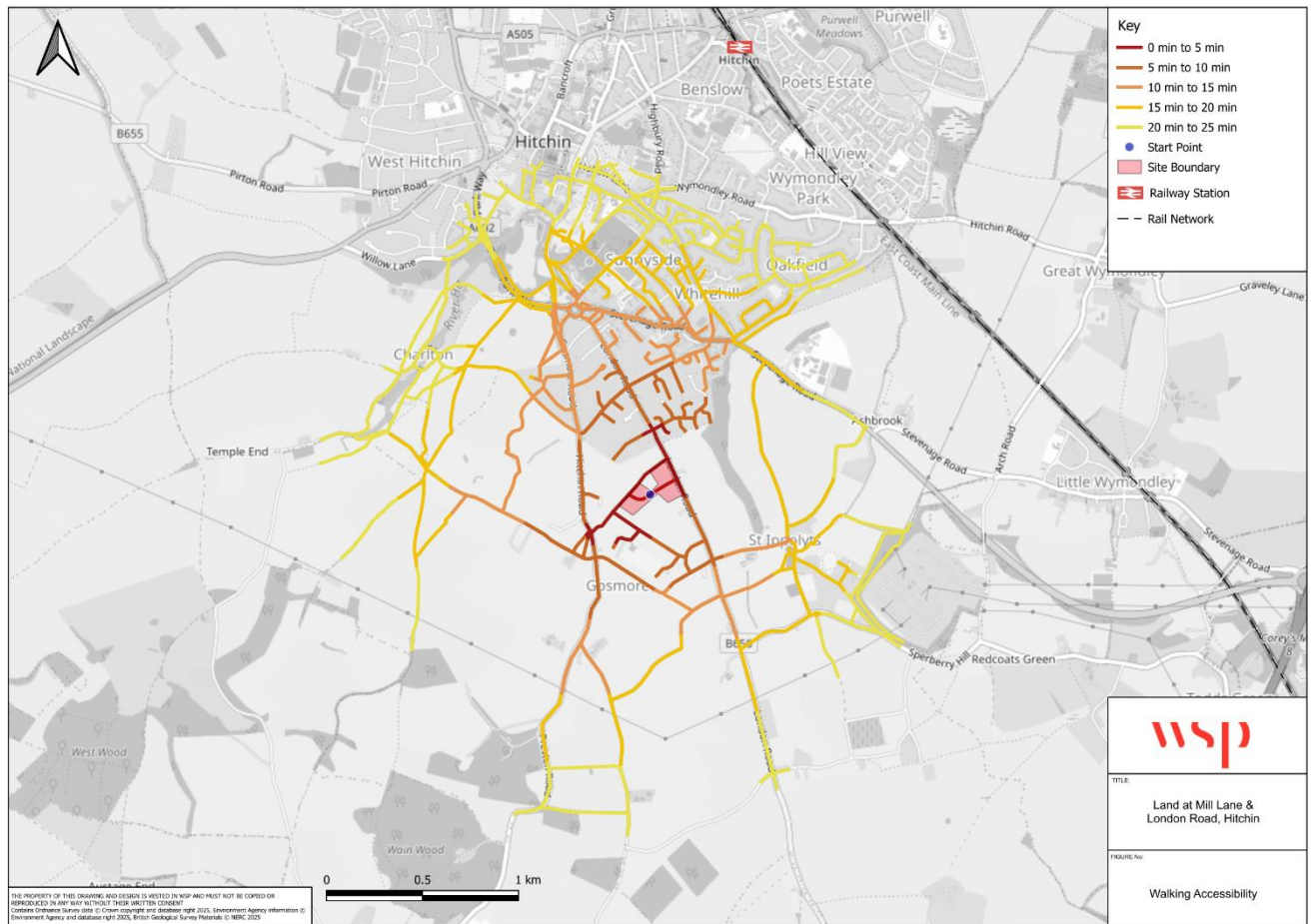
Figure 3-2- PRoW Network



Pedestrian Accessibility

- 3.4.9. **Figure 3-3** illustrates the walking catchment area from the site, based on an average walking speed of 80 metres per minute, illustrating a 20-minute walk range that includes a variety of local amenities and facilities.

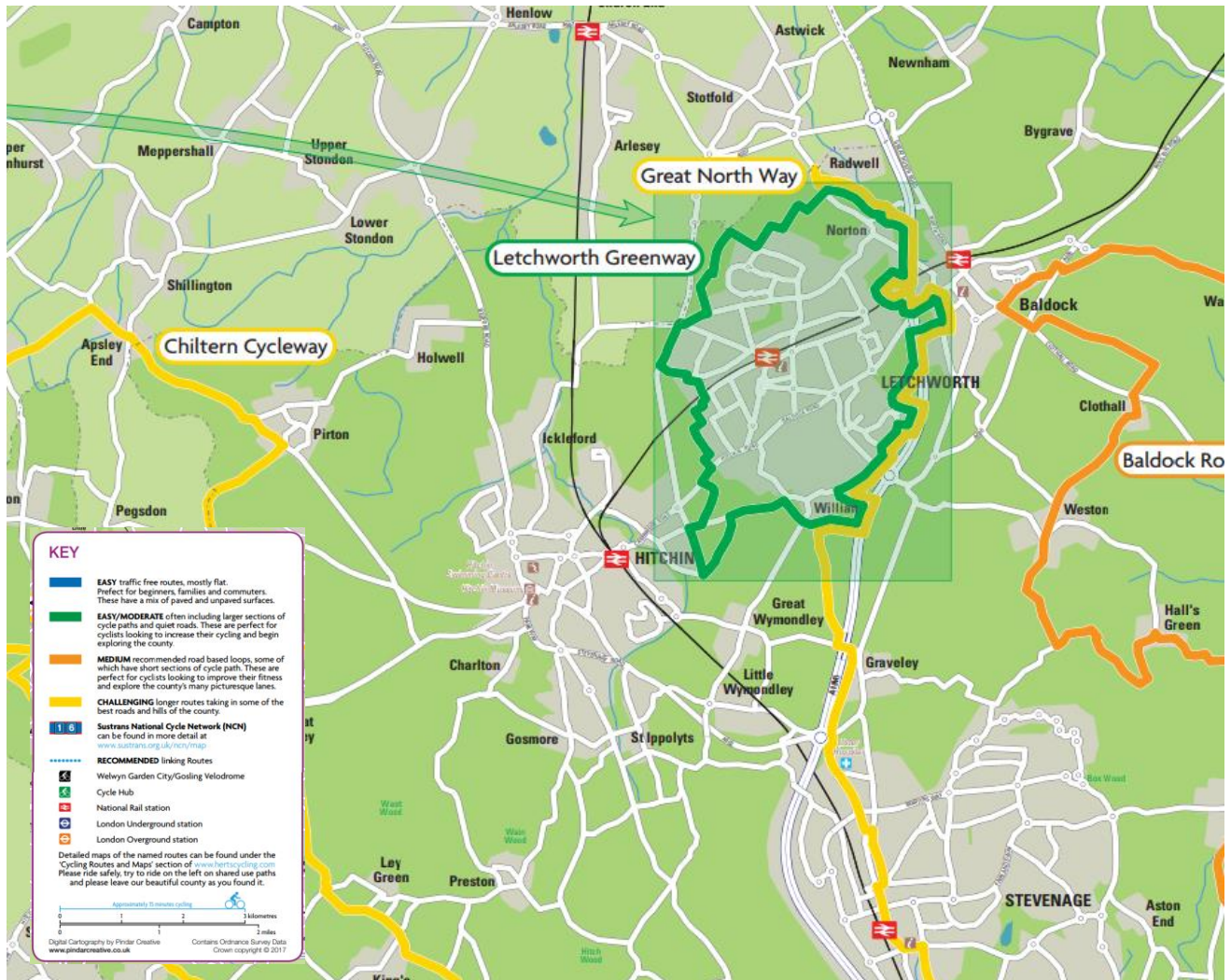
Figure 3-3 - Pedestrian Accessibility



3.5 CYCLE NETWORK

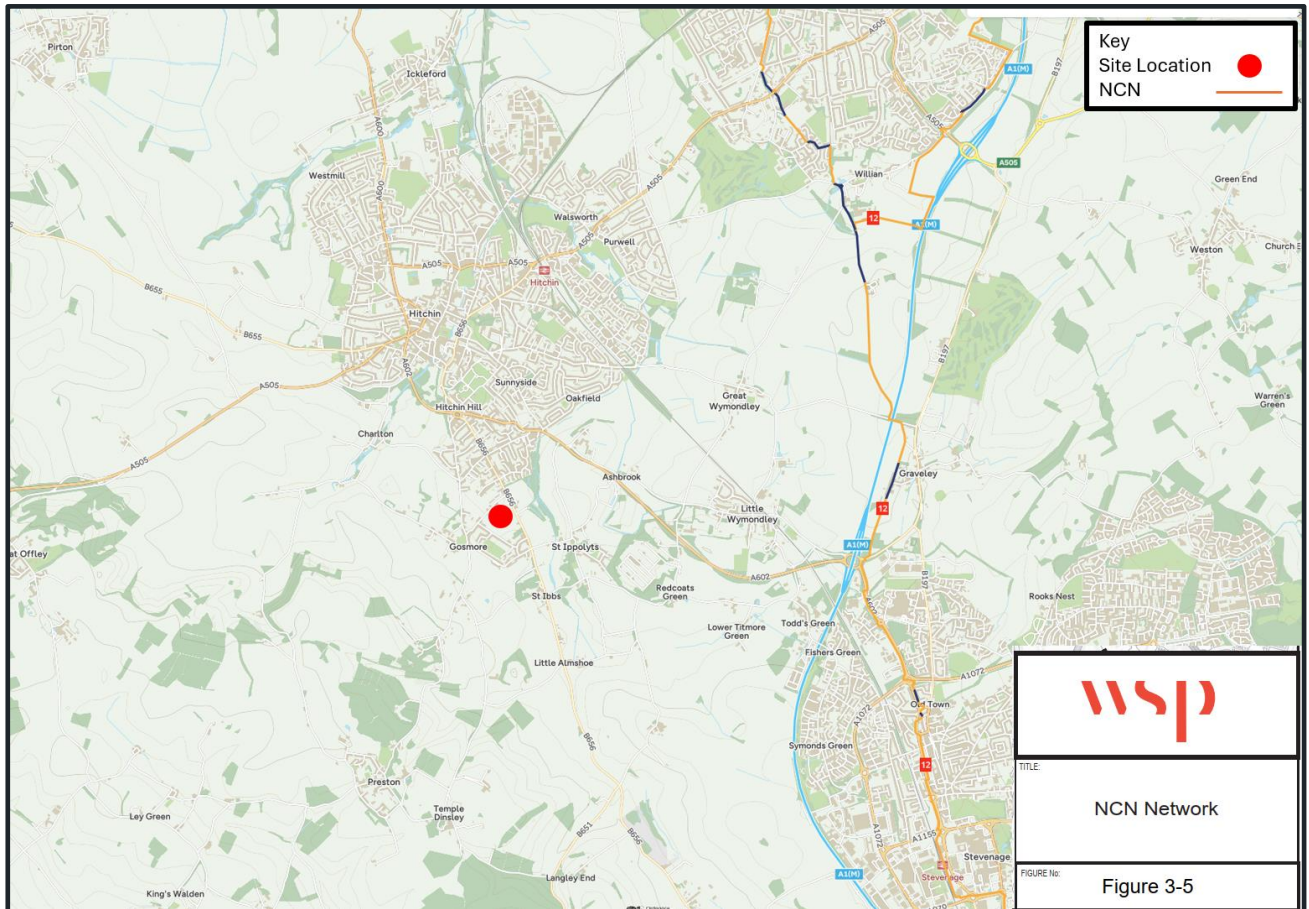
- 3.5.1. According to the 2021 Census 'Method of Travel to Work' data (see **Appendix B**), cycling accounts for approximately 3% of all journeys to work on a national scale and 6% in the East of England, and is 2% for the local MSOA North Hertfordshire 012 and 013 (*note local census data has been obtained from 2011 census data*).
- 3.5.2. Cycling is a viable mode for short to medium-distance trips, typically those under five kilometres. Like walking, factors such as convenience and safety influence cycling, but it is also affected by route conditions, topography, traffic volumes, infrastructure, and the availability of secure cycle parking at destinations.
- 3.5.3. There are currently no designated cycling routes within Hitchin shown on the 'Hertfordshire Cycling Map for Recreation and Commuting', **Figure 3-4** below. The nearest identified routes are located to the east in Letchworth: the Letchworth Greenway, which forms a loop around the town, and the Great North Way, which extends from North Letchworth to Hadley Wood train station.

Figure 3-4 - Hertfordshire Cycling Map for Recreation and Commuting



3.5.4. While the B656 London Road lacks ideal conditions for cyclists due to narrow footpaths on both sides, some nearby residential streets, such as Brookend Lane and parts of Broadmeadow Rise, feature shared footway/cycleways or wider footways accommodating both pedestrians and cyclists. Additionally, National Cycle Network (NCN) Route 12 is accessible from the site providing regional cycling connectivity. This is shown in **Figure 3-5**. Cycle parking facilities are available at Hitchin Rail Station, with approximately 100 to 150 spaces, including Sheffield-style racks and secure lockers.

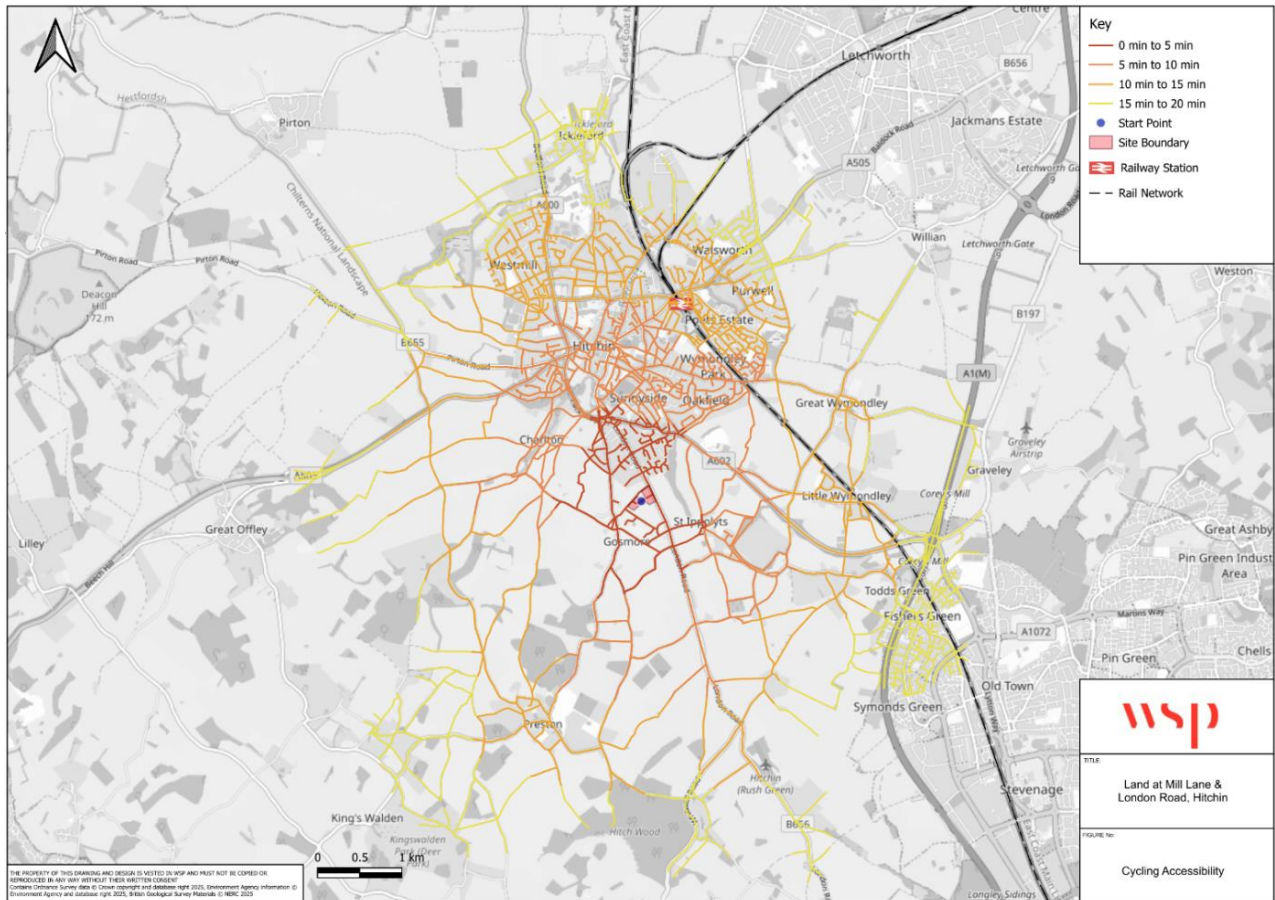
Figure 3-5 - National Cycle Network (NCN) Route Map



3.6 CYCLE ACCESSIBILITY

- 3.6.1. Cycling has the potential to substitute for short car trips, particularly those under 5 km, and to form part of a longer journey by public transport.
- 3.6.2. **Figure 3-6** illustrates the connectivity of the Site by cycle to surrounding areas by five-minute cycle time boundaries at a 16km/h travel speed.

Figure 3-6 - Cycling Accessibility Isochrone



3.6.3. As shown, within a 20-minute cycle of the site, the majority of Hitchin is accessible, including Hitchin station. Hitchin Railway Station provides cycle parking, approximately 291 sheltered and secure spaces equipped with CCTV surveillance. Within the town centre, there are several shared footways and cycleways, enhancing connectivity. New cycle stands have also been installed within the city centre to help facilitate access to local amenities.

3.7 PERMITTED INFRASTRUCTURE

3.7.1. The neighbouring site, Pound Farm, is located on the eastern side of London Road. As part of the permitted development proposals, a 3.0m wide footway cycleway has been approved for the extent of the Site's frontage and a new bus stage with shelter. The detail of the permitted development is shown in **Figure 3-7**.

Figure 3-7 - Shared Footway/ Cycleway at Pound Farm Development



3.8 ACTIVE TRAVEL AUDIT

- 3.8.1. As requested by HCC, a desktop active travel audit has been completed along London Road, both to the north and the south of the site. The two routes have been assessed against the active travel indicators outlined in **Table 3-2**.

Table 3-2 – Active Travel Indicators

Indicators	Commentary
Easy to cross	Streets without suitable crossing facilities make walking and cycling less appealing. It should be easy for people of all ages and abilities to find a safe place to cross without having to go out of their way.
Shade and shelter	High winds, heavy rain, high temperatures and sun exposure can have an effect on people's ability to travel actively and spend time in an area.
Places to stop and rest	Ensuring there are places where people have room to stop or somewhere to rest benefits everyone, as people will be more willing to visit, spend time in, or meet other people on the streets.
Not too noisy	Reducing traffic volumes and speeds, quieter vehicles and low noise road surfaces will all benefit health as well as improve the ambience of street environments, encouraging people to interact and travel actively
People feel safe	People will be less willing to walk, cycle or use public transport if they feel unsafe on our streets. The whole community should feel comfortable and safe from crime, intimidation or injury on any street day and night
Things to see and do	People are more likely to travel actively when there are things to do locally, and the area is visually pleasing. They will also be less dependent on cars, if shops and services are located within walking distance.
People feel relaxed	People are more likely to walk or cycle if they feel relaxed and find it enjoyable. Good quality street design, a clean, well-kept environment and plenty of plants can help create attractive and relaxing places to walk and cycle.
Clean air	Anything that significantly reduces that amount of traffic on the road or reduces the number of high polluting vehicles will help improve local air quality and will contribute to any local measures.

Route 1- London Road North

- 3.8.2. **Table 3-3** overviews the results of the London Road North Active Travel Audit. The route north of the Site on London Road features a single footway on the eastern side of the carriageway for c.700m north. A second footway is introduced on the approach to the B656/ A602 / Gosmore Road Priority Roundabout.

Table 3-3 – London Road North Analysis

Indicators	Commentary
Easy to cross	No formally controlled pedestrian crossings are present along this section of the road. The refuge islands provide an informal crossing point but lack accessibility for all users at the roundabouts / junctions. Dropped kerb crossings are provided across minor roads at junctions.
Shade and shelter	Trees line either side of the road, providing natural shelter.
Places to stop and rest	There are no visible benches or designated resting points. This makes the stretch of road less suitable for those who need regular breaks, such as elderly, disabled and parents with young children. The majority of bus stops do not have benches to rest and wait, the x1 bus stops is sheltered with seating.
Not too noisy	The road is suburban, providing a link to Hitchin and experiences typical traffic conditions for the roads B classification. There is a presence of traffic calming features helping reduce speed and noise levels.
People feel safe	There are multiple traffic refuge islands, safely guiding vehicles. The refuge islands have illuminated bollards improving visibility at night time and in poor weather conditions. The pedestrian footpath is separated from the carriageway by grass verge or an upstand kerb. However, the majority of the footpath appears relatively narrow, not suitable for both cyclists and pedestrians travelling at the same time. The footpath is also partially overgrown in places causing potential discomfort. There is adequate lighting along the footpath. There are some “Slow” markings on the road, near bus stops.
Things to see and do	There are no visible amenities, shops along this section of the road. There are bus stops present.
People feel relaxed	The presence of greenery on both sides of the road contributes to a calming environment for walking.
Clean air	The abundance of greenery suggests a better air quality environment.

- 3.8.3. This section of London Road, north of Mill Lane, currently benefits from natural shade due to tree cover and provides a generally calm and green environment. The presence of dropped kerb

crossings over minor roads, refuge islands at roundabout and adequate lighting helps support safety. However, the absence of controlled pedestrian crossings and resting areas further restricts accessibility and comfort. The footpath is also relatively narrow and partially overgrown in sections, restricting its ability to support multi-modal use (both cyclists and pedestrians).

- 3.8.4. However, the proposed new fourth arm added to the existing roundabout will serve as the main vehicular access point to the site, improving safety and traffic flow. The new footway running along the northern side of the fourth arm, will support active travel by linking pedestrians and cyclists to the existing paths further north, including the Sustrans cycle route. Pedestrian crossings at the roundabout will include dropped kerbs and refuge islands improve accessibility and safety for all users. Beyond the Mill Lane junction, near Land at Pound Farm the new bus stop will enhance connectivity.
- 3.8.5. These improvements will directly address the existing limitations identified in the desktop active travel audit.

Route 2- London Road South

- 3.8.6. **Table 3-4** overviews the results of the London Road South Active Travel Audit. The route has a single footway on the eastern side of the road for c.360m until the approach of B656 / Waterdell Lane / Brookend Lane, priority-controlled crossroads.

Table 3-4 – London Road South Analysis

Indicators	Commentary
Easy to cross	There is a one signal-controlled pedestrian crossing present on the route on the approach of the B656 / Waterdell Lane / Brookend Lane, priority-controlled crossroads. The rest of the route features uncontrolled crossing points,
Shade and shelter	There is shade provided along both sides of the road, however some sections of the pathway provides limited shelter due to low vegetation.
Places to stop and rest	Along the majority of the road there are limited benches or rest points. There is x1 bus stop which provides seating and shelter.
Not too noisy	Traffic noise along this road is considered to be relatively low, due to its classification as a suburban route.
People feel safe	Pedestrian infrastructure is provided however the footway is narrow in locations. There is street lighting along both sides of the road, improving visibility at nighttime. The refuge island also has reflective signage and bollards for safety. There is a vehicle-activated speed sign along the road encouraging drivers to slow down if exceeding the speed limit. There are 40mph speed limit signs, which establish a maximum speed to help improve safety for pedestrians and cyclists.

Things to see and do	No visible amenities or attractions are present along this section of the road.
People feel relaxed	Greenery provided on either side of the road provides a degree of relaxation.
Clean air	The presence of vegetation suggests some air quality benefits. However, since it is a suburban road there is likely moderate vehicle emissions.

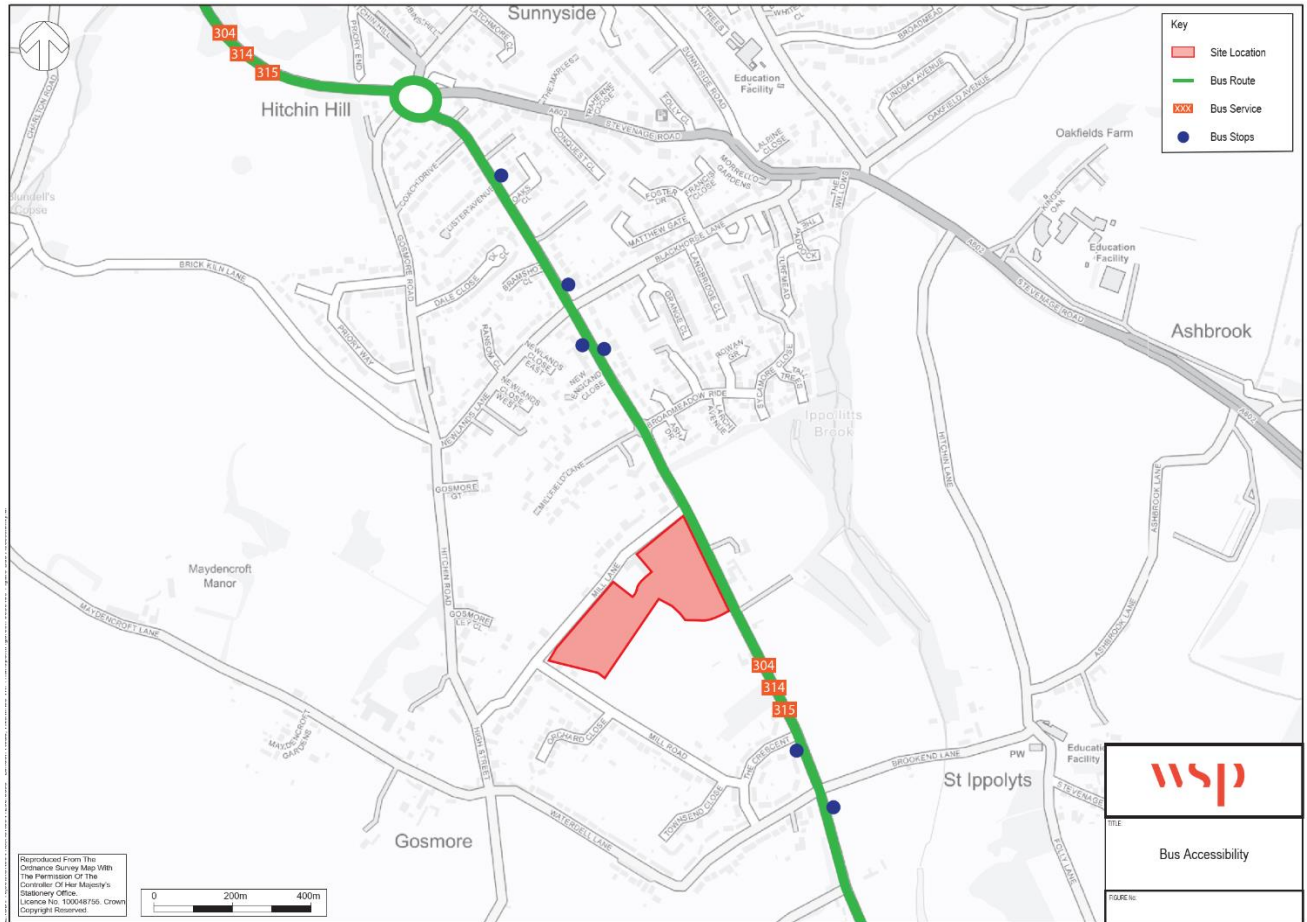
- 3.8.7. The southern section of London Road will continue to benefit from existing safety and active travel features, as the main infrastructure upgrades associated with the development are focused north of Mill Lane.
- 3.8.8. This section of the road currently benefits from a signal-controlled pedestrian crossing and uncontrolled refuge islands, improving crossing opportunities and safety. Vegetation along both sides of the road, along the footpaths, provides some shade and creates a calming environment. Street lighting and vehicle-activated speed signs also help to enhance safety. However, the footpaths remain narrow and do not support multi-modal use, limiting accessibility and comfort for both pedestrians and cyclists. Additionally, the lack of resting areas is limiting specifically for older users and people with disabilities who may require more frequent opportunities to stop and rest.

3.9 BUS ACCESSIBILITY

Under the current conditions, with 2025 as built infrastructure, the next closest existing bus stops and services which can be accessed within walking distance from the Site are illustrated in **Figure 3-8**. The bus stops are expected to be served by existing bus routes along London Road.

- 3.9.1. The bus stops closest to the Site are:
- Newlands Lane on London Road, located approximately 500m to the North of the Site.
 - London Road Crossroads located approximately 500m and 600m to the South of the Site.

Figure 3-2 - Bus Service Accessibility



3.9.2. A summary of bus services provided via the above bus stops, along with daily frequency, is provided in **Table 3-2** below.

Table 3-2 – Bus Services Accessible within Walking Distance from the Site

Service	Route	Nearest Bus Stop Location	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
304	Hitchin – St Albans	- St Ippolyts London Road Crossroads (N & S-bound).	Every other hour Operational from 0802/0651 to 1808/1827	Every other hour Operational from 0929/0847 to 1804/1617	No service
314	Hitchin – Welwyn Garden City	- St Ippolyts London Road Crossroads (N & S-bound).	Every other hour Operational from 0804/0919 to 1359/1824	Every other hour Operational from 0919/0804 to 1824/1359	No Service
315	Hitchin – Welwyn Garden City	- St Ippolyts London Road Crossroads (N & S-bound).	Every 2-3 hours Operational from 1059/0723 to 1804/1724	Every other hour Operational from 0839/0819 to 1759/1719	No Service

Source: bustimes.org (June 2025)

- 3.9.3. **Figure 3-2** illustrates that while the current bus services provide connectivity to key destinations such as Hitchin and St Albans, the relatively low frequency (mostly every other hour) and lack of Sunday service may limit public transport accessibility for residents. However, as highlighted in **Section 3.7**, the provision of two new bus stops (one on either side of the road serving both directions) close to the development will improve access and convenience, encouraging greater use of bus services.

3.10 RAIL ACCESSIBILITY

- 3.10.1. The closest railway station to the site is Hitchin Station, circa 2.8km from the site, which is on the East Coast Mainline and is served by Great Northern Services between London King's Cross and Cambridge and Peterborough, and Thameslink services between Peterborough and Brighton/Horsham. Hitchin Railway Station connects to London Kings Cross, Cambridge, Peterborough and Huntingdon.
- 3.10.2. The station can be accessed by a 40-minute walk, an 11-minute cycle, a 6-minute drive and a c.27-minute bus journey (includes a 14-minute walk) using the 635/37 bus route at Blackhorse Lane.
- 3.10.3. Details of key railway destinations directly provided from Hitchin Railway Station are included in **Table 3-3**

Table 3-3 – Hitchin Railway Station Services

Direct Destination	Average Travel Time	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
London Kings Cross	33-48min	Up to 10 services during peak hours. Up to 8 services during off-peak hours. Operational from 0411 to 0028	Up to 10 services during peak hours. Up to 8 services during off-peak hours. Operational from 0411 to 0025	Up to 10 services during peak hours. Up to 8 services during off-peak hours. Operational from 0634 to 0025
Cambridge	33-40min	Up to 4 services during peak hours. Up to 3 services during off-peak hours. Operational from 0539 to 0111	Up to 3 services during peak hours. Up to 3 services during off-peak hours. Operational from 0539 to 0111	Up to 2 services during peak hours. Up to 2 services during peak hours. Operational from 0830 to 0052
Peterborough	40min – 50min	Up to 2 services during peak hours. Up to 2 services during off-peak hours. Operational from 0542 to 0133	Up to 3 services during peak hours. Up to 2 services during off-peak hours. Operational from 0542 to 0102	Up to 3 services during peak hours. Alternating 1 to 3 services during off-peak hours. Operational from 0845 to 0122
Huntingdon	30min	Up to 2 services during peak hours. Up to 2 services during off-peak hours. Operational from 0542 to 0133	Up to 2 services during peak hours. Up to 2 services during off-peak hours. Operational from 0542 to 0102	Up to 2 services during peak hours. Up to 2 services during off-peak hours. Operational from 0814 to 0122

Source: National Rail (June 2025)

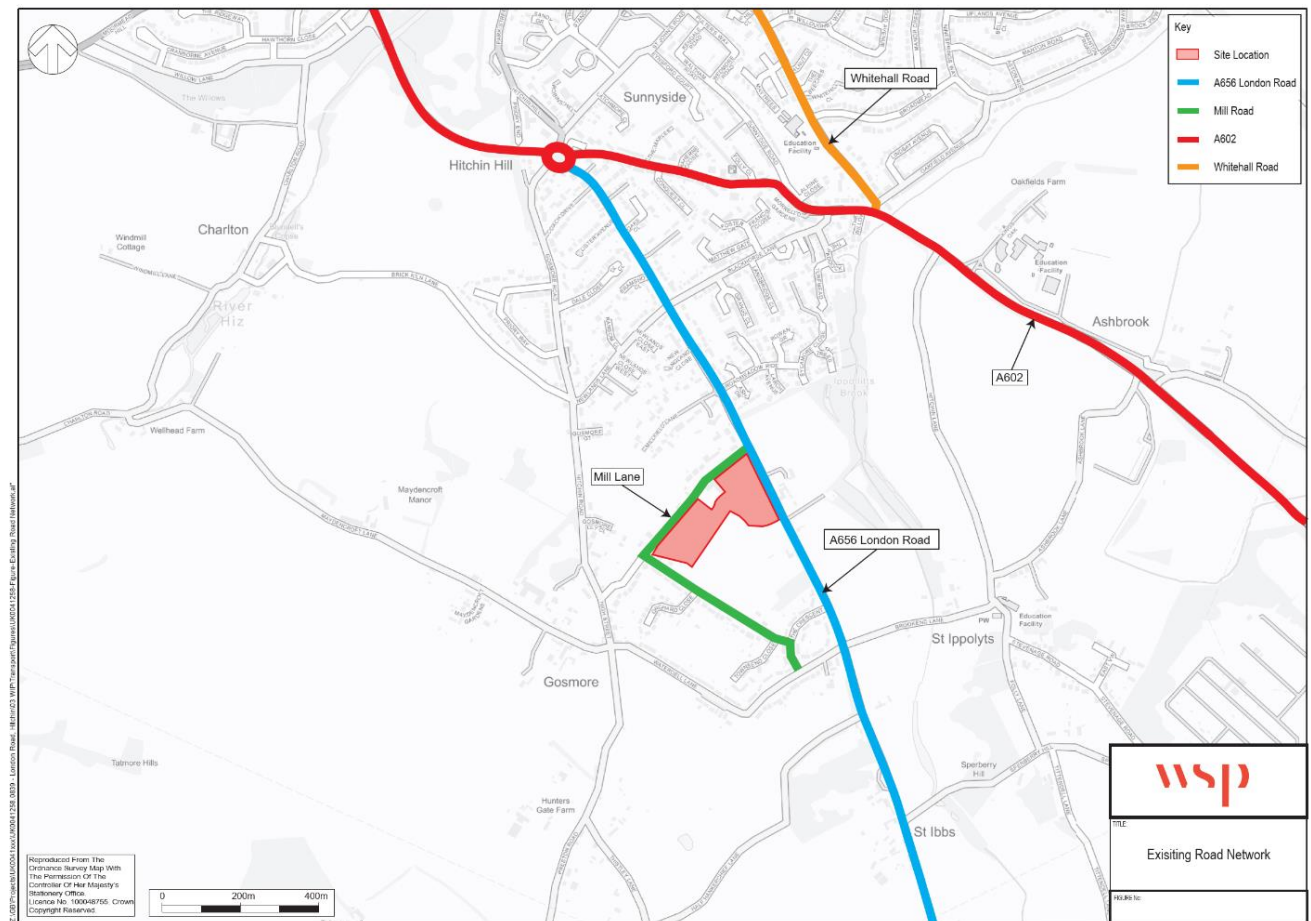
- 3.10.4. Folded bicycles are permitted on all train services departing from King's Cross Station without restriction. Non-folding bicycles are allowed on off-peak trains but are restricted during weekday peak periods, typically between 6:30 and 9:30, and 16:00 and 19:00.

3.11 LOCAL HIGHWAY NETWORK

- 3.11.1. London Road runs along the eastern boundary of the site and is subject to a 30mph speed limit. The carriageway is approximately 7.3 metres wide, with a circa 2.0-metre-wide footway on the Eastern side, directly adjacent to the site. There is no existing footway on the Western side of the road.
- 3.11.2. London Road provides direct access north to Hitchin town centre, where it meets Park Way and Stevenage Road (both A602), and Southwards through Rush Green and Codicote towards Welwyn.

- 3.11.3. The nearest priority-controlled crossroads to the south of the Site are where London Road intersects with Brookend Lane and Waterdell Lane. A signalised pedestrian crossing is located north of this junction.
- 3.11.4. The nearest main junction south of the site is where London Road intersects with Brookend Lane and Waterdell Lane. A signalised pedestrian crossing is located just north of this priority crossroads junction.
- 3.11.5. The A602 is located to the north and east of the site, providing connections into the centre of Hitchin and the A1(M) to the East.
- 3.11.6. **Figure 3-3** illustrates the Site location in the context of the highway network as explained above.

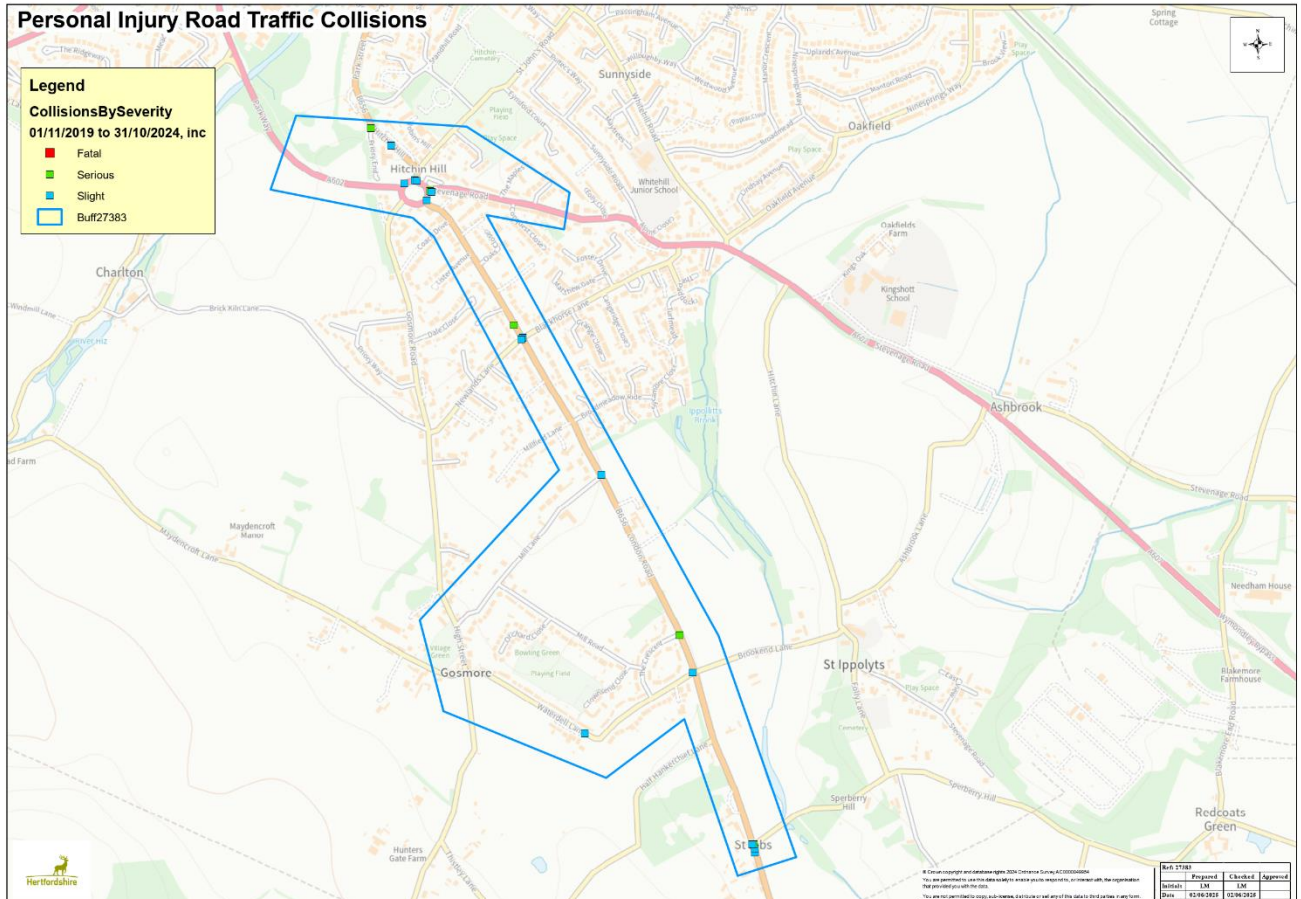
Figure 3-3 - Site Location - Highway Network



3.12 PIA REVIEW

3.12.1. Personal Injury Accident (PIA) data was obtained for the highway network in the nearby proximity of the site for the most recent five-year period (01/11/19 – 31/10/24). A total of fourteen accidents took place in the network, of which five were classified as serious. No fatal accidents occurred.

Figure 3-4 - Personal Injury Road Traffic Collisions



3.12.2. The PIA data received is included in **Appendix C** however a high-level review of incidents that have resulted in serious injury is undertaken below:

3.12.3. The serious accidents are outlined below:

- B656 Hitchin Hill, Hitchin a motorcyclist collided with a car turning right out of Priory End at a give-way sign. This resulted in the motorcyclists falling off. The conditions were dry, during the day, along a 30mph road.
- A602 Stevenage Road, Hitchin junction with A602 Hitchin Hill Roundabout. A vehicle travelling west on Stevenage Road pulled into the right hand lane approaching the roundabout, collided with a pedestrian crossing, travelling North in front of an ambulance. The conditions were dry, during the day, along a 30mph road.
- London Road, a motorcyclist collided with a car turning left out of Sperberry Hill, causing the rider to fall off. The conditions were dry, during the day, along a 30mph road.

- London Road a car turned right into The Crescent and collided with a motorcyclist. The conditions were dry, day time, along a 30mph road.
- London Road, Hitchin a car collided with another turning right, across the path of a cyclist. This resulted in the rider falling off their bike. The conditions were dry, daytime and along 30mph roads.

3.12.4. The review of the PIAs resulting in serious casualties do not highlight any specific road safety issues in the proximity of the Site which could potentially be exacerbated by the Proposed Development.

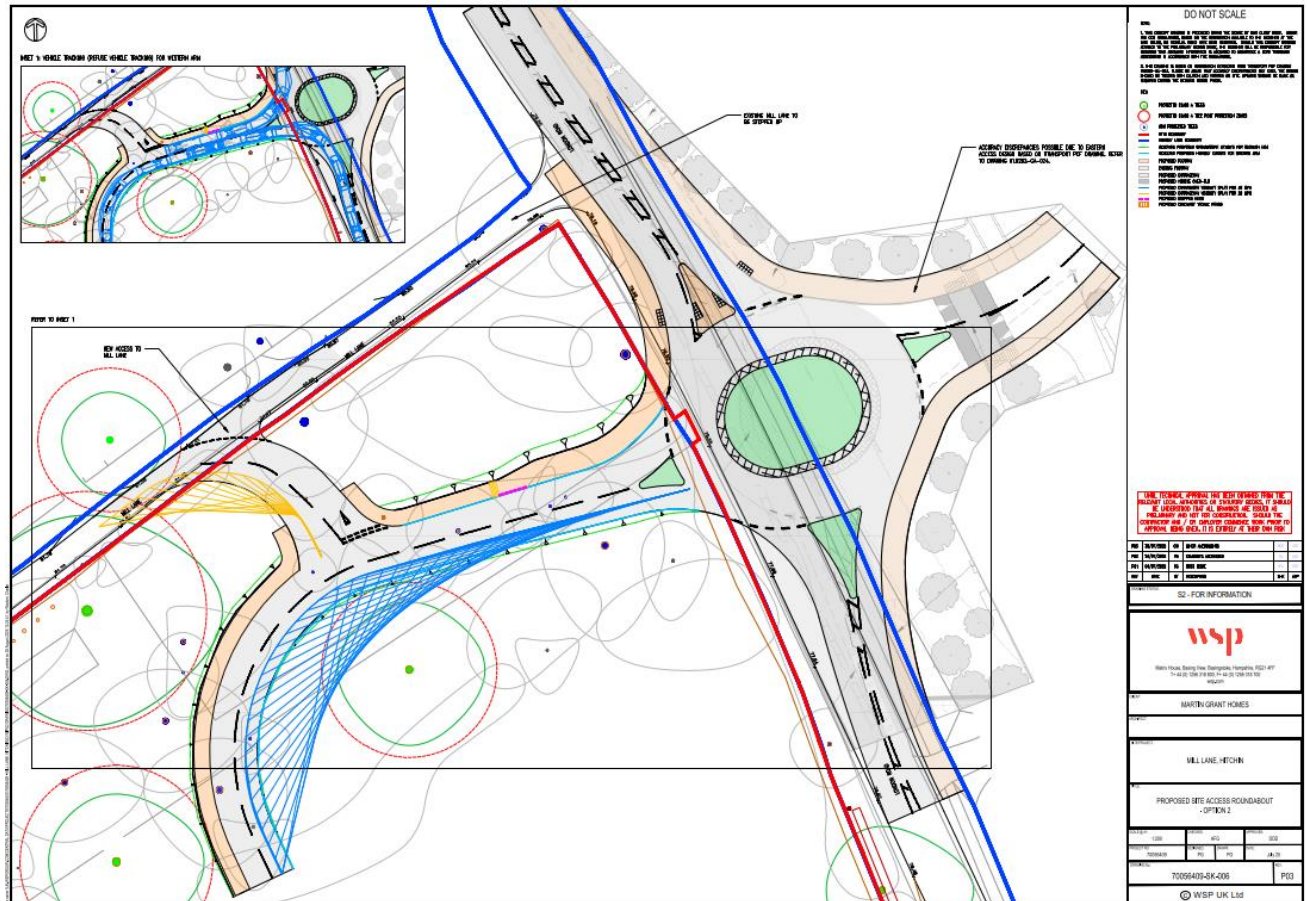
3.12.5. The other fourteen collisions which resulted in slight casualties neither evidenced any road safety issues or patterns for consideration within this TS. These can be seen in more detail within **Appendix C**.

3.13 SUMMARY

3.13.1. It is evident that there are realistic and genuine opportunities for residents to access local facilities and services by walking and cycling, supported by an extensive network of footways and local roads with low vehicle speeds. The existing bus services operating along the site frontage provide connections to key destinations, and the introduction of two new bus stops will further improve public transport accessibility and convenience for residents.

to a four-arm roundabout to provide the new vehicular access into the proposed development, as illustrated in **Figure 4-2**, which is also available within **Appendix D**.

Figure 4-2 - Proposed Roundabout Design



- 4.2.2. To ensure uninterrupted access for existing residents, the new site access arm will feature a dedicated connection to Mill Lane, incorporating full visibility splays and additional carriageway width within the site boundary. The alignment of the fourth arm has also been carefully designed to minimise the impact on existing vegetation, with particular emphasis on retaining high-quality trees.
- 4.2.3. The design of the compact roundabout has an inscribed circle diameter of 28m with the approach to London Road, and the approach lanes flare out towards the roundabout give way lines. Key design criteria include:
- 15m entry radii on the London Road approach arms;
 - 12m entry radii on the site access approach arm;
 - A 40m southern offset from the existing junction of Mill Lane;
- 4.2.4. As part of the scheme, the existing Mill Lane junction with London Road will be stopped up to through traffic. A revised internal alignment will be introduced within the site as shown in **Figure 4-2** above to maintain access for residents while improving safety and traffic flow at the London Road corridor.

Secondary Access to Mill Lane

- 4.2.5. The proposed development will see up to 4 homes served directly from Mill Lane, via a priority controlled T-Junction ensuring safe ingress and egress for these properties without impacting the primary flow of traffic.
- 4.2.6. These measures will improve sightlines, facilitate safer manoeuvring, and ensure efficient traffic flow while maintaining access to residential properties.
- 4.2.7. The proposed access layout is shown in **Figure 4-3** below.

Figure 4-3 - Proposed Mill Lane Minor Access



Pedestrian and Cycle Access

- 4.2.8. As outlined in **Figure 4-2**, the proposed new fourth arm of the roundabout will feature a footway on the northern side of the 4th arm. The footway will connect northbound to the new bus stops past the stopped-up junction of Mill Lane / London Road. Pedestrians and cyclists can cross the London Road North arm of the roundabout to access the shared footway/cycleway on the eastern side of the road via a dropped kerb crossing with a central refuge.
- 4.2.9. This footway/cycleway will provide access to local facilities and Hitchin to the north. Additionally, approximately 600 metres southwest of the site is a Sustrans Local On Road Cycle Route connecting Gosmore, Charlton and the wider area.

- 4.2.10. Cycle parking will be provided in accordance with North Hertfordshire District Council (NHDC) Local Plan Residential Cycle Parking Standards, as shown in **Table 4-1**.

Table 4-1 – Residential Parking Standards

Class Use	Minimum Cycle Parking Standard
1 Bedroom	1 secure covered space per dwelling. None if garage or secure area provided within curtilage.
2-3 Bedrooms	
Visitor / Unallocated	If no garage or secure area provided, then 1 covered and secure space per dwelling in communal area for visitors.

Source: NHDC Local Plan 2011-2031, adopted 2022, Appendix 4: Residential Parking Standards.

Public Transport Access

- 4.2.11. As part of the development at Land North of Pound Farm, two new bus stops will be provided just north of the site access. These bus stops will feature easy access kerbs, real-time screens and shelters, enhancing public transport accessibility for residents and benefiting the Land at London Road, Hitchin development.
- 4.2.12. Additionally, the Northbound bus stop will include an area of hardstanding and will be accessible via a new pedestrian crossing across London Road.
- 4.2.13. London Road is approximately 6.5 metres wide with central hatching, providing strategic connectivity between Hitchin to the north and Welwyn to the south.

Car Parking

- 4.2.14. Car parking at the site will be provided in accordance with North Hertfordshire District Council Local Plan standards and will be detailed at the reserved matters stage.
- 4.2.15. Residential electric vehicle charging provision for cars will also be provided in line with the NHDC Local Plan Policy. It requires that at least one EV charging point be installed per dwelling with dedicated parking.

4.3 SUMMARY

- 4.3.1. The proposed development provides safe and efficient access via a fourth arm on the approved roundabout on London Road, with dedicated facilities for pedestrians, cyclists and public transport users. These improvements align with local transport policies and will enhance connectivity to nearby amenities and the wider area. This will encourage the uptake of active modes, enhance ease of travel, and support the promotion of sustainable transport options.

5 TRIP GENERATION AND DISTRIBUTION

5.1 INTRODUCTION

- 5.1.1. This section provides the anticipated trip generation for the proposed 41 dwelling residential development and assesses its impact on the local highway network. The analysis is based on TRICS data, local mode share patterns and junction modelling.

5.2 PROPOSED TRIP GENERATION

INTRODUCTION

- 5.2.1. Trip rates were derived from the industry-standard TRICS (version: 8.25.6) trip rate database and agreed a part of the Transport Scoping discussions with HCC. Trip rates from survey sites that share comparable characteristics with the proposed development in terms of scale and geographic context were selected.
- 5.2.2. The following site selection criteria have been used to identify sites with similar characteristics to the proposed development site:
- Residential – private houses.
 - Survey sites within England only.
 - Residential developments between 10 and 125 units in size.
 - Sites in Suburban Areas, Edge of Town and Neighbourhood Centre locations only.
 - Weekday surveys only.
 - Surveys undertaken within the last 10 years (from when the survey for Land North of Pound Farm took place).
- 5.2.3. The full TRICs output report, which includes details of the individual survey sites is included in **Appendix E**.
- 5.2.4. **Table 5-1** shows the vehicle trip rates, and **Table 5-2** outlines the trip generation.

Table 5-1 – Vehicle Trip Rates

Time	Inbound (Arrivals)	Outbound (Departures)	Two-Way
AM Peak Hour (08:00-09:00 AM)	0.162	0.392	0.554
PM Peak Hour (17:00-18:00 PM)	0.336	0.169	0.505

- 5.2.5. Based on 41 dwellings, the development is expected to generate approximately 23 two-way vehicle trips during the AM peak hour (08:00–09:00) and 21 two-way vehicle trips during the PM peak hour (17:00–18:00).

Table 5-2 – Vehicle Trip Generation

Time	Inbound (Arrivals)	Outbound (Departures)	Two-Way
AM Peak Hour (08:00-09:00 AM)	7	16	23
PM Peak Hour (17:00-18:00 PM)	14	7	21

- 5.2.6. **Table 5-3** shows the 2011 Census ‘Travel to Work’ data averages for MSOAs North Hertfordshire 012 and 013, as they more closely reflect expected travel behaviours in contrast to the site’s rural MSOA. Car drivers (61%) make up the majority of trips, followed by walking (13%) and rail (16%). The full dataset for this is provided in **Appendix B**.
- 5.2.7. The modal split has been applied based on the 2011 Census data, obtained at the MSOA level. The 2021 dataset was deemed inappropriate for this assessment, as travel patterns during that period were likely influenced by the COVID-19 pandemic and may not reflect typical commuting behaviours or modal choices.

Table 5-3 – Residential Modal Split based on Census Data

Main Mode of Travel	Census Modal Split (%)
Rail	16%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	61%
Passenger in a car or van	5%
Bicycle	2%
On foot	13%
Other method of travel to work	0%
Total	100%

Source: 2011 Census ‘Travel to Work’ data for MSOAs North Hertfordshire 012 and 013, accessed from NOMIS in July 2025

- 5.2.8. The 2011 Census data has been used to calculate the number of total person trips, by scaling the TRICS vehicle trips (61%) to 100% and then splitting the total person trips by mode. This can be seen in **Table 5-4**.

Table 5-4 - Modal Split Trip Generation

Main Mode of Travel	Census Modal Split (%)	Trip Generation (41 Units)					
		AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
		In	Out	Two-Way	In	Out	Two-Way
Rail	16%	2	4	6	4	2	5
Bus, minibus or coach	2%	0	1	1	0	0	1
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	1%	0	0	0	0	0	0
Driving a car or van	61%	7	16	23	14	7	21
Passenger in a car or van	5%	1	1	2	1	1	2
Bicycle	2%	0	1	1	0	0	1
On foot	13%	1	3	5*	3	1	4
Other methods of travel to work	0%	0	0	0	0	0	0
Total	100%	11	26	37	23	11	34

*Note, error due to rounding**

- 5.2.9. The proposed increase of 41 residential units is forecast to generate approximately 37 two-way total person trips during the AM peak hour and 34 two-way total person trips during the PM peak hour. These figures represent the combined trips made by all modes of travel, including walking, cycling, public transport, and private vehicles.

VEHICLE DISTRIBUTION

- 5.2.10. The agreed Pound Farm vehicle distribution has been adopted for the Site. This has been applied to the vehicle trip generation to provide the following distribution in **Table 5-5**.

Table 5-5 – Vehicle Trip Distribution

Distribution	AM %	AM Inbound	AM Outbound	PM %	PM Inbound	PM Outbound
Northbound	62.5	4	10	71	10	9.7
Southbound	37.5	3	6	29	4	0.3

6 HIGHWAY IMPACT ASSESSMENT

6.1 INTRODUCTION

- 6.1.1. This section provides a highway junction modelling assessment, reviewing the impact of the proposed 41 dwellings on the local highway network.

6.2 BASELINE TRAFFIC DATA

- 6.2.1. Baseline Traffic Data has been obtained from the Pound Farm committed development. Traffic surveys were collected in 2018, prior to the submission of the application. The application for the development was submitted in 2021 and approved in 2024. The traffic data can be seen in **Appendix F**.

6.3 FUTURE YEAR GROWTH

- 6.3.1. The development is expected to be operational in 2027. Growth factors 2018 – 2027 have been applied to this year and were calculated using Trip End Model Presentation Program (TEMPro).

Table 6-1 – Local Growth Factors

Area	Local Growth Figure 2018-2027
North Hertfordshire 012	1.0520
North Hertfordshire 013	1.0414
Average	1.0467

6.4 JUNCTION SCOPE

- 6.4.1. Given the scale of the proposed development, only the site access junction has been modelled to review the capacity of the proposed 4-arm junction design.

6.5 MODELLING METHODOLOGY

- 6.5.1. The ARCADY model of the industry-standard Transport Research Laboratory's (TRL) modelling software Junctions 11 has been used to model the operation of the local junctions. ARCADY has been used to model the maximum predicted Ratio of Flow to Capacity (RFC), in association with each give-way manoeuvre during each modelled period, together with the maximum average queue (in vehicles) and the average overall delay incurred by every vehicle passing through the junction.
- 6.5.2. Junctions 11 software provides outputs in the form of:
- RFC – Ratio of Flow to Capacity. An RFC value of 0.85 is usually taken as indicating that the junction arm is operating at practical capacity, while a value of 1.00 indicates that it is operating at theoretical capacity. Once a junction arm is operating at an RFC above 1.00 it can become sensitive to any increase in traffic flow, often providing excessive queuing and traffic delay results which do not correspond with the 'actual' additional traffic forecast through the junction itself. For clarity, it is normally accepted that a junction is not at capacity until the RFC reaches 1.00. Even at levels beyond this, a junction can still perform within acceptable limits.

- Queue Length – The maximum number of vehicles expected to queue at each arm across the modelled time period; and
- Delay – Number of seconds a vehicle is expected to be delayed at each arm.

6.5.3. The analysis of all assessed junctions has been undertaken using the 'ONE HOUR' method, which synthesises a 'bell curve' profile for peak hour traffic, i.e. predicting a short-term peak of traffic within the overall peak hour. This is considered a robust method in traffic capacity assessment terms.

The models have been tested in the following scenarios:

- 2027 Baseline + Committed Developments
- 2027 Baseline + Committed Developments + Development

6.5.4. Trip rates have been applied to the development proposal. The resultant trip attraction has been distributed and assigned onto the local highway network for the morning and evening peak hours, with the assumption that these trips would have a similar distribution to those trips currently travelling on the network.

6.5.5. To reflect the likely opening date of the development, 2027 baseline traffic scenarios (representing expected background traffic growth) and 2027 baseline plus development scenarios (including both background growth and development trips) have been modelled and analysed.

6.5.6. **Table 6-2** shows the 2027 total traffic flows on approach at each arm of the junction included within the study area, with and without the proposed development.

Table 6-2 – Site Access Roundabout Modelling Results

Junction Arm	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2027 Baseline - Base						
1. Pound Farm	0.1	5.99	0.07	0.00	3.34	0.01
2. B656 London Road East	0.7	6.27	0.42	2.6	11.42	0.73
3. B656 London Road North	6.1	27.18	0.87	0.3	4.17	0.25
2027 Baseline + Development - Base						
1. Pound Farm	0.1	6.06	0.07	0.0	3.36	0.01
2. B656 London Road East	0.7	6.31	0.42	2.7	11.79	0.73
3. Site Access	0.0	3.89	0.02	0.0	4.99	0.01

4. B656 London Road North	6.4	28.56	0.88	0.3	4.14	0.24
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- 6.5.7. The greatest impact on the local road network is expected to occur on the B656 London Road North approach during the morning peak hour, where the RFC increases slightly from 0.87 (2027 baseline) to 0.88 with the proposed development, indicating a minor impact but still within operational capacity. The proposed development increase of 0.01 RFC is not considered to be a severe impact on highway capacity.

7 MANAGEMENT DOCUMENTS

7.1 INTRODUCTION

- 7.1.1. Whilst it has been concluded in Chapter 8 that the Proposed Development is not envisaged to have a detrimental impact on the public highway in terms of vehicular traffic, a series of management plans are considered within this chapter in order to facilitate the future operation of the Proposed Development.
- 7.1.2. It should be noted that the following plans are outlined may be conditioned at a later date to support the development.

7.2 TRAVEL PLAN

- 7.2.1. Given the scale of development, a Travel Plan can be conditioned to the planning application which will set out the site-wide management structure and outlines the sustainable travel principles and measures to be incorporates within the proposals.
- 7.2.2. The objective of the Travel Plan will be to promote sustainable methods of transport, and where possible, encourage public transport. Private vehicle travel will also be made available with car parking provided at the site. To reduce congestion at the site and meet sustainability goals there is a need for a balance between private vehicle travel and public transport/ walking and cycling.
- 7.2.3. A Travel Plan will be prepared as a standalone document and will include:
 - Reducing peak hour single occupancy car trips made to and from the site as far as practicable.
 - Limit servicing and delivery trips to and from the site during peak hours as far as practicable.
 - Encourage cycle trips to maximise the use of on-site cycle storage as much as possible.

7.3 OUTLINE CONSTRUCTION MANAGEMENT PLAN PRINCIPLES

- 7.3.1. Construction Management Plans (CMP) are an integral tool for assisting the management of construction traffic at new developments. They help reduce and mitigate the negative effects generated by the demolition and construction phases through measures such as limiting HGV movements, noise and air pollution.
- 7.3.2. CMPs apply to the design and construction phases of developments, with specific aim of improving construction freight efficiency by reducing accidents, carbon dioxide emissions and congestion.
- 7.3.3. The primary aim of the Outline and Detailed CMPs to be submitted at a later stage is recommended to be:

'Reduce the impacts of demolition and construction activities and facilitate sustainable freight travel to / from the development whilst being constructed.'
- 7.3.4. The Outline CMP will set up the principles from which the Detailed CMP (produced by the finally appointed contractor) will aim to reduce the harmful effects of construction by:
 - Estimating the potential construction traffic generation as a result of the Proposed Development;
 - Highlighting routing options for construction equipment and materials;
 - Mitigating against deliveries to ensure they minimise impact to the local highway network and reduce the likelihood of an accident occurring; and

- Providing a framework in which the construction process can be discussed with members of the public in order to minimise impact to the local community.

7.3.5. In addition to the above, the Outline CMP should set up the review principles to:

- monitor that the CMP is working correctly; and
- determine whether any further impacts exist.

7.4 OUTLINE DELIVERY AND SERVICING MANAGEMENT PLAN PRINCIPLES

7.4.1. A DSP may be prepared in support of the planning application, to detail how delivery and servicing arrangements to the site will be managed. Where appropriate, delivery and servicing plans focus on managing deliveries more effectively, reducing reliance on the public highway for loading/ unloading and reducing numbers of journeys. It is intended for a Delivery and Servicing Plan to be prepared for the RMA.

7.4.2. Delivery and Servicing Management Plans (DSMP) seek to support sustainable developments with the following objectives:

- Demonstrate that goods and services are delivered, and waste removed, in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Improve the reliability of deliveries to the site;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight activity on local residents and the environment.

7.4.3. Residential waste collection are expected to take place within the Proposed Development and align with current council collection arrangements. These arrangements should be confirmed within the Detailed DSMP submitted at Reserved Matters or at Discharge of Conditions stage.

7.4.4. To facilitate collection from the Proposed Development, bin holding areas should be proposed by residential units no further away than 30m from the refuse vehicle path.

7.5 PARKING MANAGEMENT PLAN

7.5.1. A Parking Management Plan may be delivered to support the RMA. The Parking Management Plan will outline potential strategies and measures to ensure considerate parking. Suitable management/ allocation of disabled parking etc would also be outlined in the plan.

8 SUMMARY AND CONCLUSIONS

8.1 SUMMARY

- 8.1.1. WSP has been commissioned by Martin Grant Homes to provide transportation and highways advice in support of a forthcoming planning application for up to 41 residential units on Land at London Road in Hitchin, with access due to be considered at outline stage.
- 8.1.2. This TS has been prepared in accordance with pre-application conversations that have taken place between Martin Grant Homes, HCC and WSP, which are explained in detail within Chapter 1, and have set up the basis of the access, mobility and transport aspects of the Proposed Development. In addition, national, regional and local guidance has been followed in the design process of the Proposed Development as well as throughout the preparation of this TS.
- 8.1.3. The site is in an accessible location, close to local amenities, and benefits from existing and proposed walking and cycling infrastructure. The development includes a shared surface access street and a separate pedestrian link (illustrated in Drawing 70070533-SK-006-C and Chapter 3).
- 8.1.4. Trip generation has been assessed using TRICS, indicating the development would generate approximately 23 two-way vehicle trips in the AM peak and 21 in the PM peak.
- 8.1.5. The assessment confirms that the impact on the local highway network is negligible, with minimal interaction between site traffic and through traffic during peak periods.
- 8.1.6. While traffic impacts are limited, the TS includes management plan principles to support sustainable travel and are forecasted to be included within the obligations of the planning consent.

8.2 CONCLUSION

- 8.2.1. It has been demonstrated that the Proposed Development and the associated proposed vehicular and pedestrian accesses, are envisaged to have a negligible effect on the highway network.
- 8.2.2. In accordance with NPPF paragraph 109, which 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 would be severe”*, it is considered that the Proposed Development should not be refused on highways grounds.



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