

Use class	Low	High
E(g)(ii)	44%	67%
E(g)(iii)	52%	
B2	40%	
B8	75%	

- 5.2.13 As shown in **Table 5.5**, the proposed 106 car parking spaces are forecast to allow between 40%-75% of staff attending the workplace to drive to the site, depending upon the uses that come forward. Further analysis on the proposed car parking provision is provided in **Section 8** of this TA.

6 VEHICLE TRIP FORECASTS

6.1 Introduction

6.1.1 This section details the forecast trip attraction for the development proposal providing a comparison against movements associated with the existing use.

6.2 Existing use

6.2.1 As the site is vacant, it is not possible to undertake a survey to inform the existing vehicle movements of the site. However, the extant use of the site can be used as a proxy to estimate the existing vehicle trips that could be associated with the site.

6.2.2 The existing site has previously been used as E(g)(ii) Research and development and E(g)(iii) Industrial processes. However, it is difficult to quantify vehicle trips associated with E(g)(ii) Research and development as it is not assessed within TRICS. Therefore, the TRICS trip rate database has been interrogated to derive an appropriate vehicle trip rate under an E(g)(iii) Industrial processes use.

6.2.3 Two sub land use classifications are available within the TRICS database to assess an E(g)(iii) Industrial processes use, where a site might either comprise a single industrial building (sub Land Use: C – Industrial unit) or several buildings or occupiers (sub Land Use: D – Industrial estate). As the existing site comprises a single building, it is appropriate to consider comparison against similar sites within the TRICS sub land use C Industrial unit.

6.2.4 To ensure that the sites assessed within TRICS are relevant, the following selection criteria was applied:

- Land use category: 02-Employment
- Subcategory: C-Industrial Unit
- Regions: England, excluding Greater London
- Range (Floor Area): 4,000-8,000 sqm
- Range (Dates): 01/01/16 to 09/05/18
- Location: Suburban Area, Edge of Town, Neighbourhood Centre.

6.2.5 The resulting network AM and PM peak hour trip rates, together with daily trip rates are presented in **Table 6.1**. The full TRICS output report is included in **Appendix H**.

Table 6.1 – Vehicle trip rates – Existing use

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
0800-0900	0.248	0.032	0.280	0.011	0.011	0.022
1700-1800	0.037	0.190	0.227	0.000	0.000	0.000
Daily	1.392	1.438	2.830	0.129	0.110	0.239

- 6.2.6 The trip rate presented in **Table 6.1** have been applied to the floor area of the existing building on-site of 6,132 sqm to provide an indication of the likely existing trip attraction. The resulting total vehicle and HGV trips are shown in **Table 6.2**.

Table 6.2 – Vehicle trip attraction – Existing use

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
0800-0900	15	2	17	1	1	1
1700-1800	2	12	14	0	0	0
Daily	85	88	174	8	7	15

- 6.2.7 **Table 6.2** indicates that under an E(g)(iii) Industrial processes use, the site would attract 17 and 14 two-way vehicle trips in the AM and PM peak hours respectively, with 174 two-way vehicle movements across the day.
- 6.2.8 However, the above is likely to be an underestimate of the trip attraction potential of the site when considering the number of parking spaces on-site serving the existing building.

6.3 Proposed development

- 6.3.1 The proposed site will comprise a flexible employment space with E(g)(ii), E(g)(iii), B2 and B8 land uses. Where possible, trip forecasts for these land uses have been made using information taken from the TRICS database. As E(g)(ii) Research and development is not assessed within TRICS, the employee forecasts presented in **Section 5** has been used as a proxy for assessing the forecast trip attraction under a E(g)(ii) Research and development use.

Industrial uses

- 6.3.2 The TRICS database combines E(g)(iii) Industrial processes and B2 General industrial land use classes where occupiers may operate under either land use classification within the sub land use classifications C – Industrial unit and D – Industrial estate.
- 6.3.3 As the proposed development comprises three commercial buildings, when considering E(g)(iii) and B2 land uses, it is appropriate to consider comparison against similar sites within the TRICS sub land use D Industrial estate.
- 6.3.4 In considering industrial land uses, the TRICS database has been interrogated based on the following criteria:
- Land use category: 02-Employment
 - Subcategory: D-Industrial Estate
 - Regions: England, excluding Greater London
 - Range (Floor Area): 9,000-13,000 sqm
 - Range (Dates): 01/01/16-26/04/24

- Location: Edge of Town Centre, Edge of Town.

6.3.5 The resulting peak hour and daily vehicle trip rates derived from the TRICS database are presented within **Table 6.3**. The full TRICS output is provided at **Appendix H**.

Table 6.3 – Forecast vehicle trip rates – Industrial uses

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
0800-0900	0.340	0.150	0.490	0.041	0.035	0.076
1700-1800	0.092	0.322	0.414	0.006	0.020	0.026
Daily	3.220	3.267	6.487	0.374	0.374	0.748

6.3.6 Using the trip rates above, a forecast of vehicle trips for future occupiers operating under industrial land uses, based on the proposed floor area of 11,929 sqm GIA is shown in **Table 6.4**.

Table 6.4 – Forecast vehicle trips – Industrial uses

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
0800-0900	41	18	58	5	4	9
1700-1800	11	38	49	1	2	3
Daily	384	390	774	45	45	89

6.3.7 **Table 6.4** indicates that future occupiers operating under industrial land uses are forecast to attract 58 and 49 two-way vehicle trips in the AM and PM peak hours respectively. HGV movements are low during the peak hours, with 5 and 1 arrivals forecast in the AM and PM peak hours respectively.

Warehouse use

6.3.8 To determine the trip attraction for a B8 Storage or distribution use, the TRICS database has been interrogated based on the following criteria:

- Land use category: 02-Employment
- Subcategory: F-Warehousing (Commercial)
- Regions: England, excluding Greater London
- Range (Floor Area): 8,000-15,000 sqm
- Range (Dates): 01/01/16 to 14/03/19
- Location: Suburban Area, Edge of Town.

6.3.9 The resulting peak hour and daily vehicle trip rates are presented within **Table 6.5**. The full TRICS output is provided at **Appendix H**.

Table 6.5 – Forecast vehicle trip rates – Warehouse use

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
0800-0900	0.189	0.195	0.384	0.046	0.100	0.146
1700-1800	0.195	0.270	0.465	0.129	0.049	0.178
Daily	3.265	3.119	6.384	1.083	1.183	2.266

- 6.3.10 The trip rates presented in **Table 6.5** have been applied to the proposed floor area of 11,929 sqm GIA, and the forecast total vehicle and HGV trips are shown in **Table 6.6**.

Table 6.6 – Forecast vehicle trips – Warehouse use

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
0800-0900	23	23	46	5	12	17
1700-1800	23	32	55	15	6	21
Daily	389	372	762	129	141	270

- 6.3.11 **Table 6.6** indicates that under a B8 land use, the site may attract 46 and 55 two-way vehicle trips in the AM and PM peak hours respectively.

Research and development

- 6.3.12 Whilst it is not possible to assess this through TRICS, the principal trip attraction of an E(g)(ii) Research and development use will be people arriving to and leaving the workplace. Accordingly, when comparing the forecast employee numbers presented in **Table 5.3**, the higher E(g)(ii) forecast of 238 employees attending the workplace on an average day is lower than the equivalent B2 forecast of 265 employees.
- 6.3.13 As such, when considering delivery / servicing trips associated with an E(g)(ii) use are not expected to be higher than typical industrial estate, the total trip attraction associated with an E(g)(ii) use likely to be lower than the industrial use assessment outlined above.

6.4 Trip comparison

- 6.4.1 A comparison of forecast trips for an industrial and warehouse use assessment against trips associated with the existing use is presented in **Table 6.7**.

Table 6.7 – Comparison of existing and forecast vehicle trips

Time period	Total vehicles			HGVs		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Industrial use						
0800-0900	25	16	41	4	4	8
1700-1800	9	27	35	1	2	3
Daily	294	300	594	36	38	74
Warehouse use						
0800-0900	7	21	29	5	11	16
1700-1800	21	21	42	15	6	21
Daily	300	283	582	121	134	255

- 6.4.2 **Table 6.7** indicates that the proposed development is forecast to generate a net increase of 41 and 35 two-way vehicle trips. However, when considering the net reduction in parking spaces the proposed development will result in, the net trip attraction is likely to be lower than suggested in **Table 6.7**.
- 6.4.3 Notwithstanding this, at the request of HCC, modelling of the local highway network has been undertaken to assess the potential effect of the development upon peak hour highway capacity. The results of this are presented in **Section 7**.

6.5 Vehicle distribution

- 6.5.1 Using the 2011 Census dataset 'WU03EW - Location of usual residence and place of work by method of travel to work' a distribution for those working within Middle Super Output Area (MSOA) 'E02004914: North Hertfordshire 006' (in which the site is located) has been derived.
- 6.5.2 The most likely driving routes that employees would take to the site has been assessed, with the resulting distribution for car/LGV trips presented **Table 6.1**. The full calculations are provided at **Appendix I**.
- 6.5.3 All HGVs are assumed to route south of the site, with the majority heading towards the A1(M). However, as shown in **Table 6.8**, some allowance has been made for HGVs travelling via the B656 (E).

Table 6.8 – Forecast vehicle distribution

Route	Car/LGV	HGVs
Works Road (E)	18%	0%
Works Road (W)	13%	0%
B656 (E)	14%	10%
B656 (W)	55%	90%

- 6.5.4 As shown in **Table 6.8** above, the majority of car/LGV trips (55%) are forecast to route via the B656 (W). An assessment of the impact of the net increase in vehicle trips on the local highway network is presented in **Section 7**.

7 LOCAL HIGHWAY ASSESSMENT

7.1 Introduction

7.1.1 This section outlines the methodology and results of the assessment undertaken to analyse the impact of the increase in net vehicle trips on the local highway network.

7.2 Scope of assessment

7.2.1 At the request of HCC, the following junctions have been modelled using industry standard Junctions 10 modelling software to understand the potential effect of the development upon peak hour highway capacity:

- Avenue One / Works Road roundabout
- Avenue One / B656 Baldock Road roundabout

7.3 Assessment scenarios

7.3.1 The following scenarios have been assessed:

- 2025 baseline (Observed Survey Data)
- 2030 future baseline
- 2030 future baseline with forecast development traffic

7.3.2 Traffic Flow Diagrams of these assessment scenarios are contained at **Appendix J**.

7.3.3 A summary of each assessment scenario is presented in **Table 7.1**.

Table 7.1 – Summary of assessment scenarios

Scenarios	Observed traffic	Traffic growth	Existing use traffic	Forecast development traffic
2025 Baseline	✓			
2030 Future Baseline	✓	✓	✓	
2030 Future Baseline with Proposed Development	✓	✓		✓

7.3.4 Given the proposed development is for flexible employment uses, the peak traffic hours are expected to be in line with the typical network peak hours of 0800-0900 and 1700-1800 due to people commuting to and from work. As a result, these hours have been used in the modelling assessment.

- 7.3.5 To provide a robust assessment, forecast vehicle trips for the warehouse use have been used to inform the highway assessment as this has a higher HGV trips than the alternative industrial use assessment.

Background traffic growth

- 7.3.1 Growth rates extracted from the industry standard Trip End Model Presentation Program (TEMPro) database for MSOA 'North Hertfordshire 006', in which the site is located, have been applied to the observed traffic survey data to derive background growth for the future year of 2030. The resulting TEMPro growth factors are presented in **Table 7.2**.

Table 7.2 – TEMPro growth factors (2025-2030)

Time period	Growth factors
AM peak period	1.0544
PM peak period	1.0546

7.4 Modelling results

Avenue One / Works Road roundabout

- 7.4.1 A summary of the results of the junction capacity assessment for the Avenue One / Works Road mini-roundabout for the AM and PM peak hours is summarised in **Table 7.3**. The full modelling report is contained at **Appendix K**.

Table 7.3 – Avenue One / Works Road roundabout modelling results

Arm	AM peak (0800-0900)			PM peak (1700-1800)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 base						
Works Road (E)	1.9	8.88	0.65	1.5	7.86	0.60
Avenue One	1.0	10.44	0.50	3.1	19.53	0.76
Works Road (W)	0.6	4.51	0.36	0.9	5.90	0.48
2030 future baseline						
Works Road (E)	2.3	10.29	0.70	1.8	8.80	0.64
Avenue One	1.2	11.51	0.54	4.2	25.59	0.82
Works Road (W)	0.7	4.74	0.38	1.1	6.43	0.51
2030 future baseline + forecast development traffic						
Works Road (E)	2.4	10.36	0.70	1.8	8.97	0.64
Avenue One	1.2	11.80	0.55	4.4	26.77	0.82
Works Road (W)	0.7	4.77	0.39	1.1	6.51	0.52

- 7.4.2 **Table 7.3** indicates that the mini-roundabout is operating within capacity with a maximum RFC of 0.65 in AM peak and 0.76 in the PM peak. The roundabout was modelled as a mini roundabout and calibrated to match observed queue lengths, which are included in **Appendix D**. In some instances, the modelled queue lengths are higher than the observed queue lengths, reflecting a robust assessment.
- 7.4.3 The future year results also show that the mini-roundabout will continue to operate within capacity, including with forecast development traffic.

Avenue One / B656 Baldock Road roundabout

- 7.4.4 A summary of the AM and PM peak hours modelling results for the Avenue One / B656 roundabout is summarised in **Table 7.4**, with the full modelling report is contained at **Appendix K**.

Table 7.4 – Avenue One / B656 Baldock Road roundabout modelling results

Arm	AM peak (0800-0900)			PM peak (1700-1800)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
B656 (E)	0.3	3.06	0.25	0.5	3.74	0.31
Leisure centre access	0.1	5.39	0.07	0.3	7.59	0.23
B656 (W)	0.7	3.21	0.42	0.7	3.2	0.42
Avenue One	0.5	3.9	0.31	1.4	6.31	0.59
2030 future baseline						
B656 (E)	0.4	3.16	0.26	0.5	3.97	0.33
Leisure centre access	0.1	5.62	0.08	0.3	8.27	0.26
B656 (W)	0.8	3.43	0.45	0.8	3.3	0.44
Avenue One	0.5	4.06	0.33	1.7	7.18	0.63
2030 future baseline + forecast development traffic						
B656 (E)	0.4	3.21	0.27	0.5	4.07	0.34
Leisure centre access	0.1	5.73	0.08	0.4	8.51	0.27
B656 (W)	0.9	3.45	0.45	0.9	3.51	0.46
Avenue One	0.6	4.28	0.35	1.8	7.55	0.65

- 7.4.5 **Table 7.4** indicates the roundabout is currently operating well within capacity with a maximum RFC of 0.42 and 0.59 in the AM and PM peak hours respectively. The low level of queues modelled correlates with the observed maximum queues recorded across each peak hour, contained within the raw survey data at **Appendix D**. This indicates the model accurately represents how the roundabout is operating in practice.

- 7.4.6 The future year results indicate the roundabout is still expected to continue to operate well within capacity. The baseline scenario only marginally changes from the 2025 results and the proposed development is not forecast to have a significant impact on the operation of the junction, with an increase of 0.02 from the 2030 baseline scenario, with negligible delay and/or queueing.

8 CAR PARKING ANALYSIS

8.1 Introduction

- 8.1.1 This section assesses the forecast car parking demand relating this to the proposed car parking provision.

8.2 Forecast car parking demand

- 8.2.1 To determine the forecast car parking demand for the development proposals, an assessment has been undertaken based on a car parking accumulation for each proposed use. The assessment is based on the TRICS car and van trip rates, contained at **Appendix H**, with a summary of the combined accumulation for an industrial and warehouse use presented below. As established in **Section 6**, the higher E(g)(ii) forecast of 238 employees attending the workplace on an average day is lower than the equivalent B2 forecast of 265 employees.
- 8.2.2 Where necessary, the forecast car parking accumulation has been adjusted so the final accumulation does not fall below zero. This recognises that some car parking spaces may already occupied at the start of the survey.

Industrial uses

- 8.2.3 The forecast car parking demand for E(g)(iii) and B2 Industrial land uses is presented in **Table 8.1**.

Table 8.1 – Forecast car parking demand – Industrial use

Time period	Arrivals	Departures	Accumulation
0000-0100	0	0	5
0100-0200	0	0	5
0200-0300	0	0	5
0300-0400	0	0	5
0400-0500	0	0	5
0500-0600	7	0	12
0600-0700	6	2	16
0700-0800	44	6	54
0800-0900	35	13	76
0900-1000	33	25	84
1000-1100	30	29	85
1100-1200	28	27	86
1200-1300	31	36	81
1300-1400	35	35	81
1400-1500	29	33	77
1500-1600	22	36	63
1600-1700	18	44	37
1700-1800	10	35	12
1800-1900	4	14	2
1900-2000	0	3	0
2000-2100	0	0	0
2100-2200	0	0	0
2200-2300	0	0	0
2300-2400	0	0	0

8.2.4 Table 8.1 indicates the highest car parking demand is for 86 vehicles between 1100-1200 which could be accommodated within the proposed 106 on-site car parking spaces.

Warehousing use

8.2.5 The forecast car parking demand for a B8 warehousing land use is presented in **Table 8.2**.

Table 8.2 – Forecast car parking demand – Warehousing use

Time period	Arrivals	Departures	Accumulation
0000-0100	0	0	0
0100-0200	0	0	0
0200-0300	0	0	0
0300-0400	0	0	0
0400-0500	0	0	0
0500-0600	32	7	25
0600-0700	56	9	72
0700-0800	32	11	93
0800-0900	17	11	99
0900-1000	16	12	103
1000-1100	9	13	98
1100-1200	9	14	94
1200-1300	10	11	93
1300-1400	14	16	91
1400-1500	11	16	86
1500-1600	12	15	83
1600-1700	8	25	65
1700-1800	7	25	48
1800-1900	2	13	37
1900-2000	9	23	23
2000-2100	9	5	28
2100-2200	0	0	28
2200-2300	0	0	28
2300-2400	0	0	28

8.2.6 As presented in **Table 6.2**, the greatest car parking demand is forecast to be 103 vehicles between 0900-1000 which could be accommodated within the 106 on-site car parking spaces.

The analysis within this section suggests that car parking demand is not likely to exceed the quantum of car parking proposed. Therefore, the proposed development is not likely to generate parking overspill onto the local highway network and would not justify the implementation of parking restrictions on Avenue One or the surrounding road network, especially given the revised site access design has been designed to operate should on-street parking occur that may not be associated with the proposed development site.

9 SUMMARY AND CONCLUSION

9.1 Summary

- 9.1.1 This Transport Assessment has considered the development proposals for the redevelopment of Starwood House that would regenerate the site and provide a high-quality flexible employment facilities within Letchworth Garden City.
- 9.1.2 Pre-application discussions with the highway authority have confirmed the scope of the assessment.
- 9.1.3 The key transport considerations of this report are:
- The proposals comprise the redevelopment of the site to provide three flexible employment units, replacing the existing commercial building.
 - Proposed modifications to the access will enhance pedestrian accessibility along Avenue One through reducing the crossing distance across the site access. The revised site access has been designed to allow HGVs to enter and exit the site even if on-street parking is present on Avenue One.
 - Car parking is proposed to be reduced compared to the existing provision on-site. This reduction in car parking is supported by the principles of the NHDC Parking SPD and reflects the accessibility of the site.
 - Dedicated parking provision for disabled users, car sharers and motorcyclists are provided, alongside Electric Vehicle charging points.
 - Active travel is supported through end of journey facilities and cycle parking provision based on forecast employee numbers.
 - A dedicated service yard area is proposed for each unit which will allow an HGV to enter, turn and leave the site in a forward gear.
 - An assessment of the local highway network does not indicate there will be a peak hour highway capacity issue as a result of the proposed development.

9.2 Conclusion

- 9.2.1 The proposals are consistent with national and local planning policy. The proposals prioritise active travel and will assist in achieving wider health and wellbeing alongside working towards climate objectives.
- 9.2.2 Where no unacceptable highway safety issues will result, where highway impacts are negligible and where there is no severe impact, the proposals should be considered to be consistent with paragraph 116 of the NPPF and therefore acceptable on transport grounds.

Appendix A BREAM summary

Tra 01 Transport assessment and travel plan				
Assessment option	Assessment criteria	Points	Development proposal	Potential points
1	No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form; see Methodology.	2	Baseline travel assessment has been provided in Section 3 of the Transport Assessment	2
2	2.a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.		Baseline travel data has been provided in the Transport Assessment in the form of Census journey to work information for the area.	
	2.b Predicted travel patterns and transport impact of future building or site users.		The Transport Assessment provides a forecast trip attraction analysis in Section 6.	
	2.c Current local environment for pedestrians and cyclists, accounting for any age-related requirements		Baseline travel assessment has been provided in Section 3 of the Transport Assessment. No age-related requirements identified.	
	2.d Reporting of the number and type of existing accessible amenities, see Table 7.1 below, within 500m of the site.		Reported in Section 3 of the Transport Assessment. Existing pedestrian infrastructure within the vicinity of the site to allow access to these facilities is reported in Section 3 of the Transport Assessment.	
	2.e Disabled access accounting for varying levels and types of disability, including visual impairment.		Seven disabled parking spaces are proposed close to the main building entrances for ease of access. Tactile paving proposed at the site access to aid visually impaired users.	
	2.f Calculation of the existing public transport Accessibility Index (AI), see Methodology on the next page.		Reported in Section 2 of the Framework Travel Plan.	
	2.g Current facilities for cyclists		Baseline travel assessment provided in Section 3 of the Transport Assessment.	

3	Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation see Methodology.		A Framework Travel Plan has been submitted alongside the Transport Assessment and will be secured through a planning condition. Sustainable travel measures are key aspects.	
4	If the occupier is known, involve them in the development of the travel plan.		Occupiers are unknown at this stage.	
5	Demonstrate that the travel plan will be implemented and supported by the building's management in operation.		A Travel Plan will be secured by way of a planning condition. The plans management will be a key aspect and led by the buildings management.	

Tra 02 Sustainable transport measures				
Assessment option	Measure	Points	Development proposal	Possible points
Public transport				
1	1. The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	1	The existing AI score has been calculated to be 5.56 as reported in the Framework Travel Plan.	0
2	2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development;	2	No increase in AI score proposed.	0
	3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions.	3	No increase in AI score proposed.	0
	4. Provide a dedicated service, such as a bus route or service (See Definitions).	3	No dedicated bus service proposed to serve the development.	0
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	1	Apps available on personal smartphone devices and similar provide wider travel information and will be advertised in the Travel Plan.	0

Private transport				
4	6. Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development.	1	It is proposed that 21 spaces (20%) will be equipped with active EVCPs.	1
5	7. Set up a car sharing group or facility to facilitate and encourage building users to car share. 8. Raise awareness of the sharing scheme with marketing and communication materials. 9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. 10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	1	Seven car sharing spaces are proposed and car sharing schemes will be promoted through the Travel Plan.	1
Active travel				
6	11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. 12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	2	New pedestrian access proposed onto Third Avenue following pre-application advice received from the Local Planning Authority.	2

7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 below.	1	72 cycle parking spaces proposed. This provision exceeds BREEAM standards.	1
8	14. Option 7 has been achieved. 15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions on page 202 for the scope of each compliant facility: – Showers – Changing facilities – Lockers – Drying spaces	1	The development will provide showers, changing facilities and lockers.	1
9	Existing amenities: 16. At least three existing accessible amenities are present, see Table 7.6 on page 198, where relevant for a Building Group.	1	Access to food outlet, leisure facility and ATM within 500m of the site.	1
10	Enhanced amenities: 17. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 198, for the relevant Building Group, is provided. OR	2	An outside amenity space with seating is proposed within the site.	2
	18. Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 198 for the relevant Building Group, is provided.	3	Only one new accessible amenity is proposed as reported above.	0

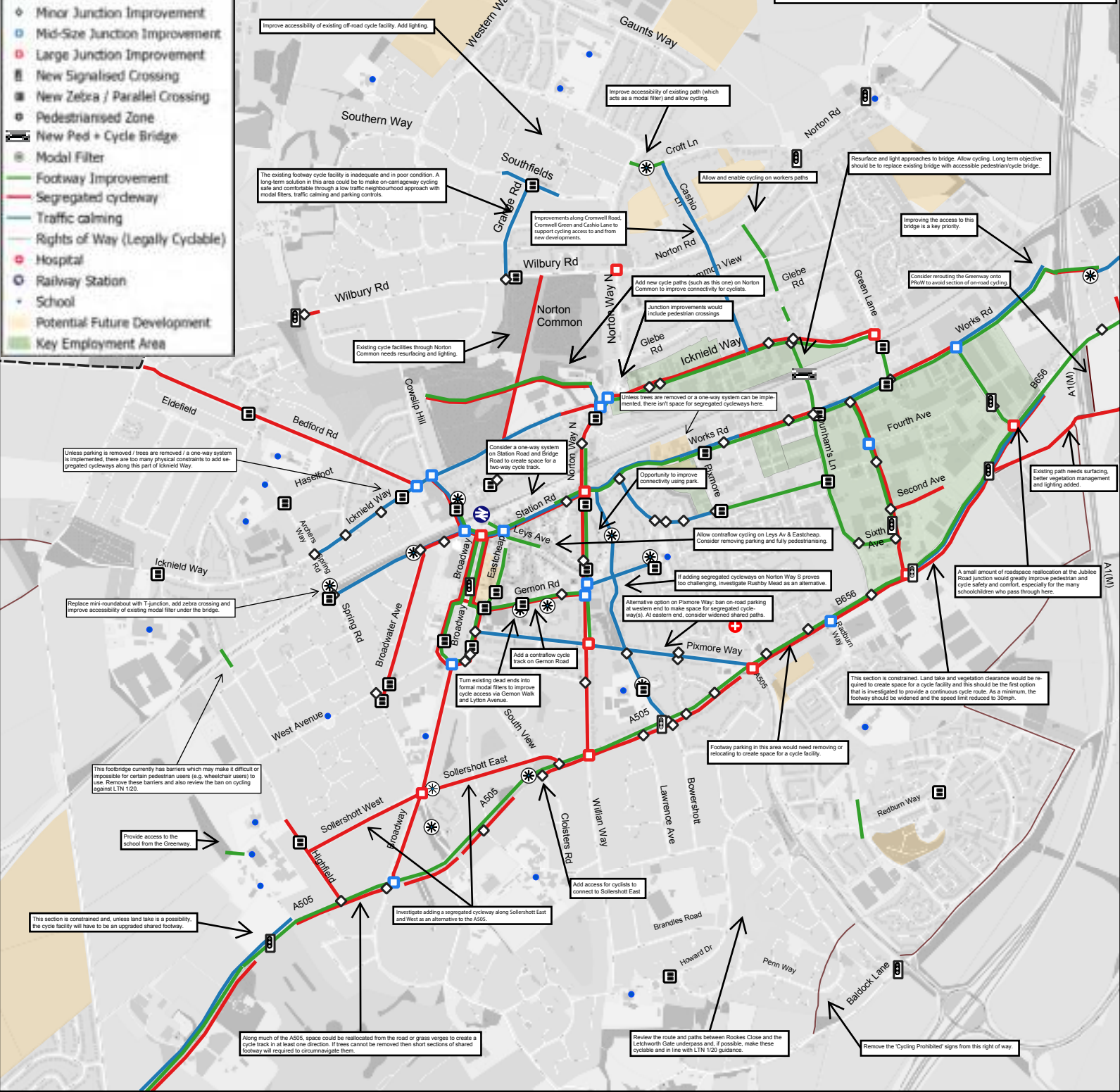
Alternative transport				
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	1-3	No site-specific improvement measures proposed to be provided.	0
Total potential TRA02 points				9

Appendix B LCWIP delivery plan

Letchworth Infrastructure Plan

Key

- Minor Junction Improvement
- Mid-Size Junction Improvement
- Large Junction Improvement
- New Signalised Crossing
- New Zebra / Parallel Crossing
- Pedestrianised Zone
- New Ped + Cycle Bridge
- Modal Filter
- Footway Improvement
- Segregated cycleway
- Traffic calming
- Rights of Way (Legally Cyclable)
- Hospital
- Railway Station
- School
- Potential Future Development
- Key Employment Area



Appendix C PIC Data

Full Non Confidential Accident Report

Date Produced: 10-Apr-25

Set Name (if saved) : 27321

Set Total : 6

Accident Details:

Acc Ref:	2023-411340589	1st / 2nd Rd:	B656/43 B656/42	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	04/05/2023 13:40:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	R/bout	Ped Xing:	Npercntr
B656 Avenue One Rbt Letchworth J/w B656 Baldock Road								On Site:	Yes
Easting:	523262	Northing:	232594						

Casualty Details

Acc Ref:	2023-411340589	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	43	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	159984	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	23
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Notthrun		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	Ne	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Negati	Driver Age:	43
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Se	Hit and Run:	Notthrun		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	Nw	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		

Set Name (if saved) : 27321

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Accident Details:

Acc Ref:	2022-411248342	1st / 2nd Rd:	5U1218/ 5U1355/	Jun Detail:	T	Weather:	Rainwind	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Darklit	Num Peds:	1
Date:	24/11/2022 15:50:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Wet	Num Vehicles:	1
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
U1218 Avenue One Letchworth Approx 15m South J/w U1355 Second Avenue								On Site:	Yes
Easting:	523211	Northing:	232822						

Casualty Details

Acc Ref:	2022-411248342	Cas Class:	Pedestri	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Xoffmask
Veh Ref:	1	Cas Age:	44	PSV Passenger:	No	Road User Class:	Pedestrians	Ped Location:	Elsewher
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notapp

Vehicle Details

Acc Ref:	158693	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	54
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	N	Hit and Run:	Nothtrun		
Veh Type:	Goodsuk	Junction:	Exit	Object off Cway	None	To:	S	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Work	Driver Severity:	None		

Accident Details:

Acc Ref:	2021-411101349	1st / 2nd Rd:	5U790/1 5U1218/	Jun Detail:	Mini	Weather:	Fine	Num Cas:	1
Day of Week:	Wed	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	13/10/2021 13:10:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
U790 Works Road Letchworth Mini Rbt J/w U1218 Avenue One								On Site:	Yes
Easting:	523066	Northing:	233236						

Casualty Details

Acc Ref:	2021-411101349	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	49	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:	156651	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Notapp	Driver Age:	49
Veh Ref:	1	Location:	Carw	Object in Cway:	Kerb	From:	Ne	Hit and Run:	Nothtrun		
Veh Type:	Bicycle	Junction:	Er/about	Object off Cway	None	To:	Sw	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		
Acc Ref:		Manoeuvre:	Turnleft	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Ne	Hit and Run:	Hit&run		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	Sw	Driver Gender:	Unknown		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		

Accident Details:

Acc Ref:	2021-411090449	1st / 2nd Rd:	B656/43 B656/42	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	1
Day of Week:	Fri	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	10/09/2021 09:41:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Serious	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	R/bout	Ped Xing:	Npercntr
B656 Baldock Road Rbt With Avenue One Letchworth J/w B656 Baldock Road								On Site:	Yes
Easting:	523262	Northing:	232594						

Casualty Details

Acc Ref:	2021-411090449	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Serious	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	55	PSV Passenger:	No	Road User Class:	Motorcyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	156540	Manoeuvre:	Starting	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Negati	Driver Age:	55
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	W	Hit and Run:	Nothtrun		
Veh Type:	Mcuk	Junction:	Er/about	Object off Cway	None	To:	E	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Serious		
Acc Ref:		Manoeuvre:	Otakemov	Skidding:	None	Impact Point:	Nearside	Driver Breath Test:	Notcon	Driver Age:	
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Hit&run		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	Ne	Driver Gender:	Unknown		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		

Accident Details:

Acc Ref:	2021-411054753	1st / 2nd Rd:	B656/44 B656/43	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	1
Day of Week:	Mon	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	26/04/2021 16:00:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Serious	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npercntr
B656 Baldock Road Letchworth J/w B656 Avenue One Rbt								On Site:	Yes
Easting:	523286	Northing:	232613						

Casualty Details

Acc Ref:	2021-411054753	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Serious	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	19	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:	156173	Manoeuvre:	Otakemov	Skidding:	None	Impact Point:	Nearside	Driver Breath Test:	Notreq	Driver Age:	50
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Lr/about	Object off Cway	None	To:	Ne	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Tofrowrk	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Notapp	Driver Age:	19
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Nothtrun		
Veh Type:	Bicycle	Junction:	Lr/about	Object off Cway	None	To:	Ne	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Serious		