

Land North of Stevenage Road,
Hitchin, Hertfordshire

Transport Assessment

Final Report
PL/HB/OM/34653
December 2025



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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 DHA has been commissioned by Bugler Homes Ltd to provide transport planning advice in relation to the proposed erection of 50no. residential dwellings (including affordable housing), new public open space, associated parking, landscaping and access on Land North of Stevenage Road, near Hitchin, Hertfordshire.
- 1.1.2 This Transport Assessment (TA) supports a detailed planning application to North Herts District Council (NHDC) as the Local Planning Authority. Hertfordshire County Council (HCC) is the Local Highway Authority.
- 1.1.3 This document has been produced in accordance with the National Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/2022.
- 1.1.4 Following this introduction, the TA is structured as follows:-
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides an assessment of compliance with applicable transport planning policy;
 - Section 5 analyses the forecast vehicular trip generation of the development;
 - Section 6 outlines the development trip distribution and assignment;
 - Section 7 summarises the highway impact assessment and junction capacity assessments; and
 - Section 8 provides a summary and conclusion.
- 1.1.5 A pre-application meeting with HCC Highways was held online on 9th December 2024, which has informed the scope and content of this TA. The accompanying Transport Scoping Note and relevant pre-application correspondence with the Local Highway Authority are included at **Appendix A**.

1.2 VISION OF THE DEVELOPMENT

- 1.2.1 With reference to DfT Circular 01/2022, the vision of the development is to deliver a sustainable development within Ashbrook which will benefit from ready non-car

accessibility to local services and facilities. The vision will be achieved via the following measures:-

- The implementation of a robust Travel Plan and the provision of Travel Information Packs for residents, containing initiatives and incentives to encourage the uptake of active and sustainable travel modes, together with an associated monitoring and reporting strategy;
- Ready access to sustainable transport options from the site; including existing bus stops located approximately 350m from the access on Stevenage Road, and the provision of an upgraded crossing point to these facilities, including dropped kerbs and tactile paving;
- The widening of the existing footway from the site to Stevenage Road to facilitate pedestrian accessibility and comfort by active modes; and
- The provision of wider active travel links via the upgraded PRow 15 connection leading north from the site.

1.2.2 The installation of secure cycle parking for every dwelling, together with 'active' Electric Vehicle charging facilities in line with the Building Regulations Part S, will further ensure that active and sustainable transport is a realistic option for many everyday journeys.

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

2 EXISTING CONDITIONS

2.1 OVERVIEW

- 2.1.1 The site comprises a single parcel of land to the north of the A602 Stevenage Road, approximately 2.2km to the east of Hitchin Town Centre 'as the crow flies'. The red line boundary for the site can be seen in a local context in Figure 2-1 below.



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

- 2.1.2 The site is bound to the north by agricultural land, to the west by Kingshott School, to the east by residential properties and a commercial site, and to the south by the existing school access road.
- 2.1.3 The site currently comprises an open grass field. Vehicular access is taken from the Ashbrook cul-de-sac via a gated priority junction arrangement, which is currently used to serve the Kingshott School as a secondary access. The Ashbrook cul-de-sac forms a priority junction with Stevenage Road to the east, providing access to the wider highway network.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 As mentioned, there is an existing access road along the southern site boundary that primarily serves Kingshott School, albeit this is not the main school entrance. This is gated outside of school hours and when not in use.
- 2.2.2 The Ashbrook cul-de-sac serves a small number of residential dwellings and is subject to the national speed limit. It forms a priority junction with Stevenage Road to the east. Visibility splays at this junction are in excess of 2.4 x 215m for a 60mph posted speed limit, as per Manual for Streets guidance, and can be achieved in both directions within highway-controlled land, and as shown in the Stage 1 Access Design drawing appended at **Appendix B**.
- 2.2.3 Stevenage Road is a single carriageway road that leads east towards the A1(M) via Little Wymondley. Immediately to the south-west, it forms an interchange with the A602 Stevenage Road.
- 2.2.4 The A602 is a single carriageway road which is subject to the national speed limit. The speed reduces to 40mph approximately 300m west of the Stevenage Road / A602 junction upon entry into Hitchin. This road accommodates two-way traffic flows and is street-lit.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 Existing footway provision is available from the Ashbrook cul-de-sac in both directions. Towards Hitchin, a footway is provided along the A602. This footway varies in width between 1.3m - 1.8m and is separated from the main carriageway by a grass verge and vegetation for the majority of its length. Dropped kerbs with tactile paving are present at all side roads leading into Hitchin town centre.
- 2.3.2 Footway provision is also present on the northern side of the Ashbrook cul-de-sac, which provides access to the existing bus stops on Stevenage Road. This footway is currently unlit and measures up to 1.5m in width. It continues east, along the northern side of Stevenage Road, providing a direct link to the village of Little Wymondley.
- 2.3.3 Figure 2-2 below identifies the Public Rights of Way (PRoW) network in the site vicinity. PRoW 15 runs north-south along the eastern boundary of the site and connects with PRoW 70 at its northernmost extent. This PRoW provides access to Wymondley Road, which in turn provides an alternative route into Hitchin town centre.

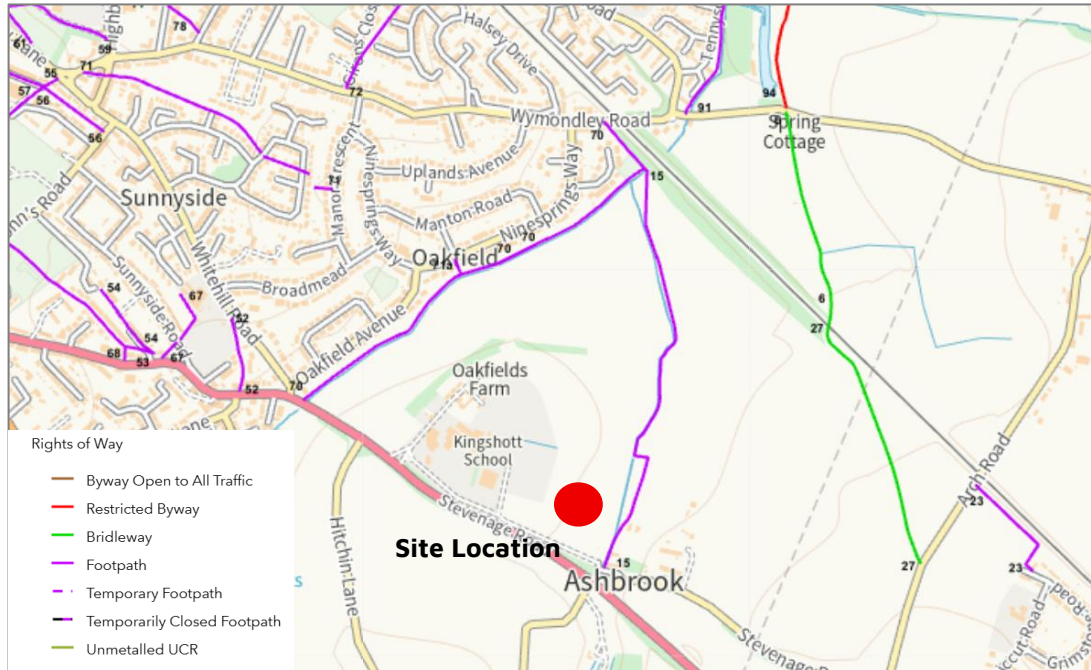


FIGURE 2-2: LOCAL PROW NETWORK (COURTESY OF HCC)

2.3.4 PRoW 15 can be accessed from the Ashbrook cul-de-sac, as shown in Figure 2-3 below. Clear signage and a gate to prevent vehicular entry is present.



FIGURE 2-3: ACCESS TO PROW 15 FROM CUL-DE-SAC (COURTESY OF GOOGLE MAPS)

- 2.3.5 Figure 2-4 below highlights the designated cycle network within the site vicinity, with blue lines denoting local cycle routes, purple lines denoting Regional Cycle Routes (RCRs), and red lines denoting National Cycle Routes (NCRs).

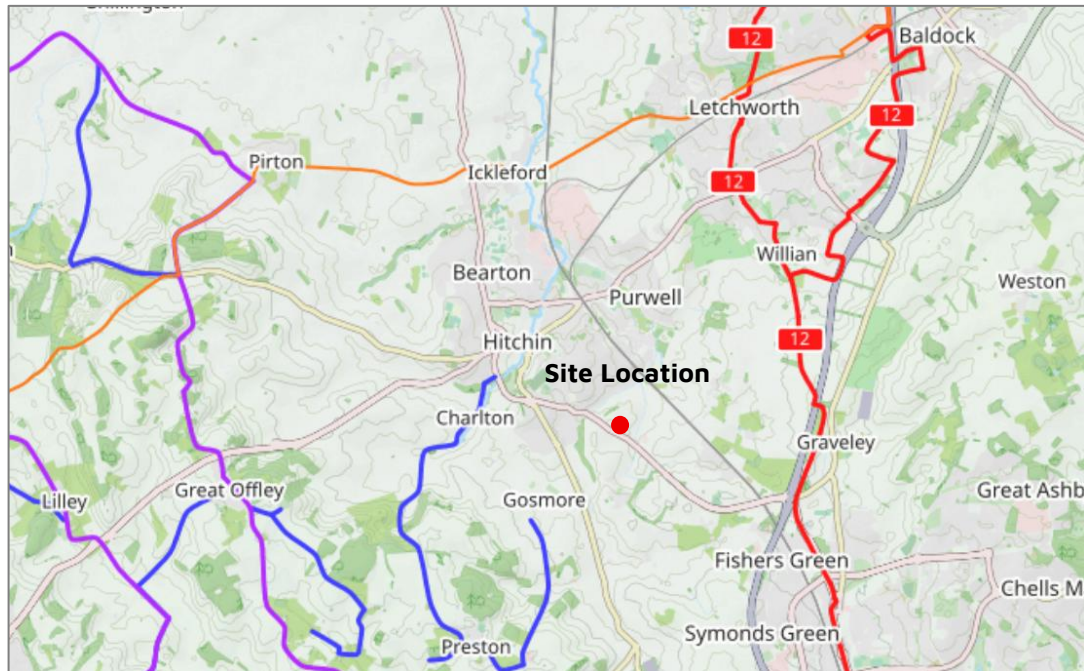


FIGURE 2-4: CYCLE ROUTES (COURTESY OF OPENCYCLEMAP)

- 2.3.6 NCR 12 is located approximately 2.9km east of the site, accessible via Stevenage Road or the A602, representing a 10-minute cycle time. This route is provided on-carriageway, which is broadly flat and straight, allowing the route to be carried out by cyclists of a moderate ability. This route leads south through the heart of Stevenage, which is accessible in a 25-minute cycle time.
- 2.3.7 It is further noted that the A602 within the vicinity of the site has been identified in the North Hertfordshire Local Walking and Cycling Infrastructure Plan (LCWIP) as a key route between Hitchin and Stevenage that would benefit from improvements. Figure 2-5 overleaf highlights the proposed measures that the improvement scheme would provide with the full plan included at **Appendix C**.

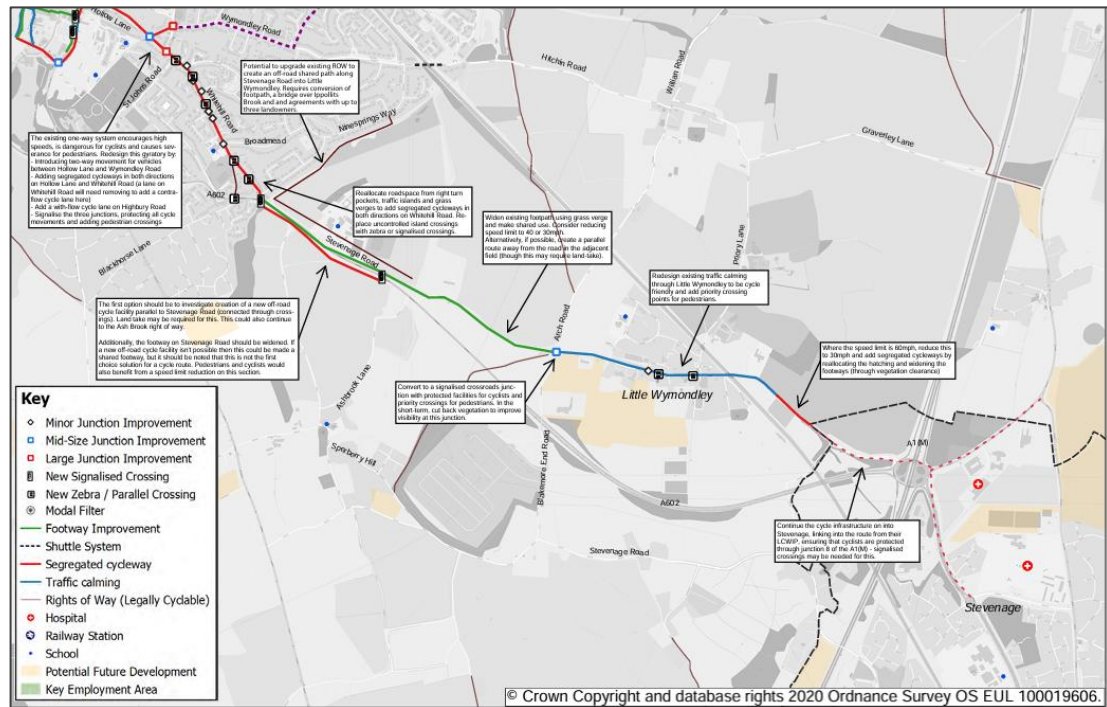


FIGURE 2-5: LCWIP IMPROVEMENTS (A602 & STEVENAGE ROAD) (COURTESY OF NHDC)

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 A pair of bus stops are located on Stevenage Road, approximately 160m to the east of the site, accessible in a two-minute walk time. These stops comprise of a flag-and-post arrangement. These stops form part of the Herts Lynx service; a Demand Responsive Transport (DRT) bookable service run by HCC that aims to provide a flexible transport option between rural areas and local town centres from £2 per journey.
- 2.4.2 Frequently served bus stops are also located on the A602, approximately 530m to the west of the site access, accessible in an eight-minute walk time. Both stops comprise of a flag-and-post arrangement and timetable information. Table 2-1 summarises the bus services that are accessible from these stops.

SERVICE NO.	ROUTE	SERVICE FREQUENCY			SERVICE OPERATOR
		WEEKDAY	SATURDAY	SUNDAY	
9A	Bedford – Stevenage	Hourly	Every 2 hours	Hourly	Stagecoach East
9B	Bedford – Stevenage	Hourly	Every 2 hours	-	Stagecoach East
9D	Bedford – Stevenage	3 times in the AM	Every 2 hours	-	Stagecoach East
37	Buntingford – Stevenage	Every 2 hours	Every 2 hours	-	Central Connect
100	Luton Airport – Stevenage	Every 30 minutes	Every 40 minutes	Hourly	Arriva Herts & Essex
101	Luton – Stevenage	Every 30 minutes	Every 40 minutes	Hourly	Arriva Herts & Essex

TABLE 2-1: LOCAL BUS SERVICES FROM A602 STEVENAGE ROAD

- 2.4.3 An additional pair of stops, 'Siccut Road' are present approximately 950m to the east of the site on Stevenage Road. These are served by Route 80, which runs hourly between The Priory School and Lister Hospital in Stevenage. The bus stop for services leading east bound is sheltered with seating and timetable information and for westbound services there is a flag-and-post with timetable information.
- 2.4.4 It is therefore evident that the site benefits from ready access to frequent bus services to a range of key employment and education destinations during the week, with services operating during the peak AM and PM hours to facilitate commuting.
- 2.4.5 Hitchin Railway Station is located approximately 1.7km to the north-west of the site, representing a 38-minute walk, a 10-minute cycle, a 13-minute journey via the Route 37 bus service, or a 17-minute journey via Route 80.
- 2.4.6 The station has provision for 291 cycle spaces in the form of cycle stands, which are sheltered and have CCTV, and provides step-free access to all platforms. Table 2-2 summarises the train services (operated by Great Northern and Thameslink) that are accessible from this station.

DESTINATION	SERVICE FREQUENCY	JOURNEY DURATION
Stevenage	Every 7 minutes	5 minutes
Letchworth Garden City	Every 30 minutes	6 minutes
London St Pancras	Every 14 minutes	34 minutes
London Farringdon	Every 14 minutes	38 minutes
Cambridge	Every 10-20 minutes	35 minutes
Peterborough	Every 30 minutes	45 minutes
London Kings Cross	Every 30 minutes	48 minutes
London Bridge	Every 14 minutes	49 minutes
Brighton	Every 30 minutes	1 hour 56 minutes
Horsham	Every 30 minutes	2 hours

TABLE 2-2: LOCAL TRAIN SERVICES FROM HITCHIN

2.5 ACCESSIBILITY

- 2.5.1 The Chartered Institute for Highways and Transportation (CIHT) states in Planning for Walking (2015) that approximately 80 percent of journeys shorter than one mile (1.6km) are made on foot. Likewise, the LTN 1/20 Cycle Infrastructure Design (2020) sets out that two out of three personal trips by bicycle are less than 5 miles (8km) in length. As such, these are the typical starting point to assess whether a site is within a suitable distance for the majority of local journeys to be made by active modes of travel.
- 2.5.2 Several local services and facilities are located within an acceptable 1.6km walking and 5km cycling distance of the site access, with Hitchin and Little Wymondley located within a 10-minute cycle time. A selection of these are provided in Table 2-3 alongside their estimated walk distances and times from the proposed site access. The walk times provided are based on a walking speed of 80m per minute¹.

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

FACILITY	WALK DISTANCE	WALK TIME
M&L Autocare	380m	5 minutes
Kingshott School Bus Stops	530m	7 minutes
Kingshott School	650m	9 minutes
The Orange Tree Public House	1.0km	17 minutes
Wymondley School	1.0km	17 minutes
Pace Pharmacy	1.0km	17 minutes
Nisa – Convenience Store	1.0km	18 minutes
Bucks Head / Plume of Feathers Public Houses	1.0km	19 minutes
Mary Exton Primary School	2.0km	23 minutes
St Ippolyts Church	2.0km	24 minutes
Premier – Convenience Store	2.0km	24 minutes
Three Moorhens	2.0km	25 minutes
Hitchin Girls' School	2.0km	28 minutes
Highbury Lodge Day Nursery	2.0km	29 minutes
Highbury Infant & Nursery School	2.0km	29 minutes
St Ippolyts Stores	2.0km	29 minutes
Pinehill Hospital	2.0km	31 minutes
Asda Supermarket	2.0km	31 minutes
M&S Foodhall	2.0km	33 minutes

TABLE 2-3: SITE ACCESSIBILITY TO LOCAL SERVICES

- 2.5.3 On this basis, it is evident that there is the potential for everyday journeys to be undertaken without the need for a private vehicle, in accordance with the sustainability requirements of the National Planning Policy Framework (NPPF).

2.6 HIGHWAY SAFETY

- 2.6.1 Personal Injury Collision (PIC) data for the highway network surrounding the site has been sourced from HCC for the latest available five-year period between 1st January 2020 and 31st December 2024.
- 2.6.2 Figure 2-6 highlights the study area (in blue) and the locations of the incidents recorded. A total of 22 collisions were recorded; of which 19 were classified as 'slight', two as 'serious', and one as fatal.

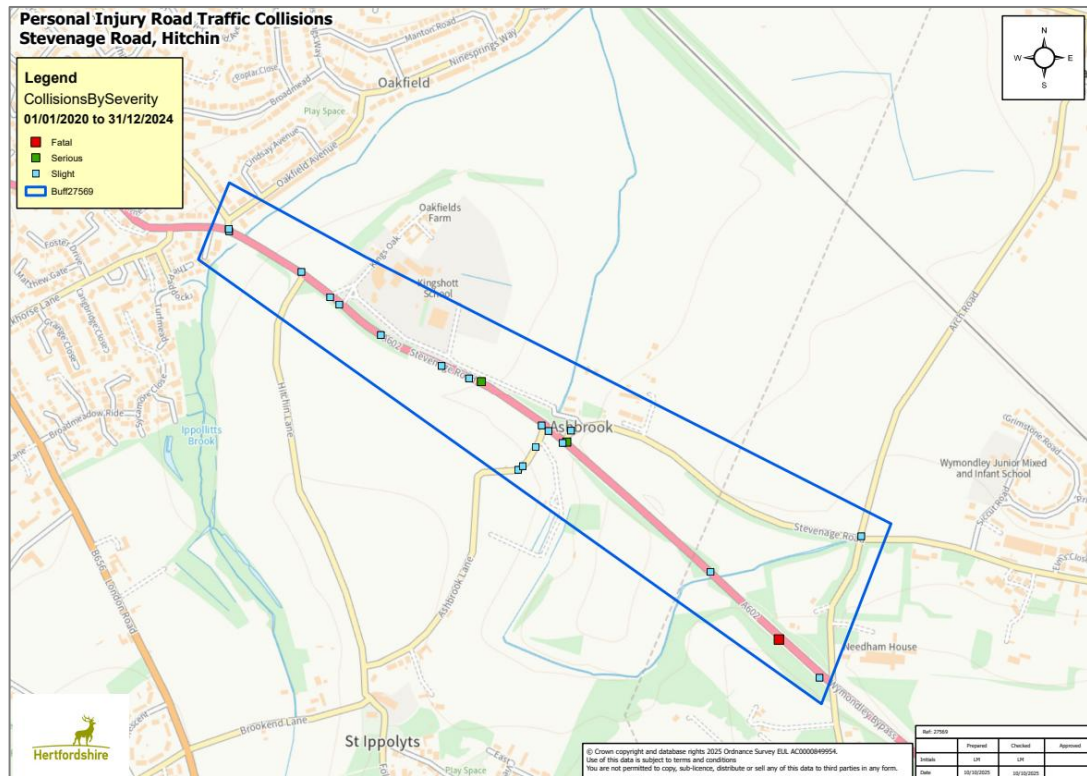


FIGURE 2-6: PIC PLOT (COURTESY OF HCC)

- 2.6.3 Table 2-4 summarises the incidents and the full PIC dataset is included at **Appendix D**.

JUNCTION / LOCATION	SEVERITY	COLLISIONS
A602 / Whitehill Road	Slight	3
A602 / Ashbrook Lane	Slight	5
A602 / Stevenage Road	Slight	2
	Serious	1
A602 / Hitchin Lane	Slight	1
Stevenage Road / Arch Road / Blakemore End	Slight	1
A602 (various locations)	Slight	7
	Serious	1
	Fatal	1

TABLE 2-4: SUMMARY OF PIC DATA

A602 / Stevenage Road Junction

- 2.6.4 Three collisions occurred at this junction, one of which was classified as 'serious'. The serious collision was caused by a car pulling out of Stevenage Road on to the A602 into the path of another car, due to the driver failing to look, misjudging speed and reckless driving.
- 2.6.5 One of the 'slight' collisions was caused by a car turning right from Stevenage Road to the A602, causing sharp braking by a vehicle on the main carriageway and a rear-end shunt collision with a motorcycle. This occurred in dry, daylight conditions outside of peak hours.
- 2.6.6 One of the 'slight' collisions was caused by a car suddenly braking, causing a rear-end shunt collision with the car behind. The second 'slight' collision was caused by a car driver losing control on Stevenage Road and colliding with a lamp post due to them travelling too quickly in wet, dark weather conditions.
- 2.6.7 There were no trends in the road conditions at the time of the collisions, and all of them occurred outside of the network peak hours. None of the collisions involved cyclists or pedestrians.

A602 / Ashbrook Lane Junction

- 2.6.8 Two 'slight' collisions occurred at this junction, with three further 'slight' collisions occurring at separate locations along Ashbrook Lane itself.

- 2.6.9 On Ashbrook Lane, one collision occurred between an LGV and a car as the car turned right out of Ashbrook Lane on to the A602. The conditions were wet and reckless driving was noted as a contributory factor.
- 2.6.10 Another collision at the junction of the A602 and Ashbrook Road occurred when a car braked heavily due to another car turning right out of the junction, causing a third car to collide into the rear of it.
- 2.6.11 On Ashbrook Lane, two incidents occurred on a bend, with the vehicles travelling in opposite directions colliding head-on. The first involved two cars and the second a car and an LGV. In both instances, the drivers were reported to be impaired by substances.
- 2.6.12 The other incident involved a rear-end shunt collision caused by harsh braking as a vehicle turned into Ashbrook Lane.
- 2.6.13 No clusters were apparent on this stretch of road.

A602 / Whitehill Road Junction

- 2.6.14 Three 'slight' collisions occurred at this junction. All three were caused by a vehicle turning out of Whitehill Road into the path of a cyclist or a motorcyclist.
- 2.6.15 The contributory factors for two of the collisions was determined to be reckless driving and misjudgement of speed. The contributory factors for the third collision were undetermined.

Stevenage Road / Arch Road / Blakemore End Junction

- 2.6.16 A 'slight' collision occurred at this junction due to a car pulling out from Arch Road on to Stevenage Road into the path of a cyclist.

A602

- 2.6.17 One fatal, one 'serious', and seven 'slight' collisions occurred along the A602 mainline carriageway.
- 2.6.18 The fatal collision occurred in wet and dark conditions and was a head-on collision at a point where the road narrows, approximately 150m to the north-west of Blakemore End Road. The collision involved three cars and was caused by a vehicle crossing on to the opposite side of the carriageway, leading to a head-on collision with one vehicle, while a third vehicle left the carriageway.
- 2.6.19 The 'serious' collision involved an ambulance and a car, and it is apparent based on the data provided that the cause of the incident was a casualty in the ambulance exiting the vehicle.

- 2.6.20 There were eight 'slight' collisions on the A602. In most instances the data explicitly indicates distracted or reckless driving as the leading contributory factor. In five of the collisions, the collision was a result of traffic build-up or a vehicle turning right, which resulted in a rear-shunt between the vehicles involved, which were all either cars or LGVs.
- 2.6.21 One collision was caused by a police car pulling out of a layby, resulting in harsh braking by the car behind and a rear-shunt from a third vehicle.
- 2.6.22 One collision involved a car turning out of Kingshott Road on to the A602 across the path of another vehicle, resulting in a collision.
- 2.6.23 One collision occurred due to a car unsafely overtaking a cyclist, unseating the rider with its wing mirror. This occurred in fine, dry and daylight conditions and the overriding contributory factor was reckless driving.
- 2.6.24 There were no significant trends in the location of the remaining collisions, the road conditions, or any indication that the highway layout or condition contributed to the collisions.

Summary

- 2.6.25 It is apparent that the recorded incidents in the study area were predominantly the result of road user error, rather than any inherent fault with the layout or condition of the highway. No collisions were recorded in the immediate vicinity of the site and the proposed access point. On this basis, it is not considered that the proposed development will materially exacerbate the local highway safety record.

3 DEVELOPMENT PROPOSALS

3.1 OVERVIEW

3.1.1 Detailed planning consent is sought for 50 residential dwellings, together with access, hard and soft landscaping, and associated infrastructure.

3.1.2 The proposed accommodation schedule is summarised in Table 3-1 below.

PRIVATE HOUSING	NO. DWELLINGS (25 TOTAL)
3-Bedroom House	8
4-Bedroom House	17
AFFORDABLE HOUSING	NO. DWELLINGS (25 TOTAL)
2-Bedroom House	4
3-Bedroom House	21

TABLE 3-1: PROPOSED DEVELOPMENT ACCOMMODATION SCHEDULE

3.1.3 The proposed site layout plan is included at **Appendix E** and shown in Figure 3-1 below.

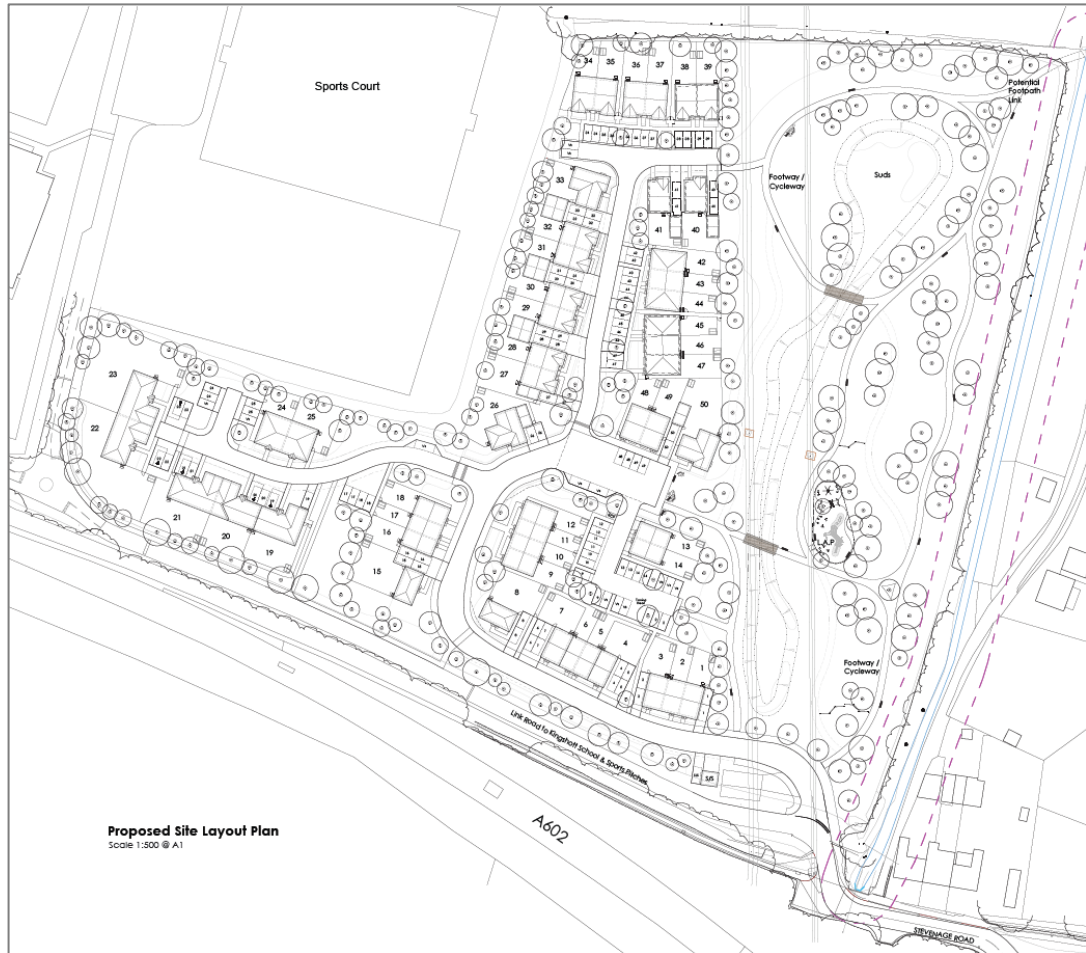


FIGURE 3-1: PROPOSED SITE LAYOUT (COURTESY OF ON ARCHITECTURE)

3.2 ACCESS

- 3.2.1 Vehicular access to the site is proposed from the existing Kingshott School access road to the south-east. The existing access road will be maintained in its current position to serve the school, with the proposed site access forming a priority junction with this to the north. It is proposed that the school gates will be repositioned to the west to facilitate this arrangement.
- 3.2.2 The site access has been designed in accordance with the Place & Movement Planning and Design Guidance for Hertfordshire (Part 3). The main site access road will have a carriageway width of 5.5m, with 1.8m wide footways on both sides tying into the existing footway infrastructure on the Ashbrook cul-de-sac. It has been classified as a Local Access Road, which the HCC guidance states is intended to serve fronting residential properties within low-speed environments.
- 3.2.3 As has been noted, the Ashbrook cul-de-sac is currently subject to the national speed limit. It is proposed that this will be reduced to 20mph via a Traffic

Regulation Order (TRO). This design speed equates to a visibility splay requirement from the access of 2.4 x 25m in each direction in accordance with Manual for Streets guidance. These splays can be achieved within land under the control of the applicant and the Local Highway Authority.

- 3.2.4 The proposed Stage 1 access design is included at **Appendix B**.

3.3 INTERNAL LAYOUT

- 3.3.1 The site layout comprises a central access road with a footway present on one side of the carriageway. Shared surface arrangements are provided off the access road, serving up to 20 dwellings in each case. It is expected that the site will be offered for adoption.
- 3.3.2 The east of the site is proposed to comprise soft landscaping, which will benefit from a continuous shared footway / cycleway stemming from the access road and extending north where it ties back into the shared surface arrangement.
- 3.3.3 A potential footway link to PRoW 15 is proposed at the north-eastern corner of the site. This link will integrate with the internal footway network to promote active travel for all residents of the development.

3.4 SERVICING AND REFUSE

- 3.4.1 To ensure that the proposed site layout is accessible to relevant vehicles, swept path analysis has been undertaken for an 11.4m length refuse vehicle, fire tender, pantechicon and estate car, as illustrated on the drawings included at **Appendix F**.
- 3.4.2 The drawings demonstrate that the proposed site layout can be safely navigated by all relevant vehicle types and that they can enter and egress the site in a forward gear.
- 3.4.3 The access routes are sufficient to accommodate a standard fire appliance and ensure that a pumping appliance can reach within 45m of all points of the proposed dwellings, in accordance with national guidance for fire safety².

²

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

- 3.4.4 Bin stores will be positioned to ensure carry distances for residents do not exceed 30m and drag distances for refuse workers do not exceed 10m from the bin stores to the kerb.

3.5 OFF-SITE IMPROVEMENTS

Ashbrook Cul-de-Sac

- 3.5.1 The existing footway on the Ashbrook cul-de-sac is proposed to be widened to 1.8m between the site and Stevenage Road, which will reduce the carriageway to 5.5m in width. This footway will tie into the existing provision on Stevenage Road and will continue to the existing bus stops.
- 3.5.2 It is proposed that parking restrictions will be implemented along both sides of the cul-de-sac, in the form of double-yellow lines. The extent of parking restrictions proposed is shown on the plan included at **Appendix B**. It is also proposed that the speed limit will be reduced to 20mph. These measures will be secured via a TRO.

Public Transport

- 3.5.3 The existing pedestrian crossing, located approximately 160m to the east of the site on Stevenage Road, will be upgraded, comprising dropped kerbs and tactile paving, to facilitate safe access to and from the westbound bus stop. This will improve connectivity to public transport nodes for existing and future residents.

Section 106 Contributions

- 3.5.4 In addition to the above improvements, and as discussed with HCC Highways at the pre-application stage, a Section 106 contribution is likely to be secured towards the delivery of the following off-site improvements:-
- Development of a safe walking and cycling route between Hitchin and Stevenage via Little Wymondley. Improvements will include interventions at the following locations:-
 - Whitehill Road / A602 junction;
 - A602 / Stevenage Road junction;
 - Stevenage Road - Arch Road - Little Wymondley;
 - East of Little Wymondley; and
 - A1(M) Junction 8.

- Improving the access on the southern end of Ippollitts 015 PRow; and
- Improvements to footway surfaces through repairs or replacement, to achieve more footway width along walking routes.

3.6 ROAD SAFETY AUDIT

- 3.6.1 An independent Stage 1 Road Safety Audit (RSA) of the proposed site access design and off-site works was carried out by Road Safety Answers Ltd in November 2025. The full RSA report is included at **Appendix G**.
- 3.6.2 The RSA raised six points, which have been duly responded to in the Designer's Response document (also included at **Appendix G**). A summary of these points is provided in Table 3-2 below.

POINT RAISED	RECOMMENDATION	DESIGNER'S RESPONSE
Location: A – The existing no-through road (Dwg. 34653-H-01 Rev. P1). Summary: Anti-social on-street parking increasing the risk of pedestrian/vehicle collisions. There is currently a demand for on-street parking in the no-through road (photo 1), vehicles parking in the turning head at the western end of the road. The scheme bans all parking by removing this turning head, converting it into a wide footway connection to the footpath to the west (photo 2), and installing 'At Any Time' waiting restrictions along both sides of the no-through road. Residents and their visitors may park indiscriminately on the footway, or on the proposed wide footway connection, blocking it completely resulting in pedestrians having to walk on the carriageway.	On-street parking should be retained within the no-through road, and the wide footway connection omitted from the design because the connection to the footpath to the north of the western end of the no-through road, half way along the 'S' bend into the access road serving Kingshott School, is also proposed and should suffice, subject to the recommendation of problem 2.2 below.	Agreed – Area of parking to be retained
Location: B – 'S' bend into Kingshott School at the western end of the existing no-through road (Dwg. 34653-H-	An uncontrolled pedestrian crossing, with dropped kerbs and tactile paving, should be	Agreed – Uncontrolled crossing has now been provided.

01 Rev. P1). Summary: Risk of pedestrian trips and falls on the full height kerbs. Pedestrians will be required to cross the existing road serving Kingshott School, half way along the 'S' bend, to access the existing footpath that runs parallel to the A602. No uncontrolled crossing has been proposed, increasing the risk of pedestrian trips and falls on the full height kerbs.	installed half way along the 'S' bend on the proposed desire line between the footway outside the cottages and the footpath heading west from the no-through road	
Location: C – The existing turning head on the southern side of the nothrough road (Dwg. 34653-H-01 Rev. P1). Summary: Risk of vehicle/pedestrian collisions. It is proposed that the turning head half way along the no-through road is to be removed. It currently has a sign stating that it is needed to maintain access to the gate opposite, presumably for large vehicles and their trailers (photos 3 and 4). During the site visit the auditors observed a vehicle using it to U-turn. Without this facility delivery vehicles needing to U-turn, having delivered to the 3 cottages, will have to do so on the narrowed carriageway and could reverse back onto the proposed, widened footway, risking collisions with pedestrians	The turning head half way along the no-through road should be retained, the 'At Any Time' waiting restrictions installed around its edge to prohibit parking.	Agreed – Turning head to be retained and parking restrictions provided
Location: D – The access road to Kingshott School, just west of the proposed access to the development (Dwg. 34653-H-01 Rev. P1). Summary: Risk of side impact collisions if the visibility splay westwards from the development junction is obstructed. The drawing shows new trees to the west of the development access junction,	The proposed trees should not obstruct the visibility splay from the development access junction	Agreed – Trees to be kept out of the visibility splays

where there are none at present (photo 5), their crowns overhanging the access road, within the visibility splay westwards from the development junction. If the crowns are thick and low, they could obstruct the visibility splay, increasing the risk of side impact collisions at the development access junction

Location: E – The southern side of Stevenage Road on the approach to the junction with the no-through road (Dwgs. 34653-H-01 Rev. P1 and H-02 Rev. P1). Summary: Risk of rear shunt collisions if forward visibility to the Stevenage Road/no-through road junction is obstructed. Vegetation currently obstructs visibility to a vehicle waiting to turn right into the no-through road (photo 6). The increased traffic flow due to the development will increase the risk of rear shunt collisions	The vegetation on the flat grass verge should be removed altogether and maintained as such in perpetuity.	Agreed – Vegetation to be removed for the visibility splays
Location: F – North-eastern side of the 'S' bend into Kingshott School at the western end of the existing no-through road (Dwg. 34653-H-01 Rev. P1). Summary: Risk of pedestrians falling into Ash Brook. Pedestrians are currently prevented from falling into Ash Brook, that goes under the no-through road, by railings which are to be removed to allow the footway to continue along the north-east side of the access road into the development.	Measures should be installed to prevent errant pedestrians from falling into Ash Brook. Such measures should not be so high that they obstruct the forward visibility splay through the 'S' bend.	Agreed – 1.05 V8 Optirail panel guardrail to provide protection to pedestrians whilst retaining visibility around the bend. Based on the radius of the bend, speeds are likely to be less than 20mph. We have show that a forward visibility splay of 23m can be provided in front of the guardrail which equates to a design speed of 19mph

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

3.7 PARKING

- 3.7.1 Each dwelling will be provided with two allocated vehicle parking spaces. A total of 13 visitor spaces are also proposed, in accordance with the North Hertfordshire District Council: Vehicle Parking at New Development Supplementary Planning Document (SPD).
- 3.7.2 Cycle storage is proposed within the curtilage of each dwelling.
- 3.7.3 One 'active' Electric Vehicle (EV) charging point will be provided per dwelling, in accordance with Building Regulations (Part S).

3.8 CONSTRUCTION TRAFFIC MANAGEMENT

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

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

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

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

4.2 PLANNING PRACTICE GUIDANCE (PPG, 2014)

- 4.2.1 The PPG was established in 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled '*Travel Plans, Transport Assessments and Statements*'. This provides general guidance on the process of producing these documents, advising that:-

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

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

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

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

- 4.3.2 The Circular further advises at Paragraph 12 that:-

"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable", and that "Developments in the right places and served by the right

sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

"Where a Transport Assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

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

4.4.1 The overarching vision for the Hertfordshire LTP is:-

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

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

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

4.5 NORTH HERTS LOCAL PLAN (NHLP, 2011)

4.5.1 The overarching spatial strategy of the NHLP is to: *"promote sustainable development by supporting the use of suitably located previously developed land and buildings and by focusing the majority of the development on our towns (including urban extensions) in order to make maximum use of existing facilities,*

social networks and infrastructure, and maximise opportunities to deliver new infrastructure. It also allows for some growth of our villages in order to allow those communities to thrive."

4.5.2 The strategic sustainable transport objectives are as follows:-

"Policy SP6: Sustainable Transport

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

4.6 HCC HIGHWAYS PLACE AND MOVEMENT PLANNING AND DESIGN GUIDE

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

- a) "Foster more integrated thinking and an integrated approach to highway planning and design;*
- b) Enable scheme promoters and project managers to undertake as much self-help as possible, given officers will not be able to meet all the demand for providing advice in person;*

c) Provide the right messages to the right people at the right stage within the scheme's lifecycle."

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

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

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

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

- "Safety*
- Directness*
- Coherence*
- Comfort*
- Attractiveness".*

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

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

"Consideration of walking connectivity should provide:

- A comprehensive network of interconnected connected streets, spaces and corridors throughout the development*

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

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

"Consideration of cycling connectivity should provide:

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

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

"Consideration of passenger transport connectivity should provide:

- *Connection with surrounding public transport provision*
- *Links to key destinations (town centres, leisure, employment, education, healthcare etc)*
- *Bus priority promoted through restricted vehicle access that have a walk/cycling focus*
- *Transport hubs located in a prominent, visible location with high levels of footfall close to main public transport routes and stops. Co-located or combined with other activities and a mix*

of uses such as residential, employment, leisure, health, community and retail

- *Stops along routes provided in convenient locations to promote access to all that are close to key pedestrian connections”.*

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

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

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

4.7 BUILDING REGULATIONS 2010: APPROVED DOCUMENT S (2021)

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

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

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

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

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

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

- 4.8.1 The North Herts parking standards SPD was adopted in September 2011. For residential developments, the following 'minimum' standards apply:-
- 1 bedroom – 1 space per dwelling; and
 - 2+ bedrooms – 2 spaces per dwelling.
- 4.8.2 Visitor parking provision is required at between 0.25 and 0.75 spaces per dwelling (rounded up to the nearest whole number). As no garages are provided in the scheme, the lower standard of 0.25 spaces per dwelling is applicable.
- 4.8.3 With respect to cycle parking, a minimum of one secure covered space per dwelling is required.

4.9 PLANNING POLICY COMPLIANCE

- 4.9.1 The proposed development is seen to comply with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is located within a reasonable walking distance of everyday services, facilities and public transport nodes.
- 4.9.2 The site benefits from existing pedestrian infrastructure along the A602 and Stevenage Road leading into Hitchin and Little Wymondley. The existing infrastructure on the Ashbrook cul-de-sac is also proposed to be upgraded, with a widened footway leading onto Stevenage Road and a potential improved link to PRow 15, which forms an additional route into the Hitchin urban area to the north.
- 4.9.3 The site is within a 10-minute cycling distance of Hitchin town centre, including the town's railway station, which has ample cycle parking. National Cycle Route 12 is accessible within a 2.9km distance, which is well within the maximum recommended cycling distance by CIHT.
- 4.9.4 Frequent bus services are accessible within a short walking distance of the site, providing access to Hitchin and other key employment centres including Bedford, Stevenage, and Luton (including Luton Airport). The existing pedestrian crossing point on Stevenage Road to the east of the site is proposed to be upgraded with dropped kerbs and tactile paving, improving pedestrian accessibility and safety and supporting connectivity to public transport from the development.
- 4.9.5 It is considered that the above proposals meet the objective of the NHLP to promote sustainable development, while maximising opportunities to deliver improvements to the existing infrastructure.

- 4.9.6 The proposed site access design has been demonstrated to be safe and suitable for the proposed development, and it is not considered that the proposals would materially exacerbate the local highway safety record.
- 4.9.7 Vehicle and cycle parking will be provided with reference to the North Hertfordshire Vehicle Parking SPD, and EV charging infrastructure will be provided in alignment with Approved Document S of the Building Regulations.
- 4.9.8 An Interim Travel Plan has been submitted alongside this TA and details how the uptake of sustainable modes of transport will be facilitated and monitored amongst future residents of the site.
- 4.9.9 The impact of the proposed development on the operation of the local highway network has been assessed through a trip distribution exercise and junction capacity assessments, as set out in the following section of this TA. These demonstrate that the vehicular trip generation of the proposed development will have a negligible impact in this regard.
- 4.9.10 On this basis, it is not considered that the proposed development will result in 'severe' residual transport impacts, in accordance with Paragraph 116 of the NPPF.

5 TRIP GENERATION

5.1 OVERVIEW

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation of the proposed development.
- 5.1.2 As the site currently comprises of open fields, there is assumed to be no material existing trip generation.
- 5.1.3 The national Trip Rate Information Computer System (TRICS³) database has been interrogated to provide average weekday peak hour trip rates for the proposed development. Surveys have been selected in Suburban, Neighbourhood Centre, and Edge of Town locations. Any surveys undertaken during COVID-19 travel restrictions have been excluded and the local population criteria refined with selections up to 25,000 within a 1-mile radius and 250,000 within a 5-mile radius applied.
- 5.1.4 The average vehicular trip generation for each tenure type is summarised in turn below, followed by the total development trip generation forecast. The full TRICS reports are included at **Appendix H** for reference.

5.2 PROPOSED DEVELOPMENT TRIP GENERATION

- 5.2.1 The TRICS database has been interrogated within the following categories:-
- 03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED
 - 03 – RESIDENTIAL, D – AFFORDABLE / LOCAL AUTHORITY HOUSES
- 5.2.2 A summary of the average weekday peak hour trip rates arising from this exercise is provided in Table 5-1 and Table 5-2 overleaf.

³ Trip Rate Information Computer System

PERIOD	ARRIVALS	DEPARTURES	TOTAL
HOUSES PRIVATELY OWNED			
AM Peak (08:00-09:00)	0.161	0.381	0.542
PM Peak (17:00-18:00)	0.326	0.163	0.489
Daily (07:00-19:00)	2.298	2.346	4.644

TABLE 5-1: AVERAGE TRICS TRIP RATES (HOUSES PRIVATELY OWNED)

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AFFORDABLE HOUSES			
AM Peak (08:00-09:00)	0.138	0.241	0.379
PM Peak (17:00-18:00)	0.219	0.165	0.384
Daily (07:00-19:00)	2.595	2.342	4.937

TABLE 5-2: AVERAGE TRICS TRIP RATES (AFFORDABLE HOUSING)

- 5.2.3 The above trip rates have been factored by the proposed development accommodation schedule to provide the trip generation forecasts in Table 5-3 and Table 5-4. The total trip generation is provided in Table 5-5. Please note that any inaccuracies in the following tables are the result of rounding.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
HOUSES PRIVATELY OWNED (25 DWELLINGS)			
AM Peak (08:00-09:00)	4	10	14
PM Peak (17:00-18:00)	8	4	12
Daily (07:00-19:00)	57	59	116

TABLE 5-3: PROPOSED DEVELOPMENT TRIP GENERATION (HOUSES PRIVATELY OWNED)

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AFFORDABLE HOUSES (25 DWELLINGS)			
AM Peak (08:00-09:00)	3	6	9
PM Peak (17:00-18:00)	5	4	10
Daily (07:00-19:00)	65	59	123

TABLE 5-4: PROPOSED DEVELOPMENT TRIP GENERATION (AFFORDABLE HOUSES)

PERIOD	ARRIVALS	DEPARTURES	TOTAL
TOTAL (50 DWELLINGS)			
AM Peak (08:00-09:00)	7	16	23
PM Peak (17:00-18:00)	14	8	22
Daily (07:00-19:00)	122	117	240

TABLE 5-5: PROPOSED DEVELOPMENT TRIP GENERATION (TOTAL 50 DWELLINGS)

Vision-Led Scenario

- 5.2.4 In line with the vision of the development set out in Section 1.2 of this TA, a five per cent reduction to the baseline vehicular trip generation forecast in Table 5-5Table 5-3 has been applied. The results of this reduction are shown below in Table 5-6.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
TOTAL (50 DWELLINGS) – FIVE PER CENT MODE SHIFT REDUCTION			
AM Peak (08:00-09:00)	7	15	22
PM Peak (17:00-18:00)	13	8	21
Daily (07:00-19:00)	116	111	228

TABLE 5-6: PROPOSED DEVELOPMENT TRIP GENERATION (FIVE PER CENT MODE SHIFT REDUCTION)

- 5.2.5 It is noted that the proposed development has the potential to generate approximately 22 two-way vehicle movements in the weekday AM peak hour and 21 two-way vehicle movements in the PM peak hour. Across the 12-hour daytime period (07:00-19:00), it is forecast to generate approximately 228 two-way vehicle movements, which equates to approximately 19 vehicle trips per hour on average, or less than one additional vehicle trip every three minutes.

6 TRIP DISTRIBUTION & ASSIGNMENT

6.1 OVERVIEW

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

6.2 TRIP DISTRIBUTION

- 6.2.1 Data from the 2011 Census 'Journey to Work' dataset under the category 'Location of usual residence and place of work by method of travel to work (MSOA level)' has been used to provide an understanding of the most likely work locations of residents of the proposed development in the Middle-Layer Super Output Area (MSOA) 'North Hertfordshire 014', in which the site is located.
- 6.2.2 Having established this, the Google real-time journey planner has been used to identify the routes that residents of the proposed development would likely take for their journeys to and from work by car during typical weekday network peak period traffic conditions. The resulting distribution is included at **Appendix I**.
- 6.2.3 A diagram depicting the distribution of the forecast vehicle trips in the AM and PM peak hours is included in **Figure 1** and **Figure 2** at **Appendix I**.
- 6.2.4 It is forecast that 93 per cent of movements would enter and exit the site from the A602 Stevenage Road to the south of the proposed site access junction. 44 per cent of movements will enter and exit the site from the A602 (east), and the remaining 49 per cent from the A602 (west).
- 6.2.5 Table 6-1 and Table 6-2 overleaf summarise the forecast impact on the surrounding highway network in terms of arrivals and departures to / from the site, respectively, inclusive of the Vision-led 5 per cent reduction in flows. Table 6-1 overleaf provides the total (arrivals + departures) trip distribution for the development. To note, trips are 'gained' or 'lost' to minor side roads such as Folly Lane, and any inaccuracies observed are the result of rounding.

JUNCTION / LINK	AM PEAK HOUR MOVEMENTS	PM PEAK HOUR MOVEMENTS
Stevenage Road (N)	2	2
Stevenage Road (S)	20	19
A602 Stevenage Road (EB)	10	9
A602 Stevenage Road (WB)	11	10
A602 Stevenage Road (W of Whitehill Road)	9	8
Whitehill Road	1	1

TABLE 6-1: FORECAST VEHICLE TRIP DISTRIBUTION (TOTAL)

6.2.6 Table 6-2 below summarises the total impact on the key junctions in the local area:-

JUNCTION / LINK	AM PEAK HOUR MOVEMENTS	PM PEAK HOUR MOVEMENTS
Cul-de-sac / Stevenage Road	22	21
Stevenage Road / A602	20	19
A602 / Whitehill Road	10	9

TABLE 6-2: FORECAST IMPACT ON KEY JUNCTIONS

7 HIGHWAY IMPACT ASSESSMENT

7.1 OVERVIEW

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

- Stevenage Road / Ashbrook cul-de-sac priority junction;
- Stevenage Road / A602 Stevenage Road priority junction; and
- A602 Stevenage Road / Whitehill Road priority junction.

7.2 BASELINE TRAFFIC SURVEYS

7.2.1 To inform the capacity assessments, baseline Manual Classified Count (MCC) surveys were undertaken at the identified junctions between the hours of 0700-1000 and 1600-1900 on Tuesday 24th June 2025.

7.2.2 A seven-day Automatic Traffic Count (ATC) survey was also undertaken between Tuesday 24th June and Monday 30th June 2025 on Stevenage Road within the vicinity of the proposed site access.

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

7.2.4 The recorded traffic flows have been converted to Passenger Car Units (PCUs) for the purpose of traffic capacity modelling, using the standard conversion factors shown in Table 7-1.

	CAR	HGV	BUS	MOTORCYCLE	CYCLE
Conversion Factor	1.0	2.3	2.0	0.4	0.4

TABLE 7-1: PCU CONVERSION FACTORS

7.3 TRAFFIC GROWTH

7.3.1 Growth factors derived from TEMPro⁴ v8.1 have been applied to the baseline traffic data for the application year of 2025 to create the future assessment year of 2031.

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

- Data selections – Trip Ends by time period;
- Scenario – Core;
- Base Year 2025, Future Year 2031;
- Trip and selection – Car Driver;
- Trip end by time period selection – Weekday AM and PM, Origin Destination; and
- Road types – A-Road, Minor Road

7.3.3 MSOA 'North Hertfordshire 014' has been assessed to reflect the location of the junctions being modelled. The resultant TEMPro factors are shown in Table 7-2.

YEAR	MSOA	ROAD TYPE	AM	PM
2025-2031	North Hertfordshire 014	A-Road	1.04874	1.04925
2025-2031	North Hertfordshire 014	Minor Road	1.03557	1.03921

TABLE 7-2: TEMPRO FACTORS

7.3.4 The 2025 application year flows are shown graphically in **Figure 3** and **Figure 4** and the 2031 future year flows are shown in **Figures 5-8**.

7.4 ASSESSMENT SCENARIOS

7.4.1 The following scenarios have been considered for both the AM and PM peak hours:-

- 2025 Base;

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

- 2031 'Do Nothing' (no interventions or changes are made beyond TEMPro growth);
- 2031 'Do Minimum' (the 'Do Nothing' scenario plus the proposed development).

7.4.2 The network flow diagrams are included at **Appendix J**.

7.5 JUNCTION CAPACITY ASSESSMENT

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

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

Cul-de-sac / Stevenage Road Junction

7.5.3 A summary of the assessment results for this junction is provided in Table 7-3 overleaf, with the full PICADY outputs included at **Appendix L**.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2025 Base	Stevenage Rd NB	0.13	0	0.04	0
	Stevenage Rd SB	0.09	0	0.03	0
	Stevenage Rd to Cul-de-sac	0.12	0	0.04	0
	Junction Delay (S)	9.57		8.08	
2031 Do Nothing	Stevenage Rd NB	0.14	0	0.05	0
	Stevenage Rd SB	0.10	0	0.04	0
	Stevenage Rd to Cul-de-sac	0.13	0	0.05	0
	Junction Delay (S)	9.72		8.14	
2031 Do Minimum	Stevenage Rd NB	0.15	0	0.05	0
	Stevenage Rd SB	0.13	0	0.05	0
	Stevenage Rd to Cul-de-sac	0.13	0	0.05	0
	Junction Delay (S)	9.57		7.81	

TABLE 7-3: PICADY RESULTS SUMMARY – STEVENAGE ROAD / CUL-DE-SAC

- 7.5.4 The results indicate that the junction would operate well within capacity in both peak hours in all future scenarios.

A602 / Stevenage Road Junction

- 7.5.5 A summary of the assessment results for this junction is provided in Table 7-4 overleaf, with the full PICADY outputs included at **Appendix L**.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2025 Base	A606 EB	0.09	0	0.05	0
	A606 WB	0.41	1	0.13	0
	Stevenage Road	0.10	0	0.04	0
	Junction Delay (S)	31.94		19.91	
2031 Do Nothing	A606 EB	0.09	0	0.06	0
	A606 WB	0.43	1	0.15	0
	Stevenage Road	0.11	0	0.05	0
	Junction Delay (S)	31.05		21.50	
2031 Do Minimum	A606 EB	0.12	0	0.07	0
	A602 WB	0.47	1	0.18	0
	Stevenage Road	0.11	0	0.06	0
	Junction Delay (S)	34.11		22.48	

TABLE 7-4: PICADY RESULTS SUMMARY – A602 / STEVENAGE ROAD

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

A602 / Whitehill Road Junction

- 7.5.7 A summary of the assessment results is provided in Table 7-5 overleaf, with the full PICADY outputs included at **Appendix L**.

SCENARIO	LINK	AM PEAK		PM PEAK	
		RFC	Q	RFC	Q
2025 Base	Whitehill Road	0.90	7	0.85	5
	A602	0.70	3	0.54	1
	Junction Delay (S)	69.65		52.95	
2031 Do Nothing		0.89	6	0.92	8
		0.70	3	0.56	1
	Junction Delay (S)	63.53		81.90	
2031 Do Minimum		0.90	7	0.93	8
		0.71	3	0.56	1
	Junction Delay (S)	66.43		85.13	

TABLE 7-5: PICADY RESULTS SUMMARY – A602 / WHITEHILL ROAD

- 7.5.8 The results indicate that the junction would continue to operate within capacity with the proposed development in place. While the junction is shown to be approaching capacity, there is seen to be minimal development impact in both the AM and PM peak periods.

Summary

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

8 SUMMARY AND CONCLUSION

- 8.1.1 This Transport Assessment has been produced on behalf of Bugler Homes Ltd in relation to the erection of 50no. residential dwellings (including affordable housing), new public open space, associated parking, landscaping and access Land North of Stevenage Road, near Hitchin, Hertfordshire.
- 8.1.2 The development proposals comprise a detailed planning application for 50 residential dwellings, including 50 percent affordable housing.
- 8.1.3 The vision of the development is to deliver a sustainable development within Ashbrook which will benefit from ready non-car accessibility to local services and facilities. This will be delivered through off-site highway improvements, Section 106 contributions and active travel links within the site layout.
- 8.1.4 Vehicle and pedestrian access to the development will be achieved via a new 5.5m access road, which accords with the applicable highway standards and has been subject to an independent Stage 1 Road Safety Audit.
- 8.1.5 The proposed development has been found to comply with all levels of transport planning policy, and with reference to Department for Transport Circular 01/2022.
- 8.1.6 The proposed development will have a negligible residual impact on the operation of the surrounding highway network. Therefore, the development is not expected to result in 'severe' residual highways impacts, in line with Paragraph 116 of the National Planning Policy Framework.
- 8.1.7 Given the above, it is concluded that the proposal should not have any material adverse impacts in terms of transport and therefore there should be no sound transport-based objections to the planning application.

APPENDIX

A





LAND AT STEVENAGE ROAD, HITCHIN – HCC HIGHWAYS PRE-APPLICATION MEETING NOTES

HELD ONLINE VIA TEAMS – 9th December 2024

Attending

Chris Smoker	DHA Transport	Shamsul Huda	Hertfordshire County Council
Holly Benwell	DHA Transport	Manjinder Sehmi	Hertfordshire County Council
James Chell	Bugler Homes		
Max Weinberg	Bugler Homes		
Alun Evans	Rok Planning		
Wilf Foster	Rok Planning		
David Weir	ON Architecture		

Apologies

Paul Lulham	DHA Transport
-------------	---------------

1. Introductions		Action Points
1.1	Team introductions	N/A
1.2	Project introduction – introduction to site location and development proposals, including access design.	N/A
2. Highways Feedback		
3.1	Walking & Cycling Accessibility - Scheme needs to comply with LTN 1/20, Local Transport Plan and have consideration to the Local Cycling and Walking Infrastructure Plan. - Improvements to the Public Right of Way (PROW) adjacent to the site should be considered, to include resurfacing. Is there the potential for the site to connect to the PROW? It was highlighted that there are	DHA to review off-site works and

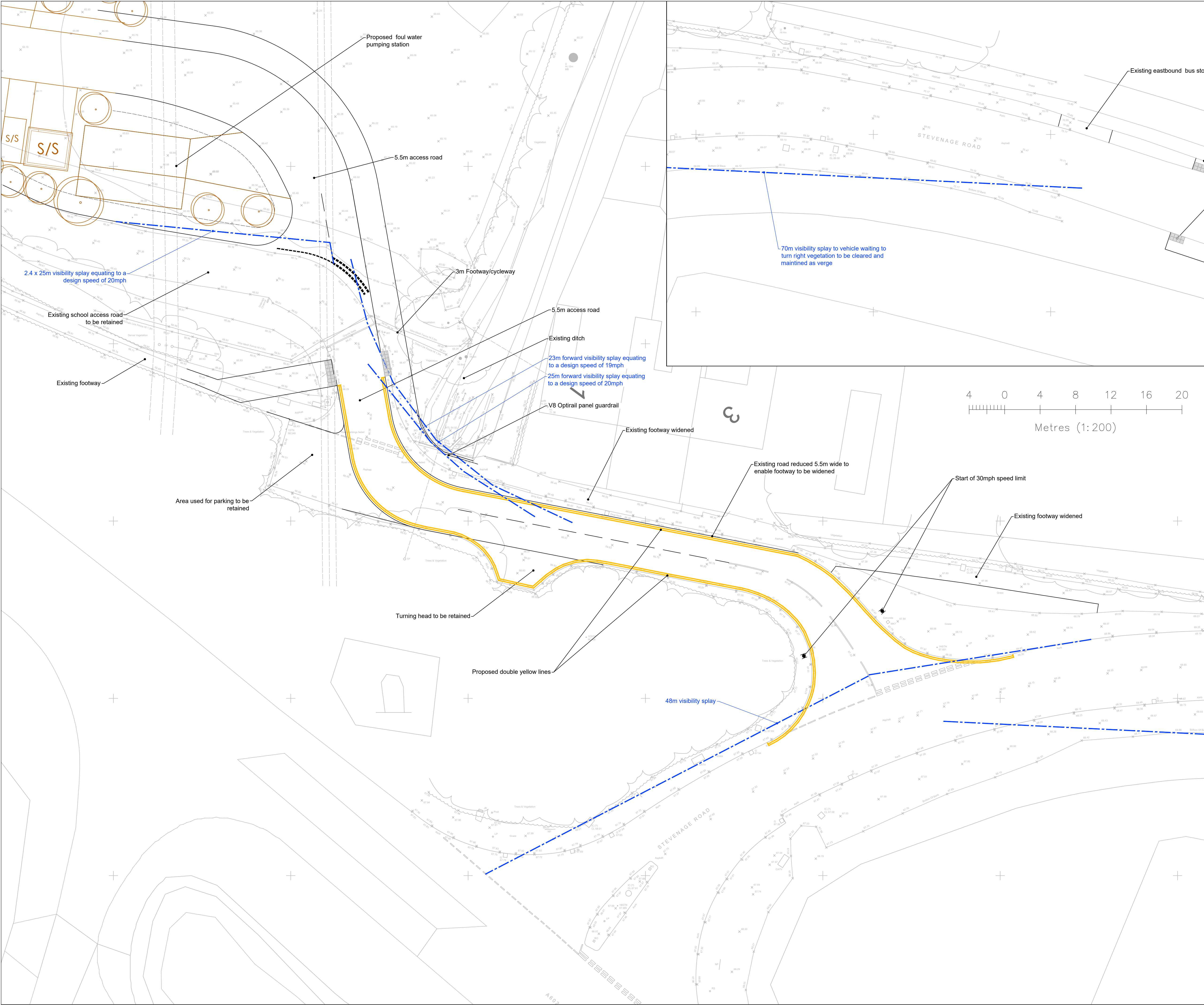
	existing constraints regarding a watercourse and third party ownership issues – this is to be reviewed to confirm if this can be achieved. • Need to prioritise pedestrians and cyclists and improve connectivity from the site to existing provision along the Cul-de-Sac. Existing infrastructure considered sub-standard.	confirm feasibility of PROW connection.
3.2	Site Access • How frequently is the existing access used by the school at present? Noted that the use will remain as existing, but details regarding frequency will be obtained from the school. • Cul-de-sac currently unrestricted and subject to 60mph speeds. DHA to review and implement reduced speed limit for this stretch of road. HCC advised that this process can be started prior to planning. • Lighting to be provided along the Cul-de-Sac. • The Cul-de-Sac junction with Stevenage Road should be reviewed with respect to visibility.	To confirm school use of the access. DHA to issue access design and reduced speed limit to HCC for internal review regarding the speed limit.
3.3	Public Transport Improvements • Existing bus stops located to the east and west of the site. The eastern bus stops on Stevenage Road should be improved to include shelter and a pedestrian crossing. It is noted that a pedestrian crossing in the form of dropped kerbs is already present. DHA to review the provision of tactile paving and bus shelters to enhance this facility. • Bus stops to the west, on the A602, should be improved to include bus shelters.	DHA to review off-site works.
3.4	Trip Generation and Junction Capacity Assessments • Trip generation assessment should include details of the playing pitch and associated community use. • Junction capacity assessments should be undertaken at the following junctions:-	DHA to confirm hours of community use and include within trip assessment.

	1. Cul-de-Sac / Stevenage Road priority junction; 2. Stevenage Road / A602 Stevenage Road priority junction; and 3. A602 Stevenage Road / Whitehill Road priority junction. • It was noted that Stevenage Road, within the vicinity of the site, experiences peak hour congestion. This should be reviewed to determine the impact of the development proposals, including queuing. Crash data at this junction should also be reviewed.	DHA to undertake capacity assessments.
3.5	Planning Reports • Transport Statement to be provided in accordance with HCC Highways Place and Movement Planning and Design Guide. • Travel Plan will be required to accompany an application.	DHA to provide as part of transport works.
3.6	S106 Contributions • S106 contributions required in addition to the off-site highway works identified above to fund local improvements.	

APPENDIX

B



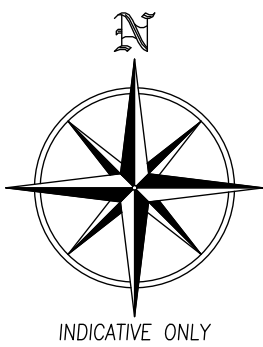
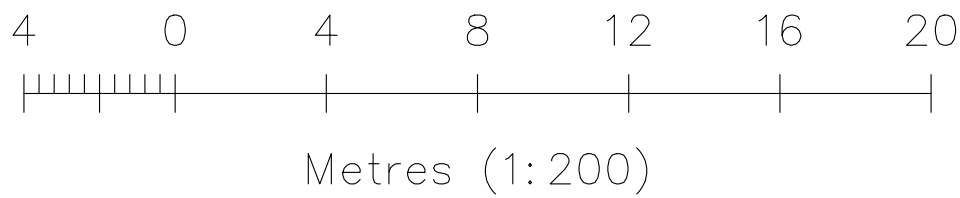


NOTES

Existing eastbound bus stop

Tactile paving to be provided to existing uncontrolled dropped crossing

Existing westbound bus stop



P2	RSA COMMENTS INCORPORATED	03.12.25	CS
P1	FIRST ISSUE	29.10.25	CS
REV	AMENDMENTS	DATE	CHK

Client
BUGLER HOMES LTD

Project
LAND NORTH OF STEVENAGE ROAD,
HITCHIN

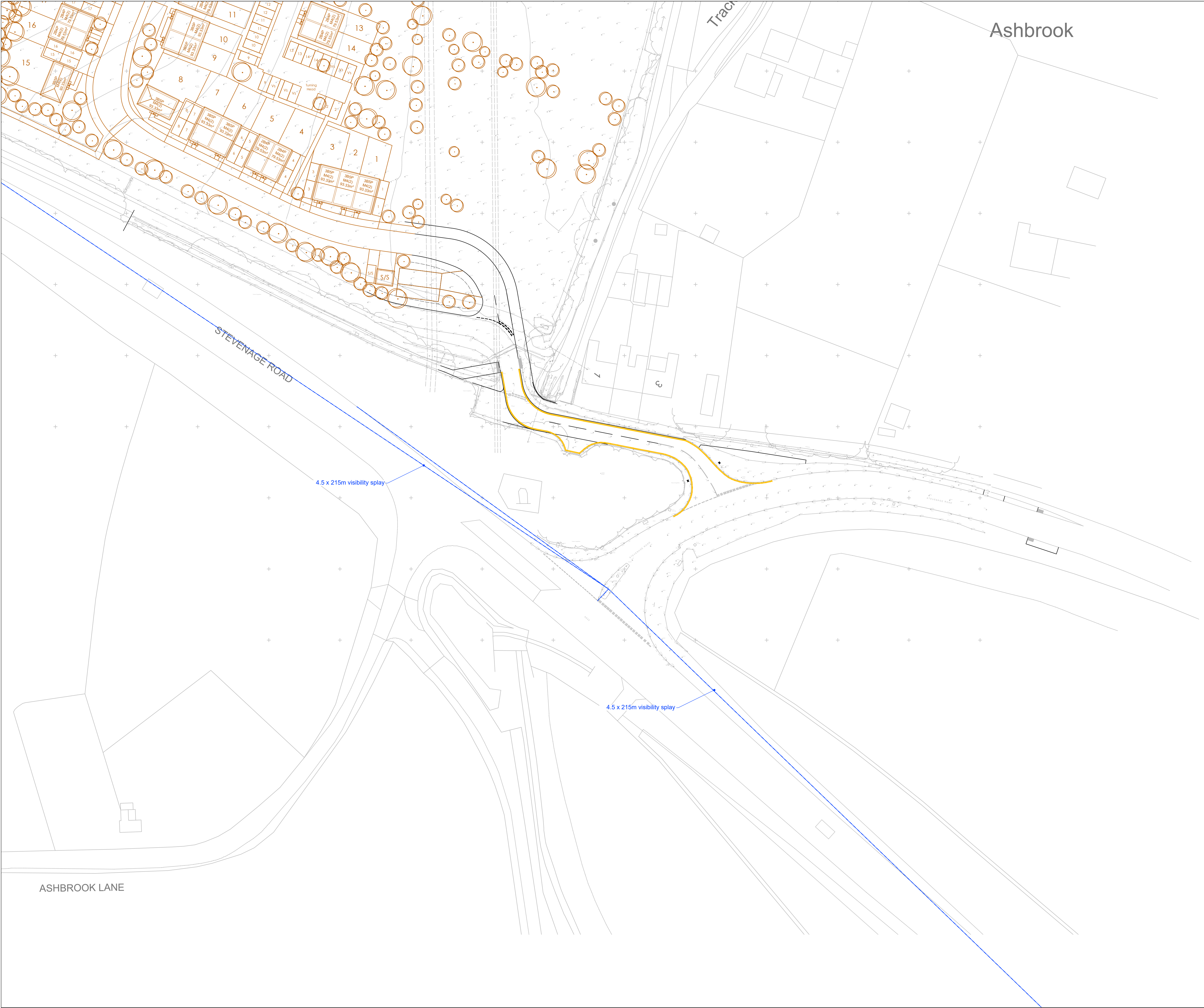
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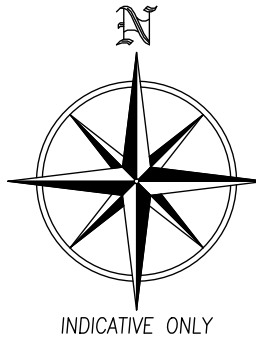
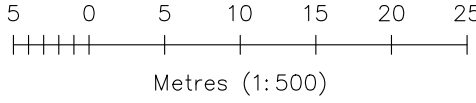


Eclipse House, Eclipse Park, Sittingbourne Road
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t: 01622 776226
e: info@dhaplanning.co.uk
f: 01622 776227
w: www.dhaplanning.co.uk

CAD Reference: A1



NOTES



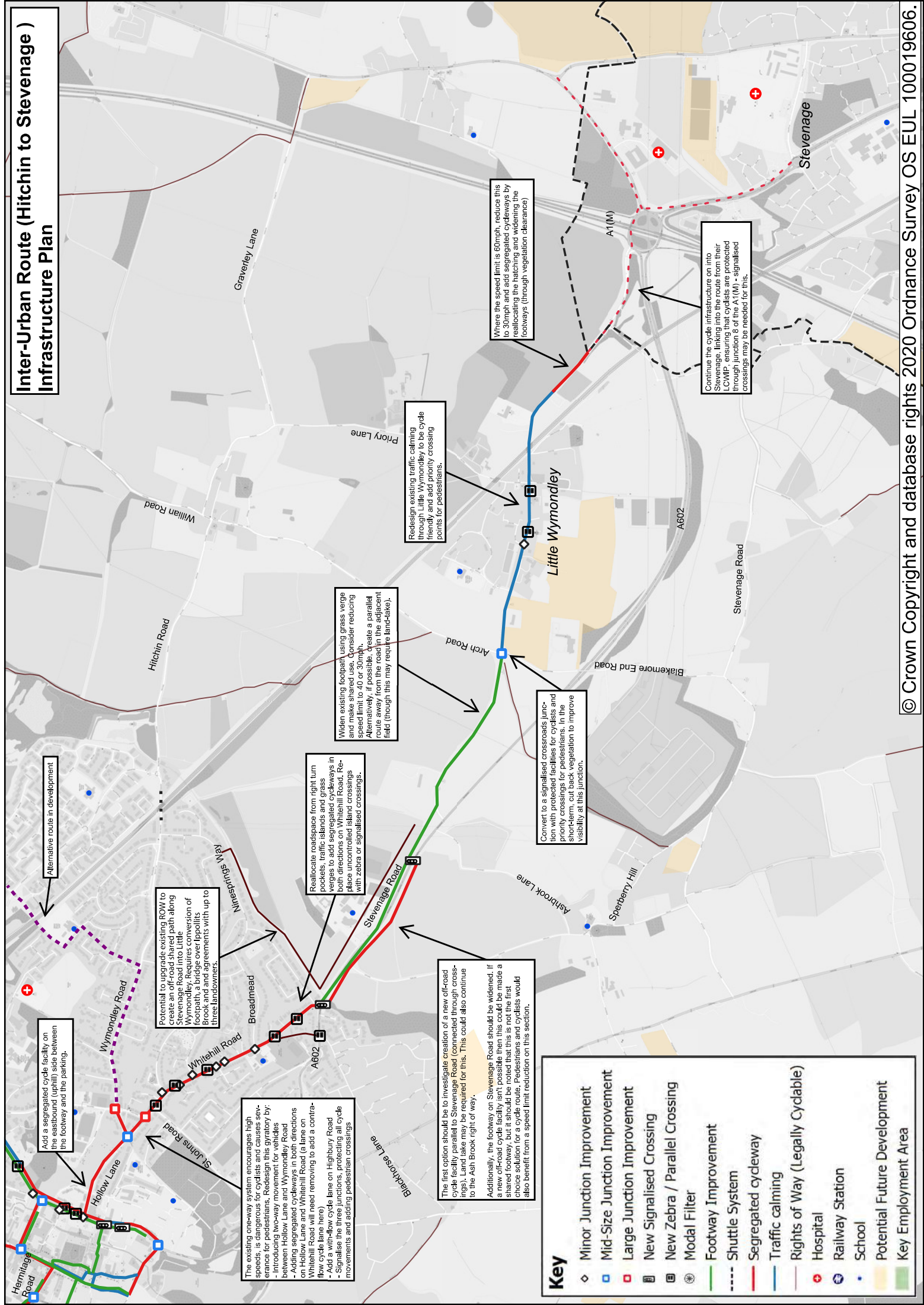
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BUGLER HOMES LTD			
Project			
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Title			
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Eclipse House, Eclipse Park. Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 f: 01622 776227 e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk			
CAD Reference:			A1

APPENDIX

C



Inter-Urban Route (Hitchin to Stevenage) Infrastructure Plan



APPENDIX

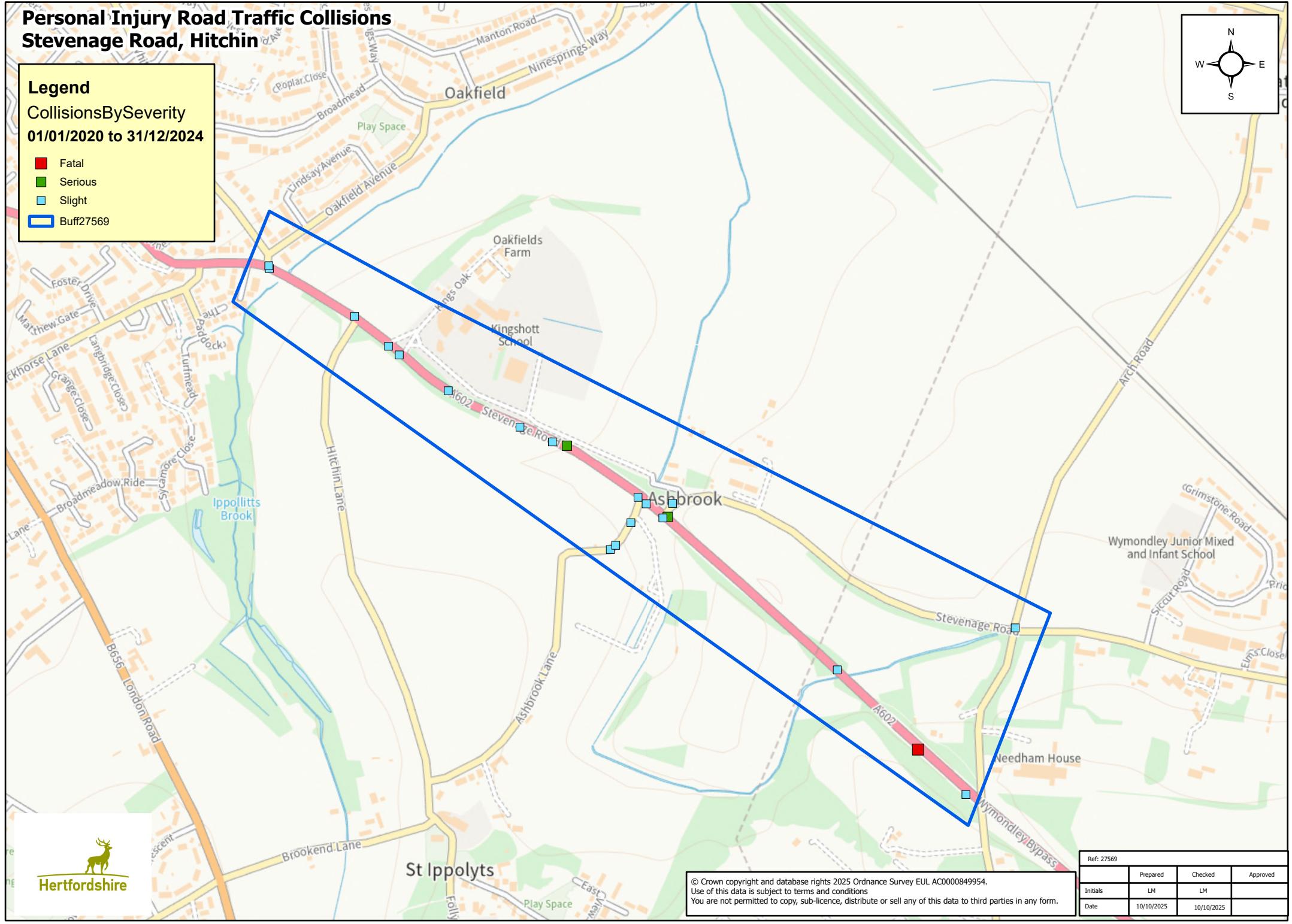
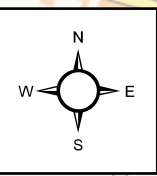
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Personal Injury Road Traffic Collisions
Stevenage Road, Hitchin

Legend
CollisionsBySeverity
01/01/2020 to 31/12/2024

- Fatal
- Serious
- Slight
- Buff27569



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Ref: 27569			
	Prepared	Checked	Approved
Initials	LM	LM	
Date	10/10/2025	10/10/2025	

Short Non Confidential Accident Report

Date Produced: 10-Oct-25

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Set Total : 22

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C171 Stevenage Road Little Wymondley Rbt J/w C10 Arch Road Great Wymondley									
Easting: 520860		Northing: 227522							
2024-411523124	03-Nov-24 Sun 22 08	Slight C171/30 A602/490	NHerts	60mph T Giveaway	Rain Darklit Wet	Npernox None None	Single 1	Car Users	1
C171 Stevenage Road Little Wymondley J/w A602 Stevenage Road Hitchin									
Easting: 520225		Northing: 227750							
2024-411508773	04-Oct-24 Fri 17 17	Slight 5U87/10 NONE	NHerts	60mph Notjunct Notjunct	Fine Day Dry	Npernox None None	Single 2	Car Users	2
U87 Ashbrook Lane St Ippolyts Approx 100m Sw J/w A602 Stevenage Road Hitchin									
Easting: 520120		Northing: 227672							
2024-411468168	04-Jul-24 Thu 16 30	Slight A602/478 NONE	NHerts	70mph Notjunct Notjunct	Finewind Day Dry	Npernox None None	Dual 2	Car Users	1
A602 Wymondley Bypass Wymondley Approx 35m Nw C10 Blakemore End Road Overbridge Little Wymondley									
Easting: 520770		Northing: 227213							

Set Name (if saved) : 27569

Page 1 of 5

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2024-411476090	28-Jun-24 Fri 08 39	Slight A602/490 C136/10	NHerts	30mph T Giveway	Fine Day Dry	Npercntr None None	Single 2	Motorcyclists	1
A602 Stevenage Road Hitchin J/w C136 Whitehill Road									
Easting:	519476	Northing:	228187						
2024-411495307	05-Jun-24 Wed 11 52	Slight A602/490 NONE	NHerts	60mph Notjunct Notjunct	Fine Day Dry	Npernox None None	Single 3	Car Users Goods Vehicles	1 1
A602 Stevenage Road Hitchin Approx 255m Nw J/w U87 Ashbrook Lane St Ippylots									
Easting:	519942	Northing:	227890						
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U87 Ashbrook Lane St Ippolyts Approx 50m Sw J/w A602 Stevenage Road Hitchin									
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2024-411427521	23-Jan-24 Tue 08 45	Slight A602/490 NONE	NHerts	60mph Notjunct Notjunct	Rain Day Wet	Npernox None None	Single 3	Car Users	1
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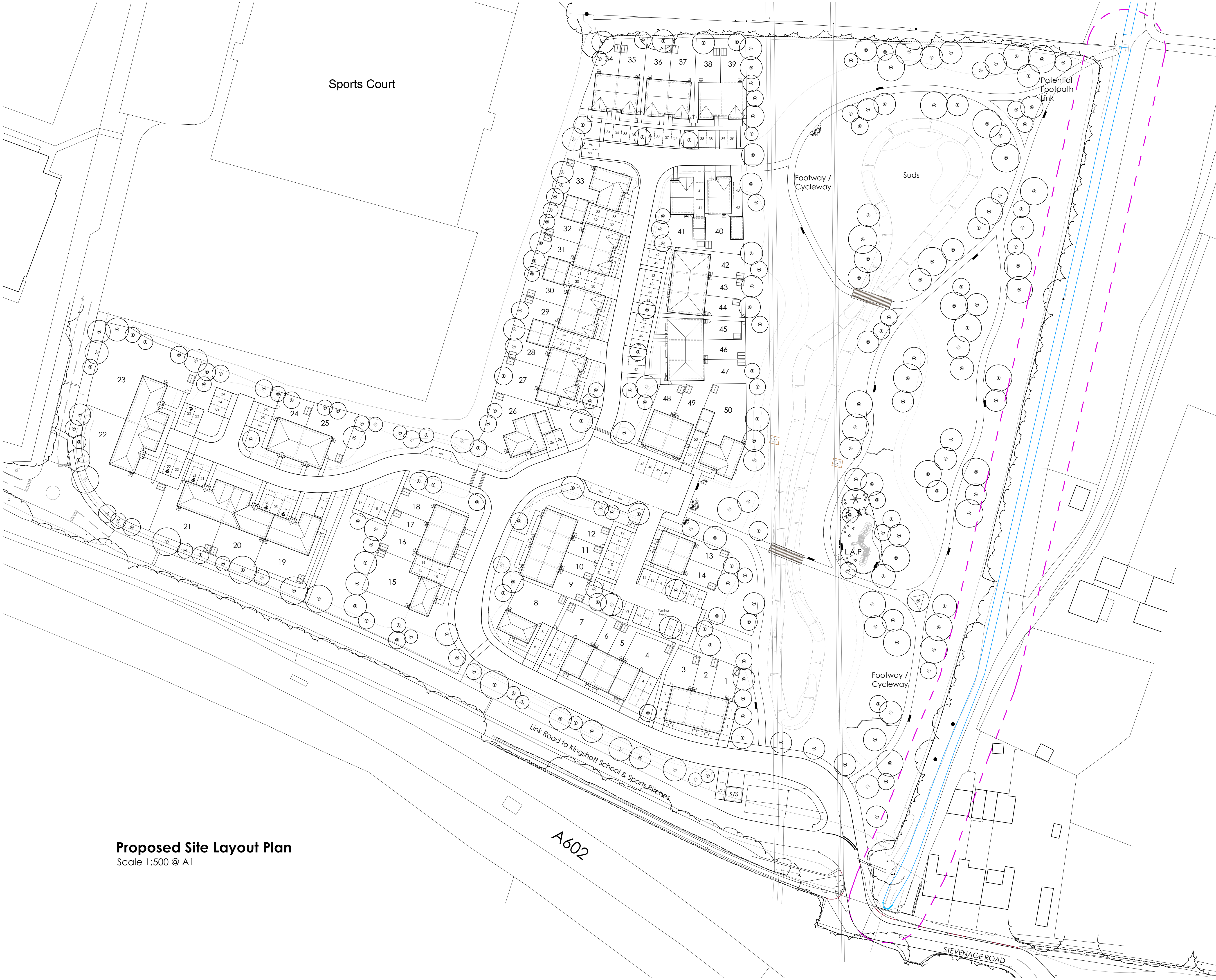
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A602 Wymondley Bypass Wymondley Approx 150m Nw C10 Blakemore End Road Overbridge Little Wymondley									
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2023-411352118	30-Aug-23 Wed 13 40	Serious A602/490 C171/30	NHerts	60mph T Giveway	Fine Day Dry	Npernox None None	Single 2	Car Users	1
A602 Stevenage Road Hitchin J/w C171 Stevenage Road Little Wymondley									
Easting:	520216	Northing:	227725						
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U87 Ashbrook Lane St Ippolyts On Bend Approx 115m Sw J/w A602 Stevenage Road Hitchin									
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Easting:	519718	Northing:	228023						
2022-411277500	14-Dec-22 Wed 17 54	Slight A602/490 NONE	NHerts	60mph Notjunct Notjunct	Fine Darknone Wet	Npernox None None	Dual 3	Car Users	3
A602 Stevenage Road Hitchin Approx 240m Se J/w U66 Folly Lane St Ippolyts									
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A602 Stevenage Road Hitchin J/w C136 Whitehill Road									
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A602 Stevenage Road Hitchin J/w U87 Ashbrook Lane St Ippolyts									
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A602 Stevenage Road Hitchin J/w C136 Whitehill Road									
Easting:	519477	Northing:	228182						
2022-411156590	10-Mar-22 Thu 13 30	Slight A602/490 C171/30	NHerts	60mph T Giveway	Fine Day Dry	Npernox None None	Dual 4	Motorcyclists	1
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Easting:	520207	Northing:	227723						

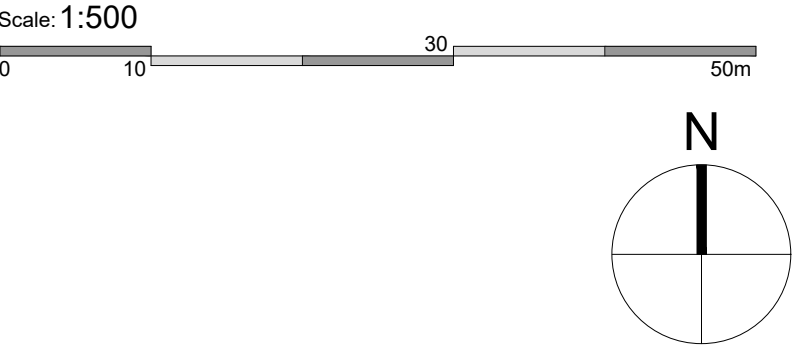
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A602 Stevenage Road Hitchin 169 M Nw J/w Ashbrook Lane									
Easting:	520029	Northing:	227856						
2021-411053572	28-Mar-21 Sun 16 20	Slight A602/490 NONE	NHerts	40mph Notjunct Notjunct	Fine Day Dry	Npernox None None	Single 2	Cyclists	1
A602 Stevenage Road Hitchin Approx 140m Se J/w U1741 Kingsoak									
Easting:	519809	Northing:	227957						
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A602 Stevenage Road Hitchin J/w U87 Ashbrook Lane St Ippolyts									
Easting:	520161	Northing:	227761						
Total Accidents:			22	Set Name (if saved) : 27569					

APPENDIX E





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All aspects of the architectural design concerning fire performance / fire safety (whether or not illustrated / annotated) are to be considered as 'For Approval only, irrespective of the drawing status / suitability.



KEY -

--- ASH BROOK STREAM EASEMENT (10m)

Revision Note & Date		Note		Amended		Checked	
Rev	Date						

Canterbury Studio
Logan House, 51 Andrews Close
Canterbury,
CT1 2RP
info@onarchitecture.co.uk
onarchitecture.co.uk
01227 634334

Project Title

Proposed Residential Development,
Land at Stevenage Road, Hitchin SG4 7JY
Bugler Homes

Drawing Title

Proposed Site Layout Plan

BM Number

N/A

Scale

1:500@A1

Date

Dec 2025

Drawn

GA

Checked

DK

Drawing Status

Planning Issue

Project No.	Drawing No.	Status	Revision
22.102	10	D	

Proposed Site Layout Plan
Scale 1:500 @ A1

APPENDIX F

