

TECHNICAL NOTE – TRANSPORT PLANNING

PROPOSED RESIDENTIAL REDEVELOPMENT

‘THE FIRS’ HOTEL, BEDFORD ROAD, HITCHIN, HERTFORDSHIRE

Introduction

This Technical Note has been prepared by Highway Access Solutions [HAS], in support of the above development proposal and on behalf of our Client (Capital Developments Group Ltd). For ease-of-reference, the site postcode is SG5 2TY, and it can be viewed online at: <https://maps.app.goo.gl/SJ1wnfcbucR7FFVm7> The site area is circa 0.16 hectares (0.40 acres).

The proposed development would involve the demolition of an existing 27-room hotel at the site and the replacement of this with nine new-build 3-bedroom townhouses. **Drawing Number HAS/25-023/01B** shows the proposed development scheme in context, whilst **Drawing /02B** shows the existing site layout. The existing access at the A600 Bedford Road would be retained and an additional connection created to Firs Close to south of the site. This would improve access and servicing arrangements for both the new homes and those existing properties already present at Firs Close.

In terms of reporting, HAS note that a Transport Statement [TS] is usually only required for developments of 50+ dwellings, with no formal requirement for a transport planning report below this threshold. Nonetheless, in order to support the proposed development, and to assist the Local Highway Authority [LHA] when considering the scheme, we have prepared this Transport Technical Note [TTN]. For brevity, this does not provide extensive policy references, but focuses on the principal considerations involved.

HAS understands that our Client previously obtained pre-application advice in relation to a 10-dwelling proposal for the site from the Local Planning Authority [LPA] in January 2025. Whilst the LPA did not consult the LHA, that scheme provided only one space per dwelling, a small quantum of visitor parking requirements and was considered to relate poorly to the existing streetscene. Additionally, HAS identified several other highway-related matters requiring review, such as the frontage footway provision and access visibility splays.

Noting the above, the 9-dwelling scheme now submitted seeks to positively respond to the LPA comments and the internal discussion of the multi-disciplinary project team. The number of units has been reduced so as to ensure that each dwelling can be provided with two external parking bays each (integral garages having proved impractical given the requirement that these measure 7m x 3m, and given the size of the proposed plots).

From the outset, HAS note that the LPA have previously queried the provision of adequate visitor parking at the site. In this regard, we note that the site is in a highly sustainable location, and also the need to deliver a financially viable scheme within a constrained urban context requiring the demolition of a large existing structure. Additionally, both HAS and our Client have taken advice from DLA Planning, who have provided the Planning Statement for the development. On the above basis, the proposal does not include formal visitor provision, but this TTN provides additional justification for this approach.

Local Highway Network

A600 Bedford Road

The development site fronts Bedford Road, a local distributor road subject to a 30mph speed limit and with street lighting. In the vicinity of the site, it has a carriageway of around 9.8m width, comprising two running lanes (approximately 3.7m in width) plus a hatched central reserve (over 2m in width).

The section of Bedford Road fronting the site forms a link around 210m in length between two local roundabouts. One of these is located around 35m south of the site and connects to Fishponds Road. The other is located just over 140m to the north, connecting with Lancaster Avenue and Symonds Road. These connections provide direct routes to the rest of Hitchin and the wider district beyond. In general, informal site observations indicate that link appears well-trafficked, with relatively low speeds (most likely the short length of the link and roundabouts at either end).

Along its western side, there is a mixture of direct frontage access to local commercial properties and minor junctions serving residential culs-de-sac, notably at Firs Close and Chestnut Close (to the north). Excepting at its very northern end, there is no frontage access to the eastern side of this section of Bedford Road (which backs onto the stands of a football ground).

A footway around 1.8m in width is present along the western (suite) side of Bedford Road, although this is broken in numerous places by wide commercial accesses and residential culs-de-sac. A wider footway (varying from around 1.8m to 3m+ in width) is provided on the eastern side of the route. At the site frontage, an informal pedestrian crossing place comprising dropped kerbs, tactile paving and a kerbed central island is provided.

Firs Close

Firs Close is a small, adopted cul-de-sac, serving a total of nine existing townhouses. It connects to Bedford Road at a priority-controlled T-junction immediately to the south of the site. It is subject to a 30mph speed limit and features street lighting.

The initial section of the Firs Close carriageway (aligned roughly east-west and fronting Numbers 1 to 3) is around 5.5m in width, whilst the rear section (fronting most of the properties served) is about 4.8m in width. A footway of around 1.8m is provided on the southern and western sides of the carriageway, but not on the northern side. In this area, a large grass verge features two existing street trees, which have been surveyed and shown to require appropriate Root Protection Areas [RPAs].

Unusually, the northern end of the Firs Close carriageway immediately abuts the wall of 'The Firs' Hotel, with no margin or clearance strip at this point. This appears to impede the formation of a full-sized turning head and, for this reason, it appears that the paved area on the northeastern side of the turning head had to be significantly widened.

Highway Boundary

Appendix A of this TTN includes a copy of the local Public Highway Boundary map, as supplied to HAS by the LHA. Curiously, this indicates that the full width of the western footway north of the site may not be wholly adopted. However, in practice, no delineation is present on the site, and the full width of the footway is utilised as such.

It is also confirmed that the site immediately abuts the public highway to both its east and south, and that area of grass (with two street trees) at the southeastern corner of the site and north of Firs Close is controlled by the LHA.

Initial Personal Injury Collision [PIC] Review

HAS have conducted an initial review of local PICs utilising DfT data from the 'CrashMap' website. The study area comprised the 210m length of Bedford Road detailed above, and the roundabouts at either end. A period from 2018 through 2024 (inclusive) was examined, this comprising five years plus a two-year extension to allow for the impacts of the COVID-19 pandemic.

Copies of the relevant records obtained by HAS are included at **Appendix B**. Within the above study area / period, a total of three 'slight' PIC were recorded. Two occurred on opposite sides of the southern roundabout, whilst one occurred just north of the Shell PFS entrance. These can be briefly summarised as follows:

- **Wednesday April 4th 2018 @ 1610 hours:** Car collides with pedestrian on Zebra crossing on Bedford Road (south of the roundabout with Fishponds Road) in dry / daylight conditions.
- **Sat January 21st 2020 @ 1630 hours:** Two cars involved in an apparent 'shunt' collision, possibly at Fishponds Road exist to roundabout during day / dark (lit) conditions.
- **Friday September 27th 2024 @ 2057 hours:** Car collides with pedestrian crossing road from driver's nearside (not at a designated crossing point) in wet / dark (lit) conditions.

Having reviewed the above collisions, HAS note that they are generally dissimilar, that no severe / fatal injuries occurred and that there is no significant 'cluster' of incidents. On this basis, no significant pre-existing collision concerns are identified, and HAS does not consider that any more detailed PIC review should be required. In this instance, HAS further noted that none of the collisions occurred at the site access nor the site frontage.

Additional Existing Conditions

Opportunities for Sustainable Travel

The proposed development site is considered to be sustainably located, lying around 800m (1/2-a-mile) from Hitchin Town Centre, this equivalent to walk of around 10 minutes (or a cycle ride of less than 4 minutes). A review of all the facilities within the town centre exceeds the scope of this TTN, although HAS noted that the town provides a broad range of employment, retail, health, educational, and (in particular) leisure facilities.

Cyclists resident at the site could easily access the entirety of Hitchin, whilst a cycle ride of around 5km (taking perhaps 20 minutes) would also allow them to access much of Letchworth Garden City.

The site is readily accessible by bus, with the closest stops located less than 100m from the site. These comprise basic 'flag-and-pole' stops at Bedford Road, allowing access to a number of local services. An 'Intalink' bus map for Hitchin can be viewed online at: <https://www.intalink.org.uk/maps/124> This lists four services accessible at these stops with hourly-or-better frequencies (the Numbers 9A, 9B, 74 and 81), plus two additional services (Numbers 9D and 89) Timetables and further information about these local bus services are readily available online at: <https://www.intalink.org.uk/services>

Finally, HAS note that the site is located within approximately one mile of Hitchin Railway Station (equivalent to a walk of 15-to-20 minutes or a cycle of around 6 minutes). This station serves to the Cambridge Line and Great Northern Route. Details of the station and its facilities can be found online at: <https://www.nationalrail.co.uk/stations/hitchin/>

Hitchin Station allows access to frequent direct services to a wide range of regional destinations including Peterborough, King's Lynn, Cambridge, Stevenage, Welwyn Garden City and Letchworth Garden City. Additionally, the above routes have numerous stops in London, with key stations served including Finsbury Park, Kings Cross St. Pancras and Moorgate. On average, over 12 trains per hour serve the station, with additional peak-hour services on some routes. Up-to-date timetables for the two lines can be found at:

<https://www.thameslinkrailway.com/service-updates/timetables>

<https://www.greatnorthernrail.com/service-updates/timetables>

Census Data

Appendix D of this TTN includes pertinent 2021 Census data examining the local Output Area (EA00119912), Ward (Hitchin Oughton) district and county. This includes data pertaining to residents' method of travel-to-work, the availability of cars / vans and the typical sizes of local housing stock.

In relation to methods of travel-to-work, data for the local Output Area (accommodating around 150 employed persons) in close proximity to the development site can be summarised as follows:

- ~**48%** of employed persons work from home;
- ~**32%** of employed persons drive to work;
- ~ **11%** of employed persons walk to work; and,
- ~ **9%** of employed persons travel to work by other sustainable modes

In relation to car / van availability, of around 100 local households:

- ~**14%** of households have no car / van;
- ~**54%** of households have only one car / van;
- ~**27%** of households have two cars / vans; and,
- ~ **5%** of households have three (or more) cars / vans;

Of the approximately 100 local households:

- ~**28%** occupy one-bedroom properties;
- ~**31%** occupy two-bedroom properties;
- ~**32%** occupy three-bedroom properties; and,
- ~ **9%** occupy four-bedroom (or larger) properties.

Noting the potential impacts of the COVID-19 pandemic, HAS have cross-checked the above travel-related datasets against similar datasets from 2011. These checks indicate that whilst there have been some minor shifts to the above percentages, there is no evidence that the 2021 data was significantly distorted. This finding is consistent with the instructions issued to households at the time of the Census, requiring that they report their 'normal' behaviour.

Existing Development

Overview

As noted in the introduction to this TTN, the site is currently occupied by a 27-bedroom hotel, comprising en-suite rooms, a full-service restaurant and bar. A 22-space car park is available, although it is noted by HAS that this provides significantly less than one space per bedroom (especially if staff were also to park at the site). It is bounded by a Shell Petrol Filling Station [PFS] and car wash to the north, by Bedford Road to the east, a residential cul-de-sac (Firs Close) to the south and by a public footpath (Union Path) to the west. Beyond Union Path, the site overlooks the rear of residential dwellings located at Symonds Road.

HAS understand that the hotel closed following the COVID-19 pandemic, and that attempts to market it as a going concern have been unsuccessful. Noting the time since closure, surveys of its existing operations (and car parking) to inform this TTN have not been possible. HAS have therefore relied on reasonable assumptions and TRICS data where necessary to assess the likely highway impact of the existing use.

Existing Access

Pedestrian access to the site is essentially informal, with a large open frontage. Vehicular access to the site is currently accessed via a single entrance / exit fronting the A600 Bedford Road. As shown at **Drawing Number HAS/25-023/02B**, although this is a private access, it does not comprise a typical footway crossover, but instead forms one-half of a very broad 20m break in the local footway (the other half associated with the entrance to the PFS to the north). A 'dropped kerb' entry radius of about 2m is noted at the southern side of the access, as is the provision of tactile paving. Vehicles turning into the site from the north benefit from a short right-turning lane shared with the Shell PFS.

The existing vehicular access appears to benefit from adequate visibility splays to both the north and south, as shown at **Drawing Numbers HAS/25-023/02B** and **/03B**. These drawings show 2.4m x 47m splays, based on the 30mph speed limit and assuming a relatively high volume of large vehicles, in line with guidance included within 'Manual for Streets' [DfT, 2007] and 'MfS2' [CIHT *et al*, 2010].

To the north, it is noted that the existing splay crosses a section of unregistered land fronting the Shell PFS, and as a result the Red Line for the forthcoming application will include this land. The apparent extent of the unregistered land has been determined by cross-referencing HM Land Registry Title Plans and the LHA supplied Highway Boundary plan (as no definitive record of the unregistered land is available).

Within the site itself, the width of the main vehicular access varies, but can generally be characterised as having a 4.8m width (sufficient for two vehicles to pass with care).

Servicing & Emergency Access Arrangements

Details of servicing at the site have not been provided to HAS, but it is apparent that a broad tarmac apron at the front of the property could have accommodated deliveries by mid-sized goods vehicles, and that deliveries could also have been made to the area of the property. These areas, as well as the highway frontages at Bedford Road and Firs Close would also appear to have been sufficient to allow for fire-fighting or other emergency operations when necessary.

Proposed Development

Overview

Per the introduction to this TTN, the proposed development would comprise a total of nine 3-bedroom, three-storey townhouses in two terraced blocks. As shown at **Drawing Numbers HAS/25-023/04B** and **/05B**, these would be arranged around a central 'shared surface' courtyard, accessible from both the existing Bedford Road access and a new connection to Firs Close (detailed further below). Five of the new townhouses would face the courtyard area, whilst four would directly front Bedford Road (thus responding to the prior LPA comments and requests in this regard).

Floorplans for the proposed townhouses are included at **Appendix D**. Each property would benefit from a large kitchen / diner and dedicated study on the ground floor, a lounge and bedroom on the first floor, and two further bedrooms on the upper floor (with appropriate sanitary facilities throughout).

Each property would benefit from an enclosed rear garden, with a secure external cycle locker provided within each. Those properties facing Bedford Road would also have small, low-walled front gardens. Every property would benefit from pedestrian access to their rear gardens, with new gates formed onto 'Union Path' for the five properties at the western boundary, increasing the use of this existing pedestrian route.

The design of the courtyard has been undertaken with due regard to the advice included within the current LHA design guide, and seeks to create an accessible, overlooked and open space within the site. **Drawing Number HAS/25-023/06B** shows how every property would have two assigned parking spaces, and an additional servicing / delivery bay would also be provided. These spaces accord with current LHA geometric standards, and in almost all cases about a pedestrian walkway to the front or rear of the proposed properties, permitting easy access to adjacent dwellings.

Additionally, **Drawing Number HAS/25-023/07B** provides various key dimensions, whilst **Drawing /08B** shows the proposed development superimposed over the existing site layout (allowing comparison between the two. Lastly, **Drawing /09B** shows a simplified view of the submitted landscaping plans for the site.

Access – Bedford Road

Broadly speaking, as shown at **Drawing /04B**, the existing access at Bedford Road would be retained, but increased in width to 5.5m over a distance of at least 12m beyond the public highway boundary. The access would remain under private control, with no extension to the existing public highway within the site.

The existing 2.4m x 47m visibility splays at the access would essentially be retained, with their centreline relocated less than 2m to the south. As shown at **Drawing Number HAS/25-023/05B**, the northern splay would continue to rely on a combination of Client land, public highway and (to a slightly lesser extent) unregistered land. All planting at the Bedford Road frontage would be limited / should be maintained at <600mm in height.

Additionally, in the interests of highway safety and amenity, HAS have recommended a small number of beneficial changes to this and the adjacent frontage, as follows:

- Short length of footway created between site access and Shell PFS entrance
 - This is intended to reduce existing ‘footway severance’ at the combined frontage
 - New tactile paving would also be provided on land controlled by our Clients and/or the LHA (but not on any ‘unregistered’ land)
- Entry kerb+ radii formalised at 3m
 - This is intended to balance speed control, ensuring the free-passage of vehicles exiting the A600 Bedford Road and the needs of emergency vehicles (see below)
 - HAS did give consideration to a full footway reinstatement, but consider that this would be ‘out-of-keeping’ with the existing street scene and result in an inconsistent footway treatment
- A band of raised / textured surfacing at the entrance
 - This is again intended to assist with speed control, and to emphasise that drivers are entering an unadopted, off-street / shared surface courtyard
- Frontage footway increased to 2m minimum width
 - The additional width could be offered for LHA adoption as required, although given the inconsistent highway boundary at the A600 this is not considered essential
- All new Pedestrian accesses to frontage properties to be positioned either side of the existing Bedford Road crossing point
 - To avoid disruption to this existing facility

Access – Firs Close

At Firs Close, it is intended to connect the site courtyard to the existing public highway. This would be achieved by means of extending the public highway by approximately 2.7m into the site (as shown at **Drawing Number HAS/25-023/07B**). This would offer several benefits, as detailed overleaf:

- The public highway would no longer directly abut a third-party structure;
- The turning head at Firs Close would be enlarged, enabling it to better accommodate modern refuse vehicles; and,
- The kerbline northeast of the turning head would be realigned and a short length of footway created, improving pedestrian accessibility within the cul-de-sac, and facilitating direct pedestrian access to the development site.

Additionally, it should be noted that a small section of land west of Firs Close and adjacent to Number 9 (currently occupied by the hotel) would be gifted to the owners of that property, in order that they may retain their existing rear access.

As detailed below, the creation of an additional access point for the site would also improve emergency access to both the new development and existing properties at Firs Close, as well as more closely integrating the new homes into the existing streetscene at each frontage.

Servicing & Emergency Access Arrangements

At the Bedford Road frontage, the combination of local accesses and the informal pedestrian crossing are such that HAS do not consider it appropriate that refuse collection for the site take place at this frontage. On this basis, the proposed layout has been designed such that all refuse collection and major servicing may be conducted from Firs Close (without requiring Refuse Collection Vehicles [RCVs] to enter the site itself).

Accordingly, as illustrated on several drawings but specifically at **Drawing Number HAS/25-023/10B** the front four properties benefit from a combined refuse storage / collection point at the southern site boundary, adjacent to Firs Close. The rear five dwellings have smaller refuse stores at their frontages, and would drag their waste containers a short distance to the end of Firs Close on collection days.

Drawing /10B also show a modern, four-axle RCV could enter and turn around within Firs Close, stopping as necessary to facilitate loading of waste and recycling. HAS note that a similar (but potentially smaller) RCV must already have to complete a similar manoeuvre to Firs Close, but that the proposed development would make it easier to serve this location with larger vehicles as-and-when required.

In relation to emergency access, incorporating two access points within the site design allows all dwellings within the site to be easily accessed by a Fire Tender, Ambulance or other emergency vehicle, without the need to sterilise a large area of the developable land to provide a turning head. **Drawing Number HAS/25-023/11B** shows a Fire Tender making left-in and right-in manoeuvres from Bedford Road, travelling through the site before existing via Firs Close.

Assessment of Potential Highway Impacts

Trip Generation

HAS have consulted the TRICS Bureau service, seeking to obtain suitably-comparable trip generation data for the existing hotel at the site. In order to ensure a sufficiently large yet robust dataset, the following criteria were utilised:

- Sites with 10 to 100 bedrooms
- Weekday, non-COVID impacted dates only
- Edge of Town Centre / Edge of Town locations (within the UK only)
- Population within 5 miles <100,000

The above parameters resulted in a dataset totalling seven sites. Copies of the data obtained are included at **Appendix E**. The main vehicle trip generation report supplied by the TRICS indicates that average two-way vehicle trip rates for Hotels (calculated on a per-bedroom basis) during various peak hour periods to be as follows:

		Vehicle Trip Rate	Vehicle Trips (27 rooms)
▪	0800-0900 hours AM Peak Hour	0.235	6
▪	0900-1000 hours Development Peak	0.249	7
▪	1700-1800 hours PM Peak Hour	0.192	5
▪	0700-2200 hours 15-hour daily period	2.516	68 per day

HAS considered that the use of average (as opposed to 85th percentile) data for an existing use is highly robust, as this should avoid overestimation of the traffic likely to have been generated by the existing use.

In considering the proposed housing development, HAS notes that relatively little data is available within the TRICS database for small infill sites, and that where this data is available, it will vary significantly based on tenure, dwelling size and other factors. Additionally, we note that townhouses are generally underrepresented. On this basis, we consider a first-principles approach more appropriate for the assignment of the proposed development in this instance.

Typically speaking, transport planners have historically considered that owner-occupied family housing will generate around 6 to 8 vehicle trips per day (with one such trip in each peak hour). Recent data increasingly support the lower end of this range. However, for the purposes of a robust assessment, we have assumed 7 vehicle trips per dwelling. On this basis, we would reasonably estimate that a nine-dwelling development would generate **63 vehicle trips per day**, with around 9 trips in each peak hour period.

On the above basis, it is apparent that the proposed residential redevelopment of the site would likely cause a slight drop in overall vehicle movements (from 68 per day to 63 per day). Peak hour trips might increase by 3 to 4 trips per hour, equating to a single additional movement every 15 minutes in the context of the development site. HAS are therefore minded that the impact on trip generation is therefore negligible.

Parking Provision

As acknowledged in the introduction, this TNN, HAS are aware of the local standards pertaining to visitor parking provision. However, we also note that these are assigned on a 'district-wide' basis. In the opinion of the project team, it may not therefore be appropriate to make supplemental visitor parking provision in more sustainable areas within major conurbations, where the security of sustainable travel should be prioritised.

Additionally, and in combination with the constrained nature of the site, its extensive demolition costs and the likely construction costs for the proposed development, delivering significant visitor parking would render the proposal potentially unviable. For context, every parking bay added to the site (and the additional access works required to serve these) reduces the developable area by 2%.

This TTN has already detailed that the site is located close to Hitchin Town Centre. The local area benefits from an extensive footway / footpath network, and there is ready access to local bus services via stops located less than 100m from the site. The site is also within a reasonable walking (and easy cycling) distance of Hitchin Station. As such, both residents and visitors could access the site by multiple sustainable modes.

Local travel behaviour appears significantly more sustainable than in other areas of the district and county, and the designs of the proposed townhouses explicitly include dedicated ground-floor studies recognising the significant opportunities of persons who work from home. For overnight visitors, HAS also notes the availability of free parking between 1800 hours and 0800 hours at the local Fishponds Road car park (with 'Pay & Display' parking available during the daytime).

Further to the above, the DLA Planning Statement prepared for the proposed development has identified significant local decisions where residential development at 1 Pirton Road and 9 Bedford Road was permitted despite the failure of those sites to deliver even the minimum level of residential parking normally required. These locations and the Firs Hotel site are approximately equidistant to the town centre, and both were permitted significant parking 'shortfalls' on the basis of their sustainable locations and site constraints.

Lastly, HAS expressly notes that the existing Firs Hotel has 27 bedrooms, but only 22 car parking spaces (with a small area to the front of the hotel potentially able to accommodate a couple of staff vehicles). On this basis, were the hotel to be brought back into use, it is foreseeable that demand for parking at the site could reasonably exceed supply. On a regular basis, especially noting that the hotel also features a restaurant that could open to non-resident diners. As such, redevelopment of the site would arguably decrease the likelihood of on-street parking in the vicinity.

On the above basis, the project team believe that it is reasonably justifiable to omit formal visitor parking provision at this location. Formal parking provision meets local standards and that a dedicated servicing / delivery bay has been provided (ensuring that the proposed layout need not be obstructed by tradespersons, deliveries, etc).

Highway Safety

The local highway network has been examined and found not to feature any significant collision history. In developing the site layout, the project team have sought to retain the overall layout of the layout network, whilst making minor improvements at the Bedford Road frontage where practicable. The existing access location at Bedford Road would be retained, where visibility is good and a right-turning lane is provided.

This TTN has identified that the proposed development would not increase vehicular traffic in the vicinity, and might arguably decrease the likelihood of 'overspill' parking demand. HAS further note that the traffic would likely now be split between the existing access and Firs Close, reducing use of the existing private access point at Bedford Road in favour of the prior-controlled junction at Firs Close (this likely being slightly beneficial in highway safety terms). Additionally, the changes at Firs Close will allow for safer tuning manoeuvres by large vehicles serving the existing cul-de-sac.

On the above basis, HAS consider that the proposed development could not reasonably be expected to cause any unacceptable highway safety impacts. Whilst monitoring, the changes proposed may actually offer some slight betterment with regards to pedestrian routes along Bedford Road and servicing / emergency access to Firs Close.

P.T.O.

Closing Remarks

This Transport Technical Note [TTN] has been prepared with due regard to prevailing local and national design guidance. It clearly sets out how the proposed development of nine townhouses (replacing an existing 27-bedroom hotel) would be appropriately laid out, utilising an existing access at Bedford Road and creating a new connection to Firs Close. Adequate parking provision would be made, whilst the new connection would facilitate appropriate servicing and emergency access to the site.

The proposed development would not be expected to generate any increase in vehicular traffic movements. No highway safety concerns have been identified locally, and the proposed works associated with the development have been prepared so as to enhance both the safety and setting of the existing streetscape.

Ultimately, HAS consider that the latest proposal clearly respects the provisions of the current NPPF. In particular, with reference to Paragraph 116 of the NPPF, there are no reasonable grounds to state that the proposal would give rise to severe detrimental impacts to the capacity or the public highway network, nor that it could give rise to unacceptable safety impacts.

HAS therefore request that the LPA provide 'in-principle' support for the development. Nonetheless, should Officers require any additional information, HAS and our Client would be pleased to discuss matters by telephone, email or to arrange a meeting as appropriate.

Report prepared by:

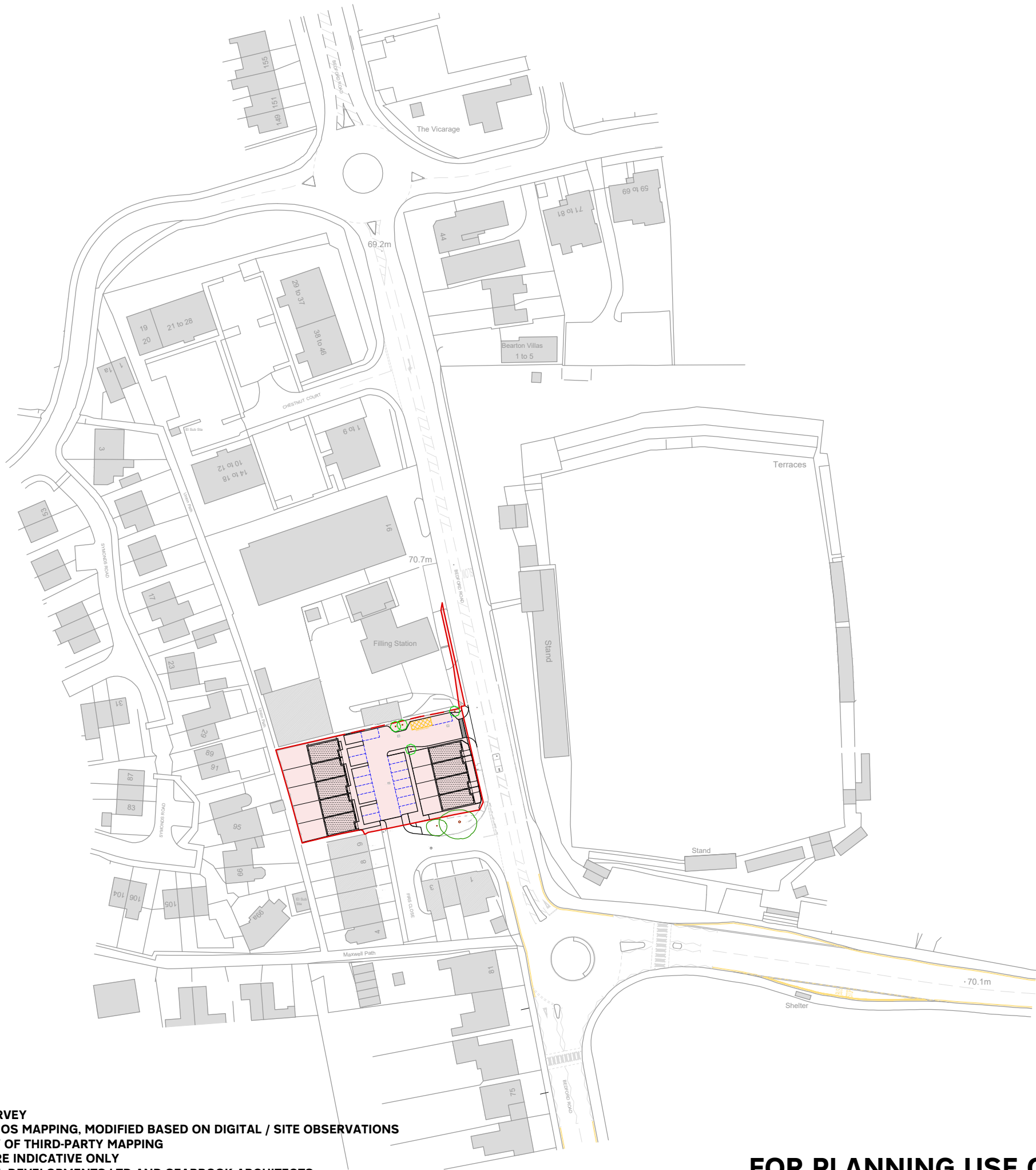
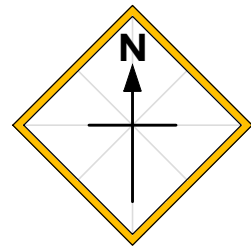
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21st January 2026 [revised 9th February 2026]

DRAWINGS:

HAS/25-023/01B THRU /011B

DRAWING #: HAS/25-023/01
REV: B



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- DRAWING BASED ON TOPOGRAPHICAL SURVEY
- SURVEY SUPPLEMENTED BY COMMERCIAL OS MAPPING, MODIFIED BASED ON DIGITAL / SITE OBSERVATIONS
- HAS CANNOT GUARANTEE THE ACCURACY OF THIRD-PARTY MAPPING
- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- SITE LAYOUT AS DEVELOPED WITH CAPITAL DEVELOPMENTS LTD AND SEABROOK ARCHITECTS

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CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**PROPOSED DEVELOPMENT
OVERVIEW (SHOWING
WIDER CONTEXT)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

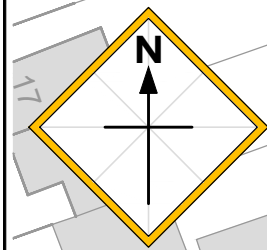
B	09/02/26	REVISED FRONTAGE AT PLOT #9, PLUS MINOR AMEDNMENTS	ACD	ACD	
A	22/01/26	PATIOS & FRONTAGE WALLS REMOVED, DOORS UPDATED AND REVISED PLANTING	ACD	ACD	
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY	

DRAWING #: HAS/25-023/01
REV: B
DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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FOR PLANNING USE ONLY

DRAWING #: REV:
HAS/25-023/02 B



1:500 @ A3

- DRAWING BASED ON TOPOGRAPHICAL SURVEY
- SURVEY SUPPLEMENTED BY COMMERCIAL OS MAPPING, MODIFIED BASED ON DIGITAL / SITE OBSERVATIONS
- HAS CANNOT GUARANTEE THE ACCURACY OF THIRD-PARTY MAPPING
- ALL ROAD MARKINGS AND VEGETATION ARE INDICATIVE ONLY
- SITE LAYOUT AS DEVELOPED WITH CAPITAL DEVELOPMENTS LTD AND SEABROOK ARCHITECTS

70.7m

Filling Station

EXTENT OF EXISTING 2.4m x 47m VISIBILITY SPRAY

EXISTING VISIBILITY SPLAY PASSES IN FRONT OF PETROL FILLING STATION 'PODIUM' SIGN

**SITE RED LINE ENCLOSSES
EXISTING VISIBILITY SPLAY
(SEE ALSO DRAWING /03A)**

EXTENT OF EXISTING 2.4m x 47m VISIBILITY SPRAY

1. DO NOT SCALE FROM THIS PLAN EXCEPT FOR PLANNING CONTROL PURPOSES, ANY/ALL DIMENSIONS SHOWN ARE IN METRES. THE READER USES THIS PLAN AT ITS OWN RISK.
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HAS
Highway Access
Solutions™

Pavilion House, 14-16 Bridgford Road
West Bridgford, Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:

**EXISTING SITE LAYOUT
& CAR PARK ACCESS
VISIBILITY SPLAYS**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

B	09/02/26	- REISSUE PER REV A (UNALTERED) -	ACD	ACD
A	22/01/26	MINOR AMENDMENTS ONLY	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

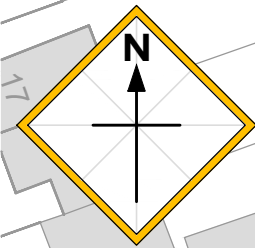
DRAWING #: **HAS/25-023/02** REV: **B**

DATE: **22/12/2025** PREPARED BY: **ACD** CHECKED BY: **ACD**

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FOR PLANNING USE ONLY

DRAWING #: HAS/25-023/03
REV: B



YELLOW AREA
SHOWS EXTENT
OF PFS TITLE

EXACT PFS
BOUNDARY
UNCLEAR

Filling Station

EXIT FROM
ADJACENT PETROL
FILLING STATION

PURPLE-HATCHED AREA MARKS
UNREGISTERED LAND BETWEEN
PETROL FILLING STATION [PFS]
AND PUBLIC HIGHWAY

ENTRANCE TO
ADJACENT PETROL
FILLING STATION

ORANGE LINE SHOWS
EXTENT OF DECLARED
PUBLIC HIGHWAY (AS
COPIED FROM OS
REFERNECE MAPPING)

The Firs
Hotel

Stand

Maxwell Path

FIRS CLOSE

1:500 @ A3

- DRAWING BASED ON TOPOGRAPHICAL SURVEY
- SURVEY SUPPLEMENTED BY COMMERCIAL OS MAPPING, MODIFIED BASED ON DIGITAL / SITE OBSERVATIONS
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Telephone: 01159 560008
Email: office@highwayaccess.co.uk

CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
KNOWN LAND BOUNDARIES
(SHOWN WITH
EXISTING SITE LAYOUT)

PROJECT TITLE:
PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN

B	09/02/26	- REISSUE PER REV A (UNALTERED) -	ACD	ACD
A	22/01/26	MINOR AMENDMENTS ONLY	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

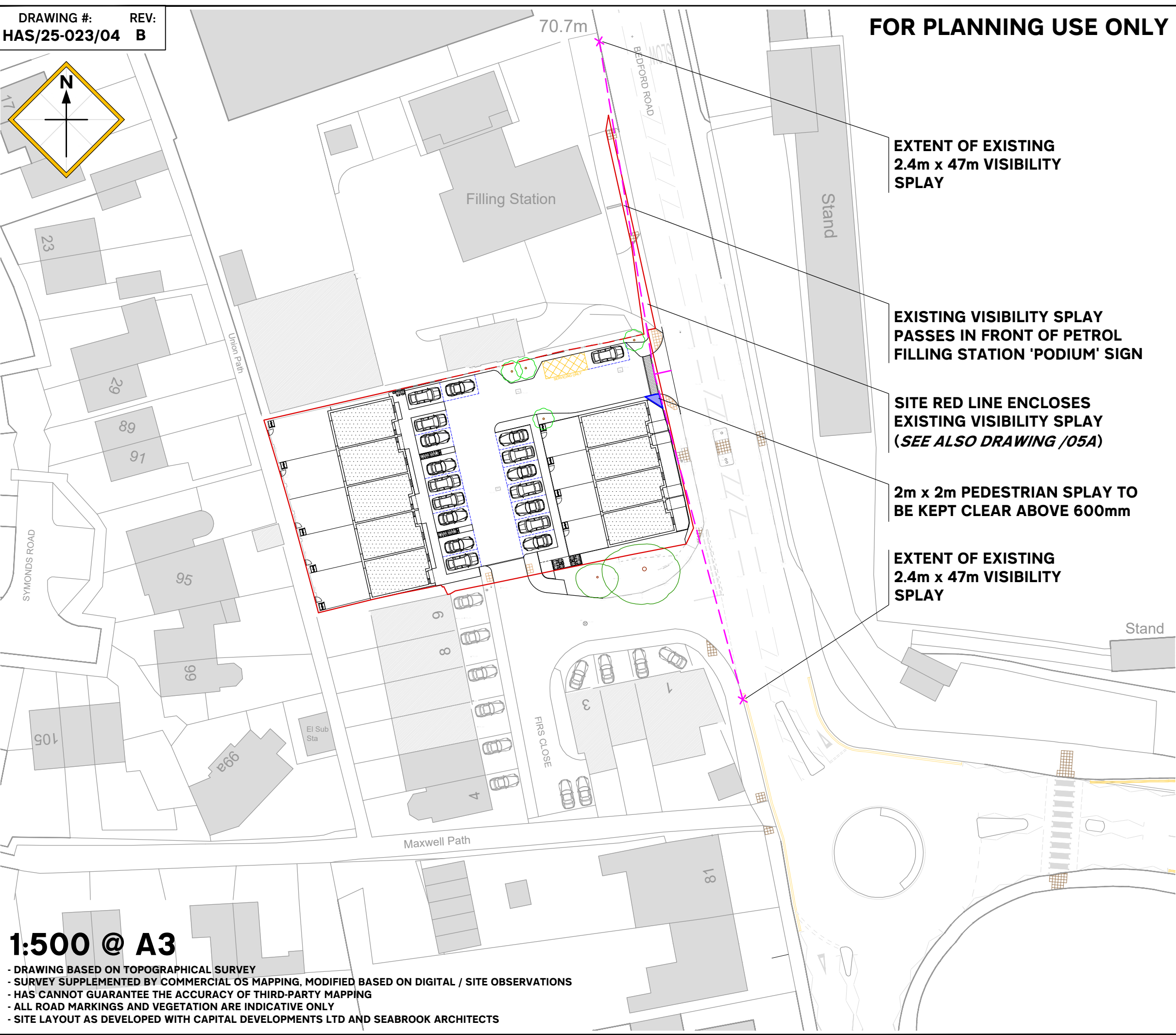
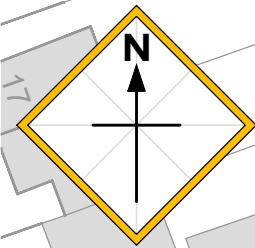
DRAWING #: HAS/25-023/03
REV: B

DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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NO DATA
BEYOND THIS
POINT

DRAWING #: HAS/25-023/04
REV: B



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CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**PROPOSED LAYOUT
& FRONTAGE ACCESS
VISIBILITY SPLAYS**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

B	09/02/26	REVISED FRONTAGE AT PLOT #9, PLUS MINOR AMENDMENTS	ACD	ACD
A	22/01/26	PATIOS & FRONTAGE WALLS REMOVED, DOORS UPDATED AND REVISED PLANTING	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

1:500 @ A3

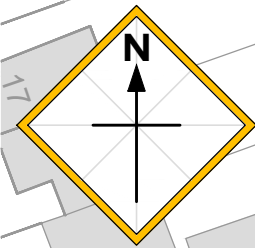
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DRAWING #: HAS/25-023/04
REV: B

DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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DRAWING #: HAS/25-023/05
REV: B



YELLOW AREA
SHOWS EXTENT
OF PFS TITLE

EXACT PFS
BOUNDARY
UNCLEAR

Filling Station

EXIT FROM
ADJACENT PETROL
FILLING STATION

PURPLE-HATCHED AREA MARKS
UNREGISTERED LAND BETWEEN
PETROL FILLING STATION [PFS]
AND PUBLIC HIGHWAY

ENTRANCE TO
ADJACENT PETROL
FILLING STATION

ORANGE LINE SHOWS
EXTENT OF DECLARED
PUBLIC HIGHWAY (AS
COPIED FROM OS
REFERNECE MAPPING)

Stand

FIRS CLOSE

Maxwell Path

NO DATA
BEYOND THIS
POINT

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Email: office@highwayaccess.co.uk

CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
KNOWN LAND BOUNDARIES
(SHOWN WITH
PROPOSED SITE LAYOUT)

PROJECT TITLE:
PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN

B	09/02/26	REVISED FRONTAGE AT PLOT #9, PLUS MINOR AMENDMENTS	ACD	ACD
A	22/01/26	PATIOS & FRONTAGE WALLS REMOVED, DOORS UPDATED AND REVISED PLANTING	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #:
HAS/25-023/05
REV:
B

DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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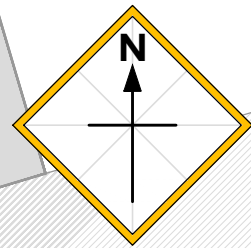
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1:500 @ A3

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DRAWING #: HAS/25-023/06
REV: B



VERTICAL CYCLE
LOCKERS TO BE
PROVIDED
(EXAMPLE)

REAR GATES TO
BE CREATED TO
UNION PATH
(EXAMPLE)

SERVICING / TRADE /
DELIVERY PARKING BAY

RAISED / TEXTURED
ENTRY FEATURE

FORMALISED SPLIT
IN EXISTING FOOTWAY
CROSSOVERS (WITH
ADDITIONAL TACTILE
PAVING)

RETAINED / EXISTING
RIGHT-TURN LANE

REVISED RADII WITH
REPLACEMENT
TACTILE PAVING

EXISTING
FOOTWAY
WIDENED

EXISTING STREET
TREES RETAINED

REFUSE STORE FOR
FRONTAGE PROPERTIES

EXTENSION TO
FIRS CLOSE WITH NEW
CROSSING POINT

REVISED KERBLINE
WITH NEW FOOTWAY

1:250 @ A3

- DRAWING BASED ON TOPOGRAPHICAL SURVEY
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FOR PLANNING USE ONLY

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CLIENT:

Capital Developments Group Ltd

DRAWING TITLE:

PROPOSED DEVELOPMENT
OVERVIEW (WITH
PARKING SPACE IDs)

PROJECT TITLE:

PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN

B	09/02/26	REVISED FRONTAGE AT PLOT #9, PLUS MINOR AMENDMENTS	ACD	ACD
A	22/01/26	PATIOS & FRONTAGE WALLS REMOVED, DOORS UPDATED AND REVISED PLANTING	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #:
HAS/25-023/06

REV:
B

DATE:
22/12/2025

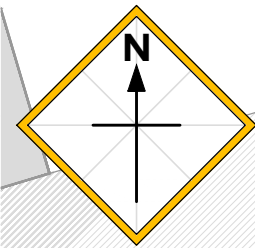
PREPARED BY:
ACD

CHECKED BY:
ACD

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DRAWING #: HAS/25-023/07
REV: B



**FORMALISED SPLIT
IN EXISTING FOOTWAY
CROSSOVERS (WITH
ADDITIONAL TACTILE
PAVING)**

**REVISED RADII WITH
REPLACEMENT
TACTILE PAVING**

**EXISTING
FOOTWAY
WIDENED**

**BLUE-HATCHED LAND
TRANSFERRED TO #9**

**MAGENTA-HATCHED
EXTENSION TO FIRS CLOSE
(WITH CROSSING POINT)
TO BE OFFERED FOR ADOPTION**

**REVISED KERBLINE
WITH NEW FOOTWAY**

1:250 @ A3

- DRAWING BASED ON TOPOGRAPHICAL SURVEY
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HAS

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CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**PROPOSED DEVELOPMENT
OVERVIEW (WITH LAND
TRANSFERS & DIMENSIONS)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

B	09/02/26	REVISED FRONTAGE AT PLOT #9, PLUS MINOR AMENDMENTS	ACD	ACD
A	22/01/26	PATIOS & FRONTAGE WALLS REMOVED, DOORS UPDATED AND REVISED PLANTING	ACD	ACD
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #:
HAS/25-023/07

DATE:
22/12/2025

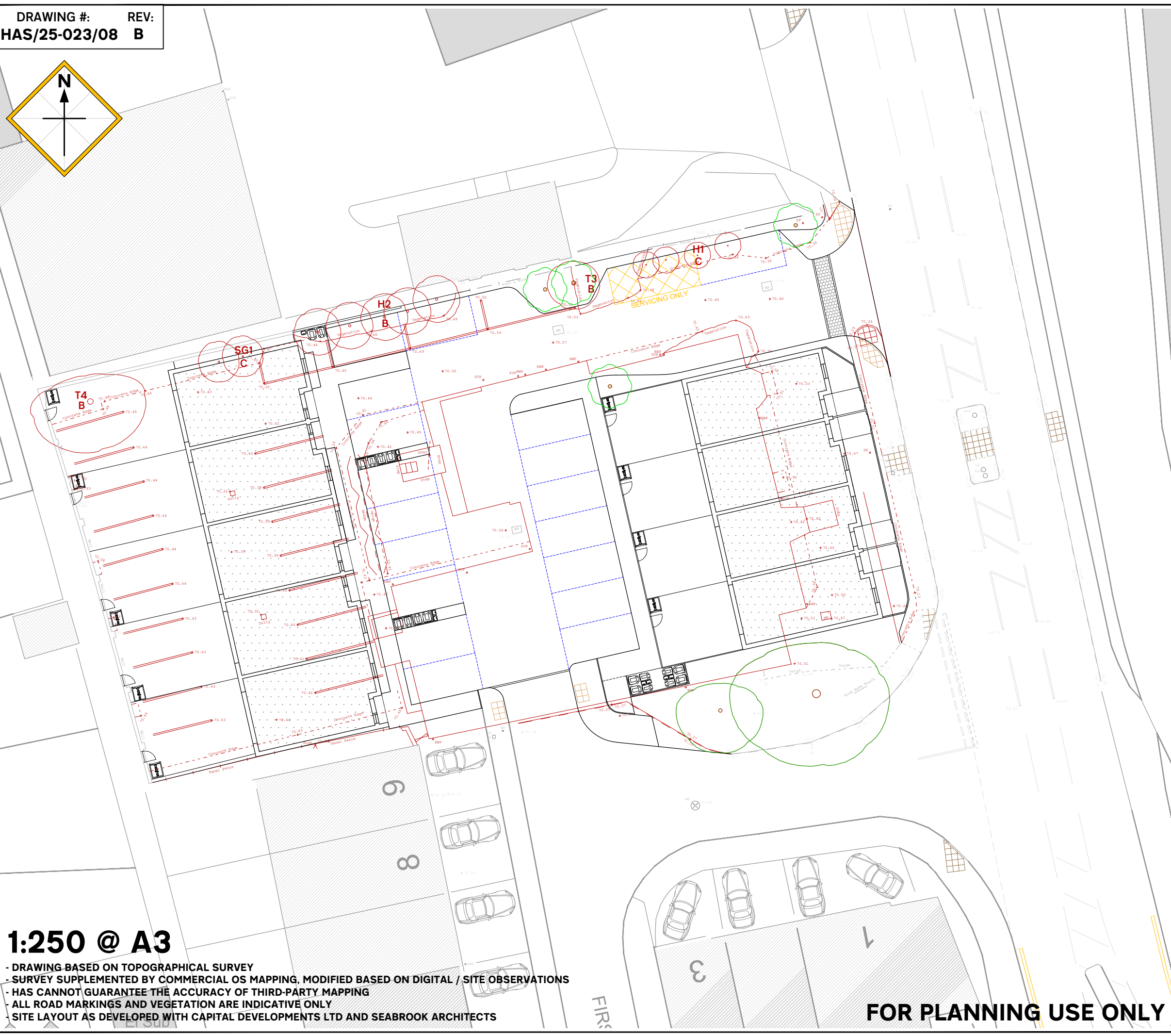
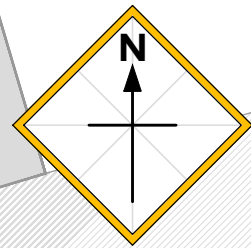
REV:
B

PREPARED BY:
ACD

CHECKED BY:
ACD

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DRAWING #: HAS/25-023/08
REV: B



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- SITE LAYOUT AS DEVELOPED WITH CAPITAL DEVELOPMENTS LTD AND SEABROOK ARCHITECTS

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West Bridgford, Nottingham NG2 6AB
Telephone: 01159 560008
Email: office@highwayaccess.co.uk

CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**PROPOSED DEVELOPMENT
OVERVIEW (WITH
CLEARANCE UNDERLAY)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

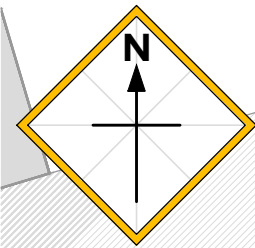
REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY
B	09/02/26	REVISED FRONTAGE AT PLOT #9, MINOR AMENDMENTS & REVISED TRACKING	ACD	ACD
A	22/01/26	PATIOS & FRONTAGE WALLS REMOVED, DOORS UPDATED AND REVISED PLANTING	ACD	ACD

DRAWING #: HAS/25-023/08
REV: B
DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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FOR PLANNING USE ONLY

DRAWING #: HAS/25-023/09
REV: B



LOW-LEVEL (<600mm)
PLANTING BETWEEN
PARKING BAYS

NEW / REPLACEMENT
TREES

NEW
TREES

ALL PLANTING
ACROSS SITE
FRONTAGE TO BE
<600m IN HEIGHT

SERVICING ONLY

EXISTING STREET TREES
RETAINED [SEE DETAILS IN
ARBORICULTURE REPORT]

1:250 @ A3

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HAS

Highway Access
Solutions™

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West Bridgford, Nottingham NG2 6AB

Telephone: 01159 560008
Email: office@highwayaccess.co.uk

CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**PROPOSED DEVELOPMENT
OVERVIEW (WITH RPAs &
INDICATIVE PLANTING)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

B	09/02/26	REVISED FRONTAGE AT PLOT #9, MINOR AMENDMENTS & REVISED TRACKING	ACD	ACD
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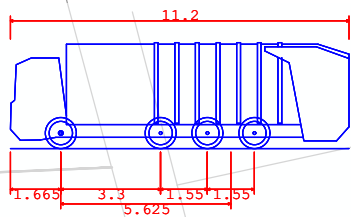
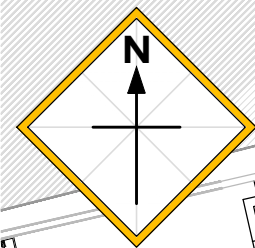
DRAWING #: HAS/25-023/09
REV: B

DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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DRAWING #: HAS/25-023/10
REV: B



4-Axle Refuse Vehicle w/Terbrg
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.500m
Min Body Ground Clearance 0.250m
Track Width 2.200m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.200m

VEHICLE TRACKING LEGEND
CYAN LINES SHOW INDICATIVE VEHICLE POSITIONS
RED LINES SHOW THE PATH OF THE VEHICLE WHEEL BASE
GREEN LINES SHOW THE PATH OF THE VEHICLE BODYWORK
PURPLE LINES (IF USED) SHOW THE PATH OF VEHICLE LOAD
'DULL' LINES INDICATE REVERSING MANOEUVRES

1:250 @ A3

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COLLECTION POINT(S)
FOR 5-10 CONTAINERS
FROM REAR PROPERTIES

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CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**SWEPT PATH ASSESSMENT:
REFUSE COLLECTION
(AT FIRS CLOSE)**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

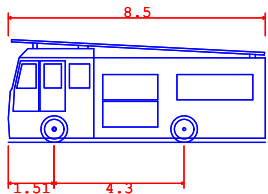
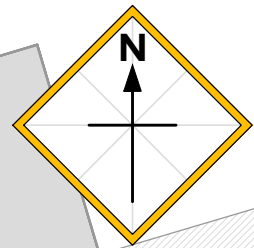
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REV.	DATE	ALTERATION(S) MADE	P/BY	C/BY

DRAWING #: HAS/25-023/10
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DATE: 22/12/2025
PREPARED BY: ACD
CHECKED BY: ACD

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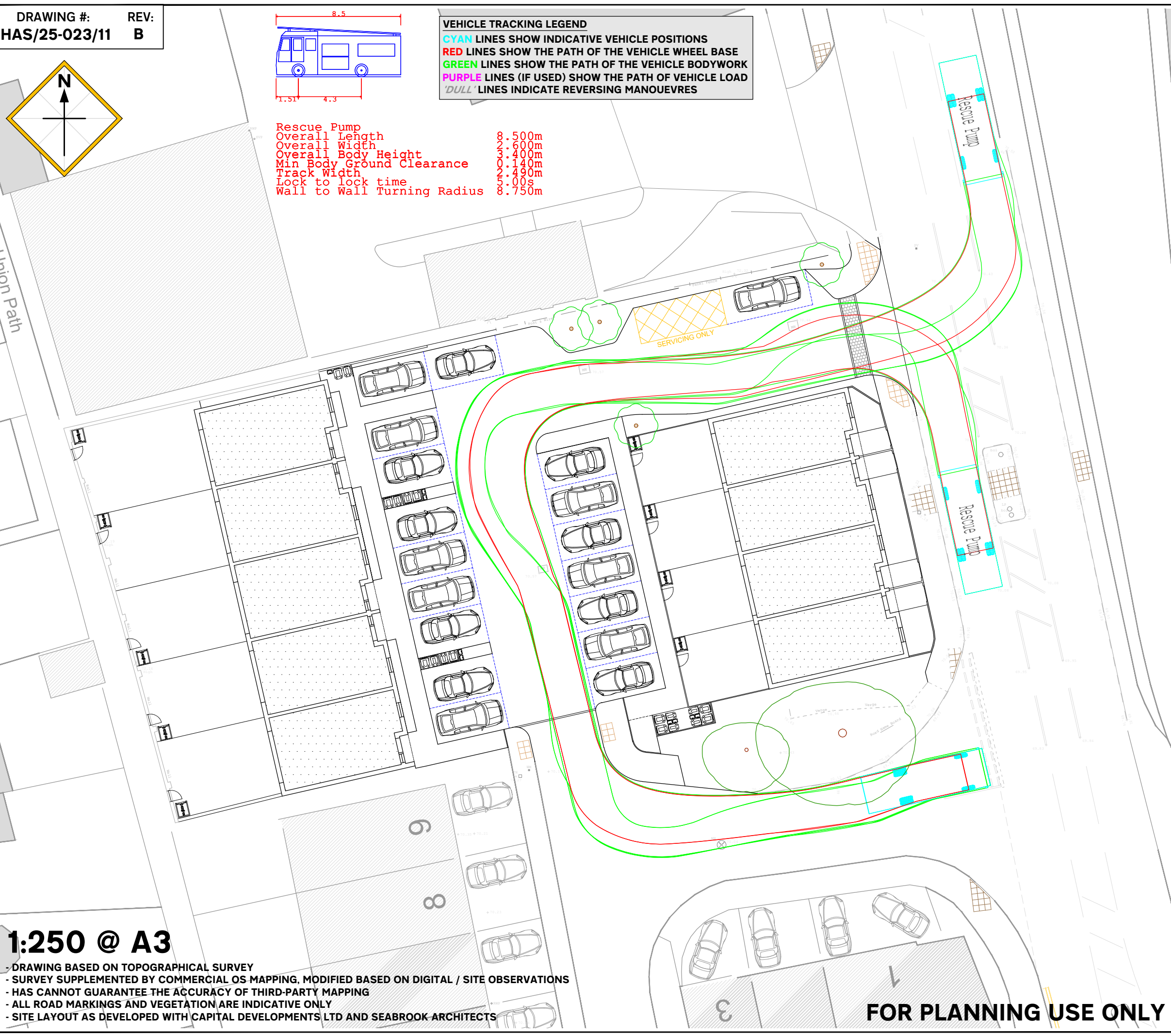
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DRAWING #: HAS/25-023/11
REV: B



Rescue Pump
Overall Length 8.500m
Overall Width 1.510m
Overall Body Height 4.300m
Min Body Ground Clearance 1.400m
Track Width 1.400m
Lock to lock time 1.00s
Wall to Wall Turning Radius 8.750m

VEHICLE TRACKING LEGEND
CYAN LINES SHOW INDICATIVE VEHICLE POSITIONS
RED LINES SHOW THE PATH OF THE VEHICLE WHEEL BASE
GREEN LINES SHOW THE PATH OF THE VEHICLE BODYWORK
PURPLE LINES (IF USED) SHOW THE PATH OF VEHICLE LOAD
'DULL' LINES INDICATE REVERSING MANOEUVRES



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Email: office@highwayaccess.co.uk

CLIENT:
Capital Developments Group Ltd

DRAWING TITLE:
**SWEPT PATH ASSESSMENT:
FIRE TENDER ACCESSING
NEW DEVELOPMENT**

PROJECT TITLE:
**PROPOSED RESIDENTIAL
REDEVELOPMENT,
'THE FIRS' HOTEL,
BEDFORD ROAD, HITCHIN**

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PREPARED BY: ACD
CHECKED BY: ACD

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1:250 @ A3

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APPENDIX A:

LHA PUBLIC HIGHWAY BOUNDARY MAP

*[© CROWN COPYRIGHT, REPRODUCED SOLELY FOR PURPOSES
OF LHA INTERACTION / DISCUSSION]*

Dear Sir

REF: Firs Hotel, Bedford Road, Hitchin

Your Ref:

I refer to your recent enquiry in respect of the above.

Please find attached herewith a plan coloured orange to show what is considered to be highway maintainable at public expense in the area of this enquiry; a straight cut-line across a road indicates the end of the highway whereas a zig zag cut-line indicates that the highway continues.

Purple lines show the approximate courses of public footpaths Hitchin FP018 and Hitchin FP020 as shown on the Definitive Map of Public Rights of Way in Hertfordshire.

For the purposes of rights of way this map is just a representation and the Definitive Map and Statement should always be consulted.

The Definitive Map is only legally conclusive at the scale it was drawn at, which is 1:10,000. The online version can be found at: www.hertfordshire.gov.uk/rowmap, and the legal copy via the Countryside & Rights of Way Service at row@hertfordshire.gov.uk, or County Hall Front Reception and any borough or district council offices.

This information is given after appropriate enquiries and in the belief that it is in accordance with the information at present available to the officers of this council but on the distinct understanding that neither the council, nor any of its officers is legally responsible for it except for negligence.

I trust the above is of assistance.

Yours faithfully

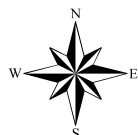
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No further copies may be made.

Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council

Date: 18/07/2024



Firs Hotel Bedford Road HITCHIN



Scale at A4
1:1,250

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

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APPENDIX B:

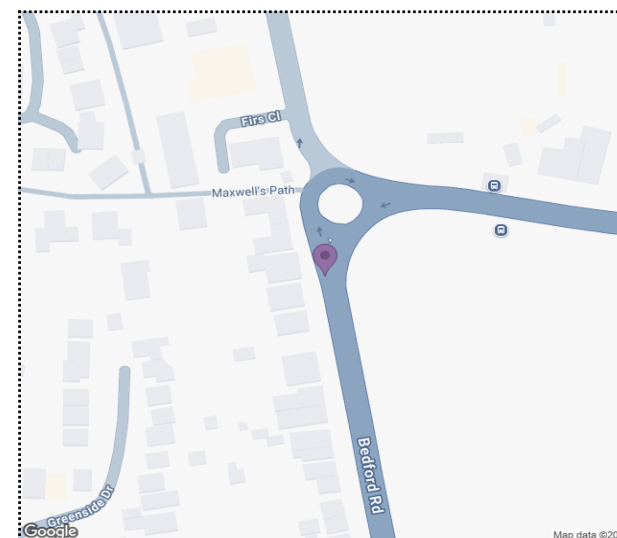
‘CRASHMAP’ PIC RECORDS

*[LICENSED FROM WWW.CRASHMAP.CO.UK, REPORTS
INCLUDING DATA FROM DfT AND GOOGLE]*



Validated Data

Crash Date:	Wednesday, April 4, 2018	Time of Crash:	16:10:00	Crash Reference:	2018410292986
Highest Injury Severity:	Slight	Road Number:	A600	Casualties:	1
Highway Authority:	Hertfordshire			Vehicles:	1
Local Authority:	North Hertfordshire			OS Grid Reference:	517971 229720
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, April 4, 2018

Time of Crash: 16:10:00

Crash Reference: 2018410292986

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, January 11, 2020

Time of Crash: 16:30:00

Crash Reference: 2020410922354

Highest Injury Severity: Slight

Road Number: A505

Casualties: 1

Highway Authority: Hertfordshire

Vehicles: 2

Local Authority: North Hertfordshire

OS Grid Reference: 517991 229759

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

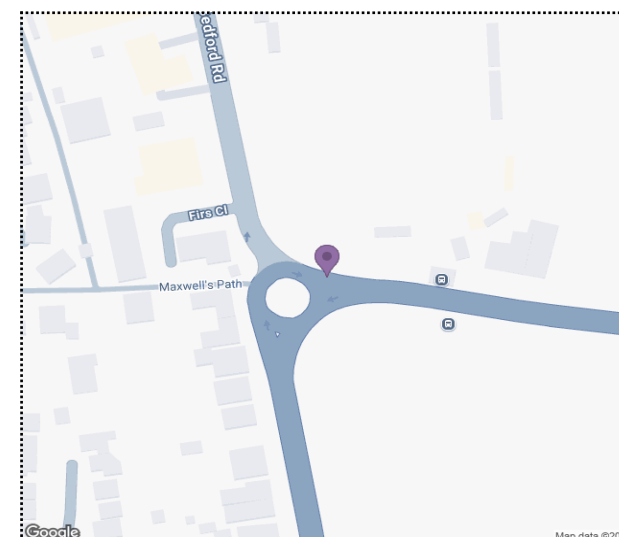
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: Zebra crossing

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Saturday, January 11, 2020

Time of Crash: 16:30:00

Crash Reference: 2020410922354

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, September 27, 2024

Highest Injury Severity: Slight

Highway Authority: Hertfordshire

Local Authority: North Hertfordshire

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Unknown

Road Type: Single carriageway

Junction Control: Unknown

Time of Crash: 20:57:00

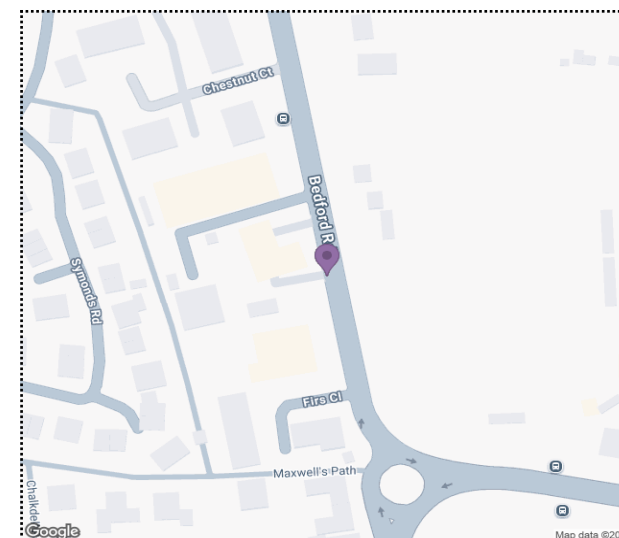
Crash Reference: 2024411507498

Road Number: A600

Casualties: 1

Vehicles: 1

OS Grid Reference: 517947 229837



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, September 27, 2024

Time of Crash: 20:57:00

Crash Reference: 2024411507498

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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APPENDIX C:

CENSUS DATA

*[© CROWN COPYRIGHT RESERVED,
[REPRODUCED AND ADAPTED UNDER OGL v3.0]*

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 21 January 2026]

Additional analysis by HAS marked by shaded cells (under OGL v3.0)

population All usual residents aged 16 years and over in employment the week before the census
units Persons
date 2021

Method of travel to workplace	oa2021:E00119912			ward2022:Hitchin Oughton			ladu2023:North Hertfordshire			lacu2023:Hertfordshire		
	number	%	%	number	%	%	number	%	%	number	%	%
Total: All usual residents aged 16 years and over*	151	100.0	-	2,468	100.0	-	67,157	100.0	-	598,243	100.0	-
Work mainly at or from home	72	47.7	-	815	33.0	-	28,689	42.7	-	235,440	39.4	-
Underground, metro, light rail, tram	0	0.0	0.0	2	0.1	0.1	113	0.2	0.3	6,993	1.2	1.9
Train	3	2.0	3.8	85	3.4	5.1	2,442	3.6	6.3	20,638	3.4	5.7
Bus, minibus or coach	0	0.0	0.0	28	1.1	1.7	457	0.7	1.2	10,332	1.7	2.8
Taxi	1	0.7	1.3	9	0.4	0.5	159	0.2	0.4	3,032	0.5	0.8
Motorcycle, scooter or moped	1	0.7	1.3	9	0.4	0.5	211	0.3	0.5	2,233	0.4	0.6
Driving a car or van	48	31.8	60.8	1,085	44.0	65.6	27,107	40.4	70.5	247,645	41.4	68.3
Passenger in a car or van	8	5.3	10.1	108	4.4	6.5	2,061	3.1	5.4	17,831	3.0	4.9
Bicycle	1	0.7	1.3	41	1.7	2.5	875	1.3	2.3	7,271	1.2	2.0
On foot	16	10.6	20.3	266	10.8	16.1	4,567	6.8	11.9	41,339	6.9	11.4
Other method of travel to work	1	0.7	1.3	20	0.8	1.2	476	0.7	1.2	5,489	0.9	1.5
Of those who Travel to Work	79			1,653			38,468			362,803		

*In employment the week before the census

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance.

Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 21 January 2026]

Additional analysis by HAS marked by shaded cells (under OGL v3.0)

population All households
units Households
date 2021

Number of cars or vans	oa2021:E00119912		ward2022:Hitchin Oughton		ladu2023:North Hertfordshire		lacu2023:Hertfordshire	
	number	%	number	%	number	%	number	%
Total: All households	105	100.0	2,203	100.0	56,732	100.0	482,893	100.0
No cars or vans in household	15	14.3	547	24.8	8,781	15.5	75,455	15.6
1 car or van in household	57	54.3	985	44.7	24,339	42.9	202,732	42.0
2 cars or vans in household	28	26.7	511	23.2	17,366	30.6	149,357	30.9
3 or more cars or vans in household	5	4.8	160	7.3	6,246	11.0	55,349	11.5
Est. Avg. # of cars / vans	1.22		1.13		1.37		1.38	
Estimated Total cars / vans	128		2487		77809		667493	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance.

Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.

TS050 - Number of bedrooms

ONS Crown Copyright Reserved [from Nomis on 21 January 2026]

Additional analysis by HAS marked by shaded cells (under OGL v3.0)

population All households
units Households
date 2021

Number of bedrooms	oa2021:E00119912		ward2022:Hitchin Oughton		lacu2023:Hertfordshire		ladu2023:North Hertfordshire	
	number	%	number	%	number	%	number	%
Total: All households	106	100.0	2,204	100.0	482,893	100.0	56,731	100.0
1 bedroom	30	28.3	316	14.3	61,253	12.7	6,670	11.8
2 bedrooms	33	31.1	609	27.6	118,381	24.5	13,752	24.2
3 bedrooms	34	32.1	1,053	47.8	180,348	37.3	22,261	39.2
4 or more bedrooms	9	8.5	226	10.3	122,911	25.5	14,048	24.8
Estimated Avg. # of bedrooms	2.21		2.54		2.76		2.77	
Estimated Total bedrooms	234		5,597		1,330,703		157,149	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

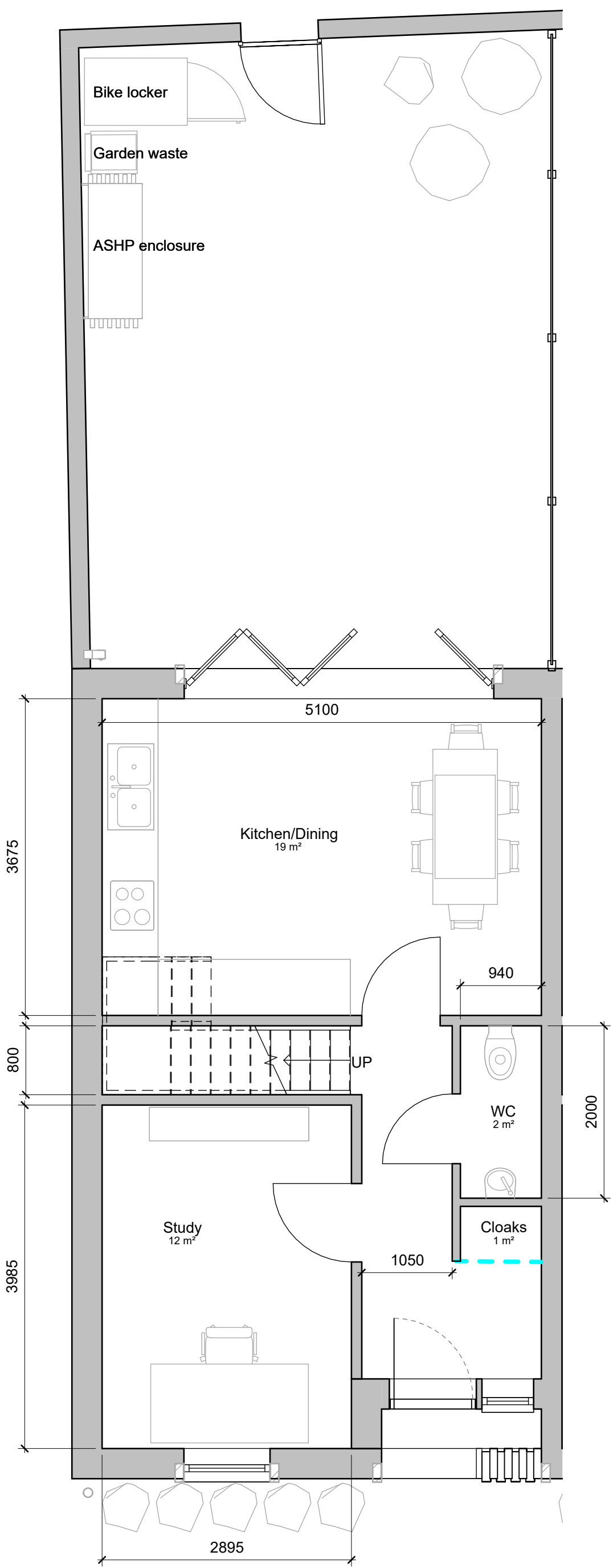
Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance.

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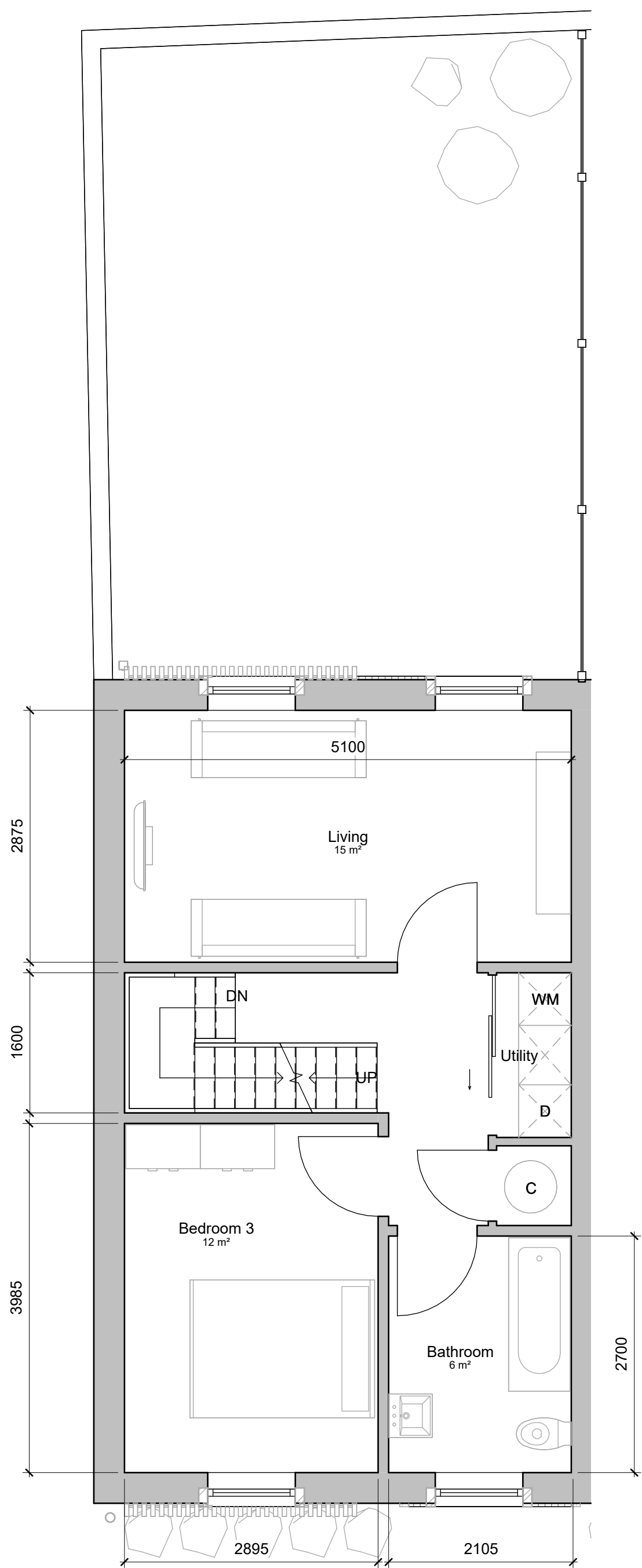
APPENDIX D:

PROPOSED DEVELOPMENT FLOORPLANS

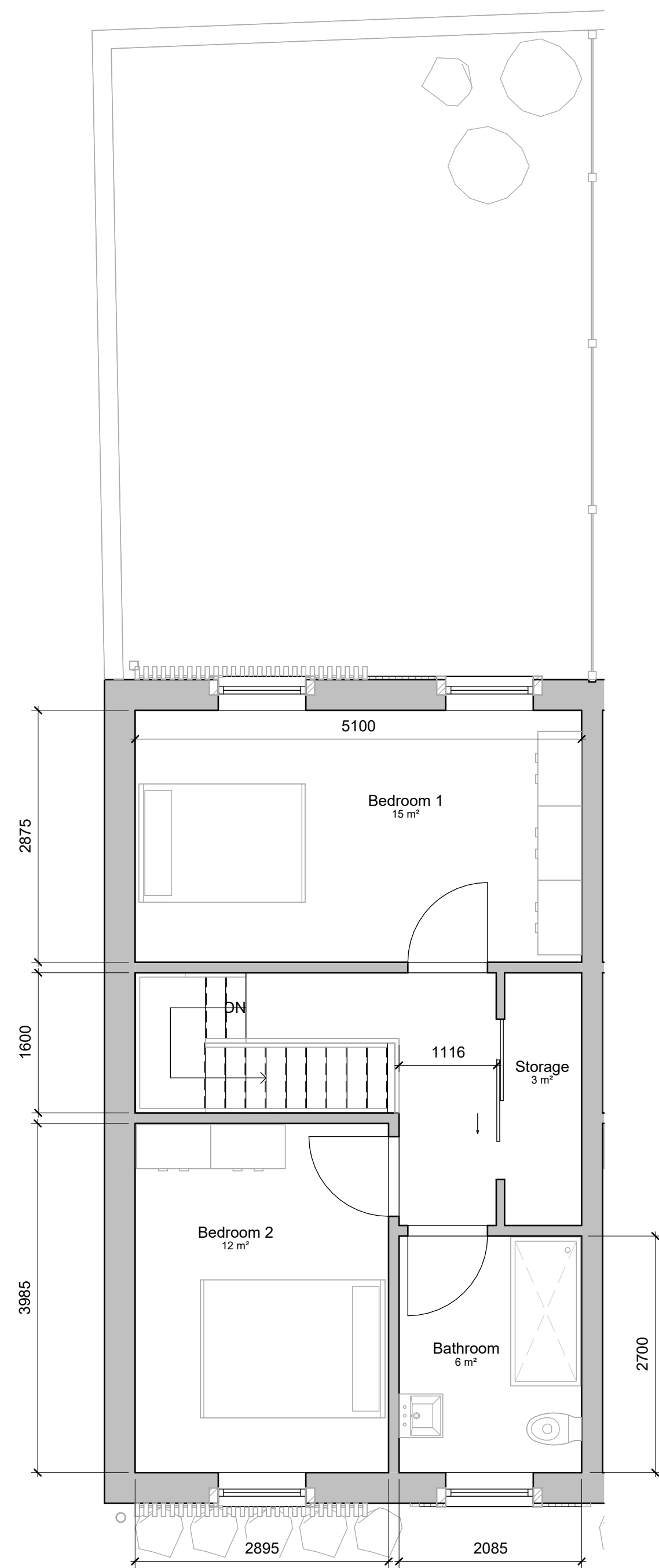
*[PLANS BY 'SEABROOK ARCHITECTS',
USED WITH PERMISSION]*



1 TYPE B - GF PLAN
1 : 50



2 TYPE B - FF PLAN
1 : 50



3 TYPE B - SF PLAN
1 : 50



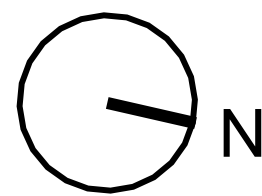
Amendments/Notes

Rev.	Description	Date	Issued by
A	Fencing amended and GIAs info added	27/11/2025	MS
B	Amends to internal layout	09/12/2025	MS
C	Slats cladding added to units front elevations	16/12/2025	MS
D	Cladding added to rear elevations, patios to gardens removed	14/01/2026	MS
E	Updated to include latest Landscape Design & ESP Strategy	29/01/2026	MS
F	Updated graphics	04/02/2026	MS

Type B Unit GIAs

GF 42.59 m2
FF 44.37 m2
SF 44.37 m2

Total 131.33 m2



All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site.
Dimensions MUST NOT be scaled from this drawing.

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This drawing is to be read in conjunction with all relevant consultants and/or specialist's drawings/documents and any discrepancies or variations are to be notified to the Architect before the affected work commences.

All works on site are to be carried out fully in accordance with current CDM regulations and recommendations, current Building Regulations, British Standards and Codes of Practice as appropriate.

Project
FIRS HOTEL, HITCHIN

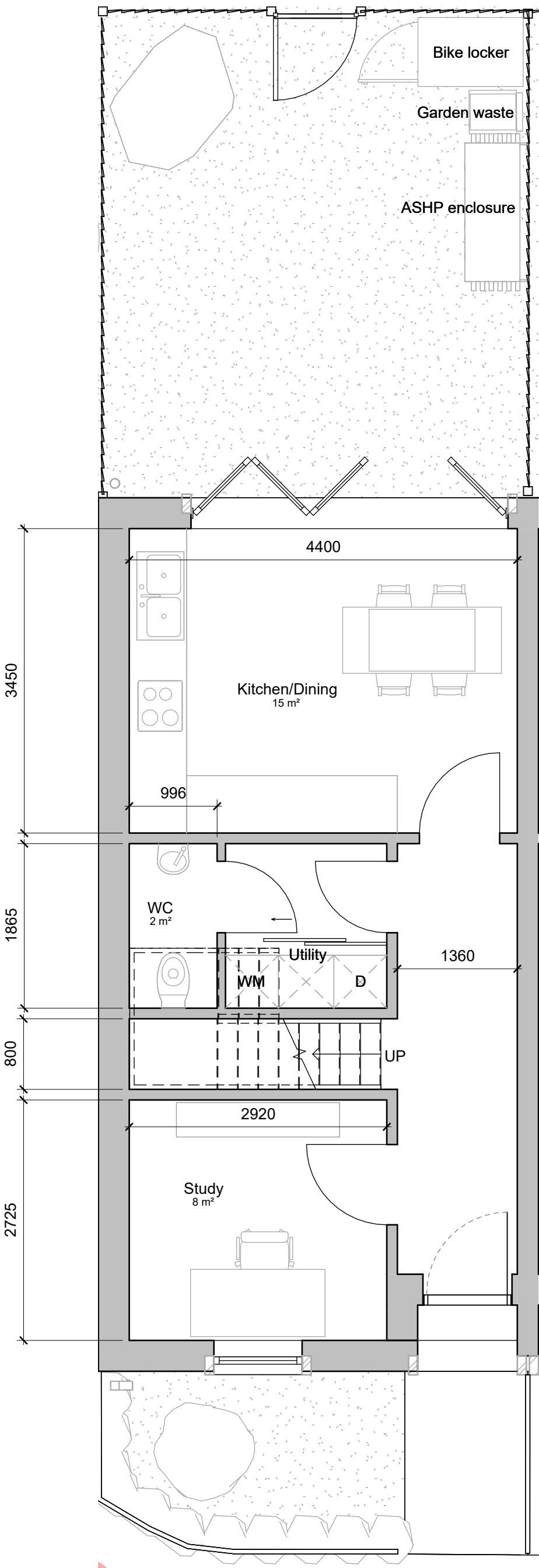
Drawing
**TYPE B UNIT
FLOOR PLANS**

**SEABROOK
ARCHITECTS**
CHARTERED ARCHITECTS

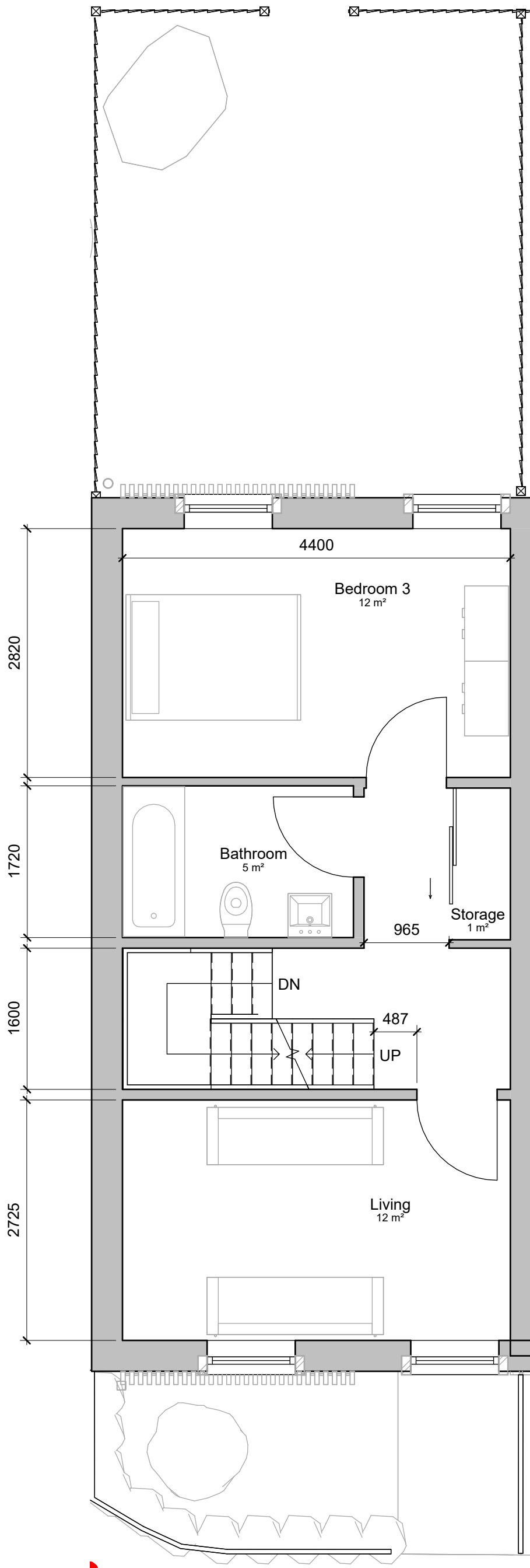
Unit 17, Chiltern Court, Asheridge Road, Chesham,
Buckinghamshire, HP5 2PX
Tel: 01494 778918
Web: seabrookarchitects.co.uk
e-mail: info@seabrookarchitects.co.uk

Drawn By MS	Date
Checked By Checker	Date 09/02/2026 10:28:36
Approved By Approver	Date 09/02/2026 10:28:36

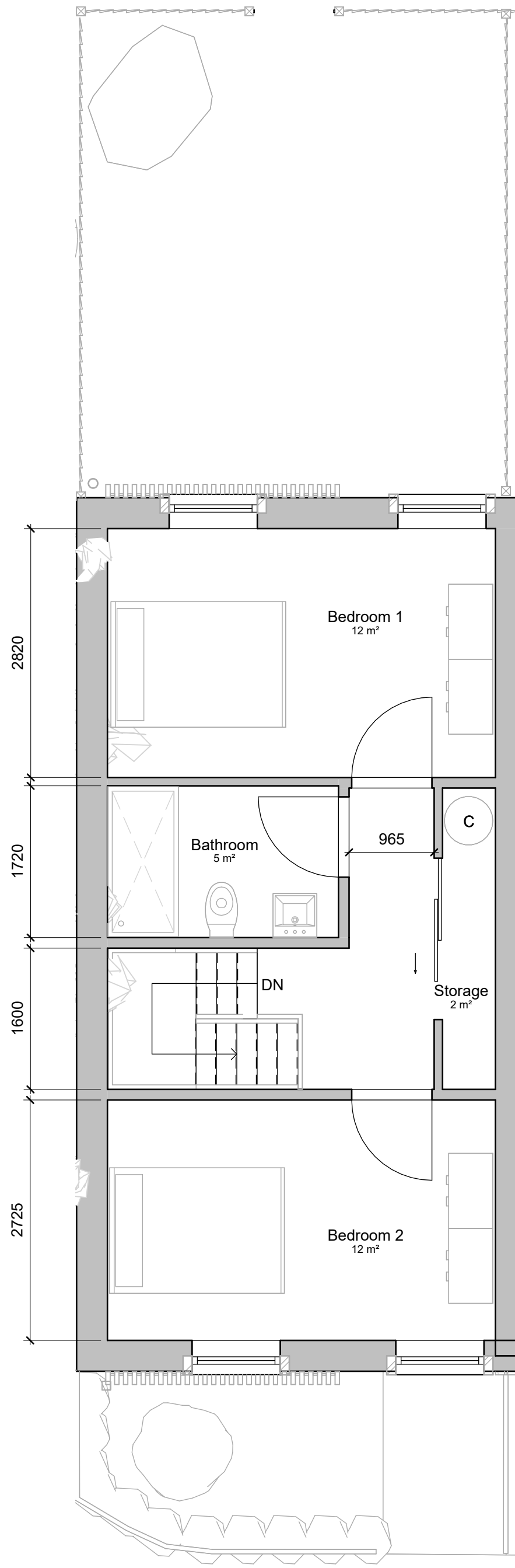
Drawing No. 6154 A(PL)114
Rev. F



1 TYPE C - GF PLAN
1 : 50



2 TYPE C - FF PLAN
1 : 50



3 TYPE C - SF PLAN
1 : 50

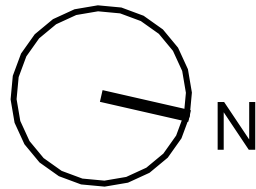


Amendments/Notes			
Rev.	Description	Date	Issued by
A	Fencing amended and GIAs info added	27/11/2025	MS
B	Amends to internal layout	09/12/2025	MS
C	Slats cladding added to units front elevations	16/12/2025	MS
D	Cladding added to rear elevations, patios to gardens removed	14/01/2026	MS
E	Updated to include latest Landscape Design & ESP Strategy	29/01/2026	MS
F	Updated graphics	04/02/2026	MS

Type C Unit GIAs

GF 39.37 m2
FF 40.48 m2
SF 40.48 m2

Total 120.33 m2



All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site.
Dimensions MUST NOT be scaled from this drawing.

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This drawing is to be read in conjunction with all relevant consultants and/or specialist's drawings/documents and any discrepancies or variations are to be notified to the Architect before the affected work commences.

All works on site are to be carried out fully in accordance with current CDM regulations and recommendations, current Building Regulations, British Standards and Codes of Practice as appropriate.

Project
FIRS HOTEL, HITCHIN

Drawing
TYPE C UNIT
FLOOR PLANS

SEABROOK
ARCHITECTS
CHARTERED ARCHITECTS

Unit 17, Chiltern Court, Asheridge Road, Chesham,
Buckinghamshire, HP5 2PX
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e-mail: info@seabrookarchitects.co.uk

Drawn By MS	Date
Checked By Checker	Date 09/02/2026 10:28:42
Approved By Approver	Date 09/02/2026 10:28:42

Drawing No. 6154 A(PL)115
Rev. F

APPENDIX E:

TRICS DATA – HOTELS

[LICENSED BY TRICS BUREAU / ABRIDGED]

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Filtering Summary:

Land Use: 06/A HOTEL, FOOD & DRINK/HOTELS

Selected Trip Rate Calculation Parameter Range: 10 100 ***** BEDRMS

Actual Trip Rate Calculation Parameter Range: 1300 5140 ***** BEDRMS

Date Range: Minimum: 1/1/2016 12:00:00 AM Maximum: 9/13/2023 11:00:00 PM

Parking Spaces Range: 16 143

Parking Spaces Range: 70 70

Days of the week selected:

Friday	1
Monday	3
Thursday	1
Tuesday	2

Main Location Types selected:

Edge of Town	3
Edge of Town Centre	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

20,001 to 25,000	1
25,001 to 50,000	2
5,001 to 10,000	3
50,001 to 100,000	1

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Population <5 Mile ranges selected:

125,001 to 250,000	3
25,001 to 50,000	1
5,001 to 25,000	1
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	4

PTAL Rating:

No PTAL Present	7
-----------------	---

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - Gross floor area

Category: A - Number of bedrooms

Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 day
	NY	NORTH YORKSHIRE	1 day
10	WALES		
	SW	SWANSEA	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BEDRMS
Actual Range:	1300 to 5140 (units:*****)
Range Selected by User:	10 to 100 (units:*****)
Parking Spaces Range:	0 - 362

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 13/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	3 days
Thursday	1 days
Tuesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	3 days
Edge of Town Centre	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2 days
Development Zone	2 days
Industrial Zone	1 days
No Sub Category	1 days
Residential Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	6 days

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Secondary Filtering Selection:

Use Class:

C1	7 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

70 - 2878

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	3 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

LIST OF SITES relevant to selection parameters:

Site 1:	AL-06-A-01	Gross floor area (sqm):	2675
Development Name:	TRAVELODGE	No of bedrooms:	51
Location:	HALIFAX	No of Employees:	13
Postcode:	HX3 5AY	Survey Date:	10/22/2018
Main Location Type:	Edge of Town Centre	Survey Day:	Monday
Sub Location Type:	Development Zone		
PTAL:	N/A		
Site 2:	HI-06-A-05	Gross floor area (sqm):	2990
Development Name:	BEST WESTERN	No of bedrooms:	89
Location:	INVERNESS	No of Employees:	20
Postcode:	IV3 5NG	Survey Date:	4/19/2018
Main Location Type:	Edge of Town Centre	Survey Day:	Thursday
Sub Location Type:	Built-Up Zone		
PTAL:	N/A		
Site 3:	NF-06-A-04	Gross floor area (sqm):	1650
Development Name:	HOTEL	No of bedrooms:	38
Location:	NORWICH	No of Employees:	15
Postcode:	NR1 1RU	Survey Date:	11/25/2019
Main Location Type:	Edge of Town Centre	Survey Day:	Monday
Sub Location Type:	Built-Up Zone		
PTAL:	N/A		
Site 4:	NY-06-A-01	Gross floor area (sqm):	5140
Development Name:	ASCEND HOTEL	No of bedrooms:	100
Location:	HARROGATE	No of Employees:	56
Postcode:	HG1 5AH	Survey Date:	10/23/2018
Main Location Type:	Edge of Town Centre	Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	N/A		
Site 5:	SW-06-A-01	Gross floor area (sqm):	2996
Development Name:	IBIS	No of bedrooms:	99
Location:	SWANSEA	No of Employees:	16
Postcode:	SA1 8LD	Survey Date:	10/7/2019
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub Location Type:	Development Zone		
PTAL:	N/A		
Site 6:	WL-06-A-03	Gross floor area (sqm):	1300
Development Name:	TRAVELODGE	No of bedrooms:	57
Location:	WINCANTON	No of Employees:	19
Postcode:	BA9 8AB	Survey Date:	9/18/2018
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	No Sub Category		
PTAL:	N/A		
Site 7:	WO-06-A-04	Gross floor area (sqm):	2220
Development Name:	PREMIER INN	No of bedrooms:	64
Location:	MALVERN	No of Employees:	30
Postcode:	WR14 1GD	Survey Date:	11/12/2021
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub Location Type:	Industrial Zone		
PTAL:	N/A		

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	71	0.028	0.118	0.146
08:00-09:00	7	71	0.082	0.153	0.235
09:00-10:00	7	71	0.092	0.157	0.249
10:00-11:00	7	71	0.082	0.102	0.184
11:00-12:00	7	71	0.054	0.074	0.128
12:00-13:00	7	71	0.070	0.058	0.128
13:00-14:00	7	71	0.064	0.054	0.118
14:00-15:00	7	71	0.094	0.078	0.172
15:00-16:00	7	71	0.112	0.080	0.192
16:00-17:00	7	71	0.120	0.090	0.210
17:00-18:00	7	71	0.104	0.088	0.192
18:00-19:00	7	71	0.135	0.072	0.207
19:00-20:00	7	71	0.127	0.054	0.181
20:00-21:00	7	71	0.076	0.034	0.110
21:00-22:00	7	71	0.044	0.020	0.064
22:00-23:00					
23:00-00:00					
Totals Rates:			1.284	1.232	2.516

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

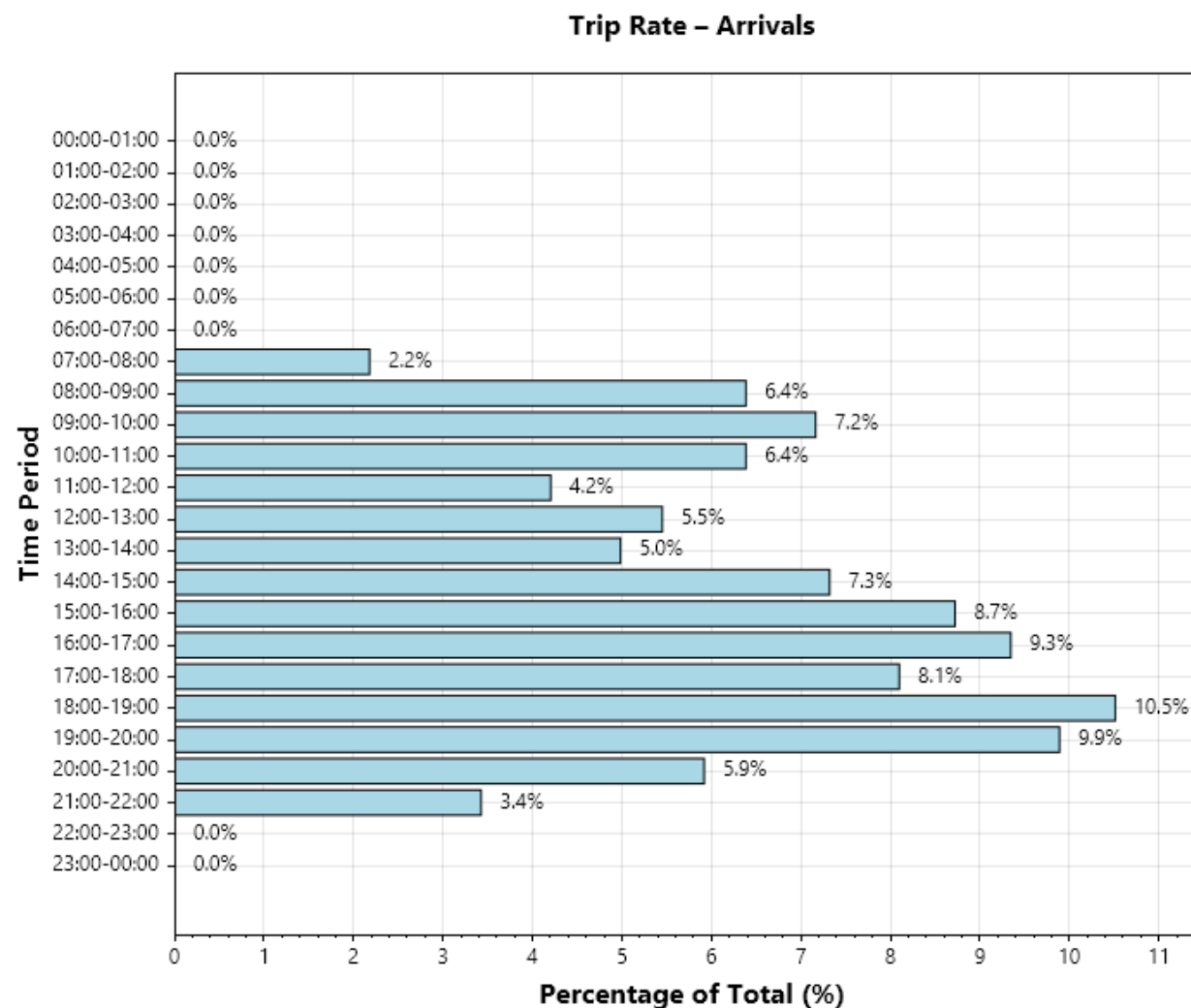
Parameter Summary:

Trip rate parameter range selected:	10 - 100 (units: BEDRMS)
Survey date date range:	19/04/2018 - 12/11/2021
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Trip Rate Total Vehicles – Arrivals

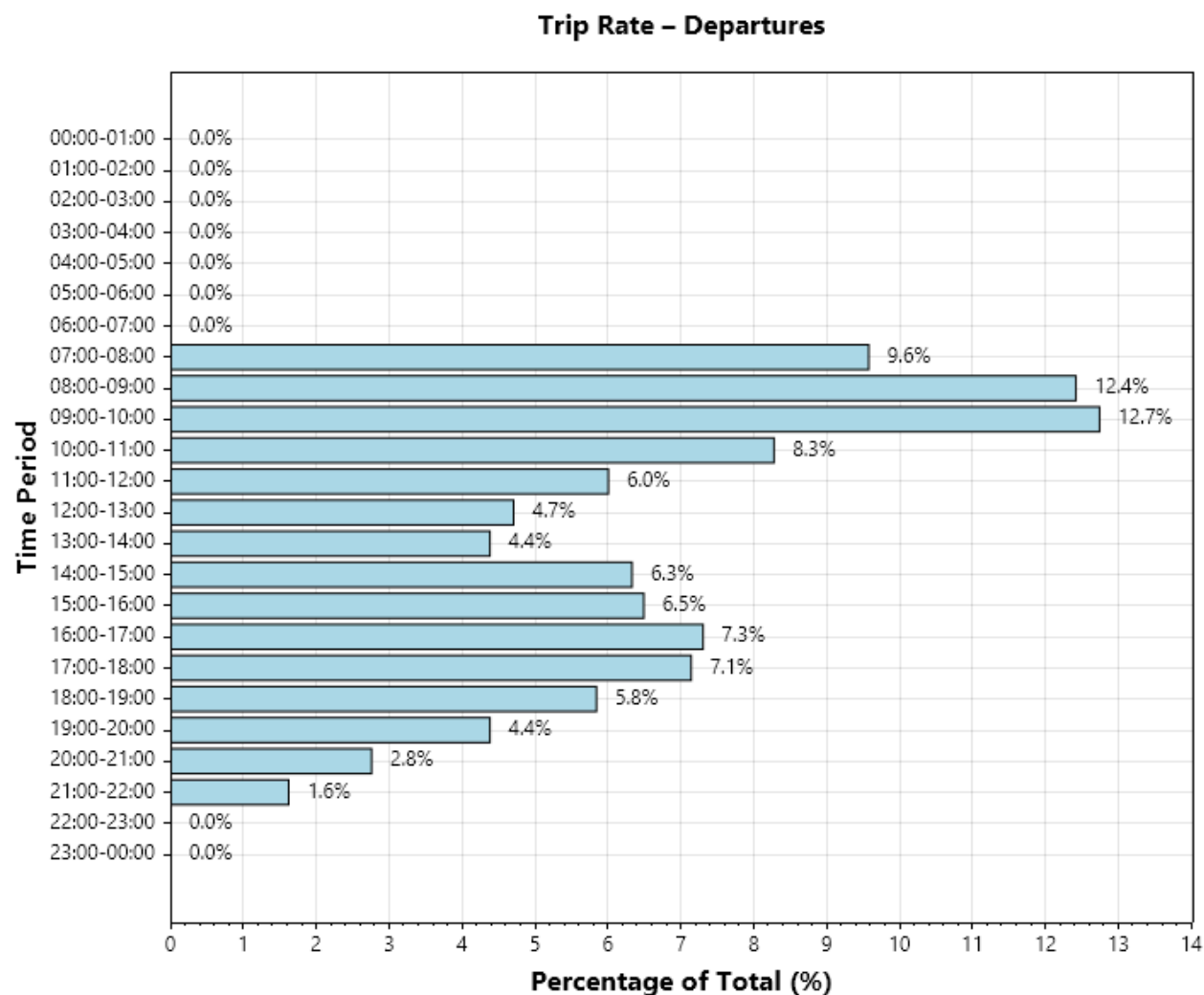


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-07-08 11:43

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Trip Rate Total Vehicles - Departures

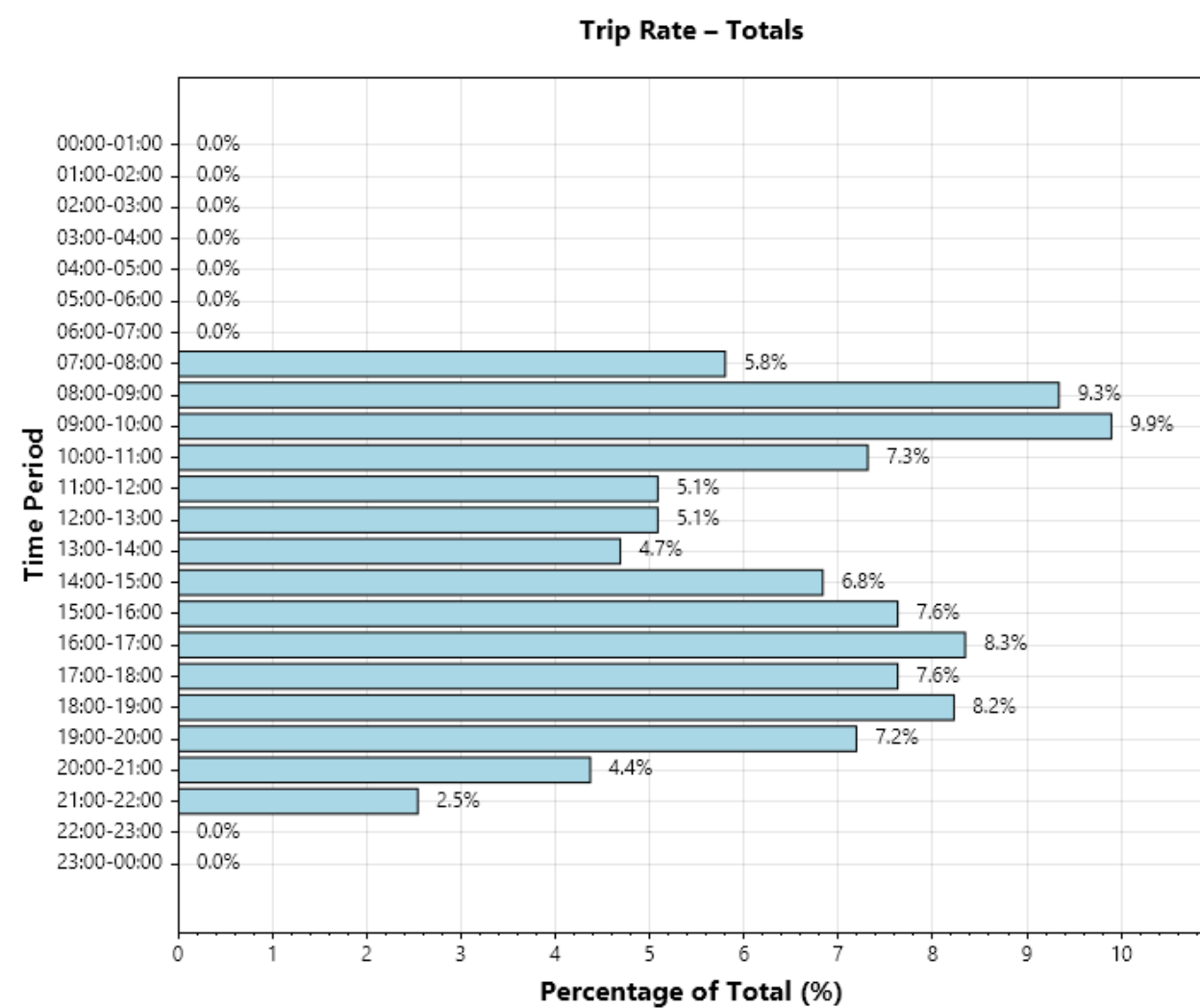


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-07-08 11:43

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

Trip Rate Total Vehicles - Totals



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2025-07-08 11:43

Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Cyclists

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	71	0.000	0.000	0.000
08:00-09:00	7	71	0.002	0.004	0.006
09:00-10:00	7	71	0.006	0.004	0.010
10:00-11:00	7	71	0.002	0.002	0.004
11:00-12:00	7	71	0.002	0.002	0.004
12:00-13:00	7	71	0.002	0.002	0.004
13:00-14:00	7	71	0.002	0.004	0.006
14:00-15:00	7	71	0.008	0.000	0.008
15:00-16:00	7	71	0.002	0.002	0.004
16:00-17:00	7	71	0.000	0.002	0.002
17:00-18:00	7	71	0.000	0.002	0.002
18:00-19:00	7	71	0.000	0.000	0.000
19:00-20:00	7	71	0.004	0.000	0.004
20:00-21:00	7	71	0.002	0.000	0.002
21:00-22:00	7	71	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Totals Rates:			0.032	0.024	0.056

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVs

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	71	0.000	0.002	0.002
08:00-09:00	7	71	0.002	0.000	0.002
09:00-10:00	7	71	0.004	0.004	0.008
10:00-11:00	7	71	0.002	0.002	0.004
11:00-12:00	7	71	0.000	0.000	0.000
12:00-13:00	7	71	0.002	0.004	0.006
13:00-14:00	7	71	0.002	0.000	0.002
14:00-15:00	7	71	0.000	0.002	0.002
15:00-16:00	7	71	0.000	0.000	0.000
16:00-17:00	7	71	0.004	0.002	0.006
17:00-18:00	7	71	0.000	0.002	0.002
18:00-19:00	7	71	0.000	0.000	0.000
19:00-20:00	7	71	0.000	0.002	0.002
20:00-21:00	7	71	0.000	0.000	0.000
21:00-22:00	7	71	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Totals Rates:			0.016	0.020	0.036

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 9124384d-bdb0-485c-8ac2-e2c1326794b6

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Taxis

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	71	0.002	0.002	0.004
08:00-09:00	7	71	0.004	0.004	0.008
09:00-10:00	7	71	0.014	0.012	0.026
10:00-11:00	7	71	0.004	0.004	0.008
11:00-12:00	7	71	0.004	0.006	0.010
12:00-13:00	7	71	0.002	0.002	0.004
13:00-14:00	7	71	0.004	0.004	0.008
14:00-15:00	7	71	0.002	0.002	0.004
15:00-16:00	7	71	0.008	0.008	0.016
16:00-17:00	7	71	0.002	0.002	0.004
17:00-18:00	7	71	0.002	0.002	0.004
18:00-19:00	7	71	0.018	0.018	0.036
19:00-20:00	7	71	0.004	0.004	0.008
20:00-21:00	7	71	0.006	0.006	0.012
21:00-22:00	7	71	0.004	0.004	0.008
22:00-23:00					
23:00-00:00					
Totals Rates:			0.080	0.080	0.160

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
	NY NORTH YORKSHIRE	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms
 Actual Range: 38 to 100 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	2
Residential Zone	1
Built-Up Zone	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C1	7 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AL-06-A-01 DEAN CLOUGH HALIFAX	TRAVELODGE		CALDERDALE
	Edge of Town Centre Development Zone Total Number of bedrooms:	51		
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL	
2	HI-06-A-05 NESS WALK INVERNESS	BEST WESTERN		HIGHLAND
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:	89		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
3	NF-06-A-04 THORPE ROAD NORWICH THORPE HAMLET	HOTEL		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of bedrooms:	38		
	Survey date: MONDAY	25/11/19	Survey Type: MANUAL	
4	NY-06-A-01 PARK PARADE HARROGATE	ASCEND HOTEL		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of bedrooms:	100		
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL	
5	SW-06-A-01 FABIAN WAY SWANSEA PORT TENNANT	IBIS		SWANSEA
	Edge of Town Development Zone Total Number of bedrooms:	99		
	Survey date: MONDAY	07/10/19	Survey Type: MANUAL	
6	WL-06-A-03 LAWRENCE HILL WINCANTON	TRAVELODGE		WILTSHIRE
	Edge of Town No Sub Category Total Number of bedrooms:	57		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
7	WO-06-A-04 GROVEWOOD ROAD MALVERN	PREMIER INN		WORCESTERSHIRE
	Edge of Town Industrial Zone Total Number of bedrooms:	64		
	Survey date: FRIDAY	12/11/21	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 1 BEDRMS

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 AL-06-A-01 Tot: 0.177

85th Percentile = No. 2 NY-06-A-01 Tot: 0.330

Median Values

Arrivals: 0.035

Departures: 0.193

Totals: 0.228

Mean Values

Arrivals: 0.091

Departures: 0.145

Totals: 0.236

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NF-06-A-04	HOTEL	NORWICH	NORFOLK	38	Mon	25/11/19	0.316	0.026	0.342
2	NY-06-A-01	ASCEND HOTEL	HARROGATE	NORTH YORKSHIRE	100	Tue	23/10/18	0.200	0.130	0.330
3	SW-06-A-01	IBIS	SWANSEA	SWANSEA	99	Mon	07/10/19	0.020	0.263	0.283
4	WL-06-A-03	TRAVELODGE	WINCANTON	WILTSHIRE	57	Tue	18/09/18	0.035	0.193	0.228
5	WO-06-A-04	PREMIER INN	MALVERN	WORCESTERSHIRE	64	Fri	12/11/21	0.000	0.203	0.203
6	AL-06-A-01	TRAVELODGE	HALIFAX	CALDERDALE	51	Mon	22/10/18	0.020	0.157	0.177
7	HI-06-A-05	BEST WESTERN	INVERNESS	HIGHLAND	89	Thu	19/04/18	0.045	0.045	0.090

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 1 BEDRMS

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SW-06-A-01 Tot: 0.121

85th Percentile = No. 2 NY-06-A-01 Tot: 0.270

Median Values

Arrivals: 0.063

Departures: 0.109

Totals: 0.171

Mean Values

Arrivals: 0.110

Departures: 0.095

Totals: 0.205

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WL-06-A-03	TRAVELODGE	WINCANTON	WILTSHIRE	57	Tue	18/09/18	0.281	0.175	0.456
2	NY-06-A-01	ASCEND HOTEL	HARROGATE	NORTH YORKSHIRE	100	Tue	23/10/18	0.120	0.150	0.270
3	NF-06-A-04	HOTEL	NORWICH	NORFOLK	38	Mon	25/11/19	0.105	0.132	0.237
4	WO-06-A-04	PREMIER INN	MALVERN	WORCESTERSHIRE	64	Fri	12/11/21	0.063	0.109	0.171
5	AL-06-A-01	TRAVELODGE	HALIFAX	CALDERDALE	51	Mon	22/10/18	0.078	0.059	0.137
6	SW-06-A-01	IBIS	SWANSEA	SWANSEA	99	Mon	07/10/19	0.091	0.030	0.121
7	HI-06-A-05	BEST WESTERN	INVERNESS	HIGHLAND	89	Thu	19/04/18	0.034	0.011	0.045

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-22:00 CALCULATION FACTOR 1 BEDRMS

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 HI-06-A-05 Tot: 1.449

85th Percentile = No. 2 WL-06-A-03 Tot: 3.333

Median Values

Arrivals: 1.203

Departures: 1.281

Totals: 2.484

Mean Values

Arrivals: 1.284

Departures: 1.195

Totals: 2.479

Rank	Site-Ref	Description	Town/City	Area	BEDRMS	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NY-06-A-01	ASCEND HOTEL	HARROGATE	NORTH YORKSHIRE	100	Tue	23/10/18	2.030	1.920	3.950
2	WL-06-A-03	TRAVELODGE	WINCANTON	WILTSHIRE	57	Tue	18/09/18	1.649	1.684	3.333
3	NF-06-A-04	HOTEL	NORWICH	NORFOLK	38	Mon	25/11/19	1.632	1.105	2.737
4	WO-06-A-04	PREMIER INN	MALVERN	WORCESTERSHIRE	64	Fri	12/11/21	1.203	1.281	2.484
5	SW-06-A-01	IBIS	SWANSEA	SWANSEA	99	Mon	07/10/19	1.040	1.162	2.202
6	HI-06-A-05	BEST WESTERN	INVERNESS	HIGHLAND	89	Thu	19/04/18	0.764	0.685	1.449
7	AL-06-A-01	TRAVELODGE	HALIFAX	CALDERDALE	51	Mon	22/10/18	0.667	0.529	1.196

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.