

Green Lane, Ashwell: Transport Addendum

Ref: JCB/ITL16680
Date: 9 December 2024

SECTION 1 Introduction

1.1 Osprey Homes proposes a development of 7 new homes on the western side of Green Lane, Ashwell (application ref: 24/02214/FP).

1.2 The Hertfordshire County Council (HCC) transport consultation response dated 20 November 2024 does not raise an objection to the development proposal. However, it raises the following issue (highlighting added for emphasis):

"The distance between the back edge of the surfaced area and the first pedestrian refuge (pedestrian access point to the site) is approx. 70 meters. This distance then becomes an unlit shared surface and does not account for the needs of those with small children, pushchairs and those with reduced mobility, including visually impaired people and people using wheelchairs or mobility scooters (Equalities Act).

Shared surfaces are only suitable and acceptable for short length of roads and not for significantly long lengths as being proposed. This then would be refused on an unsafe unsustainable access." (ref: page 2 of the HCC consultation response)

1.3 Other transport matters are agreed, e.g. cycle parking, visibility splays, gate setback, passing bays, and emergency access.

1.4 This note addresses the shared surface issue. It identifies that:

- a The proposal is in accordance with detailed pre-application discussions, where HCC confirmed they were happy with the proposal and agreed to an uplift in the number of dwellings on this basis; and
- b The proposal is acceptable in terms of shared surface guidance – and it is not correct to assert that ***"shared surfaces are only suitable and acceptable for short length of roads"***.

SECTION 2 Evolution of the Development Proposal

2.1 Transport matters for the development proposal were discussed in detail during paid-for pre-application discussions with HCC.

2.2 A comprehensive scoping note dated 18 December 2023 was prepared. This is included in **Appendix A** and identifies that:

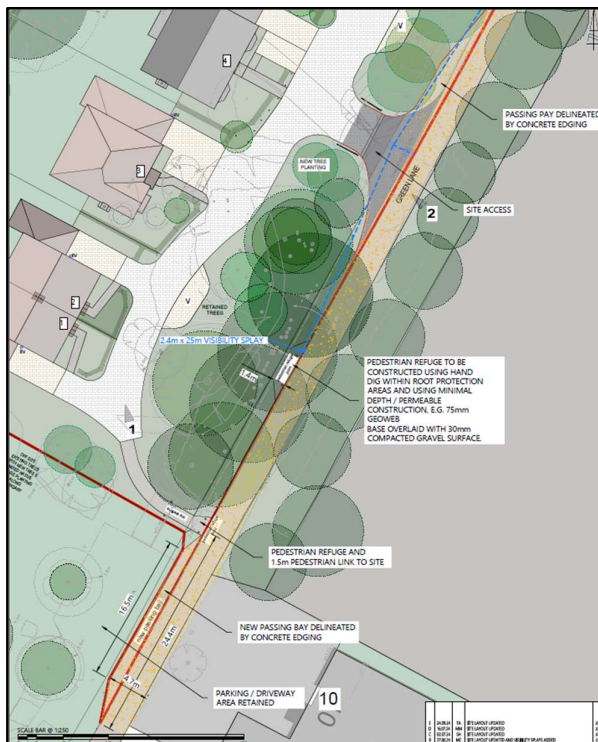
- i At that stage a five dwelling scheme was proposed (*Section 1.1*).
- ii The two larger appeal schemes on a different site on the opposite side of Green Lane were identified, including the Inspectors' concerns on highway safety matters (*Section 1.3*).
- iii The transport test for unacceptability set by national policy is a very high bar (*Section 2*).
- iv A scheme of passing areas was proposed to deal with the Inspectors' principal concerns (*Section 4.1*).
- v The acceptability of Green Lane as a shared surface in the context of Manual for Streets guidance (*Section 4.2*).
- vi The *de minimis* traffic impact of the emerging proposal (*Section 5*).

2.3 An in-person pre-application meeting was then held on 12 March 2024. This was attended by the applicant, two people from i-Transport, a representative of the landowner, as well as the highways officer. The meeting notes are included in **Appendix B¹** and the following is noted:

- i The request for further measures on Green Lane by HCC (*para 3.1*).
- ii Specific improvements were discussed (*para 3.2*), i.e.:
 - Two to three pedestrian refuges on the site frontage in the following locations:
 - At the pedestrian entrance in the south eastern corner of the site.
 - After the passing area; and
 - At the northern end of the frontage.
 - These pedestrian areas should be attractively designed, e.g. with wooden bollards.
- iii The highways officer specifically ***"welcomed this suggestion and would support the proposal with such measures."*** (*para 3.4*)

¹ These meeting notes were issued to HCC on 7 May and followed up on 8 May, 20 May and 3 June. There has been no suggestion that they are not a fair and accurate record of the meeting.

- ### Image 2.1: Proposed Passing and Refuge Areas



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- 2.7 This scheme is in line with the position agreed with HCC at the pre-application stage. HCC's comments on the safety of the shared surface arrangement are therefore a surprise and inconsistent with paid-for pre-application discussions.

SECTION 3 Compliance with Shared Surface Guidance

- 3.1 Green Lane is an existing shared surface arrangement that has an unblemished injury accident record. The development proposal will add a very modest amount of traffic to this shared surface – an average of one additional vehicle every twenty minutes during the busiest hours of the day (*ref: Transport Statement para 5.1.3*). In this context, the improvements to the shared surface more than offset such a modest traffic impact.
- 3.2 Notwithstanding this, the proposed shared surface arrangement is acceptable in design terms.
- 3.3 Firstly, HCC incorrectly assert that shared surfaces **“are only suitable and acceptable for short length of roads”**. The overarching street design guidance is set out in the Manual for Streets, which states at paragraph 7.2.14 that shared surfaces are likely to work well **“in short lengths, or where they form cul-de-sacs”**. The use of the word ‘or’ should be noted. Green Lane is a cul-de-sac.
- 3.4 There does not appear to be anything in HCC's guidance ‘Place & Movement Planning and Design Guidance for Hertfordshire’ that limits the length of shared surfaces.
- 3.5 Part 3 Chapter 1 of the HCC Guidance identifies that a Mews Cul-de-Sac can serve up to 25 homes acceptably as a shared surface. Whilst it identifies a carriageway width of 5m it is clear that narrower widths are acceptable – a **minimum unobstructed width** of 3.7m is identified.
- 3.6 Whilst Green Lane is not adopted, nor is it proposed for adoption, its layout with improvement will comply with these requirements, i.e. passing areas capable of accommodating a car and a refuse vehicle to pass (which they currently cannot do) and a minimum width greater than the 3.7m minimum identified by the HCC guidance:

Table 3.1: Measured Width of Green Lane

Distance from Station Road Junction	Existing Carriageway Width (m)	Note
5m	10.5	
10m	6.6	
15m	12	
20m	6.3	

Distance from Station Road Junction	Existing Carriageway Width (m)	Note
25m	5.3	
30m	5.2	
35m	5.1	Change from tarmac to gravelled surface
40m	5.9	
45m	5.8	
50m	4.8	
55m	4.1	
60m	3.9	
65m	4	
70m	3.9	
80m	5.2	
90m	5.2	
100m	4.8	Pedestrian refuge and entrance to site
110m	3.9	
120m	3.9	Pedestrian refuge
130m	3.9	
140m	3.9	Vehicular entrance
150m	3.9	<i>This section serves a single dwelling and is unaffected by the development proposal.</i>
160m	3.6	
170m	3.5	
180m	3.4	
190m	3.4	
200m	3.4	

Source: Consultant's measurements

3.7 Therefore, the section of Green Lane (that will experience very modest additional vehicular and pedestrian demands as a result of the development proposal) is in accordance with HCC's design guidance for the minimum unobstructed width for a shared surface.

SECTION 4 Conclusion

- 4.1 HCC has raised highway safety concerns regarding pedestrian safety that are inconsistent with both the detailed paid-for pre-application process and their own guidance.
- 4.2 The proposed amendments to Green Lane more than offset the modest impacts and represent a benefit of the scheme.
- 4.3 Given the very high bar set by the severe impact test in the NPPF, a transport reason for refusal on this basis is not justifiable.
- 4.4 Notwithstanding the above, the applicant is willing to discuss matters further with HCC, potentially amend the Green Lane improvement scheme to overcome their stated concerns.

DRAWING



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CLIENT:

OSPREY HOMES

D	16.07.24	MM	SITE LAYOUT UPDATED	JCB	JCB
C	02.07.24	SH	SITE LAYOUT UPDATED	JCB	JCB
B	27.06.24	MC	SITE LAYOUT UPDATED AND VISIBILITY SPLAYS ADDED	JCB	JCB
A	18.06.24	MM	SITE LAYOUT AND ACCESS ARRANGEMENT UPDATED	JCB	JCB

REV	DATE	BY	DESCRIPTION	CHK	APD
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STATUS:		FOR INFORMATION			
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DRAWN:	CHECKED:	APPROVED:
MM	JCB	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITL16680	1:250	11.06.24
DRAWING No:	REV:	
ITL16680-GA-014	D	



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TITLE:

SITE ACCESS ARRANGEMENTS AND GREEN LANE IMPROVEMENTS

PROJECT:

GREEN LANE, ASHWELL

APPENDIX A. SCOPING NOTE

Green Lane, Ashwell: Scoping Note

Ref: JCB/AH/ITL16680-003C
Date: 18 December 2023

SECTION 1 Introduction

1.1 Overview

- 1.1.1 This scoping note sets out the proposed scope and parameters for a Transport Statement that will accompany a Beechwood Homes Contracting Ltd planning application for the development of five new homes to the west of Green Lane, Ashwell.
- 1.1.2 This note has been produced to inform pre-application discussions with Hertfordshire County Council (HCC) as local highway authority. In particular, it seeks in-principle agreement to the proposed access arrangements from Green Lane including in terms of the provision for vehicles, pedestrians, cyclists and service vehicles.

Image 1.1: Site Location



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- 1.2 The emerging scheme is as follows:

Image 1.2: Emerging Scheme



1.3 Background

- 1.3.1 There have been two unsuccessful planning applications for a site on the opposite side of Green Lane. Both of those applications were for much larger schemes. Nevertheless, the Beechwood Homes Contracting Ltd proposal has been mindful of the transport issues raised for those schemes. These are summarised below.

First Scheme (ref: 15/00691/1)

- 1.3.2 A 14-dwelling scheme was refused by NHDC in 2015 with an appeal dismissed in 2016. The reasons for refusal relating to highway matters were as follows:
- Green Lane is of inadequate width for two-way traffic; and

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- The narrow width of Green Lane is inadequate to accommodate large vehicles (e.g. delivery and refuse vehicle) satisfactorily.

1.3.3 That scheme proposed re-marking Green Lane to provide 'give-way' markings and provision of a passing/waiting area on Green Lane adjacent to the access to the site. However, the Inspector was concerned about:

- The distance that vehicles would need to reverse if they met on the single-track part of Green Lane;
- The absence of pedestrian provision on Green Lane; and
- The single-track section impeding access by emergency vehicles.

Second Scheme (ref: 16/02863/1)

1.3.4 A subsequent 9-dwelling scheme was refused by the council in 2017 with an appeal dismissed in 2018. It proposed the same access arrangements / works as the 14-dwelling scheme but was refused for the same highway reasons as before. Additional safety concerns regarding vehicles parking near the Green Lane, Station Road T-junction were raised.

1.3.5 The inspector remained concerned about highway safety, specifically:

"This would pose a significant safety risk to drivers, as well as pedestrians using Green Lane, which acts as a shared surface. Access to the site by an emergency vehicle would also be significantly compromised as they could be delayed in reaching an incident."

"I still consider that the development would be likely to entail a not insignificant number of manoeuvres out onto Station Road, which would pose a significant safety risk"

1.4 Emerging Proposal

1.4.1 The emerging proposal seeks to deal with the issues that arise from the refused schemes as follows:

- It is much smaller, with a traffic impact of circa 2 to 3 vehicles in the peak hours, i.e. an additional vehicle movement every 20- to 30-minutes.
- This low level of additional traffic movement will make it highly unlikely that two vehicles will meet on Green Lane.
- It will also mean that Green Lane will remain well below the 100 vehicles per hour threshold where shared surfaces 'work well', as identified by the Manual for Streets.

- Any impact resulting from two vehicles meeting (including refuse and emergency vehicles) will be more than mitigated by proposed works to Green Lane that will improve the existing passing arrangements and provision for refuse vehicle turning. This represents a significant net-benefit over the existing situation.
- The National Planning Policy Framework (NPPF) sets a purposely high-bar for the transport *unacceptability* of development proposals. The impacts must be very significantly unacceptable for development to be prevented from coming forward for transport reasons. The emerging scheme offers a net benefit and therefore should easily pass beneath that high bar.

SECTION 2 Transport Policy

2.1 It is not proposed to provide a detailed review of national and local transport policy within the Transport Statement given the very modest scale of the scheme proposed.

2.2 The Transport Statement will assess the development proposal against the *key transport tests* set out in paragraph 110 of the NPPF, which can be summarised as follows:

- Can the opportunities for sustainable travel be appropriately taken up?
- Can safe and suitable access be provided?
- Can the development be designed in accordance with national design guidance?
- Will the traffic impacts be acceptable?

2.3 This scoping note provides an initial appraisal of the emerging scheme against these tests.

2.4 These tests are reflected in local planning policy including: Hertfordshire Local Transport Plan 4 2018-2031 (2018); North Herts Local Plan 2011-2031 (November 2022); and the Ashwell Neighbourhood Plan (December 2018). HCC is requested to identify any specific local transport policy matters that need to be addressed.

2.5 Paragraph 111 of the NPPF sets a *high bar* for preventing development from coming forward for transport reasons:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 2.6 This matter has been tested at numerous appeals. Development can have very significant adverse impacts without being considered unacceptable.

SECTION 3 Sustainable Transport

- 3.1 The Transport Statement will provide an overview of the opportunities to walk, cycle and use public transport.
- 3.2 In terms of the opportunities for sustainable travel, the following is noted:
- Green Lane operates as a shared surface and does not have any existing safety problem.
 - Starting at the junction with Green Lane and continuing west, Station Road features 2m wide footways on both sides of the carriageway.
 - Lucas Lane, which is located opposite the Green Lane junction, includes a 1.8m wide footway on the eastern side of the carriageway.
 - A bus stop is located on Station Road, a circa 140 metre walk south of the site. Bus services 90 and 91 use this stop, providing five services per day to destinations including Royston, Baldock and Letchworth.
 - Ashwell and Morden Rail Station is located 2.8 kilometres to the south-east of the site. This is accessible in a 12-minute cycle or 7-minute journey on the number 90 or 91 bus. Within peak times, Ashwell and Morden Station provides services up to two services per hour to London Kings Cross, and four per hour to Cambridge.
- 3.3 Whilst the two appeal decisions raise issues around the operation of Green Lane, they do not raise any issue with this location being unsuitable or unsustainable for a modest level of residential development.

SECTION 4 Access

4.1 Proposed Access

- 4.1.1 The proposed access arrangements are shown on drawing number ITL16680-GA-007 Revision D, which is provided at the end of this note. An extract is provided overleaf:

Image 4.1: Proposed Site Access Arrangements



- 4.1.2 The proposed access arrangements include the following:

- Re-use and improvement of the existing gated site access to serve all five dwellings. This minimises the impact on existing trees.
- Localised widening of Green Lane in the vicinity of the access to allow a car and refuse/emergency vehicle to pass.
- Localised widening of Green Lane is also proposed towards the southern end of the site frontage. Again, this will allow a car and refuse/emergency vehicle to pass.

- 4.1.3 Swept paths showing vehicles passing in the two new passing areas is shown on drawing number ITL16680-GA-011 Revision B.

4.2 Pedestrian Provision

- 4.2.1 Paragraph 7.2.14 of the Manual for Streets identifies the circumstances where shared surfaces work well:

- Traffic flows less than 100 vehicles per hour (vph).
- Parking is controlled or in designated areas.
- In short lengths and cul-de-sacs.

- 4.2.2 Green Lane complies with these parameters. It serves fewer than 20 dwellings. Based on site observations, peak traffic flows are well below 10vph. With the additional two to three peak hour vehicle movements generated by the development proposal (see Section 5 of this note) traffic demands will remain well below the 100vph threshold.

- 4.2.3 It is also noted that Green Lane is long and straight, with good visibility between vehicles, pedestrians and cyclists. Pedestrians and cyclists can safely see and be seen.

- 4.2.4 The localised widening of Green Lane should eliminate (or at least reduce significantly) the occasions when two vehicles meet, and therefore any need for reversing to allow passing. The development proposal will therefore improve the safety for pedestrians and cyclists using Green Lane.

4.3 Service Vehicles

- 4.3.1 The scheme aims to improve the existing situation. The localised widenings of Green Lane to 4.8m will enable cars to pass refuse, servicing and emergency vehicles. In addition, the proposed access can function as a turning head for a refuse vehicle.

SECTION 5 Traffic Impact

- 5.1 To estimate the traffic generation of the proposed development, trip rates have been derived from surveys of similar developments in similar locations contained within the TRICS database. The sites have been filtered based on the following parameters:

- Type: Houses Privately Owned
- Region: England (Excluding Greater London)
- Size Range: 1 to 10 units; and

- Location: Neighbourhood Centre, Suburban Area and Edge of Town.

- 5.2 The full TRICS report is provided at **Appendix A**. Table 5.1 summarises the resulting traffic generation of five units.

Table 5.1: Proposed Trip Generation

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles						
<i>Trip Rate (per unit)</i>	0.183	0.280	0.463	0.317	0.146	0.463
Trip Generation (5 units)	1	1	2	2	1	3

Source: TRICS and Consultant's Estimates

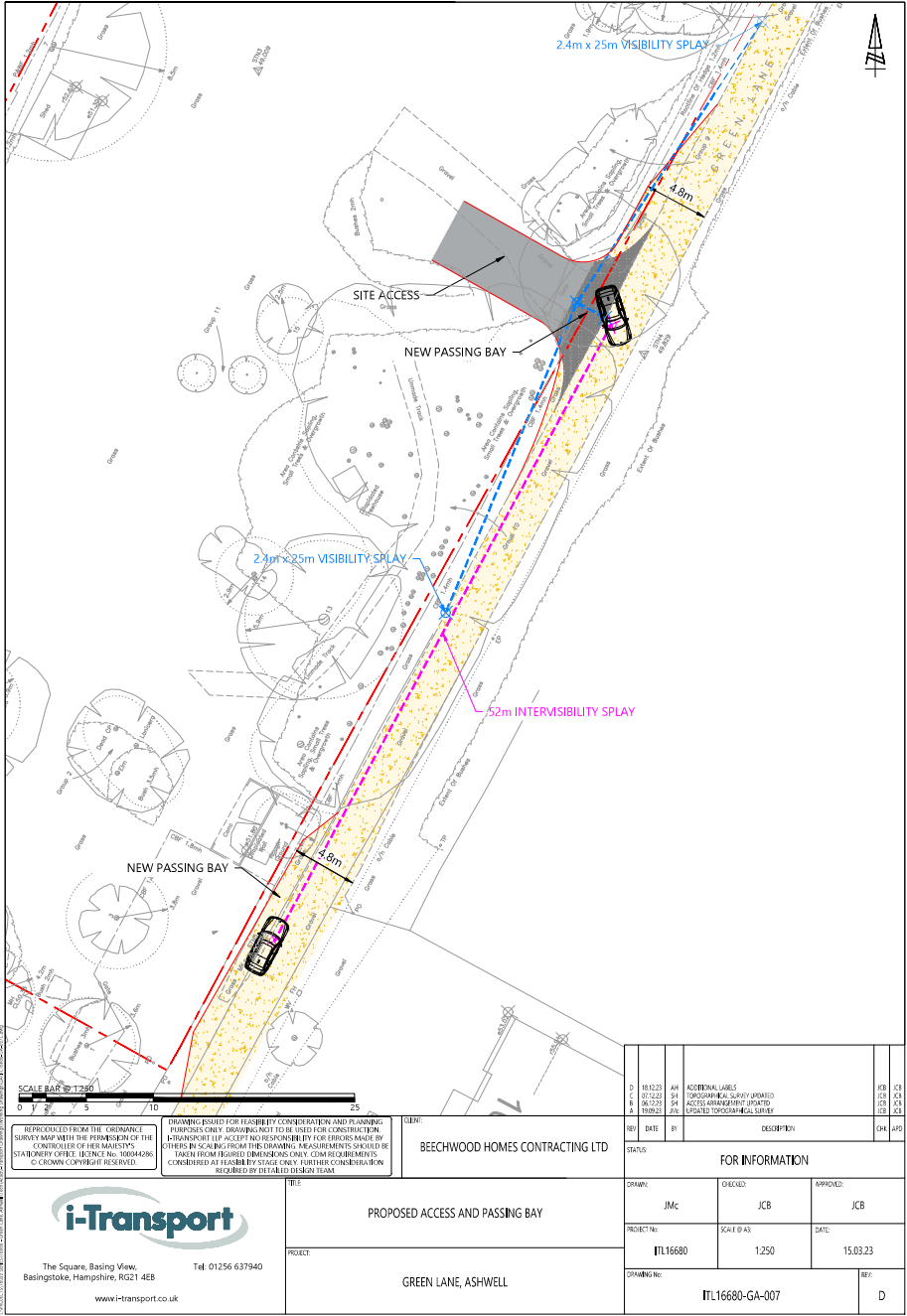
- 5.3 The traffic generation of the scheme will therefore be circa one vehicle movement every 20- to 30-minutes in the busiest hours of the day. This is a very modest level of additional traffic that should not have a noticeable impact.
- 5.4 It is not proposed (or necessary) to undertake any capacity testing of this increase.

SECTION 6 Summary

- 6.1 The development proposal for five new homes will generate a vanishingly small amount of additional traffic on Green Lane. The proposal includes improvements to Green Lane that will improve the provision for vehicle passing and turning, which will have a consequential benefit to the safety of pedestrians and cyclists using it. These are important differentiators from the much larger refused schemes on the opposite side of Green Lane.
- 6.2 This scoping note sets out the proposed approach and parameters for the Transport Statement that will accompany a planning application in due course. It also provides an initial assessment of the proposal against the *key transport tests*.
- 6.3 HCC's views/comments on the following matters are requested:
- The suitability of the location in terms of the opportunities to travel by sustainable transport.
 - The proposed access arrangements.
 - The proposed improvements to Green Lane in terms of the provision for vehicle passing and turning.

- The suitability of Green Lane to operate as a shared surface.
- The proposed traffic parameters.
- Any other matters that are relevant.

DRAWINGS



APPENDIX A. TRICS DATA

Calculation Reference: AUDIT-236603-230904-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	MW	MEDWAY 2 days
04	EAST ANGLIA	
	NF	NORFOLK 2 days
	SF	SUFFOLK 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 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: No of Dwellings
Actual Range: 8 to 19 (units:)
Range Selected by User: 1 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 06/06/22

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	1 days
Wednesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Residential Zone	5
Village	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:

Secondary Filtering selection:

Use Class:
 C3 6 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
Population within 1 mile:
 1,001 to 5,000 2 days
 10,001 to 15,000 3 days
 15,001 to 20,000 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
 50,001 to 75,000 2 days
 125,001 to 250,000 2 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 2 days
 1.6 to 2.0 1 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:
 Yes 1 days
 No 5 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 6 days

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

LIST OF SITES relevant to selection parameters

1	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
2	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
3	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
4	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
5	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
6	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BY-03-A-01	covid19
ES-03-A-06	covid19
HF-03-A-04	covid19
KC-03-A-09	covid19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	14	0.085	6	14	0.195	6	14	0.280
08:00 - 09:00	6	14	0.183	6	14	0.280	6	14	0.463
09:00 - 10:00	6	14	0.085	6	14	0.159	6	14	0.244
10:00 - 11:00	6	14	0.183	6	14	0.171	6	14	0.354
11:00 - 12:00	6	14	0.098	6	14	0.122	6	14	0.220
12:00 - 13:00	6	14	0.195	6	14	0.232	6	14	0.427
13:00 - 14:00	6	14	0.183	6	14	0.159	6	14	0.342
14:00 - 15:00	6	14	0.122	6	14	0.122	6	14	0.244
15:00 - 16:00	6	14	0.171	6	14	0.183	6	14	0.354
16:00 - 17:00	6	14	0.159	6	14	0.134	6	14	0.293
17:00 - 18:00	6	14	0.317	6	14	0.146	6	14	0.463
18:00 - 19:00	6	14	0.207	6	14	0.122	6	14	0.329
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.988			2.025			4.013

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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Parameter summary

Trip rate parameter range selected: 8 - 19 (units:)
Survey date date range: 01/01/15 - 06/06/22
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 4

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.

APPENDIX B. MEETING NOTE

Notes of Meeting

Project No: ITL16680
Project Title: Green Lane, Ashwell
Date: 12 March 2024
Venue: Hertford County Hall

Attendees

Paul Marshall	— Hertfordshire County Council (PM)
Lucy Blake	— Beechwood Homes (LB)
James Bevis	— i-Transport LLP (JB)
Amy Hoyle	— i-Transport LLP (AH)
Arabella Hall	— Savills (AH)

Item	Actions
1.0 Project Overview and Background	
1.1 JB provided background on the site and development proposals: - i There has been a positive pre-app response from NHDC. - ii That response suggests speaking to HCC on the access arrangements. - iii There is unhelpful planning history with a site on the opposite side of the road. - iv However, the emerging scheme has key <i>differentiators</i>: ▪ It is smaller. ▪ Time and planning policy has moved on. ▪ It can deliver a scheme that addresses the Inspectors' specific concerns about vehicular impacts on the shared surface of Green Lane. - v Green Lane meets the requirements for a shared surface. - vi A scheme is proposed to better provide for vehicle passing and manoeuvring to improve the operation of the shared surface for pedestrians and cyclists. - vii This should offer an overall benefit and mitigate the impacts of the modest development proposal.	
2.0 Policy	
2.1 PM outlined that LPT4 emphasised the importance of providing for vulnerable road users and prioritising pedestrians.	

Item	Actions
3.0 Pedestrian Safety 3.1 PM therefore requested that further measures to improve pedestrian safety on Green Lane need to be considered. 3.2 JB proposed two to three pedestrian refuge areas on the western side of Green Lane, e.g. at the pedestrian access, another after the first vehicle passing area and one to the northern end of the site frontage. These could/should be attractively designed, e.g. with wooden bollards to prevent vehicles from entering this area. 3.3 LB noted that the existing access to the retained house will need to be maintained when adding the pedestrian refuge areas. 3.4 PM welcomed this suggestion and would support the proposal with such measures. 3.5 i-T to update the drawing and issue to PM for further comment. This will include updated tracking (see below).	i-T
4.0 Vehicle Standards 4.1 PM noted that the vehicles used for tracking did not meet HCC standards. For future proofing PM recommends that future tracking should reflect the following vehicles: • 12.205m x 2.89m Merc Econic Refuse Vehicle – this vehicle would also be sufficient to show that a fire tender can also manoeuvre on Green Lane. • 19 tonne fire tender; • 5.03m length Large Saloon Car. 4.2 PM will require parking spaces to be 5.0m x 2.7m and internal garages to 6.0m x 3.0m.	NB
5.0 Scheme Proposal 5.1 LB asked if there would be scope to increase the scheme from 5 to approximately 7 dwellings. 5.2 PM recommended that if the pedestrian refuge areas are included in the proposal, he sees no problem in additional dwellings. 5.3 PM requested that there is sufficient space left between driveway / garages and front entrances to the houses.	
6.0 Delivery and Servicing 6.1 PM requested that i-Transport check that bin drag distances are kept a sensible distance with the ability to incorporate a bin collection area close to the access, if necessary. 6.2 JB highlighted the turning head areas within the site that can be used by delivery and servicing vehicles and assured that drag distances will be kept within the advised length.	

Item	Actions
7.0 Traffic Impact 7.1 PM advised that a TRICS based trip generation assessment is not required due to the scale of the development. 7.2 PM recommended completing a speed survey of Station Road near to the junction with Green Lane to highlight low vehicle speeds and to demonstrate the adequacy of visibility splays. 7.3 It is still possible that this junction is sub-standard in visibility terms. It was agreed that this would not be a significant issue if: • The existing safety record is 'good'. • The impact of the proposal on operation was immaterial - this might be shown through a Junctions 10 assessment.	
8.0 TS Structure 8.1 PM outlined that a policy section and TRICS assessment are not necessary.	

Circulation

- Paul Marshall
- Lucy Blake
- James Bevis
- Arabella Hall

Author

Amy Hoyle