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Arte Construction

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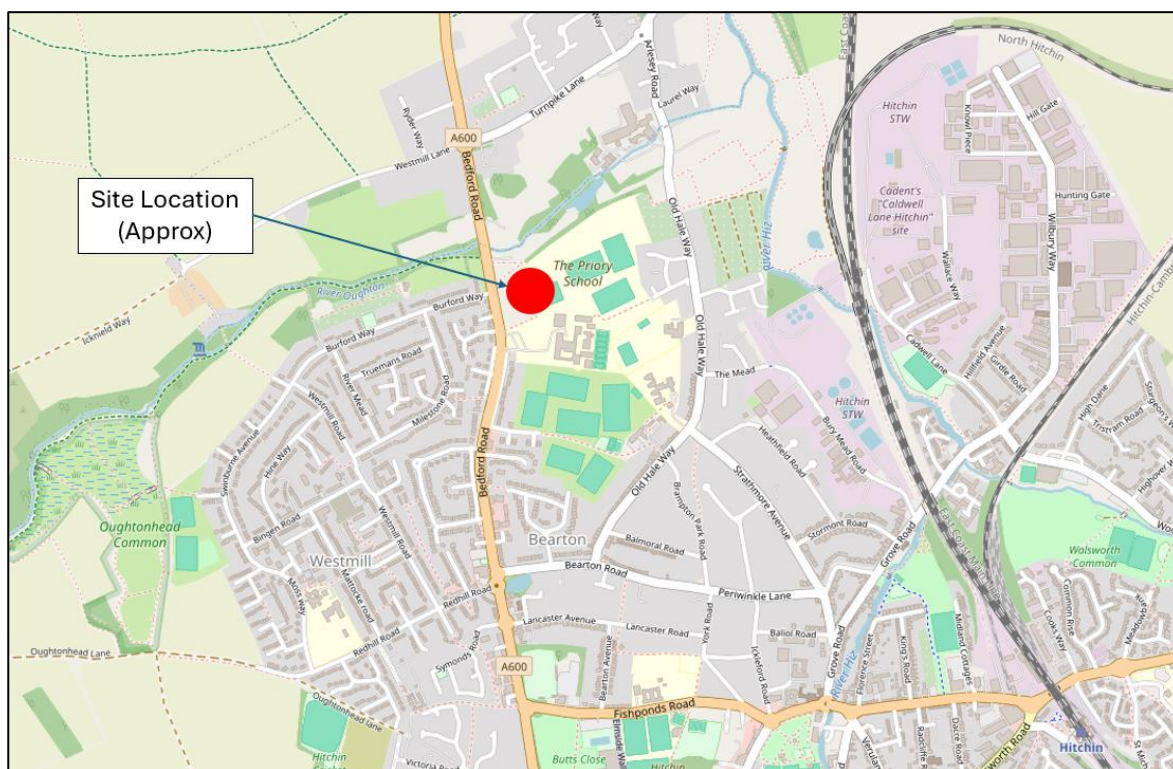
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1 Introduction

General

- 1.1 Rappor Consultants Ltd (Rappor) have been appointed by Arte Construction to provide transport and highways advice in support of the proposed development of land to the east of Bedford Road, Hitchin for residential purposes. The site location is shown below in **Figure 1.1**.



(Source: Openstreetmap.org)

Figure 1.1 Site Location Plan

- 1.2 The site is currently undeveloped land, and it is proposed to redevelop this to provide 50 residential units in a mix of houses and flats.
- 1.3 This Transport Statement (TS) is submitted as a supporting document to an full planning application and should be read alongside other application documents including the Design and Access Statement prepared by JCN Design & Planning.
- 1.4 This TS will demonstrate that the site can be considered a sustainable location and that safe and suitable access can be provided that meets appropriate design guidance. As such, there are no transport reasons why the proposed development should not be granted planning permission.



Planning History

- 1.5 A previous planning application was submitted to the local planning authority, North Herts District Council (NHDC) in November 2022 for the erection of 53 dwellings (**22/03040/FP**).
- 1.6 The planning application was withdrawn in October 2023, however all highways matters including the proposed access arrangements and associated highway works were agreed with Hertfordshire County Council (HCC) as local highway authority.

Report Structure

- 1.7 The remainder of this report is structured as follows:
 - a) Section Two- Site Location and Local Highway Network;
 - b) Section Three- Site Accessibility and Opportunities for Sustainable Travel;
 - c) Section Four- Development Proposals;
 - d) Section Five- Trip Generation; and
 - e) Section Six- Summary and Conclusions.

2 Existing Conditions

Site Context

- 2.1 The application site is located to the east of Bedford Road to the north of Hitchin town centre. As such, Bedford Road forms the western site boundary. To the north, the site is bordered by existing dwellings and surrounding undeveloped land, to the east and south by The Priory School and its associated playing fields.
- 2.2 The site is currently undeveloped land. Vehicle access to the site is currently provided via a gated access from Bedford Road in the south-west corner.

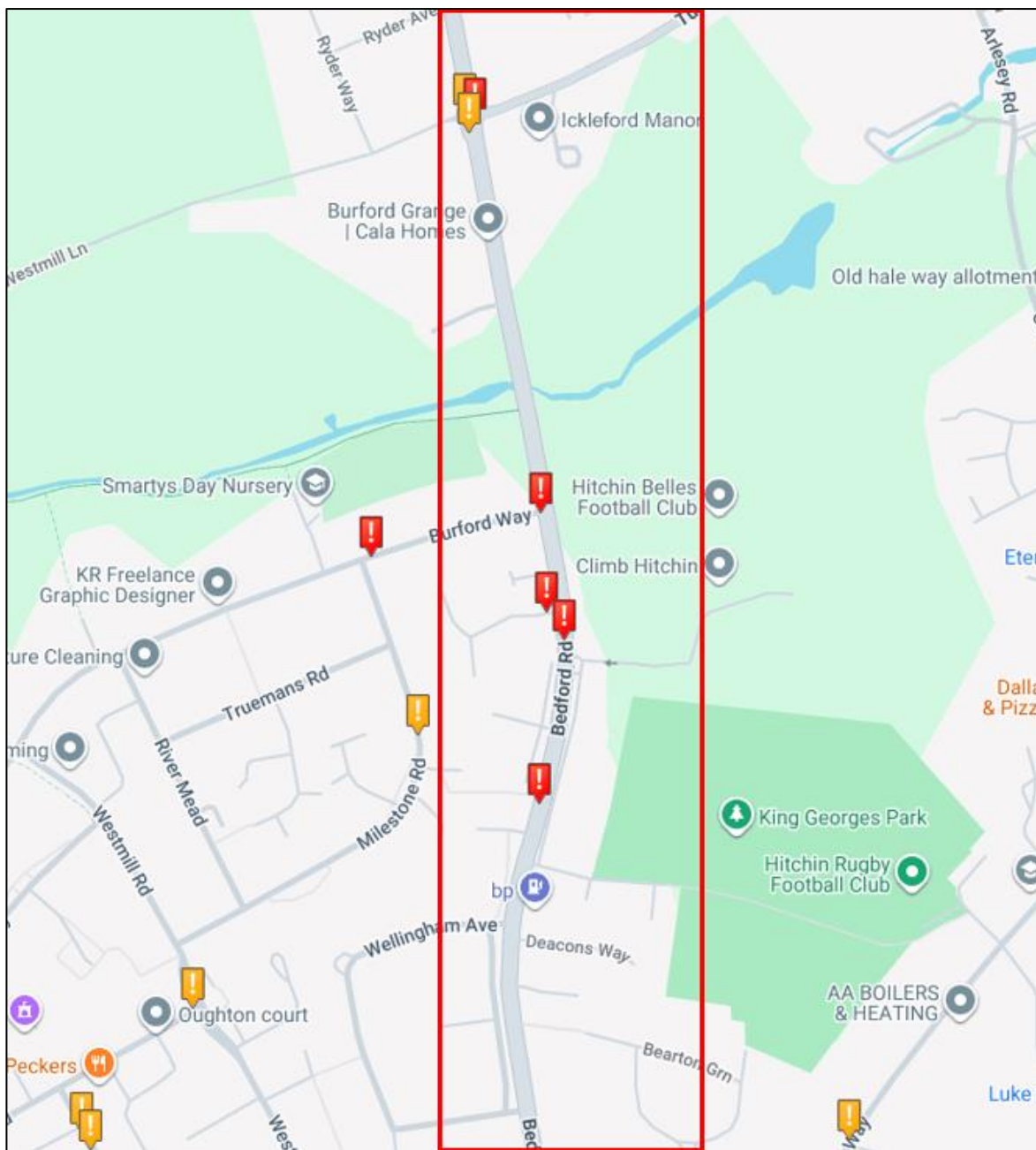
Local Highway Network

Bedford Road

- 2.3 Bedford Road runs generally north-south alignment between Henlow Camp and the town centre of Hitchin. At its northern extent, once passing through Henlow Camp, Bedford Road forms a four-arm roundabout with the A507, to the north it provides access to Shefford, to the west to the A6 and to the east to the A1. At its southern extent Bedford Road runs into the town centre of Hitchin where it splits at a four-arm roundabout with the A505 running south-west onto Luton and the A602 running south east onto the A1(M).
- 2.4 In the vicinity of the site Bedford Road has a carriageway width of approximately 5.5m and is subject to a 30mph speed limit. There is a footway on both sides of Bedford Road, on the western side of the carriageway it is approximately 1.2m wide and on the eastern side it is approximately 2m wide.
- 2.5 The surrounding land use on the opposite side of Bedford Road is predominantly residential. Within the vicinity of the site no dwellings benefit from direct access via Bedford Road although a number are accessed from service roads that run parallel to Bedford Road.

Highway Safety

- 2.6 Personal Injury Collision (PIC) data has been obtained from the CrashMap website for the highway network in the vicinity of the site for the most recent five year period available (2019 – 2023).
- 2.7 The search area includes the north area of Hitchin along Bedford Road, this is shown within the red boundary on the extract. An extract from CrashMap is provided below at **Figure 2.1**. The CrashMap reports are presented in **Appendix A**.



(Source: Crashmap.co.uk)

Figure 2.1 Extract from CrashMap

- 2.8 **Figure 2.1** indicates that there were seven PIC's within the vicinity of the site, five were categorised as serious in regards to severity with the remaining two being categorised as slight.
- 2.9 Of the two slight incidents, both occurred to the north of the site at the Bedford Road / Turnpike Lane / Westmill Lane Roundabout. One involved a vehicle which was proceeding along the carriageway as normal hitting a car to the front which was in the act of turning right. The other occurred when two vehicles were in tandem at the Bedford Road (South) arm of the roundabout waiting to proceed when the second vehicle collided with the vehicle at the front. Both of these collisions resulted in one slight casualty.



- 2.10 Of the five serious collisions which were recorded, one occurred at the Bedford Road / Turnpike Lane / Westmill Lane Roundabout and involved a car and a pedal cyclist. It occurred when a car which was moving off from the Turnpike Lane arm of the roundabout and hit the pedal cyclist who was waiting to turn left. This resulted in the pedal cyclist being seriously injured.
- 2.11 At the Burford Way / Bedford Road junction a serious collision occurred involving a pedal cyclist and a car, it occurred when the car hit the pedal cyclist when it was in the act of turning right and the pedal cyclist was proceeding along the carriageway normally. This resulted in the pedal cyclist being seriously injured.
- 2.12 Another serious PIC occurred to the south of the site at the Portman Close / Bedford Road junction, this involved a motorcyclist which was hit by a car whilst it was proceeding along the carriageway normally and the car was in the act of turning right. This resulted in the motorcyclist being seriously injured.
- 2.13 To the south of the site another serious PIC occurred and resulted in two serious injuries. This occurred when a van hit a car whilst it was in the act of turning right whilst the car was proceeding along the carriageway normally.
- 2.14 The final serious PIC which occurred was to the south of the site and involved a car and pedestrian. It occurred in wet conditions when the pedestrian was hit by the car whilst crossing the carriageway, this resulted in the pedestrian being seriously injured.

Summary

- 2.15 Whilst three of these collisions involved vulnerable road users, given the isolated nature of their locations, with no clusters, it is not deemed to be indicative of any road safety issues with the local highway network.
- 2.16 Neither of the slight incidents at the roundabout to the north involved vulnerable road users. Three collisions at the roundabout over the course of five years is not considered to be a sign of any road safety issues with the junctions design that would need research and / or mitigation.
- 2.17 The existing collision record is not considered to indicate any road safety issues on the highway network within the study area. There are no existing highway safety patterns or concerns on the local highway network within the vicinity of the site, and with the low level of traffic generation resulting from the development (further detail in **Section 5**), this is expected to continue.

Public Rights of Way

- 2.18 **Figure 2.3** below is an extract from the Hertfordshire Rights of Way Viewer and confirms that there are no PRow's that cross the site.
- 2.19 The nearest PRow to the site is Byway 001 which runs north west of the sites frontage westbound and provides connection Westmill, Hitchin and connects to FP 5 which links into Pirton.
- 2.20 Bridleway 011 is situated to the south of the site and provides a traffic free connection to the east of Hitchin and links to Old Hale Way which provides connection to services and amenities within Hitchin.



(Source: Hertfordshire.gov.uk)

Figure 2.2 Extract from Hertfordshire Rights of Way Viewer

Existing Traffic Data

- 2.21 In order to establish the existing traffic conditions on Bedford Road, a seven-day ATC survey was undertaken by an independent traffic surveyor, carried out between Tuesday 7th December 2021 and Monday 12th December 2021 as part of the previous planning application. The ATC was situated to the north of the site, with its location shown in **Figure 2.3**.

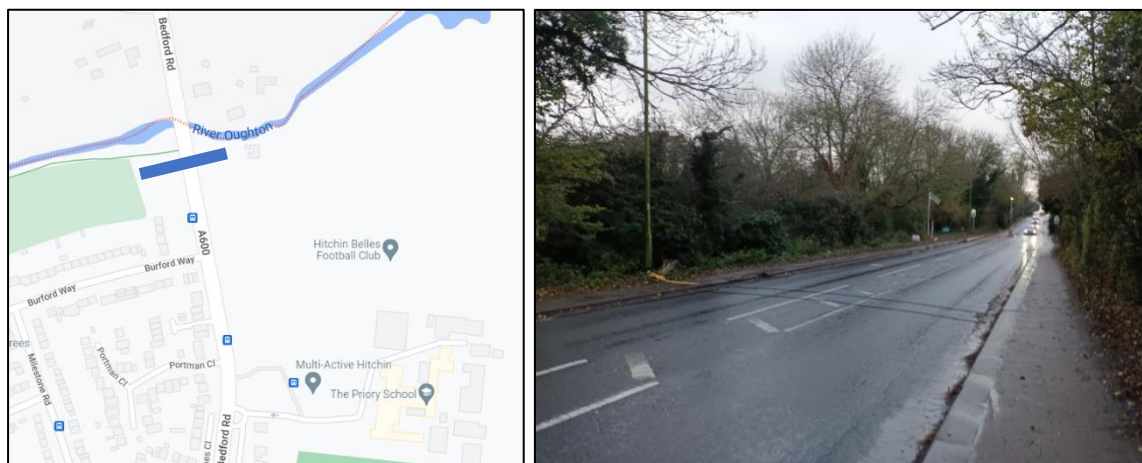


Figure 2.3 Location of ATC on Bedford Road

- 2.22 The recorded 85th percentile speed of vehicles approaching the site access from the north was 34.1mph while the 85th percentile speed approaching from the south was 35.6mph.
- 2.23 Bedford Road had average weekday traffic flows of 7,010 vehicles southbound and 7,210 vehicles northbound, with an average two-way weekday traffic flow of 14,220 two-way vehicle movements.
- 2.24 The full ATC data is presented at **Appendix B**.

3 Site Accessibility

Introduction

- 3.1 When considering the overall sustainability of a site, with regards to highways, it is important it can be demonstrated to be accessible for all potential residents without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.
- 3.2 Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Walking and Cycling

- 3.3 As the character of Bedford Road is generally residential in nature, there is a network of associated footways in the vicinity of the site that offers pedestrian connectivity. Footways are provided on both sides of Bedford Road with uncontrolled crossing points provided at regular intervals with pedestrian splitter islands. To the south of the site adjacent to King Georges Park, a signal controlled crossing of Bedford Road is provided.
- 3.4 There are no dedicated cycle facilities on Bedford Road, however given the 30mph speed limit, it is considered suitable for on-carriageway cycling.
- 3.5 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.6 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km and a preferred maximum walking distance of 2km for commuting and educational purposes.
- 3.7 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This guidance is supported by the National Travel Survey (NTS) which found that over the past three years 80% (2019), 82% (2020) and 82% (2021) of trips under a mile (1.6km) are undertaken on foot. It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 NTS, released in August 2022, and demonstrates a 2-percentage point increase in journeys by foot under a mile since 2019.
- 3.8 There are a number of key facilities and destinations within walking and cycling distance of the site. The key services and amenities are summarised in **Table 3.1**.



Service / Amenity	Distance	Walking Time	Cycling Time
Burford Way Bus Stop North	40m	1 minute	1 minute
Burford Way Bus Stop South	80m	1 minute	1 minute
The Priory School	270m	4 minutes	2 minutes
Smartys Day Nursey	300m	4 minutes	1 minute
Loco Convenience Store and BP Garage 1	400m	6 minutes	1 minute
Angels Public House	800m	12 minutes	3 minutes
Redhill Road Promenade of shops / services	900m	13 minutes	4 minutes
Tudor Wines Convenience Store	1km	14 minutes	4 minutes
The Early Bird Pre-School (Strathmore)	1.1km	14 minutes	3 minutes
Strathmore Infant School	1.1km	15 minutes	3 minutes
Our Lady Primary School	1.3km	18 minutes	4 minutes
Mead Industrial Estate	1.4km	19 minutes	4 minutes
Hitchin Swimming and Leisure Centre	1.5km	21 minutes	6 minutes
Hitchin High Street	2 km	28 minutes	7 minutes

Figure 3.1 Table of key services and facilities within 2km of the site

- 3.9 Redhill Road Promenade of shops / services consists of three newsagents, one of which includes a Post Office, three food outlets, a chemist, a betting shop, a pharmacist, butchers and a bakery.
- 3.10 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:
- ‘Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.’*
- 3.11 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are considered within acceptable cycling distance.
- 3.12 All of the facilities and amenities identified in **Table 3.1** are within an acceptable cycling distance. This provides reasonable opportunities for people to commute or access further facilities in those areas by bicycle. In addition, the entirety of Hitchin and the majority of Letchworth are within 8km of the application site.

Public Transport Accessibility

Bus Services

- 3.13 The closest bus stops to the site are the Burford Way Bus Stops located on Bedford Road adjacent to the site. Measured from the approximate location of the access, the northbound



bus stop is located approximately 40m walking distance north whilst the southbound bus stop is located approximately 80m walking distance.

- 3.14 The northbound bus stop consists of a flagpole with timetable information, whilst the southbound bus stop also benefits from a shelter with seating.

Service	Route	Days	First Service	Approx. Frequency	Last Service
9B	Bedford – Hitchin	Mon - Fri	06:34	Hourly	19:54
		Sat	06:39	Bi-Hourly	17:31
		Sun	N/a	N/a	N/a
	Hitchin - Bedford	Mon-Fri	06:04	Hourly	20:34
		Sat	06:54	Bi-Hourly	20:54
		Sun	N/a	N/a	N/a
74	Hitchin – Biggleswade – Bedford	Mon – Sat	07:53	Hourly	17:58
		Sun	N/A	N/A	N/A
	Bedford – Biggleswade – Hitchin	Mon – Sat	07:40	Hourly	17:45
		Sun	N/A	N/A	N/A
89	Hitchin - Henlow Camp / Meppershall / Pirton	Mon – Fri	07:19	Hourly	18:46
		Sat	09:04	Bi-hourly	17:19
		Sun	N/A	N/A	N/A
	Henlow Camp / Meppershall / Pirton – Hitchin	Mon-Fri	07:06	Hourly	18:26
		Sat	08:45	Bi-hourly	17:04

Table 3.2 Bus Services on Bedford Road

- 3.15 The site is well served by buses with these routes providing regular services to a range of destinations.

Railway Services

- 3.16 Hitchin Railway Station is located approximately 2.5km from the site and can be reached within 10 minutes by cycle or in a 20 minute bus journey.
- 3.17 There are 291 covered cycle parking spaces at Hitchin Railway Station which are located by the station entrance which are monitored by CCTV.
- 3.18 The station is situated on the East Coast Main Line with trains being operated by Great Northern and Thameslink. The typical off-peak service in trains per hour (tph) is:
- a) 2 tph to London King's Cross;
 - b) 2 tph to Brighton via London Bridge and Gatwick Airport;
 - c) 2 tph to Horsham via London Bridge, Redhill and Gatwick Airport;
 - d) 2 tph to Peterborough
 - e) 1 tph to Letchworth Garden City; and



- f) 3 train per hour to Cambridge.

3.19 Additional services call at the station during peak hours.

Summary

3.20 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as having good accessibility, with suitable infrastructure and frequent bus services. The site is therefore considered to have real potential to promote sustainable transport modes and reduce single occupancy car dependency.

4 Proposed Development

General

- 4.1 It is proposed to redevelop the site to provide 50 residential units, with a mix of flats and houses. The full accommodation schedule is as follows:

Private Development:

- a) 2 x two-bedroom houses;
- b) 16 x three-bedroom houses; and
- c) 7 x four-bedroom houses.

Affordable Development:

- a) 3 x one-bedroom flats;
- b) 8 x two-bedroom flats;
- c) 14 x two-bedroom houses; and
- d) 5 x three-bedroom houses.

- 4.2 The development will be provided as a mix of affordable and privately owned properties, with 25 being privately owned and the remaining 25 being affordable.
- 4.3 A copy of the architects layout is provided at **Appendix C** with an extract provided below in **Figure 4.1**.



Figure 4.1 Proposed Site Plan

Proposed Access Arrangements

- 4.4 As the proposed access arrangements were agreed with HCC as part of the previous planning application, they have been retained in full as part of this application.
- 4.5 Access to the site is proposed via a new priority junction with Bedford Road at the north end of the site. The proposed site access junction is detailed in the Rappor drawing at **Appendix D**.
- 4.6 The access road serving the site is proposed to be 5.5m in width. Kerb radii of 8m are proposed at the junction, in order to accommodate the refuse vehicle. Along the site frontage, it is proposed to upgrade the existing footway to provide a 3m shared footway / cycleway on the eastern side of Bedford Road. This 3m shared facility was agreed with

highways officers at HCC and will be sufficient to accommodate the anticipated level of pedestrian and cycle movements on Bedford Road.

- 4.7 To ensure pedestrians and cyclists using this facility have priority over vehicles entering and exiting the site, a raised table crossing point is proposed across the site access. This crossing point has been set-back within the site access to ensure there is sufficient space for a car to wait clear of the carriageway on Bedford Road.
- 4.8 As a result of provision of the site access, it is proposed to relocate the northbound bus stop on Bedford Road further to the south. This will ensure that the bus stop is both clear of the site access and will allow pedestrians from the site to utilise the existing uncontrolled crossing point on Bedford Road to access northbound bus services. Again, this was agreed with HCC as part of the previous planning application.
- 4.9 The existing southbound bus stop and shelter will also be relocated clear of the shared footway / cycleway.
- 4.10 The visibility splays at the site access junction correspond to actual speeds on Bedford Road that were recorded by a speed survey undertaken in December 2021. An Automatic Traffic Counter (ATC) was located on Bedford Road in the vicinity of the proposed site access. There is no reason why vehicle speeds on Bedford Road will have changed since this survey was undertaken.
- 4.11 The recorded 85th percentile speed of vehicles approaching the site access from the north was 34.1mph while the 85th percentile speed approaching from the south was 35.6mph. Based on the results of the speed survey, visibility splays of 2.4m x 56m are required. These visibility splays can be provided within the site and / or existing adopted highway. These visibility splays will be kept clear of obstructions, including vegetation.

Internal Road Layout

- 4.12 The main spine road through the site from the access will have a width of 5.5m, with 2m footways provided on both sides. A number of dwellings will have direct access from this road, whilst the remainder will be accessed via side roads and/or private drives. Turning head will be provided at appropriate locations to allow all vehicles to turn within the site.
- 4.13 Alongside the footway on the main site access road, additional pedestrian access points with Bedford Road are provided along the site frontage at the southern end of the site. This will ensure that pedestrians and cyclists have convenient access to the new shared footway / cycleway on Bedford Road.
- 4.14 Within the site, traffic flows will be below 2,000 vehicles per day and the speed limit will be 20mph, on-carriageway cycling is appropriate in accordance with guidance in Figure 4.1 of LTN 1/20.

Car and Cycle Parking Provision

- 4.15 The proposed development proposes a total of 111 car parking spaces, inclusive of 16 unallocated visitor spaces and 95 allocated parking spaces.
- 4.16 This provision results in the one bedroom dwellings having one car parking space and the remaining properties having two parking spaces.

- 4.17 The proposed parking provision at the site complies with NHDC SPD 2011's parking standards which are shown below in **Figure 4.2**.

Class Use C3	Car Parking Standard	Minimum Cycle parking Standard
1 bedroom	1 Space per dwelling Minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
2+bedrooms	2 spaces per dwelling Minimum	

Figure 4.2 NHDC Parking Provision (2011)

- 4.18 The current proposals include 16 visitor parking bays. NHDC parking standards require 0.25 – 0.75 visitor spaces per dwelling and the strict application of these the lower standard being applied due to no garages being provided at the site would result in a need for 13 visitor space, thus providing sufficient unallocated visitor parking at the site.
- 4.19 NHDC cycle parking requirements are set out in **Figure 4.2** and it is shown that one secure space is required per dwelling.
- 4.20 For the houses, secure cycle parking will be provided in the gardens in the form of a bike store, whilst in Apartment Block A and B this will be provided on the ground floor of the buildings.

Refuse, Emergency and Service Vehicle Access

- 4.21 To ensure refuse, emergency and service vehicles can access the site, vehicle swept path analysis has been undertaken as is presented at **Appendix E**.
- 4.22 This demonstrates that both a 12.205m refuse vehicle and a fire tender can satisfactorily enter and exit the site in forward gear, turning in appropriate locations.

5 Development Trip Generation and Distribution

Forecast Trip Generation

- 5.1 When considering a residential development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 5.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.
- 5.3 The TRICS database has been consulted to determine the estimated trip generation of the proposed development. This section sets out an assessment of trip rates for privately-owned dwellings located in out of town and suburban locations. The TRICS data is available in **Appendix F**.
- 5.4 Based on residential sites with similar site location characteristics within the TRICS database, calculated vehicular trip rates and estimated traffic generation in this location are set out in **Table 5.1**.

Trip Generation

- 5.5 To assess the trip generation associated with the proposed development of up to 50 dwellings, residential sites with similar characteristics have been identified in the TRICS database (version 8.25.6) and average total person trip rates have been obtained.
- 5.6 Available 'Residential – Private House' TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria, a robust assessment has been undertaken which has not considered any element of affordable housing:
- 5.7 Sites located in England, Scotland and Wales excluding Greater London:
 - a) Sites located in an Edge of Town Location;
 - b) Between 4 – 125 dwellings;
 - c) Sites with a population of less than 100,000 within 5 miles; and
 - d) Car ownership of less than 1.5.



Mode of Travel	Time Period	Trip Rates (Per Flat)			Forecast Trip Generation – 50 Dwellings		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle	AM Peak (08:00-09:00)	0.186	0.406	0.592	9	20	30
	PM Peak (17:00-18:00)	0.346	0.162	0.508	17	8	25
Walking	AM Peak (08:00-09:00)	0.054	0.118	0.172	3	6	9
	PM Peak (17:00-18:00)	0.047	0.63	0.049	2	32	2
Public Transport (Bus / Rail)	AM Peak (08:00-09:00)	0.002	0.046	0.048	0	2	2
	PM Peak (17:00-18:00)	0.028	0.002	0.030	1	0	2
Cycling	AM Peak (08:00-09:00)	0.012	0.015	0.027	1	1	1
	PM Peak (17:00-18:00)	0.009	0.006	0.015	0	0	1

*(Subject to Cumulative Rounding on table)***Table 5.1** Trip Rates and Forecast Trip Generation

- 5.8 **Table 5.1** demonstrates that during the AM peak hour (08:00 – 09:00), the proposed 50 dwellings are estimated to generate a total of 30 two-way vehicle trips, 9 two way pedestrian two way trips, 4 public transport trips, and 1 cyclist trip. Whilst during the PM peak hour (17:00 – 18:00), the proposed 50 dwellings are estimated to generate 25 vehicle two-way vehicle trips, 2 pedestrian trips, 2 public transport user trips, and 1 cyclist trip.
- 5.9 This level of vehicle trips will not have any adverse impact on the surrounding highway network. This number of vehicle movements generated would be imperceptible to existing road users since they would likely be within the existing daily variation in traffic flows.
- 5.10 The existing and proposed active travel infrastructure, as discussed in previously, is suitable to accommodate the forecast active travel users from the proposed development.

6 Travel Plan

- 6.1 To meet the requirements on NHDC's Sustainability SPD, a Travel Plan is required to be implemented at the site. It is noted that the level of development is below the threshold for a full Travel Plan based on HCCs guidance.
- 6.2 The Travel Plan, which can be secured via planning condition, will be submitted to the LPA for approval prior to first occupation of the development. The Travel Plan seeks to influence future resident travel at the site by providing information regarding sustainable travel options including bus routes and timetables, key walking and cycling routes to local destinations and opportunities for car sharing. This information would be contained within a Welcome Pack that would be distributed to all new residents upon occupation.
- 6.3 Residents would also be offered sustainable travel vouchers that could be used to fund the purchase of bicycles, cycle equipment or public transport tickets. This would encourage the use of sustainable travel modes from the outset at no or reduced costs to residents. The expectation is that a culture of sustainable travel can be cultivated by making people aware of opportunities for travel by sustainable modes at an early stage.
- 6.4 A Travel Plan Co-ordinator would be appointed to administer the Travel Plan and ensure Welcome Packs and travel vouchers are distributed to all new residents. In addition, the Travel Plan Co-ordinator could also offer personalised travel planning consultations to residents. This would involve a detailed review of residents typical travel patterns to understand where the use of non-car modes could be increased and ensuring that residents are fully aware of the alternative options available including the potential cost saving, health, and environmental benefits so that they are able to make informed choices.
- 6.5 The Travel Plan includes a commitment to monitor resident travel patterns annually over an agreed period, typically over 5-10 years, with the aim of reducing the number of single occupancy car trips during this period. This would be through regular promotion of sustainable travel options and the hosting and promotion of events such as cycle training sessions, cycle to work week and other events to allow the enthusiasm and commitment to sustainable travel to be clearly communicated to residents.

7 Summary and Conclusions

Summary

- 7.1 Rappor Consultants Ltd (Rappor) has been appointed by Arte Construction to provide transport and highways advice in support of the proposed development of land to the east of Bedford Road, Hitchin for residential purposes. The site is currently undeveloped land, and it is proposed to redevelop this to provide 50 residential units in a mix of houses and flats.
- 7.2 This Transport Statement has demonstrated the following:
- a) The site can be considered a sustainable location, with a number of key local facilities within walking and cycling distance including bus services operating on Bedford Road and rail services from Hitchin Railway Station.
 - b) A review of the local highway network and collision data in the vicinity of the site indicates that there are no existing road safety issues that will need to be addressed as part of this planning application.
 - c) Safe and suitable access to the site can be provided from Bedford Road for vehicles, pedestrians and cyclists. The access strategy was previously agreed with HCC as part of the previous planning application. As such, it is appropriate to retain this access as part of this revised application.
 - d) Provision of a 3m shared footway / cycleway along the site frontage on the eastern side of Bedford Road will provide improved facilities for both existing users and future residents of the site. This shared facility will have priority over vehicles entering and exiting the site. Again, this is retained as agreed from the previous planning application.
 - e) The site access will ensure sufficient access for refuse, service and emergency vehicles.
 - f) The level of vehicle traffic generated by the proposed development will have no adverse impact on the operation of the local highway network.
 - g) In accordance with the requirements of NHDC's Sustainability SPD to obtain bronze status, a Travel Plan will be implemented at the development - this Travel Plan can be secured via planning condition; as well as the proposals including segregated pedestrian footpaths to the site and integrated green infrastructure.

Conclusions

- 7.3 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets most of the policy requirements as set out in paragraph 115 of the NPPF as:
- a) Appropriate opportunities for travel by sustainable transport modes can be taken up;
 - b) Safe and suitable access to the site can be achieved;
 - c) The design of the access and parking areas reflects current national guidance; and
 - d) There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.



- 7.4 The development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 117 of the NPPF.

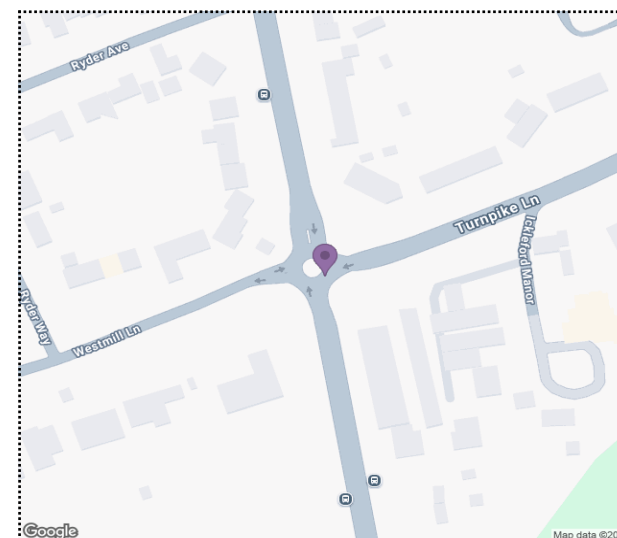


Appendix A – Crashmap Data



Validated Data

Crash Date:	Monday, October 5, 2020	Time of Crash:	13:40:00	Crash Reference:	2020410991700
Highest Injury Severity:	Serious	Road Number:	A600	Casualties:	1
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	517780 231252
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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:

Monday, October 5, 2020

Time of Crash: 13:40:00

Crash Reference: 2020410991700

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)	12	Male	66 - 75	Vehicle is moving off	Front	Other	None	None
2	Pedal cycle	-1	Male	56 - 65	Vehicle is waiting to turn left	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

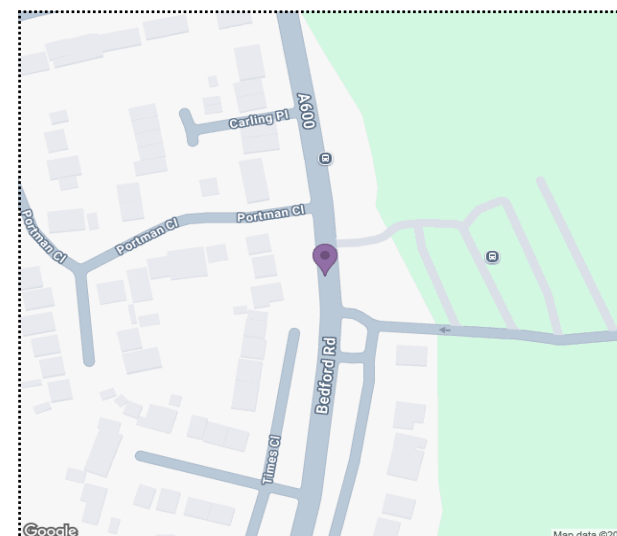
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Monday, November 29, 2021	Time of Crash:	16:37:00	Crash Reference:	2021411118756
Highest Injury Severity:	Serious	Road Number:	A600	Casualties:	2
Highway Authority:	Hertfordshire	Vehicles:	2	OS Grid Reference:	517882 230730
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date:

Monday, November 29, 2021

Time of Crash: 16:37:00

Crash Reference: 2021411118756

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)	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	1	Male	21 - 25	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

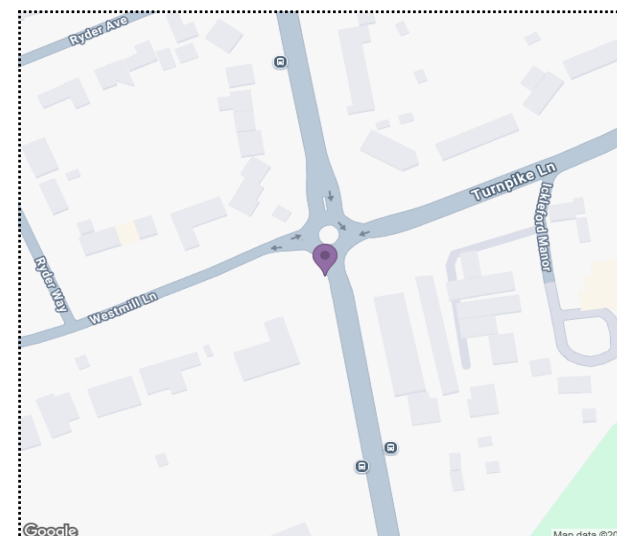
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Saturday, January 8, 2022	Time of Crash:	15:25:00	Crash Reference:	2022411135658
Highest Injury Severity:	Slight	Road Number:	A600	Casualties:	1
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	517776 231239
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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:

Saturday, January 8, 2022

Time of Crash: 15:25:00

Crash Reference: 2022411135658

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)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	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

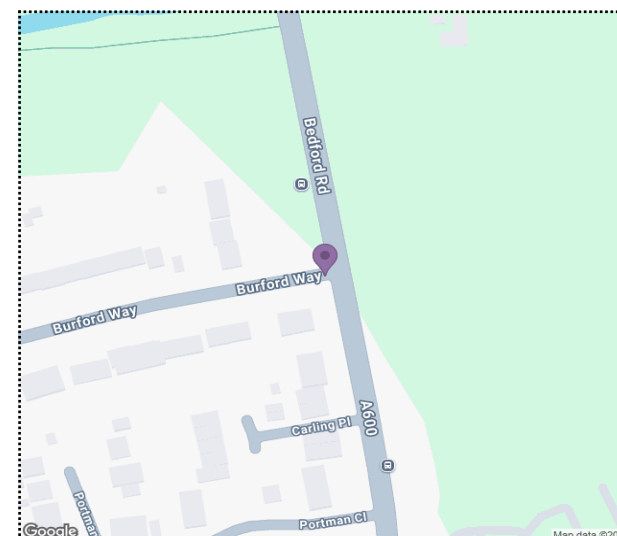
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Tuesday, March 22, 2022	Time of Crash:	11:55:00	Crash Reference:	2022411160457
Highest Injury Severity:	Serious	Road Number:	A600	Casualties:	1
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	517857 230858
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date:

Tuesday, March 22, 2022

Time of Crash: 11:55:00

Crash Reference: 2022411160457

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)	15	Male	46 - 55	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

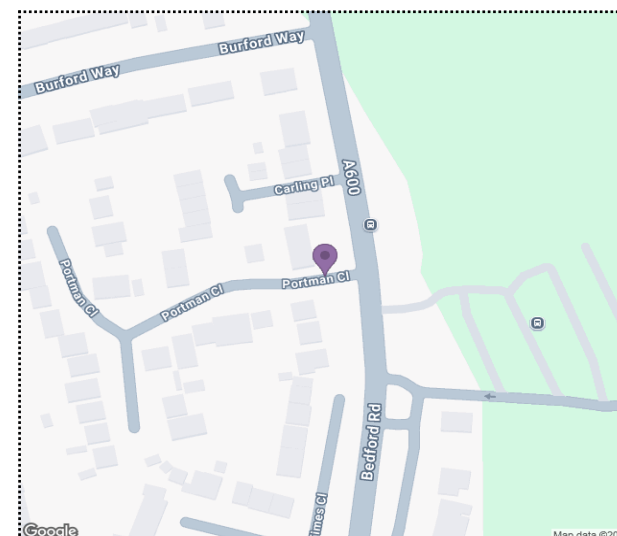
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Sunday, March 13, 2022	Time of Crash:	17:38:00	Crash Reference:	2022411170503
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	517866 230758
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:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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:

Sunday, March 13, 2022

Time of Crash: 17:38:00

Crash Reference: 2022411170503

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)	-1	Male	21 - 25	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Motorcycle over 500cc A (2005 onwards)	20	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

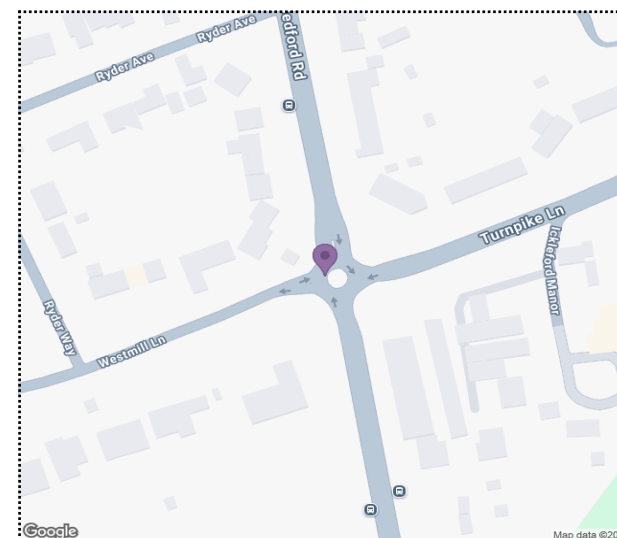
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Thursday, June 15, 2023	Time of Crash:	08:30:00	Crash Reference:	2023411320698
Highest Injury Severity:	Slight	Road Number:	A600	Casualties:	1
Highway Authority:	Hertfordshire			Vehicles:	2
Local Authority:	North Hertfordshire			OS Grid Reference:	517772 231257
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date:

Thursday, June 15, 2023

Time of Crash: 08:30:00

Crash Reference: 2023411320698

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	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	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	46 - 55	Unknown or other	Unknown or other

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

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Appendix B – ATC Survey Results

Hitchin ATC, A600 Bedford Road

Direction: Northbound

#NAME?

Hour Beginning	Tue Dec 07	Wed Dec 08	Thu Dec 09	Fri Dec 10	Sat Dec 11	Sun Dec 12	Mon Dec 13	5-Day Ave.	7-Day Ave.
00:00	26	26	23	45	114	109	25	29	53
01:00	11	10	19	22	51	79	8	14	29
02:00	12	9	10	17	41	47	7	11	20
03:00	10	6	14	9	27	25	4	9	14
04:00	17	21	15	16	14	17	13	16	16
05:00	45	52	50	37	26	14	45	46	38
06:00	141	153	133	135	54	34	149	142	114
07:00	341	381	329	358	125	84	337	349	279
08:00	528	457	541	485	225	126	488	500	407
09:00	333	351	374	344	357	220	374	355	336
10:00	334	374	361	456	445	351	383	382	386
11:00	396	404	415	452	538	409	390	411	429
12:00	453	402	472	547	581	552	439	463	492
13:00	424	448	443	530	533	468	413	452	466
14:00	472	501	534	556	528	420	479	508	499
15:00	583	635	655	705	522	488	649	645	605
16:00	665	699	710	717	515	462	718	702	641
17:00	645	735	606	642	496	316	616	649	579
18:00	493	546	502	521	364	298	447	502	453
19:00	310	334	395	402	294	249	326	353	330
20:00	248	282	227	260	224	174	208	245	232
21:00	194	196	243	201	178	126	168	200	187
22:00	124	159	170	168	154	86	109	146	139
23:00	59	67	98	128	150	38	53	81	85
Total									
12H(7-19)	5667	5933	5942	6313	5229	4194	5733	5918	5573
16H(6-22)	6560	6898	6940	7311	5979	4777	6584	6859	6436
18H(6-24)	6743	7124	7208	7607	6283	4901	6746	7086	6659
24H(0-24)	6864	7248	7339	7753	6556	5192	6848	7210	6829
AM Peak	08:00 528	08:00 457	08:00 541	08:00 485	11:00 538	11:00 409	08:00 488	08:00 500	11:00 429
PM Peak	16:00 665	17:00 735	16:00 710	16:00 717	12:00 581	12:00 552	16:00 718	16:00 702	16:00 641

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Direction: Southbound

Hour Beginning	Tue Dec 07	Wed Dec 08	Thu Dec 09	Fri Dec 10	Sat Dec 11	Sun Dec 12	Mon Dec 13	5-Day Ave.	7-Day Ave.
00:00	24	17	18	29	83	73	15	21	
01:00	13	7	11	21	41	56	7	12	
02:00	12	6	11	17	23	35	5	10	
03:00	16	12	15	9	14	12	11	13	
04:00	21	20	30	28	25	16	32	26	
05:00	119	127	126	135	51	32	118	125	101
06:00	320	303	307	276	75	47	281	297	230
07:00	665	624	653	600	148	83	579	624	479
08:00	688	719	657	691	315	162	652	681	555
09:00	504	489	490	542	523	313	430	491	470
10:00	376	422	444	460	518	477	420	424	445
11:00	431	381	446	498	617	472	396	430	463
12:00	378	414	427	544	563	535	441	441	472
13:00	346	384	422	493	532	455	396	408	433
14:00	408	450	476	507	480	350	466	461	448
15:00	528	507	511	545	404	385	532	525	487
16:00	466	499	462	488	352	338	426	468	433
17:00	431	466	451	501	380	253	414	453	414
18:00	378	414	387	419	331	246	315	383	356
19:00	277	260	294	342	250	210	238	282	267
20:00	142	158	166	146	158	128	168	156	152
21:00	129	118	140	149	134	112	112	130	128
22:00	84	75	100	119	130	65	77	91	93
23:00	29	60	56	111	92	27	32	58	58
Total									
12H(7-19)	5599	5769	5826	6288	5163	4069	5467	5790	5454
16H(6-22)	6467	6608	6733	7201	5780	4566	6266	6655	6232
18H(6-24)	6580	6743	6889	7431	6002	4658	6375	6804	6383
24H(0-24)	6785	6932	7100	7670	6239	4882	6563	7010	6596
AM Peak	08:00 688	08:00 719	08:00 657	08:00 691	11:00 617	10:00 477	08:00 652	08:00 681	08:00 555
PM Peak	15:00 528	15:00 507	15:00 511	15:00 545	12:00 563	12:00 535	15:00 532	15:00 525	15:00 487

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Direction: Total Flow

	Tue Dec 07	Wed Dec 08	Thu Dec 09	Fri Dec 10	Sat Dec 11	Sun Dec 12	Mon Dec 13	5-Day Ave.	7-Day Ave.
	50	43	41	74	197	182	40	50	90
	24	17	30	43	92	135	15	26	51
	24	15	21	34	64	82	12	21	36
	26	18	29	18	41	37	15	21	26
	38	41	45	44	39	33	45	43	41
05:00	164	179	176	172	77	46	163	171	140
06:00	461	456	440	411	129	81	430	440	344
07:00	1006	1005	982	958	273	167	916	973	758
08:00	1216	1176	1198	1176	540	288	1140	1181	962
09:00	837	840	864	886	880	533	804	846	806
10:00	710	796	805	916	963	828	803	806	832
11:00	827	785	861	950	1155	881	786	842	892
12:00	831	816	899	1091	1144	1087	880	903	964
13:00	770	832	865	1023	1065	923	809	860	898
14:00	880	951	1010	1063	1008	770	945	970	947
15:00	1111	1142	1166	1250	926	873	1181	1170	1093
16:00	1131	1198	1172	1205	867	800	1144	1170	1074
17:00	1076	1201	1057	1143	876	569	1030	1101	993
18:00	871	960	889	940	695	544	762	884	809
19:00	587	594	689	744	544	459	564	636	597
20:00	390	440	393	406	382	302	376	401	384
21:00	323	314	383	350	312	238	280	330	314
22:00	208	234	270	287	284	151	186	237	231
23:00	88	127	154	239	242	65	85	139	143
Total									
12H(7-19)	11266	11702	11768	12601	10392	8263	11200	11707	11027
16H(6-22)	13027	13506	13673	14512	11759	9343	12850	13514	12667
18H(6-24)	13323	13867	14097	15038	12285	9559	13121	13889	13041
24H(0-24)	13649	14180	14439	15423	12795	10074	13411	14220	13424
AM Peak	08:00 1216	08:00 1176	08:00 1198	08:00 1176	11:00 1155	11:00 881	08:00 1140	08:00 1181	08:00 962
PM Peak	16:00 1131	17:00 1201	16:00 1172	15:00 1250	12:00 1144	12:00 1087	15:00 1181	15:00 1170	15:00 1093

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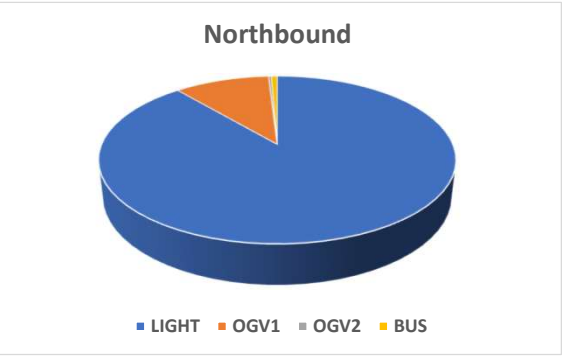
Hitchin ATC, A600 Bedford Road

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 7 Dec	6864	5963	830	22	49
Wed 8 Dec	7248	6384	778	24	62
Thu 9 Dec	7339	6456	796	32	55
Fri 10 Dec	7753	6853	816	24	60
Sat 11 Dec	6556	5983	535	5	33
Sun 12 Dec	5192	4866	317	6	3
Mon 13 Dec	6848	5941	830	30	47
5 Day Ave.	7210	6319	810	26	55
7 Day Ave.	6829	6064	700	20	44

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 7 Dec	100.0%	86.9%	12.1%	0.3%	0.7%
Wed 8 Dec	100.0%	88.1%	10.7%	0.3%	0.9%
Thu 9 Dec	100.0%	88.0%	10.8%	0.4%	0.7%
Fri 10 Dec	100.0%	88.4%	10.5%	0.3%	0.8%
Sat 11 Dec	100.0%	91.3%	8.2%	0.1%	0.5%
Sun 12 Dec	100.0%	93.7%	6.1%	0.1%	0.1%
Mon 13 Dec	100.0%	86.8%	12.1%	0.4%	0.7%
5 Day Ave.	100.0%	87.6%	11.2%	0.4%	0.8%
7 Day Ave.	100.0%	88.8%	10.3%	0.3%	0.6%

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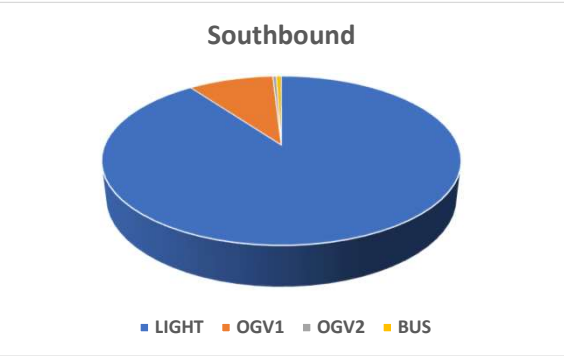


Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 7 Dec	6785	5963	726	50	46
Wed 8 Dec	6932	6145	700	39	48
Thu 9 Dec	7100	6325	711	28	36
Fri 10 Dec	7670	6865	744	19	42
Sat 11 Dec	6239	5817	389	5	28
Sun 12 Dec	4882	4641	230	6	5
Mon 13 Dec	6563	5773	715	31	44
5 Day Ave.	7010	6214	719	33	43
7 Day Ave.	6596	5933	602	25	36

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 7 Dec	100.0%	87.9%	10.7%	0.7%	0.7%
Wed 8 Dec	100.0%	88.6%	10.1%	0.6%	0.7%
Thu 9 Dec	100.0%	89.1%	10.0%	0.4%	0.5%
Fri 10 Dec	100.0%	89.5%	9.7%	0.2%	0.5%
Sat 11 Dec	100.0%	93.2%	6.2%	0.1%	0.4%
Sun 12 Dec	100.0%	95.1%	4.7%	0.1%	0.1%
Mon 13 Dec	100.0%	88.0%	10.9%	0.5%	0.7%
5 Day Ave.	100.0%	88.6%	10.3%	0.5%	0.6%
7 Day Ave.	100.0%	89.9%	9.1%	0.4%	0.5%

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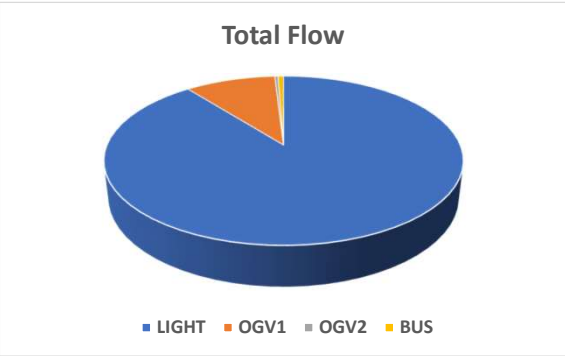


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 7 Dec	13649	11926	1556	72	95
Wed 8 Dec	14180	12529	1478	63	110
Thu 9 Dec	14439	12781	1507	60	91
Fri 10 Dec	15423	13718	1560	43	102
Sat 11 Dec	12795	11800	924	10	61
Sun 12 Dec	10074	9507	547	12	8
Mon 13 Dec	13411	11714	1545	61	91
5 Day Ave.	14220	12534	1529	60	98
7 Day Ave.	13424	11996	1302	46	80

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 7 Dec	100.0%	87.4%	11.4%	0.5%	0.7%
Wed 8 Dec	100.0%	88.4%	10.4%	0.4%	0.8%
Thu 9 Dec	100.0%	88.5%	10.4%	0.4%	0.6%
Fri 10 Dec	100.0%	88.9%	10.1%	0.3%	0.7%
Sat 11 Dec	100.0%	92.2%	7.2%	0.1%	0.5%
Sun 12 Dec	100.0%	94.4%	5.4%	0.1%	0.1%
Mon 13 Dec	100.0%	87.3%	11.5%	0.5%	0.7%
5 Day Ave.	100.0%	88.1%	10.8%	0.4%	0.7%
7 Day Ave.	100.0%	89.4%	9.7%	0.3%	0.6%

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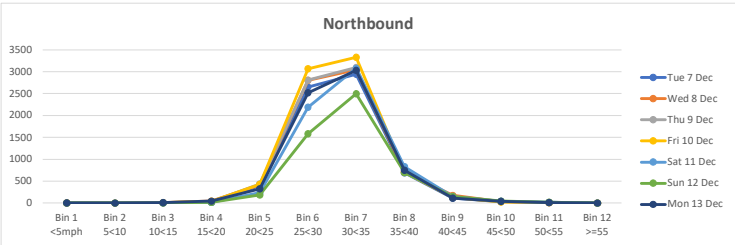


Hitchin ATC, A600 Bedford Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Tue 7 Dec	6864	35.3	30.7	4.5	3	0	9	15	394	2651	2943	688	111	34	14	2
Wed 8 Dec	7248	35.4	30.7	4.6	2	0	7	44	414	2803	3045	714	175	31	11	2
Thu 9 Dec	7339	35.4	30.7	4.5	1	2	7	33	438	2807	3096	774	129	36	14	2
Fri 10 Dec	7753	35.0	30.5	4.3	3	1	8	43	431	3070	3330	708	123	27	8	1
Sat 11 Dec	6556	36.0	31.4	4.4	2	0	2	17	233	2188	3078	833	147	41	15	0
Sun 12 Dec	5192	36.6	31.7	4.7	2	0	4	15	187	1581	2493	696	147	45	20	2
Mon 13 Dec	6848	35.6	30.9	4.5	5	0	10	44	327	2517	3030	748	114	40	11	2
5 Day Ave.	7210	35.4	30.7	4.5	3	1	8	36	401	2770	3089	726	130	34	12	2
7 Day Ave.	6829	35.6	31.0	4.5	3	0	7	30	346	2517	3002	737	135	36	13	2

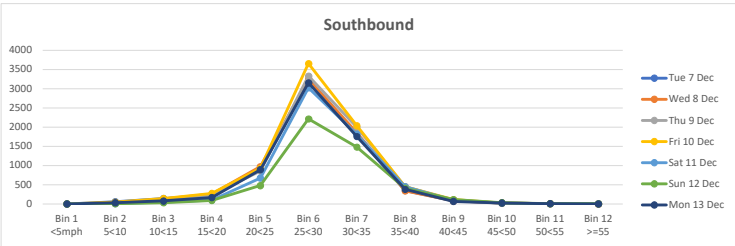
360 TSL Ltd



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Tue 7 Dec	6785	33.9	28.2	5.5	0	59	140	216	893	3210	1805	353	79	24	5	1
Wed 8 Dec	6932	33.7	28.2	5.3	0	20	130	253	972	3251	1859	338	77	24	6	2
Thu 9 Dec	7100	34.0	28.6	5.2	0	26	90	230	854	3328	2002	451	99	15	4	1
Fri 10 Dec	7670	34.0	28.4	5.5	0	47	143	273	927	3654	2035	447	114	22	8	0
Sat 11 Dec	6239	34.3	29.2	4.9	0	3	46	97	674	3023	1816	450	97	25	5	3
Sun 12 Dec	4882	35.1	29.6	5.4	2	10	32	95	479	2213	1480	408	115	36	8	4
Mon 13 Dec	6563	33.8	28.4	5.2	1	31	79	170	895	3154	1756	380	66	23	7	1
5 Day Ave.	7010	33.9	28.4	5.3	0	37	116	228	908	3319	1891	394	87	22	6	1
7 Day Ave.	6596	34.1	28.7	5.3	0	28	94	191	813	3119	1822	404	92	24	6	2

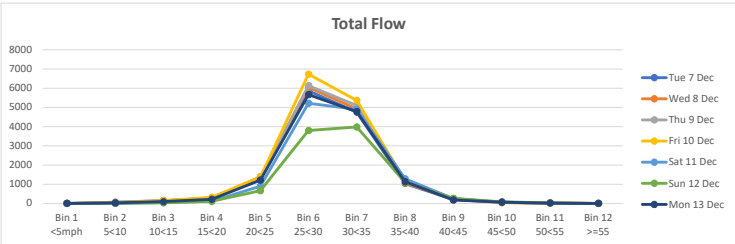
360 TSL Ltd



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Tue 7 Dec	13649	34.8	29.4	5.2	3	59	149	231	1287	5861	4748	1041	190	58	19	3
Wed 8 Dec	14180	34.8	29.5	5.1	2	20	137	297	1386	6054	4904	1052	252	55	17	4
Thu 9 Dec	14439	34.9	29.7	5.0	1	28	97	263	1292	6135	5098	1225	228	51	18	3
Fri 10 Dec	15423	34.7	29.5	5.1	3	48	151	316	1358	6724	5365	1155	237	49	16	1
Sat 11 Dec	12795	35.3	30.3	4.8	2	3	48	114	907	5211	4894	1283	244	66	20	3
Sun 12 Dec	10074	36.0	30.7	5.1	4	10	36	110	666	3794	3973	1104	262	81	28	6
Mon 13 Dec	13411	34.9	29.7	5.0	6	31	89	214	1222	5671	4786	1128	180	63	18	3
5 Day Ave.	14220	34.8	29.6	5.1	3	37	125	264	1309	6089	4980	1120	217	55	18	3
7 Day Ave.	13424	35.0	29.8	5.0	3	28	101	221	1160	5636	4824	1141	228	60	19	3

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Appendix C – Architects Site Layout

Private Development

No	Ref	Beds	Storey
2	Type A	2	2
4	Type B	3	2
10	Type C	3	2
2	Type D	3	2
2	Type E	4	2
2	Type F	4	2
3	Type G	4	2
25			

Affordable Development

No	Ref	Beds	Storey
3	1B Flat	1	1
8	2B Flat	2	1
6	Type HA	2	2
3	Type HB (WC)	2	2
5	Type HC	3	2
25			

Total
50

Legend

- 26

Private plot number
- 26

Affordable plot number
- Vp

Visitor Parking Space
- 6

Allocated parking space
- CSa

House Type Reference
- 1.8m high close board fence
- 1.8m high brick wall
- L/

1.8m high close board gate
- Post & Two Rails
- 2.5m x 5.0m Parking space
- 3.3m x 5.5m Parking space
- Disable parking
- Public Realm
- Front Garden
- Rear Garden
- Feature Paved Space
- Paving Natural
- Road
- Footpath
- Existing vegetation
- Existing Trees Outline
- Existing Trees removed
- Proposed Tree Planting
- Hedge Shade 1

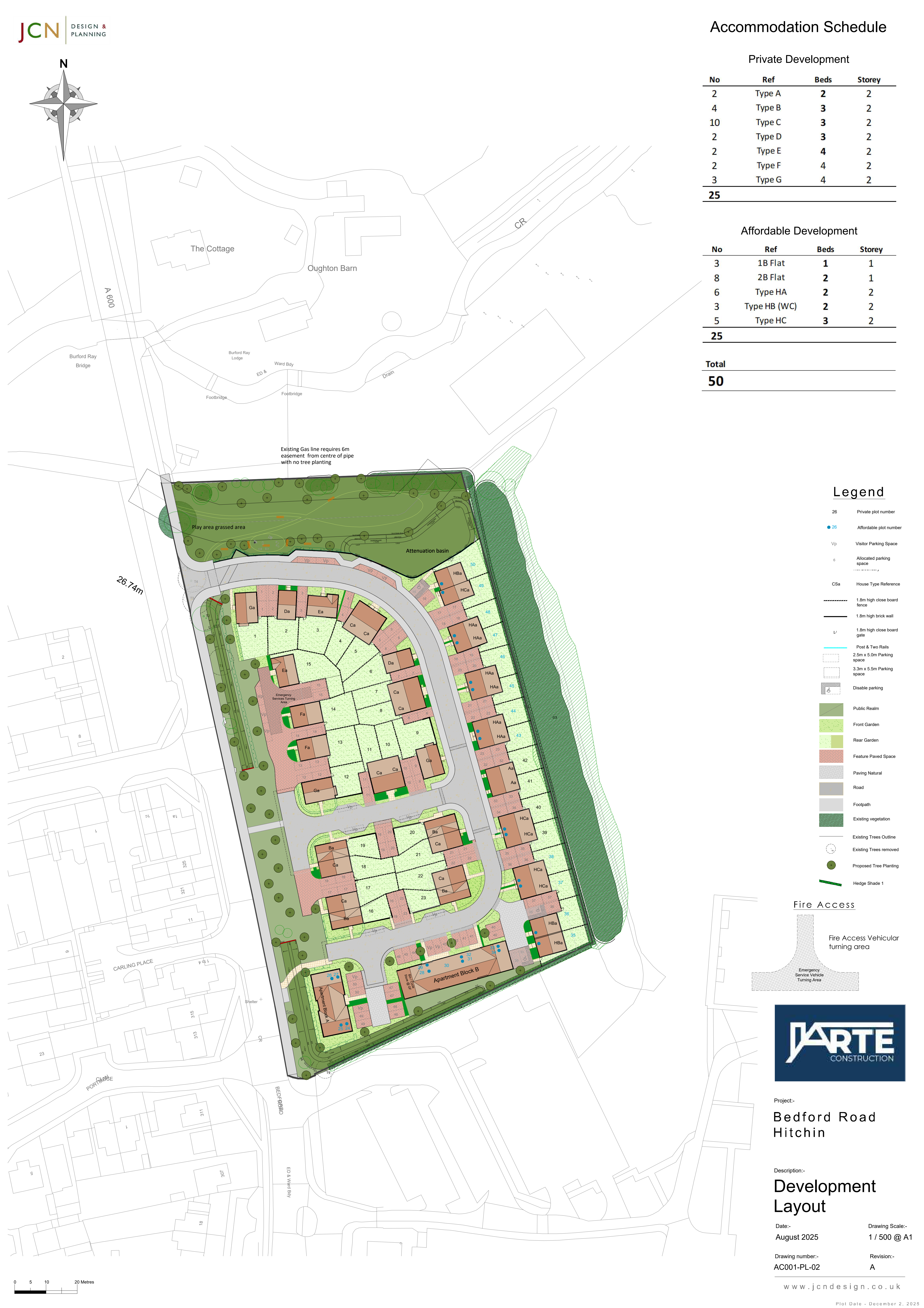
Fire Access



Project:-
Bedford Road
Hitchin

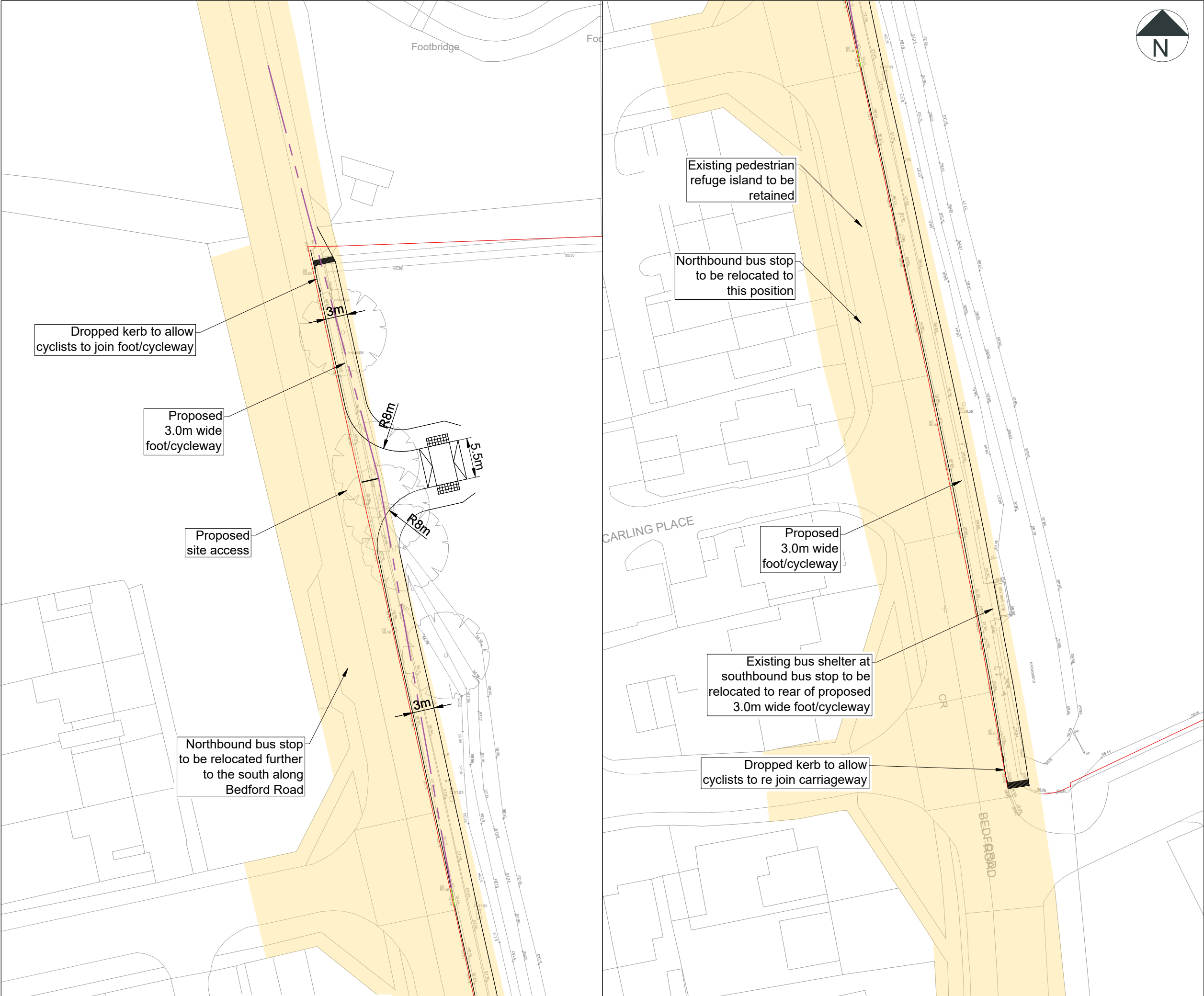
Description:-
Development
Layout

Date:- August 2025	Drawing Scale:- 1 / 500 @ A1
Drawing number:- AC001-PL-02	Revision:- A





Appendix D - Site Access Arrangements



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects layout received from Saunders Architects on 08/11/2022.
3. Highway boundary information has been provided by Hertfordshire County Council, received 11/12/2020 and has been overlaid by Rappor onto the Topographical Survey & Ordnance Survey on a best fit basis.
4. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key:

- Indicative Site Boundary
- Adopted Highway Boundary
- 2.4m x 56m Visibility Splay

Rev	Date	Details	By	Chkd
-	-	-	-	-

rappor



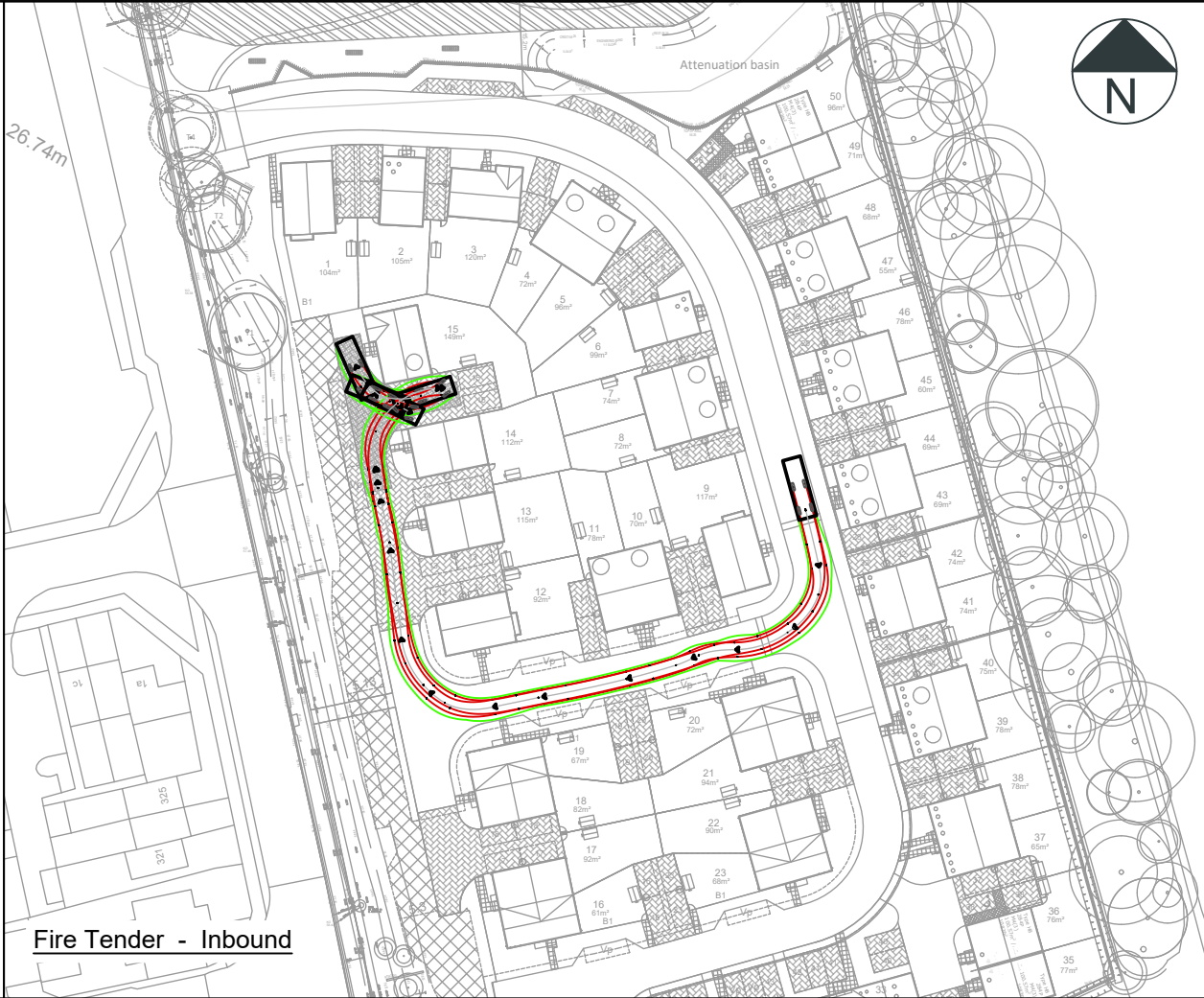
CLIENT:	Arte Construction			
PROJECT:	Land at Bedford Road, Hitchin			
TITLE:	Proposed Access Arrangement and Visibility Assessment			
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	20.08.25	LA	CE	CE
STATUS: INFORMATION				
DRAWING NO: XXXXXX-RAP-XX-XX-DR-TP-3200				REVISION: -



Appendix E – Swept Path Analysis: Refuse Vehicle and Fire Tender



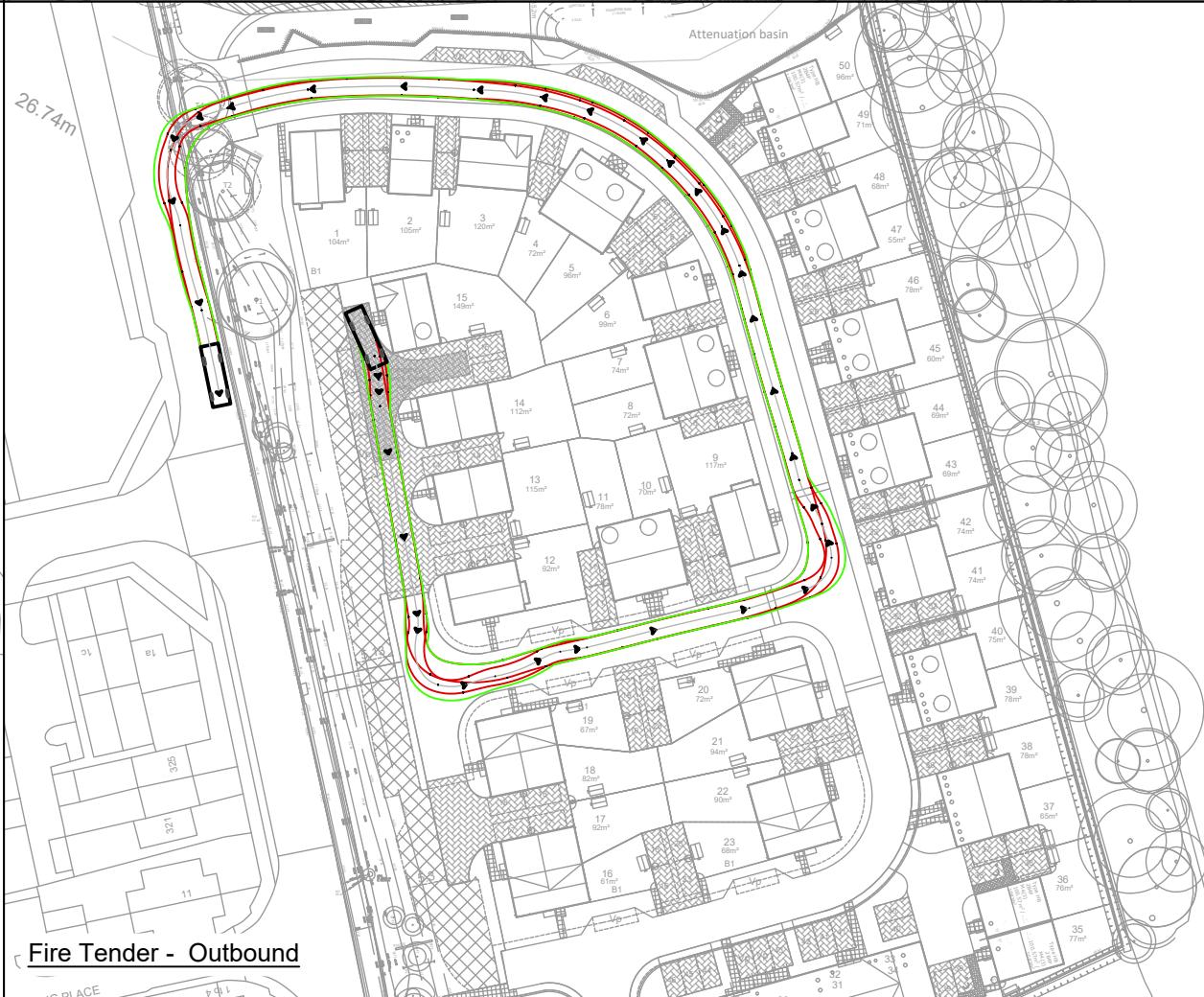
Fire Tender - Inbound



Fire Tender - Inbound



Fire Tender - Outbound



Fire Tender - Outbound

- Notes:
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - This drawing is based on the Architect's layout by JCN Design, Drawing Number AC001-PL-02, Rev A, dated August 2025.
 - Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key:

Vehicle Profile

KAMAZ 3 2-40 (4308)

metres

Width	: 2.50
Track	: 2.04
Lock to Lock Time	: 6.0
Steering Angle	: 20.6

P02	02.10.25	Updated Site Plan and Tracking	LA	CE
P01	17.10.25	Updated Site Layout and Tracking	LA	CE
Rev	Date	Details	By	Chkd

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Infrastructure and
environmental consultants

rappor.co.uk

CLIENT:
Arte Construction

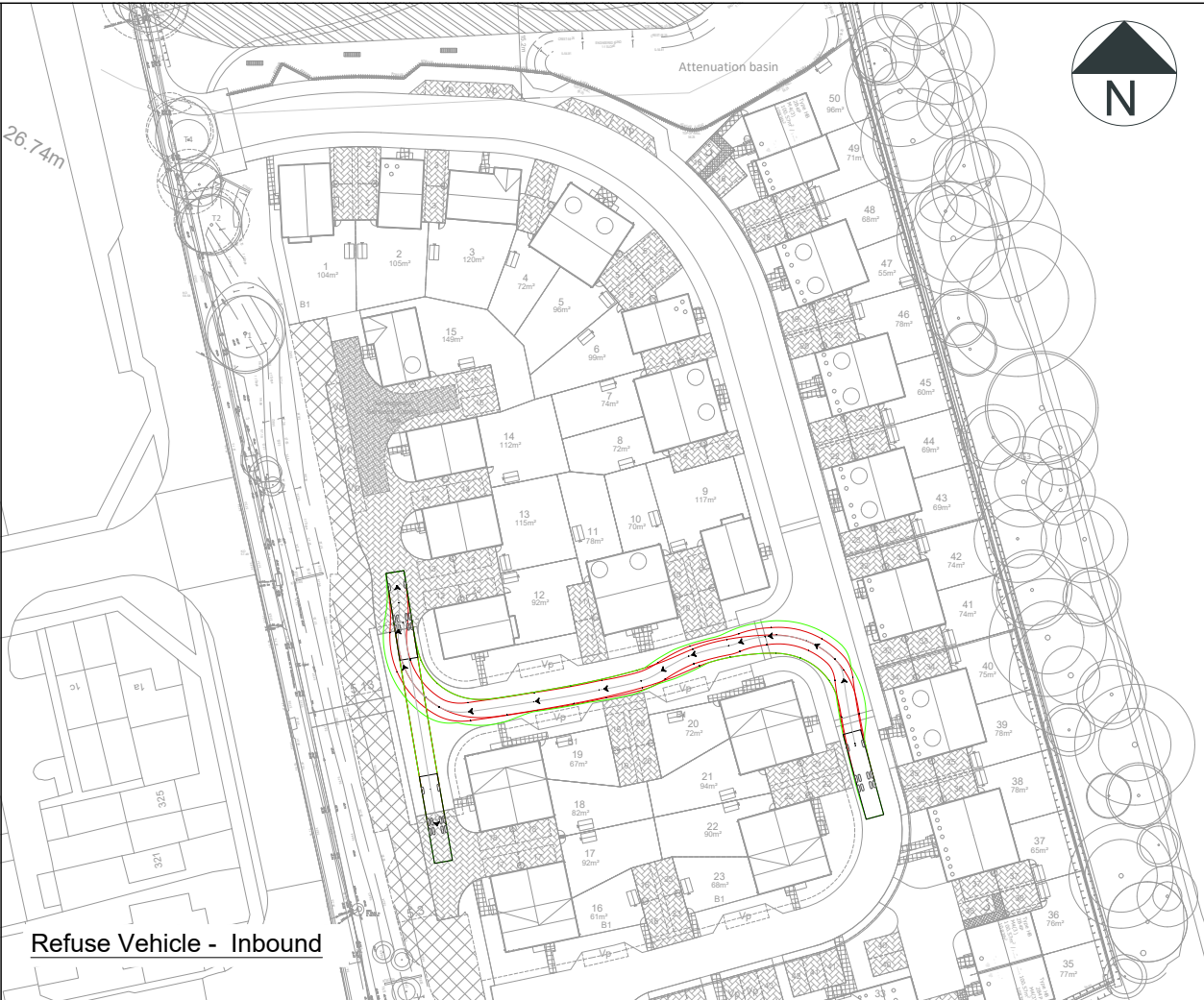
PROJECT:
Bedford Road, Hitchin

TITLE:
Internal Swept Path Analysis
Fire Tender

SCALE @ A3: 1:1000	DATE: 10.09.25	DRAWN: LA	CHECKED: CE	APPROVED: CE
STATUS: INFORMATION				
DRAWING NO: 2507979-RAP-XX-XX-DR-TP-4103				REVISION: P02



Refuse Vehicle - Inbound



Refuse Vehicle - Inbound



Refuse Vehicle - Outbound



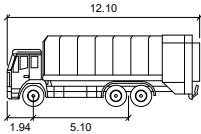
Refuse Vehicle - Outbound

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by JCN Design, Drawing Number AC001-PL-02, Rev A, dated August 2025.
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Key:

Vehicle Profile



NHDC Refuse Vehicle	
Width	2.50
Track	2.50
Lock to Lock Time	4.0
Steering Angle	27.7

P02	02.12.25	Updated Site Plan and Tracking	LA	CE
P01	17.10.25	Updated Site Plan	LA	CE
Rev	Date	Details	By	Chkd

rappor



Infrastructure and
environmental consultants
rappor.co.uk

CLIENT:
Arte Construction

PROJECT:
Bedford Road, Hitchin

TITLE:
Internal Swept Path Analysis
NHDC Refuse Vehicle

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	10.09.25	LA	CE	CE

STATUS: INFORMATION

DRAWING NO:	REVISION:
2507979-RAP-XX-XX-DR-TP-4102	P02



Appendix F – TRICS Data

Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 125 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 1/1/2016 Maximum: 9/17/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1181 3200

Days of the week selected:

Friday	3
Monday	7
Tuesday	7
Wednesday	6

Main Location Types selected:

Edge of Town	23
--------------	----

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	18
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

10,001 to 15,000	13
15,001 to 20,000	6
20,001 to 25,000	4

Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

Population <5 Mile ranges selected:

125,001 to 250,000	15
25,001 to 50,000	2
5,001 to 25,000	1
50,001 to 75,000	3
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	5
1.1 to 1.5	18

PTAL Rating:

No PTAL Present	23
-----------------	----

Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	KC	KENT
	MW	MEDWAY
	SC	SURREY
	WB	WEST BERKSHIRE
	WS	WEST SUSSEX
04	EAST ANGLIA	
	NF	NORFOLK
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH	
	DH	DURHAM
10	WALES	
	VG	VALE OF GLAMORGAN

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

Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

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:	DWELLS
Actual Range:	0.19 to 5.97 (units:DWELLS)
Range Selected by User:	4 to 125 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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	3 days
Monday	7 days
Tuesday	7 days
Wednesday	6 days

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

Selected survey types:

Manual count	23
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	23 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:

Residential Zone	23 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	18 days
Servicing vehicles Included	5 days

Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

Secondary Filtering Selection:

Use Class:

C3	23 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:

419 - 3500

Population within 1 mile:

10,001 to 15,000	13 surveys
15,001 to 20,000	6 surveys
20,001 to 25,000	4 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	15 surveys
25,001 to 50,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 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	5 surveys
1.1 to 1.5	18 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: 8ef74276-40a6-4671-a713-07a40d4db07f

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	5 surveys
Yes	18 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	23 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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: 8ef74276-40a6-4671-a713-07a40d4db07f

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	No. Days	Ave. DWELLS	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	23	68	0.089	0.328	0.417
08:00-09:00	23	68	0.186	0.406	0.592
09:00-10:00	23	68	0.127	0.161	0.288
10:00-11:00	23	68	0.129	0.154	0.283
11:00-12:00	23	68	0.130	0.147	0.277
12:00-13:00	23	68	0.163	0.152	0.315
13:00-14:00	23	68	0.166	0.162	0.328
14:00-15:00	23	68	0.170	0.215	0.385
15:00-16:00	23	68	0.287	0.186	0.473
16:00-17:00	23	68	0.276	0.175	0.451
17:00-18:00	23	68	0.346	0.162	0.508
18:00-19:00	23	68	0.296	0.156	0.452
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

Parameter Summary:

Trip rate parameter range selected:	4 - 125 (units: DWELLS)
Survey date date range:	08/05/2017 - 14/05/2024
Number of weekdays (Monday-Friday):	23
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: 8ef74276-40a6-4671-a713-07a40d4db07f

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	23	68	0.134	0.560	0.694
08:00-09:00	23	68	0.283	0.850	1.133
09:00-10:00	23	68	0.208	0.266	0.474
10:00-11:00	23	68	0.199	0.240	0.439
11:00-12:00	23	68	0.202	0.226	0.428
12:00-13:00	23	68	0.246	0.235	0.481
13:00-14:00	23	68	0.247	0.240	0.487
14:00-15:00	23	68	0.261	0.323	0.584
15:00-16:00	23	68	0.672	0.346	1.018
16:00-17:00	23	68	0.549	0.299	0.848
17:00-18:00	23	68	0.582	0.283	0.865
18:00-19:00	23	68	0.505	0.259	0.764
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 8ef74276-40a6-4671-a713-07a40d4db07f

Parameter Summary:

Trip rate parameter range selected:	4 - 125 (units: DWELLS)
Survey date date range:	08/05/2017 - 14/05/2024
Number of weekdays (Monday-Friday):	23
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.

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