



Pease House, The Priory, Hitchin

Transport Statement

Client: Metric & Maker

i-Transport Ref: TH/ITL210646

Date: 20 October 2025

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Date: 20 October 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
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SECTION 1 Introduction

1.1.1 Metric & Maker are proposing to change the current use of Pease House, The Priory, Hitchin from office (Class E) to residential (Class C3). To support the prior approval application, this Transport Statement (TS) has been prepared to assess the transport impacts of the proposed development which will replace the extant office use with 27 residential apartments.

1.1.2 The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Schedule 2, Part 3, Class MA (GDPO) constitutes the following:

“Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 of Schedule 1 to that order.”

1.1.3 The legislation also states that development under Class MA is permitted subject to the following conditions:

“Before beginning development under Class MA, the development must apply to the local planning authority for a determination as to whether a prior approval of the authority will be required as to –

a) Transport impacts of the development particularly to ensure safe site access;

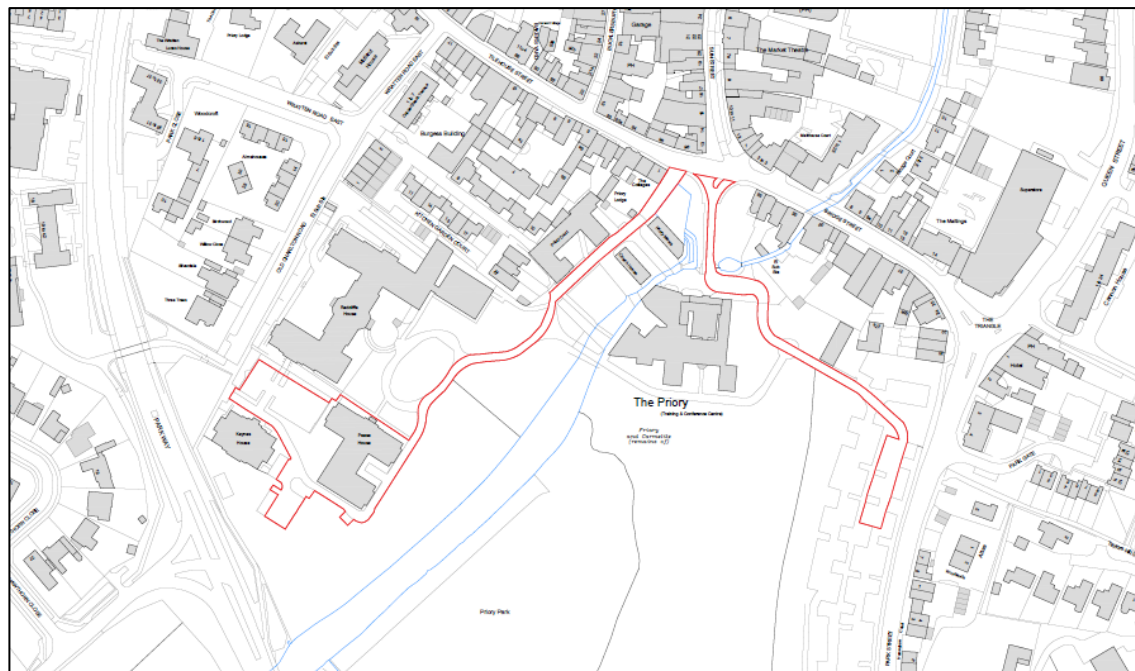
b) (...).”

1.1.4 This Transport Statement has been prepared to assess the traffic impacts of the proposed development under Class MA and demonstrates that the conversion of the building will not result in any adverse highway safety impacts and that it is acceptable as permitted development.

1.1.5 The site is accessed from Old Charlton Road located south of Hitchin town centre, within the jurisdiction of North Herts Council (NHC) who are the local planning authority (LPA) and Hertfordshire County Council (HCC) who are the local highway authority (LHA).

1.1.6 As site location is presented at **Figure 1-1** overleaf.

Figure 1-1 - Site Location Plan



1.1.7 This TS tests the proposal against the four key transport tests set out in paragraph 115 of the National Planning Policy Framework (NPPF). These tests are reflected in local transport policy and can be summarised as follows:

- 1 Will the opportunities for sustainable travel be prioritised?
- 2 Will safe and suitable access be provided?
- 3 Will the design be acceptable?
- 4 Will the traffic impacts be acceptable?

1.1.8 There will be fewer vehicle movements using the (safe) existing access and fewer traffic movements on the local highway network than compared with the fallback position of the extant office use of the site. The proposal is beneficial in this regard. The site is also acceptably located for residential development – there is good potential for walking and cycling to local facilities and services, with the town centre in walking distance, and bus use for journeys further afield.

1.1.9 The remainder of the TS is structured as follows:

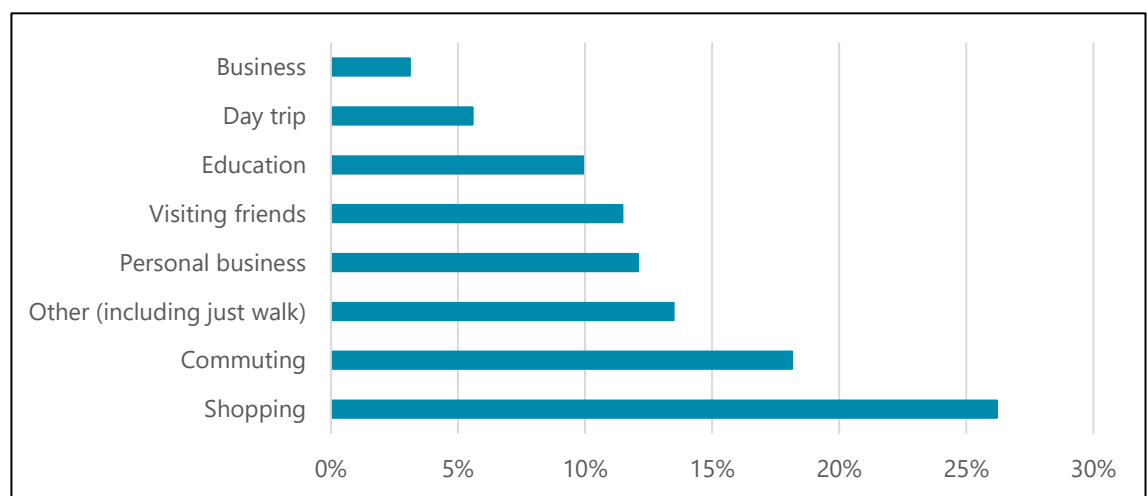
- **Section 2** – identifies the opportunities for sustainable travel within vicinity of the site;
- **Section 3** – presents the development proposal and site access strategy;
- **Section 4** – contains an assessment of the traffic impacts of the proposal; and,
- **Section 5** – provides a summary and conclusion of the TS.

SECTION 2 Sustainable Transport Opportunities

2.1 Why do people travel?

2.1.1 The National Travel Survey (NTS) is a large scale annual national household survey of personal travel. The latest survey from 2023 includes a sample size of c22,000 addresses, which offer a representation of average national travel behaviours. The Trips by Journey Purpose results provide a helpful breakdown of average journey purpose proportions, as shown in **Figure 2-1**.

Figure 2-1 - National Travel Survey - Trips by Journey Purpose



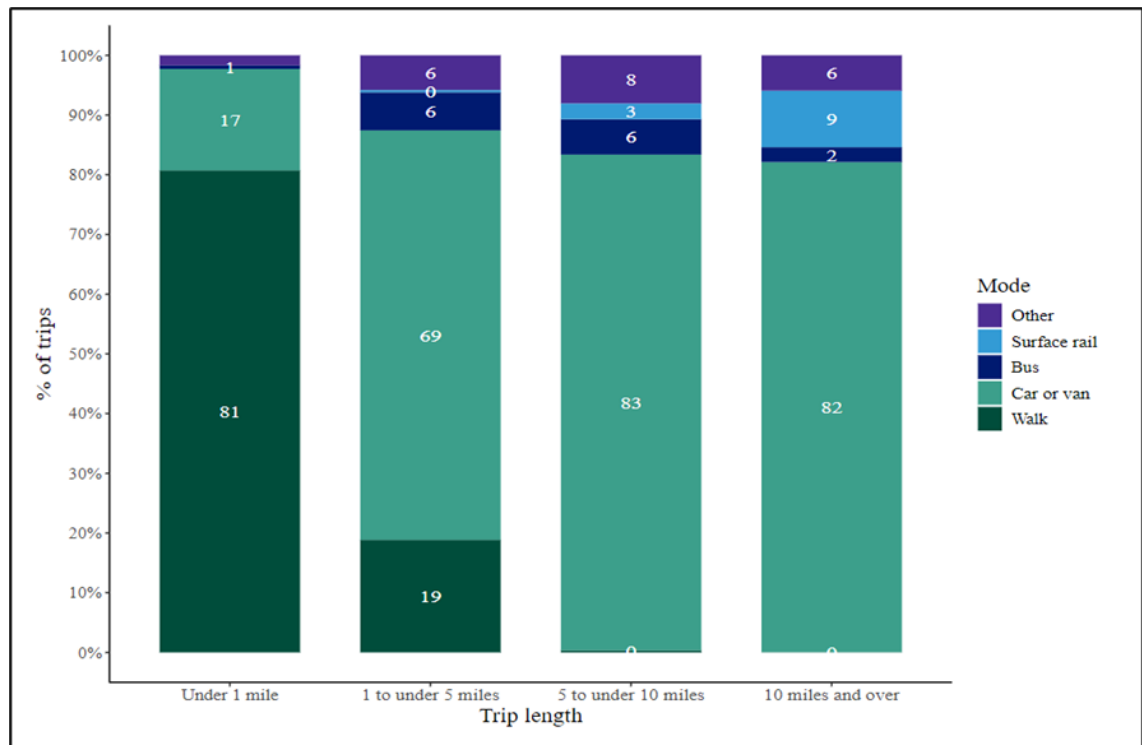
Source: National Travel Survey (2023)

2.1.2 The most common trip purpose was shopping (26%), followed by commuting (18%). Personal business (e.g. visiting hairdressers, banks, libraries and churches) is also a popular journey purpose making up 12% of journeys, followed by visiting friends (11%) and education (10%).

2.2 How far will people walk and cycle?

2.2.1 The NTS also identifies the mode share of journeys of different lengths and is presented in **Figure 2-2**. This confirms most (81%) trips up to one mile (1.6km) are undertaken on foot.

Figure 2-2 - Mode of Travel by Distance



Source: National Travel Survey (2023)

2.2.2 Journeys to facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be comfortably made by walking. However, 1.6km is not the maximum walking distance with many people prepared to regularly walk longer distances, and 30% of trips between 1-2 miles being made on foot.

2.2.3 On this basis, it is reasonable to consider a journey of 2 miles (3.2km) as an 'upper' walking distance for most journeys. The below distances have been used for assessing walking journeys:

- Up to 1.6km – comfortable walking distance; and
- Up to 3.2km – upper walking distance.

2.2.4 The DfT's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school."

2.2.5 On this basis, 8km (5 miles) is a reasonable cycle distance.

2.3 What journeys can be made by walking or cycling?

2.3.1 **Figure 2-3** and **Table 2-1** demonstrate the facilities and services that are within an acceptable walking and cycling distance from the site within Hitchin. These distances have been measured from the centre of the site and utilise the existing walking and cycling network.

Figure 2-3 - Local Facilities and Services Plan

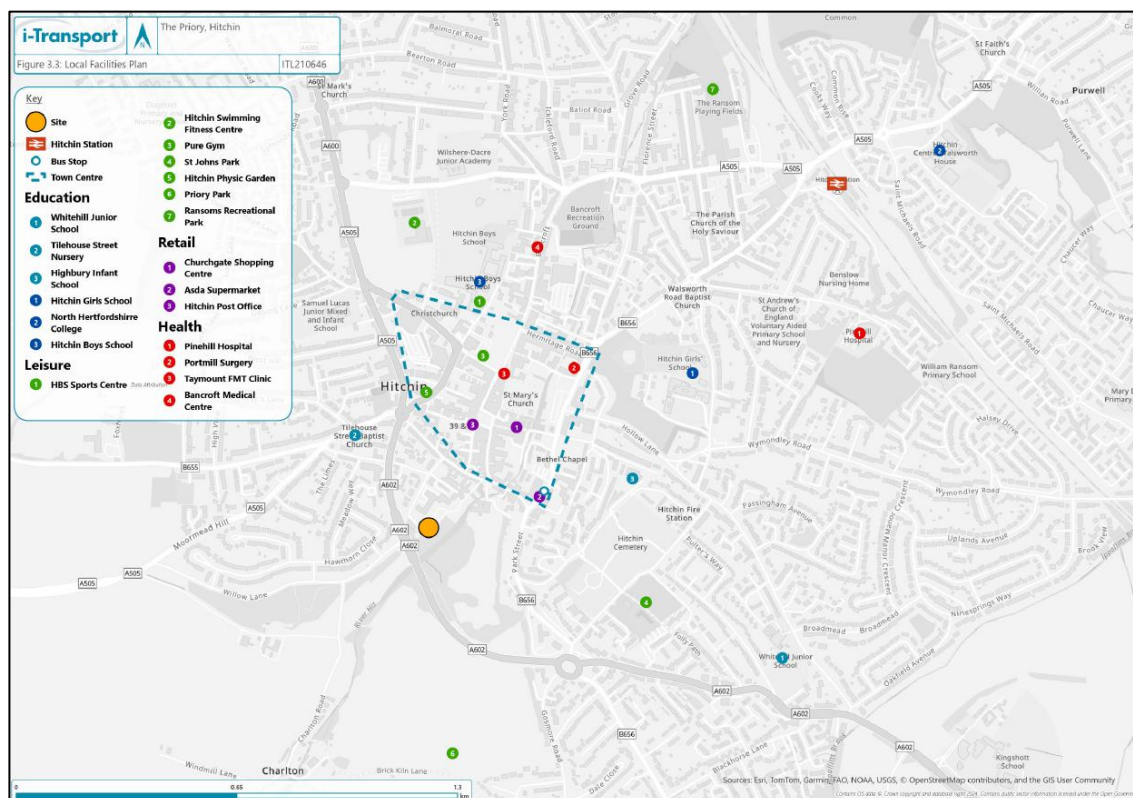


Table 2-1 - Local Facilities Summary Table

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	HBS Sports Centre	750	10	4
	Hitchin Swimming Fitness Centre	950	13	6
	Pure Gym	650	9	2
	St Johns Park	1000	14	5
	Hitchin Physic Garden	400	5	1
	Priory Park	900	13	4
	Ransoms Recreational Park	1800	25	6
Education	Whitehall Junior School	1600	23	8

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
	Tilehouse Street Nursery	400	6	3
	Highbury Infant School	950	13	6
	Hitchin Girls School	1400	21	7
	North Hertfordshire College	2200	30	10
	Hitchin Boys School	800	11	4
Retail	Churchgate Shopping Centre	550	7	2
	Asda Supermarket	550	7	2
	Hitchin Post Office	450	6	1
Healthcare	Pinehill Hospital	1800	25	6
	Portmill Surgery	850	12	3
	Taymount FMT Clinic	550	7	2
	Bancroft Medical Centre	1000	14	5
Transport	Queen Street Bus Stops	550	7	2
	Hitchin Railway Station	1800	25	6

Key:

- Within 1.6km – an “reasonable” walking distance
- Within 3.2m – a “maximum acceptable” walking distance
- Within 8km – a “reasonable” cycling distance

2.3.2 As demonstrated, the site has excellent access to a wide range of facilities and services within walking and cycling distance, this is as a result of being situated only 300m from the town centre.

2.3.3 Given the close proximity to the town centre, walking is expected to be a popular mode of travel. There are good quality, direct footway connections between the site and town centre.

2.4 What longer journeys can be made by public transport?

2.4.1 As identified in **Table 3-1**, most journeys purposes can be made locally by active travel modes. However, some longer journeys will need to be made, including for employment purposes, this section considers the opportunities for these journeys to be undertaken by public transport.

Bus travel

2.4.2 The nearest bus stops are located approximately 600m to the east on Queen Street (outside Asda). These stops are very well served by frequent bus services, as summarised in **Table 2-2**.

Table 2-2 - Bus Service Summary

Bus Service	Route	Frequency		
		Weekday	Saturday	Sunday
88	Luton – Hitchin	5 per day	4 per day	-
101	Luton – Hitchin - Stevenage	3 per hour	3 per hour	2 per hour
314/ 315	Hitchin – Welwyn Garden City	5 per day	5 per day	-
304	Hitchin – St Albans	6 per day	5 per day	3 per day
FL10	Maulden - Hitchin	1 service on a Tuesday	-	-

Source: Intalink timetables

- 2.4.5 As demonstrated, the site is within accessible distance to a wider range of bus routes offering frequent, convenient access to key destinations across the wider region.

Rail travel

- 2.4.6 Hitchin railway station is located circa 2km from the site, within maximum acceptable walking distance and acceptable cycling distance. The station is served by Thameslink, Great Northern and Grand Central trains offering frequent services to various destinations, summarised below:

Figure 2-4 - Rail Service Frequency

Destination	Peak Frequency (per hour)
London King's Cross	2
Cambridge	2
Peterborough	2
Brighton	1 (via London)
Letchworth Garden City	1
Horsham	2 (via London)

2.5 Summary

- 2.5.1 The site offers excellent opportunities for sustainable modes of travel, with a wide range of facilities and services available within the town centre. Frequently services bus stops are also within walking distance of the site providing access across the region, as well as Hitchin railway station which is within walking and cycling distance for longer distance journeys.

SECTION 3 Access, Site Layout, Parking and Servicing

3.1 Pedestrian and cycle access

3.1.1 Pedestrians and cyclists will be able to access the site via the existing access arrangements which include connections to the existing footway / cycle infrastructure along Old Charlton Road.

3.1.2 There is also pedestrian and cycle access available to the north-east of the site via Tilehouse Street, with Park Street also accessible to the east via the internal routes within the site. There is a public right of way (PRoW) – Footpath 119 – accessible from Old Charlton Road, providing a connection to the site towards Park Way offering an attractive route for leisure journeys.

3.2 Vehicle access

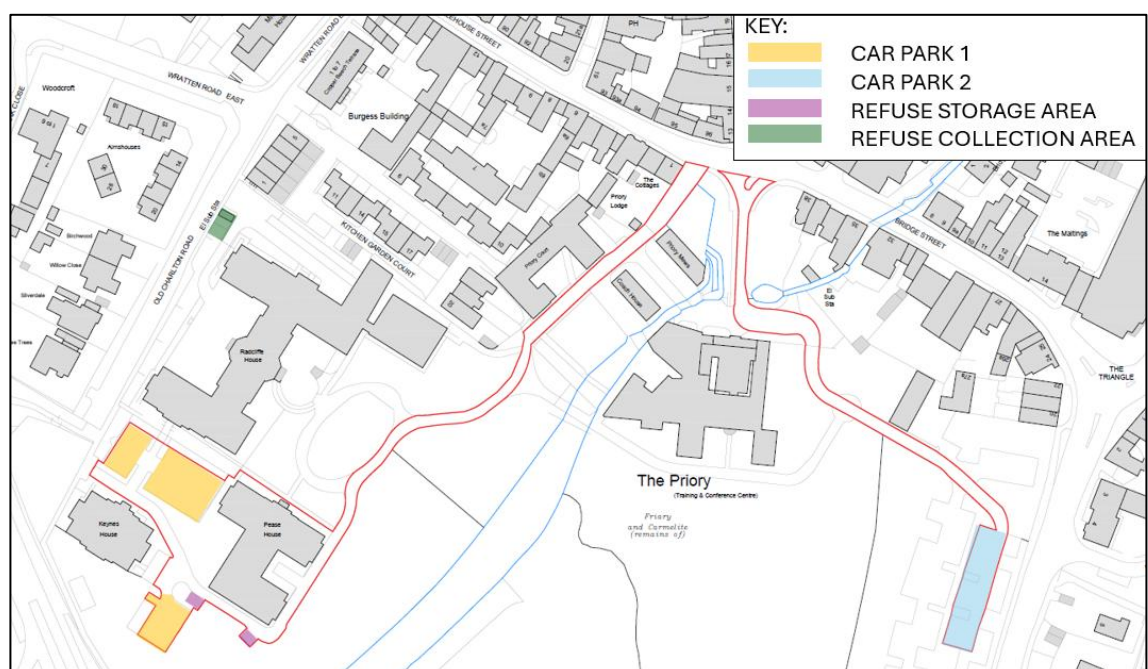
3.2.1 The main vehicular access to the site will remain in its current form, with the secure gated car park accessible from Old Charlton Road which connects onto Tilehouse Street to the north.

3.2.2 The existing access is well established, safe and with no collisions recorded – as indicated by CrashMap records as presented in **Section 3.4**. No changes are therefore proposed.

3.3 Site layout, parking and servicing

3.3.1 The site benefits from established access and car parking area as well as dedicated refuse storage and collection area, accessible from Old Charlton Road, as indicated in **Figure 3-1** below.

Figure 3-1 - Car Parking and Refuse Collection Strategy



Car and cycle parking

- 3.3.2 NHC's parking standards are set out within *Vehicle Parking at New Development Supplementary Planning Document (September 2011)*, which are summarised in the table below:

Table 3-1 - NHC Residential Parking Standards

Dwelling Size	Car Parking Standard	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	
Visitor/ unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage.	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per dwelling for visitors.

- 3.3.4 As stated within the SPD, the above standards are minimum requirements. **Table 3-2** provides a summary of the housing mix and maximum car and cycle parking requirements.

Table 3-2 - Summary of car and cycle parking

Dwelling size	Proposed number	Car parking requirement	Visitor car parking requirement	Cycle Parking Requirement	Visitor cycle parking requirement
1 bedroom	13	13	7	13	13
2 bedroom	14	28		14	14
Total	27	41	7	27	27

- 3.3.6 As shown, the 27 dwellings require a minimum of 48 car parking spaces and 54 cycle parking spaces. The site already benefits from dedicated car parking areas, as indicated in **Figure 3-1**.
- 3.3.7 There are 33 spaces in Car Park 1 currently allocated to Pease House including one accessible space, these will be retained. A further 15 spaces within Car Park 2 will be allocated to Pease House. Therefore, achieving the 48 car parking spaces inclusive of visitor spaces required.
- 3.3.8 Figure 3-2 below shows the layout of Car Park 1 and Figure 3-3 shows the layout of Car Park 2.

Figure 3-2 - Car Park 1 Layout

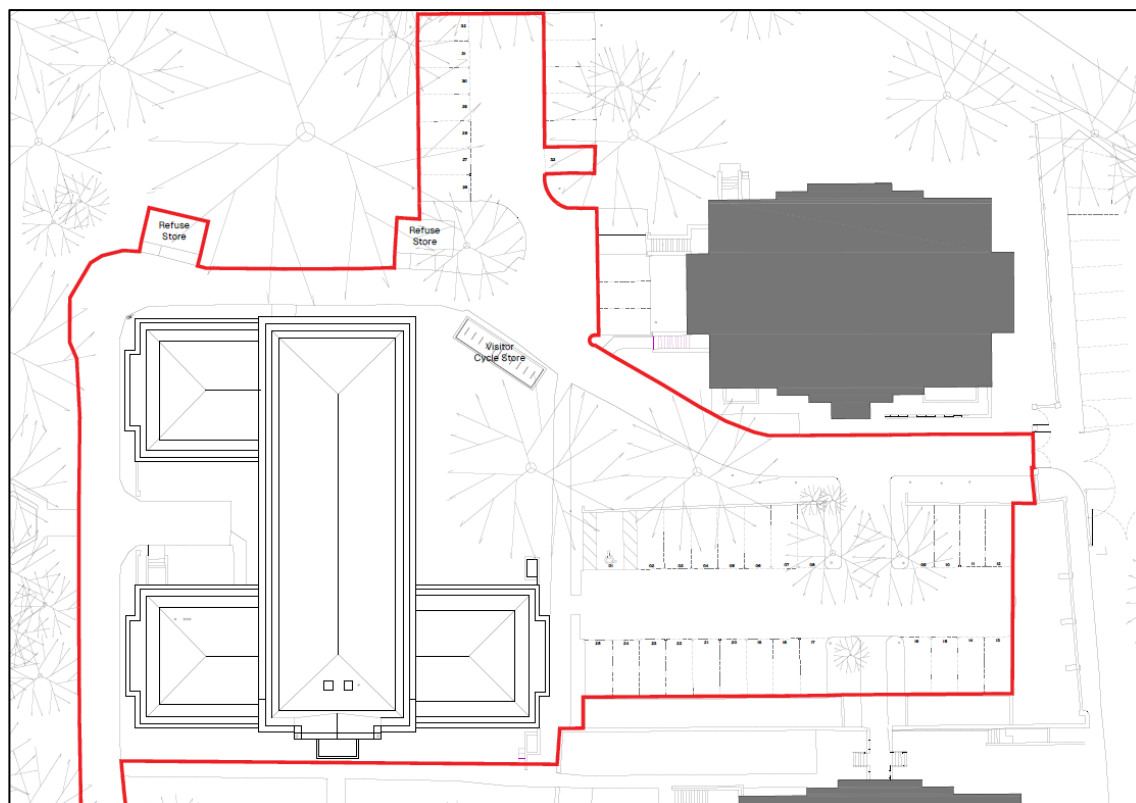
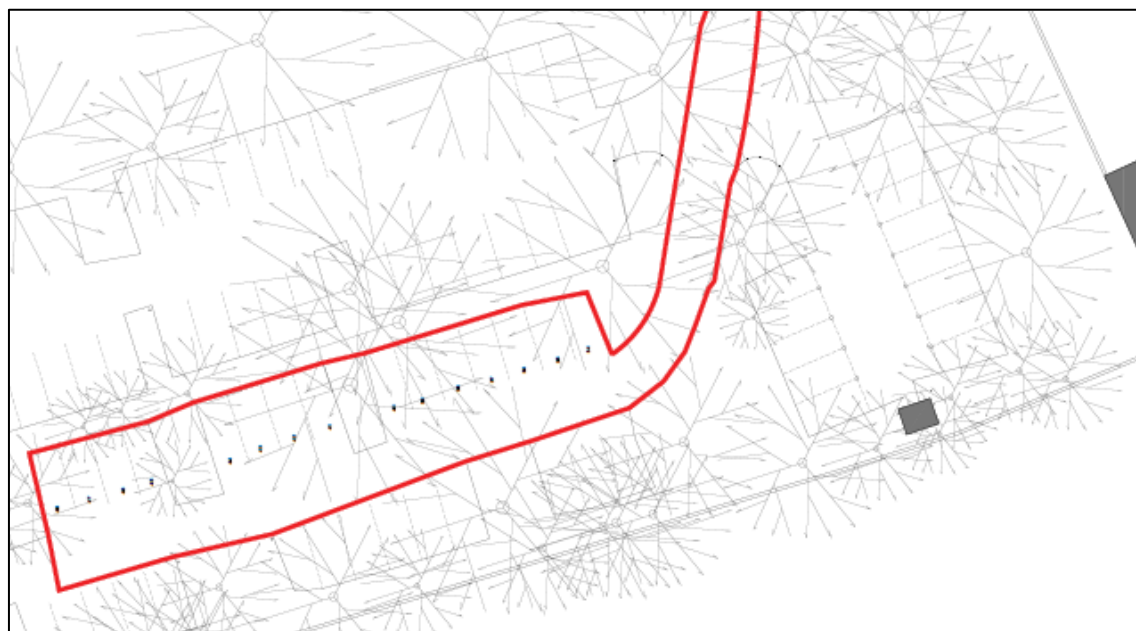


Figure 3-3 - Car Park 2 Layout



3.3.9 As shown in **Figure 3-2** there is an existing cycle parking shelter within Car Park 1 accommodating 10 Sheffield stands, offering a total 20 visitor cycle parking spaces. The existing shelter offers good quality and ample level of cycle parking for the anticipated visitor demand.

3.3.10 An additional 34 secure, covered cycle parking spaces are accommodated within the building, 7 additional visitor spaces and 27 resident spaces. The proposed level of cycle parking is in line with the local parking standards and ample provision for the level of demand anticipated

Servicing

3.3.11 The servicing strategy will remain as existing. There are two refuse storage locations within Car Park 1 (as shown in Figure 3-1 and Figure 3-2). On collection days, the bins will be moved to the central collection point by the on-site management team where the bins will be collected.

3.3.12 **Figure 3-4** below shows swept-path analysis for the refuse collection vehicle (as existing).

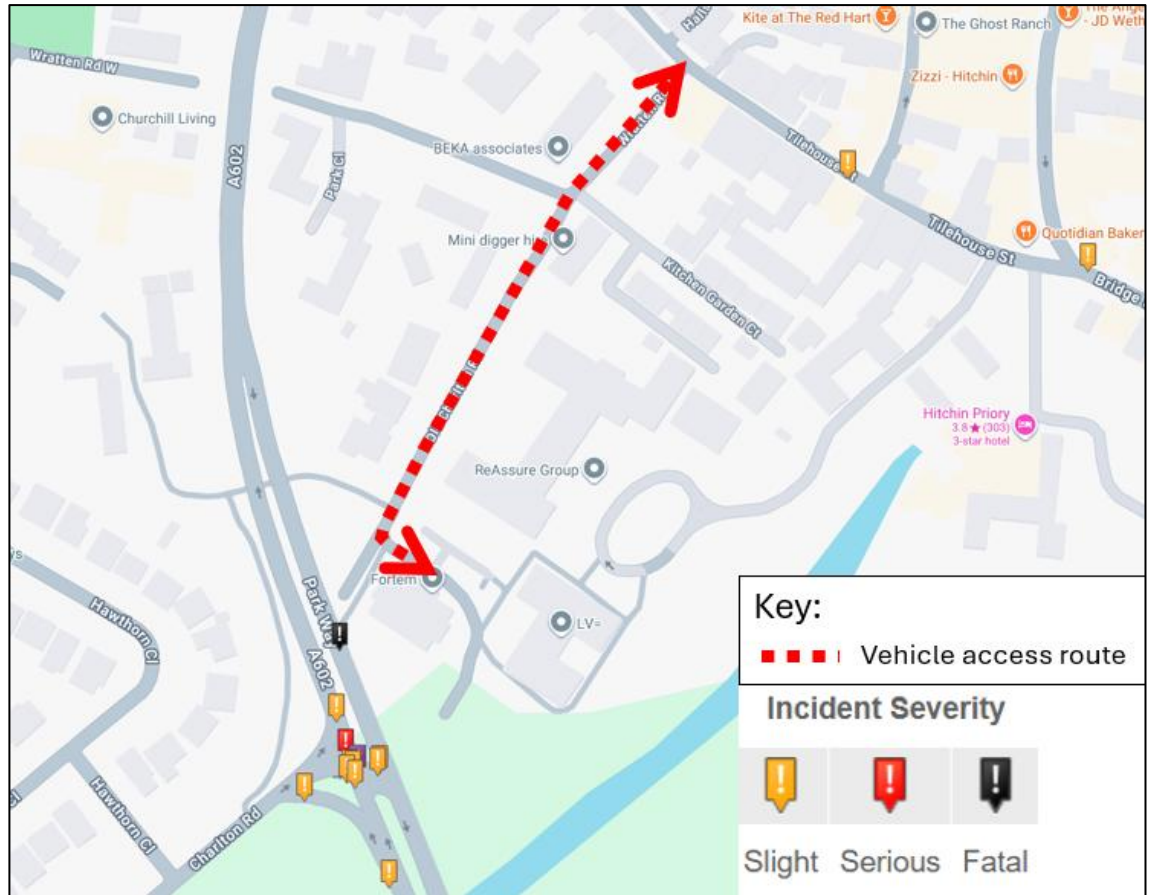
Figure 3-4 - Refuse Vehicle Swept-Path Analysis



3.4 Safety record

Crashmap has been consulted for the latest five-year period, and it demonstrates that there have been no incidents along the site frontage, or within 250m of the existing site access. An extract of CrashMap is presented below in **Figure 3-5**. It is noted that there was a fatal collision to the south of the site, this was a cause of a car colliding with a tree. The cause of the collision is unknown; however, the proposed development will not influence this part of the local network.

Figure 3-5 – CrashMap Extract



Source: CrashMap

3.5 Summary

- 3.5.1 The site benefits from good quality, established access and parking provision which are to be retained. In line with local standards, a minimum of 48 car parking spaces are required, which will be allocated from the existing car parking available on the site. The servicing strategy will also remain as existing, with two refuse stores located within a short distance of Pease House. Bins will be taken to the central collection point accessed from Old Charlton Road by the on-site management team. There is a good quality, covered cycle store within the car park which will also be retained for visitors, with cycle parking also accommodated within the building.

SECTION 4 Trip Generation and Impact Assessment

4.1 Existing trip generation

4.1.1 The site currently comprises office space, totalling to 2,274 square metres. To determine the existing trip generation, the TRICS database has been used with the following parameters:

- **Land use category:** Employment, Offices
- **Size Range:** 2,000 – 3,000 square metres
- **Date range:** Only recent surveys since January 2016 were included (TRICS default) excluding surveys undertaken during Covid-19 restrictions; and
- **Location:** Edge of town centre

4.1.2 **Table 4-1** outlines the resultant vehicular trip rates, with a full copy of the TRICS data provided within Appendix A.

Table 4-1 - TRICS Office Total Vehicle Trip Rates and Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rate (per 100 sqm)	1.313	0.133	1.446	0.067	1.305	1.372	4.073	3.971	8.044
Trip Generation (based on 2,274 sqm)	30	3	33	2	30	31	93	90	183

Source: TRICS

4.1.3 The above table demonstrates that the current site can generate approximately 30 vehicular movements during the peak periods, equating to roughly 1 vehicle every 2 minutes.

4.2 Proposed trip generation

4.2.1 The application is seeking a change in use from offices to provide circa 27 residential apartments (use class C3). To determine the future trip generation, the TRICS database has been used with the following parameters:

- **Land use category:** C3, privately owned flats
- **Size Range:** 25 - 40 residential dwellings
- **Date range:** Only recent surveys since January 2016 were included (TRICS default) excluding surveys undertaken during times during Covid-19 restrictions; and

- **Location:** Edge of Town centre

4.2.2 **Table 4-2** outlines the resultant vehicular trip rates, with a full copy of the TRICS data provided within Appendix A. For robustness, all flats are presented as privately owned.

Table 4-2 - TRICS Residential Total Vehicle Trip Rates and Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rate	0.065	0.228	0.293	0.13	0.087	0.217	1.555	1.521	3.076
Trip Generation (based on 27 dwellings)	2	6	8	4	2	6	42	41	83

4.2.3 As demonstrated, the proposed change in use is estimated to generate less than 10 two-way movements during the peak periods, equating to roughly 1 vehicle movement every 6 minutes.

4.3 Net Additional Trip Generation

4.3.1 The net traffic impact is presented in **Table 5-3** below.

Table 4-3 - Net Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Existing	30	3	33	2	30	31	93	90	183
Proposed	2	6	8	4	2	6	42	41	83
Net	-28	3	-25	2	-28	-25	-51	-49	-100

4.3.2 The above table demonstrates that the conversion will generate a reduced number of trips, by 25 vehicles during the peak periods. On this basis, a reduction in vehicle trips provides a positive impact on the local highway network.

4.4 Summary

4.4.1 The NPPF sets out that:

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

4.4.2 Given that the development would result in fewer vehicle movements using the existing access and fewer traffic movements on the local highway network than the existing / fall-back option of the extant office use, the site should be considered as acceptable.

SECTION 5 Summary and Conclusion

- 5.1 Metric & Maker propose a change of use scheme at the Pease House, The Priory, Hitchin to the south of Hitchin town centre. The proposal is to convert the existing building from office (Class E) to provide 27 no. dwellings under Class MA of the GDPO.
- 5.2 The proposal complies with the key transport tests set out in paragraph 115 of the NPPF:
- i The site is located within a short walk of Hitchin town centre and is therefore well located for the opportunities for sustainable travel to be taken up appropriately. There is a good range of local facilities and services within proximity of the site, including opportunities for leisure, retail, education and healthcare within reasonable walking and cycling distances. There are also well served bus stops nearby as well as Hitchin railway station.
 - ii Safe and suitable access will be provided through re-use of the existing access from Old Charlton Road. Servicing will also be undertaken as existing from this location.
 - iii The existing site provides ample car and cycle parking and makes appropriate provision for deliveries and refuse collection. It complies with guidance in this regard.
 - iv The proposal is beneficial in traffic impact terms – it will result in a significant reduction in the traffic generating potential of the site.
- 5.3 The proposed change of use is therefore acceptable in transport terms. Fundamentally, it passes well below the 'high bar' test set by paragraph 115 of the NPPF: ***“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.”***
- 5.4 Beneficial impacts necessarily pass this test. Overall, the change of use is acceptable in transport and highways terms as there will be no material traffic impact on the local highway, therefore, no further approval of highway and transport is required.

APPENDIX A. TRICS Reports

Audit Code: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
11	SCOTLAND		
	SR	STIRLING	1 day

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

Audit Code: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

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:	GFA
Actual Range:	118 to 175000 (units:sqm)
Range Selected by User:	2000 to 3000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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	1 days
Monday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
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 Centre	5 days
---------------------	--------

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

Selected Location Sub Categories:

Built-Up Zone	4 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	2 days

Audit Code: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

Secondary Filtering Selection:

Use Class:

Not Known

5 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:

787 - 5526

Population within 1 mile:

15,001 to 20,000

1 surveys

20,001 to 25,000

2 surveys

25,001 to 50,000

2 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

2 surveys

250,001 to 500,000

1 surveys

500,001 or More

1 surveys

75,001 to 100,000

1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0

3 surveys

1.1 to 1.5

2 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: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

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	4 surveys
Yes	1 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	5 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



Audit Code: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

1	BC-02-A-08	OFFICES	BOURNEMOUTH CHRISTCHURCH & POOLE
HOLDENHURST ROAD BOURNEMOUTH Edge of Town Centre Built-Up Zone Gross floor area: 2600 sqm Survey date: Wednesday 14/09/2022			
			Survey Type: Manual
2	GM-02-A-09	LEASED OFFICES	GREATER MANCHESTER
NEW MOUNT STREET MANCHESTER Edge of Town Centre Built-Up Zone Gross floor area: 2500 sqm Survey date: Monday 26/09/2016			
			Survey Type: Manual
3	SR-02-A-02	SERVICED OFFICES	STIRLING
WELLGREEN ROAD STIRLING Edge of Town Centre Built-Up Zone Gross floor area: 2150 sqm Survey date: Tuesday 08/09/2020			
			Survey Type: Manual
4	WO-02-A-02	OFFICE	WORCESTERSHIRE
MOOR STREET WORCESTER Edge of Town Centre Built-Up Zone Gross floor area: 2000 sqm Survey date: Monday 14/11/2016			
			Survey Type: Manual
5	WS-02-A-07	BUSINESS TECHNOLOGY	WEST SUSSEX
HAM ROAD SHOREHAM-BY-SEA Edge of Town Centre No Sub Category Gross floor area: 2780 sqm Survey date: Friday 11/11/2022			
			Survey Type: Manual

Audit Code: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	5	2406	0.482	0.008	0.490
08:00-09:00	5	2406	1.313	0.133	1.446
09:00-10:00	5	2406	0.582	0.116	0.698
10:00-11:00	5	2406	0.324	0.108	0.432
11:00-12:00	5	2406	0.141	0.108	0.249
12:00-13:00	5	2406	0.224	0.233	0.457
13:00-14:00	5	2406	0.266	0.283	0.549
14:00-15:00	5	2406	0.249	0.233	0.482
15:00-16:00	5	2406	0.183	0.308	0.491
16:00-17:00	5	2406	0.200	0.549	0.749
17:00-18:00	5	2406	0.067	1.305	1.372
18:00-19:00	5	2406	0.042	0.540	0.582
19:00-20:00	1	2150	0.000	0.000	0.000
20:00-21:00	1	2150	0.000	0.047	0.047
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.073	3.971	8.044

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

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

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Audit Code: 6c7b033c-fab0-420e-b7fd-564d1daf52e7

Parameter Summary:

Trip rate parameter range selected:	2000 - 3000 (units: sqm)
Survey date date range:	26/09/2016 - 11/11/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: 508afe60-1db5-4d62-9994-141361b429dc

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 25 - 40 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 724 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 04/09/2024

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: 2441 5000

Days of the week selected:

Monday	2
Tuesday	1

Main Location Types selected:

Edge of Town Centre	3
---------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

10,001 to 15,000	1
25,001 to 50,000	2

Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

Population <5 Mile ranges selected:

125,001 to 250,000	1
50,001 to 75,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	1

PTAL Rating:

3 - Moderate	1
No PTAL Present	2

Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	WF	WALTHAM FOREST	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
10	WALES		
	CO	CONWY	1 day

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

Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

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:	6 to 724 (units:DWELLS)
Range Selected by User:	25 to 40 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 04/09/24

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:

Monday	2 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
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 Centre	3 days
---------------------	--------

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days

Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

Secondary Filtering Selection:

Use Class:

C3	3 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:

2231 - 5000

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	2 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	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 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	2 surveys
1.1 to 1.5	1 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: 508afe60-1db5-4d62-9994-141361b429dc

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	3 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:

4 - Good	1 surveys
No PTAL Present	2 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

Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

LIST OF SITES relevant to selection parameters:

Site 1:	CO-03-C-01	Site area:	0.45 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	37 DWELLS
Location:	LLANDUDNO	Housing density:	246.67
Postcode:	LL30 1YG	Total Bedrooms:	77.00
Main Location Type:	Edge of Town Centre	Survey Date:	26/03/2018
Sub Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	n/a		
Site 2:	DV-03-C-01	Site area:	0.26 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	27 DWELLS
Location:	EXETER	Housing density:	103.85
Postcode:	EX4 3BZ	Total Bedrooms:	62.00
Main Location Type:	Edge of Town Centre	Survey Date:	10/07/2017
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 3:	WF-03-C-02	Site area:	0.27 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	28 DWELLS
Location:	WANSTEAD	Housing density:	103.70
Postcode:	E11 2HQ	Total Bedrooms:	52.00
Main Location Type:	Edge of Town Centre	Survey Date:	25/05/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	4		

Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	3	31	0.011	0.141	0.152
08:00-09:00	3	31	0.065	0.228	0.293
09:00-10:00	3	31	0.120	0.076	0.196
10:00-11:00	3	31	0.098	0.130	0.228
11:00-12:00	3	31	0.130	0.109	0.239
12:00-13:00	3	31	0.152	0.163	0.315
13:00-14:00	3	31	0.098	0.163	0.261
14:00-15:00	3	31	0.043	0.174	0.217
15:00-16:00	3	31	0.228	0.098	0.326
16:00-17:00	3	31	0.141	0.065	0.206
17:00-18:00	3	31	0.130	0.087	0.217
18:00-19:00	3	31	0.196	0.087	0.283
19:00-20:00	1	28	0.107	0.000	0.107
20:00-21:00	1	28	0.036	0.000	0.036
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.555	1.521	3.076

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

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

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Audit Code: 508afe60-1db5-4d62-9994-141361b429dc

Parameter Summary:

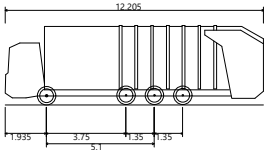
Trip rate parameter range selected:	25 - 40 (units: DWELLS)
Survey date date range:	10/07/2017 - 25/05/2021
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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.

APPENDIX B. Swept Path Analysis



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Merc Eonic
Overall Length 12.205m
Overall Width 2.890m
Overall Body Height 3.751m
Min Body Ground Clearance 0.303m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m



33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE: SITE ACCESS SWEEP PATH ANALYSIS - REFUSE VEHICLE		DRAWN: TA	CHECKED: TH	APPROVED: TH
PROJECT: THE PRIORY, HITCHIN		PROJECT No: ITL210646	SCALE @ A3: 1:500	DATE: 20.10.25
CLIENT: METRIC & MAKER		DRAWING No: ITL210646-GA-001	REV: -	

APPENDIX C. Facilities and Services Plan



Key



Site



Hitchin Station



Bus Stop



Town Centre

Education

1

Whitehill Junior School

2

Tilehouse Street Nursery

3

Highbury Infant School

1

Hitchin Girls School

2

North Hertfordshire College

3

Hitchin Boys School

Leisure

1

HBS Sports Centre

2 Hitchin Swimming Fitness Centre

3 Pure Gym

4 St Johns Park

5 Hitchin Physic Garden

6 Priory Park

7 Ransoms Recreational Park

Retail

1

Churchgate Shopping Centre

2

Asda Supermarket

3

Hitchin Post Office

Health

1

Pinehill Hospital

2

Portmill Surgery

3

Taymount FMT Clinic

4

Bancroft Medical Centre

