



Travel Plan

**Proposed Residential Development
Land off Ashwell Street
Ashwell
Hertfordshire**

**Revision C: November 2024
Report Reference: 190-TP-01-B**

Report Originator(s)

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Revision Record

Revision	Date	Description	Written	Approved
0	13/06/24	Planning Issue	MJA	MJA
A	20/08/24	Updated Layout	ZS	MJA
B	23/10/24	Updated Layout	ZS	MJA
C	06/11/24	Updated Layout	MJA	MJA

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1.0 Introduction

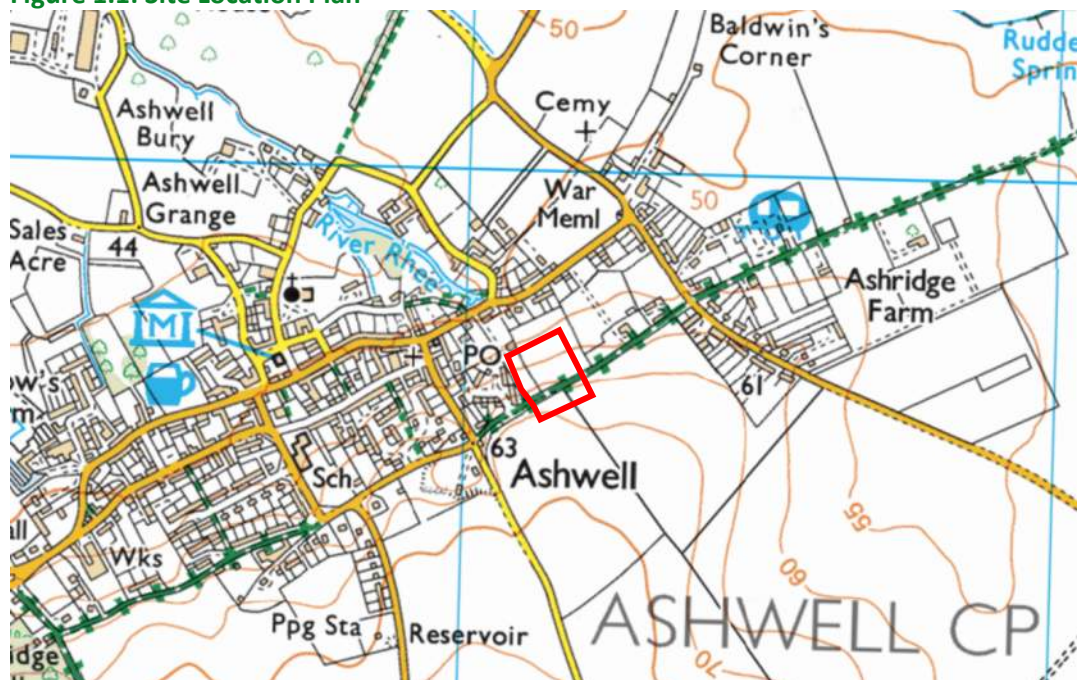
1.1 Instructions

- 1.1.1 This Travel Plan has been prepared from instructions received from Manor Oak Homes.
- 1.1.2 The report has been prepared to support the submission of a full planning application.
- 1.1.3 The benefit of this report is to our instructing Client.

1.2 Site Location

- 1.2.1 The proposed residential development is located at land off Ashwell Street, Ashwell, as shown in **Figure 1.1** below and enclosed in **Appendix A**. The approximate National Grid Reference for the site is E527142 N239704.

Figure 1.1: Site Location Plan



1.3 Current Use and Description

- 1.3.1 The site currently comprises undeveloped grazing land. The existing site is shown on the topographical survey enclosed in **Appendix B**.

1.4 Proposed Development

- 1.4.1 The proposed development will comprise 14 dwellings. The proposed development layout is shown on the plan enclosed in **Appendix C**.

2.0 Existing Conditions – Site Information

2.1 Site Location

- 2.1.1 The proposed residential development is located at land off Ashwell Street, Ashwell, as shown in **Figure 1.1** and enclosed in **Appendix A**.

2.2 Permitted Use

- 2.2.1 The site is currently an undeveloped greenfield site with no previous development.

2.3 Neighbouring Land Uses

- 2.3.1 The neighbouring land uses are residential development to the west, north and east and Ashwell Street to the south.
- 2.3.2 We are not aware of any planned changes to the neighbouring land uses.

2.4 Existing Access Arrangements

- 2.4.1 The site has a field access off Ashwell Street. The location of the existing access can be seen on the topographical survey enclosed in **Appendix B**.

3.0 Existing Conditions – Baseline Transport Data

3.1 Walking and Cycling

3.1.1 Ashwell Street to the south of the site is an adopted highway maintainable at public expense and a Byway Open to All Traffic (B.O.A.T). Ashwell Street is a shared surface used by all. To the south west of the development site Ashwell Street has a footway on the northern side. This has an approximate width of 1.3m to 1.6m.

3.1.2 To the north of the site Lucas Lane has a footway on the southern side of the carriageway with a width of 1.6m. Approximately 50m to the west of the proposed pedestrian access on Lucas Lane after Springhead a footway is provided on both sides of the carriageway.

3.1.3 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

3.1.4 There are no dedicated cycling facilities within the vicinity of the site.

3.1.5 Walking and cycling distances to key local facilities is set out on the plan enclosed in **Appendix D**. The plan also shows the proximity of the site to key facilities including: schools, health services, shops etc. The suitability of the walking distance shown on the drawing is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

3.1.6 In 2000 the Institution of Highways and Transportation published the document 'Providing for Journeys on Foot'. This document states that:

"80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76."

It goes on to define an average walking speed thus:

"An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour."

3.1.7 Within the document:

"Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes."

Table 3.2 is replicated below as **Table 3.1**. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 3.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'

Town Centres			Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

3.2 Public Transport

Bus

- 3.2.1 The nearest bus stops are located on High Street some 120m to the west of the proposed development access off Lucas Lane. The bus stops provide a flag and timetable. The bus stop is located within a 2 minute walk from the development site. The bus stops serve the bus routes described in **Table 3.2** below. Full timetable details are enclosed in **Appendix E**.

Table 3.2: Bus Services and Frequencies

Route No.	Route	Typical Frequency		
		Mon - Fri	Sat	Sun
90/91	Ashwell – Letchworth	5 daily 0745-1622	4 daily 0752-1417	No service
90/91	Ashwell – Royston/ Ashwell & Morden Railway Station	5 daily 0903 - 1804	4 daily 0903 - 1804	No service

- 3.2.2 The proposed development has adequate access to Royston and Letchworth with good commuting links to Ashwell Morden Railway Station and is therefore located in a sustainable location.

Rail

- 3.2.3 The nearest railway station is located at Ashwell Morden some 3.2 km (2 miles) from the development site. The railway station offers regular rail services to London and Cambridge along with more local destinations of Royston and Baldock. A copy of the train route map for services that use Ashwell Morden is enclosed in **Appendix F**.
- 3.2.4 The railway station can be reached by bike or using the 90/91 bus services described above.

3.3 Highway network

- 3.3.1 The proposed development has a vehicular access of Ashwell Street to the south and Lucas Lane to the north the characteristics of both highway is set out in **Table 3.3** below. The proximity of the development in relation to the wider highway network can be seen on the plan enclosed within **Appendix D**.

Table 3.3: Ashwell Street & Lucas Lane characteristics

Characteristic	Ashwell Street	Lucas Lane
Road classification	Unclassified / B.O.A.T – adopted highway	Unclassified – adopted highway
Carriageway Width	Approx. 5.7m wide	Approx. 6.8m wide
Footways:	Where formal carriageway 1 no. approx. 1.3-1.6m wide	1 no. approx. 1.7m wide
Cycleways	None	None
Speed limit	30mph	30mph
Other features	Street lit	Street lit Dropped kerbs at appropriate locations

3.4 Summary

- 3.4.1 The proposed development is shown to be well served for pedestrian with good links to existing public transport provision.
- 3.4.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

4.0 Proposed Development

4.1 Type and Scale

- 4.1.1 The proposed development comprises 14 dwellings. A plan showing the proposed development is enclosed in **Appendix C**.

4.2 Access – all modes

- 4.2.1 The proposed development will be primarily accessed off Ashwell Street which also provides pedestrian and cyclist access. The principal access provides a simple priority junction off Ashwell Street, the B.O.A.T. From a point to the west of the development site past Woodforde Close, Ashwell Street will become a shared surface. The transition from the traditional carriageway to the new shared surface will be made via a raised table. Where required between Woodforde Close and the site access the road will be provided as a shared surface with a minimum width of 5m. Beyond the site access the road will narrow back down to the tie into Ashwell's Street existing width. A plan of the proposed access is enclosed in **Appendix F**.
- 4.2.2 The proposed development site will benefit from a pedestrian access to the north, located off Lucas Lane; as well as a shared cyclist/ pedestrian access to the south. With both access locations in place, future site users will be able to choose the access point which will benefit the most, when needing to travel between the site and the facilities located within the centre of Ashwell.
- 4.2.3 The internal highway arrangement will typically comprise of a 5m wide shared surface road. In addition to this, there will be a 2m footway provision to the north, connecting to Lucas Lane; as well as a 2m footway provision to the south, connecting to Ashwell Street. Along the development site's southern boundary, approximately 20m southwest of the principal site access, there will be a designated 3m wide shared cycleway/footway provision connecting to Ashwell Street.

4.3 Parking – all modes

- 4.3.1 Car and cycle parking policies are set out in North Hertfordshire's 'Vehicle Parking at New Development Supplementary Planning Document' published September 2011. The current parking requirements is set out in below.

Table 4.1: Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycling 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 + bedroom	2 spaces per dwelling minimum	

- 4.3.2 The proposed development will provide electric car charging points in line with Local Transport Plan 4 Policy 5(h). The details of this will be agreed as part of any reserved matters planning application.
- 4.3.3 To comply with Hertfordshire County Council's LTP4 Policy 8 (Active Travel-cycling) cycle parking above these standards will be required. The aims of the development will be to provided cycle parking as follows, the exact arrangement and delivery of this cycle parking will be considered with any future planning application when the layout is to be fixed.
- Minimum two cycle parking spaces per dwelling;
 - Garage parking will provide, a floorspace requirement of 1.25m x 2m for each bicycle;
 - Long stay cycle parking should be in the form of lit, lockable and weather resistant store(s) and be easily accessible;
 - 5% of the total bicycle provision for each type of cycle parking (residents, visitors, etc.) should be designed for non-standard bicycles like cargo bikes, inclusive mobility bicycles, tricycles, etc. (more information can be found here: <https://wheelsforwellbeing.org.uk/>).
 - Cycle parking provided should be of high quality - conveniently located, secure (especially long term spaces) and with natural surveillance for short term spaces to increase security, lit, covered (long term spaces definitely), visible (especially short term/visitor spaces), easy to access (if not at ground level, no steps and ramps only of appropriate gradients), etc.

5.0 Objectives and Targets

5.1 Objectives

5.1.1 The objectives of this travel plan are to:

1. Reduce the number of single occupancy vehicle trips on the highway network;
2. To encourage the use of all forms of more sustainable transport;
3. To promote the health and environmental benefits of more sustainable transport; and
4. Provide information to allow users / residents of the site to make informed choices about the form of transport they use.

5.2 Targets

5.2.1 The proposed development will target a 10% reduction in single occupancy vehicle trips to work. The target is for a general reduction in single occupancy vehicle trips, no specific mode of more sustainable forms of transport will be targeted as the preferred alternative.

5.2.2 A 10% reduction in single occupancy vehicle trips to work will be measured against the latest 'Method of Travel to Work' census data. The target will be measured during the morning (0800-0900) and evening (1700-1800) peak periods. The 2011 Census 'Method of Travel to Work' data for Arbury ward is shown in **Table 5.1** below.

Table 5.1: Method of Travel to Work - 2011 Census - Arbury ward

Mode	Number	Proportion
Driving a car or van	824	71.5%
Train	156	13.5%
On foot	108	9.4%
Passenger in a car or van	35	3.0%
Bicycle	17	1.5%
Bus, minibuss or coach	10	0.9%
Motorcycle, scooter or moped	3	0.3%

5.2.3 It is intended that the target will be achieved within 5 years of first occupation. The target will be phased during this period to set interim goals. The proposed final target and interim goals is set out in **Table 5.2** below.

Table 5.2: Proposed Targets - Proportion Travelling by Mode

Mode of Travel	Year 1	Year 3	Year 5
Car	70%	67%	64.3%

6.0 Management Strategy

6.1 Travel Plan Co-ordination

6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the development to implement the Travel Plan. The TPC will be appointed 6 months prior to first occupation and will be in position for a minimum of 5 years or until 12 months after final occupation, whichever occurs last. Contact details of the TPC will be provided to the local highway authority.

6.1.2 Travel Plan co-ordination is unlikely to be a full-time role for this development. The TPC role could be fulfilled by an existing member of the development team.

6.1.3 The key duties of the TPC prior to first occupation will include:

- Preparation of a detailed Travel Plan;
- Manage and implement the various measures identified within the framework / Travel Plan;
- Prepare marketing materials for residents prior to first occupation; and
- Informing the sales team about the travel plan.

6.1.4 Following initial occupation the TPC should be encouraging the use of more sustainable forms of transport prior to residents forming habits. The general duties of the TPC are:

- Day to day operation of the TP;
 - Preparing and maintaining information/promotional material for the TP;
 - Managing TP social media;
- Identifying transport initiatives, including information and marketing;
 - Provision of travel information to new residents;
 - Maintaining all public transport and database records up-to-date;
 - Promotion of car sharing & ongoing promotion of the car share scheme;
 - Liaison with local public transport operators;
 - Promotion of bus travel;
 - Promotion of walking and cycling to work; and
 - Liaison with residents of the development.
- Arranging questionnaire Travel Surveys and statistical analysis of findings;
 - Monitoring usage of all forms of transport;
- Arranging other travel/monitoring surveys;
- Monitoring and review of TP; and
- Liaison with the local highway authority and other local TPCs.

6.2 Handover

6.2.1 Once the TPC's tenure comes to an end the Travel Plan is owner and controlled by the residents of the development. As the TPC's tenure comes to an end the Travel Plan will be based onto a suitable residents or community group to oversee and manage the Travel Plan.

7.0 Travel Plan Measures

7.1 Introduction

- 7.1.1 This framework Travel Plan will set out a range of measures which could be implemented by the Travel Plan Co-ordinator to encourage the use of more sustainable forms of transport. The exact measures to be implemented will be agreed with the housebuilder who may prefer to target specific modes of more sustainable transport.

7.2 Available Measures

- 7.2.1 A list of possible Travel Plan measures which could be implemented to encourage the use of more sustainable forms of transport is set out **Table 7.1** below.

Table 7.1: Possible Travel Plan Measures

Strategy	Possible Measures
Site design	Permeability of site for pedestrians and cyclists, designed inline with the principles of Manual for Streets.
Reducing the need to travel	Broadband access and provision of home-office space in homes.
Walking and Cycling	- Footway provision within the site. - Cycle parking for residents and visitors. - Cycle shower / changing facilities in site workplaces (if applicable). - Free / discounted cycles and cycle equipment - Cycling / walking maps of local area - Cycle training offered to residents - Bicycle User Group (BUG) / cycle buddy scheme
Bus and rail	- Bus infrastructure – e.g. bus stops, shelters, bus gates and real time information. - Free / discounted use of public transport for residents. - Customised public transport information.
Other services to support sustainable travel	Car Sharing – national database
Parking management	Provision to be provided in line with local guidance
Promotion and communications	- Travel plan training for sales / marketing staff - Induction sessions for new households and follow up visits, with personal travel advice - Travel welcome packs with package of incentives for sustainable travel - Information about access to other services and facilities - Community travel web site and notice-boards Community travel events and forum

8.0 Marketing

- 8.1.1 The marketing of the Travel Plan is crucial to ensuring that residents are aware of the Travel Plan. Informed residents can then be encouraged to change their form of transport to more sustainable modes.
- 8.1.2 The Travel Plan will be marketed to residents by the TPC with additional support provided by the developer and sales / marketing team. They will use a number of methods which could include:
- Travel Plan website and social media;
 - Travel information pack including public transport information;
 - Sales / marketing literature
 - Site notice boards;
 - Emails to residents;

9.0 Monitoring and Review

9.1 Introduction

9.1.1 The effectiveness of the Travel Plan will be monitored to understand:

- Progress towards targets;
- Effectiveness of measures implemented.

9.1.2 The Travel Plan should be considered a live document and be constantly updated to adapt to changes in internal and external influences such as change to bus routes and any observed travel patterns which may affect the effectiveness of the Travel Plan.

9.2 Monitoring

9.2.1 Monitoring on the Travel Plan will be undertaken by the TPC as followings:

- Within 3 months of first occupation – to establish baseline travel patterns; and
- On the first anniversary of the first survey until year 5 or 12 months after final occupation

9.2.2 Monitoring of the Travel Plan will be designed inline with currently guidance and agreed with the Local Highway Authority in advance. The monitoring could comprise:

- Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.
- Traffic count surveys: recording the morning (0800-0900) and evening (1700-1800) peak hour vehicle trip generation of the residential development,

9.3 Review

9.3.1 The results of the monitoring surveys will be reviewed and progress towards the targets measured. A review document will be prepared and disseminated to the local highway authority and residents of the development.

9.3.2 The TPC will advise on any changes which may be required to the Travel Plan in order to achieve the targets of the Travel Plan. Should the interim Travel Plan targets not be met the TPC will seek to identify any areas where the Travel Plan could be more effective and seek to implement new measures where possible.

Travel Plan

Land off Ashwell Street, Ashwell



Appendix A

Location Plan

MAC drawing no. 190-FRA01



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Martin Andrews Consulting Ltd

Client: Manor Oak Homes

Project: Residential Development
Land off Ashwell Street
Ashwell, Hertfordshire

Date: 08/04/19

Drw: MJA

Chk: MJA

Scale: 1:10,000

Size: A4

Title: Site Location Plan

Drawing No. 190-TA01

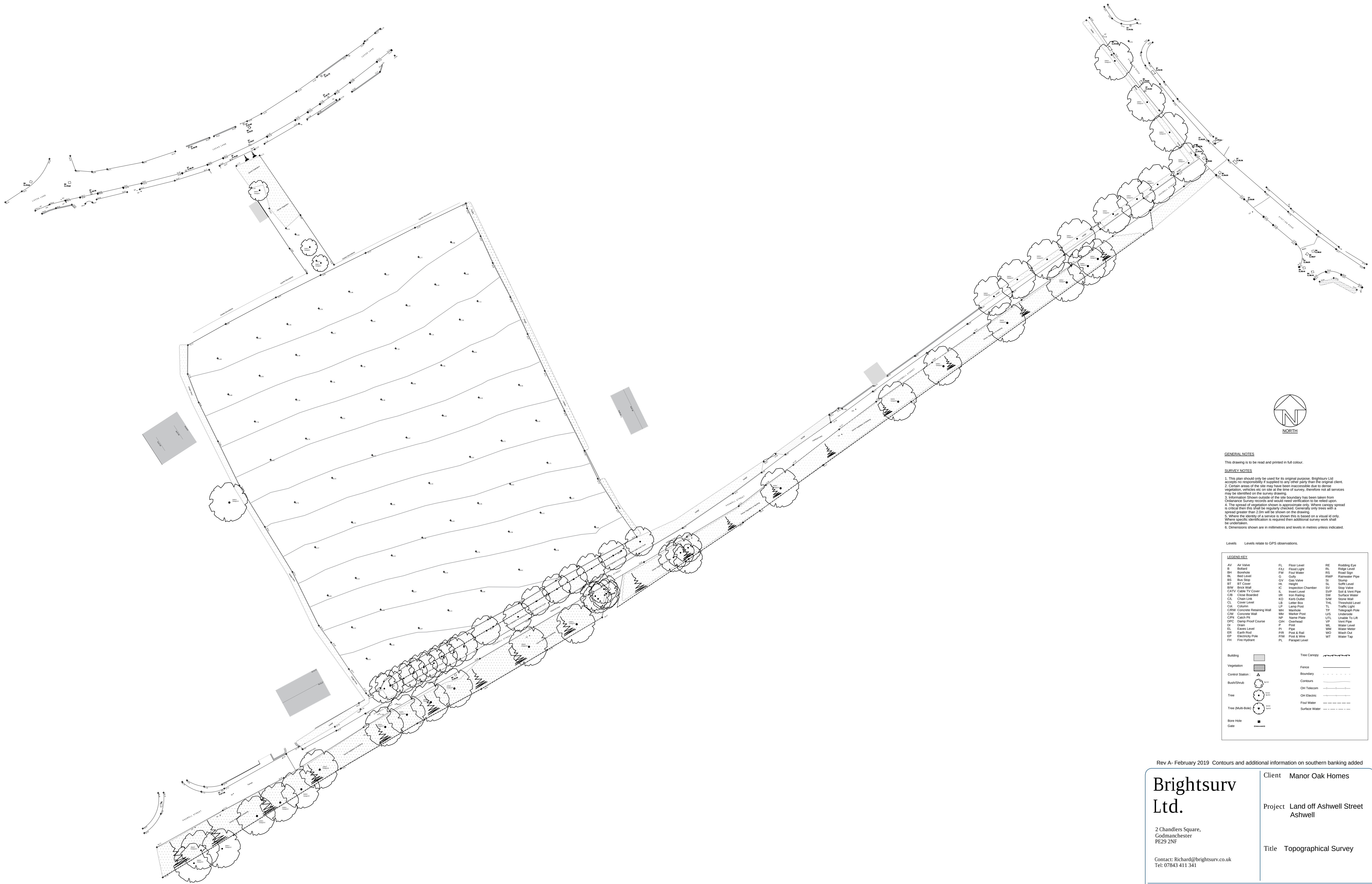
Revision -

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies



Appendix B

Topographical Survey
Brightsurv Ltd drawing no. BRI106 T01 A



GENERAL NOTES
This drawing is to be read and printed in full colour.

- SURVEY NOTES**
1. This plan should only be used for its original purpose. Brightsurv Ltd accepts no responsibility if supplied to any other party than the original client.
 2. Certain areas of the site may have been inaccessible due to dense vegetation, vehicles etc on site at the time of survey, therefore not all services may be identified on the survey drawing.
 3. Information shown outside of the site boundary has been taken from Ordnance Survey records and would need verification to be relied upon.
 4. The spread of vegetation shown is approximate only. Where canopy spread is critical then this shall be regularly checked. Generally only trees with a spread greater than 2.0m will be shown on the drawing.
 5. Where the density of a service is shown this is based on a visual id only. Where specific identification is required then additional survey work shall be undertaken.
 6. Dimensions shown are in millimetres and levels in metres unless indicated.

Levels Levels relate to GPS observations.

LEGENDARY		
AV Air Valve	FL Floor Level	RE Ridding Eye
B Ballast	FLD Flood Light	RL Ridge Level
BH Borehole	FW Fuel Water	RS Road Sign
BL Bell Level	G Gully	RWP Rainwater Pipe
BS Bus Stop	GV Gas Valve	SL Storm
BT BT Cover	HL Height	SL Soft Level
BW Brick Wall	IC Inspection Chamber	SV Stop Valve
CATV Cable TV Cover	IL Invert Level	SVP Soil & Vent Pipe
CB Close Boarded	IR Iron Railing	SW Surface Water
CL Chain Link	KO Kerb Outlet	SW Stone Wall
CL Corner Level	LP Lamp Post	TAL Trench Level
CL Column	MH Manhole	TL Traffic Light
CPW Concrete Retaining Wall	MK Marker Post	TP Telegraph Pole
CPR Catch Pit	MP Manhole	URS Underside
DPC Damp Proof Course	NP Name Plate	UTL Unstable To Lift
D Drain	OH Overhead	VP Vent Pipe
EL Eaves Level	P Pipe	WL Water Level
EP Earth Road	PR Post & Rail	WM Water Meter
EP Electricity Pole	PW Post & Wire	WO Wash Out
FL Fire Hydrant	PL Parapet Level	WT Water Tap

Building	Tree Canopy
Vegetation	Fence
Control Station	Boundary
Bush/Shrub	Contours
Tree	OH Telecom
Tree (Multi Bole)	Pond Water
Bore Hole	Surface Water
Gate	

Rev A- February 2019 Contours and additional information on southern banking added

Brightsurv Ltd.

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Godmanchester
PE29 2NF

Contact: Richard@brightsurv.co.uk
Tel: 07843 411 341

Client **Manor Oak Homes**

Project **Land off Ashwell Street
Ashwell**

Title **Topographical Survey**

Scale at A1 1:500	Drawn by RB	Checked by RB	Date January 2019
Status For Information	Project ref BRI106	Drawing no. T01	Revision A



Appendix C

Proposed Site Plan
AT Architecture drawing no. A_2133 PL100-Rev B

NOTES:

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AND COMMENTS

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B	LJB	01.11.24	LANDSCAPE BUFFER ADDED
A	LJB	15.08.24	BOUNDARY AMENDED
REV:	BY:	DATE:	DETAILS:

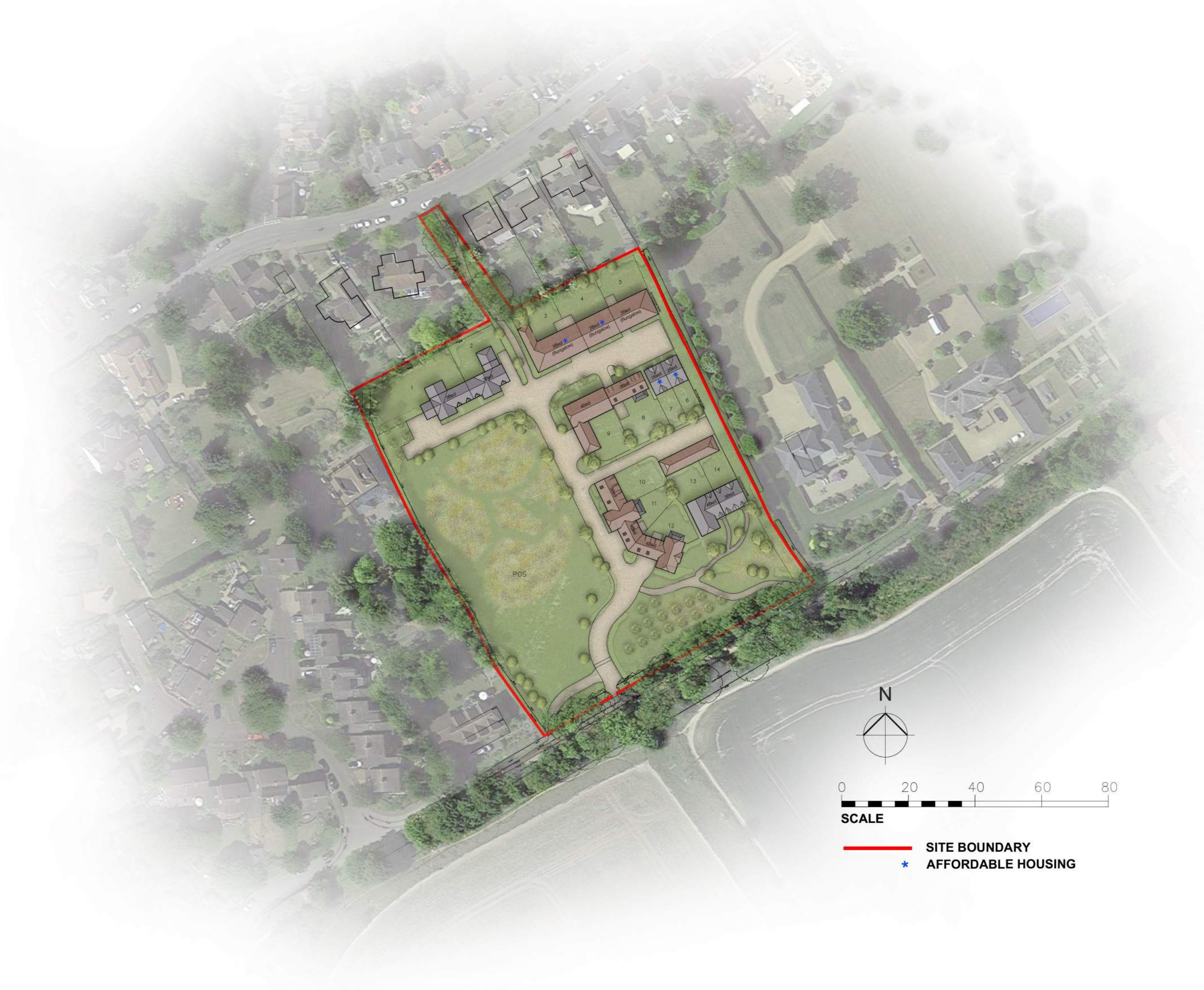


PROJECT: **Ashwell Street
ASHWELL**

DRAWING TITLE: **Proposed Site Plan**

SCALE: 1:1000 (A3) STAGE: Planning DATE: Mar 2024

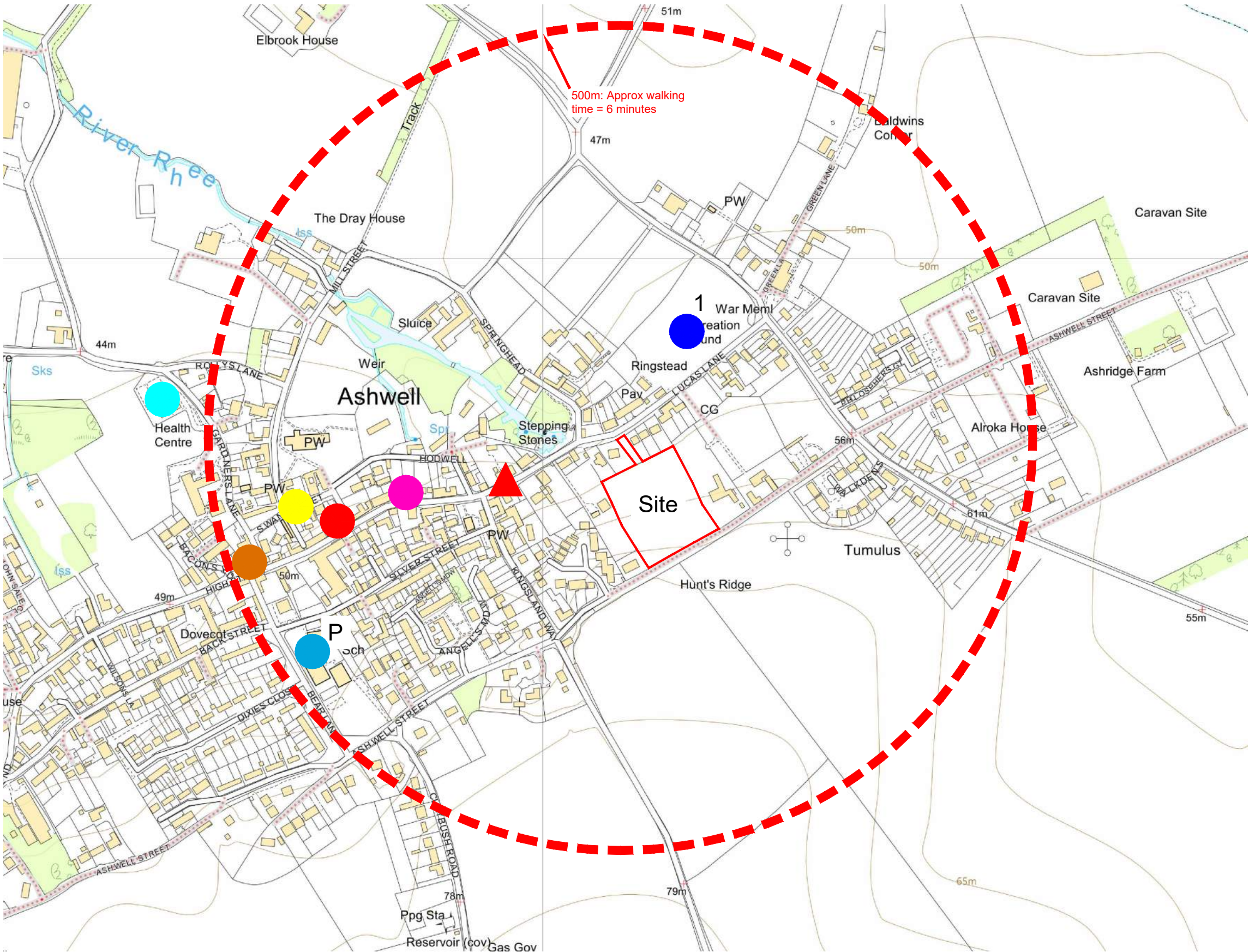
DRAWING NO: **A_2133 PL100** REVISION: **B**



SCALE

— SITE BOUNDARY
*** AFFORDABLE HOUSING**





NOTES

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only.

KEY

- Site Boundary
- Doctors Surgery (D)
- Dentist
- Pharmacy
- Primary School - Primary
- Post Office - limited opening hours
- Shops - Village Store
- Leisure Facilities - Recreation Ground
- Bus Stops

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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Residential Development Land off Ashwell Street Ashwell, Hertfordshire	
Title: Key Facilities Plan		Date: 14/10/19	
		Drw: MJA	
		Chk: MJA	
Drawing No: 190-TA02		Revision: B	
		Scale: 1:5,000 Size: A3	



Appendix E
Bus timetables and routes

Mondays to Fridays [1]

Letchworth, Broadway (Stop H)	dep	13:25
Letchworth, Letchworth Railway Station East (Stop E)		13:26
Letchworth, opp Boscombe Court		13:29
Letchworth, nr Jackman's Place		13:30
Letchworth, o/s Sainsbury's		13:33
Baldock, Market Place (Stop D)		13:39
Baldock, o/s Tesco Extra		13:41
Clothall Common, Sale Drive (N-bound)		13:45
Baldock, Baldock Railway Station (Stop B)		13:49
Bygrave, opp Manor Farm		13:57
Ashwell, opp Post Office		14:03
Ashwell, opp War Memorial		14:04
Odsey, nr Ashwell & Morden Railway Station	arr	14:08

[1] Doesn't run on Friday (Fri 19-Apr-2019)

Compiled from data for the period Sat 13-Apr-2019 to Fri 19-Apr-2019.

Saturdays

Letchworth, Broadway (Stop H)	dep	13:25
Letchworth, Letchworth Railway Station East (Stop E)		13:26
Letchworth, opp Boscombe Court		13:29
Letchworth, nr Jackman's Place		13:30
Letchworth, o/s Sainsbury's		13:33
Baldock, Market Place (Stop D)		13:39
Baldock, o/s Tesco Extra		13:41
Clothall Common, Sale Drive (N-bound)		13:45
Baldock, Baldock Railway Station (Stop B)		13:49
Bygrave, opp Manor Farm		13:57
Ashwell, opp Post Office		14:03
Ashwell, opp War Memorial		14:04
Odsey, nr Ashwell & Morden Railway Station	arr	14:08

Compiled from data for the period Sat 13-Apr-2019 to Fri 19-Apr-2019.

Mondays to Fridays [1]

Royston, Bus Station (Stop 1)	dep	09:25
Royston, o/s Morrisons		09:27
Odsey, opp Ashwell & Morden Railway Station		09:37
Ashwell, nr War Memorial		09:41
Ashwell, nr Post Office		09:42
Bygrave, nr Manor Farm		09:48
Baldock, Baldock Railway Station (Stop A)		09:56
Clothall Common, Sale Drive (N-bound)		10:00
Baldock, o/s Tesco Extra		10:05
Baldock, Market Place (Stop C)		10:07
Letchworth, o/s Sainsbury's		10:14
Letchworth, opp Jackman's Place		10:16
Letchworth, adj Boscombe Court		10:17
Letchworth, Letchworth Railway Station East (Stop C)		10:20
Letchworth, Broadway (Stop H)	arr	10:23

[1] Doesn't run on Friday (Fri 19-Apr-2019)

Compiled from data for the period Sat 13-Apr-2019 to Fri 19-Apr-2019.

Saturdays

Royston, Bus Station (Stop 1)	dep	09:25
Royston, o/s Morrisons		09:27
Odsey, opp Ashwell & Morden Railway Station		09:37
Ashwell, nr War Memorial		09:41
Ashwell, nr Post Office		09:42
Bygrave, nr Manor Farm		09:48
Baldock, Baldock Railway Station (Stop A)		09:56
Clothall Common, Sale Drive (N-bound)		10:00
Baldock, o/s Tesco Extra		10:05
Baldock, Market Place (Stop C)		10:07
Letchworth, o/s Sainsbury's		10:14
Letchworth, opp Jackman's Place		10:16
Letchworth, adj Boscombe Court		10:17
Letchworth, Letchworth Railway Station East (Stop C)		10:20
Letchworth, Broadway (Stop H)	arr	10:23

Compiled from data for the period Sat 13-Apr-2019 to Fri 19-Apr-2019.

202

Ashwell - Odsey

A2B Bus and Coach

Mondays to Fridays [1]

Ashwell, West End (W-bound)	dep	06:42	07:12	07:42	18:02	18:33	19:02
Ashwell, opp Post Office		06:44	07:14	07:44	18:05	18:35	19:05
Ashwell, opp War Memorial		06:45	07:15	07:45	18:06	18:36	19:06
Odsey, nr Ashwell & Morden Railway Station	arr	06:49	07:19	07:49	18:10	18:40	19:10

[1] Doesn't run on Friday (Fri 19-Apr-2019)

Compiled from data for the period Sat 13-Apr-2019 to Fri 19-Apr-2019.

202

Odsey - Ashwell

A2B Bus and Coach

Mondays to Fridays [1]

Odsey, opp Ashwell & Morden Railway Station	dep	06:59	17:50	18:20	18:50	19:20
Ashwell, nr War Memorial		07:03	17:54	18:24	18:54	19:24
Ashwell, nr Post Office		07:04	17:55	18:25	18:55	19:25
Ashwell, West End (W-bound)	arr	07:06	17:57	18:27	18:57	19:27

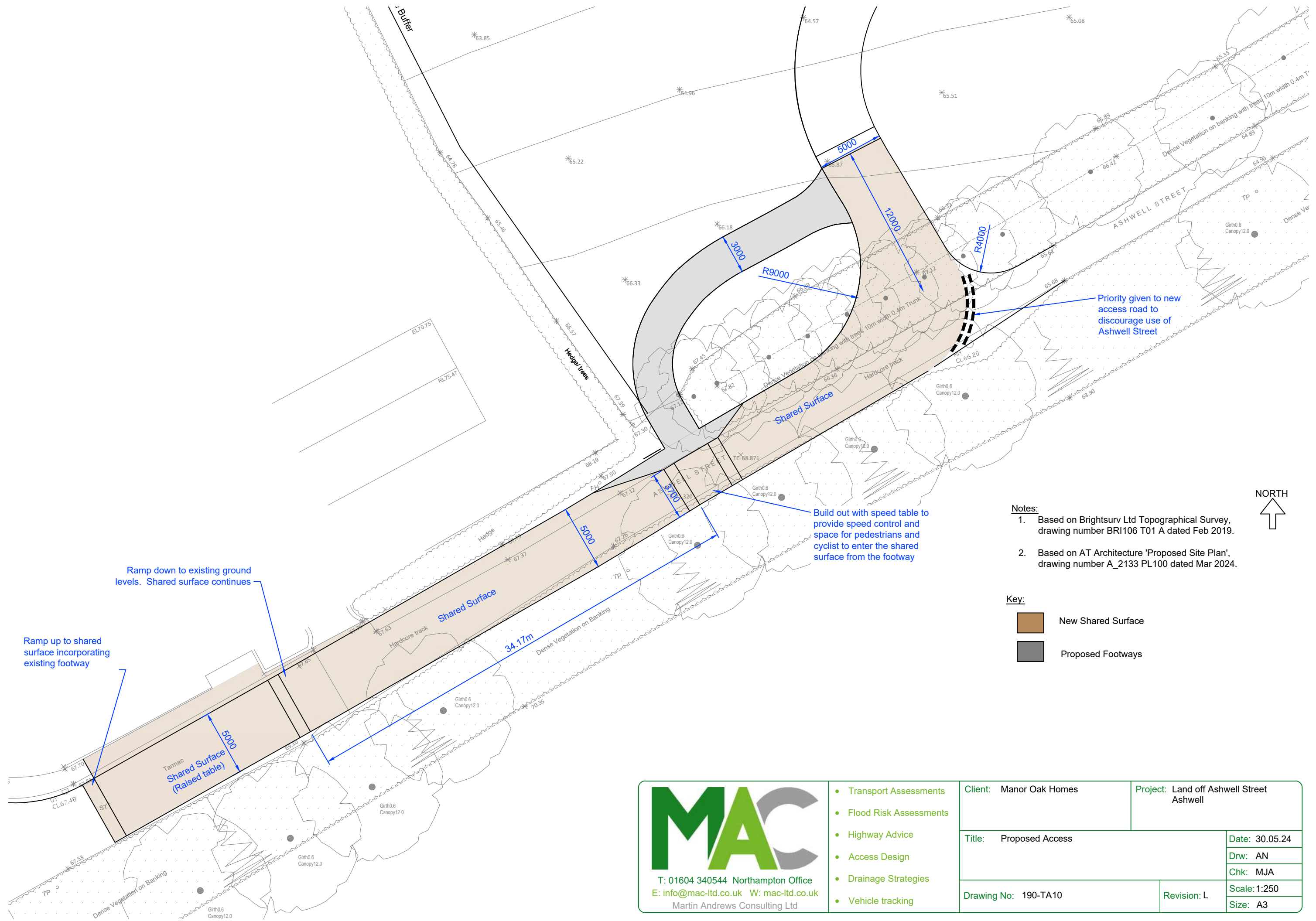
[1] Doesn't run on Friday (Fri 19-Apr-2019)

Compiled from data for the period Sat 13-Apr-2019 to Fri 19-Apr-2019.



Appendix F

Proposed Site Access
MAC drawing no. 190-TA10M



- Notes:**
- Based on Brightsurv Ltd Topographical Survey, drawing number BRI106 T01 A dated Feb 2019.
 - Based on AT Architecture 'Proposed Site Plan', drawing number A_2133 PL100 dated Mar 2024.

Key:

New Shared Surface

Proposed Footways

MAC

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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land off Ashwell Street Ashwell	
Title: Proposed Access		Date: 30.05.24
		Drw: AN
		Chk: MJA
Drawing No: 190-TA10	Revision: L	Scale: 1:250
		Size: A3