

TRANSPORT STATEMENT

GRID REF: 518360E,231117N

LAND EAST OF OLD HALE WAY
ICKLEFORD, HERTFORDSHIRE

prepared for
MR BRUCE PARKER

JULY 2024

REFERENCE: ST2824/TS-2407-Ickleford
REVISION: 0



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1 Introduction

1.1 Background Information

- 1.1.1 Stomor Ltd. has been commissioned by Mr Bruce Parker Ltd to provide to provide transport and highways advice in support of a planning application for development proposals on land east of Old Hale Way, Ickleford.
- 1.1.2 The site is located at the southern end of Ickleford on the green space that separates Ickleford from the town of Hitchin. The site is currently an undeveloped field and access is currently via a vehicle crossover adjacent to the access that serves the allotments to the southeast of the application site.
- 1.1.3 A planning application (ref: 23/01652/FP) for the “*change of use of agricultural land to community car park together with road scalping tar macadam surfacing, new gates and associated tree planting and landscaping*” was submitted to North Hertfordshire District Council (NHDC) in July 2023 but was withdrawn in September 2023.
- 1.1.4 Prior to withdrawal of the application, Hertfordshire County Council (HCC), as local highway authority provided a highways consultation response recommending that planning permission be refused stating that “*the application has failed to provide detailed information for the HA to make an informed decision.*” A copy of the highways consultation response is provided at **Appendix A**.
- 1.1.5 It is now proposed to reduce the proposed quantum of car parking at the site to include for up to 30 spaces with improved access arrangements. This Transport Statement (TS) is submitted in support of an amended planning application with additional information, as appropriate.

1.2 Report Structure

- 1.2.1 The remainder of this report is structured as follows:
- **Section 2** – Site Location and Local Highway Network
 - **Section 3** – Proposed Development
 - **Section 4** – Summary and Conclusions

2 Existing Conditions

2.1 Introduction

- 2.1.1 This section of the report serves to establish a baseline for evaluating the proposed development by presenting an overview of the current site and highway conditions. The proximity of the site to existing walking, cycling and public transport facilities is also assessed.

2.2 Site Location and Existing Use

- 2.2.1 The application site is located at the southern extremity of the village of Ickleford in Hertfordshire and to the north of the town of Hitchin. The site is bound by an undeveloped field to the north, farmland catering for livestock to the east, residential dwellings to the south and Old Hale Way / Arlesey Road to the west.
- 2.2.2 Access to the application site is provided by means of a vehicle crossover from Old Hale Way that is located adjacent to and north of the vehicle crossover that serves the allotments to the southeast of the site.
- 2.2.3 The site access currently serves the farmland to the east of the site and a recently constructed barn to the east of the livestock grazing. An existing earth bund extends along the site frontage behind the footway on the eastern edge of Old Hale Way / Arlesey Road from the existing access to the northern end of the site.
- 2.2.4 The site location is shown in **Figure 2.1**.

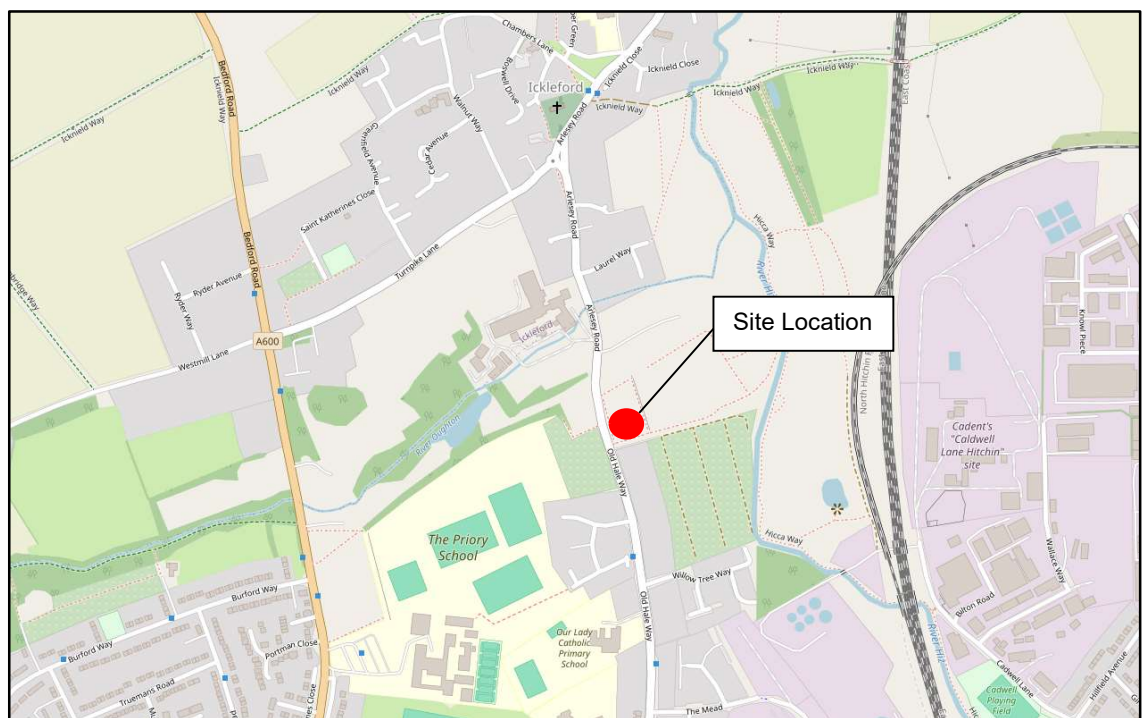


Figure 2.1 – Site Location (Source: openstreetmap.org)

2.3 Local Highway Network

Old Hale Way

- 2.3.1 Old Hale Way is a single carriageway road with one lane in each direction that extends from its simple priority junction with Bearton Road in the south up until the northern end of the site where it becomes Arlesey Road extending up until its mini roundabout junction with Turnpike Road in the north.
- 2.3.2 A footway of varying width extends along the full length of Old Hale Way / Arlesey Road on its eastern side. On its western side, a footway of varying width extends from its junction with Bearton Road up until a vehicle crossover access serving allotments approximately 70m south of the application site access. A short length of footway on the western side of Arlesey Road is then provided again at its northern end between Manor Close and Turnpike Lane.
- 2.3.3 The footway on the eastern edge of Old Hale Way along the site frontage varies between 1.5m and 1.9m and is partially overgrown. It is likely that this footway is 2.0m in width.
- 2.3.4 Old Hale Way / Arlesey Road is subject to a 30mph speed limit and is lit along its entire length.

2.4 Public Rights of Way

- 2.4.1 A review of HCC's online Public Rights of Way (PROW) map identifies that there are no PROWs through the site.
- 2.4.2 Footpath HITCHIN 026 extends in a north-south direction to the east of the application site connecting Icknield Way in Ickleford with Cauldwell Lane in Hitchin. Footpath ICKLEFORD 017 is located north of the application site and also connects with Icknield Way. There are no other PROWs in close proximity to the site.
- 2.4.3 **Figure 2.2** shows the PROWs in the vicinity of the application site.

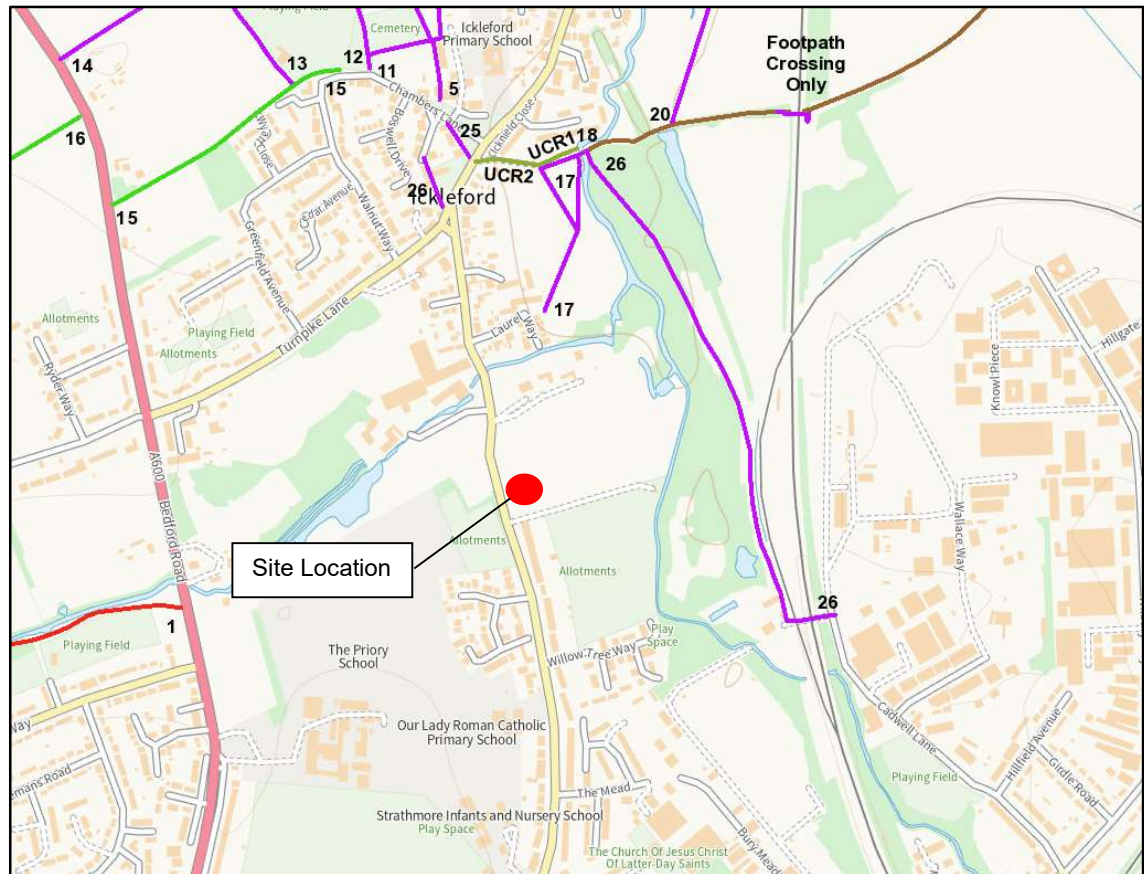


Figure 2.2 – Site Location (Source: HCC online PROW map)

2.5 Local Highway Safety

- 2.5.1 Personal Injury Collision (PIC) data has been obtained from the Crashmap website for the highway network in the vicinity of the application site for the most recent five-year period available (2018 – 2022).
- 2.5.2 The search area includes the length of Old Hale Way / Arlesy Road between The Mead in the south and Turnpike Lane in the north.
- 2.5.3 An extract from the Crashmap website is provided at **Figure 2.3** below and indicates a single slight collision along this length.
- 2.5.4 Significantly, there have been no collisions recorded in the vicinity of where the existing vehicle crossover that serves the application site meets Old Hale Way.

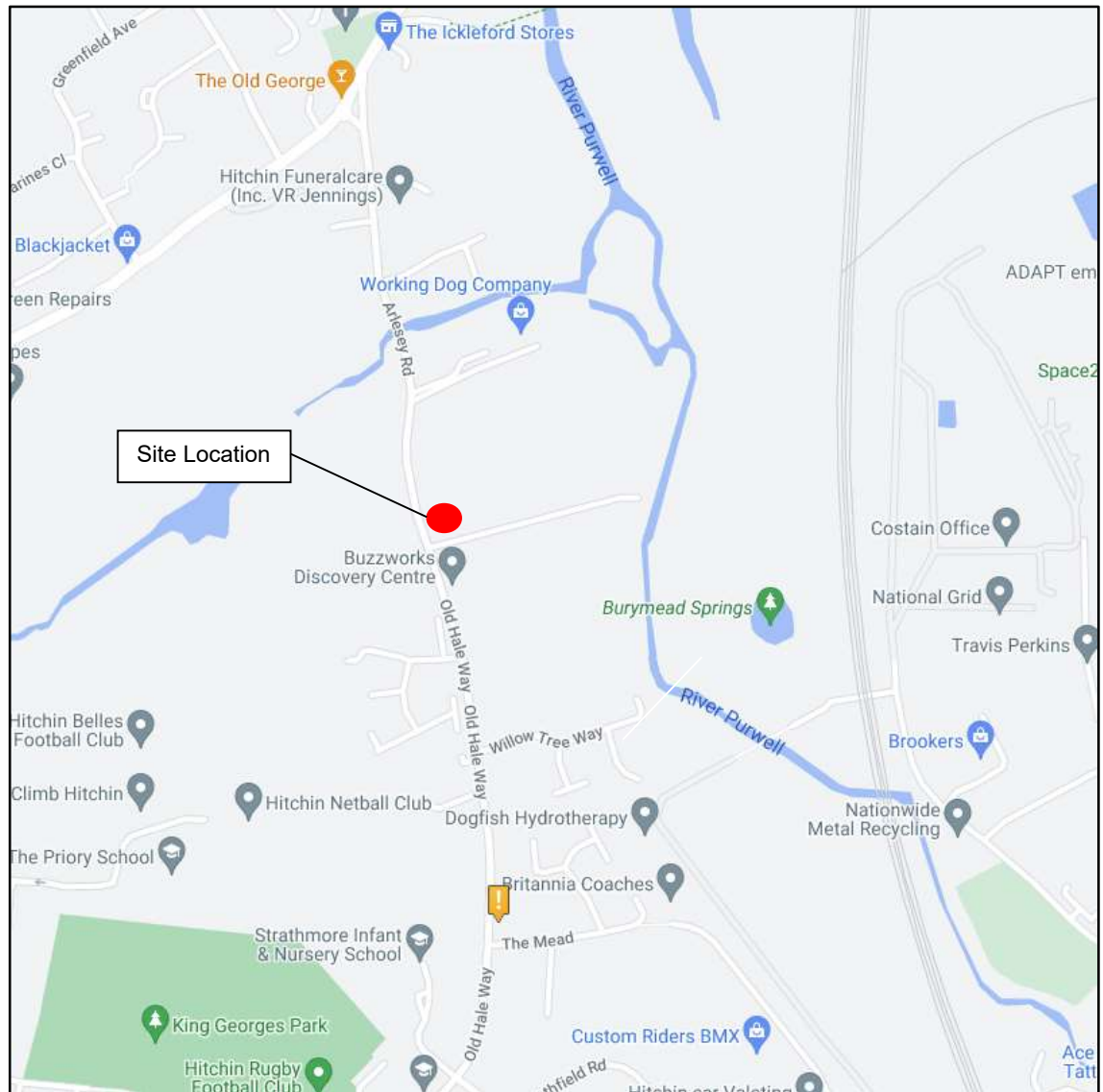


Figure 2.3 – Crashmap Extract (Source: crashmap.co.uk)

2.5.5 It is considered that the local highway network currently operates safely with no existing highway safety patterns or concerns, and of particular significance there have been no recorded collisions in the vicinity of the existing accesses that serve the allotments and recently constructed barn.

2.6 Existing Traffic Flows

2.6.1 Traffic surveys were undertaken along Old Hale Way / Arlesey Road over the seven-day period from Thursday 16 May 2024 until Wednesday 22 May 2024. These surveys were undertaken in the form of Automatic Traffic Counts (ATC) and primarily conducted to determine visibility splay requirements at the proposed access to serve the application site. Further details of these surveys are provided at Section 4.

- 2.6.2 As part of the surveys, traffic flows were recorded along Old Hale Way / Arlesey Road and the typical weekday and Saturday flows are summarised in **Tables 2.1** and **2.2**, respectively. The traffic flows identified the local weekday AM peak hour as 07:00 – 08:00 and the PM peak hour as 16:00 – 17:00. The Saturday peak hour was identified as occurring between 11:00 and 12:00.

Typical Weekday	Northbound	Southbound	Two-way
AM Peak Hour (07:00 – 08:00)	213	766	979
PM Peak Hour (16:00 – 17:00)	365	989	1,354
12-Hour (07:00 – 19:00)	2,339	2,709	5,048

Table 2.1: 2024 Typical Weekday Traffic Flow Summary

Typical Saturday	Northbound	Southbound	Two-way
Peak Hour (11:00 – 12:00)	185	200	385
12-Hour (07:00 – 19:00)	1,589	1,909	3,498

Table 2.2: 2024 Typical Saturday Traffic Flow Summary

- 2.6.3 The recorded flows at peak times are significantly higher southbound in the weekday AM and PM peak hours.
- 2.7 Proximity to Local Facilities
- 2.7.1 Old Hale Way / Arlesey Road forms the eastern north-south link between Ickleford in the north and Hitchin to the south. The A600 Bedford Road forms the western north-south link between Ickleford and Hitchin but also extends further to the north to Henlow Camp and Shefford.
- 2.7.2 Arlesey Road serves a large number of residential properties and other facilities including the Ickleford village hall, Ickleford Primary School, the Church of St Katharine, The Old George Public House and The Ickleford Store convenience shop to the north of the application site. To the south of the site Old Hale Way serves allotments to the west and southeast, Our Lady Primary School, Strathmore Infant and Nursery School and Hitchin Rugby Football Club. All of these facilities are within an 800m walking distance of the application site.
- 2.7.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). It is stated, however, that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

2.7.4 The National Travel Survey (NTS), which is undertaken by the Department for Transport (DfT) on an annual basis, provides data on the trends of personal travel. The NTS surveys over the past four years found that 80% (2019), 82% (2020), 82% (2021) and 83% (2022) 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 and 2022 NTS, which demonstrates a 2- and 3-percentage point increase in journeys by foot under a mile since 2019.

2.7.5 The Institution of Highways and Transportation document "Guidelines for Providing for Journeys on Foot" (GPJF) contains suggested acceptable walking distances for pedestrians for some common facilities. This document is intended to advise on planning for and providing for pedestrians, maintaining pedestrian infrastructure and promoting walking and as a result the distances stated in the document may be used for planning and evaluation purposes. Table 3.2 from Guidelines for Providing for Journeys on Foot (GPJF) is reproduced in **Table 2.3** for reference.

	Town Centres (m)	Commuting/School (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 2.3: Suggested Acceptable Walking Distance (Reproduced from Table 3.2 of GPJF)

2.7.6 To further demonstrate the accessibility of the site in relation to local facilities, **Figure 2.1** shows an isochrone map identifying the extent of area within a 10-minute walk of the application site. The application site is identified as the white circle on the map.

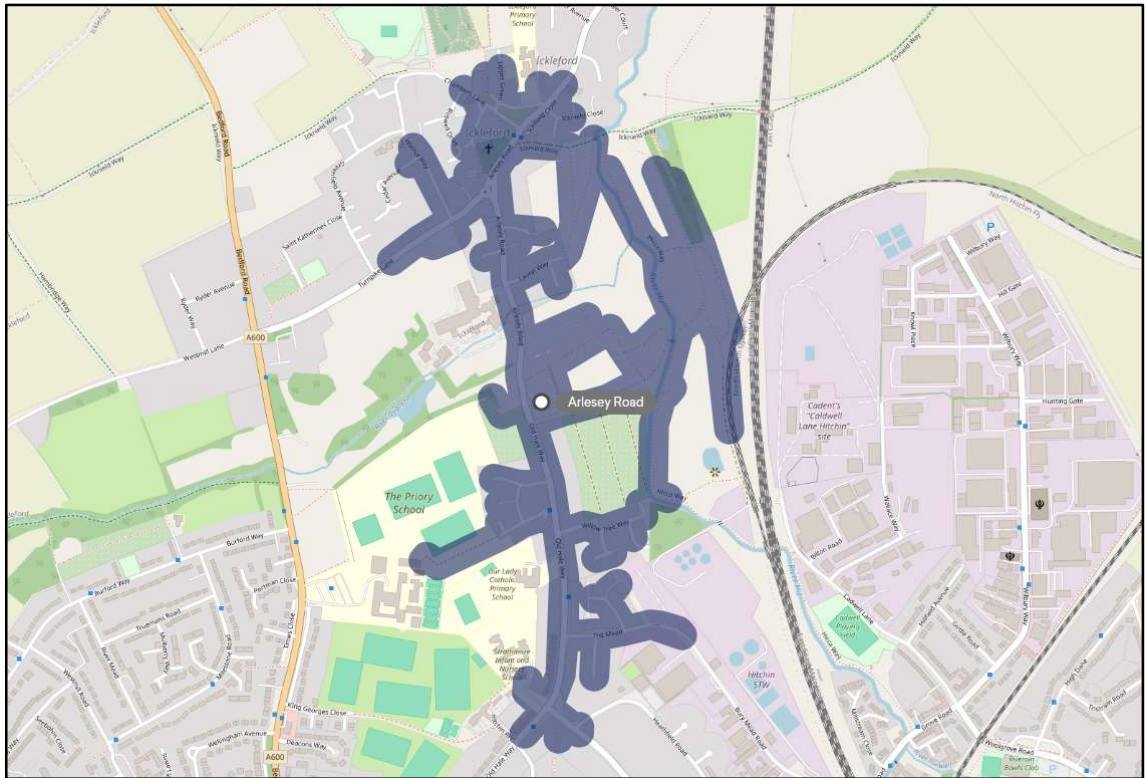


Figure 2.1: Walking Isochrone Map (Source: Travelwest Journey Planner)

- 2.7.7 Figure 2.1 identifies that all the facilities listed at paragraph 2.7.2 are within a 10-minute walk of the application site.
- 2.7.8 When considering the proposed use / benefits of a car parking area at the application site as detailed at Section 4, the above identifies that vehicle occupants are able to access a range of facilities by foot considered to be within acceptable walking distance.
- 2.7.9 As it is proposed to also provide cycle parking at the application site (see Section 4), **Figure 2.2** shows an isochrone map identifying the extent of area within a 10-minute cycle of the application site.

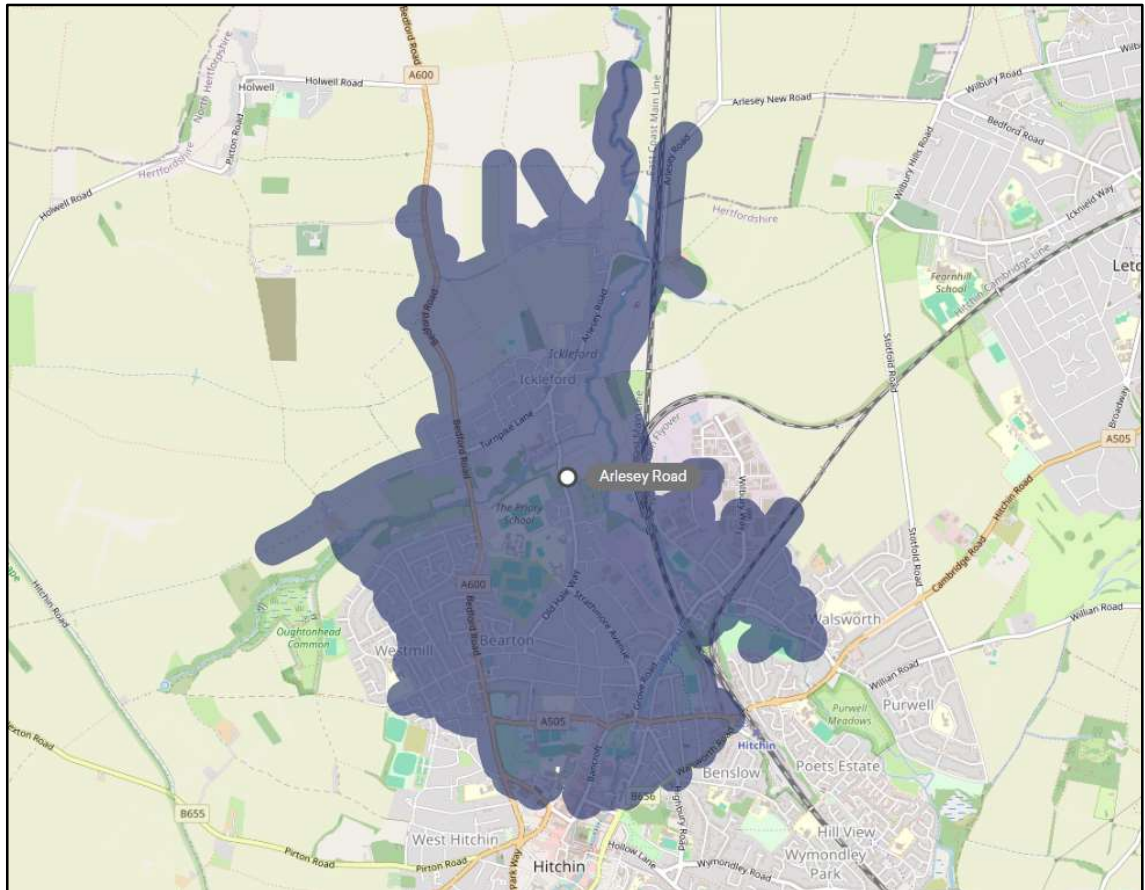


Figure 2.2: Cycling Isochrone Map (Source: Travelwest Journey Planner)

2.7.10 Figure 2.2 identifies that the entire village of Ickleford and northern extend of Hitchin are within a 10-minute cycle of the application site.

2.8 Public Transport Provision

Bus Services

2.8.1 North and southbound bus stops are located approximately 190m and 360m walking distance south of the application site along Old Hale Way, respectively. Both of these bus stops are provided with a layby, flagpole and bus timetables.

2.8.2 The bus stops are served by Route 9A, which links with Arlesey, Henlow, Shefford and Bedford in the north and Stevenage in the south, providing two services per hour Monday to Friday between 05:05 and 19:52. An hourly service is provided on Saturdays from 05:50 to 19:20.

2.9 Committed Development

2.9.1 Outline planning permission (ref: 17/01955/1) for the redevelopment of Ickleford Mill, Arlesey Road, Ickleford for the erection of *“up to 71 dwellings and associated access, car parking, garages, landscaping and open space including demolition and removal of*

all existing structures, buildings and hardstanding (all matters reserved except means of access)” was granted in March 2024.

- 2.9.2 Condition 14 of the outline permission states that *“no dwelling forming part of the development shall be occupied until a Zebra crossing 3.0 metres wide has been provided along Arlesey Road. The crossing will need to be complete with pedestrian tactiles, Belisha beacons and road markings as appropriate. The exact location and accommodating works will need to be as identified on drawing number E3631/700/E and agreed in conjunction with appropriate parties. These works shall be secured and undertaken as part of the s278 works.”*
- 2.9.3 **Figure 3.3** is an extract from the Proposed Means of Access drawing contained within the Transport Statement in support of the application for the consented site. This shows the zebra crossing on Arlesey Road, as required by Condition 14, located approximately 10m south of its junction with Ickleford Bury.

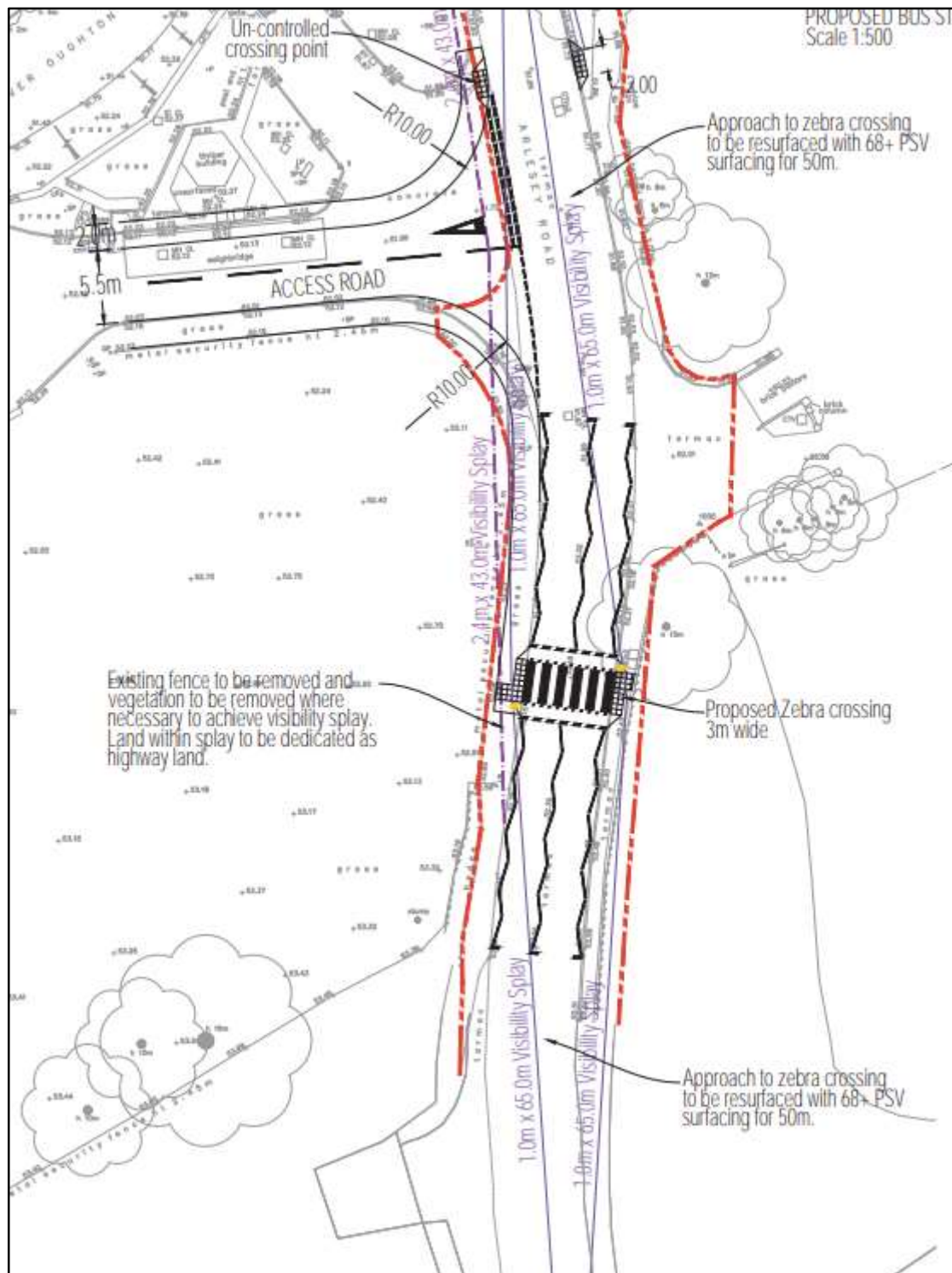


Figure 3.3: Extract from Means of Access (ref: 17/01955/1)

Summary

- 2.9.4 The application site is located within walking distance of local facilities and public transport services and is accessible by bicycle. There are good pedestrian links that facilitate walking between the site and these destinations, whilst on-carriageway opportunities for cycling are present.

- 2.9.5 Additional infrastructure to be implemented as part of committed development will provide suitable pedestrian crossing facilities that will enable safe access between the application site and Ickleford to the north.

3 Proposed Development

3.1 Introduction

- 3.1.1 It is proposed to develop the site for up to 30 car parking spaces including provision for disabled car parking and cycle parking.
- 3.1.2 Access to the application site is proposed via a new access that will also serve the barn at the eastern end of the site.
- 3.1.3 The proposed car parking layout including the access arrangements is shown on Stomor drawing **ST-2824-700 rev C** 'Proposed Site Access, Visibility and Parking Layout', which is provided at **Appendix B**.

3.2 Proposed Car Park

- 3.2.1 The existing site and land to the east under the applicant's ownership comprises agricultural land uses. Allotments are located to the southeast of the application site as well as to the west on the opposite side of Old Hale Way.
- 3.2.2 As such, the intention of the car park is to provide additional car parking for the allotment users and for dog walkers who wish to access the local surrounds including footpath HITCHIN 026, which extends in a north-south direction to the east of the application site adjacent to River Purwell.
- 3.2.3 In addition to the above, the parking area will be used to accommodate farmer's markets / car boot sales for a limited number of dates each year. As the application site is within comfortable walking distance of local facilities, it is also intended that it will operate as overflow parking for Ickleford.
- 3.2.4 It is proposed that the car park will accommodate 30 car parking spaces as follows:
- 2no. disabled car parking spaces (5.5m x 2.9m)
 - 4no. car parking spaces with electric vehicle charging points (5m x 2.8m)
 - 24no. standard car parking spaces (5m x 2.5m)
- 3.2.5 It is also proposed to provide 4no. Sheffield standards at the car park that can accommodate up to eight bicycles.
- 3.2.6 A minimum 6m aisle width is proposed through the car park such that it can accommodate vehicle movements in both directions.
- 3.2.7 A vehicle gate will be provided along the southern boundary of the site situated between an extension of the earth bund that is currently located along the western boundary of the site. Together with the existing fence along the eastern boundary of the site and a

new fence along the northern boundary of the site, the site will be secure from inappropriate vehicle access and anti-social behaviour.

- 3.2.8 It is anticipated that the access gates will be automated and operational from dusk until dawn.

3.3 Means of Access

Existing Access

- 3.3.1 The existing site access is in the form of a dropped kerb vehicle crossover that is located adjacent to and north of a dropped kerb vehicle crossover that serves allotments to the southeast of the application site.
- 3.3.2 The extent of dropped kerbs to accommodate these vehicle crossovers is approximately 15.2m in length and also includes the driveway access to no.178 Old Hale Way, which is located south of the access track serving the allotments.
- 3.3.3 The existing access tracks serving the application site and the allotments are both unsurfaced comprising a compacted loose aggregate finish.

Proposed Access

- 3.3.4 In order to accommodate an access to serve the car parking area, it is proposed to provide a new junction to the north of the existing vehicle crossover serving the allotment access track. This new junction will provide access to the proposed car parking area and the existing barn to the east of the application site replacing the existing vehicle crossover that serves the access track to the barn.
- 3.3.5 The new access will comprise a 5.5m wide bellmouth junction with 6m junction radii.
- 3.3.6 In order to demonstrate that safe and suitable access can be provided with appropriate visibility splays, traffic surveys were undertaken along Old Hale Way / Arlesey Road over the seven-day period from Thursday 16 May 2024 until Wednesday 22 May 2024. These surveys were undertaken in the form of Automatic Traffic Counts (ATC) with the ATCs located approximately 60m north and south of the existing site access.
- 3.3.7 **Figure 3.1** shows the location of the ATCs.



Figure 3.1: Location of ATCs

- 3.3.8 The results of the speed surveys are presented in **Table 3.1** with the full data provided at **Appendix C**.

Location	Average Speed		85 th Percentile Speed	
	Northbound	Southbound	Northbound	Southbound
ATC North of Access	29.0mph	28.1mph	33.2mph	33.9mph
ATC South of Access	29.5mph	26.6mph	34.0mph	31.9mph

Table 3.1: Speed Survey Results

- 3.3.9 When determining visibility splays for the proposed site access, the southbound speeds recorded at the ATC north of the existing access and the northbound speeds recorded at the ATC south of the existing access are relevant.
- 3.3.10 On approach to the proposed access location from the north, an average speed of 28.1mph and 85th percentile speed of 33.9mph was recorded. From the south, on approach to the proposed access location, an average speed of 29.5mph and 85th percentile speed of 34.0mph was recorded.

- 3.3.11 Based upon these recorded 85th percentile vehicle speeds, and in accordance with HCC's highway design guidance, visibility splays of 2.4m x 51m are required at the proposed site access in both directions.
- 3.3.12 Stomor drawing **ST-2824-700 Rev C** 'Proposed Site Access, Visibility and Parking Layout', which is provided at **Appendix B**, shows the location of the proposed site access such that these visibility splays are achievable to the north and south within the extent of the adopted highway. Some minor trimming of the existing bank / earth bund to the north of the proposed site access will be required to accommodate the visibility splay in full.
- 3.3.13 In order to demonstrate that the site access is able to accommodate the largest vehicles requiring access to the site, a swept path analysis of the access has been undertaken. Stomor drawing **ST-2824-800** 'Swept Path Analysis – 10m Rigid Truck', which is provided at **Appendix D**, shows that the proposed access is able to accommodate this vehicle for all manoeuvres. Whilst it is not anticipated that the car parking area will need to accommodate a 10m rigid truck, the access will need to accommodate this vehicle such that it is still able to access the barn at the eastern extremity of the site.

Pedestrian access

- 3.3.14 Currently, pedestrian access to the existing barn is via the access track that serves the barn with a vehicular and pedestrian gate set back approximately 35m from Old Hale Way.
- 3.3.15 Pedestrian access to the barn is proposed to be retained via the access track with the pedestrian and vehicle gates to be kept in their current location. A footway along the southern side of the short length of new access track between Old Hale Way and the retained gates will be provided.
- 3.3.16 There is an existing unsurfaced footpath that extends along the eastern side of Arlesley Road on top of the earth bund that separates the application site from the carriageway. This footpath extends from the application site towards the north where it connects with the existing footway on the eastern side of Arlesley Road at its junction with Ickleford Bury.
- 3.3.17 The development proposals include for the provision of a short length of footpath at the northwestern end of the car parking area to connect with the existing unsurfaced footpath. This will provide connectivity between the car parking area and Ickleford to the north.
- 3.3.18 As detailed at Section 2, a new zebra crossing will be provided on Arlesley Road approximately 10m south of its junction with Ickleford Bury as part of the consented

redevelopment of Ickleford Mill for 71 residential dwellings. This crossing will provide safe crossing for pedestrians between the application site on the east of Arlesey Road and the footway on the western side of Arlesey Road as it extends to the north.

3.4 Road Safety Audit

- 3.4.1 A Stage 1 Road Safety Audit of the proposed access arrangements was undertaken by Tutum Consulting supported by a site visit on 22 July 2024. The audit did not identify any 'problems' and a copy of the report is provided at **Appendix E**.

3.5 Trip Generation and Development Impact

- 3.5.1 When considering the use of the car park, it is unlikely that it will operate during the weekday peak hours when the local highway network is considered to be at its busiest.
- 3.5.2 It is also unlikely that the car park will ever be fully occupied unless used as overflow parking for a local event.
- 3.5.3 The adhoc use of the car park to accommodate visitors to the allotments or dog walkers would not result in a significant number of vehicle movements.
- 3.5.4 As stated previously, there is also potential for the car park to be used to accommodate farmer's markets / car boot sales for a limited number of dates each year. This means that only vehicles associated with the sales would be permitted on site at the start of these infrequent events.
- 3.5.5 As such, a maximum of 30 vehicles would be attracted to the site for one of these events prior to its starting with the 30 vehicles departing again at the end.
- 3.5.6 Visitors to the farmer's market / car boot sales would be encouraged to walk, cycle or travel by bus. As part of a planning permission for the proposed car park, it is considered that a Traffic Management Plan be Conditioned to address any potential discriminate parking that may be associated with these events.

4 Summary and Conclusions

4.1 Summary

- 4.1.1 Stomor Ltd. has been commissioned by Mr Bruce Parker Ltd to provide to provide transport and highways advice in support of a planning application for development proposals on land east of Old Hale Way, Ickleford.
- 4.1.2 A planning application (ref: 23/01652/FP) for the “*change of use of agricultural land to community car park together with road scalping tar macadam surfacing, new gates and associated tree planting and landscaping*” at the site was submitted to NHDC in July 2023 but withdrawn in September 2023.
- 4.1.3 It is now proposed to reduce the proposed quantum of car parking at the site to include for up to 30 spaces with improved access arrangements.
- 4.1.4 This TS has demonstrated the following:
- The site is located within walking and cycling distance of local facilities as well as public transport provision.
 - 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.
 - Forecast trip generation indicates that the development proposals will result in an imperceptible impact on the local highway network.
 - Safe and suitable access to the site can be provided such that two vehicles can pass at the access and visibility splays can be accommodated commensurate with 85th percentile recorded vehicle speeds.
 - Existing footpath provision allows pedestrians access between the site and the wider footway network along Old Hale Way / Arlesey Road.
 - There are no highway safety or capacity reasons why the proposed development cannot be granted planning permission.

4.2 Conclusion

- 4.2.1 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 114 of the NPPF as:
- Appropriate opportunities for travel by sustainable transport modes can be taken up;
 - Safe and suitable access to the site can be achieved;

- The design of the access and parking areas reflects current national guidance; and
- There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.

4.2.2 As such, 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 115 of the NPPF.



Area Highway Development Control Manager

Consultation Date: Fri 18 Aug 2023

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The application has failed to provide detailed information for the HA to make an informed decision.

Brief Description of Proposed Development by the applicant:

The proposal is described as follows:

"Use of land as a community car park together with the of road scalping tar macadam surfacing, new gates and associated tree planting and landscaping."

The proposed would involve the formation of a community car park to

- a) serve those wishing to use the land,
- b) provide a small amount of additional overflow parking to serve Ickleford, which struggles for sufficient parking provision, and
- c) provide an area for occasional farmers markets, car boot sales and the like.

The proposed car park would provide approximately 75 parking spaces with a one-way loop system proposed to reduce potential conflict between users. The access would come from the private access point within my clients' land and would not involve any alteration to the existing access point onto Old Hale Way. Physical development involves the laying of road scalping tar macadam for the surface of the car park and new field gates to the access.

Vehicular access to the site would come via a newly formed private access within the site.

Accordingly, no alterations are proposed or required to the existing access with the public highway.

The proposed access point is a sufficient width to enable cars to safely enter and leave the site. A one-way loop system is proposed to be implemented within the proposed car park to ensure safe manoeuvrability and reduce the potential for conflict both within the site, and when approaching the entrance/exit.

It is not considered that there should be any objection to these proposals from a highway's safety perspective.

Highway comments:

The application seeks the change of use of agricultural land to a gated community car park consisting of approx. 75 car parking spaces utilising the existing but a

widened vehicle access. In support of their application the applicant has submitted a supporting letter dated 12 July 2023, and a plan showing the car park layout.

The proposed car parking provision and layout is the responsibility of the LPA to determine the level and suitability of the car parking proposals, however, it is essential that it is operated in efficient and safe manner to minimise the impact on the local highway network which is the responsibility of the HCC HA.

The car park has been justified based on being for the community, for those wishing to use the land, an overflow car park for Ickleford and for occasional farmers market etc. The hard tar surfacing would mean permanent feature status.

Changing agricultural land to commercial (car park/Sui Generis use) is considered to be a radical change in the character and identity of the land, therefore a 75 space car park is expected to lead to a significant intensification of vehicle trips relative to the existing.

Car parking is ancillary to a class of use (e.g. for staff or customers at office, industrial or shop premises) so the car park use falls within the main use class, in this case sui generis (unless advised otherwise by the case officer) and so the parking should be related to the type of use.

Furthermore, the applicant has stated that the parking is to serve those wishing to use the land and provide a small amount of additional overflow parking to serve Ickleford, which struggles for sufficient parking provision, therefore the HA requires clarification as to who would wish to use the land and where would that use come from to use such a large car park.

About the car park being used to "provide a small amount of additional overflow parking to serve Ickleford, which struggles for sufficient parking provision," the applicant is required to submit detailed car parking survey information on the towns car parking demand to identify the magnitude of the overflow so that an informed decision can be made by the HA. Also, given the distance and substandard quality of the footway between Ickleford and the car park, a park and ride service would need to be considered/provided.

Until the above information and assessment has been provided it is not possible to predict with any confidence that the change of use's will not be contrary to policies and standard and have any detrimental impact on the local highway network.

In the course of securing planning permission for a car park, the applicant will need to demonstrate that the proposed car park is compatible with adjoining land uses, is not detrimental to the local environment and is in accordance with local and national policies, this will require the applicant to submit a Transport Statement.

Notwithstanding, the use of the existing vehicle access for a change of use which will result in a significant increase of vehicle trips is not acceptable, the planning

process seeks/provides the opportunity to improve safety and conditions by applying current higher standards of design, build and safety to new developments, and not to retain and/or continue with past obsolete standards. Vehicle accesses in new builds should adhere to current higher standards of design and safety as outlined in both local and national guidance/regulations on highway safety.

A Stage 1 Road Safety Audit (RSA) should be undertaken prior to the submission of the application for the vehicle access.

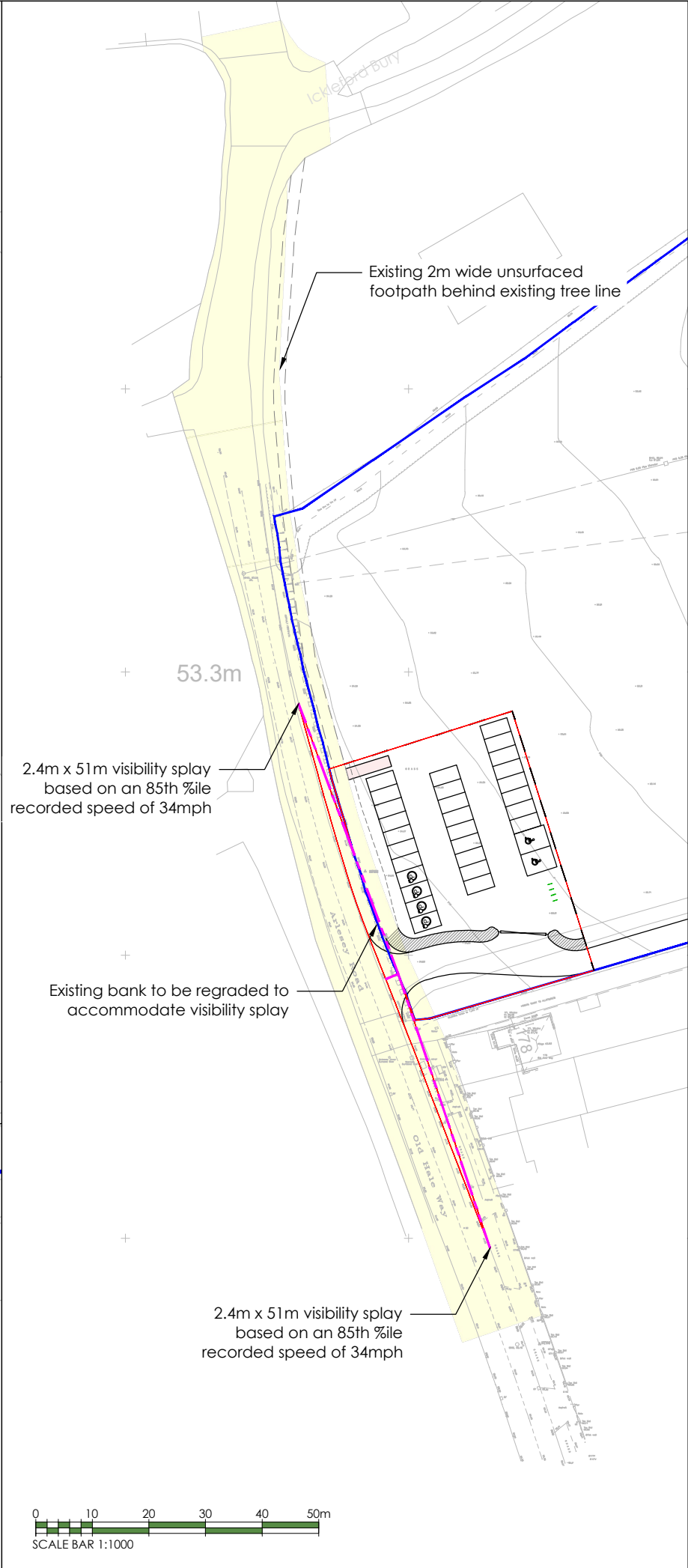
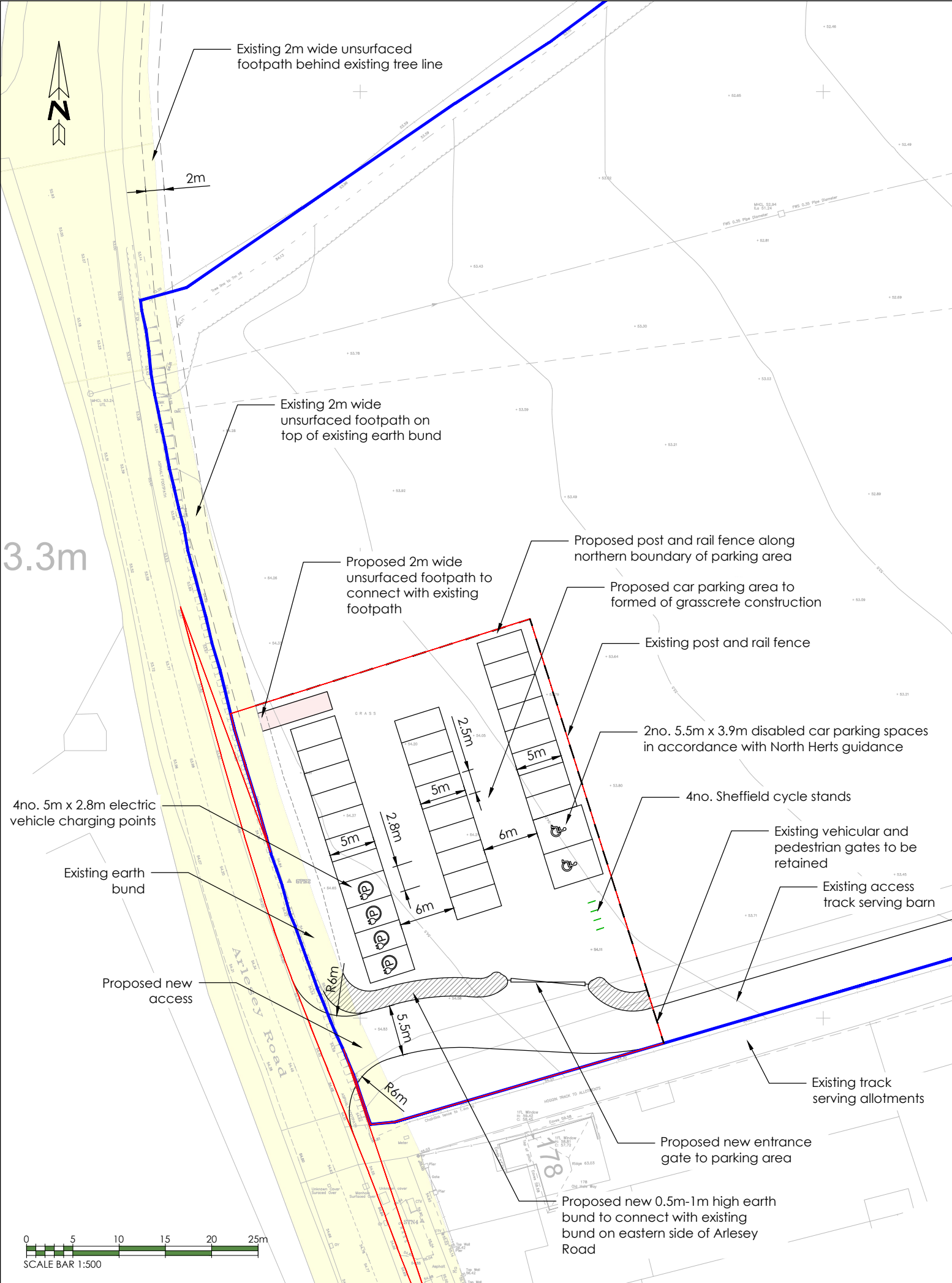
Recommendation:

Until the above information is provided the HA is not in a position to determine the suitability or otherwise of the development.

Reasons for Refusal:

The application has failed to provide detailed information for the HA to make an informed decision.





KEY

- EXTENT OF LAND OWNERSHIP
- APPLICATION SITE BOUNDARY
- VEHICULAR VISION SPLAY
- SHEFFIELD CYCLE STAND
- PROPOSED FOOTPATH
- EXTENT OF ADOPTED HIGHWAY MAINTAINABLE AT PUBLIC EXPENSE
- PROPOSED EARTH BUND

TOTAL NUMBER OF CAR PARKING SPACES PROPOSED = 30

C	Application site boundary amended	16.07.24	KPS	SW	SW
B	Access arrangements and parking layout amended	27.06.24	KPS	SW	SW
A	Access arrangements amended	24.06.24	KPS	PLC	SW

Rev	Description	Date	Drawn	Checked	Apvd.
Project					

Ickleford, Land to South East

Drawing Description

Proposed Site Access, Visibility and Parking Layout

Project Number	Drawing Number
ST-2824	700-C

Scale	Date	Drawn	Checked	Approved
As shown@A3	13.06.24	NA	PLC	KS

Client	Architect
Peter George Town Planning	

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OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-561

Site Name - STOICK01

Description - ARLESEY RD - NORTH OF SITE ACCESS

Direction - South

Virtual Week (1)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	3173	2	27	93	224	466	1187	840	253	63	10	4	1	3	0	0	0	28	33.8	6.4
Tue	3579	3	35	200	350	671	1234	840	195	41	6	4	0	0	0	0	0	26.5	32.5	6.6
Wed	3680	0	39	156	232	554	1563	997	109	23	6	0	1	0	0	0	0	27	31.9	5.8
Thu	3436	1	43	168	229	500	1191	968	272	53	8	3	0	0	0	0	0	27.6	33.7	6.7
Fri	3399	0	40	112	212	590	1134	913	306	67	20	3	0	1	1	0	0	28	34	6.7
Sat	2228	0	8	19	32	157	703	832	368	83	17	2	6	0	1	0	0	31.2	36.4	5.7
Sun	1938	0	19	48	38	139	515	764	308	80	22	3	1	1	0	0	0	30.9	36.6	6.4
--	21433	6	211	796	1317	3077	7527	6154	1811	410	89	19	9	5	2	0	0	28.1	33.9	6.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-561

Site Name - STOICK02

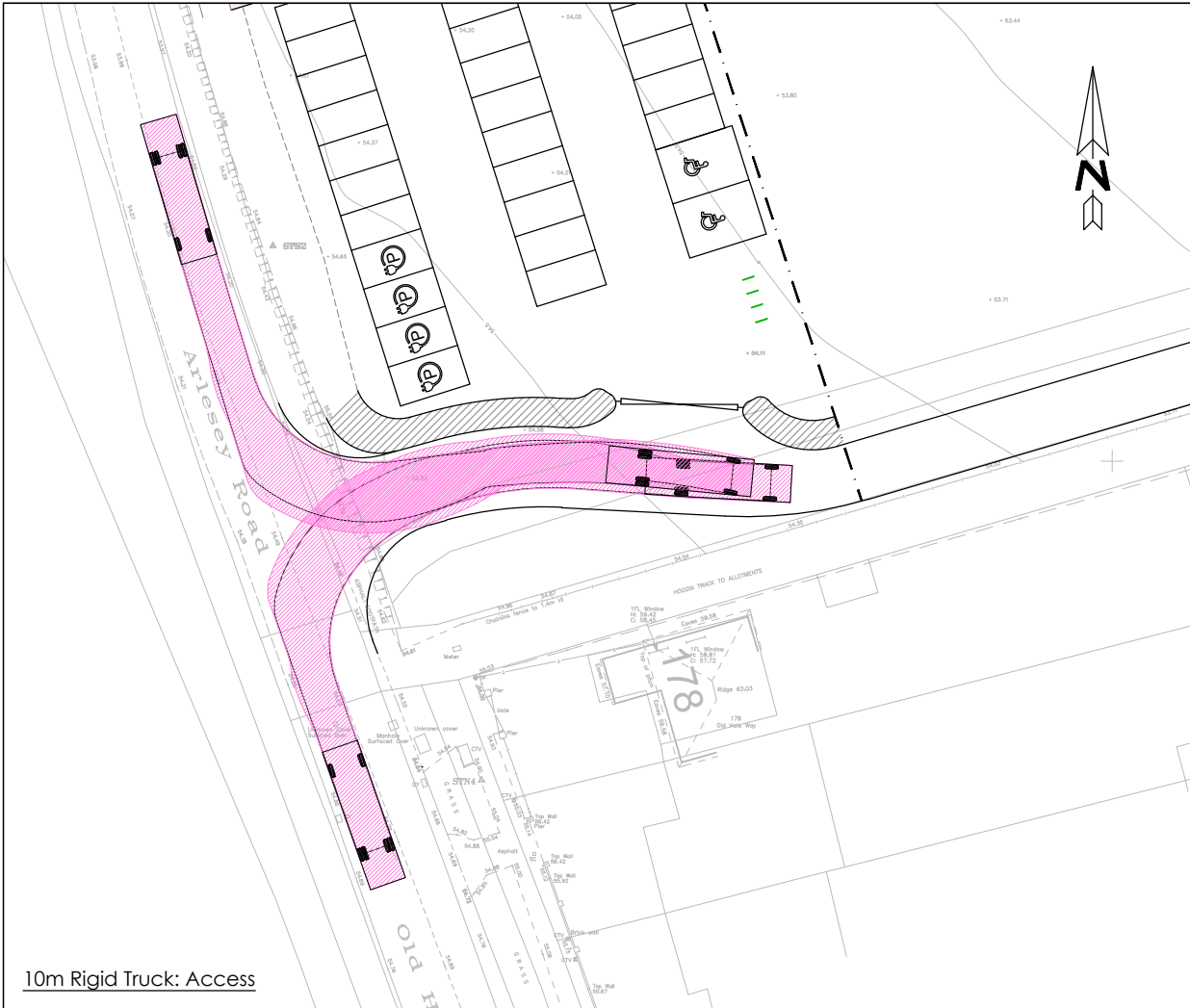
Description - OLD HALE WAY - SOUTH OF SITE ACCESS

Direction - North

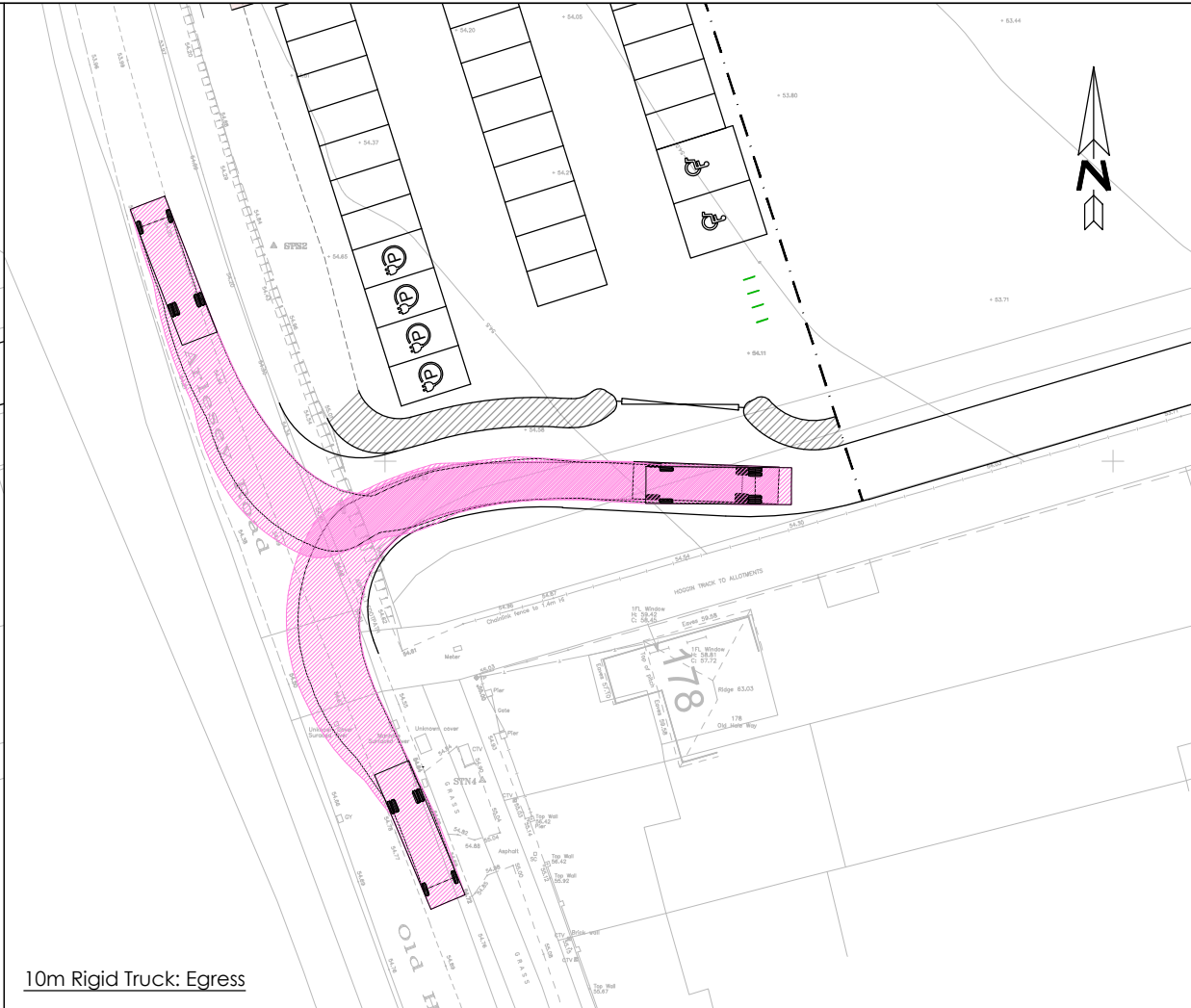
Virtual Week (1)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	2591	1	14	53	80	241	1068	873	221	32	8	0	0	0	0	0	0	29.1	33.7	5.4
Tue	2775	0	10	76	114	331	1177	830	192	37	6	2	0	0	0	0	0	28.5	33.3	5.5
Wed	2762	1	2	29	49	154	1064	1125	282	39	13	2	1	0	1	0	0	30.3	34.3	4.8
Thu	2741	1	4	35	58	213	1157	981	242	39	9	2	0	0	0	0	0	29.7	33.8	4.8
Fri	2898	0	10	51	107	319	1223	913	224	39	8	3	1	0	0	0	0	28.9	33.4	5.3
Sat	1887	0	8	28	32	108	694	761	205	38	10	3	0	0	0	0	0	30.3	34.7	5.2
Sun	1705	0	11	47	36	120	563	645	218	53	10	1	1	0	0	0	0	30.2	35.2	5.9
--	17359	3	59	319	476	1486	6946	6128	1584	277	64	13	3	0	1	0	0	29.5	34	5.3

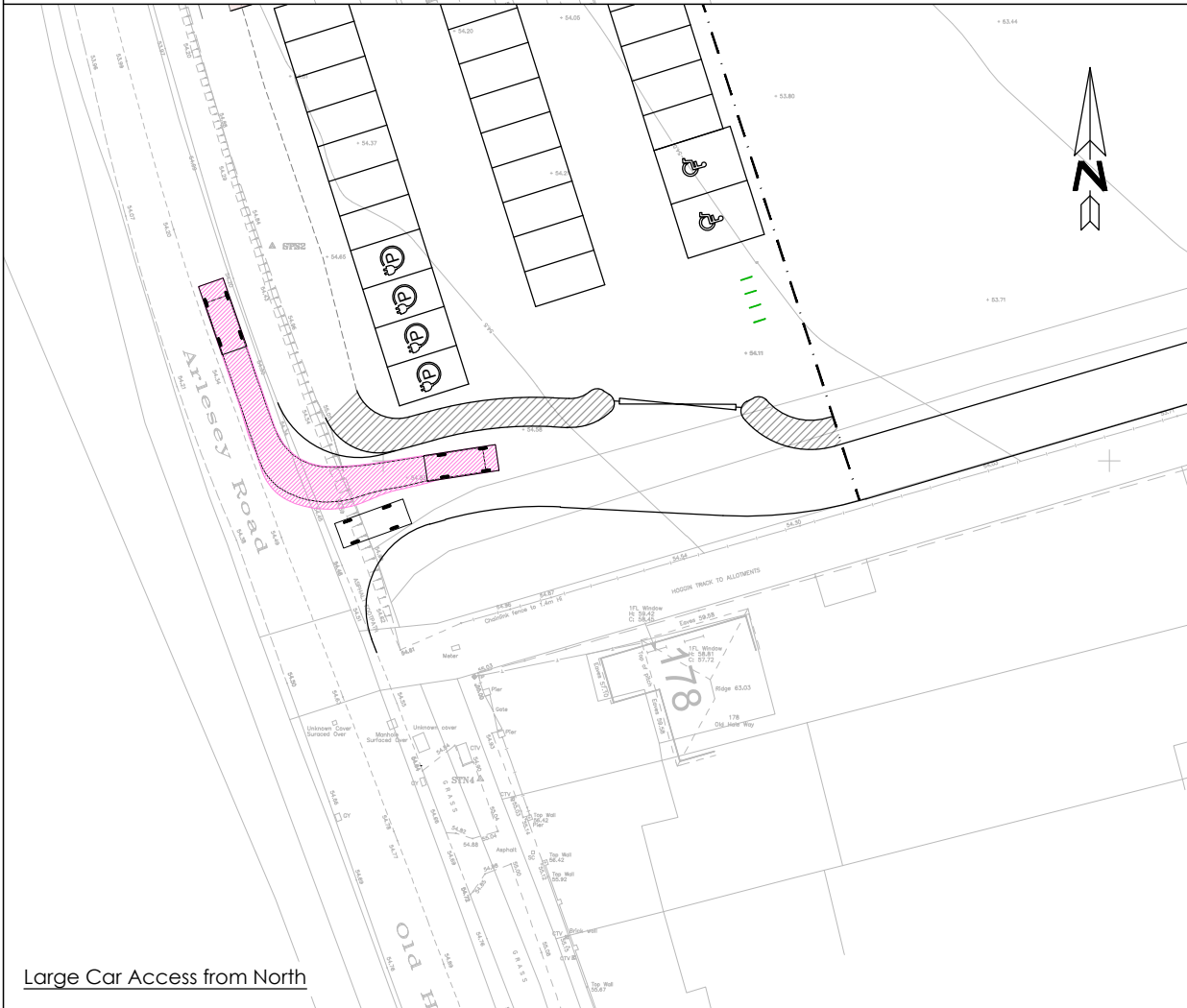




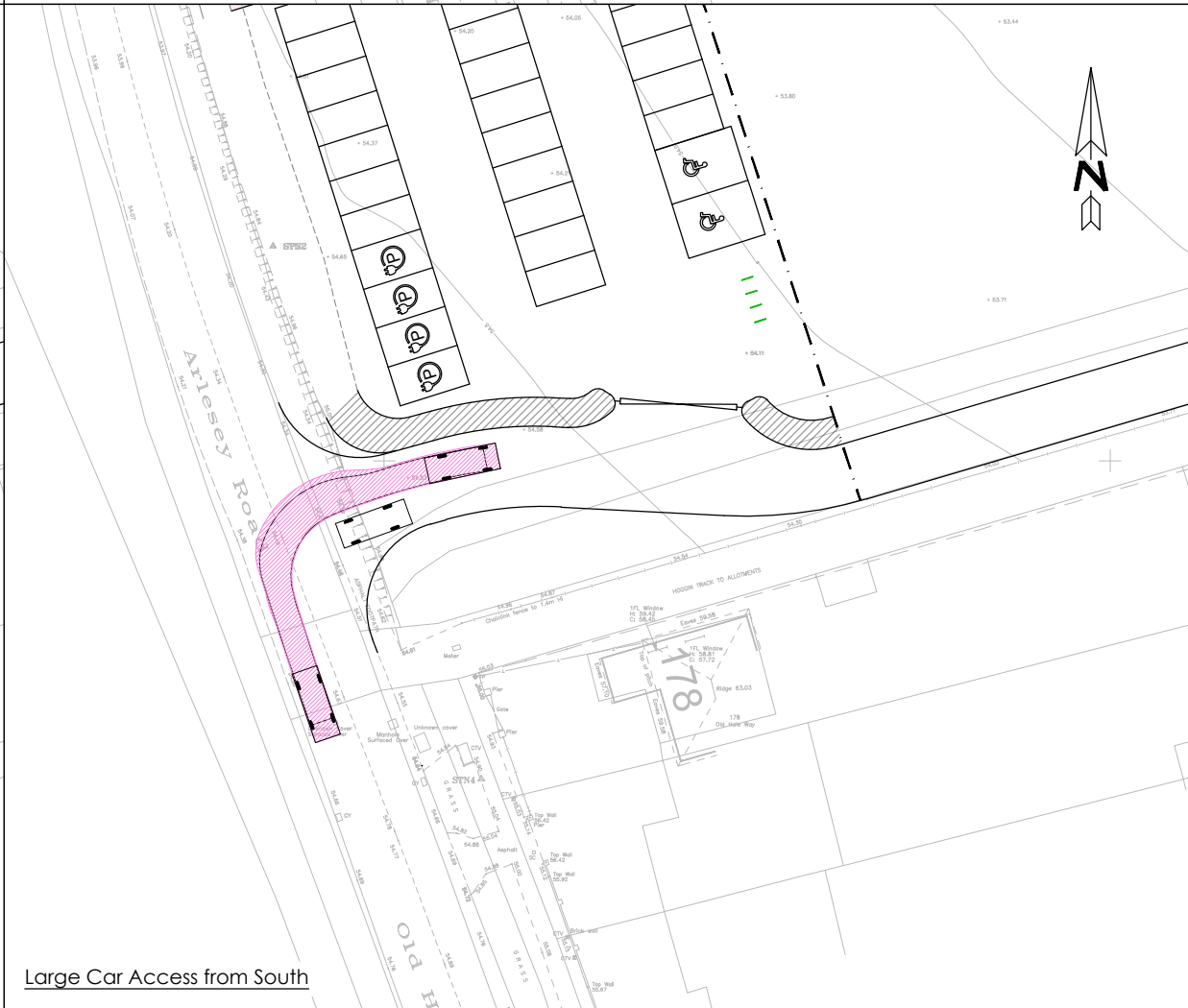
10m Rigid Truck: Access



10m Rigid Truck: Egress



Large Car Access from North



Large Car Access from South

KEY

Large Car
Overall Length 4.988m
Overall Width 1.793m
Overall Body Height 1.502m
Min Body Ground Clearance 0.267m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.200m

10m Rigid Truck
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

0 5 10 15 20 25m
SCALE BAR 1:500

Rev	Description	Date	Drawn	Checked	Apvd.
Project					
Ickleford, Land to South East					
Drawing Description					
Swept Path Analysis 10m Rigid Truck and Large Car					
Project Number		Drawing Number			
ST-2824		800			
Scale	Date	Drawn	Checked	Approved	
As shown@A3	16.07.24	KPS	SW	SW	
Client		Architect			
Peter George Town Planning					

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TUTUM CONSULTING

CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: LAND EAST OF OLD HALE WAY, ICKLEFORD, HERTFORDSHIRE.

PROPOSAL: PROPOSED CAR PARK AND REVISED ACCESS
STAGE 1 ROAD SAFETY AUDIT

CLIENT: STOMOR CIVIL ENGINEERING CONSULTANTS
REPORT REF: 2024_058_0394-02

WWW.TUTUMCONSULTING.CO.UK

Produced by:

TUTUM CONSULTING
CHANGING TIMES, UNCHANGING PRINCIPLES

STAGE 1 ROAD SAFETY AUDIT

PROPOSAL: PROPOSED CAR PARK AND REVISED ACCESS

LOCATION: LAND EAST OF OLD HALE WAY, ICKLEFORD

CLIENT:

stomor
CIVIL ENGINEERING CONSULTANTS

DOCUMENT CONTROL – REPORT REFERENCE: 2024/058/0394-02

DOCUMENT PREPARED BY	DOCUMENT CHECKED BY	REVISION	DATE
SP	PT	DRAFT	24.07.2024
SP	PT	ISSUED	26.07.2024

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1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit comprising of a new car parking which is to be served by a new access. The car park has provision for upto 30 car parking spaces and eight cycle spaces on land to the east of Old Hale Way in Ickleford.
- 1.2 The proposed site comprises a new car parking area accommodating up to 30 carparking spaces and eight cycles. The development will be served by a new 5.5m wide access road, connecting to Old Hale Way at a new priority junction.
- 1.3 The new access will be located just north of an existing dropped kerb vehicle crossover that serves the existing farm and recently constructed barn to the east. The existing vehicle crossover will be reinstated to footway and the new access will serve the proposed car parking area and the existing barn.
- 1.4 The audit was requested by Stomor Civil Consulting Engineers (Design Organisation) on behalf of their client Mr Bruce Parker. The Overseeing Organisation is Hertfordshire County Council.
- 1.5 The Audit Team membership was as follows:

Audit Team Leader: Simon Prescott
MIHE, National Highways Certificate of Competence

Director – Tutum Consulting Limited

Audit Team Member: Priya Thompson
Transport Consultant - Tutum Consulting Limited

- 1.6 The report has been carried out in general accordance with the General Principles and Scheme Governance Information, GG119 'Road Safety Audit' (Version 2).
- 1.7 All plans and documents provided for the Audit Teams consideration; as listed in Appendix A, were subject to a desktop study prior to the site visit. The location of the site is presented in Appendix B.
- 1.8 The Audit Team has examined and reported solely on the scheme as presented and has not examined or verified the designs adherence or compliance to any alternate criteria or standards.
- 1.9 A site visit during the hours of daylight was carried out by the Audit Team together on the 22 July 2024 between the hours of 16:00 and 16:30hrs Weather conditions during the site visit were sunny and the road surface was judged to be dry.
- 1.10 Traffic flows during the site visit were observed as being moderate with speeds broadly in line with the posted speed limit. No pedestrian or cycle movements were observed.

- 1.11 The Audit Team has been selected owing to their independence from the Design Team/Organisation, and whose knowledge, competency and experience are relevant and appropriate for the scheme proposals subject to this audit report.
- 1.12 Unless general to the scheme, each problem has been identified with reference to key features as well as being marked on the problem identification plan presented in Appendix C.
- 1.13 All recommendations are made and balanced in context with the information provided and observations made from the site visit. They should not be regarded as a direct instruction to include, remove, or amend any scheme element. Responsibility for designing the scheme rests with the Design Organisation and as such the Audit Team accepts no design responsibility for any changes made to a scheme following the completion of this audit report.
- 1.14 The Overseeing Organisation should satisfy themselves that their procedures and policies have been followed, in addition to maintaining a formal record of the Audit process.

2.0 DEPARTURES FROM STANDARDS

- 2.1 The Audit Team have not been made aware of any departures from standards

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 3.1 It is understood that the proposals subject to this report have not been subject to any previous Road Safety Audit and/or Assessment.
- 3.2 An Audit Brief was provided by the Design Organisation.

4.0 ITEMS RAISED IN THIS ROAD SAFETY AUDIT

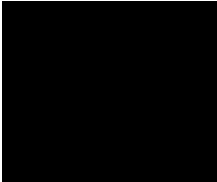
- 4.1 On review of the documents supplied and upon the site visit, there were no road safety problems encountered.

"End of Safety Comments"

5.0 AUDIT TEAM STATEMENT

5.1 We, the undersigned, certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

Audit Team Leader: Simon Prescott
MIHE, National Highways Certificate of Competence
Director – Tutum Consulting Limited



..... Dated: 24th July 2024

Audit Team Member: Priya Thompson
Consultant working on behalf of Tutum Consulting

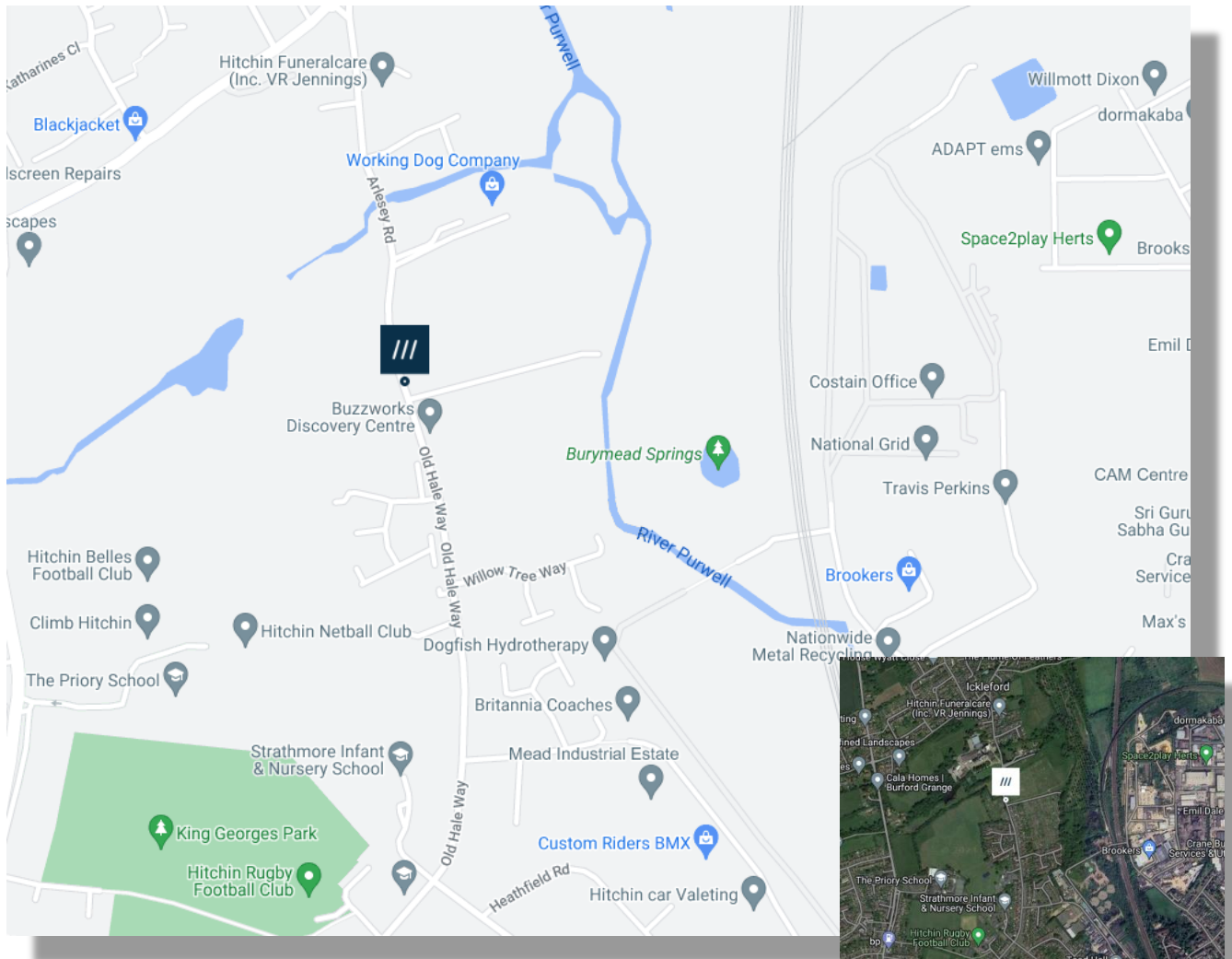


..... Dated: 26th July 2024

Appendix A –Drawing and Documents Reviewed

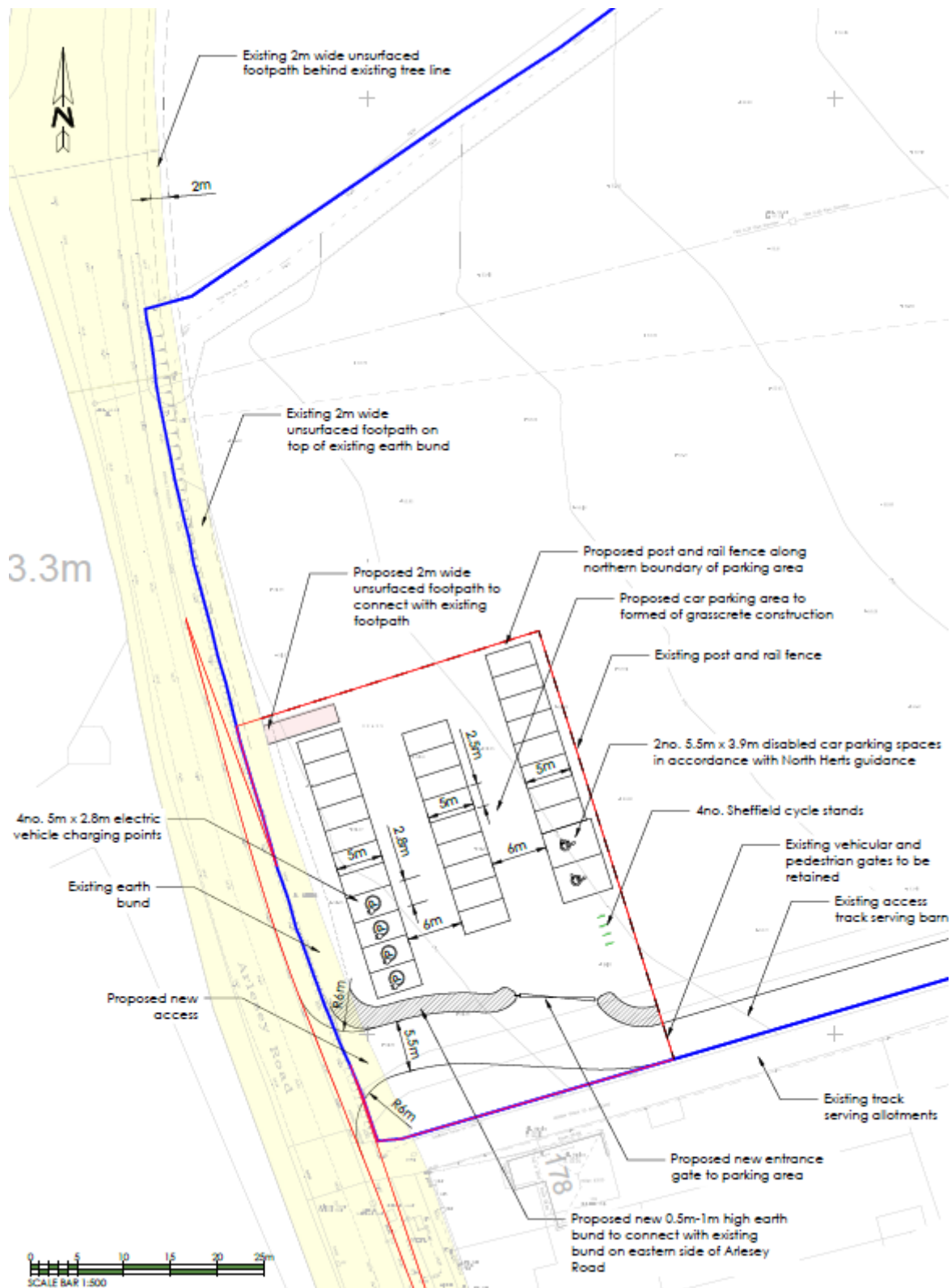
Documents Reference	Title/Description
RSAB – 2407 – Ickleford– REV0	Road Safety Audit Brief
Drawing Reference	Title/Description
ST-2824 800	Swept Path Analysis
ST-2824 700C	Proposed Site Access

Appendix B – Location Plan



[Source: [what3words /// The simplest way to talk about location](https://what3words.com/old-hale-way-ickleford)]

Appendix C – Problem Identification Plan



TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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