

TRANSPORT TECHNICAL NOTE

BUSY BEES AT LETCHWORTH

Date: September 2025

Ref: 2025/8893/TN01

1 INTRODUCTION

- 1.1 RGP Consulting Engineers Limited (RGP) are instructed to provide highways and transport input in support of Proposed Development at Busy Bees at Letchworth, Icknield Way, Letchworth, Hertfordshire, SG6 4GY ('the site').
- 1.2 The existing site comprises a Busy Bees Nursery. The nursery school has a maximum capacity for up to 193 children. When operating at full capacity, the nursery school is staffed by up to 70 employees. The nursery school presently has 60 on-site car parking spaces for the use of nursery school staff and children (guardians) for pick-up and drop-off activity.
- 1.3 The Proposed Development seeks to provide external alterations to the existing Busy Bees Nursery to provide additional garden space at the site. The extension will be accommodated through the removal of some on-site car parking, with provision decreasing from 60 to 51 spaces post-development.

2 SITE LOCATION

- 2.1 The site is located on Icknield Way in the town centre of Letchworth Garden City.

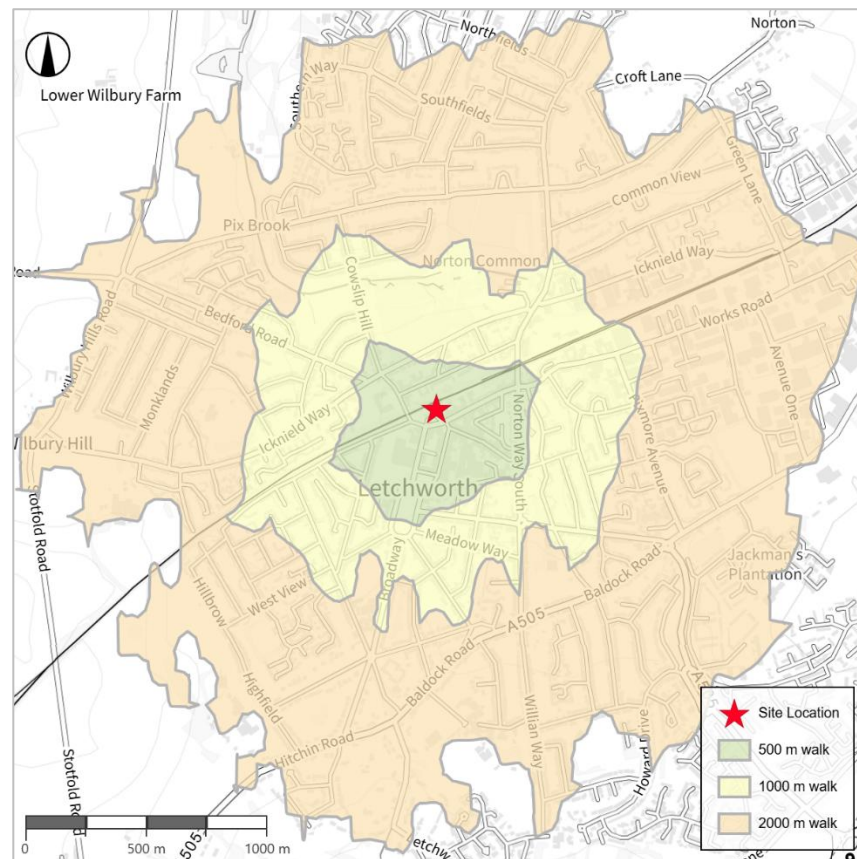
Walk

- 2.2 As a result of its town centre location, footways close to the site are observed to be to an overall good standard, to benefit from pedestrian friendly features to include dropped kerbs, lighting, tactile paving and transition points – such features support pedestrians of all abilities.

Providing for Journeys on Foot

- 2.3 Table 3.2 (Suggested Acceptable Walking Distance) of the Chartered Institution of Highways and Transportation 'Providing for Journeys on Foot' provides guidance on acceptable walking distances.

- 2.4 While it is appreciated that an acceptable walking distance will vary between individuals for a number of factors, this document provides a 2000 metre walk isochrone around the site, as illustrated in the figure, below.



- 2.5 As illustrated in the figure above, application of a 2000 metre walk catchment encompasses the town of Letchworth Garden City, with it assumed a number of staff and children (guardians) would live within this catchment. For those travelling as part of a multi-modal journey, local public transport services at Bedford Road (bus) and Letchworth Garden City station (bus and rail) are further present within this catchment.

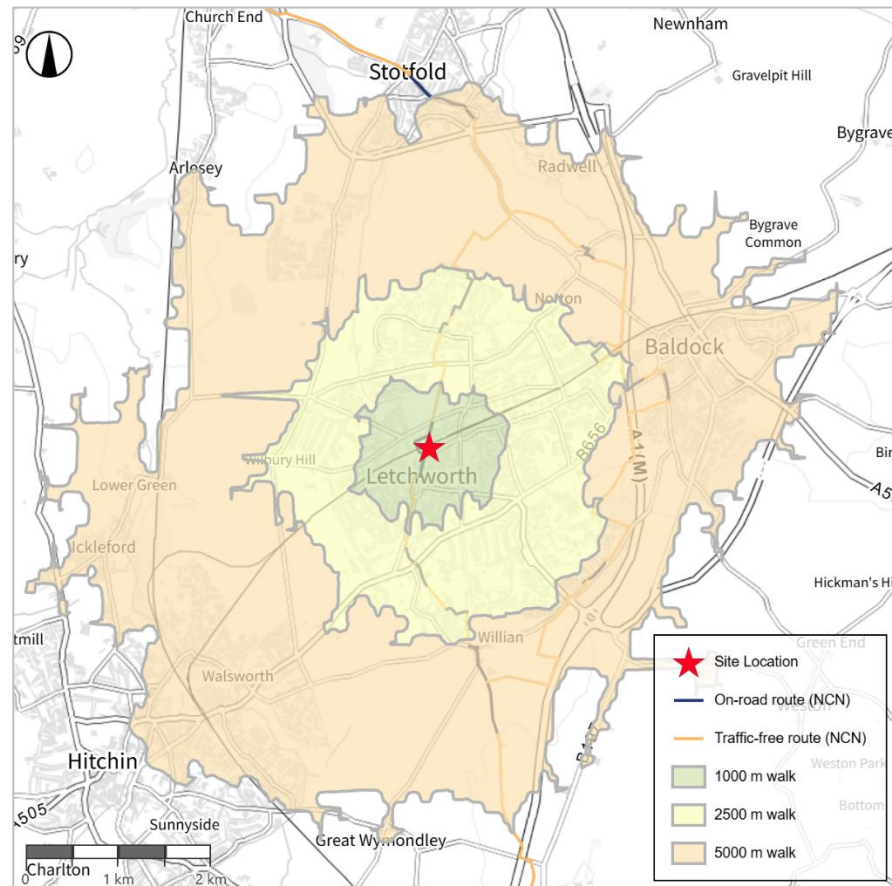
Cycle

- 2.6 Letchworth Garden City benefits from the Garden City Greenway, a circular route around the town appropriate for walking and riding. Additionally, the town is located on National Cycle Network route 12, which connects London to Spalding via Stevenage, St Neots and Peterborough.

Cycle Infrastructure Design Guidance

- 2.7 The Department for Transport 'Cycle Infrastructure Design' confirms "many utility cycle journeys are under three miles", equivalent to 4.8 kilometres, and that "for commuter journeys, a trip distance of over five miles", equivalent to 8.0 kilometres, is not uncommon.

- 2.8 In consideration of the above, this document provides a 5000 metre cycle isochrone around the site, as illustrated in the figure, below.



- 2.9 As illustrated in the figure above, application of a 5000 metre cycle catchment encompasses the towns of Letchworth Garden City, Baldock and the peripheries of Hitchin, with it assumed the majority of staff and children (guardians) would live within this catchment.

Bus

- 2.10 The closest bus stops are located on Bedford Road, at an approximate 250 metre walk from the site. The stops are served by bus routes:
- 93 / 93A – Letchworth to Wilbury Hills (Circular) via Tabor Court, Beech Hill & Icknield Way
 - 96A – Letchworth to Stotfold (Circular) via Arlesey.
 - 97 / 97A – Hitchin to Baldock/Stotfold via Letchworth.

Rail

- 2.11 The site is additionally located at an approximate 800 metre walk from public transport services at Letchworth Garden City National Rail station.
- 2.12 Letchworth Garden City station is served by bus services in addition to those are located on Bedford Road to comprise routes:
- 37 – Stevenage to Buntingford via Hitchin, Letchworth, Baldock & Cottered.
 - 55 – Letchworth to Stevenage via Grange Estate, Jackmans Estate & Graveley.
 - 91 – Royston to Letchworth via Baldock.
 - 92A – Stevenage to Baldock via Graveley, Lordship Estate & Letchworth.
 - 96 – Letchworth to Stotfold (Circular) via Arlesey.
 - 98 – Hitchin to Baldock/Stotfold via Letchworth.
 - W7 – Meppershall to Letchworth via Sheffold, Clifton & Henlow.
- 2.13 Letchworth Garden City station is served by National Rail services operated by Great Northern and Thameslink, with services to:
- Brighton.
 - Cambridge.
 - London King's Cross.

Summary

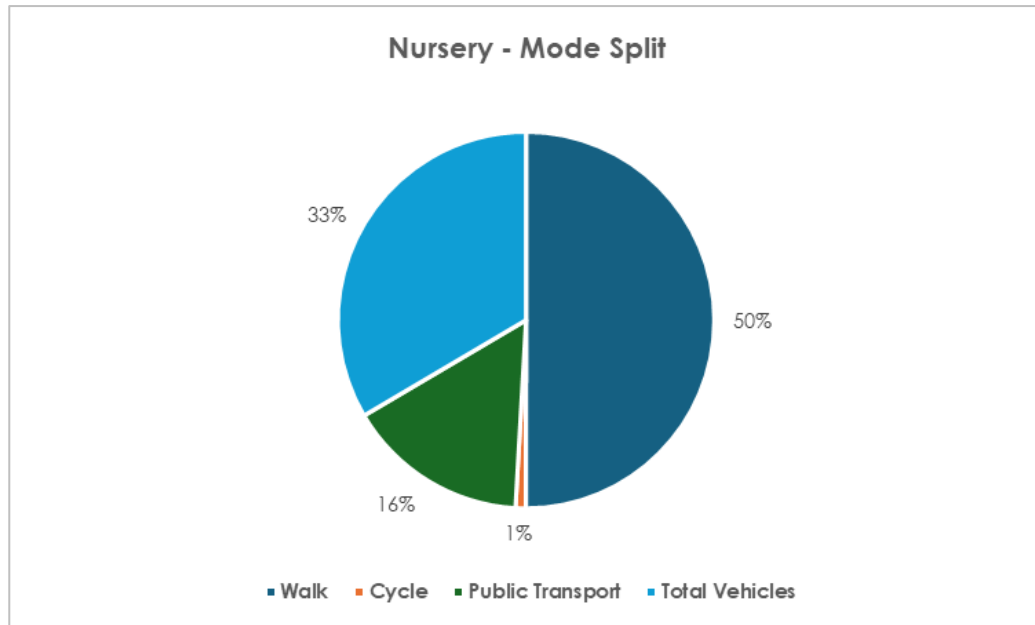
- 2.14 As summarised opportunities are present for staff and children (guardians) to live close to the site and therefore travel by active (walking and cycling) travel modes. For those who live too far, or for those it is not convenient to travel by active modes, the town of Letchworth Garden City benefits from a comprehensive bus service provision and convenient rail connections, which could be used to travel to and from the site for part, or the entirety, of their journey.

3 PARKING STANDARDS

- 3.1 Parking standards for nursery schools are contained in Table 5.4, Non Residential Parking Standards – Class Use D, of the North Hertfordshire District Council Local Development Framework 'Vehicle Parking at New Development Supplementary Planning Document.' The maximum car parking standard for nursery schools are reproduced below for reference:
- *'1 space per full-time member of staff plus 1 space per 4 pupils.'*
- 3.2 Strict application of the above car parking standard to the nursery school could result in the provision of 118 car parking spaces, however, it is confirmed at Paragraph 5.6 of the Framework that:
- *"Non residential accessibility zones have been identified in the Districts main towns (. . .) [t]hese zones represent the degree of restraint to be applied to new development within each zone type."*
- 3.3 In light of the excellent accessibility credentials of the site by active and sustainable travel modes, as detailed earlier in this document, it is considered that a car parking provision below the standard would be appropriate. It has been confirmed by existing staff members at the site that car parking is not at and does not reach capacity during typical day to day operations (see 'Observed Parking Demand' section of this document).

4 PARKING DEMAND

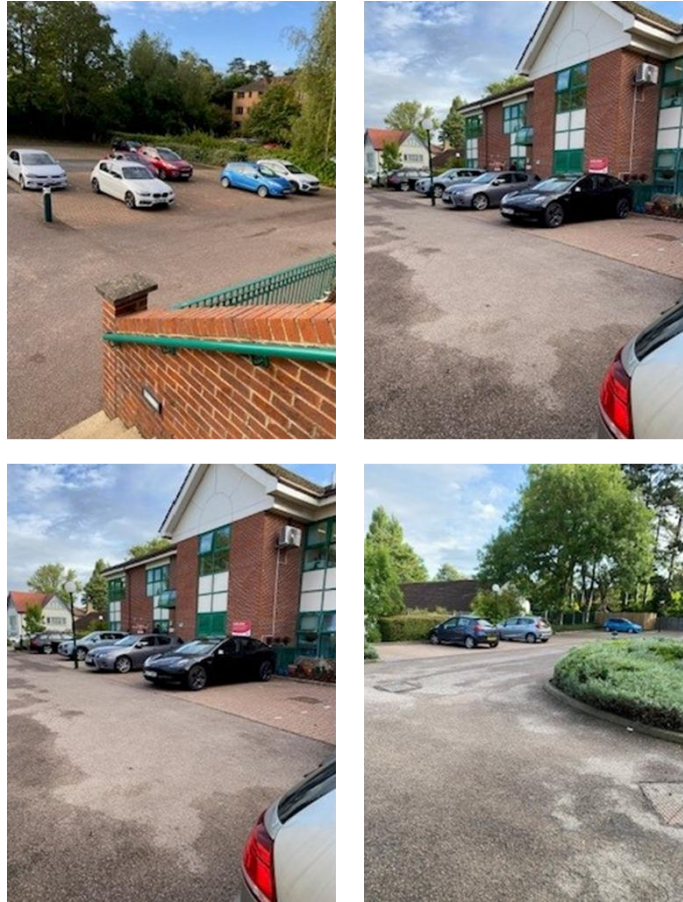
- 4.1 To determine the anticipated parking demand of the nursery school, a review of comparable sites on the Trip Rate Information Computer System (TRICS) database confirms the majority of travel associated with the nursery would be completed by active and sustainable travel modes, as illustrated in the figure below.



- 4.2 The Proposed Development would therefore provide 51 car parking spaces post-development, approximately 43% of the spaces that could be permitted with strict application of the car parking standard. This car parking provision is considered appropriate in light of the excellent accessibility credentials of the site and anticipated travel behaviours of staff and children (guardians).

Observed Parking Demand

- 4.3 The collage of photographs below illustrates the parking demand of the existing nursery school during the morning drop-off period.



- 4.4 The above photographs illustrate that even during this peak period, the car park has significant spare capacity, approximately 50% of the overall provision. It is therefore considered that even with the decrease in car parking spaces post-development, the site would continue to operate within capacity without detriment to the operation of the local highway network.

5 SUMMARY

- 5.1 RGP are instructed to provide highways and transport input in support of Proposed Development at Busy Bees at Letchworth, Icknield Way, Letchworth, Hertfordshire, SG6 4GY.
- 5.2 The Proposed Development seeks to provide external alterations to the existing Busy Bees Nursery to provide additional garden space at the site. The extension will be accommodated through the removal of some on-site car parking, with provision decreasing from 60 to 51 spaces post-development.

- 5.3 As summarised, opportunities are present for staff and children (guardians) to live close to the site and therefore travel by active (walking and cycling) travel modes. For those who live too far, or for those it is not convenient to travel by active modes, the town benefits from a comprehensive bus service provision and convenient rail connections, which could be used to travel to and from the site for part, or the entirety, of their journey- This assumption is confirmed by the TRICS data.
- 5.4 In light of the excellent accessibility credentials of the site by active and sustainable travel modes, the TRICS data presented in this document and confirmation that car parking is not at and does not reach capacity during typical day to day operations, that a car parking provision below the standard would be appropriate and ensure the Proposed Development is reflective of the adopted car parking standards of North Hertfordshire District Council.