



The Anchor Inn, Cambridge Road, Hitchin

TRANSPORT STATEMENT

for Proposed Public House Refurbishment and
Convenience Retail Unit
on behalf of Greene King Commercial Investments Ltd.

2023/6832/TS01

February 2024

DOCUMENT CONTROL

Project: The Anchor Inn, Cambridge Road, Hitchin
for Proposed Public House Refurbishment and Convenience Retail Unit

Report Type: Transport Statement

Client: Greene King Commercial Investments Ltd.

Reference: 2023/6832/TS01

DOCUMENT REVIEW

Author:	JSC	Date:	13/04/2023
Checked by:	NDR	Date:	26/04/2023
Approved by:	NDR	Date:	26/04/2023

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	26/04/2023	Draft	JSC
2.	02/06/2023	Final	JSC
3.	05/06/2023	Rev A	JSC
4.	27/02/2024	Rev B	JSC
5.			
6.			

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1 INTRODUCTION

1.1 Report Context

1.1.1 RGP is commissioned by Greene King Commercial Investments Ltd. to provide transport and highways input in support of the proposed public house refurbishment and convenience retail unit at the site of The Anchor Inn, Cambridge Road, Hitchin, SG4 0JH ("the site").

1.1.2 The site is located within the urban area of Hitchin, approximately 3.3km to the southwest of Letchworth Garden City, currently comprising The Anchor public house with its primary frontage along Cambridge Road, from which access is afforded. Car parking is provided to the south-west of the site, with an extensive beer garden and play area to the rear of the main building. The site currently provides 46 car parking spaces, including three disabled spaces.

1.1.3 The development proposals can be summarised as follows:

"Erection of new convenience retail unit (Class E); minor alterations to means of access and reorganisation and extension of car park, including change of use of land from residential gardens; demolition of outbuildings to pub and minor external alterations; erection of garden pergola and structures, new patio and external lighting; installation of new cold store and covered walkway to back of house and replacement of kitchen extraction system"

1.1.4 The convenience retail unit would be single storey in height with a total floor area of 395sqm (comprising 279sqm shop floorspace and 116sqm as warehouse / storage). A copy of the proposed Site Plan is attached hereto at **Appendix A** for reference.

1.2 Planning History

1.2.1 The site has a limited planning history, the majority of which relates to minor works to the public house and applications for advertisement consent.

1.2.2 However, the site was subject to a planning application in 2012 for the erection of 3no. three-bedroom dwellings (one detached and two as semi-detached pair) together with associated car barn (LPA ref. 12/01418/1)). Although refused in the first instance, the proposals were approved on appeal in 2013, however the permission was never implemented and has now time expired.

1.2.3 RGP notes that the original application was not subject to any objection by HCC Highways. This is notably relevant in the context of appropriate car parking provision to serve the public house which was accepted at 24 spaces based on supporting evidence.

1.3 Pre-Application Engagement

1.3.1 The respective Local Planning and Highway Authorities for the site are North Hertfordshire District Council (NHDC) and Hertfordshire County Council (HCC).

1.3.2 Pre-application advice regarding the proposed scheme was received from HCC on 6th January 2023, with a copy of the comments received attached hereto at **Appendix B**. The response was received following the preparation of a Scoping Note by RGP, and the main points as they appear in the feedback received can be summarised as follows:

- The impact of the proposals in terms of the adjacent A505 Cambridge Road should be considered;
- The site is positioned in a fundamentally sustainable location, with means of accessing the site other than the private car (e.g. rail and bus, alongside active travel);
- Cycle parking should be provided at the development in accordance with the adopted local standards;
- Retaining the existing access arrangement with Cambridge Road would be acceptable in principle, with minor widening works within the demise of the site;
- The use of historic speed survey data for Cambridge Road is considered acceptable to inform the visibility requirements for egressing drivers from the site;
- The existing sign at the northwest of the access would need to be repositioned;
- Car parking bays should be at least 4.8m long and 2.4m wide;
- Car parking should be provided in accordance with locally adopted standards, although the Local Planning Authority will exercise ultimate judgement on the proposed quantum in these terms;
- Swept path analyses should be provided to demonstrate that all necessary vehicles can access and egress the site under the proposed access arrangements;
- The proposed refurbishment works to the existing public house would not result in a material impact in terms of vehicular trips from current;
- No objections raised to the trip generation forecast for the proposed convenience retail unit using the TRICS database;
- The relative increase in traffic against the general baseline flows along Cambridge Road would not be significant; and
- The proposed scale and traffic impact of the development would not warrant the need to undertake any junction capacity modelling.

1.3.3 The pre-application comments are acknowledged and addressed throughout this report where necessary. In summary, HCC Highways would not have any objections in principle to the proposed development.

1.4 Policy Context

1.4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. As such, the NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

- 1.4.2 In terms of transport related policies, the NPPF places the sustainability of development at the heart of the decision-making process. It is explicitly stated in Paragraph 104 of the NPPF that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;*
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- opportunities to promote walking, cycling and public transport use are identified and pursued;*
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

- 1.4.3 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- Safe and suitable access to the site can be achieved for all users;*
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 1.4.4 Of further note, Paragraph 111 outlines that *"development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

- 1.4.5 With regards to accessible developments, Paragraph 112 highlights that *"applications for development should:*

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

1.4.6 Paragraph 113 states that "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

1.4.7 The impact of the proposed development is considered throughout this report; this includes reviewing the proposed access arrangements alongside the net impact of the proposals in terms of traffic generated to identify how the scheme complies with the requirements of the NPPF.

1.4.8 The findings of this report demonstrate that the proposals would not generate a 'severe' impact and that safe and secure access to the site can be delivered for all prospective users.

1.5 Report Structure

1.5.1 This Transport Statement has been prepared to provide an overview of the transport and highways implications of the proposals. The remainder of the report therefore comprises the following sections:

- **Section 2: Baseline Conditions** – provides an overview of the site in its current form, including the local highway network and a review of the local collision history. Details also provided into the relative accessibility of the site via means of travel other than the car;
- **Section 3: Trip Generation** – details the proposed vehicular trip generation to / from the site and offers a comparison to the existing attraction in these terms;
- **Section 4: Parking** – provides an overview of the locally adopted car and cycle parking standards and the proposed provisions in these terms;
- **Section 5: Access and Layout** – details the proposed access arrangements for the site under the retained arrangement with Cambridge Road. Overview of the internal layout of the site and the delivery and servicing proposals for the respective land uses; and
- **Section 6: Summary and Conclusions** – offers a concise set of conclusions and overall summary of the findings of the report.

1.5.2 As background to this report, RGP has prepared a Framework Travel Plan (document ref. 2023/6832/FTP01) to also support the planning application. It is therefore recommended that this report is read in conjunction with the Travel Plan.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

2.1.1 The site is located within the urban area of Hitchin in Hertfordshire, approximately 3.3km to the southwest of Letchworth Garden City. The peripheries to the site are predominately residential, and hence it is within a reasonable walking distance of a range of community services and facilities. The public house building is situated in the northwest corner of the site with its main frontage onto Cambridge Road, bounded by residential properties to the north.

2.1.2 The figure below outlines the location of the site in the context of the local area and highway network.

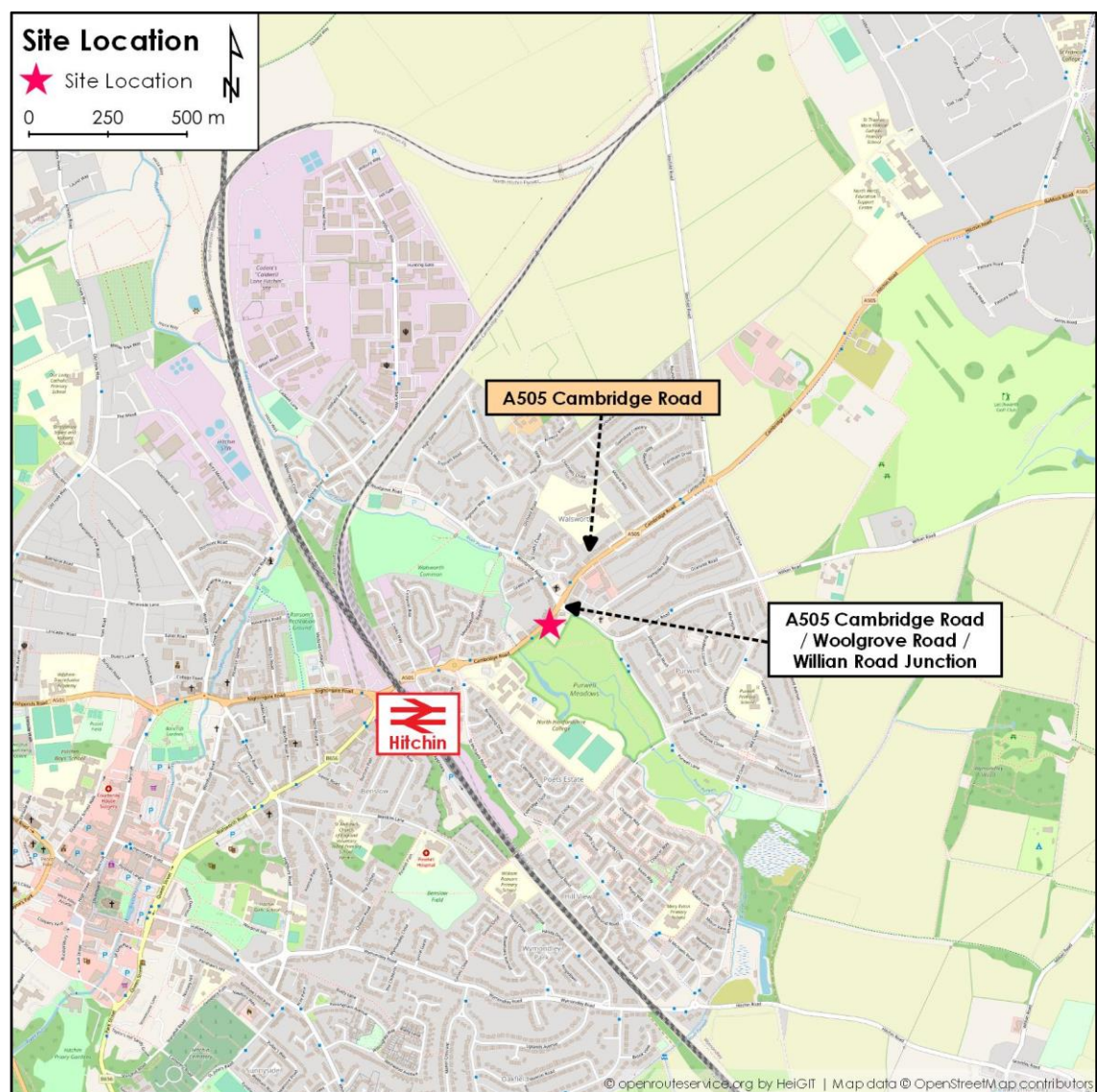


Figure 1 – Site Location

- 2.1.3 The site is located approximately 100m to the west of the Cambridge Road / Willian Road signalised junction, with vehicular access afforded via a simple in-out arrangement via a crossover with Cambridge Road. The road offers a single carriageway arrangement with a controlled pedestrian crossing facility approximately 80m to the west of the public house, facilitating pedestrian and cyclist access to both sides of Cambridge Road.

2.2 Highway Safety Appraisal

- 2.2.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is traditional for the most recent five-year period to be assessed, an additional two-years have been considered in light of the unrepresentative data from 2020 and 2021. The range for analysis is therefore 2015-2021 with data sourced from www.crashmap.co.uk.

- 2.2.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary 'road collisions' include the following:

- Collisions which commence on the highway, but which involve casualties off the highway;
- Collisions involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus / coach are injured, whether or not another vehicle or pedestrian is involved; and
- Collisions with pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway.

- 2.2.3 The figure below outlines the collision record within the immediate vicinity of the site, and the scope of analysis was accepted by HCC as part of the pre-application submission.

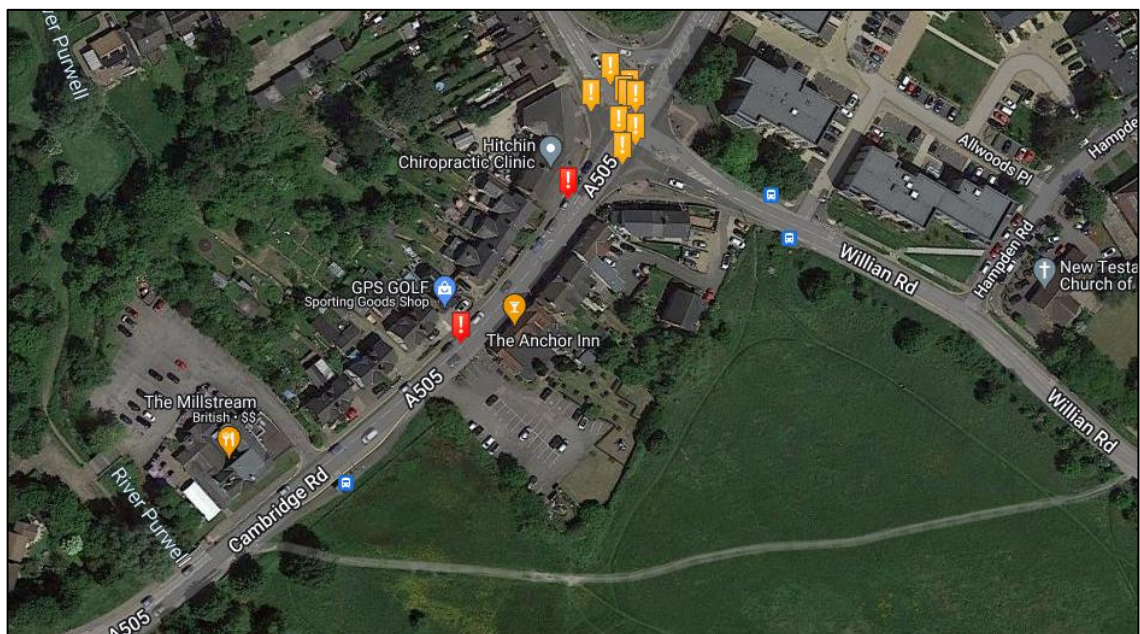


Figure 2 – Local Collision Distribution

- 2.2.4 It is highlighted that there has been one incident adjacent to the site across this period, occurring September 2017 involving two vehicles and being classified as 'serious' in severity. The full collision report is attached hereto at **Appendix C** for reference. As detailed within, the incident involved a car colliding with a motorcycle when accessing a private driveway. The incident is therefore not attributed to the site and its access with Cambridge Road.
- 2.2.5 There have been several collisions at the adjacent signalised junction, however this should not be considered uncommon for a junction of this layout and general throughfare of traffic.
- 2.2.6 In light of the above analysis, it is not considered that the local highway network adjacent to the site exhibits an inherent road safety issue. As confirmed in the pre-application response received, HCC shares this view.

2.3 Accessibility by Sustainable Modes

- 2.3.1 The site is located on the periphery of Hitchin town centre and hence there are various means of realistic travel available other than the private car.

Walking

- 2.3.2 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 2.3.3 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 2.3.4 Further guidance set out within CIHT 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The table below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 3 – Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

- 2.3.5 The figure below outlines a 2km walking catchment in consideration of the above, reflecting all viable routes locally to the site including on-carriageway footways and also other footpath and bridleway routes.

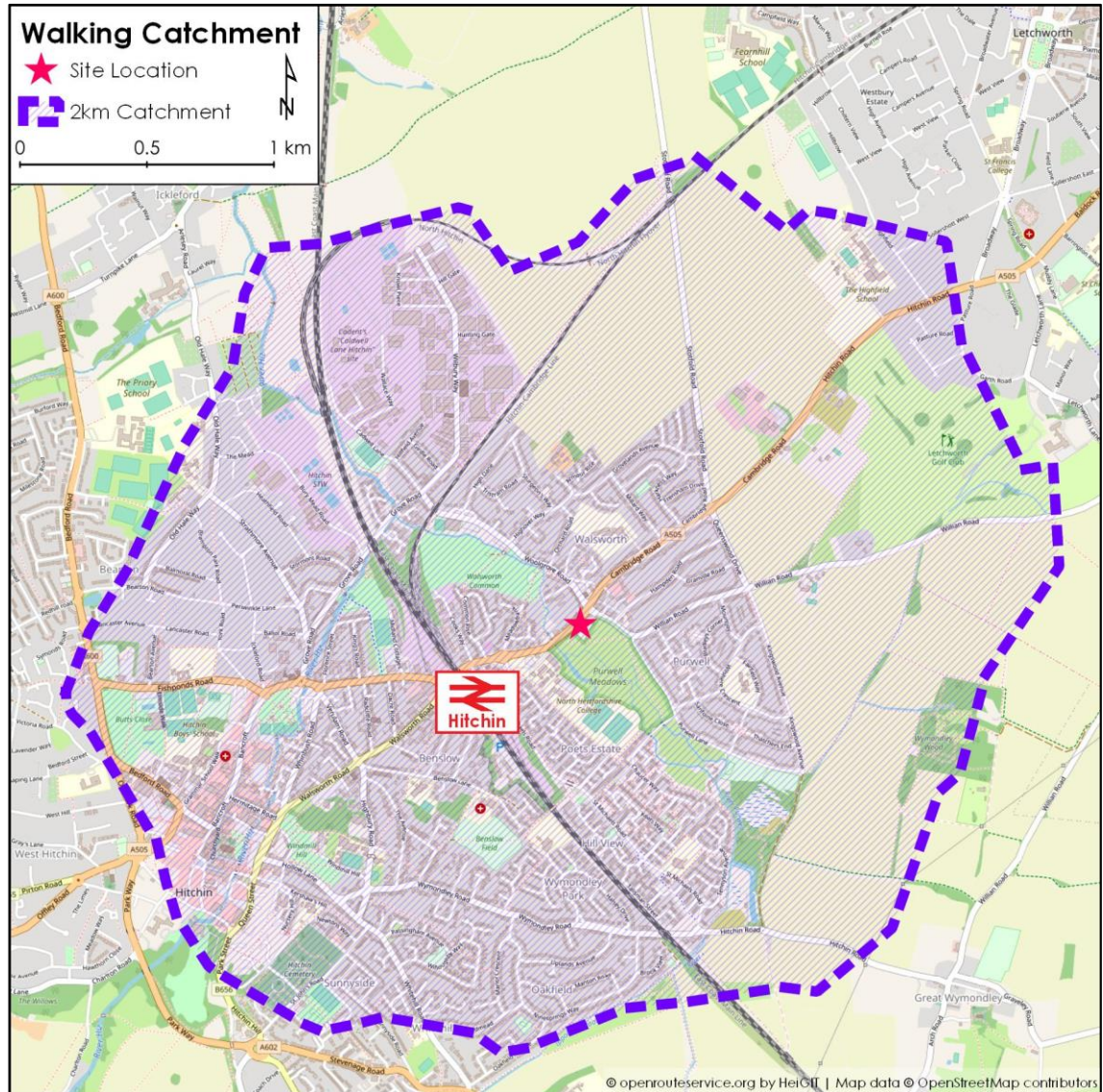


Figure 4 – 2km Walking Catchment

- 2.3.6 As shown, the catchment extends west towards Hitchin town centre and then north, east and south to cover many of its peripheral residential areas. It is therefore likely that journeys to / from the convenience retail unit and pub would be made on foot by local residents to the site.
- 2.3.7 Furthermore, it is likely that staff members would reside locally to the site and hence would be able to walk to work as opposed to driving.
- 2.3.8 Footways are provided along both flanks of Cambridge Road upon approach to the site, and these are enhanced by formal crossing facilities locally, such as at the adjacent junction with Willian Road.

Cycling

- 2.3.9 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.

- 2.3.10 Traditional DfT guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonable fit individuals can comfortably cycle a distance of 8-km to workplace destinations.
- 2.3.11 The figure below illustrates an indicative 5km cycling catchment around the site with reference to the National Cycle Network (NCN).

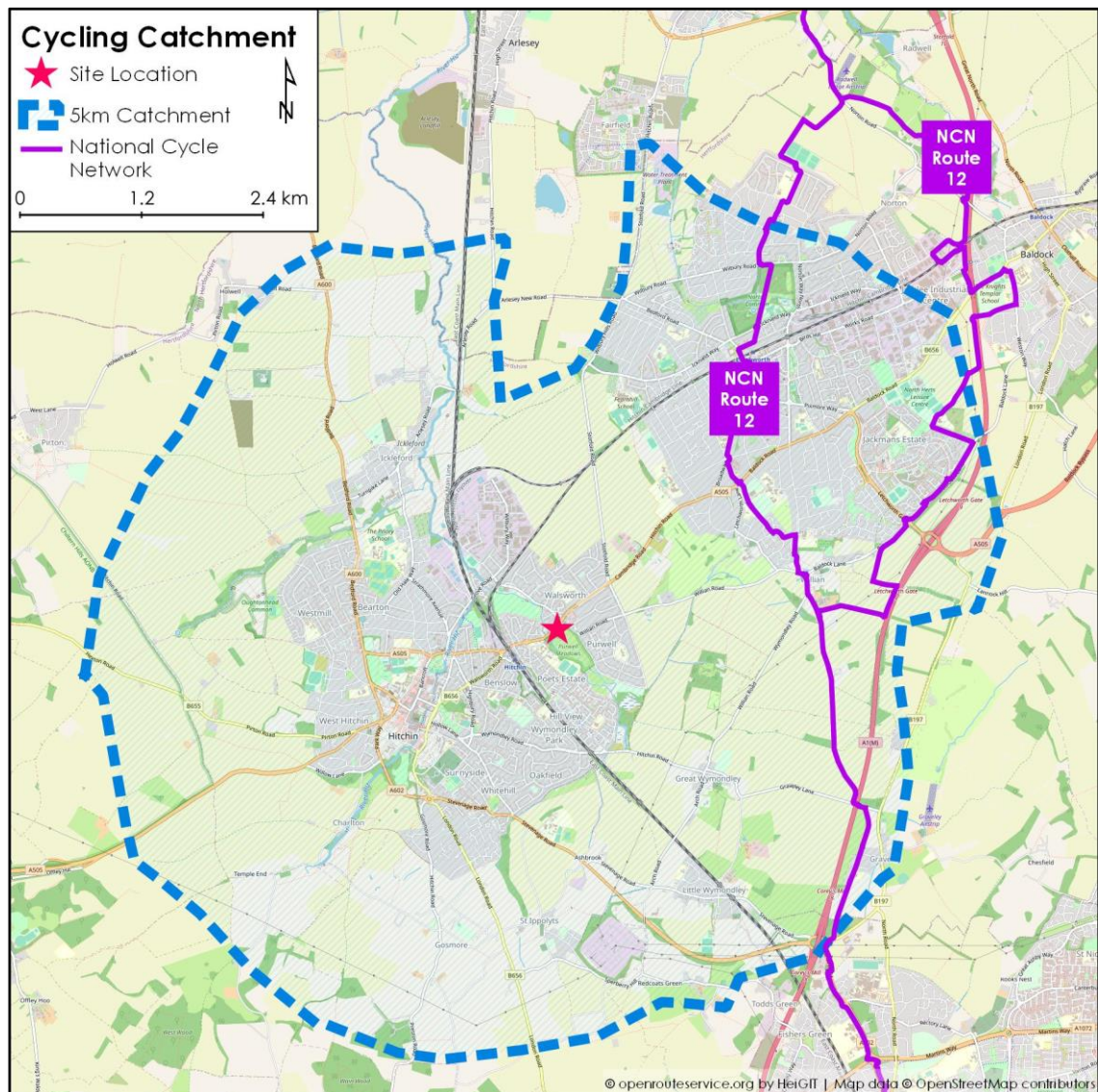


Figure 5 – 5km Cycling Catchment

- 2.3.12 As shown, the catchment encompasses Hitchin and its peripheries. As for the walking catchment, there would therefore be a significant population within the 5km distance and hence cycling could form a viable mode of travel for patrons, customers and staff at the site.

Public Transport

- 2.3.13 There are several bus stops within close proximity of the site, as summarised in the figure below.

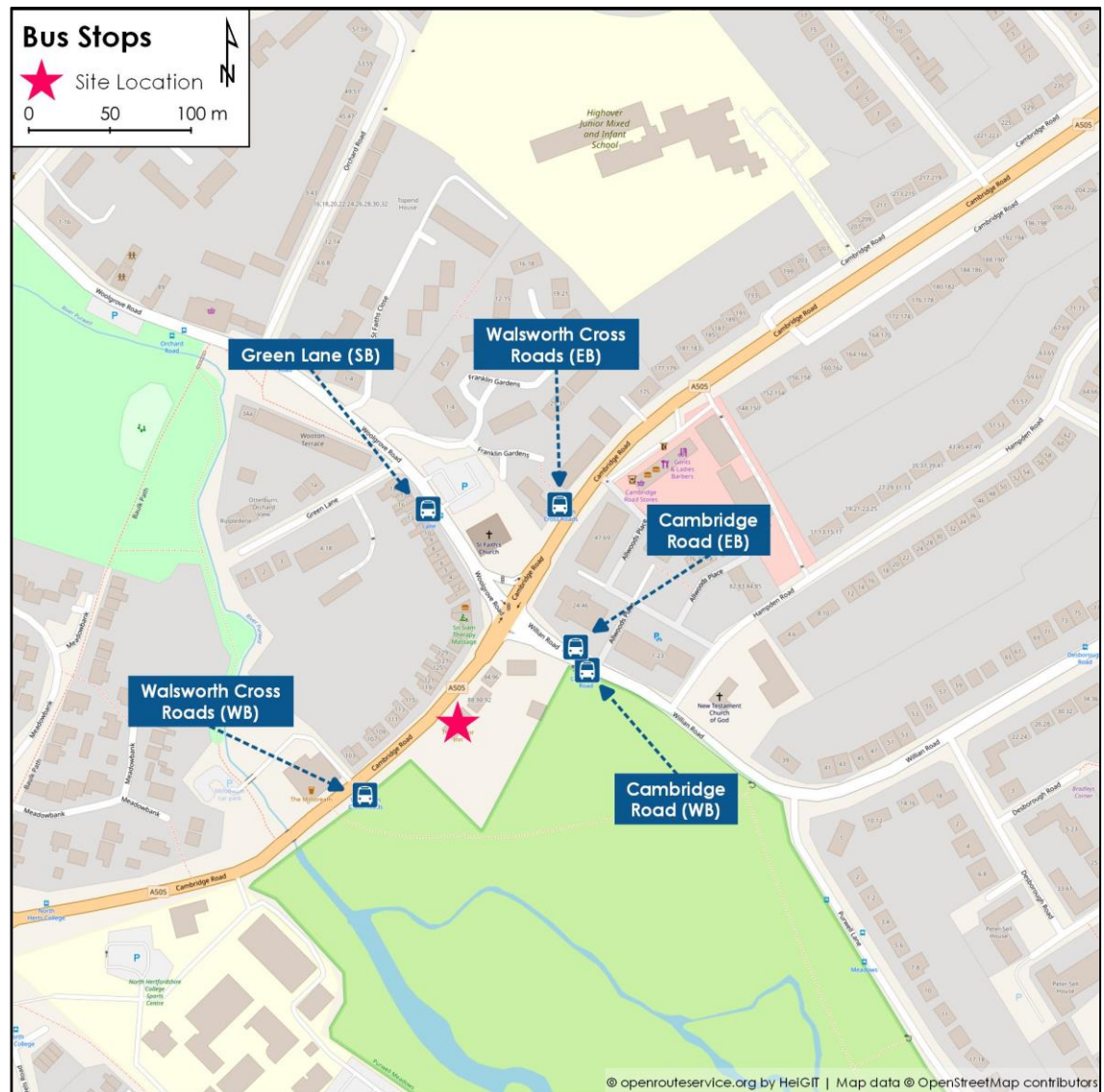


Figure 6 – Local Bus Stops

- 2.3.14 The 'Walsworth Cross Roads' westbound stop is located circa 35m to the west of the site access with Cambridge Road. The bus stop serves areas including Hitchin and Stevenage, with the table below summarising its running services.

Service	Peak Weekday Frequency	Peak Saturday Frequency	Peak Sunday Frequency
89	Every hour	Every hour	No Service
97 / 98	Every 30 mins	Every 30 mins	Every hour
386	Every 2 hours	Every 2 hours	No Service

Figure 7 – Local Bus Services

- 2.3.15 A similar service offering is available in the eastbound direction (i.e. away from Hitchin) at the stop approximately 160m to the east of the site, with pedestrians able to access the stop via the crossing provisions at the junction adjacent to the site.
- 2.3.16 Full timetables for the respective services are attached hereto at **Appendix D** for reference.
- 2.3.17 Hitchin railway station is accessible at a circa 700m walk to the west of the site. The station is operated by Great Northern and benefits from a ticket office and ticket machines, cycle storage, car parking and step-free access to all platforms.

Accessibility Summary

- 2.3.18 As detailed, the site is located within an accessible location on the periphery of Hitchin town centre, with extensive surrounding residential areas within which patrons and customers will reside. The location of the site can be considered sustainable, as confirmed through the pre-application engagement undertaken.
- 2.3.19 Although a large proportion of the trips to / from the site are likely to be local, there is scope for longer-distance journeys to be undertaken by alternative means of travel to the private car (e.g. for staff trips).
- 2.3.20 RGP has prepared a Framework Travel Plan (ref. 2023/6832/FTP01) for the site which encourages travel via more sustainable means.

3 TRIP GENERATION

3.1 Existing Trip Generation

3.1.1 The proposals would include minor changes to the external elevations of the public house consisting of the alteration of a window to patio doors and blocking up an existing window. The scheme also includes the demolition of an existing derelict timber outbuilding in the back of house area to the rear of the public house, replacement of an existing covered structure, replacement of the kitchen extraction and ventilation system and the construction of a new store and installation of walk-in fridge/ freezers.

3.1.2 It is therefore not considered that these alterations would have a material impact on the trip generation associated with the public house when compared to its existing trip attraction. This assertion has been confirmed by HCC through pre-application engagement and hence a detailed assessment into the existing trip attraction of the site has not been undertaken.

3.2 Proposed Trip Generation

3.2.1 RGP has interrogated the Trip Rate Information Computer System (TRICS) to ascertain the likely levels of traffic that the proposed convenience retail unit would generate, as these trips would be 'new' to the site. Surveys held within the database have been filtered to reflect the relevant characteristics of the proposed development and site, as follows:

- Land Use / Category: 01, Retail / O, Convenience Store
- Regions & Areas: All (excluding Greater London);
- Locations: Edge of Town Centre, Suburban;
- Gross Floor Area: 0 to 500sqm; and
- Survey Days: Weekdays only.

3.2.2 The TRICS Good Practice Guide highlights that the filtering parameter of local location is more prudent in filtering than wider regions across the UK to retain a sufficient sample size, and hence all sites (excluding those in Greater London) have been retained.

3.2.3 Full TRICS output is attached hereto at **Appendix E**. HCC Highways were consulted on these trip rates during the pre-application discussions, with no objections raised to their use to support a full planning application.

3.2.4 The table below summarises the extracted vehicular rates and applies them to the proposed 279sqm floorspace at the site. Reference has been given to the traditional AM (08:00-09:00) and PM (17:00-18:00) peak periods on the highway network, alongside a daily total.

Time Period	Trip Rate per 100sqm			Trip Generation – 279sqm		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	8.311	8.223	16.534	23	23	46
PM Peak	7.073	7.162	14.235	20	20	40
Daily	107.927	106.528	214.455	301	297	598

Figure 8 – Proposed Convenience Retail Unit Vehicular Trip Rates and Trip Generation

3.2.5 The forecast highlights that there could be in the order of 598 two-way trips associated with the proposed convenience retail unit, comprising 46 and 40 across the respective AM and PM peak periods.

3.2.6 The nature of supermarkets and convenience retail units results in a significant proportion of pass-by and diverted trips (i.e. by vehicles that would already be on the highway network) and hence the figures in the above forecast would not represent 'new' trips to the network in their entirety. Furthermore, there would be a proportion of linked trips between the public house and convenience retail unit which would therefore further reduce the net impact of the proposals in these terms.

3.3 Traffic Impact

3.3.1 In order to assess the proposed convenience retail unit traffic in the context of the existing local baseline conditions, RGP has sourced traffic data for Cambridge Road from the Department for Transport (DfT). The closest count point, DfT Site Number 27246, lies to the east of the site and although past the Willian Road / Woolgrove Road junction, it gives an indication into the general level of traffic along the A-road.

3.3.2 The table below summarises the Average Annual Daily Flow (AADF) in both directions along Cambridge Road for 2021, the most recent year for which data is available.

Direction	2021 AADF (All Vehicles)
Eastbound	7,965
Westbound	7,342
Total Two-Way	15,307

Figure 9 – Cambridge Road AADF (2021)

3.3.3 The data outlines a total of 15,307 two-way movements across the course of a typical day. When considering this in the context of the proposed convenience retail unit traffic (i.e. 598 daily two-way), the proposals could constitute a circa 3.9% increase against the baseline traffic, which should not consider to be severe. As noted in the above section, not all of the proposed vehicular trips would be new to the network, and hence the relative increase as quoted is overly robust.

3.3.4 As noted, HCC does not consider any further traffic impact analysis to be warranted in light of the above assessment.

3.4 Multi-Modal Trip Generation

- 3.4.1 As noted above, the site is in a highly accessible location with a significant residential catchment. This, and the nature of trips to convenience retail units for smaller goods on an ad-hoc basis, will likely result in a significant proportion of trips via alternative modes to the private car.
- 3.4.2 The TRICS output as presented in **Section 4.2** has been further interrogated to ascertain the relative split of trips by mode. The excerpt below is taken directly from TRICS which summarises the respective mode shares for the 'Total Person' trips to / from the site for the typical weekday.

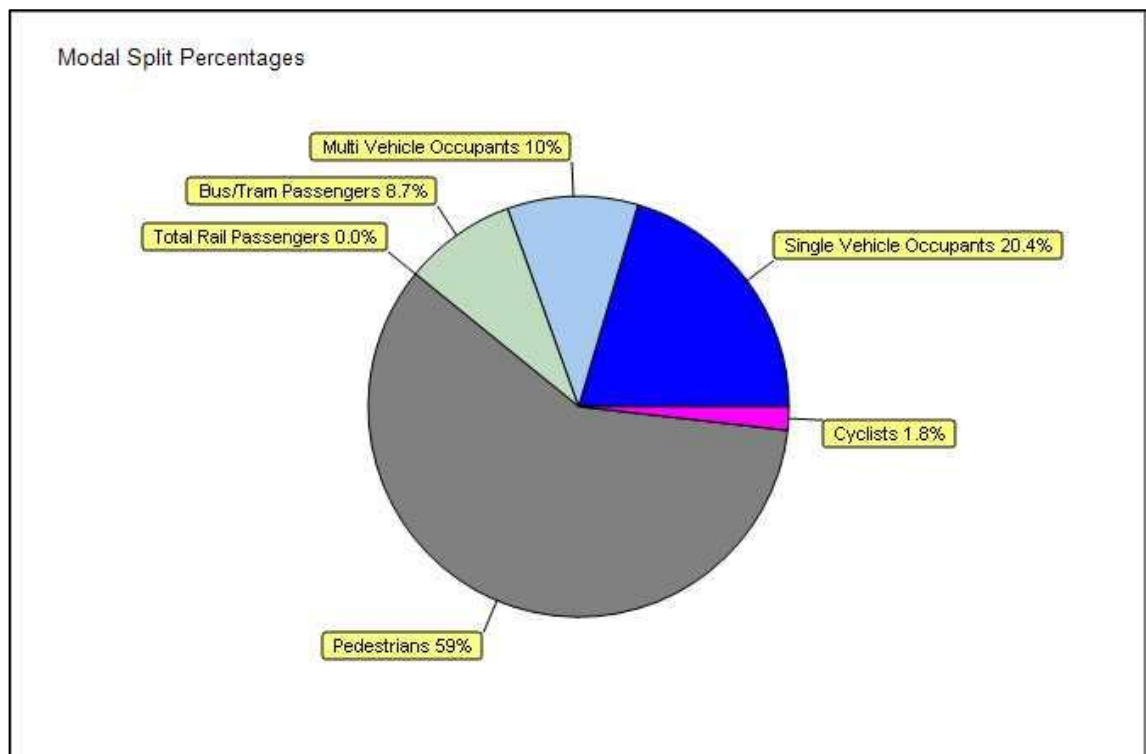


Figure 10 – Weekday Multi-Modal Trip Share

- 3.4.3 As shown, single-occupancy vehicle trips would only account for 20.4% of the overall trips, with a further 10% consisting of multi-occupant vehicle trips. The largest share of trips is shown as being by pedestrians (59%), therefore validating the assertion that the relative accessibility of the site to peripheral residential areas would encourage customers not to drive to / from the site.

3.5 Staff Multi-Modal Trip Generation

- 3.5.1 In order to establish the likely means by which staff would travel to / from the site, data from the 2011 Census has been interrogated. This methodology should be considered acceptable for the likely future staff travel behaviours at the site, and additionally as existing in lieu of any site-specific travel survey information.

3.5.2 Statistics from the 'WU03EW - Location of usual residence and place of work by method of travel to work' category have been extracted for the North Hertfordshire 011 Middle-Layer Super Output Area (MSOA), in which the site is located. As staff are likely to reside in the local area, the 'location of usual residence' geography has been set to capture the workplace population residing in the North Hertfordshire Local Authority District.

3.5.3 The data output is attached hereto at **Appendix F**, with the table below summarising the extracted mode share data.

Method of Travel	% Share
Train	2%
Bus	3%
Car Driver	66%
Car Passenger	4%
Cyclist	3%
Pedestrian	21%
Other	1%
Total	100%

Figure 11 – Method of Travel to Work Data (North Hertfordshire 011 MSA)

3.5.4 As indicated, there would be a high propensity for journeys to be made by car, however there would also be scope for journeys by active travel and public transport, similarly as for the customer journeys. As noted, convenience retailers often adopt policies to recruit colleagues from the local area around the store, therefore reducing the likelihood of the necessity to travel by car.

3.5.5 Where feasible, staff would be encouraged not to drive to / from work and instead use more sustainable means of travel. This would be promoted through a Travel Plan, a framework copy of which RGP has prepared to support the planning application (ref. 2023/6832/FTP01).

4 PARKING

4.1 Car Parking Standards

- 4.1.1 The locally adopted car parking standards are prescribed within the North Herts Council 'Vehicle Parking at New Development' Supplementary Planning Document (November 2011).
- 4.1.2 The standards detail the requirements for 'Small food shops' of up to 500sqm GFA to be one space per 30sqm GFA, although this should be interpreted as a maximum provision. Based on the proposed retail unit of 395sqm (including both the shopfloor and warehouse space), this would equate to a requirement for a maximum of 13 spaces.
- 4.1.3 As illustrated in the proposed Site Plan attached hereto at **Appendix A**, there would be a total of 37 car parking spaces across the site, comprising 32 standard spaces, three accessible spaces, and two parent / child spaces. All spaces would be shared across the respective uses at the site.
- 4.1.4 As noted, the proposals would include reorganisation and extension of the existing car park, including the change of use of a small area of land to the rear of no. 86-90 Cambridge Road from residential gardens to car parking.
- 4.1.5 When considering the above standards as prescribed by North Herts Council, the 13 spaces warranted to serve the convenience retail unit would therefore leave 24 spaces to serve the public house.

4.2 Previous Public House Parking Accumulation Assessment

- 4.2.1 An accumulation survey was undertaken to support the level of parking provision at the public house as part of the previous residential application at the site (LPA ref. 12/01418/1). Incidentally, the survey demonstrated that the car park was underutilised by patrons, ultimately citing the following:

"... the maximum number of spaces occupied during any time interval is 22 or 48% of the entire car park."
- 4.2.2 The residential planning application proposed 24 car parking spaces to serve the public house which was adjudged to be acceptable in light of the accumulation survey undertaken.
- 4.2.3 As a result of the previous proposals to provide 24 spaces for use of the public house, it is considered that this would be appropriate to support the latest planning application at the site.

4.3 Convenience Retail Unit Parking Accumulation Assessment

- 4.3.1 In order to assess the appropriateness of the 13 car parking spaces required to serve the demands of the convenience retail unit as per the prescribed standards from North Herts Council, RGP has undertaken a desktop-based assessment using the trip rates as presented above and as attached hereto at **Appendix E**. Through the calculation of the hour-by-hour arrival and departure trips, a theoretical parking accumulation profile can be derived.
- 4.3.2 The graph below summarises the hour-by-hour parking demands for the convenience retail unit across a typical weekday.

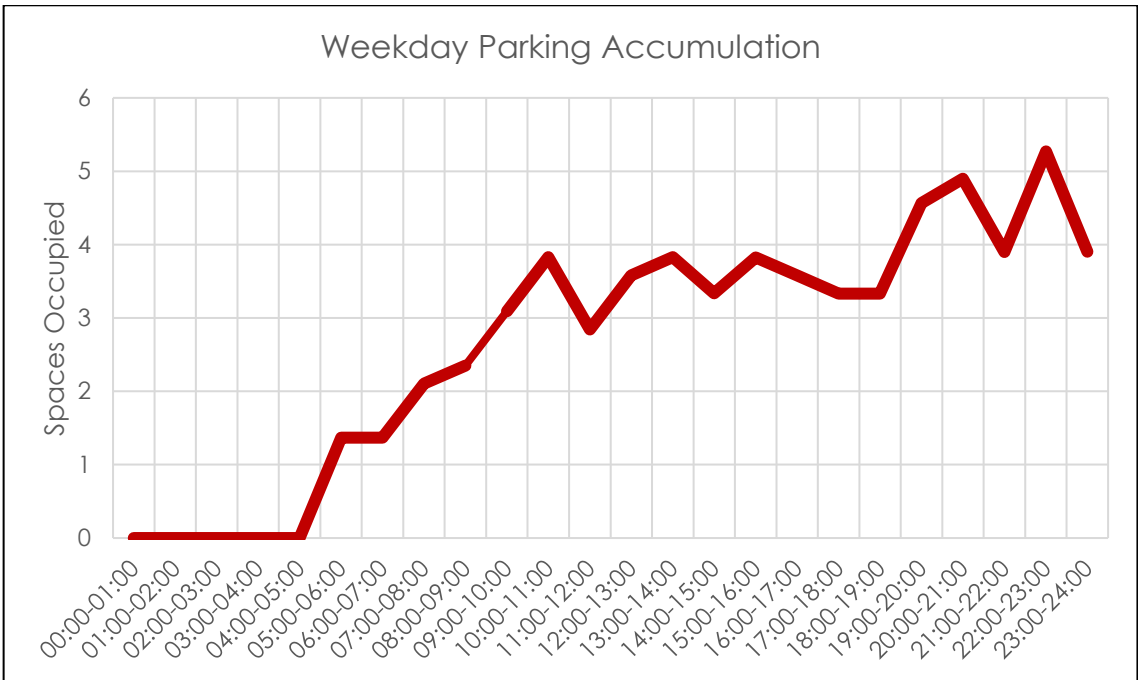


Figure 12 – Weekday Convenience Retail Unit Parking Accumulation Assessment

- 4.3.3 As outlined, the parking demands associated with the convenience retail unit would not be significant, with a maximum demand for five spaces at the 22:00-23:00 period. The low level of vehicle accumulation likely owes to the short duration of customer visits to such facilities and the likely scope for the majority of journey to take place by more sustainable modes (e.g. walking).
- 4.3.4 The assessment however confirms that the proposed provision of parking to serve the retail unit would be suitable. As noted, the car parking at the site would be shared between the two land uses at the site and hence there would be sufficient car parking provisions to accommodate any isolated peaks in demand at the respective elements.

4.4 Electric Vehicle Charging

- 4.4.1 As illustrated in the proposed Site Plan, the site would be afforded four Electric Vehicle Charging Points (EVCPs) which would equate to circa 11% of the total spaces at the site.

4.5 Cycle Parking

- 4.5.1 Cycle parking should also be provided to serve a convenience retail unit at a ratio of one long-stay space per 400sqm GFA for staff and one short-stay space per 400sqm for customers (North Herts standards). Based on the total proposed floorspace at the retail unit of 395sqm, there would be a requirement only two cycle parking spaces (one respective short and long-stay).
- 4.5.2 As illustrated in the proposed Site Plan, three Sheffield-style stands would be provided adjacent to the frontage of the retail store for convenient access to the main entrance. The capacity for six cycles to be stored would therefore be in excess of the requirements outlined above.

5 ACCESS AND LAYOUT

5.1 Access Arrangements

- 5.1.1 The site would retain its access with Cambridge Road broadly as existing, however with minor widening works internally upon entrance to facilitate two-way vehicle movements. No alterations would be made to the public highway.
- 5.1.2 Drawing **2022/6832/007**, attached hereto, illustrates that the existing crossover (6m in width) would be retained, with minor widening works (including the removal of the existing brick feature and adjacent bollard) upon entry to the site.
- 5.1.3 Drawing **2022/6832/008**, also attached hereto, illustrates that the delivery vehicle to serve the supermarket (9.94m rigid) would be able to navigate the proposed access arrangement, likewise for a standard car which would be able to concurrently enter and egress the site.
- 5.1.4 As illustrated in the proposed Site Plan attached hereto at **Appendix A**, pedestrian areas and access surrounding the public house and retail unit would be differentiated from the general parking areas of the site using access using block work.
- 5.1.5 Drawing **2022/6832/004**, also attached hereto, illustrates that a standard car would be able to enter and egress the proposed parking spaces as required.

5.2 Visibility

- 5.2.1 As the proposals would result in an increase in traffic through the site access with Cambridge Road, it is necessary to consider the visibility for egressing drivers.
- 5.2.2 As part of the previous residential planning application at the site (ref. 12/01418/1), speed surveys were undertaken along Cambridge Road to ascertain the practical levels of visibility required to be achieved, given the increased use of the existing access point. The table below summarises the recorded 85th percentile speeds and the corresponding 'y' distance visibility splay in each respective direction at the access, based on Manual for Streets (MfS) criteria at the standard 2.4m 'x' set-back distance.

Direction	85 th Percentile Speeds	'Y' Visibility Splay Distance
Eastbound	22 mph	28 metres
Westbound	24 mph	30 metres

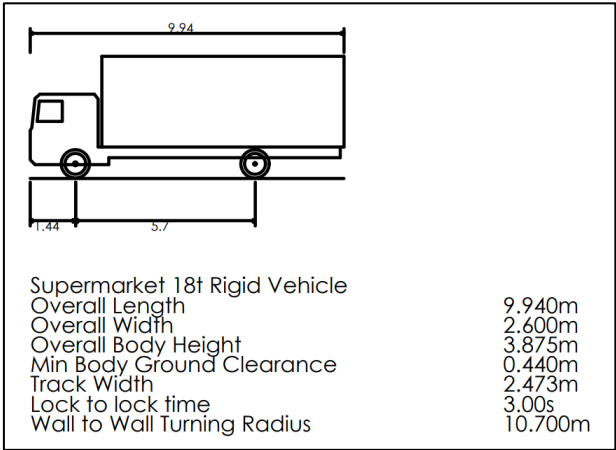
Figure 13 – Previous Speed Survey Results & Corresponding Visibility Splays

- 5.2.3 The directional speeds were demonstrated to be below the 30mph limit, and sufficient justification was provided in support of the use of these speeds to inform the required levels of visibility for egressing vehicles at the junction for the previous application. As noted, the application did not receive any objection from HCC Highways, and it was acknowledged as part of the consultation on the application that the achievable levels of visibility exceeds those required on the basis of the speed surveys.

- 5.2.4 For reference, the splays based on the recorded 85th percentile speeds have been overlaid on drawing **2022/6832/007** for reference.
- 5.2.5 The use of the above analysis from the previous planning application at the site was acknowledged and deemed acceptable for use in supporting the latest application through the pre-application engagement undertaken, as summarised at **Appendix B**.

5.3 Delivery and Servicing Arrangements

- 5.3.1 The proposals would not materially impact upon the delivery and servicing frequencies at the public house. In RGP's experience, the following frequencies would be expected for this element of the site:
- Food and consumables – three times per week; and
 - Drinks – once per week.
- 5.3.2 Drawing **2022/6832/003**, attached hereto, illustrates that a 10m rigid vehicle is able to navigate the internal layout of the site, with a reverse manoeuvre adopted to access the Back of House yard and delivery area. Deliveries would be undertaken outside of peak operation times at the site to minimise disruption for the general operations of the site.
- 5.3.3 In terms of the proposed convenience retail unit, the prospective operator of the site has confirmed the specification of vehicle that would be used to service this element of the site, as summarised below.



- 5.3.4 Drawing **2022/6832/003** also illustrates that this vehicle would be able to navigate the internal layout of the site to access the Goods In and servicing area for the convenience retail unit.
- 5.3.5 Drawing **2022/6832/008** illustrates that the supermarket vehicle would be able to efficiently access the site via the retained access arrangements with Cambridge Road. This would be the largest vehicle requiring access to the site to service the convenience retail unit.
- 5.3.6 The prospective operator of the site has also confirmed the likely daily frequency of deliveries based on the operations of units of a similar size to that proposed:

- 2 x Depot Deliveries
- 1 x Newspapers
- 3 x Bread
- 1 x Milk

5.3.7 There would also be a weekly delivery of cigarettes.

5.3.8 Convenience retail units such as that proposed would expect to receive a single main delivery per day, principally comprising ambient and chilled goods from the operator's central logistics depot. Deliveries will be undertaken outside of periods of peak demand where possible to reduce disruption within the car park and to the neighbouring public house. All store deliveries will be scheduled through a central system in order to avoid simultaneous deliveries.

5.3.9 The respective operators of the convenience retail store and public house will liaise to ensure that there are no simultaneous deliveries at the site, hence reducing the residual impact on the car parking area. Furthermore, the layout of the site has been designed to ensure customer safety is maintained during delivery periods.

6 SUMMARY AND CONCLUSIONS

6.1.1 RGP is commissioned by Greene King Commercial Investments Ltd. to provide transport and highways input in support of the proposed public house refurbishment and convenience retail unit at the site of The Anchor Inn, Cambridge Road, Hitchin, SG4 0JH.

6.1.2 The site is located within the urban area of Hitchin, approximately 3.3km to the southwest of Letchworth Garden City, currently comprising The Anchor public house with its primary frontage along Cambridge Road, from which access is afforded. Car parking is provided to the south-west of the site, with an extensive beer garden and play area to the rear of the main building. The site currently provides 46 car parking spaces, including three disabled spaces.

6.1.3 The development proposals can be summarised as follows:

"Erection of new convenience retail unit (Class E); minor alterations to means of access and reorganisation and extension of car park, including change of use of land from residential gardens; demolition of outbuildings to pub and minor external alterations; erection of garden pergola and structures, new patio and external lighting; installation of new cold store and covered walkway to back of house and replacement of kitchen extraction system"

6.1.4 The convenience retail unit would be single storey in height with a total floor area of 395sqm (comprising 279sqm shop floorspace and 116sqm as warehouse / storage).

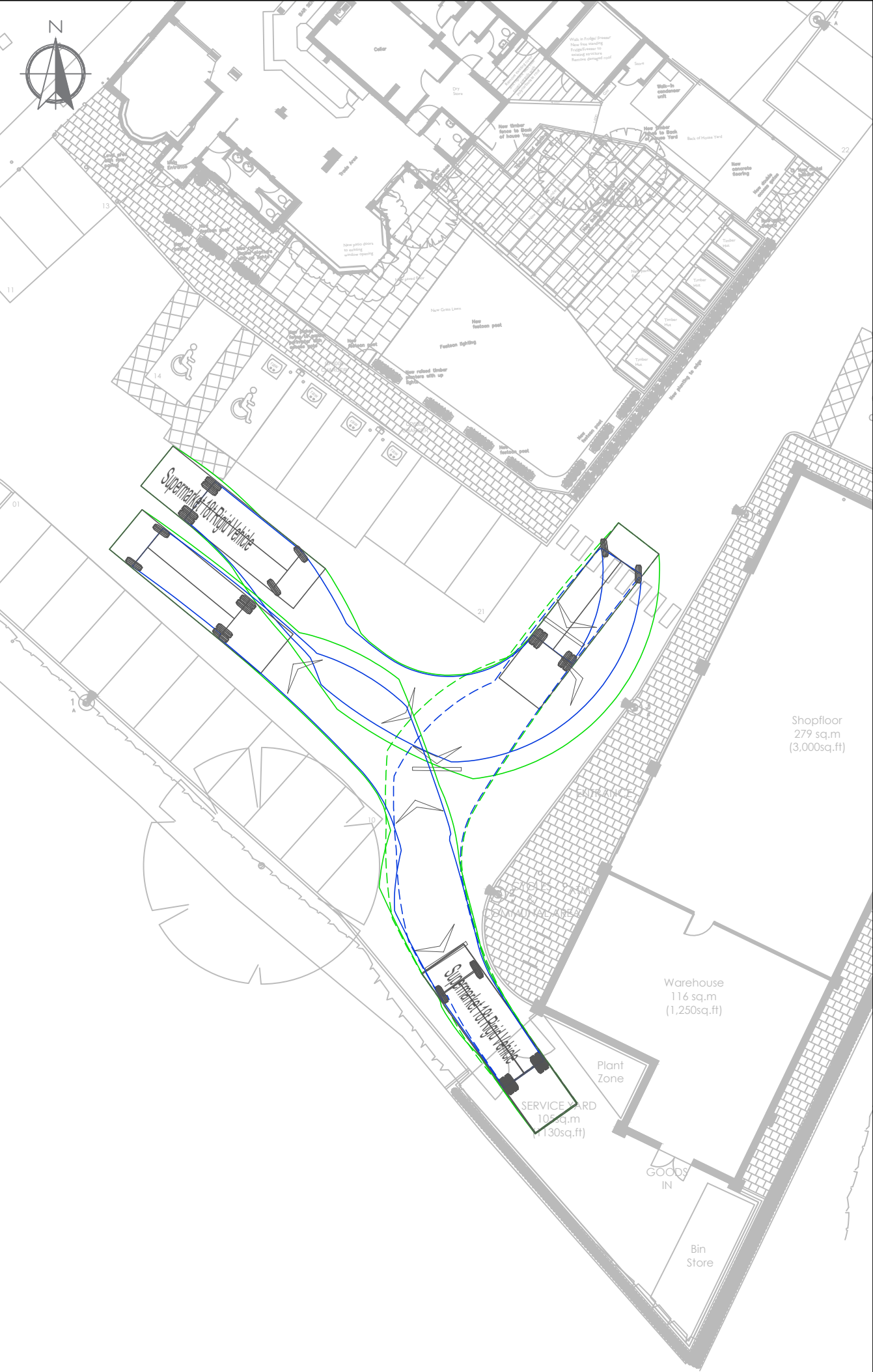
6.1.5 This Transport Statement has evaluated the key transport and highways considerations of the proposals and can make the following conclusions:

- The site is well-located on the periphery of Hitchin town centre within close proximity of extensive residential-led areas within which patrons, customers and staff would likely reside;
- The local highway network to the site does not exhibit an inherent safety issue;
- The local area includes features to encourage travel via alternative means to the private car (walking, cycling, public transport);
- The proposed alterations to the public house would not materially impact upon its vehicular trip attraction;
- The proposed convenience retail unit is forecasted to generate in the order of 598 two-way vehicle movements across the course of a typical weekday, although not all of these would represent 'new' trips on the network;
- It is not considered that the development would result in a significant nor severe traffic impact in light of the analysis and assessments undertaken, a view which was shared by HCC Highways during pre-application engagement;
- The vehicular trips as forecast would represent a notable proportion of the overall trips to / from the retail unit, however it would be trips on foot which would represent the primary means of travel for customers;

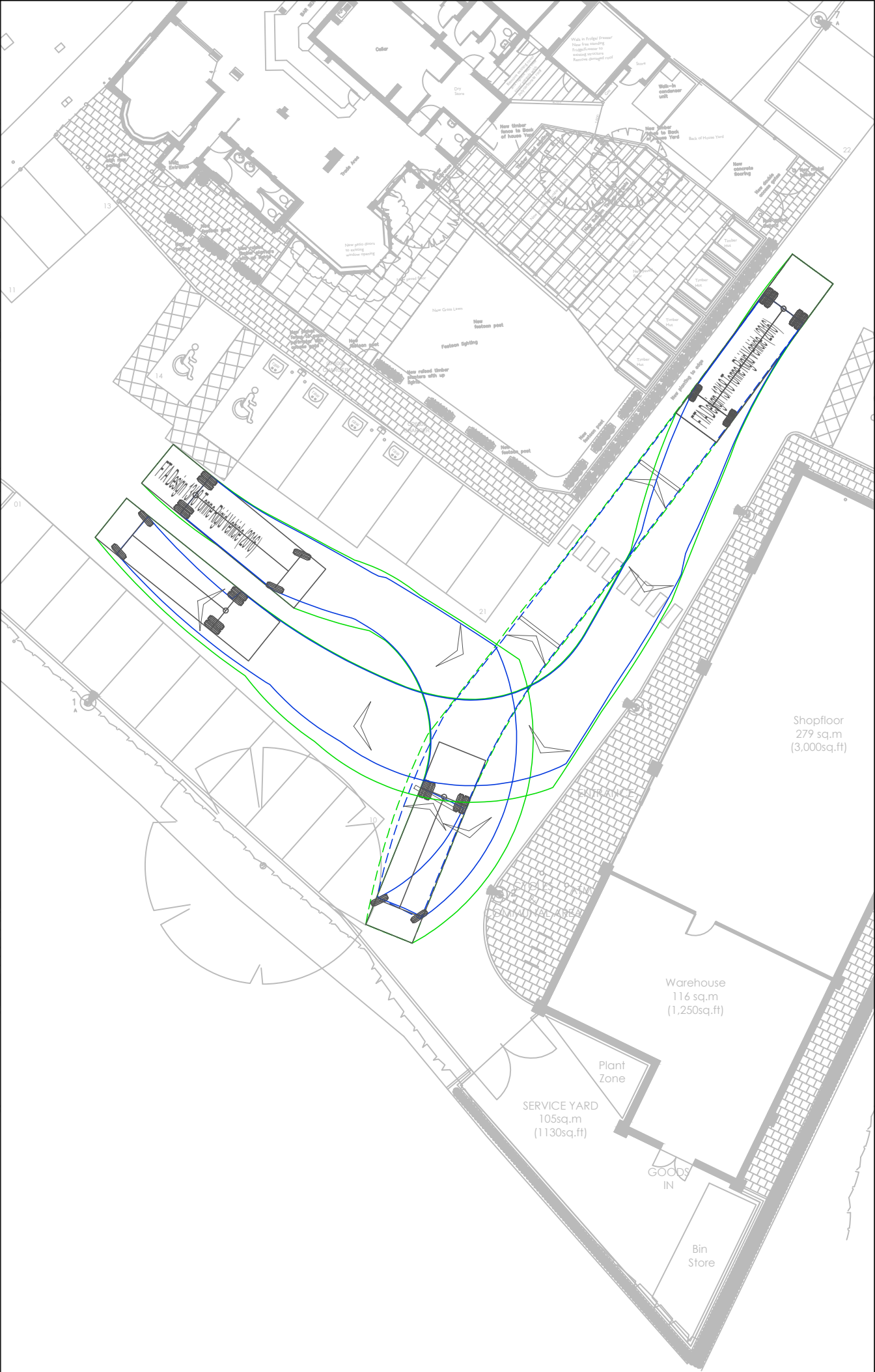
- The proposed provision of car parking to serve the public house has been based on historic information and assessments for the site in support of previous planning applications which raised no objections from HCC Highways;
- The proposed provision of car parking to serve the retail unit would be provided in conformance with locally adopted standards;
- An accumulation exercise has demonstrated that the proposed car parking provisions to be shared between the two uses at the site would be satisfactory to accommodate typical demands and any sporadic peaks;
- Electric Vehicle Charging Points (EVCPs) and disabled parking would be provided at the site, along with accessible and secure cycle parking;
- The site access junction with Cambridge Road is suitable to accommodate the proposed development in traffic terms, albeit with minor internal widening works to facilitate access for vehicles and allow for simultaneous arrivals and departures; and
- It is not expected that the delivery and servicing activities at the site would represent an intensive level, and coordination between the respective operators of the public house and retail unit would ensure that deliveries would not occur concurrently.

6.1.6 In summary, the assumptions, assessments and information contained within this report, and further to the pre-application engagement undertaken, demonstrate that the proposed development could be accommodated satisfactorily in highways terms. Hertfordshire County Council are therefore respectfully invited to confirm that this is the case.

DRAWINGS



SUPERMARKET DELIVERY VEHICLE SWEEP PATH



PUB DELIVERY VEHICLE SWEEP PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

Supermarket 18t Rigid Vehicle
Overall Length 9.940m
Overall Width 2.600m
Overall Body Height 3.645m
Min Body Ground Clearance 2.473m
Track Width 2.473m
Lock to lock time 3.00s
Wall to Wall Turning Radius 10.700m

FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 2.470m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P3	GE	SITE LAYOUT UPDATED	27/02/24
P2	GE	SITE LAYOUT UPDATED	02/06/23
P1	GE	FIRST ISSUE	18/04/23

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Transport Planning and Infrastructure Design Consultants
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1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client

Greene King

Project

The Anchor Inn, Hitchin

Drawing Title

Swept Path Analysis
Delivery Vehicles

Drawing No.

2022/6832/003

Rev.

P3

Scale

1:250

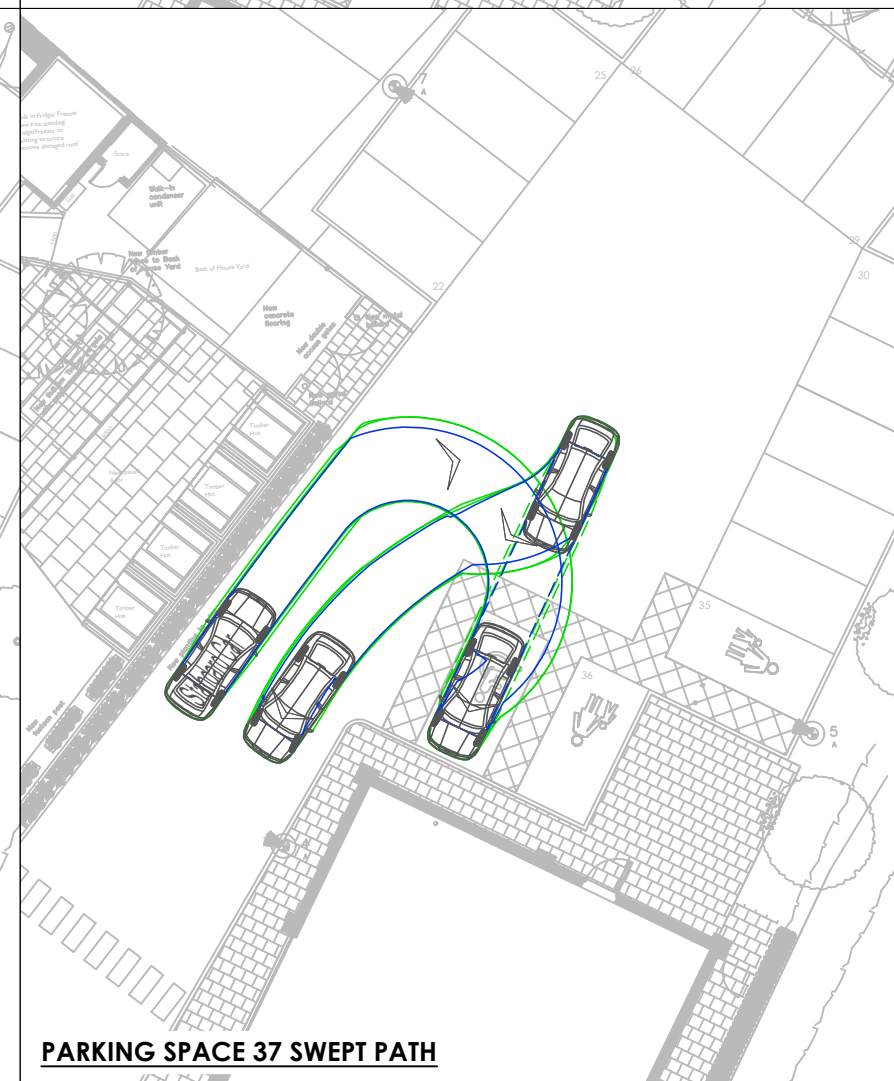
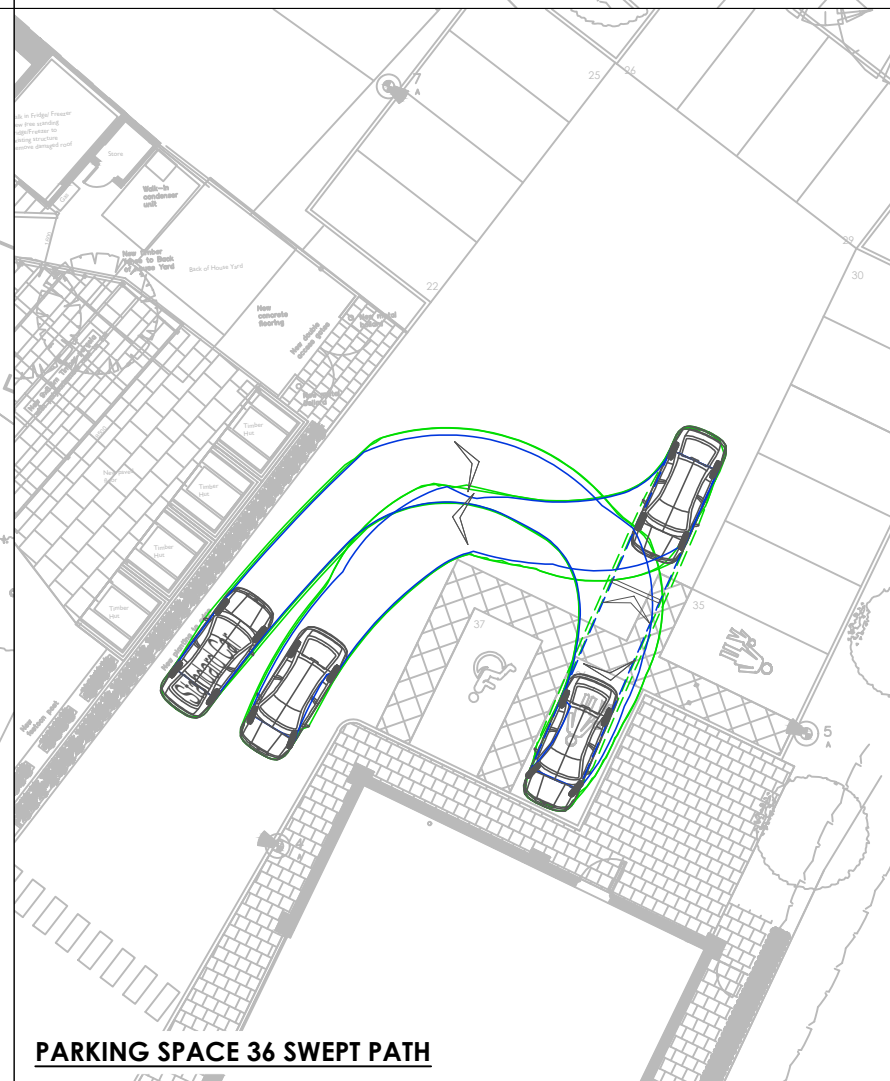
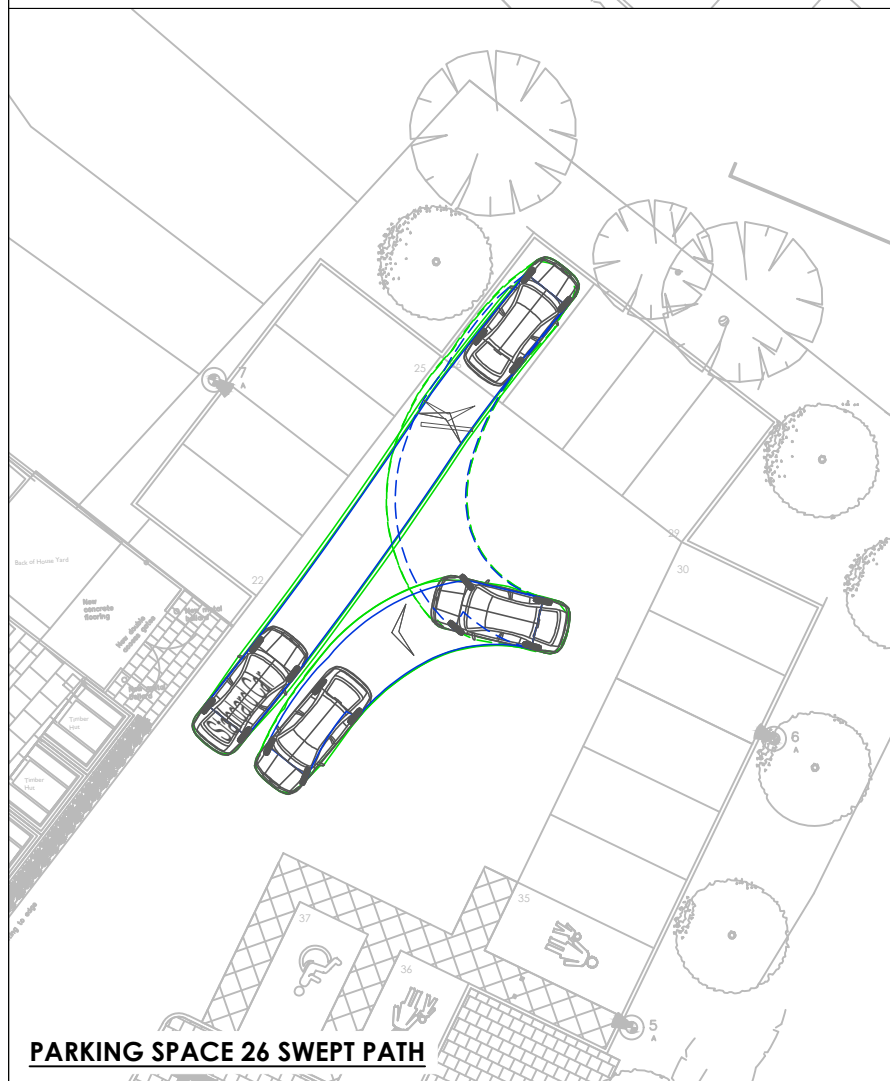
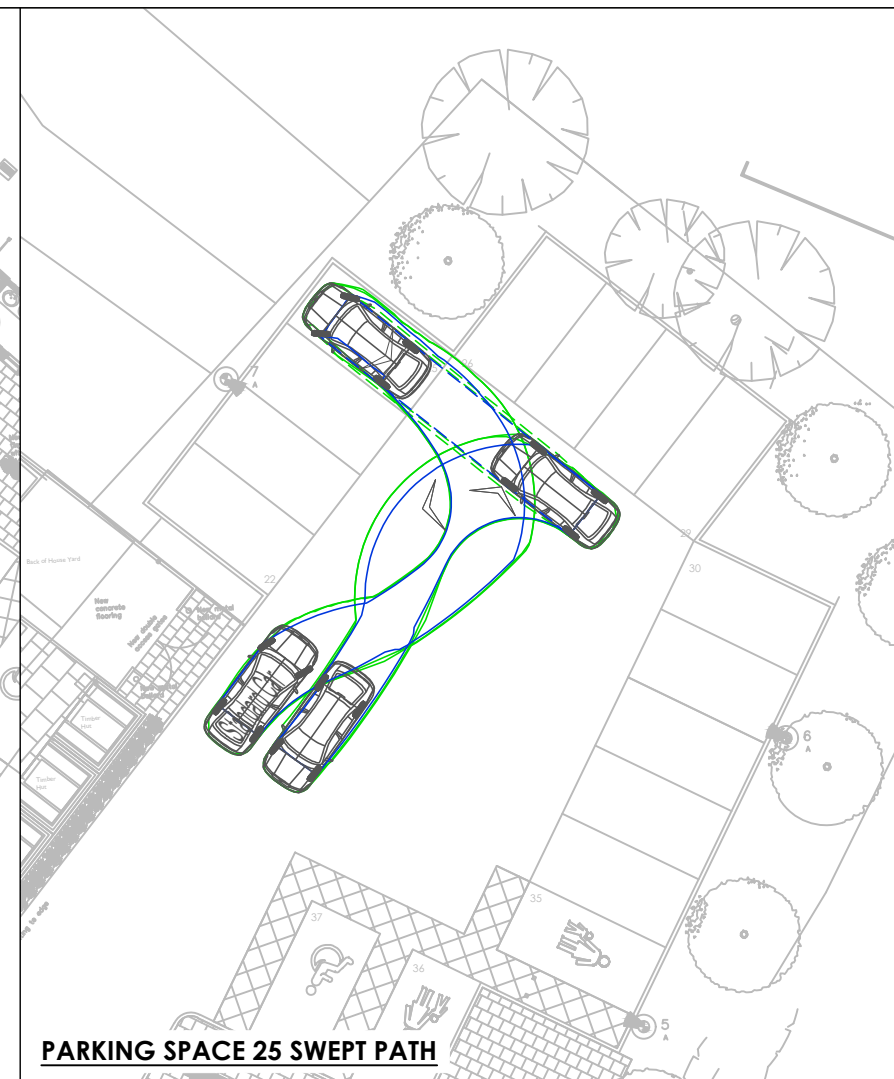
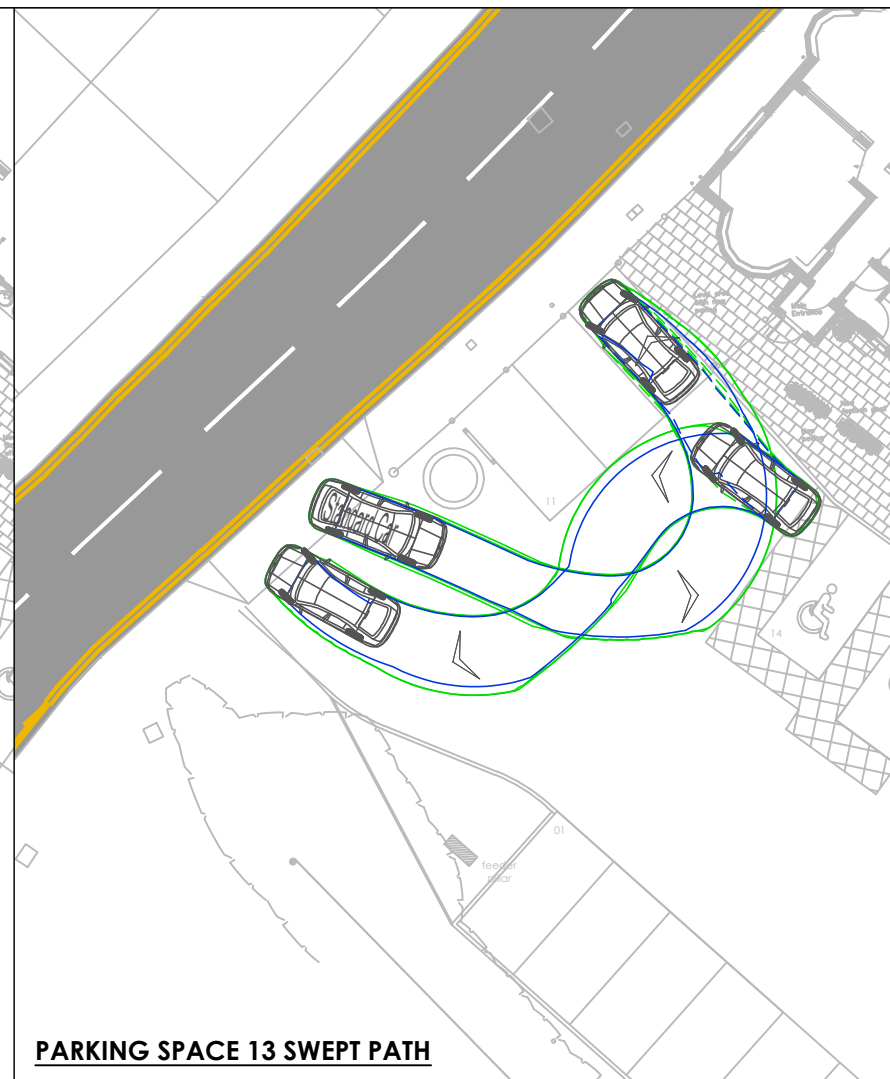
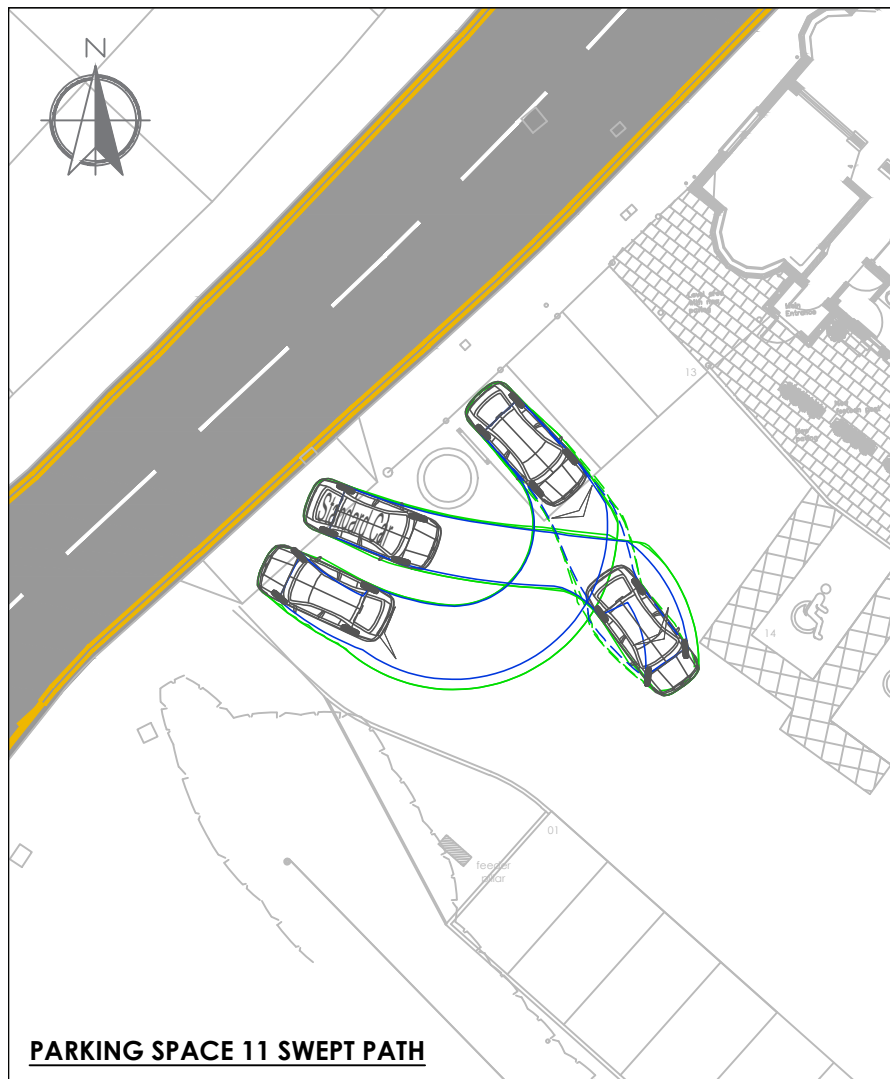
Drawn By

GE

Checked By

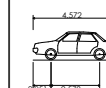
JC

A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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RESIDUAL HAZARDS

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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P4	GE	SITE LAYOUT UPDATED	27/02/20
P5	GE	SITE LAYOUT UPDATED	05/06/20
P2	GE	SITE LAYOUT UPDATED	02/06/20
P1	GE	FIRST ISSUE	18/04/20
Rev.	Drawn	Comments	Date



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Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

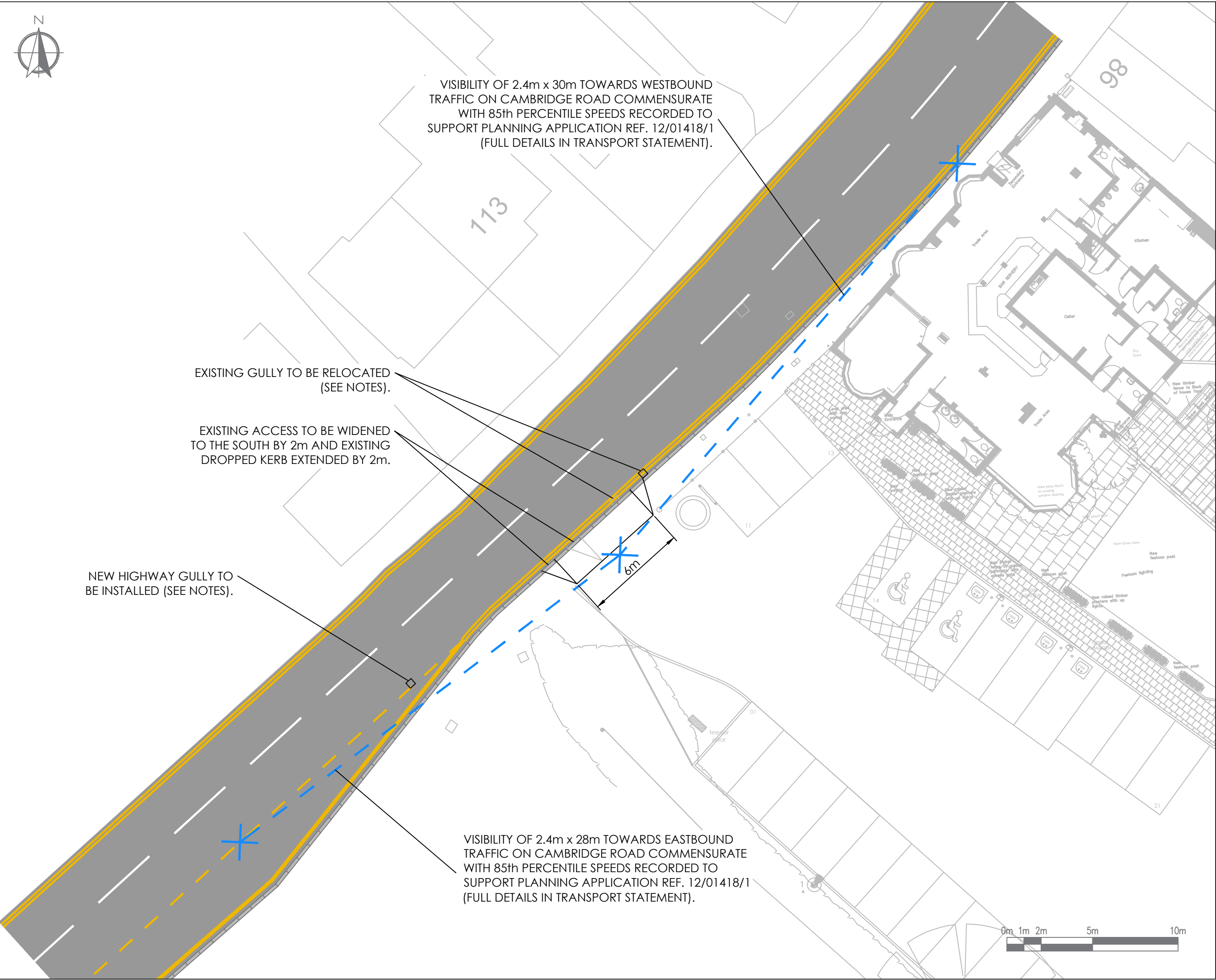
Client Greene King

Project	The Anchor Inn, Hitchin
---------	-------------------------

Drawing Title	Swept Path Analysis Car Parking
---------------	------------------------------------

Drawing No.	Rev.
2022/6832/004	P4

Scale	Drawn By	Checked By	
1:250	GE	JC	A



NOTES

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REFER TO GLANVILLE PROPOSED DRAINAGE STRATEGY (DRAWING NO. 8210658 - SK10) FOR DETAIL ON GULLY ARRANGEMENT.

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RESIDUAL HAZARDS

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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P5	GE	SITE LAYOUT UPDATED	27/02/24
P4	GE	GULLY DETAIL UPDATED	06/11/23
P3	GE	ACCESS & NOTES UPDATED	02/11/23
P2	GE	SCALE BAR ADDED	05/09/23
P1	GE	FIRST ISSUE	05/06/23
Rev.	Drawn	Comments	Date



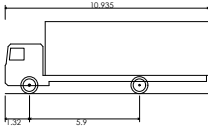
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Greene King		
Project	The Anchor Inn, Hitchin		
Drawing Title	Proposed Site Access		
Drawing No.	2022/6832/007	Rev.	P5
Scale	1:200 @ A3	Drawn By	GE
		Checked By	JC
			A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



SSL 18t Volvo Rigid Vehicle 2023
Overall Length 10.935m
Overall Width 2.550m
Overall Body Height 3.875m
Min Body Ground Clearance 0.440m
Track Width 2.550m
Lock to lock time 3.00s
Wall to Wall Turning Radius 11.483m



Standard Car
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	GE	SITE LAYOUT UPDATED		27/02/24
P1	GE	FIRST ISSUE		05/06/23
Rev.	Drawn	Comments		Date



Transport Planning and Infrastructure Design Consultants
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1-2 Paris Gardens, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

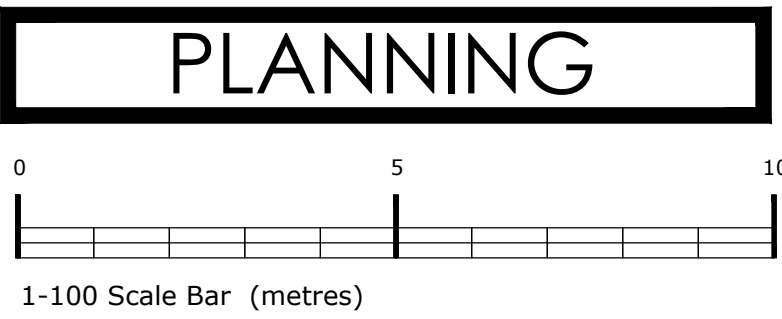
Client	Greene King		
Project	The Anchor Inn, Hitchin		
Drawing Title	Site Access Swept Paths		
Drawing No.	2022/6832/008	Rev.	P2
Scale	1:250	Drawn By	GE
		Checked By	JC
			A3

APPENDIX A



NOTES	
The designs and details on this drawing are copyright and must not be reproduced without the written permission of the designer.	
Contractors are to check all sizes and dimensions before setting out any site or structure. Any errors or discrepancies are to be reported to the designer.	
Do not scale off this drawing.	
REVISIONS	DATE
Rev A - Minor amendments as requested by planning consultant	16.12.22
Rev B - Pub and garden works plan from Blackdog added	20.12.22
Rev C - Store footprint updated as elevations	22.12.22
Rev D - Kerb lines adjusted at entrance as RGP details, cycle stands amended, bollards to path removed	21.03.23
Rev E - Brick feature at entrance removed, plant area updated and dimensions added, Tracking removed, combined totem shown	24.03.23
Rev F - Yard and plant zone highlighted	03.04.23 JAA
Rev G - Bollards added, Charger Ref updated	12.04.23 MTL
Rev H - Landscape Plan Updated. Fire escape added	06.06.23 MTL
Rev J - Site area breakdown schedule added	11.07.23 JAA
Rev K - Building foot print updated inline with current elevations	08.02.24 JAA
Rev L - EVC position adjusted	08.02.24 JAA
Rev M - Trees adjusted inline with landscaping plan	13.02.24 JAA
Rev N - Totem adjusted inline within landscaping	14.02.24 JAA
Rev P - Totem & lighting columns adjusted	19.02.24 MTL
Rev Q - Updated to match planning drawing	21.02.24 JAA
Rev R - Updated after comment	22.02.24 JAA/JB

PLAN TAKEN FROM MIDLAND SURVEYS DRAWING 39506 DATED JULY 2021



DRAWING DESCRIPTION
PROPOSED SITE PLAN

JOB TITLE
THE ANCHOR INN
84 CAMBRIDGE ROAD
HITCHIN SG4 0JH
CLIENT
GREENE KING

DRAWN BY	M. Taylor	SCALE	1:100@A0
DATE	AUG 2022	DRAWING NO.	2097 - 18
CHECKED		REVISION	R

John Dixon & Associates Ltd.
Unit 211
Chambers Business Centre,
Chapel Road,
Oldham
OL8 4QQ
TEL : 0161 682 0964
FAX : 0161 683 4106
E-MAIL : info@johndixon.co.uk
WEB : www.jda-design.com



APPENDIX B



Mark Youngman
Highways Strategy & Implementation Group Manager
Hertfordshire County Council
Postal Point CH0242
County Hall
Pegs Lane
Hertford
SG13 8DE

District ref: N/A
HCC ref: NH/15251/2023
HCC received: 6 January 2023
Area manager: Manjinder Sehmi
Case officer: Paul Marshall

Location

The Anchor public house, 84 Cambridge Road, Hitchin, SG4 0JH

Application type

Pre-Application

Proposal

Proposed convenience store and pub refurbishment

Pre-Application advice:

THE ANCHOR, 84 CAMBRIDGE ROAD, HITCHIN, SG4 0JH

PROPOSAL

Proposed Convenience Store and Public House Refurbishment. Thank you for your pre-application submission regarding the development which is detailed in the Pre-Application Highways Note (PAHN)

DISCUSSION

The site is located approximately 100m to the west of the Cambridge Road/William Road signalised junction, with vehicular access via a simple in-out arrangement via a crossover with Cambridge.

There is a controlled pedestrian crossing facility approximately 80m to the west of the public house, facilitating pedestrian and cyclist access to both sides of Cambridge Road.

Section 1.3 of the PAHN states:

“The development proposals comprise the erection of a small convenience store on surplus land at the rear of the public house, within the car parking area. The store would be single storey in height with a total floor area of 395sqm (comprising 279 sqm shop floorspace and 116 sqm as warehouse / storage)”.

As the proposals involve a small redevelopment at the back of the site it is considered appropriate that the new circumstances be considered in relation to any potential effects on the adjoining A505.

SUSTAINABILITY

It is accepted the site is in a sustainable part of Hitchin. With full access to bus and train services for local areas, not least the rail service linking areas between Cambridge and London.

Walking

The footway fronting the site is classified as medium pedestrian traffic. It is a main route to the train station and buses to the town centre. Some form of remediation of the footway fronting the site will be required.

Bus stop

Section 2.5 of the PAHN states: A bus stop is located adjacent to the western site boundary on Cambridge Road that is approximately 37m from the access to the public house. The bus stop serves areas including Hitchin and Stevenage. It is expected that a real time bus display would be required.

Rail

Hitchin Rail station is an approx. 8-minute walking distance to the southwest of the site.

Cycling

Section 5.10 of the Highways Note states: cycle parking should also be provided to serve a convenience store at a ratio of one long stay space per 400sqm GFA for staff and one short-stay space per 400sqm for customers. This quantum would be adhered to as part of the development, including a dedicated area for cycle parking at the frontage of the convenience store.

The above is accepted please be aware of the 'Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020) which recommends for cycle parking storage should be 2m (1.8m is acceptable) in length by 0.3m space between cycles. Outside cycle parking should be covered and lockable. This would be a requirement of any planning application.

ACCESS

The existing layout shows a simple give way access from Cambridge Road which is maintainable by the highway authority and is classified as a principal A road (A505) and provides a main distributor function in the road hierarchy. The vehicle speeds past this site are limited to 30mph. There has been one recorded serious accident near the site in a rolling 5-year period. The A505 generates a high volume of traffic including Buses and HGV's. It is not proposed to change the existing access arrangement.

Section 4.5 states: minor widening works to the kerb and crossover itself will further enhance movement of vehicles into and out of the site. This is welcomed and should take the form of a simple two-way junction.

Pedestrian Access

Drawing 2097-16 Rev C demonstrates pedestrian access using block work to differentiate the parking and pedestrian area which is welcomed.

Visibility

There is adequate visibility from the site. The speed survey in 2012 although 11 years old, it is accepted that speeds are 30mph or below. The current sign on the northwest of the access would need to be repositioned.

PARKING

The proposals are in accordance Manual for Streets 8.3.58, which states, 'The recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle' Drawing 2097-16 Rev C demonstrates the spaces to be 2.4 x 5.0 meters wide. This is acceptable. The quantum of parking is for the LPA as parking authority to comment on.

SERVICING THE DEVELOPMENT WASTE COLLECTION

A swept path analysis should be prepared to demonstrate that a large vehicle such as a waste collection vehicle can be comfortably and safely accommodated within the horizontal alignment.

The geometry of the horizontal alignment of the road layout must have sufficient capacity to accommodate two-way traffic for vehicles likely to serve the development. The submitted layout should show a swept path analysis for the waste collection vehicle in current use (Mercedes Econics) [8 x 4] 32 tonne 12.1 metres in length) to enter, turn around and leave the development in forward gear and demonstrate that a large vehicle can be accommodated within the confines of the carriageway. The swept path analysis should also include vehicles from both approaches to Cambridge Road

FIRE AND RESCUE SERVICE

The site should be accessible and located within 45 metres away from the access roads which would be within the statutory building regulation distance of 45 metres to all parts of the building for fire and rescue service vehicles and manual for streets.

TRIP GENERATION

Anchor Inn

It is accepted in section 3.2 of the PAHN the alterations to the Anchor Inn itself would not have a material impact on trip generation.

Junction with Cambridge Road, Willian Road, and Woolgrove Road.

Section 3.11 outlines a total of 15,307 two-way movements across the course of a typical day for the above junction. The proposals approximate a 3.9% increase against the baseline traffic.

Section 3.8 of the PAHN states: RGP requests that comment be provided on the necessity to undertake any junction capacity modelling in light of the above trip generation forecast.

In view of the size of the development it is not considered necessary to provide junction capacity modelling.

Policy Review:

These key documents will be used to assess any future application

The applicant will be required to consider the following policy documents in future applications for the proposed development:

- I. National Planning Policy Framework (Feb 2019);
 - II. National Planning Practice Guidance;
 - III. Roads in Hertfordshire Highway Design Guide 3rd Edition, (soon to be revised);
 - IV. Relevant North Herts District Council core strategies relating to transport and parking requirements
- and:

V. Local Plan Policies. (LTP4 May 2018)

A Design and Access Statement is required as part of all planning applications and is required as part of any future planning application.

LTP4

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two-wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs clear in its requirement for
- Cycle Infrastructure Design DfT Local Transport Note 1/20 (July 2020)

Hertfordshire County Council as Highway Authority would consider that if a planning application for the above scheme was submitted with a Design and Access Statement along with details showing an acceptable access to accommodate traffic for the development and confirmation of a swept path analysis for large vehicles likely to serve the development and detailed to scale of (1:200) to accord with the above comments may be subjected to a safety audit in order the road layout can be considered for highway compliance.

The above response sets out the views of the area development management team from the information available at the time of the enquiry and does not represent the Highway Authority's formal response to any subsequent formal application. It assumes that the applicant has the necessary ownership of rights over the land required to implement the proposed scheme.

I would like to assure you of my full attention in this matter I trust that the above is a full explanation of the access requirements to form a comprehensive planning submission. In the meantime, if you require any clarification, please do not hesitate to call me call on the number set out at the bottom of this response.

Paul Marshall
Highway Officer| Mid-Herts | Environment and Transport
Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DE
T: Internal 28472
E: paul.marshall@hertfordshire.gov.uk

Signed
Paul Marshall

15 February 2023

APPENDIX C

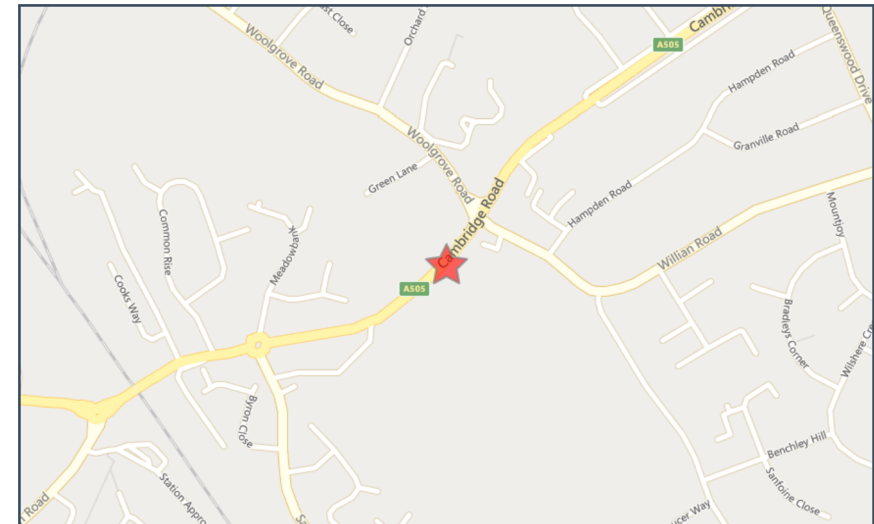


crashmap.co.uk

Validated Data

Crash Date: Tuesday, September 26, 2017 **Time of Crash:** 8:25:00 AM **Crash Reference:** 2017410231302

Highest Injury Severity:	Serious	Road Number:	A505	Number of Casualties:	1
Highway Authority:	Hertfordshire	Number of Vehicles:	2	OS Grid Reference:	519848 230029
Local Authority:	North Hertfordshire District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	26 - 35	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Motorcycle over 500cc	16	Male	56 - 65	Vehicle is passing another moving vehicle on its offside	Front	Journey as part of work	None	None

Casualties

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

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

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX D

SH	- School Holidays
B	- via Hollow Lane (for Girls School)
Sch	- Schooldays Only
R	- Continues to Shillington & Meppershall at request of passengers already on-board
NBH	- Not on Bank Holidays

SH - School Holidays
B - via Hollow Lane (for Girls School)
Sch - Schooldays Only
NBH - Not on Bank Holidays

Hitchin to Henlow Camp
via Pirton & Meppershall

Saturdays								Ref.No.: 1902							
Hitchin, Bancroft	0900	0940	1155	1235	1415	1615	1715								
Holwell Turn	0908	0948	1203	1243	1423	1623	1723								
Holwell, Church	0911	.....	1206	1246	1426	1626	1726								
Pirton, Motte & Bailey	0918	.....	1213	1252	1433	1632	1732								
Shillington, Post Office	.....	.....	.....	1258	.....	1638	1738								
Shillington, Bury End	.....	.....	.....	1302	.....	1642	1742								
Meppershall, Sugar Loaf	.....	.....	.....	1308	.....	1648	1748								
Lower Stondon, School	.....	.....	.....	1314	.....	1654	1754								
Henlow Camp, Bird in Hand	.....	.....	.....	1316	.....	1656	1756								
Henlow Camp, Bird in Hand	.....	0952	.....	.....	.....	.....	.....								
Henlow Camp, Bird in Hand	0807	.....	0952	.....	1327	.....	.....								
Henlow Camp, Bird in Hand	.....	.....	.....	.....	.....	.....	1656								
Lower Stondon, School	0809	.....	0954	.....	1329	.....	.....								
Meppershall, Sugar Loaf	0815	.....	1000	.....	1335	.....	.....								
Shillington, Bury End	0821	.....	1006	.....	1341	.....	.....								
Shillington, Post Office	0825	.....	1010	.....	1345	.....	.....								
Pirton, Motte & Bailey	0833	0918	1018	1213	1353	1433	.....								
Holwell, Church	0839	0924	1024	1219	1359	1439	.....								
Holwell Turn	0842	0927	1027	1222	1402	1442	1700								
Hitchin Bancroft	.....	.....	.....	.....	.....	.....	1708								
Hitchin, Bancroft	0850	0935	1035	1230	1410	1450	.....								

MONDAYS TO FRIDAYS

from 30th October 2022

	Service:	97	97	97	98	97A	98A	97	97A	97A	98A	97A	98A
	Notes:								Sch	NSch			
Stotfold, Stotfold Rd, opp Etonbury Academy									0809				
Stotfold, Regent St, opp Jasmine Court									0812				
Stotfold, The Green		0540	0600	0635		0657		0746	0816	0816		0856	
Stotfold, High Street, Upperstone Close		0543	0603	0638		0700		0750	0820	0820		0900	
Fairfield Park, Dickens Boulevard		0551	0611	0646		0709		0759	0829	0829		0909	
Baldock, High St, Market Place, Stop D		|	|	|	0635	|	0712	|	|	|	0831	|	0923
Baldock, Weston Way, Willian Way		|	|	|	0638	|	0715	|	|	|	0834	|	0926
Baldock, London Rd, Templar Avenue		|	|	|	0641	|	0718	|	|	|	0837	|	0929
Baldock, High St, Market Place, Stop C		|	|	|	0657m	|	0728	|	|	|	0845e	|	0935
Letchworth, Third Avenue, Sainsbury's		|	|	|	0703	|	0734	|	|	|	0851	|	0941
Letchworth, Works Rd, Dunhams Lane		|	|	|	0706	|	0737	|	|	|	0854	|	0944
Letchworth, Station Road, Stop C ⇌		|	|	|	0709	|	0740	|	|	|	0857	|	0947
Letchworth, Bedford Rd, Wilbury Rd		0553	0613	0648	|	0711	|	0801	0831	0831	|	0911	|
Letchworth, Bedford Rd, Runnalow		0556	0616	0651	|	0714	|	0804	0834	0834	|	0914	|
Letchworth Railway Station, Stop B ⇌		0559	0624e	0654	0711	0719	0742	0809	0839	0839	0859	0919	0949
Letchworth, Spring Rd, Sollershott Rdbt		0602	0627	0657	0714	0722	0745	0812	0842	0842	0902	0922	0952
Letchworth, Hitchin Rd, opp Highfield		0604	0629	0659	0717	0725	0748	0815	0845	0845	0905	0925	0955
Hitchin, Wilshere Cres, Fairfield Way		|	|	|	|	0729	0752	|	0849	0849	0909	0929	0959
Purwell, Purwell Lane, Chaucer Way		|	|	|	|	0733	0756	|	0853	0853	0911	0931	1001
Hitchin Railway Station, Stop E ⇌		0611	0636	0706	0724	0740	0803	0822	0900	0900	0916	0936	1006
Hitchin, Hermitage Road		0615	0640	0710	0730	0750	0815	0832	0907	0907	0922	0942	1012

	Service: Notes:	97A	98A	97A	98A	97A	98A	97A	98A	97A	98A	97A	98A
Stotfold , The Green		0956		1056		1156		1256		1356		1456	
Stotfold , High Street, Upperstone Close		1000		1100		1200		1300		1400		1500	
Fairfield Park , Dickens Boulevard		1009		1109		1209		1309		1409		1509	
Baldock , High St, Market Place, Stop D	|	1023	|	1123	|	1223	|	1323	|	1423	|	1523	
Baldock , Weston Way, Willian Way	|	1026	|	1126	|	1226	|	1326	|	1426	|	1526	
Baldock , London Rd, Templar Avenue	|	1029	|	1129	|	1229	|	1329	|	1429	|	1529	
Baldock , High St, Market Place, Stop C	|	1035	|	1135	|	1235	|	1335	|	1435	|	1535	
Letchworth , Third Avenue, Sainsbury's	|	1041	|	1141	|	1241	|	1341	|	1441	|	1541	
Letchworth , Works Rd, Dunhams Lane	|	1044	|	1144	|	1244	|	1344	|	1444	|	1544	
Letchworth , Station Road, Stop C ⇌	|	1047	|	1147	|	1247	|	1347	|	1447	|	1547	
Letchworth , Bedford Rd, Wilbury Rd	1011	|	1111	|	1211	|	1311	|	1411	|	1511	|	
Letchworth , Bedford Rd, Runnalow	1014	|	1114	|	1214	|	1314	|	1414	|	1514	|	
Letchworth Railway Station , Stop B ⇌	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449	1519	1549	
Letchworth , Spring Rd, Sollershott Rdbt	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	
Letchworth , Hitchin Rd, opp Highfield	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	
Hitchin , Wilshere Cres, Fairfield Way	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559	
Purwell , Purwell Lane, Chaucer Way	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	
Hitchin Railway Station , Stop E ⇌	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	
Hitchin , Hermitage Road	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	

NOTES: **N** - Near Railway Station **Sch** - Schooldays only **NSch** - Non Schooldays only **e** - Arrives 5 minutes earlier
m - Arrives 13 minutes earlier

Stotfold/Baldock – Hitchin

97•97A 98•98A

MONDAYS TO FRIDAYS

from 30th October 2022

	Service:	97A	97A	98A	97A	98A	97A	98A	97	97	97
	Notes:	Sch	NSch								
Stotfold , Stotfold Rd, opp Etonbury Academy		1550									
Stotfold , Regent St, opp Jasmine Court		1555									
Stotfold , The Green		1556	1556		1636		1726		1806	1831	1901
Stotfold , High Street, Upperstone Close		1600	1600		1640		1730		1810	1835	1905
Fairfield Park , Dickens Boulevard		1609	1609		1649		1739		1819	1844	1914
Baldock , High St, Market Place, Stop D		|	|	1608	|	1658	|	1743	|	|	|
Baldock , Weston Way, Willian Way		|	|	1611	|	1701	|	1746	|	|	|
Baldock , London Rd, Templar Avenue		|	|	1614	|	1704	|	1749	|	|	|
Baldock , High St, Market Place, Stop C		|	|	1625 ^h	|	1710	|	1755	|	|	|
Letchworth , Third Avenue, Sainsbury's		|	|	1631	|	1716	|	1801	|	|	|
Letchworth , Works Rd, Dunhams Lane		|	|	1634	|	1719	|	1804	|	|	|
Letchworth , Station Road, Stop C ➡		|	|	1637	|	1722	|	1807	|	|	|
Letchworth , Bedford Rd, Wilbury Rd		1611	1611	|	1651	|	1741	|	1821	1846	1916
Letchworth , Bedford Rd, Runnalow		1614	1614	|	1654	|	1744	|	1824	1849	1919
Letchworth Railway Station , Stop B ➡		1619	1619	1639	1659	1724	1749	1809	1829	1854	1924
Letchworth , Spring Rd, Sollershott Rdbt		1622	1622	1642	1702	1727	1752	1812	1832	1857	1927
Letchworth , Hitchin Rd, opp Highfield		1625	1625	1645	1705	1730	1755	1815	1835	1900	1930
Hitchin , Wilshere Cres, Fairfield Way		1629	1629	1649	1709	1734	1759	1819	|	|	|
Purwell , Purwell Lane, Chaucer Way		1631	1631	1651	1711	1736	1801	1821	|	|	|
Hitchin Railway Station , Stop E ➡		1636	1636	1656	1716	1741	1806	1826	1842	1907	1937
Hitchin , Hermitage Road		1642	1642	1702	1722	1747	1812	1832	1848	1913	1943

NOTES: ➡ - Near Railway Station **Sch** - Schooldays only **NSch** - Non Schooldays only **h** - Arrives 8 minutes earlier

SATURDAYS from 30th October 2022

	Service:	98	97A	98A	97A	98A	97A	98A	97A	98A	97A	98A	97A
	Notes:												
Stotfold, The Green			0656		0756		0856		0956		1056		1156
Stotfold, High Street, Upperstone Close			0700		0800		0900		1000		1100		1200
Fairfield Park, Dickens Boulevard			0709		0809		0909		1009		1109		1209
Baldock, High St, Market Place, Stop D			|	0718	|	0818	|	0923	|	1023	|	1123	|
Baldock, Weston Way, Willian Way			|	0721	|	0821	|	0926	|	1026	|	1126	|
Baldock, London Rd, Templar Avenue			|	0724	|	0824	|	0929	|	1029	|	1129	|
Baldock, High St, Market Place, Stop C			|	0735 ^h	|	0835 ^h	|	0935	|	1035	|	1135	|
Letchworth, Third Avenue, Sainsbury's			|	0741	|	0841	|	0941	|	1041	|	1141	|
Letchworth, Works Rd, Dunhams Lane			|	0744	|	0844	|	0944	|	1044	|	1144	|
Letchworth, Station Road, Stop C ➡			|	0747	|	0847	|	0947	|	1047	|	1147	|
Letchworth, Bedford Rd, Wilbury Rd			0711	|	0811	|	0911	|	1011	|	1111	|	1211
Letchworth, Bedford Rd, Runnalow			0714	|	0814	|	0914	|	1014	|	1114	|	1214
Letchworth Railway Station, Stop B ➡		0654	0719	0749	0819	0849	0919	0949	1019	1049	1119	1149	1219
Letchworth, Spring Rd, Sollershott Rdbt		0657	0722	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222
Letchworth, Hitchin Rd, opp Highfield		0659	0725	0755	0825	0855	0925	0955	1025	1055	1125	1155	1225
Hitchin, Wilshere Cres, Fairfield Way		|	0729	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229
Purwell, Purwell Lane, Chaucer Way		|	0731	0801	0831	0901	0931	1001	1031	1101	1131	1201	1231
Hitchin Railway Station, Stop E ➡		0706	0736	0806	0836	0906	0936	1006	1036	1106	1136	1206	1236
Hitchin, Hermitage Road		0710	0742	0812	0842	0912	0942	1012	1042	1112	1142	1212	1242
	Service:	98A	97A	98A	97A	98A	97A	98A	97A	98A	97A	97	97
	Notes:												
Stotfold, The Green			1256		1356		1456		1556		1656	1756	1856
Stotfold, High Street, Upperstone Close			1300		1400		1500		1600		1700	1800	1900
Fairfield Park, Dickens Boulevard			1309		1409		1509		1609		1709	1809	1909
Baldock, High St, Market Place, Stop D		1223	|	1323	|	1423	|	1523	|	1623	|	|	|
Baldock, Weston Way, Willian Way		1226	|	1326	|	1426	|	1526	|	1626	|	|	|
Baldock, London Rd, Templar Avenue		1229	|	1329	|	1429	|	1529	|	1629	|	|	|
Baldock, High St, Market Place, Stop C		1235	|	1335	|	1435	|	1535	|	1635	|	|	|
Letchworth, Third Avenue, Sainsbury's		1241	|	1341	|	1441	|	1541	|	1641	|	|	|
Letchworth, Works Rd, Dunhams Lane		1244	|	1344	|	1444	|	1544	|	1644	|	|	|
Letchworth, Station Road, Stop C ➡		1247	|	1347	|	1447	|	1547	|	1647	|	|	|
Letchworth, Bedford Rd, Wilbury Rd		|	1311	|	1411	|	1511	|	1611	|	1711	1811	1911
Letchworth, Bedford Rd, Runnalow		|	1314	|	1414	|	1514	|	1614	|	1714	1814	1914
Letchworth Railway Station, Stop B ➡		1249	1319	1349	1419	1449	1519	1549	1619	1649	1719	1819	1919
Letchworth, Spring Rd, Sollershott Rdbt		1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1822	1922
Letchworth, Hitchin Rd, opp Highfield		1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1825	1925
Hitchin, Wilshere Cres, Fairfield Way		1259	1329	1359	1429	1459	1529	1559	1629	1659	1729	|	|
Purwell, Purwell Lane, Chaucer Way		1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	|	|
Hitchin Railway Station, Stop E ➡		1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	1832	1932
Hitchin, Hermitage Road		1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1838	1938

NOTES: ➡ - Near Railway Station ^h - Arrives 8 minutes earlier

Stotfold/Baldock – Hitchin

97•98

SUNDAYS from 30th October 2022

	Service:	97	98	97	98	97	98	97	98	97	98	97
	Notes:											
Stotfold, The Green		0910		1110		1310		1510		1710		1910
Stotfold, High Street, Upperstone Close		0912		1112		1312		1512		1712		1912
Fairfield Park, Dickens Boulevard		0917		1117		1317		1517		1717		1917
Baldock, High St, Market Place, Stop D		|	1005	|	1205	|	1405	|	1605	|	1805	|
Baldock, Weston Way, William Way		|	1008	|	1208	|	1408	|	1608	|	1808	|
Baldock, London Rd, Templar Avenue		|	1011	|	1211	|	1411	|	1611	|	1811	|
Baldock, High St, Market Place, Stop C		|	1014	|	1214	|	1414	|	1614	|	1814	|
Letchworth, Third Avenue, Sainsbury's		|	1019	|	1219	|	1419	|	1619	|	1819	|
Letchworth, Works Rd, Dunhams Lane		|	1021	|	1221	|	1421	|	1621	|	1821	|
Letchworth, Station Road, Stop C ➡		|	1023	|	1223	|	1423	|	1623	|	1823	|
Letchworth, Bedford Rd, Wilbury Rd		0919	|	1119	|	1319	|	1519	|	1719	|	1919
Letchworth, Bedford Rd, Runnalow		0922	|	1122	|	1322	|	1522	|	1722	|	1922
Letchworth Railway Station, Stop B ➡		0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	1925
Letchworth, Spring Rd, Sollershott Rdbt		0928	1028	1128	1228	1328	1428	1528	1628	1728	1828	1928
Letchworth, Hitchin Rd, opp Highfield		0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Hitchin Railway Station, Stop E ➡		0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935
Hitchin, Hermitage Road		0939	1039	1139	1239	1339	1439	1539	1639	1739	1839	1939

NOTES: ➡ - Near Railway Station

OPERATOR: ARRIVA Customer Care: 0344 800 4411

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Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Issued and accepted throughout on these services

Hitchin – Stotfold/Baldock

97•97A 98•98A

MONDAYS TO FRIDAYS from 30th October 2022

	Service:	97	98	97	98	97	97	97	98	97	98A	97A	98A
	Notes:						Sch	NSch					
Hitchin, Hermitage Road, Stop A		0605		0625	0645	0715	0735	0735	0755	0820	0850	0920	0950
Hitchin Railway Station, Stop F ⇌		0608		0628	0648	0718	0738	0738	0758	0823	0853	0923	0953
Purwell, Purwell Lane, opp Chaucer Way		|		|	|	|	|	|	|	|	0857	0927	0957
Hitchin, Wilshere Cres, opp Fairfield Way		|		|	|	|	|	|	|	|	0859	0929	0959
Letchworth, Hitchin Rd, Highfield		0613		0633	0653	0723	0745	0745	0805	0830	0904	0934	1004
Letchworth, Spring Rd, Sollershoth Rdbt		0616		0636	0656	0726	0748	0748	0808	0833	0907	0937	1007
Letchworth Railway Station, Stop A ⇌		0620	0623	0642	0700	0730	0755	0755	0818	0838	0911	0941	1011
Letchworth, Bedford Rd, opp St Thomas' Church		0623	|	0645	|	0733	0759	0759	|	0841	|	0944	|
Letchworth, Bedford Rd, Wilbury Rd		0625	|	0647	|	0735	0801	0801	|	0843	|	0946	|
Letchworth, Station Road, Stop E ⇌		|	0624	|	0701	|	|	|	0819	|	0912	|	1012
Letchworth, Works Rd, opp Dunhams Lane		|	0627	|	0704	|	|	|	0823	|	0915	|	1015
Letchworth, Third Avenue, Sainsbury's		|	0629	|	0706	|	|	|	0825	|	0917	|	1017
Fairfield Park, Dickens Boulevard		0628	|	0650	|	0738	0804	0804	|	0846	|	0949	|
Stotfold, Regent St, opp Jasmine Court		0634	|	0656	|	0744	|	0811	|	0852	|	0954	|
Stotfold, The Green		0635	|	0657	|	0745	|	0812	|	0853	|	0955	|
Stotfold, Stotfold Rd, Etonbury Academy			|		|		0809		|		|		|
Baldock, High St, Market Place, Stop D			0635		0712				0831		0923		1023
Baldock, High St, Market Place, Stop C			0644		0725				0840		0932		1032
Baldock, Weston Way, Willian Way			0638		0715				0834		0926		1026
Baldock, London Rd, Templar Avenue			0641		0718				0837		0929		1029
	Service:	97A	98A	97A	98A	97A	98A	97A	98A	97A	98A	97	97A
	Notes:											Sch	NSch
Hitchin, Hermitage Road, Stop A		1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1515	1515
Hitchin Railway Station, Stop F ⇌		1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1518	1518
Purwell, Purwell Lane, opp Chaucer Way		1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	|	1522
Hitchin, Wilshere Cres, opp Fairfield Way		1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	|	1524
Letchworth, Hitchin Rd, Highfield		1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1523	1529
Letchworth, Spring Rd, Sollershoth Rdbt		1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1526	1532
Letchworth Railway Station, Stop A ⇌		1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1530	1536
Letchworth, Bedford Rd, opp St Thomas' Church		1044	|	1144	|	1244	|	1344	|	1444	|	1533	1539
Letchworth, Bedford Rd, Wilbury Rd		1046	|	1146	|	1246	|	1346	|	1446	|	1535	1541
Letchworth, Station Road, Stop E ⇌		|	1112	|	1212	|	1312	|	1412	|	1512	|	|
Letchworth, Works Rd, opp Dunhams Lane		|	1115	|	1215	|	1315	|	1415	|	1515	|	|
Letchworth, Third Avenue, Sainsbury's		|	1117	|	1217	|	1317	|	1417	|	1517	|	|
Fairfield Park, Dickens Boulevard		1049	|	1149	|	1249	|	1349	|	1449	|	1538	1544
Stotfold, Regent St, opp Jasmine Court		1054	|	1154	|	1254	|	1354	|	1454	|	|	1549
Stotfold, The Green		1055	|	1155	|	1255	|	1355	|	1455	|	|	1550
Stotfold, Stotfold Rd, Etonbury Academy			|		|		|		|		|	1543	
Baldock, High St, Market Place, Stop D			1123		1223		1323		1423		1523		
Baldock, High St, Market Place, Stop C			1132		1232		1332		1432		1532		
Baldock, Weston Way, Willian Way			1126		1226		1326		1426		1526		
Baldock, London Rd, Templar Avenue			1129		1229		1329		1429		1529		

NOTES: ⇌ - Near Railway Station Sch - Schooldays only NSch - Non Schooldays only

Hitchin – Stotfold/Baldock

97•97A 98•98A

MONDAYS TO FRIDAYS
from 30th October 2022

	Service:	98A	97A	98A	97A	98A	97A	97A	97A	97	97
	Notes:										
Hitchin , Hermitage Road, Stop A		1535	1600	1625	1650	1710	1730	1755	1825	1855	1955
Hitchin Railway Station , Stop F ➡		1538	1603	1628	1653	1713	1733	1758	1828	1858	1958
Purwell , Purwell Lane, opp Chaucer Way		1542	1607	1632	1657	1717	1737	1802	1832	|	|
Hitchin , Wilshere Cres, opp Fairfield Way		1544	1609	1634	1659	1719	1739	1804	1834	|	|
Letchworth , Hitchin Rd, Highfield		1549	1614	1639	1704	1724	1744	1809	1839	1905	2005
Letchworth , Spring Rd, Sollershott Rdbt		1552	1617	1642	1707	1727	1747	1812	1842	1908	2008
Letchworth Railway Station , Stop A ➡		1556	1621	1646	1711	1731	1751	1816	1846	1912	2012
Letchworth , Bedford Rd, opp St Thomas' Church		|	1624	|	1714	|	1754	1819	1849	1915	2015
Letchworth , Bedford Rd, Wilbury Rd		|	1626	|	1716	|	1756	1821	1851	1917	2017
Letchworth , Station Road, Stop E ➡		1557	|	1647	|	1732	|	|	|	|	|
Letchworth , Works Rd, opp Dunhams Lane		1600	|	1650	|	1735	|	|	|	|	|
Letchworth , Third Avenue, Sainsbury's		1602	|	1652	|	1737	|	|	|	|	|
Fairfield Park , Dickens Boulevard		|	1629	|	1719	|	1759	1824	1854	1920	2020
Stotfold , Regent St, opp Jasmine Court		|	1634	|	1724	|	1804	1829	1859	1925	2025
Stotfold , The Green		|	1635	|	1725	|	1805	1830	1900	1926	2026
Baldock , High St, Market Place, Stop D		1608		1658		1743					
Baldock , High St, Market Place, Stop C		1617		1707		1752					
Baldock , Weston Way, Willian Way		1611		1701		1746					
Baldock , London Rd, Templar Avenue		1614		1704		1749					

NOTES: ➡ - Near Railway Station

Hitchin – Stotfold/Baldock

97•97A 98•98A

SATURDAYS

from 30th October 2022

	Service: Notes:	98	97	98	97	98A	97A	98A	97A	98A	97A	98A	97A
Hitchin , Hermitage Road, Stop A		0650	0720	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220
Hitchin Railway Station , Stop F ⇌		0653	0723	0753	0823	0853	0923	0953	1023	1053	1123	1153	1223
Purwell , Purwell Lane, opp Chaucer Way		|	|	|	|	0857	0927	0957	1027	1057	1127	1157	1227
Hitchin , Wilshere Cres, opp Fairfield Way		|	|	|	|	0859	0929	0959	1029	1059	1129	1159	1229
Letchworth , Hitchin Rd, Highfield		0658	0728	0758	0830	0904	0934	1004	1034	1104	1134	1204	1234
Letchworth , Spring Rd, Sollershot Rdbt		0701	0731	0801	0833	0907	0937	1007	1037	1107	1137	1207	1237
Letchworth Railway Station , Stop A ⇌		0706	0736	0806	0838	0911	0941	1011	1041	1111	1141	1211	1241
Letchworth , Bedford Rd, opp St Thomas' Church		|	0739	|	0841	|	0944	|	1044	|	1144	|	1244
Letchworth , Bedford Rd, Wilbury Rd		|	0741	|	0843	|	0946	|	1046	|	1146	|	1246
Letchworth , Station Road, Stop E ⇌		0707	|	0807	|	0912	|	1012	|	1112	|	1212	|
Letchworth , Works Rd, opp Dunhams Lane		0710	|	0810	|	0915	|	1015	|	1115	|	1215	|
Letchworth , Third Avenue, Sainsbury's		0712	|	0812	|	0917	|	1017	|	1117	|	1217	|
Fairfield Park , Dickens Boulevard		|	0744	|	0846	|	0949	|	1049	|	1149	|	1249
Stotfold , Regent St, opp Jasmine Court		|	0751	|	0852	|	0954	|	1054	|	1154	|	1254
Stotfold , The Green		|	0752	|	0853	|	0955	|	1055	|	1155	|	1255
Baldock , High St, Market Place, Stop D		0718		0818		0923		1023		1123		1223	
Baldock , High St, Market Place, Stop C		0727		0827		0932		1032		1132		1232	
Baldock , Weston Way, Willian Way		0721		0821		0926		1026		1126		1226	
Baldock , London Rd, Templar Avenue		0724		0824		0929		1029		1129		1229	
	Service: Notes:	98A	97A	98A	97A	98A	97A	98A	97A	98A	97A	98A	97A
Hitchin , Hermitage Road, Stop A		1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820
Hitchin Railway Station , Stop F ⇌		1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753	1823
Purwell , Purwell Lane, opp Chaucer Way		1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757	1827
Hitchin , Wilshere Cres, opp Fairfield Way		1259	1329	1359	1429	1459	1529	1559	1629	1659	1729	1759	1829
Letchworth , Hitchin Rd, Highfield		1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	1804	1834
Letchworth , Spring Rd, Sollershot Rdbt		1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1837
Letchworth Railway Station , Stop A ⇌		1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1841
Letchworth , Bedford Rd, opp St Thomas' Church		|	1344	|	1444	|	1544	|	1644	|	1744	|	1839
Letchworth , Bedford Rd, Wilbury Rd		|	1346	|	1446	|	1546	|	1646	|	1746	|	1941
Letchworth , Station Road, Stop E ⇌		1312	|	1412	|	1512	|	1612	|	1712	|	1812	|
Letchworth , Works Rd, opp Dunhams Lane		1315	|	1415	|	1515	|	1615	|	1715	|	1815	|
Letchworth , Third Avenue, Sainsbury's		1317	|	1417	|	1517	|	1617	|	1717	|	1817	|
Fairfield Park , Dickens Boulevard		|	1349	|	1449	|	1549	|	1649	|	1749	|	1944
Stotfold , Regent St, opp Jasmine Court		|	1354	|	1454	|	1554	|	1654	|	1754	|	1949
Stotfold , The Green		|	1355	|	1455	|	1555	|	1655	|	1755	|	1950
Baldock , High St, Market Place, Stop D		1323		1423		1523		1623		1723		1823	
Baldock , High St, Market Place, Stop C		1332		1432		1532		1632		1732		1832	
Baldock , Weston Way, Willian Way		1326		1426		1526		1626		1726		1826	
Baldock , London Rd, Templar Avenue		1329		1429		1529		1629		1729		1829	

NOTES: ⇌ - Near Railway Station

Hitchin – Stotfold/Baldock

97•98

SUNDAYS from 30th October 2022

	Service:	97	98	97	98	97	98	97	98	97	98	97
	Notes:											
Hitchin, Hermitage Road, Stop A		0842	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Hitchin Railway Station, Stop F ➡		0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Letchworth, Hitchin Rd, Highfield		0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
Letchworth, Spring Rd, Sollershot Rd		0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1852
Letchworth Railway Station, Stop A ➡		0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855
Letchworth, Bedford Rd, opp St Thomas' Church		0858	|	1058	|	1258	|	1458	|	1658	|	1858
Letchworth, Bedford Rd, Wilbury Rd		0900	|	1100	|	1300	|	1500	|	1700	|	1900
Letchworth, Station Road, Stop E ➡		|	0956	|	1156	|	1356	|	1556	|	1756	|
Letchworth, Works Rd, opp Dunhams Lane		|	0958	|	1158	|	1358	|	1558	|	1758	|
Letchworth, Third Avenue, Sainsbury's		|	1000	|	1200	|	1400	|	1600	|	1800	|
Fairfield Park, Dickens Boulevard		0903	|	1103	|	1303	|	1503	|	1703	|	1903
Stotfold, Regent St, opp Jasmine Court		0907	|	1107	|	1307	|	1507	|	1707	|	1907
Stotfold, The Green		0908	|	1108	|	1308	|	1508	|	1708	|	1908
Baldock, High St, Market Place, Stop D			1005		1205		1405		1605		1805	
Baldock, High St, Market Place, Stop C			1013		1213		1413		1613		1813	
Baldock, Weston Way, William Way			1008		1208		1408		1608		1808	
Baldock, London Rd, Templar Avenue			1011		1211		1411		1611		1811	

NOTES: ➡ - Near Railway Station

OPERATOR: ARRIVA Customer Care: 0344 800 4411

Public Holidays (except over Christmas) - A SUNDAY Service Operates

These services are operated with financial assistance from Hertfordshire County Council

www.intalink.org.uk



Further Information - traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.



Issued and accepted throughout on these services

Bishop's Stortford – Stevenage

MONDAYS TO FRIDAYS

from 26th June 2022

Operator:		RC						
Service:		386	386	386	386	386	386	386
Notes:		TuTh		Sch		NSch		
B Stortford , Parsonage Ln, Birchwood Sch						1520		
B Stortford , Dunmow Rd, Nags Head PH						1523		
Bishop's Stortford , St Mary's RC School						1539		
Bishop's Stortford , Interchange, Stop E ➡	0650	0920	1210	1220	|	1547	1745	
Bishop's Stortford , Potter St, Stop H	|	|	1211	|	|	|	|	
Bishop's Stortford , Bridge St, Stop J	|	|	1212	|	|	|	|	
Bishop's Stortford , Riverside, Stop R	0651	0921	|	1221	|	1548	1746	
Bishop's Stortford , The Causeway, Stop N	0653	0923	|	1223	1550	1550	1748	
St Michael's Md , The Carpenters	|	|	1221	|	|	|	|	
Bishop's Park , Tesco	0658	0928	1224	1228	|	1555	1753	
Lt Hadham , Stortford Rd, opp Albury Rd	0703	0933	1229	1233	1610	1610	1803	
Hadham Ford , opp Nags Head PH	|	|	1232	|	|	|	|	
Wellpond Grn , Chapel Ln, Kick & Dicky PH	|	|	1237	|	|	|	|	
Standon , South Rd, Aston Rd	0709	0940	|	1240	|	|	|	
Westmill , Ermine St, Westmill Turn	0717	0947	|	1247	|	|	|	
Standon , Station Rd, Heron Restaurant	|	|	1242	|	1616	1616	1809	
Puckeridge , Stn Rd, opp Crown & Falcon PH	0712	0942	1245	1242	1620	1620	1813	
Braughing , B1368, opp The Golden Fleece PH	|	|	|	|	1625	1625	1816	
Dassels , B1368, Hobbs Lane	|	|	|	|	1629	1629	1818	
Little Hormead Turn , Horseshoe Lane	|	|	|	|	1634	1634	1822	
Gt Hormead , Horseshoe Hill, opp Willow Cl	|	|	|	|	1637	1637	1827	
Hare Street , B1038, opp Chapel	|	|	|	|	1639	1639	1830	
Braughing , The Street, The Square	|	|	1253	|	|	|	|	
Buntingford , High Street, The Crown Inn	0720	0950		1250	1645	1645	1837	
Buntingford , Baldock Rd, opp Greenways	0722	0952		1252	1647	1647	1840	
Cottered , Baldock Rd, opp The Bull PH	0728	0958		1258	1653	1653		
Baldock , High St, Market Place, Stop C	0740	1010		1310	1705	1705		
Letchworth , opp Jackman's Place n	0746	1016		1316	1711	1711		
Letchworth , Pixmore Way, St Pauls Church	0747	1017		1317	1712	1712		
Letchworth , Station Road, Stop C ➡	0750	1020		1320	1715	1715		
Letchworth , opp St Francis' College	0753	1023		1323	1718	1718		
Letchworth , Hitchin Rd, opp Highfield	0755	1025		1325	1720	1720		
Hitchin Railway Station , Stop E ➡	0805	1030		1330	1725	1725		
Hitchin , St Mary's Square, Stop M ⬅	0809	1034		1334	1729	1729		
Stevenage , Lister Hospital, Stop B	0826	1046		1346	1741	1741		
Stevenage , Bus Station ➡	0833	1053		1353	1748	1748		

NOTES: ➡ - Near Railway Station ⬅ - Interchange with Express Coaches **Sch** - Schooldays only **NSch** - Non Schooldays only
TuTh - Tuesdays and Thursdays Only **RC** - Journey operated by Richmond's Coaches

Bishop's Stortford – Stevenage

386

SATURDAYS

from 26th June 2022

Service: 386 386 386 386 386

Notes:

Bishop's Stortford , Interchange, Stop E	0708	0920	1220	1612	1745
Bishop's Stortford , Riverside, Stop R	0709	0921	1221	1613	1746
Bishop's Stortford , The Causeway, Stop N	0711	0923	1223	1615	1748
Bishop's Park , Tesco	0715	0928	1228	1620	1753
Standon , South Rd, Aston Rd	|	0940	1240	|	|
Lt Hadham , Stortford Rd, opp Albury Rd	0720	0933	1233	1625	1803
Standon , Station Rd, Heron Restaurant	0726	|	|	1631	1809
Puckeridge , Stn Rd, opp Crown & Falcon PH	0729	0942	1242	1635	1813
Braughing , B1368, opp The Golden Fleece PH	|	|	|	1640	1816
Dassels , B1368, Hobbs Lane	|	|	|	1644	1818
Little Hornead Turn , Horseshoe Lane	|	|	|	1649	1822
Gt Hornead , Horseshoe Hill, opp Willow Cl	|	|	|	1652	1827
Hare Street , B1038, opp Chapel	|	|	|	1654	1830
Westmill , Ermine St, Westmill Turn	0734	0947	1247	|	|
Buntingford , High Street, The Crown Inn	0736	0950	1250	1700	1837
Buntingford , Baldock Rd, opp Greenways	0738	0952	1252	1702	1840
Cottered , Baldock Rd, opp The Bull PH	0744	0958	1258	1708	
Baldock , High St, Market Place, Stop C	0754	1010	1310	1720	
Letchworth , opp Jackman's Place	0800	1016	1316	1726	
Letchworth , Pixmore Way, St Pauls Church	0801	1017	1317	1727	
Letchworth , Station Road, Stop C	0804	1020	1320	1730	
Letchworth , opp St Francis' College	0807	1023	1323	1733	
Letchworth , Hitchin Rd, opp Highfield	0809	1025	1325	1734	
Hitchin Railway Station , Stop E	0814	1030	1330	1740	
Hitchin , St Mary's Square, Stop M	0818	1034	1334	1744	
Stevenage , Lister Hospital, Stop B	0830	1046	1346	1756	
Stevenage , Bus Station, Stop	0837	1053	1353	1803	

NOTES: ➡ - Near Railway Station ⬄ - Interchange with Express Coaches

OPERATORS: Central Connect Customer Care: 01992 890225
Richmond's Coaches Customer Care: 01763 848226

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

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RICHMOND'S COACHES

Stevenage/Buntingford – Bishop's Stortford

386

MONDAYS TO FRIDAYS

from 26th June 2022

	Operator: Service: Notes:	386 Sch	386 NSch	386	RC 386 TuTh	386	386	386
Stevenage, Bus Station, Stop B ➡				0850		1250	1550	1830
Stevenage Railway Station, Stop N ➡				0851		1251	1551	1831
Stevenage, Lister Hospital, Stop A				0858		1258	1558	1838
Hitchin, St Mary's Square, Stop K ⬅				0910		1310	1610	1850
Hitchin Railway Station, Stop F ➡				0914		1314	1614	1854
Letchworth, Hitchin Rd, Highfield				0919		1319	1619	1859
Letchworth, Broadway, St Francis' College				0921		1321	1621	1901
Letchworth, Station Road, Stop E ➡				0924		1324	1624	1904
Letchworth, Pixmore Way, opp St Pauls Church				0926		1326	1626	1906
Letchworth, Baldock Rd, Jackman's Place ⬅				0927		1327	1627	1907
Baldock, High St, Market Place, Stop D				0933		1333	1633	1913
Cottered, Baldock Rd, The Bull PH				0945		1345	1645	1925
Buntingford, Baldock Rd, Greenways	0708	0708	0951		1351	1651	1931	
Buntingford, High St, opp The Crown Inn	0710	0710	0953		1353	1653	1933	
Westmill, Ermine St, opp Westmill Turn	|	|	0955		1355	1655	1935	
Hare Street, B1038, Chapel	0715	0715	|		|	|	|	
Gt Hormead, Horseshoe Hill, Willow Close	0718	0718	|		|	|	|	
Little Hormead Turn, Horseshoe Lane	0721	0721	|		|	|	|	
Dassels, B1368, opp Hobbs Lane	0726	0726	|		|	|	|	
Braughing, B1368, The Golden Fleece PH	0730	0730	|		|	|	|	
Braughing, The Street, The Square	|	|	|	0930	|	|	|	
Puckeridge, Station Rd, Crown & Falcon PH	0736	0736	1000	0938	1400	1700	1940	
Standon, South Rd, opp Aston Rd	|	|	1002	|	1402	|	|	
Standon, Kents Lane, South Rd ⬅	|	|	1003	|	1403	|	|	
Standon, Station Rd, opp Heron Restaurant	0741	0741	|	0941	|	1703	1943	
Little Hadham, Stortford Rd, Albury Rd	0754	0754	1009	0954	1409	1709	1949	
Hadham Ford, Nags Head PH	|	|	|	0951	|	|	|	
Wellpond Grn, opp Kick & Dicky PH	|	|	|	0946	|	|	|	
St Michael's Md, The Carpenters	|	|	|	1002	|	|	|	
Bishop's Stortford, Bridge St, Stop J	|	|	|	1009	|	|	|	
Bishop's Park, Tesco	|	0802	1014	0959	1414	1714	1954	
Bishop's Stortford, Interchange, Stop C ➡	|	|	|	1011	|	|	|	
Bishop's Stortford, Dane Street, Stop K	|	0813	1020		1420	1721	2000	
Bishop's Stortford, St Mary's RC School	0804							
B Stortford, London Rd, Thorley Hill	0814							
B Stortford, Dunmow Rd, opp Nags Head PH	0824							
B Stortford, Dunmow Rd, opp Services	0828							

NOTES: ➡ - Near Railway Station ⬅ - Interchange with Express Coaches **Sch** - Schooldays only **NSch** - Non Schooldays only
TuTh - Tuesdays and Thursdays Only **RC** - Journey operated by Richmond's Coaches

Stevenage/Buntingford – Bishop's Stortford

386

SATURDAYS

from 26th June 2022

Service: 386 386 386 386 386

Notes:

Stevenage , Bus Station, Stop B ➡	0850	1250	1550	1830
Stevenage Railway Station , Stop N ➡	0851	1251	1551	1831
Stevenage , Lister Hospital, Stop A	0858	1258	1558	1838
Hitchin , St Mary's Square, Stop K ⬅	0910	1310	1610	1850
Hitchin Railway Station , Stop F ➡	0914	1314	1614	1854
Letchworth , Hitchin Rd, Highfield	0919	1319	1619	1859
Letchworth , Broadway, St Francis' College	0921	1321	1621	1901
Letchworth , Station Road, Stop E ➡	0924	1324	1624	1904
Letchworth , Pixmore Way, opp St Pauls Church	0926	1326	1626	1906
Letchworth , Baldock Rd, Jackman's Place ⬅	0927	1327	1627	1907
Baldock , High St, Market Place, Stop D	0933	1333	1633	1913
Cottered , Baldock Rd, The Bull PH	0945	1345	1645	1925
Buntingford , Baldock Rd, Greenways	0801	0951	1351	1651
Buntingford , High St, opp The Crown Inn	0803	0953	1353	1653
Westmill , Ermine St, opp Westmill Turn	|	0955	1355	1655
Hare Street , B1038, Chapel	0808	|	|	|
Gt Hormead , Horseshoe Hill, Willow Close	0811	|	|	|
Little Hormead Turn , Horseshoe Lane	0814	|	|	|
Dassels , B1368, opp Hobbs Lane	0819	|	|	|
Braughing , B1368, The Golden Fleece PH	0822	|	|	|
Puckeridge , Station Rd, Crown & Falcon PH	0827	1000	1400	1700
Standon , South Rd, opp Aston Rd	|	1002	1402	|
Standon , Kents Lane, South Rd n	|	1003	1403	|
Standon , Station Rd, opp Heron Restaurant	0830	|	|	1703
Little Hadham , Stortford Rd, Albury Rd	0836	1009	1409	1709
Bishop's Park , Tesco	0841	1014	1414	1714
Bishop's Stortford , Dane Street	0847	1020	1420	1721
			2000	

NOTES: ➡ - Near Railway Station ⬅ - Interchange with Express Coaches

OPERATORS: Central Connect Customer Care: 01992 890225
Richmond's Coaches Customer Care: 01763 848226

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

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Further Information - traveline 0871 200 22 33

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APPENDIX E

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-230105-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

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: Gross floor area
 Actual Range: 204 to 330 (units: sqm)
 Range Selected by User: 70 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/05/22

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	1 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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 undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:

Use Class:

Not Known	1 days
E(a)	3 days

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:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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 days
1.1 to 1.5	2 days

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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 days
----	--------

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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL	DERBY
	Edge of Town Centre Built-Up Zone Total Gross floor area:	204 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
3	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
4	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	2	255	6.483	2	255	6.483	2	255	12.966
07:00 - 08:00	4	283	8.223	4	283	7.958	4	283	16.181
08:00 - 09:00	4	283	8.311	4	283	8.223	4	283	16.534
09:00 - 10:00	4	283	6.101	4	283	5.836	4	283	11.937
10:00 - 11:00	4	283	5.393	4	283	5.128	4	283	10.521
11:00 - 12:00	4	283	5.128	4	283	5.482	4	283	10.610
12:00 - 13:00	4	283	6.985	4	283	6.720	4	283	13.705
13:00 - 14:00	4	283	5.924	4	283	5.836	4	283	11.760
14:00 - 15:00	4	283	5.570	4	283	5.747	4	283	11.317
15:00 - 16:00	4	283	6.012	4	283	5.836	4	283	11.848
16:00 - 17:00	4	283	7.427	4	283	7.515	4	283	14.942
17:00 - 18:00	4	283	7.073	4	283	7.162	4	283	14.235
18:00 - 19:00	4	283	9.107	4	283	9.107	4	283	18.214
19:00 - 20:00	4	283	8.930	4	283	8.488	4	283	17.418
20:00 - 21:00	3	280	3.099	3	280	2.980	3	280	6.079
21:00 - 22:00	3	280	1.788	3	280	2.145	3	280	3.933
22:00 - 23:00	1	204	3.922	1	204	3.431	1	204	7.353
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
Total Rates:			107.927			106.528			214.455

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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Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

204 - 330 (units: sqm)
01/01/14 - 22/05/22
4
0
0
0
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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	255	0.000	2	255	0.000	2	255	0.000
07:00 - 08:00	4	283	0.265	4	283	0.265	4	283	0.530
08:00 - 09:00	4	283	0.265	4	283	0.177	4	283	0.442
09:00 - 10:00	4	283	0.177	4	283	0.265	4	283	0.442
10:00 - 11:00	4	283	0.088	4	283	0.088	4	283	0.176
11:00 - 12:00	4	283	0.000	4	283	0.000	4	283	0.000
12:00 - 13:00	4	283	0.088	4	283	0.088	4	283	0.176
13:00 - 14:00	4	283	0.000	4	283	0.000	4	283	0.000
14:00 - 15:00	4	283	0.000	4	283	0.000	4	283	0.000
15:00 - 16:00	4	283	0.088	4	283	0.088	4	283	0.176
16:00 - 17:00	4	283	0.000	4	283	0.000	4	283	0.000
17:00 - 18:00	4	283	0.000	4	283	0.000	4	283	0.000
18:00 - 19:00	4	283	0.000	4	283	0.000	4	283	0.000
19:00 - 20:00	4	283	0.000	4	283	0.000	4	283	0.000
20:00 - 21:00	3	280	0.000	3	280	0.000	3	280	0.000
21:00 - 22:00	3	280	0.000	3	280	0.000	3	280	0.000
22:00 - 23:00	1	204	0.000	1	204	0.000	1	204	0.000
23:00 - 24:00	1	204	0.000	1	204	0.000	1	204	0.000
Total Rates:			0.971			0.971			1.942

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.

APPENDIX F

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
usual residence	North Hertfordshire (2011 census merged local authority district)
place of work	E02004919 : North Hertfordshire 011 (2011 super output area - middle layer)

Method of travel to work	2011	
Underground, metro, light rail o	0	0%
Train	9	2%
Bus, minibus or coach	12	3%
Taxi	2	0%
Motorcycle, scooter or moped	1	0%
Driving a car or van	290	66%
Passenger in a car or van	19	4%
Bicycle	15	3%
On foot	94	21%
Other method of travel to work	0	0%



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