



Station Road, Ashwell

Transport Statement

September 2025

Beck Homes



Residential Development
STATION ROAD
ASHWELL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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3	22/09/2025	AAM	Client Comments	WJF

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RESIDENTIAL DEVELOPMENT STATION ROAD ASHWELL

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Beck Homes to support the planning application for a residential development comprising 36 dwellings ('the proposed development') at Station Road, Ashwell ('the site').
- 1.2 The site is located to the north of Station Road, situated to the south-east of Ashwell. The site location is identified within **Figure 1** and a site layout is attached at **Appendix A**.

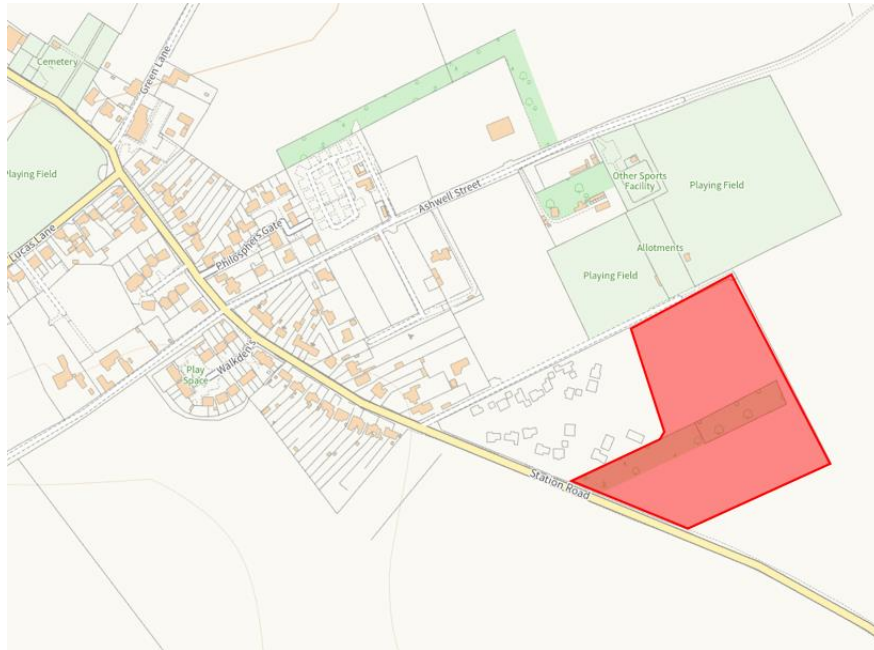


Figure 1: Site Location

- 1.3 This Transport Statement has been informed by pre-application discussions undertaken with Hertfordshire County Council (HCC) highways officers in June 2025. During this meeting, the scope of this Transport Statement was agreed, as well as the principle of the proposed access strategy. Pre-Application feedback from HCC is attached at **Appendix B**.
- 1.4 Following this introduction, this TS is structured as follows:
- **Section 2 Planning History and Policy Guidance Review:** provides an overview of the planning history of the site and relevant nearby planning applications. Outlines the national, regional and local planning policy and guidance documents related to transport and the proposed development.
 - **Section 3 Existing Conditions and Accessibility:** outlines the existing site conditions and accessibility of the site as well as a review of available PIC data.

- **Section 4 Proposed Development:** sets out the development proposals including the access arrangements, swept path analysis (vehicle tracking), visibility splays, and proposed car and cycle parking provision.
- **Section 5 Highway Impact:** details the forecast vehicle trip generation assessment for the proposed development.
- **Section 6 Summary and Conclusions:** provides an overall summary and conclusion to this TS.

2. PLANNING HISTORY AND POLICY AND GUIDANCE REVIEW

Planning History

- 2.1 A planning application for the neighbouring site directly northwest on Station Road was submitted in December 2020 under ref: 20/03070/FP. The application was for 28 dwellings with associated infrastructure. The application was initially refused in 2021 for reasons unrelated to transport and highways. Following an appeal the scheme was granted consent in March 2022. As part of this approved application proposals were made for the upgrade of the existing footway along the site frontage on Station Road and a new bus stop adjacent to the development on Station Road.

Planning Policy and Guidance

The development proposals will adhere to policies and guidance set out at a national, regional, and local level and relate to:

- National Planning Policy Framework
- Hertfordshire Local Transport Plan (LTP4) 2018 – 2031
- Highways Place & Movement Planning and Design Guidance for Hertfordshire (2024)
- North Hertfordshire Local Plan 2011 – 2031 (2022)
- Ashwell Neighbourhood Plan (2021)

National Planning Policy Framework

- 2.2 The NPPF (December 2024) acts as the central guidance for development planning. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. The following NPPF paragraphs are relevant to this Transport Assessment:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making (NPPF Para.110)
In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) 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 Code⁴⁸; and d) 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 through a vision-led approach. (NPPF, Para. 115)
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. (NPPF, Para. 116)
Within this context, applications for development should: a) 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; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) 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; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (NPPF, Para. 117)
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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. (NPPF, Para. 118)

- 2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024.

Hertfordshire Local Transport Plan (LTP) 2018 – 2031

- 2.4 Hertfordshire's Local Transport Plan 2018–2031 (LTP4) outlines the county's long-term strategy for managing and improving transport to support sustainable growth, economic development, and environmental goals. The document presents the following vision for Hertfordshire: *'We want Hertfordshire to continue to be a county where people have to opportunity to live healthy, fulfilling lives in thriving, prosperous communities.'*
- 2.5 It aims to reduce car dependency by promoting walking, cycling, and public transport, cut carbon emissions and air pollution, improve road safety, and ensure that transport infrastructure supports new housing and job growth while protecting the environment.

- 2.6 The LTP states that new developments should follow the transport user hierarchy by ensuring the needs of pedestrians and cyclists are a prominent consideration of any transport scheme or strategy

Highways Place & Movement Planning and Design Guidance for Hertfordshire (2024)

- 2.7 Hertfordshire's Highways Place and Movement Planning and Design Guide sets out how streets and public spaces should be designed to balance movement and placemaking. It aims to create safer, more attractive, and sustainable environments by prioritising walking, cycling, and public transport alongside vehicle access. The guide supports the county's transport and planning goals by promoting designs that reflect local character, encourage active travel, and reduce environmental impact.

North Hertfordshire Local Plan 2011 – 2031 (2022)

- 2.8 The North Hertfordshire Local Plan (LP) 2011–2031, adopted in November 2022, sets out the district's strategy for managing growth and development over a 20-year period. The LP presents the following vision for North Hertfordshire: *'By 2031 North Hertfordshire will be an attractive and vibrant place where people will want to live, work and spend their leisure time.'*
- 2.9 With regard to sustainable transport the LP states the following: it is important to ensure that new developments offer appropriate and practicable sustainable transport alternatives. All major developments should set out how public transport, walking and cycling will be addressed. In doing so, it is recognised that it may not always be appropriate to incorporate clearly defined provision for all modes, and solutions will vary from urban to more rural areas.

Ashwell Neighbourhood Plan

- 2.10 The Ashwell Neighbourhood Plan (2021–2031) sets out a local vision for development in the parish of Ashwell, North Hertfordshire. The plan aims to guide sustainable growth while preserving Ashwell's unique character and to achieve the following vision: *'Our vision is to ensure Ashwell continues to thrive and grow as a community, whilst safeguarding the village's character. We want to ensure that growth is sustainable and the village continues to meet the needs of its people. We want to enhance the facilities of the village to meet the challenges and changing needs of the community, to ensure that the parish remains sustainable and cohesive. Our village also needs a strong local economy and well-maintained infrastructure that supports its needs and connects the parish to the wider community.'*

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Local Pedestrian Network

- 3.1 Approximately 1.2m wide footways are present along the northern side of Station Road. This footway provides a continuous route westbound for approximately 580m west from the site frontage at which point footways are present on both sides of the Station Road carriageway. This footway route continues into Ashwell connecting with bus stops and Lucas Lane/High Street and the centre of the village.
- 3.2 In addition, as part of the neighbouring application (ref: 20/03070/FP) improvements to the northern footway outside of the site were proposed and are commencing. This includes upgrading the existing footway to 2m in width.
- 3.3 Lucas Lane has an approximately 1.5m wide footway along the southern side of the road. As Lucas Lane joins High Street, an additional 1.5m wide footway is provided along the northern side of High Street.
- 3.4 As demonstrated in **Figure 2**, a number of public rights of way (PROW) routes are available within proximity to the site including route 17/16 connecting to Ashwell Village Centre. From Ashwell a selection of other ProW's are present providing a good opportunity for connectivity through the village and further afield.

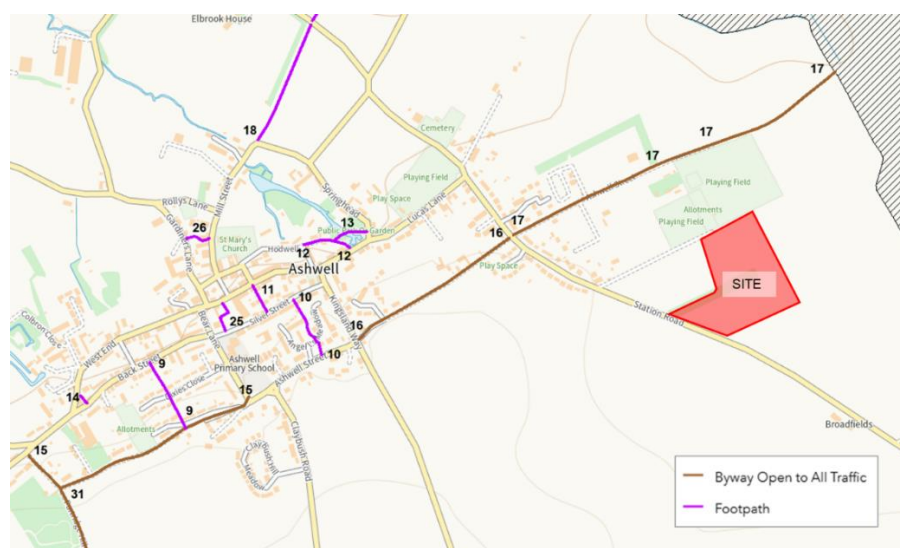


Figure 2: Local Public Rights of Way¹

¹ <https://webmaps.hertfordshire.gov.uk/row/row.htm>

- 3.5 As shown in **Photograph 1**, Byway 16 is approximately 325m in length and provides a convenient connection from Station Road to Ashwell Street, towards the village centre.



Photograph 1: Byway 16

Local Cycle Network

- 3.6 Due to the gentle topography and relatively low vehicle volumes on the surrounding roads, the environment is considered to be conducive for on-road cycling, particularly to the existing amenities and facilities in Ashwell which is accessible through a 4-minute cycle. A 20mph zone is in place through the village centre including Lucas Lane and High Street, this creates an attractive environment for cycling.

Local Facilities

- 3.7 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 1**.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 1: CIHT guidance for 'Providing for journeys on foot' (2000)

3.8 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007. This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.

3.9 A selection of amenities can be seen below in **Table 2**.

Amenity	Distance from Site Access	Walking Time (Minutes)	Cycle Time (Minutes)
War Memorial Bus Stop	600m	8	2
Ashwell Recreational Ground	800m	11	2
Rhubarb & Mustard (Café)	1200m	16	3
Ashwell Pharmacy	1200m	16	3
Days Bakery	1300m	18	4
Ashwell Post Office	1400m	18	4
Ashwell Primary School	1400m	19	4
The Rose & Crown	1400m	19	4
Ashwell Surgery	1600m	22	5
Nursery - Ashwell Playgroup	1800m	25	6
Train Station - Ashwell and Morden	2300m	33	8
Sarah's Farm Shop	2500m	34	9

Table 2: Local Amenities

Bus

3.10 The nearest bus stop to the site is the 'War Memorial' bus stop which is located approximately 600m to the north of the site on Station Road. The northbound bus stop is equipped with seating and flagpole and the southbound bus stop has a flagpole showing bus information. Both bus stops are shown in **Photograph 2**.



Photograph 2: War Memorial Bus Stop (northbound: left, southbound: right)

3.11 The existing buses serving the War Memorial bus stop are summarised in **Table 3**.

Bus Service	Summary of Route	Summary of Frequency		
		Monday - Friday	Saturday	Sunday
90 Richmond Coaches	Royston – Ashwell – Baldock - Letchworth	4 times a day	3 times a day	No service
91 Richmond Coaches	Royston – Ashwell – Baldock - Letchworth	Once a day	Once a day	No service

Table 3: Local Bus Services (Correct as of August 2025)

3.12 The No. 90 bus follows a similar route to the No. 91 bus but does not stop at Radwell. It operates a two-way service once a day, stopping at the ‘War Memorial’ bus stop at 09:41 AM and 2:04 PM.

3.13 A new northbound and southbound bus stop is currently being delivered as part of the neighbouring new residential development, approximately 250m to the north-east of the site access on Station Road.

Rail

3.14 Ashwell and Morden Railway Station is located approximately 2.3km to the south-east of the site. The Station can be reached within a 5-minute bus journey using the no.90 Richmond Coaches service from War Memorial Bus Stop. The station, managed by Great Northern, features a ticket office, a seating area, and twelve sheltered cycle parking stands. It is served by Thameslink services, which are detailed in **Table 4**.

Summary of Route	Journey Time	Frequency
Ashwell & Morden - Royston – Cambridge	20 minutes	Every 30mins
Ashwell & Morden – London St Pancras Int. – Brighton	2 hours 6 minutes	Every 30mins

Table 4: Ashwell & Morden Train Services (Correct as of August 2025)

3.15 As shown in **Table 4**, The site is well served by rail with links into Cambridge and through a number of London stations including Finsbury Park, Farringdon, City Thameslink, London Blackfriars and London Bridge, with the Brighton service arriving at London St Pancras International in 47 minutes from Ashwell and Morden.

Local Highway Network

3.16 The site is accessed from Station Road which measures approximately 5.5m in width along the site frontage. The road is subject to 40mph speed limit until approximately 225m west from the proposed site access where it becomes a 30mph speed limit on entrance to Ashwell.

- 3.17 There is a chicane traffic calming measure in place along Station Road involving a build out which narrows the carriageway and gives priority to oncoming vehicles, this feature is located c. 70m west of the site boundary and is shown in **Photograph 3**.



Photograph 3: Station Road Traffic Calming Measure

- 3.18 A 7-day ATC survey was conducted along the site frontage on Station Road from 13th January 2025 – 19th January 2025 to understand the volume and speeds of existing vehicles currently passing the site. A summary of the survey results is shown in **Table 5**.

Monday to Friday	Eastbound	Westbound
85 th Percentile Speed	45mph	44.1mph
AM Peak Hour (08:00 – 09:00)	79 vehicles	92 vehicles
PM Peak Hour (17:00 – 18:00)	55 vehicles	63 vehicles

Table 5: ATC Survey Results

- 3.19 Lucas Lane, approximately 5.5m wide, forms a priority junction with Station Road and provides a direct link to the village centre by connecting with High Street. A 20mph zone is in effect throughout the village centre, including Lucas Lane and High Street, creating a safer and more attractive environment for cycling.

Summary of Site Accessibility

- 3.20 The site benefits from good accessibility via a range of transport modes to support a sustainable development. It is well connected to Ashwell village centre by continuous footways and PRoW routes including Byway 16. Cycling is supported by low traffic volumes and a 20mph zone in the village centre. Local amenities are within a reasonable walking and cycling distance, and public transport is available from nearby bus stops such as the 'War Memorial' and a newly constructed stop associated with adjacent residential development. Ashwell & Morden railway station also provides regular services to Cambridge and London, enhancing regional connectivity.
- 3.21 The neighbouring development (20/03070/FP) was acknowledged as supporting sustainable development. This was affirmed by the Planning Inspectorate during the appeal process (APP/X1925/W/21/3279843), where it was concluded that *"the proposal benefits from the presumption in favour of sustainable development," and that this factor carried sufficient weight to justify the granting of planning permission."*

Personal Injury Collision (PIC) Data

- 3.22 Personal Injury Collision (PIC) data has been obtained from the Department for Transport's (DfT) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recently recorded 5-year period between 2019 – 2023 in order to analyse the existing safety conditions of the local road network.



Figure 3: PIC Data (2019-2023)

3.23 As demonstrated in **Figure 3**, a total of two slight incidents have occurred along Station Road. Due to the frequency, low severity in incidents and no patterns this is not seen as a major highway concern.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development comprises 36 dwellings off Station Road, to the east the village of Ashwell.

Access

- 4.2 Access to the site is proposed off Station Road via a bellmouth junction measuring approximately 5.5m in width with a 6m radii. Suitable visibility splays have been provided based on ATC data obtained in January 2025. The visibility splays measure 2.4m x 125.1m in the primary direction and 2.4m x 121.1m in the secondary direction in line with DMRB guidance and the recorded speeds. The visibility splays are shown to be contained within the public highway. The associated plan can be seen in **Appendix C** and the ATC results are summarised in **Table 5**.

- 4.3 Whilst the access proposals and visibility splays are shown to be in accordance with HCC standards and national DMRB and Manual for Streets guidance, it is recognised that an opportunity to relocate the change in speed limit further eastwards to encompass the site frontage could provide a wider highway benefit. This opportunity has been recognised following the ATC survey which recorded 85th percentile speeds between 10% - 13% greater than the 40mph speed limit along the site frontage.

Pedestrian and Cycle Access

- 4.4 A 2m wide footway will be provided on both sides of the site access, continuing throughout the development to ensure pedestrian permeability across the site. The western footway at the site access forms a dedicated pedestrian link, connecting to the existing footway on Station Road on the northern side of the carriageway, further enhancing connectivity and accessibility west into Ashwell. A pedestrian crossing point with tactile paving and dropped kerbs is provided at the site access to reflect this anticipated pedestrian desire line.

Station Road

- 4.5 To better reflect the residential character of this section of Station Road and reduce vehicle speeds, it is proposed to relocate the 30mph speed limit to approximately 121m east of the proposed site access. This distance aligns with the vehicle visibility splay and is therefore considered an appropriate distance for drivers to reduce their speed. This adjustment would extend the 30mph zone to include the site frontage, encouraging lower vehicle speeds on approach to the village and enhancing overall highway safety in the area.

- 4.6 A gateway feature is proposed at the new speed limit transition point, incorporating appropriate road markings to signal the change. Given the good visibility along Station Road, this feature would notify drivers to the changing conditions on approach to the village. The proposal aligns with guidance from the Speed Management Strategy (HCC, 2020) and Local Transport Note 1/07 Traffic Calming (DfT, 2007), specifically Chapter 7: Gateways and Entry Treatments. Further details of the proposed arrangement is shown within **Appendix D**.

Stage 1 Road Safety Audit

- 4.7 An independent Stage 1 Road Safety Audit (RSA) has been carried out for the proposed site access arrangement, with the full RSA report provided in **Appendix E**. The audit highlighted the importance of maintaining vegetation within the visibility splay to ensure clear sightlines. It recommended that *“no physical obstructions should be present within the visibility splays, and that these areas be regularly maintained, with any landscaping features kept to a maximum height of 600mm.”*
- 4.8 The RSA also recommended *“that 30mph / 40mph speed limit be relocated further east on Station Road”*. The change in speed limit from 30mph to 40mph has been relocated 121m east of the site access. This location aligns with the vehicle visibility splay determined by the ATC survey 85th percentile speed results and is therefore considered appropriate.
- 4.9 The RSA *“recommended that a pedestrian crossing point including drop kerbs and tactile paving be provided”*. A pedestrian crossing point with tactile paving and dropped kerbs has been provided at the site access to reflect the anticipated pedestrian desire line.

Servicing Arrangements

- 4.10 A 12.1 m refuse vehicle has been tracked for the proposed development in line with the vehicle profile used for the neighbouring development to the west. Swept path analysis demonstrates that a refuse vehicle can safely enter and exit the proposed access in a forward gear. In addition, a fire tender can safely enter and exit the proposed access. These plans can be seen in **Appendix F**.

Parking Provision

- 4.11 Parking for the site will be provided in line with the standards presented in North Hertfordshire Local Plan 2011 – 2031, as summarised in **Table 6**.

Type	Vehicle Parking Standard	Cycle Parking Standard
1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling
2 – 3 bedrooms	2 spaces per dwelling minimum	
Visitor	Between 0.25 and 0.75 spaces per dwelling with the higher standard being applied where there are no garages in the schemes and the lower standard applied where every dwelling in the scheme is to be provided with a garage	

Table 6: Parking Standards

- 4.12 Electric Vehicle charging facilities will be provided in line with Building Regulations 2010, 'Infrastructure for the charging of electric vehicles' which states that residential buildings with on-site car parking must have their own EV charging point installed.

5. HIGHWAY IMPACT

Trip Generation

- 5.1 In order to identify the vehicle trip rates for the proposed development, a TRICS assessment has been undertaken. It is assumed that no trips are generated for the existing land use currently due it being vacant land. The parameters can be seen below for the proposed development and results in **Table 7** with the outputs attached in **Appendix G**.

- Land Use: Residential – Houses Privately Owned
- 10-62 units
- Suburban Area
- Sites in England and Wales (Excluding Greater London)
- Weekday surveys only

Trip Generation	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.161	0.424	0.356	0.173
Trip Generation (36 dwellings)	6	15	13	6

Table 7: Proposed Development Trip Generation

- 5.2 As demonstrated in **Table 7**, a total of 21 trips are forecast in the AM peak and 19 in the PM peak.

Vehicle Distribution

- 5.3 In order to ascertain the potential external impact of the development proposals, a trip distribution exercise has been undertaken. The 2011 Census 'travel to work' data (WU03EW) has been utilised for residents within the 'North Hertfordshire 005' MSOA area in which the proposed site is located. The results of this assessment are shown in **Table 8**.

Destination	East/West movement from site access	Percentage
North Hertfordshire	East	23%
Stevenage	East	18%
Welwyn Hatfield	East	10%
East Hertfordshire	East	6%
Westminster, City of London	East	6%
South Cambridgeshire	East	4%
Central Bedfordshire	West	2%
St Albans	East	2%
Luton	East	2%
Cambridge	East	2%
Camden	East	2%
Broxbourne	East	2%
Barnet	East	1%
Hertsmere	East	1%
Islington	East	1%
Enfield	East	1%
Harlow	East	1%
Dacorum	East	1%
Tower Hamlets	East	1%
Watford	East	1%
Bedford	West	1%
Epping Forest	East	1%
Brent	East	1%
Uttlesford	East	1%
Southwark	East	1%

Table 8: Trip Distribution

- 5.4 As demonstrated in **Table 8**, 97% of trips are anticipated to travel east out of the site along Station Road with the remaining 3% travelling west towards Ashwell. In light of this it is anticipated that there will be a very low impact on traffic through Ashwell with majority using Station Road to the east to connect to the A505 to access the wider strategic network.
- 5.5 Based on the trip generation in **Table 7** and trip distribution assessment in **Table 8**, it is expected that 20 vehicle trips (97%) will travel to and from the east of the site, with a maximum of only 1 vehicle trip (3%) expected to travel west through Ashwell. As a result, the overall impact of the proposed development on the wider highway network is considered to be minimal, particularly in relation to traffic through Ashwell.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Beck Homes to support the planning application for a residential development comprising 36 dwellings ('the proposed development') at Station Road, Ashwell ('the site').
- 6.2 The site benefits from good accessibility via a range of sustainable transport modes. It is well connected to Ashwell village centre by continuous footways and PRow routes including Byway 16. Cycling is supported by low traffic volumes and a 20mph zone in the village centre. Public transport is available from nearby bus stops such as the 'War Memorial' and a newly constructed stop associated with adjacent residential development. Furthermore, Ashwell & Morden railway station also provides regular services to Cambridge and London, enhancing regional connectivity and encouraging travel by sustainable means to the site.
- 6.3 Based on the PIC data review presented in **Figure 3**, the low frequency and severity of incidents, along with the absence of any identifiable patterns, indicate that there are no significant highway safety concerns at this location.
- 6.4 The proposed vehicle access will be provided via a bellmouth priority junction onto Station Road. A 2m wide footway will be constructed at the site entrance and will continue internally to support pedestrian movement throughout the development. To enhance safety and better reflect the residential character of this stretch of Station Road, it is proposed to relocate the 30mph speed limit approximately 121m east of the site access. This is proposed to be in the form of a gateway feature to inform drivers of the speed limit change as they approach the village.
- 6.5 Based on the trip generation and distribution assessment the proposed development is not considered to have a significant impact on the operation of the local highway network. Based on the findings of this Transport Statement, we would encourage HCC highways officers to look favourably on this application.

Appendix A



Unit 6, Longley Lane
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DWG NO.
M3942-PA-01-V06

CLIENT:
Beck Homes Ltd

WORK STAGE: SCALE:
Planning 1:500@A1

DWG TITLE:
Phase 2 Landscape Layout

PROJECT TITLE:
Phase 2 - Station Road, Ashwell

DATE: 08.2025
DRAWN BY: XY
CHECKED BY: MW

V02 Minor amendments following review, 14/08/25_EL
V03 Minor amendments to layout, 27/08/25_EL
V04 Minor amendments to road layout, 28/08/25_EL
V05 Minor graphical amendments following review, 28/08/25_EL
V05 Minor amendments to boundary planting, 02/09/25_EL

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Appendix B



Mark Youngman
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District ref: N/A
HCC ref: NH/24843/2025
HCC received: 1 May 2025
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Land off Station Road, Ashwell

Application type

Pre-Application

Proposal

A proposal for a potential planning application in regards to the development of 38 dwellings Located off Station Road, Ashwell.

Brief Description of Proposed Development in support by the applicant:

This Pre-Application Scoping Note (PASN) has been prepared to support pre-application discussions with Hertfordshire County Council (HCC) highway authority in regard to a potential planning application for 38 dwellings at land off Station Road, Ashwell

Planning History

A planning application for the site directly northwest on Station Road was submitted in December 2020 under ref: 20/03070/FP. The application was for 28 dwellings with associated infrastructure. The application was initially refused in 2021 for reasons unrelated to transport and highways, following appeal the scheme was granted consent in March 2022. As part of this approved application proposals were made for the upgrade of the existing footway along the site frontage on Station Road and a new bus stop adjacent to the development.

Local Road Network

The site is accessed from Station Road which measures approximately 5.5m in width along the site frontage. The road is subject to 40mph speed limit until approximately 225m west from the proposed site access where it becomes a 30mph speed limit on entrance to Ashwell.

There are currently traffic calming measures in place along Station Road involving a build out which narrows the carriageway and gives priority to westbound vehicles, this feature is located c. 70m west of the site boundary.

Local Pedestrian Network

Approximately 1.2m wide footways are present along the northern side of Station Road. This footway provides a continuous route westbound for approximately 580m west from the site frontage at which point footways are present on both sides of the Station Road carriageway. This footway route continues into Ashwell connecting with bus stops and Lucas Lane/High Street and the centre of the village.

In addition, as part of the neighbouring application (ref: 20/03070/FP improvements to the northern footway outside of the site were proposed and are commencing. This includes upgrading the existing footway to 2m in width.

A number of public rights of way (PRoW) routes are available within proximity to the site including route 17/16 connecting to Ashwell Village Centre. From Ashwell a selection of other ProW's are present providing a good opportunity for connectivity through the village and further afield.

Bus Services

As mentioned, the nearest bus stop is currently the War Memorial stop on Station Road but a new bus stop is being built for the development directly next door to the west. This would prevent any through traffic towards Ashwell centre.

Personal Injury Collision (PIC) Data

Personal Injury Collision (PIC) data has been obtained from the Department for Transport's (DfT) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recently recorded 5-year period between 2019 – 2023 in order to analyse the existing safety conditions of the local road network.

A total of two slight incidents have occurred along Station Road. Due to the frequency, low severity in incidents and no patterns this is not seen as a major highway concern. We would welcome HCC opinion for the scope of PIC data.

Proposed development

The proposed development currently comprises 38 dwellings off Station Road, Ashwell.

Access

Access to the site is proposed off Station Road via a bellmouth junction measuring approximately 5.5m in width with a 6m radii. Suitable visibility splays have been provided based on ATC data obtained in January 2025. The visibility splays measure 2.4m x 125.1m in the primary direction and 2.4m x 121.1m in the secondary direction in line with DMRB guidance and the recorded speeds. The visibility splays are shown to be contained within the public highway.

Whilst the access proposals and visibility splays are shown to be in accordance with HCC standards and national DMRB and Manual for Streets guidance, it is recognised that an opportunity to relocate the change in speed limit further eastwards to encompass the site frontage could provide a wider highway benefit.

The speed limit along the site frontage is currently 40mph before changing to 30mph 225m west on entrance to the village, a proposal to relocate the change in speed limit to encompass the site frontage would slow vehicles further on approach to the village and provide a wider benefit to highway safety in this location. As part of this pre-application engagement we would seek the opinion of the highway authority on the proposals to relocate the speed limit through a TRO or Section 278 agreement and any further traffic calming measures that could be implemented as part of the development proposals.

Servicing Arrangements

A 12.1 m refuse vehicle has been tracked for the proposed development in line with the vehicle profile used for the neighbouring development to the west. Swept path analysis demonstrates that a refuse vehicle can safely enter and exit the proposed access in a forward gear. In addition, a fire tender can safely enter and exit the proposed access.

Pedestrian and Cycle Access

The North Hertfordshire Local Cycling and Walking Infrastructure Plan has been consulted and LTN 1/20 will be considered when designing for pedestrian and cycle access.

Within the current development proposals pedestrian and cycle access is included at the main vehicular access point off Station Road via 2m wide footways on the eastern edge. Within the proposed development site an additional footway is present running along the western side providing good permeability through the site for pedestrians.

Approximately 30m west of the main access is a segregated pedestrian access linking up to the footpath on the western side of the carriageway.

Highway impact

In order to ascertain the potential external impact of the development proposals, a trip distribution exercise has been undertaken using 2011 Census Travel to Work Data.

97% of trips are heading east out of the site along Station Road with only 3% heading west towards Central Bedfordshire and Bedford. In light of this it is anticipated that there will be a low impact on traffic through Ashwell with majority using Station Road to the east to connect to the A505 to access the wider strategic network.

In order to identify the vehicle trip rates for the proposed development, a TRICS assessment has been undertaken. It is assumed that no trips are generated for the existing land use currently due it being vacant land.

Total of 22 trips are expected in the AM peak and 21 in the PM peak. With a total of 199 trips over a 12-hour period equating to an average of 17 trips an hour.

Based on the census data in Table 4 and trip generation assessment in Table 5, it is expected that no external junction modelling would be required as part of any subsequent planning application for this scale of development.

Summary and conclusions

Through this Pre-Application Scoping Note (PASN) and subsequent pre-application discussions we seek to agree the following aspects with HCC as well as any other considerations to inform the preparation of a future application:

- Site access to be taken via 5.5m bellmouth junction from Station Road;
- Principle of residential development in this location including accessibility to nearby amenities and opportunities to encourage sustainable travel;
- Proposed relocation of the existing change in speed limit on Station Road;
- Scope of incident data to be included in any future planning submission;
- Agreement on the proposed pedestrian/cycle access onto the site in addition to the suitability of servicing arrangements ;
- Agreement of the trip distribution and generation and any associated highway assessments;

- Confirmation if any further documents would be required alongside a Transport Statement for the planning submission including Road Safety Audit, Travel Plan and Construction Traffic Management Plan

Highway comments:

The applicant is seeking pre-app advice from the HA for the proposed development at the above site to build 38 dwellings off Station Road, Ashwell.

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

Given the submitted plans of the swept path track drawings shows refuse vehicle and other emergency services can enter and egress in forward gear at the sites proposed vehicle access bellmouth via 5.5m bellmouth junction is acceptable, nevertheless detailed technical plans will be required to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

There is significant foliage along both sides of the proposed new vehicle access, the foliage will need to be removed from within the site's boundary including any established over the existing footway that fronts the sites boundary. The applicant is required to submit a detailed technical drawing showing the extent of the highway boundary against the site boundary overlapped by the visibility splay envelopes, and demonstrating how the applicant will ensure that nothing over 0.6m high will obstruct the visibility splays envelopes and how they will be maintained in perpetuity.

Station Road has an existing footway alongside the proposed sites frontage but it is without the provision of street lighting and whilst it is also a bus route, the bus stops are in excess of 600m in both directions from the site and PRow within proximity to the site including route 17/16. Nevertheless, whilst the HA in principle would acknowledge that the site is in a accessible location, the HA will be seeking from the applicant to provide street lighting, fund bus service/infrastructure improvements (including to new bus stops near site, if any) and PRow, these will help to encourage a shift towards more sustainable forms of travel and in accordance with the principles of Active Travel and the more attractive route for occupiers of the development. The developer is advised to engage with Hertfordshire County Council's Bus Infrastructure Officer, Bus Service Development Officer, and Hertfordshire Highways at the earliest opportunity.

The applicant is suggesting to relocate the change in speed limit currently 40mph to 30mph to encompass the site frontage and approach to the village, thereby providing a wider benefit to highway safety in this location. Whilst the HA in principle acknowledges with the applicants suggestion, however this will require a feasibility study to be undertaken and consultation with the relevant stakeholders before such a measure can be supported by the HA, and for which the applicant will be totally liable to fund, including its implementation.

The applicant will be liable for the total cost (£278) of the highway works involved in delivering the to be determined measures including its associated commuted maintenance payment.

MfS states: the gradient of pedestrian routes (driveway/internal road) should ideally be no more than 5%, although topography or other circumstances may make this difficult to achieve. However, as a general rule, 8% should generally be considered as a maximum, which is the limit for most wheelchair users as advised in inclusive mobility.

Any redesign of the access would need testing with a swept path analysis software to ensure that the pass of vehicles and service vehicles likely to use the development access road and access is safely accommodated.

The HA is satisfied with the methodology and approach proposed in the scoping note to establish the potential external impact of the development proposals and the TRICS assessment has been undertaken to identify the vehicle trip rates for the proposed development.

For pedestrian safety reasons, at all new vehicle accesses within the site, it is necessary to maintain within the site triangular areas known as pedestrian visibility splays measuring 0.65m by 0.65m, with no obstruction to visibility between 0.6m and 2m above the carriageway, on both sides of where the vehicle accesses meet the back edge of the footway, within which unobstructed visibility is available for drivers to see and be seen by pedestrians on a footway to avoid a potential hazard in time. The splays must be wholly within the site's curtilage and should be physically protected (dwarf wall, pedestrian gate, etc) to stop them from being driven over thereby undermining their necessity and provision, therefore the applicant is required to show the physical measures on the deposited plans.

The adoption of internal residential streets is no longer common practice for the County Council.

To fully assess the highway implications of the development a Transport Statement would be required to detail the development and its impact on the surrounding network in terms of highway safety, potential availability of public transport, accessibility by other users (pedestrians, cyclists, etc), ways of encouraging environmental sustainability by reducing the need to travel, measures to improve sustainable modes of transport and how the development fits in with national and local policies.

HCC considers the safety of pedestrians and cyclists travelling to and from the site onto the wider highway network. Hertfordshire's Local Transport Plan 4 or Promoting sustainable transport paragraph 102, 104 and 110 of the NPPF 2019 which state 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".

The proposals would need to show that the trips that these vulnerable highway user groups are sustainable in relation to public transport, footpaths (improvement to the connection to Right of Way) and cycle paths providing improvements to these facilities may improve the viability of the development in terms of sustainability. Improvements to pedestrian access to the bus stop and to the local amenities is vital and encourages walking, cycling, use of public transport and reduce the reliance on the private car as represented in national and local policy.

The associated road works as part of the development shall be constructed to the satisfaction of the Highway Authority and in accordance with Hertfordshire County Council publication Roads in Hertfordshire Highway Design Guide.

The new road layout would need to be subjected to a Road Safety Audit to be carried out by an independent assessor. The applicant is advised to contact HCC <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or for information call on 0300 1234 047 to obtain the requirements for a section 278

agreement for the associated road works as part of the development. This should be carried out prior to any development work is carried out.

A Construction Traffic Management Plan will be required.

Also, it is Hertfordshire County Councils policy to seek a planning obligation in respect of Sustainable Transport including for all developments. The revised NPPF -July 2021 promotes accessibility by sustainable means including bus, cycling, and walking, and the provisions of S106 of the Town and Country Planning Act-1990 allows that planning obligations, governed by the guidance within CIL Regulations may be used to mitigate the impact of development. HCC adopted a new toolkit to seek planning obligations towards sustainable transport. Full details on HCC's policy towards planning obligations may be found at the following web address

<https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/who-we-are-and-what-we-do/property/planning-obligations-guidance.aspx#developercontributions>.

Based on the above, the county council will actively seek planning obligations which will improve sustainable transport facilities and services for passenger transport users who are using the development and generally for those users in the surrounding area. In addition to the strand 1 highway works outlined above, wider necessary / strand 2 highway measures are required. The headline figure as stated in our Toolkit is £9861 per dwelling (i.e., the average amount each new dwelling across the county needs to pay in order for the necessary new infrastructure to be delivered). Multiply this by 38 dwellings = £374,718 (index linked to March 2024).

In summary, the Highway Authority expects the site to demonstrate compliance with LTP4 and this will require a comprehensive assessment and consideration of how sustainability can be improved as per the Highway Authority's in conjunction with the LPA requirements.

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.

The applicant will be required to provide all dimensions clearly annotated on any deposited plans which will form the basis of the approved plan on the various aspects of the proposed vehicle accesses layout, forward splay sight lines, pedestrian visibility splays, parking bay dimensions and separation, etc.

The Highway Authority reserves the right to assess a future application/ extend the assessment scope on its own qualities and request further information. These comments are given on a without prejudice basis, that do not commit the HA to any position, action, recommendation, or decision. If required opinions may change depending on the access strategy, outcome of interim appraisals and the results of the iterative Transport Assessment process.

Recommendation:

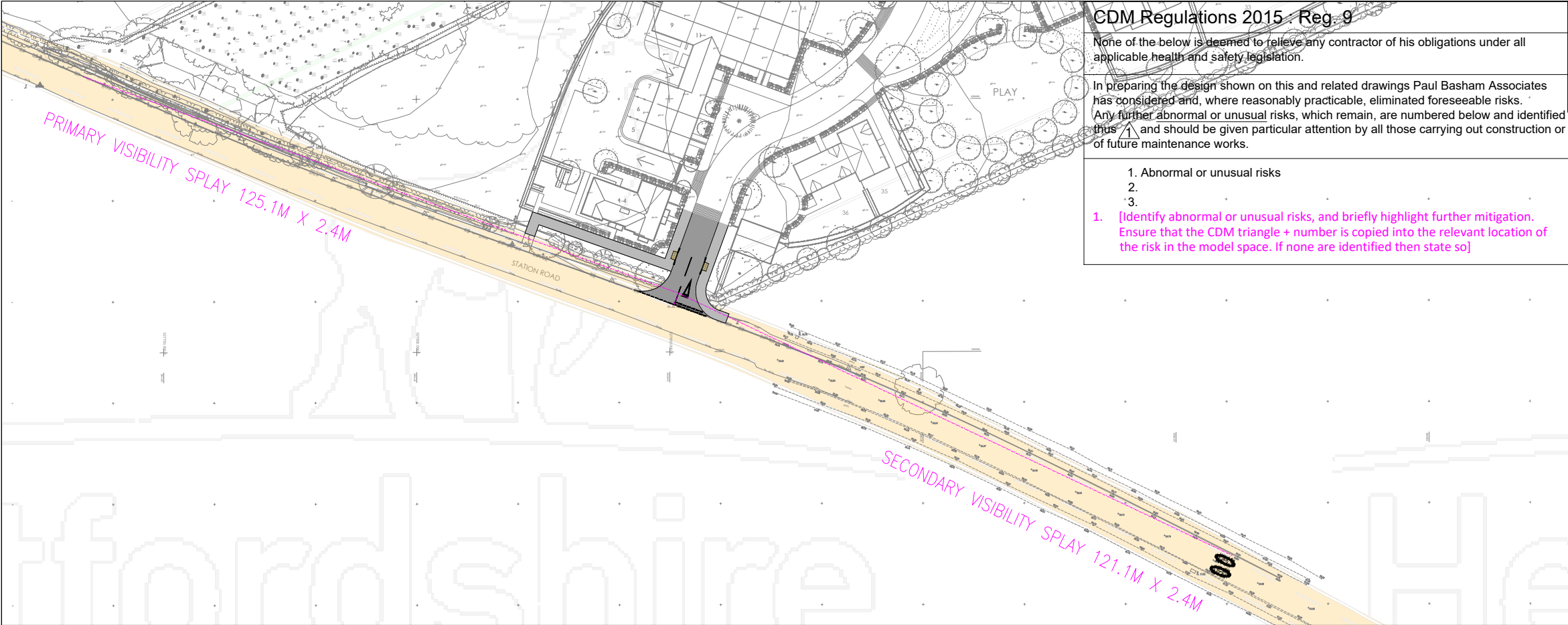
In principle the HA would have no objection subject to the above comments being fully satisfactorily addressed showing how the proposals are compliant with HCC policies and design guides.

Signed

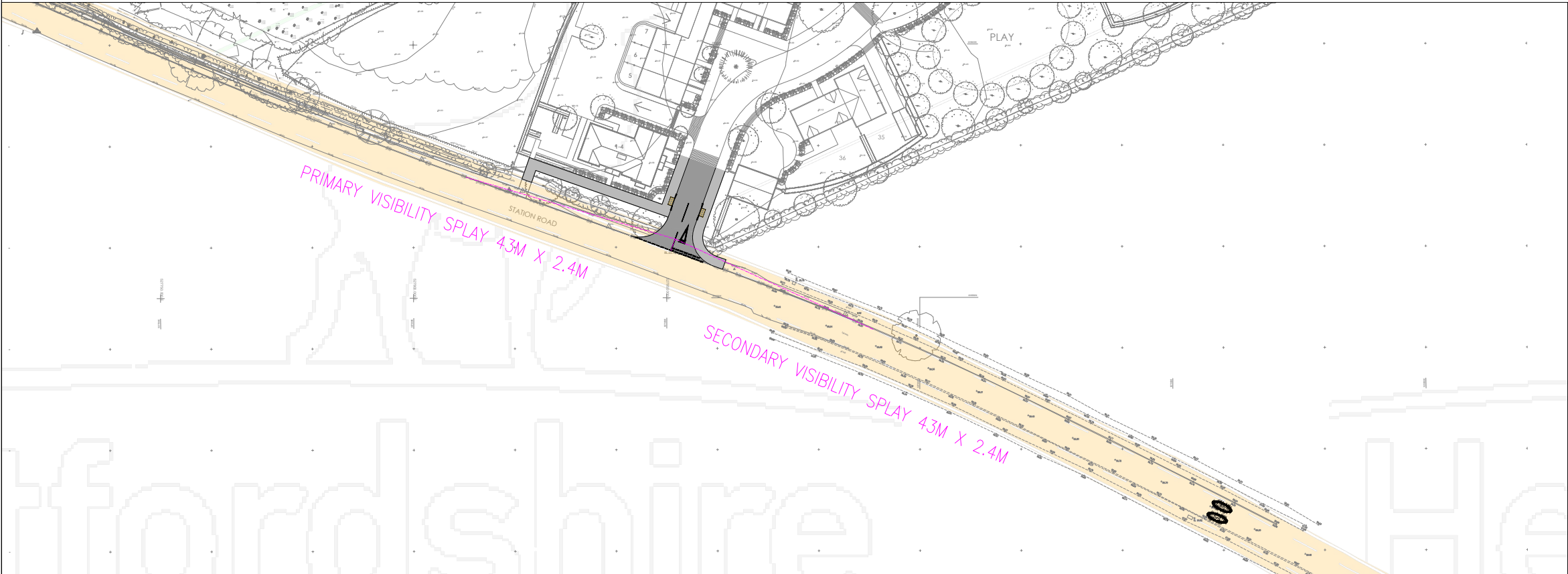
Senober Khan

13 June 2025

Appendix C



VISIBILITY SPLAY - BASED ON ATC SURVEY 85TH PERCENTILE SPEEDS



VISIBILITY SPLAY - BASED ON PROPOSED 30MPH SPEED LIMIT

Project Name	STATION ROAD, ASHWELL	Title	VISIBILITY SPLAYS	 Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client	PRIVATE CLIENT
Project Phase	PRELIMINARY					

CDM Regulations 2015 - Reg. 9

None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus 1 and should be given particular attention by all those carrying out construction or of future maintenance works.

1. Abnormal or unusual risks
 - 2.
 - 3.
1. [Identify abnormal or unusual risks, and briefly highlight further mitigation. Ensure that the CDM triangle + number is copied into the relevant location of the risk in the model space. If none are identified then state so]

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 - 4.1. Topographical Survey
 - 4.2. Site Layout
 - 4.3. Highway Boundary
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY



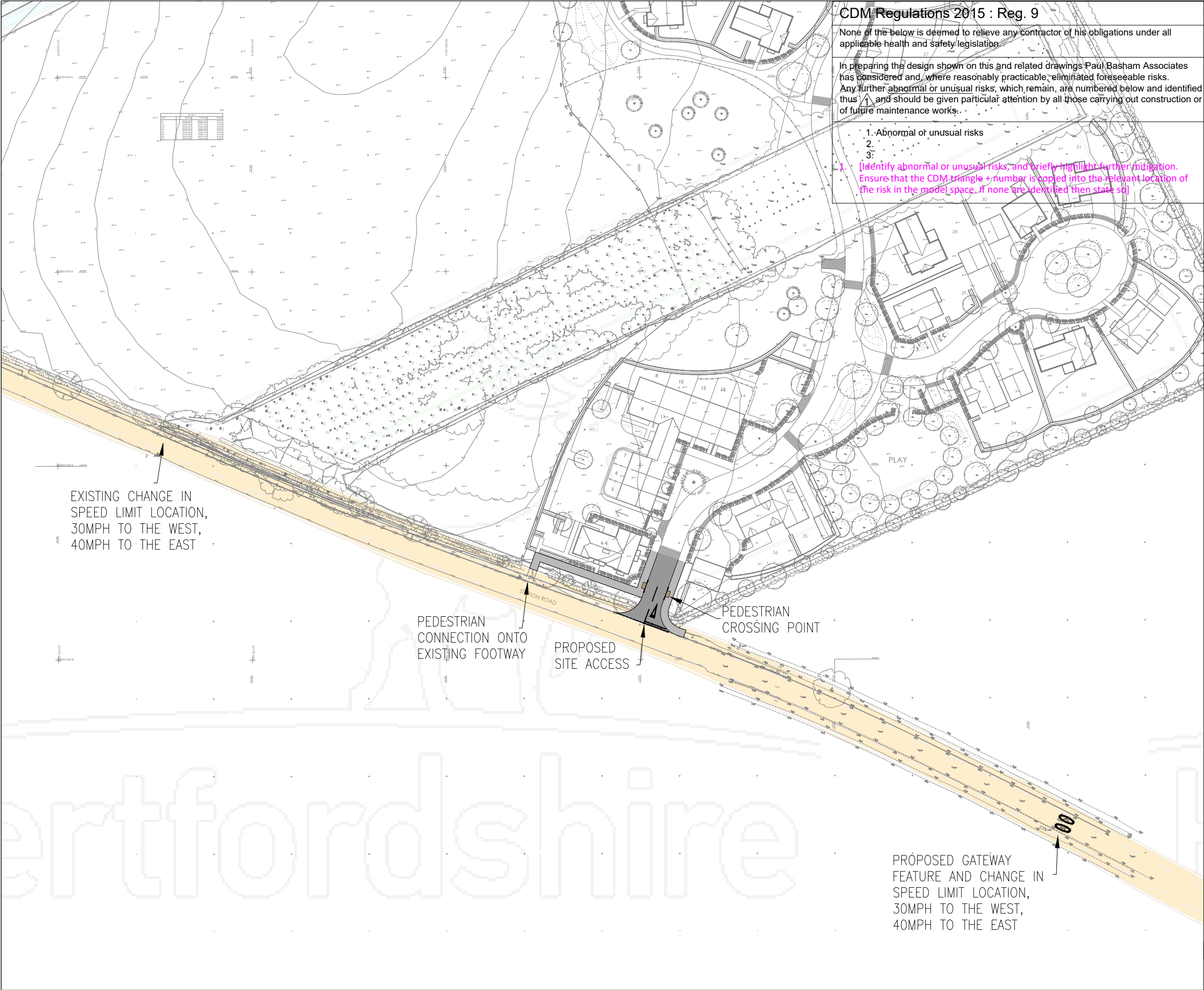
PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

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P01	FIRST ISSUE		11.09.25	AAM	WJF
Rev	Description		Date	By	App'd
Date Created		Drawn By	Approved By		Suitability Code
13.08.25		AAM	WJF		-
PBA Project Number			Scale		
1000.0062			1:1000 (AT A3)		
PBA Drawing No:				Revision	
1000.0062 - 0005				P01	

Appendix D



CDM Regulations 2015 : Reg. 9

None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus 1 and should be given particular attention by all those carrying out construction or of future maintenance works.

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KEY

HIGHWAY BOUNDARY



PRELIMINARY

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P03	THIRD ISSUE		19.09.25	AAM	WJF
P02	SECOND ISSUE		05.09.25	AAM	WJF
P01	FIRST ISSUE		14.08.25	AAM	WJF
Rev	Description		Date	By	App'd
Date Created		Drawn By	Approved By		Suitability Code
13.08.25		AAM	WJF		-
PBA Project Number			Scale		
1000.0062			1:1000 (AT A3)		
PBA Drawing No:				Revision	
1000.0062 - 0004				P03	

Project Name

STATION ROAD, ASHWELL

Project Phase

PRELIMINARY

Title

STATION ROAD ACCESS DESIGN

paulbasham

associates

Paul Basham Associates Ltd

Milton Hall, Ely Road, Milton,

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Client

PRIVATE CLIENT

Appendix E



M & S Traffic

Road Safety Audit Stage 1

Proposed Access Arrangements

Station Road

Ashwell

Hertfordshire

Date: September 2025

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Station Road, Ashwell

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/25/1000.0062/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		10 th September 2025
Designers Response	Alice Mortimer	Will Fayers	WJF	29 th September 2025
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Alice Mortimer	-
Paul Basham Associates	Will Fayers	-

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2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	8
5 Auditors Statement	9

Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 38-unit residential development off Station Road, Ashwell, as below:

- A proposed access on the northern side of the carriageway.
- A pedestrian link from the development to Station Road, west of the access.

The Audit was requested by the design organisation, Paul Basham Associates, Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ on behalf of Hertfordshire County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
National Highways Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 9th September 2025 between 12:45 and 13:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were moderate. There were no pedestrian or cycle movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Station Road.

Summary: Inappropriate speed limit and increased vehicle movements could lead to side impact collisions or rear end shunts.

A 40mph speed limit currently applies to this section of Station Road, where it is proposed to relocate the 30mph / 40mph to the east of the development including a gateway feature. However, visibility splays at the access have been provided based on traffic surveys indicating vehicle speeds more than 40mph. There is concern that even with the relocated speed limit, vehicle speeds may still be inappropriately high approaching the access, which could increase the risk of side impact collisions or rear end shunts, in the event of sudden braking.

RECOMMENDATION

It is recommended that 30mph / 40mph speed limit be relocated further east on Station Road and that the visibility splays be commensurate with the 85th percentile speeds.

3.2 Local Alignment

3.2.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access with Station Road.

Summary: Restricted visibility could lead to side impact collisions Station Road.

Visibility splays have been provided at the access. However, there is concern that existing hedgerow and vegetation in the western splay could provide an obstruction for road users using the junction, see figure 1 overleaf. Restricted visibility could increase the risk of side impact collisions.



Figure 1: Hedgerow and excess vehicle in western splay.

RECOMMENDATION

It is recommended that there be no physical obstruction of the visibility splays and additionally, that the splays be periodically maintained where the height of landscaping features should be 600mm or less.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed access road.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There are footways on both sides of the access road; however, there is no pedestrian crossing point linking the footways near the proposed junction mouth. This is likely to be a pedestrian desire line and the lack of a crossing may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.

RECOMMENDATION

It is recommended that a pedestrian crossing point including drop kerbs and tactile paving be provided.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 10/09/2025

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 10/09/2025

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
1000.0062 - 0004 P01	STATION ROAD ACCESS DESIGN
1000.0062 - 0005 P01	VISIBILITY SPLAYS
1000.0062 - 0006 - P01	CAR AND DELIVERY VEHICLE ACCESS SWEPT PATHS
1000.0062 - 0007 - P01	REFUSE AND FIRE VEHICLE ACCESS SWEPT PATHS

Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Station Road, Ashwell

Date Audit Completed: 10th September 2025

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
3.3.1 PROBLEM Location: Station Road. Summary: Inappropriate speed limit and increased vehicle movements could lead to side impact collisions or rear end shunts. A 40mph speed limit currently applies to this section of Station Road, where it is proposed to relocate the 30mph / 40mph to the east of the development including a gateway feature. However, visibility splays at the access have been provided based on traffic surveys indicating vehicle speeds more than 40mph. There is concern that even with the	It is recommended that 30mph / 40mph speed limit be relocated further east on Station Road and that the visibility splays be commensurate with the 85th percentile speeds.	The change in speed limit from 30mph to 40mph has been relocated from 50m to 121m east of the site access. This revised location aligns with the vehicle visibility splay determined by the ATC survey 85th percentile speed results and is therefore considered appropriate.		

relocated speed limit, vehicle speeds may still be inappropriately high approaching the access, which could increase the risk of side impact collisions or rear end shunts, in the event of sudden braking.				
3.4.1 PROBLEM Location: Proposed access road. Summary: Lack of pedestrian facilities could compromise pedestrian safety. There are footways on both sides of the access road; however, there is no pedestrian crossing point linking the footways near the proposed junction mouth. This is likely to be a be pedestrian desire line and the lack of a crossing may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.	It is recommended that a pedestrian crossing point including drop kerbs and tactile paving be provided.	A pedestrian crossing point with tactile paving and dropped kerbs has been provided at the site access to reflect the anticipated pedestrian desire line.		

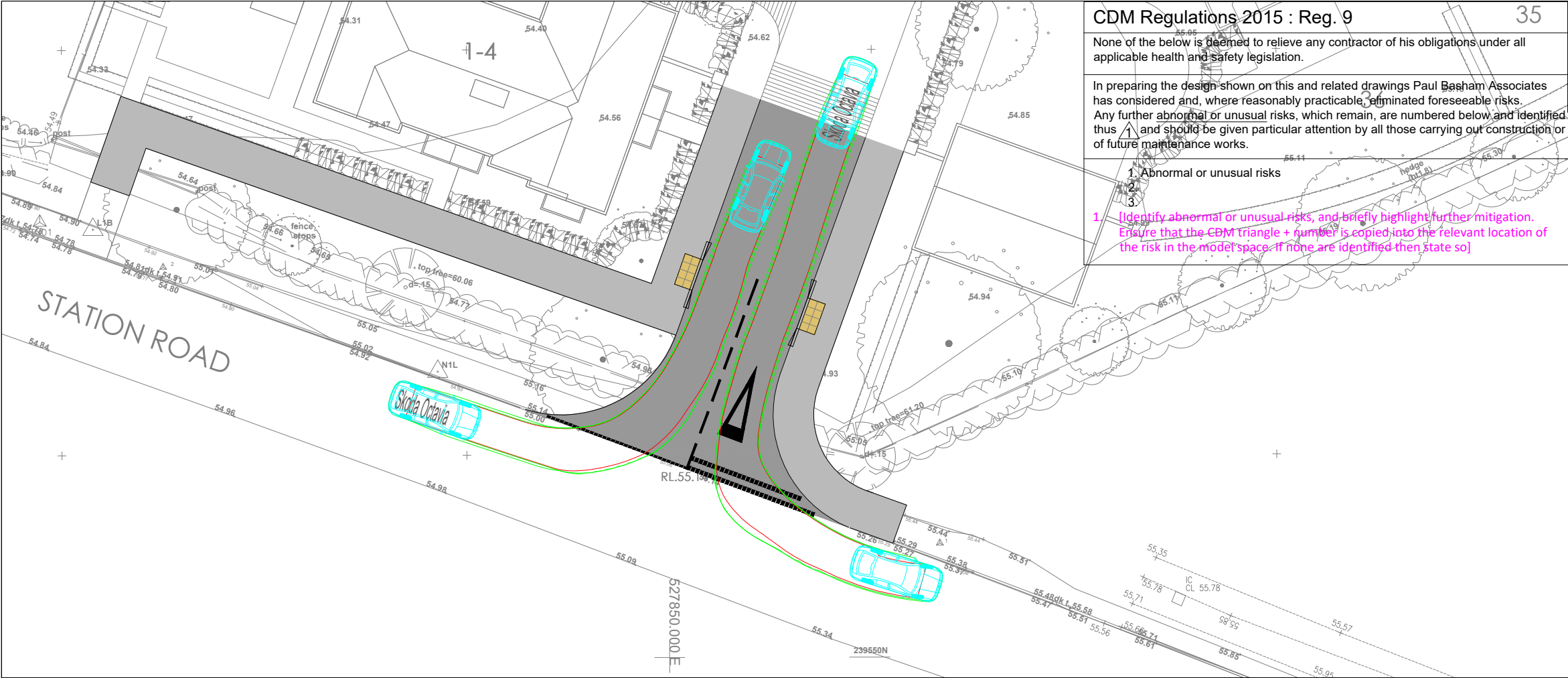
APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit, Station Road, Ashwell	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Will Fayers
Signed	WJF
Position	Senior Associate
Organisation	Paul Basham Associates Ltd
Date	19.09.25

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit, Station Road, Ashwell	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix F



CDM Regulations 2015 : Reg. 9

None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified thus 1 and should be given particular attention by all those carrying out construction or of future maintenance works.

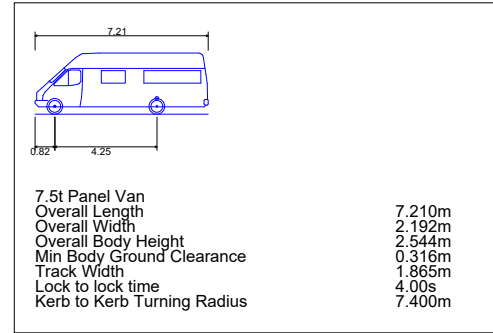
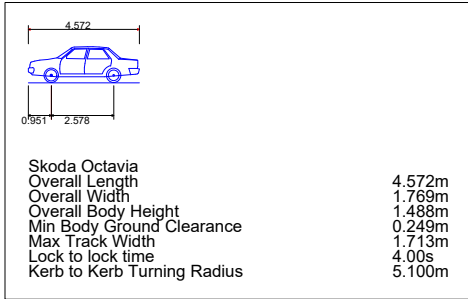
1. Abnormal or unusual risks
 - 2.
 - 3.
1. [Identify abnormal or unusual risks, and briefly highlight further mitigation. Ensure that the CDM triangle + number is copied into the relevant location of the risk in the model space, if none are identified then state so]

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3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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 - 4.1. Topographical Survey
 - 4.2. Site Layout
 - 4.3. Highway Boundary
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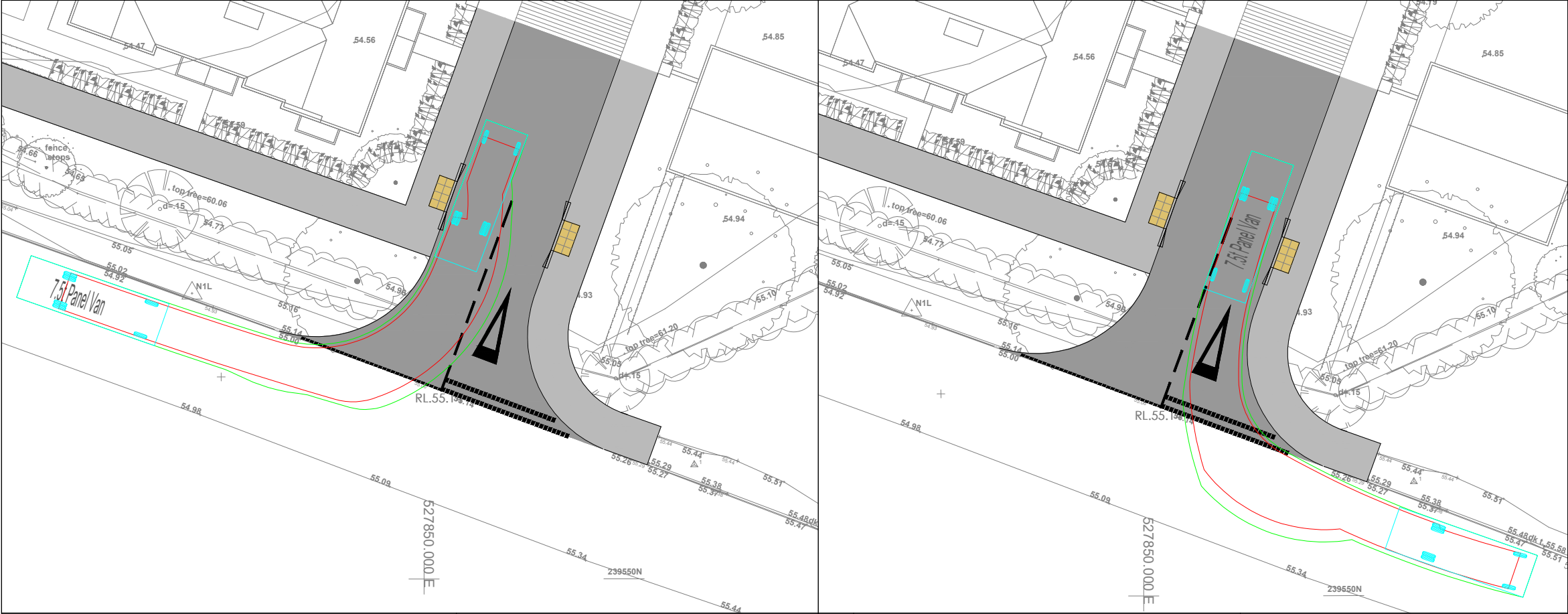
KEY



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

0m		10m			
1:250					
P01	FIRST ISSUE		11.09.25	AAM	WJF
Rev	Description		Date	By	App'd
Date Created	Drawn By	Approved By		Suitability Code	
13.08.25	AAM	WJF		-	
PBA Project Number		Scale			
1000.0062		1:250 (AT A3)			
PBA Drawing No:				Revision	
1000.0062 - 0006				P01	



Project Name STATION ROAD, ASHWELL		Title CAR AND DELIVERY VEHICLE ACCESS SWEEP PATHS	paulbasham associates Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT		Date Created 13.08.25	Drawn By AAM	Approved By WJF	Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 1000.0062		Scale 1:250 (AT A3)			
				PBA Drawing No: 1000.0062 - 0006			Revision P01		

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01223 253699
info@paulbashamassociates.com www.paulbashamassociates.com

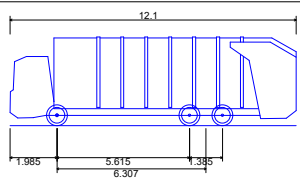


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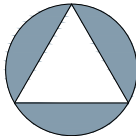
GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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KEY



12.1M REFUSE VEHICLE
Overall Length 12.100m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



P01	FIRST ISSUE	11.09.25	AAM	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
13.08.25	AAM	WJF	-	
PBA Project Number		Scale	(AT A3)	
1000.0062		1:1000		
PBA Drawing No:			Revision	
1000.0062 - 0008			P01	

Project Name STATION ROAD, ASHWELL	Title REFUSE SWEPT PATHS	paulbasham associates Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 13.08.25	Drawn By AAM	Approved By WJF	Suitability Code -
Project Phase PRELIMINARY			PBA Project Number 1000.0062	Scale 1:1000 (AT A3)			
			PBA Drawing No: 1000.0062 - 0008	Revision P01			

Appendix G

Calculation Reference: AUDIT-247601-250417-0440

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	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: No of Dwellings
Actual Range: 10 to 62 (units:)
Range Selected by User: 6 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
Tuesday 3 days
Wednesday 3 days
Thursday 3 days

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

Selected survey types:

Manual count 10 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 10

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 10

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 4 days - Selected
Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

C3 10 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	4 days
1.1 to 1.5	5 days
1.6 to 2.0	1 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.

Travel Plan:

Yes	2 days
No	8 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM	Survey Type: MANUAL
3	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
4	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
5	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 13/09/22	SEMI-DETACHED	NORFOLK	Survey Type: MANUAL
6	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
7	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	DETACHED HOUSES	PETERBOROUGH	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
9	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
10	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
	EVESON ROAD		
	STOURBRIDGE		
	NORTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	18/09/24	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.

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	10	32	0.056	10	32	0.272	10	32	0.328
08:00 - 09:00	10	32	0.161	10	32	0.424	10	32	0.585
09:00 - 10:00	10	32	0.167	10	32	0.192	10	32	0.359
10:00 - 11:00	10	32	0.142	10	32	0.214	10	32	0.356
11:00 - 12:00	10	32	0.173	10	32	0.173	10	32	0.346
12:00 - 13:00	10	32	0.195	10	32	0.176	10	32	0.371
13:00 - 14:00	10	32	0.198	10	32	0.204	10	32	0.402
14:00 - 15:00	10	32	0.192	10	32	0.254	10	32	0.446
15:00 - 16:00	10	32	0.328	10	32	0.282	10	32	0.610
16:00 - 17:00	10	32	0.356	10	32	0.186	10	32	0.542
17:00 - 18:00	10	32	0.356	10	32	0.173	10	32	0.529
18:00 - 19:00	10	32	0.238	10	32	0.133	10	32	0.371
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.562			2.683			5.245

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: 10 - 62 (units:)
Survey date range: 01/01/16 - 18/09/24
Number of weekdays (Monday-Friday): 10
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 3
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.