

A Planning Application by
BELLBOROUGH LIMITED

In respect of
**9-10 High Street,
HITCHIN**

Transport Statement

June 2024



Document Management

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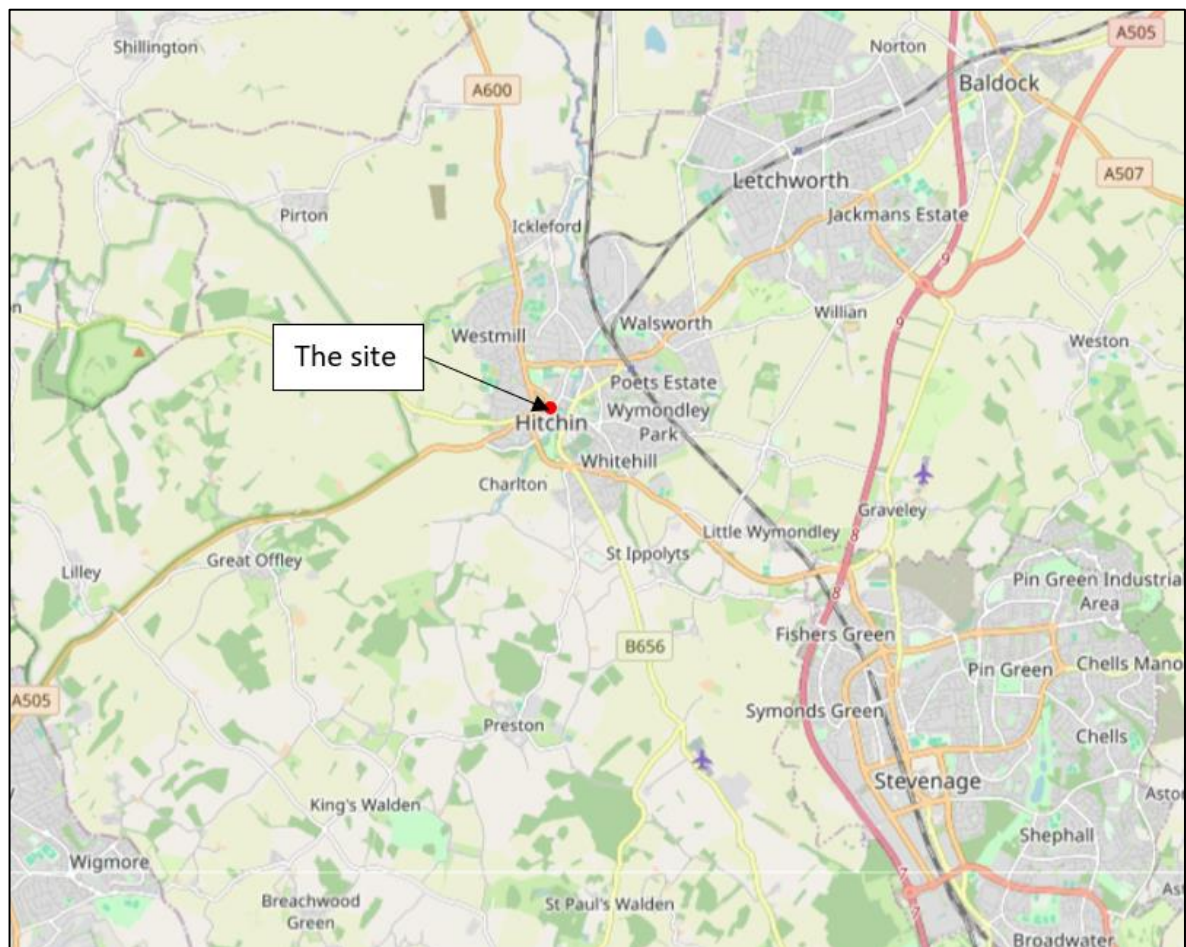
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Bellborough Limited to provide transport and highways advice in relation to the proposed redevelopment of 9-10 High Street, Hitchin (the site).
- 1.2 The site, which is situated between the High Street and the A505 Paynes Place consists of two retail units and a now unused rooftop car park. The location of the site in the context of the wider area is shown below in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap Contributors

The Proposed Scheme

- 1.3 The proposed redevelopment of the site would provide a total of 44 residential flats together with a retail unit. The proposed basement and ground floor plans are reproduced at **Appendix A**.

Scope of the Report

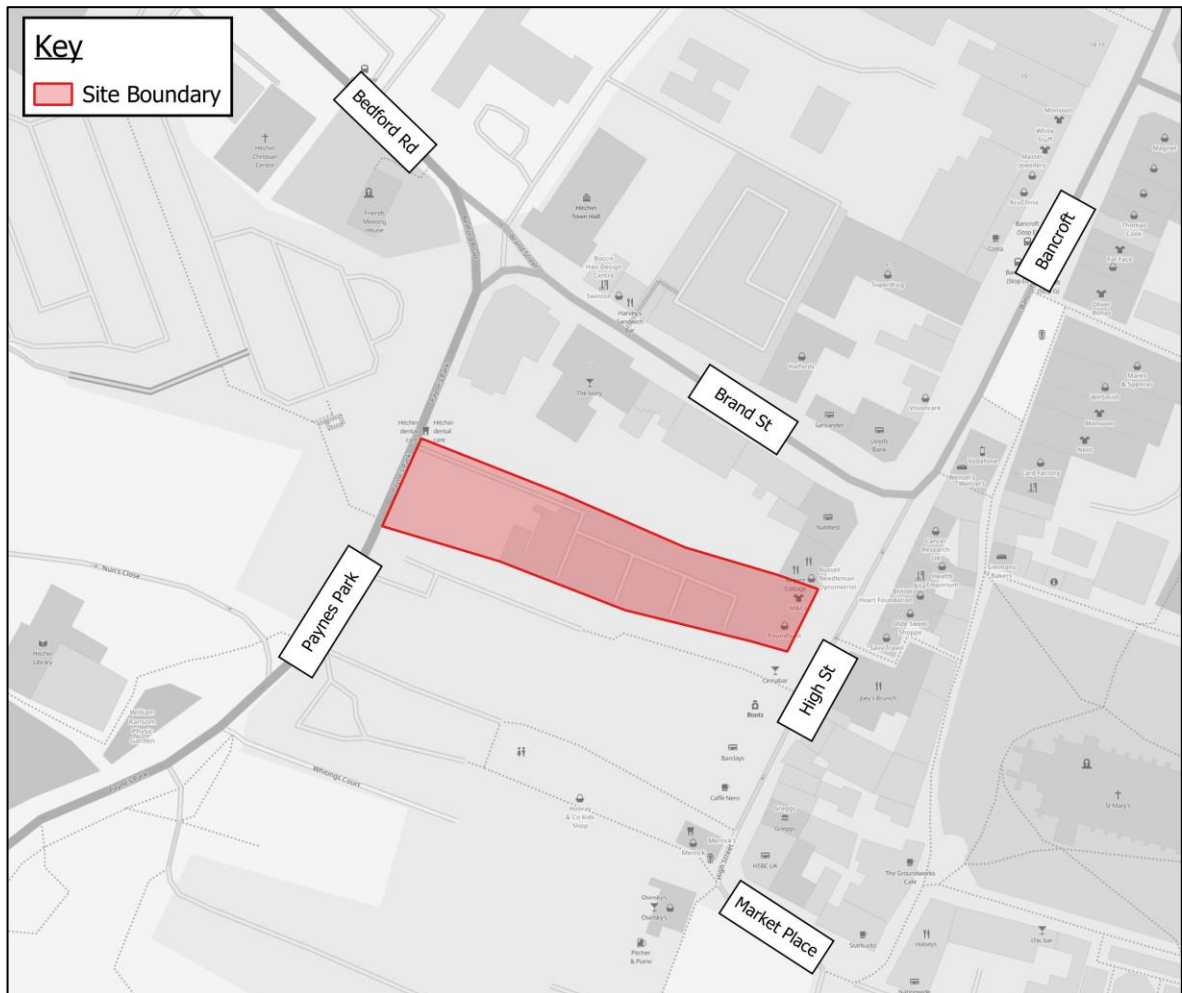
- 1.4 This Transport Statement (TS) has been prepared to accompany the planning application, setting out the details of the access arrangements and considering the transport impacts of the development proposals. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.
- 1.5 The rest of this report is set out as follows:
- **Chapter 2** –Baseline Transport Conditions;
 - **Chapter 3** – Proposed Development;
 - **Chapter 4** – National, Regional and Local Transport Policy;
 - **Chapter 5** – Travel and Parking Demand; and
 - **Chapter 6** – Summary and Conclusions.

2 Baseline Transport Conditions

The Site

- 2.1 The existing site sits between the High Street and Paynes Park (A505). It currently comprises two retail units at ground floor level with a rooftop car park accessed from Paynes Park. The car park is no longer in use.
- 2.2 While **Figure 1.1** shows the sites location in relation to the wider regional area, below, **Figure 2.1** shows the sites context in relation to the local area.

Figure 2.1 Site Location Plan – Local Context



Source: © OpenStreetMap Contributors

Pedestrian Accessibility

- 2.3 Pedestrian access to the existing retail units is taken from the High Street, which features wide footways to either side of a reduced width carriageway. It operates as a pedestrianised route on Saturdays where traffic is banned between 10:00 – 16:00. The High Street includes street lighting and is subject to a 20 mph speed limit.
- 2.4 Paynes Place includes circa 2.0 m wide footways to either side of the road. The western footway widens to approximately 5.0 m in the vicinity of the adjacent Waitrose store and multi storey car park. A signal controlled crossing is located immediately to the south of the site, providing access from the High Street to the Waitrose store and car park. Paynes park is a one way road, subject to a 30 mph speed limit and is illuminated.

Local services and amenities

- 2.5 The CIHT's Planning for Walking (2015) quotes the Department for Transport's (DfT) document "Building Sustainable Transport into New Developments" (2008), which states:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"

- 2.6 The (then) Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot' identifies the desirable, acceptable, and preferred maximum walking distances to various amenities. The distances in the table below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred maximum	2,000	1,200

Source: Table 3.2 of Providing Journeys on Foot (IHT)

- 2.7 Based on the evidence above, it is considered that the IHT *preferred maximum* walking distances are still valid. These have been used to identify the local amenities and services within walking distance of the site, as set out at Error! Reference source not found.. This table presents the walking distance to these facilities and services in metres, as well as the walking distance in minutes based on an average walking speed of 80 m per minute.

Table 2.2 Facilities and Services Located within Walking Distance of the Site

Facility	Walking distance from the site (m)	Walking time from the site (minutes)*
Fussey & Baer (Café)	50	1
Café Nero	80	1
Natwest	80	1
Barclays	80	1
Puregym Hitchin	80	1
Post Office	160	2
Hitchin Dental Care	160	2
St Mary's Church	160	2
M&S Simply Food	200	3
Courtenay House Surgery	200	3
The Rose & Crown (Public House)	200	3
Playbox Pre-school	320	4
Hitchin Boy's School (secondary)	400	5
Waitrose & Partners Hitchin	450	6
Samuel Lucas Junior Mixed & Infant School	600	8

Note: walking time rounded up to nearest minute

- 2.8 As can be seen, the above distances compare favourably to the walking thresholds set out in the above table.

Cycle Accessibility

- 2.9 The nearest cycle route to the site runs from Park Road to the south through the villages of Charlton and Preston. The local cycle network in the vicinity of the site is shown at **Figure 2.2**.

Figure 2.2 Local cycle routes



Source: © OpenStreetMap Contributors

- 2.10 The site's connectivity to the wider local area is shown below in **Figure 2.3** that shows a cycle isochrone for a journey of 15 and 30 minutes. As can be seen, Baldock, Letchworth and Stevenage railway stations can be reached within a 30 minute cycle ride.

Figure 2.3 Cycle Isochrone

Source: ©OpenStreetMap Contributors

Public Transport

Bus

- 2.11 The closest bus stop to the site is approximately 135 m north of the site on Bedford Road. This provides access to more than 10 bus routes. The bus stop comprises a simple pole and flag and includes timetable information. Further bus stops are located on Bancroft to the north of the site, which provide access to an additional 4 services. The stops include shelters, seating and timetable information. The following table provides a summary of the routes and service frequencies.

Table 2.3 Bus Frequency

Bus route	Description	Frequency/hour		
		Mon - Fri	Sat	Sun
9A	Bedford Bus Station – Stevenage Bus Station	2	1	-
9B				
9C				
9D				
74	Bedford - Biggleswade - Hitchin	1	1	-
80	Stevenage - Hitchin	1	1	-
81	Westmill Estate - Hitchin Town Centre & High Dane	1	1	-
88	Luton - Hitchin	6 / day	4 / day	-
89	Hitchin - Henlow Camp	9 / day	7 / day	-
100	Luton - Stevenage	1-2	1-2	0.5
101	Luton - Stevenage	1-2	1-2	0.5
304	Hitchin - St Albans	4 / day	5 / day	-
W12*	Meppershall - Shillington - Barton-Le-Clay - Hexton - Pegsdon - Hitchin	1 / day (AM)	-	-
W12B*	Meppershall - Campton - Upper Gravenhurst - Barton - Hexton - Pegsdon - Hitchin	1 / day (AM)	-	-
FL10	Maulden - Clophill - Silsoe - Wardhedges - Flitton - Greenfield - Pulloxhill - Hitchin	1 / day (AM)	-	-
314	Hitchin - Welwyn Garden City	5 / day	5 / day	-
315	Hitchin - Welwyn Garden City	5 / day	5 / day	-

Notes: * - Tuesdays Only

Source: www.bustimes.org

Rail

- 2.12 The closest railway station to the site is Hitchin, which is located approximately 1,300 m to the north-east of the site. The station can be reached within a circa 20 minute walk (at 80 m/minute), or alternatively a six minute cycle ride. The station can also be accessed via a bus journey of circa 8 minutes.
- 2.13 Hitchin railway station provides access to Great Northern and Thameslink railway services. These operators provide services to a range of destinations including Brighton, London Kings Cross,

Cambridge, London Bridge and London St. Pancras. Table 2.4, below, outlines the rail stops and frequencies.

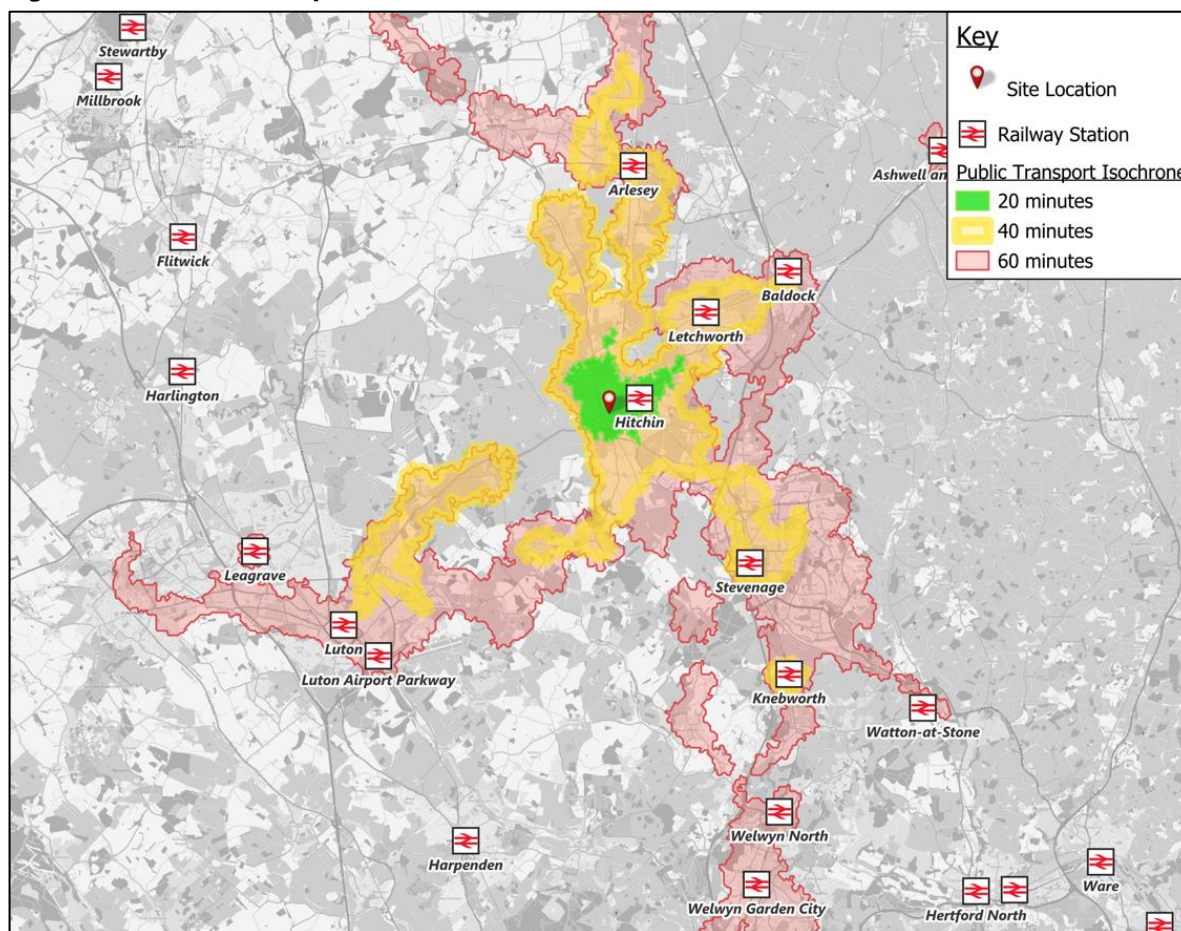
Table 2.4 Hitchin railway station service frequencies

Destination	Route	Frequency		
		Mon - Fri	Sat	Sun
Cambridge	Letchworth Garden City – Royston – Shepreth - Foxton	2 / hr	2 / hr	2 / hr
Horsham	Stevenage – St Pancras Int – London Bridge – East Croydon – Redhill – Gatwick – Three Bridges – Faygate - Littlehaven	2 / hr	2 / hr	-
Peterborough	Arlesey – Biggleswade – Sandy – St Neots - Huntingdon	2 / hr	2 / hr	1 / hr
Brighton	Stevenage – St Pancras Int – London Bridge – East Croydon – Gatwick – Burgess Hill	2 / hr	2 / hr	1 / hr
London Kings Cross	Stevenage – Knebworth – Welwyn Garden City – Potters Bar – Alexander Palace	2 / hr	2 / hr	1 / hr
Letchworth Garden City	<i><u>THIS TRAIN IS DIRECT</u></i>	4 / hr	4 / hr	2 / hr

Source: www.nationalrail.co.uk

Public Transport Accessibility

- 2.14 To demonstrate the accessibility of the site by public transport, **Figure 2.4** below shows the extent of a 20, 40 and 60 minute public transport isochrone. As can be seen, Stevenage, Letchworth and Luton can all be reached within 40 minutes travel by public transport, thereby providing ready access to potential employment, retail and leisure opportunities.

Figure 2.4 Public transport isochrone

Source: ©OpenStreetMap Contributors, QGIS Traveltime

Local Highway Network

- 2.15 The A505 Paynes Park is an approximately 6.5 m wide 2 lane, one way road in the vicinity of the site. The road is subject to a 30 mph speed limit and is illuminated. The road is also subject to No Waiting restrictions. The site is accessed via a crossover, which leads to areas of car parking to the rear of the site and at rooftop level. The site access has a visibility splay to the right of 2.4 x 43 m.
- 2.16 The High Street is a single carriageway road, approximately 3.6 m wide and is a one way road. The road is illuminated and is subject to a 20 mph speed limit. As noted in Chapter 2, the road is closed to traffic on Saturdays.

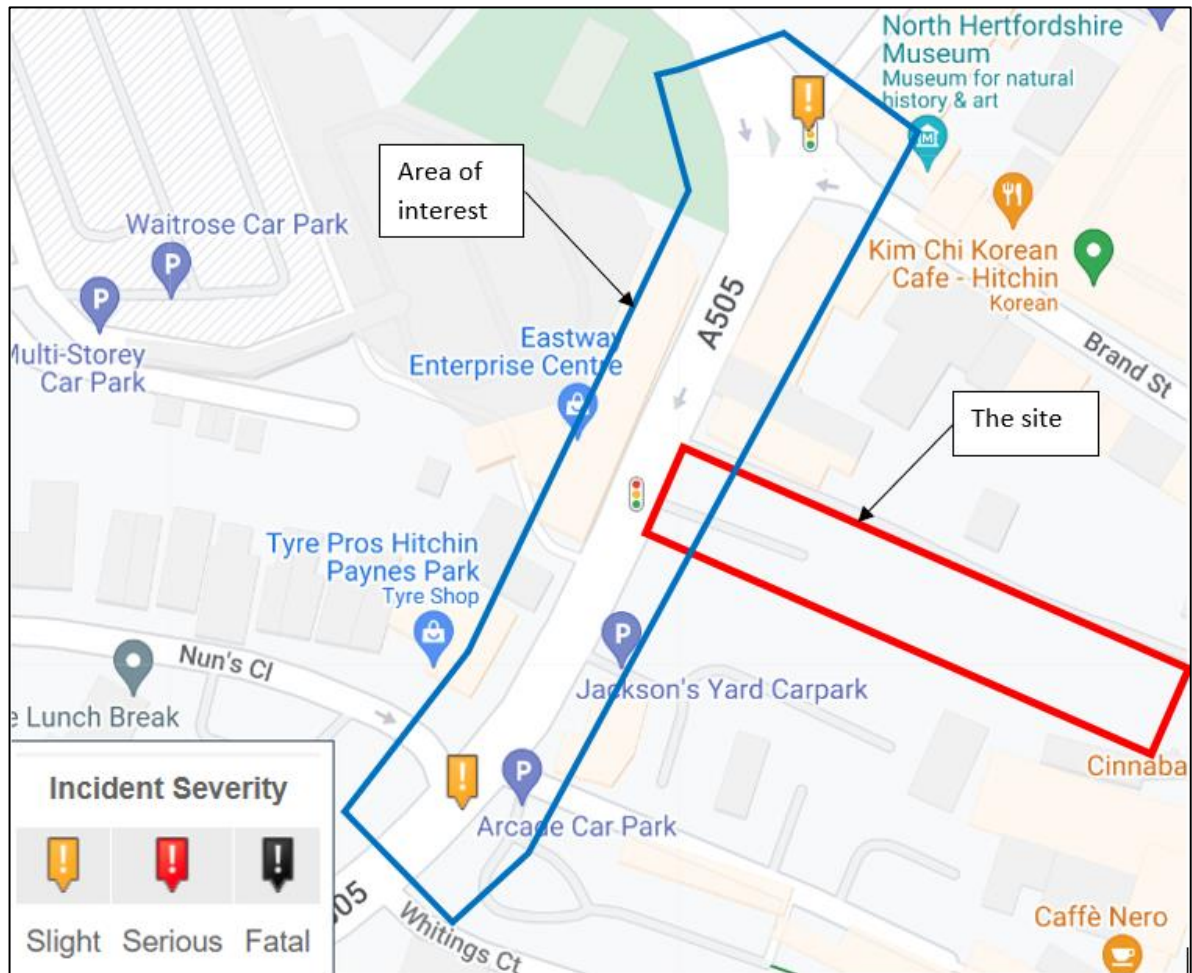
Road Safety

- 2.17 Personal Injury Collision (PIC) data has been obtained from the CrashMap¹ database for the most recent five-year period up to 2022 for the area surrounding the site. CrashMap compiles data collected

¹ www.crashmap.co.uk

by the police, of road traffic collisions on British roads resulting in injury, into an easy-to-use format showing each collision on a map. The location of PICs recorded in the vicinity of the site are shown at **Figure 2.5**.

Figure 2.5 Location of PIC incidents



Source: © CrashMap - Note: Indicative Site Boundary

- 2.18 As can be seen, a total of two incidents (April 2018 and November 2020) were recorded in the vicinity of the site, both of which were classified as being slight in nature. In the absence of any identifiable cluster, the lack of recorded incidents would suggest that there is no existing highway safety issue in the vicinity of the site.

Summary

- 2.19 The proposed development site is located in Hitchin town centre with good access to local facilities and amenities. The site benefits from good public transport by bus and rail.

3 Policy Context

3.1 This chapter of the TS provides a policy context to the proposals, focusing on both national and local planning transport policy and guidance. The documents reviewed in relation to this planning application include:

- The National Planning Policy Framework (2023);
- North Herts Local Plan (2011-2031)

National Policy and Guidance

National Planning Policy Framework (NPPF)

3.2 The National Planning Policy Framework (NPPF), last updated in December 2023, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport"².

3.4 According to the NPPF, applications for development should, inter alia:

"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;

² NPPF, annex 2, p. 76

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.³

3.5 Considering development proposals:

"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 would be severe"⁴.

3.6 **Chapter 2** shows the site is in a sustainable location and benefits from good accessibility by all modes of travel. The scheme is in line with regional and local policy standards. Therefore, at this stage, the scheme is considered to be in line with the guidelines, recommendations, and prescriptions included in the NPPF.

Regional Policy and Guidance

North Hertfordshire Local Plan 2011-2031

3.7 The Local Plan was adopted in November 2022. Policy SP6 of the Local Plan addresses sustainable transport. The policy sets out to deliver accessible improvements and promotes the use of sustainable modes"⁵. The policy includes the following measures:

"a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;

b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;

c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;

d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of

³ NPPF para 116

⁴ NPPF para 115

⁵ Policy SP6: Sustainable Transport

occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;

e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;

f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals;

g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council."

3.8 Policy T2 of the Local Plan addresses parking provision for new developments. It states that:

"Planning permission will be granted provided that:

a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;

b) Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;

c) Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;

d) Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations".

Vehicle Parking at New Development Supplementary Planning Document

3.9 Parking standards are set out in the Local Plan and in the Vehicle Parking at New Development Supplementary Planning Document (SPD)⁶ are set out below in Table 3.1 and Table 3.2.

⁶ https://www.north-herts.gov.uk/sites/default/files/files/vehicle_parking_at_new_development_spd_sept_2011.pdf

Table 3.1 Minimum Car Parking Standards

Class Use	Type	Minimum Car Parking Standard	Visitor Parking Standards	Disabled parking
C3	1 bed	1 space per dwelling	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number)	None specified
	2 – 3 bed	2 spaces per dwelling		
A1 – non-food		1 space per 25m ² GFA	-	Up 200 parking spaces: 3 bays or 6% of total capacity, whichever is the greater

Source: North Herts Local Plan (2011-2031) Vehicle Parking at New Development SPD

3.10 The SPD notes at paragraphs 4.1 and 4.2 that:

“The norm is that minimum parking provision will be met in all cases. Flexibility is built into the standards. However, any exceptions to the minimums MUST be accompanied by a strong evidence case with specific reference to considering car ownership and visitor parking demand for the potential lifetime of the development.

Table 3.2 Minimum Cycle Parking Standards

Class Use	Bedrooms	Minimum Cycle Parking Standard	Visitor Parking Standards
C3	1 bed	1 secured covered space per dwelling	1 secured covered space per dwelling 0 if garage or secure area provided within curtilage of dwelling
	2 – 3 bed	0 if garage or secure area provided within curtilage of dwelling	
A1 - Food	Up to 500m ²	1 long stay space per 400 m ² for staff and 1 short stay space per 400 m ² for customers	-
A1 – non-food	Non-food retail		-

Source: North Herts Local Plan (2011-2031) & North Herts Vehicle Parking at New Development SPD

4 Proposed development

4.1 The proposed redevelopment of the site would provide a ground floor retail unit fronting the High Street and a total of 44 residential units over 4 floors. The proposed redevelopment would comprise:

- 335 m² retail unit
- 21 1-bed flats
- 23 2-bed flats

Access

4.2 The existing access location on the A505 Paynes Park would be retained to provide access to the site. The access would lead onto a small service area for the proposed dwellings and a basement car park. The retail unit would be serviced from the High Street.

4.3 The use of the site access, service area and basement car park by a car, delivery vehicle and fire tender is shown on the swept path plots reproduced at **Appendix B**.

4.4 Pedestrian and cycle access to the proposed dwellings would be taken from the site access on Paynes Park. A pedestrian access would also be provided from the High Street.

Parking

Cars

4.5 The proposed development would include a total of 32 parking spaces for the residential units, including 5 disabled spaces for the accessible flats. The proposed retail unit would not be provided with parking. The spaces would be located at basement level and would be accessed via a signal controlled ramp.

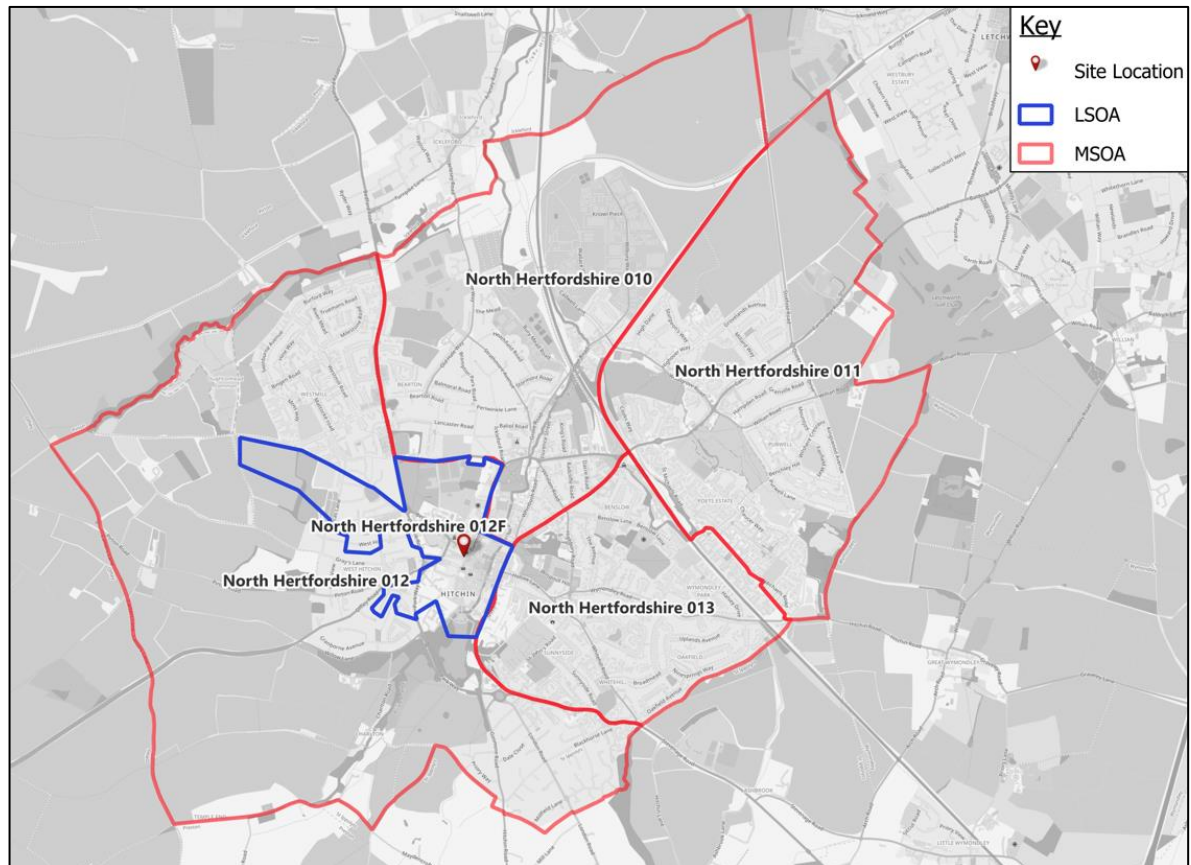
4.6 The minimum parking standards set out in the North Herts Vehicle Parking at New Development SPD would suggest a minimum of 14 parking spaces for the retail use and 65 spaces for the proposed flats. However, the site is situated in an accessible location in the town centre with ready access to local shops and amenities. As demonstrated at **Figure 2.4**, a 40 minute journey by public transport would allow access to Stevenage, Letchworth and Luton.

4.7 As set out in the Parking Standards SPD, reference has been made to the 2011 Census data for car ownership for flats in the Hitchin area, using the following Mid Level Super Output Areas (MSOA):

- msoa2011:E02004920 : North Hertfordshire 012
- msoa2011:E02004918 : North Hertfordshire 010
- msoa2011:E02004919 : North Hertfordshire 011
- msoa2011:E02004921 : North Hertfordshire 013

4.8 The location and extent of the MSOAs is shown at **Figure 4.1**.

Figure 4.1 Location of MSOAs



Source: ©OpenStreetMap Contributors

- 4.9 An analysis of the above revealed a car ownership per flat of 0.81 cars. When applied to the proposed 44 flats, this would suggest a parking requirement of $44 \times 0.8 = 35$ spaces.
- 4.10 In practice, this is likely to be a robust assessment in that it does not differentiate between the size of flat or its tenure. Similarly, the use of the wider Hitchin MSOA provides a higher car ownership factor than that for the area closer to the site (circa 0.74). On that basis, and reflecting the town centre location, it is considered that the proposed provision of 32 spaces should be acceptable. All of the 32 spaces will be provided with active EV charging stations.

- 4.11 To reflect the reduced level of parking, it is anticipated that a Parking Management Plan could be provided by way of a planning condition to address how the allocation of spaces would be managed.
- 4.12 Finally, any visitors to the site arriving by car would be able to use the adjacent Waitrose MSCP.

Cycles

- 4.13 The proposed retail unit would be provided with a total of 2 long stay spaces located in a secure area to the rear of the unit at ground floor level and a Sheffield stand located on the High Street in the vicinity of the site to provide 2 short stay spaces.
- 4.14 A total of 44 long stay spaces will be provided for the proposed dwellings in accordance with the minimum cycle parking standards. These would be located in secure cycle stores at ground floor level, using two tier cycle racks. Eight of the spaces would be able to accommodate adapted/cargo cycles.

Deliveries and refuse collection

Deliveries

- 4.15 Deliveries to the proposed retail unit would use the existing loading bays provided along the High Street.
- 4.16 Deliveries to the proposed residential units would largely comprise internet shopping and food supermarket purchases, which would utilise transit type vans. Deliveries would take place from a service area to be located at ground floor level and accessed from Paynes Park.

Refuse collection

- 4.17 Refuse collection for the proposed retail unit would follow the existing waste collection arrangements. Refuse collection for the proposed dwellings would take place via the proposed service area access using a private waste collection service as the site constraints would not allow a full sized municipal refuse collection vehicle to enter and leave the site in forward gear. The waste would be stored at ground floor level and would be brought forward for collection.
- 4.18 A Waste Management Plan detailing how the collection of residential waste arising will be managed could be provided by way of a planning condition.

5 Travel Demand

5.1 This section of the TS sets out the proposed trip generation for the proposed development.

Trip Generation

5.2 To estimate the trip generation for the proposed redevelopment of the site, reference has been made to the TRICS database (version 7.11.1), using sites listed in the “03-Residential-C-Flats privately owned” land use category, with similar characteristics to the proposed site with regard to location, access to public transport and amenities. The selection of sites was based on town centre or edge of town centre locations (excluding any sites in London).

5.3 The trip rates and the resulting trip generation for the residential development are included in **Table 5.1**, while the full report is included in **Appendix C**.

Table 5.1 Vehicular Trip Generation for the Residential Development – 44 flats

Flats	AM Peak (08:00 - 09:00)				PM Peak (17:00 – 18:00)			
	Trip Rate/dwelling		Trip Generation		Trip Rates/dwelling		Trip Generation	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
44	0.053	0.200	2	9	0.160	0.072	7	3

TRICS v. 7.11.1 – Rounded figures

5.4 As can be seen, the proposed development is predicted to generate a two way flow of 11 vehicles in the AM peak hour and 10 vehicles in the corresponding PM peak hour. This level of traffic generation would have negligible impact on the surrounding highway network.

5.5 The proposed retail unit would be smaller than the existing retail use on site and would not be provided with car parking. As a result, its impact would be restricted to servicing trips, which are also likely to be less than those associated with the existing use. As such, no further analysis in relation to the proposed retail use has been undertaken.

6 Summary

- 6.1 Transport Planning Associates has been appointed by Bellborough Limited to provide transport and highways advice in relation to the proposed redevelopment of 9-10 High Street, Hitchin.
- 6.2 The existing site, which comprises two retail units and an area of unused car parking, sits between the High Street and Paynes Park (A505). It currently comprises two retail units at ground floor level with a rooftop car park accessed from Paynes Park. The car park is no longer in use.
- 6.3 The site is located in Hitchin town centre with good access to local facilities and amenities. The site benefits from good public transport by bus and rail.
- 6.4 The proposed development would provide 44 flats and a 335 m² retail unit with a total of 32 parking spaces in a basement car park. While the level of parking would be less than the minimum standards set out in the North Herts BC SPD, it reflects the location of the site in the town centre and car ownership levels for flats.
- 6.5 The redevelopment of the site is predicted a peak hour two way flow of circa 10 vehicles, which would have a negligible impact on the adjacent highway network.

Conclusion

- 6.6 The proposed redevelopment of the site complies with national and local policies and good practice. It will not result in a significant or severe impact. On that basis, there are no transport or highway reasons why the proposed development should not be granted planning consent.

APPENDIX A



Rev	Date	Description	By	Chkd
-	26/01/24	Draft Unit Mix Layout	RT	AA
A	23/02/24	Draft Layouts	RT	AA
B	21/03/24	Draft Gas and Section	RT	AA
C	09/04/24	Draft Gas	RT	AA
D	07/05/24	GA Issue	RT	AA

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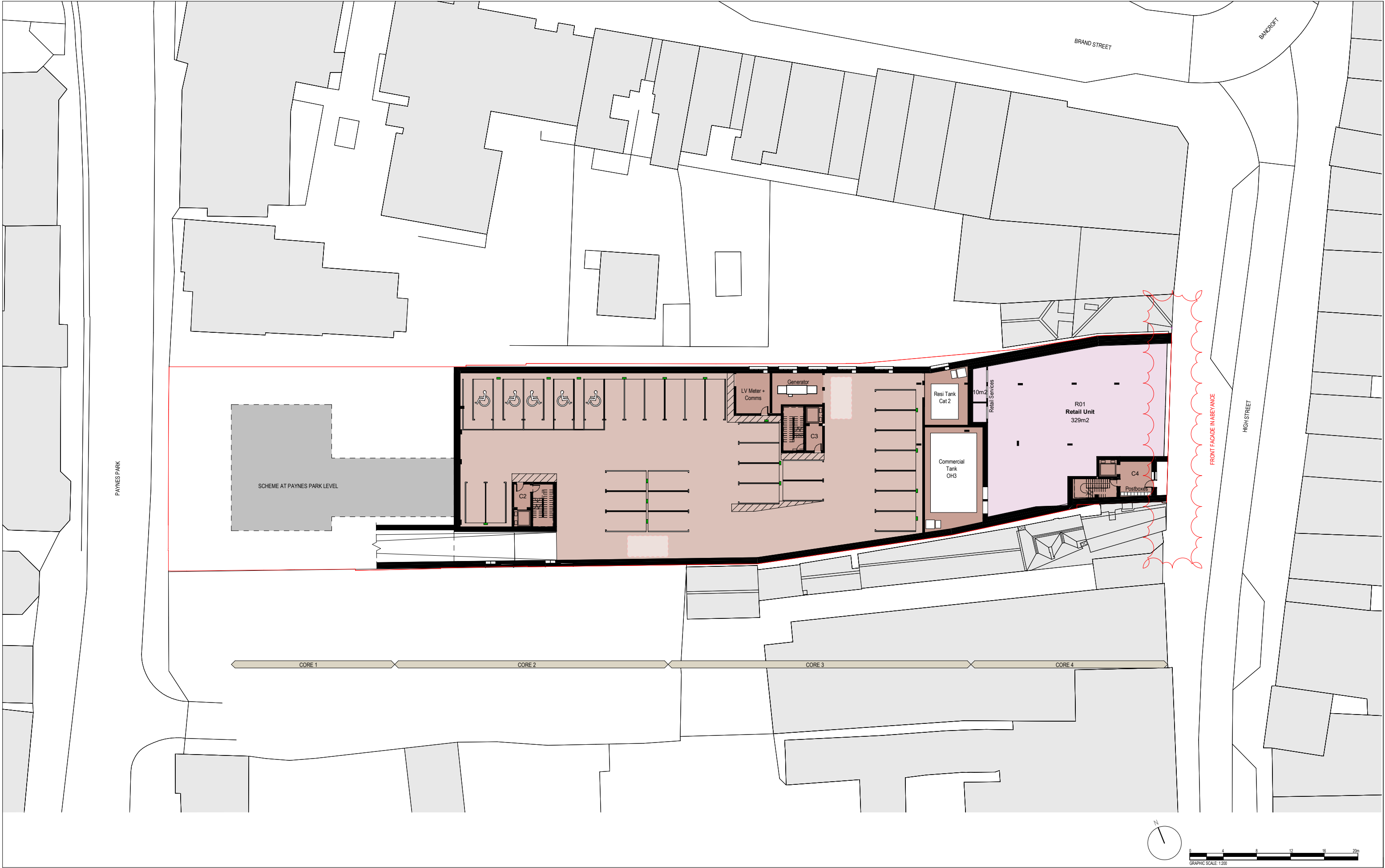
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Architecture Design Interiors

Project		9-10 High Street, Hitchin, SG5 1AT	
Title		Ground Floor Plan	
First Issue	Scale	Drawing no.	Rev.
03/28/18	1:200 @ A1 1:400 @ A3	270 - HH - P - 100	D



Rev	Date	Description	By	Chkd
-	26/01/24	Draft Unit Mix Layout	RT	AA
A	23/02/24	Draft Layouts	RT	AA
B	21/03/24	Draft Gas and Section	RT	AA
C	09/04/24	Draft Gas	RT	AA
D	07/05/24	GA Issue	RT	AA

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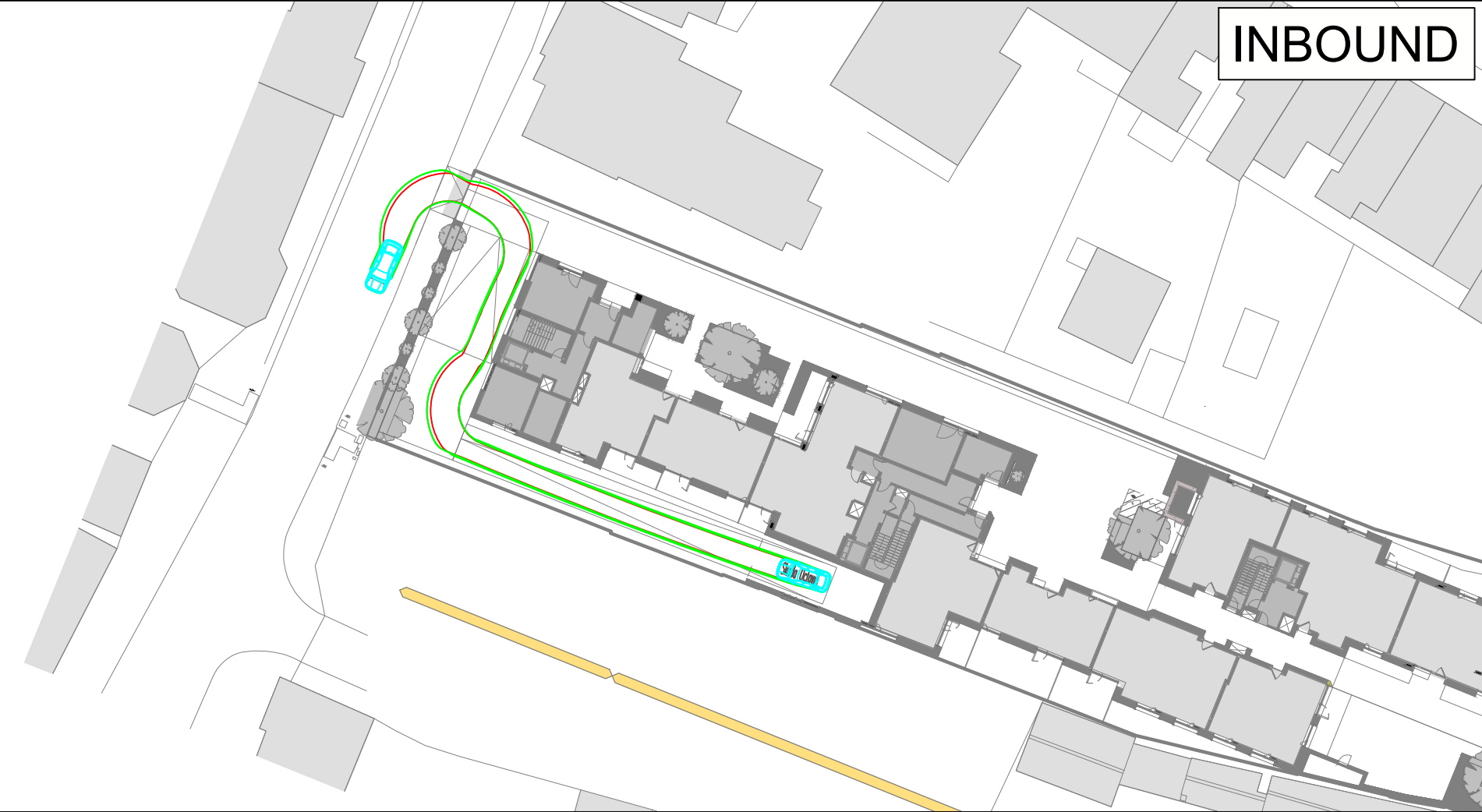
Addison Studios, 020 3170 6125
188A Blythe Road, Info@tiggcoll.com
London, W14 0HD TiggColl.com

Architecture Design Interiors

Project		9-10 High Street, Hitchin, SG5 1AT	
Title		Lower Ground Floor Plan	
First Issue	Scale	Drawing no.	Rev.
11/07/22	1:200 @ A1 1:400 @ A3	270 - HH - P - 104	D

APPENDIX B

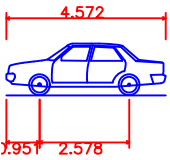
A3
ORIGINAL
PLOT SIZE



INBOUND

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NOTES:
Based on architects drawing: "270_HH_100D - Ground Floor Plan"



Skoda Octavia
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

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

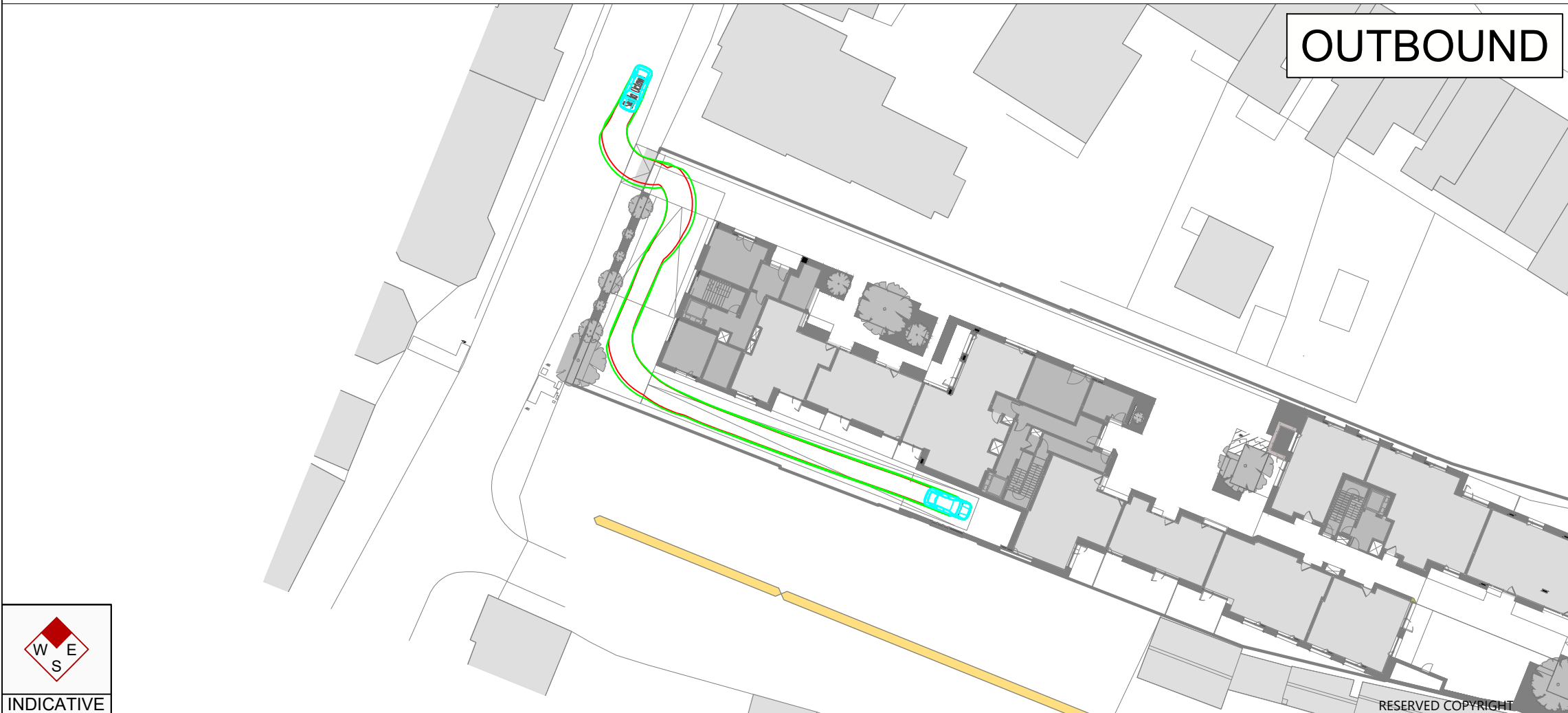
CLIENT:
BELLBOROUGH LIMITED

PROJECT:
9 - 10 HIGH STREET,
HITCHIN

TITLE:
SWEPT PATH ANALYSIS OF A
CAR ACCESSING RAMP FOR
CAR PARK

STATUS:
FOR INFORMATION

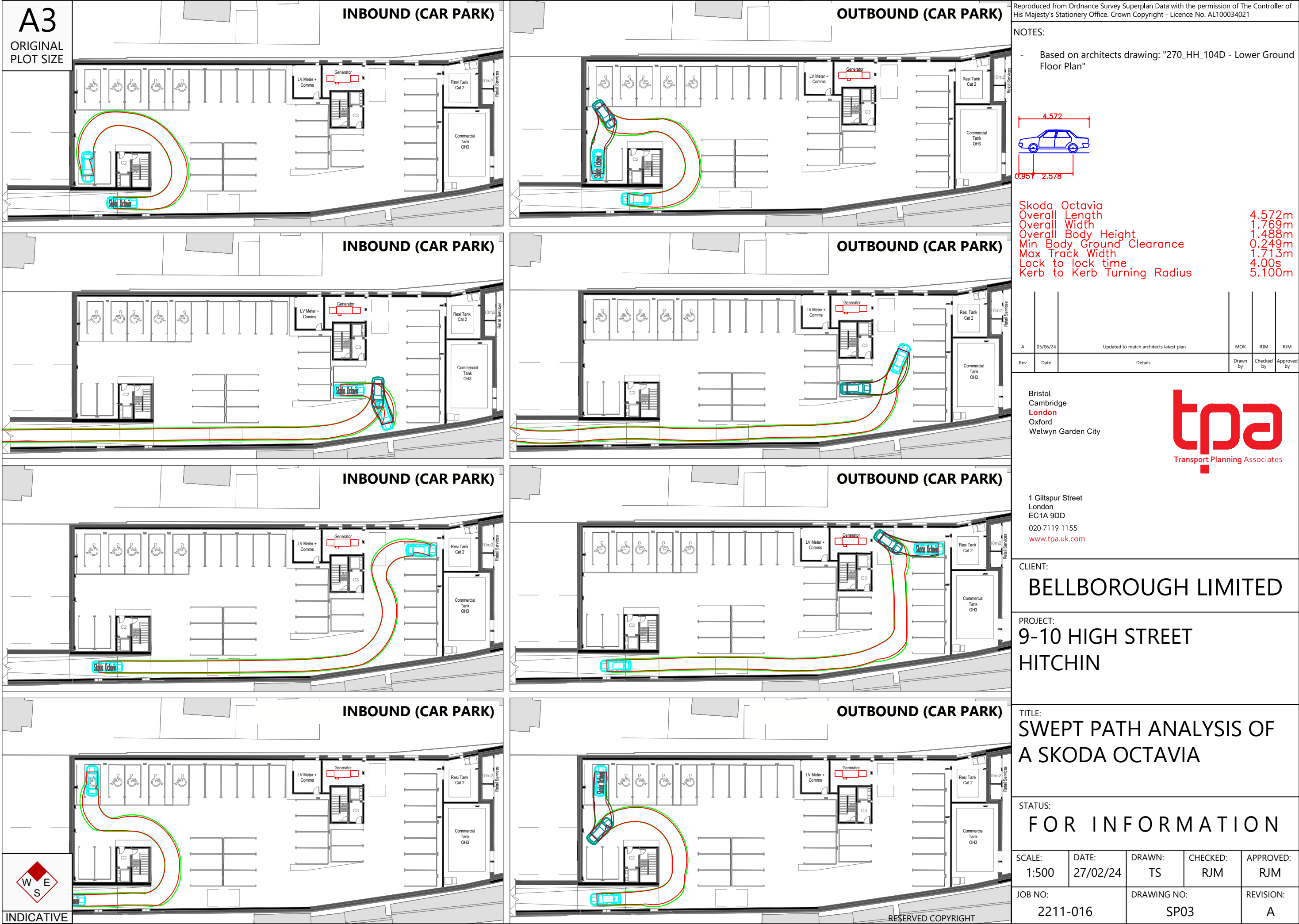
SCALE: 1:500	DATE: 06/05/24	DRAWN: MOK	CHECKED: RJM	APPROVED: RJM
JOB NO: 2211-016	DRAWING NO: SP05	REVISION: -		



OUTBOUND

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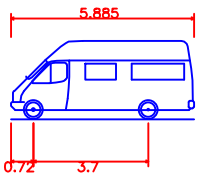


A3
ORIGINAL
PLOT SIZE

INBOUND

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NOTES:
Based on architects drawing: "270_HH_100D - Ground Floor Plan"



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
BELLBOROUGH LIMITED

PROJECT:
9 - 10 HIGH STREET,
HITCHIN

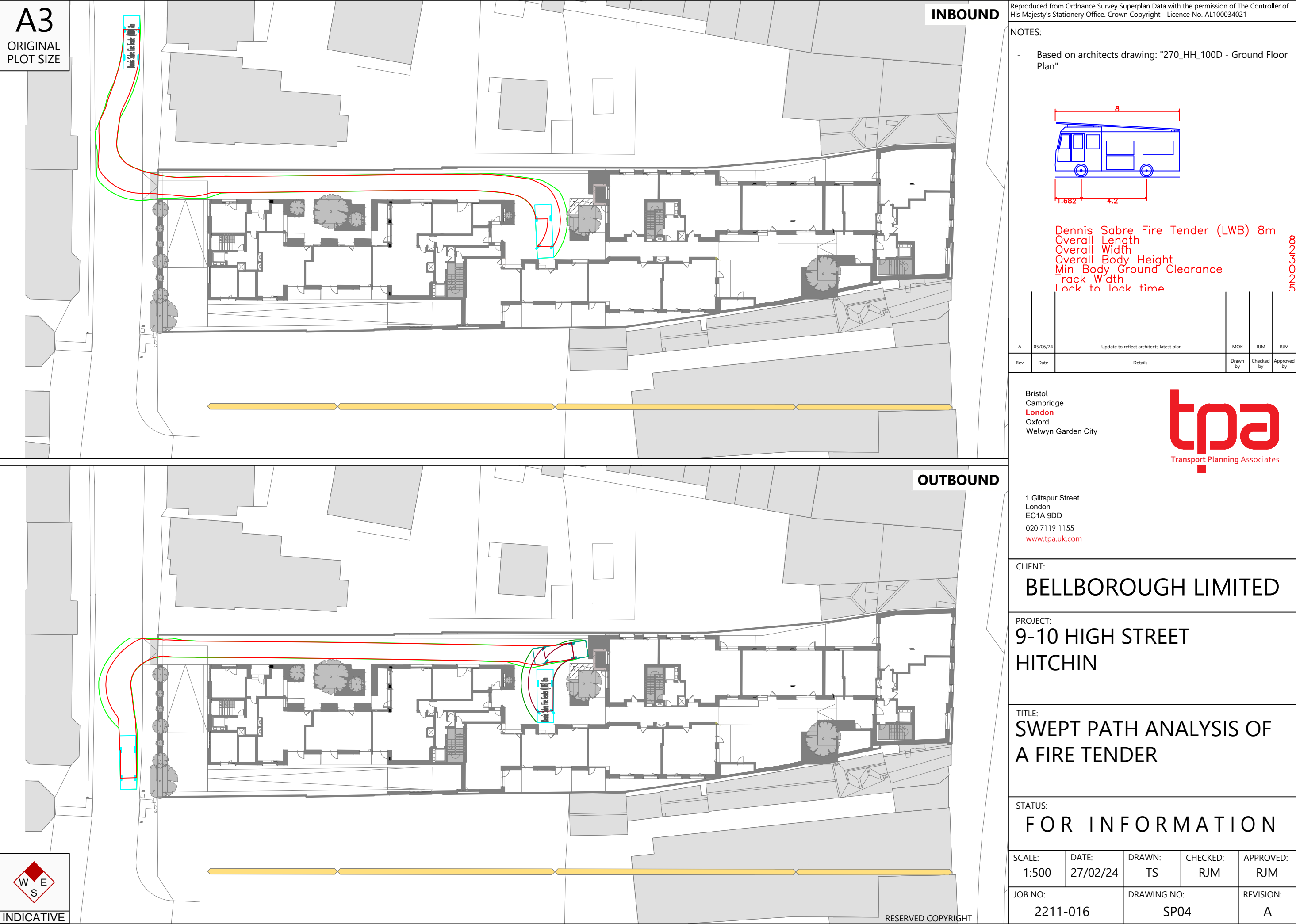
TITLE:
SWEPT PATH ANALYSIS OF A
4.6T SERVICE VEHICLE

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 05/06/24	DRAWN: MOK	CHECKED: RJM	APPROVED: RJM
JOB NO: 2211-016	DRAWING NO: SP06	REVISION: -		



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APPENDIX C

Calculation Reference: AUDIT-219602-240515-0507

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WM WEST MIDLANDS	1 days

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

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: 12 to 91 (units:)
Range Selected by User: 6 to 100 (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 19/06/23

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	4 days
Tuesday	4 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	14 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:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	8

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:

Development Zone	1
Residential Zone	9
Built-Up Zone	2
No Sub Category	2

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	7 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:**Use Class:**

C3 14 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:

1,001 to 5,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	8 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	12 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	14 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BH-03-C-01	BLOCK OF FLATS	BRIGHTON & HOVE
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
2	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
3	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
5	DY-03-C-03	BLOCKS OF FLATS	DERBY
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
6	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
7	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
8	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
10	SF-03-C-04 SAINT MARY'S ROAD IPSWICH	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		56	
	Survey date: WEDNESDAY		16/09/20	Survey Type: MANUAL
11	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings:		69	
	Survey date: WEDNESDAY		23/06/21	Survey Type: MANUAL
12	SH-03-C-01 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		47	
	Survey date: MONDAY		19/06/23	Survey Type: MANUAL
13	SH-03-C-02 ABBEY FOREGATE SHREWSBURY	BLOCK OF FLATS		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		12	
	Survey date: FRIDAY		16/06/23	Survey Type: MANUAL
14	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:		55	
	Survey date: FRIDAY		11/11/16	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 03 - RESIDENTIAL/C - FLATS 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	14	59	0.046	14	59	0.147	14	59	0.193
08:00 - 09:00	14	59	0.053	14	59	0.200	14	59	0.253
09:00 - 10:00	14	59	0.065	14	59	0.114	14	59	0.179
10:00 - 11:00	14	59	0.064	14	59	0.083	14	59	0.147
11:00 - 12:00	14	59	0.061	14	59	0.073	14	59	0.134
12:00 - 13:00	14	59	0.089	14	59	0.084	14	59	0.173
13:00 - 14:00	14	59	0.064	14	59	0.071	14	59	0.135
14:00 - 15:00	14	59	0.075	14	59	0.067	14	59	0.142
15:00 - 16:00	14	59	0.111	14	59	0.070	14	59	0.181
16:00 - 17:00	14	59	0.117	14	59	0.076	14	59	0.193
17:00 - 18:00	14	59	0.160	14	59	0.072	14	59	0.232
18:00 - 19:00	14	59	0.165	14	59	0.084	14	59	0.249
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.070			1.141			2.211

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: 12 - 91 (units:)
Survey date range: 01/01/16 - 19/06/23
Number of weekdays (Monday-Friday): 14
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
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.