



Transport Statement

Proposed Residential Development, Blacksmith's Lane, Reed

The Turney Trust

Prepared by:

SLR Consulting Limited

2nd Floor, Hermes House, Holsworth Park, Oxon
Business Park, Shrewsbury, SY3 5HJ

SLR Project No.: 406.V58297.00001

Client Reference No: 117441

11 December 2025

Revision: 1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
0	4 December 2025	HL/TS	PDL	PDL
1	11 December 2025	HL/TS/PDL	PDL/client	PDL
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with The Turney Trust (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

Basis of Report	i
Acronyms and Abbreviations	iv
1.0 Introduction	1
2.0 Proposed Development	2
2.1 Site Location and Existing Use	2
2.2 Proposed Development	3
3.0 Local Conditions	4
3.1 National and Local Planning Policy Background.....	4
3.1.1 National Planning Policy	4
3.1.2 Local Planning Policy	6
3.2 Existing Highway Conditions	11
3.2.1 Local Highway Network.....	11
3.2.2 Accident History	12
3.3 Pedestrian and Cycling Facilities	13
3.4 Public Footpath Provision.....	14
3.5 Public Transport Access.....	15
3.6 Local Services and Destinations.....	16
3.7 Existing Travel to Work Patterns	19
3.8 Car Ownership Levels	19
4.0 Access and Transport Assessment.....	21
4.1 Access Assessment	21
4.1.1 Vehicle to Vehicle Visibility Splay Provision.....	21
4.2 Proposed Access Layout.....	21
4.3 Pedestrian Provision	22
4.4 Site Parking and Servicing Assessment	22
4.4.1 Parking Standards.....	22
4.4.2 Assessment.....	23
4.5 Locational and Accessibility Assessment	24
5.0 Summary and Conclusions	25



Tables in Text

Table A: Residential Parking Standards.....	10
Table B: Residential Parking Standards.....	10
Table C: Accident Data Summary	13
Table D: Local Bus Services	16
Table E: Local services and amenities in the vicinity of the development site	16
Table F: Residential Parking Standards.....	23
Table G: Residential Parking Standards.....	23

Figures in Text

Figure A: Site Location.....	2
Figure B: Location of Accidents.....	12
Figure C: Location of nearest bus stops	15
Figure D: Nearest local services and amenities with 0.8km blanket isochrone	18
Figure E: Output Areas used for Census analysis	20

Photos in Text

Photo 1: Blacksmith's Lane viewed from the east	11
Photo 2: Existing Public Footpath Waymarking Sign.....	14

Appendices

Appendix A	Accident Records
Appendix B	Public Footpath Definitive Map Extract
Appendix C	Bus timetable
Appendix D	Census information
Appendix E	Proposed Site Layout Drawing
Appendix F	Access Drawing 010



Acronyms and Abbreviations

TS	Transport Statement
MfS	Manual for Streets
DfT	Department for Transport
LPA	Local Planning Authority
LHA	Local Highway Authority
HCC	Hertfordshire County Council
NHDC	North Hertfordshire District Council



1.0 Introduction

This Transport Statement (TS) has been prepared on behalf of The Turney Trust to support a full planning application to North Hertfordshire District Council, as the Local Planning Authority, relating to the proposed development of land on the northern side of Blacksmith's Lane, Reed, for residential purposes.

The application is for a total of 21 residential dwellings, served by 2 vehicular access points onto Blacksmith's Lane.

Car and cycle parking will be provided, together with bin storage areas.

The purpose of this report is to assess the suitability of the site for the proposed residential development. It includes an examination of the surrounding area in terms of the availability of local amenities, and the opportunities that future residents will have to travel to a range of day-to-day services and destinations by modes alternative to the private car.

The report also appraises the proposed access provision in light of the observed highway conditions, the required upgrading to Blacksmith's Lane to accommodate the development and addresses the matter of the realignment and regularisation of the formal public footpath alignment across the development site.

The assessment will also make reference to national and local planning policy guidance relating to such development.



2.0 Proposed Development

2.1 Site Location and Existing Use

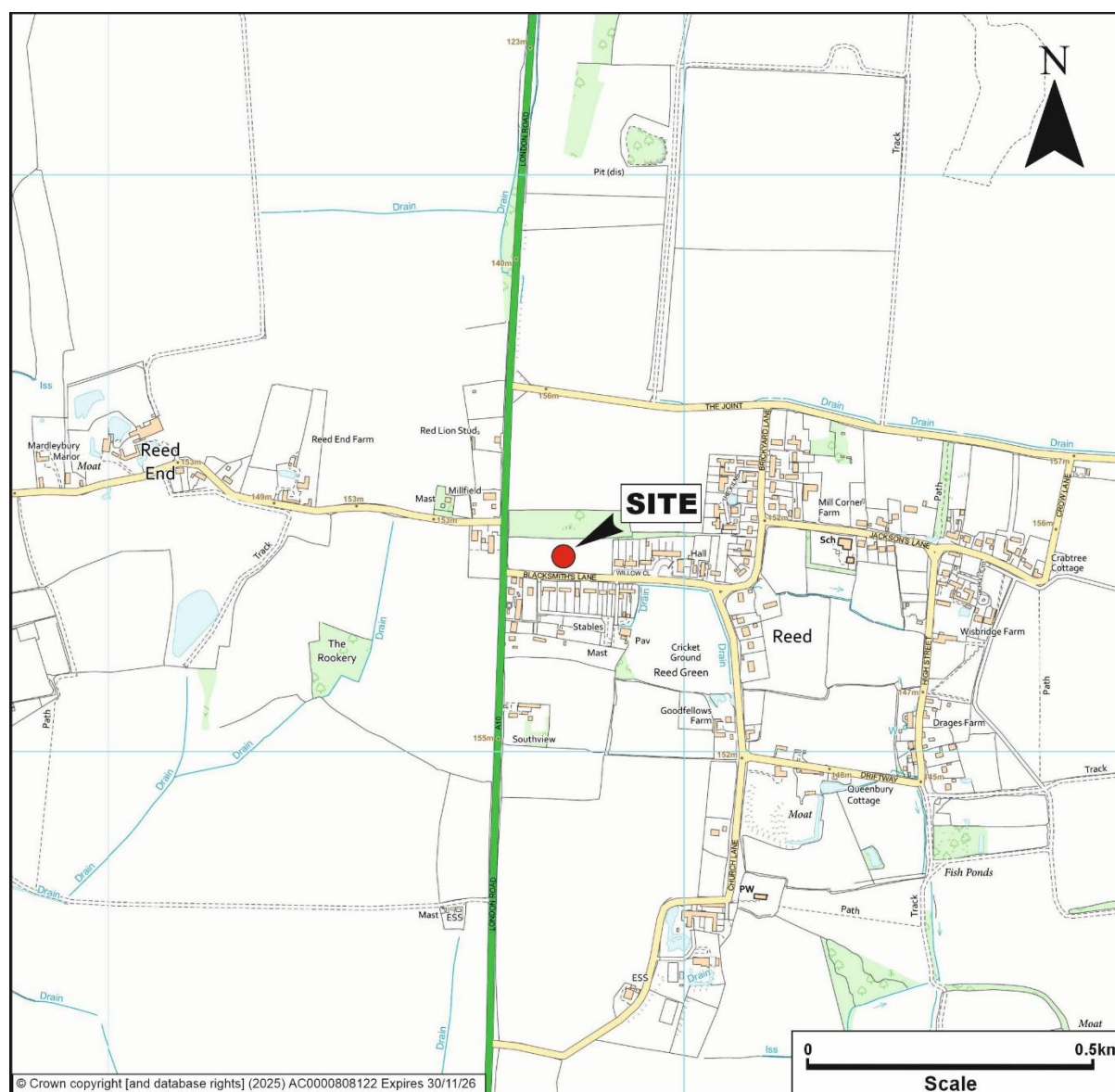
The site is located approximately 250m to the west of Reed Village Hall. The overall site comprises land on the northern side of Blacksmith's Lane, at the north-east corner of the junction of Blacksmith's Lane and the A10 (London Road).

The site is currently a grass field. There are no existing access points into either parcel of land from Blacksmith's Lane but there are two dropped kerb accesses directly into the site from the A10 for maintenance purposes.

Reed is located approximately 5km south of Royston.

The location of the site is shown on Figure A.

Figure A: Site Location



2.2 Proposed Development

This Transport Statement supports a full planning application for the provision of 21 residential dwellings.

The development will be laid out such that two distinct, but linked, areas of housing will be provided, each having its own vehicular access provision onto Blacksmith's Lane.

Seven of the dwellings will be located on the parcel of the land on the western side of the overall development site, all of which will be affordable units. All of the 14 units on the parcel on the eastern side of the site will be private (market) units.

The development profile is as follows:

Units on the western parcel of land (all affordable)

- 2 x 2-bed houses [Plots 5 & 6]
- 5 x 3-bed houses [Plots 1, 2, 3, 4 & 7]

Total: 7 units

Units on the eastern parcel of land (all private (market))

- 12 x 3-bed houses [Plots 8, 9, 10, 11, 12, 14, 15, 17, 18, 19, 20 & 21]
- 2 x 4-bed houses [Plots 13 & 16]

Total: 14 units

Each of the plots will be provided with 2 car parking spaces.

There will also be 2 visitor spaces within the western parcel of land and 8 visitor spaces within the eastern parcel, giving a total parking provision of 52 spaces across the development.

Each new dwelling will also be provided with cycle parking provision and bin storage facilities to accord with the appropriate standards of the LPA.

The geometric parameters of the proposed access arrangements are assessed in Section 4.



3.0 Local Conditions

The planning policy context, local highway network and transport conditions for the development have been examined and audited to determine the framework within which the proposal will be located.

3.1 National and Local Planning Policy Background

The type and location of the development requires the supporting Transport Statement to give full regard to the current planning policy framework. Accordingly, the following national and local planning policy guidance on the transportation and accessibility implications of the development will be considered:

- National Planning Policy Framework (December 2024 as amended February 2025)
- Planning Practice Guidance (March 2014)
- Hertfordshire Local Transport Plan 2018 - 2031 (May 2018)
- North Hertfordshire Local Plan 2011 – 2031 (adopted November 2022)

3.1.1 National Planning Policy

3.1.1.1 National Planning Policy Framework (December 2024 as amended February 2025)

The NPPF sets out the Government's planning policies for England and outlines how these should be applied.

While Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development, and Paragraph 9 notes that planning policies and decisions should play an active role in guiding development towards sustainable solutions, it is also recognised that decisions:

'should take local circumstances into account, to reflect the character, needs and opportunities of each area'.

It is also stated, at Paragraph 10 that at the heart of the NPPF there is a:

'presumption in favour of sustainable development'.

Section 9 of the NPPF relates to 'Promoting sustainable transport' and Paragraph 109 stresses the importance of considering transport issues 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. It is stated that 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.*

Furthermore, Paragraph 110 notes that 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 said, it is also recognised that:

“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”.

Paragraphs 115 to 118 relate to the factors which must be taken into account when considering development proposals. Accordingly, Paragraph 115 outlines the need to ensure 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 Code; 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.*

Furthermore, Paragraph 129 focusses on density of development and the efficient use of land, requiring that decisions take into account, amongst other things:

‘the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use’

Paragraph 116 asserts that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, following mitigation, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios. This is developed in Paragraph 117 which notes that 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.*



Paragraph 118 relates to travel plans and transport statements and assessments, noting that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Paragraph 112 relates to parking standards noting that if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Furthermore, Paragraph 113 notes that maximum parking standards for residential and non-residential development should only be set:

‘where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport’.

Paragraph 83 addresses the promotion of sustainable development in rural areas, requiring that housing should be located where it will enhance or maintain the vitality of rural communities. It is noted, by way of an example, that where there are groups of smaller settlements, development in one village may support services in a village nearby.

3.1.1.2 Planning Practice Guidance (March 2014)

In March 2014 the Department for Communities and Local Government launched a new planning practice guidance web-based resource which provides specific advice to local planning authorities when determining planning applications within the context of the NPPF.

The PPG documents develop the content of the NPPF, and therefore have been referred to where necessary to provide the background to the framework itself.

3.1.2 Local Planning Policy

3.1.2.1 Hertfordshire Local Transport Plan 2018 – 2031 (May 2018)

The fourth Hertfordshire Local Transport Plan sets out how transport can help deliver a vision of Hertfordshire where:

“people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities.”

In order to achieve this vision, the LTP aims to deliver a set of nine transport objectives, as follows:

1. *Improve access to international gateways and regional centres outside Hertfordshire*
2. *Enhance connectivity between urban centres in Hertfordshire*
3. *Improve accessibility between employers and their labour markets*
4. *Enhance journey reliability and network resilience across Hertfordshire*
5. *Enhance the quality and vitality of town centres*



6. *Preserve the character and quality of the Hertfordshire environment*
7. *Reduce carbon emissions*
8. *Make journeys and their impact safer and healthier*
9. *Improve access and enable participation in everyday life through transport*

These objectives are translated into a series of policies of which the following are considered most relevant to this planning application:

Policy 2: Influencing land-use planning

The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.

Policy 3 relates to travel planning but it is noted that this development falls below the threshold for either a formal Travel Plan Statement or Full Travel Plan as set out in the County Council's Travel Plan Guidance (March 2020).

Policy 5 relates to the management of development, as follows:

Policy 5: Development Management

The county council will to work with development promoters and the district and borough councils to:

- a) *Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*
- b) *Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.*
- c) *Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*
- d) *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.*
- e) *Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.*
- f) *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*
- g) *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.*
- h) *Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future.*



3.1.2.2 North Hertfordshire Local Plan 2011 – 2031 (adopted November 2022)

The North Hertfordshire Local Plan 2011-2031 was adopted on 8 November 2022. In January 2024, North Herts Cabinet approved a full review and update of the Local Plan which, according to the Council's Local Development Scheme published in November 2024, is anticipated to be adopted in late 2027. In the meantime, the adopted Local Plan forms part of the statutory Development Plan for the District and will be used to determine applications.

The policies contained within the adopted Local Plan that are considered to be most relevant to this application from a transport perspective are included below.

Policy SP6 relates to sustainable transport noting that the Council will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. Accordingly, the policy states that the Council will:

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

Policy SP7 relates to infrastructure requirements and developer contributions and notes that the Council will require development proposals to make provision for infrastructure that is necessary in order to accommodate additional demands resulting from the development. Accordingly Policy SP7 notes that the Council will:

- a. *Require developers to provide, finance and / or contribute towards provision which is fairly and reasonably related in scale and kind to the development, including:*
 - i. *on-site and/or off-site improvements and infrastructure necessary as a result of the development in order to:*
 - *ensure appropriate provision of facilities and infrastructure for new residents;*
 - *contribute toward addressing cumulative impacts that might arise across multiple developments;*
 - *avoid placing unreasonable additional burdens on the existing community or existing infrastructure;*
 - *mitigate any adverse impacts; and/or*
 - *enhance critical assets or make good their loss or damage; and*
 - ii. *maintenance and/or operating costs of any such new provision;*



- b. Ensure essential new infrastructure to support new development will be operational no later than the completion of development or during the phase in which it is needed, whichever is earliest;*
- c. Refuse planning permission where appropriate agreements or processes ensuring criteria (a) and (b) can be met are not in place;*
- d. Have regard to relevant national guidance or requirements in relation to planning obligations and any Community Infrastructure Levy or successor funding tariff which may be introduced by the Council;*
- e. Work with landowners, developers and other agencies in facilitating the delivery of sites identified in the Local Plan and associated infrastructure and seek to overcome known obstacles; and*
- f. Need robust evidence to be provided where developers consider that viability issues impact upon the delivery of key infrastructure and/or mitigation measures. This evidence will be used to determine whether an appropriate and acceptable level of contribution and / or mitigation can be secured.*

Chapter 7 of the Proposed Submission Local Plan relates to transport, of which Policy T1 addresses the way in which transport matters will be assessed. Accordingly, Policy T1 notes that planning permission will be granted where:

- a. Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;*
- b. Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*
- c. Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- d. For major developments, applicants demonstrate (as far as is practicable) how:*
 - i. the proposed scheme would be served by public transport;*
 - ii. safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
 - iii. comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.*

Policy T2 relates to parking, noting that planning permission will be granted for residential development provided that parking provision is in accordance with the minimum standards set out in Appendix 4 of the Local Plan, and that:

- 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.*

Policy HS3 relates to housing mix, noting that planning permission for new homes will be granted subject to, amongst other things:

- ii. the location and accessibility of the site.*



Policy RD1 relates specifically to land at Blacksmith's Lane which has been allocated within the Local Plan for up to 22 residential dwellings. Policy RD1 also identifies a set of site specific policy criteria, of which the following is considered relevant from a transport perspective:

- *Existing Right of Way should be incorporated or diverted as appropriate.*

Parking Standards

As noted above, the District Council's parking standards are set out in Appendix 4 of the Local Plan. The standards for the proposed residential development are shown in the table below:

Table A: Residential Parking Standards

Use Class C3	Car Parking Standard	Cycle Parking (minimum provision)
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	

It is noted that garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally.

It is also noted that:

"Reductions 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."

It is also stated that visitor / unallocated parking must be added to the above standards, as set out in the table below.

Table B: Residential Parking Standards

Use Class C3	Car Parking Standard	Cycle Parking (minimum provision)
Visitor/unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) 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	For above C3 general housing - if no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for visitors

Furthermore, it is noted that for visitor and unallocated parking standards, reductions in provision will be considered where:

1. *Alternative publicly available off-street parking is available within 2 minutes' walk of the site;*
2. *Visitor parking arising from small-scale (i.e. infill) development can be accommodated on-street without compromising highway safety, the amenity of existing residents or the ability for businesses to operate; or*



3. *Relevant evidence is submitted by the applicant which supports a reduction in standard and considers existing and future car ownership and likely visitor demand.*

3.2 Existing Highway Conditions

3.2.1 Local Highway Network

The site is located at the north-eastern corner of the junction of Blacksmith's Lane and the A10 (London Road), approximately 250m to the west of Reed Village Hall.

Blacksmith's Lane is a single carriageway road, with suitable width to accommodate 2-way movements of traffic but without a central white line. There are grass verges on each side of the carriageway and accesses to residential properties along the southern side. Blacksmith's Lane, along the site frontage, is shown in Photo 1.

Photo 1: Blacksmith's Lane viewed from the east



Blacksmith's Lane is subject to a 30mph speed limit which begins immediately to the east of the junction with the A10 and continues eastwards to and through the village centre. The 40mph speed limit on the A10 continues northwards from the Blacksmith's Lane junction for some 500m and southwards for some 300m, beyond which the national speed limit (60mph) comes into effect.

From its junction with Blacksmith's Lane, the A10 runs northwards to Royston and then onwards to Cambridge, and southwards towards Ware and Hertford.



3.2.2 Accident History

In order to provide an overview of the current accident record of the highway within the vicinity of the development site, and to assess any locations that may require attention and further assessment to mitigate the development, reference has been made to accident record data supplied by the CrashMap website at <https://www.crashmap.co.uk/>.

The CrashMap data covers the 5-year period to date, and provides information concerning the location, severity and basic circumstances of personal injury accidents recorded in a specific study area. Although the direction of travel is not given in the Crashmap reports, the description of vehicle manoeuvres and first points of impact provide an indication of the factors that contributed to a collision.

In this instance, the study area covers the section of the A10 that extends 200m both northwards and southwards of the Blacksmith's Lane junction, as well as the first 200m of Blacksmith's Lane to the east of the A10, and the first 200m of Haywood Lane to the west.

The extent of the study area and the location and severity of each of the incidents are shown on Figure B.

Figure B: Location of Accidents

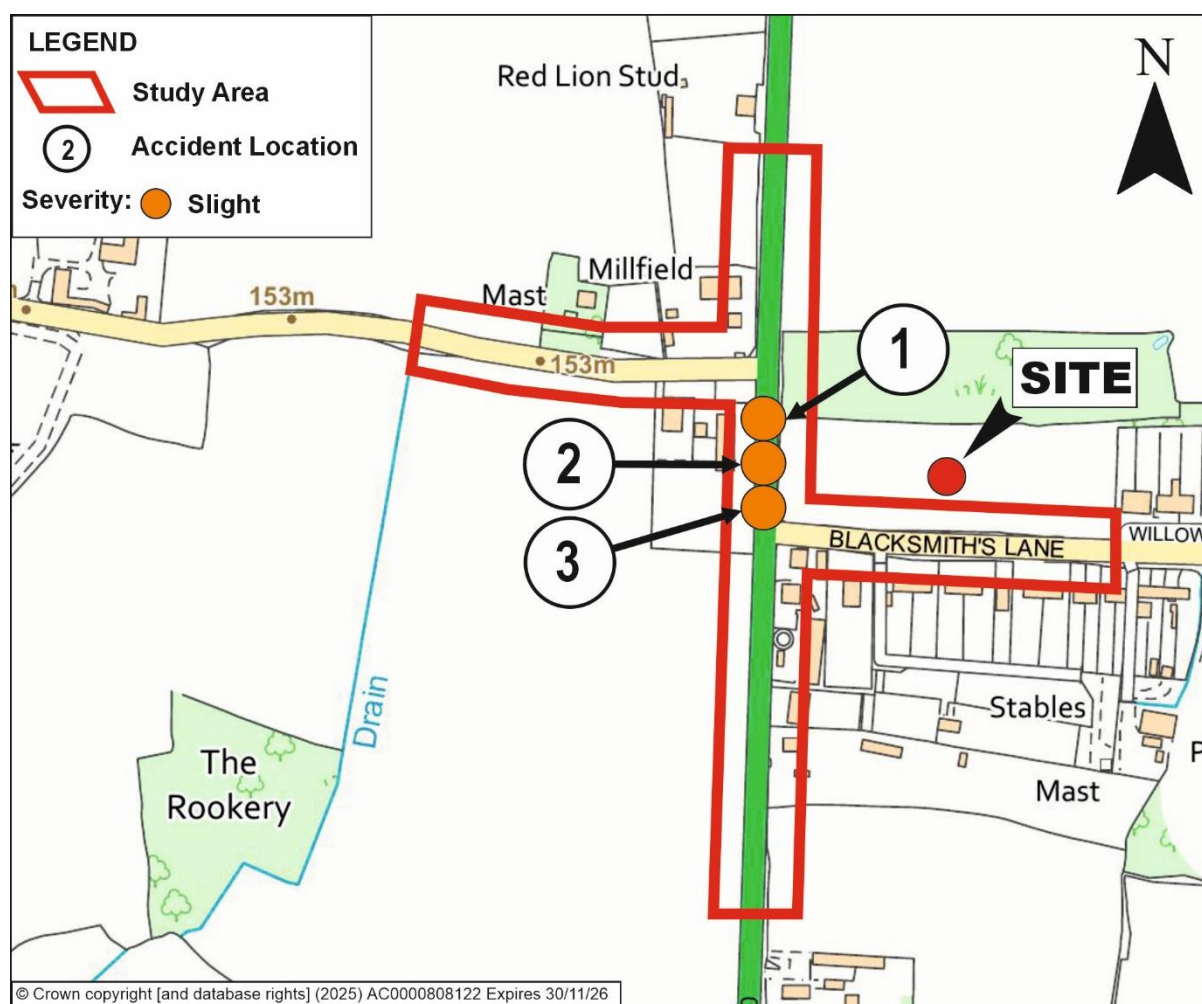


Table C provides a summary of the accident data and the full accident data reports as received from Crashmap are attached at Appendix A.



Table C: Accident Data Summary

No. on Fig	Ref	Year	Month	Day	Time	Location	Lighting	Weather	Road surface	Parties involved	Severity
1	2021411 067517	2021	July	Sat	11.57	Not at or within 20m of junction	Daylight	Fine	Dry	3 cars	2 x slight
2	2021411 136290	2021	Dec	Wed	0700	Not at or within 20m of junction	Dark	Raining	Wet or Damp	2 cars	1 x slight
3	2020411 011133	2020	Dec	Wed	14.05	T or staggered junction	Daylight	Fine	Dry	2 cars	2 x slight

A total of three accidents were recorded within the study area in the 5-year period to the end of December 2024.

Review and consideration of the accident details indicates that all of the incidents occurred on the A10 itself.

Incident No 1 occurred on the section of the A10 between the junctions of Blacksmith's Lane and Haywood Lane junction and involved three cars. It happened just before lunchtime on a Saturday in July, when the weather was fine and the road dry. Two of the cars were held up and waiting to proceed, when the third car failed to slow in time and hit the back of the car in front, which in turn hit the back of the car in front of that. The drivers of the stationary vehicles were both slightly injured.

Incident No 2 also occurred on the section of the A10 between the junctions of Blacksmith's Lane and Haywood Lane junction, and this time involved two cars. It happened at 7am on a weekday in December, when it was raining and still dark, and the road was wet. One of the cars was slowing down when it was struck at the rear by the car travelling behind. The driver of the slowing vehicle was slightly injured.

Incident No 3 occurred at the junction of the A10 and Blacksmith's Lane and again involved two cars. It happened just after 2pm on a weekday in December, when the weather was fine and the road dry. Given the information provided in the CrashMap report regarding point of first impact (specifically that the first car was struck on its off-side), it is considered reasonable to conclude that the first car turned right onto the A10 from Blacksmith's Lane into the path of the second car which was travelling southwards. Both drivers were slightly injured.

Based on the accident details provided by Crashmap, it is noted that two of the Incidents (Nos 1 and 2) involved cars slowing on the stretch of the A10 between Blacksmith's Lane and Haywood Lane, and that the other one (No 3) would appear to have involved a car turning right out of Blacksmith's Lane. Other than Incident No 2, which occurred on a wet road when it was raining and dark, the other incidents happened in daylight in dry conditions. As such, it is considered that driver error is a likely contributing factor in all these incidents, visibility from this junction not being limited in either direction.

3.3 Pedestrian and Cycling Facilities

Blacksmith's Lane is not currently provided with footways or street lighting along the site frontage, although there is a short section of footway fronting the residential development known as Willow Close, to the east of the development site.



There are, however, footways at the junction with the A10, which extend both northwards and southwards on the eastern side of the carriageway. This said, the 320m section of footway on the eastern side of the carriageway which provides a link between the junction of Blacksmith's Lane and The Joint, 320m to the north, is designated as a shared use pedestrian/cycle facility.

3.4 Public Footpath Provision

As set out in Section 3, Policy RD1 of the North Hertfordshire Local Plan 2011-2031 relates specifically to land at Blacksmith's Lane which has been allocated within the Local Plan for up to 22 residential dwellings.

Policy RD1 also identifies a set of site specific policy criteria, of which the following is considered relevant from a transport perspective:

- *Existing Right of Way should be incorporated or diverted as appropriate.*

At present, the definitive map of the public right of way shows the footpath crossing the site at an angle from a point on the A10 frontage to the site approximately a third of the distance between the site's northern boundary and the junction with Blacksmith's Lane. An extract from the definitive map is attached at Appendix B.

However, site inspection confirms that the actual line of the path on the ground is along the northern boundary, and this is confirmed by the positioning of the existing public footpath waymarking sign on the A10 frontage as shown in Photo 2.

Photo 2: Existing Public Footpath Waymarking Sign



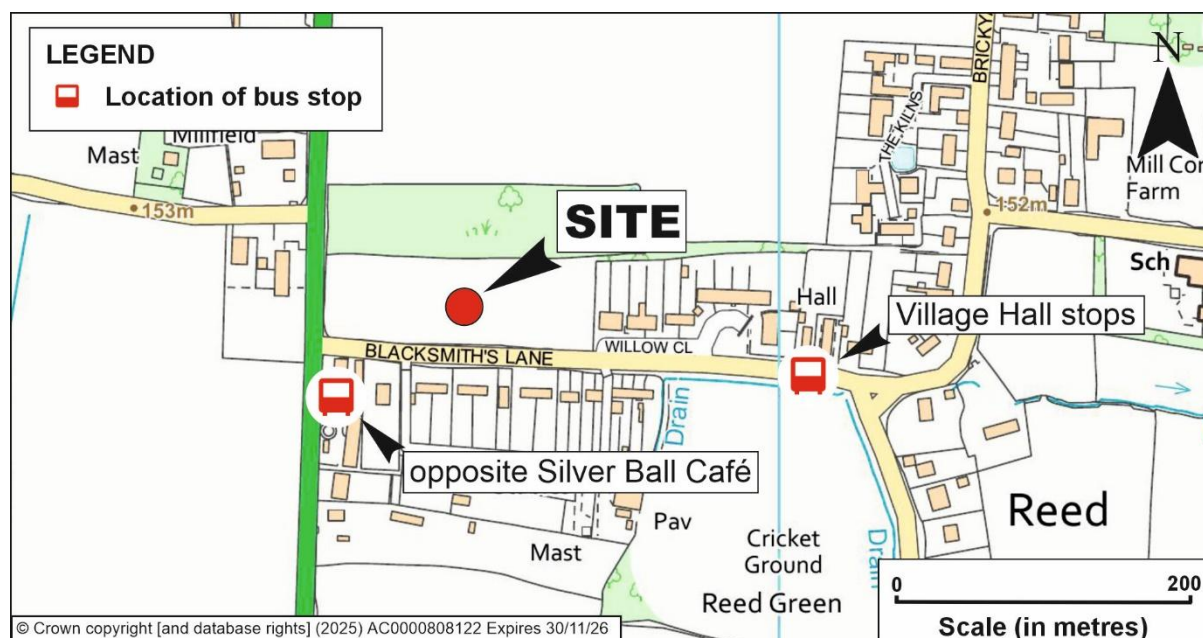
The route of the public footpath as shown on this definitive map is not only, therefore, at variance with the existing site situation, but clearly affects the layout and development potential of the proposed development site.

The formalisation of the definitive map to reflect the on-site situation is therefore an integral part of delivery of this planning application. This aspect is considered in Section 4.

3.5 Public Transport Access

The nearest bus stops to the development site are the 'opposite Silver Ball Café' stop on London Road, approximately 30m to the south of the junction with Blacksmith's Lane, and the 'outside' and 'opposite Village Hall' stops, approximately 250m to the east of the development site. The locations of these stops are shown on Figure C.

Figure C: Location of nearest bus stops



The Silver Ball Café and Village Hall stops are all used by the No. 18 Richmonds Coaches service which travels between Buntingford and Royston from Monday to Saturday, calling at Royston Railway Station and Tesco on its journey.

On weekdays, the first Royston-bound leaves Buntingford at 0630, calling at the 'outside Village Hall' stop at 0645 and taking 18-minutes to travel to Royston bus station and a further four to reach the Railway Station. The next two buses call at the 'outside Village Hall' stop at 0845 and 1015, followed by three buses in the afternoon, the last of which leaves Buntingford at 1750. There are five Royston-bound buses on Saturdays, the first of which leaves Reed at 0845, and the last leaves Buntingford at 1745.

On weekdays the first Buntingford-bound bus calls at the 'opposite Silver Ball Café' stop at 0732 and has a 15-minute journey time to Buntingford. There are further buses in the morning and two in the afternoon, the last of which leaves Royston Tesco at 1704; the Railway Station at 1706; and the bus station at 1710. There are four Buntingford-bound buses on Saturdays, the first of which leaves Reed at 0944, the last (from Tesco, Royston) at 1704.

The operational details of this service is given in Table D and full timetable information is included in Appendix C.



Table D: Local Bus Services

Service Number / Operator	Nearest stop to site	Route	Hours of operation	Service Frequency	First and last buses at nearest stop
18 Richmonds Coaches	outside Village Hall	Buntingford - Royston	MON TO FRI 0630 until 1750	At 0630, 0834 and 1000, then at 1245, 1620 and 1750	First bus: 0645 Last bus: 1805
			SATURDAY 0830 until 1745	At 0830 and 1000 then at 1245, 1545 and 1745	First bus: 0845 Last bus: 1800
	opposite Silver Ball Café	Royston - Buntingford	MON TO FRI 0714 until 1704	At 0714, 0914 and 1159, then, from Tesco, at 1459 and 1704	First bus: 0732 Last bus: 1729
			SATURDAY 0914 until 1704	At 0914 and 1159, then, from Tesco, at 1459 and 1704	First bus: 0944 Last bus: 1729

The level of public transport provision outlined in Table D demonstrates that the site has a good level of accessibility to Royston, including to the bus station and Railway Station.

3.6 Local Services and Destinations

Manual for Streets (DfT, 2007), notes at Section 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas. However, it is also noted that this is not an upper limit and that:

'walking offers the greatest potential to replace short car trips, particularly those under 2km'

Table E provides an inventory of the services and amenities in Reed, all of which lie within a walking distance of 1km from the development site. This includes a primary school and a café. Reed also has a village hall which hosts a range of community activities and groups and has rooms available for private hire and a public entertainment licence.

In addition, Reed has a cricket club which is based at the Howard Marshall Pavilion, with matches played on the pitch on Reed Green. Furthermore, following extensive refurbishment and the addition of new play equipment, the playground at the Church Lane side of Reed Green was reopened in the summer of 2025.

Table E: Local services and amenities in the vicinity of the development site

Category	Address	On-road distance from development site
Primary School	Reed First School Jacksons Lane Reed, SG8 8AB	0.6 km
Café	The Silver Ball Café London Road Reed, SG8 8BD	0.2 km
Village Hall	Reed Village Hall Blacksmith's Lane Reed, SG8 8AX	0.3 km

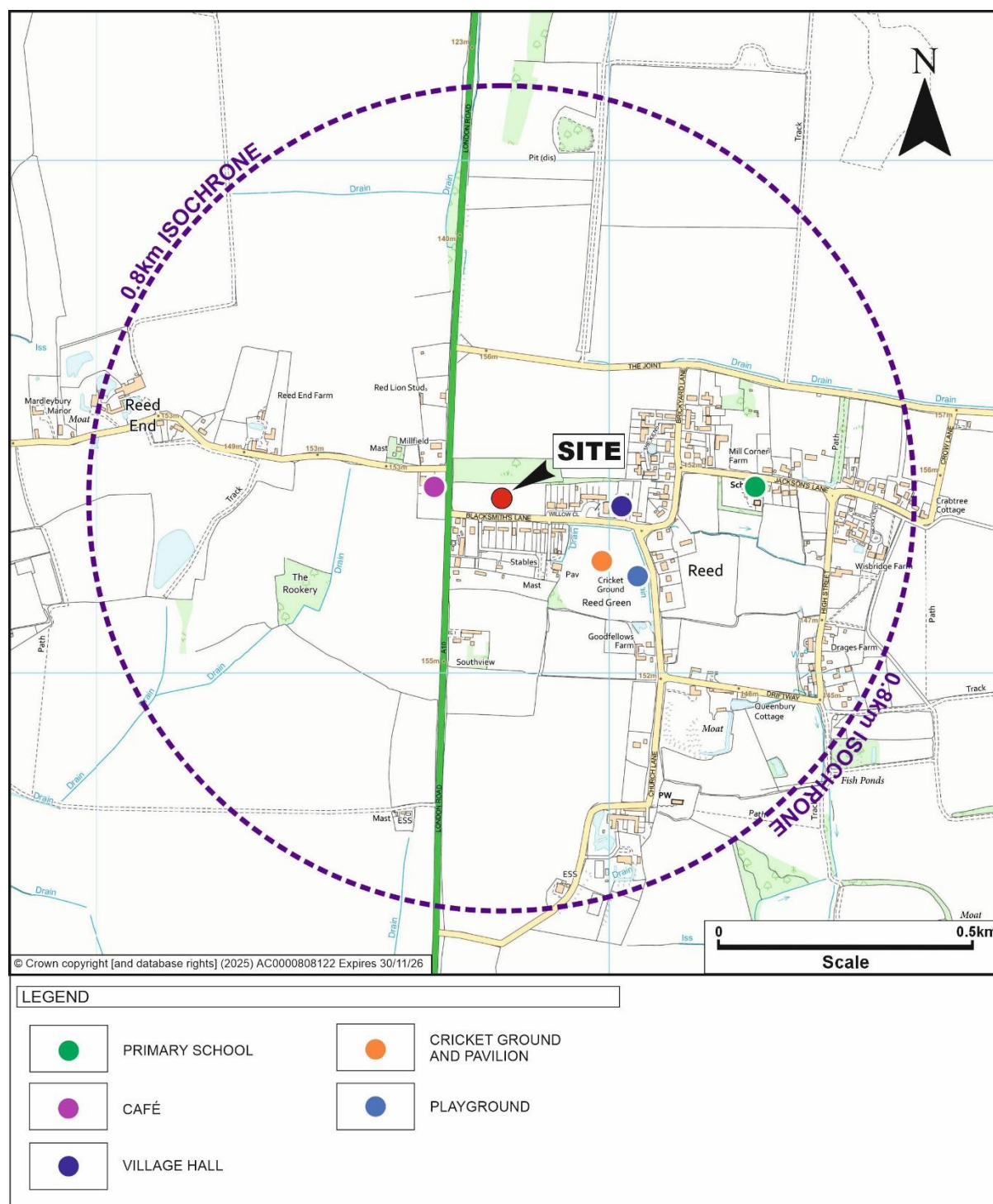


Category	Address	On-road distance from development site
Cricket Ground and Pavilion	Reed Cricket Club Reed Green Reed, SG8 8AX	0.3 km
Playground	Reed Green Playground Church Lane Reed, SG8 8AR	0.4 km

The locations of these services and amenities are shown on Figure D, together with a 0.8 kilometre blanket isochrone centred on the site.



Figure D: Nearest local services and amenities with 0.8km blanket isochrone



In addition to those services and amenities listed in Table E, Royston, 5km to the north of Reed, offers a wide range of day-to-day services, shops and recreational facilities, and is, as noted above, accessible by bus.



3.7 Existing Travel to Work Patterns

In order to establish how residents living in the vicinity of the development site travel to work, Dataset TS061 (Method Used to Travel to Work) of the 2021 Census has been analysed. This dataset provides estimates as at Census Day, 21 March 2021 to classify usual residents in England and Wales by their mode of travel to work. The most recent version of this dataset was released by the Office for National Statistics on 28th April 2023.

In order to provide a picture of the travel patterns of commuters, those who were working from home and those who were not in employment at the time of the census have been excluded from this analysis. Although it is recognised that the Census 2021 took place during the coronavirus (COVID-19) pandemic when the national lockdown, associated guidance and furlough measures inevitably affected travel to work patterns, by comparing the travel patterns of people living in the vicinity of the development site with those of the wider population of North Hertfordshire, it is considered to be a useful indicator of work-related travel patterns.

Analysis of the 2021 Census shows that the proportion of people living in the area in the immediate vicinity of the development site, as shown on the map at Figure E, who drove to work (84%) was higher than the authority-wide average (70%).

The proportion that walked to work (3%) was a quarter of the authority-wide average (12%), and no-one living in the vicinity of the development site cycled to work, compared to 2% of people across the district as a whole. None of the local residents used the bus to get to work (compared the authority-wide average of 1% and just 1% used the train (compared to 6% across the district as a whole).

3.8 Car Ownership Levels

In light of the site's location, it is considered appropriate to assess the potential for the residential units to be occupied by those who choose not to run a car, or who may only choose to use a car occasionally. To this end, Dataset TS045 (Car or Van Availability) of the 2021 Census has been analysed. This dataset provides estimates of the number of cars or vans available to members of households as at Census Day, 21 March 2021. The most recent version of this dataset was released by the Office for National Statistics on 28th March 2023.

Analysis of the 2021 Census reveals that 4% of the 144 private households living within the immediate vicinity of the development site as shown on the map at Figure E, did not have access to a car or van, just a little over a quarter of the level seen across the district as a whole (15%). The proportion of households owning one car (33%) was also lower than the district-wide figure of 43%, while the proportion owning two or more (63%) was 50% higher than the district-wide average of 42%.

The results of the analysis of the 2021 Census are attached at Appendix D.



Figure E: Output Areas used for Census analysis



The implications and opportunities that the appraisals of the above location and accessibility assessments provide are examined in Section 4.



4.0 Access and Transport Assessment

4.1 Access Assessment

This Transport Statement supports a full planning application for the provision of 21 residential dwellings on two adjacent, but separate, parcels of land.

Reference to the proposed site layout drawing, prepared by Twentynine Architecture and attached at Appendix E, shows that the development will be laid out such that two distinct areas of housing will be provided, each having its own vehicular access provision onto Blacksmith's Lane.

Seven of the dwellings will be located on the parcel of the land on the western side of the overall development site and 14 will be located on the parcel on the eastern side.

It is understood that the access roads within the site will be retained as privately maintained in future due to the requirements of the site drainage strategy.

However, the proposed access arrangements have been determined with reference to both Manual for Streets (MfS) and Section 4 of the publication 'Roads in Hertfordshire: Highway Design Guide 3rd Edition'.

4.1.1 Vehicle to Vehicle Visibility Splay Provision

As determined in Section 3, Blacksmith's Lane, from which the site access points will be taken, is subject to 30mph, is subject to accesses on both sides of the carriageway along its length and is, or will be, residential in character.

In determining the appropriate standards for the splay provision, it is noted the following changes that have been stated in the application of the Manual for Streets (MfS) guidance:

"MfS2 builds on the guidance contained in MfS1, exploring greater detail how and where its key principles can be applied to busier streets and non-trunk roads. DMRB is the design standard for Trunk Roads and Motorways in England, Scotland Wales and Northern Ireland. The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas."

Furthermore, it is noted that MfS advice can be applied to a highway regardless of speed limit and it is therefore recommended that as a starting point for any scheme affecting non-trunk roads. Designers should start with MfS.

At page 73 of MfS2 it is stated that in respect of junction visibility, the MfS Stopping Sight Distance formulae applies for all non-trunk roads of less than 40mph.

In this instance, it is noted that Blacksmith's Lane falls within the category of a non-trunk road with a speed limit of 30mph. The area within which the development site is set is therefore one that accords with the principals set out in MfS and MfS2.

With reference to Table 7.1 of MfS, a major road distance of 43.0m is required in both directions, to accord with the existing speed limit on Blacksmith's Lane whilst a minor road distance of 2.4m is appropriate at this location for this use.

Drawing 010, attached at Appendix F, shows the vehicle to vehicle splays and confirms that the required visibility splays are, by virtue of the road alignment and width of highway verge, available at this location.

4.2 Proposed Access Layout

The access arrangements shown on the drawings attached at Appendix E and Appendix F of this statement have been formulated with reference to Section 4 of the publication 'Roads in Hertfordshire: Highway Design Guide 3rd Edition'.



As required by the development delivery, each of the two parcels will be served by individual access points, and to accord with the Highway Design Guide, as one is to serve 7 dwellings and the other is to serve 14, these comprise access roads as follows:

- Carriageway width of 4.8m;
- Footway width of 2.0m where fronting dwelling units;
- Full turning provision for serving vehicles; and
- 2.4m x 43.0m vehicle to vehicle splays as set out above.

All verge crossing points and bellmouth, where falling within the existing public highway, will be constructed to the standards of the local highway authority as part of the proposed residential development accommodation works. This work will be the subject of a suitable highway works licence as appropriate.

4.3 Pedestrian Provision

As set out in Section 3, at present, the definitive map of the public right of way shows an existing public footpath crossing the site at an angle from a point on the A10 frontage to the site approximately a third of the distance between the site's northern boundary and the junction with Blacksmith's Lane.

However, site inspection confirms that the actual line of the path on the ground is along the northern boundary, and this is confirmed by the positioning of the existing public footpath waymarking sign on the A10 frontage.

As confirmed, therefore, in Section 3, the formalisation of the definitive map to reflect the on-site situation is therefore an integral part of delivery of this planning application. The application will therefore be accompanied by a submission to ensure the definitive map is corrected to reflect the true line of the public footpath along the northern boundary of the site.

In addition, a new pedestrian route will be created along and within the site frontage to Blacksmith's Lane, as shown on Drawing 010, attached at Appendix F.

This pedestrian route will run along the inside of the hedge that currently fronts the highway, as it is considered that the provision of a formal path along the verge of Blacksmith's Lane will be both visually intrusive and adversely affect the existing hedgerow.

The path will link to the existing paths at both the western and eastern ends of the site frontage to Blacksmith's Lane, that to the west being at the A10 junction whilst that to the east fronting the existing dwellings on the small service road on the northern side of Blacksmith's Lane itself.

The construction and delivery of this pedestrian route will be the subject of a suitable condition consideration relating to the construction arrangements.

4.4 Site Parking and Servicing Assessment

4.4.1 Parking Standards

As noted above, the District Council's parking standards are set out in Appendix 4 of the Local Plan. The standards for the proposed residential development are shown in the table below:



Table F: Residential Parking Standards

Use Class C3	Car Parking Standard	Cycle Parking (minimum provision)
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	

It is noted that garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally.

It is also noted that:

“Reductions 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.”

It is also stated that visitor / unallocated parking must to be added to the above standards, as set out in the table below.

Table G: Residential Parking Standards

Use Class C3	Car Parking Standard	Cycle Parking (minimum provision)
Visitor/unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) 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	For above C3 general housing - if no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for visitors

Furthermore, it is noted that for visitor and unallocated parking standards, reductions in provision will be considered where:

1. *Alternative publicly available off-street parking is available within 2 minutes' walk of the site;*
2. *Visitor parking arising from small-scale (i.e. infill) development can be accommodated on-street without compromising highway safety, the amenity of existing residents or the ability for businesses to operate; or*
3. *Relevant evidence is submitted by the applicant which supports a reduction in standard and considers existing and future car ownership and likely visitor demand.*

4.4.2 Assessment

In light of the standards set out in Appendix 4 of the Local Plan it is proposed that each of the 21 new dwellings will be provided with 2 parking spaces. There will be 2 visitor spaces within the western parcel of land and 8 visitor spaces within the eastern parcel, giving a total parking provision of 10 visitor spaces across the development.

Furthermore, the dwellings will each be provided with cycle parking at a ratio of one secure covered space per dwelling.



4.5 Locational and Accessibility Assessment

National and local planning policies, as described within this report, all emphasise the need to locate developments where there is a realistic and reasonable expectation that day-to-day services and facilities may be accessed by travel modes other than the private car.

Furthermore, in locations where there is good access by non-car modes, the densities of developments should be increased accordingly.

Manual for Streets (DfT, 2007), notes at Section 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas. However, it is also noted that this is not an upper limit and that:

“walking offers the greatest potential to replace short car trips, particularly those under 2km”

With reference to Section 3 of this report, the description of the site in the context of the local transport conditions clearly indicates that the local bus stops are well within a comfortable and reasonable walking distance of the site, providing access to Buntingford and Royston, including both the bus station and Railway Station. It is also shown that the level of services and facilities in the village of Reed is typical for a village of this type, although they are all accessible by foot.

Together, these destinations offer some of the usual day-to-day services and facilities that a future resident of the development may be expected to require.

As such, there is potential for the future residents to travel to work, shops, leisure sites and day-to-day services by non-car modes for the following reasons:

- There is a range of services and facilities located within Reed within an appropriate walking or cycling distance of the site;
- The development site is served by public transport for journeys to Royston and Buntingford; and
- Secure cycle parking provision will be provided within the site, which will enable future residents and visitors to arrive or travel around the area by cycle.

It may, therefore, be reasonably concluded that the proposed development satisfies national and local planning policy regarding the availability of access by sustainable travel modes.



5.0 Summary and Conclusions

This Transport Statement (TS) has been prepared on behalf of The Turney Trust to support a full planning application to North Hertfordshire District Council, as the Local Planning Authority, relating to the proposed development of land on the northern side of Blacksmith's Lane, Reed, for residential purposes.

The application is for a total of 21 residential dwellings, served by 2 vehicular access points onto Blacksmith's Lane.

Car and cycle parking will be provided, together with bin storage areas.

The purpose of this report is to assess the suitability of the site for the proposed residential development. It includes an examination of the surrounding area in terms of the availability of local amenities, and the opportunities that future residents will have to travel to a range of day-to-day services and destinations by modes alternative to the private car.

The report also appraises the proposed access provision in light of the observed highway conditions, the required upgrading to Blacksmith's Lane to accommodate the development and addresses the matter of the realignment and regularisation of the formal public footpath alignment across the development site.

The assessment concludes that the site location is appropriate for residential development of the proposed type and nature. The site's location, together with available local transport services are such that future residents would have a wide, realistic choice of travel modes for shopping, work and leisure purposes.

The existing highway conditions on Blacksmith's Lane are assessed and have been taken into account in the preparation of this assessment.



Appendix A Accident Records

Transport Statement

**Proposed Residential Development,
Blacksmith's Lane, Reed**

The Turney Trust

SLR Project No.: 406.V58297.00001

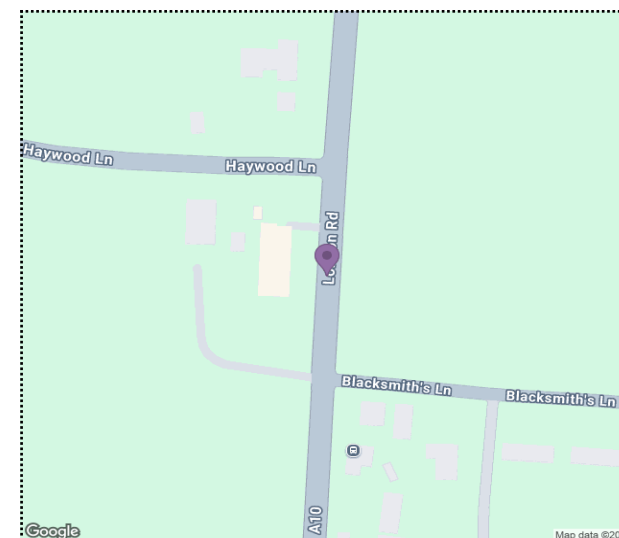
11 December 2025





Validated Data

Crash Date:	Saturday, July 10, 2021	Time of Crash:	11:57:00	Crash Reference:	2021411067517
Highest Injury Severity:	Slight	Road Number:	A10	Casualties:	2
Highway Authority:	Hertfordshire			Vehicles:	3
Local Authority:	North Hertfordshire			OS Grid Reference:	535685 236352
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				
Vehicles Involved					



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, July 10, 2021

Time of Crash: 11:57:00

Crash Reference: 2021411067517

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	-1	Female	66 - 75	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	9	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, July 10, 2021

Time of Crash: 11:57:00

Crash Reference: 2021411067517

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

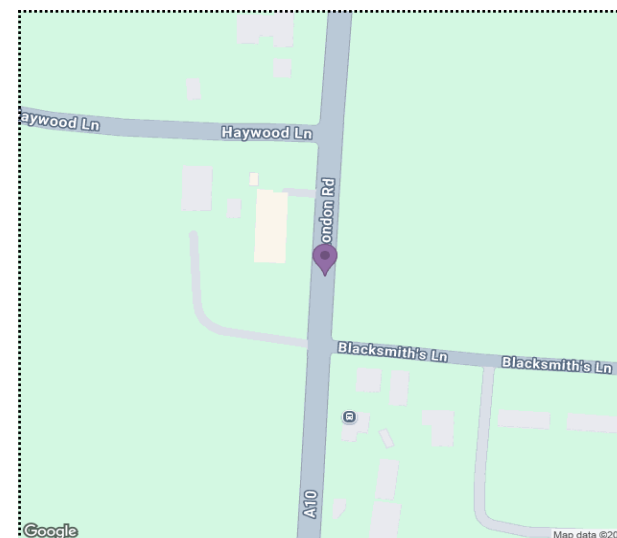
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, December 29, 2021	Time of Crash:	07:00:00	Crash Reference:	2021411136290
Highest Injury Severity:	Slight	Road Number:	A10	Casualties:	1
Highway Authority:	Hertfordshire	Vehicles:	2	OS Grid Reference:	535686 236338
Local Authority:	North Hertfordshire				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, December 29, 2021

Time of Crash: 07:00:00

Crash Reference: 2021411136290

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	21	Male	36 - 45	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Female	26 - 35	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

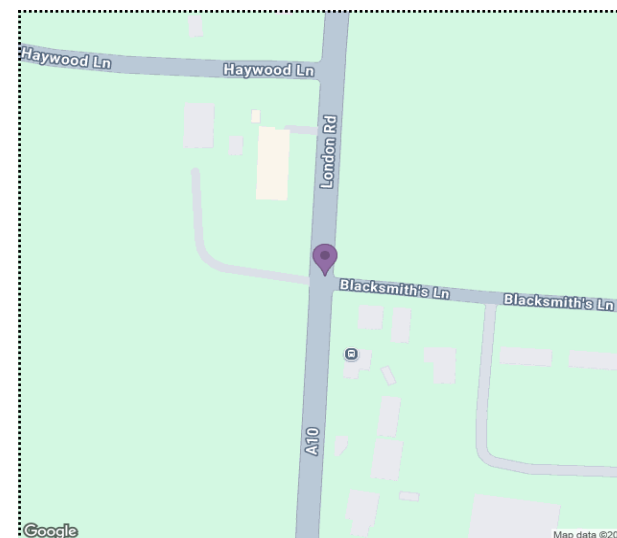
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, December 9, 2020	Time of Crash:	14:05:00	Crash Reference:	2020411011133
Highest Injury Severity:	Slight	Road Number:	A10	Casualties:	2
Highway Authority:	Hertfordshire	Vehicles:	2	OS Grid Reference:	535686 236312
Local Authority:	North Hertfordshire				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, December 9, 2020

Time of Crash: 14:05:00

Crash Reference: 2020411011133

Vehicles Involved

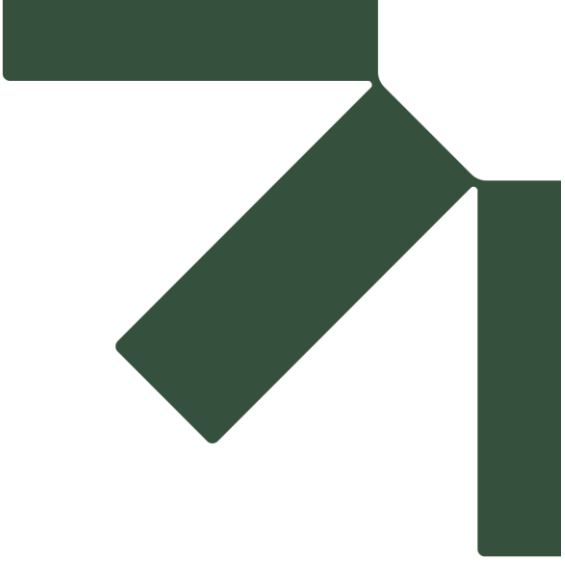
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	9	Female	26 - 35	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	5	Female	66 - 75	Vehicle is moving off	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Appendix B Public Footpath Definitive Map Extract

Transport Statement

**Proposed Residential Development,
Blacksmith's Lane, Reed**

The Turney Trust

SLR Project No.: 406.V58297.00001

11 December 2025

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council

Date: 20/05/2021



Land on the north side of Blacksmiths Lane ROYSTON

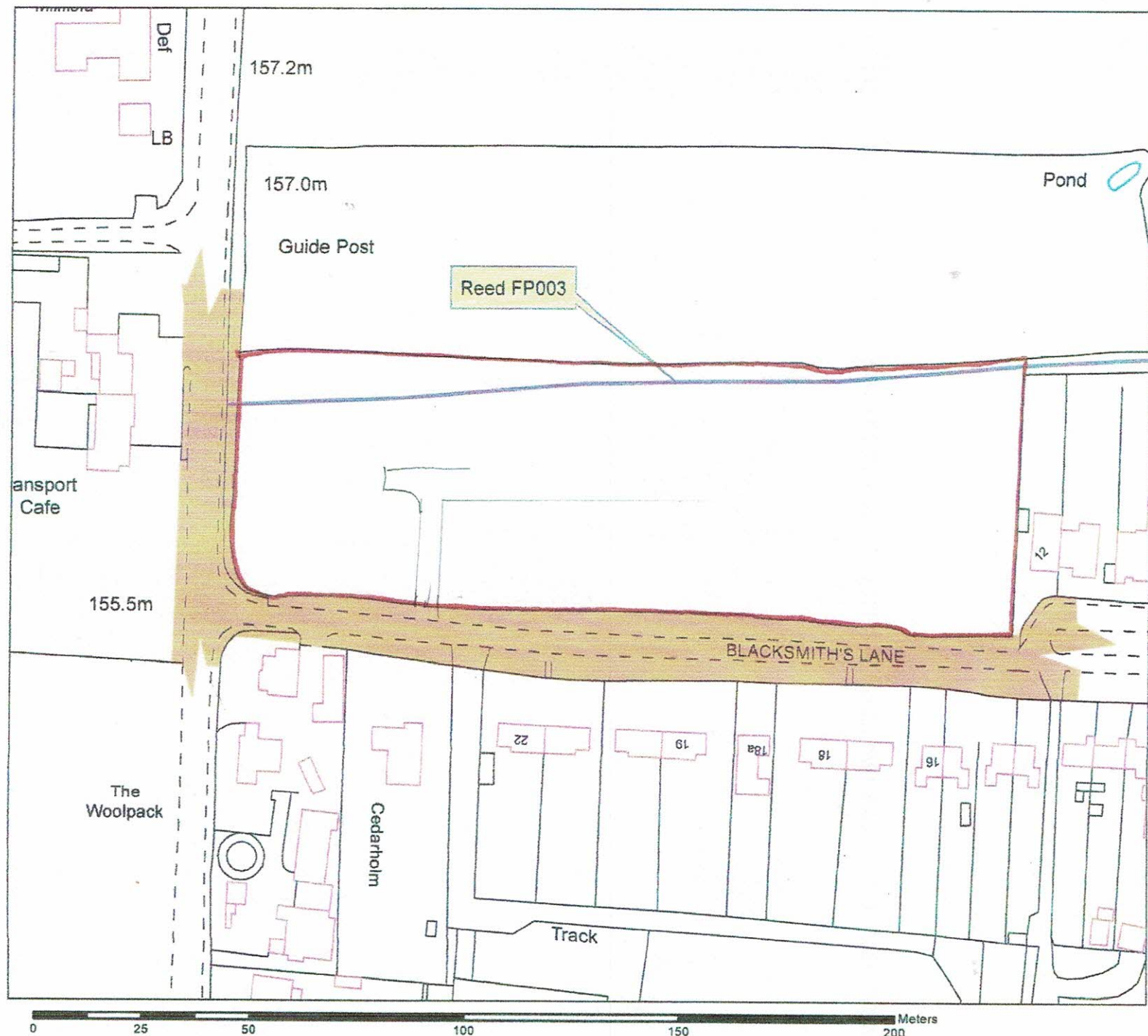


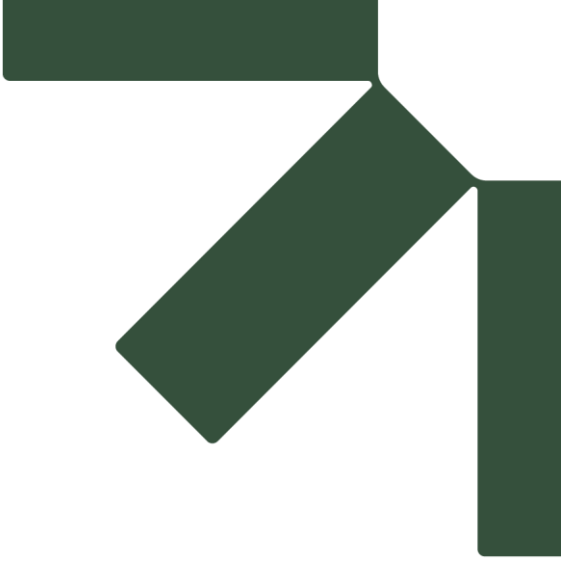
Scale at A4
1:1,250

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

© Crown copyright and database rights 2021
OS EUL 100019606.

Use of this data is subject to [terms and conditions](#).
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form





Appendix C Bus timetable

Transport Statement

**Proposed Residential Development,
Blacksmith's Lane, Reed**

The Turney Trust

SLR Project No.: 406.V58297.00001

11 December 2025

Mondays to Fridays

Buntingford, nr Kingfisher Park	dep	06:30		10:00		12:45		16:20	17:50
Buntingford, o/s The Crown Inn		06:32		10:02		12:47		16:22	17:52
Buntingford, opp Greenways		06:34	08:34	10:04		12:49		16:24	17:54
Buntingford, nr Phillips Way		06:37	08:37	10:07		12:52		16:27	17:57
Chipping, opp The Countryman PH		06:40	08:40	10:10		12:55		16:30	18:00
Buckland, nr Whiteley Lane		06:42	08:42	10:12		12:57		16:32	18:02
Reed, o/s Village Hall		06:45	08:45	10:15		13:00		16:35	18:05
Barkway, opp Windmill Close		06:50	08:50	10:20		13:05		16:40	18:10
Barley, opp St Margaret of Antioch Church		06:55	08:55	10:25		13:10		16:45	18:15
Barley, High Street (NW-bound)		06:57	08:57	10:27		13:12		16:47	18:17
Royston, adj Shaftesbury Way		07:02	09:02	10:32		13:17		16:52	18:22
Royston, Bus Station (Stop 2)		07:03	09:03	10:33	11:48	13:18	14:48	16:53	18:23
Royston, Royston Railway Station (Stop C)		07:07	09:07	10:37	11:52	13:22	14:52	16:57	18:27
Royston, o/s Tesco		07:09	09:09	10:39	11:54	13:24	14:54	16:59	18:29
Royston, nr Roysia Surgery		07:11	09:11	10:41	11:56	13:26		18:31	
Royston, Sassoon Drive (W-bound)	arr	07:13	09:13	10:43	11:58	13:28			
Notes									[R]

[R] From Royston Railway Station onwards serves at the request of the driver
 Compiled from data for the period Mon 01-Dec-2025 to Sun 07-Dec-2025.

Saturdays

Buntingford, nr Kingfisher Park	dep	08:30	10:00	12:45	15:45	17:45			
Buntingford, o/s The Crown Inn		08:32	10:02	12:47	15:47	17:47			
Buntingford, opp Greenways		08:34	10:04	12:49	15:49	17:49			
Buntingford, nr Phillips Way		08:37	10:07	12:52	15:52	17:52			
Chipping, opp The Countryman PH		08:40	10:10	12:55	15:55	17:55			
Buckland, nr Whiteley Lane		08:42	10:12	12:57	15:57	17:57			
Reed, o/s Village Hall		08:45	10:15	13:00	16:00	18:00			
Barkway, opp Windmill Close		08:50	10:20	13:05	16:05	18:05			
Barley, opp St Margaret of Antioch Church		08:55	10:25	13:10	16:10	18:10			
Barley, High Street (NW-bound)		08:57	10:27	13:12	16:12	18:12			
Royston, adj Shaftesbury Way		09:02	10:32	13:17	16:17	18:17			
Royston, Bus Station (Stop 2)		09:03	10:33	11:48	13:18	14:48	16:18	16:48	18:18
Royston, Royston Railway Station (Stop C)		09:07	10:37	11:52	13:22	14:52	16:22	16:52	18:22
Royston, o/s Tesco		09:09	10:39	11:54	13:24	14:54	16:24	16:54	18:24
Royston, nr Roysia Surgery		09:11	10:41	11:56	13:26		16:26		18:26
Royston, Sassoon Drive (W-bound)	arr	09:13	10:43	11:58	13:28		16:28		

Compiled from data for the period Mon 01-Dec-2025 to Sun 07-Dec-2025.

Mondays to Fridays

Royston, Sassoon Drive (W-bound)	dep	07:14	09:14	10:44	11:59	13:34		
Royston, nr Roysia Surgery		07:16	09:16	10:46	12:01	13:36		
Royston, o/s Tesco		07:19	09:19	10:49	12:04	13:39	14:59	17:04
Royston, Royston Railway Station (Stop B)		07:21	09:21	10:51	12:06	13:41	15:01	17:06
Royston, Bus Station (Stop 2)		07:25	09:25	10:55	12:10	13:45	15:05	17:10
Royston, opp Shaftesbury Way			09:27		12:12		15:07	17:12
Barley, High Street (SE-bound)			09:32		12:17		15:12	17:17
Barley, adj St Margaret of Antioch Church			09:34		12:19		15:14	17:19
Barkway, adj Windmill Close			09:39		12:24		15:19	17:24
Reed, opp Village Hall			09:43		12:28		15:23	17:28
Reed, opp Silver Ball Cafe		07:32	09:44		12:29		15:24	17:29
Buckland, opp Whiteley Lane		07:35	09:47		12:32		15:27	17:32
Chipping, nr The Countryman PH		07:37	09:49		12:34		15:29	17:34
Buntingford, opp Phillips Way		07:40	09:52		12:37		15:32	17:37
Buntingford, adj Greenways		07:43	09:55		12:40		15:35	17:40
Buntingford, opp The Crown Inn		07:45	09:57		12:42		15:37	17:42
Buntingford, opp Kingfisher Park	arr	07:47	09:59		12:44		15:39	17:44
Notes		[S]						

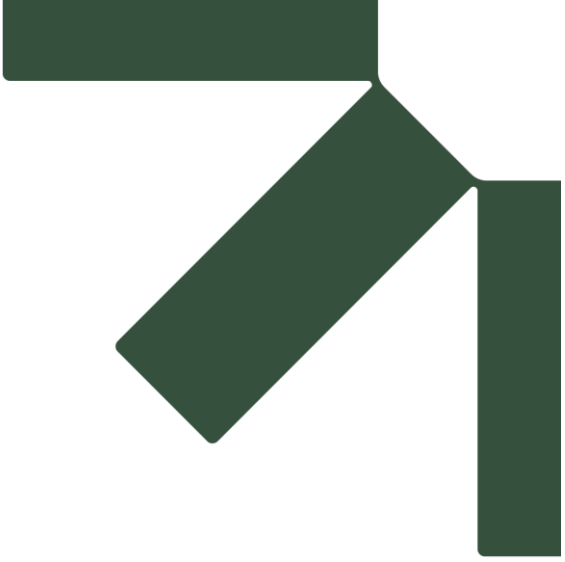
[S] Schooldays only

Compiled from data for the period Mon 01-Dec-2025 to Sun 07-Dec-2025.

Saturdays

Royston, Sassoon Drive (W-bound)	dep	09:14	10:44	11:59	13:34	16:34		
Royston, nr Roysia Surgery		09:16	10:46	12:01	13:36	16:36		
Royston, o/s Tesco		09:19	10:49	12:04	13:39	14:59	16:39	17:04
Royston, Royston Railway Station (Stop B)		09:21	10:51	12:06	13:41	15:01	16:41	17:06
Royston, Bus Station (Stop 2)		09:25	10:55	12:10	13:45	15:05	16:45	17:10
Royston, opp Shaftesbury Way		09:27		12:12		15:07		17:12
Barley, High Street (SE-bound)		09:32		12:17		15:12		17:17
Barley, adj St Margaret of Antioch Church		09:34		12:19		15:14		17:19
Barkway, adj Windmill Close		09:39		12:24		15:19		17:24
Reed, opp Village Hall		09:43		12:28		15:23		17:28
Reed, opp Silver Ball Cafe		09:44		12:29		15:24		17:29
Buckland, opp Whiteley Lane		09:47		12:32		15:27		17:32
Chipping, nr The Countryman PH		09:49		12:34		15:29		17:34
Buntingford, opp Phillips Way		09:52		12:37		15:32		17:37
Buntingford, adj Greenways		09:55		12:40		15:35		17:40
Buntingford, opp The Crown Inn		09:57		12:42		15:37		17:42
Buntingford, opp Kingfisher Park	arr	09:59		12:44		15:39		17:44

Compiled from data for the period Mon 01-Dec-2025 to Sun 07-Dec-2025



Appendix D Census information

Transport Statement

**Proposed Residential Development,
Blacksmith's Lane, Reed**

The Turney Trust

SLR Project No.: 406.V58297.00001

11 December 2025

Appendix D

Method of travel to work - resident population (2021)

Method of travel to work	Census area			
	Output Area E00119847		North Hertfordshire District Council	
	Number	Percent	Number	Percent
Walk	3	3	4,567	12
Cycle	0	0	875	2
Car driver	81	84	27,107	70
Car passenger	10	10	2,061	5
Bus	0	0	457	1
Train	1	1	2,442	6
Other	1	1	959	2
Total	96	100	38,468	100

SOURCE: Census 2021 (Dataset TS061)

NOTE: This dataset provides Census 2021 estimates that classify usual residents in England and Wales by their method used to travel to work (2001 specification). The estimates are as at Census Day, 21 March 2021.

NOTE: The total number of people does not include those who work from home or those who are currently not working. The method of travel to work is for the longest part, by distance, of the usual journey to work.

NOTE: Output Areas (OAs) are used across the UK as the base unit of census output.

NOTE: The Output Areas that have been selected contain residential properties that most closely resemble the type of properties that are proposed for the development site.

Car and van ownership - resident population (2021)

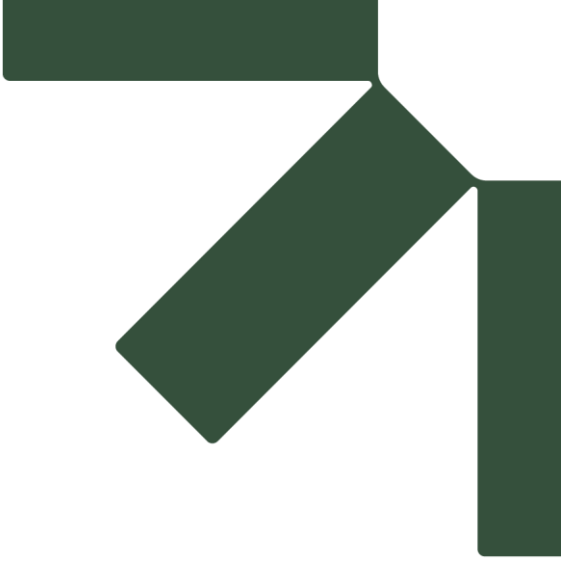
Car and van ownership	Census area			
	Output Area E00119847		North Hertfordshire District Council	
	Number	Percent	Number	Percent
Households with no cars or vans	6	4	8,781	15
Households with one car or van	47	33	24,339	43
Households with two cars or vans	61	42	17,366	31
Households with three or more cars or vans	30	21	6,246	11
All Households	144	100	56,732	100

SOURCE: Census 2021 (Dataset TS045)

NOTE: This dataset provides Census 2021 estimates on the number of cars or vans available to members of households for England and Wales. The estimates are as at Census Day, 21 March 2021.

NOTE: Output Areas (OAs) are used across the UK as the base unit of census output.

NOTE: The Output Areas that have been selected contain residential properties that most closely resemble the type of properties that are proposed for the development site.



Appendix E Proposed Site Layout Drawing

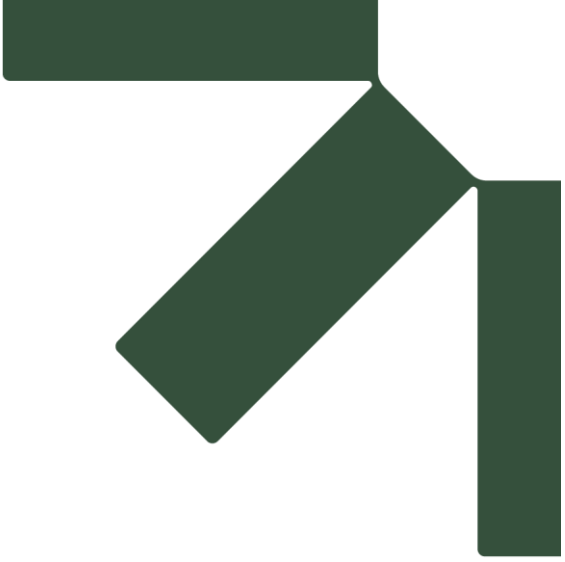
Transport Statement

**Proposed Residential Development,
Blacksmith's Lane, Reed**

The Turney Trust

SLR Project No.: 406.V58297.00001

11 December 2025



Appendix F Access Drawing 010

Transport Statement

**Proposed Residential Development,
Blacksmith's Lane, Reed**

The Turney Trust

SLR Project No.: 406.V58297.00001

11 December 2025

general notes

© This drawing and all information it contains is copyright of Twenty-Nine Architecture and must not be copied or reproduced in whole or in part or used without express approval of the authors.

The drawing is to be read in conjunction with all other relevant drawings and specifications.

All dimensions to be checked on site prior to commencement of works and any discrepancies to be checked immediately.

Do not scale from this drawing.

Unless otherwise stated, all dimensions are in mm.





Making Sustainability Happen