



Land East of Pirton, Hertfordshire

Transport Connectivity Study

Iceni Projects Limited on behalf of Gladman
Developments Ltd

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Pirton



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1. Vision and Core Principles

The vision and core principle is to promote active and sustainable travel to influence a positive modal share, where possible, and provide people with flexible, convenient choices to travel.

This requires providing access to active and sustainable transport. Providing choice also ensures people can change their travel habits to match all needs, creating an inclusive travel environment for all ages and levels of mobility.

Supporting sustainable growth and regeneration, the development proposal comprises up to 130 residential dwellings.

The site is well located to consider improvements to connectivity, particularly walking, in order to promote active travel.

The development proposals seek to provide realistic, reasonable and reliable modes of transport other than the private car for short to medium journeys.

The enhanced connectivity will improve the health of existing and future residents, encouraging active travel for short to medium journeys.



2. Methodology

This Connectivity Study has been provided in response to HCC's request to consider sustainable travel opportunities to the amenities within the vicinity of the site.

The Site is located to maximise active travel through a highly permeable development layout. The walking and cycling routes within the masterplan proposal will be developed to accord with the highest quality standards to create active travel corridors through the Site and linking with the neighbouring residential development and beyond.

In order to assess the suitability of walking and cycling infrastructure within Pirton, routes and desire lines from the site to key destinations were walked to identify any constraints and illustrate where improvements could be made to enhance the environment and encourage future users to use Active Travel modes.

A site visit was undertaken in January 2025 and relevant photographs were taken which are included within this study.



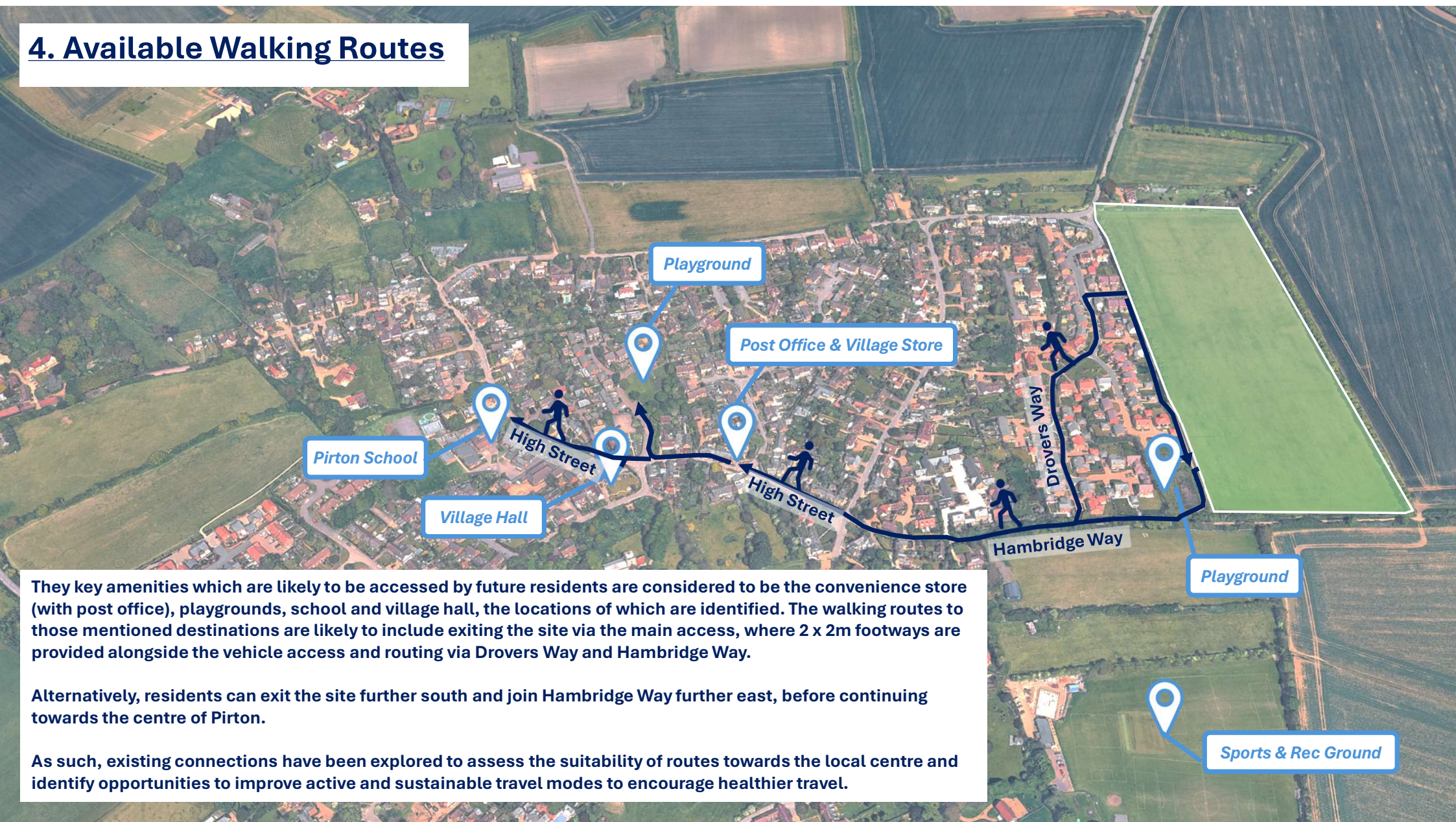
3. Local Facilities and Amenities

The key local facilities & amenities which future residents will likely travel to are listed below, some of which are shown on the plan. It is also recognised that future residents may wish to travel into Hitchin for shopping and additional facilities, however, travel into Hitchin town centre can be undertaken by bus (route 89 – circa. 15 - 20-minute journey) or cycle (circa 23-minute journey).

As such, existing connections have been explored to assess the suitability of routes towards the local centre in Pirton and identify opportunities to improve active and sustainable travel modes to encourage healthier travel. The amenities within close proximity will have a positive influence on the modal share of local residents in Pirton.



4. Available Walking Routes

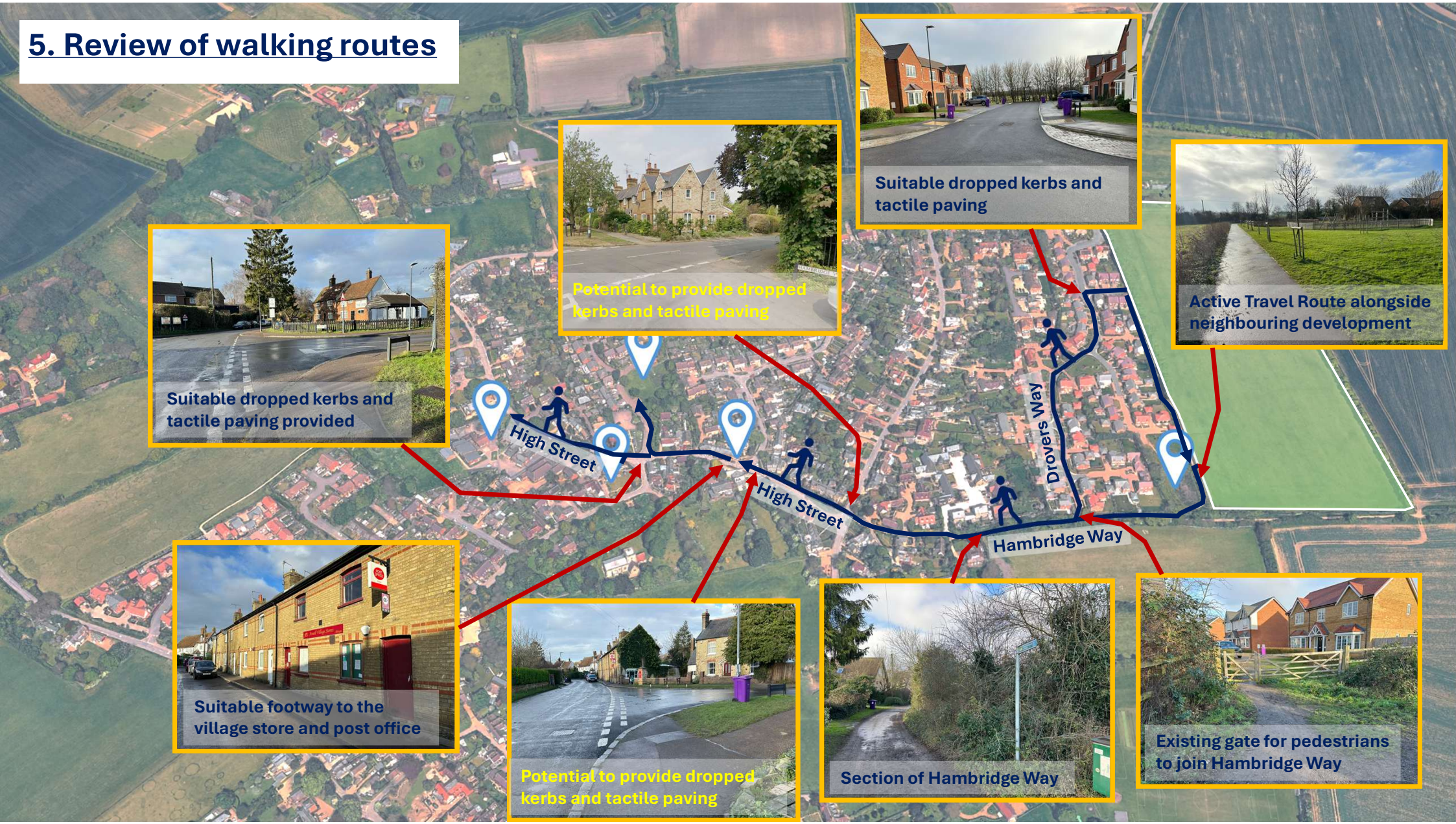


They key amenities which are likely to be accessed by future residents are considered to be the convenience store (with post office), playgrounds, school and village hall, the locations of which are identified. The walking routes to those mentioned destinations are likely to include exiting the site via the main access, where 2 x 2m footways are provided alongside the vehicle access and routing via Drovers Way and Hambridge Way.

Alternatively, residents can exit the site further south and join Hambridge Way further east, before continuing towards the centre of Pirton.

As such, existing connections have been explored to assess the suitability of routes towards the local centre and identify opportunities to improve active and sustainable travel modes to encourage healthier travel.

5. Review of walking routes



6. Review of walking routes

In summary, the routes assessed appear to be in a good condition for both pedestrians and cyclists as well as being attractive and direct. However, opportunities to enhance the environment for pedestrians have been identified, which include dropped kerbs and tactile paving to aid crossing movement for those with visual impairments.

As stated within this report, the two routes which are likely to be chosen are via the neighbouring site and along Hambridge Way.

It is recognised that the majority of the route along Drovers Way is shared surface, without any formal footway. However, this section is very lightly trafficked and speeds will be extremely low due to the nature of the road serving residential properties. As such, it is considered suitable for future residents to share along with cyclists and vehicles.

Given there are no segregated cycle paths in the vicinity of the site, it is expected that cyclists will use the carriageway. Whilst the roads were observed as being suitable for cyclists, it quickly became apparent that there is a lack of end of journey facilities for cyclists in the vicinity of the local centre.

As such, people visiting the local centre are effectively being discouraged to cycle because they cannot securely lock their bike while visiting the village store or post office, for example. The opportunity to provide more cycle parking facilities within the centre can be considered.

Analysis of 5 years' worth of Personal Injury Collision (PIC) data has been undertaken which highlights that there has only been a single collision recorded along the key routes between the Site and surrounding amenities during this period.

This collision was recorded as being 'slight' in terms of its severity and occurred within the vicinity of the Cromwell Way / High Street junction on 7th January 2020. The full collision data, which was obtained from Hertfordshire County Council and covered the five-year period up to the end of October 2024 is shown below.



Therefore, it can be deemed that there are no underlying safety concerns with the carriageway or surrounding area. As such, there is no reason to suggest that the proposed development will result in an increased risk of collisions occurring.

In conclusion, there are opportunities to walk and cycle to nearby facilities including the primary school and local services within Pirton. There are some potential opportunities to improve pedestrian links, but these are not considered essential to make the routes acceptable.