

**Northaw Riding School,
Northaw, Hertfordshire**

**Transport Statement
May 2015**

Héronslea Group



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1 Introduction

- 1.1 This Transport Statement has been prepared in support of an application by Heronslea Group for the construction of 14 residential units at Northaw Farm, on the east edge of the village of Northaw, Welwyn Hatfield Borough, Hertfordshire.
- 1.2 The site is currently used as a farm and riding school and is accessed using two access points from the B156 Northaw Road West. **Appendix A** contains the site location plan and the existing site layout is shown in **Appendix B**.
- 1.3 It is proposed to stop up the existing accesses and replace with a new access to serve the proposed development comprising 9no. 4-bed houses and 5no. 3-bed houses. A proposed site layout is contained in **Appendix C**.

Document Layout

- 1.4 In this document:
- Section 2 describes relevant transport policy;
 - Section 3 describes the local area including the existing facilities and transport network;
 - Section 4 describes the proposals including access, parking and servicing;
 - Section 5 describes the development trip generation and impact upon the local network and compares this to the approved planning uses; and
 - Section 6 provides a summary and conclusions.

2 Policy Context

Introduction

- 2.1 This section sets out the policy context. Development and growth is encouraged at National, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

National Policy

- 2.2 Paragraph 14 of the National Planning Policy Framework (NPPF) states the following:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.”

- 2.3 Paragraph 17 of the NPPF sets out 12 core planning principles including core principle 11 which states that planning should:

“...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

- 2.4 Section 4 of the NPPF on transport includes advice on Transport Assessments at paragraph 32:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*

- 2.5 Paragraphs 35 and 36 of the NPPF states: *“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- accommodate the efficient delivery of goods and supplies;*
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- consider the needs of people with disabilities by all modes of transport.”*

- 2.6 Paragraph 39 discusses 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
 - an overall need to reduce the use of high-emission vehicles.
- 2.7 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Welwyn Hatfield District Plan (2005)

- 2.8 This Plan was adopted in 2006. In 2008, the Secretary of State for Communities and Local Government directed that certain policies in the District Plan be saved pending adoption of the new Local Plan. (Consultation on an initial version of the Local Plan took place in January to March 2015 with a view to production of a final version in late 2015 for submission to the Secretary of State for Public Examination in 2016. Because of this timescale this document has not been reviewed here.)
- 2.9 In relation to movement, Saved Policy M1 states:
- “Through the development process the Council will take every opportunity to integrate different modes of travel. Development proposals, except for those which are necessary in rural areas, will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, or where this can be created, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel.”*
- 2.10 Saved Policies M2 and M3 state that residential developments of 200 dwellings or more will require a Transport Assessment and a Travel Plan. However, the proposed development is well below this threshold.
- 2.11 Saved Policy M5 on pedestrian facilities states that:
- “Wherever possible and practical the Council will seek improvements in facilities for the safe and convenient movement of pedestrians. The Council will require proposals for new development to give priority to pedestrian access in their layouts through the inclusion of safe and direct routes linking to existing or proposed footpath networks and facilities. Developers may be required to provide or contribute towards off-site pedestrian facilities where this would be necessary to integrate it with surrounding areas. Development which would prejudice*

convenient and safe pedestrian movement will be refused.”

- 2.12 It notes that the Council has published a Walking Strategy for the District with proposals for improving the pedestrian network and promoting walking and guidance on the priorities for new development.
- 2.13 Saved Policy M6 states that the Council will require proposals for new developments to encourage cycling by providing safe parking and storage facilities for cycles.
- 2.14 In the preamble to Saved Policy M7 on horse riding, the Plan states:
- “New developments can encroach on the minor roads used by riders. In consideration of a sustainable and integrated transport system, the Council will seek to retain minor roads (and verges on busier roads) used by riders, or will require appropriate alternative paths to be provided.”* (paragraph 6.23)
- 2.15 The Policy states that the needs of horse riders will be taken into account where development may affect routes used by riders.
- 2.16 Saved Policy M8 requires the internal layouts of development schemes to make provision for powered two wheelers and their users. In practice this will relate particularly to parking.
- 2.17 Saved Policy M9, on bus and taxi facilities, states that:
- “The Council will support the improvement of passenger transport services throughout the district and will require priority to be given to this mode over the car in the design and layout of new developments.”*
- 2.18 Saved Policy M14 on parking draws attention to Supplementary Planning Guidance, reviewed below.
- 2.19 Saved Policy D5 requires *“all new development to take account of its impact on existing and proposed movement patterns”*. New development will be required to make provision for pedestrian, cyclist and passenger transport facilities, as well as parking.
- 2.20 Saved Policy RA28 states that:
- “The Council, in association with the County Council, will not permit developments which are expected to increase or to change the type of traffic on local rural roads where:*
- *the road is poor in terms of width, alignment or structural conditions; or*
 - *the increased traffic would have an adverse effect on the local environment, either to the rural character of the road or the residential properties along it.”*
- 2.21 This Statement will maintain that neither of these circumstances applies to the proposed

development.

Supplementary Planning Guidance on parking standards 2004

- 2.22 Paragraph 4.1 states that residential development will generally be expected to accommodate all parking demand on site.
- 2.23 Appendix A of this document sets out car and cycle parking standards for residential (C3) developments. In rural areas these apply as given and are shown in Table 2.1 (whereas in urban areas reductions in car parking provision may be specified).

Table 2.1: Car and cycle parking standards in rural areas of Welwyn Hatfield

Description	Car spaces per unit (maximum)	Pedal cycle spaces per unit (minimum)
Bedsit	1.25	1 long term space if no garage or shed is provided
1 bedroom dwelling	1.25	
2 bedroom dwelling	1.5	
3 bedroom dwelling	2.25	
4+ bedroom dwelling	3.0	
Houses in multiple occupation	0.5 per tenancy unit	
Retirement dwellings with 1 – 2 bedrooms and no warden	1.5 including 0.25 visitor spaces	1 short term space per 3 units plus
Sheltered dwelling with warden	0.75 including 0.25 visitor spaces	1 long term space per 5 units

- 2.24 Appendix A also specifies that a minimum of one space per unit designed to mobility standards should be to disabled standards except for elderly persons’ dwellings where at least three spaces should be provided for developments of fewer than ten units and at least three for every ten units for larger developments. These provisions are to be part of the general provision of car parking, not in addition to it.
- 2.25 For pedal cycles, cycle stands are deemed satisfactory for short term parking but long term parking should be secure and weatherproof (paragraph 6.1). For powered two wheelers, paragraph 7.3 implies that one secure space per 20 car parking spaces may be taken as a guide in setting a minimum standard of provision.

Summary

- 2.26 Local and national policy guidance have been examined in this Section. This Transport Statement demonstrates that the development proposal complies with these policies in transport terms.

3 Existing Site Assessment

Site Location and Local Facilities

- 3.1 **Appendix A** contains a location and facilities plan showing the site and its local surroundings. The site's northern boundary is formed by the B156 Northaw Road West and farmland surrounds the east, south and west boundaries.
- 3.2 The site is on the east side of Northaw village. Table 3.1 shows distances and travel times to local facilities. The village has two public houses, the nearer one being 700 metres or approximately eight minutes walking distance from the site; there is also a village hall 600 metres or seven minutes walk away and a primary school 900 metres or eleven minutes walk away.

Table 3.1 Distance and travel times between the site and selected local facilities

	Mode	Distance (km)	Time (mins)
Post office, Cuffley	Cycle	2.5	8
General store, Cuffley	Cycle	2.6	8
Supermarket, Potters Bar	Car	4.2	7
Primary school	Walk	0.9	6
Secondary school, Potters Bar *	Cycle	4.0	15
FE College, Barnet	Cycle	15.0	32
Village hall	Walk	0.6	7
Public house	Walk	0.7	8
Library, Cuffley	Cycle	2.6	8
Health centre (GP), Cuffley	Cycle	2.6	8
Dentist, Cuffley	Cycle	2.5	8
Potters Bar Community Hospital	Car	4.5	7
Potters Bar town centre (High St)	Bus	3.8	7 – 8
Hatfield Galleria Centre	Car	11.3	15
Enfield town centre	Car	8.6	12
Bus stop	Walk	0.08 – 0.15	1 – 2
Cuffley station	Bus	2.8	7 – 8
Potters Bar station	Bus	4.7	13 – 15

* There is a private girls' school (Queenswood), 2.9 km or 11 minutes cycle time away. Walking times assume a speed of 80 metres per minute; car and cycle speeds are taken from Google maps and bus times from timetables with an allowance for walking.

- 3.3 Cuffley, 2.5 kilometres to the east and accessible by bus, has local shops and other facilities such as a GP surgery, dentist and library. Potters Bar, just under four kilometres to the west and also accessible by bus, has a slightly wider range of shops as well as a community hospital and

secondary school. The nearest major shopping centre is in Enfield, 8.6 kilometres away, while the Galleria Centre in Hatfield is 11.3 kilometres away. Bus route 242 gives an hourly service to the Brookfield Centre in Cheshunt and to Waltham Cross; on Wednesdays there is a direct service (route 312) to the Galleria allowing just over two hours there and on Sundays there is a direct two hourly service (route 242) to both the Galleria and the wide range of shops in Welwyn Garden City. Enfield and Welwyn can also be reached by train from Cuffley and Potters Bar stations respectively.

Existing Site Function and Trip Generation

Local Highways

- 3.4 The site is located on the south side of Northaw Road West (B156) which links Potters Bar with both Cheshunt and Waltham Cross. The road is approximately 5.7 metres wide in the vicinity of the site. Currently the site has two vehicle accesses, approximately 50 metres apart, with a pedestrian access between them. The eastern access, the principal one, has a mini-roundabout marked out on the road. All three accesses have decorative surface treatments off the adopted highway.
- 3.5 The B156 is subject to a 30 mph speed limit from a point 95 metres east of the site boundary where there is a gateway feature and a conspicuous “Slow” warning in red and white on the road surface. East of that point the national speed limit applies. The limit continues through the village and there is traffic calming in the form of speed cushions. The road has street lighting from a point immediately east of the site.
- 3.6 East of the village the B156 continues through Cuffley and Goff’s Oak to a junction with the dual carriageway B198, which in turn links with the A10 to Hertford and Harlow and the M25. Cattlegate Road, diverging from the B156 west of Cuffley, gives the most direct route to Enfield. To the west the B156 joins the A1000 just north of Potters Bar town centre; from here there are links to Barnet and the A111 to Southgate and the M25. West of Northaw village Well Road offers a short cut to the A1000 towards the A1(M), Hatfield, St Albans and Welwyn.
- 3.7 At St Thomas à Becket Church Vineyards Road runs northeast to Newgate Street and forms a cross-country route to Hertford linking several villages en route.

Walking and Cycling

- 3.8 The B156 has a footway on its north side which extends into the village and is continuous to Cuffley, to the east. There is no footway on the south side until the junction with Church Lane is reached; on the other hand there are few buildings on this side of the road away from the village centre. The only crossing facility in the village is a traffic island, with no priority features, near the entrance to the church.

- 3.9 The Hertfordshire Way, a circular recreational route whose southern leg links Tring and Bishop's Stortford, follows Vineyards Road to the northeast before crossing fields to Cuffley. To the west it follows the B156 to Northaw Place before skirting the northern outskirts of Potters Bar.
- 3.10 There are no special features for cyclists in the village but the roads benefit from traffic calming and have good forward visibility therefore reducing risk to cyclists. The signalled junction between the B156 and the A1000, north of Potters Bar town centre, has an advanced stop line for northbound cyclists that will facilitate their turning right towards Northaw.

Public Transport

- 3.11 There are bus stops on Northaw Road West 80 metres (eastbound) and 150 metres (westbound) west of the site – between one and two minutes walk away. The westbound stop has a shelter.
- 3.12 Route 242 offers a basic hourly service between Potters Bar station and Waltham Cross and on Sundays alternate buses continue beyond Potters Bar to Hatfield (including the Galleria) and Welwyn. The service operates until late evening; both evening and Sunday services are supported by Hertfordshire County Council. Table 3.2 summarises the service.

Table 3.2 Buses from stops immediately west of the site (times as at the Two Brewers pub)

242	Buses per hour		Westbound (to Potters Bar*)		Eastbound (to Cuffley and Waltham Cross)	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
Mon-Fri	1	1	06:43	23:43	05:42	22:10
Sat	1 **	1	08:34	23:43	07:10	22:10
Sun	1	2-hourly	08:54	23:43 *	08:19	22:10 *

* Alternate buses run to and from Welwyn via Hatfield on Sundays. Last bus to Welwyn calls at Northaw at 17:24; last from Welwyn at 18:10.

** Every 1½ hours 12:27 – 15:27 westbound and 12:56 – 14:56 eastbound.

On schooldays one bus serves Dame Alice Owen's School, Potters Bar, at school start and finish times. Operated by Metroline (Mondays to Saturdays) and TrustyBus (Sundays).

- 3.13 Sullivan Buses operate route 312 with one journey in each direction, on Wednesdays only, on a circular route starting at Hatfield Tesco and running via Brookmans Park, Cuffley, Northaw, Potters Bar, Welham Green, Colney Heath, the Galleria and back to Hatfield. The service leaves Northaw at 09:58, returns at 13:37 and as noted above allows approximately two hours in Hatfield.
- 3.14 For a community of this size this is a remarkably high level of service, at regular intervals throughout the day and evening and continuing until late. It also connects with rail services at Potters Bar and Cuffley.
- 3.15 Cuffley rail station is 2.8 kilometres from the site. The basic service runs between London and Hertford North, calling at all stations, with one train per hour (more during peak periods) running

to and from Stevenage and the others terminating at Hertford North. On Mondays to Fridays the hourly Stevenage service is extended to Letchworth and the London terminus for most trains is Moorgate but at weekends all trains run to and from London King's Cross.

- 3.16 Potters Bar station is 4.7 kilometres from the site. There is a basic stopping service between London and Welwyn Garden City, mostly terminating at Moorgate on weekdays but using London King's Cross at other times. In addition there are two semi-fast trains (one on Sundays) between London King's Cross and either Cambridge or Peterborough. There are connections for destinations further north at Stevenage and Peterborough and for destinations throughout East Anglia at Cambridge.
- 3.17 Upon completion of the Thameslink programme in 2018 connections will be available at Finsbury Park or London St Pancras stations to London Blackfriars and destinations south of the Thames including Gatwick Airport; the basic daytime service may also be improved.
- 3.18 Tables 3.3 and 3.4 summarise the rail services.

Table 3.3 Train services from Cuffley station

	Trains per hour		Southbound (to London Moorgate or King's Cross*)		Northbound (to Hertford, North, Stevenage or Letchworth**)	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
Mon-Fri	3	2	04:32 +	23:52 +	05:59 +	01:30 +
Sat	2	2	04:33	23:52	05:59	01:29
Sun	2	2	06:52	23:52	06:29	01:30

* All trains run to and from London King's Cross on Saturdays and Sundays.

** Generally one train per hour runs to and from Stevenage (Letchworth Mondays to Fridays).

+ First train to Moorgate is at 05:48, last at 21:22. First from Moorgate is at 07:29, last at 22:43. Additional trains operate at peak periods.

Operated by Thameslink Great Northern.

Table 3.4 Train services from Potters Bar station

	Trains per hour		Southbound (to London Moorgate or King's Cross*)		Northbound (to Welwyn Garden City, Stevenage, Cambridge or Peterborough**)	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
Mon-Fri	5	4	04:22 +	00:30 +	05:38 +	02:00 +
Sat	4	4	04:22	00:20	05:38	01:39
Sun	3	3	06:43	00:22	07:10	02:00

* All trains run to and from London King's Cross on Saturdays and Sundays.

** Generally two trains per hour (one on Sunday) run semi-fast to and from Cambridge or Peterborough; the others run to and from Welwyn Garden City, calling at all stations.

+ First train to Moorgate is at 06:08, last at 21:13. First from Moorgate is at 07:09, last at 22:13. Additional trains operate at peak periods.

Operated by Thameslink Great Northern.

- 3.19 The train service is frequent and operates until the early morning; also, the late evening bus services mean that all but the latest trains have bus connections to Northaw. There are also connections into long distance services at Stevenage and other stations. The Thameslink programme will bring further improvements and opportunities for connections.

Existing Trip Generation

- 3.20 The site is currently functioning as a riding school offering lessons, birthday parties and event days. Lessons are available throughout the week, with the majority occurring on Saturday and Sunday mornings. There are an average of 5 lessons per day during the week with around 10 lessons per day on a Saturday and Sunday.
- 3.21 There are 15 staff members currently working at the site comprising site manager, riding teachers and other employees. The riding school stables horses which are tended to by the staff on site.
- 3.22 At present 20 non-riding school horses are stabled at Northaw Riding School. These are tended to at least twice per day by their individual owners. It is understood that around 15 deliveries of hay, feed etc. are made to the site on a weekly basis.
- 3.23 Table 3.5 below summarises the typical existing weekday trips generated by the site.

Table 3.5 Typical Existing Weekday Trip Generation

	Daily Arrivals	Daily Departures	Total Trips
Staff	15	15	15
Riding School Visitors	5	5	5
Horse Owners	40	40	80
Deliveries	2	2	4
		Total Trips	104

- 3.24 It can be seen that on a typical weekday total of 104 vehicle trips to/from the site are made throughout the day.

Summary

- 3.25 The proposed development site is located close to pubs, social facilities and a primary school in Northaw village itself and other basic facilities such as local shops, primary health care and a library are in Cuffley, a short cycle or bus ride away.
- 3.26 Walking and cycling facilities in the area are present including footways towards Cuffley and Northaw village. The bus service is good for the type of area served and gives access to facilities in both Cuffley and Potters Bar as well as to the railway stations. Train services to and from



London are frequent and operate until the early morning; there are also good services to towns to the north such as Hertford, Hatfield, Welwyn Garden City, Stevenage, Cambridge and Peterborough. Connections are available at the last three of these stations to points further north and east and the completion of the Thameslink programme will improve services and connections further.

- 3.27 On a typical weekday total of 104 vehicle trips to/from the site are made throughout the day. With weekly deliveries of hay/goods.

4 The Proposed Development

The Development Proposals

- 4.1 The proposed development comprises 9no. 4-bed houses and 5no. 3-bed houses, totalling to 14 properties. Each dwelling benefits from a garage and a driveway for off-street parking.

Site Access

- 4.2 Access to the site will be from a new access off B156 Northaw Road West. The proposed access is 5m wide with 6m radii.
- 4.3 The B156 is subject to a 30mph speed limit from a point approximately 195m metres east of the proposed site access where there is a gateway feature and a conspicuous “Slow” warning in red and white on the road surface. East of that point the national speed limit applies.
- 4.4 In accordance with DMRB standards a visibility splay of 2.4m by 70m is required for speeds up to 50kph (30mph). The proposed site access point and visibility splays are shown in **Appendix D**. It can be seen that the required visibility splays can be achieved, in fact a visibility splay of in excess of 170m can be achieved to the east (suitable for speeds of up to 55mph) and a visibility splay in excess of 135m to the west is achieved (suitable for speeds up to 47mph).

Car Parking

- 4.5 The Welwyn and Hatfield Car and Cycle parking standards in rural areas requires a maximum of 2.25 spaces per 3-bed property and 3 spaces for a 4-bedroom property.
- 4.6 Units 1 to 5 (3-bed properties) benefit from a garage each and space for one car to park on a private driveway.
- 4.7 Unit 6 (4-bed property) benefits from 3 parking spaces, two garage spaces and space to park one car on a private driveway. Units 8 to 14 (4-bed properties) have one garage space and space to park two cars on a private drive.
- 4.8 In the vicinity of Units 1 to 6, two parallel parking bays are proposed and a further two parking bays are located close to Units 10 and 14.
- 4.9 In total 41 off street parking spaces are available for the 14 dwellings, the equivalent of 2.9 spaces per dwelling.
- 4.10 A public consultation undertaken in May 2015 noted that local residents raised concerns regarding parking levels and the possibility of overspill parking from the site on surrounding roads. Although the parking provision exceeds the maximum parking standard as set out by

Welwyn and Hatfield, the proposals allow space for visitors to park which further reduces the likelihood of overspill parking onto Northaw Road West or the surrounding residential roads.

Cycle Parking

- 4.11 As each unit has access to a garage and a shed, no additional cycle parking is required as per the guidance set out in the Welwyn and Hatfield Car and Cycle parking standards.
- 4.12 The proposed parking layout is shown in **Appendix E**.

Refuse

- 4.13 Kerb-side refuse collection is proposed for the site. Swept path analysis has been undertaken using a large refuse vehicle and is shown in **Appendix F**. It can be seen that a refuse vehicle can maneuver around the site to collect refuse from each property.

Summary

- 4.14 The required 2.4m x 70m visibility splays can be achieved, in fact a visibility splay of 170m can be achieved to the east (suitable for speeds of up to 55mph) and a visibility splay in excess of 135m to the west is achieved (suitable for speeds up to 47mph).
- 4.15 The proposed car and cycle parking provision meet the Welwyn and Hatfield Car and Cycle parking standards.
- 4.16 It has been demonstrated that a large refuse vehicle can enter and exit the site from Northaw Road West and negotiate the estate roads in order to collect refuse from individual properties.

5 Development Trip Generation and Impact

Trip Generation Methodology

- 5.1 For evaluating the likely vehicle trips to the development the TRICS database has been utilised as it includes sites that are likely to be reflective of the development sites nature.
- 5.2 Traffic generation has been estimated based on average trip rates for privately owned houses generated from TRICS. A range of sites within suburban areas where chosen to reflect the characteristics of the site. All are in counties that would have similar accessibility than the development site and so this is considered a robust TRICS assessment.
- 5.3 A summary of the TRICS generation has been shown below in Table 5.1, and the TRICS datasheets are included in **Appendix G**:

5.4 Expected Residential Development Trip Rates and Trips

- 5.5 Table 5.1 below shows the expected peak hour trip rates and 07:00 to 22:00 trip rates by mode associated with the residential use based upon the TRICS sites.

	AM peak		PM peak		07:00 – 19:00	
	In	Out	In	Out	In	Out
Trips per dwelling	0.165	0.487	0.421	0.241	2.785	2.808

Table 5.1 Residential Trip Rates (per dwelling)

- 5.6 Table 5.2 shows the trips associated with the above trip rates for the proposed 14 residential dwellings.

	AM peak		PM peak		07.00 – 22.00	
	In	Out	In	Out	In	Out
Trips	2	7	6	3	39	39

Table 5.2: Estimated Residential Trips (allowing for rounding)

- 5.7 It can be seen that on an average weekday the two-way trips for the site would total to 78 trips with 9 trips in the AM peak and 9 trips in the PM peak.

Transport Impact

- 5.8 As discussed in Section 3 in on a typical weekday total of 104 vehicle trips to/from the site are made throughout the day in the existing situation. The proposed development would generate 78 trips



throughout the day, reducing the overall trips by 26 trips. It is therefore considered that the proposed development will have a positive impact on the local road network

Summary

- 5.9 It has been demonstrated that the proposed site will generate fewer vehicle trips throughout the day on a typical weekday.

6 Summary and Conclusions

Summary

- 6.1 This Transport Statement has been prepared in support of an application by the Heronslea for the redevelopment of Northaw Riding School in Welwyn and Hatfield District, Hertfordshire.
- 6.2 The site is currently functioning as a riding school offering lessons, birthday parties and event days. Lessons are available throughout the week, with the majority occurring on Saturday and Sunday mornings.
- 6.3 Local and regional policy guidance has been examined. This Transport Assessment demonstrates that the development proposal is policy compliant in transport terms.
- 6.4 The proposed development site is located close to pubs, social facilities and a primary school in Northaw village itself and other basic facilities such as local shops, primary health care and a library are in Cuffley, a short cycle or bus ride away.
- 6.5 The site currently has two access points onto the local road network. It is proposed to stop up the two existing access and provide one access. The required 2.4m x 70m visibility splays can be achieved in the proposed situation, in fact a visibility splay of 170m can be achieved to the east (suitable for speeds of up to 55mph) and a visibility splay in excess of 135m to the west is achieved (suitable for speeds up to 47mph).
- 6.6 The development will contain a total of 10 parking spaces for 3 three-bed properties, the equivalent to 2 spaces per dwelling and 27 spaces for the 4-bed properties, the equivalent of 3 parking spaces per dwelling, therefore meeting the requirements in the parking standards. In addition there are 4 parking bays to be provided that could be used for visitors.
- 6.7 Walking and cycling facilities in the area are present including footways towards Cuffley and Northaw village. Bus stops are present 80m to the east and 150m to the west of the site access. The bus service is good for the type of area served and gives access to facilities in both Cuffley and Potters Bar as well as to the railway stations. Train services to and from London are frequent and operate until the early morning; there are also good services to towns to the north such as Hertford, Hatfield, Welwyn Garden City, Stevenage, Cambridge and Peterborough. Connections are available at the last three of these stations to points further north and east and the completion of the Thameslink programme will improve services and connections further.
- 6.8 It has been demonstrated that a large refuse vehicle can enter and exit the site from Northaw Road West and negotiate the estate roads in order to collect refuse from individual properties.
- 6.9 TRICS has been used to determine trip generation figures for the proposed development uses.



On a typical weekday a total of 104 vehicle trips to/from the existing site are made throughout the day. The proposed development would generate 78 trips throughout the day, reducing the overall trips by 26 trips. It is therefore considered that the proposed development will have a positive impact on the local road network.

Conclusion

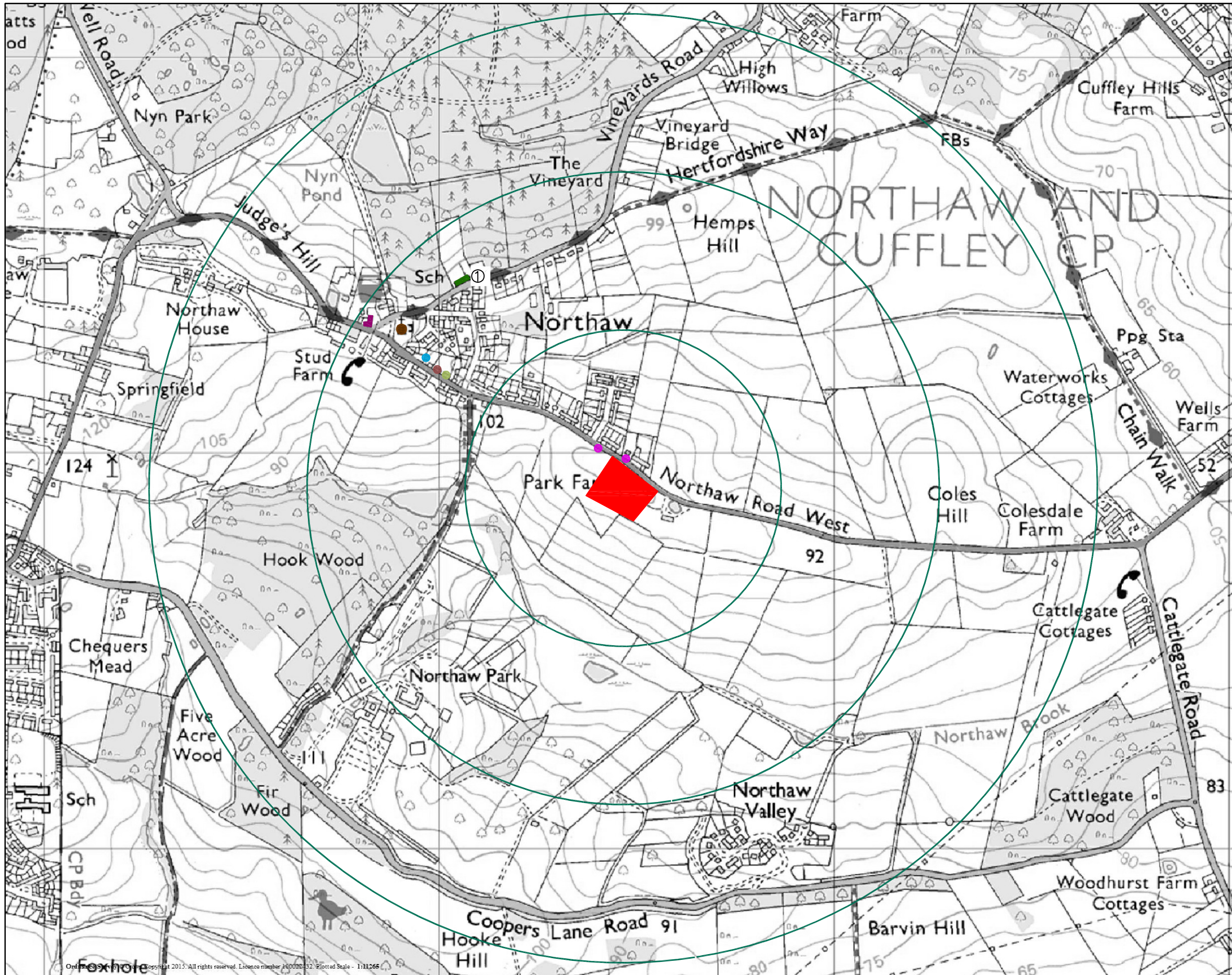
- 6.10 The proposed development is policy compliant and will have a positive effect on the local highway network. The number of existing access points to the network will be reduced and the proposed access exceeds the visibility as required in DMRB, therefore we cannot see any reason why the development should not be approved.

Appendices

- Appendix: A Location and Facilities Plan
- Appendix: B Existing Site Layout
- Appendix: C Proposed Site Layout
- Appendix: D Site Access and Visibility Splays
- Appendix: E Proposed Parking Layout
- Appendix: F Refuse Vehicle Swept Paths
- Appendix: G TRICS Data



Appendix: A LOCATION AND FACILITIES PLAN



- SITE LOCATION
- BUS STOPS
- ISOCHRONE 400m/800m/1200m
- SCHOOLS
- RESTAURANT (THE SUN)
- PUB (THE TWO BREWERS)
- CHURCH (ST THOMAS BECKET)
- VILLAGE HALL
- LIBRARY

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:



Unit 108, The Maltings, Stanstead Abbots, Hertfordshire,
 SG12 8HG
 Tel: 01920 871777
 www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

NORTHAW RIDING SCHOOL
 HERTS

TITLE:

FACILITIES AND LOATION PLAN

SCALE © A3: 1:10000	DESIGN-DRAWN: PL	DATE: 15/04/2015
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PROJECT No: 730	DRAWING No: FIGURE 01
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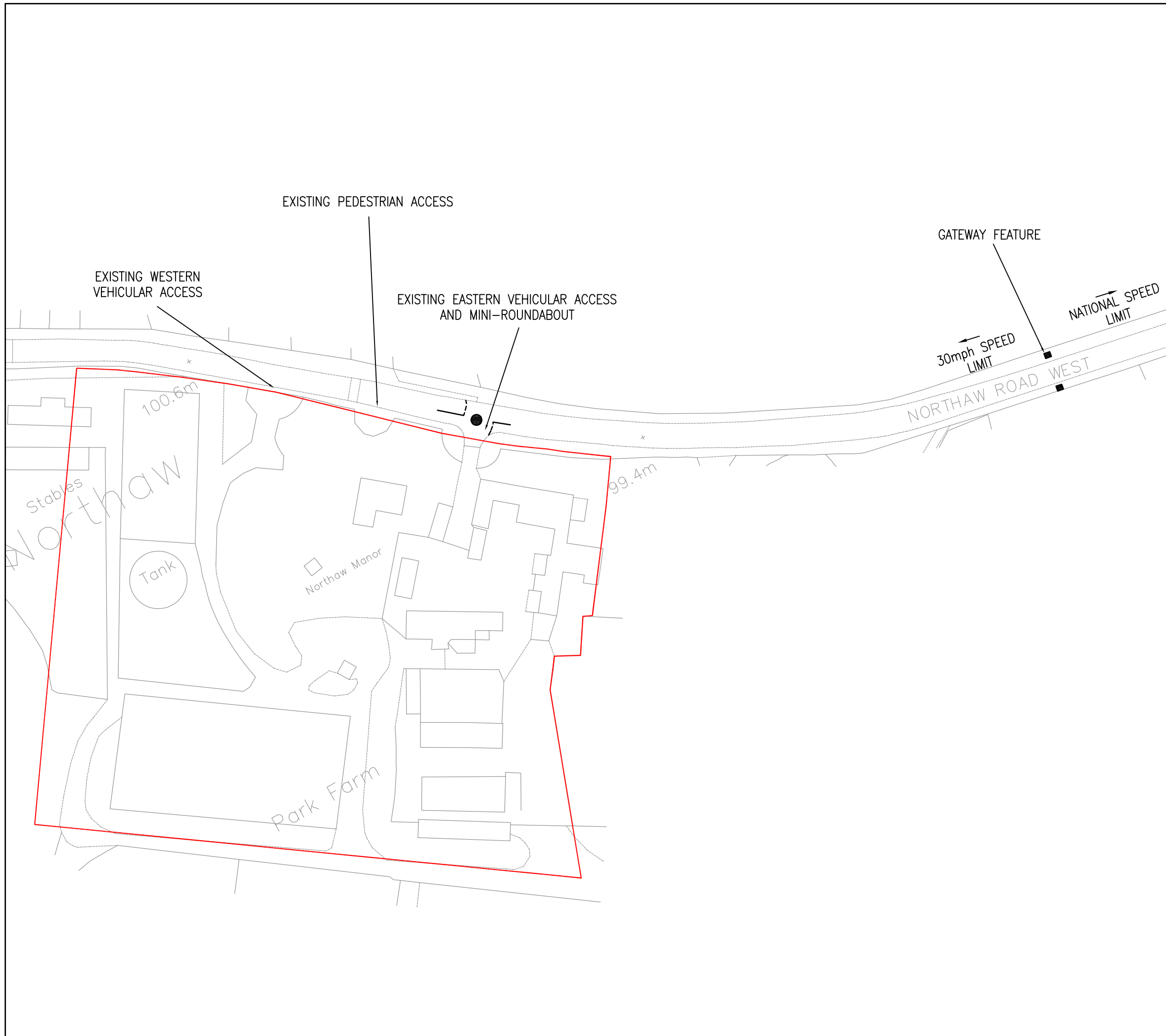
1. NORTHAW CHURCH OF ENGLAND PRIMARY SCHOOL

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Appendix: B

EXISTING SITE LAYOUT



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS: FOR INFORMATION					

FOR INFORMATION



Unit 108, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
 Tel: 01920 871777
 www.eastp.co.uk

CLIENT: **HERONSLEA**

ARCHITECT: **HERONSLEA**

PROJECT: **NORTHAW RIDING SCHOOL,
 NORTHAW, HERTFORDSHIRE**

TITLE: **EXISTING
 SITE
 LAYOUT**

SCALE: A3: 1:1000	DESIGN-DRAWN: MD	DATE: 28.05.2015
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PROJECT No: 730	DRAWING No: SK01
---------------------------	----------------------------



Appendix: C

PROPOSED SITE LAYOUT



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: **FOR INFORMATION**



Unit 108, The Mallings, Stanstead Abbots, Hertfordshire, SG12 8HG
 Tel: 01920 871777
 www.eastp.co.uk

CLIENT: **HERONSLEA**

ARCHITECT: **HERONSLEA**

PROJECT: **NORTHAW RIDING SCHOOL,
 NORTHAW, HERTFORDSHIRE**

TITLE: **PROPOSED
 SITE
 LAYOUT**

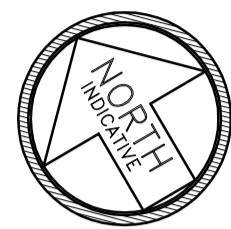
SCALE @ A3: 1:1000	DESIGN-DRAWN: MD	DATE: 28.05.2015
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PROJECT No: 730	DRAWING No: SK02-A
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Appendix: D

**SITE ACCESS AND VISIBILITY
SPLAYS**



Northhaw

95

97

105

GATEWAY FEATURE

30mph SPEED LIMIT

NATIONAL SPEED LIMIT

NORTHAW ROAD WEST

2.4m X 175m VISIBILITY SPLAY ACHIEVED

2.4m X 70m VISIBILITY SPLAY


6m RADIUS

5.0m

2.4m X 70m VISIBILITY SPLAY

2.4m X 170m VISIBILITY SPLAY ACHIEVED



REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: FOR INFORMATION					
 Unit 108, The Millings, Stortead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.ecsb.co.uk					
CLIENT: HERONSLEA					
ARCHITECT: HERONSLEA					
PROJECT: NORTHAW RIDING SCHOOL, NORTHAW, HERTFORDSHIRE					
TITLE: PROPOSED SITE ACCESS AND VISIBILITY SPLAYS					
SCALE @ A1: 1:500		DESIGN-DRAWN: MD		DATE: 28.05.2015	
PROJECT No: 770		DRAWING No: SK03			

DRAWING STATUS: FOR INFORMATION

E.C.S.
Unit 108, The Millings, Stortead Abbots, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.ecsb.co.uk

CLIENT: HERONSLEA

ARCHITECT: HERONSLEA

PROJECT: NORTHAW RIDING SCHOOL, NORTHAW, HERTFORDSHIRE

TITLE: PROPOSED SITE ACCESS AND VISIBILITY SPLAYS

SCALE @ A1: 1:500 DESIGN-DRAWN: MD DATE: 28.05.2015

PROJECT No: 770 DRAWING No: SK03



Appendix: E

PROPOSED PARKING LAYOUT



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS: FOR INFORMATION					

DRAWING STATUS: **FOR INFORMATION**



Unit 108, The Maltings, Stanstead Abbots, Hertfordshire,
 SG12 8HG
 Tel: 01920 871777
 www.eastp.co.uk

CLIENT: **HERONSLEA**

ARCHITECT: **HERONSLEA**

PROJECT: **NORTHAW RIDING SCHOOL,
 NORTHAW, HERTFORDSHIRE**

TITLE: **PROPOSED
 PARKING
 PROVISION**

SCALE © A3: **1:500** DESIGN-DRAWN: **MD** DATE: **28.05.2015**

PROJECT No: **730** DRAWING No: **SK04-B**



Appendix: F

**REFUSE VEHICLE SWEPT
PATHS**



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS: FOR INFORMATION					

DRAWING STATUS: **FOR INFORMATION**



Unit 108, The Maltings, Stanstead Abbots, Hertfordshire,
SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT: **HERONSLEA**

ARCHITECT: **HERONSLEA**

PROJECT: **NORTHAW RIDING SCHOOL,
NORTHAW, HERTFORDSHIRE**

TITLE: **REFUSE VEHICLE
SWEEP PATH
ANALYSIS**

SCALE © A3: 1:500	DESIGN-DRAWN: MD	DATE: 28.05.2015
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PROJECT No: 730	DRAWING No: SK08-A
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Appendix: G TRICS DATA

Calculation Reference: AUDIT-743101-150528-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 7 to 237 (units:)
 Range Selected by User: 7 to 237 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 23/10/12

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:

Tuesday	5 days
Wednesday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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.

Filtering Stage 3 selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 6 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.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date:	TUESDAY	18/10/11	Survey Type: MANUAL
2	EX-03-A-01	SEMI -DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
	Survey date:	TUESDAY	13/05/08	Survey Type: MANUAL
3	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
	Survey date:	TUESDAY	18/09/12	Survey Type: MANUAL
4	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	
	Survey date:	TUESDAY	16/10/12	Survey Type: MANUAL
5	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date:	TUESDAY	23/10/12	Survey Type: MANUAL
6	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	
	Survey date:	WEDNESDAY	26/11/08	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/A - HOUSES PRIVATELY OWNED
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	6	53	0.104	6	53	0.316	6	53	0.420
08:00 - 09:00	6	53	0.165	6	53	0.487	6	53	0.652
09:00 - 10:00	6	53	0.155	6	53	0.203	6	53	0.358
10:00 - 11:00	6	53	0.130	6	53	0.171	6	53	0.301
11:00 - 12:00	6	53	0.161	6	53	0.117	6	53	0.278
12:00 - 13:00	6	53	0.209	6	53	0.187	6	53	0.396
13:00 - 14:00	6	53	0.180	6	53	0.180	6	53	0.360
14:00 - 15:00	6	53	0.199	6	53	0.209	6	53	0.408
15:00 - 16:00	6	53	0.418	6	53	0.272	6	53	0.690
16:00 - 17:00	6	53	0.380	6	53	0.241	6	53	0.621
17:00 - 18:00	6	53	0.421	6	53	0.241	6	53	0.662
18:00 - 19:00	6	53	0.263	6	53	0.184	6	53	0.447
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.785			2.808			5.593

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.

Parameter summary

Trip rate parameter range selected: 7 - 237 (units:)
 Survey date date range: 01/01/07 - 23/10/12
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 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.