Gascoyne Estates

SALISBURY SQUARE, OLD HATFIELD

Transport Statement

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NOVEMBER 2021

PUBLIC

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Transport Statement

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP has been commissioned by Gascoyne Estates to prepare a Transport Statement (TS) to accompany a full planning application for the proposed development at Salisbury Square, Old Hatfield, Hertfordshire.

1.1.2. The site is located approximately 700m east of Hatfield Town Centre adjacent to the A1000 Great North Road and Hatfield Railway Station. It is currently occupied by 'The Parade', a row of 7 retail units of approximately 630m^2 GFA, the majority of which are now unoccupied, along with 7 residential units above. There is an area of open space to the south of 'The Parade' and a car park to the north providing 65 car parking spaces.

1.1.3. The proposed development will comprise of the replacement of 'The Parade' and the 65 car parking spaces with a retail unit comprising 264m^2 GFA, commercial units comprising 1,049m^2 GFA and 8 residential dwellings (5 houses with 3 bedrooms and 3 flats with 2 bedrooms. The proposed development will also provide 65 car parking spaces and cycle parking provision across the site.

1.1.4. This TS has been provided in accordance with the Department for Communities and Local Government (DCLG) Transport guidance 'Travel Plans, Transport Assessment and Statements in Decision Making' (2014), and also reflects the best practice established within the former Department for Transport (DfT) document 'Guidance on Transport Assessment' (2007). The relevant Hertfordshire County Council (HCC) guidance on Transport Assessments has also been applied.

1.2 CONSULTATION

1.2.1. In preparing this TS discussions have been undertaken with highway officers at HCC regarding the scope of work that will need to be undertaken. A supporting note outlining the proposals including the proposed vehicular and pedestrian accesses, car and cycle parking provision and the predicted trip generation was produced and issued to HCC on 08.11.21, and at the time of submission no written response has been received from HCC. The supporting note is enclosed in Appendix A.

1.3 REPORT STRUCTURE

1.3.1. The remained of this TS is structured as follows:

- **Chapter 2 – Proposed Development:** describes the development proposals;
- **Chapter 3 – Planning Policy Review:** summarises relevant national and local planning policies related to transport;
- **Chapter 4 – Existing Conditions:** describes the sites accessibility by all modes of transport;
- **Chapter 5 – Traffic Generation and Impacts**: assessment of the vehicular trip generation and its impact on the surrounding highway network; and
- **Chapter 6 – Conclusions:** summarises the findings of the TS.

2 PROPOSED DEVLEOPMENT

2.1 INTRODUCTION

2.1.1. This section of the TS describes the proposed development, including the site location, access arrangements, car and cycle parking provision and servicing and refuse collection arrangements.

2.2 SITE LOCATION

2.2.1. The proposed development is located approximately 700m east of Hatfield Town Centre adjacent to the A1000 Great North Road and Hatfield Railway Station. The site is bounded by the Great Northern public house and Arm and Sword Lane to the north, and by commercial and residential properties to the south, east and west. A location plan is enclosed in Figure 1, and wider location plan is enclosed in Figure 2.

2.3 EXISTING DEVELOPMENT

2.3.1. The site is currently occupied by 'The Parade', a row of 7 retails shops of approximately 630m^2 GFA, the majority of which are now unoccupied, along with 7 residential units above, with vehicular access currently being provided via the car park entrances on the south side of Arm and Sword Lane. The remaining area of the site to the south of 'The Parade' is occupied by open space and a car park to the north providing 65 car parking spaces.

2.4 DEVELOPMENT PROPOSALS

2.4.1. The proposed development will comprise of a retail shop comprising 264m^2 GFA (a net decrease of 366m^2), commercial units comprising 1,049m^2 GFA (a net increase of 1,049m^2 GFA) providing a total GFA 1,313m^2 GFA, and 8 residential dwellings (5 houses with 3 bedrooms and 3 flats with 2 bedrooms). Based on the above elements there will be an overall net increase on the site of 683m^2 of GFA and 1 residential dwelling. A site layout plan has been prepared by Brooks Murray and is enclosed in Appendix B.

2.5 SITE ACCESS

2.5.1. Vehicular access will be retained on the south side of Arm and Sword Lane, but will be via a new vehicular access to the west of the houses that will provided. It should be noted that there will also be vehicular access provided to the east of the houses to provide access the 3 car parking spaces.

2.5.2. The layout of the proposed vehicular site accesses on Arm and Sword Lane is shown in the site layout plan enclosed in Appendix B. It should be noted that to the east of proposed vehicular access to the west of the houses it is proposed to change the road surface material effectively creating a cul-de-sac to the east and resulting in the main vehicular movements being directed into the site. Swept path analysis has been undertaken at the vehicular access to the west of the houses and within the site using a large refuse vehicle shown in Drawing SSHT-WSP-00-XX-DR-TP-0002-P03 and a fire tender shown in Drawing SSHT-WSP-00-XX-DR-TP-0001-P02 enclosed in Appendix C. It should be noted that servicing and refuse collection will also be undertaken via the vehicular access to the west of the houses and the internal road layout.

2.5.3. Pedestrian access will be provided to the north via the vehicular accesses to the east and west of the houses, and will connect to the existing footway on the south side of Arm and Sword Lane. There will also be pedestrian access provided to the east via three existing pedestrian access points

that connect to the existing footway on the west side of Park Street, and to the south via an existing pedestrian access point that connects to the existing footways on Batterdale. Pedestrian access will also be provided to the west via a new footway proposed as part of a consented scheme (6/2017/1902/FULL) that is currently being constructed on the east side of the A1000 Great North Road south from Arm and Sword Lane for approximately 25.0m with the footway being accessed via a new pedestrian access point and staircase.

2.6 CAR AND CYCLE PARKING PROVISION

2.6.1. The proposed car and cycle parking provision for the site has been guided by the Welwyn Hatfield Borough Council (WHBC) 'Parking Standards Supplementary Planning Guidance' (SPG) document adopted in 2004. The parking standards of the proposed land uses are shown in Table 2.1. below.

Table 2.1 – Car and Cycle Parking Standards

Proposed Land Use	Car Parking Standards	Cycle Parking Standards
A1 Retail – Small food shops up to 500m^2 GFA	1 space per 30m^2	1 short term space per 150m^2 plus 1 long term space per 10 maximum staff on site at any one time
C3 Residential – Dwellings	1 space per dwelling for 2-bedroom dwellings	1 long term space per dwelling if no garage or shed is provided
	1.5 spaces per dwelling for 3-bedroom dwellings	
B1 Business – B1(a) offices	1 space per 30m^2	1 short term space per 500m^2 plus 1 long term space per 10 full-time staff

Source: Welwyn and Hatfield Car and Cycle Parking Standards (November 2021)

2.6.2. It should be noted that WHBC approved an 'Interim Policy for Car Parking Standards and Garage Sizes' in 2014, which states that local authorities no longer have to use maximum car parking standards, and that they will treat the car parking standards as guidelines rather than maximums. It also states that the car parking provision on the site will be determined on a case-by-case basis relevant to the development proposal. Based on the parking standards outlined in Table 2.1 the required car and parking provision associated with the proposed development is outlined in Table 2.2 below.

Table 2.2 – Required Parking Car and Cycle Parking (WHBC Parking Standards SPG)

Proposed Land Use	Car Parking	Cycle Parking
Retail – 264m^2 GFA	9	2 short term spaces and 1 long term space
Residential – 3 flats with 2 bedrooms and 5 houses with 3 bedrooms	11	8 long term spaces
Business – 1,049m^2 GFA	35	2 short term spaces and 17 long term spaces
Total	**55**	**30**

2.6.3. There are currently 65 existing car parking spaces provided on site and in order to determine the proposed number of car parking spaces to be provided consideration has been given to the parking concerns of local residents, as well as the sustainable location of the site as outlined in Section 4. Based on this it is proposed to provide an additional 10 car parking spaces, a total of 65 car parking spaces (i.e. 55 + 10 = 65) the same number that can currently be used. However, to enable sustainable modes to be taken up a total of 30 cycle parking spaces will also be provided (a mixture of short and long term spaces) as required based on the cycle parking standards outlined in Table 2.1. In addition, 6 short terms and 8 long terms cycle parking spaces (a total of 14 cycle parking spaces) will be provided adjacent to York House. Based on the above it is proposed to provide a total of 44 cycle parking spaces (i.e. 30 +14 = 44), which is a significant improvement on the existing cycle parking provision, and will encourage residents and staff to cycle and reduce car use.

2.6.4. As part of the car parking provision disabled spaces will be provided, as well as a car club space, and infrastructure for electric vehicles with reference being made to the relevant guidance documents outlined above to determine the provision on site In addition, car parking will be controlled by the use of parking permits. The location of the car and cycling parking is shown in the site layout plan enclosed in Appendix B.

3 PLANNING POLICY REVIEW

3.1 INTRODUCTION

3.1.1. This section of the TS sets out the relevant national and local planning policies related to transport.

3.2 NATIONAL PLANNING POLICY FRAMEWORK

3.2.1. The National Planning Policy Framework (NPPF) was updated in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

3.2.2. At the heart of the NPPF is a presumption in favour of sustainable development. In Section 9, under the heading 'Promoting sustainable transport' the NPPF advises (Paragraph 104) that transport issues should be considered from the earliest stages of development proposals so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

3.2.3. The proposed development is in accordance with these NPPF objectives as it will seek to reduce the use of the private car and encourage the use of sustainable modes of transport.

3.3 HERTFORDSHIRE COUNTY COUNCIL FOURTH LOCAL TRANSPORT PLAN

3.3.1. The fourth Local Transport Plan (LTP4) produced by HCC sets out its vision and objectives related to transport and covers the period to 2031, with the main objectives being as follows:

- Enhance journey reliability and network resilience across Hertfordshire;
- Improve accessibility between employers and their labour markets;
- Preserve the character and quality of the Hertfordshire environment;
- Make journeys and their impact safer and healthier; and
- Improve access and enable participation in everyday life through transport;

3.3.2. There is a strong focus on the use of sustainable modes of transport and it encourages the use of walking and cycling for everyday journeys to help reduce the dependency on the private car so that air quality is improved as well as people's health and wellbeing. It also emphasises that the needs of pedestrians and cyclists should be prioritised over that of the private car in all new developments, and that the safety of vulnerable road users is a top priority.

3.3.3. The proposed development supports the objectives of the LTP4 in that it will focus on encouraging the use of sustainable modes of transport, by providing connections to sustainable networks.

3.4 WELWYN AND HATFIELD DISTRICT PLAN

3.4.1. The Welwyn and Hatfield Borough Council (WHBC) District Plan was adopted in 2005 and seeks to achieve the overall aim of a more sustainable pattern of movement through achievement of a number of objectives including the following amongst others:

- Reduce the overall need to travel by integrating land uses with transport:
- Reduce the dependency on the car and encourage modes of travel which have less adverse environmental impact;
- Give priority to walking and cycling;
- Encourage greater use of passenger transport and improvements to services and facilities

3.4.2. The District Plan will be replaced by the Local Development Framework, but there are a number of policies that have been saved that are relevant to the proposed development including Policy M1 which relates to integrating transport and land use, and Policy M5 which relates to pedestrian facilities.

3.4.3. The proposed development supports the objectives of District Plan as its sustainable location, as outlined in Section 4, will encourage the use of sustainable modes of transport and reduce car use.

4 EXISTING CONDITIONS

4.1 INTRODUCTION

4.1.1. This section of the TS provides a review of the surrounding transport networks, including the local highway network and the pedestrian, cycle and public transport networks.

4.2 SITE LOCATION AND SURROUNDING AREA

4.2.1. The site is located adjacent to the A1000 Great North Road and Hatfield Railway Station approximately 700m east of Hatfield Town Centre, with local services and facilities within a walking and cycling distance of the site that will be available to residents and staff of the site. A location plan of the site is enclosed in Figure 1, and wider site location plan is enclosed in Figure 2.

4.3 EXISTING TRAVEL PATTERNS OF RESIDENTS AND WORKERS

4.3.1. The 2011 Census Journey to Work has been analysed using the Mid-Layer Super Output Area (MSOA) Welwyn Hatfield 011 covering the site to determine the existing travel to work characteristics of residents and workers. Table 4.1 below summarises the journey to work mode split (main mode) for residents and workers.

Table 4.1 – 2011 Census Journey to Work by Mode for Residents and Workers

	Mode Share	
Mode	**Residents**	**Workers**
Car / Van Driver	55%	73%
Car / Van Passenger	5%	5%
Bus, Minibus, Coach	6%	6%
Taxi or Minicab	1%	1%
Train	14%	5%
Walk	13%	7%
Bicycle	3%	2%
Motorcycle, Scooter or Moped	1%	1%
Underground, Metro, Light Rail or Train	2%	1%
Other Method of Travel to Work	0%	0%
Total	**100%**	**100%**

Source: 2011 Census Data (November 2021)

4.3.2. Table 4.1 shows that although the main mode of travel to work for residents is the car / van driver representing a mode share of 55%, walking, cycling and public transport represents a significant proportion of the trips made by residents, with a mode share of 36%. However, for workers the car is the most dominant mode of travel, with the car / van driver representing a mode share of 73%, with

walking, cycling and public transport representing a much smaller proportion of the trips made by local workers, with a mode share of 20%. Although the car is the main mode of travel for workers, there are a number of opportunities that exist for staff to travel to and from the site via sustainable modes of travel connecting into the surrounding sustainable transport networks. These opportunities are discussed in more detail below.

4.4 ACCESS TO LOCAL SERVICES AND FACILITIES

4.4.1. Table 4.2 below shows the main local services and facilities that are within a walking and cycling distance of the site, and shows that there are a range of local services and facilities that will be available to residents and staff of the site which can be accessed by non-car modes of transport.

Table 4.2 – Existing Local Services and Facilities

Land Use	Name	Distance	Walk Time	Cycle Time	Bus Accessible
Shopping	Simply Fresh Grocery Store	0.1km	0-5 minutes	0-5 minutes	NA
	Asda Superstore	1.2km	10-15 minutes	0-5 minutes	Yes
	The Galleria	2.4km	NA	5-10 minutes	Yes
Education	Countess Anne Primary School	0.6km	5-10 minutes	0-5 minutes	NA
	Onslow St Audrey's School	0.7km	5-10 minutes	0-5 minutes	NA
Health	Wrafton House Surgery	1.5km	15-20 minutes	0-5 minutes	Yes
Leisure	Horse and Groom Public House	0.1km	0-5 minutes	0-5 minutes	NA
	Hatfield Library	1.1km	10-15 minutes	0-5 minutes	Yes

4.4.2. As can be seen in Table 4.2 within the vicinity of the site there are many local services and facilities that can meet many of the day-to-day needs of residents and staff of the site, including shops, schools, a doctor's surgery, a pub and a library, which can be reached via the existing walking and cycling networks without the need to use a car. These local services and facilities as well as those that are situated in the wider area surrounding the site are shown in Figure 3.

4.5 WALKING ACCESSIBILITY

4.5.1. A 25-minute walking catchment plan for the site is enclosed in Figure 4 and shows that there are various local services and facilities that are within walking distance of the site including shops, schools, a doctor's surgery, a pub and a library. The nearest bus stops adjacent to Hatfield Railway Station are also within walking distance of the site.

PEDESTRIAN INFRASTRUCTURE

Arm and Sword Lane

4.5.2. Arm and Sword Lane has a footway on the south side of the road for its entire length. The footway is typically 2.3m wide and in good condition with street lighting provided. There is also a footway on the north side of the road east from the A1000 Great North for approximately 12.5m, and also east from the access road to the car park to the end of the road. The footways are typically 2.9m wide

and are in good condition with street lighting provided. The footway on the south side of the road will be accessed by residents and staff of the site via the new pedestrian access point from the site as outlined in Section 2, and will be used to access local services and facilities to the west of the site.

A1000 Great North Road

4.5.3. There is a footway on the east side of the road between the A1000 Hertford Road / B6426 St Albans Road and the A1000 Great North Road / Arm and Sword Lane, and is a shared walking / cycling connection. The footway is typically 3.0m wide and is in good condition with street lighting and signed provided showing walking and cycling distances to key destinations. A new footway is also proposed as part of a consented scheme on the east side of the road south from Arm and Sword Road for approximately 25.0m, with the footway being accessed via a new pedestrian access point and staircase as outlined in Section 2. The footways will be accessed by residents and staff of the site from the footway on the south side of Arm and Sword Lane, and via the new pedestrian access point and staircase as outlined above to access local services and facilities to the north of the site.

4.5.4. There is also a footway on the west side of the road between the A1000 Hertford Road / B6426 St Albans Road and the B197 French Horn Lane / The Broadway. Between the A1000 Great North Road / Arm and Sword Lane to the B197 French Horn Lane / The Broadway the footway is a shared walking / cycling connection. The footway is typically 2.9m wide and in good condition with street lighting and signs provided showing walking and cycling distances to key destinations. The footway will be accessed by residents and staff of the site from the footways along the east side of the road via a controlled pedestrian crossing at Arm and Sword Lane / A1000 Great North Road, and will be used to access local services and facilities to the west of the site.

4.5.5. It should be noted that there is also a subway approximately 40.5m north of the B197 French Horn Lane / The Broadway with street lighting and signs provided showing walking and cycling distances to key destinations, and can be accessed via the footways on the west side of the road.

B197 French Horn Lane

4.5.6. The B197 French Horn Lane has footways on both sides of the road for its entire length, with the footway on the north side of the road being a shared walking / cycling connection. The footways are typically 2.9m wide and are in good condition with street lighting and signs provided showing walking and cycling distances to key destinations. The footways will be accessed by residents and staff of the site from the shared footway / cycleway on the west side of the A1000 Great North Road, and from the footways on Beaconsfield Road, and will provide access to local services and facilities to the west of the site.

Beaconsfield Road

4.5.7. There are footways on both sides of the road for its entire length. The footways are typically 1.9m wide, and are in good condition with street lighting and signs provided showing walking and cycling distances to key destinations. The footways will be accessed by residents and staff of the site via a pedestrian connection across the railway line from the shared footway / cycleway connection on the west side of the A1000 Great North Road, and will provide access to local services and facilities to the west of the site.

B6426 Queensway

4.5.8. The B6426 Queensway has footways on both sides of the road between the B197 French Horn Lane / Wellfield Road and the B6426 Queensway / Woods Avenue, with the footway on the south

side of the road being a shared walking / cycling connection. The footways are typically 2.2m wide and are in good condition with street lighting and signs provided showing walking and cycling distances to key destinations. The footways will be accessed by residents and staff of the site from the footways on the B197 French Horn Lane via the subways at the B197 French Horn Lane / Wellfield Road, and will provide access to local services and facilities to the west of the site.

Park Street

4.5.9. Park Street has footways on both sides of the road for its entire length from Fore Street to the access road to Hill House. The footways are typically 1.2m wide and are in good condition with street lighting provided. The footways will be accessed by residents and staff of the site from the three existing pedestrian access points on the east side of the site, as outlined in Section 2, and will provide access to local services and facilities to the east of the site.

Batterdale

4.5.10. Batterdale has footways on both sides of the road for its entire length. The footways are typically 2.0m wide and are in good condition with street lighting provided. The footways will be accessed by residents and staff of the site from the existing pedestrian access point on the south side of the site, as outlined in Section 2, and will provide access to local services and facilities to the west of the site, via the subway under the A1000 Great North Road.

4.6 CYCLING INFRASTRUCTURE

4.6.1. A 25-minute cycling catchment plan for the site is enclosed in Figure 5, and shows that the entirety of Hatfield is accessible from the site by bicycle within 10 minutes. Welwyn Garden City is accessible from the site by bicycle within 20 minutes, via Sustrans National Cycle Route 61.

Arm and Sword Lane

4.6.2. There is no specific cycle infrastructure currently provided on Arm and Sword Lane, but there is space for vehicles to safely overtake cyclists. Site observations showed it was used by cyclists, and is likely to be used by residents and staff of the site to access local services and facilities to the west of the site.

A1000 Great North Road

4.6.3. There is a shared walking / cycleway connection on the east side of the road between the A1000 Great North Road / Arm and Sword Lane and the A1000 Hertford Road / B6426 St Albans Road, and on the west side of the road between the A1000 Great North Road / Arm and Sword Lane and the B197 French Horn Lane / The Broadway. They are likely to be used by residents and staff of the site to access local services and facilities to the north and south of the site, as site observations showed that it was used by cyclists. It should be noted that at the A1000 Hertford Road / B6426 St Albans Road the shared footway / cycleway connects on the east site of the road connects to Sustrans National Cycle Route 61, which provides a cycle route to Welwyn Garden City.

B197 French Horn Lane

4.6.4. There is a shared walking / cycling connection on the north side of the road for its entire length. Site observations showed it was used by cyclists, and is likely to be used by residents and staff of the site to access local services and facilities to the west of the site.

Beaconsfield Road

4.6.5. There is no specific cycle infrastructure currently provided on Beaconsfield Road, but there is sufficient space for vehicles to safely overtake cyclists. It is likely to be used by residents and staff of the site to access local services and facilities to the west of the site, as site observations showed that it was used by cyclists.

B6426 Queensway

4.6.6. There is a shared walking / cycling connection on the south side of the road from the B197 French Horn Lane / Wellfield Road to the B6426 Queensway / Woods Avenue. Site observations showed it was used by cyclists, and is likely to be used by residents and staff of the site to access local services and facilities to the west of the site.

Park Street

4.6.7. Park Street has no specific cycle infrastructure currently provided, and although the road is narrow it is lightly trafficked, and is likely to be used by residents and staff of the site to access local services and facilities to the east of the site.

Batterdale

4.6.8. There is no specific cycle infrastructure currently provided on Batterdale, but there is sufficient space for vehicles to safely overtake cyclists, and it is lightly trafficked. Site observations showed it was used by cyclists, and is likely to be used by residents and staff of the site to access local services and facilities to the west of the site, via the subway under the A1000 Great North Road.

4.7 PUBLIC TRANSPORT ACCESSIBILITY

BUS SERVICES

4.7.1. The closest bus stops are located adjacent to Hatfield Railway Station approximately 150m to the west, and provide access to Bus Services 242, 301, 302, 341 / 641, 366, 404 / 405, 602 and 724. These bus stops are provided with shelters, timetables and Real Time Passenger Information (RTPI) display boards. They are within a 5-minute walk, and can be reached via the existing footways on Arm and Sword Lane, and the new footway that will be provided on the A1000 Great North Road as outlined in Section 2. They will provide access for residents and staff of the site to regular bus services, and will be an important connection to local services and facilities in Hatfield, as well as to services in other key destinations including Welwyn Garden City, Hertford and St Albans. The locations of the nearest bus stops are shown in Figure 6.

RAIL SERVICES

4.7.2. The nearest railway station is Hatfield Railway Station, which lies approximately 150m west of the site. It is within a 5-minute walk, and can be reached via the existing footways on Arm and Sword Lane, and the new footway that will be provided on the A1000 Great North Road as outlined in Section 2. Rail services from Hatfield Railway Station are operated by Great Northern which lies on the East Coast Mainline, and will provide access to residents and staff to regular train services to a wide variety of destinations including Welwyn Garden City, Stevenage, Letchworth, Hitchin, Cambridge, Peterborough and London Kings Cross.

4.8 HIGHWAY NETWORK

4.8.1. This section of the TS describes the surrounding highway network including Arm and Sword Lane, the A1000 Great North Road, the B197 French Horn Lane, Beaconsfield Road, the B6426 Queensway, Park Street and Batterdale.

DESCRIPTION OF KEY ROUTES

Arm and Sword Lane

4.8.2. Arm and Sword Lane is a single carriageway road which routes in an east-west direction, and varies in width between 5.2m – 5.5m. It is subject to a 30mph speed limit, and will provide access to the west of the site. Site observations showed there was no queuing on the road.

A1000 Great North Road

4.8.3. The A1000 Great North Road is a single carriageway road which routes in a north-south direction, and varies in width between 5.8m – 6.8m. It is subject to a 30mph speed limit, and will provide access to the north and south of the site. Site observations showed that there was some queuing on the approach to the A1000 Hertford Road / B6426 St Albans Road, but this was not significant and had no adverse impact.

B197 French Horn Lane

4.8.4. The B197 French Horn Lane is a single carriageway road which routes in an east-west direction, and varies in width between 6.5m – 7.5m. It is subject to a 30mph speed limit, and will provide access to the west of the site. Site observations showed there was no queuing on the road.

Beaconsfield Road

4.8.5. Beaconsfield Road is a single carriageway road which routes in a north-south direction, and varies in width between 6.1m – 7.2m wide. It is subject to a 30mph speed limit, and will provide access to the west of the site. Site observations showed there was no queuing on the road.

B6426 Queensway

4.8.6. The B6426 Queensway is a single carriageway with routes in an east-west direction, and varies in width between 6.5 – 7.5m. There is a central island provided from the B196 French Horn Lane / Wellfield Road for approximately 180m, with two lanes provided on both sides of the road at the B196 French Horn Lane / Wellfield Road. It is subject to a 30mph speed limit, and will provide access to the west of the site. Site observations showed that there was some queuing on the approach to the B196 French Horn Lane / Wellfield Road, but this was not significant and had no adverse impact.

Park Street

4.8.7. Park Street is a single carriageway road which routes in a north-south direction, and various in width between 3.6m – 4.8m. It is subject to a 30mph speed limit, and will provide access to the east of the site. Site observations showed there was no queuing on the road.

Batterdale

4.8.8. Batterdale is a single carriageway road which routes in a north-south direction, and varies in width between 4.5m – 5.3m. It is subject to a 30mph, and will provide access to the west of the site. Site observation showed that there was no queuing on the road.

4.9 HIGHWAY OPERATION

4.9.1. This section summaries the traffic survey that was undertaken in October 2021 to identify existing traffic flows at the junction of Arm and Sword Lane / A1000 Great North Road.

EXISTING TRAFFIC FLOWS

Manual Classified Junction Turning Count

4.9.2. A manual classified junction turning count was undertaken at the junction of Arm and Sword Lane / A1000 Great North Road on 28.09.21 between 07:00 – 10:00 and 16:00 – 19:00 hours. The traffic flow data that were collected is enclosed in Appendix D. A plan showing the location of the surveyed junction is enclosed in Figure 7. A summary of the traffic flow data that was collected in the AM peak hour (08:00 – 09:00) and the PM peak hour (17:00 – 18:00) is shown in Table 4.3 below.

Table 4.3 – Existing AM and PM Peak Hour Two-Way Traffic Flows

Arm	AM Peak Hour	PM Peak Hour
A1000 Great North Road (North)	1,051	1,030
Arm and Sword Lane	46	80
A1000 Great North Road (South)	1,049	1,038

Source: MHC Traffic Limited (November 2021)

4.9.3. Table 4.3 shows that the Arm and Sword Lane is relatively lightly trafficked with 46 and 80 two-way flows recorded in in the AM and PM peak hours respectively. In contrast, the A1000 Great North Road is relatively heavily trafficked with 1,051 and 1,030 two-way flows recorded in the AM and PM peak hours respectively to the north of Arm and Sword Lane, and with 1,049 and 1,038 two-way flows recorded in the AM and PM peak hour respectively to the south of Arm and Sword Lane.

4.10 HIGHWAY SAFETY

4.10.1. The most recently available 5-year accident data has been obtained from HCC (June 2016 to June 2021) covering the surrounding highway network within the vicinity of the proposed development. This section provides a summary of the number of accidents by severity within vicinity of the proposed development. The locations of the accidents are shown in the plan enclosed in Figure 8. The results are enclosed in Appendix E, and are summarised in Table 4.4 below.

Table 4.4 – Accident Data 2016 – 2021

Road	Accident Severity			
	Slight	Serious	Fatal	Total
A1000 Great North Road	4	0	0	4
B197 French Horn Lane	1	0	0	1
Total	**5**	**0**	**0**	**5**

Source: Hertfordshire County Council (November 2021)

4.10.2. Table 4.4 shows that there were 5 slight, 0 serious and 0 fatal accidents recorded within the vicinity of the proposed development. The nearest accidents were recorded at the junction of Arm and Sword Lane and the A1000 Great North Road, with 1 slight accident recorded in 2018 and 1 slight accident recorded in 2019. It should be noted that no accidents were recorded within the vicinity of the proposed site access junction on Arm and Sword Lane.

4.10.3. There is no evidence to suggest that the proposed development will have an adverse impact on the safety of the surrounding highway network, particularly as it is predicted that there will be a net reduction in the number of vehicular trips generated as outlined in Section 5.

5 TRAFFIC GENERATION AND IMPACTS

5.1 INTRODUCTION

5.1.1. This section of the TS sets out the methodology that was used to calculate the predicted vehicular trip generation of the established land uses of the existing development and that of the proposed land uses of the proposed development to determine the net change in the vehicular trip generation, and the predicted traffic impacts on the surrounding highway network.

5.2 EXISTING DEVELOPMENT – TRIP GENERATION

5.2.1. The Trip Rate Information (TRICS® 2021 v7.8.2) database was used to determine the vehicular trip rates for each of the established land uses of the existing development. By applying these vehicular trip rates to the size of each of these land uses, it was possible to determine the predicted vehicular trip generation of the retail and residential elements of the existing development, as outlined below. The full TRICS® outputs are enclosed in Appendix F.

RETAIL – PREDICTED VEHICULAR TRIP GENERATION

5.2.2. The vehicular trip rates obtained for retail shopping centres were applied to the 630m^2 GFA that makes up the retail element of the site to determine the predicted vehicular trips of this part of the existing development, and the results are shown in Table 5.1 below.

Table 5.1 – Predicted Vehicular Trip Generation – Retail Shopping Centre

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per 100m^2	8.278	8.134	16.412	10.383	10.789	21.172
Vehicular Trips	52	51	103	65	68	133

Source: TRICS® v7.8.2 Database (November 2021)

5.2.3. Table 5.1 shows that the retail element of the existing development is predicted to generate 52 arrivals and 51 vehicular departures, or a total of 103 two-way vehicular movements in the AM peak hour, and 65 arrivals and 68 vehicular departures, or 133 two-way vehicular movements in the PM peak hour.

RESIDENTIAL – PREDICTED VEHICULAR TRIP GENERATION

5.2.4. The vehicular trip rates obtained for the residential mixed private housing were applied to the 8 residential units that makes up the residential element on the site to determine the predicted vehicular trips of this part of the existing development, and the results are shown in Table 5.2 below.

Table 5.2 – Predicted Vehicular Trip Generation – Residential Mixed Private Housing

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per Dwelling	0.052	0.138	0.190	0.172	0.121	0.293
Vehicular Trips	1	1	2	1	1	2

Source: TRICS® v7.8.2 Database (November 2021)

5.2.5. Table 5.2 shows that the residential element of the existing development is predicted to generate 1 arrival and 1 vehicular departure, or a total of 2 two-way vehicular movements in the AM peak hour, and 1 arrival and 1 vehicular departure, or 2 two-way vehicular movements in the PM peak hour.

TOTAL PREDICITED VECHICULAR TRIP GENERATION

5.2.6. The predicted vehicular trip generation of the retail and residential elements of the established land uses of the existing development shown in Tables 5.1 and 5.2 have been combined to determine the total predicted vehicular trip generation of the existing development, and the results are shown in Table 5.3 below.

Table 5.3 – Total Predicted Vehicular Trip Generation

Land Use	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Retail	52	51	103	65	68	133
Residential	1	1	2	1	1	2
Total	**53**	**52**	**105**	**66**	**69**	**135**

5.2.7. Table 5.3 shows that the existing development is predicted to generate 53 arrivals and 52 vehicular departures, or a total of 105 two-way vehicular movements in the AM peak hour, and 66 arrivals and 69 vehicular departures, or 135 two-way vehicular movements in the PM peak hour.

5.3 PROPOSED DEVELOPMENT – VEHICULAR TRIP GENERATION

5.3.1. The TRICS® database was used to obtain the vehicular trips rates for each of the land uses of the proposed development. By applying these vehicular trip rates to the size of each of the land uses of the proposed development, it was possible to determine the predicted vehicular trip generation of the retail, residential and employment elements of the proposed development, as outlined below. The full TRICS® outputs are enclosed in Appendix F.

RETAIL – PREDICTED VEHICULAR TRIP GENERATION

5.3.2. The vehicular trip rates obtained for retail shopping centre selection were applied to the 264m^2 GFA that will make up the retail element on the site to determine the predicted vehicular trips of this part of the proposed development, and the results are shown in Table 5.4 below.

Table 5.4 – Predicted Vehicular Trip Generation – Retail Shopping Centre

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per 100m^2	8.278	8.134	16.412	10.383	10.789	21.172
Vehicular Trips	22	21	43	27	28	56

Source: TRICS® v7.8.2 Database (November 2021)

5.3.3. Table 5.4 shows that the retail element of the proposed development is predicted to generate 22 arrivals and 21 vehicular departures, or a total of 43 two-way vehicular movements in the AM peak hour, and 27 arrivals and 28 vehicular departures, or 56 two-way vehicular movements in the PM peak hour.

RESIDENTIAL – PREDICTED VEHICULAR TRIP GENERATION

5.3.4. The vehicular trip rates obtained for the residential mixed private housing were applied to the 8 residential units that will make up the residential element on the site to determine the predicted vehicular trips of this part of the proposed development, and the results are shown in Table 5.5 below.

Table 5.5 – Predicted Vehicular Trip Generation – Residential Mixed Private Housing

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per Dwelling	0.052	0.138	0.190	0.172	0.121	0.293
Vehicular Trips	1	1	2	1	1	2

Source: TRICS® v7.8.2 Database (November 2021)

5.3.5. Table 5.5 shows that the residential element of the proposed development is predicted to generate 1 arrival and 1 vehicular departure, or a total of 2 two-way vehicular movements in the AM peak hour, and 1 arrival and 1 vehicular departure, or 2 two-way vehicular movements in the PM peak hour.

EMPLOYMENT – PREDICTED VEHICULAR TRIP GENERATION

5.3.6. The vehicular trips rates obtained using the employment office selection were applied to the 1,049m^2 GFA that will make up the employment element on the site to determine the predicted vehicular trips of this part of the proposed development, and the results are shown in Table 5.6 below.

Table 5.6 – Predicted Vehicular Trip Generation – Employment Office

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate per 100m^2	2.865	0.313	3.178	0.560	2.798	3.358
Vehicular Trips	30	3	33	6	29	35

Source: TRICS® v7.8.2 Database (November 2021)

5.3.7. Table 5.6 shows that the employment element of the proposed development is predicted to generate 30 arrivals and 3 vehicular departures, or a total of 33 two-way vehicular movements in the AM peak hour, and 6 arrivals and 29 vehicular departure, or 35 two-way vehicular movements in the PM peak hour.

TOTAL PREDICITED VECHICULAR TRIP GENERATION

5.3.8. The predicted vehicular trip generation of the retail, residential and business elements of proposed development shown in Tables 5.4, 5.5 and 5.6 have been combined to determine the total predicted vehicular trip generation of the proposed development, and the results are shown in Table 5.7 below.

Table 5.7 – Total Predicted Vehicular Trip Generation

Land Use	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Retail	22	21	43	27	28	56
Residential	1	1	2	1	1	2
Employment	30	3	33	6	29	35
Total	**53**	**25**	**78**	**34**	**58**	**93**

5.3.9. Table 5.7 shows that the proposed development is predicted to generate 53 arrivals and 25 vehicular departures, or a total of 78 two-way vehicular movements in the AM peak hour, and 34 arrivals and 58 vehicular departures, or 94 two-way vehicular movements in the PM peak hour.

5.4 TRAFFC IMPACT

5.4.1. The predicted two-way vehicular trip generation of the established land uses of the existing development and that of the proposed land uses of the proposed development shown in Tables 5.3 and 5.7 have been compared to determine the net change in the two-way vehicular trip generation of the site as shown Table 5.8 below.

5.4.2.

Table 5.8 – Predicted AM and PM Peak Hour Two-Way Vehicular Trip Generation Net Change

Land Use	AM Peak Hour			PM Peak Hour		
	Existing	Proposed	Change	Existing	Proposed	Change
Retail	103	43	-60	133	56	-77
Residential	2	2	+0	2	2	+0
Employment	0	33	+33	0	35	+35
Total	**105**	**78**	**-27**	**135**	**93**	**-42**

5.4.3. Table 5.8 shows that based on predicted two-way vehicular trip generation of the established land uses of the existing development and that of the proposed land uses of the proposed development it is predicted that there will be a net decrease of 27 two-way vehicular movements in the AM peak hour from 105 to 78, and a net decrease of 42 two-way vehicular movements in the PM peak hour from 135 to 93.

5.4.4. It can be concluded that it is predicted that due to the proposed land uses changes as part of the proposed development there will be a reduction in the traffic flows compared to the traffic flows generated by the established land uses of the existing development. This together with the sustainable location of the site as outlined in Section 4, and the increase in the cycle parking provision as outlined in Section 2, means that there are no transport issues that would delay the delivery of the proposed development at Salisbury Square.

6 CONCLUSIONS

6.1.1. WSP has been commissioned by Gascoyne Estates to prepare a Transport Statement (TS) to accompany a full planning application for the proposed development of Salisbury Square, Old Hatfield, Hertfordshire.

6.1.2. The site is currently occupied by 'The Parade', a row of 7 retails shops of approximately 630m^2 GFA, the majority of which are now unoccupied, along with 7 residential units above, with vehicular access currently being provided via the car park entrances on the south side of Arm and Sword Lane. The remaining area of the site to the south of 'The Parade' is occupied by open space and a car park to the north providing 65 car parking spaces.

6.1.3. The proposed development will comprise of a retail shop comprising 264m^2 GFA (a net decrease of 366m^2), commercial units comprising 1,049m^2 GFA (a net increase of 1,049m^2 GFA) providing a total GFA 1,313m^2 GFA, and 8 residential dwellings (5 houses with 3 bedrooms and 3 flats with 2 bedrooms). There will be an overall net increase on the site of 683m^2 of GFA and 1 residential dwelling.

6.1.4. Vehicular access will be retained on the south side of Arm and Sword Lane, but will be via a new vehicular access to the west of the houses that will provided. There will also be vehicular access provided to the east of the houses to provide access the 3 car parking spaces. There will be a total of 65 car parking spaces being provided, including disabled parking provision, a car club space and infrastructure for electric vehicles. A total of 44 cycle parking spaces will also be provided, which is a significant improvement on the existing cycle parking, and will encourage residents and staff to cycle and reduce car use.

6.1.5. The proposed development is considered to accorded with national and local planning policies related to transport. The site is well located to encourage trips by walking and cycling, with local services and facilities surrounding the site a reasonable walking and cycling distance of the site. The site also benefits from have good accessibility to existing bus and train services adjacent to the site at Hatfield Railway Station.

6.1.6. A comparison of the traffic generated by the existing and proposed development has been undertaken and shows that it is predicted that due to the land uses changes as part of the proposed development there will be a reduction in the traffic flows compared to the traffic flows generated by the established land uses of the existing development. This together with the sustainable location of the site as outlined in Section 4, and the increase in the cycle parking provision as outlined in Section 2, means that there are no transport issues that would delay the delivery of the proposed development at Salisbury Square.

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