

EML Facility Expansion

Transport Statement

Eisai Manufacturing Ltd

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Table of Contents

1.	Introduction	6
1.1	Background	6
1.2	Existing Arrangement.....	6
1.3	Report Structure	7
2.	Policy	8
2.1	Introduction.....	8
2.2	National Policy.....	8
2.3	Local Policy	9
2.3.1	Hertfordshire's Local Transport Plan (2018-2031)	9
2.3.2	Welwyn Hatfield District Plan.....	10
2.3.3	Welwyn and Hatfield 2030+ Transport Strategy.....	10
3.	Existing Highway Conditions.....	11
3.1	Introduction.....	11
3.2	Surrounding Highway Network	11
3.2.1	Mosquito Way and Site Access.....	11
3.2.2	Hatfield Avenue.....	12
3.2.3	A1(M).....	13
3.2.4	A1001 Comet Way.....	13
3.2.5	B197 Wellfield Road	13
3.3	Road Safety Analysis.....	13
3.4	Summary	14
4.	Sustainable Access to the Site.....	15
4.1	Introduction.....	15
4.2	Pedestrians.....	15
4.3	Cycling.....	16
4.4	Public Transport.....	17
4.4.1	Bus	17
4.5	Rail	18
4.6	Summary	18
5.	Proposed Development	19
5.1	Introduction.....	19
5.2	Proposed Expansion.....	19
5.3	Site Access	19
5.4	Car Parking Provision	19
5.5	Cycling Facilities.....	20
6.	Trip Generation	21
6.1	Eisai Knowledge Centre	21
6.2	General Transport-Related Impacts of Covid-19	21
6.3	Additional Trip Generation	23
6.4	Additional Trip Generation (HGVs)	23
6.5	Additional Trip Distribution	23
6.6	Summary	23
7.	Summary and Conclusions	24
7.1	Summary	24
7.2	Conclusions.....	24
	Appendix A Proposed Expansion Drawings	25

Figures

Figure 1. Site Location	6
Figure 2. Surrounding Highway Network.....	11
Figure 3. Mosquito Way – Shared Use Path	12
Figure 4. Site Access	12
Figure 5. Search Cordon.....	13
Figure 6. Indicative 2km Walking Catchment	15
Figure 7. Indicative 5km Cycling Catchment	16
Figure 8. National Cycle Network (Sustrans.org).....	17
Figure 9. Proposed Expansion Locations.....	19
Figure 10. Method of Travel to Work – Eisai Knowledge Centre Travel Study / District Comparison	21

Tables

Table 1. Suggested Acceptable Walking Distances.....	15
Table 2. Local Bus Service Provision	17
Table 3. Rail Service Provision.....	18

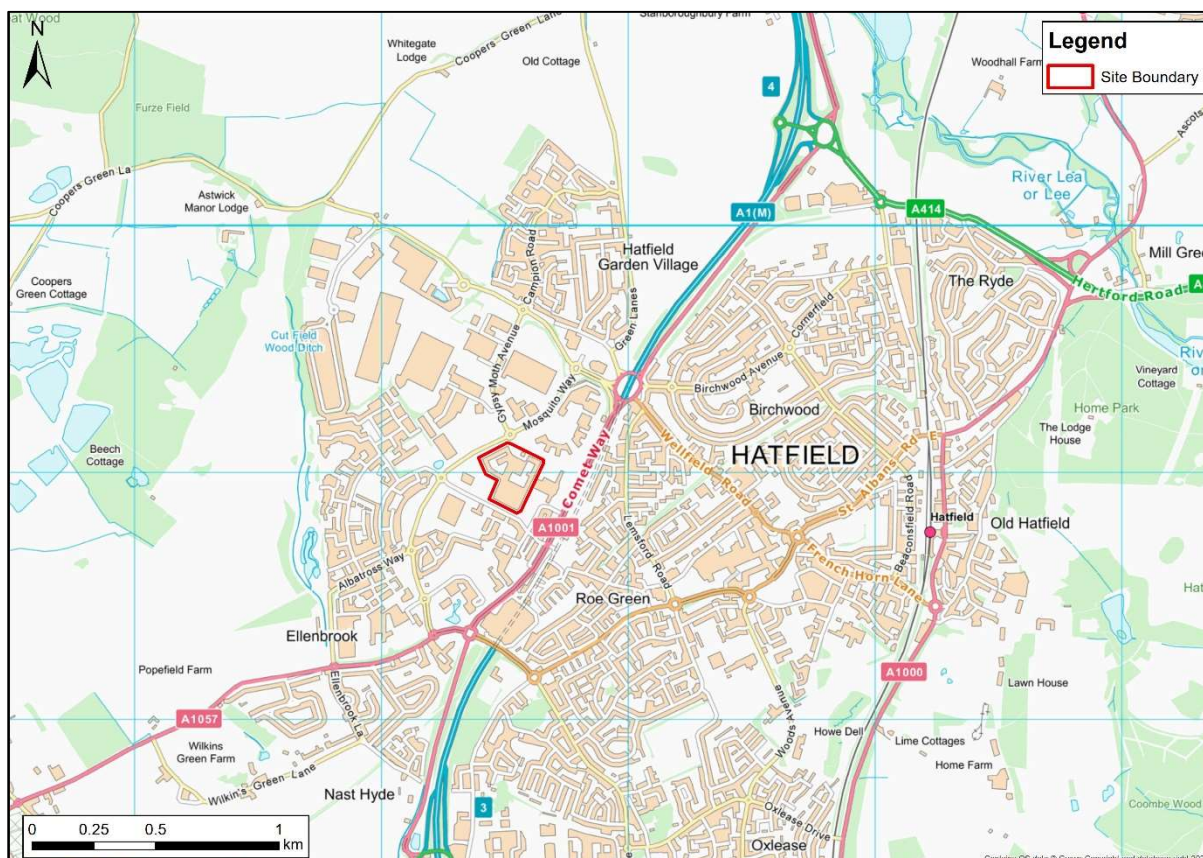
1. Introduction

1.1 Background

AECOM have been commissioned by Eisai Manufacturing Ltd (EML) to prepare a Transport Statement (TS) in support of a planning application to expand the EML facility based in Hatfield Business Park (HBP), Hertfordshire. EML is one part of the European Knowledge Centre at Hatfield and Eisai Europe Limited is also part of that.

The proposed development location is shown in Figure 1.

Figure 1. Site Location



The purpose of this TS is to provide an independent review of the transport implications related to the proposed development. It identifies the anticipated transport impacts of the scheme and outlines whether any necessary improvements to accessibility and safety for all modes of travel are required.

In accordance with the 'Overarching principles on Travel Plans, Transport Assessments and Statements' guidance (DfT, 2014) a TS is deemed acceptable to support planning applications of such scale with anticipated limited transport impact.

1.2 Existing Arrangement

Planning permission was granted for the development of the site under two separate applications. Application S6/2006/1210/FP included the North Site and application S6/2006/1214/FP included the South Site. The description of the development for each is as follows:

- S6/2006/1210/FP – Proposed phased development of buildings to provide a total of 14,318sqm of accommodation for purposes within use class B1 with associated car parking, access, landscaping and other ancillary buildings
- S6/2006/1214/FP – Proposed phased development of a building to provide a total of 8,812sqm of accommodation for purposes within use class B1 and 2,338sqm of accommodation for purposes within class B8, together with associated car parking, access and landscaping

On June 26, 2009 the European Knowledge Centre in Hatfield officially opened as Eisai's European strategic base and unveiled a 14.5 acre site incorporating a manufacturing plant, research laboratory, office building and shared facilities. The site offers a modern and flexible working environment which provides specialist facilities and encourages employees to meet, talk and work collaboratively. All the facilities have also been designed with disabled employees and visitors in mind to allow for an inclusive working environment.

The site currently employs 650 staff and has over 500 parking spaces. The aim of the proposed expansion is to expand the warehousing facilities in order to future proof the existing operations. The proposed development is described in further detail within section 4.

1.3 Report Structure

Following the introduction, this report has been prepared under the following sections:

- **Section 2** – Outlines relevant policy;
- **Section 3** – Examines the existing conditions at the site and road safety;
- **Section 4** – Examines the accessibility by sustainable transport;
- **Section 5** – Provides details of the proposed development;
- **Section 6** – Outlines the trip generation; and
- **Section 7** – Provides a summary and conclusion

2. Policy

2.1 Introduction

This section outlines the national and local policy frameworks from which this document has been conceived.

2.2 National Policy

National transport and planning policy seeks to support the promotion of accessibility by all travel modes, particularly sustainable modes.

In relation to national policy the following guidance will be referenced;

- Travel Plans, Transport Assessments and Statements (DfT 2014)
- National Planning Policy Framework 2021

The Travel Plans, Transport Assessments and Statements guidance outlines the overarching principles that should be included as part of a document. The aim of this document is to:

- Encourage sustainable travel;
- Lessen traffic generation and its detrimental impacts;
- Reduce carbon emissions and climate impacts;
- Create accessible, connected, inclusive communities;
- Improve health outcomes and quality of life;
- Improve road safety; and
- Reduce the need for new development to increase existing road capacity or provide new roads.

They support national planning policy which sets out that planning should actively manage patterns of growth in order 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.

As noted in the guidance the document should be proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible. The document should be established at the earliest practicable possible stage of a development proposal and be tailored to particular local circumstances.

This document is deemed to accord with these policies.

The National Planning Policy Framework (NPPF) was originally adopted in 2012 which has subsequently been updated in 2019 and 2021 and considers three dimensions to sustainable development:

- Economic – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation;
- Social – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and
- Environmental – contributing to protecting and enhancing our natural, built and historic environment.

Chapter 9 'Promoting Sustainable Transport', states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, to consider:

- The opportunities for sustainable transport modes depending on the nature and size of the site, to reduce the need for major infrastructure;
- Ensure a safe and sustainable access to the site can be achieved for all users; and
- Improvements are undertaken within the transport network that cost effectively limits the significant impacts of the development.

Importantly, the NPPF states that developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The proposals are in support of policy stipulations stated within NPPF and impacts are not expected to be severe.

2.3 Local Policy

The site falls under the wider jurisdiction of Hertfordshire County Council, however more locally under that of Welwyn Hatfield District Council.

2.3.1 Hertfordshire's Local Transport Plan (2018-2031)

Hertfordshire's Local Transport Plan for 2018-2031 sets out how transport can help deliver a positive future vision for Hertfordshire by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel. The plan also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.

As well as providing for safe and efficient travel, transport has a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage. The plan covers the period up to 2031, which is the timescale for most of the housing proposals being set out in the ten district Local Plans. However, it also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.

The plan accelerates the transition from a previous transport strategy that was largely car-based to a more balanced approach which caters for all forms of transport and seeks to encourage a switch from the private car to sustainable transport (e.g. walking, cycling and passenger transport) wherever possible. The Local Transport Plan sets out the objectives, policies, and key schemes that will achieve this switch. The packages of smaller schemes and activities that are essential to successful outcomes will be considered through a series of "Supporting documents" covering particular topic areas and include Growth and Transport Plans for specific geographic areas.

Hertfordshire has high levels of car ownership, good north-south links but relatively poor east-west connections, high levels of cross-boundary commuting and complicated movement patterns due to the high number of medium-sized towns. Addressing the challenge of increased future travel demand requires significantly stronger support for walking, cycling, passenger transport, and traffic demand management measures where appropriate. However, such solutions must be delivered against a background of public spending pressures. The Local Transport Plan therefore seeks to maximise the opportunities for alternative sources of funding.

Specific, notable proposals as part of the plan include:

- Sustainable Travel Towns will comprise comprehensive packages of improvements for walking, cycling and passenger transport, combined with activity to encourage more sustainable travel behaviour;
- An east west bus rapid transit scheme between Hemel Hempstead and Welwyn Garden City, with potential future extensions of this to Hertford and Harlow.
- A programme of A414 highway improvements including a Hertford Bypass.
- Section 6, 'Policies and Activities', of the plan outlines the key factors that will be of high importance in influencing and managing travel behaviour over future years. This includes, however is not limited to:
- Influencing strategic land use planning (such as encouraging highly accessible developments and mixed land use);
- Demand management; and
- Implementing Travel Plans to stimulate behaviour change.

Nationally there is evidence that a combination of hard (infrastructure such as improved footways, cycleways and crossing facilities) and soft interventions (travel planning, promotions and marketing) are more effective in achieving changes in travel behaviour than if a hard or soft intervention was delivered in isolation.

The expansion will aim to promote economic growth, access to services and healthier travel, in support of Hertfordshire's strategy.

2.3.2 Welwyn Hatfield District Plan

The initial Welwyn Hatfield District Plan was conceived in 2005 and ran through until 2011. However, a number of the policies contained within this plan have been 'saved' until it is replaced by a Local Development Framework. All of the policies that pertain to transport and movement have incidentally been retained and so are still of high relevance within the future strategy for the district.

Section 6, 'Movement', of the accompanying Written Statement to the plan outlines that the relationship between land use and transport is a key element in any strategy for sustainable development and quality of life. The movement of people and goods between different land use activities generates the demand for transport facilities and services. An efficient transport network is essential to economic prosperity, but the way in which movement is accommodated can have an impact on the quality of the environment.

The overarching strategy and objectives of the initial plan were as follows:

- To reduce the overall need to travel by integrating land uses with transport;
- To support the development of integrated transport policy;
- To reduce dependency on the car and encourage modes of travel which have less adverse environmental impact;
- To give priority to walking and cycling;
- To encourage effective traffic management and the improvement of road safety for all sectors of the community;
- To encourage greater use of passenger transport and improvements to services and facilities; and
- To facilitate the accessibility needs of all in a safe and sustainable manner.

The expansion supports a number of strategies within the district plan.

2.3.3 Welwyn and Hatfield 2030+ Transport Strategy

This document's goal is to unlock the potential of the town by the improvement of movement between business and social hubs and within the town itself. The aims for this transport strategy are to:

- Improve the experience of walking and cycling, providing safe, attractive and convenient routes for residents and visitors.
- Connect diverse areas of the town with an ambitious, affordable and innovative public transport strategy.
- Break down the east-west town division to improve connections across Hatfield.
- Create a well-connected green infrastructure strategy to encourage the use of green spaces and support healthy and active lifestyles.

Two of the principal challenges highlighted in this transport strategy are:

- Tackling the increasing pressure on the road network by emphasising walking and cycling around Hatfield and promote the use of public transport; and
- Enabling sustainable methods of commuting patterns.

The expansion supports a number of strategies within the transport strategy.

3. Existing Highway Conditions

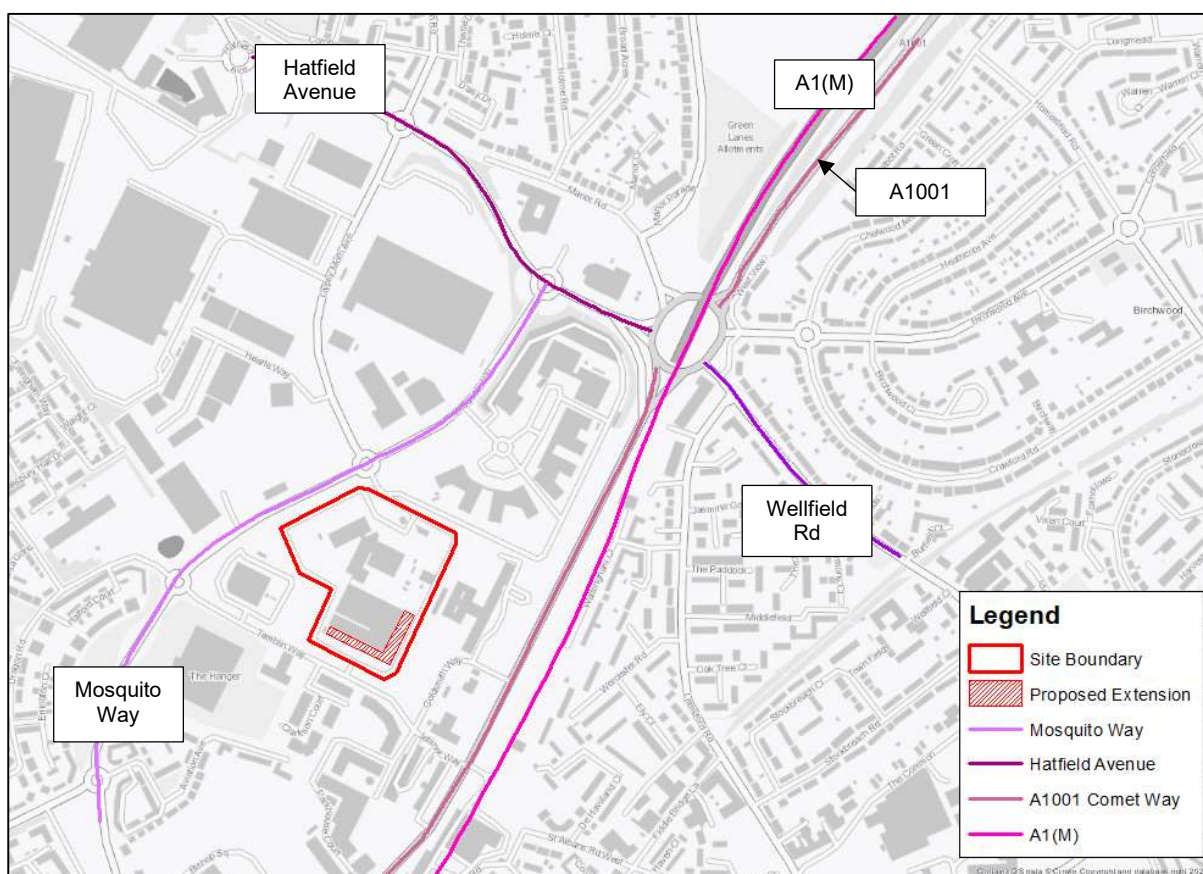
3.1 Introduction

This section describes existing land uses and highway conditions both at and within the vicinity of the proposed site. It also considers the collision history over the most recent five-year time period.

The site is located on Mosquito Way, Hatfield. The site is bordered by a number of industrial units and Hatfield Police Station forms the eastern boundary of the site.

The site in relation to the surrounding highway network is shown in Figure 2.

Figure 2. Surrounding Highway Network



3.2 Surrounding Highway Network

The key roads in surrounding area are:

- Mosquito Way and Site Access;
- Hatfield Avenue;
- A1 (M);
- A1001 Comet Way; and
- Wellfield Road.

3.2.1 Mosquito Way and Site Access

Mosquito Way is a two-way single carriageway subject to a 30mph speed limit. To the north, Mosquito Way forms a four-armed roundabout with Hatfield Avenue, which provides a link to the A1001 Comet Way.

Within close proximity of the site the carriageway measures approximately 7m in width and 9m where right turning pockets are present. A shared use path is provided on both sides of the carriageway, where possible it is

segregated from the carriageway by a grass verge. Street lighting is provided on both sides of the carriageway within immediate proximity of the site as shown in Figure 3.

Figure 3. Mosquito Way – Shared Use Path



Source: GoogleMaps, 2022

A number of uncontrolled crossings are provided consisting of lowered kerbs and tactile paving, where possible refuge islands are also present, facilitating pedestrian movements within the business park.

A number of bus stops are also present along the carriageway along with shelters with seating, flagpoles and timetables.

Mosquito Way forms a four-arm standard roundabout with the Eisai site access, providing a direct link into the site. The site access road is subject to a 10mph speed limit. An uncontrolled pedestrian crossing is provided at each arm, a northern footway continues into the site car park providing a direct link for pedestrians as shown in Figure 4.

Figure 4. Site Access



Source: GoogleMaps, 2022

3.2.2 Hatfield Avenue

Hatfield Avenue is predominantly a two-way single carriageway road subject to 30mph speed limit and measures approximately 7.3m in width. Whilst footway is provided along the carriageway with street lighting, a continuous footway is only provided to the south of the carriageway.

A signalised pedestrian crossing is present to the southeast of the junction with Mosquito Way. There are a number of uncontrolled pedestrian crossings present along the duration of the carriageway. Bus stops are also present at various locations along the carriageway consisting of a bus shelter, seating and timetables.

3.2.3 A1(M)

The A1(M) forms part of the strategic road network and provides access to the north and south of England from the site. The A1(M) is subject to various speed limits throughout its duration. Within close proximity of the site the A1(M) runs via Hatfield tunnel. The A1(M) can be accessed from the site via A1001 Comet Way to the north, where it ties into the A1(M) Junction 4 or to the south where it ties into Junction 3 via a grade separated roundabout.

3.2.4 A1001 Comet Way

The A1001 Comet Way runs for approximately 6.6km and is subject to 50mph speed limit. Within proximity of the site, the A1001 runs in a north – south direction parallel to the A1(M) and it is dual carriageway, forming a grade-separated roundabout within Hatfield Avenue and Wellfield Road. There is a signalised pedestrian crossing present, providing a link towards Hatfield Business Park and the proposed site consisting of lowered kerbs, tactile paving, refuse island and pedestrian guardrails.

There are footways present on both sides of the carriageway and along with street lighting, pedestrian guardrails are present at the approaches to the junctions.

3.2.5 B197 Wellfield Road

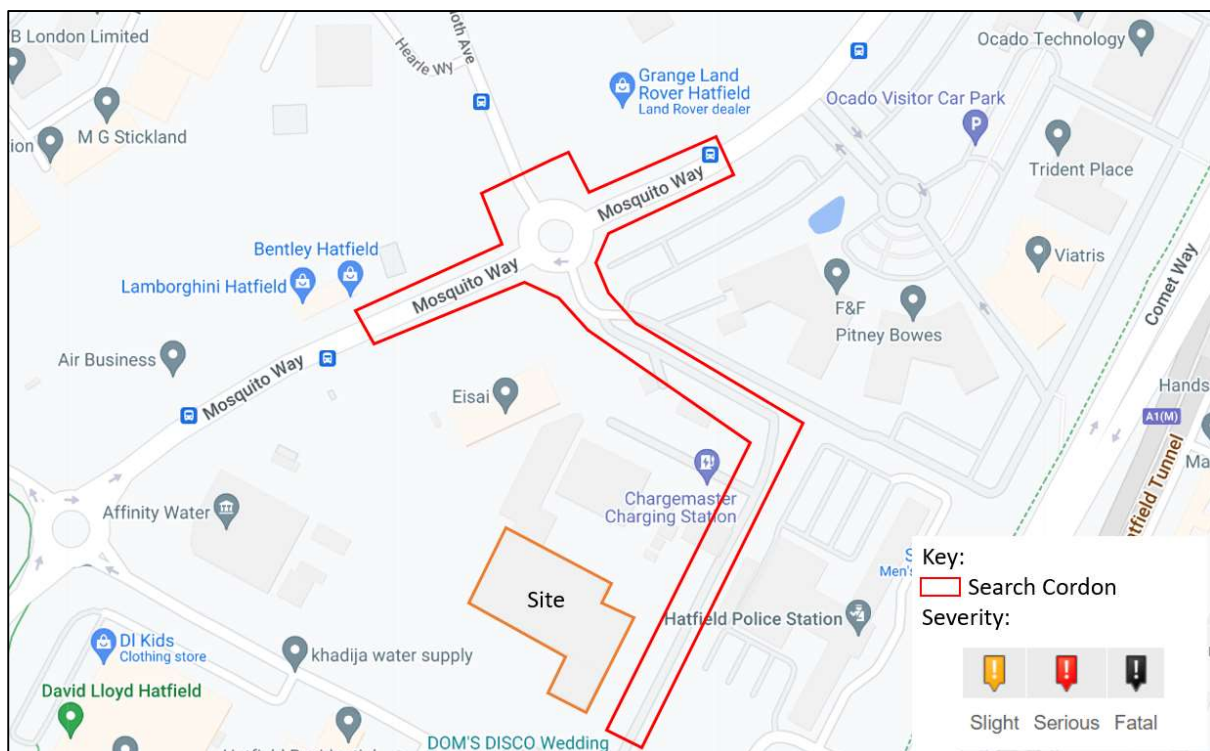
The B197 Wellfield Road is a single two-way carriageway subject to 30mph speed limit with signs present restricting HGV access except for loading. A footway is present on both sides of the carriageway along with street lighting, where possible a footway is separated from carriageway by a grass verge. The frontage along the carriageway is predominantly residential.

A radar speeds sign is also present, serving as a speed calming measure indicating vehicle speed as motorist approach.

3.3 Road Safety Analysis

A review of the data has been undertaken using Crashmap for the most recent five-year period, ending in 2021. The search cordon stretches along the site access link road and roundabout with Mosquito Way. This is considered as appropriate, taking into consideration the scale of the proposed expansion. The extent of the search cordon is shown in Figure 5.

Figure 5. Search Cordon



No collisions have been recorded within the immediate proximity of the existing site access or within the search cordon. Therefore, it can be concluded that it is unlikely that the proposed expansion will have any detrimental effect on the safety of the surrounding highway network. On this basis no further analysis is required.

3.4 Summary

This section has provided an overview of the nearby local roads that will provide access to the proposed expansion.

Based on the location of the existing development, it can be concluded that the proposed expansion is well-connected with respect to availability of linkages to the site.

The collision data showed that there are no underlying highway design and / or safety issues on the surrounding highway network.

4. Sustainable Access to the Site

4.1 Introduction

This section provides an audit of sustainable travel accessibility, including an assessment of the quality of provision.

4.2 Pedestrians

The 'Planning for Walking' guidance produced by the Chartered Institute of Highways and Transportation (CIHT) has been considered as part of this report which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians. Further guidance set out within the CIHT guidance 'Providing for Journeys on Foot' has also been considered, in particular the section relating to desirable / acceptable / maximum walking distances.

Reference to the guidance has been considered as part of this report and Table 1 below outlines the walking distances for different types of journeys.

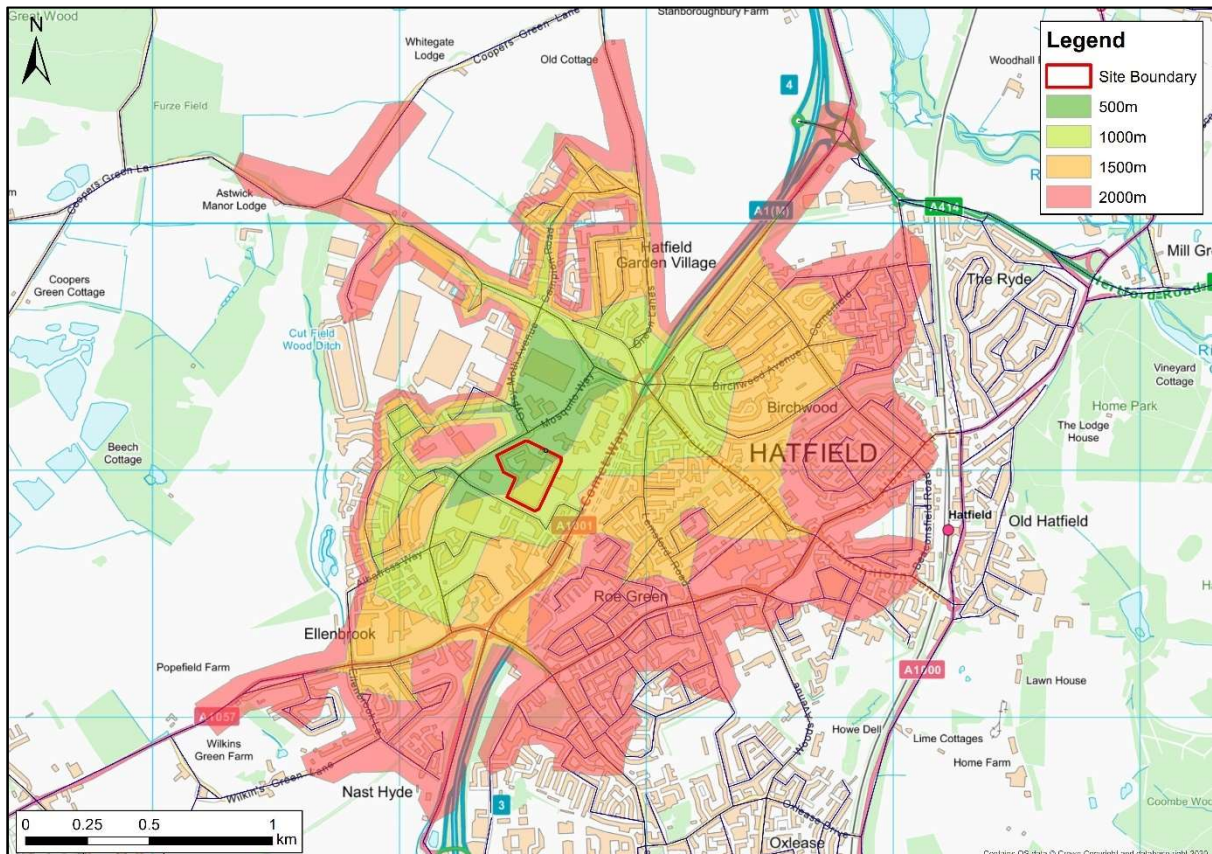
Table 1. Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1km	800
Preferred Maximum	800	2km	1.2km

Source: CIHT Providing Journeys on Foot – Table 3.2

The indicative 2km walking catchment from the site has been generated through GIS software and is outlined in Figure 6.

Figure 6. Indicative 2km Walking Catchment



Within a 2km distance, the majority of Hatfield (including the town centre) be accessed from the site. Hatfield Railway Station is situated to the east of the site and is on the very periphery of the 2km catchment.

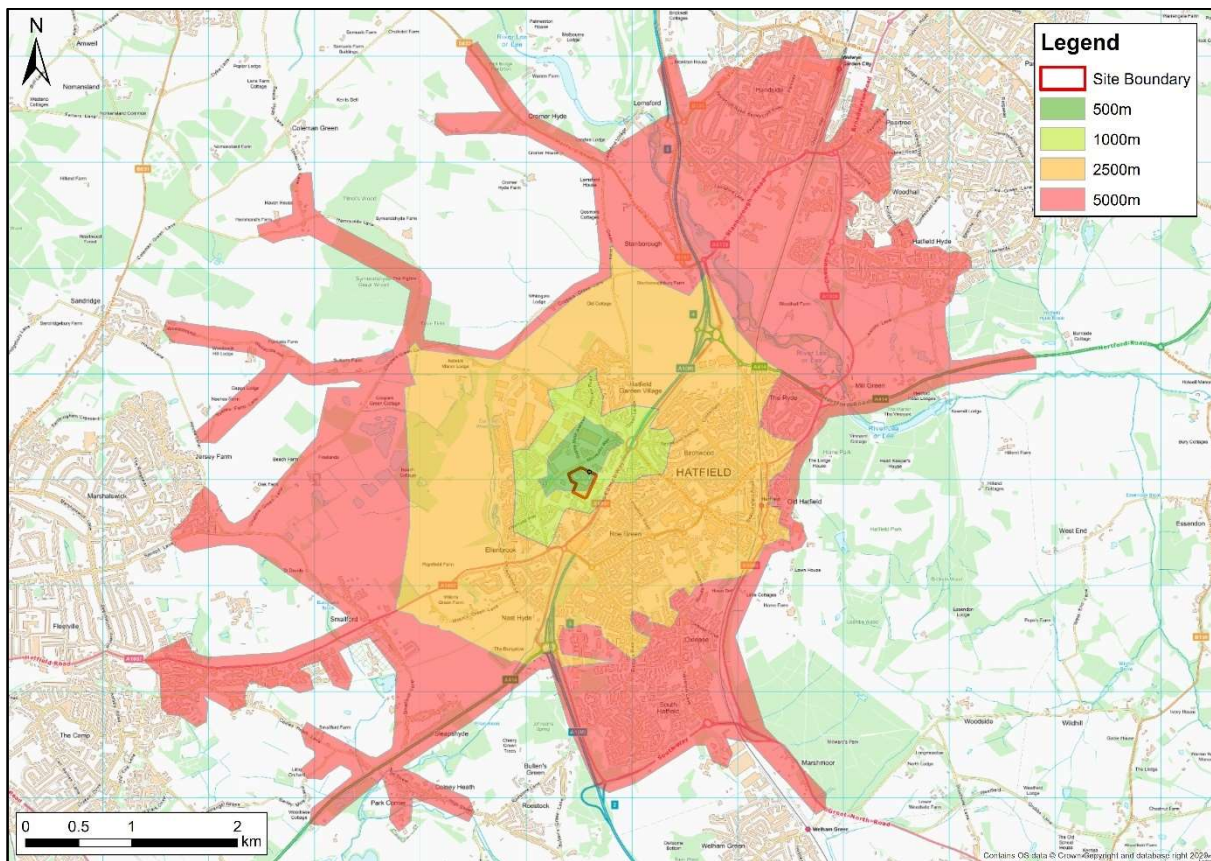
The site is located in a position so as to facilitate connectivity with the bordering industrial / urban area and the extents of Hatfield town centre. The provision of pedestrian-oriented infrastructure within the immediate vicinity of the site, both from its access and along Mosquito Way is excellent. Dedicated pedestrian footways flank both sides of the carriageway and are set-back by means of a grass verge. Tactile paving at crossing points is provided to aid those with disabilities and street lighting is consistently provided around the site and at its peripheries; a key element in increasing propensity to adopt this method of travel across all hours of the day.

4.3 Cycling

In respect of acceptable cycling distances, 'Local Transport Note 2/08: Cycling Infrastructure Design', published by DfT, states that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon.

The indicative 5km cycling catchment from the site has been produced using GIS software and is outlined in Figure 7. As above, practical propensity to cycle even greater distances should be considered than those outlined for more experienced cyclists

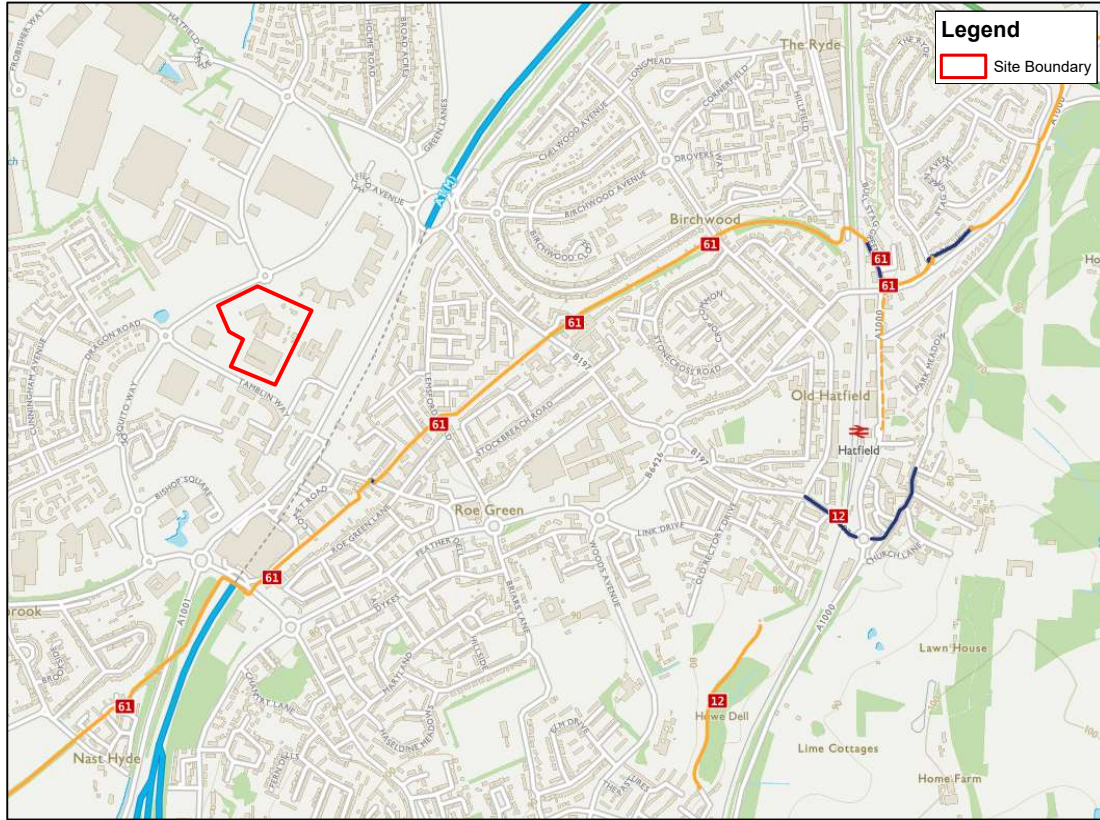
Figure 7. Indicative 5km Cycling Catchment



The existing cycle network within the HBP facilitates access by cyclists between the HBP and surrounding areas to cross the A1(M) and travel to and from Hatfield town centre. Within a 5km distance, the site can be accessed from Welwyn Garden City to the north, St. Albans to the west and Welham Green to the south. The majority of Hatfield and Welwyn Garden City can therefore be considered accessible by bicycle within a reasonable cycling distance.

National Cycle Route (NCR) 61 runs through the north of Hatfield providing access to St Albans via a traffic free route and Welwyn Garden City to the north. NCR 61 is accessible from the HBP via a circa 800m ride along Wellfield Road to the east of the HBP, accessed from the underpass passing below the Green Lanes Roundabout. NCR 12 which lies slightly further east also passes through Hatfield and provides access to Welwyn Garden City.

Figure 8. National Cycle Network (Sustrans.org)



4.4 Public Transport

4.4.1 Bus

Two bus stops are located within close proximity of the site, on either side of Mosquito Way directly to the west of the site boundary. The eastbound bus stop located along the northern side of Mosquito Way is marked by a flag-style sign along with timetabling information. The westbound bus stop located along the southern side of Mosquito Way benefits from sheltered seating as well as timetabling information.

The stops are served by various services as profiled in Table 2.

Table 2. Local Bus Service Provision

Service	Route	Peak Frequency	
		Weekdays	Saturday
341	Hatfield – Ware/Broxbourne	07:15 (School Days only) 07:25 (Non-School Days) 60 Minutes afterwards	120 Minutes
601	Welwyn Garden City – St Albans/Borehamwood	30 Minutes	6 services between 07:17 and 16:07
610 Dragonfly	Enfield – Hatfield - Luton	60 Minutes	60 Minutes
614 Comet	Hatfield – High Barnet/Queensbury	30 Minutes	60 Minutes
635	Hitchin/Hatfield – Hatfield/Watford	60 Minutes	-
641	Broxbourne – Hatfield, Business Park	120 Minutes	120 Minutes
644 Comet	Hatfield - Queensbury	60 minutes	-

The provision of services can be considered excellent, which is further supported by the proximity of the bus stops to the site itself and further excellent pedestrian-oriented infrastructure that is used for access.

4.5 Rail

Hatfield Rail Station lies at the periphery of a 2km walk to the east of the site. The station is managed by Great Northern and services are provided from the station towards Welwyn Garden City, Peterborough, Stevenage and Cambridge to the north as well as Finsbury Park, London Kings Cross and Moorgate to the south. Table 3 provides an overview of the principle services provided at the station.

Table 3. Rail Service Provision

Destination	Journey Time (Minutes)	Average Frequency (Minutes)
Welwyn Garden City	4	30
Stevenage	15	30
London Kings Cross	24	30
Moorgate	40	15
Peterborough	60	30

The provision of rail services should be considered more than sufficient so as to attract travel to the site from employees and visitors who do not reside in Hatfield or within the immediate peripheries of the site. It is noted that the proximity of the station to the site allows for cyclists to easily access the HBP forming part of a multi model journey. This is complemented by secure, monitored cycle storage at the station itself.

4.6 Summary

This section has profiled the means by which employees and visitors may be able to access the site other than the private car. The review indicates that the site is situated within a highly accessible location. Frequent bus connections can be made from the bus stops located to the west of the site within HBP to a number of key destinations including Welwyn Garden City, Hitchin and Watford. Pedestrian and cyclist provision surrounding the site is of a high standard; providing accessibility to the surrounding public transport interchanges, local facilities and neighbouring residential areas.

5. Proposed Development

5.1 Introduction

This section sets out the development proposals for the proposed expansion of the production facility, warehousing and packaging building. Planning permission is sought for 4,012 sqm GEA of warehouse space (Use Class E) including associated office space, plant and access.

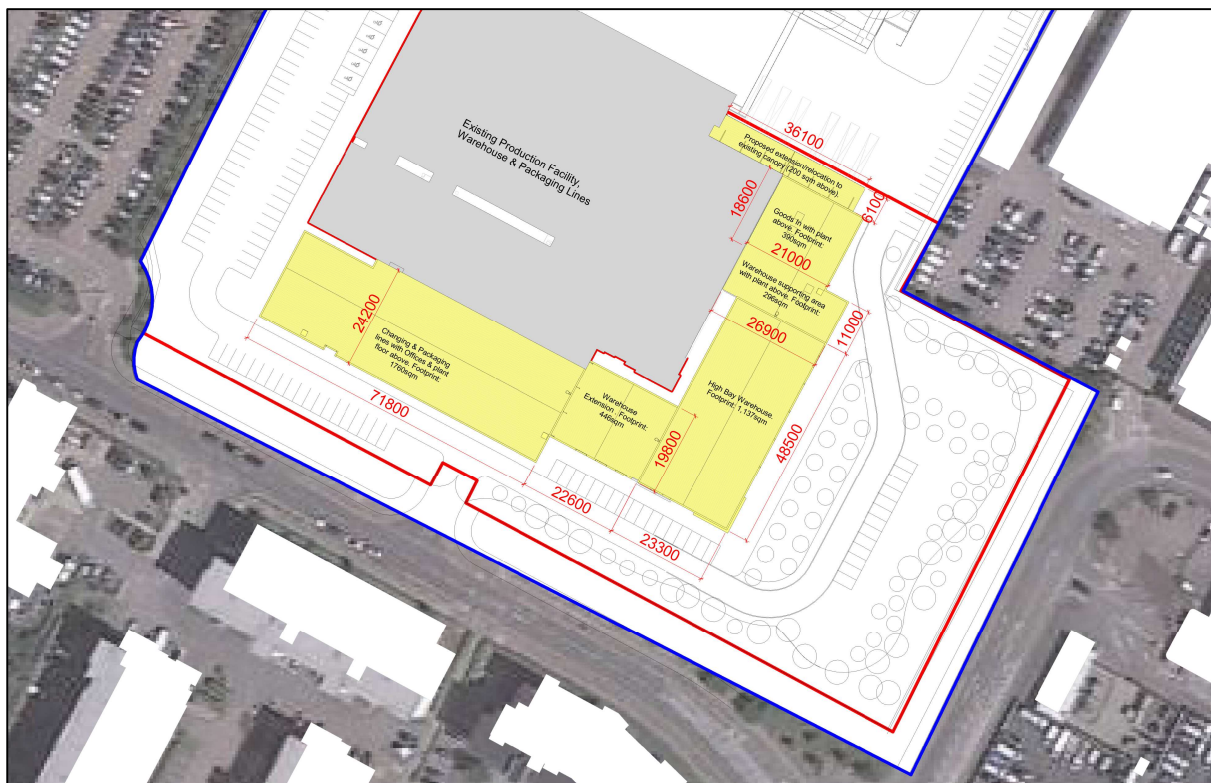
5.2 Proposed Expansion

The proposed expansion of the development site includes the following:

- Proposed extension/relocation to existing canopy
- Additional goods in area with plant above (390 sqm)
- Warehouse supporting area with plant above (296 sqm)
- High bay warehouse (1,142 sqm)
- Warehouse extension (447 sqm)
- Changing & packaging lines with offices & plant floor above (1,737 sqm)

Details of the above are also shown in Figure 9 and can be seen in more detail in Appendix A.

Figure 9. Proposed Expansion Locations



5.3 Site Access

The site is accessed from the existing vehicular access on Mosquito Way. An alternative access is also provided on Tamblin Way which us for emergency use, servicing and deliveries.

5.4 Car Parking Provision

There are currently 518 car parking spaces (originally the consent for the application granted 618 parking spaces, leaving 100 spaces for future requirements) for the existing 650 staff and visitors. Due to hybrid working, the current number of staff on site on any given day is estimated at 400.

A site-specific Travel Plan was developed in 2008 for the site, providing a long term management strategy aiming to create a meaningful shift towards sustainable means of transportation including walking, cycling and public transport.

Based on the proposed designs, a total of 46 spaces (27 phase 2 building and 19 phase 3 building) will be lost, however 30 new spaces will be added back in, equating to a net loss of 16 spaces.

It is not envisaged that any further parking provision would be required as part of the proposed extensions due to the impacts of hybrid working arrangements and the lower numbers of people travelling to the site, as noted above.

There are currently 18 blue badge parking spaces on site, this number is not expected to be increased. There are also 24 EV parking spaces provided on site, this number is not expected to be increased.

5.5 Cycling Facilities

In terms of cycling spaces, there are currently parking facilities for up to 74 cycles on site.

For cycle parking, the Welwyn Hatfield Supplementary Planning Guidance Document - Parking Standards (2004) indicates a requirement for mixed use business parks to have 1 long term cycle space per 10 staff.

Based on the additional 40 new staff, this would equate to a need for 4 additional long term spaces.

However, the current number of 74 spaces provided is above the 1 space per 10 staff ratio when adding together existing staff (650) and additional staff (40) – which equates to an overall requirement for 69 spaces.

This demonstrates that the site already complies with policy and therefore there is no policy requirement for additional cycle spaces.

Additionally, there are currently shower / changing / drying / locker facilities available for staff to use.

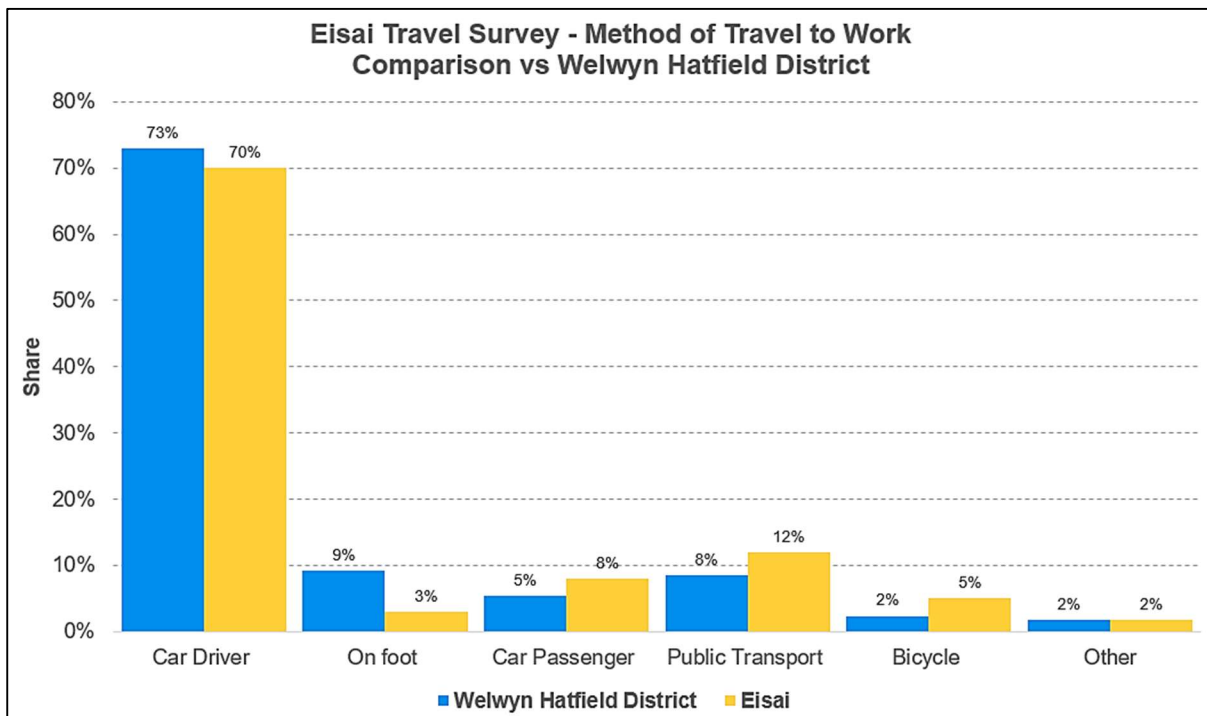
6. Trip Generation

This Section outlines the methodology adopted to determine the trip generation associated with the proposed development.

6.1 Eisai Knowledge Centre

Eisai have been proactive in assessing and monitoring employee and visitor travel habits. As part of this active approach, a pre-pandemic travel study has been conducted for the site in order to aid preparation of a robust Travel Plan which should be read in conjunction with this TS. Within this, a mode share for travel to / from the site has been established. The results of this study are outlined in Figure 10.

Figure 10. Method of Travel to Work – Eisai Knowledge Centre Travel Study / District Comparison



The travel study reveals that the proportion of employees utilising a private vehicle to travel is slightly lower than the district average, however still occupies the majority share at 70%. The proportion of people travelling on foot is significantly lower than the district average at 3%. Conversely, car sharing appears to be a more popular method of travel than for the district as a whole; occupying 8% of the share. Likewise, travel by public transport and bicycle is raised compared to the district average in 12% and 5%, respectively.

6.2 General Transport-Related Impacts of Covid-19

The importance of the Covid-19 pandemic upon travel behaviour is recent and whilst the immediate impacts might be short-lived, the longer-term disruption to travel and the trends identified above are increasingly requiring deeper consideration.

The pandemic has led to long term changes in commuter travel patterns, with many workers now adopting hybrid working arrangements.

Where feasible, businesses have rapidly transformed themselves to operating virtually, for the most part making greater use of videoconferencing technology. According to Office for National Statistics (ONS) only 1.7million people in the UK worked from home before the pandemic whereas during the lockdown this saw an increase to an estimated 20 million people working from their homes.

However, propensity to work from home varies hugely between sectors, with transport, storage, accommodation and food services among those presenting relatively few opportunities, contrasted with ICT and professional services for example. The sector in which Eisai operates falls into both of these categories; proportions of work undertaken at the site must be confined to the site itself, however other elements, such as desktop-based work, has the potential to benefit from the longer-term transition to hybrid working and as such reduce the demand for travel to the site.

6.3 Additional Trip Generation

The new extensions to the site would increase the number of site based staff by approximately 40 people. The additional site based staff would be split across three general shifts, with the inclusion of a hybrid working element, as follows:

- 06:00-14:00 – 12 staff
- 14:00-22:00 – 12 staff
- 08:00-17:00 (day shift) – 6 staff
- Hybrid working – 10 staff

The travel survey indicated that pre-covid, 3% of users arrive on foot; 5% of users arrive by bicycle; 12% of users arrive via public transport; 8% of users arrive via car share and 70% of users arrive in cars.

It is therefore assumed that the proposed expansion will generate 6 new employees arriving and 6 departing the site in the AM / PM peak hours. Assuming the existing 70% car mode share is applied to these new employees, this would result in 4 new car trips arriving in the AM peak with 4 departing in the PM peak.

This is not considered to be a significant number given the potential traffic volumes on the local road network, which will be utilised by these trips.

6.4 Additional Trip Generation (HGVs)

It has been indicated that currently an average of 12 lorries operate in and out of the site per day based on the post room booking the vehicles into the site. It is expected this number will increase by 25% due to the proposed expansion, which will result in additional 3 trips per day. Based on this level of growth, no further assessment is required.

6.5 Additional Trip Distribution

It is considered that 30 or more two-way traffic movements at a junction in an AM or PM peak hour is an appropriate threshold for modelling to be undertaken, to ensure the proposed development will not have an adverse impact on the operation of the network / junction.

Upon a review of the worse-case scenario additional trips, it is determined that junction modelling is therefore not required.

As outlined within Section 2 of this report, given the scale and condition of the existing local highway network within close proximity of the site, it can be determined that the additional trips can be comfortably accommodated within the network. Furthermore, there are no underlying highway safety issues within immediate proximity of the overall Eisai site.

6.6 Summary

Based on the scale of the proposed extension and the likely worse case number of additional trips associated with it, the impact on the local highway network is likely to be negligible. On this basis, no further junction capacity assessment is required.

7. Summary and Conclusions

7.1 Summary

- AECOM have been commissioned by EML to prepare a Transport Statement for the expansion of the EML facility based in Hatfield Business Park, Hertfordshire. EML is one part of the European Knowledge Centre at Hatfield and Eisai Europe Limited is also part of that.
- The existing baseline conditions of the site in relation to the existing local highway network have been reviewed to determine suitability for the proposed expansion.
- The accessibility of the site has been considered. Particular attention has been paid to sustainable modes of travel. This exercise identified that the site is suitably accessible by sustainable modes of travel.
- The road accident data for the most recent 5-year period was reviewed from Crashmap. This data was analysed and as no obvious patterns or trends were discovered it is considered that the additional development traffic would not impact upon road safety on the road network.
- The proposed expansion would not have adverse impact on the existing highway network.
- The additional trips can be accommodated within existing car parking provision, and the Framework Travel Plan will also assist in mitigating additional parking demand and promote more sustainable travel habits.

7.2 Conclusions

- The suitability of the site and the development has been considered in terms of highway and transportation issues. The road safety record of the highway network within the study area has been examined and no significant road safety problems have been identified.
- Thus, based on the findings within this TS, it is concluded the proposed expansion is forecast not to have a severe impact on the surrounding highway network in terms of capacity and safety. Therefore, in the context of paragraph 111 of the NPPF, planning permission should not be withheld for this application on transport or highway safety grounds.

Appendix A Proposed Expansion Drawings

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