

**FORMER BEALES HOTEL
COMET WAY
HATFIELD
HERTFORDSHIRE**
Framework Travel Plan



Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
02e	Draft Revised TP	Louise Wilson	Matthew Brown	Matthew Brown	11 October 2022

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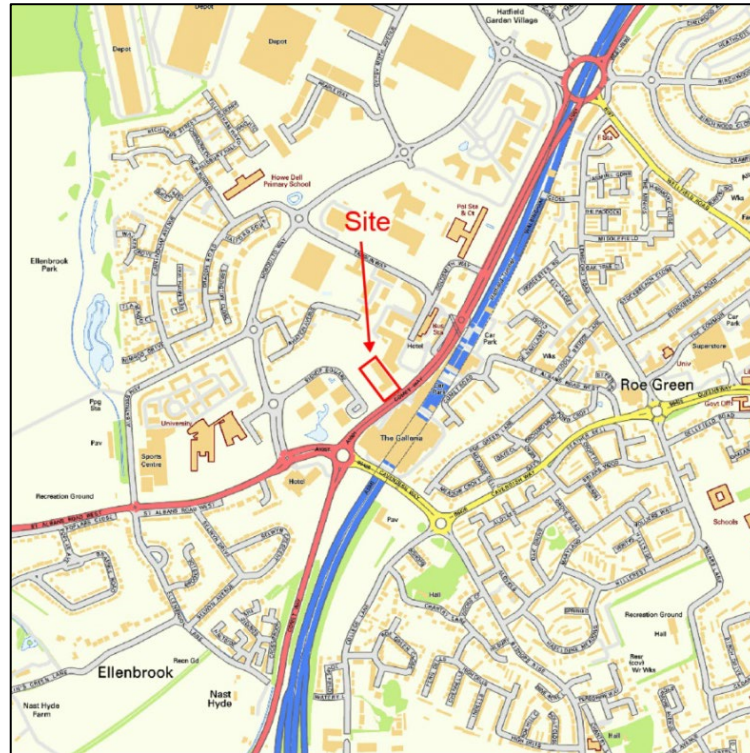
1 INTRODUCTION

- 1.1 RPS Consulting Services Ltd have been instructed by Hatfield Park Homes Ltd to provide transport and highways services in relation to the redevelopment of the site located at Former Beales Hotel, Comet Way, Hatfield, AL10 9NG. Overall, the development will provide 145 flatted residential units at the site with associated car and cycle parking, refuse storage and landscaping.
- 1.2 The proposed ground floor development plans are included in **Appendix 1**.
- 1.3 This Framework Travel Plan (FTP) has been provided to support the planning application for the redevelopment of the site.
- 1.4 The application site is within the jurisdiction of Welwyn Hatfield Borough Council (WHBC).

Site Description

- 1.5 The application site is located directly to the west of the A1001 Comet Way to the west of Hatfield town centre and Hatfield Railway Station.
- 1.6 The site is bounded to the north by a large car park, to the east by retail stores and restaurants, to the south by the A1001 Comet Way and to the west by a two-storey car park.
- 1.7 The existing site comprises of the Former Beales Hotel with a total of 53 hotel rooms, the site is now occupied by the YMCA providing hostel facilities on a temporary basis. The existing site is accessed by vehicles and pedestrians from the A1001 Comet Way on the sites southeast border, when exiting the site vehicles are only able to turn left travel in a north easterly direction with no right turns possible due to a central reservation.
- 1.8 The site is located within a clearway zone spanning the A1001 Comet Way meaning that parking is not permitted on the local highway network surrounding the site.
- 1.9 The site is serviced by excellent public transport connections including a wide variety of bus services within proximity to the site alongside Hatfield railway station to the east of the site.
- 1.10 The location of the site is illustrated below in **Figure 1**.

Figure 1: Site Location Plan



Development Proposals

- 1.11 The development proposals for Former Beales Hotel are outlined below. The proposed description of developments is:
- “Demolition of existing building and construction of residential units (Use Class C3) with private and communal amenity space, landscaping, access, associated car and cycle parking, refuse and recycling storage and supporting infrastructure.”**
- 1.12 The development proposal includes the provision of 125 residential car parking spaces, including 16 wheelchair accessible parking spaces, 13 active electric vehicle charging parking space and one car club space.
- 1.13 The application site has relevant planning history which is material to the consideration of this planning application.
- 1.14 The established lawful use of the site is for a Hotel (C1 use class). The site comprises of the former Beales Hotel with a total of 53 hotel rooms and 119 car parking spaces. The site is now occupied by the YMCA providing hostel facilities on a temporary basis. The site is accessed by vehicles and pedestrians from the A1001 Comet Way on the sites southeast border.

The Travel Plan

- 1.15 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is reviewed regularly. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document. The FTP covers all aspects of travel behaviour to, from and within the site including:
- Residents' and visitor travel to / from the site; and
 - Servicing and Deliveries.
- 1.16 The emergence of Travel Plans has been an important development in transport policy. These Travel Plans demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods.
- 1.17 A well-developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level. The Department for Health publication 'Choosing Health: Making Healthy Choices Easier (2004)' recognised the health benefits of walking and cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.
- 1.18 At this stage in the development process empirical data of travel behaviour is unknown. As such the document is prepared as a framework from which the final Travel Plan would be prepared. Notwithstanding this, the Travel Plan proposes the potential modal shift outcomes linked to appropriate measures aimed at encouraging more sustainable travel, as the development is car-free with no parking spaces the travel plan will ensure that travel by car to the site is as minimal as possible.

Travel Plan Structure

- 1.19 The structure of this Residential Framework Travel Plan is as follows, in line with HCC guidance:
- **Section 2** provides background information regarding the transport network in the vicinity of the proposed development, with reference to road links, walking, cycling, buses and trains. Information relating to the accessibility of local facilities in the vicinity of the site is also provided;
 - **Section 3** provides an overview of key national, regional and local policies relating to travel planning and details the benefits and key elements of Travel Plans;
 - **Section 4** provides a description of the Travel Plan Management, including Travel Plan Co-ordinator;
 - **Section 5** describes the aim, objectives, targets and measures of the Travel Plan and initiatives to achieve these within the residential development;
 - **Section 6** outlines the Monitoring the Travel Plan; and
 - **Section 7** describes the Action Plan, and review of the Travel Plan.

2 BACKGROUND INFORMATION

Site Description

- 2.1 The development site is located at the Former Beales Hotel, Comet Way, Hatfield, AL10 9NG.
- 2.2 The application site is located directly to the west of the A1001 Comet Way to the west of Hatfield town centre and Hatfield Railway Station.
- 2.3 The site is bounded to the north by a large car park, to the east by retail stores and restaurants, to the south by the A1001 Comet Way and to the west by a two-storey car park.

Local Highway Network

- 2.4 The A1001 is a two-way dual carriageway with footpaths located on either side, a 50mph speed limit is enforced along the carriageway within the vicinity of the site decreasing to 30mph approximately 100m to the west of the site. Streetlights are evident on both sides of the carriageway.
- 2.5 The A1001 Comet Way routes from its northern extent at the major 6 arm roundabout with Manor Road / Birchwood Avenue / Wellfield, to its southern extent at the major 4 arm Comet Roundabout.
- 2.6 Comet Way is a clearway which is shown by a sign at the start of the clearway parking restriction zone. The clearway parking restrictions are evident along the stretch of the carriageway within the vicinity of the site.
- 2.7 Access to the site is taken from the A1001 Comet Way. There is no right turn available when exiting the site meaning that traffic leaving the site must route northeast along Comet Way.

Parking and Waiting Restrictions

- 2.8 The site is not located within a Controlled Parking Zone. With the site located within a clearway zone, parking is not allowed on the local highway network surrounding the site.

Servicing and Deliveries

- 2.9 The existing site is serviced through the existing vehicular access along the A1001 Comet Way.

Walking and Cycling Accessibility

- 2.10 This section details the sites accessibility on foot and bicycle and looks at facilities and connections in the local area. It goes on to consider the available footway and crossing facilities in the area and interventions that will be deliverable by the development.

Pedestrian Infrastructure

- 2.11 The CIHT's guidance, *Guidelines for Providing for Journeys on Foot* (2000) states in paragraph 3.32 and Table 3.2 that the preferred maximum walking distance to facilities and local services is 2000 metres. The distances for various land uses, are set out in **Table 2.1** below.

Table 2.1: Acceptable Walking Distances (Metres)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 2.12 In accordance with National and Local planning policy and guidance, land use development sites should be accessible by a variety of transport modes thereby resulting in less reliance on the private car.
- 2.13 Manual for Streets (Paragraph 4.4.1) states the following:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”**
- 2.14 There are well established footways within the vicinity of the site, providing access to a range of local facilities, including local bus stops, retail stores, restaurants and supermarkets.
- 2.15 The Galleria is an outlet shopping centre providing a range of retail stores, cafes and restaurants approximately 320m walking distance from the site and is accessible using the existing footways and pedestrian crossings. The University of Hertfordshire, located approximately 480m walking distance from the site, is also accessible through the existing pedestrian footways, with controlled pedestrian crossings providing easy access for future residents.
- 2.16 Pedestrian access to the site is taken from the existing vehicular access located along the A1001 Comet Way. The pedestrian footway on the northern extent of Comet Way is a shared cycle / pedestrian footway.
- 2.17 Controlled pedestrian crossings are located at the major crossing points at both major roundabouts at the northern and southern extents of Comet Way. The Controlled crossing points are accompanied by dropped curbs, tactile paving and pedestrian refuge islands allowing for easy and safe crossing for people with all mobility needs.
- 2.18 **Appendix 2** shows indicative walking isochrones from the site, based on a walking speed of 80m per minute (circa 4.8kph), up to a maximum walking distance of 2km from the centre of the site. The walking isochrones demonstrate that the local bus stops, and many local facilities are within a reasonable walking distance of the site.

Cycle Infrastructure

- 2.19 Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). Topography is not an impediment to cycling within the vicinity of the site.
- 2.20 Off road shared pedestrian and cycle footways are located along Comet Way, Mosquito Way, St Albans Way, Cavendish Way and Wellfield Road. These cycle routes help to connect the site key local facilities including the University of Hertfordshire, The Galleria and David Lloyd Hatfield.

- 2.21 The southern Comet Way controlled crossing provides connections to Alban Way off road cycle route. Alban Way forms part of the National Cycle Route 61 which runs northeast through Hatfield’s residential area to Great north road and continues to Hatfield town centre and the railway station. National Cycle Route 61 also provides off road cycle connections to Welwyn Garden City to the north and St Albans to the north and could be used for commuting and leisure cycling.
- 2.22 A map showing the local Cycling Network located in close proximity to the site is illustrated in **Appendix 3**.
- 2.23 **Appendix 4** shows indicative cycle isochrones from the site at 1km (circa 5-minute cycle time) intervals up to 5km. The cycle isochrones indicate that all local facilities within the Hatfield area are within easy cycle distance of the site.

Accessibility to Local Facilities

- 2.24 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggest acceptable, desirable and maximum walking distances, as shown in **Table 2.2**.

Table 2.2: Acceptable, Desirable and Maximum Walking Distances

Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: IHT ‘Guidelines for Providing Journeys on Foot’

- 2.25 It is evident from **Table 2.2** that walking offers a great potential to replace short car trips, particularly, but not exclusively, for trips 2km or less.
- 2.26 **Table 2.3** identifies the walking and cycling distance and time to local facilities measured from the centre of the site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.
- 2.27 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:

“There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles) , and for cycling, it is 4 km (2.4 miles) , although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”

Table 2.3: Walking and Cycling Journey Distance to Local Facilities

Facility		Distance from centre of site (kilometre)	Indicative Journey Times (minutes)	
			Walk	Cycle
Education				
Nursery	Bright Comets Day	0.4	5	2
Primary School	Birchwood Avenue	1.5	19	8
Primary	Southfield	1.4	18	7
Secondary School	Hatfield Community Free School	1.3	16	7
Higher	University of Hertfordshire	0.5	6	3
Health and Community				
Primary Health Centre	Wrafton House NHS Surgery	1.2	15	6
Dentist	Birchwood Dental	1.1	14	6
Pharmacy	Asda Pharmacy	0.9	11	5
Pharmacy	Boots Pharmacy	1.1	14	6
Shopping / Retail				
Shopping Centre	Galleria	0.3	4	2
Town Centre	Hatfield	1.1	14	6
Supermarket	Aldi	0.2	3	1
Supermarket	Asda	0.9	11	5
Leisure Facilities				
Pub / Restaurant	Wetherspoon	0.1	1	1
Leisure Centre	David Lloyd Health Club	0.6	8	3
Sports Pitches / Facilities	University of Hertfordshire Sports Village	0.7	9	4
Leisure Centre	Birchwood Leisure Centre	2	25	10
Leisure Centre	Hatfield Swim Centre	0.8	10	4
Employment				
Employment Areas	Hatfield Town Centre	1.1	13	6
Employment Areas	Hatfield Business Park	0.6	8	3
Employment Areas	Hatfield Industrial Area - Gypsy Moth Avenue	1.2	15	6
Public Transport				
Bus Stops	Local Bus Stops	0.5	6	3
Rail Station	Hatfield	2.15	27	11

- 2.28 **Table 2.3** demonstrates that a range of key facilities within the Hatfield area are accessible from the development by foot or cycle, thereby minimising the need to travel by private car.
- 2.29 The development is also located within easy walk and cycle distance of the Galleria Shopping Centre and Hatfield Town centre. The location of Hatfield rail station to the east of the town centre would allow future residents who commute by rail, to access local facilities in the town centre and Galleria as part of a link trip. This will reduce the need for rail commuters to travel by car.

Public Transport

- 2.30 This section considers the existing availability of public transport in the vicinity of the site and reviews connections to local and wider destinations by rail and bus.

Hatfield Train Station

- 2.31 Hatfield National Railway Station is located approximately 2.15km walking distance to the east of the site and provides regular Great Northern and Thameslink services towards key destination including London Kings Cross, London Moorgate, Welwyn Garden City and Cambridge. Both Great Northern Railway and Thameslink provide regular AM and PM services through Hatfield Station. A summary of the National Rail Services is provided within **Table 2.4**.

Table 2.4: Summary of National Rail Services from Hatfield Railway Station

	Route	First Train (Mon-Fri)	Last Train (Mon-Fri)	Average Peak Frequency (per hour)
Great Northern	Hatfield – London Kings Cross	05:23	00:34	2
	Hatfield – Welwyn Garden City	05:51	02:14	6
Thameslink	Hatfield – Moorgate	05:30	23:30	4
	Hatfield – Cambridge	05:51	01:28	2

Source: TfL (September 2021)

- 2.32 A network map of the Southeastern Railway services is provided in **Appendix 6**.
- 2.33 The station provides 238 cycle parking spaces and is within easy 11-minute cycle ride of the development site. In addition, bus service 602 accessible from the Galleria bus stop C, provides a high frequency service that connects to the station.

Bus

- 2.34 There are 3 bus stops located within 450m walking distance from the site which provide access to a total of 17 bus services that provide regular services to several local destinations including Welwyn Garden City, Potters Bar, Cockfosters, Queensbury and Hatfield Railway Station.
- 2.35 **Table 2.5** provides a summary of these local bus services.

Table 2.5: Bus Services and Frequencies

Service	Route	Frequency (Buses per Hour)			
		AM Peak	PM Peak	Sat	Sun
The Comet Hotel					
301	Stevenage – Hemel Hempstead	2	2	2	1
302	Stevenage – Hemel Hempstead	1	2	2	1
341	Hatfield - Broxbourne	0	1	1	N/A
602	Hatfield - Watford	2	2	2	1
610	Cockfosters - Luton	1	3	1	N/A
611	Hatfield - Cockfosters	1 per day at 17:25 (Saturday – Sunday)			
612	Hatfield - Luton	1 per day at 16:55 (Monday – Friday)			
614	Hatfield - Queensbury	2	3	1	N/A
635	Hitchin - Watford	1	1	No Service	
641	Hertford - Broxbourne	No Service		1	N/A
644	Hatfield - Queensbury	1	1	No Service	
653	St Albans – Welwyn Garden City	2	3	2	1
Shuttle	Angerland Park & Ride - UH de Havilland	6	6	No Service	
242	Waltham Cross – Welwyn Garden City	5 Services from 10:06 – 17:56 (Sunday only)			
303	Hatfield - Oaklands	1 per day at 08:00 (Monday – Friday)			
312	Hatfield – Bell Bar	1 per day at 10:10 (Wednesday Only)			
724	Heathrow Airport – Harlow Bus Station	1	1	1	1 Service every 2 hours

Source: Unobus.info / Intalikhk.org.uk (November 2021)

- 2.36 **Table 2.5** shows that the site is served by a total of 3 bus stops within proximity to the site, these services provide a total 20 bus services in the morning peak and 27 services in the evening peak. These bus services route to several key local destinations such as Watford, St Albans, Welwyn Garden City and Hatfield centre.
- 2.37 Hatfield Railway Station can be accessed by bus service 602 from The Galleria (Stop C) which is approximately 400m walk distance from the site (approximately 5-minute walk), the bus from this stop takes approximately 10 minutes to get to Hatfield Railway Station.

2.38 A map showing the local bus routes is provided in **Appendix 5**.

Summary

2.39 Given that the site is close to an abundance of local bus services and is within proximity to Hatfield Railway Station providing services to key destinations, it can be concluded that sustainable transport modes will be a key method of travel for future residents of the development site.

3 POLICY CONTEXT

Introduction

- 3.1 Travel Plans have become an important tool for the delivery of national and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. The relevant national, regional and local policy and guidance are outlined within this section of the Travel Plan.

National Planning Policy and Guidance

National Planning Policy Framework (NPPF, 2021)

- 3.2 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and February 2019.
- 3.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Providing Sustainable Transport'.
- 3.4 Paragraph 110 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
- a. **Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
 - b. **Safe and suitable access to the site can be achieved for all users;**
 - c. **The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and**
 - d. **Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**
- 3.5 Paragraph 111 continues that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**
- 3.6 In terms of planning applications NPPF states at paragraph 112(a) that development should:
- “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”**

3.7 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

3.8 Regarding parking, Paragraph 107 of the NPPF states that:

“If setting local parking standards for residential and non-residential development, policies should take into account:

a. The accessibility of the development;

b. The type, mix and use of the development;

c. The availability of and opportunities for Public Transport; and

d. Car ownership levels.”

3.9 Paragraph 108 states that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework)...”

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

3.10 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.

3.11 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.

3.12 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with NPPF.

3.13 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

National Highway Design Guidance

3.14 Any proposed changes to the existing public highway design will be in accordance with the Manual for Streets (MfS 2007) document.

Local Policies and Guidance

Hertfordshire Local Transport Plan (2018)

- 3.15 Since 2014 Hertfordshire County Council (HCC) have been working on a new Transport Vision for Hertfordshire, which has resulted in the adoption of the new Local Transport Plan (LTP4). The LTP4 builds on the Local Transport Plan 3 which was published in 2011 to cover the period to 2031. This LTP 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.
- 3.16 The Hertfordshire Vision states:
- a. **“We want Hertfordshire to be a county where people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities.” In order to achieve this vision, the LTP aims to deliver nine transport objectives which contribute strongly to the Place, Prosperity and People elements of the vision. The objectives are:**
 1. **Improve access to international gateways and regional centres outside Hertfordshire;**
 2. **Enhance connectivity between urban centres in Hertfordshire;**
 3. **Improve accessibility between employers and their labour markets;**
 4. **Enhance journey reliability and network resilience across Hertfordshire;**
 5. **Enhance the quality and vitality of town centres;**
 6. **Preserve the character and quality of the Hertfordshire environment;**
 7. **Reduce carbon emissions;**
 8. **Make journeys and their impact safer and healthier; and**
 9. **Improve access and enable participation in everyday life through transport.”**
- 3.17 Cutting across the objectives are four principles guiding activity, which feature common to activities to manage and improve the transport system. The principles are:
1. **“Integration of land use and transport planning**
 2. **Application and adoption of technology**
 3. **Cost effective delivery and maintenance**
 4. **Modal shift and encouraging active travel.”**

Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission (2016)

3.18 The draft Local Plan sets out the Council’s planning framework for the borough, identifying how much and what type of development is needed and where it should be accommodated. The previous district plan was adopted in 2005 and covered the period up to 2011. The new Local Plan covers the period to 2032. Policy SADM 2 and SADM3 are of relevance to this TS. Policy SADM2 states:

- “Developments will be permitted provided:**
- a. There would be no unacceptable impacts on the local and / or strategic transport network. Development proposals which generate a significant amount of traffic movements must be accompanied by either a Transport Assessment or Transport Statement as appropriate in accordance with the criteria in the Hertfordshire County Council Highway Design Guide.**
 - b. There would be no impact on highway safety.**
 - c. They are designed to allow safe and suitable means of access and site operation.**
 - d. They provide satisfactory and suitable levels of parking.”**

3.19 Policy SADM3 states:

“All development at or above the thresholds set out in Hertfordshire County Council’s Travel Plan Guidance will be required to submit a Travel Plan as part of a planning application.”

Welwyn Hatfield District Plan Review – Car Parking Standards (2004)

3.20 Welwyn Hatfield District Plan Review – Car Parking Standards (2004) Appendix A sets out the parking standards for the district which are summarised in **Table 3.1**.

Table 3.1: Welwyn Hatfield Maximum Car Parking Standards

Use Class	Description of Development	Maximum Car Parking Standards	
		Zones 1 and 2	Elsewhere
C3 Residential	a) General needs	0.75 spaces per bedsit	1.25 spaces per bedsit
	ii) 1 Bedroom dwellings	0.75 spaces per bedsit	1.25 spaces per dwelling
	iii) 2 Bedroom dwellings	1 space per dwelling	1.5 spaces per dwelling
	iv) 3 Bedroom dwellings	1.5 spaces per dwelling	2.25 spaces per dwelling
	v) 4 or more bedroom dwellings	2 spaces per dwelling	3 spaces per dwelling

Summary

- 3.21 The key transportation policy is to ensure that development is in locations, which are or can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 3.22 In terms of sustainability the site is well located in respect of the local transport network. The development site is well located to local facilities and bus services and is within easy cycle distance of Hatfield rail station with frequent train services. The site will therefore provide future residents with realistic and sustainable travel alternatives to the private car.
- 3.23 The development proposal has been designed carefully to balance the relevant policy and design guidance. Safe and suitable access to the development for all modes of transport will be provided and parking is proposed to be at an appropriate level ensuring the opportunities for travel by sustainable modes will be maximised.
- 3.24 As such, the development being proposed is in a sustainable location which is accessible by modes other than the private car in accordance with relevant Local and Central Government policy.

4 TRAVEL PLAN MANAGEMENT

Introduction

- 4.1 In the context of this development, the FTP will be orientated towards influencing travel behaviour of resident's journeys and will seek to advise this group on the benefits of using alternative transport modes by promoting their use as an alternative to travel by car. The developer will be responsible for the overall implementation of the Travel Plan which will be secured by way of planning condition.

Travel Plan Co-ordinator

- 4.2 To effectively implement and manage the Travel Plan, the developer will appoint and fund an appropriately skilled TPC for the proposed development. It is most likely that they will undertake their TPC duties for a few hours each month. This will increase considerably when the baseline travel surveys, and any subsequent surveys, are being undertaken at the site. The TPC should have:

- Good communication skills;
- Show an interest in environmental issues; and
- Have project management experience.

- 4.3 The TPC will be advised of the relevant contact personnel at HCC and will act as a central point of contact for HCC regarding the implementation of initiatives and the ongoing monitoring of the Travel Plan targets. The TPC will be responsible for the implementation, administration and monitoring of the Travel Plan.

Role Of The Travel Plan Co-ordinator

- 4.4 The TPC will be a part time position, and their primary responsibilities are:
- To promote and guide the development of the Travel Plan within the approved framework;
 - To retain an awareness of local, regional and national transport policies and programmes to ensure that the Travel Plan remains current;
 - To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to residents;
 - To identify public transport fare discount opportunities;
 - To promote the Travel Plan alongside national events (e.g. walk to work week);
 - To provide a point of contact and travel information for residents;
 - To set SMART targets for the percentages of trips by each mode of travel; and
 - Undertake baseline TRICS compliant survey to obtain information on residents' travel habits and compare these to the modal split targets identified from the baseline surveys. Follow up with subsequent reviews (and surveys if necessary) at Years 1, 3 and 5 following the baseline surveys.

- 4.5 The TPC will ensure that all the necessary systems relating to the Travel Plan, e.g., data collection and recording, travel database, travel questionnaires etc, are established, maintained and regularly updated. The TPC will also ensure relevant information is available for inspection by HCC as necessary.
- 4.6 The TPC will use the results of the travel surveys to finalise the SMART targets for the initial five-year period of the Travel Plan, which will form part of the final Travel Plan.
- 4.7 The TPC will liaise with officers of HCC responsible for cycling and public transport as required, to ensure maximum advantage is being taken of sustainable initiatives for travel.
- 4.8 The TPC will make use of notice boards and network facilities to distribute and collect information as well as providing speedy access to bus and rail timetables, for all residents at the site. This information will be available to answer all personal travel needs to and from the site.
- 4.9 The TPC will implement the monitoring strategy. The baseline travel survey will be undertaken within six months of first occupation of the development and subsequent reviews at Years 1, 3 and 5. The TPC should use the results of the travel surveys to develop specific measures within the Travel Plan to encourage more sustainable travel.
- 4.10 The TPC should seek to discuss potential remedial actions with HCC during the preparation of the Travel Plans. If the Travel Plan fails to meet the targets, then the implementation of further appropriate measures will be considered by the TPCs in consultation with HCC.

Partners and Stakeholders

- 4.11 Travel Plans need partnerships for its long-term success. Organisations need to work with several partners and internal stakeholders during the implementation process. Partners integral to the success of the Travel Plan include HCC, local bus and rail operators and cycle user groups. It is expected that all partners will make an active contribution to the process. The TPC will be a central figure in establishing partnerships and maintaining links and communication.
- 4.12 The TPC will be appointed prior to the occupation of the proposed buildings. Given the scale of the development it is envisaged that the TPC will on average spend three days a month managing the TP.
- 4.13 Similarly, it is important that the Travel Plan has the support of internal stakeholders. Residents will be able to contribute towards the identification and implementation of strategies that span across many areas of interest. Feedback from residents allows opportunities for the sharing of knowledge, experience, valuable information and contacts. This will be an ongoing process throughout the lifetime of the Travel Plan.
- 4.14 A steering group or reference group is also important to the success of a Travel Plan. It ensures that different stakeholders are represented during the development of the plan and can contribute towards the identification and implementation of strategies that span across many areas of interest. The group allows opportunities for the sharing of knowledge, experience, valuable information and contacts.

Funding

- 4.15 The developer will be responsible for funding the implementation of the Travel Plan in accordance with the actions and timetables set out herein. This will include the:
- implementation of the measures set out within the Travel Plan;
 - costs associated with the appointment of a Travel Plan Coordinator; and
 - monitoring of the Travel Plan.

5 MEASURES

Introduction

- 5.1 This section of the Travel Plan sets out the aim, objectives and targets that will be used to promote the Travel Plan and sustainable transport modes within the proposed residential development.

Aim

- 5.2 As Travel Plans are used to ensure that more sustainable means of transport are used, the aim of the Travel Plan is therefore to:

“Maximise trips to and from the sites by active and sustainable modes of travel and to reduce the need to travel by private car by residents, employees and visitors.”

Objectives

- 5.3 The aim of the Travel Plan will be achieved through the delivery of a series of objectives:
- **Objective 1:** Raise awareness of sustainable and active travel methods;
 - **Objective 2:** Provide Travel Information Packs to residents;
 - **Objective 3:** Ensure the site is accessible to all users including those with mobility problems;
 - **Objective 4:** Continually evaluating the transport needs of residents and visitors; and
 - **Objective 5:** Maintaining a line of communication with residents to ensure they have access to relevant travel information.

Travel Plan Benefits

- 5.4 The development and implementation of the Travel Plan to meet the objectives would benefit residents and visitors at The Former Beales Hotel. The benefits would include:
- Minimise the impact on surrounding local highways and local communities;
 - Reduce the cost of personal travel;
 - Improve personal and wider community health; and
 - Minimise air and noise pollution.
- 5.5 These objectives generally accord with those of the Government, HCC and WHBC.

Baseline Travel Data

- 5.6 The travel patterns of future occupants/users are unknown and therefore in accordance with best practice, the development trip generation has been used on trip rates derived from the TRICS database and local census data.

- 5.7 The 2011 Census Method of Travel to Work data has been included to provide the baseline data on the local travel characteristics within the surrounding area.
- 5.8 Census 2011 Method of Travel to Work data for the resident population (dataset QS701EW) of the local area (E02004989: Welwyn Hatfield 010) is outlined in **Table 5.1**.

Table 5.1: Proposed Residential Multi-Modal Trip Generation

Mode	Baseline Modal Split (%)
Underground*, metro, light rail, tram	2%
Train	8%
Bus, minibus or coach	7%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	56%
Passenger in a car or van	6%
Bicycle	3%
On foot	16%
Other method of travel to work	0%
Total	100%

*The nearest underground to the site is Cockfosters (Piccadilly Line) and High Barnet (Northern Line), however it is likely residents will travel via public transport or car to reach these.

- 5.9 As can be seen from **Table 5.1** a total of 56% of residents within the local area travel to work in a single occupancy vehicle.
- 5.10 Trip rates and modal splits were established in the accompanying Transport Statement (RPS Report JNY11241-01).
- 5.11 The forecast mode share and multi-modal trip generation has been presented in **Table 5.2** of the Transport Statement (RPS Report JNY11241-01).
- 5.12 The proposed trip generation is provided in **Table 5.2** below.

Table 5.2: Proposed Multi-Modal Trip Generation

Mode	Modal Split (%)	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
		Underground*, metro, light rail, tram	2%	0	1	1	2	2	1	5
Train	8%	1	4	5	9	9	4	19	21	40
Bus, minibus or coach	7%	1	3	4	8	8	4	17	18	35
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	1%	0	0	1	1	1	1	2	3	5
Driving a car or van	56%	8	25	33	63	63	31	132	145	277
Passenger in a car or van	6%	1	3	4	7	7	3	14	16	30
Bicycle	3%	0	1	2	3	3	2	7	8	15
On foot	16%	2	7	9	18	18	9	38	41	79
Total	100%	13	45	58	111	111	55	234	256	489

*The nearest underground stations to the site are Cockfosters (Piccadilly Line) and High Barnet (Northern Line), however it is likely residents will travel via public transport or car to reach these from the proposed development site.

Targets

- 5.13 The targets set out within this Travel Plan would provide a clear measure of the Travel Plan’s progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the Travel Plan.
- 5.14 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be ‘SMART’ – specific, measurable, achievable, realistic and time-related.
- 5.15 Targets come in two forms – Output and Outcome Targets. Output Targets are non-quantifiable actions that need to be achieved by a certain time, while Outcome Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Output Targets

- 5.16 The output targets below demonstrate what will be undertaken to ensure the successful delivery of the Travel Plan. The output targets have been listed below:
- Submit the Travel Plan to the Council for approval three months prior to occupation;
 - Appoint a TPC and provide contact details to the HCC Travel Plan Officer prior to first occupation of the development;

- Provide a Welcome Travel Information Pack to all residents upon arrival, which will include written details of the Travel Plan;
- Undertake a TRICS compliant baseline monitoring survey at the site, to the agreed methodology with HCC, no later than six months after first occupation of the dwellings or at 75 per cent occupancy of the dwellings (whichever date comes first);
- Submit a revised Travel Plan to HCC with amended baseline travel patterns once the initial survey results are available;
- Submit a monitoring report to HCC to compare changes with the initial Travel Plan;
- Undertake TRICS compliant surveys at years 1, 3 and 5 after the baseline survey;
- Submit the revised Travel Plans to HCC with amended baseline travel patterns once the surveys are complete; and
- Submit monitoring reports at years 1, 3 and 5 from the baseline survey to compare changes from previous travel surveys.

Outcome Targets

- 5.17 The progress of the Travel Plan will be measured against specific outcome targets, typically targeting modal shift. Such targets are Specific, Measurable, Achievable, Realistic and Time-Bound (SMART). The outcome targets set, will quantify this aim.
- 5.18 It is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel. This has been based upon the TRICS data, in the absence of baseline survey data at the time of preparing this Travel Plan. This data is presented previously in this section.
- 5.19 The Travel Plan targets (and indicators by which the targets can be measured) are set out in **Table 5.3**.

Table 5.3: Travel Plan Targets

Monitor and Review Cycle Parking Provision (Objectives 1, 2, 3, 5 and 6)	
Specific	Cycle parking will be monitored, and the use of the spaces will be reviewed. Consider increasing provision if cycle parking demand consistently exceeds 90% provision.
Measurable	The monitoring and review of on-site cycle parking is recorded by the TPC.
Achievable	TPC to action.
Realistic	Yes. If provision needs to be varied, then the TPC will consider increasing provision with the developer.
Time bound	Ongoing monitoring and review.
Provision of Current Travel Information to All Residents (Objectives 1, 2, 3, 4, 5 and 6)	
Specific	The TPC will provide new residents with a welcome pack and will maintain notice boards with current information on travel options and resident notice boards.
Measurable	This will be verified annually by the TPC.
Achievable	The TPC to action. The travel information provided on the notice boards will be the responsibility of the TPC.
Realistic	Yes. The notice boards are placed in common spaces that are frequently used.
Time bound	Ongoing.
Travel Plan Availability to All Residents (Objectives 1, 2, 3, 4, 5 and 6)	
Specific	This Travel Plan will be communicated to all residents. An up-to-date copy of the Travel Plan will always be available on request.
Measurable	This will be verified annually by the TPC.
Achievable	The TPC to action. It will be the responsibility of the TPC to ensure that all residents have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.
Increase Proportion of Residents Travelling on Foot, Bicycle and Public Transport (Objectives 1, 2, 3, 4, 5 and 6)	
Specific	Increase proportion of residents travelling by foot, bicycle and public transport.
Measurable	This will be verified through the travel surveys.
Achievable	The TPC to action. All residents will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Increase proportion by the year 3 survey and then maintain or a further increase by the year 5 survey.

- 5.20 The baseline travel survey will identify the modal shift from which the Travel Plan measures can be tailored to more site-specific measures.
- 5.21 If the targets are not achieved, the TPC will revisit the Travel Plan to determine whether additional measures and targets may be required. The preliminary modal split targets for residents will be set out in the full Travel Plan following receipt of the baseline travel surveys.

Marketing and Promotion

- 5.22 To ensure that the residents are informed about the Travel Plan, marketing and awareness measures will be used to promote sustainable travel behaviour.
- 5.23 Travel information will be provided on the availability of all sustainable travel modes and initiatives available to residents. The provision of accurate and up to date information, together with wide ranging publicity, can thus form a fundamental basis for all the other Travel Plan initiatives.

Welcome Pack

- 5.24 New residents will be made aware of all travel choices and will be provided with accurate and up-to-date information. This will help to encourage a culture of sustainable travel. Accordingly, new residents will be presented with a Welcome Pack by the Travel Plan Coordinator setting out details of the following:
- Details of the Travel Plan measures and its objectives and targets;
 - Plans of walking and cycle routes in the area and WalkBUDi and BikeBUDi matching services;
 - Passenger transport timetable information for services in the vicinity of the site and onward connections, including rail timetables and maps showing nearest bus stops and routes;
 - Contact details for the bus / rail operators and ticket ordering;
 - Contact details for local cycling groups and shops, and information on cycle training courses;
 - Information on any discounts that they will be entitled to as new or existing students such as the young person's rail card and young person's coach card;
 - The TPC will promote the use of contactless payments on public transport; and
 - Contact Details for the Travel Plan Coordinator.

Training Sales Staff

- 5.25 Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who may see it as an opportunity to plan changes in their choice of travel. It is important that all new prospective residents are made aware of the transport characteristics of the development from the outset to ensure that misunderstandings do not arise later.
- 5.26 The TPC will inform prospective residents about the proximity of the local bus stops and services and Hatfield Railway Station to the site. This should assist in encouraging future residents to travel via these modes.

- 5.27 The site is accessible by public transport services, in particular the abundance of bus services, and has convenient walking and cycling links. These are positive features of the development which will be emphasised to prospective residents in any promotional literature created for the site.

Community Events

- 5.28 The TPC will arrange community travel events either within the development or at a nearby community facility. The events could be arranged to tie into national campaigns such as National Cycle to Work week to ensure that the maximum impact can be gained. The focus of the community events will be to promote the Travel Plan and ensure engagement and ownership of the objectives and targets by the residents.

Incorporating Sustainable Travel in Design

- 5.29 The development will be designed to encourage sustainable travel. Further details of this will be described in the Full Travel Plan once the measures have been fully developed.

Additional Measures to Promote Bus Travel

- 5.30 1 month bus vouchers will be provided to residents to encourage use of local bus travel to and from the development for local bus routes to key destinations such as Welwyn Garden City, Potters Bar, Cockfosters, Queensbury and Hatfield Railway Station. This will be agreed by HCC and the TPC as part of the detailed Travel Plan to be secured by planning condition post application.

Additional Measures to Facilitate Walking

- 5.31 Walking is the most sustainable method of travel, has several proven health benefits and is an important source of personal freedom. Walking is important for most people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to higher education facilities, particularly for those residents that live within two kilometres (approximately 1.25 miles).
- 5.32 The Institute of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) suggest 'acceptable', 'desirable' and 'preferred maximum' walking distances for pedestrians without mobility impairment for some common trip purposes.
- 5.33 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc). As for cycling, walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 5.34 The Travel Plan Coordinator (TPC) will be responsible for raising awareness amongst residents residing at the new development of the health, financial, and practical benefits of undertaking journeys by foot.
- 5.35 The effective promotion of active modes of transport such as walking, and cycling is a key part in achieving the sustainability goals of this Travel Plan. However, there are certain factors such

as weather conditions and daylight / light levels, physical barriers to movement (including major roads, watercourses and railway lines) that affect the number of users willing to use this mode.

5.36 To combat this issue, the TPC will research the local area and provide a plan showing routes around the development that are lit, accessible and suitable for the use of pedestrians. This plan will be displayed on the communal notice boards near the building's entrance.

5.37 To encourage residents and visitors to walk the development the TPC will:

- Promote Living Streets' 'National Walking Month' in conjunction with WHBC;
- Continue to teach residents to recognise and manage risk and make safer choices about healthy lifestyles, different environments and travel; and
- In conjunction with WHBC, continue to review possible changes to the immediate vicinity of the development to enhance the public realm for pedestrian movements.

Additional Measures to Facilitate Cycling

5.38 Cycling is cheap, offers reliable journey times and is environmentally friendly. Encouragement of cycling can help to improve people's health and can offer substantial health benefits to individuals who are motivated to complete more journeys by bicycle.

5.39 The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. Increased levels of cycling can offer benefits to residents through the role of active travel in helping to:

- Reduce the risk of type 2 diabetes;
- Reduce the risk of colon cancer;
- Prevent high blood pressure;
- Decrease the risk of coronary heart disease;
- Control body weight; and
- Prevent osteoporosis.

5.40 To encourage residents to cycle, the TPC will:

- Make cycle route information easily available in communal areas;
- Provide safe, secure, lit long stay cycle parking facilities for bicycles in accordance with Hertfordshire County Councils cycle parking standards;
- Provide external visitor spaces;
- Continually review the cycle parking arrangements and increase provision if cycle parking demand exceeds provision;
- Continue to teach residents to recognise and manage risk and make safer choices about healthy lifestyles, different environments and travel;
- Publicise local initiatives being offered to promote safe cycling;
- Take part in national events such as Bike Week;

- Promote the accessibility of local facilities by bike;
- Investigate offering cycling proficiency classes to residents of the site such as Bikeability; and
- Undertaking annual cycle parking audit and if 90% occupancy is reached, the provision of additional secure cycle parking will be considered.

Additional Measures to Promote Public Transport

- 5.41 The provision of good quality public transport alternatives is normally considered to be one of the most effective means of encouraging less use of the private car. It has been established that there are excellent public transport links close to site, which offers a real potential to maximise the use of public transport services to and from the site.
- 5.42 The TPC will promote and encourage the use of bus and rail services, ensuring all service information is prominently displayed in common rooms, within easy access of all residents and visitors.
- 5.43 The TPC will work closely with HCC and the bus and rail companies to positively market and promote the use of bus and rail services to encourage the use of public transport.
- 5.44 In addition, the TPC will seek to maximise the use of public transport in the following ways:
- Regularly seek information from all residents using public transport on ways in which services may be improved; and
 - Regularly update public transport information displayed and available to all residents, and the TPC will also contact the public transport officer at Hertfordshire County Council to request copies of any appropriate bus/rail route maps and any other information available to promote public transport usage.

Car Clubs

- 5.45 Enterprise Car Club operate several car club spaces. Local to the site there is an accessible Enterprise Car Club at The Galleria.
- 5.46 The proposed development will provide one car club spaces plus one year membership via Enterprise (or alternative) for every eligible adult residing in a dwelling meeting the car club operational membership criteria. Information regarding this will be included as part of the detailed Travel Plan.
- 5.47 The provision of car club facilities will provide future residents with an alternative to private car ownership and accommodate the need for occasional journeys by car.
- 5.48 Enterprise Car Club also offers hybrid and fuel-efficient vehicles, with 45% of Enterprise Car Club vehicles being electric or hybrid.

Managing Car Use

- 5.49 Given the sites proximity to public transport facilities, in particular the abundance of bus stops and services, it is expected that a proportion of the residents will utilise public transport, cycling and walking as their primary modes of travel and not rely on the use of the private car.

- 5.50 Although car use will make up a large proportion of the trips at the site, it is expected that this will be reduced due to the site's proximity to the sustainable transport modes.
- 5.51 Where there is evidence of excessive car trips at the site, the TPC will actively promote the local car share database and assist residents who wish to join a car share scheme. The TPC will liaise with LiftShare to identify best practice in terms of ensuring the scheme is promoted comprehensively.

Personalised Travel Planning

- 5.52 Complete and easy to understand information about travel information is an essential ingredient for a Travel Plan. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives. Therefore, baseline surveys and assessment are important elements in the travel planning process.
- 5.53 The TPC will offer all residents a form of personalised travel planning on arrival to the site. Residents can also ask the TPC for a personalised travel planning session should they require one.
- 5.54 The TPC will also inform all residents of the national journey planner website <http://www.transportdirect.info>. The website offers information for door-to-door travel, which incorporates walking as part of a longer journey by public transport. It provides a personalised travel planning tool for people and outlines the various modal options on offer for individual journeys. The site provides comprehensive, easy-to-use travel information to help plan journeys effectively and efficiently.
- 5.55 The TPC will also provide details for links to other websites allowing for journey planning and public transport information. The websites will provide links to up-to-date cycle maps, bus maps/timetables and the ability to calculate distances when walking and cycling to the site, including:
- Google maps (distance calculator for walking and cycling and bus stop location details): <https://www.google.co.uk/maps>;
 - Cycle map and cycle information: <http://www.sustrans.org.uk> or <http://www.cyclestreets.net>;
 - Bus and rail information via 'Intalink': <http://www.intalink.org.uk/plan-your-journey>;
 - Rail information via 'National Rail': <http://www.nationalrail.co.uk>;
 - Bus information via 'Traveline': <http://www.traveline.info>;
 - Walking information via 'Walkit': <http://walkit.com>; and
 - Car sharing: <https://liftshare.com/uk>.
- 5.56 The Travel Welcome Pack will be issued to each resident upon arrival to the development. It is proposed these will incorporate the following (subject to agreement with HCC's Travel Planning department):
- Contact details for the TPC;
 - Copies of local cycle, bus and National Rail network maps;

- Public transport timetables, information and bus ‘taster’ ticket if feasible, location of local car club spaces;
- Travel options leaflet;
- Information and details of local cycle shops, facilities, training and cycle shop discount voucher if feasible;
- Information on local community transport initiatives;
- Details of useful websites e.g., journey planning, local bus, national express and national rail;
- Details of car sharing, including awareness of local schemes and National Liftshare Week if residents express an interest in car sharing as a passenger;
- Information on local amenities such as health, leisure, retail, recreation and employment facilities; and
- An opportunity to provide feedback or suggestions to the TPC.

6 MONITORING THE TRAVEL PLAN

Introduction

6.1 HCC requires applicants / developers to commit to a long-term management framework and monitoring strategy for their travel plans to achieve sustainable and lasting results. A successful Travel Plan must be a long-term management strategy that is constantly monitored, updated and its performance reviewed. DfT state that:

“The plan continues for the life of the development and requires commitment from occupiers and partners. It is not simply a means of securing planning permission.”

Monitoring

6.2 The TPC will be responsible for the monitoring and review of the Travel Plan. The objective of the monitoring process is to regularly assess the travel patterns of residents and identify when / if the plan, or elements of the plan, may need to be changed or if further marketing initiatives are required.

6.3 The TPC will undertake TRICS compliant surveys within six months from first occupation of the site or at 75% occupation. Subsequent monitoring will be undertaken on the anniversary of the baseline survey in years 1, 3 and 5.

6.4 The TRICS surveys are a standardised methodology which are undertaken by approved suppliers. The survey collates the following information:

- Descriptive information on a site's local environment and surroundings, and the composition and functions of a site;
- Its on-site and off-site parking facilities;
- Half-hourly, directional multi-modal transport count results; and
- Mode share of site users.

6.5 In addition, the TPC might also collect the following information:

- Seek feedback from HCC and public service operators to establish the perceived level of demand for services; and
- Record comments made by residents on the operation of the Travel Plan.

6.6 **Table 6.1** presents a timetable for implementing the Travel Plan's administrative actions and activities. The actions listed below all fall under the responsibility of the TPC.

Table 6.1: Monitoring Plan

Data Collection	Key Information	Frequency	Responsibility
Baseline Travel Survey	<ul style="list-style-type: none"> • modal split; • awareness of the travel plan; and • travel attitudes. 	Six months following first occupation or at 75% occupation. Thereafter at years 1, 3 and 5 after the baseline travel survey.	TPC
Site Audit	<ul style="list-style-type: none"> • cycle parking usage; • parking utilisation. 	To be agreed	TPC
Identification of New Travel Plan Initiatives	Potential new measures for inclusion within the Travel Plan.	On-going	TPC
Communication / Meeting with HCC	To discuss scheduled improvement to sustainable transport infrastructure.	Annually	TPC
Monitoring Report to be Submitted to HCC	Summary of baseline travel survey.	At years 1, 3 and 5 after the baseline travel survey.	TPC

7 ACTION PLAN

Review Mechanisms

- 7.1 The TPC will review the survey data against the Travel Plan targets within one month after each survey. The survey results and review will subsequently be submitted to HCC for approval.
- 7.2 The review will identify the level of person trips generated by the development and the associated modal split. In doing so this will identify which travel modes are most attractive and which measures are proving most effective. It may be necessary to redirect resources from those measures that are proving less effective to ensure that the Travel Plan focusses on the modes of travel which are most attractive to residents.
- 7.3 Following the surveys and if the headline targets are not being achieved, remedial actions will be taken to guide the Travel Plan better towards achieving these. These actions would be agreed with HCC within three months of the submission of the survey results. An example of the mitigation measures that the developers will be committed to are stated as follows, but not limited to:
- Increase the marketing and promotion of the Travel Plan and travel options;
 - Review and promote sustainable transport infrastructure such as cycle parking and access routes to bus stops;
 - Introduce a further targeted Personalised Travel Planning program; and
 - Hold further 'Travel Plan days' to promote the Travel Plan.
- 7.4 The type of remedial action taken will depend on the outcome of the surveys that will be undertaken.
- 7.5 The TPC would strive to deliver the outcome targets of the Travel Plan. However, it must be acknowledged that travel choices are also influenced by external factors, beyond the control of the TPC and / or developer. Such external factors include parking charge strategies at trip ends, changes to local bus service provision, public transport fare increases and inclement weather conditions. Should the Travel Plan not deliver the identified targets due to external factors this should not be considered a failure of the Travel Plan but a recommendation for adjustment to local, current conditions.
- 7.6 Should it be necessary to revisit the outcome targets of the Travel Plan, to reflect different travel patterns to those projected, this would be discussed with HCC.

Delivery And Implementation

- 7.7 A draft timescale of the suggested Travel Plan initiatives, including the intended outcomes and outputs, are provided below in **Table 7.1** as an Action Plan.

Table 7.1: Travel Plan Action Plan

Action	By Whom	By When	Intended Outcome / Output
Improve Travel Information			
Include travel information in the Welcome Pack.	TPC	Ongoing – Reviewed quarterly	All new residents made aware of Travel Plan and alternative modes of travel.
Retain an awareness of local, regional and national transport initiatives to take advantage of new initiatives and assistance schemes as they emerge.	TPC	Ongoing – Reviewed quarterly	Reduce cost and barriers associated with travelling via alternative modes, thereby encouraging sustainable travel.
Improve travel awareness for disabled site users.	TPC	Ongoing – Reviewed quarterly	Reduce barriers associated with travel undertaken by disabled / mobility impaired residents.
Promote Reduced Car Use			
All prospective residents will be informed in advance that they are ineligible to apply for a parking permit.	TPC	Before first occupation and ongoing	All residents will be aware of the on-street parking arrangements which discourages car purchases.
Promote Car Club services.	TPC	Before first occupation and ongoing	Enhance awareness of the car-pool service and encourages sustainable travel.
Promote Public Transport			
Ensure service information is provided within the Welcome Pack.	TPC	Before first occupation and ongoing	Enhance awareness and encourage sustainable travel.
Obtain feedback from residents and visitors using public transport on improvements. Provide them with HCC's contact details so they can provide feedback.	TPC	Ongoing	Give residents and visitors the opportunity to feed back to service providers to improve the service offering.
Encourage HCC to maintain the bus shelters within the vicinity of the site and to display current timetable information.	TPC	Ongoing	Maintaining high standard of facilities to improve user's experience.
Identify public transport fare discount opportunities.	TPC	Before first occupation and ongoing	Reduce costs of sustainable travel to encourage residents to use alternative modes to the car.
Provide route maps and details of Traveline (http://www.traveline.info) and National Rail (http://www.nationalrail.co.uk) journey planning websites.	TPC	From first occupation and ongoing – Reviewed quarterly	Enhance awareness of journeys and encourage sustainable travel.
Promote Cycling			
Provision of on-site secure and covered cycle parking and visitor cycle parking.	Developer	As part of the build out of development	Improve facilities for cyclists to encourage travel via this mode.
Provide plans of cycle routes in the area and details of local cycle shops.	TPC	Before first occupation and ongoing – reviewed quarterly	Enhance knowledge and increase awareness, encouraging cycling.
Approach cycle retailers to endeavour to negotiate discounted cycle purchase vouchers for residents.	TPC	Before first occupation and ongoing	Encourage the use of cycling.

Action	By Whom	By When	Intended Outcome / Output
Promote Walking			
Liaise with HCC to ensure pedestrian routes to and from the site are appropriately maintained.	TPC	Ongoing	Ensure routes are of an appropriate standard to encourage walking.
Provide plans of safe pedestrian routes to local facilities and services.	TPC	Before first occupation and ongoing	Enhance residents' knowledge and awareness.

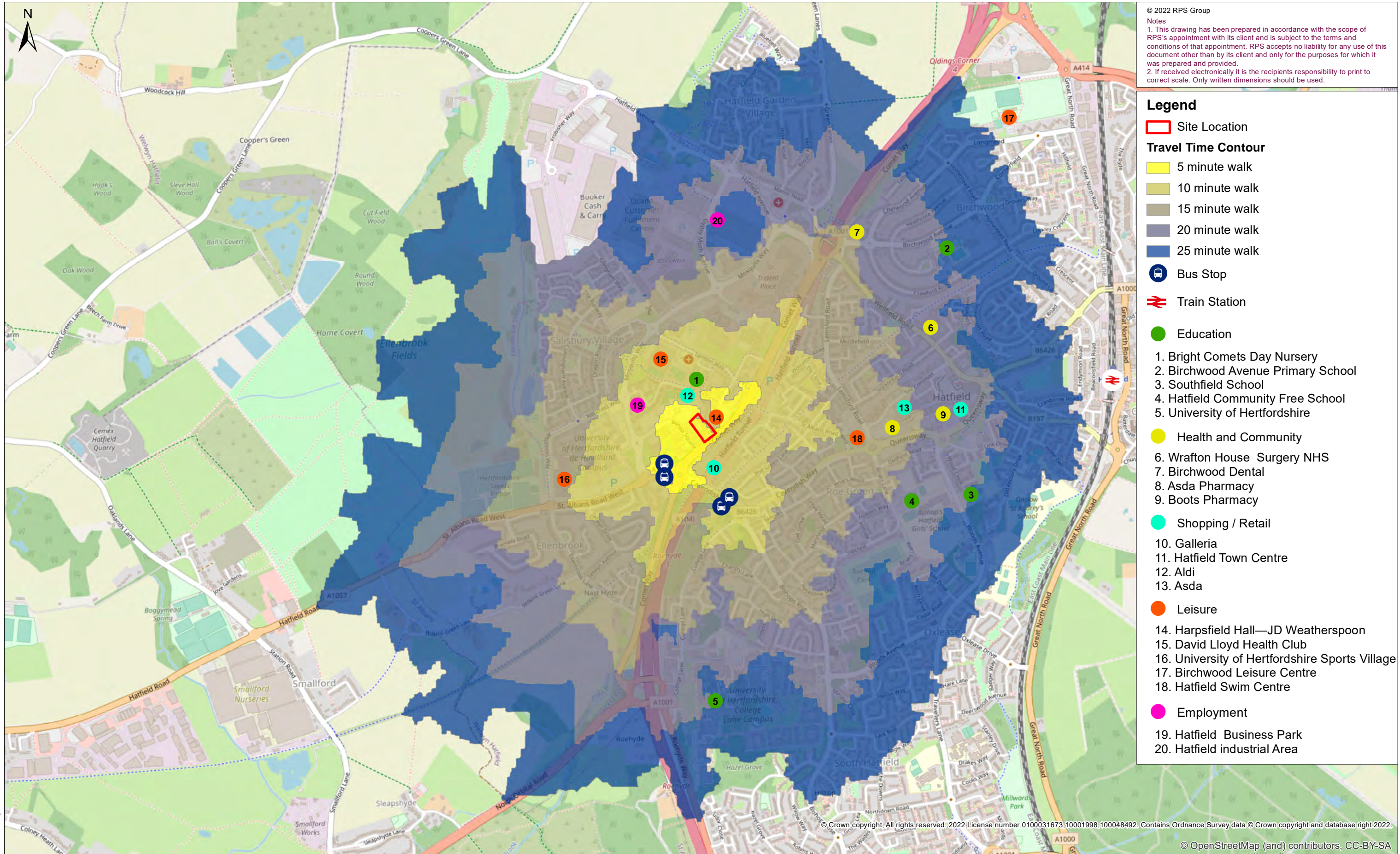
Appendices

Appendix 1 – Proposed Ground Floor Development Plan



TOTAL 124 PARKING SPACES
 AND ONE CAR CLUB SPACE
 (INCL. 15 WCH SPACES)

Appendix 2 – Walking Isochrones and Local Facilities Plan



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 Notes
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- Legend**
- Site Location
 - Travel Time Contour**
 - 5 minute walk
 - 10 minute walk
 - 15 minute walk
 - 20 minute walk
 - 25 minute walk
 - 🚌 Bus Stop
 - 🚉 Train Station
 - Education
 - 1. Bright Comets Day Nursery
 - 2. Birchwood Avenue Primary School
 - 3. Southfield School
 - 4. Hatfield Community Free School
 - 5. University of Hertfordshire
 - Health and Community
 - 6. Wrafton House Surgery NHS
 - 7. Birchwood Dental
 - 8. Asda Pharmacy
 - 9. Boots Pharmacy
 - Shopping / Retail
 - 10. Galleria
 - 11. Hatfield Town Centre
 - 12. Aldi
 - 13. Asda
 - Leisure
 - 14. Harpsfield Hall—JD Weatherspoon
 - 15. David Lloyd Health Club
 - 16. University of Hertfordshire Sports Village
 - 17. Birchwood Leisure Centre
 - 18. Hatfield Swim Centre
 - Employment
 - 19. Hatfield Business Park
 - 20. Hatfield industrial Area

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Rev	Description	By	CB	Date
Figure Number				Rev
1				-
rpsgroup.com				

Client	CJHV Developments Ltd.
Project	Former Beales Hotel
Title	Pedestrian Isochrone and Local Facilities Plan

0 250 500m

Note:
 Total end to end journey time using
 Basemap TRACC with
 Walk speed of 1.33m/s (4.8km/hr)

Status	FINAL	Drawn By	CR	PM/Checked By	LS
Project Number	JNY11241	Scale @ A3	1:15,000	Date Created	JAN 2022

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Appendix 3 – Local Cycle Network



The Blackberry Arch created by local sculptor Diane Maclean in 1996



In 1934, the De Havilland aircraft factory set up its factory here to produce many remarkable planes, including the Mosquito, Trident, Comet, Comet 4, Comet 4B and Tiger Moth (jet). The site has been redeveloped to provide commercial, residential and leisure facilities as well as a new campus for the University of Hertfordshire.

Hatfield Aerodrome

Ellenbrook Park
University of Hertfordshire De Havilland Campus
Bishop Square

Blackberry Arch

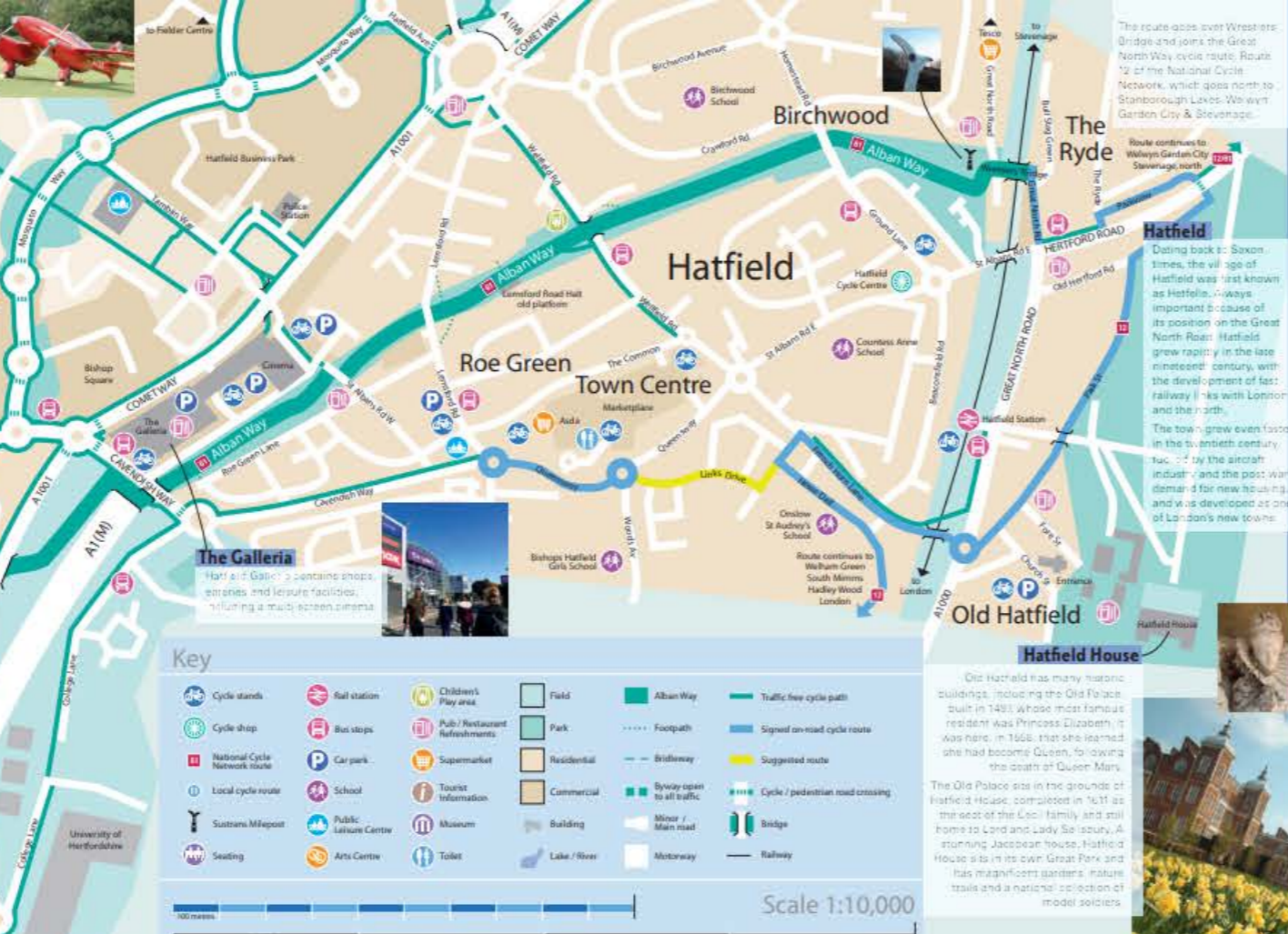
A1057
Hatfield Aerodrome
Hatfield Aerodrome

Ellenbrook

Willing Green Lane
Hatfield Aerodrome
Hatfield Aerodrome

Boundary Mile Post

This cast iron milepost marks the boundary between St Albans and Welwyn Hatfield. There are many mileposts like this along the National Cycle Network. 6.5 mile sections of cycle and walking routes around the area co-ordinated by Sustrans.



Key

- Cycle stands
- Rail station
- Children's Play area
- Field
- Alban Way
- Traffic free cycle path
- Cycle shop
- Bus stops
- Pub / Restaurant Refreshments
- Park
- Footpath
- National Cycle Network route
- Car park
- Supermarket
- Residential
- Bridleway
- Signed on-road cycle route
- Local cycle route
- School
- Tourist Information
- Commercial
- Byway open to all traffic
- Suggested route
- Sustrans Milepost
- Public Leisure Centre
- Building
- Minor / Main road
- Cycle / pedestrian road crossing
- Seating
- Arts Centre
- Toilet
- Lake / River
- Motorway
- Bridge
- Railway

Scale 1:10,000

Alban Way Feedback

If you have any comments concerning the Alban Way, contact St Albans City & District Council. Tel: 01727 866100. Email: cycling@stalbans.gov.uk or Pedal Point (see below) for Hatfield section.

Pedal Point

The one point of contact for all issues relating to cycling in the Welwyn Hatfield area. Tel: 01707 357551. www.welhat.gov.uk/pedalpoint. Email: pedalpoint@welhat.gov.uk

St Albans Cycle Campaign

Working for cycling in St Albans district. Contact us for help or information on all aspects of cycling: www.stacc.org.uk

WelHatCycling

Working to improve cycling in Welwyn and Hatfield, plus social rides every month. For further details see: www.welhatcycling.org.uk

Welwyn Hatfield Activity Map

This shows walking and cycling routes in the Welwyn Hatfield area - available from Pedal Point, The Galleria or Hatfield Cycle Centre.

Hertfordshire County Council

For Hertfordshire County Council cycling information see: www.hertsdirect.org/cycleweb

Other information

For information about the local area visit the Tourist Information Centre, St Albans in the Old Town Hall - Tel: 01727 864511, or Campus West, Welwyn Garden City Tel: 01707 357150.

For bus and rail information call Traveline Tel: 0300 124050 www.intalink.org.uk

Useful contacts:

- St Albans Abbey - Tel: 01727 860780 www.stalbanscathedral.org.uk
- Hatfield House - Tel: 01727 287010 www.hatfield-house.co.uk
- Museum of St Albans - Tel: 01727 819340 www.stalbansmuseums.org.uk
- Verulamium Museum - Tel: 01727 751810 www.stalbansmuseums.org.uk
- Sustrans - Tel: 0117 929 0888 www.sustrans.org.uk
- Countryside Management Service (CMS) Tel 01992 588433 www.hertslink.org/cms

All users please follow the Alban Way code of conduct.

Walkers

- Take care along the trail, remember cycles are very quiet and you may not hear them coming.
- Please keep dogs under control and clear up all dog mess.
- Please keep the Alban Way tidy, take your litter home.
- Please do not pick the wildflowers.
- Do not wander onto adjacent private land.

Cyclists

- Please be considerate to other users and allow plenty of room when passing.
- Fit a bell to warn others, considerately, of your approach, don't assume pedestrians can hear or see you.
- Take special care when approaching all junctions.
- Make sure your bike is in good order.

Horse Riders

- Horse riding is permitted along the Alban Way from Hill End Lane to Ellenbrook.

Misuse

To report criminal activity or misuse of the Alban Way contact the Community Team at St Albans Police Station Tel: 01727 796042.

Other Walking & Cycling Maps

Visit Countryside Management Service (CMS) www.hertslink.org/cms/getactive for copies of other free maps in this series including:

- The Abbey Way
- The Nickey Line
- The Ayots
- The Cole Green Way
- The Great North Way



Map / photography / leaflet design by Stephen Wrigg. Wrigg Art House & St Albans Cycle Campaign member: www.wah.co.uk. Additional photos from Roger Taylor Collection, Susan Bellart and the Welwynese Wildlife Association. Historical information about the former railway line is based on: The Hatfield to St Albans Branch Line by St Taylor and B Anderson (Dobson Press), 1st edition December 2015. © WAH 2015.

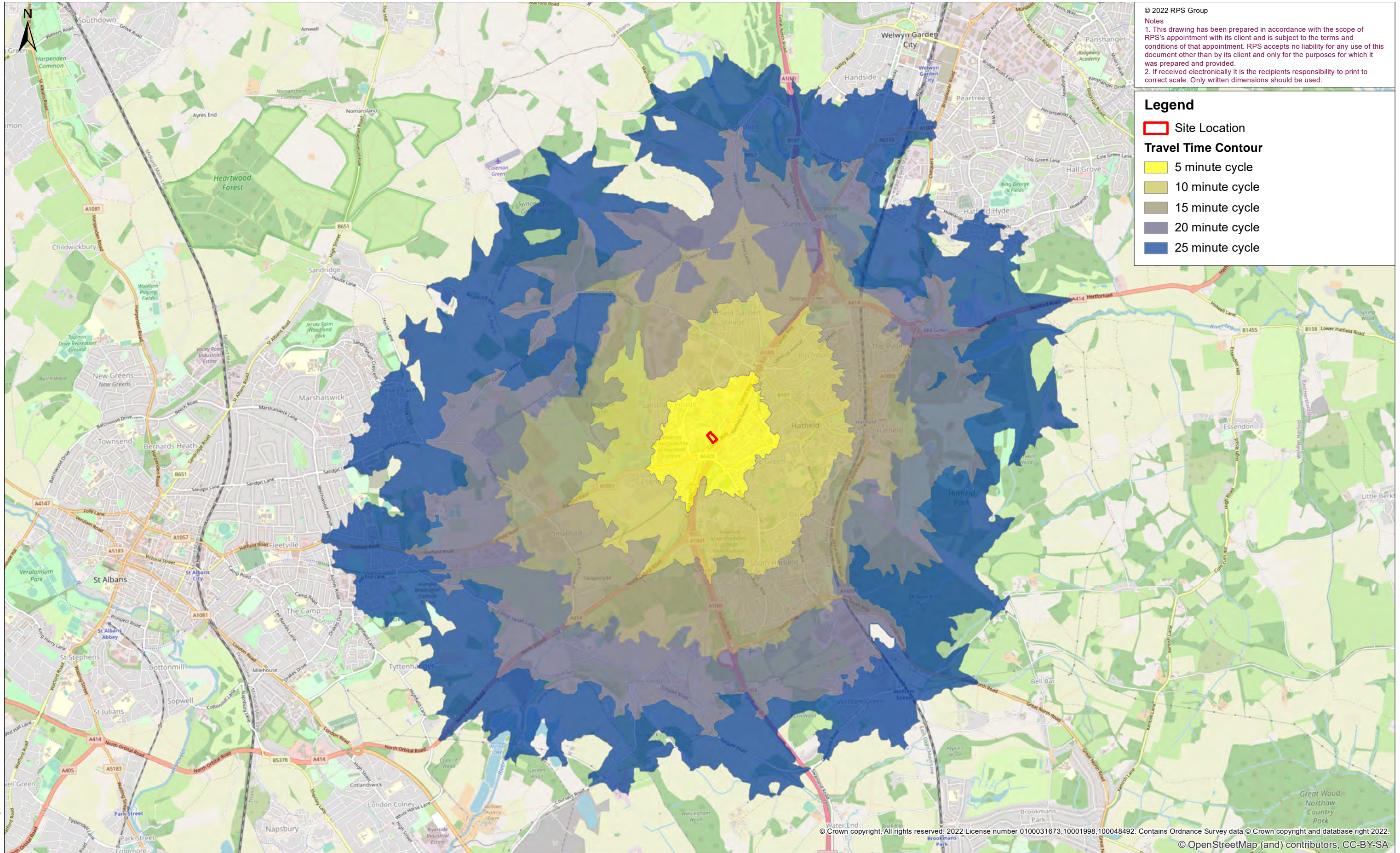
walking & cycling
The Alban Way

ALBAN WAY



ST ALBANS CYCLE CAMPAIGN
6.5 mile traffic free route between St Albans & Hatfield

Appendix 4 – Cycle Isochrone Plan



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Legend

- Site Location
- Travel Time Contour**
- 5 minute cycle
- 10 minute cycle
- 15 minute cycle
- 20 minute cycle
- 25 minute cycle

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Rev	Description	By	CB	Date
Figure Number				Rev
3				-
rpsgroup.com				

Client	CJHV Developments Ltd.
Project	Former Beales Hotel
Title	Cycle Isochrone Plan

0 500 1,000m

Note:
 Total end to end journey time using
 Basemap TRACC
 with Cycle speed of 12km/hr

Status	Drawn By	PM/Checked By
FINAL	CR	LS
Project Number	Scale @ A3	Date Created
JNY11241	1:40,000	JAN 2022

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 E: rps@rpsgroup.com

**MAKING
 COMPLEX
 EASY**

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Appendix 5 – Bus Route Map

AlbanWay 601 to Welwyn Garden City
dragonfly 610 to Harpenden & Luton

635 to Stevenage & Hitchin

341 641 to Hertford & Broxbourne

tigermoth 653 to Welwyn Garden City

602 COMET 614 644

dragonfly 610 to Cockfosters & Enfield



AlbanWay 601 to St Albans & Borehamwood
602 to St Albans & Watford
tigermoth 653 to St Albans & New Greens

602 Sundays
614 Saturdays also use Bishops Rise

635 to Bricket Wood & Watford

COMET 614 644 to Barnet & Queensbury

theshuttle runs from Angerland to UH The Forum & de Havilland up to every 10 mins

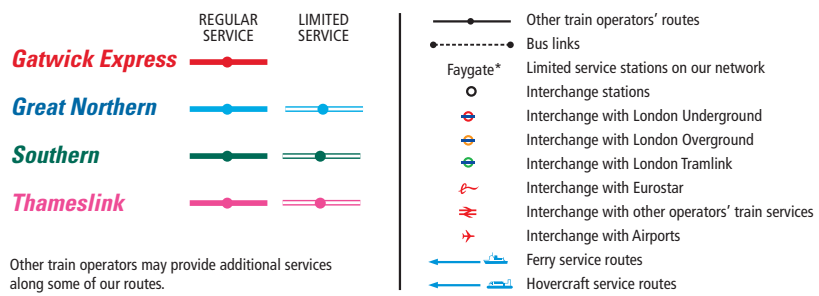
unō
 Hatfield bus network

• bus stops

Appendix 6 – National Rail Route Map

SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line so please check the timetable.

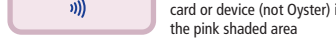


Oyster and Contactless area

Pay as you go with contactless (card or device) in the grey shaded area



Pay as you go with contactless card or device (not Oyster) in the pink shaded area



ACCESSIBILITY

- Category 'A' Station:** Step-free access between the street and all platforms and level access to the train without staff assistance.
- Category 'A' Station:** Step-free access between the street and all platforms, and also between platforms.
- Category 'B' Station:** Step-free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- Category 'B' Station:** Step-free access between the street and some platforms.
- Category 'B' Station:** Step-free access between the street and platforms but only available for trains in the direction of the arrow.
- Category 'C' Station:** No step-free access between the street and platforms.

Notes:
 There may not be step-free access to or between all station areas or facilities. Station entrances may only provide step-free access to certain areas. Access may be unsuitable for unassisted wheelchair users. Please contact us if you need more information.

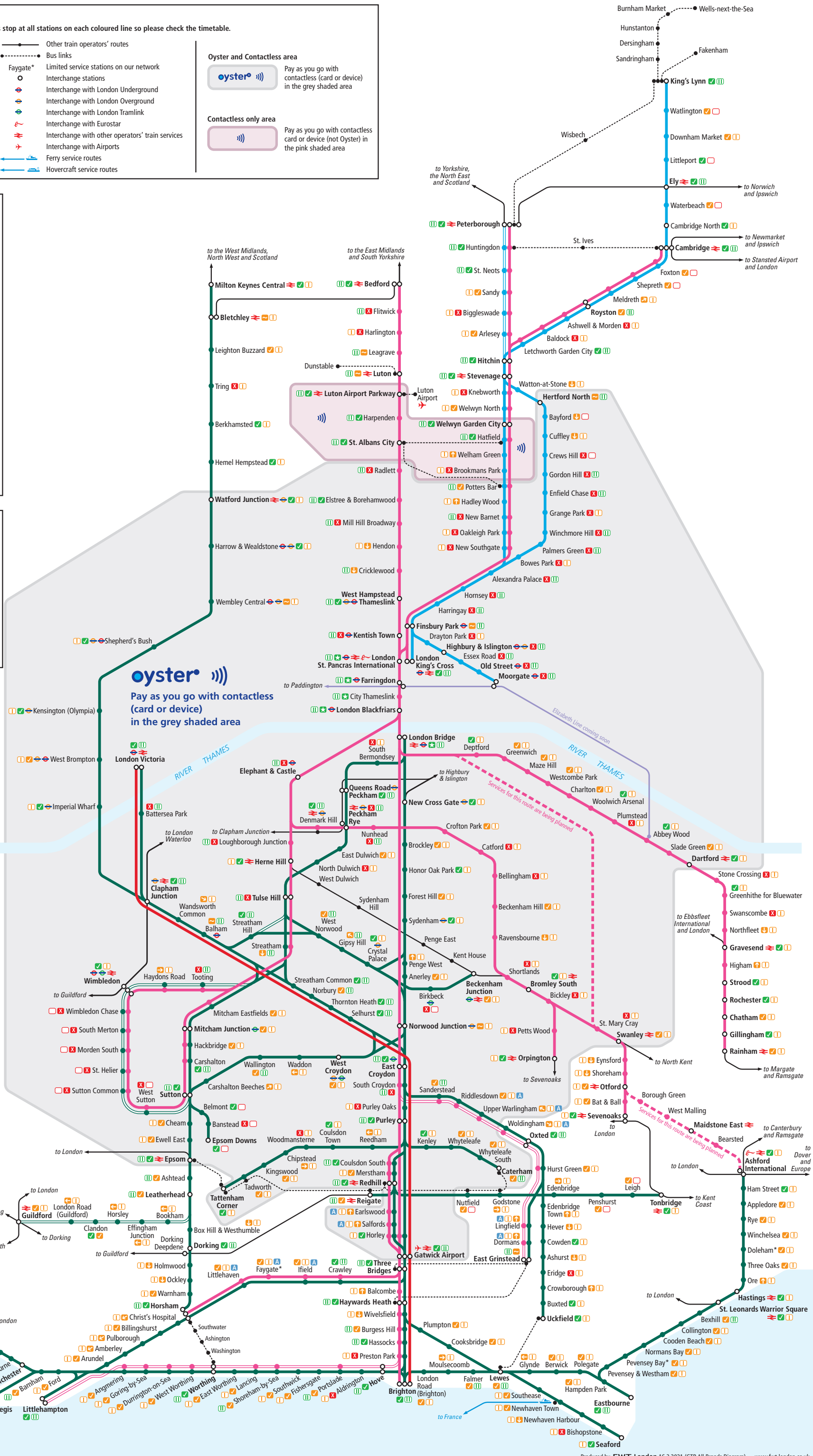
We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible.

The shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance. At stations marked with a staff assistance icon, staff assistance is required to operate a ramp between trains and platform for step-free access. Please check staff availability.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
 Thameslink and Great Northern Assisted Travel: 0800 058 2844

STAFF AVAILABILITY

- On-train or station staff available for all trains** (green icon)
- On-train or station staff available at certain times only** (orange icon)
- No on-train or station staff available** (red icon)
- Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:
 - pressing the "Emergency" or "Assisted travel" button on the Help Point;
 - calling us on the Freephone number 0808 168 1238 or text to 07970 511077.
 Whether you pre-book your assistance or prefer more flexibility, we recommend arriving 20 minutes before your train is scheduled to depart.



Contact

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