



ttp consulting
transport planning specialists

**12 Harpsfield Broadway,
Hatfield, Hertfordshire, AL10
9TF**

Travel Plan

December 2022

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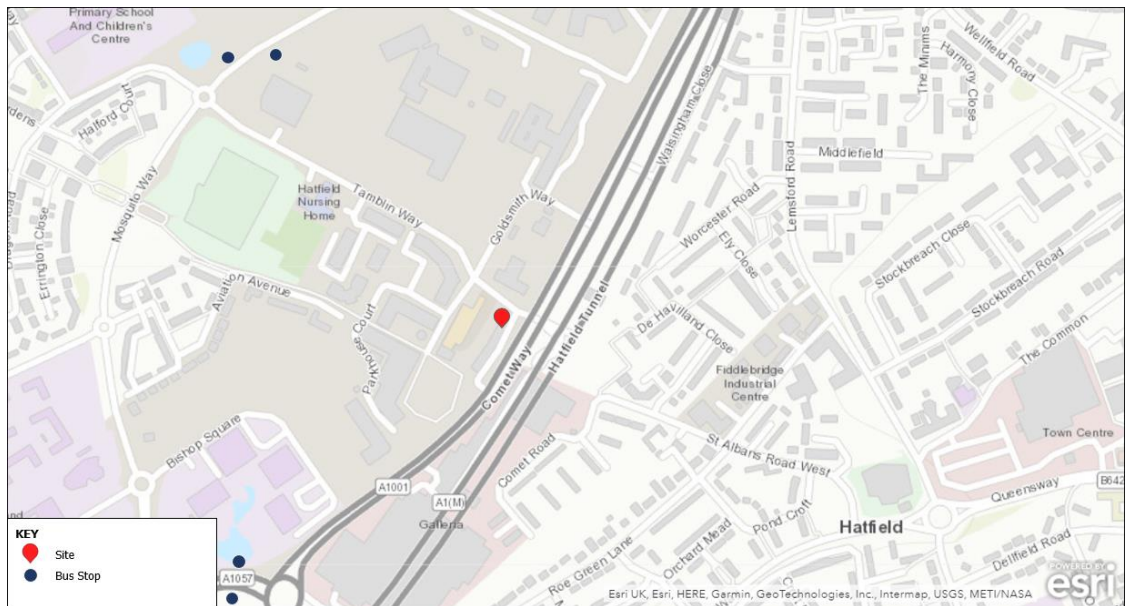
Appendices

Appendix A - Architect's Layout Plans

1 INTRODUCTION

- 1.1 This Residential Travel Plan has been prepared by TTP Consulting for the development proposals at Harpsfield House, 12 Harpsfield Broadway, Hatfield in Hertfordshire. The site location plan is shown on **Figure 1.1**.

Figure 1.1 Site Location Plan



The Development

- 1.2 The development proposals comprise the extension of the existing building toward the western boundary of the site at ground, first and second floor level and the construction of a new loft. The extended building will contain a bar at ground floor and 8 residential apartments above. The apartments will comprise 2 x studio units and 6 x 2 bedroom units. The proposed floor plans are provided at **Appendix A**.

Travel Plan Aim

- 1.3 The Travel Plan aim is to enable residents and visitors to make more informed decisions about their travel which helps to minimise impacts on the local environment. The Travel Plan aims to raise awareness of the benefits of sustainable travel, particularly active modes including walking and cycling.

Policy

National Planning Policy Framework

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

1.5 When considering the transport effects of a development, the NPPF states at Paragraph 113 that:

"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

1.6 A Travel Plan is later defined as:

"a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Hertfordshire County Council Local Transport Plan 4

1.7 The Hertfordshire County Council Local Transport Plan 4 was published in May 2018. The plan sets out how transport can help deliver a positive future vision of Hertfordshire. Policy 3 states:

"The county council will encourage the widespread adoption of travel plans through:

a) Working in partnership with large employers, businesses and other organisations to develop travel plans and implement Smarter Choices measures.

b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments.

c) Supporting school travel plans, and working closely with parents, pupils, teachers and local residents to deliver a network of more sustainable transport links to school.

The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift."

Hertfordshire County Council Travel Plan Guidance

- 1.8 The County Council's March 2020 Travel Plan Guidance provides detail of the Council's Travel Plan requirements. Paragraph 4.14 states:

"The developer of any residential site, including dwellings within a mixed-use development, must commit to providing a financial incentive on a per unit basis in line with Table 1: Residential travel voucher incentives for residential developments. The levels below are a suggested minimum and it may be appropriate to offer a higher level of incentive depending on local circumstances. Residential travel vouchers may relate to public transport and/or cycling incentives, for example free bus travel on new or existing services, vouchers towards bus or rail season tickets, vouchers for cycle equipment."

- 1.9 Table 1 of the guidance, shown below, suggests minimum travel voucher incentives for residential development.

	Unit type	Minimum value per unit
All residential developments (including in mixed-use development)	Flat	£50
	House	£100
Voucher values will be index-linked to RPI dated from May 2014 (date of first adoption of this guidance).		

Travel Plan Benefits

- 1.10 There are considerable benefits that can be brought about by implementing a travel plan including:
- Improved access to essential services and jobs.
 - Improved travel choice.
 - Opportunities for healthier lifestyles.

Travel Plan Coordinator

- 1.11 A Travel Plan Co-ordinator (TPC) will be responsible for implementing the measures and initiatives in the report to encourage residents to travel by sustainable modes of transport such as walking, cycling and public transport instead of single occupancy car use. The Travel Plan Co-ordinator's details will be provided at least one month prior to the occupation of the development. Prior to appointment of the Travel Plan Coordinator, the following person has been appointed as Interim Travel Plan Coordinator.

Name – Peter Sturgeon

Email – psturgeon@ttp-consulting.co.uk

Telephone – 020 7100 0753

1.12 The primary responsibilities of this role include:

- Managing the development and implementation of the Travel Plan measures.
- Promoting the objectives and benefits of the Travel Plan.
- Monitoring the success of the Travel Plan against the agreed targets.
- Acting as a point of contact for all residents regarding travel and the Travel Plan.
- Liaising with the third-party stakeholders regarding the Travel Plan.
- Updating this Travel Plan document.
- To propose changes if the Aim Targets are not met.

Scope of the Report

1.13 The remainder of this Travel Plan is structured as follows:

- Section 2 – Describes the site and baseline travel patterns;
- Section 3 – Presents the Travel Plan objectives;
- Section 4 – Sets out how the Travel Plan will be managed;
- Section 5 – Identifies the measures to encourage sustainable travel;
- Section 6 – Details the targets and monitoring; and
- Section 7 – Provides the Action Plan.

2 SITE DETAILS

- 2.1 The site is located approximately 400 metres to the west of Hatfield Town Centre and to the immediate east of the Hatfield Aerodrome site as defined by the Welwyn Hatfield 2005 District Plan. The town centre lies to the east of the Galleria Outlet shopping centre, which is opposite the site on the eastern side of Comet Way. The Aerodrome site has seen significant development since the site was vacated by the aircraft industry in the early 90s and it now contains a university campus, housing, a business park and local shopping facilities.

Local Highway Network

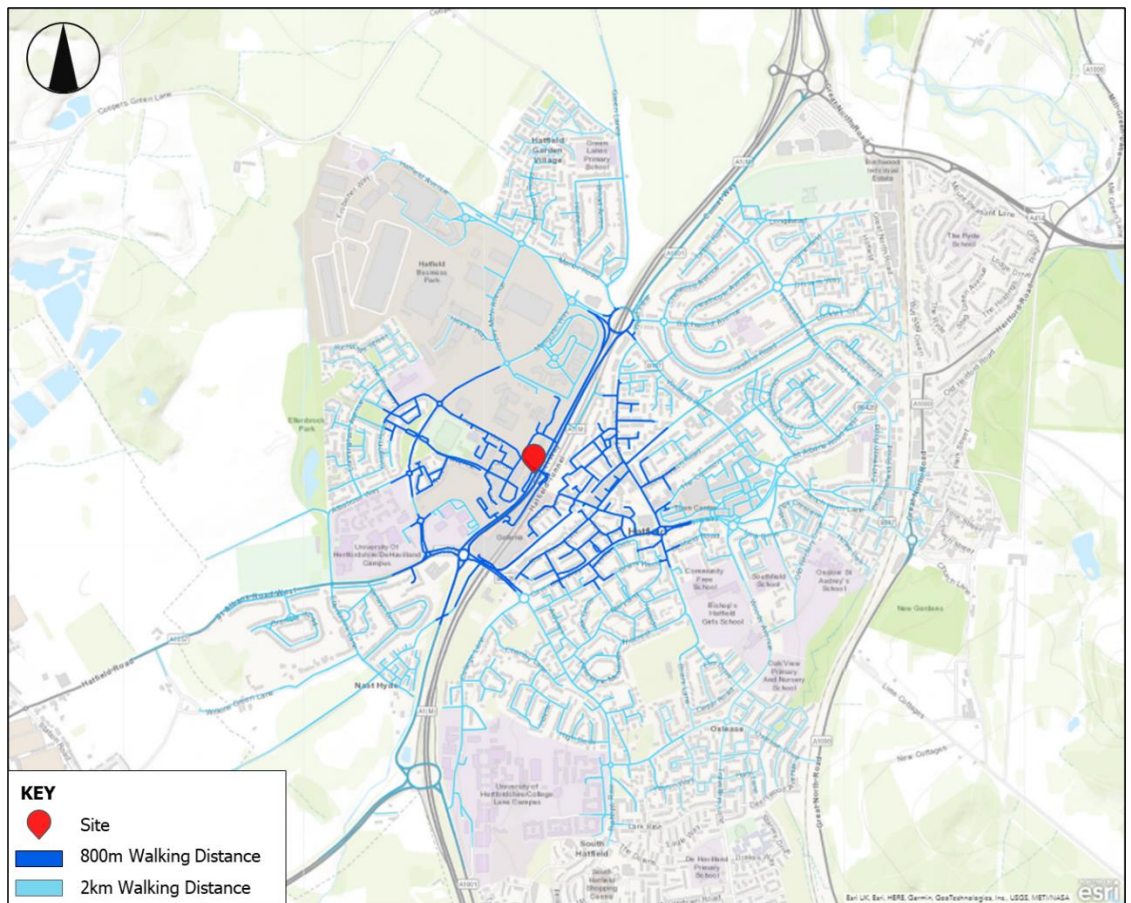
- 2.2 Harpsfield Broadway is a one-way street that operates in a northbound direction between the A1001 Comet Way to the south and Jetliner Way to the north. The road runs parallel to Comet Way and meets Jetliner Way by way of a priority junction at the north eastern corner of Harpsfield House. There is no left turn out of Harpsfield Broadway and traffic is directed to turn right onto Jetliner Way where it can turn left or right onto Comet Way or pass over Comet Way to access the Galleria under signal control.
- 2.3 Jetliner Way is a single carriageway two way road that passes between Comet Way to the east and Goldsmith Way to the west. Access into Jetliner Way from both roads is signed for buses only. On the southern side of Jetliner Way, a loop road passes in an anti-clockwise direction around the bus station which partially sits beneath the Travelodge Hatfield Central Hotel.
- 2.4 The western side of Harpsfield Broadway has short stay parking bays that allow 30 minute parking between 7am – 6pm Monday – Saturday, with no return within two hours. Other roads in the vicinity of the site are typically marked with double yellow lines on either side, prohibiting parking at any time. Roads to the east of the Galleria lie within Controlled Parking Zone (CPZ) B10, which from Monday – Saturday between 8am – 6pm.
- 2.5 The A1001 Comet Way passes the site in a north/south alignment parallel to the A1(M) which passes through the Hatfield Tunnel on the eastern side of Comet Way. Comet Way is a dual carriageway road with two lanes in each direction. To the south, Comet Way meets the A1057 St Albans Road West and the B6426 Cavendish Way at a roundabout junction. To the north, Comet Way meets Hatfield Avenue, Manor Road, Birchwood Avenue and Wellfield Road at a six arm roundabout junction.
- 2.6 The A1001 provides access to the A1M to the north and south of the site at junctions 3 and 4, where drivers can also access the A414. The A1M provides access to Central London to the south and northern England to the north via the A1.

Accessibility

Walking

- 2.7 The site benefits from being within walking distance of public transport services, local shops and amenities and residential areas. **Figure 2.1** shows an 800 metre (10-minute walk) and 2 kilometre (25-minute walk) walking distance from the site. It shows that the town centre to the eastern side of Comet Way is accessible within 10 minutes and that Hatfield Business Park, the university campus and a number of schools are easily accessible within 10 to 25 minutes walk.

Figure 2.1 – Walking Isochrone Map



- 2.8 Footways are provided on Harpsfield Broadway and Jetliner Way adjacent to the site. Drop kerbs and tactile paving are provided to assist pedestrians crossing Harpsfield Broadway to the immediate east of the site and onto Comet Way. Signal controlled pedestrian crossing facilities are provided at the junction of Jetliner Way with Comet Way enabling pedestrians to cross Comet Way to access the Galleria. Pedestrians can also use a subway on the northern side of Jetliner Way to access the Galleria. Paths pass through the Galleria car park and join St Albans Road West which provides access to the town centre.

2.9 The southern end of Harpsfield Broadway provides access to Parkside Court, a residential development with a range of shops cafés/takeaways and restaurants provided at ground level. A shared pedestrian/cycle route passes from Parkside Court in a westerly direction through residential areas and on to open land surrounding the Hatfield Aerodrome Memorial.

2.10 Local facilities and amenities including a shopping centre, restaurants, supermarkets, schools and health facilities are located within a short walking distance from the site, a summary of which is shown in **Table 2.1**.

Table 2.1 – Approximate Distances to Local Facilities			
Amenity	Location	Distance (Metres)	Approximate Walking Time (Minutes)
The Galleria	Comet Way	220	3
ALDI Supermarket	Parkhouse Court	280	3
David Lloyd Gym	The Hangar	350	5
Hatfield Community Free School	Briars Lane	400	4
Wetherspoons Pub	Parkhouse Court	550	7
Hatfield Galleria Post Office	Comet Way	600	7
Comet Hotel (Bus Stop J)	St Albans Road West	650	9
Eisai Bus Stop (Westbound)	Mosquito Way	650	9
Comet Hotel (Bus Stop H)	St Albans Road West	700	9
Eisai Bus Stop (Eastbound)	Mosquito Way	700	9
Hatfield Swim Centre	Lemsford Road	800	11
Asda Pharmacy	Town Centre	1000	13
The Common Car Park	The Common	1000	13
Lister House Surgery	The Common	1000	13

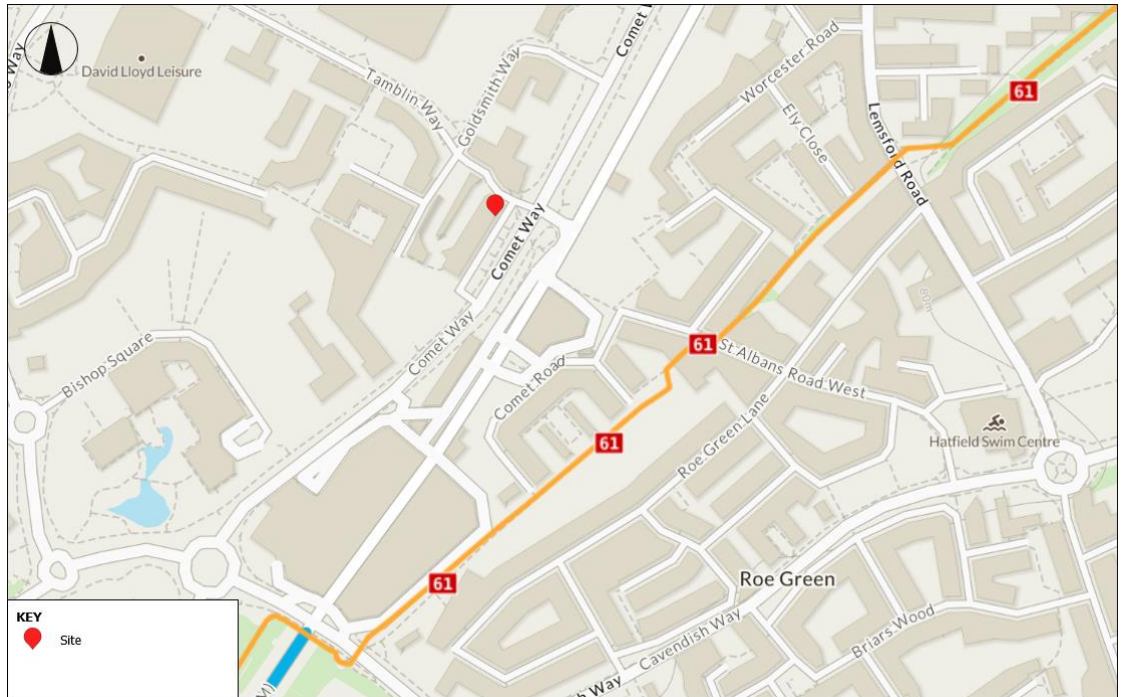
Cycling

2.11 Cycling is considered to be a suitable mode of transport for distances up to 8km with factors such as health, gradients, facilities, safety, quality of the route and access to a car, along with the journey purpose, influencing a person's choice to cycle. There is an extensive network of cycle routes in the vicinity of the site with shared cycle/footways adjacent to the following roads:

- Comet Way;
- Hatfield Avenue;
- Mosquito Way;
- Tamblin Way; and
- Cavendish Way

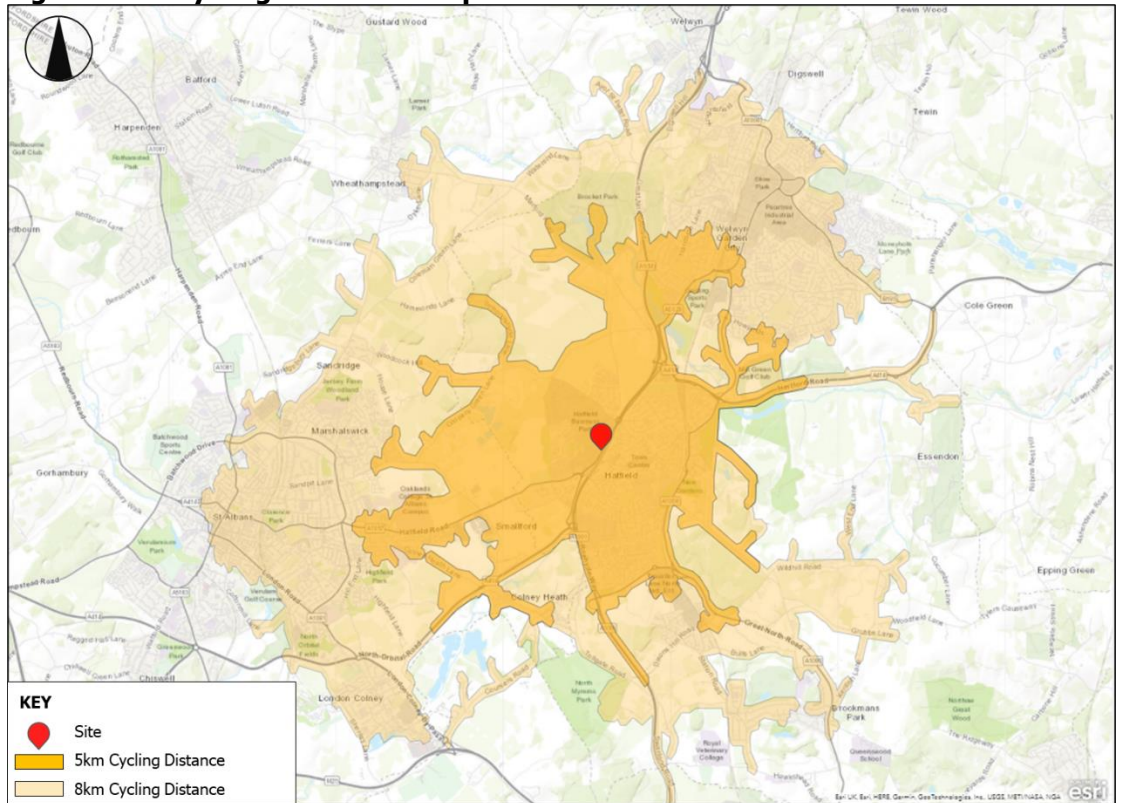
- 2.12 Alban Way is a walk/cycle route that follows a disused section of the Great Northern Railway between St Albans and Hatfield. It forms a part of National Cycle Route 61, which is accessible to the south of the Galleria as shown at **Figure 2.2**.

Figure 2.2 – National Cycle Routes Extract



- 2.13 **Figure 2.3** shows 5 kilometre and 8 kilometre cycle distances from the site. It shows that Welwyn Garden City and Colney Heath are accessible within a 5 kilometre cycling distance and that St Albans , London Colney and Sandridge can be reached within an 8 kilometre cycle ride.

Figure 2.3 – Cycling Isochrone Map



Bus

- 2.14 The closest bus stops are equidistant on either Mosquito Way (Eisai) or St Albans Road West (The Comet Hotel) located within 700 metres (a 9 minute walk) of the site. Both stops are served by a number of regular services. These are detailed in **Table 2.2**.

Table 2.2 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Sat	Sun
The Comet Hotel	301	St Albans - Stevenage	30	30	60
	302	Hemel Hempstead - Welwyn Garden City	30	30	60
	602	Watford - Shenley - St Albans - Hatfield	30	30	60
	SH TL	Campus Shuttle - Hatfield: Inter	10	20	-
Eisai	341	Hatfield - Ware / Broxbourne	120	120	-
	601	Borehamwood - Welwyn Garden City [The Alban Way]	30	60	-
	610	Enfield - Luton [Dragonfly]	60	60	-
	614	Queensbury Station - Hatfield [The Comet]	30	60	-
	635	Hatfield - Hitchin	60	-	-
	641	Hatfield, Business Park - Broxbourne	120	120	-

Rail

2.15 The closest railway station is Hatfield Station located approximately 2.1 km (11-minute cycle) east of the site. Bus services 301, 302, 602, 341, 614 and 641 provide direct access to Hatfield train station from the stops detailed in Table 2.2.

2.16 The station provides access to Great Northern and Thameslink services between London Kings Cross, Moorgate, Cambridge and Welwyn Garden City. The frequency of these services is detailed below:

- London Kings Cross – 2 services per peak hour;
- Moorgate – 4 services per peak hour;
- Cambridge – 2 services per peak hour; and
- Welwyn Garden City – 4 services per peak hour.

Car Clubs

2.17 Car clubs provide members with the convenience of access to a vehicle without the financial burden of costs associated with car ownership. Enterprise Car Club operates vehicles in Hatfield, with the closest vehicle to the site being located in the Galleria car park.

Baseline Travel Patterns

- 2.18 The choice of travel mode for residents will be influenced by a number of factors including journey distance, weather conditions, quality and safety of the route, opportunity to travel by sustainable travel modes, access to a car and the availability of parking at the end of the journey.
- 2.19 The development provides no on site car parking and local parking restrictions prohibit long stay parking near the site. As such, it is envisaged that residents won't own cars. **Table 2.3** provides the assumed baseline mode share for a resident's journey to work, based on the 2011 Census data for Resident Population of 'Lower Layer Welwyn Hatfield 010' but with adjustments made to account for the development being car free.

Table 2.3 – Modal Split – Journey to Work			
Mode	Number of Resident Population	Modal Split (%)	Assumed Modal Split (%)
Underground, metro, light rail or tram	37	4%	4%
Train	89	10%	23%
Bus, minibus or coach	141	16%	39%
Taxi	5	1%	0%
Motorcycle, scooter or moped	11	1%	1%
Driving a car or van	358	41%	0%
Passenger in a car or van	57	6%	6%
Bicycle	23	3%	6%
On foot	162	18%	21%
Total	883	100%	100%

- 2.20 This data has been used for the purpose of setting the interim targets presented in Section 3. These targets will be reviewed and revised as necessary following completion of a baseline travel survey which will be undertaken after six months of occupation, or once 75% of all homes have been occupied, whichever comes soonest.

3 OBJECTIVES & TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 6**.

3.2 The Travel Plan's overriding objective is:

To engage with and encourage residents to use the most sustainable way of travelling to and from their home through more effective promotion of sustainable modes. This will minimise the impact of the development on the surrounding highway and public transport network.

3.3 The sub-objectives are:

- Sub-objective 1: To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce unnecessary single occupancy car use for the journey to and from the development by residents and visitors.

Targets

3.4 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.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The key targets are set out below:

- A Travel Plan Co-ordinator will be appointed at least one month prior to the occupation of the development and will remain in place for the duration of this Travel Plan;
- A baseline travel survey (Year 0) will be undertaken within six months of first occupation or once 75% of dwellings are occupied, whichever comes first;
- TPC to implement measures to encourage sustainable and active travel by residents and visitors; and
- Carry out a monitoring travel survey in Year 1, 3 and a final travel survey in Year 5, at the end of the travel plan period.

Aim Targets

3.7 **Table 3.1** outlines the interim Aim Targets for the development which will be reviewed following completion of the baseline travel surveys. The targets are set to measure progress towards the main objectives over five years. The interim targets are to be reached within three years of the launch of the Travel Plan.

Table 3.1 Travel Plan Aim Targets				
Target	Mode Split (journey to work)			
	Indicator	Baseline (Year 1)	Interim (Year 3)	Final (Year 5)
Achieve a 12 percentage point increase in walking trips	21%	27%	27%	33%
Achieve a 6 percentage point increase in cycle trips	6%	12%	12%	12%

4 TRAVEL PLAN MANAGEMENT

Travel Plan Co-ordinator

4.1 The TPC will be appointed at least one month prior to completion of the development. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan. If there is any change in the specified person, the Council will be notified.

4.2 The duties of the Travel Plan Co-ordinator will include the following:

- To undertake/instruct Travel Surveys in Years 0, 1, 3 and 5;
- To take responsibility for data collection and review of the Travel Plan;
- To oversee the development and implementation of the Travel Plan;
- To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- To act as a point of contact for residents requiring information;
- To ensure the travel information available is up to date;
- To co-ordinate the monitoring programme for the Travel Plan, including target setting; and
- To make changes if the targets are not being achieved.

4.3 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

Travel Plan Distribution

4.4 Each resident will be provided with a Welcome Pack, detailing key travel information. This will inform residents of their transport options and measures provided by the developer to help them live on site without needing to rely on private car ownership. The pack will include information on public transport, the local walking and cycling network and contact details for taxi operators. Links to useful public transport websites including Traveline and National Rail will be provided.

5 MEASURES

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help to achieve the indicative targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision are the core of the Travel Plan.
- 5.2 The development provides no car parking and parking restrictions prohibit long stay parking near the site. As such it is envisaged that residents won't own cars and the developer will provide residents with three years car club membership so that they have access to a vehicle if necessary. The Travel Plan Co-ordinator will seek to promote the use of sustainable travel modes in favour of trips by car with a focus on active travel, walking and cycling.
- 5.3 The measures outlined below are considered suitable for the site; however, the list is not exhaustive, and the Travel Plan Co-ordinator is encouraged to investigate other potential initiatives.

Measures to Encourage Walking

Walking Strategy: Promoting Benefits of Walking

- 5.4 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will encourage residents to walk whenever possible highlighting the environmental, economic and health benefits and provide information and advice to residents concerning suitable routes.
- 5.5 The Travel Plan Coordinator will ensure residents are aware of 'walking' initiatives set up by non-profit organisations, including:
- Walking Works – <https://www.walkingforhealth.org.uk/get-walking/walking-works>. A website that promotes the benefits of walking;
 - NHS Live Well - <https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/>. Provides advice and guidance on how to use walking to increase the amount of exercise as a part of your daily routine; and
 - National Walking Month – May is National Walking Month and is promoted by Living Streets. <https://www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month>.

Measures to Encourage Cycling

Cycling Strategy 1: Promoting Cycling

5.6 Cycling is generally accepted as a mode of transport to replace car journeys up to 8km or replace short public transport journeys. It is also free (excluding the purchase and maintenance of the bicycle) and can form part of a person's daily exercise. Residents will be provided with information and advice concerning cycle routes in the local area and the TPC will ensure residents are aware of cycling initiatives set up by Hertfordshire County Council and non-profit organisations, including:

- Bike Week (www.bikeweek.org.uk), the biggest nationwide cycling event in the UK which usually takes place in June each year;
- Bike 2 Work (www.bike2workscheme.co.uk) enables employees to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money. The Travel Plan Coordinator will ensure residents are aware of this scheme to allow them to discuss the potential for assistance to buy a bicycle with their employer;
- Residents will be provided with a British Cycling "Commuter" Level Membership <https://www.britishcycling.org.uk/membership/commute> for 12 months free of charge. Membership will provide residents with a 10% discount on cycling purchases at Halfords, Liability Insurance and a personalised membership pack; and
- Promote the County Council's 'Bikeability' cycling training <https://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/cycle-training/bikeability/bikeability-get-started-with-cycling.aspx>.

Cycling Strategy 2: Cycling Infrastructure

5.7 The proposed development will provide cycle parking in accordance with Welwyn Hatfield standards. Cycle parking for residents will be provided in a secure bike store on the ground floor.

5.8 The use and condition of cycle parking will be monitored by the Travel Plan Co-ordinator who will report any concerns to the site owner.

Measures to Encourage Public Transport Use

5.9 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport is an important mode of transport that will provide residents with

a convenient mode of transport for local journeys and trips further afield. The use of smartphone apps, National Rail and Traveline websites will be promoted.

- 5.10 In accordance with Hertfordshire County Council Travel Plan Guidance, as a minimum, residents will be offered a residential travel voucher of £50. The vouchers could be used toward the cost of bus or rail season tickets or be provided to help with the cost of buying a bicycle.

Car Share

- 5.11 The development provides no car parking and it is envisaged that residents will not own a car. Car sharing could enable residents to travel in cars that are already making trips on the local road network and the TPC will promote car sharing through organisations such as www.liftshare.com or similar organisations where membership is free.

Taxis

- 5.12 Taxis have an important role in providing transport for residents when other modes of transport may not be available. The TPC will include contact details of local companies within the Welcome Pack.

Car Club

- 5.13 Residents of the development will be entitled to a 3-year membership with Enterprise Car Club. The nearest Enterprise vehicle is located on the opposite side of Comet Way (A1001) at the Galleria, some 220m (3-minute walk) from the site. Car club members will also benefit from a discount with Enterprise Rent-A-Car, enabling them to hire a car for longer periods.

Other Measures

- 5.14 All properties will be provided with a broadband connection to enable them to access to superfast broadband (24mbps and above) to facilitate home working and ordering goods on line for home delivery so as to reduce the need to travel.

6 MONITORING AND REVIEW

6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

6.2 All monitoring will follow best practice guidance and will be the responsibility of the TPC.

6.3 The monitoring programme begins with the initial Year 0 Baseline travel survey which shall occur within six months of first occupation or once 75% of units have been occupied (whichever comes first). The Travel Plan will be monitored for 5 years. Additional travel surveys will take place at Years 1, 3 and 5 to monitor progress towards the interim and final targets.

6.4 The TPC will update the Travel Plan to include the results of travel surveys and to review progress towards meeting the targets.

Remedial Measures

6.5 In the event that monitoring shows that the travel plan has not met its objectives/targets then the TPC with the support of the site owner shall consider the implementation of remedial measures.

6.6 The remedial measures might include:

- A review of the amount of time spent by the Travel Plan Coordinator implementing the Travel Plan, if the allotted time is not sufficient then more time will be allocated to the Travel Plan Coordinator role;
- A review of the utilisation of cycle parking spaces will take place as part of the monitoring process. If additional cycle spaces are required, then more will be provided if possible; and
- Increased effort in the promotion of certain initiatives to increase participation in campaigns such as National Walking Month and cycle training.

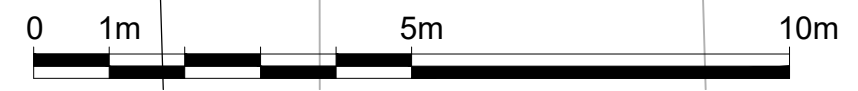
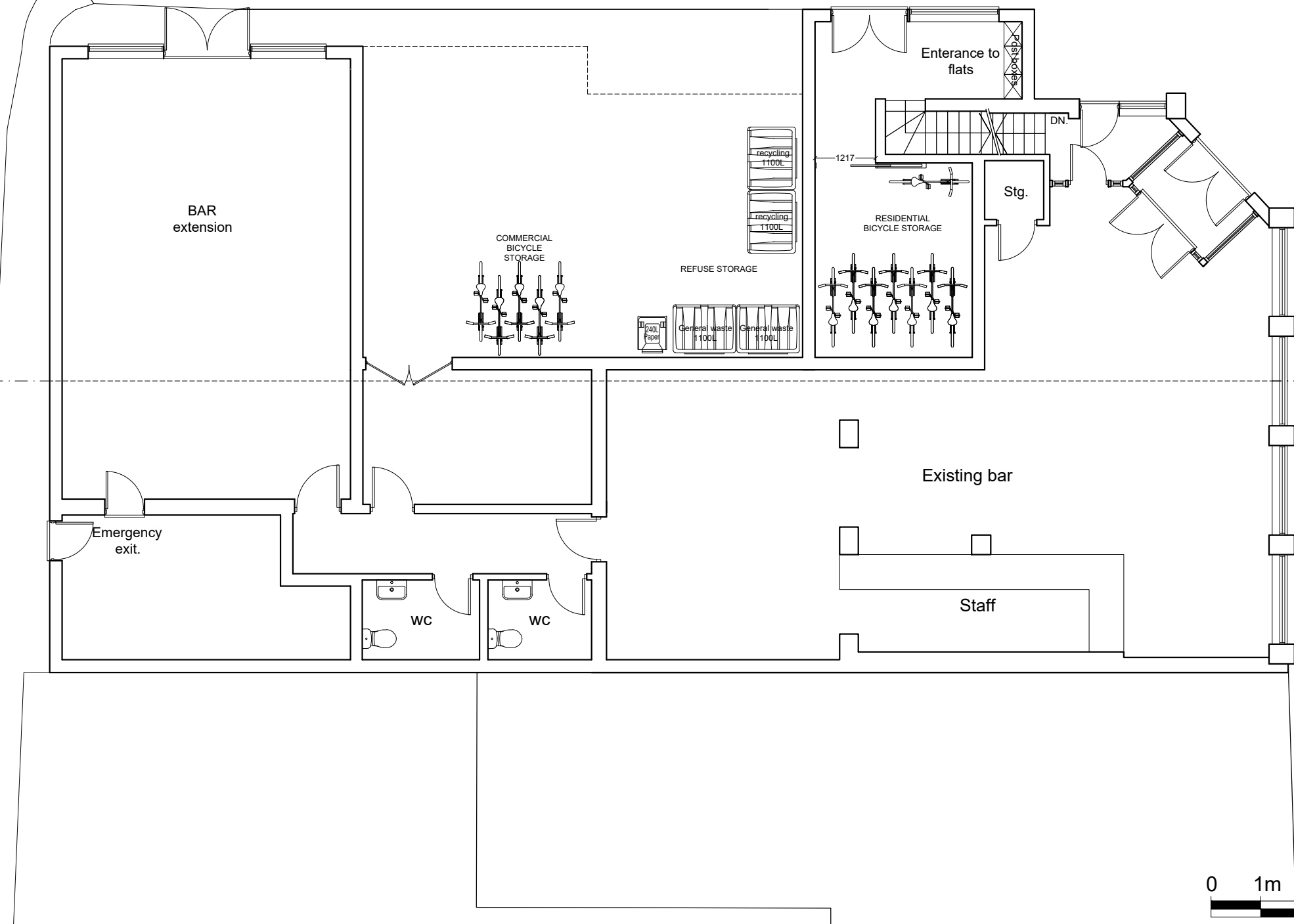
7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in **Table 7.1**.

Table 7.1 Travel Plan Action Plan		
Action	Target	Responsibility
Production of Travel Plan	Completed Travel Plan	Developer
Appointment of Travel Plan Coordinator and hand over of Travel Plan from Developer to TPC	One month prior to completion of the development	Developer
Launch of Travel Plan	Upon completion of development	Travel Plan Coordinator
Installation of broadband connection to each property	Prior to occupation of the development	Travel Plan Coordinator
Provision of cycle parking	Prior to occupation	Developer
Production of Travel Plan	Given to all new residents	TPC
Implementation of Measures	Promotion of sustainable transport and events to raise awareness	TPC
Baseline Travel Survey (Year 0)	Within 6 months of occupation or 75% occupancy of residential units, whichever occurs first	TPC
Year 1, 3 and 5 Travel Surveys	<p>Travel surveys will take place on the anniversary of the baseline travel survey.</p> <p>Comparisons to previous results will be made.</p> <p>The Travel Plan will be updated with results.</p>	TPC
Remedial measures	To be implemented if targets are not met	TPC

Appendix A

(Architect's Layout Plans)



Notes.
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gridline.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S					
REV	DATE	DESCRIPTION	BY	CH	

PROJECT TITLE	
12 Harpsfield Broadway Hatfield AL10 9TF	
DATE	Project No.
May. '22	2196

DRAWING TITLE		
Proposed - Ground Floor		
CLIENT		
Mr Mak		
DRAWING No.	SCALE @ A3	Drawn by:
PR-P001	1:100	Faye