

Arlington

Plot 5100 Hatfield Business Park, Hatfield

Transport Statement

April 2019

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1 INTRODUCTION

- 1.1 Vectos has been appointed by Arlington to provide traffic and transport advice in relation to a proposed development on a parcel of land on Plot 5100, which forms part of Hatfield Business Park (HBP), Hatfield, Hertfordshire.
- 1.2 The site currently comprises undeveloped land and benefits from an existing vehicular access point from Mosquito Way to the south. The site is located within HBP and is adjoined to the east by Gypsy Moth Avenue, to the south by Mosquito Way and to the north and west by industrial units, which are occupied. HBP is located to the west of the A1(M) and circa 1.2km to the north-west of Hatfield town centre.
- 1.3 The proposals comprise the construction of a 21,170 sqm (GEA) multi-franchise car dealership, together with associated offices, workshops and car storage areas (Use Class B1, B2, B8 and Sui Generis).
- 1.4 As part of the proposals, the existing vehicular access point from Mosquito Way will be utilised. This access was constructed as part of the original outline planning permission for the redevelopment of Hatfield Aerodrome, which was granted in 2000 (Ref: S6/1999/1064/OP).
- 1.5 A car park with 271 parking spaces will be provided as well as 34 secure cycle parking spaces.

Planning History

Hatfield Business Park

- 1.6 Outline planning permission for the redevelopment of Hatfield Aerodrome was granted in 2000 (reference **S6/1999/1064/OP**), which was granted permission for a mix of land uses including commercial, housing, university campus, two hotels, a primary school, district centre and associated highway, transport and service infrastructure.
- 1.7 The majority of the area has now been developed and the proposed site represents one of the remaining plots for development within the designated site.
- 1.8 The permission and accompanying s106 Agreement allowed, amongst other things, the mixed use redevelopment of a Business Park at the site and placed “limits” upon the amount

of sqm per Use Class that could be developed - as well as the “Units of Development” (UD) (also related to Use Class) that can be developed as set out within **Table 1.1**.

Table 1.1 – Use Classes by Area and Units of Development Quantum

USE CLASS	FLOORSPACE (sqm)	UD	FLOORSPACE PER UD
B1 a/b	96,300	963	100 sq m
B1 (c) / B2	32,400	270	100 sq m
B8	45,342	133	341 sq m
Sui Generis (SG)	16,954	170	100 sq m
Innovation Centre (IC)	7,000	70	100 sq m
Hotel			Hotel
TOTALS	197,996	1,606	

1.9 **Table 1.1** indicates that the entire HBP site, including all of the developed and undeveloped plots within the site give rise to a total of 1,606 Units of Development with 197,996 sqm of floorspace.

1.10 A summary of the remaining floorspace and units of development within the consented outline planning permission following the completion of the recent developments is provided below.

Table 1.2 – Summary of Remaining Floorspace / Units of Development

Use	Remaining	
	Floorspace	Units of Development
B1a/b	25,138	251
B1c/B2	4,296	49
B8	0	0
Sui Generis	6,759	67
Hotel	-	(59)
Total	36,193	367 (426 with hotel)

1.11 As set out in **Table 1.2**, there is 36,193 sqm floorspace and 367 units of development (426 with hotel) remaining to be built under the outline planning permission (reference **S6/1999/1064/OP**).

Plot 5100

1.12 In March 2019, a planning application was submitted to Welwyn Hatfield Borough Council for the construction of a temporary car showroom facility with associated vehicular parking and landscaping (Use Class Sui Generis) with a GIA floor area of 433 sqm.

- 1.13 As part of the proposals one of the existing vehicular access points to the site from Mosquito Way would be utilised and would provide access to car park for 12 vehicles.
- 1.14 The proposed development subject to this Transport Statement comprises the construction of a 21,170 sqm (GEA) multi-franchise car dealership, together with associated offices, workshops and car storage areas (Use Class B1, B2, B8 and Sui Generis). The floor area will be split across two buildings.
- 1.15 As part of the proposals, the two existing vehicular access points from Mosquito Way will be utilised and will provide access to a car park with 271 car parking spaces.
- 1.16 Although the proposed development comprising 21,170 sqm (GEA) of B1/B2/B8/Sui Generis is greater than the floor area proposed as part of the temporary planning application, the proposals fall below what was previously approved under the original outline planning permission.
- 1.17 The Transport Statement therefore considers the traffic impact of the additional 21,170 sqm of B1/B2/B8/Sui Generis floorspace.
- 1.18 This report sets out the background and existing situation of the site from a transport perspective, and provides justification for the proposals.
- 1.19 The remainder of the report is set out as follows:
- Section 2 - Existing Situation
 - Section 3 - Policy Context
 - Section 4 - Development Proposals
 - Section 5 - Impact of the Development
 - Section 6 - Summary and Conclusions

2 EXISTING CONDITIONS

Site Location

- 2.1 The site, which comprises Plot 5100, falls within Hatfield Business Park and is located to the north of Mosquito Way. The site location is shown in a strategic and local context within **Figure 1** and **Figure 2** respectively.

Hatfield Business Park

- 2.2 The HBP sits on the site of the former Hatfield Aerodrome and is subject to an outline consent (**Ref: S6/1999/1604/OP**) for a mixed use development comprising commercial and residential land uses as well as a university campus, two hotels, a primary school, district centre and associated highway, transport and service infrastructure. The majority of the area has now been developed with limited remaining land available for business uses (B1, B2, B8 and Sui Generis) and a hotel on the site. All transport infrastructure including the road network, pedestrian and cycle routes are complete.
- 2.3 The HBP comprises one of the largest and most diverse employment areas in the East of England. Existing occupiers of the HBP include Ocado, Eisai, EE, Affinity Water, Royal Mail, DHL, Booker and Computacenter, as well as over 2,500 homes, a district centre, the Area Command Headquarters of Hertfordshire Constabulary and the University of Hertfordshire De Havilland Campus, with combined employment levels estimated at over 10,000 people.

Local Highway Network

- 2.4 The local highway network is focused around Mosquito Way, which is a two-way single carriageway subject to a 30mph speed limit.
- 2.5 To the north, Mosquito Way forms a four-armed roundabout with Hatfield Avenue, which provides a link to the A1001 Comet Way. This in turn links with the North Orbital Road (A414) and Roehyde Way to the south and Hertford Road (A414) to the north.
- 2.6 Roehyde Way connects the site with the A1(M) to the south and Hertford Road (A414) to the north. The A1(M) provides strategic access to the north and south of England via Welwyn Garden City and Stevenage to the north and St. Albans and Potters Bar to the south.

- 2.7 To the south of the site, Mosquito Way provides access to the A1057 via a three-armed roundabout, which also provides a link to the A1001 Comet Way.

Accessibility by Non-Car Modes

Walking & Cycling

- 2.8 Government guidance refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, The Institution of Highways and Transportation (IHT) guidelines suggest a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km.
- 2.9 Within a 2km distance, the majority of Hatfield to the southeast, its town centre and Hatfield Railway Station can be accessed from the site. Within a 5km distance, the site can be accessed from Welwyn Garden City to the north, the east of St. Albans to the southwest and Welham Green to the southeast. The majority of Hatfield and Welwyn Garden City can therefore be considered accessible by bicycle within a reasonable cycling distance.
- 2.10 Mosquito Way is provided with a segregated footway/cycle ways on both sides of the carriageway along its length, providing connections to the wider area. The existing cycle network within the HBP facilitates access by cyclists between the HBP and surrounding areas to cross the A1(M) and travel to and from Hatfield town centre.
- 2.11 National Cycle Route (NCR) 61 runs through the north of Hatfield providing access to St Albans to the Southwest via a traffic free route and Welwyn Garden City to the north. NCR 61 is accessible from the proposal HBP via a circa 800 metre ride along Wellfield Road to the east of the HBP, accessed from the underpass passing below the Green Lanes Roundabout. NCR 12 which lies slightly further east also passes through Hatfield and provides access to Welwyn Garden City.

Bus Services

- 2.12 Two bus stops are located within close proximity of Plot 5100; these bus stops are located either side of Mosquito Way directly to the south and south-west of the site.
- 2.13 The eastbound bus stop located along the northern side of Mosquito Way is marked by a flag style sign along with timetabling information. The westbound bus stop located along the

southern side of Mosquito Way benefits from sheltered seating as well as timetabling information.

2.14 A summary of the bus services and their typical frequencies are shown in **Table 2.1** below.

Table 2.1: Summary of Bus Services

Service	Route	Approximate Frequency (minutes)	
		Weekday	Saturday
331	Welwyn Garden City – Nicholas Breakspeare School	08:00 and 14:34	-
341	Hatfield – Ware/Broxbourne	07:17 (School Days only) 07:27 (Non-School Days) 60 Minutes afterwards	120 Minutes
601	Welwyn Garden City – St Albans/Borehamwood	30 Minutes	6 services between 07:17 and 16:06
610 Dragonfly	Enfield – Hatfield - Luton	60 Minutes	60 Minutes
611	Hatfield - Enfield	Service at 08:19, 08:27 & 10:02 & 17:10	-
614 Comet	Hatfield – High Barnet/Queensbury	30 Minutes	60 Minutes
635	Hitchin/Hatfield – Hatfield/Watford	60 Minutes	-
641	Broxbourne – Hatfield, Business Park	120 Minutes	120 Minutes
644 Comet	Hatfield - Queensbury	06:47 & 08:53 and 16:36 & 18:37	-

Rail Services

2.15 Hatfield Rail Station is located approximately 2.5km walking distance to the east of the site and is managed by Great Northern. Services are provided from the station towards Welwyn Garden City, Peterborough, Stevenage and Cambridge to the north as well as Finsbury Park, London Kings Cross and Moorgate to the south. Hatfield Rail Station is accessible from the site via the No. 600 bus service from stops on Hatfield Avenue. A summary of the rail services to the key destinations is provided in **Table 2.2** below.

Table 2.2: Summary of Rail Services

Destination	Journey Time (minutes)	Approx. Frequency (minutes)
London Kings Cross	24	12
Welwyn Garden City	4	15
Peterborough	60	30
Stevenage	15	30
Cambridge	63	30
Finsbury Park	18	10
Moorgate	40	10

Accident Data

- 2.16 Accident data for the 5 year period between October 2013 and September 2018 has been provided by Hertfordshire County Council. The raw accident data is contained at **Appendix A**. The study area for which data has been obtained includes Mosquito Way between Hatfield Avenue to the north to A1057 to the south.
- 2.17 A total of 18 accidents occurred within this area of analysis. Of these, 2 accidents were classified as serious whilst the remaining 16 were classified as slight. The first serious accident took place in September 2014 when a motorcyclist lost control of their vehicle in wet conditions whilst entering the roundabout on Gypsy Moth Avenue. The second serious accident occurred in October 2015 on Mosquito Way, 35m north of the A1057 roundabout, which occurred as a result of a vehicle collided with a pedestrian who stepped into the carriageway.
- 2.18 There were 31 casualties recorded within the area of analysis over the five year period. **Table 2.3** below provides a summary of the casualty severity and type.

Table 2.3: Summary of Casualties

Casualty Type	Slight	Serious	Fatal	Total
Car Driver	14	0	0	16
Car Passenger	12	0	0	1
Motorcycle	0	1	0	3
Cyclist	0	0	0	1
Pedestrian	1	1	0	0
Total	27	2	0	31

2.19 Of the 18 accidents recorded, 7 accidents took place on or in proximity of the Mosquito Way / A1037 roundabout. One of these accidents were classified as being serious. A summary of the contributory factors attributing to these 7 accidents is provided in **Table 2.4** below.

Table 2.4: Summary of Contributory Factors

Accident Ref	Severity	Date	Time	Contributory Factor
2014-4100B0329	Slight	28/05/2014	15:30	Failed to look properly / poor manoeuvre
2014-4100B0442	Slight	29/07/2014	13:51	Travelling too fast and too close to the vehicle in front
2015-4100B0390	Slight	20/06/2015	14:57	Failed to look properly, travelling too close to vehicle in front and failed to stop
2015-4100B0622	Serious	10/10/2015	21:40	Pedestrian failed to look properly
2016-410130541	Slight	16/11/2016	12:15	Bad road layout, failed to look properly and stolen vehicle
2017-410196999	Slight	23/06/2017	08:15	Failed to look properly and miss judged speed of vehicle
2018-410274594	Slight	20/02/2018	03:25	Slippery road, driver impaired by alcohol, speeding and lost control

2.20 The summary provided in **Table 2.4** indicates that the majority of the 7 accidents, which occurred near the Mosquito Way / A1037 roundabout, occurred as a result of driver error rather than due to the road layout.

2.21 It is noted that one of the contributory factors associated with accident reference 2016-410130541 recorded 'bad road layout'. On further review of this accident it is apparent that this accident involved a stolen vehicle who failed to look properly on approach to the roundabout and collided into the rear of another vehicle.

2.22 It should be noted that none of the accidents occurred within close proximity of the site.

2.23 All of the accidents that have been detailed within this accident report could be attributed to driver error with possible contributory factors cited as carrying out a poor turn / manoeuvre, travelling too fast, failing to look properly or the driver being under the influence of alcohol.

Summary

2.24 A review of the existing characteristics for the site indicates that it is situated within an accessible location. Frequent bus connections can be made from the bus stops located to the south of the site within HBP to a number of key destinations including Hatfield, Hatfield Railway Station and Welwyn Garden City.

2.25 Pedestrian and cyclist provision surrounding the site is sufficient, providing accessibility to the surrounding public transport interchanges, local facilities and neighbouring residential areas.

3 POLICY REVIEW

- 3.1 This section of the Transport Statement addresses the relevant national and local policy, in the context of the Site and the proposed development.

National Policy

National Planning Policy Framework (February 2019)

- 3.1 The National Planning Policy Framework (NPPF) is a central government planning document produced by the Department for Communities and Local Government. The revised NPPF was published on 19th February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised framework replaces the previous version of the NPPF.

- 3.2 Section 9 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

- 3.3 With regard to car parking, the NPPF does not refer to maximum or minimum car parking standards for new development, and instead promotes a flexible approach to car parking provision having regard to the accessibility of a development by non-car modes, local car ownership and the need to ensure adequate provision for 'plug-in' and other ultra-low emission vehicles. Paragraph 106 states:

"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."

- 3.4 Paragraph 108 sets out the transport issues which should be addressed within development plans and decisions. These are:

- *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

- *safe and suitable access to the site can be achieved for all users; and*
- *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 109 states:

“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.”

Regional Policy

Hertfordshire Local Transport Plan 4 (2018 – 2031)

- 3.6 Hertfordshire County Council has recently produced their Local Transport Plan. Hertfordshire’s Local Transport Plan 4 (LTP4) sets the framework for achieving a better transport system for the county over a plan period (2018 – 2031).
- 3.7 One of the core features of the LTP4 is to do more to improve conditions for sustainable modes of transport including walking, cycling and public transport. It includes a more prominent consideration of their needs in all transport schemes, strategies and new developments as well as improvements to cycling infrastructure, walking environments and multi modal interchanges. The attractiveness of bus travel will also be enhanced through the implementation of more bus priority measures.
- 3.8 Significant sustainable transport proposals include:
- Sustainable travel towns at Bishop’s Stortford, Broxbourne, Hatfield, Hemel Hempstead, Hertford, St Albans, Stevenage, Watford and Welwyn Garden City. These will comprise extensive improvements for walking, cycling and passenger transport, combined with activity to encourage more sustainable travel behaviour;
 - An east-west bus rapid transit scheme between Hemel Hempstead and Welwyn Garden City, with potential future extensions to Hertford and Harlow; and
 - A programme of A414 highway improvements including a Hertford Bypass.
- 3.9 A summary of the transport related policies set out within LTP4 are provided below.

Policy 1: Transport User Hierarchy

3.10 To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the County Council will consider the following in the design of any new scheme and development:

- *“opportunities to reduce travel demand and the need to travel;*
- *vulnerable road user needs (such as pedestrians and cyclists);*
- *passenger transport user needs;*
- *powered two-wheeler (mopeds and motorbikes) user needs;*
- *other motor vehicle user needs”*

Policy 2: Influencing Land use planning

3.11 Policy 2 relates to the location of developments, and states that *“the County Council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.”*

Policy 3: Travel Plans and Behaviour Change

3.12 The County Council will encourage Travel Plans through:

- *“Working in partnership with large employers, businesses and other organisations to develop travel plans and implement Smarter Choices measures;*
- *Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments; and,*
- *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.”*

Policy 5: Development Management

3.13 Policy 5 relates to the management of new development. It states that *“the County Council will work with development promoters and district and borough councils to:*

- *ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand;*
- *Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the Council’s Highway Design Standards;*

- *Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place;*
- *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe;*
- *Require a travel plan for developments according to the requirements of ‘Hertfordshire’s Travel Plan Guidance’;*
- *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals;*
- *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users; and,*
- *Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future.”*

Policy 6: Accessibility

3.14 In order to increase ease with which people can access key services, the Council will be:

- *“working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers;*
- *Supporting transport services which could include providing resource for bus and other transport services;*
- *Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility;*
- *Promoting travel options and facilitating accessible transport information provision, including open data initiatives;*
- *Improving travel choices and options including support for the provision of shared mobility initiatives.”*

Policy 7: Active Travel – Walking

3.15 The County Council will encourage and promote walking by:

- *“implementing measures to increase pedestrian priority and creating ‘pedestrian friendly’ centres;*
- *providing infrastructure to provide safer access to key services and pedestrian facilities;*
- *identifying and promoting networks of pedestrian priority routes;*
- *promoting recreational walking; and*
- *supporting the implementation of the Rights of Way Improvement Plan.”*

Policy 8: Active Travel – Cycling

3.16 The County Council will encourage and promote cycling through:

- *“Infrastructure improvements, especially within major urban areas to enable and encourage more cycling;*
- *Implementing measures to increase the priority of cyclists relative to motor vehicles;*
- *Improved safety for users including delivery of formal and informal cycle training schemes;*
- *Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability; and*
- *Facilitating provision of secure cycle parking.”*

Policy 9: Buses

3.17 The County Council will *“promote and support bus services to encourage reduced car use by supporting bus priority measures, maintaining bus stops and other bus related highway infrastructure, supporting cost effective bus services, and working with partners to develop appropriate passenger fares and promote bus services as an option for work and school journeys.”*

Policy 13: New Roads and Junctions

3.18 The County Council will *“design new transport infrastructure, following application of the Transport User Hierarchy, to manage existing demand and that of planned development.”*

Policy 17: Road Safety

3.19 The County Council will *“seek to improve safety on the county’s roads by working with Hertfordshire Road Safety Partnership to deliver targeted, effective and appropriate road safety measures.”*

Local Policy

Welwyn Hatfield Borough Council Local Plan Policy

3.20 The relevant development plan documents for the site comprise:

- The saved policies of the Welwyn Hatfield District Plan adopted 2005.

Adopted local plan

3.21 The District Plan was adopted by Welwyn Hatfield Borough Council in 2005 and sets out the strategic and detailed planning policy for the District. However, in line with paragraph 11 (point d) of the Framework, the housing policies of the Plan are now out of date as the Council cannot demonstrate a five year supply of deliverable housing sites.

Emerging policy

3.22 The emerging Local Plan was submitted for examination on 15 May 2017. The examination is still ongoing, with Stage 5 of the hearing sessions scheduled to take place at the start of November. These hearing sessions are to examine the Green Belt Study Stage 3.

3.23 The Local Plan is not expected to be adopted until mid-late 2020. Once adopted, the Local Plan will include allocated sites for strategic housing, in line with government policy and to address an urgent housing need. As per the adopted Local Plan, no weight can be given to the emerging housing policies as the Council cannot demonstrate a five-year supply of deliverable housing sites. However, significant weight is afforded to the remaining development management policies within the emerging Local Plan.

3.24 It is considered that the most relevant policies from the Local Plan Proposed Submission are:

- SP1 Delivering sustainable development;
- SP4 Transport and travel;
- SADM2 Highway network and safety;
- SADM3 Sustainable travel for all;
- SP6 Community services and facilities;
- SP7 Type and mix of housing;
- SP8 The local economy;
- SP9 Place making and high-quality design;
- SADM11 Amenity and layout;

- SADM12 Parking, servicing and refuse;
- SP14 New schools;
- SADM26 New dwellings in Hatfield; and
- SADM34 Development within the green belt.

Welwyn and Hatfield 2030+ Transport Strategy

3.25 This document's goal is to unlock the potential of the town by the improvement of movement between business and social hubs and within the town itself.

3.26 The aims for this transport strategy are to:

“Improve the experience of walking and cycling, providing safe, attractive and convenient routes for residents and visitors.

Connect diverse areas of the town with an ambitious, affordable and innovative public transport strategy.

Break down the east-west town division to improve connections across Hatfield.

Create a well-connected green infrastructure strategy to encourage the use of green spaces and support healthy and active lifestyles.”

3.27 Some of the main challenges highlighted in this transport strategy are:

- To tackle the increasing pressure on the road network by emphasising walking and cycling around Hatfield and promote the use of public transport
- Enable sustainable methods of commuting patterns

Summary

3.28 The development proposals accord with policy requirements and support National and Local governmental aspirations for encouraging sustainable travel behaviour. The transport proposals of the proposed mixed-use development will encourage the facilitation of sustainable transport behaviour by site users.

4 DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises the construction of a 21,170 sqm (GEA) multi-franchise car dealership, together with associated offices, workshops and car storage areas (Use Class B1, B2, B8 and Sui Generis).
- 4.2 A breakdown of the proposed floor area per use is provided in **Table 4.1**.

Table 4.1: Breakdown of Floor Area

Land Use	Proposed Floor Area (GEA)
B1	662sqm
B2	7,621sqm
B8	8,270sqm
Sui Generis	4,617sqm
TOTAL	21,170sqm

Access Arrangements

- 4.3 The proposed development will be accessed via the existing vehicular access to the site from Mosquito Way, which was constructed as part of the original outline planning permission for the redevelopment of Hatfield Aerodrome (Ref: S6/1999/1064/OP).

Parking Arrangements

- 4.4 As part of the previous planning permission and accompanying s106 agreement, maximum levels of parking were established. The range of parking standards provided in this document are summarised in **Table 4.2**.

Table 4.2: Parking Requirements (Based on S106 Agreement)

Land Use	Maximum number of Car Parking Spaces
B1	Not more than 1 car parking space to each 22.5 - 40 square meters gross external floorspace
B2	Not more than 1 car parking space to each 35 – 60 square meters gross external floorspace
B8	Not more than 1 car parking space to each 35 - 100 square meters gross external floorspace
Sui Generis	Not more than 1 car parking space to each 40 square meters gross external floorspace

4.5 Based on the information presented in **Tables 4.1 and 4.2**, the proposed development can provide between 226 and 599 car parking spaces. This is broken down between the proposed land uses as follows:

- B1 Use: 17-29 spaces
- B2 Use: 127-218 spaces
- B8 Use: 83-236 spaces
- Sui Generis Use: 115 spaces

4.6 In accordance with these standards, the proposed development will provide 271 car parking spaces. These spaces will be accessed via the existing vehicular access from Mosquito Way. The proposed development is therefore consistent the policy.

4.7 Cycle parking will be provided on-site in accordance with 'Welwyn Hatfield District Plan Review Parking Standards' Supplementary Planning Guidance.

Servicing Arrangements

4.8 The site layout has been designed to enable vehicles to enter and exit the site onto Mosquito Way in a forward gear. In addition, a turning circle will be provided to enable larger vehicles to manoeuvre and turn onsite.

Travel Plan

4.9 As part of the proposals, the developer is committed to implementing a Travel Plan to encourage the use of non-car modes of travel and ensure the sustainability of the development. A Framework Travel Plan has been prepared, outlining the measures the developer will put into place in order to achieve this.

4.10 The Framework Travel Plan has been developed in accordance with guidance outlined within Hertfordshire's Travel Plan Guidance for Business and Residential Development.

4.11 A copy of the Travel Plan can be found in **Appendix B**.

5 TRAFFIC GENERATION

- 5.1 In order to assess the likely traffic generation of the proposed development, a comparison has been made to the level of units of development consented under the original outline which was effectively renewed in 2015.
- 5.2 As set out in the previous section, the proposed development proposes to provide 662 sqm of B1 floorspace, 7,621 sqm of B2 floorspace, 8,270 sqm of B8 floorspace and 4,617 sqm of Sui Generis, equating to a total proposed floorspace of 21,170 sqm.
- 5.3 Based on the information presented at **Table 1.1** and the breakdown of the proposed floorspace, the proposed units of development have been derived. This is provided in **Table 5.1**.

Table 5.1 – Proposed Units of Development

USE CLASS	FLOORSPACE (sqm)	UD	FLOORSPACE PER UD
B1	662sqm	7	100sqm
B2	7,621sqm	76	100sqm
B8	8,270sqm	83	100sqm
Sui Generis	4,617sqm	46	100sqm
TOTALS	21,170sqm	212	

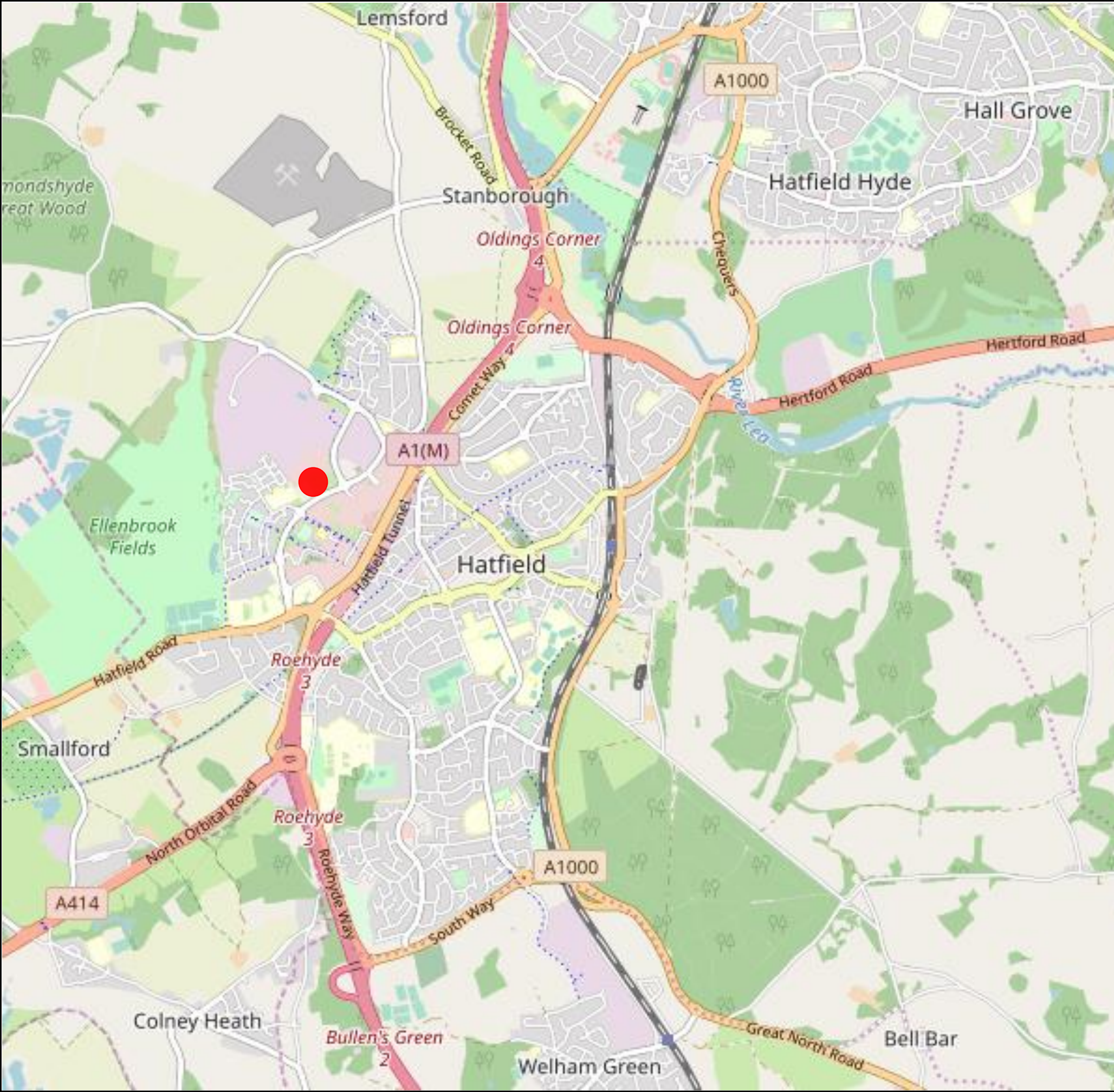
- 5.4 **Table 5.1** demonstrates that the proposed development will result in 212 units of development, which is below the 426 remaining units of development left to be built under the original outline planning permission, as renewed under the 2015 planning permission
- 5.5 As set out above, the proposed 212 units of development is consistent with the outline consent and any future planning application for land at Plot 5000 will follow the same assessment and approach.
- 5.6 As the proposed units of development are consistent with the outline application, it is therefore concluded that the proposed level of vehicle movements associated with the proposals will not exceed the previously consented vehicle trips associated with the outline planning application for the redevelopment of Hatfield Aerodrome (Ref: S6/1999/1064/OP).

6 SUMMARY & CONCLUSIONS

- 6.1 Vectos has been commissioned by Arlington to provide traffic and transport advice in relation to a proposed development on a parcel of land on Plot 5100, which forms part of Hatfield Business Park (HBP), Hatfield, Hertfordshire.
- 6.2 The site currently comprises undeveloped land and benefits from two existing vehicular access points from Mosquito Way to the south.
- 6.3 The proposed development seeks the construction of a 21,170 sqm (GEA) multi-franchise car dealership, together with associated offices, workshops and car storage areas (Use Class B1, B2, B8 and Sui Generis).
- 6.4 It should be noted that the site is currently subject to a planning application for the construction of a temporary car showroom facility with associated vehicular parking and landscaping (Use Class Sui Generis) with a GIA floor area of 433 sqm.
- 6.5 Although the proposed development comprising 21,170 sqm (GEA) of B1/B2/B8/Sui Generis is greater than the floor area proposed as part of the temporary planning application (433 sqm), the proposals fall below what was previously approved under the original outline planning permission.
- 6.6 The proposed development will utilise the existing vehicular access points from Mosquito Way, which was constructed as part of the original outline planning permission for the redevelopment of Hatfield Aerodrome, which was granted in 2000 (Ref: S6/1999/1064/OP). This access will provide access to a car park with 271 car parking spaces.
- 6.7 All of the accidents that have been detailed within this accident report could be attributed to driver error with possible contributory factors cited as carrying out a poor turn / manoeuvre. There were no accidents attributed to the road layout or highway network.
- 6.8 Pedestrian and cyclist provision surrounding the site is good, providing accessibility to the surrounding public transport interchanges, local facilities and neighbouring residential areas. Additionally, frequent bus connections can be made from the bus stops located along Mosquito Way to a number of key destinations including Hatfield, Hatfield Railway Station and Welwyn Garden City.

- 6.9 The development proposals accord with policy requirements and support National and Local governmental aspirations for encouraging sustainable travel behaviour. The transport proposals of the proposed mixed-use development will encourage the facilitation of sustainable transport behaviour by site users.
- 6.10 The proposed units of development are consistent with the outline application, it is therefore concluded that the proposed level of vehicle movements associated with the proposals will not exceed the previously consented vehicle trips associated with the outline planning application for the redevelopment of Hatfield Aerodrome (Ref: S6/1999/1064/OP).
- 6.11 Therefore, in conclusion, the proposed development meets the NPPF sustainability criteria and there is no reason to that this application should not be granted planning consent on transport or highway grounds.

FIGURES



Key

● Site Location

Arlington

Plot 5100 Hatfield Business Park

Strategic Site Location

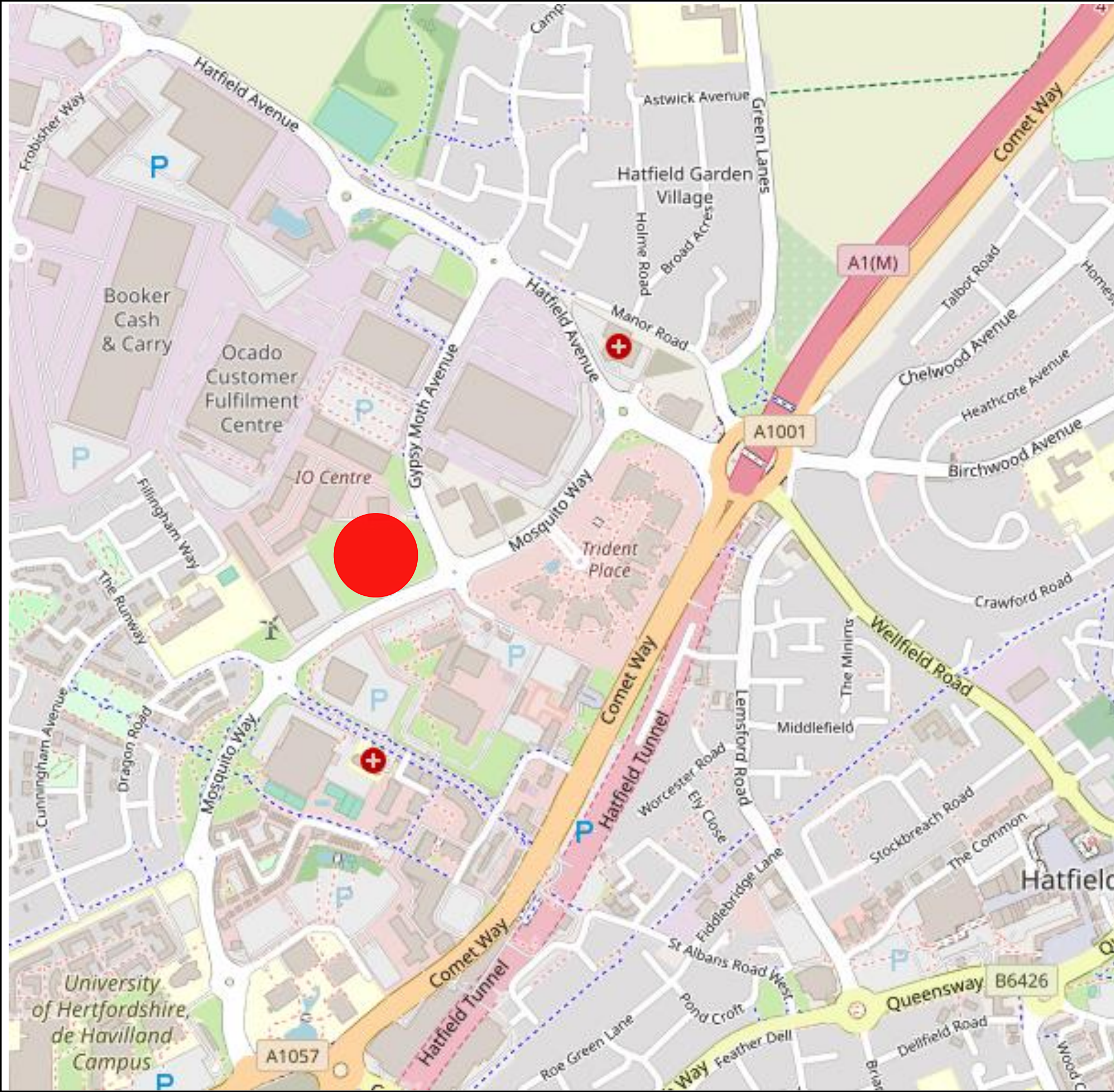
SCALES: NTS

DRAWN: ES	CHECKED: ID	DATE: 05/04/19	REVISION:
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Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1



Key

● Site Location

Arlington

Plot 5100 Hatfield Business Park

Local Site Location

SCALES:		NTS	
DRAWN:	CHECKED:	DATE:	REVISION:
ES	ID	05/04/19	

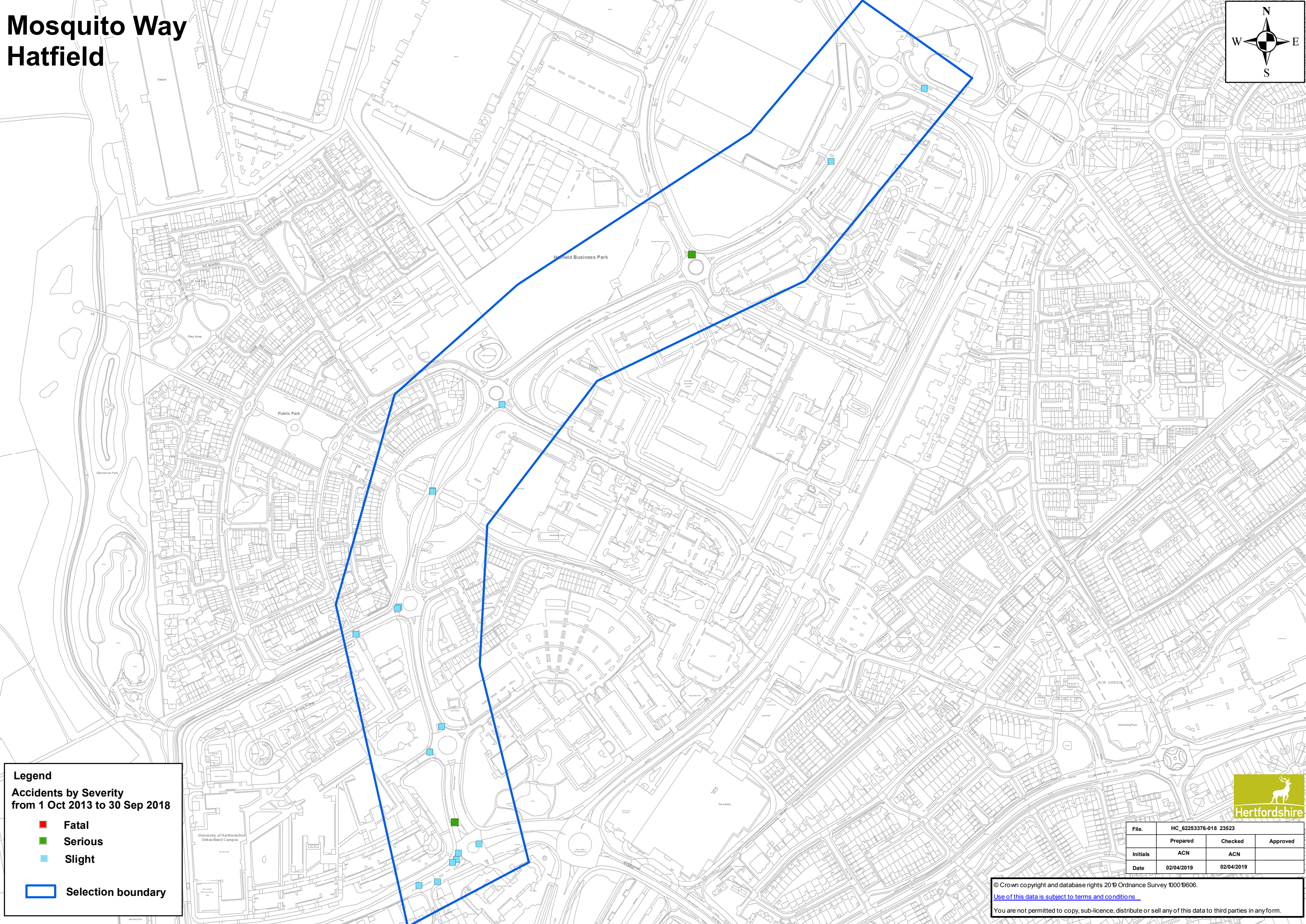
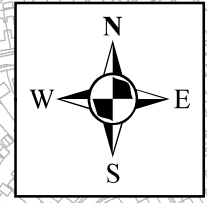


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DRAWING REFERENCE: **Figure 2**

APPENDIX A

Mosquito Way Hatfield



Legend
Accidents by Severity
from 1 Oct 2013 to 30 Sep 2018

- Fatal
- Serious
- Slight
- Selection boundary



File.	HC_62253376-018 23523		
	Prepared	Checked	Approved
Initials	ACN	ACN	
Date	02/04/2019	02/04/2019	

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Full Confidential Accident Report

Date Produced: 02-Apr-19

Set Name (if saved) : 23523

Set Total :

18

Accident Details:

Acc Ref: 2018-410291444 **1st / 2nd Rd:** 0U1664/ NONE **Jun Detail:** Notjunct **Weather:** Finewind **Num Cas:** 1
Day of Week: Fri **Parish:** **Jun Control:** Notjunct **Light:** Darklit **Num Peds:** 0
Date: 27/04/2018 22:15:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Wet **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Nperpelx
U1664 Mosquito Way Hatfield At Pelican Crossing & Approx 150m Sw J/w U1664 Dragon Road Rbt **On Site:** No

V1 Lgv Trav Ne On Mosquito Way Has Collided With V2 P/c Riding Across C/way On Pelican Crossing

Easting: 521154 **Northing:** 208841

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Slipweat	Flooddri	Misspeed	Reckdriv	Crimeveh	

Casualty Details

Acc Ref: 2018-410291444 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 22 **PSV Passenger:** No **Road User Class:** Cyclists **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Notapp **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 150638 **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Notcon **Driver Age:** 40
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** Sw **Hit and Run:** Hit&run
Veh Type: Gdltwght **Junction:** Notjunct **Object off Cway:** None **To:** Ne **Driver Gender:** Male
Foreign Veh: **Towing;** None **velcwy** No **J Purpose:** Unknown **Driver Severity:** None

Acc Ref: **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Nearside **Driver Breath Test:** Notapp **Driver Age:** 22
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** Se **Hit and Run:** Nothtrun
Veh Type: Bicycle **Junction:** Notjunct **Object off Cway:** None **To:** Nw **Driver Gender:** Male
Foreign Veh: **Towing;** None **velcwy** No **J Purpose:** Unknown **Driver Severity:** Slight

Accident Details:

Acc Ref: 2018-410274594 **1st / 2nd Rd:** A1057/8 0U1664/ **Jun Detail:** R/bout **Weather:** Rain **Num Cas:** 4
Day of Week: Tue **Parish:** **Jun Control:** Ats **Light:** Darklit **Num Peds:** 0
Date: 20/02/2018 03:25:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Wet **Num Vehicles:** 1
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** R/bout **Ped Xing:** Npertfrs
A1057 St Albans Road West Rbt Hatfield J/w U1664 Mosquitto Way **On Site:** Yes

V1 Car Trav South On Mosquitto Way Has Turned Right Onto Rbt At Speed, Lost Control & Collided With Centre Of Rbt. Driver V1 Alcohol Impaired

Eastings: 521219 **Northings:** 208349

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Slipweat	Alcydriv		Lostcont		
V 1	B			Speeding			

Casualty Details

Acc Ref: 2018-410274594 **Cas Class:** Passenge **Car Passenger:** Rearseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 20 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Female **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2018-410274594 **Cas Class:** Passenge **Car Passenger:** Rearseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 24 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 2 **Cas Gender:** Female **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2018-410274594 **Cas Class:** Passenge **Car Passenger:** Frontsea **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 21 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 3 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2018-410274594 **Cas Class:** Passenge **Car Passenger:** Rearseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 20 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 4 **Cas Gender:** Female **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref:	150331	Manoeuvre:	Turnrigh	Skidding:	Skidded	Impact Point:	Front	Driver Breath Test:	Positiv	Driver Age:	22
Veh Ref:	1	Location:	Carw	Object in Cway:	Ctrr/bt	From:	N	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	E	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	Aheadjun	J Purpose:	Other	Driver Severity:	None		

Accident Details:

Acc Ref: 2017-410242485 **1st / 2nd Rd:** C185/15 NONE **Jun Detail:** Notjunct **Weather:** Fine **Num Cas:** 5
Day of Week: Fri **Parish:** **Jun Control:** Notjunct **Light:** Day **Num Peds:** 0
Date: 17/11/2017 14:55:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Dual **Ped Xing:** Nperpelx
 C185 Hatfield Avenue Hatfield Est 120m Nw J/w A1001 Comet Way At Pelican Xing **On Site:** Yes
 V2 Car Se/bound On Hatfield Ave Stationary At Ped Xing. V1 Car Trav Se Collided With R/o V2

Easting: 521841 **Northing:** 209404

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B	Misspeed					
V 2	B		Stopping				

Casualty Details

Acc Ref: 2017-410242485 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 20 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2017-410242485 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 33 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 2 **Cas Gender:** Male **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2017-410242485 **Cas Class:** Passenge **Car Passenger:** Rearseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 30 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 3 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2017-410242485 **Cas Class:** Passenge **Car Passenger:** Frontsea **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 22 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 4 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2017-410242485 **Cas Class:** Passenge **Car Passenger:** Frontsea **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 31 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 5 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 150034	Manoeuvre: Stopping	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 20
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Nw	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Notjunct	Object off Cway: None	To: Se	Driver Gender: Female	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Other	Driver Severity: Slight	

Acc Ref:	Manoeuvre: Stopping	Skidding: None	Impact Point: Back	Driver Breath Test: Notcon	Driver Age: 33
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Nw	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Notjunct	Object off Cway: None	To: Se	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Tofrowrk	Driver Severity: Slight	

Accident Details:

Acc Ref: 2017-410196999 **1st / 2nd Rd:** A1057/8 0U1184/ **Jun Detail:** T **Weather:** Fine **Num Cas:** 2
Day of Week: Fri **Parish:** **Jun Control:** Giveway **Light:** Day **Num Peds:** 0
Date: 23/06/2017 08:15:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Npercntr
A1057 St Albans Road West Hatfield J/w U1184 Ashbury Close **On Site:** Yes

Both Vs Trav Ne On St Albans Road West. V1 Car Has Changed Lane To Right Across Path V2 Lgv & V2 Has Collided With N/s V1

Eastings: 521135 **Northings:** 208291

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flooddri					
V 1	B		Misspeed				

Casualty Details

Acc Ref: 2017-410196999 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 42 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Female **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2017-410196999 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 47 **PSV Passenger:** No **Road User Class:** Goods Vehicles **Ped Location:** Notped
Cas Ref: 2 **Cas Gender:** Male **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 148913 **Manoeuvre:** Chglnrig **Skidding:** None **Impact Point:** Nearside **Driver Breath Test:** Notreq **Driver Age:** 42
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** Sw **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Approach **Object off Cway:** None **To:** Ne **Driver Gender:** Female
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Tofrowrk **Driver Severity:** Slight

Acc Ref: **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Notreq **Driver Age:** 47
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** Sw **Hit and Run:** Nothtrun
Veh Type: Gdltwght **Junction:** Approach **Object off Cway:** None **To:** Ne **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Tofrowrk **Driver Severity:** Slight

Accident Details:

Acc Ref: 2017-410163822 **1st / 2nd Rd:** 0U1664/ 0U1664/ **Jun Detail:** R/bout **Weather:** Fine **Num Cas:** 1
Day of Week: Mon **Parish:** **Jun Control:** Giveway **Light:** Day **Num Peds:** 0
Date: 06/03/2017 08:55:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Npercntr
 U1664 Mosquito Way Hatfield J/w U1664 Bishops Square Rbt **On Site:** No

Both Vs Trav South On Mosquito Way. V2 Taxi Waiting To Enter Rbt & V1 Car Has Collided With Rear V2

Easting: 521167 **Northing:** 208513

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri					

Casualty Details

Acc Ref: 2017-410163822 **Cas Class:** Passenge **Car Passenger:** Rarseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 148431	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age:
Veh Ref: 1	Location: Carw	Object in Cway: None	From: N	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Approach	Object off Cway: None	To: S	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Unknown	Driver Severity: None	
Acc Ref:	Manoeuvre: Waitahea	Skidding: None	Impact Point: Back	Driver Breath Test: Notcon	Driver Age: 44
Veh Ref: 2	Location: Carw	Object in Cway: None	From: N	Hit and Run: Nothtrun	
Veh Type: Taxi	Junction: Approach	Object off Cway: None	To: S	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Work	Driver Severity: None	

Accident Details:

Acc Ref: 2016-410134187 **1st / 2nd Rd:** 0U1664/ NONE **Jun Detail:** Notjunct **Weather:** Fine **Num Cas:** 1
Day of Week: Wed **Parish:** **Jun Control:** Notjunct **Light:** Darklit **Num Peds:** 1
Date: 23/11/2016 17:29:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 1
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Nperpelx
U1664 Mosquito Way Hatfield On Pelican Crossing Approx 145m Sw J/w U1664 Dragon Road Rbt **On Site:** Yes

V1 Car Trav Ne On Mosquitto Way Has Collided With Ped Crossing C/way On Pelican Crossing From V1 N/s Against The Lights

Easting: 521154 **Northing:** 208842

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
C 1	A	Flookped	Misveped				

Casualty Details

Acc Ref: 2016-410134187 **Cas Class:** Pedestri **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Xnrside
Veh Ref: 1 **Cas Age:** 20 **PSV Passenger:** No **Road User Class:** Pedestrians **Ped Location:** Pedcross
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Notapp **School Pupil:** **Ped Work on Rd:** Notapp

Vehicle Details

Acc Ref: 147550 **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Negati **Driver Age:** 19
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** Sw **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Notjunct **Object off Cway:** None **To:** Ne **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Unknown **Driver Severity:** None

Accident Details:

Acc Ref: 2016-410130541 **1st / 2nd Rd:** A1057/8 A1057/8 **Jun Detail:** R/bout **Weather:** Fine **Num Cas:** 1
Day of Week: Wed **Parish:** **Jun Control:** Ats **Light:** Day **Num Peds:** 0
Date: 16/11/2016 12:15:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 40mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Npercntr
A1057 St Albans Road West Hatfield J/w A1057 Mosquito Way Rbt **On Site:** No

Both Vs East/bound On St Albans Road West. V1 Police Car Waiting To Enter Rbt & V2 Stolen Car Has Collided With Rear V1. V2 Fts

Easting: 521182 **Northing:** 208323

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	A	Badrlday	Flookdri	Stolenv			

Casualty Details

Acc Ref: 2016-410130541 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 31 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 147384 **Manoeuvre:** Waitahea **Skidding:** None **Impact Point:** Back **Driver Breath Test:** Negati **Driver Age:** 31
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** W **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Approach **Object off Cway:** None **To:** E **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Work **Driver Severity:** Slight

Acc Ref: **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Notcon **Driver Age:**
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** W **Hit and Run:** Hit&run
Veh Type: Car **Junction:** Approach **Object off Cway:** None **To:** E **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Unknown **Driver Severity:** None

Accident Details:

Acc Ref: 2016-410133130	1st / 2nd Rd: 0U1664/ 0U1664/	Jun Detail: R/bout	Weather: Fine	Num Cas: 2
Day of Week: Wed	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 2
Date: 19/10/2016 13:00:00	District: WelHat	Spec Conditions: None	Road Surface: Fine	Num Vehicles: 1
Acc Severity: Slight	Speed Limit: 30mph	C/way Hazard: None	C/way Type: R/bout	Ped Xing: Npernox
U1664 Mosquito Way Rbt J/w Access Road To De Havilland Campus				On Site: Yes

V1 Taxi Had Collected A Passenger & Was Leaving Campus, Trav East Approaching Rbt. Two Pedestrians Walking North Were Crossing From O/s Without Looking. Driver V1 Failed To See Peds & Collided With Them

Easting: 521150 **Northing:** 208477

Casualty Details

Acc Ref: 2016-410133130	Cas Class: Pedestri	Car Passenger: No	Cas Severity: Slight	Ped Movement: Xoffside
Veh Ref: 1	Cas Age: 18	PSV Passenger: No	Road User Class: Pedestrians	Ped Location: Ctrcway
Cas Ref: 1	Cas Gender: Female	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notapp

Acc Ref: 2016-410133130	Cas Class: Pedestri	Car Passenger: No	Cas Severity: Slight	Ped Movement: Xoffside
Veh Ref: 1	Cas Age: 18	PSV Passenger: No	Road User Class: Pedestrians	Ped Location: Ctrcway
Cas Ref: 2	Cas Gender: Female	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notapp

Vehicle Details

Acc Ref: 147750	Manoeuvre: Ahead	Skidding: None	Impact Point: Offside	Driver Breath Test: Notreq	Driver Age: 39
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Taxi	Junction: Approach	Object off Cway: None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Work	Driver Severity: None	

Accident Details:

Acc Ref: 2016-410124993 **1st / 2nd Rd:** 0U1717/ NONE **Jun Detail:** Entrance **Weather:** Fine **Num Cas:** 1
Day of Week: Sat **Parish:** **Jun Control:** Giveway **Light:** Day **Num Peds:** 0
Date: 08/10/2016 17:40:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Npernox
 U1717 Albatross Way Hatfield At Entrance/exit To Law Courts Car Park & Approx 70m Sw J/w U1664 Aviation Avenue Rbt **On Site:** Yes
 Both Vs Cars. V1 Trav Sw On Albatross Way Has Been Hit N/s By V2 Turning Left From Law Courts Car Park To V1 N/s. V2 Fts

Easting: 521047 **Northing:** 208642

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B				Speeding		Misspeed
V 2	A	Flookdri					
V 2	B		Juncover	Distrctn		Misspeed	

Casualty Details

Acc Ref: 2016-410124993 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 53 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Unknown **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 147154 **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Nearside **Driver Breath Test:** Notreq **Driver Age:** 53
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** Ne **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Middle **Object off Cway:** None **To:** Sw **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Other **Driver Severity:** Slight

Acc Ref: **Manoeuvre:** Turnleft **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Notcon **Driver Age:**
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** Se **Hit and Run:** Hit&run
Veh Type: Car **Junction:** Emain **Object off Cway:** None **To:** Sw **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Unknown **Driver Severity:** None

Accident Details:

Acc Ref: 2016-4100B0210 **1st / 2nd Rd:** 0U1664/ 0U1745/ **Jun Detail:** R/bout **Weather:** Rain **Num Cas:** 1
Day of Week: Thu **Parish:** **Jun Control:** Giveway **Light:** Darklit **Num Peds:** 0
Date: 24/03/2016 19:55:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Wet **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** R/bout **Ped Xing:** Npernox
 U1664 Mosquito Way Rbt Hatfield J/w U1745 Tamblin Way **On Site:** Yes

Both Vs Cars. V2 Negotiating Rbt Trav Sw. V1 Entetred Rbt Trav Ne On Tamblin Way & Has Collided With N/s V2

Easting: 521251 **Northing:** 208963

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri					

Casualty Details

Acc Ref: 2016-4100B0210 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 30 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 145630	Manoeuvre: Starting	Skidding: None	Impact Point: Front	Driver Breath Test: Notreq	Driver Age: 30
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Se	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Er/about	Object off Cway: None	To: Nw	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Work	Driver Severity: Slight	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Nearside	Driver Breath Test: Notreq	Driver Age: 62
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Middle	Object off Cway: None	To: Sw	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Other	Driver Severity: None	

Accident Details:

Acc Ref: 2016-4100B0064 **1st / 2nd Rd:** 0U1664/ 0U1717/ **Jun Detail:** R/bout **Weather:** Fine **Num Cas:** 1
Day of Week: Wed **Parish:** **Jun Control:** Giveway **Light:** Darklit **Num Peds:** 0
Date: 20/01/2016 06:20:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Frostice **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** R/bout **Ped Xing:** Npernox
U1664 Mosquito Way Hatfield Rbt J/w U1717 Albatross Way **On Site:** Yes

V2 P/c Trav North On Mosquito Way Across Rbt When V1 Car Trav East On Albatross Way Has Entered Rbt Across Path V2 & V2 Has Collided With O/s V1

Easting: 521105 **Northing:** 208678

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri					

Casualty Details

Acc Ref: 2016-4100B0064 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 46 **PSV Passenger:** No **Road User Class:** Cyclists **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Notapp **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 145626 **Manoeuvre:** Starting **Skidding:** None **Impact Point:** Offside **Driver Breath Test:** Negati **Driver Age:** 26
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** W **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Er/about **Object off Cway:** None **To:** E **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Tofrowrk **Driver Severity:** None

Acc Ref: **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Notapp **Driver Age:** 46
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** S **Hit and Run:** Nothtrun
Veh Type: Bicycle **Junction:** Middle **Object off Cway:** None **To:** N **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Tofrowrk **Driver Severity:** Slight

Accident Details:

Acc Ref: 2015-4100B0622 **1st / 2nd Rd:** 0U1664/ NONE **Jun Detail:** Notjunct **Weather:** Fine **Num Cas:** 1
Day of Week: Sat **Parish:** **Jun Control:** Notjunct **Light:** Darklit **Num Peds:** 1
Date: 10/10/2015 21:40:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 1
Acc Severity: Serious **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Nperpelx
U1644 Mosquito Way Hatfield Approx 35m North Rbt J/w A1057 St Albans Road West **On Site:** Yes

V1 Car Trav North On Mosquito Way In Slow Moving Traffic Has Collided With Ped Who Has Stepped Into C/way From V1 O/s

Easting: 521185 **Northing:** 208379

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
C 1	A	Flookped	Misveped				

Casualty Details

Acc Ref: 2015-4100B0622 **Cas Class:** Pedestri **Car Passenger:** No **Cas Severity:** Serious **Ped Movement:** Xoffside
Veh Ref: 1 **Cas Age:** 50 **PSV Passenger:** No **Road User Class:** Pedestrians **Ped Location:** Elsewher
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Notapp **School Pupil:** **Ped Work on Rd:** Notapp

Vehicle Details

Acc Ref: 144519 **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Negati **Driver Age:** 48
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** S **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Notjunct **Object off Cway:** None **To:** N **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Unknown **Driver Severity:** None

Accident Details:

Acc Ref: 2015-4100B0505 **1st / 2nd Rd:** 0U1664/ 0U1717/ **Jun Detail:** R/bout **Weather:** Rain **Num Cas:** 1
Day of Week: Tue **Parish:** Hatfield **Jun Control:** Giveway **Light:** Day **Num Peds:** 0
Date: 25/08/2015 16:00:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Wet **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** R/bout **Ped Xing:** Npernox
 U1664 Mosquito Way Hatfield Rbt J/w U1717 Albatros Way **On Site:** No

V2 M/c 50-125cc Trav North Across Rbt Has Collided With O/s V1 Bus Trav East On Albatros Way Which Pulled Onto Rbt Across Path V2. Rider Fell & V1 Ran Over V2 With Rear Wheels

Easting: 521107 **Northing:** 208680

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B	Dissign	Flookdri	Misspeed			
V 2	B				Darkeyc		

Casualty Details

Acc Ref: 2015-4100B0505 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 18 **PSV Passenger:** No **Road User Class:** Motorcyclists **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Notapp **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 144131	Manoeuvre: Turnleft	Skidding: None	Impact Point: Nearside	Driver Breath Test: Notcon	Driver Age: 55
Veh Ref: 1	Location: Carw	Object in Cway: None	From: W	Hit and Run: Nothtrun	
Veh Type: Psv	Junction: Er/about	Object off Cway: None	To: N	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Work	Driver Severity: None	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 18
Veh Ref: 2	Location: Carw	Object in Cway: None	From: S	Hit and Run: Nothtrun	
Veh Type: Mc<=125	Junction: Middle	Object off Cway: None	To: N	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Tofrowrk	Driver Severity: Slight	

Accident Details:

Acc Ref: 2015-4100B0408	1st / 2nd Rd: 0U1664/ NONE	Jun Detail: Entrance	Weather: Fine	Num Cas: 1
Day of Week: Sat	Parish:	Jun Control: Giveway	Light: Darkunkn	Num Peds: 0
Date: 11/07/2015 04:35:00	District: WelHat	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 30mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox

U1664 Mosquito Way Hatfield Entrance To Pcl Transport & Approx 125m South Rbt J/w Hatfield Avenue

V1 Car Trav Ne On Mosquito Way Turning Left Into Entrance Has Been Hit N/s By V2 Car Trav Ne. Following An Altercation V2 Fts

Easting: 521711 **Northing:** 209302

Casualty Details

Acc Ref: 2015-4100B0408	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 1	Cas Age: 35	PSV Passenger: No	Road User Class: Car Users	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Unknown	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 145179	Manoeuvre: Turnleft	Skidding: None	Impact Point: Nearside	Driver Breath Test: Notcon	Driver Age: 35
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Lmain	Object off Cway: None	To: Nw	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Unknown	Driver Severity: Slight	

Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 40
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Sw	Hit and Run: Hit&run	
Veh Type: Car	Junction: Middle	Object off Cway: None	To: Ne	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy: No	J Purpose: Unknown	Driver Severity: None	

Accident Details:

Acc Ref: 2015-4100B0390 **1st / 2nd Rd:** A1057/8 0U1664/ **Jun Detail:** R/bout **Weather:** Fine **Num Cas:** 3
Day of Week: Sat **Parish:** Hatfield **Jun Control:** Ats **Light:** Day **Num Peds:** 0
Date: 20/06/2015 14:57:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Wet **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** R/bout **Ped Xing:** Npertifs
A1057 St Albans Road West Hatfield Rbt J/s U1664 Mosquito Way **On Site:** Yes

Both Vs Cars Trav East On St Albans Road West Have Entered Rbt. V2 Stopped & V1 Has Collided With Rear V2

Eastings: 521190

Northings: 208336

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B		Flookdri	Tooclose			
V 2	A	Stopping					

Casualty Details

Acc Ref: 2015-4100B0390 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 39 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2015-4100B0390 **Cas Class:** Passenge **Car Passenger:** Frontsea **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 43 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 2 **Cas Gender:** Female **Seat Belt:** Wornnot **School Pupil:** **Ped Work on Rd:** Notped

Acc Ref: 2015-4100B0390 **Cas Class:** Passenge **Car Passenger:** Rearseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 9 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 3 **Cas Gender:** Female **Seat Belt:** Wornind **School Pupil:** **Ped Work on Rd:** Notped

Vehicle Details

Acc Ref: 143581 **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Negati **Driver Age:** 39
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** W **Hit and Run:** Nothtrun
Veh Type: Car **Junction:** Er/about **Object off Cway:** None **To:** E **Driver Gender:** Male
Foreign Veh: **Towing:** None **velcwy:** No **J Purpose:** Other **Driver Severity:** Slight

Acc Ref:	Manoeuvre: Stopping	Skidding: None	Impact Point: Back	Driver Breath Test: Negati	Driver Age: 59
Veh Ref: 2	Location: Carw	Object in Cway: None	From: W	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Er/about	Object off Cway None	To: E	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Other	Driver Severity: None	

Accident Details:

Acc Ref: 2014-4100B0596 **1st / 2nd Rd:** 0U1664/ U1664/9 **Jun Detail:** R/bout **Weather:** Rain **Num Cas:** 1
Day of Week: Wed **Parish:** Hatfield **Jun Control:** Gwy/unct **Light:** Daystlts **Num Peds:** 0
Date: 24/09/2014 08:00:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Wet **Num Vehicles:** 1
Acc Severity: Serious **Speed Limit:** 30mph **C/way Hazard:** None **C/way Type:** R/bout **Ped Xing:** Npercntr
 U1664 Mosquito Way Hatfield Rbt J/w U1664 Gypsy Moth Avenue **On Site:** Yes

V1 M/c 50-125cc Trav South On Mosquito Way Slowed To Enter Rbt & Skidded Onwet Road & Rider Has Fallen

Easting: 521516 **Northing:** 209172

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Slipweat	Lostcont				

Casualty Details

Acc Ref: 2014-4100B0596 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Serious **Ped Movement:** Notped
Veh Ref: 1 **Cas Age:** 22 **PSV Passenger:** No **Road User Class:** Motorcyclists **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Female **Seat Belt:** Notapp **School Pupil:** Other **Ped Work on Rd:**

Vehicle Details

Acc Ref: 141790 **Manoeuvre:** Ahead **Skidding:** Skidded **Impact Point:** Nearside **Driver Breath Test:** Notreq **Driver Age:** 22
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** N **Hit and Run:** Nothtrun
Veh Type: Mc<=125 **Junction:** Er/about **Object off Cway:** None **To:** S **Driver Gender:** Female
Foreign Veh: Notfrv **Towing:** None **velcwy:** No **J Purpose:** Work **Driver Severity:** Serious

Accident Details:

Acc Ref: 2014-4100B0442 **1st / 2nd Rd:** A1057/8 A1057/8 **Jun Detail:** R/bout **Weather:** Fine **Num Cas:** 2
Day of Week: Tue **Parish:** Hatfield **Jun Control:** Ats **Light:** Daystlts **Num Peds:** 0
Date: 29/07/2014 13:51:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 40mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Npertfrs
A1057 St Albans Road West Hatfield Rbt J/w U1664 Mosquito Way **On Site:** No-otc

Both Vs Cars Trav Ne On St Albans Road West. V2 Stopped At Jct & V1 Has Collided With Rear V2

Easting: 521187 **Northing:** 208327

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Toofast	Tooclose				

Casualty Details

Acc Ref: 2014-4100B0442 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 25 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Unknown **School Pupil:** Other **Ped Work on Rd:**

Acc Ref: 2014-4100B0442 **Cas Class:** Passenge **Car Passenger:** Rearseat **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 25 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 2 **Cas Gender:** Female **Seat Belt:** Unknown **School Pupil:** Other **Ped Work on Rd:**

Vehicle Details

Acc Ref: 141400 **Manoeuvre:** Ahead **Skidding:** None **Impact Point:** Front **Driver Breath Test:** Notcon **Driver Age:**
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** Sw **Hit and Run:** Nothtrun
Veh Type: Car+3whl **Junction:** Approach **Object off Cway:** None **To:** Ne **Driver Gender:** Male
Foreign Veh: Notfrv **Towing:** None **velcwy:** No **J Purpose:** Other **Driver Severity:** None

Acc Ref: **Manoeuvre:** Waitahea **Skidding:** None **Impact Point:** Back **Driver Breath Test:** Notcon **Driver Age:** 25
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** Sw **Hit and Run:** Nothtrun
Veh Type: Car+3whl **Junction:** Approach **Object off Cway:** None **To:** Ne **Driver Gender:** Male
Foreign Veh: Notfrv **Towing:** None **velcwy:** No **J Purpose:** Other **Driver Severity:** Slight

Accident Details:

Acc Ref: 2014-4100B0329 **1st / 2nd Rd:** A1057/8 U1184/1 **Jun Detail:** T **Weather:** Fine **Num Cas:** 2
Day of Week: Wed **Parish:** Hatfield **Jun Control:** Gwy/unct **Light:** Daystlts **Num Peds:** 0
Date: 28/05/2014 15:30:00 **District:** WelHat **Spec Conditions:** None **Road Surface:** Dry **Num Vehicles:** 2
Acc Severity: Slight **Speed Limit:** 40mph **C/way Hazard:** None **C/way Type:** Single **Ped Xing:** Npercntr
A1057 St Albans Road West Hatfield Approx 20m Ne J/w U1184 Ashbury Close **On Site:** Yes

Both Vs Trav Sw On St Albans Road West Having Left Rbt. V2 Car On Inside Lane. V1 Hgv Has Changed Lane To Left & N/s V1 Has Collided With O/s V2

Easting: 521161 **Northing:** 208296

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri	Poorturn				

Casualty Details

Acc Ref: 2014-4100B0329 **Cas Class:** Driver **Car Passenger:** No **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 70 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 1 **Cas Gender:** Male **Seat Belt:** Yes **School Pupil:** Other **Ped Work on Rd:**

Acc Ref: 2014-4100B0329 **Cas Class:** Passenge **Car Passenger:** Frontsea **Cas Severity:** Slight **Ped Movement:** Notped
Veh Ref: 2 **Cas Age:** 64 **PSV Passenger:** No **Road User Class:** Car Users **Ped Location:** Notped
Cas Ref: 2 **Cas Gender:** Female **Seat Belt:** Yes **School Pupil:** Other **Ped Work on Rd:**

Vehicle Details

Acc Ref: 140957 **Manoeuvre:** Chglnlef **Skidding:** None **Impact Point:** Nearside **Driver Breath Test:** Negati **Driver Age:** 21
Veh Ref: 1 **Location:** Carw **Object in Cway:** None **From:** Ne **Hit and Run:** Nothtrun
Veh Type: Gdhvwght **Junction:** Approach **Object off Cway:** None **To:** Sw **Driver Gender:** Male
Foreign Veh: Notfrv **Towing:** None **velcwy:** No **J Purpose:** Work **Driver Severity:** None

Acc Ref: **Manoeuvre:** Ahead **Skidding:** Skidded **Impact Point:** Offside **Driver Breath Test:** Ntprov **Driver Age:** 70
Veh Ref: 2 **Location:** Carw **Object in Cway:** None **From:** Ne **Hit and Run:** Nothtrun
Veh Type: Car+3whl **Junction:** Approach **Object off Cway:** None **To:** Sw **Driver Gender:** Male
Foreign Veh: Notfrv **Towing:** None **velcwy:** No **J Purpose:** Other **Driver Severity:** Slight

APPENDIX B

Arlington

Plot 5100 Hatfield Business Park, Hatfield

Workplace Travel Plan

April 2019

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- Figure 1 - Strategic Location
 Figure 2 - Local Area

1 INTRODUCTION

- 1.1 Vectos has been appointed by Arlington to provide traffic and transport advice in relation to a proposed development on a parcel of land on Plot 5100, which forms part of Hatfield Business Park (HBP), Hatfield, Hertfordshire.
- 1.2 The site currently comprises undeveloped land and benefits from an existing vehicular access point from Mosquito Way to the south. The site is located within HBP and is adjoined to the east by Gypsy Moth Avenue, to the south by Mosquito Way and to the north and west by industrial units, which are occupied. HBP is located to the west of the A1(M) and circa 1.2km to the north-west of Hatfield town centre. The strategic location of the site is shown in **Figure 1**, whilst the site's location in respect to the local area is shown in **Figure 2**.
- 1.3 The proposals comprise the construction of a 20,551 sqm (GEA) multi-franchise car dealership, together with associated offices, workshops and car storage areas (Use Class B1, B2 and Sui Generis).
- 1.4 As part of the proposals, the existing vehicular access point from Mosquito Way will be utilised. This access was constructed as part of the original outline planning permission for the redevelopment of Hatfield Aerodrome, which was granted in 2000 (Ref: S6/1999/1064/OP).
- 1.5 A car park with 271 parking spaces will be provided as well as 34 secure cycle parking spaces.

Background

- 1.6 It is necessary for occupiers of the proposed development as well as the existing wider community to be assured that a strategy is in place to support sustainable travel behaviour between the proposed development at the site and other destinations.
- 1.7 This Workplace Travel Plan (WTP) has been prepared to minimise the impact of traffic generated by the staff of the proposed development.
- 1.8 A Workplace Travel Plan is a general term for a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on car use, particularly when single occupancy. It involves the development of a set of initiatives and targets that seek to reduce the impact of travel and transport on the environment, whilst also bringing a number of

benefits to different stakeholders. A Travel Plan aims to encourage people to reach the site on foot, by bicycle, on public transport or by car sharing and offer wide travel choices for staff and visitors.

- 1.9 The thrust of this Travel Plan should not be considered as anti-car but to be aimed at promoting more sustainable ways of transport which are safe, reliable and environmentally-friendly.
- 1.10 The Travel Plan encompasses all future travellers to the site. This will include encouragement for modal shift, reducing the reliance on the private motor car, resulting in an overall reduction in traffic generated by this development.
- 1.11 The Travel Plan will embrace national and local transport policy in promoting sustainable modes of transport such as cycling, walking and public transport, which have less environmental impact than the car. For a Travel Plan to be meaningful it must be addressed to the particular needs of the site for which it has been prepared.
- 1.12 This Workplace Travel Plan should be read in conjunction with the Transport Statement also prepared by Vectos.

Aim of Travel Plan

- 1.13 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable future staff and visitors to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping employees from using sustainable modes which in effect can self-manage single-occupancy vehicle use.

Scope of Travel Plan

- 1.14 The WTP has been prepared in accordance with current central and local government policy guidance and also adheres to relevant national policy related to land use development and travel planning. These include:
 - Communities & Local Government (2018). *National Planning Policy Framework*;
 - Department for Communities & Local Government (2014). *National Planning Practice Guidance*; and,
 - Hertfordshire's Travel Plan Guidance for Business and Residential Development.

1.15 The Government states that a '*key tool*' to facilitate sustainable travel for the movement of goods and people is a travel plan (CLG, 2012, para. 36). '*All developments which generate significant amounts of movement should be required to provide a Travel Plan*' (CLG, 2012, para. 36).

1.16 The remainder of this document is structured as follows:

- Section 2 – outlines the options for accessing the site by sustainable modes;
- Section 3 – sets out the objectives and targets of the Workplace Travel Plan;
- Section 4 – details the measures and initiatives;
- Section 5 – outlines the WTP strategy including how it will be managed;
- Section 6 – sets out the monitoring and review programme; and
- Section 7 – includes the Action Plan.

2 ACCESSIBILITY BY NON-CAR MODES OF TRANSPORT

2.1 The key to achieving the objectives of this Framework Travel Plan will be the accessibility of the site by non-car modes of transport. This section of the document assesses the situation of the site in terms of the local facilities, and its accessibility via sustainable, non-car modes of transport.

Walking and Cycling

- 2.2 Government guidance refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, The Institution of Highways and Transportation (IHT) guidelines suggest a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km.
- 2.3 Within a 2km distance, the majority of Hatfield to the southeast, its town centre and Hatfield Railway Station can be accessed from the site. Within a 5km distance, the site can be accessed from Welwyn Garden City to the north, the east of St. Albans to the southwest and Welham Green to the southeast. The majority of Hatfield and Welwyn Garden City can therefore be considered accessible by bicycle within a reasonable cycling distance.
- 2.4 Mosquito Way is provided with a segregated footway/cycle ways on both sides of the carriageway along its length, providing connections to the wider area. The existing cycle network within the HBP facilitates access by cyclists between the HBP and surrounding areas to cross the A1(M) and travel to and from Hatfield town centre.
- 2.5 National Cycle Route (NCR) 61 runs through the north of Hatfield providing access to St Albans to the Southwest via a traffic free route and Welwyn Garden City to the north. NCR 61 is accessible from the proposal HBP via a circa 800 metre ride along Wellfield Road to the east of the HBP, accessed from the underpass passing below the Green Lanes Roundabout. NCR 12 which lies slightly further east also passes through Hatfield and provides access to Welwyn Garden City.

Bus Services

- 2.6 Two bus stops are located within close proximity of Plot 5100; these bus stops are located either side of Mosquito Way directly to the south and south-west of the site.

- 2.7 The eastbound bus stop located along the northern side of Mosquito Way is marked by a flag style sign along with timetabling information. The westbound bus stop located along the southern side of Mosquito Way benefits from sheltered seating as well as timetabling information.
- 2.8 A summary of the bus services and their typical frequencies are shown in **Table 2.1** below.

Table 2.1: Summary of Bus Services

Service	Route	Approximate Frequency (minutes)	
		Weekday	Saturday
331	Welwyn Garden City – Nicholas Breakspear School	08:00 and 14:34	-
341	Hatfield – Ware/Broxbourne	07:17 (School Days only) 07:27 (Non-School Days) 60 Minutes afterwards	120 Minutes
601	Welwyn Garden City – St Albans/Borehamwood	30 Minutes	6 services between 07:17 and 16:06
610 Dragonfly	Enfield – Hatfield - Luton	60 Minutes	60 Minutes
611	Hatfield - Enfield	Service at 08:19, 08:27 & 10:02 & 17:10	-
614 Comet	Hatfield – High Barnet/Queensbury	30 Minutes	60 Minutes
635	Hitchin/Hatfield – Hatfield/Watford	60 Minutes	-
641	Broxbourne – Hatfield, Business Park	120 Minutes	120 Minutes
644 Comet	Hatfield - Queensbury	06:47 & 08:53 and 16:36 & 18:37	-

Rail Services

- 2.9 Hatfield Rail Station is located approximately 2.5km walking distance to the east of the site and is managed by Great Northern. Services are provided from the station towards Welwyn Garden City, Peterborough, Stevenage and Cambridge to the north as well as Finsbury Park, London Kings Cross and Moorgate to the south. Hatfield Rail Station is accessible from the site via the No. 600 bus service from stops on Hatfield Avenue. A summary of the rail services to the key destinations is provided in **Table 2.2** below.

Table 2.2: Summary of Rail Services

Destination	Journey Time	Approx. Frequency (minutes)
London Kings Cross	24	12
Welwyn Garden City	4	15
Peterborough	60	30
Stevenage	15	30
Cambridge	63	30
Finsbury Park	18	10
Moorgate	40	10

Summary

- 2.10 A review of the existing characteristics for the site indicates that it is situated within an accessible location. Frequent bus connections can be made from the bus stops located to the south of the site within HBP to a number of key destinations including Hatfield, Hatfield Railway Station and Welwyn Garden City.
- 2.11 Pedestrian and cyclist provision surrounding the site is sufficient, providing accessibility to the surrounding public transport interchanges, local facilities and neighbouring residential areas.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the WTP, 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 WTP can be found in **Section 6**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which should be reached within the period covered by this WTP. In addition, interim targets have been set.

Objectives

3.2 The objectives of this WTP are two-fold. Firstly, to increase awareness of sustainable travel modes available to staff and secondly to reduce the dependence of staff on travelling by car to and from the development. Therefore, more specifically, the objectives of this WTP are to:

- Increase staff awareness of the advantages and availability of sustainable modes of transport over the car;
- Introduce a package of physical and management measures that will facilitate staff travel; and therefore,
- Limit unnecessary or unsustainable use of the car for journeys to and from the site by staff.

3.3 The objectives will assist in reducing carbon dioxide emissions produced by staff and visitors of the site and therefore mitigate against the impact of the proposed development. In addition, should staff and visitors be encouraged to travel by active modes, such as walking and cycling, this will contribute to a healthier population.

Targets

3.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 6**) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).

3.5 Targets come in two forms – Action Targets and Aim Targets:

- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
- **Aim Targets** are quantifiable and in the case of this WTP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The Action Targets for this WTP are:

- To appoint a Travel Plan Coordinator (*see Travel Plan Strategy, Section 4*)
- To coordinate baseline travel surveys (*see Monitoring and Review, Section 6*)

Aim Targets

3.7 **Table 3.1** outlines the Aim targets set out for the development. These are set to measure progress towards the main objectives over five years.

3.8 A baseline staff travel survey will subsequently be undertaken upon reaching 75% occupancy. This will form the results of the Year 0 survey, representing all types of journeys to/from the site.

3.9 This WTP recognises that it is not possible to set out accurate targets for the future, even when based on actual mode share data (i.e. once the baseline survey has been undertaken). Given this, it should be acknowledged that the targets will change over time as results from on-going monitoring become available. Targets will be finalised and written into the Travel Plan once the travel surveys have been completed and the results have been analysed.

3.10 Before a baseline travel survey is undertaken, it is possible to observe 2011 census data to derive modal shift targets of the proposed development. Whilst this WTP acknowledges that the staff travel survey will provide more accurate data, census data will provide a preliminary indicative overview of the mode share at the site.

3.11 The 2011 Census data has been interrogated in order to determine the method of travel to work for those travelling to super output area E02004989, which includes the site as well as the employment area surrounding the site. The results are presented in **Table 3.1**.

Table 3.1: Existing Journey to Work Mode Share

Mode	Mode Split (%)			
	Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Underground, metro, light rail or tram	1%	1%	1%	1%
Train	4%	4%	5%	6%
Bus, minibus or coach	4%	5%	6%	6%
Taxi	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	73%	71%	69%	68%
Passenger in a car or van	5%	5%	5%	5%
Bicycle	3%	4%	4%	4%
On foot	8%	9%	9%	9%
Other method of travel to work	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%

- 3.12 The information above demonstrates that approximately 20% of existing residents travelling to/from work within super output area E02004989 travel via sustainable modes of transport, including walking, cycling and by public transport.
- 3.13 Following the first travel survey the targets set out in this table will be revised to reflect the actual traffic patterns to the site. This will change the baseline position, but not the intention to increase the use of non-car modes of transport.

4 MEASURES AND INITIATIVES

Introduction

- 4.1 This section of the WTP outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of these measures, including both 'hard' and 'soft' measures, is considered to be the core of the Plan.

Measures

Travel Plan Management and Promotion

- 4.2 A Travel Plan Coordinator (TPC) will be appointed at the site. The developer will assist the TPC where possible and provide guidance where necessary.
- 4.3 The TPC will be responsible for overseeing the implementation of the Travel Plan. The TPC will provide personalised travel planning advice to staff should they require this service.
- 4.4 Information including walking and cycling routes, journey planner tools, car sharing opportunities and contact details for the TPC will be made available and will be provided on noticeboards located in prominent locations at the site. The TPC will be responsible for ensuring these noticeboards remain up-to-date and will replace information which is no longer accurate.
- 4.5 The TPC will continuously promote the Travel Plan and its initiatives and will be responsible for investigating new ways for staff to become involved. An example could be holding a promotional event where staff can sign up for bicycle training and social bike rides/ walks etc. The TPC will also publicise the on-going progress and successes of the Travel Plan, in order to encourage staff to start to travel or continue to travel sustainably.

Walking and Cycling

- 4.6 The TPC will be responsible for promoting the benefits of walking and cycling to staff of the Site. As well as providing information regarding local walking and cycling routes on the notice boards, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel. Walking and cycling events such as National Bike Week will also be promoted.

- 4.7 The TPC will regularly check local walking routes to ensure they are properly maintained, and will liaise with Hertfordshire County Council (HCC) should the need for maintenance be required. They will also assess the provision of way-finding to ensure this is appropriate.
- 4.8 The TPC will investigate cycle training for staff, including local training schemes through the Bikeability initiative. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to/ from the Site on a regular basis. The training sessions will either be organised on an individual or group basis, depending on the number and ability of participants and the availability of trainers.
- 4.9 The provision of bicycle maintenance and repair events onsite will also be investigated. These could be provided on a quarterly basis to ensure that staff are consistently able to access these services, therefore encouraging them to cycle on a regular basis.
- 4.10 A total of 34 secure cycle parking spaces will be initially provided at the development within the basement to encourage staff members to cycle to work.
- 4.11 The use of these parking spaces will be monitored by the TPC and further spaces will be added if there is demand. These spaces will provide weather protection and the ability for cycles to be locked to the stands.

Car Sharing

- 4.12 Once the development has been occupied, the TPC will engage with all employees and investigate potential car sharing opportunities.
- 4.13 The TPC will promote the benefits of car sharing and will encourage employees to travel in this way and will inform employees of existing schemes such as liftshare.com.

5 TRAVEL PLAN STRATEGY

Management

- 5.1 As set out in the previous section, a TPC will be appointed who will manage the day to day running of the Travel Plan for its duration. The contact details for the TPC will be provided to HCC upon their appointment and prior to the occupation of the Site.
- 5.2 The role of the TPC will be part time and will vary throughout the year in response to campaigns/ sustainable transport events/ monitoring surveys etc. taking place. The TPC will be allocated enough time to effectively manage and implement the Travel Plan as agreed.

Funding

- 5.3 The Travel Plan, its accompanying measures and initiatives and the TPC role will be funded by the occupier throughout the monitoring period. The occupier will ensure that the TPC has sufficient funding to effectively implement the Plan.

TPC Responsibilities

- 5.4 The TPC will be responsible for the administration of the Travel Plan, the implementation of measures, and for the on-going monitoring and review of the Travel Plan. They will have overall responsibility for ensuring that said measures are successfully delivered on time and to budget.
- 5.5 The TPC will report to the management company and other involved stakeholders such as staff associations (if applicable) and HCC regarding the implementation and progression of the Travel Plan.
- 5.6 The duties of the Travel Plan Co-ordinator will therefore include:
- To provide guidance to, and be the main point of contact for staff within the development site requiring travel information;
 - To communicate information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Undertake the Travel Surveys over the five-year period and supply evidence of this to HCC;
 - Monitor the demand for cycle parking;

- Take responsibility for data collection and review of the Travel Plan;
- Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- Liaise with external organisations, e.g. local authorities;
- Co-ordinate the monitoring programme for the Travel Plan, including target setting (in agreement with HCC) and make necessary changes if the targets are not being met; and
- Establish and maintain a filing system for recording all correspondence relating to the Travel Plan.

Reporting

5.7 The TPC will prepare a monitoring report on an annual basis on the progress of the Travel Plan. The reports will include the following:

- Progress on the implementation of measures and initiatives to promote sustainable transport use;
- Latest survey results (if a survey year); and
- Any revisions to targets and measures.

5.8 The report will be provided to HCC Travel Plan Officers.

Marketing Strategy

5.9 An essential element of the strategy identified in this WTP, and one which largely determines its success, is the promotion of the Travel Plan. In order to promote and increase awareness of the Travel Plan, the following measures will be adopted:

- Display of key Travel Plan information on public notice boards, including posters and/ or leaflets;
- Promote national travel initiatives and organise Site-wide events such as organised cycle rides; and
- The TPCs will arrange for the display and distribution of sustainable travel information.

5.10 The types of information to be provided include:

- Local taxi numbers;
- Walking and cycling routes; and

- Community guides about facilities and services near to the development.

6 MONITORING AND REVIEW

Monitoring

- 6.1 The Travel Plan will be monitored for a period of five years. Questionnaire monitoring surveys will be undertaken at Years 1, 3 and 5, on the first, third and fifth anniversary of the initial baseline questionnaire travel survey.
- 6.2 The monitoring will take place throughout the first 5 years of occupation. As noted in Section 3, the baseline travel survey will be undertaken when 75% of the employment floorspace is occupied or within six months of the first occupation (whichever is soonest).
- 6.3 The TPC is responsible for ensuring a suitable response rate, which will be agreed with HCC upon the finalisation of the Travel Plan from this WTP.
- 6.4 This baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0. Following this, the Year 1 travel survey will be taken on the one year anniversary of the baseline survey.
- 6.5 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to HCC.

Reporting

- 6.6 The TPC will compile an annual Review Report outlining the progress of the Travel Plan and its initiatives, as well as an assessment of the survey results (if a survey year) and any updates to the targets and initiatives that may subsequently be required. If targets are not being delivered, then the Travel Plan measures will be adjusted or added to, instead of simply revising down the target.
- 6.7 It should be noted that any proposed changes to the Travel Plan, including targets and action plans will be discussed and agreed with the HCC Travel Plan officers.
- 6.8 The report will also incorporate the results of on-going monitoring by the TPC such as cycle parking observations, the uptake of TPC travel planning sessions and any comments received from staff, throughout the preceding period. The report will be issued to HCC.

7 ACTION PLAN

7.1 The Action Plan outlined below in **Table 6.1** sets out the measures included within the Travel Plan that are directed at influencing staff travel.

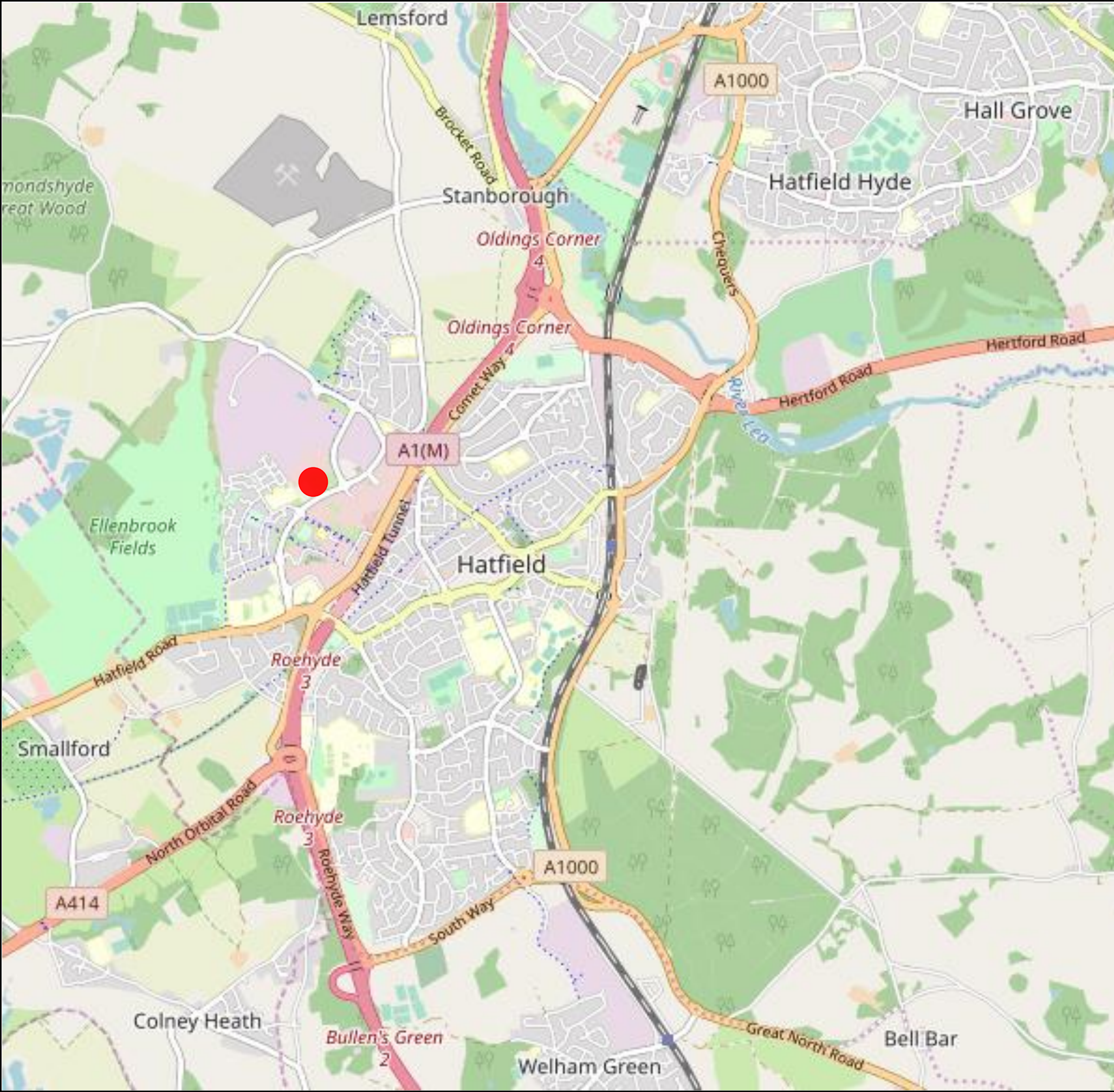
7.2 The Action Plan contains all of the measures that will be implemented as part of the Travel Plans for each unit which will run from the occupation of the unit for 5 years.

Table 6.1 – Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of a Travel Plan Coordinator (TPC)	Site Management Company	Three months prior to occupation
Travel Plan Document Progression	Baseline questionnaire travel survey	TPC	Undertaken upon 75% occupation or within six months of the first occupation (whichever is soonest).
	Target setting	TPC and HCC Travel Plan Officers	Within 3 months of the completion the baseline survey
	Finalisation of measures to be implemented	TPC and Planning Authority officers	Within 3 months of the baseline survey.
	Travel Plan document completion	TPC	Within 3 months of the completion of the baseline survey Revised at Year 3 after full review
Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	Monitoring cycle parking demand	TPC	On-going
	First questionnaire monitoring survey	TPC	At Year 1
	Review and reporting	TPC and HCC Travel Plan Officers	Following Year 1 snapshot survey result analysis
	Second questionnaire monitoring survey	TPC	At Year 3
	Review and reporting	TPC and HCC Travel Plan Officers	Following Year 3 monitoring survey results analysis
	Third questionnaire monitoring survey	TPC	At Year 5

	Full review and reporting	TPC and HCC Travel Plan Officers	Following Year 5 monitoring survey results analysis
	Implementation of measures	TPC with liaison with Management Company	From the start of construction and on-going
Implementation	Communal Notice Boards within site	As part of development and TPC	Within construction period and information to be reviewed by TPC at least every 6 months
	Cycle Parking located on-site	As part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient
	Promote cycling through awareness campaigns	TPC	On-going
	Promote walking through awareness campaigns	TPC	On-going
	Car share investigation	TPC	On-going

FIGURES



Key

● Site Location

Arlington

Plot 5100 Hatfield Business Park

Strategic Site Location

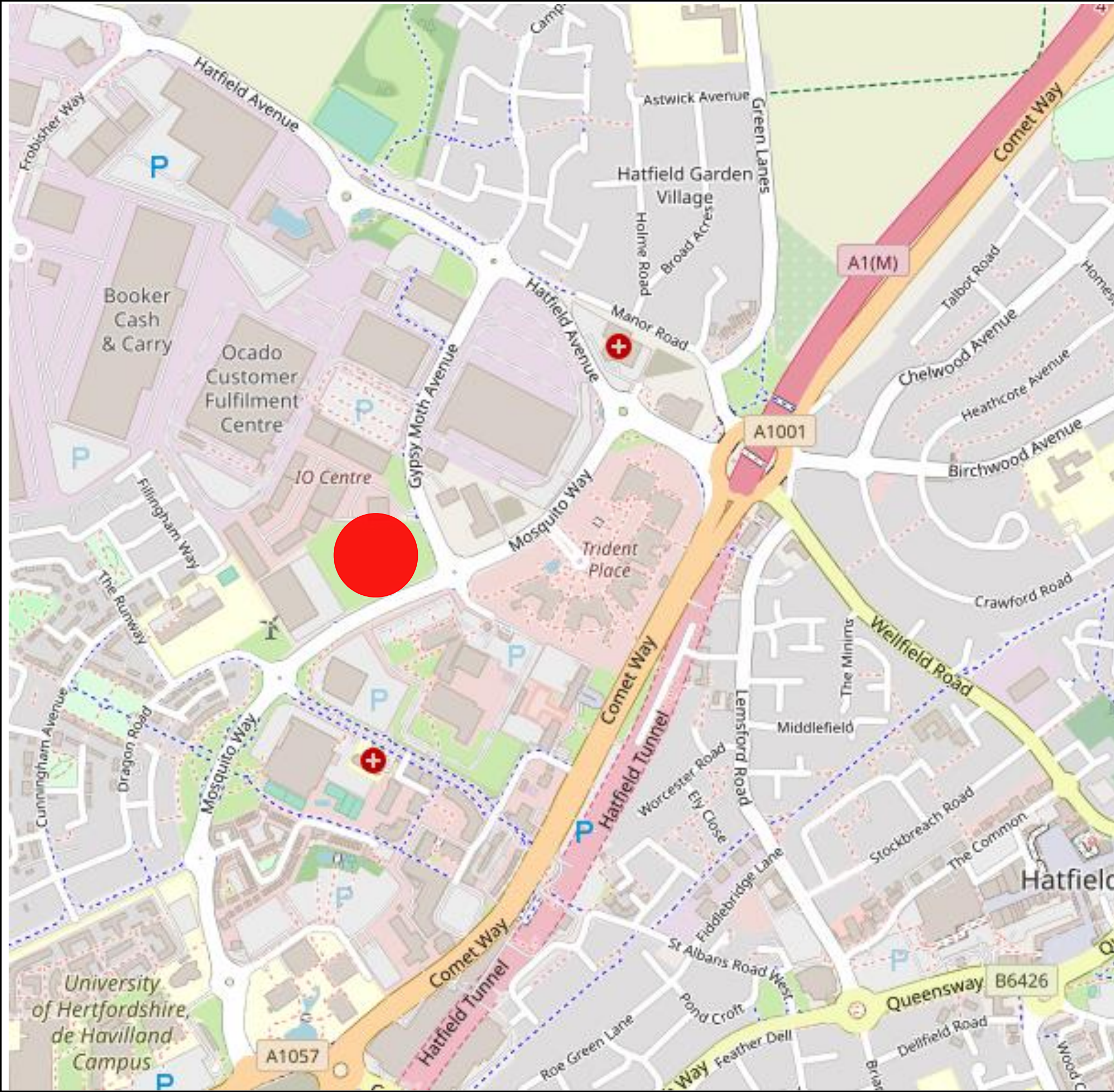
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Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1



Key

 Site Location

Arlington

Plot 5100 Hatfield Business Park

Local Site Location

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DRAWING REFERENCE: **Figure 2**