

The Wheat Quarter, Welwyn Garden City

Residential led mixed-use development

FRAMEWORK TRAVEL PLAN

Prepared by: Entran Ltd

On behalf of: Plutus Estates (WGC) Ltd and
Metropolitan Housing Trust

DATE: January 2018



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THE WHEAT QUARTER



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CONTENTS

1.0 INTRODUCTION	3
2.0 SITE LOCATION AND DESCRIPTION	4
3.0 TRAVEL PLAN OVERVIEW	5
4.0 POLICY AND BEST PRACTICE	9
5.0 SITE ASSESSMENT	10
6.0 PROPOSED DEVELOPMENT	17
7.0 DEVELOPMENT OF THE TRAVEL PLAN	22
8.0 TARGETS	23
10.0 CAR CLUB	35
11.0 MONITORING AND REVIEW	37
12.0 SECURING AND ENFORCEMENT	39

TABLES

3.1	Who will benefit?
5.1	Bus route summary
7.1	Residential mode share targets
7.2	Non-residential mode shift targets
9.1	Trip reduction measures
9.2	Action plan
9.3	Measures to encourage walking
9.4	Measures to encourage cycling
9.5	Measures to encourage use of public transport
9.6	Measures to reduce car use down to core activity
11.1	Schedule of surveys

FIGURES

2.1	Location Plan
5.1	Walking times
5.2	National Cycle Network
5.3	Extract from Cole Green Way cycle map
5.4	Cycle desire lines from Hydeway east
5.5	Artists impression of bus station improvements
5.6	Existing Car Club locations
6.1	Residential cycle parking locations

APPENDICES

A	Masterplan and schedules of accommodation
B	iBase travel questionnaire

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Framework Travel Plan (FTP) has been prepared in support of a planning application for the redevelopment of the former Shredded Wheat Factory to provide a residential led mixed-use development. The proposed development is known as the Wheat Quarter.
- 1.1.2 The development Masterplan and further details of the application are included as **Appendix FTP-A**.
- 1.1.3 It is important to note that the site is in a highly accessible location very close to the rail station and bus station with excellent links to all public transport as well as walking and cycling infrastructure. There are few locations in Welwyn Garden City better suited to promoting car-free housing. The main highway corridors will be re-modelled as part of the development to reduce the dominance of vehicles and provide more space for pedestrians and cyclists. Therefore, given the highly sustainable location of the site and the parking restrictions in the area the proposal is to implement this as a low-car development.
- 1.1.4 This report forms one element of a four-part Transport Implementation Strategy comprising:
- Framework Travel Plan
 - Delivery & Servicing Plan
 - Construction Management Plan
 - Car Parking Management Plan

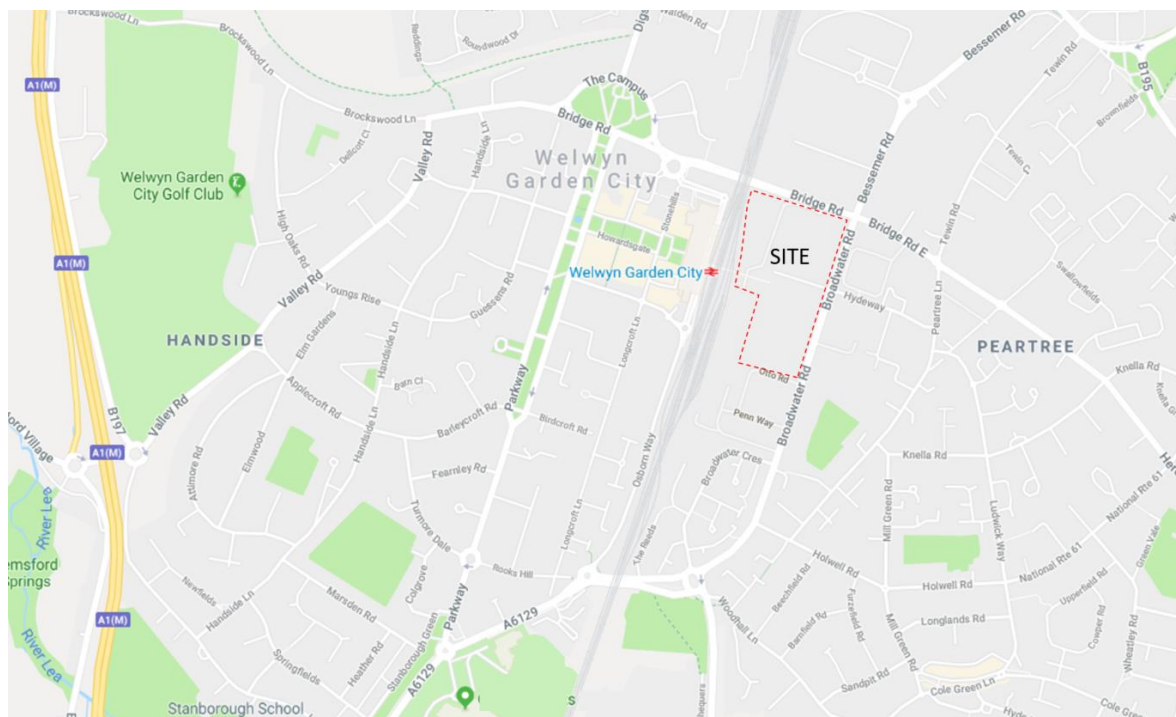


2.0 SITE LOCATION AND DESCRIPTION

2.1 Strategic Site Location

- 2.1.1 The proposed development site consists of approximately 10.4 hectares (Ha) of brownfield land and is located on the eastern edge of Welwyn Garden City's town centre on Broadwater Road. The site is bounded by Bridge Road to the north, Broadwater Road to the east, residential developments to the south and the East Coast Mainline to the west. A location plan is included as figure 2.1 below:

Figure 2.1 – Site location



- 2.1.2 The northern portion of the site was previously occupied by the Nabisco Shredded Wheat Factory and includes some distinctive silos, which are listed buildings. The production building is also a grade 2 listed building and has been closed since 2008.



3.0 TRAVEL PLAN OVERVIEW

3.1 Purpose and Scope

- 3.1.1 This FTP forms part of a Transport Implementation Strategy (TIS) which seeks to influence how people travel rather than simply providing facilities based on current travel habits. This will encourage the use of sustainable travel modes from the outset. The TIS includes a Framework Travel Plan, A Delivery & Servicing Plan, a Construction Management Plan and a Car Parking Management Plan. The developer is committed to implementing and sustaining an effective Travel Plan to influence travel behaviour for residents, employees and visitors. This FTP provides a management plan for the movement of people, vehicles and goods.
- 3.1.2 The approach to the proposed development of the Wheat Quarter is to plan how people should travel to and from the development and then to provide the appropriate layout and infrastructure for them to do so. By planning the movement of people from the outset the scheme's layout and future management has been designed to influence modes of travel rather than simply reacting to them. The focus of any such plan is to reduce the need to travel, especially by car, and the provision of a mixed-use scheme incorporating commercial and residential properties with restrained parking levels in an area with excellent access to public transport is a fundamental element in achieving this objective.
- 3.1.3 This document has been prepared using the principles of a Framework Travel Plan rather than a full TP. This approach will allow the FTP to provide full details of the infrastructure and management processes so that detailed TPs may be prepared for the individual uses or occupiers prior to first occupation, using this main document for guidance.
- 3.1.4 The primary objective of the FTP will be to effect a change in both attitude to travel and more practically, a reduction in the use of single occupancy private car travel, thereby reducing total car mileage and the resultant impact on the environment. Additional, specific objectives are detailed in this FTP.
- 3.1.5 This is fully in accordance with the primary objectives of both the Government White Paper "A New Deal for Transport: Better for Everyone" (July 1998) and the National Planning Policy Framework (NPPF). This FTP has been prepared with reference to the Department for Transport guidance document 'The Essential Guide to Travel Planning' March 2008 and the DCLG guidance 'Travel plans, transport assessments and statements in decision taking' (2014).
- 3.1.6 The FTP will be a permanent and ongoing strategy for enabling residents and employees to travel to and from the site by more environmentally sustainable modes of transport and also to provide information and incentives to visitors.





3.2 Introduction to Travel Plans

- 3.2.1 A Travel Plan (TP) is a package of initiatives to tackle different aspects of transport, including commuter journeys, business travel and fleet management. The elements of a TP can vary depending on the nature of the development and local geography and circumstances.
- 3.2.2 A TP is typically a package of practical measures to encourage residents to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their work.
- 3.2.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. making best use of public transport; setting up a car sharing scheme; providing cycle facilities; restricting car parking or possibly setting up video conferencing facilities to cut travel to other sites. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents.
- 3.2.4 The key aspect of a TP is that it integrates the various ways people use transport in and around the development to ensure that they complement each other. A TP can have real benefits to the development, its residents and employees, and the local community.



3.3 The Benefits of a Travel Plan

- 3.3.1 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through suggested linkages to climate change. Journeys by road are becoming slower and less reliable causing problems for the economy and stress to drivers.
- 3.3.2 There has been a significant increase in the proportion of individuals travelling to work or study by car. Throughout Hertfordshire over 80% of car journeys to work are driver only (single car occupancy). Even a small modal shift in home-work-home journeys away from the car would result in a considerable reduction in traffic congestion at peak times.
- 3.3.3 It is necessary to look at the way residents currently travel and consider ways of reducing the impact on the surrounding highway network of that travel. This means using more sustainable alternatives such as walking, cycling, bus or car-share in preference to single occupancy car use. The TP should cause residents, employees and visitors to reconsider how they make regular journeys.
- 3.3.4 If every car commuter used an alternative to the car on just one day a week, car usage levels for such journeys would be reduced by as much as 20% immediately, with parking requirements also reduced by up to 20%. In most towns a 20% reduction in peak hour travel is similar to the reduction experienced during school holidays.
- 3.3.5 Table 3.1, below, summarises some of the benefits of implementing a TP and indicates who will benefit.

**Table 3.1: Who will benefit from the Travel Plan?**

Benefit	Residents	Employees	Community/ Environment
Cost Savings	√	√	
Healthier staff/residents and reduced absenteeism	√	√	
Improved site access	√	√	√
Reduced Congestion	√	√	√
Reduced accidents	√	√	√
Improved staff morale		√	
Improved quality of life	√	√	√
Reduced stress	√	√	
Improved local air quality	√	√	√
Reduced noise			√

- 3.3.6 TPs can produce indirect but significant benefits, such as improving the punctuality of staff. For example, residents who cycle or walk to work will generally become fitter and by having a TP, the developer demonstrates a more responsible and caring attitude to residents and the local community.
- 3.3.7 Increasingly, educational, health and commercial organisations are incorporating TPs into their environmental strategy. It is an important way of demonstrating their commitment to improving the environment.
- 3.3.8 In addition, a TP is a good foundation for future business operations. Transport sustainability and costs are issues that will become ever more important.
- 3.3.9 The problems of traffic growth have been recognised from a global perspective, to a national level and down to local level in Hertfordshire. TPs are seen to be a key factor in tackling the ever-increasing problems caused by the over reliance upon the motor car and the reluctance to use public transport or walk.
- 3.3.10 Details of relevant national and local guidance are contained in Section 2 of this report.
- 3.3.11 NPPF explains the Government's principal policies relating to transport and planning. This places increased emphasis on TPs with recognition given to the role they play in delivering sustainable transport objectives.



3.4 Components of the Travel Plan

3.4.1 As explained earlier, this FTP accompanies the proposal for new mixed-use regeneration scheme called the Wheat Quarter and will set the parameters for future residents and commercial occupiers to develop detailed TP measures under the aegis of this main FTP. There are a number of key components required within such a TP to ensure that an effective and successful strategy is implemented. The key components include:

- **Background Information** – the existing travel habits of staff/residents/visitors must be identified and the reasons for them understood, before any attempt can be made to influence transport choices.
- **Objectives and targets** – once the existing conditions are known, realistic, attainable, time-bound objectives can be developed, in the light of operational and budgetary constraints. Objectives and targets may be different. Objectives may be as abstract as explaining the reason for implementing certain measures whereas targets may be measurable outcomes or goals.
- **Measures** – having set the objectives the appropriate measures required to attain them should be identified. This process will be an evolutionary one and the measures adopted may vary over time as new partners are found and the effectiveness of measures are evaluated. Therefore, both long and short term policies and initiatives need to be developed. The measures should be 'worked up' in partnership with the local highway and planning authorities.

This FTP identifies two types of measure; secured and potential. The *secured* measures are those which are either already in place or will be delivered as part of the proposed redevelopment scheme. These may include both infrastructure and management practices. The *potential* measures are those which may be considered appropriate at some stage in the future but which will need to be reviewed following each survey and review session.

- **Raising awareness and Marketing** – it is essential, if the plan is to succeed, for the operators to "take ownership" of the plan. A wave of awareness and involvement must be created and the strategy to achieve this must be flexible, but an outline approach is set out within this FTP.
- **Monitoring and Review** – The range of success achieved and the need to adopt new tactics or focus on new sub-groups can only be recognised if attitudes to transport and the measures adopted are monitored from the beginning. This TP therefore sets a programme for surveys and reviews.

3.4.2 It should be noted that a TP is a document that will evolve over time as additional information becomes available and the travel habits of residents and visitors change. To consider any document to be the definitive TP for the development will lead to an ineffective, and ultimately, obsolete initiative. The plan needs to set out the policy objectives and initiatives, but allow them to develop and evolve over time.

3.4.3 All of the above issues are discussed in greater detail in the following sections.

4.0 POLICY AND BEST PRACTICE

4.1 National Policy

4.1.1 Travel plans play an important role in ensuring that national, regional and local transport policy objectives are achieved, and the planning process encourages more sustainable development. The **National Planning Policy Framework (NPPF)** emphasises the need for sustainable travel to be at the heart of any planning permission. Prior to it being superseded by NPPF, PPG13 stated that travel plans are a tool for the planning system to deliver sustainable transport objectives, including:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.



4.1.2 In addition, a number of national policies, such as the **2004 Transport White Paper**, have influenced travel plan development and take-up. **The 2004 Public Health White Paper** also promoted the need to build cycling and walking into people's daily lives, to increase physical activity levels of the nation.

4.2 Best Practice Guidance

4.2.1 In recent years, guidance on best practice in travel planning has been issued at national, regional and local levels. In 2008, the Department for Transport published Guidance on securing travel plans through the planning system. This document provides guidance on the role and benefits of travel plans in the planning process, the way to secure them, their interrelationship with Transport Assessments. It also discusses the requirements and elements of an effective travel plan.

4.2.2 In 2014 DCLG produced guidance entitled 'Travel plans, transport assessments and statements in decision taking'. This is less prescriptive than the DfT guidance from 2008 but sets the current policy and practice framework against which any Travel Plans should be developed.

4.3 Hertfordshire's Travel Plan Guidance for Business and Residential Development

4.3.1 Hertfordshire County Council's (HCC's) travel plan guidance provides a background to the purpose and policy base as well as practical advice on design and content. Importantly, HCC's guidance sets out how Travel Plans fit in to the planning process including appropriate means for securing the plans as well as future monitoring and enforcement.



5.0 SITE ASSESSMENT

5.1 General

- 5.1.1 Broadwater Road forms part of the A1000 which links the A1(M), to the north of Welwyn Garden City, to the A414 and Hatfield to the south, before continuing on to north London.
- 5.1.2 Broadwater Road has a width of approximately 8.0m and is subjected to a 30mph speed limit, which is enforced by speed cameras. There are a number of roads joining of roads joining Broadwater Road which provides access to residential areas; there are also a number of employments sites with direct access on to Broadwater Road.
- 5.1.3 Hydeway had a width of approximately 6.75m and provides access from Broadwater Road to the footbridge over the railway line. The proposed development site lies on both sides of Hydeway and as such there are currently no properties served directly by Hydeway.
- 5.1.4 A significant number of Sheffield loop stands have been provided on the southern side of Hydeway. These are popular with commuters from the east of Welwyn Garden City who park their bicycles on Hydeway and cross the footbridge to the Station.
- 5.1.5 Bridge Road is a dual carriageway that runs from the east to west, with access to the town centre via Hunters Bridge which crosses the railway and is subjected to a 30mph speed limit. The width of the carriageway varies from 14m to 15.5m as the number of lanes changes from single to two lanes in either direction. There is a central reserve for the majority of its length.
- 5.1.6 The junction between Bridge Road and Broadwater Road is a four arm signal controlled junction with two approach lanes on Bridge Road east and three approach lanes on the other three arms. The signals include uncontrolled pedestrian crossings with central refuges on each arm.

5.2 Audit Process

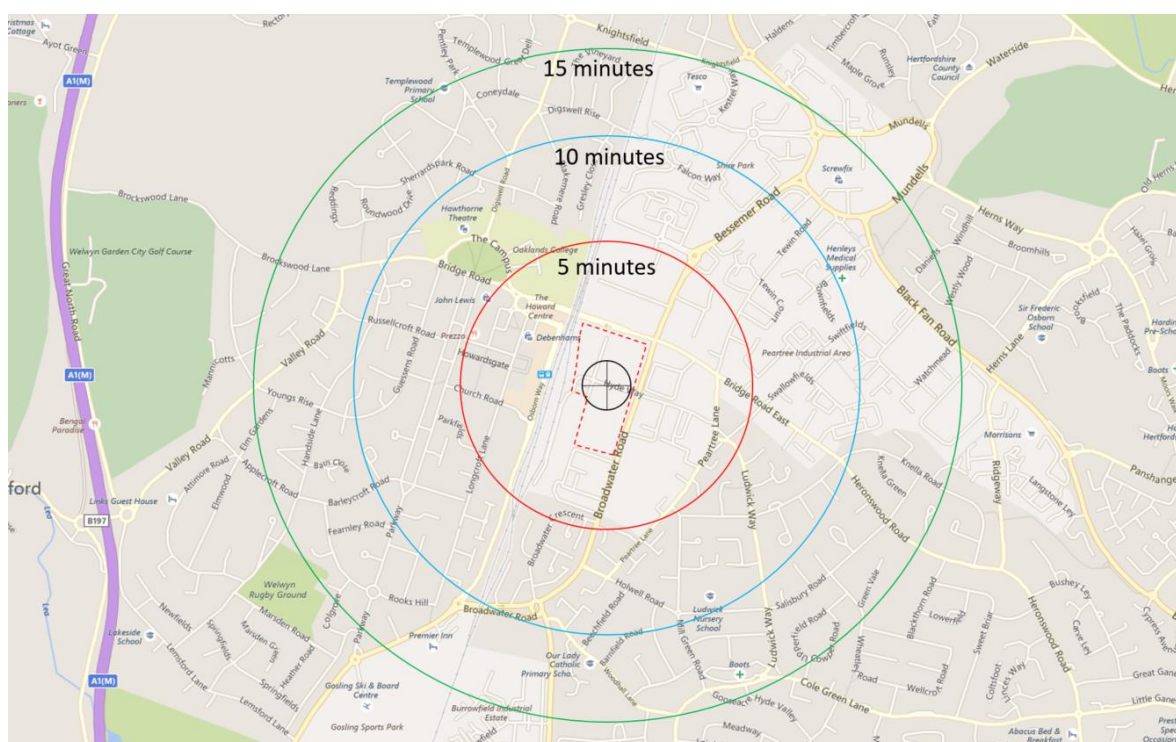
- 5.2.1 Initial pedestrian, cycle and public transport audits have been carried out for the area surrounding the development site.

5.3 Pedestrian Movement

- 5.3.1 Acceptable journey distances on foot vary depending on the purpose of the journey, the environment in which the journey is taking place and of course the individual walking. Prior to being superseded by the National Planning Policy Framework (NPPF) PPG13 suggested that walking offers the greatest potential to replace short car trips for journeys less than 2km. The IHT guide 'Providing for Journeys on Foot' suggests that for commuting a desirable walking distance would be 500m, an acceptable walking distance would be 1km and the preferred maximum walking distance would be 2km, in line with the PPG13 advice.
- 5.3.2 The site is accessible to the town centre and surrounding areas and facilities through and extensive footway network, which includes the footbridge linking Hydeway to the railway station. The town centre and railway station are both within approximately 200m form the site, which is within the desirable walking distance for commuting and shopping.
- 5.3.3 There are footways along both sides of Broadwater Road, one with a grass verge between the carriageway and the footway, with the width varying from approximately 3.2m to 4m. Bridge Road has footways along both sides of the carriageway, with the width varying from approximately 2.6m to 2.9m. The footways continue along Bridge Road East, although the width varies from approximately 2.3m on the north side and 3.9m on the south side. Bessemer Road has footways of between 2.6m and 2.9m along both sides of the carriageway.
- 5.3.4 There are footways along both sides of Hydeway, with widths of between 2.4m and 2.5m. The footbridge which provides access to the railway station has a width of approximately 3m and is currently accessed on the site-side via a flight of steps, restricting access for wheelchair users and, making access for those with pushchairs difficult.

- 5.3.5 There are currently two signal controlled pedestrian crossings within 100m walk of the site providing access across Broadwater Road (south of Hydeway and north of Otto Way) as well as uncontrolled crossings at the junction between Broadwater Road, Bessemer Road and Bridge Road. All formal crossing points, whether controlled or uncontrolled, have flush dropped kerbs and tactile paving.
- 5.3.6 Overall the footways in the area around the site are generally in a reasonable state of repair and street lighting is provided.
- 5.3.7 Figure 5.1 below shows five, ten and fifteen minutes walking isochrones from the site to the surrounding area. This demonstrates that a wide range of facilities and transport hubs are within easy walking distance from the site. This includes the Howards Centre, railway station and bus station. Additional retail, food and drink, pharmacy and health facilities are within easy walking distance as well as education and employment.

Figure 5.1 – Walking times

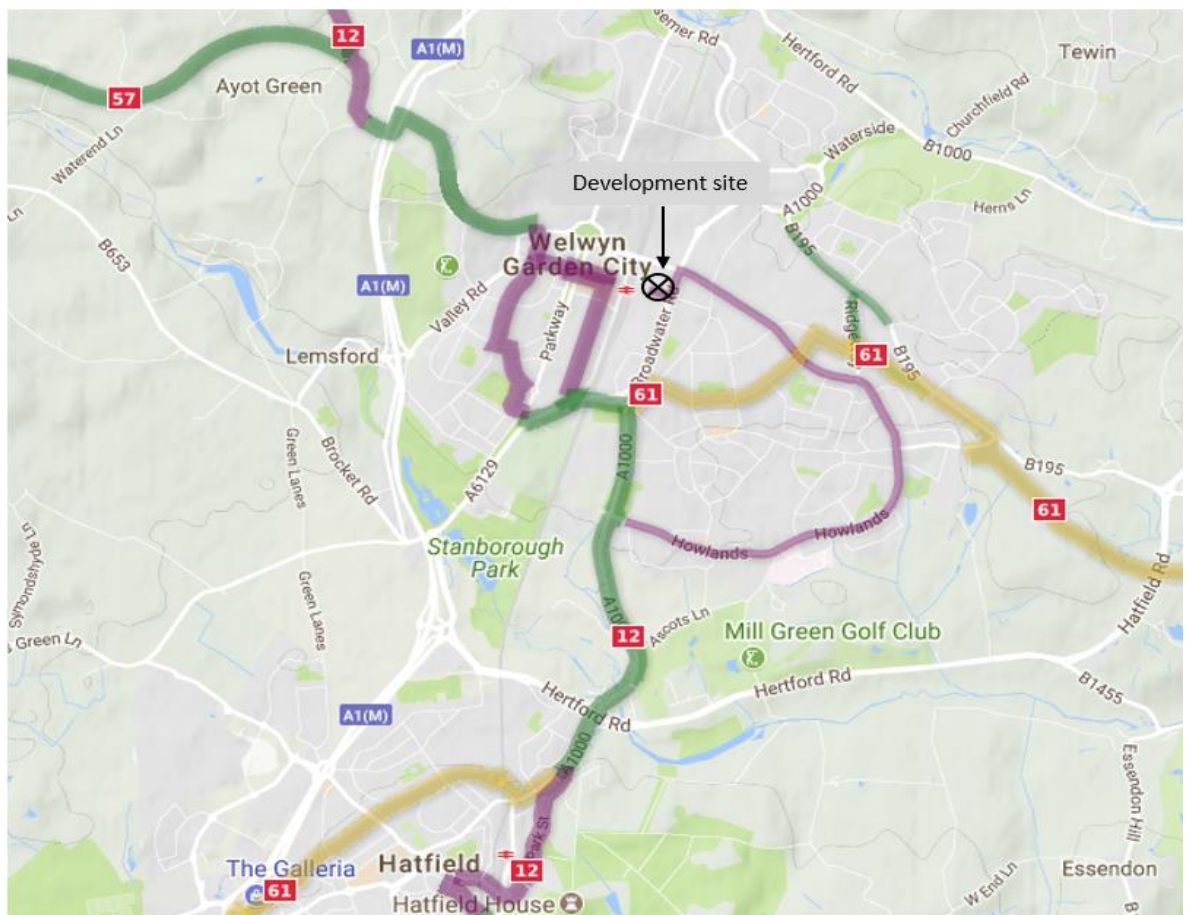


- 5.3.8 It is important to recognise that the East Coast Rail line offers a degree of severance between the site and the town centre. There are two available crossing points; the first is Hunters Bridge and the second is an existing footbridge which spans the rail line between Hydeway and the rail station.

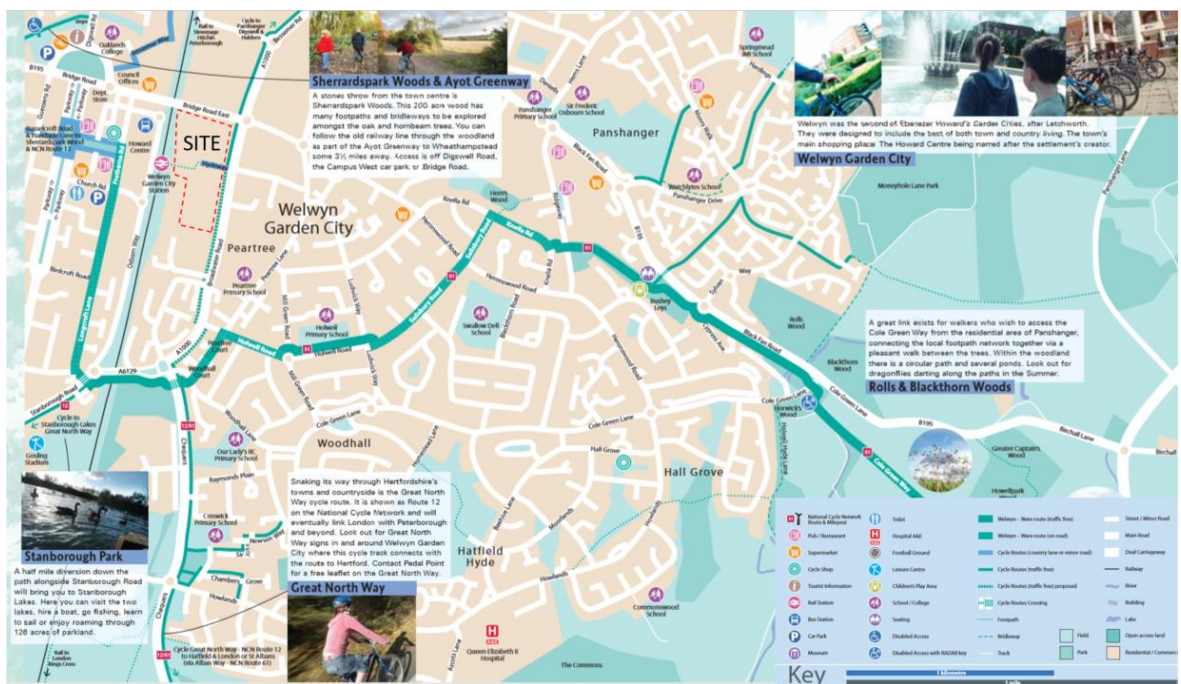
5.4 Cycle Movement

- 5.4.1 It is widely recognised that cycling has the potential to substitute for short car trips, particularly those that are less than 5km. The site lies within 5km of every point in Welwyn Garden City and as such all local facilities, such as schools, leisure and employment sites are all within an acceptable cycling distance.
- 5.4.2 Within the proposed development site, there is currently secure cycle parking for approximately 90 cycles along Hydeway. These stands are heavily utilised by commuters who park on Hydeway and then use the footbridge to access the railway station and Welwyn Garden City town centre.
- 5.4.3 Figure 5.2 below shows the site's proximity to the National Cycle Network. This demonstrates that a series of traffic-free (green) and lightly trafficked (purple) cycle routes provide access to a wider catchment by bike. The Great North Way, National Cycle Network Route 12 (NCN12) runs from Enfield Lock in north London to Spalding via Stevenage and Peterborough. NCN12 generally leads north to south and connects Route 61 (Cole Green Way) & 57; which lead east towards Hertford and west towards Harpenden respectively. The site benefits from the National Cycle Network as it is directly to the east and leads to Route 61 & 12.

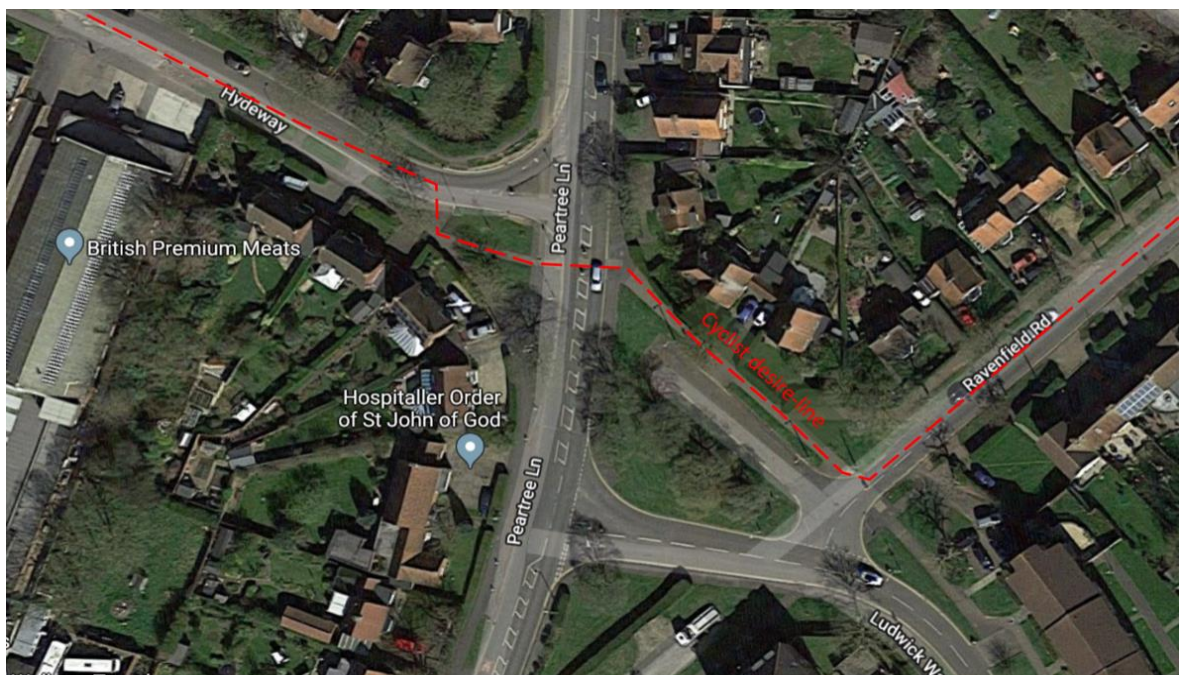
Figure 5.2 – National Cycle Network (extract)



- 5.4.4 Hydeway (west) as it dissects the site is signed as an advisory cycle route to the station. The ‘footway’ on the southern side of Hydeway is signed as a cycle route. This is somewhat ambiguous as it should be signed as a shared cycleway footway.
- 5.4.5 An extract from the WHBC Cole Green Way cycle map is shown in figure 5.3 below with the development site location indicated.

Figure 5.3 – Extract from Cole Green Way cycle map

- 5.4.6 This plan shows the existing traffic-free cycle routes in Welwyn Garden City and also shows a proposed cycle route running along the western side of Broadwater Road. This was proposed as part of the consented Shredded Wheat development.
- 5.4.7 Additional signage directs cyclist from the junction with Broadwater road, east along Hydeway (east) towards Bridge Road East. We understand from local ward Councillors that this results in cyclists using the footway between Peartree Lane and Ravenfield Road. This is illustrated in Figure 5.4 below.

Figure 5.4 – Cyclist desire line from Hydeway east.

- 5.4.8 The combination of the National Cycle Network, local cycle routes, proposed routes and lightly trafficked residential roads make proposed development site a suitable location to promote travel by bike.



5.5 Bus Provision

5.5.1 The nearest bus stops are located Broadwater Road, Bridge Road and Osborn Road. The entire site is within 200m of six bus stops; these are served by 14 bus routes in total. Bus stop on Broadwater Road is served by the bus 601 with majority of the services severed by the bus stop of Bridge Road. The bus services, duration and frequency can be seen on table 5.1. Full, current bus timetables can be found at arrivabus.co.uk, centrebus.info, greenline.co.uk, tfl.gov.uk and unobus.info. These bus services are summarised below:

Table 5.1 – Bus route summary

No	Details	Duration	Frequency
201	Welwyn Garden City – Welham Green	0923 – 1004	1 trip per day (Tuesday and Friday)
203	Welwyn Garden City – Watton at Stone	1245 - 1323	1 trip per day (Thursday only)
206	Welwyn Garden City – Panshanger Circular	0845 - 1505	2 trips per day (Tuesday, Thursday & Friday)
242	Welwyn Garden City – Waltham Cross	0814 - 1840	2 hours
300	Hemel Hempstead - Stevenage	0540 - 1953	20 – 30 mins
301	Hemel Hempstead - Stevenage	0547 - 2348	20 – 30 mins
314	Welwyn Garden City – Hitchin	0740 - 0825	8 trips per day
315	Kimpton - Welwyn Garden City	0700 - 1825	4 trips per day
330	St. Albans – Welwyn Garden City	0800 – 1500	30 mins
366	Luton – Welwyn Garden City - Hatfield	0606 - 1907	1 per hour
388	Herford - Welwyn Garden City - Stevenage	0637 - 0825	1 trip (Schooldays only)
401	Welwyn Garden City – Panshanger Circular	0610 - 1950	20 – 30 mins
403	Woodhall and Haldens Circular	0721 - 1904	30 – 40 mins
404	Welwyn Garden City – South Hatfield	0900 - 1755	2 hours
405	Welwyn Garden City – South Hatfield	1000 – 1655	2 hours
601	Borehamwood – St Albans - Welwyn Garden City	0616 - 2026	20 – 30 mins
653	Welwyn Garden City – New Greens	0548 - 2247	20 mins
724	Heathrow Airport - Harlow	0315 - 2209	20 -30 mins

5.5.2 It is clear that the site is well served by frequent bus service which are located in close proximity to the site. The services in table 5.1 connect with the bus station allowing passengers to connect to the wider local bus network. The bus station is less than 500m walk from the site.

5.5.3 Works to improve the Bus station are due for completion at the end of March 2018. The new bus station layout will segregate pedestrians and buses in order to improve safety and ensure ease of access for all bus passengers. A custom designed bus shelter will be provided for all six bus stops and will contain seating, lighting and bus information.

Figure 5.5 – Artists impression of bus station improvements

5.6 Rail services

- 5.6.1 The nearest rail station is Welwyn Garden City, located to the west of the site and accessed via the footbridge which connects the site to the town centre. The station is served by the Great Northern Route (southern end of East Coast Main Line). Welwyn Garden City train station benefits from a bus terminus, taxi rank and secure, covered cycle parking. Trains from Welwyn Garden City provide a direct link to London King's Cross station to the south and Peterborough to the north. The journey times to main destinations can be found in Table 5.2.

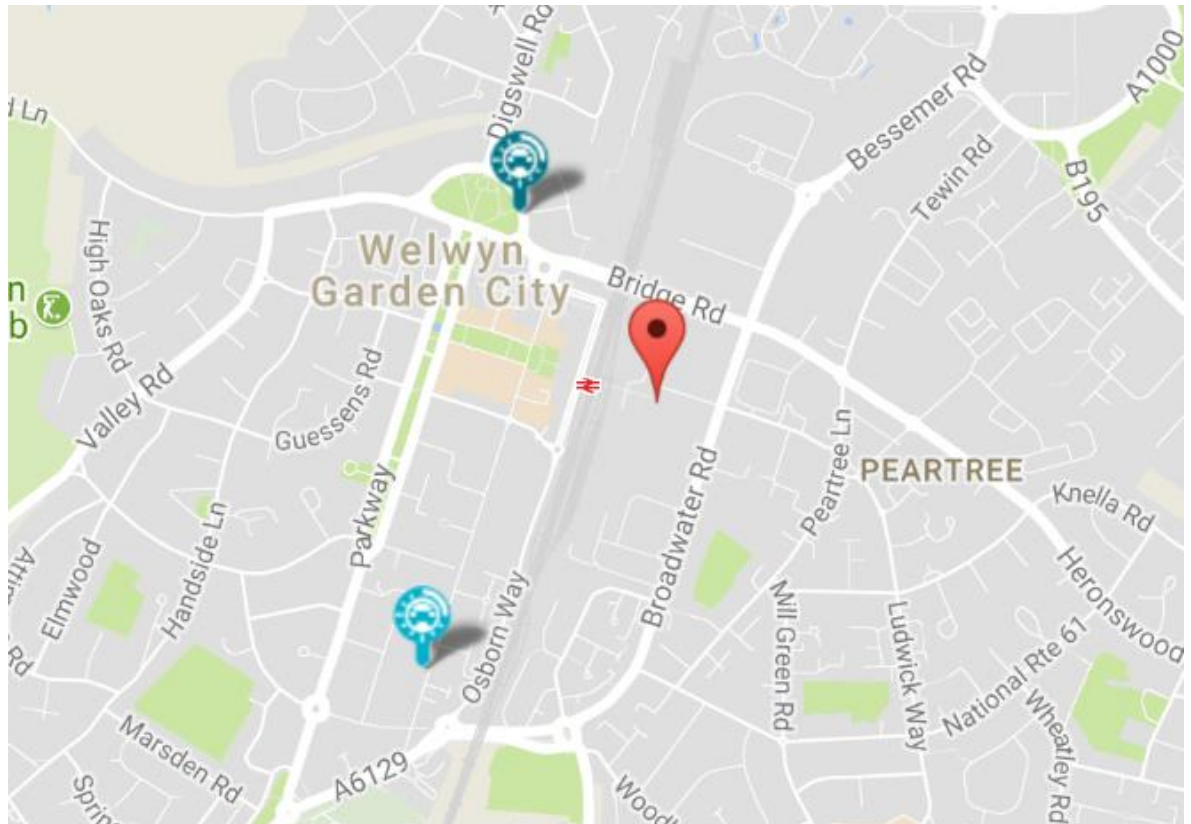
Table Error! No text of specified style in document..1 - Train journeys from WGC train station

Destination	Duration
London King's Cross	23 mins
Moorgate	47 mins
Cambridge	57 mins
Peterborough	1hr 4mins
Stevenage	10 mins

5.7 Car Clubs

- 5.7.1 There are two Car Clubs operating in the Welwyn Garden City area including E-Car and Hiya Car. The closest of these is the E-Car space in the WHBC car park, the second is a Hiya car space is on Longcroft Lane, 1.1km (15 minutes' walk) from the site.

Figure 5.6 – Existing Car Club locations



5.8 Accessibility Audit Summary

- 5.8.1 The site is well linked to Welwyn Garden City town centre and surrounding residential areas on foot and by cycle. In addition, Cole Green Way cycle route links to the National Cycle Network providing direct and convenient links to Hertford and Harpenden.
- 5.8.2 The site is well served by frequent bus services and the town centre bus station is due to be upgraded by Spring 2018.
- 5.8.3 The site has excellent access to Welwyn Garden City rail station from where trains can be taken to London, Cambridge, Peterborough and Stevenage.
- 5.8.4 The site is very well located to promote travel by sustainable modes of transport and would reduce the need to travel by car.

6.0 PROPOSED DEVELOPMENT

6.1 Development description

- 6.1.1 The proposed development comprises the creation of a mixed-use quarter including the erection of 1,340 residential dwellings of which 414 (31%) will be affordable dwellings (Use class C3); 114 extra care homes (use class C2); the erection of a civic building including health (D1), community use (D1), office (B1), retail (A1) and food and drink (A3-A5) uses. The alterations, additional and change of use of the Grade II Listed Building and retained silos provide flexible business space (B1), combined heat and power (Sui Generis), International Art Centre (D1) Gymnasium (D2), restaurant/coffee shop/bar (A1-A5), Crèche and Network Rail TOC building. The development includes car and cycle parking, access, landscaping, public art and other supporting infrastructure.
- 6.1.2 The development is generally sub-divided into two halves, north and south of Hydeway. The south site comprises residential development only whereas the north site represents the mixed-use area of the development with residential, commercial and community uses.
- 6.1.3 The proposed schedules of accommodation and masterplan are included as **Appendix FTP-A**.



6.2 Cycle parking provision

- 6.2.1 The total residential cycle parking provision across the Wheat Quarter will therefore be 1454 spaces. In line with local and national guidance the cycle parking has been disaggregated into smaller secure cycle stores close to the residential cores. Best practice suggests that smaller stores are more secure and more likely to be used. The decision to place them next to the residential cores not only makes the journey between store and apartment shorter, it also means that the residents are more likely to be sharing the cycle store with immediate neighbours and those who they meet on a daily basis. This also adds to a feeling of security and increases the usage of the cycle stores.
- 6.2.2 All cycle stores will be secure and well-lit. Figure 6.1 below is an extract from the Design and Access Statement and illustrates the disaggregation of residential cycle parking across the site.

Figure 6.1 – Residential cycle parking locations



- 6.2.3 The commercial cycle parking provision is divided into Long-stay and Short-stay. For the proposed commercial and community uses the long stay parking requirement is for one space per 10 members of staff on site. For the 'A' class uses, due to the size of the individual units this generally equates to a single space so the long-stay staff cycle parking will be incorporated into the back of house component of the units. The B1 office has a requirement for 18 long-stay spaces so these will be provided in the form of 9 stands at ground floor level. The D2 arts and leisure uses have a requirement for 11 long-stay staff spaces so these will be provided at ground floor level.
- 6.2.4 In addition to the long-stay spaces a total of 180 short-stay spaces will be provided across the development. Of these 100 spaces will be provided to serve the function of the existing Hyeway cycle parking. Around 20 of these will be provided on Hyeway itself as Sheffield loop stands and a further 80 will be provided beneath the new steps up to the footbridge. These will be in a variety of formats including lockers and stands.



- 6.2.5 A further 80 short-stay visitor space will be provided across the development, close to the entrances to the non-residential uses. These will be standard Sheffield loop stands, located in well-lit, well supervised areas.



6.3 Car parking

- 6.3.1 The south site will include 472 residential car parking spaces of which 10% will be visitor spaces and 6% will be Car Club spaces.
- 6.3.2 The majority of parking across the south site is provided in the form of undercroft parking beneath podium landscape areas. This ensures parking will be provided sensitively.
- 6.3.3 The north site will include 521 residents parking spaces of which 6% will be Car Club spaces. A further 142 non-residential parking spaces will be provided for the employment and community uses.
- 6.3.4 The majority of parking across the north site is provided in the form of basement or undercroft parking. The large basement beneath blocks 6 and 7 dramatically reduces the need to provide on-street or open plan parking. In addition, the car park beneath blocks 2 and 3 is masked from the public squares by landscape structures such as tiered landscaping, steps and ramps. This is a common approach in major cities throughout the UK and Europe and ensures high quality parking provision but minimises the dominance of parking on the public realm. This ensures parking will be provided sensitively.
- 6.3.5 Hydeway has been re-modelled to include 16 short-stay parking spaces, oriented at 45 degrees to the carriageway to facilitate a one-way system into and out of Hydeway. This reduces the overall corridor width of Hydeway (compared to parking at 90 degrees) and allows for a tree planting and landscaped areas. These short-stay spaces are expected to allow parking up to 15 minutes. This is sufficient for those collecting passengers arriving at the station and also for those visiting the convenience stores as part of a pass-by trip on their way to or from work.
- 6.3.6 In addition, a new over-sized turning circle has been provided at the head of Hydeway. This facilitates the one-way operation but also allows cars to stop against the kerb to set down passengers who may work within the development site or be walking through to the station or town centre. The 'kiss-and-ride' facility was incorporated into the approved scheme and has been retained in the current proposals. The turning circle has been designed so that if a large car is setting down a passenger, another car can still pass on the inside.
- 6.3.7 A further six spaces have been provided down the middle of Hydeway. The proposal is that these spaces will be taxi spaces. Hydeway will become a private road so the provision of these spaces on private land will function in a similar manner to taxi rank spaces on Network Rail land at many rail stations. The operation of these spaces will be agreed and secured by means of the Car Parking Management Plan. This will be secured by planning condition.
- 1.1. All Car Club spaces and 20% of all other spaces will be provided with electric vehicle charging points (EVCP). Where practicable, a further 20% will have passive EVCP provision.
- 6.3.8 Undercroft residential parking areas in the south site and basement residential parking areas in the north site will have gates set back from the carriageway. These will be electronically operated either by keypad or transponder.



6.4 Transport improvements

- 6.4.1 The Wheat Quarter proposal will deliver all of the off-site transport improvements agreed as part of the consented scheme. It will also fund some additional off-site improvements. These are set out below:

Road hierarchy

- 6.4.2. The access from Bridge Road will remain as a private road with a minimum width of 6m. A 2m footway will be provided along the western side of the carriageway.
- 6.4.3. The southern access from Broadwater Road will be a major access road with a width of 6.0m where cars are parked at 90 degrees and a minimum of 4.8m otherwise. The carriageway has localised widening on bends where necessary. In addition there will be a segregated footway provided through the central landscape area and to each of the residential blocks.
- 6.4.4. The three Mews / Streets, which form part of the internal road network, will all be shared surfaces with a width of approximately 6m.
- 6.4.5. All accesses from Broadwater Road will have raised entrance tables to assist pedestrian/cycle movement along Broadwater Road.

Broadwater Road improvements

- 6.4.6. The redevelopment proposals would reallocate the existing highway land along Broadwater Road so that there is greater provision for pedestrians and cyclists. The existing carriageway would be narrowed to 6.75m while a 4m foot/cycleway would be provided along both sides of the carriageway across the site frontage, where possible.
- 6.4.7. The narrowing of Broadwater Road would continue along its entire length, providing the opportunity to widen pedestrian and cycle facilities along the length of Broadwater Road as the area is redeveloped in the future, subject to land ownership.
- 6.4.8. The existing pedestrian crossing facilities along Broadwater Road will be retained, although the signalised crossing south of Hydeway will be relocated further north.

Bridge Road / Hunters Bridge improvements

- 6.4.9. Overall traffic calming measures proposed along Broadwater Road will be extended to include Bridge Road and Hunters Bridge so that the characteristics of these roads are changed from being vehicle dominant to an area which is more attractive to pedestrians and cyclists.
- 6.4.10. The proposals will narrow the highway land allocated to vehicles so that there is a single 3m lane in either direction. This in turn allows the foot/cycleways to be widened to 4m along both sides of the carriageway and a central pedestrian area of approximately 5.7m will also be provided.

Rail bridge

- 6.4.11. The existing rail bridge between the site and the railway station will be refurbished as part of the development. This will include demolishing the existing steps on the site side of the rail lines and replacing them with a new set of much wider steps directly onto the newly created public square. The steps will include provision to wheel bicycles up onto the bridge. A range of bespoke cycle parking facilities will be provided beneath the steps. A lift will also be provided to allow access for the mobility impaired or for those with pushchairs for example. The bridge itself will be refurbished in agreement with Network Rail. Full details of the bridge refurbishment are submitted in support of the planning application.



Broadwater Road / Bridge Road junction

- 6.4.12. The existing signalised crossroads of Broadwater Road / Bridge Road and Bessemer Road will be altered to a shared space 'octabout'.
- 6.4.13. The proposed octabout will operate along the same principals as a roundabout albeit on a less formal basis, as the intention is to introduce controlled uncertainty to drivers which will result in slower vehicle speeds and a more agreeable environment for pedestrians and cyclists.

Broadwater Road / Osborne Way / Stanborough Road junction

- 6.4.14. The Stanborough Road arm of the Broadwater Road / Osborn Way / Stanborough Road roundabout will be widened to 8.5m to increase the approach capacity.

Broadwater Road / A1000 Chequers roundabout

- 6.4.15. The Broadwater Road and A1000 Chequers arms of the Broadwater Road / Broadwater crescent / A1000 Chequers roundabout will be improved to increase the flare lengths on both arms to increase the entry capacity.

Hydeway west

- 6.4.16. The kerb radii on the entry to Hydeway west will be increased to improve entry / egress for HGVs. The radii on the western arm of Hydeway will also be altered and the whole junction will become a raised table.
- 6.4.17. Highway rights will be extinguished (stopped-up) from Hydeway west so that the road will become private in line with the other access roads into the Wheat Quarter. A 3m wide shared cycleway/footway will be provided along the southern side which will remain a public right of way between Broadwater Road and the new steps to the rail bridge.

Peartree Lane / Ravenfield cycle route

- 6.4.2 The existing pedestrian crossing over Peartree Lane at the eastern end of Hydeway will be upgraded to allow cyclists to cross and then to use the carriageway of the cul-de-sac section of Peartree Lane rather than the footway.



7.0 DEVELOPMENT OF THE TRAVEL PLAN

7.1 Approach to the Development of the Travel Plan

- 7.1.1 This FTP is provided as a starting point from which operational Travel Plans will be continually “worked up” in partnership with the local highway and planning authorities.
- 7.1.2 The TPs will be secured by planning condition which requires the documents to be submitted to the planning authority prior to each phase of development being occupied.

7.2 Objective of the Plan

- 7.2.1 In line with Central Government, HCC and WHBC policies and guidance, the primary objectives of the FTP are to:
 - Remove travel as a barrier to social inclusion;
 - Reduce the need to travel;
 - Discourage the use of unsustainable modes of transport and enable residents, employees and visitors to make travel choices that benefit themselves and their community;
 - Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

7.3 Travel Plan Management

- 7.3.1 Each element of the development will require a different structure in terms of administration and responsibilities as set out below.
- 7.3.2 Marketing is an important element of travel planning as it is important for potential residents and employees to be informed about the travel choices the site offers and that it is appropriate for households who choose not to own a car.
- 7.3.3 A Travel Plan Co-ordinator (TPC) will be appointed for the whole site. At this stage it is not possible to specify who this person will be; however, as the flats will either be rented or leasehold there will always be a management body responsible for the residential element of the development who will take on responsibility for appointing the residential TPC. The TPC will be a named person whose contact details will be provided to all residents. The TPC will not be a full-time position but the named TPC will be available full-time. The TPC will have responsibility for provision of information to residents and staff and for carrying out travel surveys and reporting their results to the planning authority.
- 7.3.4 Each occupier (residential management company, businesses, retailers, arts centre etc.) will be responsible for developing their own travel plan under the aegis of this framework within three months of occupation. The site TPC will co-ordinate those plans and be responsible for reporting and liaising with HCC and WHBC.



8.0 TARGETS

8.1 Travel Plan Targets

8.1.1 Targets must be SMART (specific, measurable, attainable, realistic, and time-bound). For this reason targets here are for a five year time frame following first occupation, with interim targets at three years. After the first five years the future targets will be reviewed, taking account of success to-date and the rate of phased construction across the site.

8.1.2 As the development is yet to be built there are no mode share surveys to act as a baseline. However, the Framework TP which accompanied the previous development on this site did set out the potential mode share for the site. The current Wheat Quarter development is predicted to be more sustainable than the approved scheme so it is possible to use the previous 'potential' mode share figures as the baseline mode share target, but to aim for improvements at year three and five as follows:

Table 7.1: Residential mode share targets

	Driver/passenger	Walk	Cycle	Bus	Rail	Other
Baseline	59%	14%	4%	4%	10%	9%
3 years	54%	16%	5%	5%	11%	9%
5 years	49%	17%	6%	6%	13%	9%

8.1.3 These targets would result in an increase in cycling and public transport patronage and would result in a reduction in car occupant trips.

8.1.4 It is not possible to set mode share targets for the employment uses until the first travel survey has been carried out. This will be within 6 months of first occupation. However, whereas the initial travel survey is required in order to set a baseline, it is possible to set provisional targets for modal shift, whatever that baseline may show.

8.1.5 Tables 8.2 below shows provisional modal shift targets for each mode for three and five years after occupation. The baseline mode share will be derived from the first travel survey at which time these modal shift targets can be assessed and adjusted if necessary to ensure they remain SMART :

Table 7.2: Non-residential mode shift targets

	Driver	Car pass'	Walk	Cycle	Bus	Rail
Baseline	TBC	TBC	TBC	TBC	TBC	TBC
3 years	-5%	-2%	+2%	+1%	+2%	+2%
5 years	-10%	-5%	+5%	+2%	+4%	+4%

8.1.1 The TPC will need to identify modal shifts for each of the uses by co-ordinating with the commercial and residential occupiers in order to measure the combined mode share of the site.

9.0 MEASURES

9.1 Measures

9.1.1 The development will deliver a series of infrastructure improvements and management measures to influence travel behaviour. The programme of surveys and monitoring therefore not only needs to identify travel behaviour but also attitudes to travel and key motivators for change.

9.1.2 Notwithstanding this, the TP measures are divided into sub-categories:

- **Hard measures** – these are infrastructure provision or improvements;
- **Soft measures** – these are management measure, incentives, marketing initiatives etc.;
- **Secured measures** – these are either existing measures or those to be delivered by the development;
- **Potential measures** – these are an ‘arsenal’ of measures available to the TPC to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.



9.1.3 Travel planning must be realistic and should not expect to remove car usage altogether. Instead, an effective TP will maximise the use of sustainable travel achieve more sensible and appropriate use of the private car. If every car commuter used an alternative to the car on just one day a week, car usage levels for commuting would be reduced by as much as 20% immediately, with commuter parking requirements also reduced by up to 20%. In a highly accessible location such the Wheat Quarter however, low-car and car-free housing is a realistic prospect.

9.1.4 Unlike employment, retail or educational sites it is not possible to dictate to residents how they should travel. For this reason residential travel plans are based on the provision of infrastructure and information rather than the imposition of management procedures. It is important that the proposed development capitalises on its excellent links to public transport and close proximity to retail, employment and education facilities.

9.1.5 Similarly, retail and community uses cannot dictate to their customers how they should travel but they can provide information, infrastructure and incentives to influence their travel behaviour.

9.1.6 Based on available empirical evidence Colin Buchanan and Partners published a document commissioned by the Scottish Executive Development Department. This contains a table (Table 1, “*Planning for Mode Share in New Development*”) which illustrates the relative effectiveness of various trip reduction measures.

9.1.7 The table, part of which is reproduced below as Table 9.1, indicates that restrictive parking measures are the most effective way of discouraging single occupancy car use. The next most effective measures are new public transport infrastructure and a reduction in the prices of public transport services by 30% or more.

**Table 9.1: Trip Reduction Measures**

Measure	Score
Major new public transport infrastructure	3
Minor new infrastructure e.g. bus stops, cycle racks	1
1-2 new or enhanced public transport services	2
More than 2 new or enhanced public transport services	2
Reduction in prices of public transport services by 30% or more	3
Restrictions on effective parking availability	5
Promotional activities e.g. Green Transport Week	1
Consultation with Staff	2
Public transport information	1
Car Sharing scheme	1-2

9.2 General Considerations for the Identifications of Measures

- 9.2.1 The following general points are based on previous experience and are included to highlight potential issues.
- 9.2.2 **Walking:** Many staff or residents may be prepared (or possibly have no other option) to walk more than a mile and walking may be an area which can be further encouraged. Potential modal shift “gains” could be made, if those who occasionally walk were persuaded to make walking their normal transport mode. However, it is also clear that many people who normally walk are occasionally “lost” to car or bus use. The principal reasons are likely to be convenience, lateness, things to carry and inclement weather.
- 9.2.3 **Cycling:** Cycling can be unpopular for reasons other than distance, possibly due to the topography of the surrounding area; the risks associated with cycling in traffic; and perhaps some residents do not own cycles. The Wheat Quarter has good links to the National Cycle Network which provides direct and convenient access to a range of employment, retail and leisure facilities by bike.
- 9.2.4 **Taxis** relieve parking demand and could be used on a “car share” basis by those who would like to share, but do not always have access to a shared car. However, for the purposes of this section of the report they will be considered as public transport, despite the fact that they are often used to transport a single person. It should be noted that taxis can provide a valuable link to bus and ferry locations, allowing the greater part of a journey to be undertaken by public transport.



- 9.2.5 One of the key practical factors controlling modal choice is the distance to be travelled. The other principal limiting factor is the time taken to make the trip. As a rough guide we should consider 30 minutes to be a reasonable length of time to commute. Depending on the local conditions this could represent:-
- Walking up to 2km (taking 3mph or 1.4m/s as a typical walking speed implies a journey of up to 24 minutes);
 - Cycling up to 6km (taking 10mph or 4.7m/s as a typical cycling speed implies a journey of up to 22 minutes);
 - Taking a bus up to five miles or 8.3km (assuming an average bus speed of 20mph or 9.3m/s and a five minute walk at each end of the journey as well as a five minute wait for the bus implies a journey of 30 minutes);
 - Driving up to ten miles (assuming car speeds around town are similar to bus speeds, implies a journey time of 30 minutes).
- 9.2.6 The development will deliver a range of measures designed to encourage travel by sustainable modes of transport. Other potential measures are identified below; these are not intended to be exhaustive or prescriptive but will inform the development process.

9.3 Infrastructure

- 9.3.1 A key element of the proposed development is the introduction of appropriate infrastructure to encourage sustainable travel. The Wheat Quarter is a complex development site with a number of constraints including listed buildings and structures and proximity to rail infrastructure. The footbridge link to the town centre is owned by Network Rail so its refurbishment requires third party agreement.
- 9.3.2 However, the redevelopment of the former Shredded Wheat factory site offers an opportunity to make significant improvements to the local transport infrastructure both in terms of enhancing travel by sustainable modes but also providing localised highway improvements. Some measures are required to mitigate the additional travel demand generated by the development, but others will enhance the travel opportunities for the new and existing community.

9.4 Sustainable transport initiatives

- 9.4.1 **New public realm** – The most significant improvement to the transport network is the introduction of the new public realm that will be delivered by the redevelopment of the Wheat Quarter. This not only provides improved pedestrian and cycle routes along Broadwater Road and Bridge Road, and new public squares within the development, but also provides a traffic-free network of routes which create a highly permeable, high-quality environment for pedestrians and cyclists. This not only benefits those living or working in the new development but also benefits the local community who will be able to access the town centre and rail station through the new network of high quality routes.
- 9.4.2 **Cycle parking** – The development will not only provide secure and covered cycle parking for the new residents and businesses but will also provide cycle parking for visitors close to each access into the site. These will be secure cycle parking locations (Sheffield loop stands) available for anyone visiting the Wheat Quarter.
- 9.4.3 Additional secure cycle parking will replace the stands currently located along Hydeway. The new cycle parking will be provided in a range of formats including stands, lockers and cages.

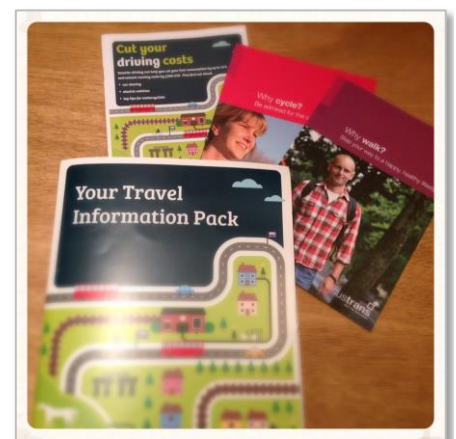
9.5 Residents' Travel Pack

9.5.1 It will be the responsibility of the developer to ensure that residents are provided with an information pack containing details of public transport timetables and maps, as well cycling and pedestrian infrastructure when they move in to the new flats.

9.5.2 The buildings will be maintained by a management company. The management company will be obliged to provide an update to the 'Residents Travel Pack' once every twelve months in order that any new residents are made aware of their local transport options.

9.5.3 The travel pack will include information and incentives for all occupiers. The information will enable the new residents to make informed decisions about their modes of travel. The incentives will be provided by the developer in the first instance and will be dependent on negotiating suitable packages with local shops and services. The likely content of the Residents' Travel Pack will be:

- Car Club membership and information;
- WGC and Hertfordshire Cycle Network information;
- Sustrans leaflets on the beneficial effects of walking and cycling ;
- Free or discounted reflective clothing i.e. cycle bib, arm bands etc.;
- Free or discounted bicycle locks/helmets;
- Developer to negotiate local cycle shop discount;
- Details of local cycle groups;
- Details of BikeBUDi travel system ;
- Bus route/timetable information;
- Free bus 'taster' tickets;
- Rail timetables and route information;
- Details of car-sharing website (e.g. www.Liftshare.com);
- Details of CarBUDi travel system;
- Notice/message board in foyer of flats to allow people to car share/walk/cycle together (perhaps at night for safety);
- Developer to negotiate preferential rates at local car-hire company;
- Taxi company information – possible discount vouchers for a taxi company;
- Details of TaxiBUDi travel system;
- Supermarket home delivery details.



9.5.4 This list is not exhaustive or a prescriptive list of what will be in the travel pack but provides details of the likely content of the pack. Details of the final pack will be agreed in partnership with WHBC.

9.6 Marketing

- 9.6.1 The development will have residential car parking provision at a ratio of less than one parking space per dwelling which reflects predicted future car ownership levels whilst deliberately applying an element of restraint. The new residents would not be eligible for on-street residents' parking permits if a CPZ was ever applied to the roads surrounding the site. The site will be marketed in such a way that prospective purchasers will be made aware of the level of parking provision as well as the viable alternative travel opportunities. The marketing will not seek to 'target' people without a car but will explain to all prospective purchasers and tenants that the new dwellings are suitable for households with one vehicle or no vehicles.
- 9.6.2 The employment uses will have parking provision to meet their operational needs but staff will be required to use sustainable modes of travel whenever possible. There will be dedicated visitor parking spaces on-site for the community and employment uses, but only limited parking for the retail as this will generally be ancillary to the other uses. Many of the customers will be residents or employees on the site but those visiting the site from the town centre will do so on foot. It is important that this message is very clear in all marketing material.
- 9.6.3 Travel plan coordinators who have run vigorous marketing campaigns have shown that strong promotion translates into greater uptake of sustainable travel. The hallmarks of successful travel plan marketing are lively presentation, persistence and a readiness to use a variety of marketing tools and techniques. These include branding the travel plan and building brand recognition, promotional events, incentives, special offers and prizes. Maximum visibility can be achieved through electronic media, leaflets, posters, displays, give-away freebies or messages on pay slips.
- 9.6.4 Plenty of strong facts and figures are readily available to support the TPC's case. For example:
- One-quarter of all car journeys are less than 2 miles and over half are less than 5 miles;
 - Half an hour of daily exercise, such as a walk or cycle ride to work, can halve your risk of heart disease.



- 9.6.5 Special promotions will be needed for individual initiatives. Commitment to a long term communication effort is necessary to bring about the cultural change and behaviour shift that the travel plan aims for. New campaigns will be needed every so often to refresh and revitalise the TP
- 9.6.6 Appropriate information will need to be provided at point of first contact (i.e. sales and marketing material; staff website etc.) as well as continued, on-going marketing.
- 9.6.7 The TPC will also need to actively market the TP rather than assume staff and residents will find the information themselves. This can include one-off events, regular events (e.g. walkers and cyclists' breakfast first Wednesday of the month) and competitions.



9.7 Branding

- 9.7.1 The term 'Travel Plan' can turn people off the idea so it may be that the residents can produce a Wheat Quarter smarter-travel brand more relevant to themselves. The development can take advantage of a strong brand identity for its travel plan communications. The travel plan communications can be fully branded so that the residents and staff can see that all the initiatives, information and messages are linked to the travel plan, which has its own style but is also recognisably part of the site's sustainable image.
- 9.7.2 The TPC can then use e-shots to keep residents informed of news, timetable changes, or new items on the travel plan notice boards.



THE WHEAT QUARTER

9.8 Legal Obligations

- 9.8.1 Circular 05/2005 produced by the Office of the Deputy Prime Minister (now DCLG) sets the policy background for planning obligations.
- 9.8.2 The developer will enter into a legal agreement pursuant to Section 106 of the Town and Country Planning Act preventing residents of the development applying for on-street residents' parking permits. This would ensure the intended low-car and car-free housing remains so in perpetuity or unless the Council wishes to remove the restriction. Any such legal obligation would run with the property irrespective of ownership.
- 9.8.3 A financial contribution may also be required which could be paid towards strategic sustainable travel initiatives.

9.9 Future Success

- 9.9.1 Residents purchasing one of the flats will do so as a lease-hold purchase and will therefore be bound by certain requirements imposed by the free-hold owner. The nature of the buildings will mean that a management company will be responsible for the maintenance of the communal areas. This management company will also be given a brief to ensure that upon the re-sale of any of the dwellings any new purchasers will be provided with an up to date Residents' travel pack.
- 9.9.2 The employment uses will manage their premises including communicating with staff and visitors. It is most likely that either the arts centre or the employment use (jointly or alone) will co-ordinate the employment TPs but the residential management company will be the overall co-ordinating body.
- 9.9.3 This co-ordinating body will ensure the future success of the parking and travel strategy through the promotion of the readily accessible alternative modes of transport.



9.10 Action Plan

9.10.1 Those measures specified as *Secured* will be delivered by the developer prior to first occupation as part of the capital expenditure of the development. Those measures referred to as *Potential* are available for the TPC to consider as part of the year 3 and year 5 review process. The Potential measures are available to the TPC if the mode share targets have not been met. These additional measures must be carefully matched against the 'key motivators' identified in the staff and resident surveys. Potential measures will be funded by the management company through a levy charged to residents and commercial tenants as part of their normal service charge. The action plan is therefore as illustrated in Table 9.2 below:

Table 9.2: Action Plan

Timescale	Measures	Delivery
Development	Secured	Developer
Year 3	Potential (as required)	Management company
Year 5	Potential (as required)	Management company

9.10.2 Tables 9.3 to 9.6 below summarise those measures secured as part of the development as well as potential future measures at the disposal of the TPC:

**Table 9.3: Measures to Encourage Walking**

Hard measures	
Secured	Potential
<ul style="list-style-type: none"> • High quality new public realm; • New links to existing highway network; • Improved junction design; • Improved junction crossings; • Improvements to Broadwater Road and Bridge Road; • Footbridge refurbishment; • Well-lit pedestrian routes; • Improved pedestrian waymarking between Wheat Quarter and town centre. 	<ul style="list-style-type: none"> • Enhanced surfacing on strategic routes; • Further signage and/or waymarking
Soft measures	
Secured	Potential
<ul style="list-style-type: none"> • Residents' Travel Pack • Car Park Management Plan • Marketing – promotional material • To influence local stakeholders such as local authorities to achieve any desired improvements in the public realm in terms, for example of security, safety and lighting of local environs. • To publicise the benefits to health of walking. 	<ul style="list-style-type: none"> • Financial incentives for walkers; • Free or subsidised wet weather/high vis clothing; • Walking clubs; • Events to encourage walking (walkers' breakfast first Wednesday of the month etc.) • Personalised travel planning;

**Table 9.4: Measures to Encourage Cycling**

Hard measures	
Secured	Potential
<ul style="list-style-type: none"> • High quality new public realm; • New links to existing cycle network • Improvements to Broadwater Road and Bridge Road; • Footbridge refurbishment; • Secure, covered, lit cycle parking for every residential dwelling; • Secure, well supervised cycle parking for commercial uses; • Secure public cycle parking close to footbridge; • Good on-site lighting; • Lockers and storage areas for commercial units; • Showers and changing areas for staff. 	<ul style="list-style-type: none"> • Additional cycle signage; • Drying areas for clothes; • Off-site localised cycle improvements at identified junctions;
Soft measures	
Secured	Potential
<ul style="list-style-type: none"> • Marketing – promoting cycling in all written and electronic material; • Promotion of Herts cycle maps in lobbies etc.; • Travel pack (including cycle route info, leaflets on the beneficial effects of cycling etc.) and personalised travel planning; 	<ul style="list-style-type: none"> • Financial incentives for cyclists (e.g. mileage rate for work related journeys); • Free or subsidised wet weather/high vis clothing; • Bicycle user group (BUG); • Training for those who are not confident cyclists; • Provision of, or payment for, bike maintenance (possibly on site as part of course); • Negotiated discount with local bike shop – additional special rate for folding bikes; • Events to encourage cycling (cyclists' breakfast first Wednesday of the month etc.)

**Table 9.5: Measures to Encourage Public Transport Use**

Hard measures	
Secured	Potential
<ul style="list-style-type: none"> • Refurbished footbridge to rail station and bus station; 	<ul style="list-style-type: none"> • Possible S106 contribution towards strategic public transport improvements.
Soft measures	
Secured	Potential
<ul style="list-style-type: none"> • Website and email communication to visitors to refer to sustainable modes and discourage driving; • Marketing – promoting the use of public transport in all written and electronic material; • Bus routes identified on website; • Residents Travel Pack including 'taster' tickets. 	<ul style="list-style-type: none"> • Discount on bus/ferry season tickets; • Employees Travel pack (including bus routes and timetable info); • Personalised travel planning;

**Table 9.6: Measures to reduce use of vehicles to core activity (plus disabled)**

Hard measures	
Secured	Potential
<ul style="list-style-type: none"> • Managed car parking provision; • Car Club; • Car Park Management Plan; • Residential parking allocation protocol; • Electric Vehicle Charging Points. 	<ul style="list-style-type: none"> • Motorcycle parking provision. • Additional EVCP subject to TP monitoring. • S106 agreement prohibiting residents and businesses from being eligible for on-street parking permits.
Soft measures	
Secured	Potential
<ul style="list-style-type: none"> • Website and email communication to visitors to refer to sustainable modes and discourage driving; • Promote car sharing; • Marketing – promoting the use of sustainable transport in all written and electronic material; 	<ul style="list-style-type: none"> • Personalised travel planning;

10.0 CAR CLUB

10.1 Overview

- 10.1.1 There are two Car Clubs operating in the Welwyn Garden City area including E-Car and Hiya Car. The closest of these is the E-Car space in the WHBC car park, the second is a Hiya car space is on Longcroft Lane, 1.1km (15 minutes' walk) from the site.



10.2 Parking provision

- 10.2.1 Carplus is an independent body which promotes shared mobility including car clubs, 2+ sharing, bike sharing and taxi sharing. Part of Carplus' work is research, best practice and technical advice. They state that on average one Car Club vehicle removes the need for between 10 and 20 private parking spaces.
- 10.2.2 Recent developments in Hertfordshire which have included Car Clubs have suggested that each Car Club space would equate to at least 6 car parking spaces. This is well below the advice from Carplus but still demonstrates the benefits of providing Car Club spaces rather than allocated car parking spaces. Each Car Club spaces therefore equates to anything from 6 to 20 residential parking spaces.

10.3 Operation

- 10.3.1 The development will deliver a new community Car Club with a range of spaces across the site, including electric vehicle charging points (EVCP). Three Car Club operators have reviewed the proposed development, assessed the accessibility of the area and calculated the viability of a Car Club in this location. They have confirmed they would be pleased to provide new Car Club vehicles at a ratio of 6% for the residential development. The decision as to which company will operate the Car Club will be down to a commercial decision by the developer. The obligation to provide the Car Club will fall to the developer who will be required to let a contract with a commercial operator which would be expected to include:

- Free 3 year membership for new residents providing access to cars on site, the rest of Hertfordshire and the UK ;
- First car to be delivered by first occupation;
- Bespoke marketing material and membership certificates;
- Briefing of sales staff at the development on the car club and attendance at promotional events;
- 24/7 customer service team;
- 24/7 booking system including mobile booking site (IOS and Android) and iPhone app;
- Vehicle insurance;
- Vehicle maintenance;
- Creation of reports and statistics for the developer and Council;

10.3.2 In accessible areas Car Clubs allow residents who only require occasional use of a vehicle to make the choice not to own a vehicle themselves. Equally, many two-car households only use 1.1 cars on a regular basis so the provision of a Car Club allows them to own a single vehicle and use the Car Club as often as they like on a pay-as-you-go basis.



join



reserve



unlock



drive



11.0 MONITORING AND REVIEW

11.1 Overview

- 11.1.1 The effectiveness of the Travel Plan and the measures proposed will need to be monitored and reviewed in partnership with HCC and WHBC. This review process will identify the most effective measures and key motivators influencing people's travel choices. A sample questionnaire, obtained from iBase Systems Ltd and compatible with iTrace, is included as **Appendix FTP-B** to this report.
- 11.1.2 Identifying these 'key motivators' is very important as it will allow the TPC to focus funds and resources on those areas most likely to affect people's travel choices. For example, there is no benefit in providing excessive cycle storage or discounted bus travel if the early surveys show that such very expensive measures would have little or no influence on occupiers' desire use those modes of transport. Instead, the measures should be tailored to the findings of the surveys and needs of staff and residents. DfT guidance is clear that Travel Plans and their measures must not be based on a 'one size fits all' approach. Of course, if such measures score highly in future surveys then they will need to be included in the TPC's regular reviews of targets and measures as set out below.

11.2 Travel Survey

- 11.2.1 It will be the responsibility of the Travel Plan Co-ordinator to conduct surveys of staff, visitors and residents' travel patterns. The surveys will aim to establish:
- Current modal split
 - Modes used occasionally
 - Reasons for modal choice
 - Attitudes to more sustainable modes
 - What measures would persuade people to change to more sustainable modes
- 11.2.2 A number of suggestions for improvements could be included within the travel survey. The list need not be exhaustive, but should provide an insight into the type of measures that would be required to cause worthwhile modal shift towards each of the more sustainable modes of transport.
- 11.2.3 In addition to annual surveys the TPC can carry out interim spot counts to monitor progress if necessary. The first surveys will take place once 75% of the Phase 1 dwellings are occupied, or 6 months after the first occupation of any part of the site – whichever is first.
- 11.2.4 The schedule of monitoring and review will be as follows:

**Table 11.1: Schedule of surveys**

Survey	Review / report
1. Occupation of 75% of Phase 1 residential dwellings (or 6 months, whichever is first)	<ul style="list-style-type: none"> • Include questions about current travel and intended travel. • Review survey findings and report to local authority within 1 month of survey. • Feedback findings to staff and residents within 1 month of local authority review. • TPC to implement review outcomes prior to Survey 2.
2. Three years after survey 1.	<ul style="list-style-type: none"> • Identify actions from Review 1 • Review survey 2 findings, and report to local authority within 1 month of survey. • Feedback findings to staff and residents within 1 month of local authority review. • TPC to implement review outcomes prior to Survey 3
3. Five years after survey 1.	<ul style="list-style-type: none"> • Identify actions from Review 2 • Review survey 3 findings, and report to local authority within 1 month of survey. • Feedback findings to residents within 1 month of local authority review. • TPC to implement review outcomes

11.2.5 The schedule of monitoring and review should be augmented by interim spot counts to review progress throughout the year.

11.2.6 Upon completion of Survey 3 the future monitoring requirements should be reviewed based on the Survey 3 findings and the phased development construction progress.

12.0 SECURING AND ENFORCEMENT

12.1 General

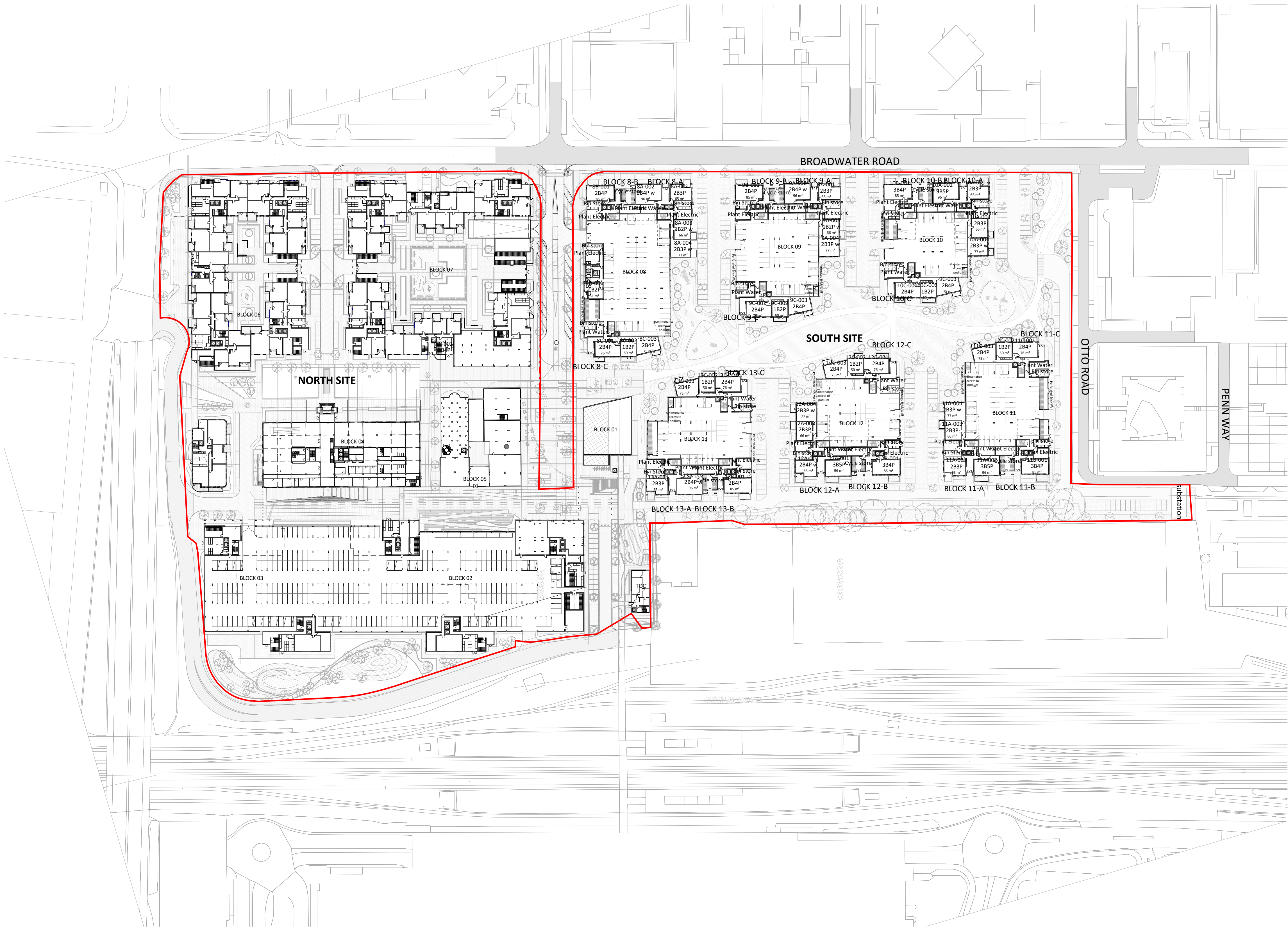
- 12.1.1 This FTP will be secured by planning condition which requires the document to be submitted to the planning authority prior to the first occupation of Phase 1.
- 12.1.2 The schedule of monitoring and review will be the responsibility of the TPC and will ensure an on-going partnership between the Council and the site occupiers. Any enforcement of the planning condition will fall within the jurisdiction of the local planning authority.
- 12.1.3 The developer will enter into a legal agreement pursuant to Section 106 of the Town and Country Planning Act preventing residents of the development applying for residents' parking permits. This would ensure the intended low-car and car-free housing remains so in perpetuity or unless the Council wishes to remove the restriction. Any such legal obligation would run with the property irrespective of ownership.
- 12.1.4 The S106 agreement may also include obligations to provide funding towards enhancing sustainable transport in Welwyn Garden City.



- 12.1.5 This FTP sets out the basis upon which specific measures will be developed by the occupiers so that the preliminary survey and administrative matters will be undertaken as soon as the majority of the units have been occupied. This will encourage the use of sustainable travel modes from the outset.
- 12.1.6 This FTP has been prepared in such a way that it can be used as a management 'toolkit' for the new Wheat Quarter development. This FTP supports the TA which accompanies the planning application. By this method the travel planning process will seek to influence how people travel in and around Welwyn Garden City rather than simply reacting to how they have travelled in the past.



Appendix FTP-A



1 Site Masterplan (Ground Floor)
1 : 1000 @A1

NOTES

- Do not scale from this drawing
- Check all dimensions on site
- Subject to site inspection
- This document is for information only and is subject to a preliminary risk analysis to be carried out by all relevant consultants
- AREAS
- Refer to area schedule

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Rev	Notes	Date	By	Auth
1	DRAFT issue for Planning	17-12-12	CS	FVB
2	Planning Submission	18-01-12	CS	FVB

NOTES

- Any decisions to be made on the basis of this drawing, whether as to project viability, pre-letting, lease agreements and the like, should make allowance for:
- Design development
 - Accurate surveys
 - Accurate boundary/site ownership documentation
 - Construction methods and building tolerances
 - Local Authority/Statutory consents

0m 20m 40m 60m 80m 100m

VISUAL SCALE 1:1000 @ A1

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Drawn By: Author
Checked by: Checker
Scale @ A1: 1 : 1000
Scale @ A3: 1 : 1250
CAD File No:

Plutus Estates (WGC) Limited and
Kempston Development
Site Masterplan (Ground)

PRELIMINARY
16037

P0-001

2
Revision

NORTH SITE

BLOCK 2	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	863.6	9,296	856.9	9,224	0.0	0
First	2034.9	21,904	1874.9	20,181	1477.1	15,900
Second	2034.9	21,904	1874.9	20,181	1512.8	16,284
Third	2034.9	21,904	1874.9	20,181	1513.1	16,287
Fourth	2034.9	21,904	1874.9	20,181	1513.1	16,287
Fifth	2034.9	21,904	1874.9	20,181	1513.1	16,287
Sixth	1014.7	10,922	927.0	9,978	717.8	7,726
Seventh		0		0	0.0	0
TOTAL	12052.8	129736	11158.4	120109	8247.0	88771

percentage of units by type

BLOCK 3 (C2)	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	610.2	6,568	546.8	5,886		0
First	1852.3	19,938	1719.5	18,509	1084.9	11,678
Second	1527.6	16,443	1411.4	15,192	1154.7	12,429
Third	1527.6	16,443	1411.4	15,192	1154.7	12,429
Fourth	1527.6	16,443	1411.4	15,192	1154.7	12,429
Fifth	1527.6	16,443	1411.4	15,192	1154.7	12,429
Sixth	1014.7	10,922	927.0	9,978	718.9	7,738
Seventh		0		0	0.0	0
TOTAL	9587.6	103201	8838.9	95142	6422.6	69133

percentage of units by type

APARTMENT NUMBERS					
1 Bed 1P	1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
					0
6	8	9	4		27
6	6	9	6		27
6	6	9	6		27
6	6	9	6		27
6	6	9	6		27
4	4	6			14
					0
34	36	51	28	0	149
22.8%	24.2%	34.2%	18.8%	0.0%	100.0%

70	79	0	149
47.0%	53.0%	0.0%	100.0%

APARTMENT NUMBERS					
1 Bed 1P	1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
					0
4	8	6	2		20
4	4	6	6		20
4	4	6	6		20
4	4	6	6		20
4	4	6	6		20
4	4	6			14
					0
24	28	36	26	0	114
21.1%	24.6%	31.6%	22.8%	0.0%	100.0%

52	62	0	114
45.6%	54.4%	0.0%	100.0%

Habitable Rooms	Bed Spaces
No.	No.
0	0
79	92
81	96
81	96
81	96
81	96
38	44
0	0
441	520

441	520
------------	------------

Habitable Rooms	Bed Spaces
No.	No.
0	0
58	66
62	74
62	74
62	74
62	74
38	44
0	0
344	406

344	406
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NORTH SITE

BLOCK 6	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	3644.4	39,228	3402.8	36,628	1967.3	21,176
First	3606.3	38,818	3359.1	36,157	2702.8	29,093
Second	3606.3	38,818	3359.1	36,157	2686.8	28,921
Third	3486.8	37,532	3241.0	34,886	2578.4	27,754
Fourth	3486.8	37,532	3241.0	34,886	2578.4	27,754
Fifth	1766.0	19,009	1624.6	17,487	1284.5	13,826
Sixth	1766.0	19,009	1624.6	17,487	1284.7	13,829
Seventh	413.2	4,448	376.8	4,056	282.3	3,039
Eighth	413.2	4,448	376.8	4,056	282.3	3,039
TOTAL	22189.0	238842	20605.8	221801	15647.5	168430

percentage of units by type

BLOCK 7	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	3180.2	34,232	2868.6	30,878	1501.8	16,165
First	3728.9	40,138	3460.2	37,246	2761.5	29,725
Second	3728.9	40,138	3460.2	37,246	2763.4	29,745
Third	3609.3	38,851	3342.1	35,974	2655.0	28,578
Fourth	3609.3	38,851	3342.1	35,974	2655.0	28,578
Fifth	2228.9	23,992	2053.0	22,098	1611.5	17,346
Sixth	2228.9	23,992	2053.0	22,098	1611.5	17,346
Seventh	413.2	4,448	376.8	4,056	282.3	3,039
Eighth	413.2	4,448	376.8	4,056	282.3	3,039
TOTAL	23140.8	249088	21332.8	229626	16124.3	173562

percentage of units by type

APARTMENT NUMBERS					
1 Bed 1P	1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
9	10	8	4	2	33
10	16	12	4	3	45
10	16	12	4	3	45
10	17	10	4	3	44
10	18	9	4	3	44
6	11	3	1	2	23
6	11	3	1	2	23
	3	2			5
	3	2			5
61	105	61	22	18	267
22.8%	39.3%	22.8%	8.2%	6.7%	100.0%

166	83	18	267
62.2%	31.1%	6.7%	100.0%

APARTMENT NUMBERS					
1 Bed 1P	1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
9	10	4	3	1	27
13	14	11	7	2	47
13	14	11	7	2	47
13	15	9	7	2	46
13	16	8	7	2	46
8	13	3	3	2	29
8	13	3	3	2	29
	3	2			5
	3	2			5
77	101	53	37	13	281
27.4%	35.9%	18.9%	13.2%	4.6%	100.0%

178	90	13	281
63.3%	32.0%	4.6%	100.0%

Habitable Rooms	Bed Spaces
No.	No.
96	112
132	154
132	154
129	149
129	148
66	74
66	74
15	17
15	17
780	899

780	899
------------	------------

Habitable Rooms	Bed Spaces
No.	No.
76	85
137	159
137	159
134	154
134	153
84	94
84	94
15	17
15	17
816	932

816	932
------------	------------

NORTH SITE

TOTAL	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Block 2	12052.8	129,736	11158.4	120,109	8247.0	75,401
Block 3	9587.6	103,201	8838.9	95,142	6422.6	74,433
Block 6	22189.0	238,842	20605.8	221,801	15647.5	168,430
Block 7	23140.8	249,088	21332.8	229,626	16124.3	173,562
TOTAL	66970.2	720867	61935.9	666678	46441.4	491826

percentage of units by type (incl. 10% wheelchair units)

Ground Floor Parking Block 2 + 3	
Parking Spaces	209.0
Parking Ratio	0.79 spaces per unit

Basement Parking Block 6 + 7	
Parking Spaces	312.0
Parking Ratio	0.57 spaces per unit

Commercial Parking	
Parking Spaces	142.0

Total Parking	663
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APARTMENT NUMBERS					
1 Bed 1P	1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
34	36	51	28	0	149
24	28	36	26	0	114
61	105	61	22	18	267
77	101	53	37	13	281
196	270	201	113	31	811
24.2%	33.3%	24.8%	13.9%	3.8%	100.0%

466	314	31	811
57.5%	38.7%	3.8%	100.0%

Average Hab Rooms per unit	2.94
Average Bed Spaces per unit	3.40

Habitable Rooms	Bed Spaces
No.	No.
441	520
344	406
780	899
816	932
2381	2757

2381	2757
-------------	-------------

BLOCK 13 (Ex-A)	GIA / NSA PROPOSED						APARTMENT NUMBERS						Habitable Rooms	Bed Spaces
	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 4P	3 Bed 5P	TOTAL		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.	No.
Core A														
Ground	407.0	4,381	374.0	4,026	161.0	1,733		1	1			2	6	7
First	686.0	7,384	641.0	6,900	487.0	5,242	4	4				8	20	20
Second	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Third	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Fourth	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Fifth	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Sixth	448.0	4,822	404.0	4,349	304.0	3,272	3	1	1			5	12	13
Core B														
Ground	364.0	3,918	336.0	3,617	85.0	915			1			1	3	4
First	518.0	5,576	485.0	5,221	371.0	3,993	2	3	1			6	16	17
Second	518.0	5,576	485.0	5,221	378.0	4,069	2	2	2			6	16	18
Third	518.0	5,576	485.0	5,221	378.0	4,069	2	2	2			6	16	18
Fourth	518.0	5,576	485.0	5,221	378.0	4,069	2	2	2			6	16	18
Core C														
Ground	424.0	4,564	381.0	4,101	199.0	2,142	1		2			3	8	10
First	545.0	5,866	505.0	5,436	396.0	4,263	3		2		1	6	16	19
Second	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Third	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Fourth	325.0	3,498	291.0	3,132	219.0	2,357	1		1		1	3	9	11
TOTAL	9127.0	98,243	8454.0	90,999	6228.0	67,038	40	31	25		2	98	256	283
							40.8%	31.6%	25.5%	0.0%	2.0%	100.0%		
percentage of units by type							40	56	2		98		256	283
							40.8%	57.1%	2.0%		100.0%			

BLOCK 12 (Ex-B)	GIA / NSA PROPOSED						APARTMENT NUMBERS						Habitable Rooms	Bed Spaces
	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 4P	3 Bed 5P	TOTAL		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.	No.
Core A														
Ground	587.0	6,318	540.0	5,813	304.0	3,272		3			1	4	13	14
First	686.0	7,384	638.0	6,867	487.0	5,242	4	4				8	20	20
Second	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Third	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Fourth	695.0	7,481	648.0	6,975	520.0	5,597	1	2	2	1	1	7	22	25
Fifth	695.0	7,481	648.0	6,975	520.0	5,597	1	2	2	1	1	7	22	25
Sixth	454.0	4,887	411.0	4,424	317.0	3,412	1			2	1	4	14	15
Seventh	454.0	4,887	411.0	4,424	317.0	3,412	1			2	1	4	14	15
Core B														
Ground	364.0	3,918	336.0	3,617	85.0	915				1		1	4	4
First	518.0	5,576	485.0	5,221	371.0	3,993	2	3		1		6	17	17
Second	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Third	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Fourth	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
													0	0
Core C														
Ground	424.0	4,564	381.0	4,101	199.0	2,142	1		1	1		3	9	10
First	545.0	5,866	505.0	5,436	396.0	4,263	3		2		1	6	16	19
Second	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Third	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Fourth	325.0	3,498	291.0	3,132	219.0	2,357	1		1		1	3	9	11
TOTAL	9779.0	105,261	9049.0	97,403	6721.0	72,345	35	29	18	12	7	101	287	312
							34.7%	28.7%	17.8%	11.9%	6.9%	100.0%		
percentage of units by type							35	47	19			101	287	312
							34.7%	46.5%	18.8%			100.0%		

BLOCK 11 (Ex-C)	GIA / NSA PROPOSED						APARTMENT NUMBERS						Habitable Rooms	Bed Spaces
	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 4P	3 Bed 5P	TOTAL		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.	No.
Core A														
Ground	587.0	6,318	540.0	5,813	304.0	3,272		3			1	4	13	14
First	686.0	7,384	638.0	6,867	487.0	5,242	4	4				8	20	20
Second	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Third	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Fourth	695.0	7,481	648.0	6,975	520.0	5,597	1	2	2	1	1	7	22	25
Fifth	695.0	7,481	648.0	6,975	520.0	5,597	1	2	2	1	1	7	22	25
Sixth	454.0	4,887	411.0	4,424	317.0	3,412	1			2	1	4	14	15
Seventh	454.0	4,887	411.0	4,424	317.0	3,412	1			2	1	4	14	15
Core B														
Ground	364.0	3,918	336.0	3,617	85.0	915				1		1	4	4
First	518.0	5,576	485.0	5,221	371.0	3,993	2	3		1		6	17	17
Second	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Third	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Fourth	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Core C														
Ground	424.0	4,564	381.0	4,101	199.0	2,142	1		1	1		3	9	10
First	545.0	5,866	505.0	5,436	396.0	4,263	3		2		1	6	16	19
Second	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Third	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Fourth	325.0	3,498	291.0	3,132	219.0	2,357	1		1		1	3	9	11
TOTAL	9779.0	105,261	9049.0	97,403	6721.0	72,345	35	30	17	12	7	101	287	311
							34.7%	29.7%	16.8%	11.9%	6.9%	100.0%		
							35	47	19			101	287	311
percentage of units by type							34.7%	46.5%	18.8%			100.0%		

BLOCK 10 (Ex-D)	GIA / NSA PROPOSED						APARTMENT NUMBERS						Habitable Rooms	Bed Spaces
	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 4P	3 Bed 5P	TOTAL		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.	No.
Core A														
Ground	587.0	6,318	540.0	5,813	304.0	3,272		3			1	4	13	14
First	686.0	7,384	638.0	6,867	487.0	5,242	4	4				8	20	20
Second	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Third	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8	21	22
Fourth	695.0	7,481	647.0	6,964	520.0	5,597	1	2	2	1	1	7	22	25
Fifth	695.0	7,481	647.0	6,964	520.0	5,597	1	2	2	1	1	7	22	25
Sixth	454.0	4,887	411.0	4,424	317.0	3,412	1			2	1	4	14	15
Seventh	454.0	4,887	411.0	4,424	317.0	3,412	1			2	1	4	14	15
Core B														
Ground	364.0	3,918	336.0	3,617	85.0	915				1		1	4	4
First	518.0	5,576	485.0	5,221	371.0	3,993	2	3		1		6	17	17
Second	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Third	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Fourth	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Fifth	518.0	5,576	485.0	5,221	378.0	4,069	2	2	1	1		6	17	18
Core C														
Ground	424.0	4,564	381.0	4,101	199.0	2,142	1		1	1		3	9	10
First	545.0	5,866	505.0	5,436	396.0	4,263	3		2		1	6	16	19
Second	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Third	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Fourth	325.0	3,498	291.0	3,132	219.0	2,357	1		1		1	3	9	11
TOTAL	10297.0	110,837	9532.0	102,602	7099.0	76,414	37	32	18	13	7	107	304	329
							34.6%	29.9%	16.8%	12.1%	6.5%	100.0%		
							37	50	20			107	304	329
percentage of units by type							34.6%	46.7%	18.7%			100.0%		

BLOCK 9 (Ex-E)	GIA / NSA PROPOSED						APARTMENT NUMBERS						Habitable Rooms	Bed Spaces
	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 4P	3 Bed 5P	TOTAL		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.	No.
Core A														
Ground	587.0	6,318	540.0	5,813	304.0	3,272	1	2	1			4	11	12
First	686.0	7,384	638.0	6,867	487.0	5,242	4	3	1			8	20	21
Second	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Third	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Fourth	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Fifth	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8	21	23
Sixth	448.0	4,822	404.0	4,349	304.0	3,272	3	1	1			5	12	13
Seventh	448.0	4,822	404.0	4,349	304.0	3,272	3	1	1			5	12	13
Core B														
Ground	364.0	3,918	336.0	3,617	85.0	915			1			1	3	4
First	518.0	5,576	485.0	5,221	371.0	3,993	2	3	1			6	16	17
Second	518.0	5,576	485.0	5,221	378.0	4,069	2	2	2			6	16	18
Third	518.0	5,576	485.0	5,221	378.0	4,069	2	2	2			6	16	18
Fourth	518.0	5,576	485.0	5,221	378.0	4,069	2	2	2			6	16	18
													0	0
Core C														
Ground	424.0	4,564	381.0	4,101	199.0	2,142	1		2			3	8	10
First	545.0	5,866	505.0	5,436	396.0	4,263	3		2		1	6	16	19
Second	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Third	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7	17	19
Fourth	325.0	3,498	291.0	3,132	219.0	2,357	1		1		1	3	9	11
TOTAL	9755.0	105,003	9021.0	97,102	6675.0	71,850	44	30	29	0	2	105	273	304
							41.9%	28.6%	27.6%	0.0%	1.9%	100.0%		
							44	59	2		105		273	304
percentage of units by type							41.9%	56.2%	1.9%		100.0%			

BLOCK 8 (Ex-F)	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 5P	3 Bed 4P	TOTAL			
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.	No.	No.
Core A															
Ground	587.0	6,318	540.0	5,813	304.0	3,272	1	2	1			4		11	12
First	686.0	7,384	638.0	6,867	487.0	5,242	4	4				8		20	20
Second	689.0	7,416	641.0	6,900	510.0	5,490	3	4	1			8		21	22
Third	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8		21	23
Fourth	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8		21	23
Fifth	689.0	7,416	641.0	6,900	510.0	5,490	3	3	2			8		21	23
Sixth	443.0	4,768	407.0	4,381	304.0	3,272	3	1	1			5		12	13
Seventh	448.0	4,822	404.0	4,349	304.0	3,272	3	1	1			5		12	13
Core B															
Ground	364.0	3,918	336.0	3,617	85.0	915			1			1		3	4
First	384.0	4,133	357.0	3,843	263.0	2,831	1	1	2			4		11	13
Second	385.0	4,144	360.0	3,875	263.0	2,831	1	1	2			4		11	13
Third	385.0	4,144	360.0	3,875	263.0	2,831	1	1	2			4		11	13
Fourth	385.0	4,144	360.0	3,875	263.0	2,831	1	1	2			4		11	13
Fifth	385.0	4,144	360.0	3,875	263.0	2,831	1	1	2			4		11	13
Sixth	385.0	4,144	360.0	3,875	263.0	2,831	1	1	2			4		11	13
Core D															
Ground	234.0	2,519	205.0	2,207	51.0	549	1					1		2	2
First	444.0	4,779	410.0	4,413	311.0	3,348	1	3	1			5		14	15
Second	447.0	4,812	413.0	4,446	318.0	3,423	1	2	2			5		14	16
Third	447.0	4,812	413.0	4,446	318.0	3,423	1	2	2			5		14	16
Fourth	447.0	4,812	413.0	4,446	318.0	3,423	1	2	2			5		14	16
Fifth	447.0	4,812	413.0	4,446	318.0	3,423	1	2	2			5		14	16
Core C															
Ground	424.0	4,564	381.0	4,101	199.0	2,142	1		2			3		8	10
First	545.0	5,866	505.0	5,436	396.0	4,263	3		2		1	6		16	19
Second	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7		17	19
Third	550.0	5,920	509.0	5,479	416.0	4,478	4	1	2			7		17	19
Fourth	325.0	3,498	291.0	3,132	219.0	2,357	1		1		1	3		9	11
TOTAL	12453.0	134,044	11508.0	123,872	8382.0	90,224	48	40	41	0	2	131		253	290
							36.6%	30.5%	31.3%	0.0%	1.5%	100.0%			
							48	81	2			131		253	290
							36.6%	61.8%		1.5%		100.0%			

percentage of units by type

TOTAL												
TOTAL	GIA / NSA PROPOSED						APARTMENT NUMBERS					
	GEA		GIA		NSA		1 Bed 2P	2 Bed 3P	2 Bed 4P	3 Bed 5P	3 Bed 4P	TOTAL
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.
Block 13	9127.0	98,243	8454.0	90,999	6228.0	67,038	40	31	25	0	2	98
Block 12	9779.0	105,261	9049.0	97,403	6721.0	72,345	35	29	18	12	7	101
Block 11	9779.0	105,261	9049.0	97,403	6721.0	72,345	35	30	17	12	7	101
Block 10	10297.0	110,837	9532.0	102,602	7099.0	76,414	37	32	18	13	7	107
Block 9	9755.0	105,003	9021.0	97,102	6675.0	71,850	44	30	29	0	2	105
Block 8	12453.0	134,044	11508.0	123,872	8382.0	90,224	48	40	41	0	2	131
TOTAL	61190.0	658,649	56613.0	609,382	41826.0	450,215	239	192	148	37	27	643
	37.2%		29.9%		23.0%		5.8%		4.2%			100.0%
							239	340	64	643		
	37.2%		52.9%		10.0%		100.0%					
											1660	1829

percentage of units by type

Parking	Ground fl. GIA (m2)	Spaces
Block 13		41
Block 12		35
Block 11		42
Block 10		24
Block 9		45
Block 8		66
Subtotal undercroft parking		253
On street parking		203
South west strip of land		16
Total		472

Parking Spaces 472.0
Parking Ratio 0.73 spaces per unit
Average Hab Rooms per unit 2.58
Average Bed Spaces per unit 2.84

Wheelchair units (10%) 64

The NSA is the sum of the all of the GIAs of the individual apartments

The areas have been measured as shown on the following drawings: P0(S)-100; P0(S)-101; P0(S)-102; P0(S)-103; P0(S)-104; P0(S)-105; P0(S)-106; P0(S)-107

The areas are approximate and relate to the likely areas of the building at the current state of the design.

The standard RICS Code of Practice for measuring areas has been used with the exception that internal balconies are not included in GIA/NSA

Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements and the like, should make allowance for the following:



Appendix FTP-B

STAFF TRAVEL SURVEY

All staff are being surveyed on the way that they travel to work. The data will be used exclusively to develop and promote measures to improve the journey to work for all employees and visitors.

Please take five minutes to complete the questionnaire and return it to the main office in the envelope provided.

Company Name : Location/Site :

Journey to Work Details

1. Home Postcode (required for mapping purposes only)

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2. How do you normally travel to work?(Please tick appropriate box)

Car (Driver)	<input type="checkbox"/>
Car (Passenger)	<input type="checkbox"/>
Bus	<input type="checkbox"/>
Train	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>
Cycle	<input type="checkbox"/>
Walk	<input type="checkbox"/>
Other	<input type="checkbox"/>

3. If you normally travel to work by car do you ever use public transport? (Please tick one box)

Yes ☐ No ☐

If yes, how often do you use public transport to travel to work? (Please tick one box)

One or two times a week	<input type="checkbox"/>
Once a week	<input type="checkbox"/>
Once a fortnight	<input type="checkbox"/>
Less frequently	<input type="checkbox"/>

4. Does your journey to or from work include a school (or other) drop off or pick up? (Please tick one box)

Yes ☐ No ☐

5. How far do you travel to work?

<input type="text"/>	<input type="text"/>	<input type="text"/>	Km's
<input type="text"/>	<input type="text"/>	<input type="text"/>	miles

6. How long does it normally take you to travel to work, door to door?

<input type="text"/>	<input type="text"/>	<input type="text"/>	mins
----------------------	----------------------	----------------------	------

7. Where do you usually park if you drive to work? (Please tick appropriate box)

Company car park	<input type="checkbox"/>
Public Car Park	<input type="checkbox"/>
On-Street paid parking	<input type="checkbox"/>
On-street free	<input type="checkbox"/>

8. Do you usually pay to park? (Please tick one box)

Yes ☐ No ☐

If you usually pay to park, how much do you normally pay?

Cost(pence)

9. Do you currently give a colleague a lift to or from work? (Please tick one box)

Most Days ☐ Occasionally ☐ Never ☐

Personal Transport Options

10. How often is a car available to you for commuting to work? (Please tick one box)

Most days	<input type="checkbox"/>
Occasionally	<input type="checkbox"/>
Never	<input type="checkbox"/>

11. How often is a bicycle available to you for commuting to work? (Please tick one box)

Most days	<input type="checkbox"/>
Occasionally	<input type="checkbox"/>
Never	<input type="checkbox"/>

12. If you drive to work is the car that you use a company car? (Please tick one box)

Yes ☐ No ☐

<p>13. Why do you normally travel to work the way you do? <i>(Please tick up to three boxes)</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>No alternative</td><td><input type="checkbox"/></td></tr> <tr><td>No public transport nearby</td><td><input type="checkbox"/></td></tr> <tr><td>Cheapest way</td><td><input type="checkbox"/></td></tr> <tr><td>Quickest way</td><td><input type="checkbox"/></td></tr> <tr><td>Gives me flexibility</td><td><input type="checkbox"/></td></tr> <tr><td>Reliable</td><td><input type="checkbox"/></td></tr> <tr><td>Health reasons</td><td><input type="checkbox"/></td></tr> <tr><td>Need car for work in the day</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	No alternative	<input type="checkbox"/>	No public transport nearby	<input type="checkbox"/>	Cheapest way	<input type="checkbox"/>	Quickest way	<input type="checkbox"/>	Gives me flexibility	<input type="checkbox"/>	Reliable	<input type="checkbox"/>	Health reasons	<input type="checkbox"/>	Need car for work in the day	<input type="checkbox"/>	Other	<input type="checkbox"/>	<p>14. Which of the following would encourage you to use the bus or train more for your journey to work? <i>(Please tick up to three boxes)</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>More direct bus routes</td><td><input type="checkbox"/></td></tr> <tr><td>More frequent bus services</td><td><input type="checkbox"/></td></tr> <tr><td>Better facilities at bus shelters</td><td><input type="checkbox"/></td></tr> <tr><td>Discount tickets/passes from work</td><td><input type="checkbox"/></td></tr> <tr><td>More convenient bus drop-off points</td><td><input type="checkbox"/></td></tr> <tr><td>More frequent rail services</td><td><input type="checkbox"/></td></tr> <tr><td>Better connections from work to rail</td><td><input type="checkbox"/></td></tr> <tr><td>Better bus/rail information at work</td><td><input type="checkbox"/></td></tr> <tr><td>Nothing</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	More direct bus routes	<input type="checkbox"/>	More frequent bus services	<input type="checkbox"/>	Better facilities at bus shelters	<input type="checkbox"/>	Discount tickets/passes from work	<input type="checkbox"/>	More convenient bus drop-off points	<input type="checkbox"/>	More frequent rail services	<input type="checkbox"/>	Better connections from work to rail	<input type="checkbox"/>	Better bus/rail information at work	<input type="checkbox"/>	Nothing	<input type="checkbox"/>	Other	<input type="checkbox"/>	<p>15. Which of the following changes would encourage you to cycle to work more? <i>(Please tick up to three boxes)</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Improved cycle paths</td><td><input type="checkbox"/></td></tr> <tr><td>Improved cycle parking at work</td><td><input type="checkbox"/></td></tr> <tr><td>Improved changing/showering facilities</td><td><input type="checkbox"/></td></tr> <tr><td>More lockers at work</td><td><input type="checkbox"/></td></tr> <tr><td>Arrangements to buy bicycles at a discount</td><td><input type="checkbox"/></td></tr> <tr><td>Nothing</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>	Improved cycle paths	<input type="checkbox"/>	Improved cycle parking at work	<input type="checkbox"/>	Improved changing/showering facilities	<input type="checkbox"/>	More lockers at work	<input type="checkbox"/>	Arrangements to buy bicycles at a discount	<input type="checkbox"/>	Nothing	<input type="checkbox"/>	Other	<input type="checkbox"/>
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Nothing	<input type="checkbox"/>																																																					
Other	<input type="checkbox"/>																																																					
<p>16. Have your patterns of travel to work changed in the last twelve months? <i>(Please tick one box)</i></p> <div style="display: flex; justify-content: space-between;"> Yes <input style="width: 40px;" type="checkbox"/> No <input style="width: 40px;" type="checkbox"/> </div> <p>If yes which of the following is applicable? <i>(Please tick one box)</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Drive more</td> <td><input type="checkbox"/></td> <td>Drive less</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Use public transport more</td> <td><input type="checkbox"/></td> <td>Use public transport less</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Walk/cycle more</td> <td><input type="checkbox"/></td> <td>Walk/cycle less</td> <td><input type="checkbox"/></td> </tr> </table>			Drive more	<input type="checkbox"/>	Drive less	<input type="checkbox"/>	Use public transport more	<input type="checkbox"/>	Use public transport less	<input type="checkbox"/>	Walk/cycle more	<input type="checkbox"/>	Walk/cycle less	<input type="checkbox"/>																																								
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Walk/cycle more	<input type="checkbox"/>	Walk/cycle less	<input type="checkbox"/>																																																			
<p>17. Would you be prepared to car share? <i>(Please tick one box)</i></p> <div style="display: flex; justify-content: space-between;"> Yes <input style="width: 40px;" type="checkbox"/> No <input style="width: 40px;" type="checkbox"/> </div> <p>If yes then what would be most likely to encourage you to car share? <i>(Please tick more than one box)</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Help in finding sharers</td><td><input type="checkbox"/></td></tr> <tr><td>Free taxi travel home if let down by sharer</td><td><input type="checkbox"/></td></tr> <tr><td>Reserved parking for car sharers</td><td><input type="checkbox"/></td></tr> <tr><td>Reduced parking charges for car sharers</td><td><input type="checkbox"/></td></tr> <tr><td>Other</td><td><input type="checkbox"/></td></tr> </table>			Help in finding sharers	<input type="checkbox"/>	Free taxi travel home if let down by sharer	<input type="checkbox"/>	Reserved parking for car sharers	<input type="checkbox"/>	Reduced parking charges for car sharers	<input type="checkbox"/>	Other	<input type="checkbox"/>																																										
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Other	<input type="checkbox"/>																																																					
Work Details																																																						
<p>18. Job Title :</p>																																																						
<p>19. What hours do you normally work? Start time <input style="width: 20px;" type="text"/><input style="width: 20px;" type="text"/><input style="width: 20px;" type="text"/><input style="width: 20px;" type="text"/> Finish time <input style="width: 20px;" type="text"/><input style="width: 20px;" type="text"/><input style="width: 20px;" type="text"/><input style="width: 20px;" type="text"/></p>																																																						
<p>20. Do you work flexi-time? <i>(Please tick one box)</i></p> <div style="display: flex; justify-content: space-between;"> Yes <input style="width: 40px;" type="checkbox"/> No <input style="width: 40px;" type="checkbox"/> </div>																																																						
<p>21. Do you use a vehicle in the course of your work? <i>(Please tick one box)</i></p> <div style="display: flex; justify-content: space-between;"> Yes <input style="width: 40px;" type="checkbox"/> No <input style="width: 40px;" type="checkbox"/> </div>																																																						
Personal Details																																																						
<p>Male <input style="width: 40px;" type="checkbox"/> Female <input style="width: 40px;" type="checkbox"/></p>																																																						
<p>Age <i>(Please tick relevant box)</i></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Under 24 <input style="width: 40px;" type="checkbox"/></td> <td>25 - 34 <input style="width: 40px;" type="checkbox"/></td> <td>35 - 44 <input style="width: 40px;" type="checkbox"/></td> <td>45 - 54 <input style="width: 40px;" type="checkbox"/></td> <td>Over 55 <input style="width: 40px;" type="checkbox"/></td> </tr> </table>			Under 24 <input style="width: 40px;" type="checkbox"/>	25 - 34 <input style="width: 40px;" type="checkbox"/>	35 - 44 <input style="width: 40px;" type="checkbox"/>	45 - 54 <input style="width: 40px;" type="checkbox"/>	Over 55 <input style="width: 40px;" type="checkbox"/>																																															
Under 24 <input style="width: 40px;" type="checkbox"/>	25 - 34 <input style="width: 40px;" type="checkbox"/>	35 - 44 <input style="width: 40px;" type="checkbox"/>	45 - 54 <input style="width: 40px;" type="checkbox"/>	Over 55 <input style="width: 40px;" type="checkbox"/>																																																		
Miscellaneous																																																						
<p>Do you have any general comments about your journey to work that you would like to make, or are there any particular issues that you feel could be addressed in the development of the company travel plan.</p>																																																						
<p>Thank You for your cooperation.</p> <p>We would like to ensure you that all of your answers will remain confidential and will only be used to assist in the development of a company travel plan.</p> <p>Please return your completed form to the main office.</p>																																																						