

Client:
Henry Boot Developments Ltd

Project:
Tewin Road
Welwyn Garden City

Workplace Travel Plan

May 2022

REPORT CONTROL

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Project: Tewin Road, Welwyn Garden City

Client: Henry Boot Developments Limited

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CONTENTS

1	INTRODUCTION	1
	PROPOSED DEVELOPMENT	2
	SCOPE.....	2
	TRAVEL PLAN MISSION STATEMENT.....	2
	POLICY CONTEXT.....	2
	BENEFITS.....	4
	THIS DOCUMENT.....	4
2	EXISTING SITUATION & BASELINE TRAVEL PATTERNS	5
	SITE LOCATION.....	5
	ACCESSIBILITY.....	5
	LOCAL HIGHWAY NETWORK.....	7
3	OBJECTIVES, BENEFITS AND TARGETS.....	9
	INTRODUCTION.....	9
	OBJECTIVES	9
	TARGETS	9
	ACTION TARGETS.....	10
	AIM TARGETS	10
4	TRAVEL PLAN STRATEGY	12
	MANAGEMENT	12
	TIME ALLOCATION	13
	REPORTING	13
	MARKETING STRATEGY.....	13
5	MEASURES AND INITIATIVES	15
	TRAVEL PLAN MANAGEMENT AND PROMOTION.....	15
	WALKING AND CYCLING.....	15
	CAR SHARING.....	16
6	MONITORING AND REVIEW	17
	REPORTING	17
7	ACTION PLAN.....	18

Figures

Figure 1 - Site Location Plan

Appendices

Appendix A - Architect's Layout

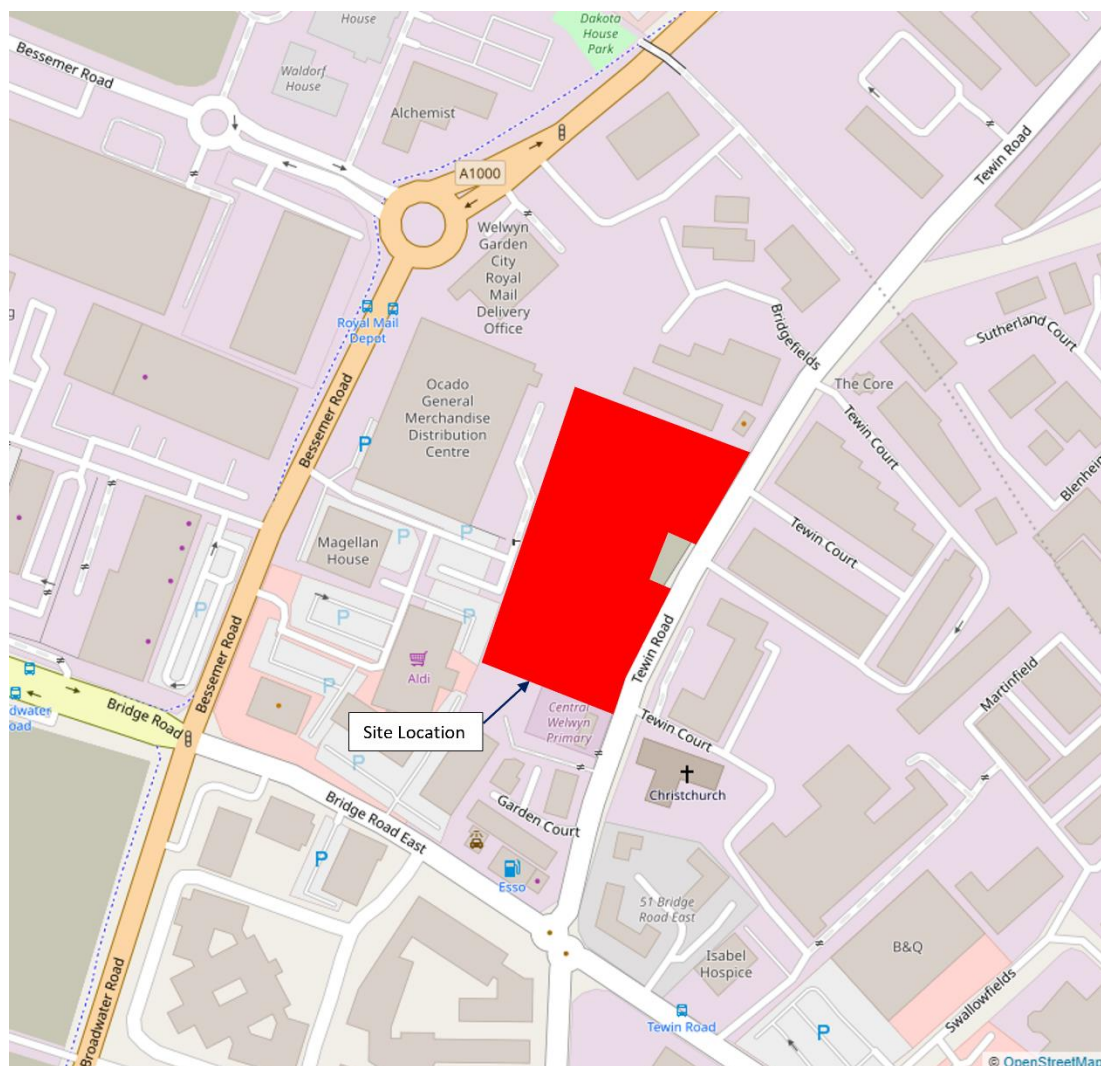
Appendix B - Accessibility Calculations

1 INTRODUCTION

1.1 HBD has commissioned Pulsar to provide transport advice to support a redevelopment scheme on Tewin Road. The Local Planning Authority is Welwyn Hatfield Borough Council (WHBC) and the Local Highway Authority is Hertfordshire County Council (HCC).

1.2 **Figure 1** below shows the location of the site.

Figure 1 Site Location Plan



1.3 The site is currently occupied with a car dealership in the southern corner and is otherwise unused land. However, the majority of the site was a former gasholder site, which has been decommissioned and demolished.

- 1.4 The new development would provide three high quality industrial units; flexible land use classes B2, B8 and E(g)(iii) (the latter was previously B1(c)), with associated parking and landscaping.

Proposed Development

- 1.5 The proposed development would involve the demolition of the existing car dealership in the southern corner of the site and the construction of three industrial units on the wider site, totalling approximately 6,394sqm floor area (Gross Internal Area).
- 1.6 The current (indicative) proposed layouts are shown on the architect's plan included in **Appendix A**.
- 1.7 This Travel Plan has been prepared to encourage employees of the units to travel to the site using sustainable modes of travel.

Scope

- 1.8 A Travel Plan is defined in the revised NPPF 2021 as:
- A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.*
- 1.9 This Travel Plan is primarily directed at reducing unnecessary or unsustainable car travel made by staff to the site. It also seeks to give encouragement to staff to use non-car modes of transport by providing information on travel choices. This includes staff at all levels, including management.

Travel Plan Mission Statement

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

Policy Context

- 1.11 The revised NPPF was updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.
- 1.12 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".

1.13 Section 9 of the NPPF deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

1.14 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.

1.15 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:

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

Safe and suitable access to the site can be achieved for all users;

The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.16 Paragraph 113 goes on to state:

All developments that will generate significant amounts of movement should be required to provide a travel plan.

National Planning Practice Guidance (NPPG), 2014

1.17 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section

relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

- 1.18 The guidance explains the role of Travel Plans, Transport Assessments and Statements as:

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Benefits

- 1.19 The Travel Plan will bring about benefits at the following levels:

- Staff – through improved health, potential cost savings and reduced congestion; and
- The environment – through improved local air quality with less noise, dirt and fumes, as well as reducing the impact of other national and global environmental problems.

This Document

- 1.20 This Travel Plan has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.

- 1.21 The remainder of this document is structured as follows:

- **Section 2** - will outline the options for accessing the site by sustainable modes and will also detail expected travel patterns by residents at the development;
- **Section 3** - sets out the objectives and targets of the Travel Plan;
- **Section 4** - outlines the Travel Plan strategy including how it will be managed, and marketing and consultation strategies;
- **Section 5** - sets out the measures and initiatives;
- **Section 6** - outlines the monitoring and review programme that will ensure the Travel Plan continues to develop and
- **Section 7** - includes the Action Plan.

2 EXISTING SITUATION & BASELINE TRAVEL PATTERNS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located to the west of Tewin Road, in Welwyn Garden City. Tewin Road connects to Bridge Road East to the south, which leads to the centre of Welwyn Garden City to the west. Tewin Road leads to the A1000 to the north.

2.3 **Figure 1** shows the site location within the local context.

2.4 Whilst much of the site is currently unoccupied, it had previously been intensively used. The southern corner currently includes a small car dealership. The site currently has two minor accesses into the small car dealership. The remainder of the site accommodated gas storage facilities.

Accessibility

2.5 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.6 The topography in the area is generally flat which is good for walking and cycling activity.

2.7 The site is highly accessible to pedestrians, with footways provided along all surrounding roads. The footways on Tewin Road are separated from the carriageway by a grass verge. There is a pedestrian crossing island provided to the south of the site, adjacent to the junction with Bridge Road East.

2.8 Footways and street lighting along this area are generally of a good standard. The site is within walking distance of a range of local facilities, as well as multiple residential areas to the south. Furthermore, Welwyn Garden City centre is only approximately 800m from the site.

2.9 There are also numerous cycle facilities in the immediate area. These include National Cycle Network Route 57 located 700m to the west that connects Cricksdale with Welwyn Garden City and Cycle Network Route 61 located 800m east of the site, that connects Maidenhead to Hatfield.

2.10 There are also local cycle routes along sections of Bridge Road East, Bessemer Road and Broadwater Road. It should be noted that the proposed Former Shredded Wheat Factory redevelopment includes a series of cycle infrastructure improvements along Broadwater Road, at the Bridge Road / Hunters Bridge junction, along Hydeway west and on Peartree Lane.

- 2.11 It is also understood that HCC is proposing a new two-way cycle route on Bridge Road (to replace the temporary facility). This proposal was identified as a key opportunity to provide a cycling facility linking the town centre with the existing cycle network along Broadwater Road and Bessemer Road which provides onward connections to route 12 of the National Cycle Network.
- 2.12 The scheme also links in with existing town centre improvements which are due to be completed in November 2021 by providing onward cycle connections from Bridge Road through Stonehills into the heart of the town centre.
- 2.13 This scheme is included in pre-existing Hertfordshire County Council strategies and is the first stage of longer-term aspirations to provide a high-quality sustainable transport route along Bridge Road. The proposal would connect into the ongoing and planned development at the Wheat Quarter site, just south of Bridge Road. It would provide safe cycle and pedestrian links across the railway to the town centre.
- 2.14 Given the above, the existing and proposed cycle network in the area is considered to be very good. Areas within Welwyn, Tewin, Lemsford and Hatfield can be reached within a 5km cycle ride.

Local Amenities

- 2.15 **Table 3.1** shows a list of select local amenities and facilities that are located within a walking or cycling distance.

Table 3.1 Local Amenities

Local Facility / Amenity	Walking / Cycling Distance
Esso Garage & ATM	130m
B&Q DIY Store	400m
The Bakehouse Public House	400m
Aldi Supermarket	600m
Peartree Pharmacy	700m
Peartree Post Office	750m
Waitrose Supermarket	800m
Welwyn Garden City Station	950m
The Howard Centre Shopping Centre	1km
NatWest Bank	1km
Nationwide Building Society	1km
Greggs	1km

Public Transport

- 2.16 The site is well served by buses, with the nearest stops located on Bridge Road East and Peartree Lane. Further services can be accessed from bus stops approximately

330 metres from the site, on Bridge Road East just past the junction with Broadwater Road.

- 2.17 A summary of the regular services that call at these stops is included below in **Table 3.2 below**.

Table 3.2 Accessible Bus Services

Route Number	Route Description	Approximate Frequencies		
		Mon-Fri	Sat	Sun
301	Cory's Mill Stevenage – Welwyn Garden City – St Albans - Hemel Hempstead	30 minutes	60 minutes	60 minutes
366	Luton/Dunstable – Harpenden - Welwyn Garden City – Hatfield – South Hatfield	60 minutes	60 minutes	-
653	New Greens-Bus Station – St Albans – Hatfield, Welwyn Garden City	20 minutes	30 minutes	60 minutes
403	Welwyn Garden City, Great Ganett – Haldens	30 minutes	30 minutes	-
404	Welwyn Garden City – Hatfield – South Hatfield	-	-	120 minutes
331 School Day only	Oaklands-Panshanger	1 service per day in each direction	-	-

- 2.18 The site is located within walking distance of Welwyn Garden City railway station, approximately 950m from the site. The station is served by Great Northern with regular services to London Kings Cross/Moorgate, Peterborough and Cambridge.
- 2.19 Given the excellent access to the railway station and numerous bus services, the site is considered to have a high level of accessibility. The Accessibility Index (AI) for the site has been calculated for BREEAM purposes using the methodology used by Transport for London to calculate Public Transport Accessibility Levels (PTAL). The AI for the site has been calculated as 6.69 (the calculations are included in **Appendix B**).

Local Highway Network

- 2.20 The site is located to the west of Tewin Road. Tewin Road primarily serves a series of commercial properties located on either side of the carriageway.
- 2.21 Tewin Road is a two-way single carriageway road that links with Bridge Road East and Peartree Lane to the south via a double three-arm roundabout and with Mundells (A1000) to the north in the form of a simple priority junction. The A1000 then continues further northwest to connect with the A1(M).

2.22 Bridge Road East leads to the centre of Welwyn Garden City to the west and to the areas of Hall Grove and Hatfield Hyde to the east.

3 OBJECTIVES, BENEFITS AND TARGETS

Introduction

- 3.1 This chapter sets out the overarching objectives for the Workplace Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 6**.
- 3.2 **Objectives** are the high level aims of the Travel Plan. They seek to give the Travel Plan direction and provide a clear focus.
- 3.3 **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets (as well as interim targets) which the development will seek to reach within the period covered by this FTP.

Objectives

- 3.4 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all staff and visitors regardless of whether or not they own a car.
- 3.5 This Travel Plan is primarily aimed at reducing the dependence of staff travelling by car by increasing awareness of sustainable modes of travel. Therefore, the main objectives of this Travel Plan are to:
- increase staff awareness of the advantages and availability of sustainable modes;
 - introduce a package of physical and management measures that will facilitate staff travel by sustainable modes; and
 - reduce unnecessary or unsustainable use of the car for the journey to work by staff.

Targets

- 3.6 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in Chapter 6) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 3.7 Targets come in two forms - Action and Aims. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.8 The Action Targets for this site are:

- To appoint a Travel Plan Coordinator (TPC) prior to the proposed development being occupied;
- To undertake baseline travel surveys following occupation of the first unit; and
- To launch this Travel Plan upon occupation of the first unit;

Aim Targets

3.9 The Aim Targets are set to measure progress towards the main objectives over five years. These targets are to be achieved within five years of the launch of the Travel Plan. The interim targets are to be reached within three years of the launch of the Travel Plan.

3.10 A baseline survey for staff will be undertaken within 6 months of occupancy of the unit, which will form the results of the Year 0 survey.

3.11 This Travel Plan recognises that it is not possible to set out accurate targets far into the future, even when based on actual survey data. As a result, it should be recognised that the targets could change over time following a review of results from the monitoring/survey process. Targets will be finalised and included within the Travel Plan once the surveys have been completed and the results analysed.

3.12 For the purposes of this draft Travel Plan, a review of 2011 census data has been undertaken to put forward initial modal shift targets. Whilst this Travel Plan acknowledges that the staff travel survey will provide more accurate data, census data will provide an initial estimation of the potential mode share for staff at the site.

3.13 The 2011 Census data has been interrogated in order to determine the method of travel to work for those travelling to mid-layer super output area (MSOA) Welwyn Hatfield 007, which includes the site. The results and targets are shown in **Table 3.1 below**.

Table 3.1 Existing Journey to Work Mode Share

Mode	Mode Split (%)			
	Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Train / Underground	7	8	9	9
Bus, minicab, coach	5	6	7	8
Driving a car/van	72	67	62	60
Passenger car/van	4	5	6	6
Bicycle	3	4	5	6
On foot	8	9	10	10
Other	1	1	1	1
Total	100	100	100	100

- 3.14 **Table 3.1** above demonstrates that the majority of people currently travelling to census area use the private car (72%) to travel to work, with approximately 23% travelling via sustainable modes of transport, including by foot, bicycle and public transport.
- 3.15 Following the first travel survey, the targets set out in the above table will be updated to reflect the actual traffic patterns to the site. This will change the baseline position, but not the aim to increase the use of non-car modes of transport.

4 TRAVEL PLAN STRATEGY

Management

- 4.1 A Travel Plan Co-ordinator (TPC) will be required for the development and will be responsible for implementing and administering the Travel Plan for the site. The proposed TPC will be identified prior to occupation of the development
- 4.2 The TPC is an important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results.
- 4.3 The TPC will be responsible for preparing Annual Monitoring Reports and disseminating information such as public transport timetable updates or sustainable transport events to individual employees within their organisation. The main role of the TPC is discussed in detail below.
- 4.4 The TPC will be expected to work with key stakeholders including HCC and senior members of staff at the proposed development. The TPC will also have to deal with local transport initiatives and promote the Travel Plan at a development and local area level.
- 4.5 The duties of the Travel Plan Co-ordinator will therefore include:
- Undertake the staff Travel Surveys over the five year period and supply evidence of this to the Council;
 - Take responsibility for data collection and review of the Travel Plan;
 - Oversee the development and implementation of the Travel Plan on a day-to-day basis;
 - Obtain and maintain commitment and support from senior managers, staff, union representatives, etc of the three units;
 - Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - Act as a point of contact for all staff requiring information;
 - Ensure the travel information available is always up to date;
 - Liaise with external organisations, e.g. local authorities;
 - Engage with local cycle shops with a view to securing discounts for staff; and
 - Co-ordinate the monitoring programme for the Travel Plan, including target setting (in agreement with HCC) and make necessary changes if the targets are not being met.
- 4.6 These points are expanded upon in more detail throughout this document.

Time Allocation

- 4.7 The TPC will undertake the management of the Travel Plan in addition to their normal duties.
- 4.8 It is expected that upon implementation of the Travel Plan and during monitoring and reporting times, the TPC will be busiest and may need to spend more time on the Travel Plan. It is also expected that as the Travel Plan progresses the level of input required by the TPC will reduce.

Reporting

- 4.9 The TPC will prepare a full report on an annual basis on the progress of the Travel Plan. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Latest survey results (if a survey year); and
 - Any revisions to targets and measures.
- 4.10 The report will also be provided to HCC Travel Plan Officers as detailed above.

Marketing Strategy

- 4.11 All staff will be made aware of the existence of their organisation's Travel Plan at the commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained.
- Contact details of the TPC will be advertised in the event that staff wish to discuss specific matters directly.
 - Introduction of a Staff Welcome Pack. This could contain the Travel Plan and sustainable transport information and any other relevant transport information. In addition, the Travel Plan will be added to the agenda for all staff induction sessions.
 - A formal launch of the Travel Plan - accompanied by the travel information packs for all staff (as noted above);
- 4.12 The following will be used as a means of disseminating information to staff to promote events/campaigns/promotions/services/initiatives:
- Staff notice boards
 - Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Latest survey results (if a survey year); and

- Any revisions to targets and measures.
- 4.13 Staff will receive sustainable travel and other information via a number of initiatives. A list of potential initiatives is outlined in **Section 5** below.

5 MEASURES AND INITIATIVES

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan. Measures are grouped together broadly under 'alternative mode of transport' headings
- 5.2 The measures outlined below are not exhaustive and the TPC will be free to investigate other potential initiatives.
- 5.3 An Action Plan is also included within this section which sets out the measures.

Travel Plan Management and Promotion

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

Walking and Cycling

- 5.8 The TPC will be responsible for promoting the benefits of walking and cycling to staff of the Site. As well as providing information regarding local walking and cycling routes on the notice boards, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel. Walking and cycling events such as National Bike Week will also be promoted.
- 5.9 The TPC will regularly check local walking routes to ensure they are properly maintained and will liaise with Hertfordshire County Council should the need for

maintenance be required. They will also assess the provision of way-finding to ensure this is appropriate.

- 5.10 The TPC will investigate cycle training for staff, including local training schemes through the Bikeability initiative. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to/ from the Site on a regular basis. The training sessions will either be organised on an individual or group basis, depending on the number and ability of participants and the availability of trainers.
- 5.11 The provision of bicycle maintenance and repair events on-Site will also be investigated. These could be provided on a quarterly basis to ensure that staff are consistently able to access these services, therefore encouraging them to cycle on a regular basis.
- 5.12 A total of 36 secure cycle parking spaces will be provided at the development to encourage staff members to cycle to work and for visitors. These spaces will provide weather protection and the ability for cycles to be locked to the stands.
- 5.13 The TPC will liaise with local bicycle retailers regarding the potential for providing staff with discounts for cycle equipment.

Car Sharing

- 5.14 The TPC will engage with employees and investigate potential car sharing opportunities. Employees will be contacted by the TPC regarding any potential opportunities to car share. HCC promote the "liftshare" car sharing scheme, and details of how staff can join this scheme will be included in the Staff welcome pack.

6 MONITORING AND REVIEW

- 6.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the site. This chapter sets out the proposals for monitoring and review of the Travel Plan.
- 6.2 The Travel Plan will be monitored for a period of five years. This baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0. Questionnaire monitoring surveys will be undertaken at Years 1, 3 and 5, on the first, third and fifth anniversary of the initial baseline questionnaire travel survey.
- 6.3 The monitoring will take place throughout the first 5 years of occupation. As noted in Section 3, the baseline travel survey will be undertaken within six months of occupation or within 75% of occupancy, whichever occurs sooner.
- 6.4 The TPC is responsible for ensuring a suitable response rate, which will be agreed with HCC upon the finalisation of this Travel Plan.
- 6.5 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to HCC.

Reporting

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

7 ACTION PLAN

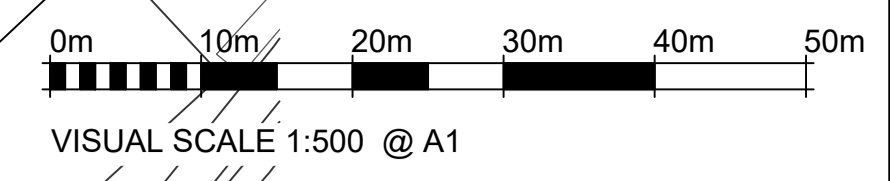
7.1 The Action Plan set out below in **Table 7.1** describes the measures included within the Travel Plan that are directed at influencing staff travel.

7.2 The action plan will be reviewed every year following each Annual Travel Plan Review.

Table 7.1 Travel Plan Action Plan

Measures	Notes	Status/Target Date	Responsibility
Appointment of Travel Plan Coordinator	TPC will be a part-time role and will undertake duties in addition to normal duties	Prior to the FIRST unit becoming occupied	Site Owner
Travel Plan Document Implementation	This includes baseline questionnaire, target setting, finalisation of measures and document completion	Baseline survey within 6 months first of occupation and other items within 3 months of the completion the baseline survey	TPC
Provision of cycle racks / stands	36 secure cycle parking spaces to be provided	Completed as part of construction	During Construction/ TPC
Provide cycle route maps and other information relating to cycle facilities	To be included on noticeboards	Upon occupation	TPC
Promote cycling awareness, e.g. Cycle to work scheme	TPC to explore joining a suitable scheme	Upon occupation and on-going	TPC
Personalised Travel Planning	TPC to explore the need to provide this to staff	Ongoing	TPC
Promote walking awareness, schemes	TPC to promote national walk to work events	Ongoing	TPC
Discounts at local cycle shops	TPC to contact local cycle shops to explore potential for discounts	Within 3 months of occupation	TPC
Car share scheme	TPC to investigate the potential for a car share scheme and system for guaranteed ride home	Within 3 months of occupation	TPC

APPENDIX A – ARCHITECT’S LAYOUT



Do not scale from this drawing
 The contractor is to check all dimensions on site and report any discrepancies to the architect
 All rights described in chapter IV of the copyright, designs and patents act 1988 have been generally asserted

Notes

LEGEND
APPLICATION BOUNDARY
EXISTING TREE TO BE REMOVED
EXISTING STRUCTURE TO BE REMOVED
EXISTING ELEMENTS TO BE REMOVED

P2	Planning Submission	27/08/21	CC	JD
P1	Initial Issue	20/08/21	CC	JD
Rev	Description	Date	By	Chk

3rd Floor
 7-15 Rosebery Avenue
 London EC1R 4SP
 Telephone +44(0)2038746707
 Website www.jeffersonsheard.com



Project
 Tewin Road
 Welwyn Garden City

Drawing
 Existing Plan
 and Proposed Demolition Extents

Scale	Drawn	Date	Status
1:500	CC	Aug 21	S5
Drawing Purpose			
PLANNING SUBMISSION			S5
Ref	Rev.		
1734-JSA-WY-XX-DR-A-00001	P2		
Job No.	Origin	Zone	Level
	Type	Dis.	Number

Sorting Office

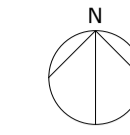
ESS

BRIDGEFIELDS

Mast

0m 10m 20m 30m 40m 50m

VISUAL SCALE 1:500 @ A1



AREA SCHEDULE : GEA

	GEA						Total GEA	
	UNIT 01		UNIT 02		UNIT 03		Sqm	Sqft
Ground Floor	3,296.10	35,479	1,080.39	11,629	1,467.96	15,801		
First Floor	408.45	4,397	164.11	1,766	202.04	2,175		
Total	3,704.55	39,876	1,244.50	13,396	1,670.00	17,976	6,619.05	71,247

The contractor is to check all dimensions on site and report any discrepancies to the architect.
 All rights described in chapter IV of the copyright, designs and patents act 1988 have been generally asserted.

- Notes
- APPLICATION BOUNDARY
 - ELECTRIC CAR CHARGING BAYS
 - ELECTRIC VEHICLE CHARGING CABLES
 - CYCLE RACKS WITH BASKET STANDS
 - LITTER BIN
 - BENCH WITH ASH WOOD BENCH SEATING FACILITIES
 - ARTS AND CRAFTS BOLLARD
- PERMITS AND APPROVALS KEY
- REPLACE ROAD SURFACE TO BE CAST CONCRETE TO PROPOSED SPECIFICATIONS
 - REMOVE WALLS AND REINFORCEMENT, ANY CAR PARKING MARKS TO BE REMOVED AND TO REFINISH SPECIFICATION
 - PROVISION PAVED TO BE Laid WITH CHECK COURSE OF SAND COURSE TO BE 100mm DEEP AND CAR PARK MARKS TO BE REPAIRED
 - RETAINING STRUCTURE TO BE CONSTRUCTED TO PROPOSED SPECIFICATIONS

Aquarius House

Tank

UNIT 01
 3704.55 Sqm
 39,876 Sqft
 (Total GEA)

CAR PARK 16 SPACES

UNIT 02
 1244.50 Sqm
 13,396 Sqft
 (Total GEA)

CAR PARK 24 SPACES

UNIT 03
 1578 Sqm
 17,976 Sqft
 (Total GEA)

CAR PARK 30 SPACES

Depot

EXISTING TREE REMOVED

El Sub Sta

Garden Court

Rev	Description	Date	By	Chk
P11	Building moved to allow for HVV easement along rear boundary associated site layout changes. No change to building areas. Redline boundary adjusted to ownership extents	11/05/21	CC	JD
P10	Planning Submission	05/10/21	CC	JD
P9	Planning Submission	17/09/21	CC	JD
P8	Planning Submission	10/09/21	CC	JD
P7	Planning Submission	27/08/21	CC	JD
P6	Substation added. General layout updates	19/08/21	CC	JD
P5	Unit 03 Loading dock position updated	26/07/21	CC	JD
P4	Site Plan Updates based on latest Topo Survey	15/07/21	CC	JD
P3	General Updates	18/06/21	CC	JD
P2	Indicative Site plan - General Updates	04/06/21	CC	JD
P1	Initial Issue	21/05/21	CC	JD

First Floor
 3 Bleeding Heart Yard
 Greville Street, London EC1R 4SP
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 Website www.jeffersonsheard.com



Project
 Twinn Road
 Welwyn Garden City

Drawing
 Site Block Plan

Scale	1:500	Drawn	CC	Date	MAY 21
Drawing Purpose	PLANNING SUBMISSION		Status	S5	
Ref	1734-JSA-WY-XX-DR-A-01201	Rev.	P11		
Job No.	Origin, Zone, Level, Type, Dis, Number				

APPENDIX B – ACCESSIBILITY INDEX CALCULATIONS



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