

Land off Bullens Green Lane, Colney Heath, St Albans

Green Travel Plan

August 2020



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Contents

1	Introduction	7
2	Existing Site and Proposed Development	11
3	Travel Plan Policy	15
	National Guidance	17
	Local Guidance	21
	Parking Standards	24
4	Travel Plan Objectives	27
5	Sustainability Appraisal	31
	Pedestrians	31
	Cyclists	38
	Public Transport	42
	Services and Facilities Accessible by Non-Vehicular Modes of Transport	47
	Impact of the Coronavirus (Covid-19)	49
6	Residential Travel Information Pack and Scheme Administration	51
	Residential Travel Information Pack	53
	Appointment of a Travel Plan Coordinator	53
	Administration	54
	Promotion	54
	Review	55

7	Identifying Measures	57
	Walking	59
	Cycling	59
	Public Transport	60
	Car Sharing	61
	Supermarket Home Delivery Service	62
	Working from Home	62
8	Travel Plan Targets	65
9	Review of the Travel Plan	69
10	Implementation of the Travel Plan	73
11	Summary and Conclusions	77

Appendices

Appendix A	Site Location Plan
Appendix B	Site Layout Plan
Appendix C	Public Transport Information
Appendix D	Example Travel Questionnaire

Report Reference

18770/GTP

Revision History

Rev	Amendments	Prepared By	Checked By	Date
First Issue	N/A	JK	GBR	24/08/2020

Introduction



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Introduction

The following paragraphs state the purpose of this document, and its constraints. A summary of existing and future site details; together with relevant pre-planning correspondence is also provided.

- 1.1 This Green Travel Plan (GTP) has been prepared by Woods Hardwick Infrastructure LLP on behalf of Canton Ltd in support of an Outline Planning Application for a proposed residential development on a site known as 'Land off Bullents Green Lane, Colney Heath, St Albans'. A Site Location Plan is included in **Appendix A**.
- 1.2 The proposed development is for the construction of up to 100 residential dwellings comprising a mix of detached, semi-detached and terraced properties. Development proposals include areas for parking, landscaping and open space. An illustrative Site Layout Plan is included in **Appendix B**.
- 1.3 In terms of highways and transport, the development site lies under the responsibility of Hertfordshire County Council (HCC) who represent the Local Highway Authority (LHA) for the area.
- 1.4 This GTP has been prepared to ensure that sustainable modes of travel are available to future residents and visitors of the site by the time the first dwelling is occupied. It is supportive of the reduction in single occupancy vehicle (SOV) journeys both to and from the site, and in favour of other more sustainable modes of travel.
- 1.5 This GTP has been based upon established principles and guidance set out in the Department for Transport's (DfT) Travel Plan Guidance and Hertfordshire County Council's Development Management Policies.
- 1.6 Due to the impact of the Coronavirus (Covid-19), it is acknowledged that UK travel patterns have been significantly affected. A key impact of this is a greater opportunity to work from home, therefore reducing the number of trips on the road network, specifically within the peak hours.
- 1.7 This GTP concludes that through the initiatives promoted within the plan; in addition to the number of sustainable travel options that are available within the immediate vicinity; the desired level of modal shift among users of the site can be achieved.
- 1.8 Given the contents of this report and the currently available sustainable travel options in proximity to the site, there is no reason in terms of sustainable transport why the development should not be fully supported through the planning process.



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Existing Site and Proposed Development



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Existing Site and Proposed Development

The following paragraphs provide details on the existing and proposed future residential development site; in relation to location, land uses and accessibility by sustainable modes of travel.

- 2.1 Colney Heath is a large village located within the southern extents of Hertfordshire. It is located approximately 7.5km to the south west of Hatfield, 14km to the east of St Albans, and 13km to the south of Welwyn Garden City.
- 2.2 By road Colney Heath is accessible from all directions. The A1(M) is situated to the east of the site, and facilitates access to Welwyn Garden City and Stevenage to the north, in addition to South Mimms to the south. To the north of the site, the A414 / N Orbital facilitates access to St Albans, London Colney and the M1 to the west, and joins the A1(M) to the east.
- 2.3 The existing site comprises an approximate area of 5.12ha, consisting of undeveloped agricultural arable land. To the north west, the site is bordered by existing dwellings fronting Roestock Lane, and to the north east, is bordered by existing dwellings off Roestock Gardens. To the west, the site is bordered by Roestock Park and hedgerows; to the east by Bullen's Green Lane, and to the south by Fellowes Lane.
- 2.4 The proposed development is for the construction of up to 100 residential dwellings, with associated parking and open space. Whilst the application is in outline form, with layout a reserved matter, the development will consist of provision for both houses and flats, with a mixture of detached, semi-detached and terraced properties.
- 2.5 The development will be accessed via one point of vehicular entry post construction, which will take the form of a priority T-junction off Bullen's Green Lane. At present, the carriageway has been designed as 5.5m wide with 2m footpaths either side.
- 2.6 The section of Bullen's Green Lane, from which the site access is to be taken, is currently 4.56m wide; and does not currently benefit from the provision of a footpath or street lighting. However, a lit footpath, on the development side of the carriageway, with the provision of street lighting is accessible on the section of Bullen's Green Lane immediately to the north of the site; it is proposed that the development proposals for the site access tie into this existing provision.
- 2.7 There are a number of Public Right's of Way (PRoW) within the site boundary and surrounding areas. Footpath (FP) 067 and 048 cross the northern half of the site, whilst FP 023 runs along the north western border of the site between Roestock Lane and Roestock Park. FP 067 facilitates access east into Hatfield, and FP 023 facilitates access to into the wider extents of Colney Heath.

- 2.8 The development proposals plan to retain the PRow's within the site, in addition to providing new footpaths along either side of the access road, and along the green edges of the site. It is also important to note that the client is negotiating with the landowner of the recreation ground, St Albans Council, in relation to providing a footpath link through the grounds close to the south west corner for the application site.

Travel Plan Policy



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Travel Plan Policy

The following paragraphs provide detail on the Travel Plan related planning policies that help define the scope of requirements that should be adhered to when considering development at the proposed site.

National Guidance

- 3.1 Within the ‘Travel Plans, Transport Assessments and Statements’ section of the DCLG, PPG; the definition of a Travel Plan is as follows:

‘Travel plans are long term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.’

- 3.2 The National Planning Policy Framework (NPPF: February 2019) aims to bring about sustainable development and create positive growth, to create economic, environmental and social progress for this and future generations. This revised document supersedes the previous iterations of the NPPF, published in 2012 and 2018.

- 3.3 Section 9 of the NPPF focuses on promoting sustainable transport. NPPF Paragraph 111 states that all applications for developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

- 3.4 NPPF Paragraph 108 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on the highway safety, can be cost effectively mitigated to an acceptable degree.

- 3.5 NPPF Paragraph 103 states that significant developments should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

3.6 NPPF Paragraph 110 states that developments should be located and designed to:

- Give priority first to pedestrian and cycle movements; both within the scheme and within the neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods and access by service and emergency vehicles; and
- Where possible, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.7 NPPF Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.8 The requirement for developers (in partnership with local authorities) to submit plans for the implementation and maintenance of measures that will minimise the traffic generated by their development and that encourage walking and cycling is also outlined in the Department for Transport Circular 02/13.

3.9 Manual for Streets (MfS) (March 2007) recognises the significance of the design of a development in encouraging sustainable modes of transport as paragraph 2.2.5 of MfS states:

‘Attractive and well-connected permeable street networks encourage more people to walk and cycle to local destinations, improving health while reducing motor traffic, energy use and pollution.’

- 3.10 Walking is widely considered to be the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly for journeys of less than 2km. It is also important to provide sustainable routes for journeys of greater distances through the provision of a high quality, safe, secure and reliable network of routes, with good interchanges that match the pattern of travel demand in order to maximise public transport patronage.
- 3.11 The 'Road User Hierarchy' as described in Department for Transport publications MfS and 'Building Sustainable Transport into New Developments' (2008), also puts forward walking and cycling as the two preferred modes of travel, followed by public transport, specialist service vehicles and lastly other motor traffic. It is recommended that where possible a scheme should follow this proposed hierarchy.
- 3.12 As advised in MfS and summarised in Manual for Streets 2 (MfS2) (September 2010) Paragraph 5.1.3; encouraging walking has many benefits, including reductions in vehicle emissions and traffic collisions, and improvements in personal health. In summary the documents advise that:
- The propensity to walk is influenced not only by distance, but also by the quality of the walking experience.
 - Good sightlines and visibility towards destinations and intermediate points are important for way-finding and personal security.
 - Pedestrian routes need to be direct and match desire lines as closely as possible, including across junctions, unless site specific reasons preclude it.
 - Pedestrian networks need to be connected. Where routes are separated by heavily-trafficked routes, appropriate surface level crossing should be provided where practicable.
 - Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic-free routes, they should be short, well overlooked and relatively wide.
 - Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people.
 - There is no maximum width for footways; widths should take account of pedestrian volume and composition.

3.13 As with walking, MfS and MfS2 advise that cycling can bring about benefits in terms of vehicular emissions, traffic collisions and public health. To summarise, MfS2 Paragraph 6.1.3 states:

- Cyclists should be accommodated on the carriageway.
- Cyclists prefer direct, barrier free routes that avoid the need to dismount. Routes that take cyclists away from their desire lines and require them to concede priority to side road traffic are less likely to be used.
- Off carriageway cycle tracks that bring cyclists into conflict with side road traffic can be more hazardous than routes that stay on the main carriageway.
- Cyclists are sensitive to traffic conditions; high speeds or high volumes of traffic tend to discourage cycling. If traffic conditions are inappropriate for on-street cycling, they should be addressed to make on-street cycling satisfactory.
- Junctions should be designed to accommodate cyclists needs. Over generous corner radii that lead to high traffic speed should be avoided.

Local Guidance

- 3.14 At a local level, transport related planning policy is set out in HCC's '4th Local Transport Plan 2018-2031' (LTP4). The LTP4 sets out the Authority's aspirations for improving travel in the county.
- 3.15 LTP4 has nine primary objectives relating to Prosperity, Place and People, as outlined below:

Objective	
Prosperity	1. Improve access to international gateways and regional centres outside Hertfordshire
	2. Enhance connectivity between urban centres in Hertfordshire
	3. Improve accessibility between employers and their labour markets
	4. Enhance journey reliability and network resilience across Hertfordshire
Place	5. Enhance the quality and vitality of town centres
	6. Preserve the character and quality of the Hertfordshire environment
	7. Reduce carbon emissions
People	8. Make journeys and their impact safer and healthier
	9. Improve access and enable participation in everyday life through transport

3.16 HCC also have twenty-three policies to be adhered to when working towards achieving the aforementioned objectives; these policies are briefly outlined in the table below:

Policy Title	Outline
1. Transport User Hierarchy	Supporting the creation of built environments that encourage greater and safer use of sustainable transport; reducing travel demand; and considering vulnerable road users.
2. Influencing Land Use Planning	Encouraging the location of new developments in areas served by, or with the potential to be served by high quality public transport facilities.
3. Travel Plans and Behaviour Change	Encouraging the adoption of travel plans through working in partnership with employers and businesses; integrating travel plans into the planning process for new developments; and supporting school travel plans.
4. Demand Management	Employing greater traffic demand management in urban areas via parking restrictions and introducing charging on-street and off-street parking areas.
5. Development Management	Reduce travel demand; provide safe access arrangements; adopt access roads; employ developer mitigation methods and resist development where resultant impact is severe or where the character of the area would be compromised; require a Travel Plan in accordance with HCC's Travel Plan Guidance; and ensure new parking facilitates electric vehicles.
6. Accessibility	Increase accessibility to key services, particularly for disadvantaged groups by working in partnership with transport operators; address the barriers to accessibility; promote travel options via information provision; and improve travel choices and options to support shared mobility initiatives.
7. Active Travel - Walking	Promote walking by prioritising pedestrians; delivering infrastructure to make pedestrian travel safer; promoting walking and key networks of pedestrian priority routes; and supporting the implementation of the Public Rights of Way Improvement Plan.
8. Active Travel - Cycling	Infrastructure improvement; increasing priority and safety of cycling movement; promotion campaigns for education (e.g. Bikeability); and facilitating provision of secure cycle parking.
9. Buses	Minimising bus service disruption; maintaining high quality bus stops; working with partners to improve interchanges and multi-modal travel; and promoting bus services as an option for school and work journeys.
10. Rail	Promotion of rail use by improving services in regards to capacity, journey times, frequency and destinations; and making rail travel more attractive by improving ticketing and station facilities.

11. Airports	Promotion and facilitation of a modal shift of airport passengers and employees towards sustainable modes.
12. Network Management	Reduce traffic congestion and prioritise strategic routes by the use of intelligent transport systems; encouraging walking / cycling; sharing data for all network users and controlling on-street parking.
13. New Roads and Junctions	Working with Highways England and major scheme developers to design new transport infrastructure, to better manage existing and future demand on the road network.
14. Climate Change Network Resilience	Designing, constructing, maintaining and operating infrastructure in light of risk of a changing climate.
15. Speed Management	Employing the Speed Management Strategy in partnership with the Police, to achieve appropriate speeds and increase safety for all road users.
16. Freight and Logistics	Encouraging HGVs to use the primary route network; encouraging rail / water / pipeline transport; monitoring changes in HGV / LGV activity; and supporting HGV facility improvement (e.g. overnight parking).
17. Road Safety	Working towards zero fatalities and serious injuries by delivering effective and appropriate road safety measures; developing 'Safe Systems' that increase the safety of roads and vehicle speeds; and better data analysis.
18. Transport Safety and Security	Improve the perception of safety and security by ensuring that the transport system is resilient and prepared for instances of major alert.
19. Emissions Reduction	Reduce levels of harmful emissions by promoting change in travel behaviour and addressing barriers to and supporting the uptake of ultra-low emission vehicles (ULEVs).
20. Air Quality	Reducing the impact of poor air quality by investigating the use of Clean Air Zones; assessing air pollution levels within district / borough councils; and implementing the Air Quality Strategic Plan.
21. Environment	Minimise the impact of traffic on the natural, built and historic environment; protect and enhance the quality of public spaces; and minimise visual intrusions, light and noise pollution.
22. Asset Management	Employ the Highway Infrastructure Asset Management Plan; maximise opportunity for investment and seek value for money for all assets.
23. Growth and Transport Plans	Produce Growth and Transport Plans covering sub areas of Hertfordshire to identify relevant interventions aligned with the LTP objectives.

3.17 As LTP4 is adopted through to 2031, HCC will need to adapt it on a regular basis to ensure that it continues to address relevant key issues and the inevitable changes that will take place within both the surrounding environment and the authority.

Parking Standards

3.18 Parking for residents and their visitors will be provided on site in full accordance with the guidance contained within St Albans City & District Local Plan 2020-2036 Publication Draft 2018 and the Welwyn Hatfield District Plan Review Supplementary Planning Guidance Parking Standards Adopted January 2004.

Table 3.1: St Albans Residential Parking Standards

Use Class	Car Parking Standards	Cycle Standards
C3 Residential	1 bedroom dwellings (including studios): 1.5 spaces (either 1.5 unallocated, or 1 allocated and 0.5 unallocated) 2 bedroom dwellings: either 2 spaces (either 2 unallocated or 1 allocated and 1 unallocated) or 2.5 spaces (2 allocated and 0.5 unallocated) 3 bedroom dwellings: 2.5 spaces (2 allocated and 0.5 unallocated) 4 bedroom dwellings: 3.5 spaces (3 allocated and 0.5 unallocated)	1 l/t space per unit if no garage or shed is provided

Table 3.2: Welwyn Hatfield Residential Parking Standards

Use Class	Description of Development	Maximum Car Parking Standards		Cycle Parking Standards
		Zones 1 and 2	Elsewhere	
C3 Residential	a) General needs			1 l/t space per unit if no garage or shed provided
	i) bedsits	0.75 spaces per bedsit	1.25 spaces per bedsit	
	ii) 1 bedroom dwellings	0.75 spaces per dwelling	1.25 spaces per dwelling	
	iii) 2 bedroom dwellings	1 space per dwellings	1.5 spacer per dwelling	
	iv) 3 bedroom dwellings	1.5 spaces per dwelling	2.25 spaces per dwelling	
	v) 4 bedroom dwellings	2.0 spaces per dwelling	3 spaces per dwelling	

- 3.19 The parking standards for residential use for vehicles, based on St Albans and Welwyn Hatfield Parking Standards are shown in Table 3.1 and Table 3.2 respectively; the more onerous of which will be adhered to. The exact number of spaces to be provided within the development proposals can be viewed on the Site Layout Plan included in **Appendix B**.



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Travel Plan Objectives



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Travel Plan Objectives

The following paragraphs consider the potential objectives that the GTP should enforce from the outset, in order to ensure the development can best achieve its overall aim with regards to SOV trip reduction.

- 4.1 The primary objective of the GTP is to minimise the number of single occupancy car journeys by residents and visitors to and from the site, especially during the peak hours.
- 4.2 The objectives represent the high level aims of the plan. They are identified as follows:
- To deliver a long-term commitment to changing travel habits, thus delivering environmental, health and road safety improvements;
 - To reduce the need for unnecessary travel to and from the site and ensure that those that do have to travel do so in a sustainable manner;
 - To minimise the traffic impact of the development on the wider highway network within Hertfordshire;
 - To offer every encouragement for those travelling to and from the site to be able to walk, cycle or use public transport in a safe and secure manner; and
 - The site to play its part in assisting HCC to achieve their sustainable travel goals and targets.
- 4.3 Overall the purpose of the GTP is to set out a targeted long-term strategy to reduce the new residents' dependence on the private car as much as possible. The aim to encourage more sustainable travel methods is in line with current policy at both the national and local level.
- 4.4 Hertfordshire County Council's Travel Plan Guidance (March 2020) document states that a GTP should be site specific, accounting for location, surrounding transport infrastructure and proximity to local facilities; whilst remaining flexible and adaptable to inevitable changes to the site over time.
- 4.5 The travel plan strategy therefore consists of the following elements:
- A Travel Plan Coordinator (TPC) is to be appointed by the developer prior to the occupation of the site; details of the Travel Plan Coordinator and any updates to the TPC will be provided to HCC.

- The appointed TPC will conduct an audit to ensure that the information detailed within this document relating to sustainable options is up to date. The TPC will ensure they keep up to date with all sustainable travel options available within the immediate area.
- All relevant information will be made available in a residents' 'Residential Travel Information Pack' which will be provided upon occupation.
- The TPC will issue a site-specific Travel Questionnaire in order to assess the use of each mode of travel comparing current usage to the preferred alternatives (if applicable). This will allow the TPC to gauge to what extent the plan is meeting its targets and will also allow feedback from residents regarding any new initiatives that could be introduced to make the GTP more effective.

Sustainability Appraisal



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Sustainability Appraisal

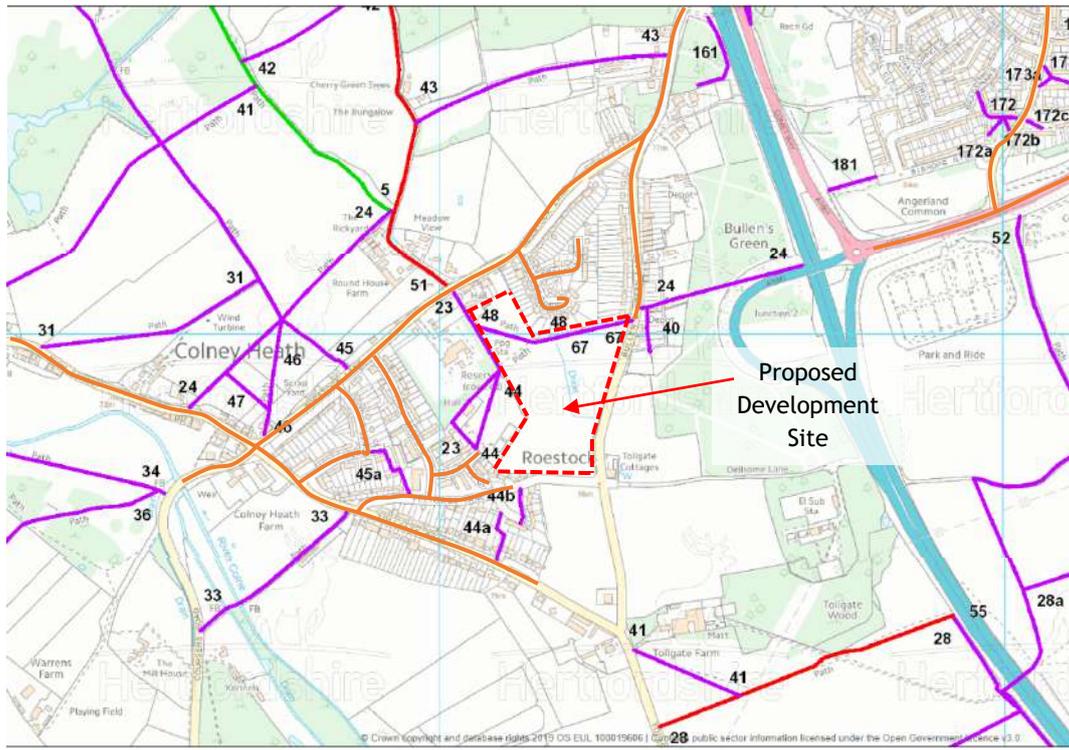
The following paragraphs consider existing travel conditions in the vicinity of the site, focusing on the opportunities that exist for sustainable travel such as walking, cycling and public transport.

- 5.1 The Travel Plan Coordinator will be appointed to oversee the management and monitoring of the GTP to ensure that all available options are capitalised upon, thereby ensuring that the site is as sustainable as possible.

Pedestrians

Existing Pedestrian Infrastructure

- 5.2 Based on the Chartered Institution of Highways and Transportation (CIHT) publication 'Providing Journeys on Foot'; the preferred maximum walking distance for the purposes of commuting / school journeys / sight-seeing is 2km. All of Colney Heath is accessible within 2km of the proposed development site.
- 5.3 Within Colney Heath, cars, cyclists and pedestrians are generally able to follow the same routes, which are easily navigable towards the centre of the village. This feature is of great benefit to pedestrians who benefit from the legible design of roads within an area. This is in line with the recommendations detailed in Manual for Streets for pedestrians. It is proposed that these provisions will be continued within the site.
- 5.4 The closest Public Right of Way (PRoW) crosses the north of the site. Footpaths 067 and 048 cross the north of the site, facilitating access east into Hatfield, whilst footpath 023 runs along the north western border of the site, providing access into the wider areas of Colney Heath.
- 5.5 Bullen's Green Lane, from which the site access is to be taken, does not benefit from the provision of a footpath. This is not deemed to be a constraint considering the PRoW's that are to be retained within the site to the north. It is also important to note that the client is negotiating with the landowner of the adjacent recreation ground, St Albans Council, in order to provide a second footpath link through the grounds close to the south western corner of the application site. The provision of footpaths within the site are included in development proposals and can be viewed on the Site Layout Plan in **Appendix B**.
- 5.6 A map showing the PRoW's within the vicinity of the site and wider areas of Colney Heath; in addition to other roadside footpaths are presented in Figure 5.1.



- PRoW Footpath
- Bridleway
- Restricted Byway
- Other Footpath

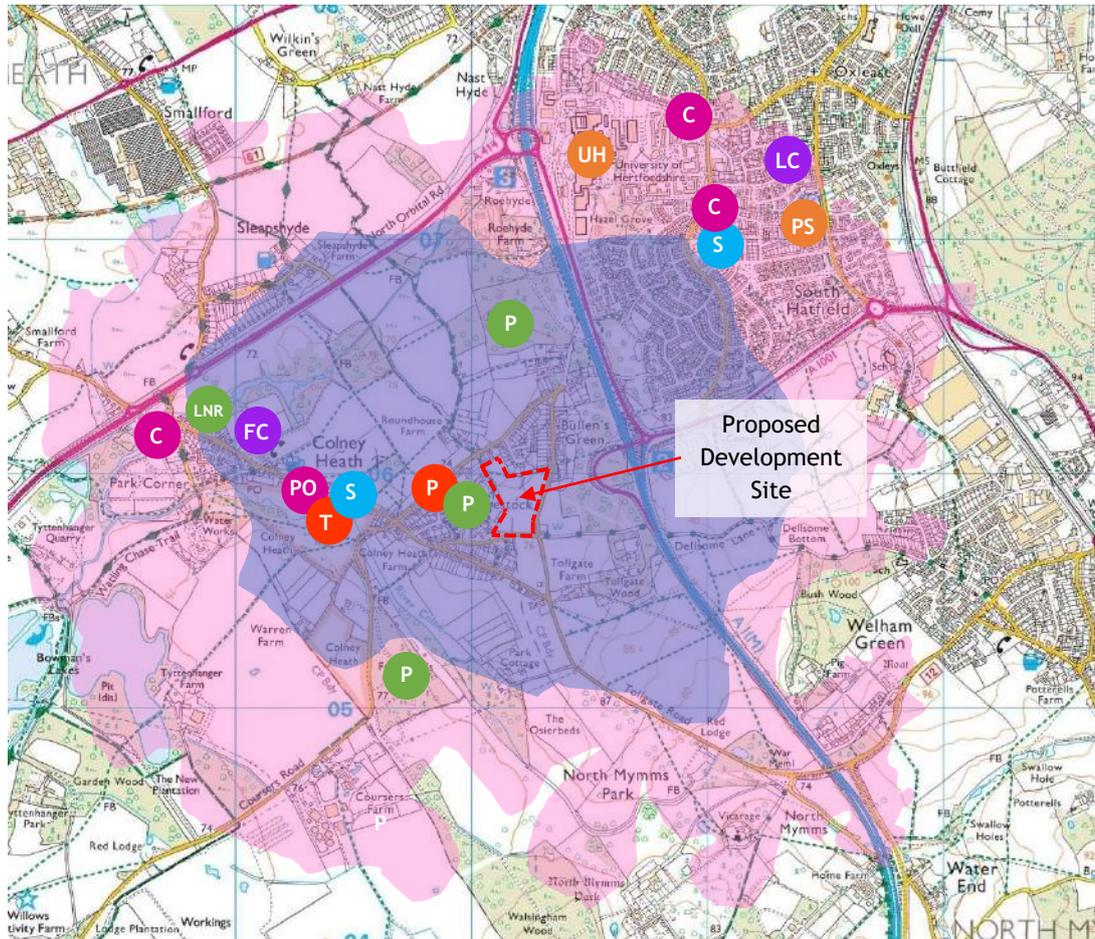
Figure 5.1: Public Rights of Way and Other Footpaths within proximity to the Development Site

Existing Pedestrian Behaviour

- 5.7 2011 Census data shows that 6.1% of the residents that regularly commute to work as recorded for the 2011 Parish of Colney Heath: E04004802'; do so by foot. This is less than the national average of 10.9%.
- 5.8 Census data from 2011 also shows that 10.5% of 'Colney Heath: 04004802' commuters live within 2km of their place of work. This suggests that over half of the residents who could reasonably be expected to walk to work, already do so.
- 5.9 As noted above, a distance of 2km is considered to be the preferred maximum walking distance for commuting purposes. Given that the average walking speed for an adult is circa 3mph (4.8kph), it is expected that the average adult would take between 25 and 30 minutes to walk a distance of 2km. A list of destinations considered to be accessible within a 30-minute walking journey from the development site, together with corresponding journey distances and times are presented in Table 5.1. A walking isochrone map showing the extent of all possible journeys up to 30 minutes from the proposed site access are shown in Figure 5.2. A map showing journey durations to key destinations from the furthest proposed dwelling within the development site is also presented in Figure 5.3.

Table 5.1: Destinations Accessible within a 30-minute Walk from the Development Site

Destination	Journey Distance and Time
Roestock Park, Colney Heath Scout Hut, River Colne, The Rice (Indian Takeaway), Colney Heath News Convenience Store, St Marks Church, St Marks Church Centre, Treasure Tots Preschool, The Crooked Billet Pub, Colney Heath Village Hall, Colney Heath Parish Council, Colney Heath Post Office, The Warren Park and Garden, Red Hall Wood.	Up to 1.5km Accessible within 20 minutes
Colney Heath Football Club, Colney Heath Local Nature Reserve, Northdown Road Surgery, South Hatfield Post Office, University of Hertfordshire Campus, The Hive @ The Jim McDonald Centre (Community Centre).	1.6km to 2.5km Accessible within 30 minutes



Education

- UH University of Hertfordshire
- PS Primary School

Park / Garden

- LNR Local Nature Reserve
- P Park / Woodland

Distance 0 - 1.5km 1.5 - 2km

Retail

- S Shop / Convenience Store

Leisure

- LC Leisure Centre
- FC Football Club
- SH Scout Hut

Other

- C Church
- PO Post Office

Food / Drink

- T Takeaway
- P Pub

Figure 5.2: Walking Isochrone Extract for a 30-minute Journey from the Development Site

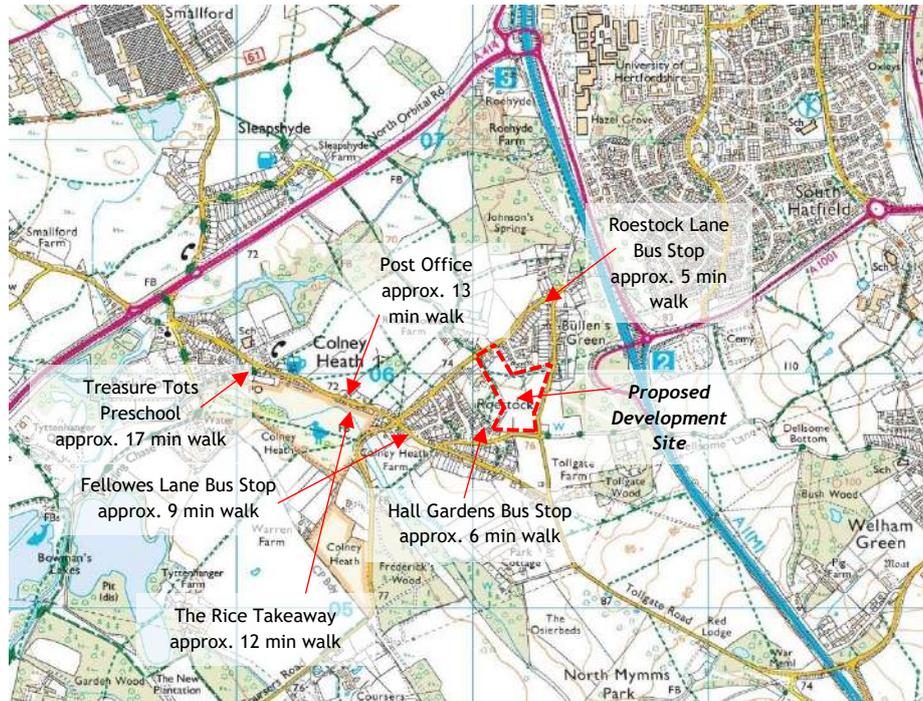


Figure 5.3: Walking Journey Durations to Key Destinations from the Development Site

Cyclists

Existing Cycling Behaviour

- 5.10 It is widely recognised that cycling has the potential to substitute for short car trips, particularly those of less than 5km. It can be appreciated that all of Colney Heath, in addition to the eastern extents of St Albans and the southern extents of Hatfield are accessible within a 5km cycling distance of the site.
- 5.11 National Cycle Route 61 is accessible within approximately 3km of the site off Smallford Lane, equating to a short 9-minute cycle. Route 61 facilitates access to St Albans to the west, and links to Route 6 which provides access to Watford to the south west, and Leighton Buzzard to the north west. Additionally, National Cycle Route 12 is accessible within approximately 2km of the site off Dixons Hill Road, which equates to a 7-minute cycle journey. Route 12 facilitates access to South Mimms to the south, and Welwyn Garden City to the north. The location of the aforementioned National Cycle Routes and suggested access routes are presented in Figure 5.4 below.

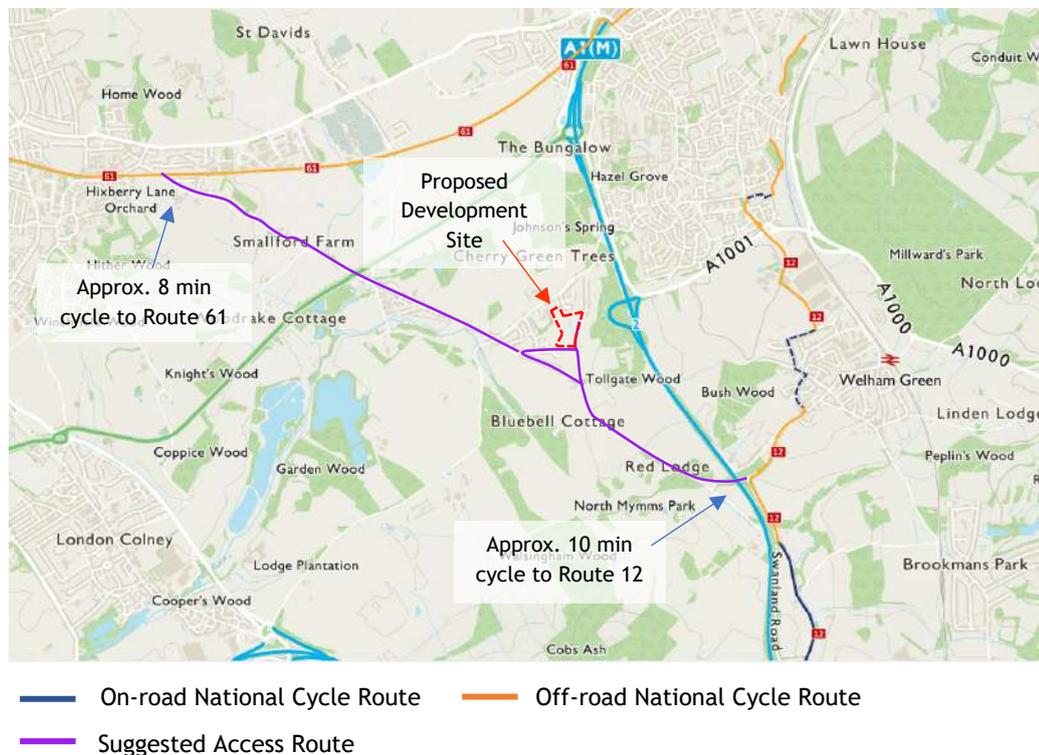


Figure 5.4: National Cycle Routes and Suggested Access Routes from the Development Site

- 5.12 Cycling is well suited to form part of longer journeys made by public transport. Therefore, it is important to note that a number of train stations within the vicinity offer cycle storage; details of these stations are presented in Table 5.2 below.

Table 5.2: Local Train Station Cycle Storage Facilities

Train Station	Cycling Distance	No. of Cycle Spaces	CCTV / Sheltered
Welham Green	3.5km / 12 minutes	10	Yes / No
Hatfield	5.2km / 18 minutes	50	Yes / Yes
St Albans	7.8km / 29 minutes	1150	Yes / Yes

- 5.13 From Table 5.2, it can be appreciated that there are ample cycle storage facilities available at local train stations within a reasonable cycling journey from the development site.

Existing Cycling Behaviour

- 5.14 2011 Census data shows that 1.3% of residents commuting to places of work from within ‘Colney Heath: E04004802’; do so by bicycle. This is less than the national average of 3.2%.
- 5.15 Census data from 2011 also shows that 33.7% of ‘Colney Heath: E04004802’ commuters live within 5km of their place of work, where approximately 10.5% are considered to live within a walkable commute to work. Therefore, some 23.1% of residents for the aforementioned Parish area could reasonably take up cycling as a main mode of travel to work whilst maintaining a journey time that does not exceed 30 minutes. Given the percentage of residents living within this commutable distance, there is potential to increase the level of cycling amongst residents of the area.
- 5.16 As noted above, a distance of 5km is considered to be a reasonable travel distance by bicycle. The cycling speed for the average adult travelling on-road is considered to be circa 15.5kph (9.6mph); whereas a reasonably fit and proficient cyclist travelling via road bike on a fairly flat terrain is expected to be capable of speeds circa 25kph (15.5mph).

- 5.17 Given the speeds riders are considered to be capable of, the average rider would travel 5km in approximately 19 minutes. However; to remain consistent with the assessment carried out for walking in the surrounding area, this section of the report will consider cycling destinations which are accessible within a 30-minute cycling journey.
- 5.18 A list of destinations considered to be accessible within a 30-minute cycling journey from the development site, together with the corresponding journey distances and times are shown in Table 5.3. A cycling isochrone map showing the extent of all possible journeys up to 30 minutes from the proposed site access are presented in Figure 5.5 below.

Table 5.3: Destinations Accessible within a 30-minute Cycle from the Development Site

Destination	Journey Distance and Time
University of Hertfordshire, South Hatfield Post Office, Northdown Road Surgery, Evangelical Baptist Church, Hatfield Leisure Centre, Oak View Primary and Nursery School, Hatfield Community Free School, Co-Op Food, ALDI, McDonalds Hatfield, ASDA Hatfield Superstore, ASDA Pharmacy, Energie Fitness Gym, Boots, Cohens Chemist, Hatfield Library, Wrafton House Surgery NHS, Gracemead Church, The Galleria Outlet Shopping Centre, Bright Comets Day Nursery, Green Lanes Primary School, Ellenbrook Fields, Ellenbrook Recreation Ground & Play Area, Colney Fields Shopping Park.	Up to 5.0km Accessible within 20 minutes
Colney Medical Centre, Broad Colney Lakes Nature Reserve, Tesco Express, London Colney Primary School, London Colney Post Office, Highfield Park, St Albans Train Station, One Hatfield Hospital, Stanborough Park, Morrisons, The Odyssey Cinema, Hatfield House, Hatfield Park, Mill Green Museum and Mill, Stanborough Park Watersports Centre, Welwyn Garden City Train Station, Boots Pharmacy, Hatfield Business Park, Essendon Golf Club.	5.0km to 10km Accessible within 30 minutes

Public Transport

Bus Services

- 5.22 There are a number of bus stops located within a short walking distance of the site. The closest bus stops, named 'Hall Gardens', are located on Hall Gardens Road to the west of the site, and are accessible within a short 5-minute walk. Figure 5.6 below presents local bus stops and available walking routes to these stops within a comfortable walking distance from the proposed development site. Table 5.4 below presents the distance and journey time to each bus stop from the furthest proposed dwelling within the site.



Figure 5.6: Map of Bus Stops and Walking Routes from the proposed Development Site

- 5.23 The aforementioned bus stops serve Routes 200, 230, 305 and 312. These services facilitate access to Essendon, Brookmans Park, London Colney, Welwyn Garden City, St Albans, Potters Bar, Sandridge and Hatfield. Additionally, there is a Community Shopping Bus between Colney Heath and Asda on Thursday mornings; departing at 09:45 and returning at midday. Copies of the bus services' timetables and route maps are included in **Appendix C**.

Table 5.4: Distance and Journey Time to each Bus Stop from the Respective Furthest Dwelling at the Proposed Development Site

Bus Stop	Distance / Time
Hall Gardens	500m / 7-minute walk
Fellowes Lane	800m / 10-minute walk
Roestock Lane (north of site)	750m / 9-minute walk
Roestock Lane (west of site)	800m / 10-minute walk
Tollgate Farm	800m / 10-minute walk

- 5.24 The ‘Hall Gardens’ bus stops are sheltered on the development side of the carriageway. The opposite bus stop is not sheltered; however, it includes a sign post highlighting the location of the bus stop, the bus route being served; in addition to a copy of the relevant route’s timetable.
- 5.25 A list of destinations considered to be accessible within a 30-minute bus journey from the development site, together with the corresponding journey distances and times are shown in Table 5.5. A public transport (bus) isochrone map showing the extent of all possible journeys up to 30-minutes from the nearest bus stops to the site access is shown in Figure 5.7.

Table 5.5: Bus Destinations, Route Numbers and Journey Times

Route	Destinations	Journey Time	Frequency	Operator
200	Brookmans Park	20 minutes	Mondays only between 09:51 and 10:33	Centrebus
	Welham Green	13 minutes		
	London Colney	5 minutes		
230	St Albans	17 minutes	Wednesdays only between 10:32 and 11:37	Centrebus
	Hatfield	23 minutes		
305	St Albans	26 minutes	Monday - Friday between 08:51-17:12 (5 services per day) Saturdays between 07:41-14:02 (5 services per day)	Metroline
	Potters Bar	17 minutes		
312	Hatfield	13 minutes	Wednesdays only between 09:45 and 12:42	Centrebus Metroline

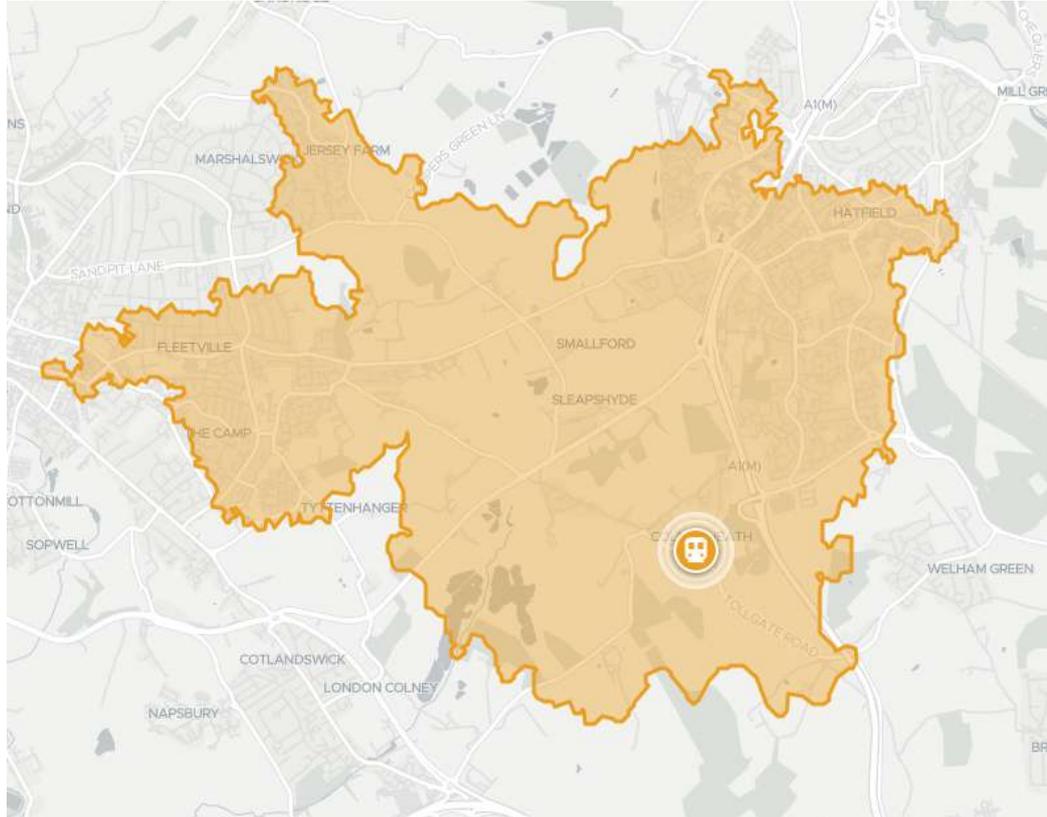


Figure 5.7: Public Transport - Bus Isochrone Extract for a 30-minute Journey from the Development Site

Existing Bus Patronage

- 5.26 2011 Census data shows that 2.4% of the residents that regularly commute to work from within 'Colney Heath: E04004820'; do so by bus, minibus or coach. This is less than the national average of 8.2%.
- 5.27 Census data from 2011 also shows that 50% of 'Colney Heath: E04004802' commuters live within 10km of their place of work. However; it should be noted that around 33.7% of these residents are considered to live within a reasonable walking and / or cycling distance. Therefore; 16.4% of these residents are considered to live a sufficient distance from their place of work that would specifically benefit from travel by public bus.

- 5.28 The 'Hall Gardens' bus stops are accessible within a short 5-minute walk. The alternative aforementioned bus stops within the immediate vicinity of the site are also accessible within a 13-minute walk. The range of bus stops and their respective bus services ensure that there is access to a range of amenities and services within and outside of Colney Heath. The use of these services will therefore be encouraged.
- 5.29 Pre-Application Guidance was sought from Hertfordshire County Council, in which they requested accessible raised kerbs to be provided at the existing bus stops. The developer has agreed to facilitate this; and it is anticipated that this will improve the quality of the bus stop and encourage more residents to travel by bus.

Train Services

- 5.30 The nearest railway station to the site is Welham Green Train Station, which is accessible within 3.5km of the site, equating to a 12-minute cycle or 5-minute drive. Additionally, St Albans Train Station is accessible within 7.8km of the site, equating to a 29-minute cycle or 13-minute drive. It is also important to note that both of these stations are accessible via the aforementioned bus services. Welham Green Station is located on the East Coast Mainline, with services operated by Great Northern. A map showing the extent of destinations accessible by train from Welham Green, in addition to St Albans is included in **Appendix C**.
- 5.31 As previously mentioned, a commuting journey time between 25 and 30 minutes by a single mode of travel is generally considered the preferred acceptable limit for the surrounding area. When travelling by train it can be appreciated that a number of patrons will combine this journey with another mode of transport such as the public bus or private car.
- 5.32 Welham Green Train Station benefits from a car park that is open at all times, offering 32 parking spaces; in addition to 10 cycle spaces. Additionally, St Albans Train Station offers 1565 vehicle spaces, and 1150 cycle spaces.
- 5.33 The weekday average frequency and journey times for direct trains from both Welham Green and St Albans and their respective key destinations are presented in Table 5.6. An isochrone map showing the extent of all possible journeys by train within 30 minutes of the proposed development site is shown in Figure 5.8.

Table 5.6: Popular Train Destinations, Service Frequencies and Journey Times from Welham Green and St Albans

Station	Destination	Frequency of Peak Hour Service	Journey Time
Welham Green	Moorgate	4	46 minutes
	Welwyn Garden City	2	8 minutes
St Albans	Sutton (London)	2	1 hour 37 minutes
	Bedford	3	40 minutes
	London St Pancras International	3	22 minutes

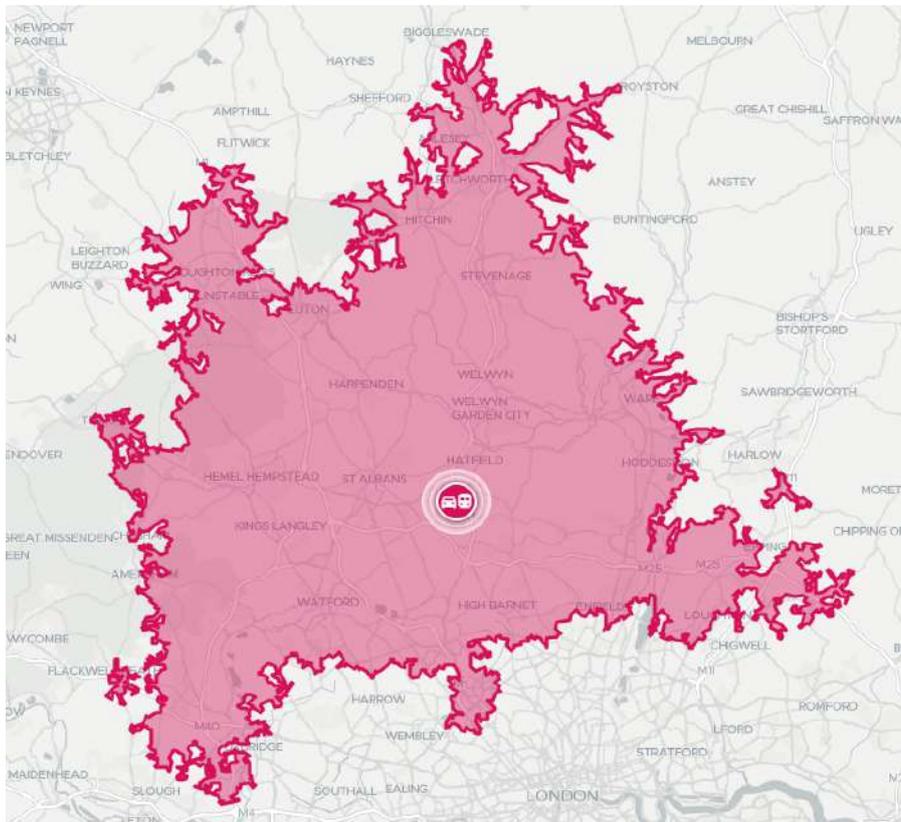


Figure 5.8: Public Transport and Car Isochrone Extract for a 30-minute Journey from the Development Site

Existing Train Patronage

- 5.34 2011 Census data shows that 14.9% of the residents that regularly commute to work from within 'Colney Heath: E04004802'; do so by train. This is significantly higher than the national average of 5.7%.
- 5.35 Census data from 2011 also shows that 50% of 'Colney Heath: E04004802' commuters live further than 10km from their place of work, equating to approximately 1,201 people. Given the encouraging figure of existing train use, there is still potential for this to increase.
- 5.36 It is probable that the high proportion of individuals commuting by train can be attributed to the number of train stations within a short distance of Colney Heath. This may also partly be a cause for the reduced number of individuals who travel by bus.

Services and Facilities Accessible by Non-Vehicular Modes of Travel

Accessibility

- 5.37 Accessibility includes access to all those land uses that are required to sustain day-to-day living. These will include employment opportunities, retail facilities, education establishments and recreation facilities.
- 5.38 The location of the site in relation to the surrounding land uses ensures that it is well placed with regard to a mix of services, facilities and employment opportunities within a 2km walk and 5km cycle.

Access to Employment

- 5.39 Main commercial centres tend to contain the main employment opportunities within any area. Large employment areas such as Hatfield and St Albans are easily accessible by bus and rail from the site.
- 5.40 It is reasonable to assume that a proportion of the residents of the proposed development will be drawn to St Albans, London and Welwyn Hatfield. Census information taken from the 2011 journey to work dataset for Colney Heath corroborates the popularity of the aforementioned locations as key workplace destinations. Therefore, it is logical to assume that residents will use the available public transport to access these locations.

Access to Schools

- 5.41 Access to education is considered to be particularly important on this site as it is anticipated that young families will acquire a number of the properties. Therefore, trips for educational purposes will potentially account for a large proportion of the overall site trip generation.
- 5.42 The site is well served by existing educational facilities with a number of schools located within a reasonable journey by foot and bicycle. These include nurseries; in addition to primary and secondary schools, and a university campus.
- 5.43 The closest nursery to the site, named University Day Nursery, is located approximately 1.8km to the north of the site on Roehyde Way, and is accessible within a 22-minute walk, or 6-minute cycle. The closest primary school to the site, named Colney Heath School & Nursery, is situated approximately 1.6km to the east of the site on High Street, and is accessible within an 19-minute walk. The closest secondary school is Beaumont School, located approximately 4.8km to the west of the site on Austen Way, equating to a 17-minute cycling journey or 15-minute drive.
- 5.44 Additionally, the University of Hertfordshire campus is located to the east of the site in Hatfield. The campus is accessible within approximately 1.8km of the site, and is therefore accessible within a 23-minute walk, or 7-minute cycle.

Access to Shopping Facilities

- 5.45 In respect of convenience goods, although it is anticipated that many will seek opportunities to purchase convenience goods on the way home from work (particularly with regards to 'top-up' shopping), the presence of Hatfield and St Albans, which includes Sainsburys, Morrisons, Aldi and Tesco Express, ensures that accessibility to such facilities remains local and convenient.

Leisure and Recreation

- 5.46 Within close proximity to the site, there are a number of recreation facilities and open spaces, including Hatfield Leisure Centre, Colney Heath Local Nature Reserve, Willows Lakes and North Mymms Park.
- 5.47 The local bus and train services also provide access to a number of other leisure opportunities within the wider areas of Hertfordshire, including retail stores, cinemas, restaurants and cafes.

Impact of the Coronavirus (Covid-19)

- 5.48 Due to the impact of the widespread pandemic of Coronavirus (Covid-19), it is acknowledged that UK travel patterns have been significantly affected.
- 5.49 The majority of public transport services that were available at the time this report was drafted were offering a reduced service. In addition to this; a large proportion of the population is still expected to be home due to one or more of the following reasons:
- People with medical conditions, where Government and/or NHS guidance has recommended or requested they should limit their contact with people outside of their household as much as possible.
 - People who have been told to work from home.
 - People who have been made a furlough employee; therefore, no longer having the need to commute daily.
 - Parents and/or guardians who must stay at home to care for students that fall under the category for school age population (including those children eligible for Nursery and Pre-School), as a large number of schools have either not yet opened or have enforced restricted limits on the number of students allowed to attend the school site on social distancing measures i.e. schools not currently operating at 100% capacity.
- 5.50 With the ongoing impact of the Coronavirus (Covid-19) pandemic still being at the very heart of the UK population's daily routine, the former traditional peak hours of 8-9AM and 5-6PM now have almost an unidentifiable impact on traffic movements, when compared to scenarios before the pandemic. This is largely due to the reduction in the number of overall vehicles on the surrounding road network.
- 5.51 Detailed research has not been carried out by Woods Hardwick Infrastructure LLP on the full extent of this impact; however, it is noted that all of the above scenarios are currently being reported by various news sources. Therefore, this section of the report serves as a reminder to the reader of the impact that Covid-19 had, and continues to have on transport.



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Residential Travel Information Pack and Scheme Administration



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Residential Travel Pack and Scheme Administration

The following paragraphs set out the structured process in which the implementation of the GTP should be carried out during its lifetime, and identifies the roles of both future residents and the appointed TPC.

Residential Travel Information Pack

- 6.1 Upon occupation each house will be presented with a Residential Travel Information Pack.
- 6.2 The Residential Travel Information Pack will consist of a booklet containing information about the various sustainable modes of transport available to users of the site. This should include, but is not limited to, bus and train timetables, bicycle route maps, information on local footpaths, car-share schemes and information on access to educational establishments.
- 6.3 The Residential Travel Information Pack will contain the details of the TPC and any measures that they will be implementing.

Appointment of a Travel Plan Coordinator

- 6.4 A TPC will be appointed by the developer to oversee the Travel Plan process. Prior to the first occupation of the site, the TPC will carry out the following duties:
 - Conduct a transport audit that identifies the available transport links to the site; in addition to the proposed transport initiatives within the area (where applicable). This will be an update of the audit currently included within this GTP.
 - Identify and produce a plan showing relevant walking / cycling routes and information.
 - Collect and collate up to date public transport route and timetable information.
 - Liaise with public transport operators in order to negotiate reduced fares / travel vouchers for residents.
 - Prepare the Residential Travel Information Pack as described above.

- Produce a Travel Questionnaire which will be issued to all residents within three months of occupation, ensuring sufficient time is allowed for residents to become accustomed to their new location and to adapt their travel habits accordingly. An example of the Travel Questionnaire is included in **Appendix D**. The aim of the questionnaire is to gather information regarding residents' existing travel habits and any measures they would like to see introduced to further facilitate sustainable travel from the site. The results of the Travel Questionnaire will be recorded in a database which will be used to help inform the decision-making process for determining suitable site-specific Travel Plan targets.
- Create a monitoring programme to assess the performance of the GTP and to identify any necessary adjustments if the Travel Plan is not considered to be achieving its targets.

6.5 The time spent by the appointed TPC with respect to undertaking their role as described above, and the frequency the TPC will visit the site will be determined by a number of factors; namely the size of the development site.

Administration

6.6 A filing system for recording all correspondence will be established and maintained upon implementation of the GTP. The TPC will be responsible for setting up and maintaining a Residents' Travel Database, which will contain the results of the Travel Questionnaire(s).

6.7 In the interests of confidentiality, the TPC alone will hold the database and will be responsible for the release of information.

6.8 New residents will be entered into the database upon occupation and those leaving the development will be removed.

Promotion

6.9 All residents will be made aware of the GTP and its aims prior to occupation. Upon occupation, each household will receive a Residential Travel Information Pack, as described above, containing all relevant transport information including walking / cycling routes, public transport routes, timetable information; as well as details of potential bicycle user groups, car share schemes and information on access to educational establishments.

- 6.10 The Residential Travel Information Pack will also include the contact details of the TPC to enable residents to discuss specific transport related issues.
- 6.11 The TPC will present an update on the success of the GTP at any residents' meetings. Available sustainable modes of travel will be included on the agenda at all meetings to encourage discussion and debate on the subject. Notes of any suggestions will be taken by the TPC and followed up accordingly.
- 6.12 The TPC will maintain an optional residents' mailing list, to email updates relating to the GTP and any relevant local or national events.

Review

- 6.13 This Green Travel Plan is a living document, and therefore will be updated on a regular basis to best represent the scheme's current status at any given time. The objective of the GTP is to make residents and visitors of the site aware of the sustainable options available to them and to increase their usage of more sustainable travel modes, providing an alternative to SOV travel by private car. As such, it will be essential to redefine GTP targets over time as they are likely to become more site-specific as time passes.



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Identifying Measures



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Identifying Measures

The following paragraphs outline the specific physical and management measures to be undertaken as part of the Green Travel Plan. Measures are grouped under the relevant mode of sustainable transport.

- 7.1 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. However, the list is not exhaustive and the Travel Plan Coordinator will be free to investigate other potential initiatives to achieve the site's overall objective of reducing dependency upon SOV journeys.

Walking

- 7.2 Walking is a wholly sustainable mode of travel and an excellent way of keeping fit, which should therefore be heavily encouraged. Walking will be fully promoted by the TPC and relevant maps and route information will be included within the Residential Travel Information Pack described in Section 6 of this report.
- 7.3 National Walk to Work Week will be promoted among the residents by the TPC.
- 7.4 The onsite footpaths will be constructed to tie into the existing provisions in proximity to the site.

Cycling

- 7.5 Cycling is second only to walking in terms of sustainability and is similarly an excellent way of keeping fit.
- 7.6 The TPC will promote bicycle user groups, where they exist. If none are available within the immediate area, a site-specific user group will be promoted amongst future residents. This has the potential to ensure that as many residents as possible will work together to achieve the site's overall GTP objective. Bicycle user groups allow both cyclists and potential cyclists to meet and discuss the best routes in and around their frequented routes, as well as any problems they might encounter.
- 7.7 Within the Residents' Travel Information Pack, details on any local or national cycle network will be provided showing the safest and most convenient routes to / from the site and within the surrounding area.
- 7.8 The TPC will promote National Cycle to Work Week.

Public Transport

- 7.9 The site will benefit from the provision of public transport by bus and rail, with a number of bus stops and train stations accessible within a comfortable walking and cycling distance.
- 7.10 It is considered that the 230 bus service can be used for commuting purposes to Welwyn Garden City and St Albans.
- 7.11 The GTP seeks to maximise the use of bus and rail services as an alternative to driving among residents of the site. Public transport has several potential benefits to driving which include:
- Ability to relax or work while driving
 - A chance to meet with neighbours and friends
 - No need to park or run a car
 - Travel option if under 17 or unable to drive
 - Overall reduction in cost when compared to owning and running a personal car
- 7.12 In order to maximise the public transport uptake by residents, the following will be undertaken by the TPC:
- The 'Residential Travel Information Pack' to be provided to the future residents upon occupation of the new house, will contain up to date details of bus and rail services, including route and fare information and service frequencies.
 - Relevant public service information will be communicated to residents via the TPC.
 - The TPC will liaise regularly with the bus operators to ensure that the information remains valid.
 - Inform residents of any changes to the public transport operators' websites and contact details.

- Every 12 months (for a period of up to five years after the initial implementation of the GTP), the TPC will provide the relevant bus and rail operators with details of any points of concern which have been raised by residents and / or visitors to the site.

Car Sharing

- 7.13 Car sharing offers a more sustainable method of travel than single occupancy car journeys, whilst still offering the convenience that a car provides.
- 7.14 Identified benefits of car sharing over driving are:
- Saving money;
 - Time to relax without driving;
 - Opportunity to socialise; and
 - Reducing overall journey time by reducing the overall number of vehicles, and therefore congestion on the roads.
- 7.15 The TPC will promote car-sharing within the local area.
- 7.16 Car sharers should decide amongst themselves how they wish to split the cost of travel. Costs should be agreed in advance and could be split in one of the following ways:
- Sharers can take turns in driving their cars and no financial transactions will be necessary.
 - The driver charges for the share of the cost of petrol.
 - The driver charges on the basis of a mileage rate to cover petrol; in addition to depreciation, wear and tear.
- 7.17 Details of the car share scheme and any relevant links will be provided to all residents upon occupation, in their 'Residential Travel Information Pack' as described in Section 6 of this GTP.

Supermarket Home Delivery Service

- 7.18 Supermarket home delivery services generally replace up to 40 shopping trips per delivery van, meaning that the use of these services makes a significant contribution to reducing car-based food shopping trips. While many people combine their food shopping trips with other journeys, there are still a high proportion of single occupancy, single purpose trips made to supermarkets.
- 7.19 One way to reduce the impact of single purpose food shopping trips associated with the development is to encourage residents to make use of supermarket home delivery services, if they are unable to make use of, or access a more sustainable mode of travel to / from the supermarket of choice. As such, the TPC will liaise with local supermarkets providing a home delivery service to try to arrange free / discounted delivery charges and also provide details of all home delivery services that operate in the area.
- 7.20 St Albans, Hatfield and Welwyn Garden City benefit from supermarkets that offer home delivery services, including Tesco, Sainsburys, Waitrose and Morrisons. Therefore, the use of this service has the potential to contribute to the reduction of single occupancy, single purpose car trips to and from the site.

Working from Home

- 7.21 As a result of the Coronavirus (Covid-19) pandemic, there has been a significant increase in the proportion of people working from home. Due to the uncertainty of workplace operations going forward, it is possible that some employers may allow the provision of part-time working from home in order to facilitate less travel and less contact between members of staff.
- 7.22 The efficiency and effectiveness of working from home largely relies upon the quality of the broadband. Therefore, the table on the following page summarises the available broadband operators, based upon the best available broadband speed available within the area of Colney Heath.

Table 7.1: Broadband Operators and Speeds Currently Available within Colney Heath

Operator	Average Speed	Cost	Details
Talk Talk	67Mb	£25.00/month	18-month contract / £0.00 setup fee
EE	67Mb	£27.00/month	18-month contract / £0.00 setup fee
BT	66Mb	31.99/month	24-month contract / £0.00 setup fee
Plusnet	66Mb	£26.99/month	18-month contract / £0.00 setup fee
John Lewis Broadband	66Mb	£30.00 / month	12-month contract / £00.00 setup fee
Zen	66Mb	£34.99 / month	12-month contract / £19.99 setup fee
Vodafone	63Mb	£25.00 / month	24-month contract / £0.00 setup fee
Now Broadband	63Mb	£30.00 / month	12-month contract / £5.00 setup fee
Shell Energy Broadband	63Mb	£34.99 / month	18-month contract / £0.00 setup fee
Sky	59Mb	£25.00 / month	24-month contract / £0.00 setup fee



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Travel Plan Targets



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Travel Plan Targets

The following paragraphs set out the proposed targets to be achieved by implementing the Green Travel Plan. All targets proposed are subject to agreement with the TPC, residents and HCC.

- 8.1 Objectives, targets and indicators are all important parts of the GTP. The setting and monitoring of targets allows the success of the plan to be measured. All targets should be 'SMART' - Site-specific, Measurable, Achievable, Realistic and Time-related.
- 8.2 The target of the GTP will take the form of a percentage modal shift away from single occupancy car use towards the more sustainable modes of travel, by implementing the measures detailed in Section 7.
- 8.3 It is considered that the precise nature of the targets is a matter best agreed between the appointed TPC and HCC. This approach will ensure that all parties are committed towards achieving the same goal.
- 8.4 At this early stage of the planning process, it is anticipated that the agreed overarching target will be a 20% reduction in single occupancy car use.
- 8.5 It is proposed that the target is set / revised based upon the findings of the Travel Questionnaire, which will ensure that the resources are targeting the most appropriate modes of travel and that the overall targets can be considered to be realistic.
- 8.6 Due to the sustainable location of the site and the availability of sustainable modes in the locality; it is envisaged that the effect of the GTP will be far-reaching and that its benefits will extend beyond the development site.



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Review of the Travel Plan



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Review of the Travel Plan

The following paragraphs set out the structured process in which the GTP should be reviewed, to ensure that its implementation remains effective and efficient.

- 9.1 For five years after the first occupation, the TPC will commission a yearly Residents Travel Questionnaire and undertake a subsequent review. The objective will be to measure its success and to identify the potential for modification.
- 9.2 Although the travel database will be regularly updated, re-issue of the questionnaire to all residents will offer the opportunity to gather new information about attitudes towards travel over the lifetime of the GTP.
- 9.3 The TPC will then compile a Monitoring Report every 12 months, which will be submitted to HCC, outlining the extent to which the GTP can be considered successful in achieving the GTP targets; in addition to the overall objective of reducing the dependence on single occupancy car use among residents of the site.
- 9.4 The report will conclude whether or not any additional measures are required to achieve the targets and make recommendations on the measures which should be used to improve the situation.
- 9.5 In the event that the annual review indicates that the targets of the GTP have not been met, the TPC will increase promotion of the travel plan initiatives and adapt the range of methods of promotion.



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Implementation of the Travel Plan



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Implementation of the Travel Plan

The following paragraphs set out the schedule for which the various GTP initiatives will be carried out to ensure a successful implementation of the GTP.

- 10.1 For a period of five years after occupation of the site, the TPC will undertake an Annual Travel Questionnaire. The objective will be to measure the success of the GTP and identify any potential modifications.

Table 10.1: Colney Heath - Green Travel Plan Implementation Schedule

Timescale	Action
Prior to First Occupation	<p>The developer will appoint a TPC. The TPC will conduct a site audit to confirm / add to the findings of the site audit detailed in Chapter 5 of this GTP. The TPC will produce a plan showing the most desirable walking / cycling routes to / from the site; in addition to up to date public transport information. The TPC will liaise with any other development in the area in order to incorporate any additional policies / ideas to ensure that the GTP is as effective as possible.</p> <p>Upon occupation, all new residents will be provided with a Residential Travel Information Pack. The Pack will provide information on all of the sustainable travel options in the area.</p>
Within 1 Year of First Occupation	<p>The first Travel Questionnaire will be conducted in order to determine the success of the GTP and to identify any problems that those travelling to / from the site may encounter. The first survey must be timed to allow sufficient time to enable residents to become suitably accustomed to their new location and to adapt their travel habits accordingly.</p> <p>Targets will be agreed between the TPC and HCC Highways Officers following the first survey. Subsequent annual monitoring surveys will be used to measure the success of the Green Travel Plan against those targets.</p> <p>The findings of the Travel Questionnaire will provide assistance in refining the sustainable measures that are introduced to encourage modal shift.</p>
Every 12 Months up to 5 Years after First Occupation	<p>The TPC will prepare an annual report which will outline the results of the Travel Questionnaire and initiatives introduced during the year and indicate whether or not the targets have been achieved. If the targets are not achieved then alternative measures to reduce dependence on single occupancy car use will be introduced.</p> <p>The TPC will liaise with HCC as to the viability of the initiatives and targets. A copy of any revisions of the GTP will be submitted to HCC.</p>



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Summary and Conclusion



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Summary and Conclusion

The following paragraphs summarise the findings of this report and provides a recommendation for whether the development should be supported through the planning process.

- 11.1 This Green Travel Plan has been prepared by Woods Hardwick Infrastructure LLP on behalf of Canton Ltd in support of an Outline Planning Application for the proposed residential development on a site known as 'Land off Bullens Green Lane, Colney Heath, St Albans'.
- 11.2 Development proposals are for the construction of up to 100 residential dwellings, including the provision for both houses and flats.
- 11.3 A preliminary audit of the sustainable travel options which will be available to the site has been conducted. The preliminary audit demonstrates that the site can be considered to lie in a sustainable location in terms of transport infrastructure.
- 11.4 A Travel Plan Coordinator will be appointed by the developer prior to the first occupation of the site; he / she will conduct a further site audit to ensure that all of the information is up to date. This will also ensure that the TPC has first-hand knowledge to the information that they are promoting. Details of the Travel Plan Coordinator and any updates to the TPC will be submitted to HCC.
- 11.5 The measures and initiatives which are included within the GTP are:
- Provision of a Residential Travel Information Pack to all residents which outlines the aims of the GTP and includes up to date walking, cycling and public transport information.
 - Promotion of both local and national walking / cycling initiatives as appropriate.
 - Potential implementation of a site-specific bicycle user group.
 - Promotion of the available car share schemes.
- 11.6 The measures listed above are not exhaustive and as such the TPC will be free to implement other measures which he / she feels will improve the sustainability credentials of the site.
- 11.7 Targets of the GTP will be agreed between future residents, the appointed TPC and HCC. An initial Travel Questionnaire will be conducted within three months of the first occupation of the site. Following the analysis of the returned Travel Questionnaires, if it is considered that the previously set GTP targets should be revised, then the TPC will liaise with both the residents and HCC, in order to identify the best possible alternative measures that can be implemented on a site-specific basis.

- 11.8 The success of the GTP will be monitored with a formal assessment of its success taking place annually. The TPC will compile a Monitoring Report every 12 months, which will be submitted to HCC, outlining the extent to which the GTP can be considered successful in achieving the GTP targets; in addition to the overall objective of reducing the dependence on single occupancy car use among residents of the site. The annual review will be carried out in consultation with HCC.
- 11.9 Given the site's location in terms of sustainable transport infrastructure, coupled with the measures proposed within this document; it is considered that the GTP has demonstrated a sufficient level to provide the Local Highway Authority and Local Planning Authority with enough confidence to show that the site will be successful in achieving the GTP's overall objective.
- 11.10 **Based on all the information provided in this document, it is considered that the proposed development should be fully supported through the planning process in terms of travel planning implementation, monitoring and review.**

Appendix A

Site Location Plan

Appendix B

Site Layout Plan



- NOTES**
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
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- Key:**
- Existing Trees & RPAs
 - Existing Listed Building
 - Denotes Existing PRoW
 - Denotes Existing 'walked route'
 - Denotes Existing Drainage
 - Denotes Existing HV Cable
 - Proposed Landscape Buffer
 - Proposed Trees
 - Proposed Green Space
 - Denotes Proposed Site Access
 - Potential Play Space
 - Proposed Location of New Pump Station
 - Denotes Proposed Attenuation
 - Denotes Key/Focal Buildings
 - Denotes New Footpath Route

DRAFT

REV	DESCRIPTION	DRN	CHD	DATE
D	Redline Boundary updated to suit Title Boundary and new site access location.	AJS	TF	13.08.2020

SCALE 1:1000 @ A2 DATE July 2020

DRAWN AJS CHK TF

DRAWING NO. 17981/1005 REV E

TITLE Land North of Fellows Lane
Colney Heath

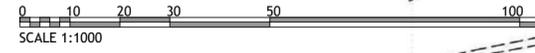
DETAILS Proposed Illustrative Layout

Woods Hardwick
Architecture | Engineering | Planning | Surveying

BEDFORD : HEAD OFFICE
15-17 Goldington Road
Bedford MK40 3NH
T: +44 (0) 1234 268862

BIRMINGHAM
Fort Dunlop, Fort Parkway
Birmingham B24 9FE
T: +44 (0) 121 6297784

ONLINE: mail@woodshardwick.com | woodshardwick.com



Appendix C

Public Transport Information

Centrebus

Essendon Mill - Colney Fields

200

via Brookmans Park

Welwyn Garden City - Welham Green

201

via Essendon - Brookmans Park

Monday to Friday

Ref.No.: 2003

<i>Service No</i>	<i>200</i>	<i>201</i>
	M	TF
Welwyn Garden City, Bus Stn	.....	1245
Bessemer Road, Business Parks	.....	1248
Panshanger, Morrisons	.....	1252
Essendon Mill, Millgreen Cottages	0951	1301
Essendon, War Memorial	0953	1304
Essendon, Glebe Cottages	0955	1306
Wildhill, The Woodman	0958	1310
Bell Bar, The Firs	1003	1314
Bell Bar, Cock o' The North	1004	1315
Brookmans Park, Kentish Lane	1006	1317
Brookmans Park, Moffats Lane	1008	1319
Brookmans Park, Bradmore Grn	1010	1321
Welham Green, Huggins La	1015	.....
Welham Green, Dixons Hill Rd	1019	1325
Welham Green, Station	.....	1326
Colney Heath, Admirals Cl	1026	.....
Colney Fields Retail Park	1033	.....

TF - Tuesdays and Fridays Only
M - Mondays Only

<i>Service No</i>	<i>201</i>	<i>200</i>
	TF	M
Colney Fields Retail Park	.....	1235
Colney Heath, Roestock La	.....	1240
Colney Heath, Admirals Cl	.....	1241
Welham Green, Station	0923	.....
Welham Green, Huggins La	.....	1249
Welham Green, Dixons Hill Rd	0924	1253
Brookmans Park, Bradmore Grn	0928	1257
Brookmans Park, Moffats Lane	0930	1259
Brookmans Park, Kentish Lane	0932	1301
Bell Bar, Cock o' The North	0934	1303
Bell Bar, The Firs	0935	1304
Wildhill, The Woodman	0941	1309
Essendon, Glebe Cottages	0944	1312
Essendon, War Memorial	0947	1314
Essendon Mill, Millgreen Cottages	0949	1316
Panshanger, Morrisons	0958	.....
Bessemer Road, Business Parks	1001	.....
Welwyn Garden City, Bus Stn	1004	.....

TF - Tuesdays and Fridays Only
M - Mondays Only

Monday to Friday

Ref.No. : 2003

<i>Service No</i>	230
	W
Welwyn Garden City, Bus Stn	1032
Ludwick Way, Verulam Close	1036
QEII Hospital	1044
Hatfield, Station	1052
Hatfield, Town Centre	1056
Travellers Lane, Oxlease Dr	1058
South Hatfield, Millwards	1100
Welham Green, Station	1103
Welham Green, Huggins La	1105
Welham Green, Dixons Hill Rd	1109
Colney Heath, Roestock La	1114
Nicholas Breakspear School	1120
Oaklands, Colney Heath La	1122
Fleetville, Morrisons	1126
St Albans, City Station	1131
St Albans, St Peter's St	1137
W	- Wednesdays Only

<i>Service No</i>	230
	W
St Albans, St Peter's St	1400
St Albans, City Station	1406
Fleetville, Morrisons	1411
Nicholas Breakspear School	1417
Colney Heath, Roestock La	1423
Welham Green, Huggins La	1430
Welham Green, Dixons Hill Rd	1434
Welham Green, Station	1435
South Hatfield, Millwards	1438
Travellers Lane, Oxlease Dr	1440
Hatfield, Town Centre	1442
Hatfield, Station	1446
QEII Hospital	1454
Ludwick Way, Verulam Close	1501
Welwyn Garden City, Bus Stn	1505

W - Wednesdays Only

305

(Potters Bar) - Brookmans Park / Tyttenhanger Green - St Albans - Sandridge

MONDAYS-FRIDAYS	STARTS 01 04 19	SCHOOLDAYS	SCHOOL HOLIDAYS
POTTERS BAR, BUS GARAGE	SDO 0714 NSD 0721	----	----
BROOKMANS PARK, BLUE BRIDGE RD	0721 0728	----	1632
WELHAM GREEN, DIXONS HILL RD	0726 0733	----	1637
COLNEY HEATH, HALL GARDENS	|| ||	1012	1312
COLNEY HEATH, HIGH STREET	0733 0740	1014	1314 1644
SMALLFORD, STATION ROAD	0741 0747	1020	1320 1650
HILL END, HILL END LANE	0749 0754	1026	1326 1656
TYTTENHANGER GREEN	|| ||	0851 || 1108	|| ||
FLEETVILLE, MORRISONS	0755 0759	0858 1030 1115	1330 1701
ST ALBANS CITY STATION	0806 0809	0903 1035 1120	1335 1706
ST ALBANS, ST PETER'S ST (ARR)	0812 0814	0908 1040 1125	1340 1712
ST ALBANS, ST PETER'S ST (DEP)	0812	0909	1125 1345
NEW GREENS, HIGH OAKS	0820	||	||
ST ALBANS, LANCASTER ROAD	----	0914	1130 1350
ST ALBANS, FIRBANK ROAD	----	||	1133 1353
SANDRIDGE, LANGLEY GROVE	----	0922	1142 1402

SATURDAYS	STARTS 06 04 19		
POTTERS BAR, BUS GARAGE	0741	----	----
BROOKMANS PARK, BLUE BRIDGE RD	0748	----	----
WELHAM GREEN, DIXONS HILL RD	0753	----	----
COLNEY HEATH, HALL GARDENS	||	1012	1312
COLNEY HEATH, HIGH STREET	0759	1014	1314
SMALLFORD, STATION ROAD	0805	1020	1320
HILL END, HILL END LANE	0811	1026	1326
TYTTENHANGER GREEN	|| 0851	|| 1108	||
FLEETVILLE, MORRISONS	0815 0858	1030 1115	1330
ST ALBANS CITY STATION	0820 0903	1035 1120	1335
ST ALBANS, ST PETER'S ST (ARR)	0825 0908	1040 1125	1340
ST ALBANS, ST PETER'S ST (DEP)	----	0909	1125 1345
ST ALBANS, LANCASTER ROAD	----	0914	1130 1350
ST ALBANS, FIRBANK ROAD	----	||	1133 1353
SANDRIDGE, LANGLEY GROVE	----	0922	1142 1402

**NO SERVICE ON
ROUTE 305 ON
SUNDAYS OR ANY
BANK HOLIDAYS**

305

Sandridge - St Albans - Tyttenhanger Green / Brookmans Park - (Potters Bar)

MONDAYS-FRIDAYS	STARTS 01 04 19	SCHOOLDAYS	SCHOOL HOLIDAYS
SANDRIDGE, LANGLEY GROVE	0922	1142	1402
SANDRIDGE, CHURCH	0924	1144	1404
ST ALBANS, FIRBANK ROAD	0929	1149	||
ST ALBANS, LANCASTER ROAD	0933	1153	1409
NEW GREENS, TOWNSEND SCH	||	||	||
ST ALBANS, ST PETER'S ST (ARR)	0938	1158	1414
ST ALBANS, ST PETER'S ST (DEP)	0945 1045	1245 1414	1550 1550 1720
ST ALBANS CITY STATION	0950 1050	1250 1419	1556 1556 1726
FLEETVILLE, MORRISONS	0955 1055	1255	1601 1601 1731
HILL END, HILL END LANE	0959	||	1259
TYTTENHANGER GREEN	|| 1103	||	||
SMALLFORD, STATION ROAD	1005	1305	1612 1612 1742
COLNEY HEATH, HIGH STREET	||	||	1617 1617 1747
COLNEY HEATH, HALL GARDENS	1012	1312	||
WELHAM GREEN, DIXONS HILL RD	----	----	1622 1622 1752
BROOKMANS PARK, BLUE BRIDGE RD	----	----	1626 1626 1756
POTTERS BAR, BUS GARAGE	----	----	1803

SATURDAYS	STARTS 06 04 19		
SANDRIDGE, LANGLEY GROVE	0922	1142	1402
SANDRIDGE, CHURCH	0924	1144	1404
ST ALBANS, FIRBANK ROAD	0929	1149	||
ST ALBANS, LANCASTER ROAD	0933	1153	1409
ST ALBANS, ST PETER'S ST (ARR)	0938	1158	1414
ST ALBANS, ST PETER'S ST (DEP)	0830 0945 1045	1245 1414	1550
ST ALBANS CITY STATION	0835 0950 1050	1250 1419	1556
FLEETVILLE, MORRISONS	0840 0955 1055	1255	1601
HILL END, HILL END LANE	|| 0959	||	1259
TYTTENHANGER GREEN	0848	|| 1103	||
SMALLFORD, STATION ROAD	----	1005	1305
COLNEY HEATH, HIGH STREET	----	||	1617
COLNEY HEATH, HALL GARDENS	----	1012	1312
WELHAM GREEN, DIXONS HILL RD	----	----	1621
BROOKMANS PARK, BLUE BRIDGE RD	----	----	1625
POTTERS BAR, BUS GARAGE	----	----	1632

**NO SERVICE ON
ROUTE 305 ON
SUNDAYS OR ANY
BANK HOLIDAYS**

SDO - Schooldays Only

NSD - Not Schooldays

Service operated under contract to Hertfordshire County Council by
Metroline, Potters Bar Garage. Tel 01707 347700, email
routes84and242@metroline.co.uk

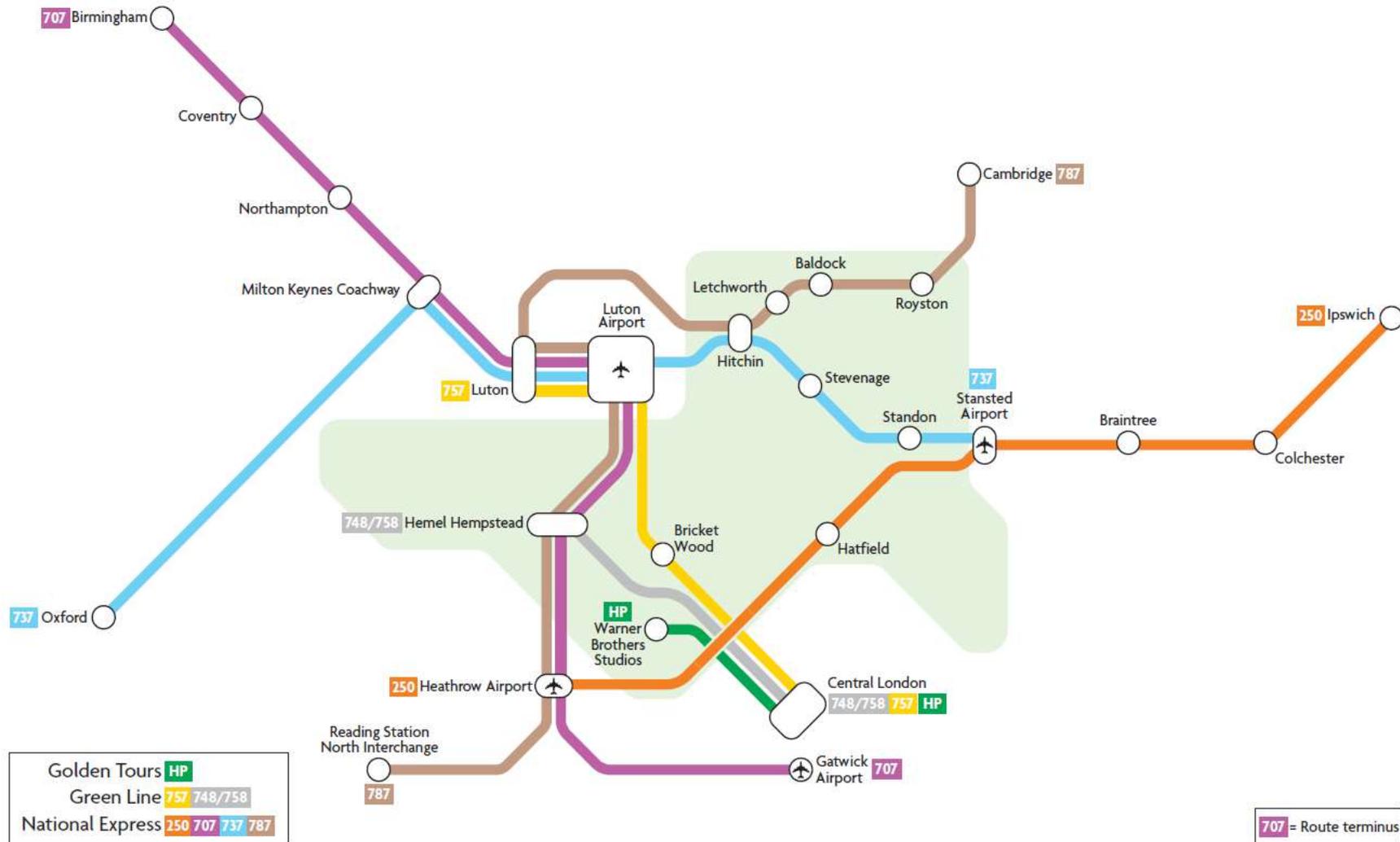
Monday to Friday

Ref.No.: 2003

<i>Service No</i>	312
	W
Bell Bar, The Firs	0945
Welham Green, Station	0949
Welham Green, Huggins La	0951
Welham Green, Dixons Hill Rd	0955
Colney Heath, Admirals Cl	1001
Colney Heath, Roestock La	1003
Hatfield, The Galleria	1010
Hatfield, Hillcrest	1014
Hatfield, Town Centre	1016
The Ryde, Fawn Court	1018
Hatfield, Gt Nth Rd Tesco	1021
W	- Wednesdays Only

<i>Service No</i>	312
	W
Hatfield, Gt Nth Rd Tesco	1205
The Ryde, Fawn Court	1209
Hatfield, Town Centre	1212
Hatfield, Hillcrest	1214
Hatfield, The Galleria	1218
Colney Heath, Admirals Cl	1224
Welham Green, Huggins La	1226
Welham Green, Dixons Hill Rd	1233
Welham Green, Station	1237
Bell Bar, The Firs	1242
W	- Wednesdays Only

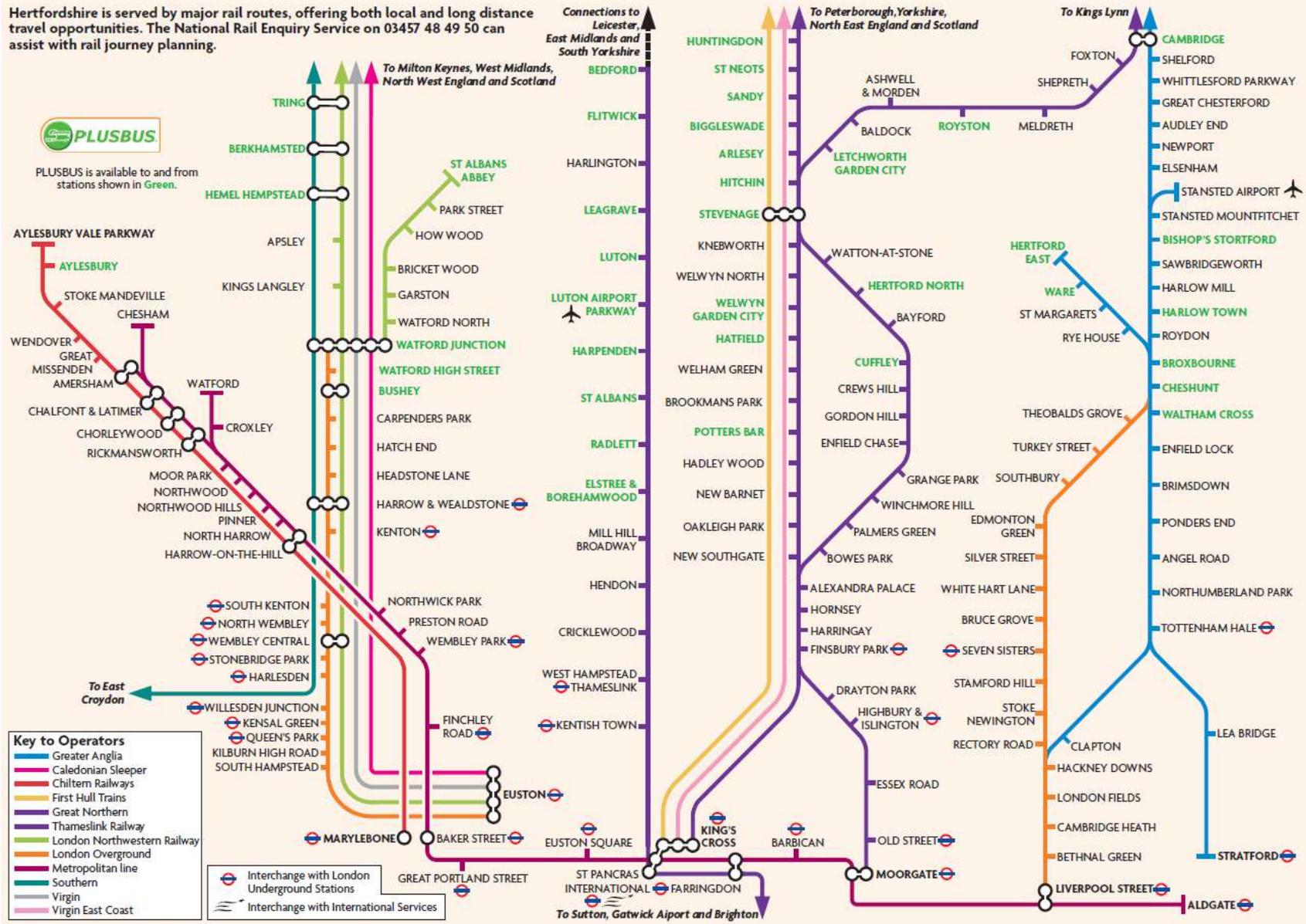
Hertfordshire Express Coach Services



Hertfordshire is served by major rail routes, offering both local and long distance travel opportunities. The National Rail Enquiry Service on 03457 48 49 50 can assist with rail journey planning.



PLUSBUS is available to and from stations shown in Green.





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Appendix D

Example Travel Questionnaire

Household Travel Survey

Please complete the questions below for all occupants in your property during the time of the survey. If there are more than 5 residents within your household, please state the details for the 5 oldest members.

Section A: About Your Household

1. What type of property do you live in?

House

Apartment

2. How many bedrooms does the property have?

1

2

3

4

3. How many people live in this property?

1

2

3

4

5 or more

4. How long has each resident lived at this property?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
0-3 months	<input type="radio"/>				
3-6 months	<input type="radio"/>				
6-12 month	<input type="radio"/>				
1-2 years	<input type="radio"/>				
2-3 years	<input type="radio"/>				
3-4 years	<input type="radio"/>				
4-5 years	<input type="radio"/>				
5 years +	<input type="radio"/>				

5. Please select the age of all residents:

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
<16	<input type="radio"/>				
16-17	<input type="radio"/>				
18-29	<input type="radio"/>				
30-49	<input type="radio"/>				
50-64	<input type="radio"/>				
65+	<input type="radio"/>				

6. Please state the employment status for each member of the household:

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Work Full Time	<input type="radio"/>				
Work Part Time	<input type="radio"/>				
Full Time Student	<input type="radio"/>				
Part Time Student	<input type="radio"/>				
Not working	<input type="radio"/>				
Retired	<input type="radio"/>				

7. For those in employment, do any of them work from home?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Regularly	<input type="radio"/>				
Sometimes	<input type="radio"/>				
Occasionally	<input type="radio"/>				
Never	<input type="radio"/>				
Not applicable	<input type="radio"/>				

8. Do any household members have a disability that affects the way they travel?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	<input type="radio"/>				
No	<input type="radio"/>				

Section B: About Your Travel

9. How many vehicles are owned by household members?

- 1
- 2
- 3
- 4 or more

10. Do any household members own a bicycle?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	<input type="radio"/>				
No	<input type="radio"/>				

11. Do any household members belong to a car share club?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	<input type="radio"/>				
No	<input type="radio"/>				

12. What time do household members usually leave for work/school?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
6:00-6:30 am	<input type="radio"/>				
6:30-7:00 am	<input type="radio"/>				
7:00-7:30 am	<input type="radio"/>				
7:30-8:00 am	<input type="radio"/>				
8:00-8:30 am	<input type="radio"/>				
8:30-9:00 am	<input type="radio"/>				
9:00-9:30 am	<input type="radio"/>				
9:30-10:00am	<input type="radio"/>				
Other (please specify)				

13. What time do household members return home from school/work?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
15:00-15:30 pm	<input type="radio"/>				
15:30-16:00 pm	<input type="radio"/>				
16:00-16:30 pm	<input type="radio"/>				
16:30-17:00 pm	<input type="radio"/>				
17:00-17:30 pm	<input type="radio"/>				
17:30-18:00pm	<input type="radio"/>				
18:00-18:30pm	<input type="radio"/>				
18:30-19:00pm	<input type="radio"/>				
Other (please specify)				



14. Have you received any local travel information since you moved to this property?

- Yes
- No
- Don't know

15. Did you respond to a Travel Survey for your property in 2017? If your answer is 'No' please skip to question 18.

- Yes
- No
- Don't know

16. If you answered 'Yes' to the previous question, could you state what information have you received?

.....

.....

.....

17. Please advise below whether your mode of travel has changed in the last year and why?

.....

.....

.....

18. What is the current method of travel to and from work/school for all household members?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Car (alone)	<input type="radio"/>				
Car (with others)	<input type="radio"/>				
Company Car	<input type="radio"/>				
Bus	<input type="radio"/>				
Train	<input type="radio"/>				
Motorbike	<input type="radio"/>				
Walk	<input type="radio"/>				
Cycle	<input type="radio"/>				
Taxi	<input type="radio"/>				

19. Why do household members travel in this way? (tick all that apply)

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Convenience	<input type="radio"/>				
Cost	<input type="radio"/>				
Health reasons	<input type="radio"/>				
Alternative not available	<input type="radio"/>				
Need for work	<input type="radio"/>				
Other (please specify)					

.....



20. How far do household members travel to work/school?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
< 2 km	<input type="radio"/>				
2-3 km	<input type="radio"/>				
3-5 km	<input type="radio"/>				
5-10 km	<input type="radio"/>				
10-45 km	<input type="radio"/>				
45 km +	<input type="radio"/>				
Other (please specify)					

.....
.....

21. What are the main reasons for household members driving to work/school?

- Drop/collect child off at school on the way to work
- Need car for other activities after work e.g. shopping, gym
- Distance from home too great to walk or cycle
- Need the car for work during the day
- No one to car share with
- No public transport or it would take too long
- Personal Safety
- Car needed because of health
- Cheaper than public transport
- More reliable than public transport
- Other (please specify)

.....
.....

22. How long do journeys for household members usually take?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
<15 min	<input type="radio"/>				
16-30 min	<input type="radio"/>				
30-45 min	<input type="radio"/>				
45-60 min	<input type="radio"/>				
>60min	<input type="radio"/>				

23. On average, how many times each week does your household travel by car and/or car share?

	Car	Car Share
Daily	<input type="checkbox"/>	<input type="checkbox"/>
More than once a week	<input type="checkbox"/>	<input type="checkbox"/>
Once a week	<input type="checkbox"/>	<input type="checkbox"/>
Less than once a week	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>

24. On average, how many times each week does your household travel by walking and/or cycling?

	Walking	Cycling
Daily	<input type="checkbox"/>	<input type="checkbox"/>
More than once a week	<input type="checkbox"/>	<input type="checkbox"/>
Once a week	<input type="checkbox"/>	<input type="checkbox"/>
Less than once a week	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>

25. On average, how many times each week does your household travel by bus and/or train and/or taxi?

	Bus	Train	Taxi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More than once a week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Once a week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Less than once a week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Section C: Increasing Choice

26. Would household members who drive their car on their own be prepared to car share?

- Yes
- No
- Already do

27. How would household members prefer to travel to work?

- Car (alone)
- Car (share)
- Bus
- Train
- Motorbike
- Walk
- Cycle
- Taxi
- Other (please specify)

.....

28. Which of the following would encourage you to **walk** to your destinations?

	Very likely	Possible	Not likely
Safe, better lit pathways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More attractive routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved paths in the local area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)			

.....

29. Which of the following would encourage you to **cycle** to your destinations?

	Very likely	Possible	Not likely
Safe, better lit pathways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More attractive routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved paths in the local area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Advice/training on cycle safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free/discounted bike for households	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)			

.....

30. Which of the following would encourage you to use **public transport**?

	Very likely	Possible	Not likely
Subsidised/ discount fares	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More direct routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better quality waiting environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved links to/from train station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More timetable information	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)			
.....			
.....			

31. Which of the following would encourage you to use **car-share**?

	Very likely	Possible	Not likely
Help in finding car share partners with similar work patterns	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reserved parking for car-sharers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free taxi home if let down by driver	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduced parking charges for car-sharers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)			
.....			
.....			

32. If you have any further comments or suggestions in regards to your travel plan please provide below:

.....

.....

.....

.....

.....

.....

.....

.....

Travel Plan Coordinator
 for WOODS HARDWICK INFRASTRUCTURE LLP

 **Woods Hardwick**
Architecture | Engineering | Planning | Surveying

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