



FRAMEWORK SCHOOL TRAVEL PLAN

Land South of Chiswell Green Lane

Document History

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Contents

1.0	Introduction	1
2.0	Travel Management and Policy Context	3
3.0	Site Location and Development Description.....	5
4.0	Site Sustainability	9
5.0	Travel Plan Co-ordinator	18
6.0	Travel Plan Framework.....	20
7.0	Measures and Initiatives to Encourage Sustainable Transport	24
8.0	Action Plan.....	27
9.0	Summary	30

Appendices

Appendix A:	Approximate Site Boundary
Appendix B:	Illustrative Site Layout
Appendix C:	2km Walking Catchment
Appendix D:	5km Cycling Catchment
Appendix E:	St Albans Cycle Map
Appendix F:	Hertfordshire Bus Map

1.0 Introduction

- 1.1 This framework School Travel Plan has been prepared by Glanville Consultants on behalf of Alban Developments Ltd and Alban Peter Pearson, CALA Homes (Chiltern) Ltd and Redington Capital Ltd, hereafter referred to as 'the Applicants'. The Travel Plan has been prepared to accompany an Outline planning application for the proposed Primary School on land to the south of Chiswell Green Lane in Chiswell Green near St Albans. The location of the site is shown in Appendix A.
- 1.2 The development proposals include the provision of up to 391 dwellings within two land parcels separated by a green core and accessed off Chiswell Green Lane and Forge End. It will also include land which will be reserved for a 2 Form Entry (2FE) primary school with a capacity of 420 pupils. The operators of the school are currently unknown but it has been assumed to be Hertfordshire County Council rather than a private Academy Trust.
- 1.3 The residential development will operate a separate Residential Travel Plan. Therefore, this Travel Plan relates to the proposed primary school only.
- 1.4 The application site (herein referred to as 'the site') is located within the St Albans City & District Council (SACDC) local authority area, whilst Hertfordshire County Council (HCC) is the local highway authority.
- 1.5 As the school is a completely new establishment, there is a significant opportunity to encourage sustainable transport use for both students and staff from the outset. Therefore, this Travel Plan looks to influence behavioural change towards sustainable modes of travel from the day of opening by proposing a package of measures aimed at promoting sustainable travel, with the emphasis being to minimise unnecessary single occupancy car travel through education and encouragement
- 1.6 It is understood that HCC use the online Modeshift STARS platform which enables School Travel Plans to be set up on online and accredited against a national scheme. It is therefore considered that this Framework Travel Plan, which has been prepared to support the planning application, will be converted into a Modeshift Stars School Travel Plan prior to the school opening.
- 1.7 This Travel Plan takes into account the size and location of the development and adopts and demonstrates a holistic approach by incorporating information, marketing and management measures necessary to address the transport impacts anticipated to arise from the development.
- 1.8 Some of the initiatives and travel management mechanisms proposed within this Travel Plan include:
- *Appointment of a Travel Plan Co-ordinator;*
 - *Provision of travel information on to staff and parents; and*
 - *Promotion of walking, cycling and public transport as feasible and realistic alternatives to the private car where appropriate.*
- 1.9 The Applicants fully recognise the importance of active travel management. They fully support the implementation of this Travel Plan as part of the Chiswell Green development and are committed to ensuring the Objectives within this Travel Plan are met.

- 1.10 The Applicants also recognise that the success of this Travel Plan relies on its continual development and ability to adapt to changing circumstances. This Travel Plan should therefore be seen as a 'dynamic strategy' to influence and change the travel behaviour of all future staff, students and parents of the school.

2.0 Travel Management and Policy Context

- 2.1 The concept of travel management aims to reduce the demand for and volume of unnecessary travel undertaken by single occupancy motor vehicles. It also aims to improve conditions and choice for pedestrians, cyclists and those using public transport.
- 2.2 The Government continues to demonstrate a commitment towards Sustainable Development across England. Revisions to National & Regional Planning Guidance confirm the current importance placed on travel management.
- 2.3 The Government sets out its policy for the future of transport in 'The Future of Transport White Paper: A Network for 2030'. It states that a transport network is needed that can meet the challenges of a growing economy and the increasing demand for travel but can also achieve their environmental Objectives. This means coherent transport networks with:
- *Both walking and cycling as a real alternative for local trips;*
 - *Bus services that are reliable, flexible, convenient and tailored to local needs;*
 - *The rail network providing a fast, reliable and efficient service, particularly for inter urban journeys and commuting into large areas; and*
 - *The road network providing a more reliable and freer flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel.*
- 2.4 Reference has also been made to the National Planning Policy Framework (NPPF) adopted in July 2021. The objectives of the NPPF are to integrate planning and transport at the national, regional, strategic and local levels.
- 2.5 Paragraph 112 of the NPPF states that developments should:
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *Address the needs of people with disabilities and reduced mobility;*
 - *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *Allow the efficient delivery of goods and supplies and access by service and emergency vehicles; and*
 - *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*
- 2.6 Paragraph 113 of the NPPF further states that all developments that will generate a significant amount of movement should be required to provide a Travel Plan and be supported by a Transport Assessment or Statement.

- 2.7 The requirements for a Travel Plan and the need to encourage sustainable transport use are also set out within the Hertfordshire County Council's Local Transport Plan 4 2018-2031, Sustainable Modes of Travel Strategy (SMoTs), Travel Plan Guidance (March 2020) and Active Travel Strategy (April 2013). There is no specific requirement set out within the saved policies of the current St Albans Local Plan, although, it is anticipated that any future replacement Local Plan will encourage sustainable transport use through the provision of a Travel Plan.
- 2.8 Guidance provided by the Department for Transport (DfT) and Hertfordshire County Council has also been adhered to in the development of this Travel Plan with specific reference being made to the following guidance documents:
- *DfT 'Making Residential Travel Plans Work: Good Practice Guidelines for New Development' (2005);*
 - *DfT 'Good Practice Guidelines: Delivering Travel Plans Through the Planning Process' (2009);*
 - *Hertfordshire County Council 'Travel Plan Guidance' (March 2020); and*
 - *Hertfordshire County Council 'Active Travel Strategy' (April 2013).*

3.0 Site Location and Development Description

Site Location

- 3.1 The Applicants are proposing residential development on land to the south of Chiswell Green Lane. The site is sited to the west of Chiswell Green, which is a village in Hertfordshire, around 1.1 km southeast of St Albans and 7.9 km north of Watford town centre. The site is bordered to the north by Chiswell Green Lane, to the east by the residential roads Forge End and Long Fallow, and to the west by Miriam Lane and the former Butterfly World visitor attraction. The location of the site is shown within Appendix A.
- 3.2 It is proposed to provide up to 391 dwellings and a 2 Form Entry (2FE) primary school with a capacity of 420 pupils. The residential site will be subject to a separate Residential Travel Plan. Therefore, this Travel Plan relates to the Primary School only.
- 3.3 As part of the current Outline planning application, land within the residential development is being allocated for the school and therefore there have been no detailed proposals identified for the facility. Consequently, there is no detailed information on layout or parking provision available at the time of writing this Travel Plan. Instead this Travel Plan has been prepared to provide an indication as to what the formal School Travel Plan will consist of and will be updated as the school proposals develop.
- 3.4 The site was the subject of a strategic site allocation within the Publication Draft of the St Albans Local Plan (September 2018). It formed Broad Location S6x and consisted of a minimum capacity of 365 dwellings, a masterplanned development led by the council in collaboration with local communities, landowners and stakeholders, 40% affordable provision, a site for a 2FE primary school and a 3% self build provision.
- 3.5 The Draft Local Plan was withdrawn in 2020 during the examination process due to the 'soundness' test and a new Local Plan is currently being prepared. It is considered a high probability that this site would be re-allocated within the new draft Local Plan which is anticipated to be adopted in 2025. The unmet housing need resulting from the delay to the Local Plan, however, has resulted in this site being brought forward in advance of the adoption of the new Local Plan.

Development Description

- 3.6 The proposed primary school will be a two form entry (2FE) primary school with a capacity of 420 pupils and it is assumed that there will be around 35 FTE (Full Time Equivalent) members of staff. It should be noted, however, that the number of staff will need to be confirmed as part of the future Reserved Matters application for the school.
- 3.7 Whilst detailed information on the school is currently not confirmed, it is considered that the school would consist of the following years, with a maximum of 30 students per class:

- 2no. Reception classes;
 - 2no. Year 1 classes;
 - 2no. Year 2 classes;
 - 2no. Year 3 classes;
 - 2no. Year 4 classes;
 - 2no. Year 5 classes; and
 - 2no. Year 6 classes.
- 3.8 Based on Table 1 of HCC's 'Guide to the Hertfordshire Demographic Model', around 85 primary school pupils would live within the development, based on 21.8 students per 100 houses.. Consequently, there is the potential that around 20% of the 420 pupils will live in the immediate vicinity of the school.
- 3.9 It is anticipated that the school day will be between 8.45am and 3.15pm and consequently the school peak hours will be as follows:
- AM Peak – 8am to 9am; and
 - PM Peak – 3pm to 4pm.
- 3.10 The school will likely offer both a 'breakfast club' and an 'after school club' for pupils who need to get to the school early, or are delayed leaving the school until their parents return from work. It is anticipated that 10% of school pupils will attend these clubs and will therefore travel to and from the school outside the main school peak hours.
- 3.11 It is considered that there will be siblings amongst the school children, with an average of 1.5 children in the school per family.
- 3.12 As outlined in paragraph 3.6, it is currently assumed that there will be a total of 35 FTE members of staff. The breakdown of employees is as follows:
- 14 no. teachers;
 - 14 no. teaching assistants;
 - 1 no. Headteacher;
 - 2 no. administration staff;
 - 4 no. part time kitchen staff equating to two FTE1 staff members
 - 4 no. visitors (e.g. music teachers) equating to two FTE1 staff members.
- 3.13 It is considered that staff will arrive and depart at different times during the day with the headteacher and teachers arriving before the AM peak and leaving after the PM peak, whilst teaching assistants and admin staff are liable to arrive during the school peak hours.

Vehicle Parking

- 3.14 This Framework Travel Plan has been prepared to support an Outline planning application which only allocates land to the future school. Consequently, parking provision will be confirmed as part of a future planning application for the school. School related parking will, however, be provided in accordance with Policy 40 of the 'St Albans Local Plan Saved Policies' document and the 'St Albans Revised Parking Policies and Standards' or an appropriate replacement policy.

3.15 Based on the above policy documents, it is considered that the following maximum parking provision would be required, although it should be noted that the standards do not distinguish between primary, secondary and higher / further education facilities:

- 1 space per 2 members of staff (18 staff spaces); and
- 1 space per 15 students (28 student spaces).

3.16 Based on the above requirements, a maximum of 46 parking spaces would be required, however liaison would be required with SACDC and HCC to determine if, as the proposals are for a primary school, whether the on-site student spaces could be replaced with dedicated drop-off provision within the school site.

Drop-off Parking

3.17 As the Outline application involves just the provision of land for a future school, the layout of the school site has not been considered in detail. It is considered, however, that there will be a formal drop-off area provided within the school site. This would operate during the pupil arrival and departure times and would be sized to minimise the impact on the local residential roads whilst also encouraging sustainable transport use. The details of the drop-off area and how it would be managed by the school would be identified within the future planning application for the school.

Disabled Parking

3.18 The parking guidance states that for employment generating developments, an individual space is required for each disabled staff member plus 2 spaces or 5% of the total, whichever is greater. Therefore, for the aforementioned 46 space car park, at least 3 disabled spaces will be required.

Electric Vehicle Charging Points (EVCP)

3.19 Whilst EVCP will be provided, SACDC's planning policy or their parking standards, do not set out a specific provision for EV charging points. Consequently, as part of a future Reserved Matters application liaison will be undertaken with both SACDC and HCC to determine an appropriate EVCP provision within both the residential and the school sites. In the absence of local policy requirements, the EVCP will be provided in accordance with Building Regulations Approved Document S.

Cycle Parking

3.20 As with the vehicle parking, the school cycle parking provision will be confirmed as part of the Reserved Matters application. However, cycle parking will be provided in accordance with the 'St Albans Revised Parking Policies and Standards' or a subsequent replacement policy. Consequently, as a minimum, the following cycle parking will be provided:

- 1 long term space per 10 fulltime members of staff (4 staff spaces); and
- 1 long term space per 15 students (28 student spaces).

3.21 Consequently, based on the above cycle parking spaces, a minimum of 34 cycle parking spaces will need to be provided. This would likely take the form of 16 covered Sheffield cycle stands.

Scooter Parking

- 3.22 In addition to cycle parking, scooter parking will be provided and as part of the future planning application for the school, a suitable ratio per student will be agreed with HCC and SACDC. It is considered that the scooter parking will also be provided within secure, covered shelters.

Motorcycle Parking

- 3.23 Consideration will be given to providing one or two motorcycle spaces within the school car park.

4.0 Site Sustainability

- 4.1 To gain an understanding of the factors that influence individual choice of travel, and to therefore tailor this Travel Plan to the specific context of the development, an assessment of the local transport environment has been undertaken. This section of the Travel Plan appraises the accessibility of the site by sustainable modes of travel including walking, cycling and public transport.
- 4.2 The site is located on the edge of a village and therefore the layout of the proposed development has been designed to encourage trips to be undertaken on foot and by bicycle and to provide internal pedestrian links and connections to the local transport infrastructure surrounding the site. The intention is to reduce the need to travel by single occupancy vehicle.
- 4.3 This section also sets out the sustainable transport improvements that are proposed to encourage a modal shift away from private car use.

Walking

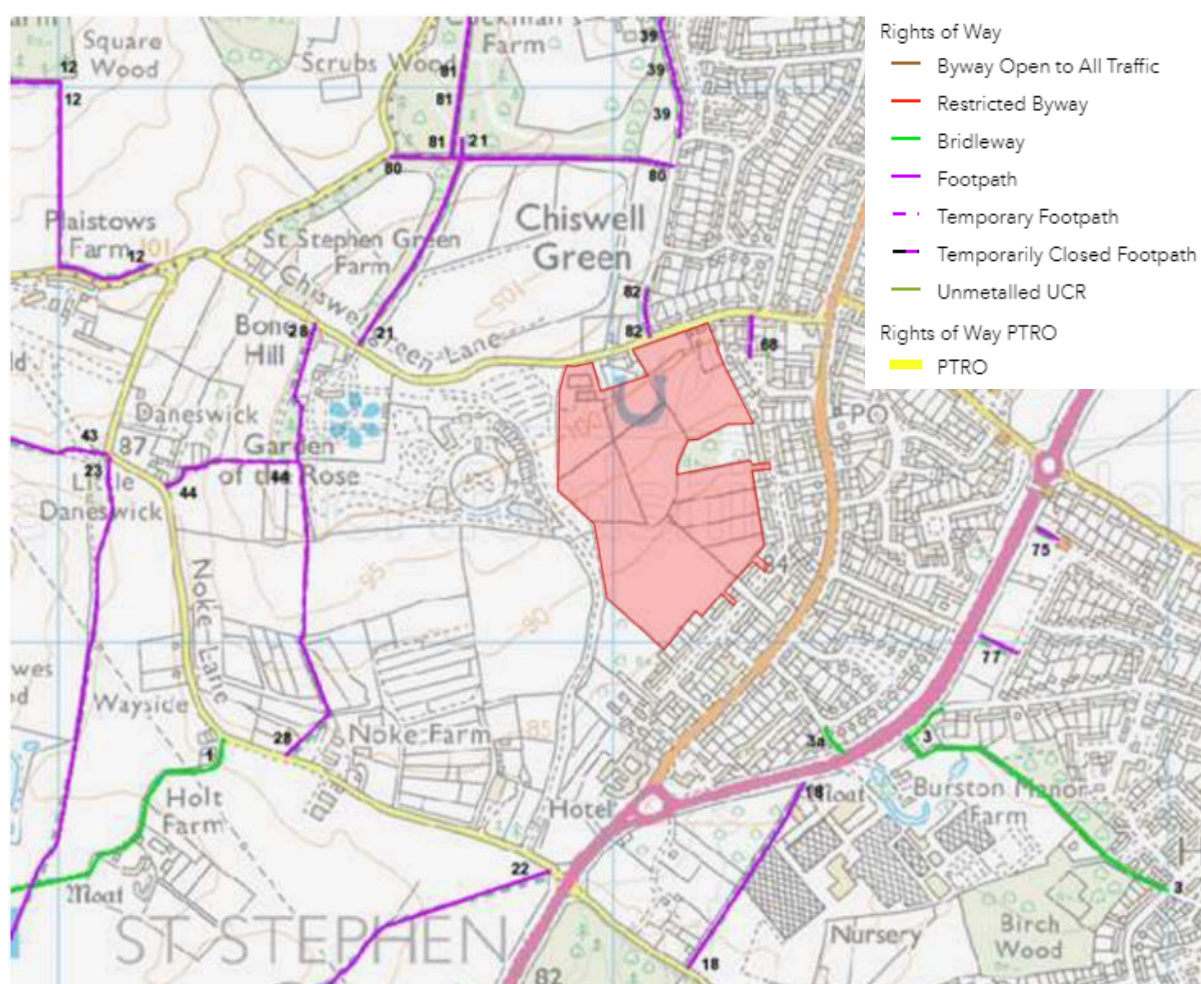
- 4.4 It is generally considered that 2 kilometres is an acceptable distance to walk to work or nearby facilities and amenities. This distance is illustrative and approximate and will vary by individual according to their personal mobility and fitness. It will also be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes. The destinations accessible within a 2km walking distance are shown within Appendix C.
- 4.5 The site is within walking distance of a number of key facilities including:
- Chiswell Green Village Centre
 - Killgrew Primary & Nursery School
 - Affinity Leisure Club at the Noke Hotel
 - How Wood railway station
 - Greenwood Park
 - Chiswell Green Co-op
 - Netherway Open Space
 - Park Street railway station
- 4.6 Within the site, 2m footways will be provided through the development which will connect the site to the off-site pedestrian infrastructure. There are existing footways on both sides of Chiswell Green Lane to the east of the development which connect the development to the centre of Chiswell Green and Watford Road. These are typically 2m wide but in the vicinity of the site, the northern footway narrows down to 1m. There is no footway on the southern side of the carriageway along the site's northern boundary or to the west of the site.
- 4.7 There is an existing Zebra crossing at the Watford Road / Chiswell Green Lane / Tippendell Lane, around 240m east of the site. Similarly, there is a Pelican crossing across Watford Road at its junction with Hammers Gate, around 140m south of the Chiswell Green Lane junction.
- 4.8 The southern site access connects to Forge End and there are existing footways on both sides of the Forge End cul-de-sac. These are around 1.5m wide and provide pedestrian connections to Watford Road. The closest Watford Road pedestrian crossing to Forge End is the Pelican crossing adjacent to Hammers Gate (see paragraph 4.5). This crossing is sited around 130m north of the Forge End junction.

- 4.9 It is proposed to provide a footway / cycleway link from the southern parcel to Long Fallow. There are 1.8m wide footways on both sides of Long Fallow which provide a pedestrian link to Watford Road. The closest Watford Road pedestrian crossing to Long Fallow is an uncontrolled crossing with a refuge island, around 140m north of the Long Fallow junction. There is also an uncontrolled crossing at the A405 North Orbital Road / Watford Road roundabout.

Public Rights of Way (PROW)

- 4.10 The existing PROW in the vicinity of the site have been identified utilising the online mapping provided on the HCC website. An extract of the PROW network in the vicinity of the site is shown in Image 1.

Image 1: Public Rights of Way in the Vicinity of the Site



Note: Extract taken from <https://webmaps.hertfordshire.gov.uk/row/row.htm>

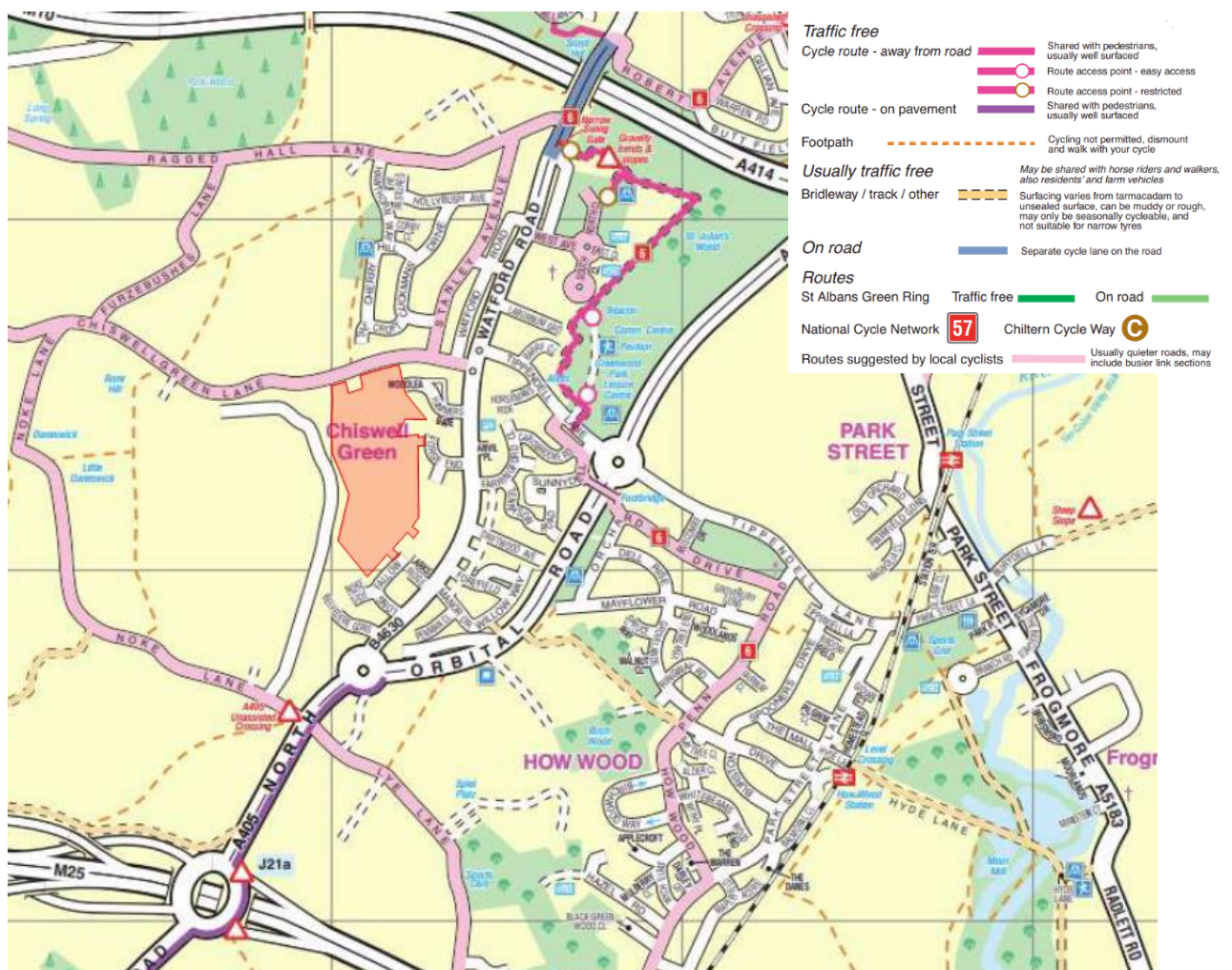
- 4.11 The closest PROW to the site is public footpath 82. This is sited to the north of the development and connects Chiswell Green Lane to The Croft. In the vicinity of Chiswell Green Lane, this starts as a 3.6m wide track but narrows to a 2.6m wide alleyway behind number 48 Chiswell Green Lane.
- 4.12 Similarly, there is an alleyway connecting Chiswell Green Lane to Hammers Gate around 80m east of the site. This forms public footpath 68.

- 4.13 In addition to the above PROWs there are public footpaths around the western (21) and northern (80) boundaries of the Polo Club site. These provide additional routes to the north of Chiswell Green which also provide access to the southern edge of St Albans.
- 4.14 To the west of Butterfly World, there are two footpaths (28 and 44) which connect Chiswell Green Lane to Noke Lane and provide connections to the wider area.

Cycling

- 4.15 It is generally considered that 5 kilometres is an acceptable distance to cycle to work or nearby facilities and amenities. This distance is also illustrative and approximate, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes. The destinations accessible within a 5km cycling distance are shown within Appendix D.
- 4.16 Whilst not an exhaustive list it is considered that, in addition to those destinations listed in paragraph 4.5, the following are within a 5km cycling distance from the site:
- St Albans City Centre
 - St Albans City railway station
 - Bricket Wood railway station
 - Garston railway station
 - Verulamium Park
 - BRE Group
 - Parmiters Secondary School
 - St Michaels High School
 - Abbey View Retail Park
 - St Albans Abbey railway station
 - St Albans Cathedral
 - Garston
 - Westminster Lodge Leisure Centre
 - Watford Leisure Centre
 - Bricket Wood Common
 - Garston Manor School
 - Marlborough Academy
- 4.17 It is understood that there is currently no dedicated cycle infrastructure provided within the immediate vicinity of the site. However, there are quiet routes suggested by local cyclists in the local area which provide connections to the dedicated cycle routes.
- 4.18 The St Albans Cycle Map has been provided within Appendix E but an extract is shown in Image 2 overleaf. This shows that Chiswell Green Lane and Stanley Avenue are listed as 'quiet routes suggested by local cyclists' which provide a connection to the on-road mandatory cycle lane on Watford Road. This on-road cycle lane provides a cycle route across the bridge over the A414, towards St Albans.

Image 2: St Albans Cycle Map Extract



Note: Extract taken from www.stalbans.gov.uk/sites/default/files/attachments/St%20Albans%20Cycl%20Route%20Map%202019.pdf

- 4.19 Around 630m east of the site is National Cycle Route 6. This route is accessible from Tippendell Lane at the entrance to Greenwood Park. It provides a dedicated cycle route between Watford and St Albans in the local area and Uxbridge, Luton and Milton Keynes in the wider area. It is a mix of on-road and off-road routes and crosses the A405 North Orbital Road via a bridge with cycle ramps immediately south of the Tippendell Lane junction.
- 4.20 To the south of the site, there is a footway / cycleway at the A405 North Orbital Road / Watford Road which heads south to provide access to Watford.
- 4.21 There are currently no dedicated cycle crossings in the vicinity of the site.

Public Transport

Buses

- 4.22 The closest bus stops are located on Watford Road and are sited as follows:

- 60m north of the Watford Road / Tippendell Lane junction for the northbound stop and 80m south of the Chiswell Green Lane junction for the southbound stop. These stops are around 420m east of the northern site access;
- 150m south of the Watford Road / Forge End junction, around 275m southeast of the Forge End site access; and
- 35m north of the Watford Road / Long Fallow junction, around 300m south of the Long Fallow footway / cycleway access.

4.23 The Watford Road bus stops serve bus routes 321 and 724. In addition to these services, the bus stops on Watford Road in the vicinity of Tippendell Lane also serves route 361, which travels along Tippendell Lane to How Wood and Bricket Wood. A fourth bus service, route 635, is accessible from bus stops on the A405 North Orbital Road between the Watford Road roundabout and the M25 junction 21A, around 780m south of the Long Fallow footway / cycleway access.

4.24 The frequency and routes of these bus services are summarised within Table 1.

Table 1: Local Bus Routes & Bus Frequencies (correct as of February 2022)

Service	Operator	Route Description	Frequencies	
			Weekday	Weekend
321	Arriva	Luton, Harpenden, St Albans, Chiswell Green, Garston, Watford Junction Railway Station, Watford	3 per hour	3 per hour on Saturdays and hourly on Sundays
361	Red Eagle	Garston, Bricket Wood, How Wood, Chiswell Green, St Albans, New Greens	Hourly	Hourly on Saturdays and no service on Sundays
635	Uno Buses	Hitchin, Stevenage, Hatfield, Bricket Wood, Park Street, How Wood, Garston, Watford Junction railway station, Watford	Every 90 minutes	No service at weekends
724	Greenline	Heathrow Bus Station, Uxbridge, Denham, Maple Cross, Rickmansworth, Watford Junction railway station, Garston, Chiswell Green, St Albans, Hatfield, Welwyn Garden City, Hertford, Ware, Harlow	Hourly	Hourly on Saturdays and every two on Sundays

Note: routes and frequencies taken from <https://www.intalink.org.uk/>

4.25 The development includes proposals for the diversion of bus route 321 into the site to ensure that the school is within a 400m walk of a bus stop. The diverted bus route would access and depart the site via Chiswell Green Lane.

Trains

4.26 The nearest railway stations to the site are situated to the east of Chiswell Green. These are How Wood and Park Street and are around 1.7km east of the centre of the site as the crow flies.

- 4.27 Both stations are situated on the Abbey Line, known locally as the Abbey Flyer, which provides an hourly service between St Albans Abbey Station to the north and Watford Junction station to the south, a journey of 16 minutes. In addition to the aforementioned stations, the route also serves Bricket Wood, Garston and Watford North. The first service is at 05:49 with the final service at 00:36, with 28 trains per day. A one-way ticket costs £6 during peak hours.
- 4.28 Frequent trains to London and other destinations are available from Watford Junction and St Albans City station, which is a 25 minute (2km) walk from St Albans Abbey Station or a short cycle or bus journey.
- 4.29 The Abbey Line is operated by London Northwestern Railway and is formed of a single track, hence the low frequency of services as only a single train is currently able to operate on the route. It is understood that in 2020, the government allocated funding for the provision of a passing loop to increase train frequencies and this is currently progressing through the required approval processes.
- 4.30 Similarly, in the past, consideration has also been given to downgrading the link to a Light Rail tram link or a bus route in order to improve frequencies, but these have been rejected for the proposed passing loop.
- 4.31 The stations in the vicinity of the site are described below:

HOW WOOD RAILWAY STATION

- 4.32 How Wood railway station is located in How Wood to the southeast of Chiswell Green and is around a 2.7km cycle journey from the Chiswell Green Lane site access and 2.5km from the Forge End access.
- 4.33 The station is unmanned and has limited facilities comprising a covered bench and a telephone box. There are no ticket machines and so tickets can only be purchased online in advance. There is no car parking or cycle parking at the station.

PARK STREET RAILWAY STATION

- 4.34 Park Street railway station is located in Park Street to the east of Chiswell Green and is around a 2.5km cycle journey from the Chiswell Green site access and 2.4km from the Forge End access.
- 4.35 The station is unmanned and has limited facilities comprising a covered bench and a telephone box. There is a ticket machine where you can also collect pre-ordered tickets. There is a 23 space pay & display car park and 12 cycle parking spaces.

Additional Train Services

- 4.36 As outlined within paragraph 4.27, there are additional train services available from St Albans City station and Watford Junction. These stations are accessible via either the Abbey Line railway line or via a bus passing the site. As these stations, whilst further away from the site, are accessible to residents, the services accessible from these stations are discussed further below.

WATFORD JUNCTION

4.37 Watford Junction station is accessible directly via the Abbey Line or via bus routes 321 and 724 (see Table 1). It is located around 7.2km south of the site and provides services to London Euston in the south and Birmingham, Manchester, Glasgow and Edinburgh to the north. It is operated by London Northwest Railway but the following operators also stop at Watford Junction whilst serving the listed destinations:

- London Northwestern Railway
 - London Euston 6 per hour
 - Hemel Hempstead 4 per hour
 - Milton Keynes Central 3 per hour
 - Northampton
 - Birmingham New Street 2 per hour
- London Overground;
 - London Euston 4 trains per hour
- Avanti West Coast;
 - Birmingham New Street 1 train per hour
 - Blackpool 1 train per hour
 - London Euston 2 per hour
 - Manchester Piccadilly 1 per day (additional services require a change at Milton Keynes)
 - Milton Keynes Central 1 per hour
 - Wolverhampton & Shrewsbury 1 train per hour
- Caledonian Sleeper
 - Aberdeen 1 train per day
 - Inverness 1 train per day
 - Fort William 1 train per day
 - Glasgow Central 1 train per day
 - Edinburgh Waverley 1 train per day

4.38 Watford Junction station is a 8km cycle from the centre of the site and has 354 cycle parking spaces, 750 car parking spaces which are accessible 24 hours a day and disabled pick-up and drop-off spaces. The station also incorporates waiting rooms, retail units, coffee shops, photo booth, ticket machines and a taxi rank for six taxis. The station accepts Oyster cards for travel within London but there is a ticket office which is open between the following times:

- Monday to Friday: 05:30 to 23:00;
- Saturday: 05:30 to 23:00; and
- Sunday: 06:30 to 22:30.

4.39 The station also provides access to 19 local bus services serving the wider area. These bus services are accessible from a bus station located immediately outside the station.

ST ALBANS CITY STATION

4.40 St Albans City station is directly accessible via bus route 724 (see Table 1) or via bus route 321 which stops in the city centre and so there is a 1km walk (12 minutes) to the station . Alternatively, there are numerous bus connections between the city centre and the station. It is located around 3.7km northeast of the site and is located on the Thameslink and the Midland Main Line routes, providing services to London and Brighton in the south and Bedford to the north. The site access on Chiswell Green Lane is around a 4.8km cycle journey from the station. The railway station is operated by Govia Thameslink and serves the following destinations:

- London St Pancras 9 trains per hour
- London Blackfriars 9 trains per hour
- London Bridge 6 trains per hour
- Bedford 4 trains per hour
- Luton 6 trains per hour
- Brighton 2 trains per hour (additional services require a change at East Croydon)
- Gatwick Airport via Redhill 4 trains per hour
- Sutton 2 trains per hour
- Rainham via Greenwich & Dartford 1 train per hour

4.41 St Albans City station has 1,150 cycle parking spaces, 1,574 parking spaces which are accessible 24 hours a day and disabled pick-up and drop-off spaces. The station also incorporates waiting rooms, retail units, coffee shops, ticket machines and a taxi rank for circa 20 taxis. There is a ticket office which is open between the following times:

- Monday to Friday: 05:45 to 22:00;
- Saturday: 06:45 to 21:15; and
- Sunday: 07:30 to 21:45.

4.42 The station also provides access to 19 local bus services serving the wider area. These bus services are accessible from a bus station located immediately outside the station.

4.43 In addition to the ticket office, the station facilities include ticket machines, a waiting room, a coffee shop, and toilet facilities.

Sustainable Transport Improvements

4.44 As part of the development, it is proposed to provide improvements to encourage sustainable transport use amongst residents. These include the following:

1. The provision of advisory cycle lanes on Chiswell Green Lane to provide a connection to the on-road cycle lane on Watford Road via the Stanley Avenue and Ragged Hall Lane 'quiet links'. This will link to a new Tiger crossing at the Watford Road / Chiswell Green Lane / Tippendell Lane junction;
2. The provision of a Tiger crossing on Watford Road at it's junction with Forge End to provide an improved connection to National Cycle Route 6 and Greenwood Park. This will enable young families and less confident cyclists to avoid the Watford Road / Chiswell Green Lane / Tippendell Lane double mini-roundabouts; and

-
-
3. The provision of a footway / cycleway on Watford Road to connect Long Fallow to the existing footway / cycleway at the A405 North Orbital Road / Watford Road roundabout to provide cycle access to Watford.

5.0 Travel Plan Co-ordinator

- 5.1 The school operator will appoint a Travel Plan Co-ordinator (TPC) who will be responsible for monitoring the Travel Plan's performance. The TPC will be responsible for overseeing the implementation of the Travel Plan and its day-to-day operation, while also liaising with Hertfordshire County Council (HCC), staff and parents. The TPC will also manage the Travel Plan's initiatives, review its progress, update it based on the results of the annual travel survey and collate the travel survey results.
- 5.2 As the TPC will be the key driving force of this Travel Plan and therefore integral to its success, they will be appointed prior to the school opening.
- 5.3 The TPC will have the responsibility to:
- oversee the development and implementation of this Travel Plan;
 - provide every new staff member and parents of potential new pupils with an HCC approved Welcome Pack as well as up-to-date travel and transport information prior to starting at the school;
 - ensure that local travel and transport information is available to both staff, older students and parents;
 - establish a library of travel and transport information from the local authority, public transport providers, cycling groups, car share organisations and relevant websites for dissemination to staff;
 - act as point of contact for staff and parents requiring travel planning information and represent staff and parents to the school operator;
 - potentially organise the formation of a development travel forum and Bicycle User Group amongst staff and parents;
 - organise site sustainable travel initiatives such as the Dr Bike maintenance scheme for staff and sustainable travel assemblies for pupils;
 - undertake annual surveys to monitor the effectiveness of Travel Plan measures;
 - liaise with the Travel Plan Officer at HCC;
 - provide annual monitoring reports to HCC giving updates on the Travel Plan, its measures and its effectiveness;
 - submit a revised Travel Plan which shows the actual mode split and revised Targets for Years 1, 3 and 5 to HCC for their approval within 1 month of the Travel Survey; and
 - organise and attend staff and parent meetings or evening events to promote the Travel Plan and get feedback and input from staff and parents.
- 5.4 Once appointed, the TPC will provide their name, official job title / role and contact details including address, telephone number and email address to the Travel Plan Officer at HCC. Contact details of any subsequent TPC will also be provided as and when required. The TPC could be a staff member, a representative of the school operator, a school governor or an interested parent.
- 5.5 The proportion of time spent on travel issues will be initially high and will generally reduce over time but will fluctuate periodically according to circumstances.

- 5.6 There is the potential to work with TPCs for the adjacent residential development and other developments within Chiswell Green to have a stronger say in local transport improvements and to promote the developments to HCC and the local public transport providers.

- 5.7 The TPC will provide a progress report as to the performance of this Travel Plan to the school governors and HCC no less than once every year throughout the Monitoring period. The role of the TPC is substantially tied into the strategies as detailed in Section 6 of this document.

6.0 Travel Plan Framework

- 6.1 This Travel Plan aims to reduce single occupancy car travel to and from the Chiswell Green site by encouraging both staff, parents and pupils of the new school to use sustainable transport in the following order of priority – walking, cycling, public transport and car sharing for all trips.
- 6.2 The Objectives of this Travel Plan are set out below, in paragraph 6.4, and to ensure that these are achieved, various initiatives will be implemented. Whilst the progress of the Travel Plan towards meeting these objectives will be assessed against identified targets which would be set to be achieved within specified timescales following full occupation. Regular monitoring of this Travel Plan will provide a means to establish the extent to which the targets have been met and to identify regular updates to the document and initiatives.
- 6.3 Progress of this Travel Plan will be assessed by the Travel Plan Co-ordinator (TPC). Further details regarding the role and responsibilities of the TPC are set out within Section 5 of this Travel Plan.

Objectives

- 6.4 The Objectives of this Travel Plan are as follows:
- a) Reduce car dependency;
 - b) Optimise car occupancy;
 - c) Manage travel demand as efficiently as possible;
 - d) Promote opportunities for access by non-car modes;
 - e) Provision of appropriate on-site facilities to encourage walking, cycling and scooter use;
 - f) To establish walking and cycling, and public transport use, as realistic alternatives to single occupancy car use for journeys taken by staff, visitors, parents & pupils to the school;
 - g) To be acceptable to the local authority and to staff and parents;
 - h) To be self-funding after implementation;
 - i) To create awareness of the benefits of sustainable travel to the local and wider environment and community; and
 - j) To be on-going and adaptive, to monitor impacts, to learn from experience and, above all, be proactive.

Initiatives

- 6.5 It is anticipated that there will be a number of transport initiatives that cannot be solely promoted by the school. Fostering constructive and supportive partnerships between the staff, parents, local authority, transport providers, walking and cycling groups and other local Travel Plan Co-ordinators will allow the development of a range of feasible transport options that are sustainable. Such partnerships will therefore be actively sought by the TPC.
- 6.6 Example local groups that the TPC will work in conjunction with, include:

- Hertfordshire GRID's Active & Safer Travel Team (<https://thegrid.org.uk/admissions-attendance-travel-to-school/road-safety-and-school-travel>)
- ACT Travelwise;
- Hertfordshire County Council Transport team;
- St Stephen Parish Council (ststephen-pc.gov.uk/); and
- Leap (leapwithus.org.uk).

6.7 It is acknowledged that different people will respond to different measures, and some may not react to any. With this being the case, a range of Initiatives and travel management mechanisms have been identified within this Travel Plan. It is proposed that these measures will be introduced as required and amended as necessary in consultation with HCC. The Travel Plan should therefore be considered as being a 'dynamic strategy'.

Targets

- 6.8 To assist in meeting the Objectives identified within paragraph 6.4, a number of Targets have been set for 1, 3 and 5 years following the school's opening. This is to enable the progress of the Travel Plan to be regularly reviewed.
- 6.9 As the school has not been constructed as yet, there are no current travel patterns associated with the establishment. Following the opening of the school, it is proposed that a hands-up Travel Survey will be undertaken by students to identify the baseline pupil modal split. Whilst teachers and parents will be asked to complete an online survey. This will occur two months after the school has opened within the first term of the first academic year and repeated annually.
- 6.10 Once this Travel Survey has been completed, the Travel Plan will be updated to identify the actual modal splits. This survey will be undertaken annually, on a date to be agreed with HCC, to ensure that the modal splits accurately reflect the expansion of the school as the number of pupils increase.
- 6.11 To realise both the initial mode share and the targets, it is important that the school focuses on sustainable transport use prior to the opening of the establishment. This Travel Plan is likely to be more successful if certain travel patterns are established from the day that the school opens. This is because it is harder to change the ingrained travel habits of parents and staff than to influence them from the outset.
- 6.12 This sections provides some initial indicative targets for both students and staff.

Student Targets

- 6.13 The Transport Assessment calculated the school trip generation based on trip rates extracted from the TRCIS database for similar school sites. This shows that during the AM peak hour, there will be 97 outbound vehicle trips. This equates to a potential student mode share, based on 420 pupils, of 23%. It should be noted that these reflect outbound trips as any inbound trips will include staff trips, which would likely park on site.
- 6.14 Consequently, it is considered that 77% of students would already be using sustainable travel modes to access the School. This indicates that the majority of pupils who live within Chiswell Green would travel sustainably with only pupils who live further away travelling by car.

- 6.15 It is considered that there is still some scope to encourage students who live further away to travel by bicycle or bus to access the school and so it is proposed to reduce car use further to 17% over a five year period. This would reduce car use by parents and pupils by 24% (24% of 96 trips equates to 23 trips of which 73 trips (96 minus 23) is 17% of 420 pupils).

Staff Targets

- 6.16 As with the students, comprehensive data that shows baseline travel patterns for the staff is difficult to establish since this Travel Plan has been prepared prior to the site's occupation. The initial Targets for Years 1, 3 and 5 for staff are therefore based on the journey to work modal splits identified within the 2011 Census for the local area. At the time of writing this Travel Plan, the 2021 Census results are currently not available.
- 6.17 The site is situated within the north-eastern corner of the St Stephen ward, however, this ward includes Bricket Wood to the south and a large rural area to the west which are likely to have different travel characteristics to the site. Consequently, the existing journey to work modal splits has been extracted from the 2011 Census based on the following 'Lower Level' output areas:
- St Albans 020B (E01023730) – Chiswell Green North; and
 - St Albans 020C (E01023731) – Chiswell Green South.
- 6.18 The site is actually located within lower output area 'St Albans 020D' (E01023732), however, this encompasses the rural area between the western boundary of Chiswell Green and Bedmond and therefore the modal splits would be different to those within the existing built-up area.
- 6.19 Consequently, the 2011 Census modal splits for the areas outlined above are shown in Table 2. As school staff are unable to work from home, assuming that the virtual lessons introduced during COVID are not continued into the future, this travel mode has been removed from the table.

Table 2: Predicted Transport Modal Split for Staff (2011 Census)

Mode of Transport	St Albans 020B (E01023730)	St Albans 020C (E01023731)	Combined Areas
Single Occupancy Vehicle	70%	75%	72%
Car / Van Passenger	5%	5%	5%
Motorcycle	1%	1%	1%
Bus	2%	2%	2%
Train	14%	10%	12%
Cycle	1%	1%	1%
Walk	6%	5%	6%
Other	1%	1%	1%

- Note: The above excludes residents not in employment and those working from home.
- 6.20 The modal split data set out within Table 2 indicates that within Chiswell Green, around 72% of people drive to and from work, excluding those who work from home.

6.21 The data from the 2011 UK Census, as identified within Table 2, suggests that the predicted baseline travel pattern for the commercial development, will be as follows:

- A 'Single Occupancy Vehicle: Sustainable Transport Mode' split of 72% : 28%.

6.22 The following Targets have therefore been set to reduce single occupancy vehicle use as a way to travel. These Targets have been set in conjunction with the accompanying Transport Assessment, where a reduction in private car use is required to reduce the impact of the development on the off-site highway network.

6.23 It is important to note that the following Targets are only provisional at this stage and more detailed targets will be set as soon as the results of the initial Travel Survey to establish an accurate baseline transport modal split are known.

6.24 The provisional targets for the end of Years 1, 3 and 5 for the school are therefore shown in Table 3.

Table 3: Provisional Travel Targets for the End of Years 1, 3 and 5

Mode of Transport	Predicted Baseline	Target – End of Y1	Target – End of Y3	Target – End of Y5
Single Occupancy Vehicle	72%	65%	57%	50%
Sustainable Transport Mode	28%	35%	43%	50%

6.25 The provisional Targets set out above will be reviewed and amended where necessary in consultation with HCC and SACDC following the collation of the results of the initial Travel Survey for the school.

Monitoring

6.26 It is understood that HCC use the online Modeshift STARS platform (www.modeshiftstars.org/education) which enables school Travel Plans to be set up online and accredited to national standards (Green, Bronze, Silver, Gold and Platinum accreditation levels). It also enables annual travel survey results to be uploaded and monitored online, enabling the targets and Travel Plan measures to be amended as required.

6.27 It is assumed that the school would be expected to use the Modeshift STARS platform even if it was operated by a private Academy Trust.

6.28 It is understood that this service is free to schools as it is funded by the Department for Education.

7.0 Measures and Initiatives to Encourage Sustainable Transport

- 7.1 The Travel Plan Co-ordinator (TPC) will be appointed by the school and the local education authority and they will be responsible for the implementation, management and monitoring of the Travel Plan over its lifetime. Promotion of the Travel Plan and the provision of information to staff and parents will also be undertaken by the TPC.
- 7.2 It is also anticipated that the TPC will act as a point of contact for those staff and parents who require information on how to reduce single occupancy car use. They will also monitor the take-up of the identified Initiatives and will liaise with HCC as and when required. Further details regarding the roles and responsibilities of the TPC are provided within Section 5 of this document.
- 7.3 The potential measures and initiatives for students & parents, staff and visitors are outlined below:

Students & Parents

- 7.4 In order to encourage sustainable transport use the school should introduce the following measures and initiatives aimed towards students and parents:

Raising Awareness

- promotion of sustainable travel options to parents prior to their child starting at the school and the provision of a sustainable travel section on the school website and on noticeboards within the school.
- encourage parents to sign a Home / School Agreement prior to their child starting at the school. This Agreement should promote the Travel Plan, allows parents to acknowledge their responsibilities on reducing car use and that they are aware of the sustainable travel modes available to them.
- a short reminder of the importance of sustainable travel at every school event where parents are present.
- the provision of leaflets within the school reception reminding parents of their responsibilities.
- provision of sustainable travel information within school newsletters and letters sent to parents.
- school assemblies on sustainable travel to raise awareness amongst pupils.
- travel awareness, health benefits and road safety embedded in curriculum through PSHE lessons for example project work on sustainable travel or keeping a sustainable travel diary. This could be linked to Key Stage targets and provide teaching on road safety, pupil safety and environmental issues.
- providing a weekly, monthly or termly competition for students who use sustainable travel measures with stickers, certificates or prize being provided to children who have walked, cycled or scooted to school. This could be undertaken within classes, year groups or a whole school. This could also be undertaken through the provision of points over the year resulting in a larger prize at the end of the school year. A strategy would need to be identified by the school so that children who live further away are not discriminated against.
- implementing Modeshift STARS initiatives such as the 'Big Pedal' & 'Big Walk' schemes and 'Cycle to School', 'Walk to School' and 'Road Safety' weeks.

Walking

- pedestrian training.
- the provision of a walking or scooting bus within both the adjacent development and the wider Chiswell Green area and operated by either staff or parents who have been DBS checked.

Cycling & Scooting

- the provision of secure and covered cycle and scooter parking for pupils and monitor to ensure spaces are sufficient to meet demand. Additional spaces to be provided as required.
- implementation of a Bikeability scheme for pupils of appropriate age, organised through Hertfordshire Grid (<https://thegrid.org.uk/admissions-attendance-travel-to-school/road-safety-and-school-travel/cycling>). This could also be expanded to parents to enable them to cycle with their children.
- provision of scooter training for younger children and provided through Hertfordshire Grid (<https://thegrid.org.uk/admissions-attendance-travel-to-school/road-safety-and-school-travel/educational-programmes-for-primary-schools>).

Car Use

- encouraging car sharing between friends (this is subject to safeguarding concerns and so it would need to be voluntary agreements amongst parents rather than a formal agreement through the school).

Staff

- 7.5 In order to encourage sustainable transport use the school should introduce the following measures and initiatives aimed towards members of staff:

Information and Promotion

- on acceptance of a job offer, staff should be provided with a 'Welcome Pack' which contains information on sustainable travel options. This should include:
 - clear walking and cycling maps to the nearest bus stops and railway stations;
 - Information on the benefits of walking and cycling (www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx);
 - tips on commuting by bicycle and information on local cycle routes;
 - a link to the CycleStreets journey planner (www.cyclestreets.net)
 - information on taking a bicycle on trains.
 - public transport timetables and information (www.intalink.org.uk/);
 - travel options leaflet which will raise awareness of the health, fitness and social benefits, as well as the environmental benefits, of the various travel alternatives to driving;
 - information and details of local cycle shops, facilities and training (www.hertfordshire.gov.uk/services/Health-in-Herts/keep-active/Cycle-training/Cycle-training.aspx);

- details of useful websites for example the Hertfordshire County Council website (www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx), the Intalink public transport website (www.intalink.org.uk/), Traveline (www.traveline.info), National Rail services (www.nationalrail.co.uk/) and National Express coaches;
 - information on local amenities, as well as health, leisure, shopping and recreation facilities; and
 - information about Workwise UK, 'Smarter Working' or other flexible working practices.
- the dissemination of sustainable travel information during staff meetings
 - a noticeboard within the staff room providing sustainable travel advice including walking, running and cycling routes in the vicinity of the school.
 - provision of personalised travel planning for new staff.

Walking & Cycling

- the provision of covered and secure cycle parking and monitor to ensure spaces are sufficient to meet demand. Provision of additional spaces as required.
- provision of changing facilities, lockers and showers for staff who wish to run or cycle to and from the school.
- implementation of national initiatives such as Cycle to Work day (www.cycletoworkday.org), Bike Week (<http://bikeweek.org.uk>), the Love to Ride - Ride to Work week (www.lovetoride.net/uk) or the Sky Ride website (<http://www.goskyride.com>).
- the school should investigate the potential for providing staff access to the Cycle to Work scheme (for example www.cyclescheme.co.uk or www.cycle2work.info) to provide employees with a tax free loan to purchase a bicycle and cycling equipment.
- cycle training can be provided by HCC's approved training providers (www.hertfordshire.gov.uk/services/health-in-herts/keep-active/cycle-training/cycle-training.aspx). Similarly, the promotion of the 'Learn to Ride' initiative will encourage staff who haven't cycle before to take it up (<http://www.pedalready.co.uk/>).

Car Use

- staff will be encourage to car share with colleagues. They should also be provided with information on established local car share schemes, such as the Hertsliftshare scheme (<https://liftshare.com/uk/community/hertfordshire>), as part of their welcome pack.

School Visitors

- 7.6 To encourage visitors to the school to use sustainable transport modes, visitors will be informed of their travel options when they are invited to the school. The school will also ensure that there is travel information available on their website which prioritises walking, cycling and public transport use.
- 7.7 It is anticipated that the school will have a secure boundary with access via an intercom system. Consequently, there is the potential to restrict visitor parking within the school site. However, this may introduce school related parking on surrounding residential roads and this option should be carefully considered based on observed experience following the school's opening.

8.0 Action Plan

8.1 To enable an assessment to be made as to the success of this Travel Plan, the Action Plan below links the Measures & Initiatives with the objectives set out within paragraph 6.4 to ensure that they have been met.

Table 4: Action Plan

Measures & Initiatives	Objectives (see paragraph 6.4)	Timescale	Responsibility
Nominate a TPC	C	At least 3 months prior to school opening	The School / Local Education Authority
Prepare a Home/School Agreement which promotes the Travel Plan and sustainable travel options	c, d, f, g and i	Prior to the school opening and ongoing	School
Ensure that all parents sign the Home/School Agreement	c, f, g and i	Prior to each student starting at the school	School
Undertake a Travel Survey to establish transport mode share and repeat annually	c, f and j	Two months from the school opening i.e. during the first term of the first school year and repeated annually on a date to be agreed with HCC	TPC
Prepare a new Travel Information Pack and distribute to new staff and parents	d, i and j	Prior to school opening and ongoing	TPC
Produce a revised Travel Plan which shows actual transport modal split and revised Targets for each monitoring point	a, b, c, f, g, i and j	Within 1 month of Travel Survey	TPC
Promote & Publicise agreed Travel Plan to staff, pupils and parents	d, g, h, i and j	Prior to school opening and ongoing	TPC

Measures & Initiatives	Objectives (see paragraph 6.4)	Timescale	Responsibility
Include Travel Plan information and sustainable travel options on school website	d, e, f, h, and ia	Upon school opening and on-going	TPC
Provide personalised travel planning to staff during their induction	c, d, e, f, h and i	Upon school opening and on-going	TPC
Provide travel maps and information to staff and parents	d, f and i	Upon school opening and on-going	TPC
Walking and Cycling			
Set up walking and scooting bus	a, b, c, d, e, f, and g	Within three months of school opening	TPC
Encourage staff and pupils to walk, cycle/scoot or use public transport rather than drive	a, b, d and f	To be included in Travel Information Pack and on-going	TPC
Provide information on walking and cycling on school website and other information sources	c, d and i	To be included in Travel Information Pack and on-going	TPC
Provide facilities to assist those who cycle to and from the site e.g. cycle parking	d and e	Prior to school opening and on-going	TPC
Encourage safer cycling and promote HCC's cycle training programme	d, f and g	Upon school opening and on-going	TPC
Public Transport			
Provide information on public transport on school website and disseminate by other means	d, f and i	Upon first occupation and on-going	TPC
Provide assistance to staff and students / parents with personalised journey planning	a, c, d, f and i	To be included in Travel Information Pack and on-going	TPC

Measures & Initiatives	Objectives (see paragraph 6.4)	Timescale	Responsibility
Car Use			
Promote car sharing to staff and suggest voluntary car sharing to parents	b and c	Upon first occupation and on-going	TPC

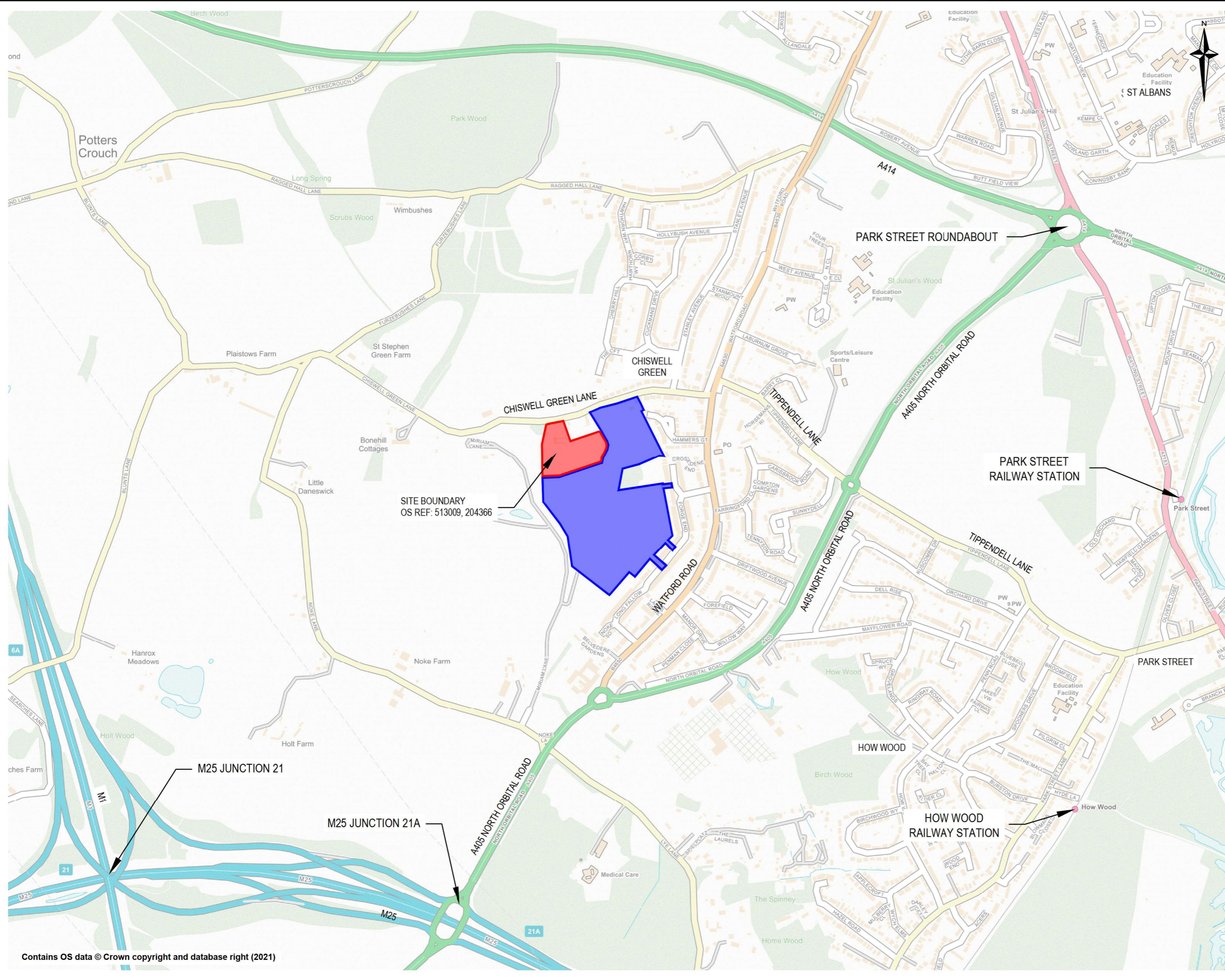
8.2 These timescales have been put in place to ensure that the best endeavours are made to meet the overall objectives and the targets for single occupancy vehicle use. The results from the initial Travel Survey will give this Travel Plan the flexibility it requires to adjust to meet new targets and overcome specific barriers identified in the future.

9.0 Summary

- 9.1 This framework School Travel Plan aims to reduce, from the outset, single occupancy car travel so as to maximise the number of journeys made using alternative transport modes associated with the proposed Primary School on land to the south of Chiswell Green Lane in Chiswell Green near St Albans.
- 9.2 The importance of active travel management is fully recognised and the implementation of this Travel Plan to cover the development site is fully recognised. There is a commitment towards ensuring the objectives and targets within this Travel Plan are met.
- 9.3 In order for this to be achieved, Measures identified within this Travel Plan will be implemented as soon as is relevant and practical, while progress of the Travel Plan will be monitored and the Initiatives contained will be amended as necessary in consultation with the St Albans City & District Council and Hertfordshire County Council and in accordance with the wishes of the residents.
- 9.4 There are a number of transport Initiatives that cannot be solely promoted by the Applicants of school operator. Fostering constructive and supportive partnerships between the local authority, transport providers, walking and cycling groups and other local Travel Co-ordinators, for example the TPCs for the adjacent residential development and other developments within Chiswell Green, will allow the development of a range of feasible transport options which are sustainable.
- 9.5 The Travel Plan Initiatives are flexible and capable of being modified at any stage in response to operational experience. The Initiatives highlighted in this version of the Travel Plan actively seek to achieve the desired mode shift of the development and will therefore be regularly monitored and appraised to assess their effectiveness. This Travel Plan should therefore be considered a 'living document'.

Appendices

Appendix A
Approximate Site Boundary



KEY
■ SCHOOL LOCATION
■ RESIDENTIAL DEVELOPMENT LOCATION



SITE BOUNDARY
 OS REF: 513009, 204366

FOR INFORMATION ONLY

11	FIRST ISSUE	28/02/2022	JK
Rev.	Description	Date	Chkd

Glanville
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Client: CALA HOMES & REDLINGTON CAPITAL

Project: LAND WEST OF CHISWELL GREEN

Title: SCHOOL LOCATION

Project Engineer: DK Scale: 1:10,000 @ A3
 Project Director: JK Date: FEBRUARY 2022
 Status: INFORMATION

Drawing No. 8210856_1024 Rev 11

Appendix B
Illustrative Site Layout



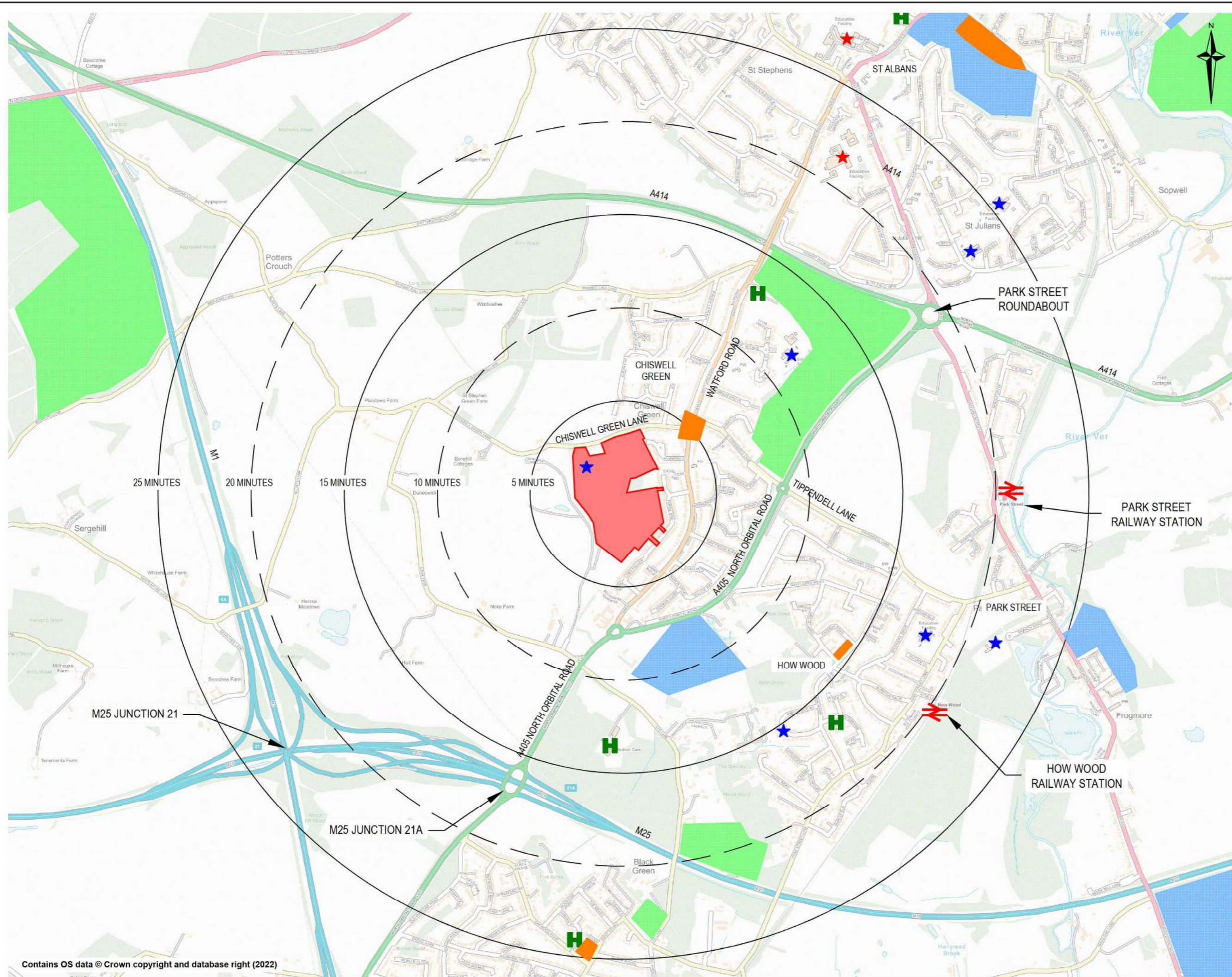
- Key:**
- 1. Drainage strategy: SUDS/Swale
 - 2. Children Play Areas
 - 3. General Amenity Areas



Note: This drawing and schedule is based on the information supplied by others. The accuracy of which we cannot guarantee. We do not warrant that this plan complies with the planning or other requirements and we accept no liability for any loss or damage for reliance on or use of this plan for any purpose other than that for which it was prepared.



Appendix C
2km Walking Catchment Plan



- KEY**
- SITE LOCATION
 - 2km (25 MINUTES) WALKING CATCHMENT
 - RAILWAY STATION
 - PRIMARY SCHOOL
 - SECONDARY SCHOOL
 - HEALTH FACILITY / PHARMACY
 - RETAIL AREA
 - EMPLOYMENT AREA
 - LEISURE FACILITIES

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11 FIRST ISSUE	24/01/2022	JB
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Rev.	Description	Date	Chkd
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Client: **CALA HOMES & REDLINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

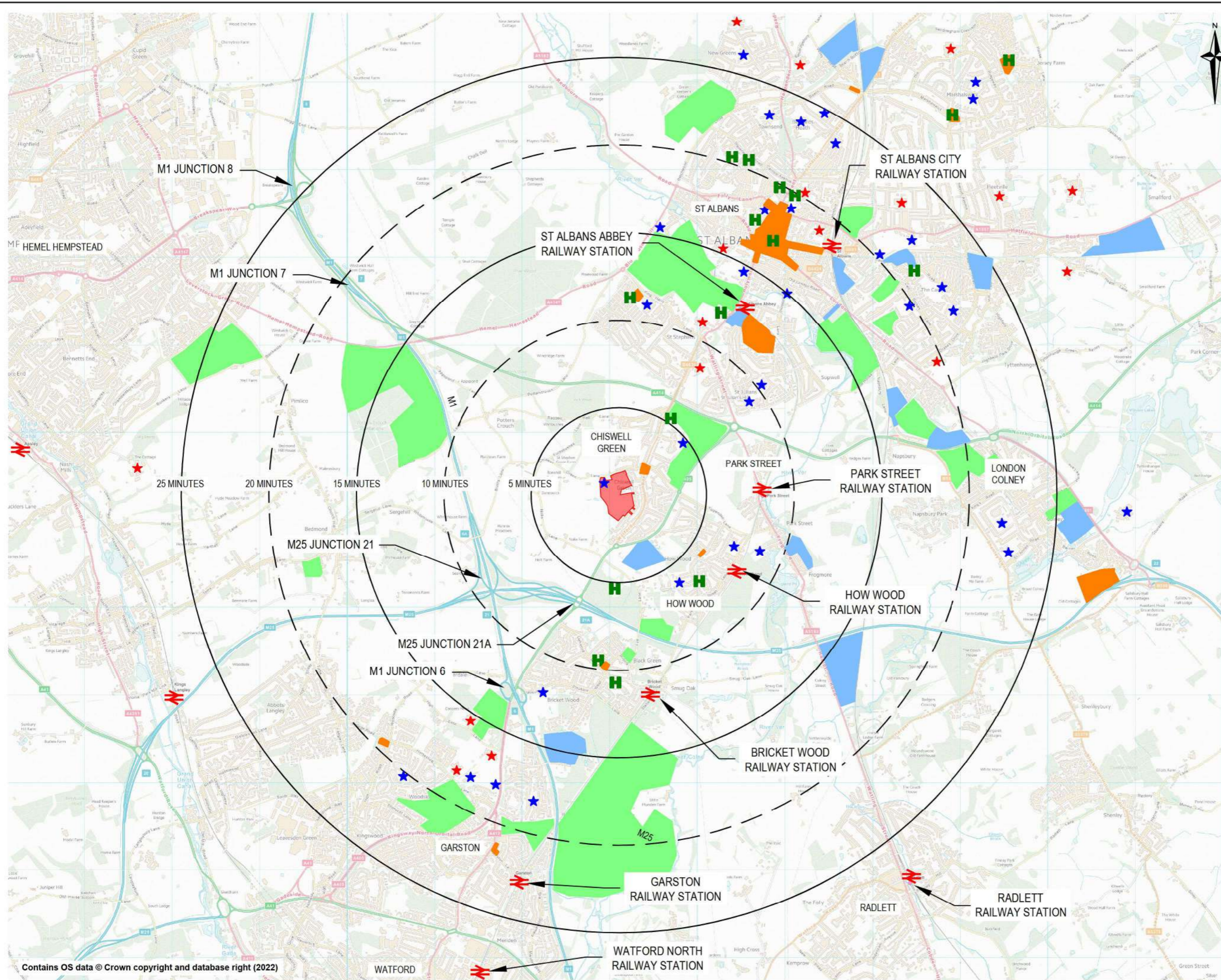
Title: **DESTINATIONS WITHIN A REASONABLE WALKING DISTANCE**

Project Engineer: DK	Scale: 1:15,000 @ A3
Project Director: JB	Date: JANUARY 2022
Status: INFORMATION	

Drawing No. 8210856-1010 Rev 11

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Appendix D
5km Cycling Catchment



- KEY**
- SITE LOCATION
 - 5km (25 MINUTES) CYCLING CATCHMENT
 - RAILWAY STATION
 - PRIMARY SCHOOL
 - SECONDARY SCHOOL
 - HEALTH FACILITY / PHARMACY
 - RETAIL AREA
 - EMPLOYMENT AREA
 - LEISURE FACILITIES

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Rev.	Description	Date	Chkd
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Client: **CALA HOMES & REDLINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

Title: **DESTINATIONS WITHIN A REASONABLE CYCLING DISTANCE**

Project Engineer: DK Scale: 1:15,000 @ A3

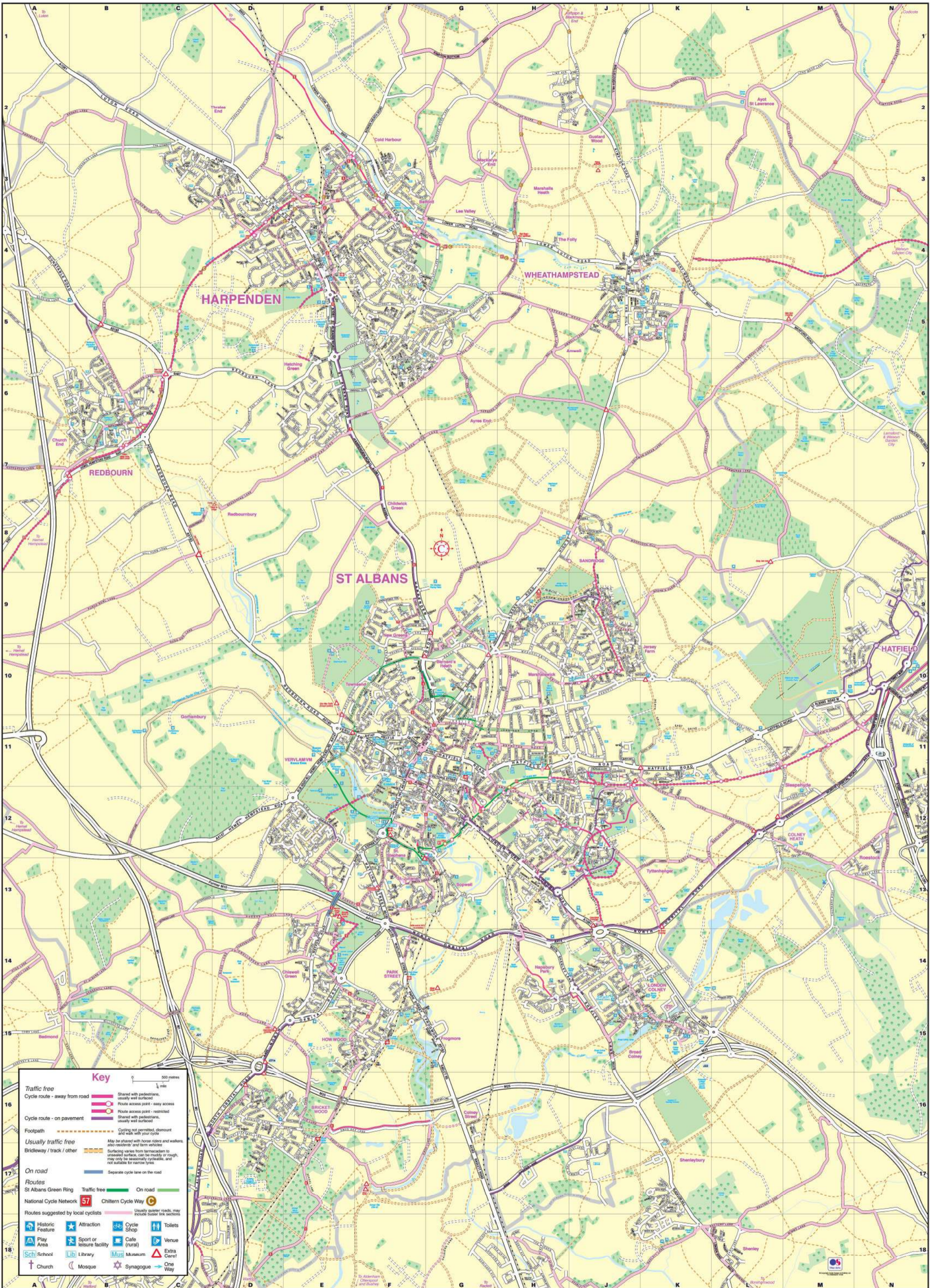
Project Director: JB Date: JANUARY 2022

Status: INFORMATION

Drawing No. 8210856-1011 Rev 11

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Appendix E
St Albans Cycle Map



St Albans City & District Cycling Map



Welcome to this revised St Albans City & District Cycling Map. This new edition features the **St Albans Green Ring**, a continuous walking and cycling route covering 6.5 miles of open space, parks, nature reserves, and heritage sites.

For more maps and further information on cycling in the district, go to www.stalbans.gov.uk/cycling

If you have any suggestions for improving cycling provisions in the district, such as additional cycle parking locations or new cycle routes, please contact us at contactus@stalban.gov.uk

St Albans District Council is grateful for assistance given by members of the St Albans Cycle Campaign with this map revision. www.stacc.org.uk

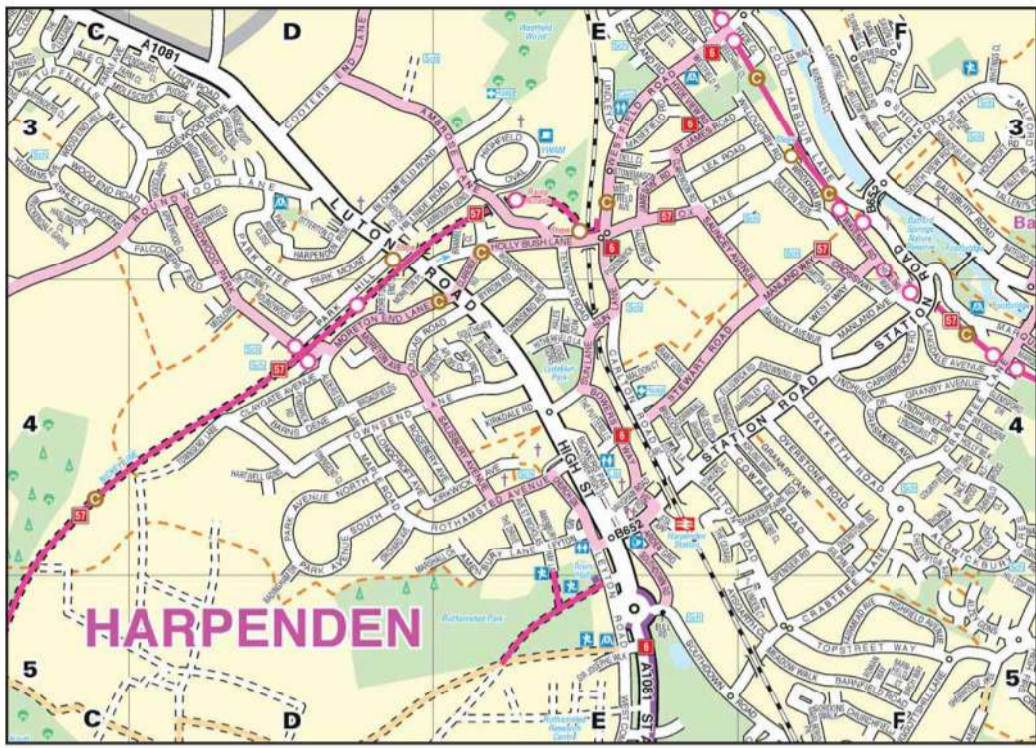
This map shows the National Cycle Networks (NCN) within the district. To see the whole network, visit www.sustrans.org.uk/ncn/map

This map also shows part of the Chiltern Cycleway. To see the whole of the 170 mile circular route visit www.chilternsaocb.org/explore-enjoy/chilterns-cycleway

Signs and symbols - common signs relating to cycling



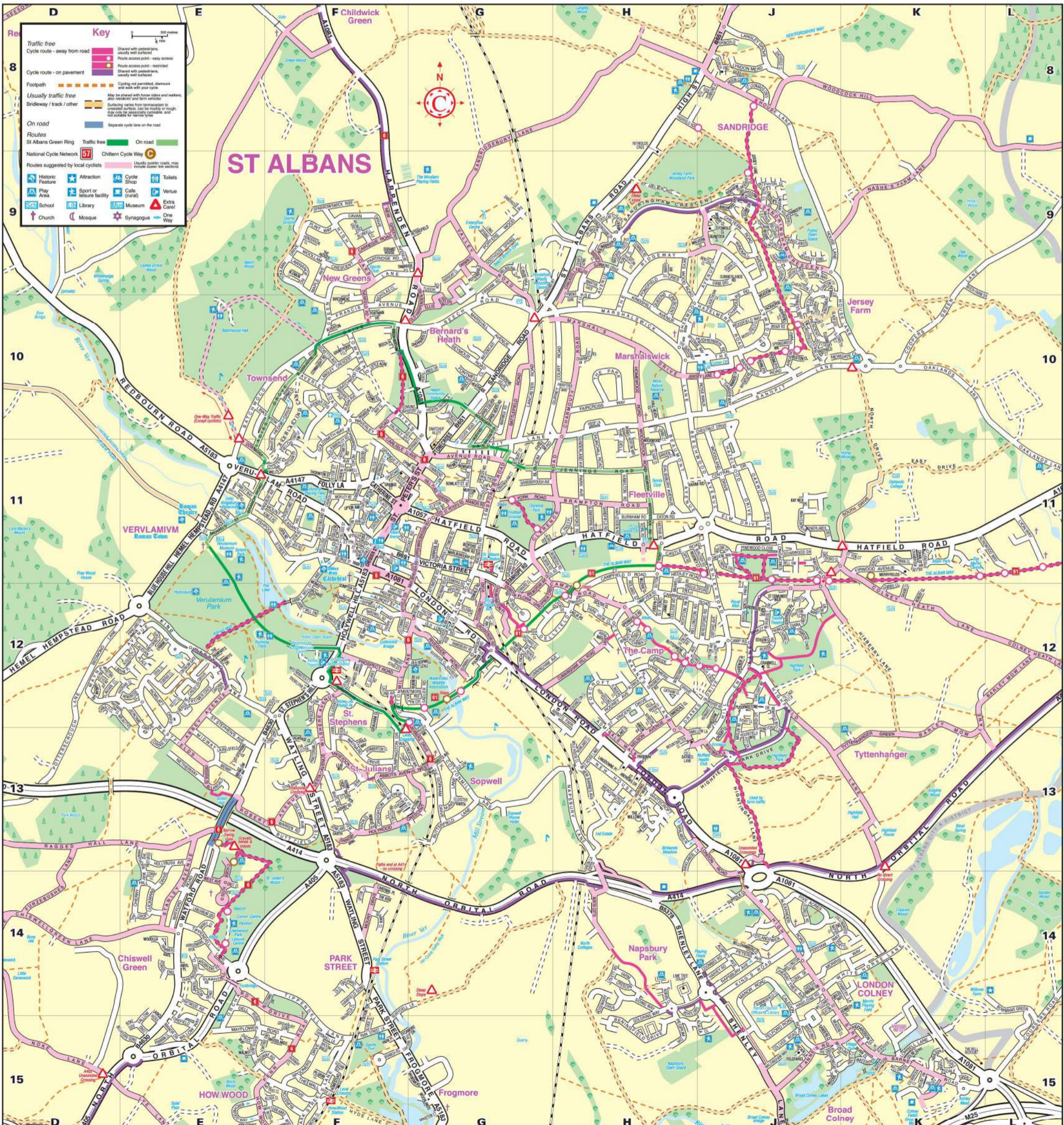
For all traffic signs and road markings, and rules of the road, refer to the Highway Code: <https://www.gov.uk/highway-code/contents>



St Albans City & District Cycling Map



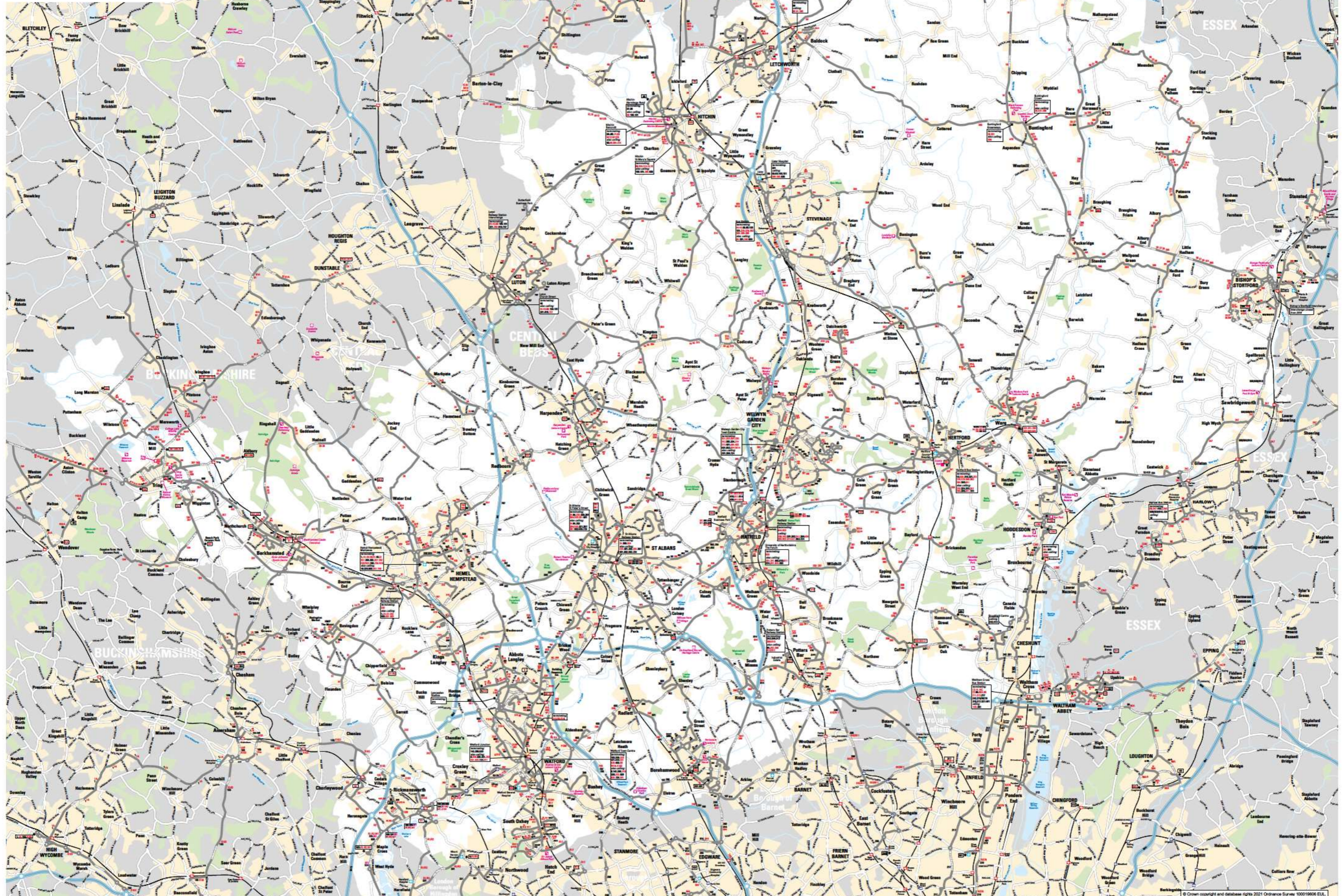
Your guide to cycle routes in St Albans District



Appendix F
Hertfordshire Bus Map

500 Buses run generally at least hourly between 0800 and 1800, Mondays to Fridays
 501 Buses run less often than above
 [Bus icon] Bus route terminus
 ← Direction of travel
 [Rail icon] National Rail station
 [Underground icon] London Underground station
 [Overground icon] London Overground station

PLEASE NOTE:
 Express and commuter coach services and bus services/journeys that operate outside normal service hours are not shown. Also, the bus routes shown are not shown on the map and some services to the bus routes shown are not shown. For more information on bus services, please visit www.tfl.gov.uk or telephone 0800 316 2233 (call cost 1p per minute plus your phone company's access charge).
 Digital Cartography by Fivix Creative
 www.fivixcreative.co.uk





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