

**Land at Colney Heath,
St Albans**

Travel Plan Statement

Final



Transport Planning Consultants

Land at Colney Heath, St Albans

Travel Plan Statement

16th February 2022
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Prepared by:

David Tucker Associates

Forester House, Doctors Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared For:

Tarmac

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Appendix A Concept Masterplan



1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned by Tarmac to provide highways and transport advice and to prepare a Transport Assessment (TA) and Travel Plan (TP) to support a planning application for up to 45 residential dwellings on Land at Colney Heath, St Albans. The concept masterplan is attached at **Appendix A**.

1.2 This Travel Plan Statement has been prepared in accordance with Hertfordshire County Council's Travel Plan Guidance (March 2020) which states that residential development of between 50-80 units require a Travel Plan Statement.

1.3 A TP is a term used for a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. TPs are site specific and are dependent upon not only the location of the site, but the size and type of development located there. They also require continuous monitoring and refinement in order to be successful.

1.4 The TP includes:

- A strategy for setting target modal share for access to the site.
- A strategy for achieving the target.
- A process for monitoring progress towards achieving the target.
- Public transport initiatives.
- Cycling incentives and facilities; and
- Walking incentives.

1.5 In producing this Travel Plan Statement, reference has been made to Hertfordshire's Travel Plan Guidance.



2.0 POLICY CONTEXT

2.1 The DETR (1998) White Paper 'A New Deal for Transport: Better for Everyone' outlined the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport all being encouraged. The paper states:

"We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion."

2.2 Key initiatives documented within the White Paper include quality partnerships –

"we want to create partnerships at all levels, to help business, local authorities and local communities to come together and respond to the challenge."

2.3 In April 2009 the Department for Transport published 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. The Guidelines aim to bring together some of the best practice from around the country, drawing upon recent research.

2.4 TPs have become an integral element of the planning process:

"They are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively and the need for some costly highway infrastructure is avoided as far as is practical."

Paragraph 1.7. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.5 The Guidance defines a TP as:

"a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed"



Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.6 The Guidance sets out that a TP involves:

“the development of agreed explicit outcomes limited to the appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use. Each travel plan should be unique to a site”

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.7 The Guidance sets out the ultimate objective of the travel planning process whilst identifying the additional aims and benefits:

“travel plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other modes. They assist in the wider aims of encouraging sustainable travel, improving health and reducing congestion, energy consumption and pollution. Travel plans need to address all journeys that may be made to and from a site, by anyone who may have a need to visit or stay there.”

Paragraph 2.4. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.8 The Guidance focuses on an ‘outcomes’ approach to TPs, requiring that specific outcomes or targets are established by agreement on what should be achieved through the TP over time.

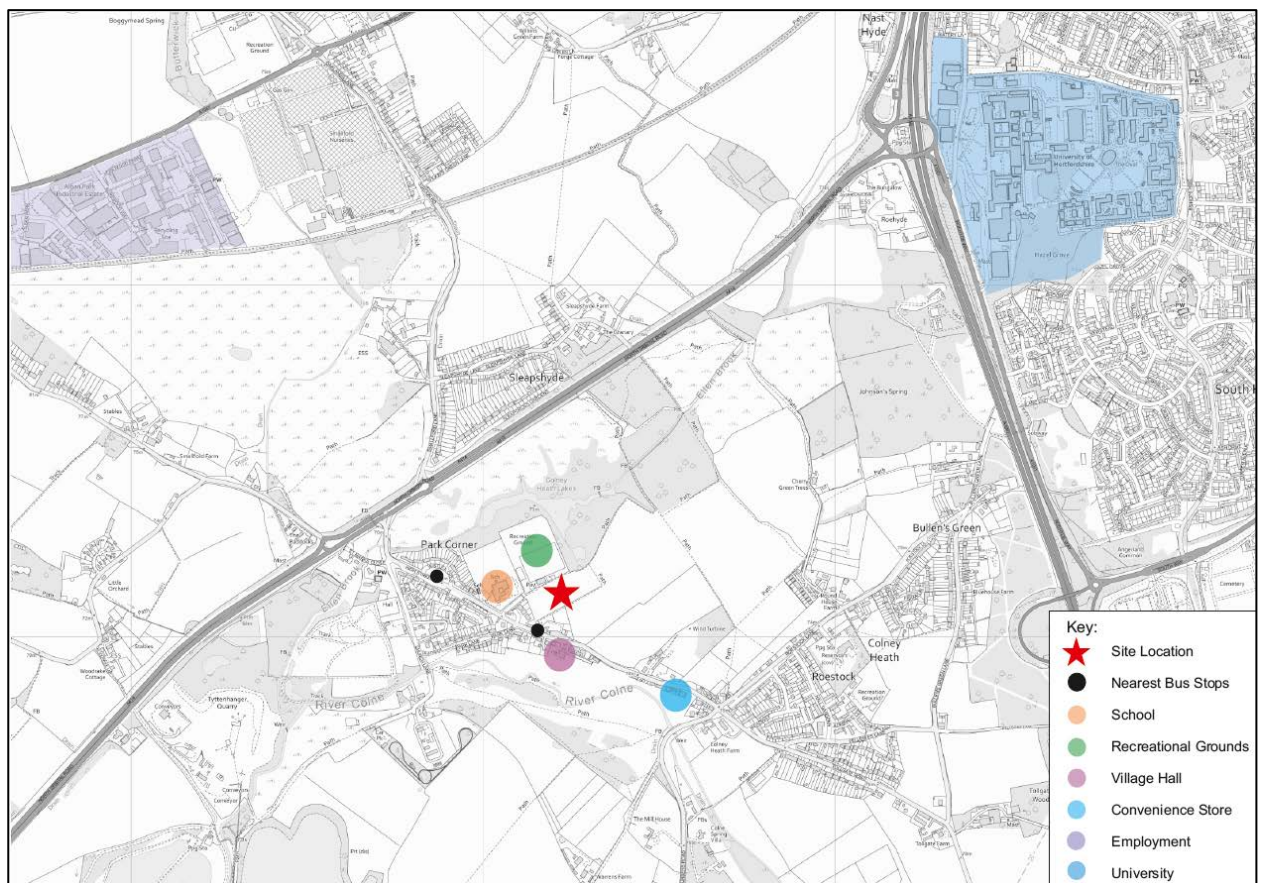


3.0 EXISTING CONDITIONS

3.1 Site Description

3.1.1 The development site is located approximately 5.9km east of St Albans City Centre. It is bound by the A414 North Orbital Road to the north, the A1 (M) to the east, agricultural land to the south and residential dwellings to the west. The location of the site is shown on **Figure 1**.

Figure 1 – Site Location



3.2 Pedestrian and Cycle Access

3.2.1 High Street has lit footways on both sides of the carriageway and approximately 60m north of the site access there is a zebra crossing.

3.2.2 To the north High Street connects to the A414 North Orbital Road via a signalised toucan



crossing or footbridge. The A414 has a wide footway along the northern side of the carriageway. To the south the High Street links to Tollgate Road which has footways on both sides of the road.

3.2.3 The nearest off-road cycleway is a shared-use pedestrian and cycle path along the northern side of North Orbital Road which continues to the A1001 Comet Way in the northeast and stops at London Colney Roundabout in the west.

3.2.4 There is one nationally designated cycle route within 5km of the site, National Route 61 (NR61). The route is accessed northwest of the site on Colney Heath Lane and runs from Maidenhead to Hatfield, Welwyn Garden City and Hertford.

3.3 Bus Service Provision

3.3.1 Bus stops are located on High Street, approximately 100m from the site access. These bus stops are served by 4 services and a summary of the bus services are shown in **Table 2**.

Table 2 – Bus Services – High Street

Service	Route	Frequency		
		Monday – Friday	Saturday	Sunday
230	St Albans - Welwyn Garden City	1 service	No Services	No services
305	Sandridge - Tyttenhanger	5 services	5 services	No services
	Colney Heath - New Greens	5 services	No Services	No Services
312	Hatfield - Bell Bar	1 service	No Services	No services
355	Nicholas Breakspear School - Carterhatch Lane	1 service	No Services	No services

3.4 Rail Service Provision

3.4.1 Welham Green Railway Station is located approximately 4.5km east of the site. The station is managed by Great Northern Rail and lies on the East Coast Main Line. It has a car park for 35 spaces including 1 accessible space, 10 cycling spaces, ticket office and machines, customer help points and step free access.

3.4.2 A summary of the railway services and frequencies from Welham Green Railway Station



are summarised in **Table 3** below.

Table 3 – Welham Green Railway Services and Frequencies

Destination	Average Journey Time (minutes)	Frequency		
		Monday - Friday	Saturday	Sunday
Welwyn Garden City	9	2-4	2	2
New Barnet	12	2-4	2	2
Moorgate	43	2-4	2	2

3.4.3 St Albans City Railway Station is located approximately 5.1km west of the site. The station is managed by Thames Link and lies on the Midland Main Line. It has a car park for 606 spaces including 4 accessible spaces, 1150 cycling spaces, ticket office and machines, customer help points, ATMs, toilets, waiting rooms, step free and ramp access.

3.4.4 A summary of the railway services and frequencies from St Albans City Rail Station are summarised in **Table 4** below.

Table 4 – St Albans City Railway Service and Frequencies

Destination	Average Journey Time (minutes)	Frequency		
		Monday - Friday	Saturday	Sunday
Luton	15	6	6	6
Bedford	39	4	4	4
St Pancras International	34	10	10	6-8
Rainham (Kent)	132	2	2	No Services
Sutton (London)	90	4	4	2
Gatwick Airport	86	4	4	4
Brighton	117	2	2	2

3.5 Local Amenities and Facilities

3.5.1 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to essential facilities, school journeys, and trips to bus stops.

3.5.2 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling has the potential to substitute for short car trips.



3.5.3 Accessibility by foot to local amenities was determined by measuring the distances from the centre of the development site to the local amenity and then calculating the time it would take to walk that distance using an average walk speed of 1.4m/s. A similar approach was taken with regard to cycle accessibility, using an average cycle speed of 4.2m/s.

3.5.4 The local area of Colney Heath benefits from retail and educational facilities.

Education

3.5.5 The nearest primary school is Colney Heath School and Nursery located west of the sites pedestrian access.

3.5.6 The nearest secondary school and sixth form is Nicholas Breakspear Catholic School located to the northwest of the site in St Albans. It is accessed via High Street and Colney Heath Road.

3.5.7 University of Hertfordshire is located within comfortable cycling distance of the site and is accessed via the A414 North Orbital Road.

Employment

3.5.8 The site is well located in respect of employment opportunities with two business estates located to the north and north-west of the site. These include Hatfield Business Park and Alban Park.

Retail and Leisure

3.5.9 The nearest convenience store is Colney Heath News which includes post office services and is located southeast of the site.

3.5.10 Colney Fields Shopping Park is located southwest of the site and includes a Marks & Spencer, Sainsbury's, Argos, Next, Boots and TK Maxx.



Health Practices

3.5.11 Colney Medical Centre is the nearest medical practice to the site and is located in London Colney. The nearest dental practice is Hilltop Dental Surgery located to the north-east of the site in South Hatfield.

Summary

3.5.12 **Table 5** summarises the local services, facilities and schools in the local area.

Table 5 – Summary of services and facilities and walk and cycle times

Facility	Distance	Walk Time (1.4 m/s)	Cycle Time (4.2 m/s)
Colney Heath School and Nursery	90m	1 minute	<1 minute
Colney Heath News	550m	7 minutes	2 minutes
Nicholas Breakspear Catholic School	2.1km	25 minutes	8 minutes
University of Hertfordshire	2.4km	29 minutes	10 minutes
Hatfield Business Park	2.4km	29 minutes	10 minutes
Hilltop Dental Surgery	2.8km	33 minutes	11 minutes
Alban Park	3.0km	36 minutes	12 minutes
Colney Medical Centre	3.3km	39 minutes	13 minutes
Colney Fields Shopping Park	4.6km	55 minutes	18 minutes



4.0 TRAVEL PLAN MANAGEMENT

4.1 Introduction

4.1.1 A principal aim of the TP is to achieve more sustainable travel from the outset in preference to cutting car use incrementally once residents are in occupation. Therefore, the initiatives implemented from the onset will be funded by and instigated by the developer via the marketing organisation and the maintenance company.

4.2 Travel Plan Co-ordinator

4.2.1 In order to implement the TP, a Travel Plan Co-ordinator (TPC) will be appointed by the developer of the site. The name and address of the TPC will be provided to Hertfordshire County Council (HCC).

4.2.2 The Co-ordinator's responsibilities will include:

- Taking responsibility for the delivery of the TP.
- Marketing the TP to residents and distributing the promotional material.
- Training the people selling or letting the residential units in respect of the TP so that it is marketed as an integral part of the site.
- Ensuring that structures for the ongoing management of the plan are set up and running effectively.
- Organisation of travel surveys and provision of regular monitoring reports to HCC on the basis of timescales set out below.
- Review and revision of the TP as appropriate arising from annual surveys; and
- Reporting progress to HCC and develop future initiatives working with sustainable transport organisations.

4.2.3 The TPC will be allocated an annual budget by the developer for the implementation of the plan.



5.0 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 The Good Practice Guidelines refers to 'hard measures' as the "provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users", and 'soft measures' as the "provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a travel plan co-ordinator to promote a travel plan for a particular use".

5.1.2 This section of the TP details the 'hard' and 'soft' measures to be implemented for the site.

Pedestrian and Cycle

5.1.3 The internal road layout will provide footway provision throughout. A 2m wide footway will connect the site to the High Street. Cycle parking will be provided for each residential unit either within a shed in the garden or garage or dedicated cycle stand.

Home Welcome Pack

5.1.4 Each household is to be provided with a Home Welcome Pack which contains site specific information on the location of facilities, bus services and walking/ cycling routes. This is to be presented in a clear and concise format with the aim of providing an initial overview of travel choices available to residents and an ongoing reference guide. A copy of the travel pack will be issued to HCC for comments prior to circulation.

5.1.5 The information will include:

- Bus network map with details of bus number, hours of operation and frequency.
- Bus timetables.
- Information on rail services and timetables and provision of journey planning websites, for example: www.traveline.info, www.nationalrail.co.uk.
- Pedestrian and cycle routes to the site indicating shared and dedicated facilities.



- Car sharing information - <https://liftshare.com/uk/community/hertfordshire>
- Details of walking websites, for example, www.livingstreets.org.uk.
- Details of cycling websites, for example, www.sustrans.org.uk.

Personalised Travel Planning

- 5.1.6 Sales staff will offer each household the opportunity to receive personalised travel advice soon after moving into the new house with the understanding that further sustainable travel incentives will be provided.
- 5.1.7 This will be undertaken by the TPC with a questionnaire to be completed and personal travel options and benefits researched and supplied in return with the aim of influencing resident's travel habits in view of meeting the long term targets for the site.
- 5.1.8 After two years each household within the development will be contacted again and offered a further opportunity to receive personalised travel advice.

Sustainable Travel Incentive

- 5.1.9 Each household will be provided with a sustainable travel voucher during their personalised travel planning session shortly after moving in. It is envisaged the travel voucher will be for the use on local bus services, however the full details with regards to the distribution, value and use of the vouchers are to be confirmed.
- 5.1.10 The TPC will negotiate these with the service providers once timescales for development are established.

Residential travel vouchers

- 5.1.11 A travel voucher to the sum of £100 per household will be provided to residents of the development. The voucher can be used for bus or rail passes, or for cycle equipment. The voucher can be claimed by a household at the time of completing the travel survey.

Car Sharing

- 5.1.12 Information will be provided to residents through the Travel Pack and notice board on Hertfordshire County Council's branded car share scheme



<https://liftshare.com/uk/community/hertfordshire> which enables people to join for free and search for potential car share matches. Car sharing helps:

- Reduce the costs of travelling.
- Undercuts the cost of nearly all forms of motorised transport.
- Cuts congestion and pollution; and
- Reduces parking problems.

Household Broadband

5.1.13 Each household will be fitted with broadband connections to promote working from home and online shopping. Working from home and home shopping helps save money on fuel and parking, saving wear and tear on the car, and saved time on travelling and finding a car parking space at work or at the shops.

Notice Board

5.1.14 A notice board will be placed in the site providing travel information and information on local events.



6.0 OBJECTIVES AND TARGETS

6.1 Introduction

6.1.1 It is important that all parties are clear from the outset as to the objectives being sought through the TP. These requirements will drive the form and content of the TP, including the targets chosen.

6.2 Objectives

6.2.1 The overarching objectives of this TP are to:

- 1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes.
- 2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development.
- 3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share; and
- 4) Provide adequately for those with mobility difficulties.
- 5) Monitor Travel Patterns and identify further opportunities to encourage travel by walking, cycling and public transport.

6.3 Targets

6.3.1 Setting targets is essential in assessing whether or not the TP has been successful and where, if necessary, improvements / amendments could be made. These targets should be SMART:

- Specific.
- Measurable.
- Achievable.
- Realistic.



- Time-bound.

6.3.2 The 2011 Census Journey to Work data suggests that of those who live and work in the “St Albans 015” Middle Super Output Area, 2% use the train, 4% use the bus, 77% are car drivers and 5% walk. **Table 6** summarises the mode share for ‘St Albans 015’.

Table 6 – Travel to Work Modal Splits

Method	Percentage
Train	2%
Bus, Minibus or Coach	4%
Driving a Car or Van	77%
Passenger in a Car or Van	7%
Bicycle	3%
On Foot	5%
Other Method of Travel to Work	2%

6.3.3 **Table 6** shows that the existing modal split is 77% car drivers and 7% car passengers. This equates to 70% single occupancy car trips.

6.3.4 The overall target is to reduce the number of car trips and to achieve a 10% reduction in the daily trip rate. The TP target is to reduce this figure by 2% per year in real terms. **Table 7** sets out the targeted modal shares for the five-year monitoring period following the development’s completion.

Table 7 – Targeted Modal Shares

Mode of Travel	Baseline Modal Split %	Year 3	Year 5
Car Driver	77%	72%	67%
Car Passenger	7%	8%	9%
Bus	4%	5%	6%
Train	2%	2%	3%
Cycle	3%	4%	5%
Walk	5%	6%	7%
Other	2%	2%	2%
Total	100%	100%	100%

6.3.5 Travel surveys will be undertaken upon occupation to determine the baseline modal split. The above targeted modal split will be adjusted accordingly. Survey form will be sent out with the Home Welcome Packs.



7.0 MONITORING

7.1 Travel Plan Monitoring

- 7.1.1 The travel plan will be monitored for a period of five-years following full occupation of the development. The effectiveness of the TP at encouraging sustainable travel will be monitored within an annual travel survey to be conducted by the TPC. Initial survey forms will be sent out with the Home Welcome Packs with completion tied to release of the sustainable travel voucher.
- 7.1.2 Following the initial survey, further surveys will be undertaken annually using an online response form for those who responded originally. Residents not part of the original response will be sent forms by post.
- 7.1.3 In addition, an automatic traffic count survey recording vehicular movements will be undertaken annually at the same time as the travel survey to monitor the impact of the TP and to assess the targets.
- 7.1.4 The information from the travel surveys and automatic traffic counts will be reviewed and the results will be reported within three months of the survey date to the Local Authority. The Council will respond either approving the report or requiring a review of current practices. The recommendations of the review shall be implemented as soon as possible.
- 7.1.5 Discussions will be held as to how any targets that are not being met might be better achieved. Through consultation with HCC as appropriate, the TP and its targets will be reviewed annually.



8.0 SUMMARY ACTION PLAN

8.1.1 **Table 8** provides a summary of the Travel Plan measures, monitoring and reporting strategy.










Table 8 – Travel Plan Action Plan

Objective	Measures	Target	Action By	Timeframe
1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes.	Footways throughout the site connecting into the High Street	To increase walking and cycling from 8% to 12%	Developer	Prior to occupation. To be completed at site construction stage
	Information on walking and cycling in the local area		Developer	
	Cycle parking to be provided for all dwellings		Developer	
	Site Notice Boards		Developer	
2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development.	Travel voucher to the sum of £100 per household.	To increase travel by public transport from 6% to 9%	Developer	Upon request following completion of travel questionnaire.
	Provision of Home Welcome Packs.	To reduce car driver trips from 77% to 69%	TPC / Developer	Packs to be prepared in advance of first completion. To be handed to occupant on occupation. Cost £1,500
3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share.	Personalised Travel Planning		TPC / Sales Staff	After occupation (2 – 3 weeks and then after two years).
	Car share database		TPC	From occupation
4) Provide adequately for those with mobility difficulties.	Dropped kerbing with tactile paving to be provided at junctions and key crossing points. Provision of disabled parking bays where appropriate.	-	Developer	Prior to occupation. To be completed at site construction stage.
5) Monitor Travel Patterns	Travel Plan Co-ordinator	To reduce car driver trips from 77% to 67%	Developer	Prior to occupation and throughout lifetime of monitoring
	Initial Marketing		TPC	As above
	On-going Marketing		TPC	Two years from completion
	Monitoring		TPC	As set out in Chapter 7.0 above

Appendix A



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- KEY**
-  Application boundary
 -  Residential Development
 -  Open Space
 -  Attenuation Basin
 -  Local Area of Play (LAP)
 -  Proposed Structural Planting
 -  Retained Hedges and Trees
 -  Proposed Pedestrian Links
 -  Retained Farm Access

CLIENT:
 Tarmac Ltd

PROJECT:
 Land adjacent to Colney Heath Football Club
 Colney Heath

DRAWING:
 Concept Masterplan

PROJECT NUMBER:
 TARC3006


DRAWING NUMBER: 3001 **CHECKED BY:** CD

REVISION: D **STATUS:** Final

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emapsite



Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk