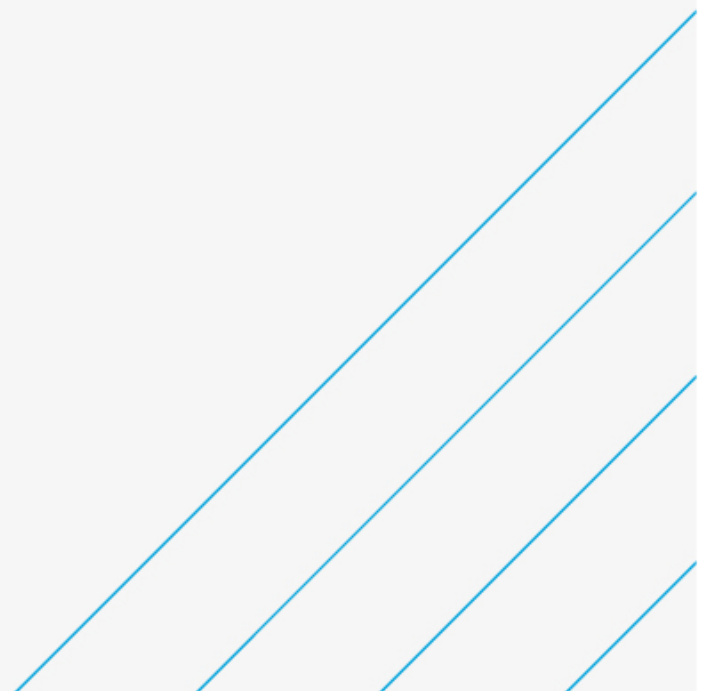


# Land West of Watling Street, Park Street, Hertfordshire

## Framework Travel Plan

M Scott Properties Ltd, Ms T Sutton, Ms T Good, Mr W Hughes and Mr J Hughes

18 January 2022



# Notice

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# Contents

Chapter	Page
<b>1. Introduction</b>	<b>4</b>
1.1. Role of the Travel Plan	4
1.2. Accessibility	5
<b>2. Site Accessibility</b>	<b>7</b>
2.1. Walking and Cycling	7
2.2. Public Transport: Bus Access	10
2.3. Public Transport: Rail Access	10
2.4. Local Highway Network	11
<b>3. Aims, Objectives and Targets</b>	<b>12</b>
3.1. Aims	12
3.2. Objectives	12
3.3. Targets	12
<b>4. Developer Measures and Action Plan</b>	<b>14</b>
4.1. Developer Measures	14
4.2. Example Action Plan	14
<b>5. Scheme Monitoring and Review</b>	<b>17</b>
5.1. Monitoring Surveys	17
5.2. Travel Plan Review	17

## Tables

Table 1-1 - National and Local Policy Summary	6
Table 2-1 - IHT Walking Distance and Guidelines	7
Table 2-2 - Walk and Cycle Times to Local Amenities	7
Table 2-3 - Existing Bus Service Timetable	10
Table 2-4 - Existing Rail Services from Park Street Railway Station	11
Table 3-1 - Travel Plan Targets	12
Table 4-1 - Action Plan	16

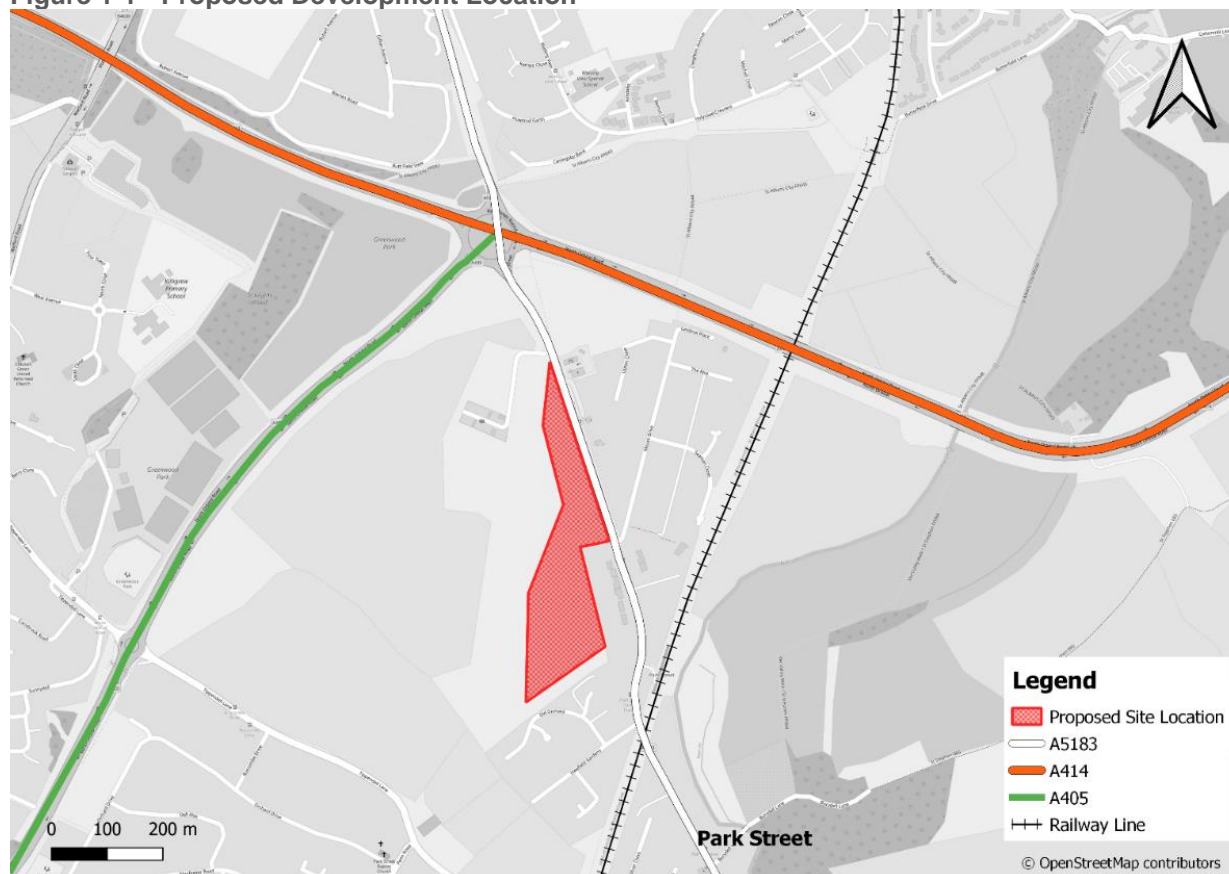
## Figures

Figure 1-1 - Proposed Development Location	4
Figure 2-1 - Walking Times from the proposed Park Street site	9
Figure 2-2 - Cycling Times from the Proposed Park Street site	10

# 1. Introduction

Atkins have been commissioned to prepare a Framework Travel Plan (FTP) in support of an outline planning application for up to 95 dwellings located north of Park Street, St Albans, with new access onto Watling Street including landscaping and associated infrastructure. The site of the proposed development is shown in Figure 1-1.

**Figure 1-1 - Proposed Development Location**



## 1.1. Role of the Travel Plan

Residential travel plans offer a package of measures designed to increase sustainable travel by reducing the number of car trips generated from new residential developments, therefore reducing congestion and improving accessibility. Travel plans are tailored to a particular residential development to include measures such as better walking and cycling provision and enhanced public transport. These should be supported by measures such as travel guidance, incentives, marketing, and promotional events.

An FTP is produced to provide the Travel Plan Co-ordinator with guidance on the types of actions they can take to achieve the targeted mode shift. An FTP should be considered as a live document that is subject to change when measures are implemented. This FTP identifies potential measures that should not be considered as commitments at this stage.

Using the example Action Plan identified within this document, this FTP could help to reduce congestion, facilitate economic growth by improving awareness of travel to work options and improve health and wellbeing for residents.

This FTP has been produced in line with Hertfordshire County Council (HCC) guidance on Travel Plans in addition to liaison with the Travel Planning Officer who has agreed the Aim, Objectives, and Targets. This FTP has been submitted to HCC alongside the Transport Assessment in support of the proposed site at Land West of Watling Street, Park Street, Hertfordshire.

## 1.2. Accessibility

The main vehicular access to the proposed development will be from Watling Street which runs along the eastern boundary of the proposed development site via a new T-junction. The proposed access junction has been designed to accommodate all movements to and from the site. The features of the proposed access will provide the following:

- A 6m wide access road;
- Pedestrian links to Watling Street at the northern end of the site;
- 2m footways on the northern side of the site access and a 3m shared-use path on the southern side; and
- Links to the existing highway and pedestrian network via Watling Street.

Pedestrian and cycle access into the proposed development will be provided from Watling Street in four locations:

- In the northernmost part of the site connecting to the existing footway on Watling Street, where a new signalised pedestrian crossing is proposed;
- A second pedestrian link connecting to Watling Street opposite proposed plot 95;
- A 2m footway on the north side of the site access and a 3m on the southern side of site access; and
- To the south of the site access where a footpath will connect with a pedestrian cycle access adjacent to the existing signalised crossing on Watling Street.

It is also proposed to introduce a signalised pedestrian crossing on Watling Street provided at the northern end of the site to facilitate pedestrians across Watling Street to reach the Petrol Filling Station and footways to the east of Watling Street. This will also benefit existing residents accessing St Albans via bus.

Internally, a 3m shared use path is to be provided along the spine road from the southern side of the site access (eastern side of the road). A 2m footway is provided where a shared use path is not present.

Table 1-1 below summarises the policy and guidance context for the development of TPs, transport infrastructure and planning on a national and a local level. This summary places the development site within the context of UK transport policy objectives, helping to ensure that the objectives of the FTP are in-keeping with the wider strategic vision. It is considered that this FTP satisfies national and local policies set out in Table 1-1.

**Table 1-1 - National and Local Policy Summary**

Policy Level	Policy Document	Policy Detail
National	National Planning Policy Framework (2021) <sup>1</sup>	The National Planning Policy (NPPF) is the core strategy document on a national level that sets out the Government’s planning policies and expectations. Section 9 of the NPPF regards ‘Promoting Sustainable Transport’
Local	Hertfordshire County Council Local Transport Plan (2018-2031) <sup>2</sup>	The HCC Local Transport Plan (LTP4) as part of its approach to reducing vehicle emissions cites the need for “ <i>encouraging behaviour change and reducing car use</i> ”.  ‘Policy 5: Development Management’ section e requires “ <i>a travel plan for developments according to the requirements of Hertfordshire’s Travel Plan Guidance</i> ”.  Section A also states “ <i>location and design of proposals reflect the LFTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demands</i> ”
	HCC Travel Plan Guidance (2020) <sup>3</sup>	This document is used to guide the preparation of TPs. For this development, a residential FTP is required which targets “ <i>travel generated by residents of housing developments</i> ”. Within the guidance, it is encouraged that “ <i>the development’s location, design and amenities within the development should reduce car use, the need to travel, and be supported by site permeability and connectivity to alternative modes</i> ”. The FTP should also “ <i>incorporate personalised travel planning and travel information for each home</i> ”.
	City and District of St Albans District Local Plan Review (1994) <sup>4</sup>	Policy 36A of the St Albans City and District Council local plan states “ <i>The District Council will generally encourage the use of public transport. In considering the impact of new development, account will be taken of its proximity to the public transport network and whether facilities will be provided within the development to cater for the use of the network</i> ”.  Taking this into account, the FTP serves as a means of realising how the development can be integrated into the existing public transport network and realising opportunities to further develop the network and its use within the surrounding area.

<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>2</sup> <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/lt4-local-transport-plan-4-complete.pdf>

<sup>3</sup> <https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/travel-plan-guidance.pdf>

<sup>4</sup> [https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/district-local-plan-review-1994/District Local Plan Review 1994 Saved and Deleted Policies Version \[July 2020\].pdf](https://www.stalbans.gov.uk/sites/default/files/documents/publications/planning-building-control/district-local-plan-review-1994/District Local Plan Review 1994 Saved and Deleted Policies Version [July 2020].pdf)

## 2. Site Accessibility

This Section considers the existing transport accessibility to the proposed development, in relation to the existing walking and cycling infrastructure and routes to local amenities and employment, bus and rail services, and local highway network connections.

### 2.1. Walking and Cycling

The existing footway that runs alongside the eastern boundary of the proposed development site is considered to be of poor quality as it appears overgrown and very narrow for pedestrians and cyclists alike. On the boundary of the site along the A5183, there is also a lack of a formal pedestrian crossing.

An existing shared footway/cycleway runs from the end of the north eastern boundary of the site from the A5183 running north before splitting into two. One section of the route runs northwards providing an underpass for cyclists and pedestrians under the A5183/A414/A405 roundabout. The second section of the route heads eastwards running parallel with the A414.

#### 2.1.1. Local Amenities

The Institute of Highways and Transport (IHT) have provided guidelines on the Desirable, Acceptable and Considered distances for different types of walking trips for pedestrians, without a mobility impairment, and these are summarised in Table 2-1<sup>5</sup>.

**Table 2-1 - IHT Walking Distance and Guidelines**

	Town Centres (m)	Commuting/ School/ Recreational (m)	Other Journeys (m)
Desirable	200	500	400
Acceptable	400	1000	800
Considered	800	2000	1200

There are several local amenities and facilities within walking and cycling distance from the development site, shown in Table 2-2. Walking and cycling times were calculated using google maps and checked using the Open Route Service (ORS) tool.

**Table 2-2 - Walk and Cycle Times to Local Amenities**

	Amenity	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Education	Park Street Primary School	1113	14	4
	Mandeville Primary School	1448	17	5
	Watling View School	966	12	5
	St Adrians Catholic Primary School	1287	16	6
	The Marlborough Science Academy	1448	19	7
Services	BP Petrol Station/M&S Simply Food	322	4	1
	Mount Drive Post box	69	1	1
	Park Street Post box	805	11	4

<sup>5</sup> <http://www.ciht.org.uk/download.cfm/docid/D66AD936-281C-4220-BF109289B5D01848>

	Amenity	Distance (m)	Walking Time (mins)	Cycling Time (mins)
	Twinsco Convenience Store	644	8	2
Leisure/Recreation	Park Street Sports & Social Club	805	9	3
	Moor Mill Fishery	1770	20	5
Travel	Bus Stop – Mount Drive (North)	5	1	1
	Bus Stop – Mount Drive (South)	91	1	1
	Bus Stop – North Orbital Road (North)	161	3	1
	Bus Stop – North Orbital Road (South)	161	2	1
	Park Street Railway Station	322	4	1
	National Cycle Route 6	1448	17	4



Figure 2-1 shows approximate walking times from the development. All local amenities within Park Street and those nearby within St Albans are within a 15 minute walk (based on walking speeds of 3mph). Access from the development is provided via existing pedestrian infrastructure on Watling Street on the north eastern boundary of the development. Marlborough Science Academy is the only nearby secondary school and is around a 20 minute walk from the site which is accessed via Watling Street and the A414 underpass. The secondary school is considered to be within an acceptable distance from the site (around 1.5km).

**Figure 2-1 - Walking Times from the proposed Park Street site**

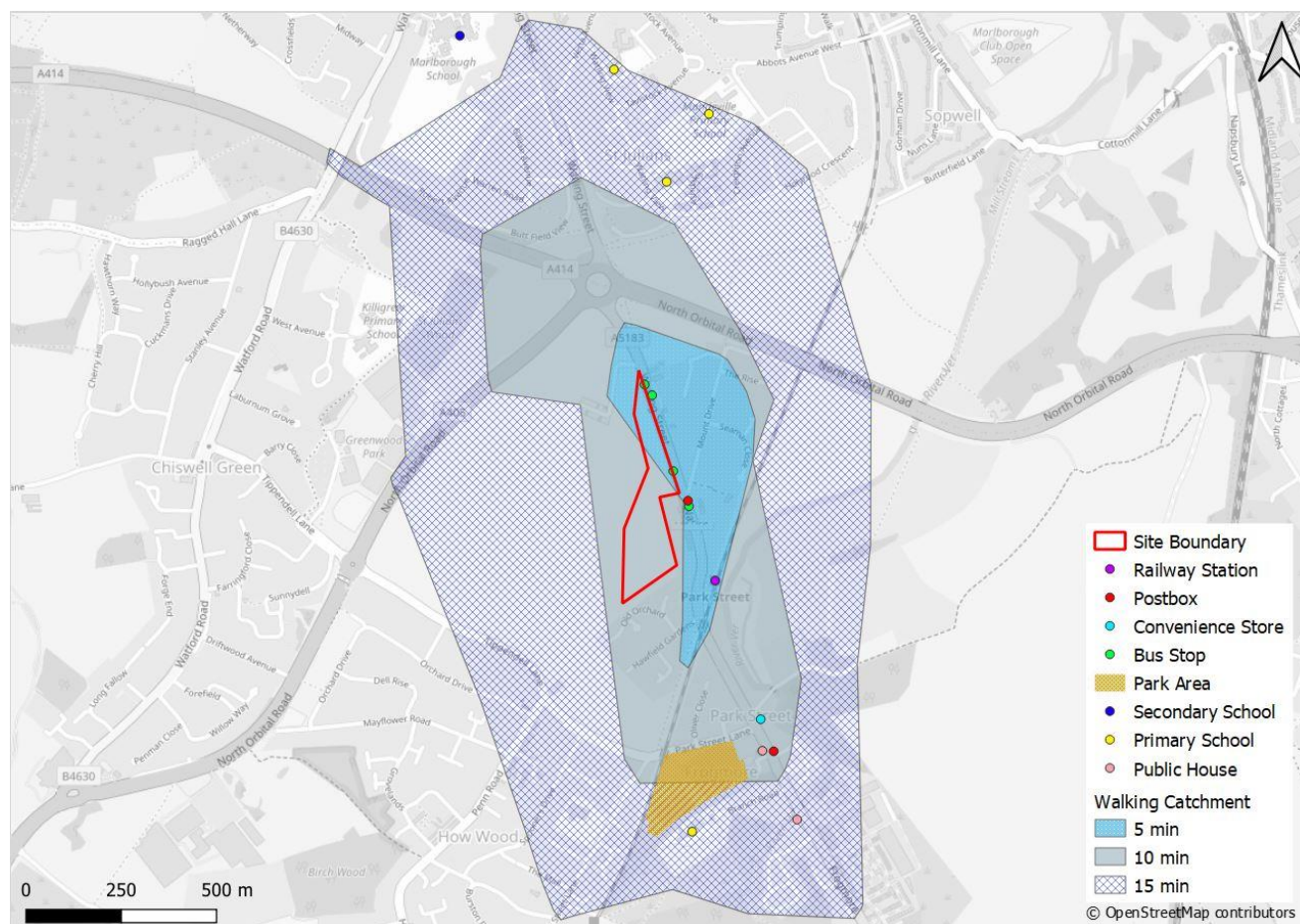
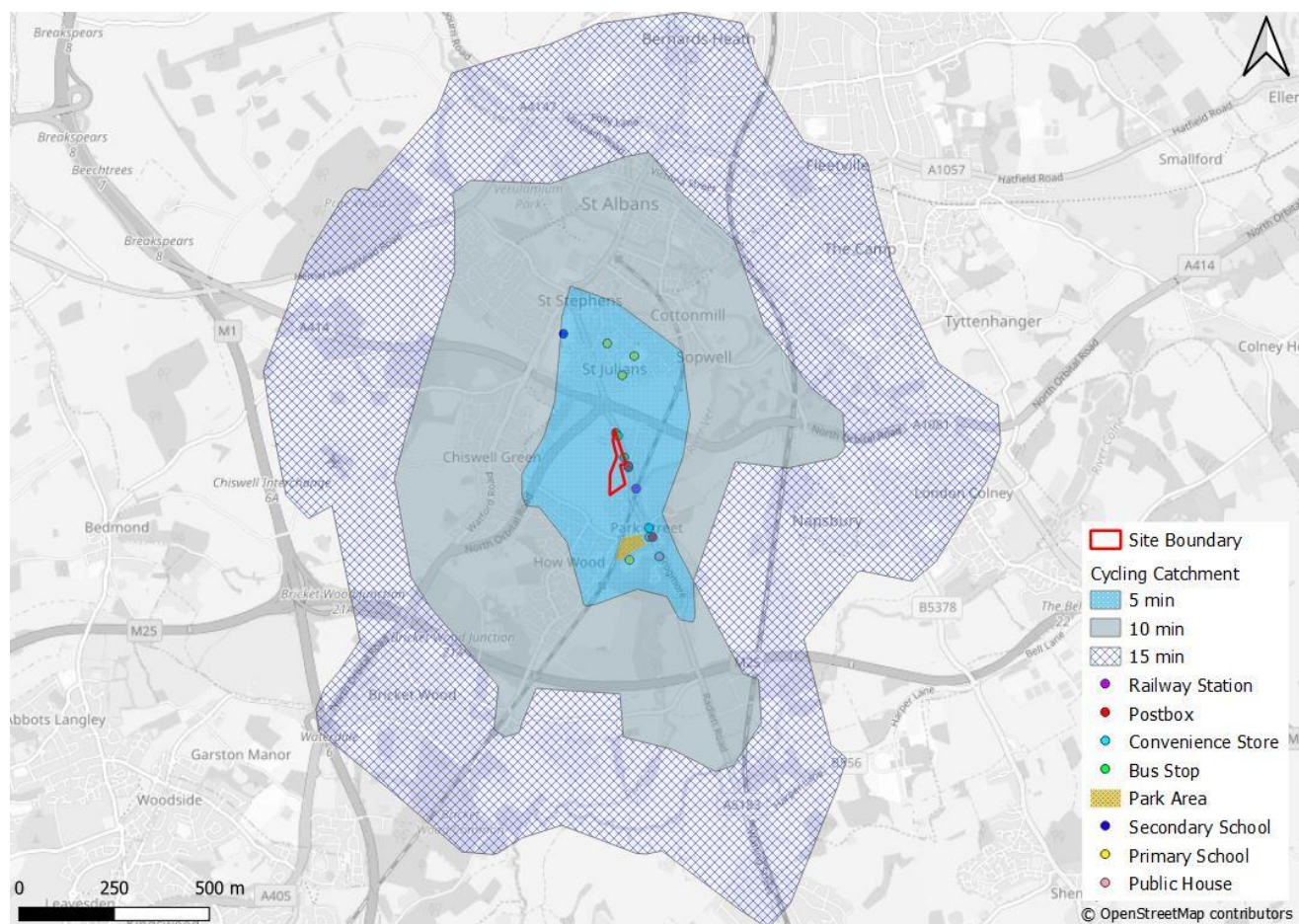


Figure 2-2 shows cycling times from the development. All of Park Street and a large proportion of St Albans are within a 15-minute cycle ride. Therefore, all identified local amenities are within a 15-minute cycle ride.

**Figure 2-2 - Cycling Times from the Proposed Park Street site**



## 2.2. Public Transport: Bus Access

The closest bus stops offering access to all local bus services from the proposed development are located on Watling Street. North Orbital Road bus stops are located at the north eastern boundary of the development approximately 161 metres from the site. Mount Drive bus stops are located at the eastern boundary of the development, adjacent to the site. These stops offer two bus services: 601 The Alban Way and 635. The 601 route runs between Welwyn City Garden and Borehamwood. The 635 runs between Hatfield and Watford. For service details refer to Table 2-3.

**Table 2-3 - Existing Bus Service Timetable**

	Route	Frequency of Service		
		Weekdays	Saturday	Sunday
601 The Alban Way	Welwyn City Garden – Borehamwood	Hourly between 06:16 – 18:45	Hourly between 07:17 – 18:39	N/A
635	Hatfield – Watford	1 within the hour between 06:25 – 17:20	N/A	N/A

## 2.3. Public Transport: Rail Access

The closest railway station to the development is Park Street Railway Station on the Abbey Line, a semi-rural line offering services between Watford Junction and St Albans Abbey in each direction every 45 minutes. The

railway station is located 0.45km away from the proposed development. Table 2-4 provides a summary of the rail services available at this station.

**Table 2-4 - Existing Rail Services from Park Street Railway Station**

Destination	Frequency of Departures		Travel Time
	Peak	Off-Peak	
St Albans Abbey	Approximately every 45 minutes	Approximately every 45 minutes	5-7 minutes
Watford Junction	Approximately every 45 minutes	Approximately every 45 minutes	19-33 minutes

Park Street Railway Station is open 24 hours a day and offers the following facilities:

- Sheltered cycle parking for 12 spaces;
- Car parking for 23 spaces;
- Ticket machines;
- Customer help point; and
- Pay Phones.

## 2.4. Local Highway Network

### Watling Street (A5183)

The Watling Street runs north-south along the eastern boundary of the development and will provide vehicle access to development. Watling Street is a main distributor road going towards St Albans. To the north, Watling Street connects to the A414 and North Orbital Road at the Park Street Roundabout providing strategic links from east to west. North of the Park Street Roundabout, Watling Street continues to St Albans. To the south Watling Street provides links to Radlett and beyond this, it provides onward connections to Watford, Borehamwood and north London. Watling Street is a single carriageway with a 30mph speed limit enforced to the south of the site, however this changes to 40mph along the boundary of the site travelling north towards the Park Street Roundabout. Once Watling Street reaches the Park Street Roundabout, the road is subjected to a national speed limit of 60mph.

### A414

The A414 runs west-east from Hemel Hempstead at the Breakspear Way/Green Lane/A414 roundabout to London Colney at the A414/A1081/High St roundabout. The A414 intersects with Watling Street at the Park Street roundabout. Between the M1 and Park Street Roundabout, the A414 is classified as part of the Strategic Road Network managed and maintained by National Highways.

### North Orbital Road (A405)

The North Orbital Road provides a highway link to Watford between the Park Street roundabout and the A405/A41/High Road roundabout. Heading south, the North Orbital Road also provides access to the M25 Junction 21A.

## 3. Aims, Objectives and Targets

This Section outlines the aims, objectives and targets of the FTP in line with policy guidance and the nature of the development site.

### 3.1. Aims

The FTP aims to reduce private car usage and to and encourage sustainable travel. In conjunction with this document, a TPC will be appointed to liaise with HCC to help achieve these aims.

### 3.2. Objectives

The objectives of this FTP are as follows:

- Reduce the number of single occupancy vehicle trips travelling to and from the site;
- Promote and endeavour to maximise the use of non-car modes of transport to the site, such as walking, cycling and public transport;
- To establish the management of the FTP by appointing a TPC, who will be responsible for the implementation and operation of the FTP and undertake the monitoring;
- To introduce a package of measures, which will include long-term and short-term initiatives, which will assist travel by sustainable modes;
- Address residents' needs for access to a full range of facilities for work, education, health, leisure, recreation, and shopping; and
- Promote healthy lifestyles and sustainable communities.

### 3.3. Targets

Targets are the means of measuring the achievement of the objectives of the FTP. The FTP targets are informed by the trip generation work undertaken in support of the Land west of Watling Street, Park Street, St Albans, Hertfordshire, Transport Assessment.

It should be noted that targets are not commitments and failure to meet these should not result in penalty, however, if the targets are not met, then the Action Plan should be reviewed to ensure that the TP is having a positive impact on mode shift.

The action-based targets will be SMART:

- **Specific:** Well defined and clear to those with basic knowledge of transport;
- **Measurable:** Concrete criteria for measuring progress;
- **Achievable:** challenging and ability stretching, but still reasonable;
- **Realistic:** Within the availability of resources, time, and knowledge; and
- **Time-bound:** Grounded within a timeframe.

Table 3-1 shows the current baseline mode share percentage and the respective targets for years 2,3,4 and 5. The baseline mode shares have been obtained from the 2011 Census data and are considered to be representative of real-world behaviours. The greatest target for the 5-year period is for percentage of car trips, with a 30% decrease. This is supported by targeted increases between 5%-7% in sustainable alternative modes of travel (walking, cycling, using public transport).

**Table 3-1 - Travel Plan Targets**

Mode	Baseline Mode Share	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Total Mode Shift
Walk	8%	+3%	+2%	+3%	+1%	+7%
Cycle	2%	+3%	+2%	+3%	+1%	+7%
Bus	2%	+2%	+2%	+1%	+3%	+5%
Train	11%	+3%	+2%	+3%	+1%	+7%
Car Driver	69%	-10%	-8%	-6%	-4%	-30%

Mode	Baseline Mode Share	Year 2 Target	Year 3 Target	Year 4 Target	Year 5 Target	Total Mode Shift
Car Passenger	6%	+1%	+1%	+2%	+1%	+3%

During the planning stages of the Park Street development, these targets have been considered and therefore the site has been designed to promote sustainable travel options as a viable alternative to vehicle use. Quick wins have also been considered by providing/introducing the following:

- Travel Information Packs; and
- Bicycle and Walking User Groups.

Following on from this, Section 4 outlines the action plan to be implemented in order to work towards these targets.

## 4. Developer Measures and Action Plan

This section of the FTP sets out the Delivery Measures and Action Plan to achieve the target mode share as set out in Section 3.

### 4.1. Developer Measures

The following are proposed measures that the developer could take to ensure sustainable travel is prioritised from first occupation:

- Pedestrian and Cycling improvements;
- Travel Information Packs; and
- Facilitating Sustainable Car Travel.

#### 4.1.1. Pedestrian and Cycling Improvements

To improve pedestrian and cycle connectivity to the site the following measures will be undertaken:

- Provision of the following active travel access points:
  - In the northernmost part of the site connecting to the existing footway on Watling Street, where a new signalised pedestrian crossing is proposed;
  - A second pedestrian link connecting to Watling Street opposite proposed plot 95;
  - A 2m footway on the north side of the site access and a 3m on the southern side of site access; and
  - To the south of the site access where a footpath will connect with a pedestrian cycle access adjacent to the existing signalised crossing on Watling Street; and
- Internally a shared used path is to be provided along the spine road at 3m wide, as well as a cycle-only access point to the north of the access junction to Watling Street.

#### 4.1.2. Travel Information Packs

The developer could provide a Travel Information Packs to each household as part of a wider Welcome Pack, this will be discussed with the local authority upon agreement of the Travel Plan. The pack would inform new residents of their travel choices and include the following materials:

- Location map, showing the site in relation to the surrounding area;
- Public transport (bus and rail) maps, showing routes and nearest bus stops/stations;
- Website addresses for travel information, including journey planners;
- Details of available cycle training and how residents can sign up for it;
- Local cycle and walk routes, showing the different types of routes available and local cycle shops;
- Details of any local walking and cycling groups;
- Information on car sharing including how it works, and reasons to use it, local car sharing facilities, such as [www.hertsliftshare.org](http://www.hertsliftshare.org), and how residents can sign up to it;
- Maps and information, including addresses and telephone numbers for local amenities; and
- Information of home delivery shopping services that are available from supermarkets.

#### 4.1.3. Facilitating Sustainable Car Travel

Whilst the FTP seeks to reduce overall car trips from the development, it is acknowledged that car as a modal share will still be significant. Taking this into account, EV charging points will be built into the development for futureproofing and to encourage EV adoption. This would accommodate for the updated UK government's policies regarding the ban of sale and production of new petrol and diesel vehicles from 2030.

### 4.2. Example Action Plan

An Action Plan is a package of measures which are to be implemented to improve travel options for residents. The example Action Plan set out in this FTP addresses the Objectives stated in Section 3.2 which will achieve

the aims of reducing the number of single occupancy vehicle trips from the site and maximise the use of non-car modes of transport.

As such, the targets stated in Table 3-1 could be achieved by reducing private car travel and increasing the use of sustainable alternatives. It is considered that the delivery measures and example Action Plan identified within this Chapter could be sufficient to meet the mode share targets identified in Table 3-1 to meet the FTP objectives and aims.

Table 4-1 sets out the example Action Plan which is based on the Objectives stated in Section 3.2 along with how they could be addressed, when it could be completed and who is responsible for undertaking the actions.

It should be noted that the example Action Plan shows possible measures which could be delivered by the TPC or developer to achieve the targets. With this in mind, there is no commitment to deliver all measures but steps should be taken to implement as many as possible, giving the best chance of achieving the targets. The measures that will be included the final Action Plan and will be discussed with the local highway authority throughout the planning process. The Action Plan is a live document that will be part of the ongoing discussion with the local authority regarding the implementation of the Travel Plan.

It is considered that the delivery measures and action plan identified within this section are sufficient to meet the mode share targets indicated within Table 4-1 to meet the FTP objectives and aims.

**Table 4-1 - Action Plan**

Relevant Objectives	Strategy	Measure	Action	Target Date	Publicity and Promotion	Responsibility
1,2,5,6	All modes	Provision of Travel Packs to new residents upon occupation.	Distribution of Travel packs to new residents upon occupation	Upon first occupation	Distribution to all new residents	TPC
1,2,6	Walking and Cycling	Information and promotion of local walking routes and groups	Inclusion within Travel Packs to be distributed upon occupation	Upon first occupation	Travel pack to be distributed to all new residents	TPC
1,2,4,5,6	Walking and Cycling	Provision of formal pedestrian crossing on the A5183 to the north of the site access by the second most northern pedestrian access point	-	Prior to full occupation		The developer
1,2,6	Walking and Cycling	Provision of secure cycle parking	-	Prior to full occupation		The developer
1,2,4,5,6	Walking and Cycling	Provision of internal footways which are Local Transport Note 1/20 compliant	-	Prior to full occupation		The developer
5	Car	Provision of EV charging points within the development	-	Prior to full occupation		The developer
1,2,4,5,6	Walking and Cycling	Promotion of cycle training/local cycle groups	Information on cycle training/local cycle groups to be included within the travel packs	Upon first occupation	Travel pack to be distributed to all new residents	TPC
1,4,5	Reducing use of Private Car	Lift Sharing	Advertise HCC's Liftshare platform within the Travel Pack as a way of reducing private car travel	Upon first occupation	Information provided in Travel Packs	TPC
1,4,5	Public Transport	Advertisement of bus and rail discount tickets and offers	Inclusion within Travel Packs to be distributed upon occupation	Upon first occupation	Travel Pack Distribution to all new residents	TPC



## 5. Scheme Monitoring and Review

This section sets out how the delivery measures and action plan provided in Chapter 4 will be monitored and reviewed. Monitoring an FTP helps to assess how it is performing by reviewing delivery measures and the Action Plan against the target dates. Furthermore, monitoring surveys assess whether the agreed targets are being met on an annual basis.

### 5.1. Monitoring Surveys

The monitoring and reviewing of the FTP is the responsibility of the TPC which involves annual questionnaire surveys for residents. The scale of monitoring surveys required for this Travel Plan will be agreed with the local authority.

The first set of monitoring surveys should be undertaken within nine months of first occupation. The surveys should then be undertaken annually from the initial survey for five years following the final occupation. The survey should be undertaken at the same time, on the same weekdays, each year to ensure consistency and mitigate contextual impacts.

The TPC is responsible for the monitoring, collection, and publication of this data to HCC each year until the fifth monitoring year has passed. It will then be reviewed with further discussions taking place to decide how the FTP will continue.

### 5.2. Travel Plan Review

The FTP monitoring and review is an important step to ensuring that the proposed targets noted Section 3.3 are met. A review plan will be agreed with HCC at the planning application stage to identify appropriate mechanisms for achieving this.

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