



ST ALBANS  
SCHOOL



PART OF HENRY BOOT



**WOOLLAM  
PARK**  
North St Albans

# FRAMEWORK TRAVEL PLAN

DECEMBER 2024



**Hallam Land Management Limited, St Albans School and St  
Albans School Woollam Trust**

**Woollam Park, North St Albans**

**Framework Travel Plan**

November 2024

Project Code: 05920



## Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	21 October 2024	KN	MM	MM
B	22 October 2024	KN	MM	MM
C	29 November 2024	KN	MM	MM
D	07 February 2025	KN	MM	MM

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## I Introduction

### I.1 Overview

- 1.1.1 PJA has been commissioned by Hallam Land Management Limited (HLM), St Albans School and St Albans School Woollam Trust to provide transport planning support for a hybrid planning application for the proposed development of land at North St Albans, referred to as ‘Woollam Park’.
- 1.1.2 Planning permission will be sought for the following development:
- 1 Relocation and replacement of existing playing fields and erection of pavilion annex; and
  - 2 Construction of up to 1000 new homes (Use Class C3) to include a mix of market housing, affordable housing, age restricted specialist accommodation for the elderly, adult disability service units; a care home (Use Class C2); a local centre (Use Classes E and F); a primary school (Use Class F); the laying out of green infrastructure including habitat creation; drainage infrastructure; earthworks; pedestrian and cycle routes; new means of access and alterations to existing accesses.
- 1.1.3 The application is submitted as a “hybrid” application. Part (1) is submitted as a full application. Part (2) is submitted as an outline application with approval of means of access sought at the present time, and all other reserved matters to be approved at a later date.
- 1.1.4 PJA has developed an ambitious transport vision for the site which has informed the development of the site’s masterplan and the comprehensive access and movement strategy which is presented within this Transport Assessment together with a robust evidence base and detailed assessment and qualification of the transport strategy. This Framework Travel Plan (FTP) encourages the uptake of sustainable and low carbon travel modes supporting the wider strategy.

### I.2 Purpose of Report

- 1.2.1 A FTP is a long-term management strategy for a development site, which aims to minimise the travel to, and from the site, by single occupancy car trips. Principally, this FTP aims to increase modal choice through the implementation of a package of measures, infrastructure and initiatives.
- 1.2.2 The key objectives of this FTP are as follows:
- Promote the use of sustainable modes of travel which are more environmentally friendly and reduce carbon emissions in line with the low carbon transport strategy;



- Reduce reliance on private car travel with a reduction in the length and number of motorised journeys, in particular, those carried out in single occupancy vehicles;
- Ensure traffic volumes on key on-site highway links do not exceed acceptable levels; and
- Reduce emissions compared to those which would be produced without a FTP.

1.2.3 This FTP covers the following site users:

- Residents living at the development.
- Employees of the local centre units.
- Employees, visitor and pupils at the school.

1.2.4 While the FTP sets out the overarching strategy for promoting sustainable travel, more detailed travel plans will be prepared at reserved matter(s) stage. These detailed plans will address specific aspects of the development that were not covered in the outline planning application and will ensure that the sustainable travel measures outlined in the FTP are effectively implemented and tailored to the final design and layout of the development.

### **1.3 Structure of Report**

1.3.1 The remainder of this report is structured as follows:

- Section 2: Policy Guidance;
- Section 3: Baseline Transport Conditions;
- Section 4: Future Baseline Conditions;
- Section 5: Development Proposals;
- Section 6: Wider Transport and Movement Strategy;
- Section 7: Travel Plan Management and Coordination;
- Section 8: Targets, Review and Monitoring;
- Section 9: Travel Plan Initiatives; and
- Section 10: Action Plan.



## 2 Policy Context

### 2.1 National Policy

#### National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) was updated in December 2023 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core, with greater emphasis on creating attractive infrastructure through a design-led approach.

2.1.2 Policies aimed at promoting sustainable development are covered within section 9, paragraphs 108 to 117 of the NPPF, with paragraph 108 stating that:

*'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a *The potential impacts of development on transport networks can be addressed.*
- b *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.*
- c *Opportunities to promote walking, cycling and public transport use are identified and pursued.*
- d *The environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,*
- e *Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

2.1.3 This FTP and accompanying Transport Assessment demonstrate that the development complies with paragraph 109, which states:

*'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

2.1.4 Paragraph 114 of the NPPF relates to considering development proposals and states that:

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



- b *safe and suitable access to the site can be achieved for all users;*
- c *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.1.5 This planning application responds to paragraph 117, by providing a Transport Assessment and Travel Plan:

*'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposed can be assessed.'*

2.1.6 Changes to the NPPF are currently under consultation which if adopted would see a switch to a Vision-Led approach to transport planning and assessment of impacts. The approach taken to the strategy and assessment for Woollam Park is in line with this emerging change.

### **National Planning Policy Framework Consultation**

2.1.7 Consultation on changes to the NPPF ran from 30 July 2024 to 24 September 2024. This proposed for the current paragraph 115 proposed to be replaced with the following (at paragraph 113):

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, in all tested scenarios."*

2.1.8 Whilst not yet adopted and potentially subject to change, this contributes to a change in direction of approach to the assessment of transport impacts which has been evolving for some time. This is considered in the context of the modelling scenarios set out in the Transport Assessment.

### **National Planning Practice Guidance (2014)**

2.1.9 The Government's National Planning Practice Guidance (NPPG) was published on 6<sup>th</sup> March 2014 by the Department for Communities and Local Government and updated July 2018. NPPG provides 'Travel Plans, Transport Assessments and Statements in Decisions-Taking' guidance, advising on when Transport Assessments and Transport Statements are required, what they are and what they should contain.

2.1.10 Travel Plans are defined as:

2.1.11 *"Long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development*



*and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."*

- 2.1.12 The guidance emphasises the importance of developing Travel Plans in parallel to development proposals and integrated them into the design rather than retrofitting after a site is occupied.

## **2.2 Regional Policy**

### **Hertfordshire Local Transport Plan (2018-2031)**

- 2.2.1 The Hertfordshire Local Transport Plan (LTP4) sets out the plan for future travel in Hertfordshire for the period 2018-2031. The plan was adopted by Hertfordshire County Council (HCC) in 2018.
- 2.2.2 Policy 2 states that new developments will be encouraged in locations which are or have the potential to be served by high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.
- 2.2.3 Policy 5 sets out the requirements for managing new development within the region which includes ensuring that development incorporate the Transport User Hierarchy in their proposals, that access arrangements are safe and suitable for all people and are designed to an adoptable standard, securing off-site highway mitigation measures to limit the impacts of development and provides a Travel Plan in accordance with the requirements of the Hertfordshire's Travel Plan Guidance.
- 2.2.4 Further information is provided in the accompanying TA.

### **Hertfordshire Infrastructure and Funding Prospectus 2018-2031**

- 2.2.5 This prospectus provides an overview of the current and future infrastructure needs of Hertfordshire and how this can be planned to ensure that infrastructure is funding in line with the growth in population. The document identifies the site as a major housing development and outlines several transport projects that will require future funding, one of the proposals includes a new cycleway along the A1081 between Harpenden and Luton; it is proposed the development could look to contribute to the delivery of part of this route.

### **South Central Hertfordshire Growth and Transport Plan**

- 2.2.6 On behalf of HCC, AECOM has prepared a suite of documents contributing to the South Central Hertfordshire Growth and Transport Plan (GTP), to support LTP4.
- 2.2.7 The GTP prospectus was published in 2019 and provided a brief summary of how the GTP has been and will continue to be developed, as well as an outline of the proposals (interventions) for each larger town and smaller settlement. The most recent and final publication for the GTP was the South



Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper in May 2022, which builds on the level of detail given in the previous stages regarding the interventions for each area. Further information is provided in the accompanying TA.

## 2.3 Local Policy

### **City and District of St Albans Local Plan 1994 (Saved and Deleted Policies Version July 2020)**

- 2.3.1 The most recent adopted Local Plan applicable to St Albans is The District Local Plan Review, adopted on 30<sup>th</sup> November 1994. In 2007, a Saved and Deleted Policies Version of the document was produced to prevent the Local Plan from expiring. The most recent update to the Saved and Deleted Policies Version was in July 2020. The remaining policies within the adopted Local Plan are almost 30 years old and do not take into consideration the ways of modern living and taking steps to address the ongoing climate emergency, formally declared by SACDC in July 2019. It is noted that in 2018, a new Local Plan was drafted to cover the period 2020-2036. However, this was withdrawn after being submitted to the Secretary of State on 29<sup>th</sup> March 2019.
- 2.3.2 Further details on the Emerging Local Plan are set out in proceeding sections.

### **St Albans City and District Council Local Cycling and Walking Infrastructure Plan**

- 2.3.3 SACDC and HCC have adopted a Local Cycling and Walking Infrastructure Plan (LCWIP) for the City and District of St Albans. This is a *“long-term approach aimed at developing cycling and walking networks over a 10-year period and form a key part of the Government’s strategy to increase the number of trips made on foot or by cycle”*.
- 2.3.4 The LCWIP identifies Woollam Park (North St. Albans) as a potential future development site along with several other sites in the district. The LCWIP identifies A1081 Harpenden Road, Beech Road, Batchwood Drive, Marshalswick Lane and the B651 are listed as existing primary cycle routes. Further information is provided in the accompanying TA detailing alignment between LCWIP aspirations and the Woollam Park transport strategy.

### **Hertfordshire Bus Service Improvement Plan**

- 2.3.5 The Hertfordshire Bus Service Improvement Plan (BSIP) forms part of the LTP 4 and the future LTP 5 and sets out ambitions and aspirations for the county’s bus network. After the publication of LTP4, Hertfordshire County Council formed an Enhanced Partnership between HCC and local rail/bus operators with the following objectives:
- 1 Prioritising bus services in traffic



- 1 Improving the image of buses
- 2 Upgrading bus infrastructure
- 3 Closer integration of the bus network
- 4 Smarter use of data and information.

2.3.6 The BSIP focuses on several headline targets surrounding the following themes:

- Reliability;
- Punctuality;
- Passenger Growth;
- Customer Satisfaction; and
- Bus Open Data.

2.3.7 Within the vicinity of the site, the following improvements are specifically mentioned:

- **Hitchin – St Albans Corridor** – enhancing frequencies on this route to deliver minimum 30-minute headways, create transport hubs in major towns such as St Albans and relieve pressure on other routes such as St Albans-Hatfield where there may be overprovision.
- **Corridors for bus priority** – St Albans is identified as a town where bus priority should be of a high priority. ‘Quick wins’ will include improvements to passenger experience and smaller interventions to help buses in traffic. More complex projects will emerge over time. St Albans have been identified approximately £600k of schemes including bus lanes along London Road.

### **HCC Travel Plan Guidance**

2.3.8 The HCC Travel Plan Guidance is aimed at developers to promote sustainable travel to new developments from the planning and design stage. The guidance recommends the use of clear objectives and targets with liaison between developers (including a dedicated Travel Plan Coordinator), local authorities and future occupants. Specific targets may include plans to:

- Improve accessibility by non-car modes;
- Reduce the need to travel;
- Minimise single occupancy car travel;
- Support commercial viability of public transport;
- Reduce congestion;
- Improve the local environment (including air quality and climate change);
- Reduce the cost of travel;
- Improve health and wellbeing;





- Improve road safety;

2.3.9 Evidence of a site’s likely impact provided in a Transport Assessment or Transport Statement should be used to inform the objectives, targets and measures in the Travel Plan, ensuring considerations given to each stage of the application are equivalent.

2.3.10 Strategies for Travel Plans can include:

- Site design including permeability and access points to non-car modes, parking provision/restrictions. For educational establishments, wet weather waiting area for parents, and secure storage area for parents to leave pushchairs for linked journeys can be used.
- Improvements to off-site infrastructure and safer routes to amenities such as schools, including traffic calming, footpath improvements, crossing points, cycle infrastructure, signage and bus infrastructure.
- Active Travel incentives such as cycle hubs, infrastructure for pedestrians/cyclists including cycle parking, provision of cycle/walking maps and provision of on-site facilities within schools/workplaces such as lockers and showers.
- Public transport incentives such as ticket discounts, promotions and information provision.
- Promotion and marketing of events, apps, travel information, awareness sessions, local user groups.
- Promotion of car sharing and parking demand management.

2.3.11 For residential developments, the trigger point for baseline monitoring and Full Travel Plan submission will be agreed based on scheduled build-out and development size.

2.3.12 For workplace and visitor developments the trigger point for baseline monitoring and submission of a Full Travel Plan will typically be within three months of first occupation. Educational establishments will follow similar requirements with the Travel Plan transferred to Modeshift STARS upon first occupation.

## 2.4 Emerging Policy

### South West Hertfordshire Joint Strategic Plan (Draft)

2.4.1 This plan is currently in draft and is being developed by the six councils of South West Hertfordshire, including SACDC and HCC.

2.4.2 This document will outline a vision of the future of the area up to 2050. The plan aims to *“establish a collective ambition and set a blueprint for the future of the area to 2050. Eventually it will need to address big issues like the scale and location of new growth, the infrastructure needed to deliver it and our response to the challenges of climate change.”*

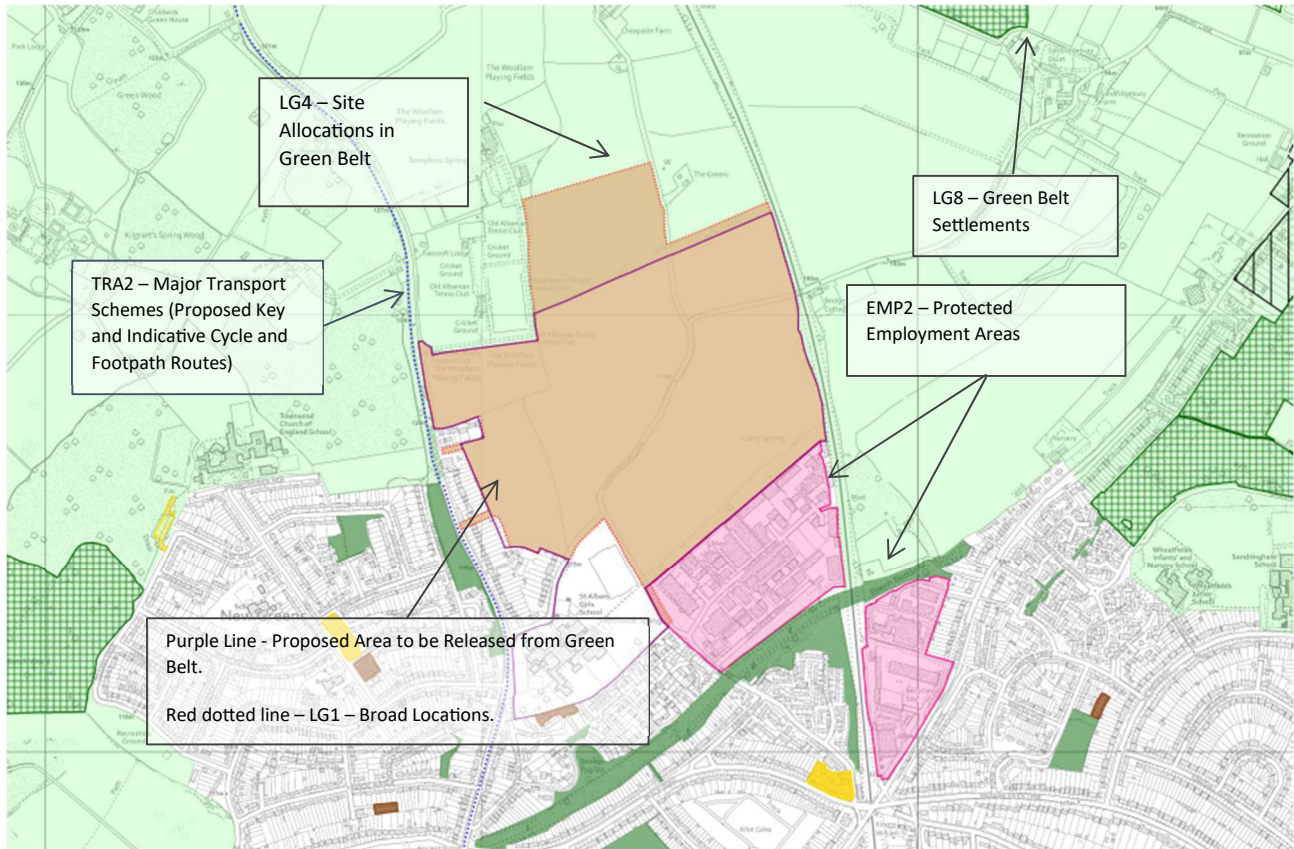


## St Albans City and District Council New Local Plan 2041 – Regulation 18 / 19 Consultation

- 2.4.3 An emerging Local Plan was published as part of the Regulation 18 Consultation in July 2023. A Regulation 19 Pre-Submission Publication is currently under consultation from September to November 2024. The Local Plan is due for submission in December 2024 with examination and adoption by March 2026.
- 2.4.4 SACDC refers to the New Local Plan as being:
- “Like a blueprint for future development so that inevitable change can be managed carefully and thoughtfully.”*
- 2.4.5 The draft Local Plan would allocate Woollam Park (North St. Albans, B1) as one of the ‘Broad Locations’ for development upon adoption. The ‘Broad Locations’ are identified for large urban extensions (250+ dwellings or strategic scale employment), are shown as a red dotted line in Figure 2-1.



**Figure 2-1: SACDC Draft Local Plan 2041 Regulation 18 Consultation – Policies Map**



2.4.6 Further information is provided in the accompanying TA.

### **New Local Plan 2041 Parking Standards**

2.4.7 The emerging Local Plan incorporates proposed parking standards in Appendix 2, setting out the absolute maximum level of parking. This is applied on a zonal basis and a discount could be applied to the parking standards to account for the characteristics of an area.

2.4.8 It is intended that reduced standards will be applied to residential and non-residential land uses within the site as part of the bespoke parking strategy to support the low carbon transport strategy. Further information is included in the accompanying TA.

## **2.5 Summary**

2.5.1 The development proposals, and this report, have been prepared with specific regard to the policy direction on a national, regional, local, and site-specific level.



- 2.5.2 On a national level, this document seeks to demonstrate that the proposals comply with the NPPF by exploring opportunities for use of sustainable travel modes, to minimise the requirement for travel by private car.
- 2.5.3 On a regional level, this document seeks to demonstrate that the proposals comply with the Hertfordshire Local Transport Plan and South Central Hertfordshire Growth and Transport Plan.
- 2.5.4 On a local level, this document seeks to demonstrate the development's position within emerging SACDC New Local Plan 2041.

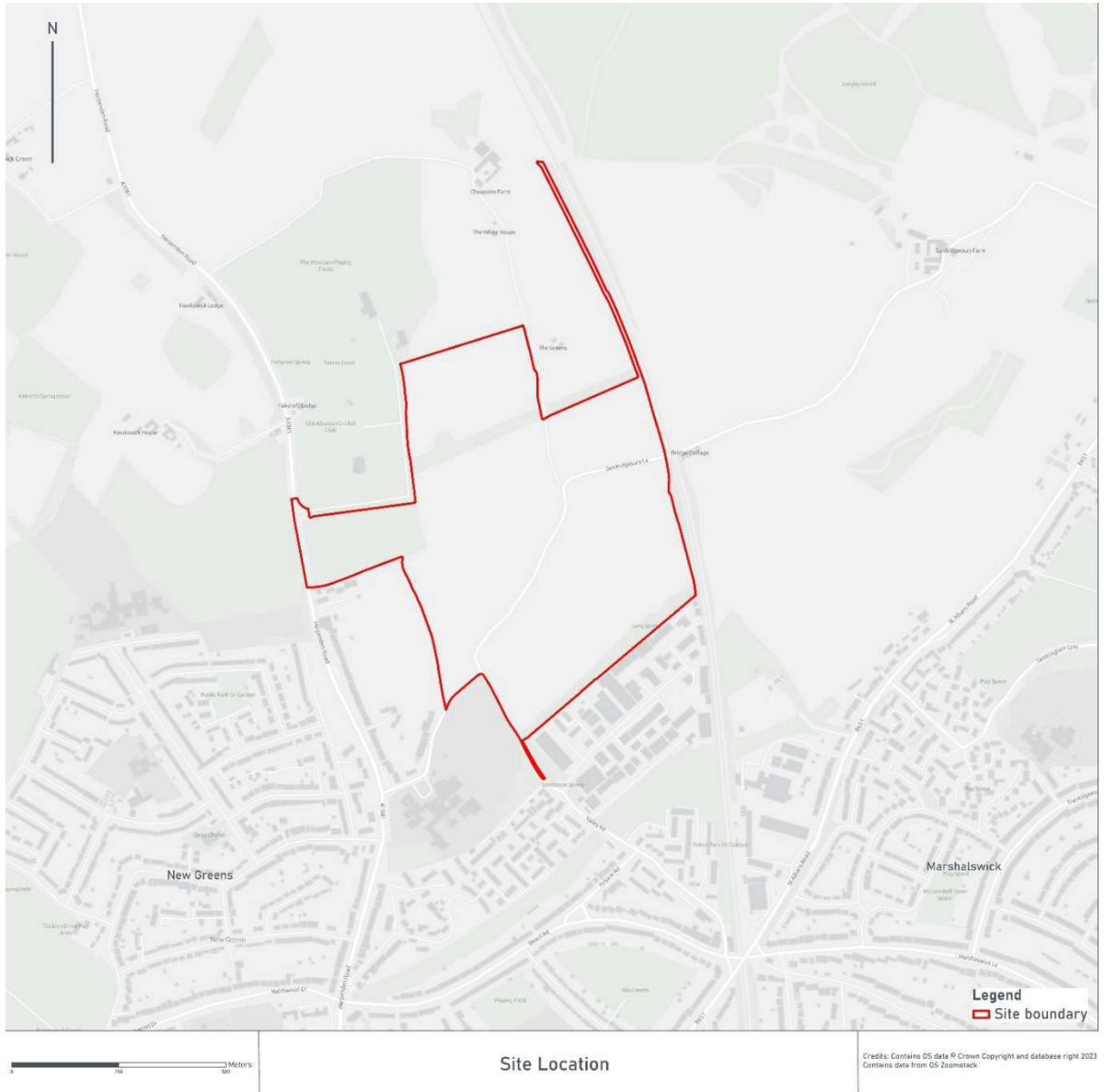


## 3 Baseline Transport Conditions

### 3.1 Site Location

- 3.1.1 The site is located approximately 2.7km north of St Albans City Centre and 4.7km south of Harpenden. Most of the site is arable land currently in agricultural use, save for three sports pitches. These pitches are the subject of a long-term lease from St. Albans School to the Old Albanians Sports Association which form part of the wider Woollam Playing Fields site.
- 3.1.2 The Site is bounded to the south by the existing settlement of St Albans, St Albans Girls' School, and Valley Road Industrial Estate, (also known as Porter's Wood). The southern boundary is formed by Longspring Wood which is an ancient woodland and Local Wildlife Site. A public right of way runs through this woodland and a permissive path has been formed along its northern edge. To the north and east there is countryside; to the north west are the Woollam Playing Fields and to the west are residential dwellings fronting Harpenden Road.
- 3.1.3 Sandridgebury Lane passes through the site between the east edge of the site and its south-west corner. The location of the site is shown in Figure 3-1 below.

**Figure 3-1: Site Location**



3.1.4 Figure 3-2 shows the location of the site in relation to other major surrounding urban settlements in the region. To the south of the site is Watford, Borehamwood and Greater London, north is Luton, Stevenage and Milton Keynes. While Hatfield and Welwyn Garden City are located east of the site and Hemel Hempstead is located to the west.



**Figure 3-2: Regional Site Context**



### 3.2 Access by Walking

- 3.2.1 Generally, to the south and west, and within the established urban area of St Albans, there is continuous footway provision along most roads but within the site and in the more rural areas to the north and east, footway provision is more intermittent or absent, albeit augmented by a network of footpaths and bridleways.
- 3.2.2 Shared use facilities (for pedestrians and cyclists) and/or footways with street lighting feature continuously along the extent of the A1081 Harpenden Road between the Ancient Briton junction and the Hawkswick Bus Stops located just north of the Old Albanians RFC Access. The shared use path on the western side and footway on the eastern side varies in character between being directly



adjacent to the carriageway, measuring approx. 2.5m in width near the Ancient Briton Junction and further north, decreasing to between 1.2m-1.9m and becoming segregated from the carriageway by grass verges. To the south of the petrol filling station, this shared use path terminates and the NCN route continues within the New Greens area. To the south of this on the A1081, the facility continues as a footway. Good pedestrian provision along the A1081 Harpenden Road, and Valley Road as a quieter route, will enable future site residents pedestrian access towards St Albans City Centre within an approximate 40-minute walk from the centre of the site.

- 3.2.3 Informal pedestrian crossings are provided at intervals along this part of the A1081 with dropped kerbs, colour-contrasted tactile paving and pedestrian refuge islands situated within the hatched central reserve of the carriageway. A signalised pedestrian crossing is also provided just south of the A1081 Harpenden Road / Sandridgebury Lane priority junction and St Albans Girls School with pedestrian guard railing on each approach to the crossing.
- 3.2.4 Further north from the bus stops, the footway provision is decreased to just the western side of the carriageway until the A1081 Harpenden Road reaches Harpenden.
- 3.2.5 Sandridgebury Lane, within the site extents is a single-track country lane with no pedestrian facilities. As Sandridgebury Lane continues west, lit footway provision is introduced along the north-western side of the carriageway providing access to the residential frontages.
- 3.2.6 Adjacent to the entrance to the St Albans Girls School (STAGS) Sandridgebury Lane features pedestrian footways on both sides of the carriageway as the route continues west to the A1081 Harpenden Road. It is noted that there are no pedestrian crossings feature between the northern and southern sides of the carriageway until the junction with the A1081 where dropped kerbs but no tactile paving are provided to cater for the north-south desire line across the junction bellmouth.
- 3.2.7 Valley Road adjacent to the sites southern boundary is a single-track country lane with no pedestrian provision. South of the site, Valley Road features a grade separated footway on the western side, providing access between Darwin Close and rear pedestrian entrance to St Albans Girls School. To the east of Valley Road, a PRoW passes through Longspring Wood. As Valley Road meets Darwin Close, a dropped kerb crossing is provided between the Valley Road footway and footways on the southern side of Darwin Close, with street lighting provided along the route. Further south on Valley Road, footway provision alternates between provision on both sides of the carriageway and just one side. While dropped kerbs are provided at several locations along the route, there is no tactile paving.
- 3.2.8 The King William IV junction has signalised pedestrian crossings provided north-south across Beech Road and Marshalswick Lane, and east-west across both sides of the B651. An additional zebra

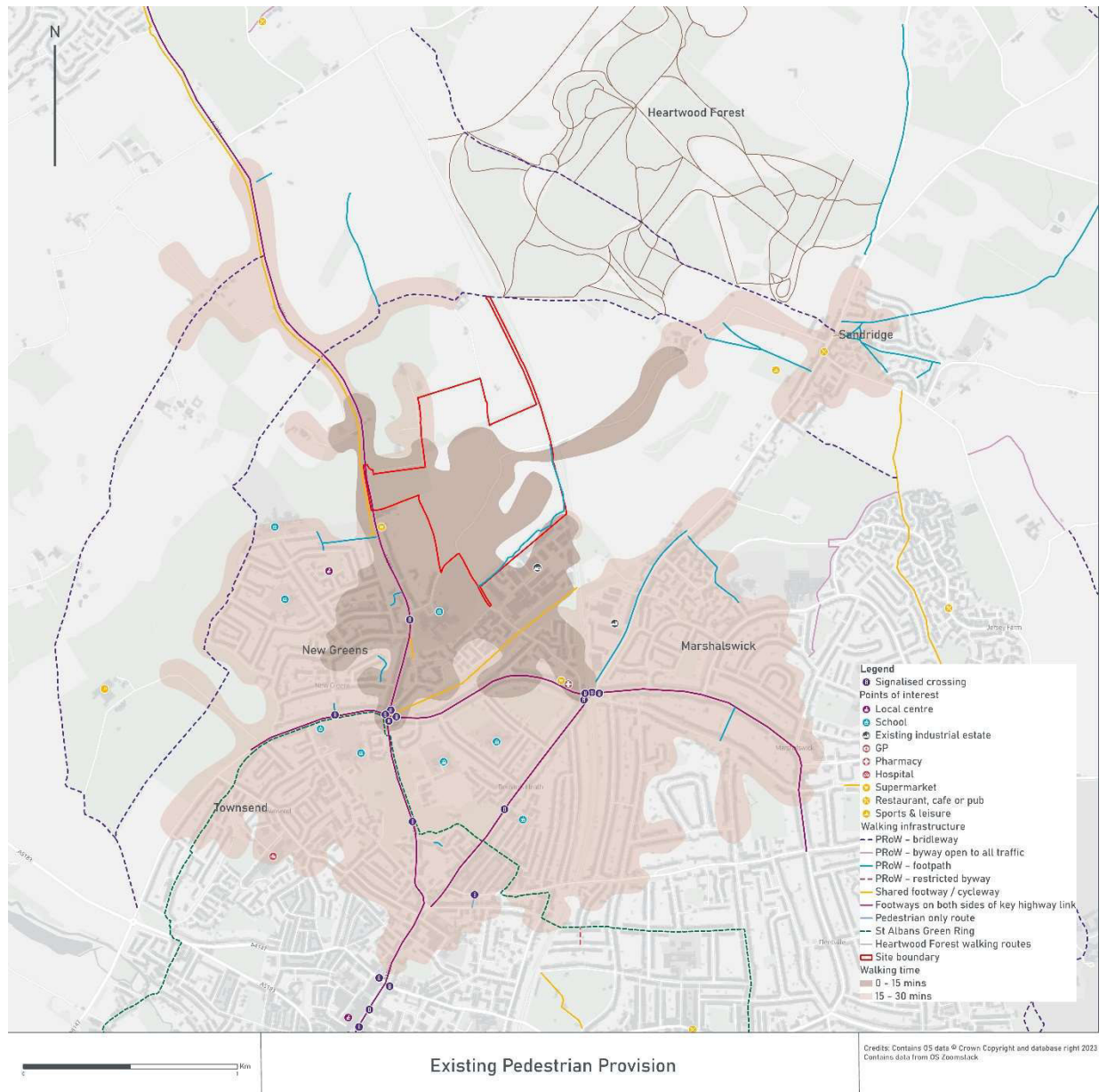




crossing is provided at the north-eastern side of the junction across the left turn slip lane from B651 St Albans Road.

- 3.2.9 Various Public Rights of Way (PROW) surround the site. As noted previously a PROW Footpath is provided along the south-eastern boundary of the site connecting Sandridgebury Lane and Valley Road via Long Spring Wood and then running parallel to the Midland Main Line Railway. A permissive footpath is also provided along the northern edge of the Longspring Wood.
- 3.2.10 Two PROW Footpaths also provide connections on the western side of A1081 Harpenden Road to access the New Greens area. The development site is also surrounded to the north and further west by a longer distance bridleway route, part of the Hertfordshire Way, between the village of Sandridge and Batchwood Drive via the Batchwood Golf Course.
- 3.2.11 Figure 3-3 shows an isochrone with walking times of up to 30-minutes from the centre of the site, with the use of existing infrastructure available to pedestrians as well as existing pedestrian facilities.

**Figure 3-3: Pedestrian Provision**



Existing Pedestrian Provision

### 3.3 Access by Cycling

3.3.1 There are some existing cycle facilities surrounding the site with a traffic-free portion of National Cycle Route (NCR6) located immediately opposite the site boundary on the western side of the A1081 Harpenden Road, shown in Figure 3-5. NCR6 is a long-distance route spanning the length of England and locally connects St Albans to Harpenden and Luton to the north and Watford and the western extents of Greater London to the south.



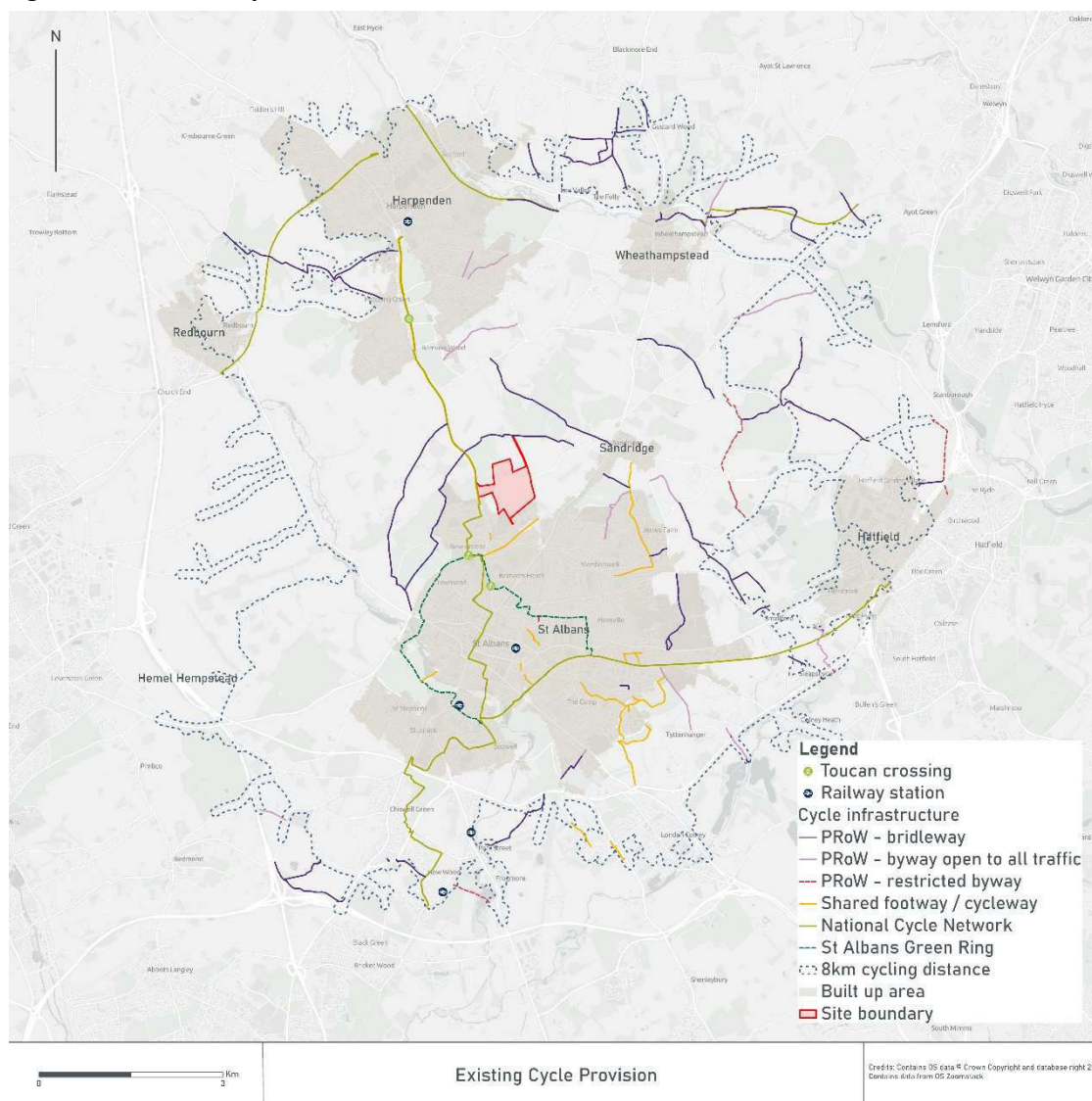
**Figure 3-4: NCR6 Adjacent to A1081 Harpenden Road**



- 3.3.2 At the western boundary of the site, along A1081 Harpenden Road, the NCR6 is provided as a shared use path for cyclists and pedestrians on the western side of the carriageway. Just south of the St Albans Service Station, NCR6 diverts from A1081 Harpenden Road into the New Greens area via a quieter on-carriageway route. Directional fingerpost signage is provided at turning points along the route to inform cyclists of the NCR direction, as well as shared use path repeater signs along the route.
- 3.3.3 The PROW bridleways in the areas to the north (Hertfordshire Way) and west of the site provide opportunities for leisure routes, including connections to the Heartwood Forest.
- 3.3.4 The St Albans cycling map published by HCC sets out routes that have been suggested by local cyclists, mostly as quieter roads. This includes Sandridgebury Lane routing through the site boundary, Valley Road, Old Harpenden Road, Ellis Fields and routes through the New Greens area. Although, these suggested routes divert cycle traffic away from the northern approach to the Ancient Briton crossroad junction, instead suggesting Old Harpenden Road as a quieter route.
- 3.3.5 The circular St Albans Green Ring is accessible in the vicinity of the site, adjacent to the A1081 Harpenden Road south of the Ancient Briton junction. The Green Ring is a continuous walking and cycling route covering 10km around St Albans, providing cycle access to open spaces, heritage sites, schools, workplaces, leisure facilities and both of St Albans Railway Stations. The Green Ring encompasses traffic-free and mixed-traffic cycling provision.

3.3.6 Figure 3-5 shows an isochrone for up to 8km from the centre of the site, using existing infrastructure. This shows that St Albans City Centre is accessible within a suitable cycling distance of the site including both railway stations, as well as wider areas of St Albans, Harpenden and Sandridge. Given this, it is considered that there are genuine opportunities to enable future site users to undertake local trips by cycling.

**Figure 3-5: St Albans Cycle Infrastructure**



### 3.4 Access by Public Transport

#### Bus

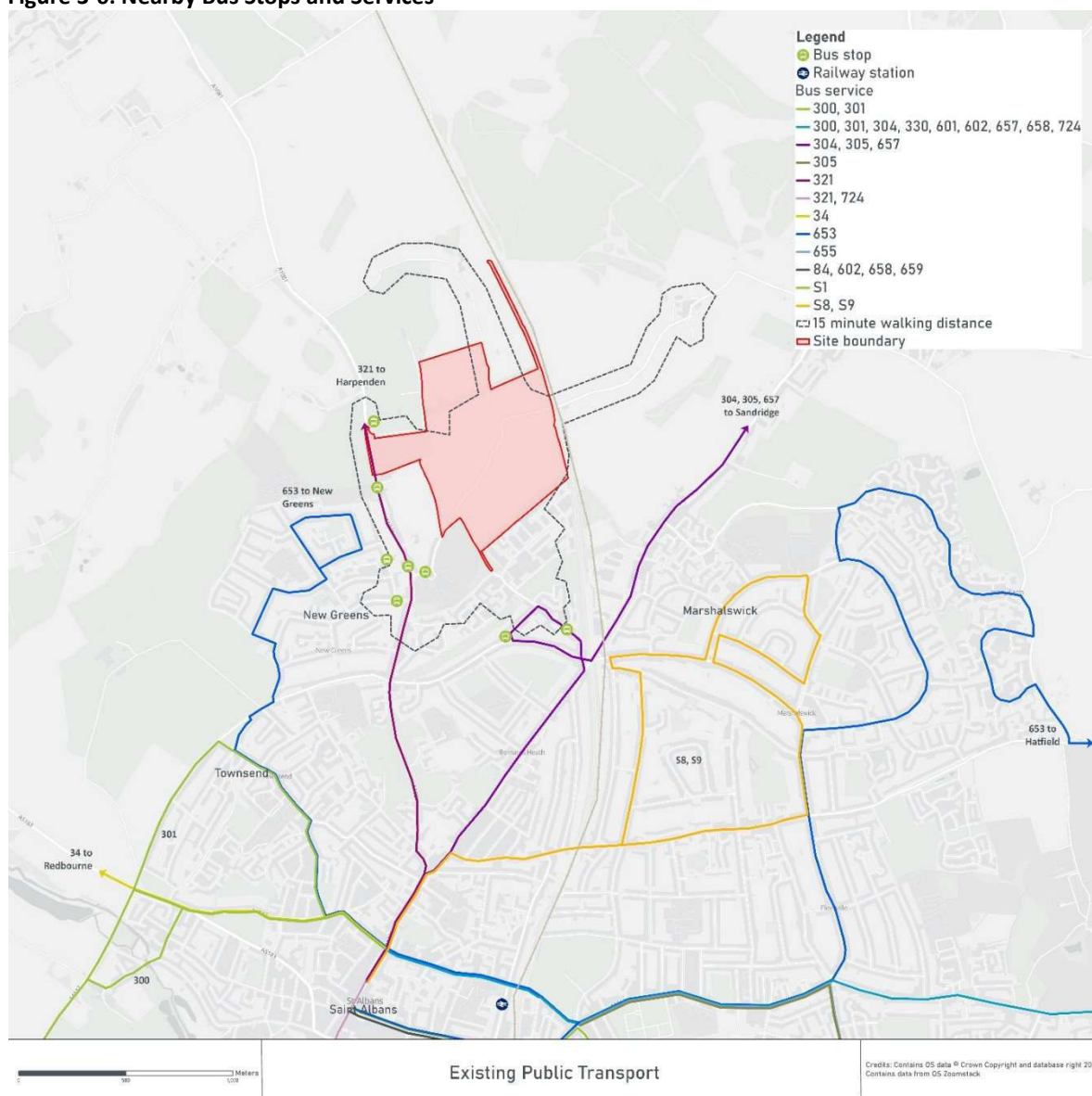
3.4.1 There is a good network of existing bus services which operate adjacent to the site. Figure 3-6 shows the bus stops closest to the site and the services that use these stops, including the 321/721



between Luton and Watford/Rickmansworth and the 653 between St Albans and Welwyn Garden City and Hatfield. The 721 service augments the 321 service to raise the frequency of services along this route to 4 per hour and was recently introduced using Bus Service Improvement Plan funding.

**3.4.2** Local stops are available along the A1081 Harpenden Road at the western boundary of the site and in the New Greens area to the west of the A1081, further stops are available at the southern boundary of the site along Valley Road and surrounding the King William IV Junction. The bus stops nearest to the site access on A1081 Harpenden Road are identified with a flag and pole with printed timetable information raised kerb, further south on the Harpenden Road bus stops are provided with shelters, seating and live timetable information. In the New Greens area, a combination of bus stop infrastructure is provided with some just accommodating a flag and pole, while some have shelters with seating and live timetable information.

**Figure 3-6: Nearby Bus Stops and Services**



3.4.3 Table 3-1 outlines the services available at the stops highlighted in Figure 3-6, all are located within a 20-minute walk of the site boundary.

**Table 3-1: Bus Services**

Service	Route	Mon-Fri Frequency	Sat Frequency	Sun Frequency
84	Potters Bar – St Albans	2 per day (School Departures)	No Service	No Service
	St Albans – Potters Bar	2 per day (School Departures)	No Service	No Service
305	Potters Bar – St Albans – New Greens – Sandridge	1 per day (School Arrivals)	No Service	No Service



Service	Route	Mon-Fri Frequency	Sat Frequency	Sun Frequency
	Sandridge – New Greens – St Albans – Potters Bar	1 per day (School Departures)	No Service	No Service
321 Sapphire	Luton – Harpenden – St Albans – Chiswell Green – Watford – Rickmansworth – Maple Cross	20 mins	20 mins	Hourly
	Maple Cross – Rickmansworth – Watford – Chiswell Green – St Albans – Harpenden – Luton	20 mins	20 mins	Hourly
357	Harpenden – Sandridge – St Albans – London Colney – Shenley – Borehamwood	1 per day (School)	No Service	No Service
	Borehamwood – Shenley – London Colney – St Albans – Sandridge – Harpenden	1 per day (School)	No Service	No Service
361	Gorston – Bricket Wood – St Albans – New Greens Estate	1 per day (School Arrivals)	No Service	No Service
	New Greens Estate – St Albans – Bricket Wood – Gorston	1 per day (School Departures)	No Service	No Service
653 Tigermoth	Welwyn Garden City – Hatfield – Smallford – St Albans – New Greens Estate	30 mins	30 mins	Hourly
	New Greens Estate – St Albans – Smallford – Hatfield – Welwyn Garden City	30 mins	30 mins	Hourly
721	Hemel Hempstead – Luton Town Centre	30 mins	No Service	No Service
	Luton Town Centre – Hemel Hempstead	45 mins	No Service	No Service

3.4.4 The 321 Sapphire/721 and 653 Tigermoth services are the most frequent and local services offering 15-to-30-minute frequencies, Monday to Saturday and an hourly frequency on Sundays. However, most of the remaining services operating in the vicinity of the site are infrequent, only providing to one or two services per day in each direction for primarily local school access.

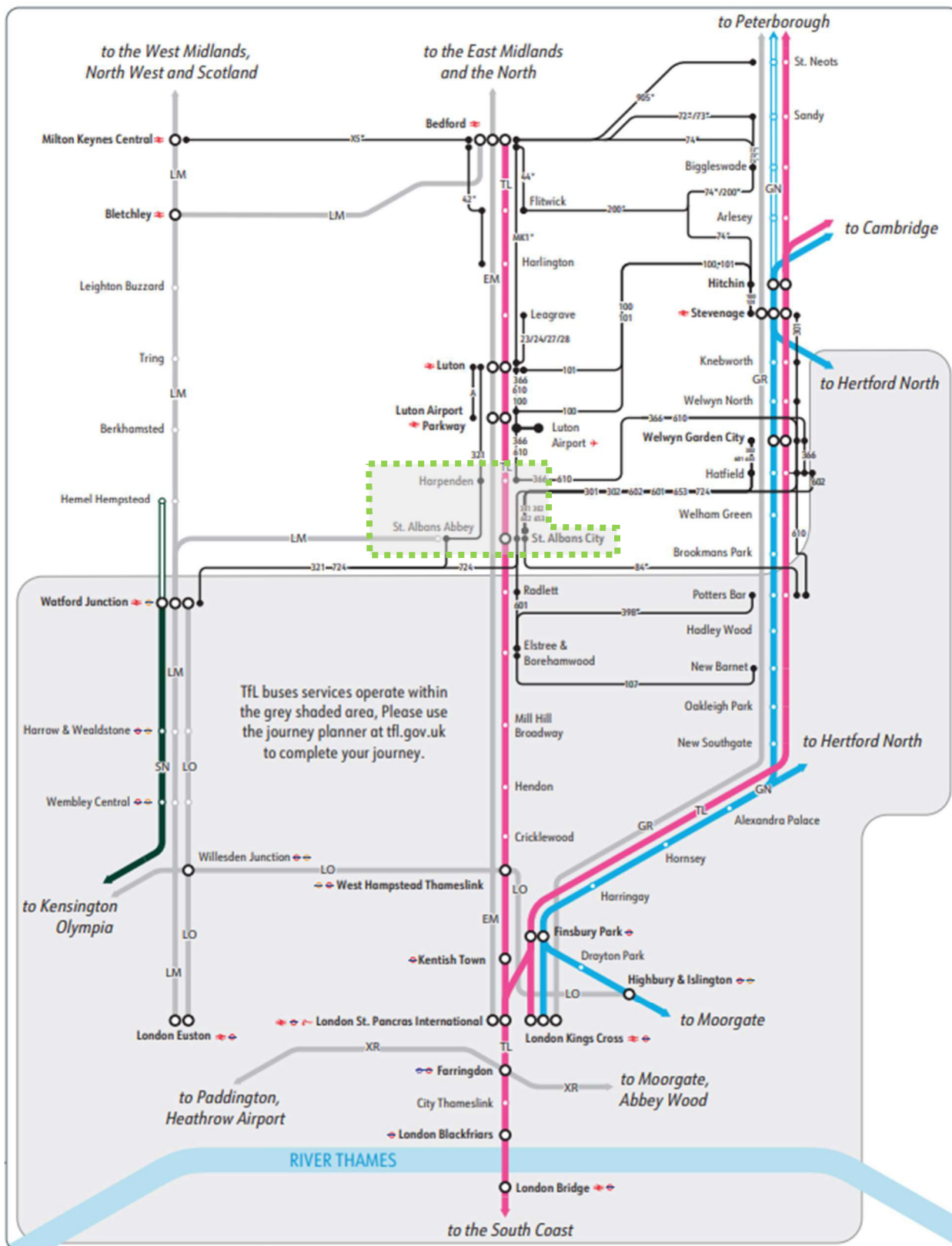
### Rail

3.4.5 There are three railway stations accessible near the site, shown in Figure 3-7. Two in St Albans (St Albans City and St Albans Abbey) and one north of the site in Harpenden. All stations are part of the 'PlusBus' scheme, where rail users can pay a reduced fare to use the local buses if they have a rail ticket.

3.4.6 St Albans City and Harpenden are both on the same line (Midland Main Line), whereas St Albans Abbey is only on the Abbey Line. The journey between St Albans City and St Albans Abbey is approximately a 22-minute walk and a 10-minute cycle.



Figure 3-7: Railway Network







*St Albans City*

- 3.4.7 St Albans City is the closest railway station to Woollam Park and is approximately 3.2km from the centre of the site. The station is accessible in an approximately 40-minute walk, a 12-minute cycle from the edge of the site, or via the 653 Tigermoth.
- 3.4.8 The station has four platforms and is on the Midlands Main Line and provides a ticket office, 1,150 secure sheltered cycle parking spaces, a taxi rank, bus interchange and multi-storey and surface car parks. Services from St Albans City are mostly operated and managed by Thameslink Railway.
- 3.4.9 Table 3-2 outlines the timings and frequency of services to key locations from St Albans City and Harpenden Station, discussed below.

**Table 3-2: Key Rail Destinations from St Albans City and Harpenden**

Key Destination	Average Journey Time		Frequency of trains (tph)
	From St Albans City	From Harpenden	
Luton Airport	11 minutes	5 minutes	6
Luton	15 minutes	9 minutes	6
London St Pancras	21 minutes	36 minutes	10
London Bridge	37 minutes	41 minutes	6
Bedford	40 minutes	34 minutes	4
Gatwick Airport	1hr 8 minutes	1hr 12 minutes	4

- 3.4.10 St Albans City Station offers a high frequency of rail services to regional destinations in the South East, including Luton, Bedford, Gatwick Airport and several locations within Greater London including St Pancras International, London Bridge and City Thameslink.

*Harpenden*

- 3.4.11 Harpenden Station is located 5.4km from the centre of the site, accessible in approximately a 20-minute cycle or via the 321 Sapphire. The station has a ticket office, taxi office and rank, 548 sheltered cycle storage spaces and two surface car parks.
- 3.4.12 The station has four platforms and is on the Midlands Main Line. The three services that serve Harpenden also serve St Albans City, Table 3-2 outlines frequency of services to key locations and average journey times from Harpenden.



### *St Albans Abbey*

- 3.4.13 St Albans Abbey is located approximately 3.7km from the centre of the site. The station is accessible in an approximately 45-minute walk, a 15-minute cycle or via the 321 Sapphire.
- 3.4.14 The station is the smaller of the two in St Albans and has just one platform serving one railway line. The station is unstaffed and consists of a single open-air platform with a ticket machine, 10 covered cycle parking spaces and a surface car park.
- 3.4.15 The only service at the station is the Abbey Line operated by West Midlands Trains, offering an hourly service between St Albans Abbey and Watford Junction with a 16-minute journey time.

### **Public Transport Accessibility**

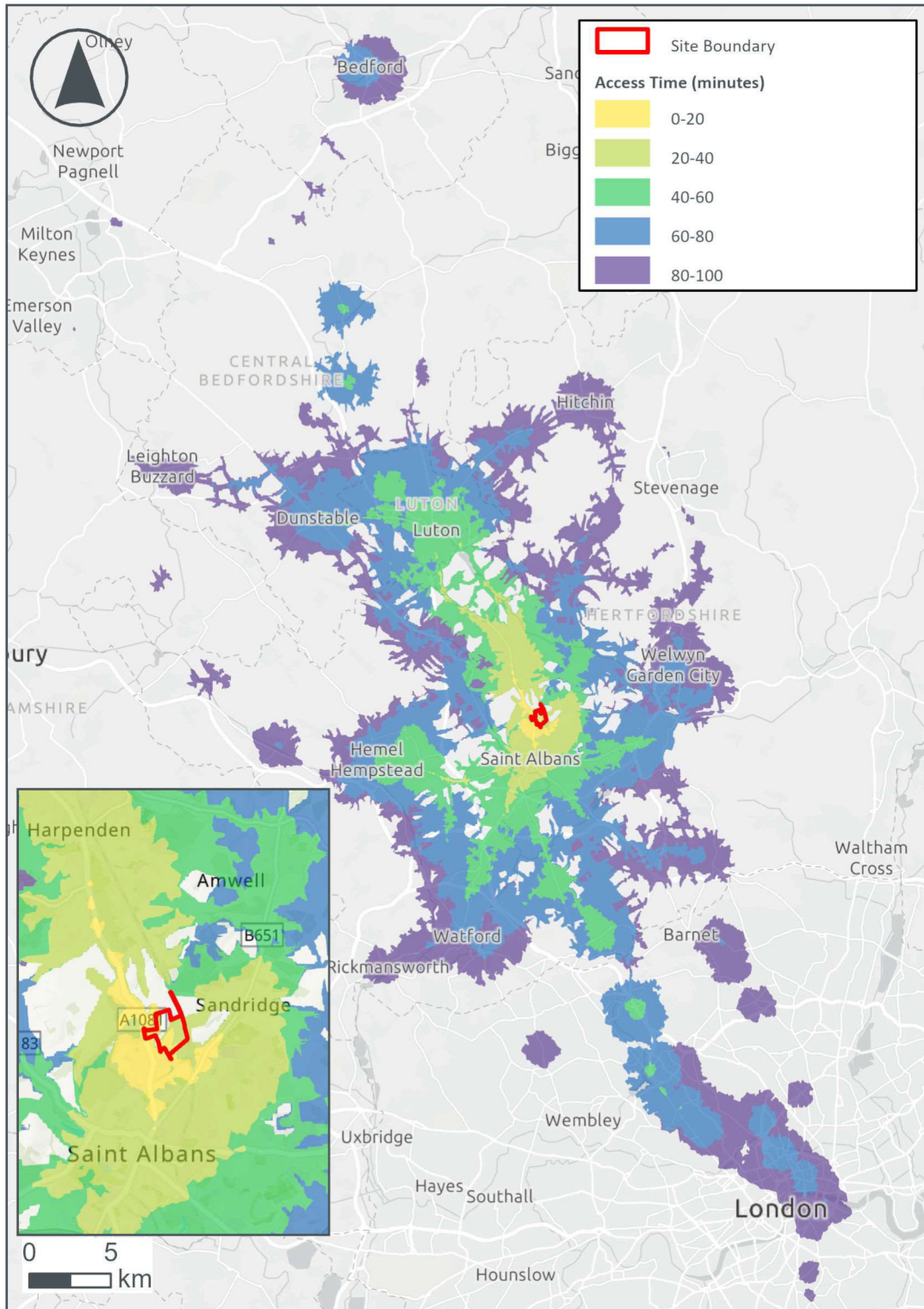
- 3.4.16 An assessment of the accessibility of the site by public transport has been undertaken for the site using Podaris, an online multimodal travel time analysis tool. This analysis assesses travel times from the site based on timetable information on a typical Wednesday, departing at 08:00<sup>1</sup>. This analysis identifies the locations accessible by public transport within 100 minutes of the site.
- 3.4.17 Figure 3-8 shows that most areas in St Albans are accessible within 20-40 minutes. Residential areas to the north of St Albans are accessible within 20 minutes, and St Albans City Centre is accessible within 20-40 minutes. Surrounding towns of Hatfield, Luton and Hemel Hempstead are accessible in 40-60 minutes. Areas in North London such as Cricklewood and Hampstead are accessible in 60-80 minutes and Central London is accessible within 80-100 minutes.

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<sup>1</sup> The assessment calculates accessibility by public transport based on timetabled wait times, with a departure time of 08:00 and a maximum walking distance of 2km. The assessment is based on timetables as of Q2 2024.



Figure 3-8: Public Transport Accessibility



Credits: Esri UK, Esri, TomTom, Garmin, Foursquare, FAO, METI/NASA, USGS, Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Datacutter © Copyright Basemap 2024, Open Government Licence, Open Street Map available under the Open Database

3.4.18



## Summary

- 3.4.19 The bus and rail services available from local bus stops and nearby railway stations provide opportunities for future site residents to travel by public transport for journeys to education, employment and leisure, including travel into London within 30 minutes by rail, reducing reliance on private car travel.

## 3.5 Local Amenities

- 3.5.1 Table 3-3 outlines the travel times by walking and cycling, based on the Institution of Highways and Transportation (IHT) recommendation of 4.8 km/hr for walking and 16 km/hr for cycling, to key facilities that are accessible to the site, measured from the centre of the site.



**Table 3-3: Access to Local Amenities**

	Distance (metres)	Approximate walking time (minutes)	Approximate cycling time (minutes)
<b>Education Establishments</b>			
St Albans Girls School	600m	8	2
Margaret Wix Primary School	1.4km	18	5
Batchwood School	1.6km	20	6
Townsend Church of England School	1.6km	20	6
Garden Fields JMI Primary School	1.8km	23	7
Bernards Heath Junior School	1.9km	24	7
Wheatfields Junior School	2.2km	28	8
Sandringham School	2.5km	31	9
<b>Medical Facilities</b>			
High Oaks Dental Practice	1.2km	15	5
Parkbury House Surgery	2.2km	28	8
St Albans City Hospital	2.2km	28	8
<b>Convenience Stores, Leisure and Services</b>			
St Albans Service Station (Texaco)	750m	9	3
Old Albanian RFC	800m	10	3
Porters Wood Industrial Estate	850m	11	3
Beech Road Local Centre (inc. Post Office)	1.2km	15	5
High Oaks Local Centre	1.2km	15	5
Ancient Briton Pub	1.2km	15	5
King William IV Pub	1.2km	15	5
St Albans City Centre	2.8km	35	11
<b>Public Transport Interchanges</b>			
St Albans Girls School Bus Stop	600m-700m	8-9	2-3
Hawkswick Bus Stops	730m	9	3
Valley Road Bus Stops	1.0km	13	4
St Albans City Rail Station	3.2km	40	12
St Albans Abbey Rail Station	3.7km	46	14
Harpenden Rail Station	5.4km	68	20

3.5.2 Guidance provided by the Institution of Highways and Transportation (IHT) in their publication ‘Guidelines for Providing for Journeys on Foot’ (2000) suggest that in terms of commuting, walking to school and recreational journeys; walk distances of up to 2,000 metres can be considered as a preferred maximum, with ‘desirable’ and ‘acceptable’ distances being 500 metres and 1,000 metres respectively. It should be noted that journeys of a longer length are often undertaken. For non-commuter journeys, the Guidance suggests that walk distances of up to 1,200 metres can be



considered as a preferred maximum, with the 'desirable' and 'acceptable' distances being 400 metres and 800 metres respectively. Again, it should be noted that journeys of a longer length are often undertaken.

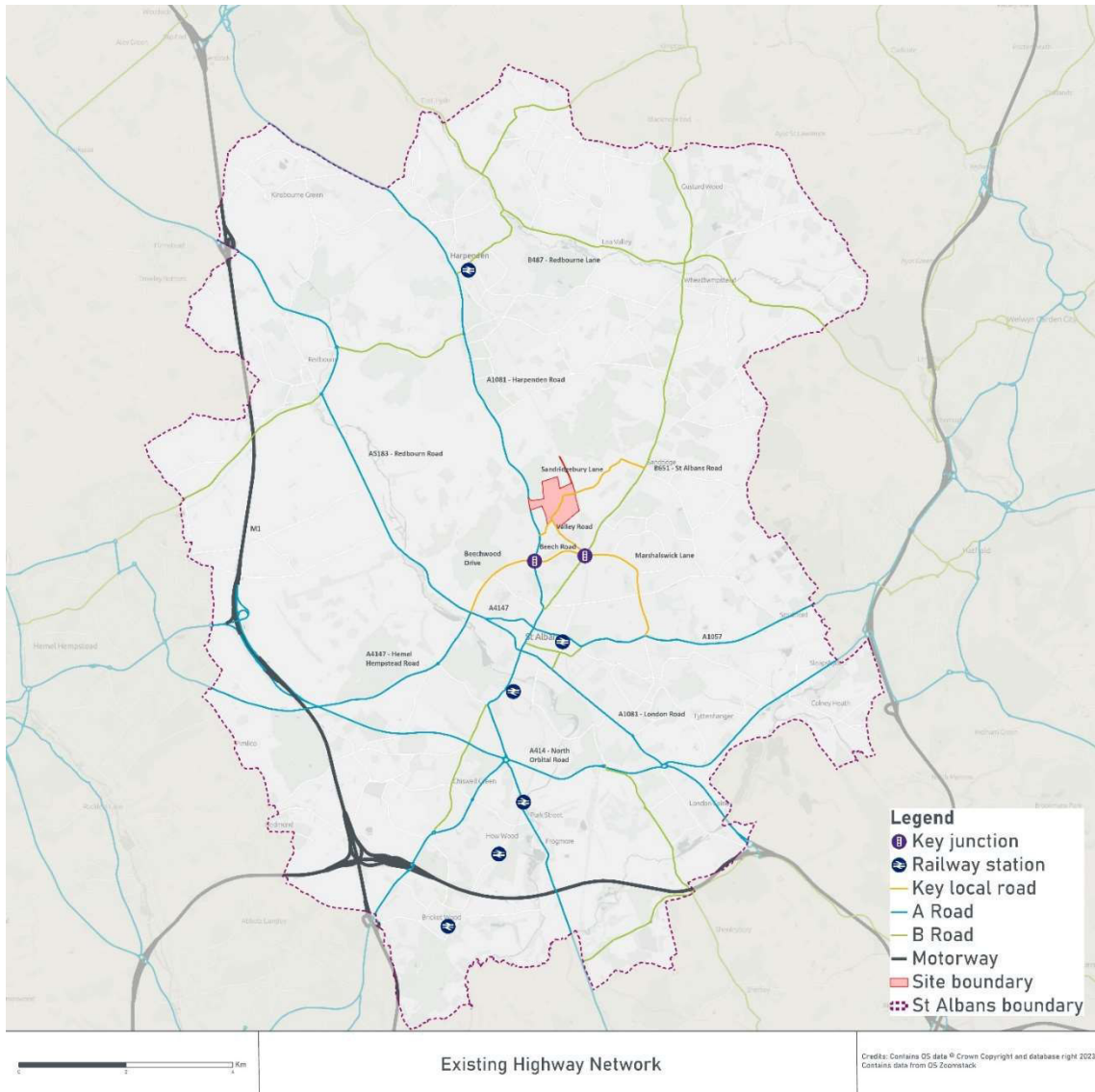
- 3.5.3 The Walkable Neighbourhood (a concept explained in Manual for Streets) is characterised by having a number of facilities within an 800m walking distance (10 minutes) which can be accessed comfortably on foot. There are however opportunities to reduce the need to travel by car for even greater distances of up to 2,000 metres. This can be achieved through the creation of linkages between new developments and existing facilities.
- 3.5.4 Table 3-3 demonstrates that a wide range of local facilities can be accessed from the development site by walking and cycling without the need for use of a private car. A variety of amenities and key day to day facilities can also be found locally at the High Oaks and Beech Road Local Centres. St Albans City Centre can also be accessed within an approximate 35-minute walk or 15-minute cycle, providing a variety of amenities and facilities.
- 3.5.5 The site is therefore well located to maximise opportunities for trips to local facilities, key services, and transport interchanges (bus and rail) to be undertaken by walking, cycling and public transport.

### **3.6 Surrounding Highway Network**

- 3.6.1 The local roads surrounding the site vary in character with an A-Road bounding the west of the site, while routes to the south and east are residential or rural in nature.
- 3.6.2 A number of different speed limits are in place in the local area. The area south of the site is largely subject to a 30mph as the carriageway leads into St Albans City Centre, with A1081 Harpenden Road increasing to 40mph as it leads north out of St Albans. Sandridgebury Lane is subject to the National Speed Limit (max. 60mph as it leads through the site area and the Old Albanians RFC access route is to the north of the site is subject to a private 15mph speed limit in the internal area.



**Figure 3-9: Surrounding Highway Network**



### Local Roads – Within Site Boundary

#### *Sandridgebury Lane and Private Road*

3.6.3 Sandridgebury Lane is the only public access route which crosses the site. Sandridgebury Lane is a two-way single-track lane with no footways present on either side, with the National Speed Limit in place (60mph). Within the site area, Sandridgebury Lane connects to a private road serving land and private dwellings to the north with no public through access. Sandridgebury Lane passes through the centre of the site and under the Midland Main Line Railway (Figure 3-10) and continues east past the Sandridgebury Livery Stables to meet the B651 High Street in Sandridge.

3.6.4 Within the site Sandridgebury Lane meets Valley Road at a priority junction with Sandridgebury lane (north) and Valley Road forming the major link. Valley Road is discussed further below.

**Figure 3-10: Sandridgebury Lane – Eastern End**



3.6.5 To the west of the site Sandridgebury Lanes character changes as it enters the edge of the urban area of St. Albans (Figure 3-11). Here, the speed limit reduces to 30mph, and features including a footway and streetlights are provided on the northern side of the lane where it also provides frontage access to a number of dwellings and St Albans Girls School (STAGS).

**Figure 3-11: Character Change on Sandridgebury Lane**







- 3.6.6 Outside STAGS yellow 'School Keep Clear' markings are present on the southern side of the carriageway either side of the school entrance points. On the northern side, single yellow line markings are present, restricting parking between 08:00-18:30, Monday to Friday.
- 3.6.7 Sandridgebury lane joins A1081 Harpenden Road via a simple priority junction. An informal pedestrian crossing with a dropped kerbs and a pedestrian refuge is also present across the minor arm of this junction.
- 3.6.8 A 'Keep Clear' area is provided adjacent to the junction to allow space for vehicles turning onto A1081 Harpenden Road.

### *Valley Road*

- 3.6.9 Valley Road begins within the site boundary and continues south away from the site, ending at Beech Road via a ghost island priority junction, which is integrated within a larger signalised junction known as the King Willian IV junction.
- 3.6.10 At the northern extent of Valley Road, the carriageway is a narrow, single-track route with passing places and no footways on either side. Here the road is subject to the National Speed Limit (60mph), as shown in Figure 3-12. It is noted that informal signage has been installed asking vehicles to travel at 20mph due to the presence of local wildlife. The route also has a weight restriction in place for vehicles over 7.5 tonnes with no exceptions stated.

**Figure 3-12: Valley Road – Southern End**





3.6.11 Further south, a 30mph limit is introduced on Valley Road to the north of Darwin Close. At the junction between Valley Road and Darwin Close Valley Road (north) forms the minor arm with priority given to vehicles turning between Darwin Close and Valley Road (south). South of this junction Valley Road becomes more residential in nature, with a footway and streetlights provided. 50m south of Darwin Close, Valley Road meets Porters Wood at a simple priority junction. Porters Wood provides access to a commercial/industrial estate. At the junction Valley Road (north) again forms the minor arm with priority given to traffic turning between Porters Wood and Valley Road (south) reflecting the volumes of traffic and a higher proportion of heavy goods vehicles accessing the estate. From this point south the carriageway along Valley Road widens significantly to between 7.5m-9m in width. Valley Road also provides access to residential estates either side of the road, and via Firbank Road a further connection to Beech Road. Adjacent to the junction of Valley Road with Beech Road there is a small local centre and petrol filling station.

### **Local Roads – Outside of Site Boundary**

3.6.12 Figure 3-9 also shows the wider highway network surrounding the site with a network of several A-roads and B-roads and the M1 west of St Albans, the M25 south and the A1(M) east of St Albans.

3.6.13 The A1081 Harpenden Road routes north-south along the western boundary of the site and this is where the primary vehicle access to the site will be taken from. The route continues north from the site to Harpenden and Luton, terminating at Luton Airport and south towards St Albans City Centre. The area of New Greens can also be accessed to the west of A1081 Harpenden Road via Green Lane, Francis Avenue and Batchwood Drive.

3.6.14 The A1081 Harpenden Road is a two-way carriageway with a hatched central reserve a measuring approximately 9m in width. North of the site the route is subject to a 40mph speed limit, reducing to 30mph just south of the proposed site access location along the A1081 Harpenden Road. South of the potential site access location, the A1081 Harpenden Road continues south for around 1.1km to the Ancient Briton junction formed by the intersection of Harpenden Road with Batchwood Drive and Beech Drive. Areas of congestion along the A1081 corridor were noted as part of peak hour site observations, potentially explaining the 'keep clear' areas marked at the Sandridgebury Lane junction, as noted previously, and also found at the simple priority junctions between the A1081 Harpenden Road and Green Lane, Francis Avenue and Old Harpenden Road south of Sandridgebury Lane.

3.6.15 The Old Harpenden Road runs parallel to Harpenden Road between Green Lane and the Ancient Briton junction. The Old Harpenden Road is a cul-de-sac for motor vehicles which is subject to a 30mph speed limit. Vehicle and active travel access is provided via a simple priority junction near to the Ancient Briton junction and at the northern extent of Old Harpenden Road the former



alignment of the road has a modal filter to enable active travel access only, shown in Figure 3-13. Footways are intermittent along Old Harpenden Road.

**Figure 3-13: Old Harpenden Road – Modal Filter**



- 3.6.16 The Ancient Briton junction (Figure 3-14) is a four-arm signalised crossroad junction, with no turning restrictions. The Ancient Briton is named after the pub on the south east corner of the intersection. A1081 Harpenden Road and Beech Road each have two lane approaches, with one lane for left and straight-ahead movements and a separate lane for right turning movements. There are signalised pedestrian crossings with a central kerbed refuge on each arm with colour contrasted, tactile paving on the entry / exit to each crossing. The junction operates with an all-red pedestrian phase which is called subject to demand.

**Figure 3-14: Ancient Briton Crossroad Junction**



- 3.6.17 Beech Road routes east-west to the south of the site between the Ancient Briton and the King William IV signalised junctions. Beech Road is a two-way carriageway, subject to a 30mph speed limit, with a hatched central reserve. The hatching often makes way for ghost island right turning lanes to side roads north and south of Beech Road, and to provide space for pedestrian refuges at two crossing points. Footways are segregated from the carriageway by a wide grass verge on each side of the road, with breaks to allow vehicular access onto driveways. The soft verges are regularly used for parking vehicles. There is no formal cycling provision on Beech Road.
- 3.6.18 The King William IV junction (Figure 3-15) (again named after the pub to the south west of the junction is formed as staggered signalised, crossroad junction with priority controlled left turn slip roads on the northern and southern approaches to the junction. Advanced cycle stop lines (ASLs) feature on the B651 St Albans Road to the north, B651 Sandridge Road to the south and Beech Road signalised approaches to the junctions. ASLs are omitted on the Marshalswick Lane approach. Signal controlled pedestrian crossings are provided on all main arms of the junction supplemented by a zebra crossing on the B651 St Albans Road left turning slip lane. The left turn slip from Sandridge Road is subject to both signal control and priority control.



**Figure 3-15: King William IV Signalised Junction**





## 4 Future Baseline Conditions

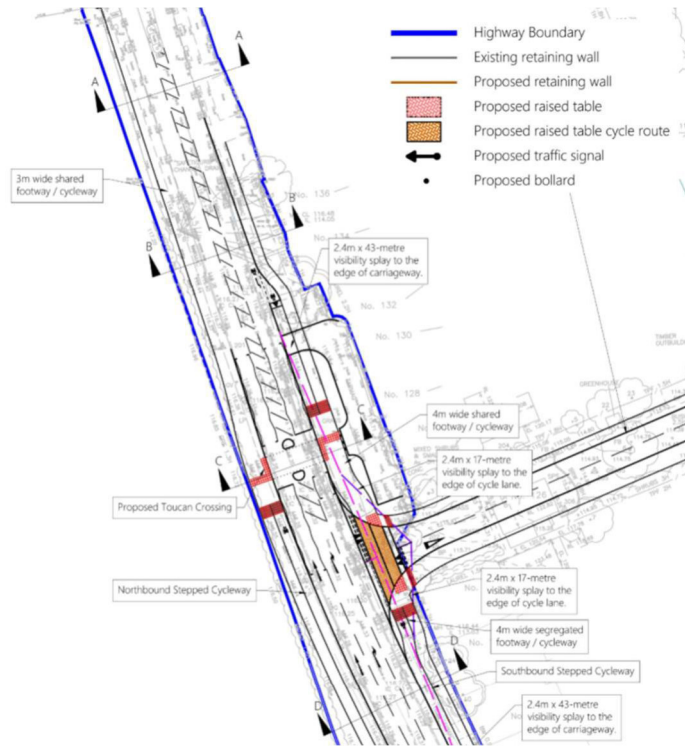
### 4.1 Committed Off-Site Improvements

#### **Land to Rear of 112 to 156b Harpenden Road (Hunston Properties and the Trustees of the Sewell Trust) – (5/2020/3096, 5/2021/0423, 5/2023/1426)**

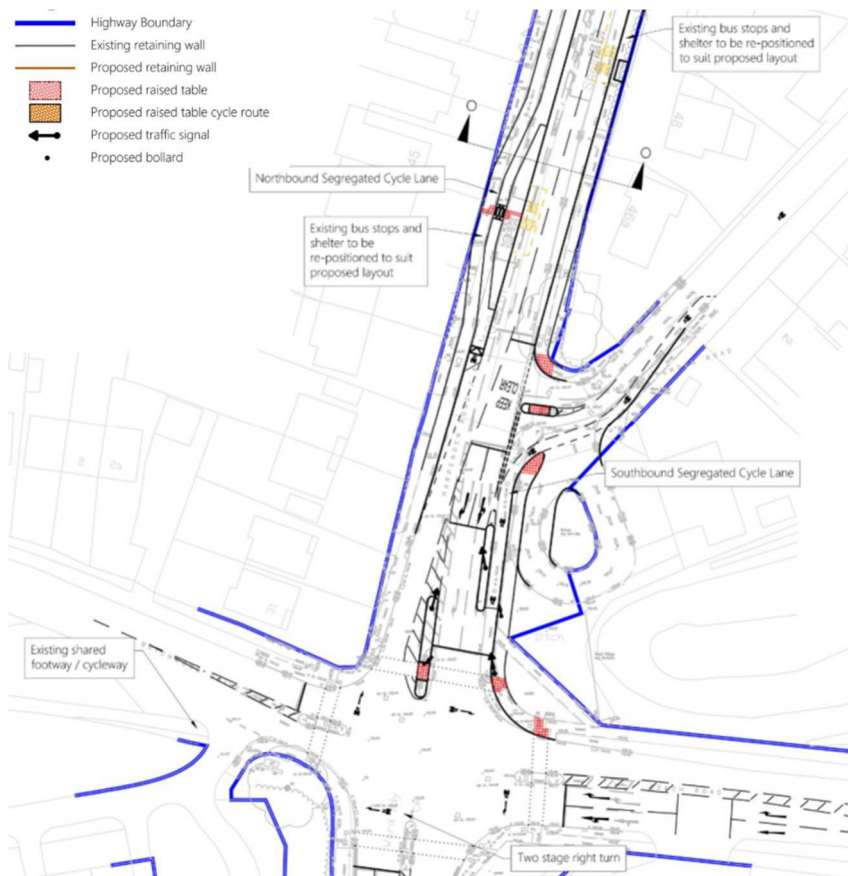
- 4.1.1 Forming part of the North St Albans Broad Location for development in the emerging Local Plan, the neighbouring Hunston Development/Cala Homes site has planning consent for the delivery of 150 dwellings.
- 4.1.2 As part of this development, it is proposed to provide a new access junction formed with the A1081 providing for vehicles and active travel modes. The junction is proposed to be a priority ghost island junction. Within the development, active travel linkages into the proposed development via the main site access and via Harpenden Road are proposed to provide permeability, and the consent is subject to planning condition requiring the introduction of active travel connections which will cross the Cala Homes / Woollam Park boundary.
- 4.1.3 There are also planning obligations to deliver new active travel cycle infrastructure along the A1081 in the vicinity of the development, running to just north of the Ancient Briton junction. The design has been subject to evolution through a reserved matters application since outline planning consent was granted, and it is understood that the developer is working towards technical approval.
- 4.1.4 The active travel infrastructure is proposed to comprise:
- A uni-directional cycle track along each side of the carriageway segregated from the carriageway and footway. The southbound facility is taken offline along Old Harpenden Road before rejoining the carriageway just north of the Ancient Briton junction.
  - A new toucan crossing north of the site's new vehicular access.
  - Side road entry treatment to provide continuous route with priority for cyclists and pedestrians.
  - Upgrade of existing pedestrian crossing on A1081 Harpenden Road south of STAGS to toucan crossing.
  - The facility ends north of the Ancient Briton junction where cyclists need to rejoin the carriageway. To aid cyclists through the junction, there is the provision of two stage right turn facilities proposed at the Ancient Briton junction.
  - No junction modelling appears to have been undertaken to understand the changes to the junction's method of control which may be required to enable the two-stage right turn.



**Figure 4-1: Hunston Properties Site Access Arrangements**



**Figure 4-2: Hunston Properties Ancient Briton Crossroads Arrangement**



4.1.5 The active travel strategy to support the proposed development at Woollam Park, set out in later chapters and in the accompanying TA, has been designed to tie into these committed improvements.

## 4.2 Local Walking and Cycling Infrastructure Plan

4.2.1 The LCWIP covers the SACDC jurisdiction (including St Albans and Harpenden) and sets out the combined plans of HCC and SACDC to prioritise and improve the active travel connections within St Albans, Harpenden and between settlements including adjacent towns and cities in other districts.

4.2.2 Improvements for walking are typically focused on urban centres and incorporate improvements on key desire lines or in areas where highway safety concerns are likely to discourage journeys on foot. Measures include improving the frequency of crossing opportunities, the level of priority afforded to pedestrians and measures to improve capacity and to make routes more inclusive. Measures could also include addressing maintenance issues, removal of footway clutter and opportunities to widen footways.

4.2.3 In regard to cycling, the planned improvements include new or improved shared use paths and segregated paths either adjacent to or parallel to the highway network, traffic calming and modal

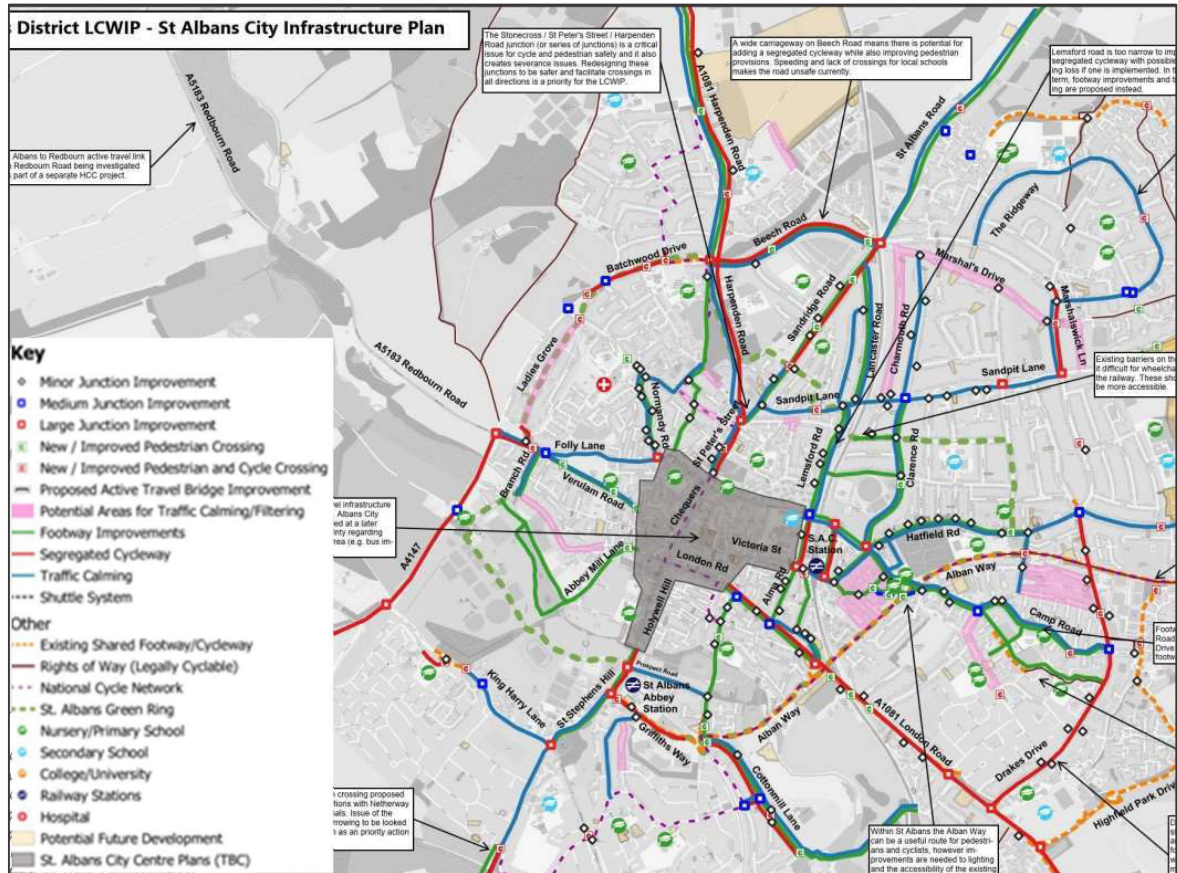




filtering on routes where mixed traffic cycling is envisaged, and the introduction of improved crossing facilities, both formal and informal. Cycle parking is identified as a key element needed to enable greater use of cycles and is included within the plan.

- 4.2.4 The LCWIP specifically identifies Woollam Park as a potential future development site along with several other potential development sites, of significance to the LCWIP. The roads around the site and through New Greens and Marshalswick form part of the secondary pedestrian network for St. Albans, while A1081 Harpenden Road, Beech Road, Batchwood Drive, Marshalswick Lane and the B651 are listed as primary routes in the cycle network.
- 4.2.5 It is noted that the LCWIP does not identify potential interventions within the historic core of St. Albans, suggesting that this will be subject to a further comprehensive review of city centre movement.
- 4.2.6 The LCWIP routes and area improvements are prioritised to gain an understanding of where infrastructure will deliver the greatest benefit in terms of modal shift potential to the St Albans District. The route between St Albans and Harpenden along the A1081 is noted to be one of the top five routes in terms of priority based on a set of criteria, including how easy it would be to deliver and how well it links to other policies and strategies. The main aim for this route would be to make this link a safer and more pleasant route for pedestrians and cyclists (particularly as it is already part of NCR6), by proposing a segregated cycleway from pedestrians and vehicles, traffic calming, junction improvements and new/improved crossings. The St Albans City Infrastructure Plan from the LCWIP is provided in Figure 4-3.
- 4.2.7 The forecast indicative costs for each route or area improvement within the LCWIP has also been set out in the report. However, these are noted to be very high-level estimates and are not typically based on actual route designs, but rather a route length and an assumed cost per linear metre.

Figure 4-3: St Albans LCWIP





## 5 Development Proposals

### 5.1 Proposed Development – Residential-Led

5.1.1 Planning permission is sought for the following development:

*“Relocation and replacement of existing playing fields and erection of pavilion annex; construction of up to 1000 new homes (use class C3) to include a mix of market housing, affordable housing, age restricted specialist accommodation for the elderly, and adult disability service units; an 80-bed care home (use class C2); a local centre (use classes E and F); a two-form entry primary school (use class F;) the laying out of green infrastructure including habitat creation, drainage infrastructure; earthworks; pedestrian and cycle routes; and a new means of access onto Harpenden Road and Sandridgebury Lane.”*

5.1.2 The application is submitted in outline with all matters reserved for future consideration with the exception of:

- The proposed means of “access” onto Harpenden Road (A1081), Sandridgebury Lane and Valley Road; and
- The proposed “access”, “appearance”, “landscaping”, “layout” and “scale” of the proposed playing fields on land to the east of the existing Woollam Playing Fields.

5.1.3 The concept masterplan is provided in **Appendix A**.

#### **Multi-Modal Access**

5.1.4 It is proposed to provide access from various points to aid permeability of the site for active travel movements with public transport and vehicular movements focussed on the A1081:

- Pedestrian/Cycle Access:
  - A1081 Harpenden Road – Active travel corridor to route parallel to the primary link road from the A1081 Harpenden Road.
  - Sandridgebury Lane – within the development this will be closed to motor vehicles and dedicated as an active travel route, with Sandridgebury Lane either side of the development re-routed through the development site.
  - Valley Road – Reassigned as an active travel route following the introduction of a modal filter to prohibit motor vehicle from accessing the site from the south.
  - Hertfordshire Way PROW link – Active travel corridor running parallel to Midland Main Line Railway to link into Hertfordshire Way PROW and to provide an onward traffic free connection to the Heartwood Forest.



- Hunston Properties Site – Active travel connections between Woollam Park and adjacent site adding connections toward A1081 Harpenden Road.
- Comprehensive network of active travel corridors across Woollam Park with connections to external routes. Incorporating and upgrading the footpath through the Long Spring Wood along the southern boundary of the site (north of Porters Wood Industrial Estate).
- Vehicular Access:
  - A1081 Harpenden Road – Signal controlled access junction from A1081 Harpenden Road connecting directly to the main entrance street through western extent of the site. Delivery of this access route is facilitated by relocating the three playing field in this area. This new access road will be the primary street within the development offering onward connection to the proposed school, local centre and secondary streets providing residents vehicular access to their dwellings.
  - Sandridgebury Lane – The permanent vehicular access arrangements of the eastern end of Sandridgebury Lane are to be determined through a monitor and manage process once the site is in operation, but initially Sandridgebury Lane will be connected to the sites internal road network providing a replacement link between Sandridge and the A1081 Harpenden Road. Further information is provided in proceeding sections.

5.1.5 Further information and general arrangement drawings are provided in the accompanying TA.

### **Principles of On-site Design and Parking**

- 5.1.6 A hierarchy of street types will be introduced within the site area consisting at least of a main entrance street; primary street; secondary streets and tertiary streets. A 20mph speed limit will be applied to all street types. Buses will be permitted on the main entrance and primary streets, but not on secondary streets.
- 5.1.7 Pedestrians and cyclists will be provided for with high quality infrastructure and priority given to active travel users over vehicular modes.
- 5.1.8 There will be an on-site mobility hub within the local centre bringing together facilities to support all sustainable modes in a central area. Further details are provided within the TA.
- 5.1.9 A bespoke parking strategy will be developed, the principles of which are set out in the TA. This would support the low carbon strategy with typically lower levels of car parking than would be found in a typical development elsewhere in St Albans.



## **5.2 Proposed Development – Playing Fields Relocation**

- 5.2.1 As part of the proposed residential-led development, the playing pitches located immediately south of the east-west section of the Old Albanians RFC access road will need to be relocated.
- 5.2.2 It is proposed to provide a like for like replacement of these three playing pitches east of the Old Albanians RFC internal access road as it turns to run north/south. This would comprise three Rugby playing pitches of varying sizes which also incorporates a cricket area.
- 5.2.3 As this is a direct replacement of an existing facility it is expected that the operation of the replacement playing pitches would be the same as the current operation of the pitches which are to be replaced.
- 5.2.4 Access will continue to be taken from the retained Old Albanians RFC access formed with the A1081 Harpenden Road. The access road as it heads north/south through the site will provide access to the replacement pitches via one of two breaks in the hedge on the eastern boundary of the site. These breaks currently provide access to an unmetalled road which serves as the central aisle to an area of parking.
- 5.2.5 It is proposed to reconfigure and formalise this area of parking as part of the pitch relocation. Within the formalised car parking area, it is proposed that the track surface would be improved, but vehicles will still park on grass either side for the most part. The exception being an area near the new pavilion which would offer four blue badge parking bays, where a metalled surface would be provided within the bays and on the access road to provide an accessible route to the pavilion and the pitches. The grass parking spaces would be set out with markers to ensure the most efficient use of this area. The current parking area will be able to accommodate 154 standard car parking spaces along with four disabled bays and two minibus bays. In addition, it is proposed to provide eight cycle parking spaces in a secure and prominent location. Further details are provided within the TA.

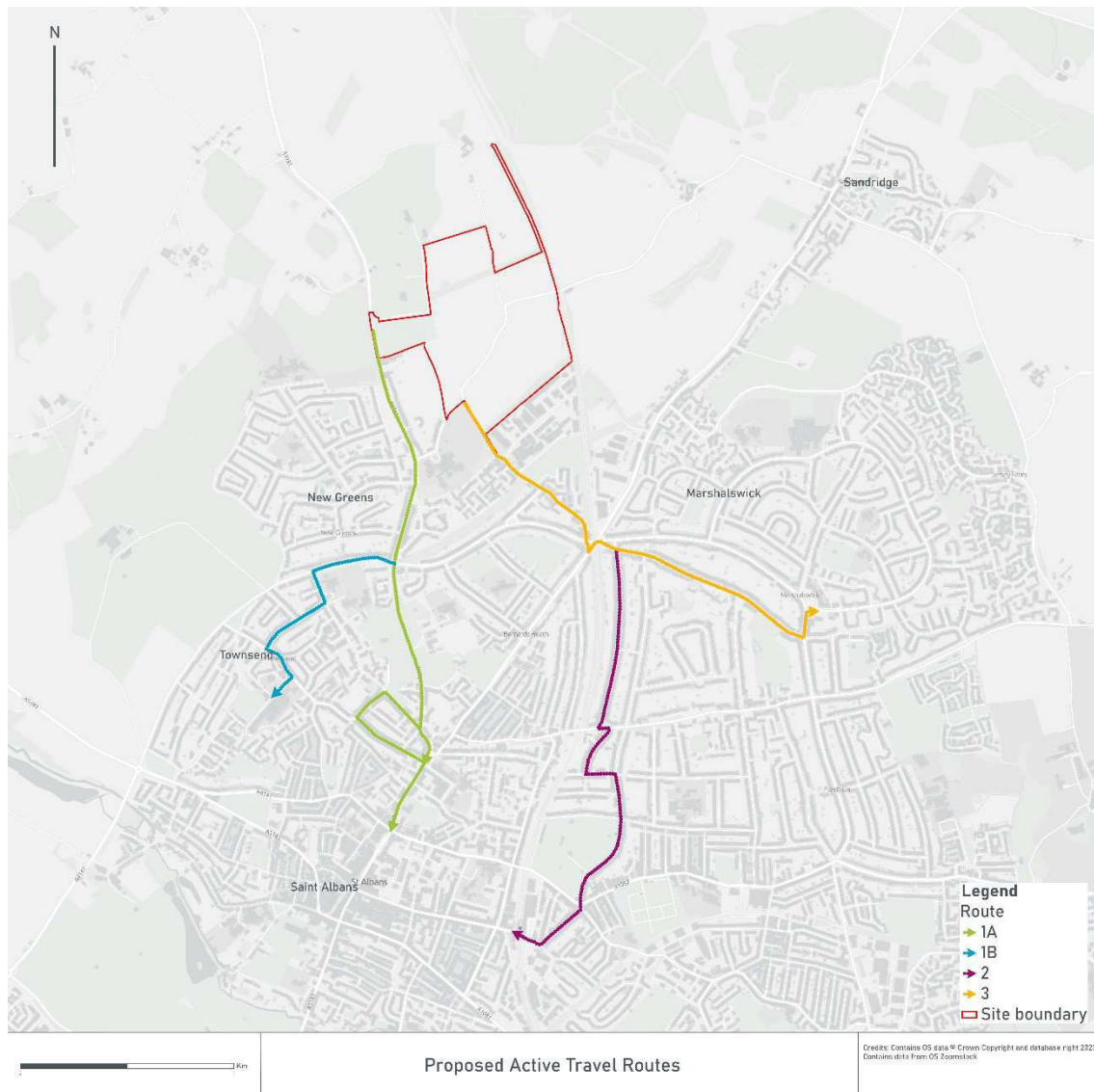
## 6 Wider Transport and Movement Strategy

### 6.1 Active Travel Strategy

6.1.1 A Travel Demand Model has been prepared as part of the Transport Assessment. This has identified key desire lines through the network for both future residents and those already living, working and travelling through the local area. A set of proposed improvements have been identified for active travel and public transport.

6.1.2 In terms of the active travel network, outline improvements which are LTN 1/20 compliant have been identified along corridors shown in **Figure 6-1**. Further details are provided in the Transport Assessment.

**Figure 6-1: Proposed Active Travel Routes for Improvement**

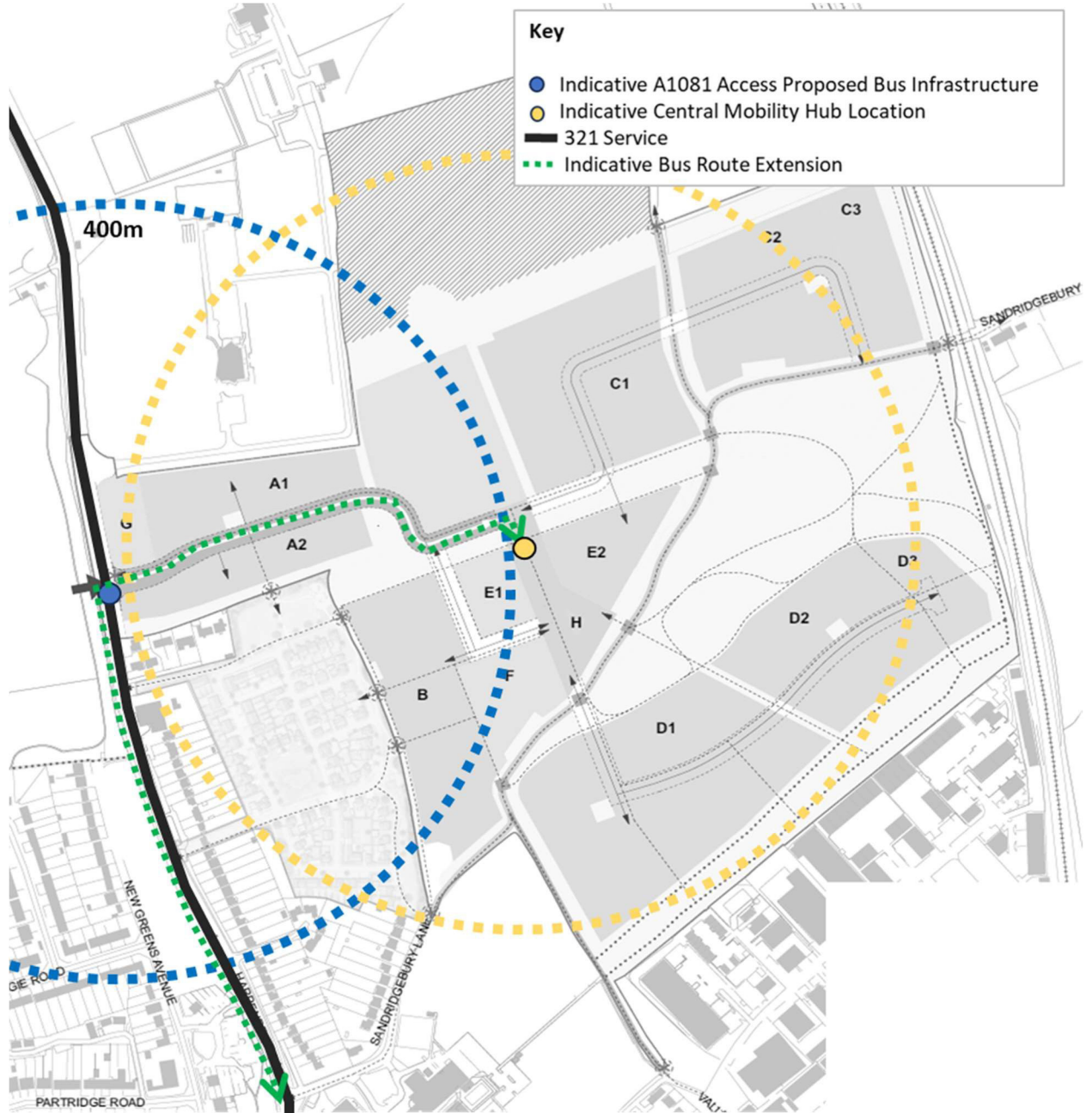




## 6.2 Public Transport Strategy

6.2.1 A phased public transport strategy has been developed which initially provides improved bus stop infrastructure on the A511 adjacent to the proposed vehicular access served by the existing bus services along the Harpenden Road corridor. As the development is built out further, it is proposed to extend the existing 653 Tigermoth service to directly serve the development. Further information is provided in the TA.

Figure 6-2: Indicative Phased Public Transport Strategy





## 7 Travel Plan Management and Coordination

### 7.1 Introduction

7.1.1 This section provides details of the coordination of the FTP, including details of the Travel Plan Coordinators (TPC) which will play an integral role in the successful delivery of the FTP.

7.1.2 The development will provide up to 1,000 dwellings (mix of open residential, retirement and adult social care), a school and local centre land uses. This FTP therefore provides an outline methodology to implement a package of measures and initiatives to encourage the uptake of sustainable modes. It is therefore proposed that there will be two types of TPC for the site:

- Site-wide Travel Plan Coordinator (SW-TPC) that would also encompass the residential and local centre land uses; and
- School Travel Plan Coordinator (S-TPC).

7.1.3 This section provides roles and responsibilities for each of these TPCs. The hours that the TPCs will work, may vary from week to week, as necessary, to implement the FTP and their respective Full Travel Plans successfully. The role of the TPCs will either be undertaken on-site, or through a virtual portal, or a combination of both.

### 7.2 Site Wide Travel Plan Coordinator (SW-TPC)

7.2.1 The SW-TPC will be appointed prior to first occupation of any part of the development, and will hold the role for ten years, or until one year after the development is fully occupied, whichever is later. The SW-TPC will oversee travel planning activities across the site also focussing on the management and implementation for the residential and local centre land uses.

7.2.2 The SW-TPC will inform the school they must appoint an S-TPC prior to occupation, who will be responsible for a variety of duties as outlined in Section 7.3 below. This will also be set out within the Full Travel Plan prepared for the school as a condition to any individual Reserved Matters Application(s).

7.2.3 Table 7-1 outlines the indicative roles and responsibilities of the SW-TPC.





**Table 7-1: Indicative SW-TPC Roles and Responsibilities**

Role	Responsibilities
Framework TP Management	<ul style="list-style-type: none"> <li>• Driving forward the FTP and gaining support from occupiers/land uses on-site;</li> <li>• Provide assistance to S-TPCs in development of Full Travel Plans;</li> <li>• Engage with local centre occupiers;</li> <li>• Organise Travel Events;</li> <li>• Organise and Chair Working Group meetings.</li> </ul>
Travel Initiatives	<ul style="list-style-type: none"> <li>• Liaising with the S-TPC regarding funding and delivery of site-wide travel initiatives.</li> <li>• Liaising with public transport operators and other local stakeholders.</li> <li>• Ongoing provision of information to the S-TPC so that they can create Welcome Packs and appropriate promotional material.</li> <li>• Creation of biannual e-newsletters and regular updating of sustainable travel information for the Travel Information Board.</li> </ul>
Monitoring and Review	<ul style="list-style-type: none"> <li>• Guide S-TPC to undertake monitoring on a coordinated basis.</li> <li>• Undertaking site-wide monitoring activities detailed within FTP.</li> <li>• Submit biannual (every two years) Site-Wide Monitoring Reports to HCC. These will detail the results of the traffic counts and measure progress against the targets for mode share</li> </ul>
Implementing Additional Measures	<ul style="list-style-type: none"> <li>• Implementing additional site-wide measures as agreed with HCC if targets are not met.</li> </ul>
Residential/Local Centre	<ul style="list-style-type: none"> <li>• Residential / Local Centre Travel Plan Implementation and Management</li> </ul>

7.2.4 The SW-TPC will liaise with Hertfordshire County Council (HCC) to provide details of the timetable of each phase under consideration. The SW-TPC will inform the HCC travel plan team prior to the occupation of each phase/element.

### **7.3 School Travel Plan Coordinator (S-TPC)**

7.3.1 A School Travel Plan Coordinator (S-TPC) would be appointed prior to opening of the primary school. The indicative roles and responsibilities of the S-TPC is outlined in Table 7-2 below.

**Table 7-2: Indicative S-TPC Roles and Responsibilities**

Role	Responsibilities
Full TP Management	<ul style="list-style-type: none"> <li>• Liaising with the SW-TPC on a regular basis to manage implementation of the Full Travel Plan, marketing, and communication;</li> <li>• Acting as point contact for site users with queries relating to sustainable travel;</li> <li>• Forming a contact with HCC during the review and development phases of the respective Full Travel Plan;</li> <li>• Promotion of Annual Travel Events; and</li> <li>• Register their school with Modeshift STARS.</li> </ul>
Site-wide Governance	<ul style="list-style-type: none"> <li>• Attending Working Group meetings.</li> </ul>
Travel Initiatives	<ul style="list-style-type: none"> <li>• Initiating measures contained with the Full Travel Plan (discussed in greater detail in following sections).</li> </ul>
Engagement and Consultation	<ul style="list-style-type: none"> <li>• Developing an induction/Welcome Pack and/or tailoring site-wide information to be of greatest relevance to the occupier;</li> <li>• Ongoing consultation with site users through a number of means including meetings, notice boards, events, newsletters, noticeboards etc; and</li> <li>• Undertaking personalised travel planning with user groups (on request).</li> </ul>
Monitoring and Review	<ul style="list-style-type: none"> <li>• Monitor the effectiveness of Travel Plan measures in accordance with the monitoring strategy set out in a later section of this report/details in Full Travel Plans; and</li> <li>• Prepare annual monitoring reports to submit to HCC. These should detail the results of annual travel surveys.</li> </ul>
Implementing Additional Measures	<ul style="list-style-type: none"> <li>• Liaising with local authority and other stakeholders to identify additional sustainable travel measures should they be required.</li> </ul>

## 7.4 Travel Plan Working Group

7.4.1 The SW-TPC will chair a Travel Plan Working Group that will meet at six-month intervals. These meetings will discuss progress with travel planning activity at the site.

7.4.2 Mandatory participants of the Working Group include:

- The SW-TPC, including their role of coordinating the residential and local centre elements.
- S-TPC.
- Local public transport representatives.
- Representatives from any other travel-related group that operate on-site e.g. bike hire provider, on-site car club.
- Representative(s) from HCC.

7.4.3 Other attendees at the Working Group may include:

- Representatives from local businesses on-site within the local centre.
- Representatives from on-site interest groups e.g., local walking group, cycling club
- A voluntary resident Travel Plan champion.



## 8 Targets, Reviews and Monitoring

### 8.1 Introduction

- 8.1.1 This section outlines objectives and targets and the review and monitoring process for the FTP.
- 8.1.2 The overarching aim of this FTP is to support the low carbon transport vision for the development and provides the means for encouraging the uptake of sustainable travel modes to minimise the number of single occupancy car journeys to/from the site.

### 8.2 Objectives

- 8.2.1 The objectives of this FTP are as follows:
- Encourage, promote and facilitate the use of sustainable modes of transport, particularly active modes i.e. walking and cycling;
  - Ensure traffic volumes on key on-site highway links do not exceed acceptable levels;
  - Promote local facilities and alternative options that reduce the need to travel; and
  - Reduce reliance on the private car, and where vehicles are used, encourage them to be used in a sustainable manner, for example through car sharing or ultra-low emission vehicles.

### 8.3 Targets

- 8.3.1 Targets will be used to monitor whether the Travel Plan is meeting the objectives set out above. Monitoring progress towards these targets allows for changes to be implemented throughout the lifetime of the FTP to ensure progress continues to be made towards the objectives.
- 8.3.2 These targets should be 'SMART' in nature:
- **S**pecific, to say precisely what is being achieved;
  - **M**easurable over the duration of the target;
  - **A**ppropriate and linked to the overall objectives of the local authority accessibility strategy;
  - **R**ealistic in terms of the potential for being achieved; and
  - **T**ime bound – the target must define a date by which it is expected to be achieved.
- 8.3.3 Specific targets are not set at this stage, as there is no baseline data available for the development. Consideration is however given to some initial targets which would be considered in more detail at a later stage and in conjunction with surveyed data for the site once available. Key national guidance of note is as follows:



- Department for Transport (DfT) guidance ‘*Gear Change*’ sets out:
  - An aspiration that new housing development will be built around making sustainable travel, including cycling and walking, the **first choice** for journeys.
  - A vision for the future where **50% of all journeys in towns and cities** are cycled or walked.
- DfT guidance ‘*Making Residential Travel Plans Work*’ suggests an initial **10% reduction** in Single Occupancy Vehicles can be proposed for new development sites.

8.3.4 Given the existing sustainable travel infrastructure surrounding the site and the proposed transport strategy, which will likely require elements to be delivered prior to occupation, it is likely that there could be a relatively positive modal split for sustainable modes early on in the development phasing. There are however elements which will influence and reduce the need to travel off-site, such as the primary school and local centre, which will likely be delivered in later development phases. As such, targets need to be considered accordingly.

8.3.5 To provide an initial view of potential targets, trip generation estimates have been considered from the accompanying Transport Assessment. A detailed travel demand model has been developed to forecast the multi-modal trip generation of the proposed development. This has been developed using local data to provide a proxy for travel behaviour and patterns. This includes:

- A **baseline scenario** whereby the ‘status quo’ is maintained and car usage reflects historical patterns.
- Further **modal shift scenarios** have been considered which forecast the potential for an increase in the uptake of sustainable travel modes and the resulting reduction in vehicle trips. This targeted exercise has considered the sustainable travel strategies and has considered which journeys the proposed improvements could influence and the propensity for users to shift modes thus resulting in modal shift.

8.3.6 A summary of the **baseline** and **modal shift** scenarios, set out in the Transport Assessment, is provided in Table 8-1.

**Table 8-1: Travel Demand Model – Modal Split and Modal Shift Estimates**

	AM	PM	Daily
Baseline Development Vehicle Driver Modal Split	42%	45%	46%
Development Vehicle Trip Reduction	14%	13%	13%
Percentage Modal Shift	6%	6%	6%
Aspirational Development Vehicle Driver Modal Split	37%	39%	40%

8.3.7 Based on the detailed calculations undertaken as part of the Transport Assessment, even without modal shift, it is forecast that fewer than 50% of journeys would be undertaken by vehicles with a sole occupant. This therefore already aligns with the aspirations set out in Gear Change.



Furthermore, the sustainable travel strategy, supports the notion of sustainable travel modes being the first choice for journeys.

- 8.3.8 The potential modal shift that could be seen over baseline travel estimates represents up to a 14% reduction in single occupancy vehicles trips which exceeds the 10% set out in the DfT travel planning guidance.
- 8.3.9 As such, the evidence prepared to date and the supporting strategy suggest that positive levels of sustainable travel uptake can be achieved along with appropriate reductions in single occupancy vehicle trips based on current behaviour. Specific targets would however be set within three months after the initial travel survey has been completed.
- 8.3.10 In addition, a secondary target should be provided in relation to awareness of the Travel Plan. This should be 75% amongst on-site staff at the school and local centre employment and 50% amongst residents.
- 8.3.11 These targets should be reflected in the individual Full Travel Plan prepared by SW-TPC (Residential/Local Centre) and S-TPC (School), and agreed with HCC with targets derived from baseline travel surveys (taken within the first six months of occupation).
- 8.3.12 Targets within each of the Full Travel Plans will then be reviewed on an annual basis following discussions with the Working Group and HCC.
- 8.3.13 As well as the above targets, the Travel Planning mechanism will be used in the monitoring of traffic volumes on Sandridgebury Lane and along key links within the development. The precise methodology for monitoring will be agreed as part of more detailed discussions post planning submission.

## 8.4 Monitoring

- 8.4.1 Monitoring is key to gauging success of the measures adopted and meeting the targets set.

### Site-wide

- 8.4.2 The SW-TPC will be responsible for undertaking site-wide monitoring, for a period of ten years from the first occupation. The SW-TPC will undertake the following at a site-wide level:
- **Baseline multi-modal Counts** – counts will be undertaken at the site access points within six months of first occupation;
  - **Annual multi-modal Counts** – counts will be undertaken every year for a period of ten years following the first occupation. The precise technology to be used is to be agreed as part of the planning process but this could include Artificial Intelligence/Smart monitoring technology at



permanent count points at various points on the edge/within the development. This would also allow for the use of Sandridgebury Lane as a through route to be monitored accordingly.

### **Individual Uses (Residential, Local Centre and School)**

8.4.3 At each element of the development, the SW-TPC (Residential/Local Centre) and S-TPC (School) will undertake monitoring for a period of ten years from first occupation, as follows:

- **Baseline Travel Survey** – attitudinal survey issued to residents and staff at each local centre unit within six months of first occupation. Conducting these surveys are the responsibility of the SW-TPC and S-TPC;
- **Annual Travel Survey** – for a period of ten years following completion of the baseline travel survey, annual attitudinal travel surveys will be issued to all staff and residents to review the effectiveness of the Travel Plan against the baseline conditions. Conducting these surveys will be the responsibility of the SW-TPC/S-TPC, as applicable. In addition, ‘hands-up’ surveys will be undertaken to understand how pupils travel to school, organised by the S-TPC;
- **Car Park/Cycle Parking Monitoring Surveys** - for a period of ten years, the SW-TPC/S-TPC will be responsible for undertaking snapshot surveys on a quarterly basis of any car parking spaces/cycle parking.

8.4.4 Within the baseline and annual travel survey, it is vital to obtain the following information regarding site users’ travel behaviour:

- Specific details on all frequent journeys made, including the location, origin, destination, distance travelled, time travelled, and mode of transport used etc.;
- Reasons why the current modes are used, including health, environmental, time, financial, and comfort etc.;
- Willingness to use alternative modes;
- Incentives to use more sustainable modes; and
- Any transport related issues site users wish to raise.

8.4.5 Providing an incentive to complete the baseline and annual travel survey(s), such as a free prize draw, will help sustain interest and result in high return rates.

### **Reporting**

8.4.6 The S-TPC will be responsible for preparing annual monitoring reports for the school and submitting them to HCC on annual basis, within three months of completion of their Annual Travel Survey.



- 8.4.7 The SW-TPC will be responsible for preparing annual monitoring reports for the residential/local centre uses and submitting them to HCC on annual basis, within three months of completion of the Annual Travel Survey.
- 8.4.8 The SW-TPC will also be responsible for preparing annual monitoring reports for the site as a whole and submitting them to HCC, to include reporting of the use of Sandridgebury Lane and the onwards connection via the development.
- 8.4.9 The monitoring reports will also include evidence of any communication with site users, take-up of initiatives e.g. personalised travel planning, and queries raised by site users, over the course of the last year, as appropriate.

## **8.5 Remedial Measures**

- 8.5.1 As part of the 'monitor and manage' approach, the SW-TPC will submit an annual monitoring report to HCC, detailing the results of multi-modal counts and the progress of the site against mode share targets. Mode share targets will be set and agreed with HCC upon the completion of the baseline traffic counts.
- 8.5.2 If it is apparent that the site is not meeting agreed targets or if the traffic volumes agreed are exceeded, remedial measures may be required, to be considered in discussion with HCC.



## 9 Travel Plan Initiatives

### 9.1 Introduction

9.1.1 In order to meet the aims and objectives set out in Section 8, a number of measures will be implemented across the site.

### 9.2 On-site Infrastructure

9.2.1 The following measures will be the responsibility of the developer. The development of key on-site infrastructure will facilitate the provision of other measures. The following on-site infrastructure should be provided by the developer:

- Provision of high quality, direct walking and cycling routes;
- Provision of lockers, cycle parking and changing facilities for use by staff in the local centre units and school;
- Electric vehicle charging points (EVCP) will be provided on site in various convenient locations (as well as the mobility hub), including at residential properties. The quantum of this provision will be agreed at Reserved Matters Stage;
- Provision of secure cycle parking facilities for all residents, at the local centre and within the school, in-line with cycle parking standards;
- A mobility hub, conveniently located within the Local Centre, which could feature:
  - A car club as part of the wider Settlement Strategy package within St Albans;
  - E-bike hire stations, combined with a network of stations as part of the wider Settlement Strategy package within St Albans;
  - Bus stop, interchange, waiting and layover facilities;
  - Delivery lockers; and
  - Local retail space, co-working space or community facilities.
- A bespoke parking strategy supporting the low carbon transport strategy.

### 9.3 Active Travel

9.3.1 The following measures will be undertaken by the SW-TPC and the S-TPC in order to support residents and staff to cycle and walk:

- Raise awareness of the health benefits of walking and cycling through promotional material;
- Promote the E bike hire scheme proposed to be provided across St Albans and partially funded as part of the development;





- Provide a map showing walking and cycling routes, indicating distances and provide links to useful information and guidance, on websites such as Sustrans ([www.sustrans.org.uk](http://www.sustrans.org.uk));
- Information on any local discounts at bike shops/investigate any potential promotions with local bike shops/suppliers;
- Information on how to use and the benefits of E-bikes will be promoted to residents and staff through the marketing regime;
- Cycle training opportunities provided by local providers should be promoted to residents and staff;
- Personalised Travel Planning (PTP) – PTP will be regularly offered to residents and staff, so they have the opportunity to receive personalised advice on the cost of their journeys using a range of travel modes. This opportunity will be promoted through the aforementioned marketing measures; and
- Promote Cycle to Work Scheme to employers (school and local centre units), where possible.

## 9.4 Public Transport

9.4.1 The following measures will be undertaken by the SW-TPC and S-TPC in order to support residents and staff to use public transport:

- SW-TPC will investigate discounts on bus and rail tickets with service providers and include details of any discounts available in the Welcome Pack and other marketing material. This could be undertaken in liaison with the S-TPC.
- Explore with employers on-site, implementing an interest free or low-interest loan system for staff to purchase yearly or quarterly season tickets for bus and/or rail, with payments taken directly from salary;
- Promotion of bus events such as Bus to Work week will be undertaken through the marketing regime;
- Local transport provider websites and apps will be promoted to residents and employees in Welcome Packs and other promotional materials;
- Information on the benefits of public transport use will be disseminated through the marketing regime;
- Information including details of routes, services, timetables, and fares will be provided to all residents within the Welcome Pack, and other marketing material. This should be regularly updated as the public transport offering expands as part of the development phasing; and
- Journey planning tools such as [traveline.info](http://traveline.info) will be promoted to staff through the marketing regime.



## 9.5 Promoting Car Sharing / Car Club

9.5.1 Car sharing can be an effective means of easing traffic congestion and facilitating the achievement of sustainable travel objectives. For those with common journey requirements, car sharing can represent an effective mechanism for reducing the volume of trips, particularly as part of a commuting journey to and from work.

9.5.2 The following measures are to be implemented to encourage residents and staff to car share when travelling to and from the proposed development:

- Information on what car sharing is and its potential benefits, will be disseminated through the marketing regime;
- The SW-TPC and S-TPC will promote the on-site car club forming part of a Settlement wide scheme across St Albans which the development is proposed to contribute towards the operation of;
- Information on 'car sharing' events such as Liftshare week, will be disseminated through the marketing regime; and
- Consider setting up an informal database to match potential car sharing opportunities.

## 9.6 Promoting use of Electric Vehicles

9.6.1 Local and national policy states that new developments should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations. The following measures are to be implemented to promote and encourage residents and staff to use electric vehicles when travelling to and from the proposed development:

- Information regarding the benefits of electric vehicles will be promoted in relevant promotional materials.
- Provision of appropriate electric vehicle charging infrastructure.

## 9.7 Freight and Deliveries

9.7.1 Co-operation between local centre units will be encouraged by the SW-TPC through the Working Group, to establish common purchasing and recycling policies, and a policy of using local suppliers will be beneficial in reducing vehicle movements to the site.

9.7.2 Promotion of opportunities to receive goods and services, including supermarket home delivery services.



## 9.8 Reducing the need to travel

9.8.1 The following measures are to be implemented to reduce the need to travel for both residents and staff:

- Promotion of local shops and facilities to residents, reducing the need to travel outside of the site;
- Promotion of homeworking for both residents and staff, reducing the need to travel for work.

## 9.9 Marketing and Promotion of Travel Plan Measures

9.9.1 The marketing will be undertaken using the following approaches:

- **Resident Welcome Packs** – the SW-TPC will prepare a Welcome Pack that will be provided to all residents. This will include details of:
  - Local walking and cycling route maps;
  - A map showing key local facilities and amenities;
  - Information on public transport services including schedules, maps and season tickets;
  - Information on relevant car share schemes;
  - Information on local electric vehicle charging provision;
  - Information on cycle parking facilities;
  - Website links to national and local sustainable travel pages, for example, Sustrans;
  - A list of journey planning smartphone apps;
  - Details of the Full Travel Plan;
  - Details of local and national sustainable travel events;
  - Relevant smartphone apps;
  - Information on the benefits of adopting more sustainable travel practices; and
  - Contact details of the SW-TPC.
- **Staff Welcome Packs** – the SW-TPC (local centre uses) and S-TPC (School) will provide staff with a staff welcome pack. The SW-TPC will prepare the Welcome Packs and would provide the information to the S-TPC to share with school staff. This will include details of:
  - Local walking and cycling route maps;
  - A map showing key local facilities and amenities;
  - Information on public transport services including schedules, maps and season tickets;
  - Information on relevant car share schemes;
  - Information on local electric vehicle charging provision;



- Information on cycle parking facilities;
  - Website links to national and local sustainable travel pages, for example, Sustrans;
  - A list of journey planning smartphone apps;
  - Details of the Framework and relevant Full Travel Plan;
  - Details of local and national sustainable travel events;
  - Relevant smartphone apps;
  - Information on any company-specific travel policies e.g. Cycle to Work scheme;
  - Information on the benefits of adopting more sustainable travel practices; and
  - Contact details of the SW-TPC and S-TPC, as applicable.
- **Site Website** – a section of the residential site website will include a page with travel information which can be viewed by potential and existing residents. This will contain information regarding sustainable travel options to/from the site and will be updated on a regular basis by the SW-TPC.
  - **E-newsletters** – the SW-TPC will prepare biannual email newsletters to all residents and staff based at the site regarding sustainable travel options and upcoming local and national events e.g. Walk to Work week. The SW-TPC will liaise with the S-TPC to prepare the newsletter to ensure all relevant information is contained. The S-TPC will be responsible for sending this out to staff at the school.
  - **Annual Travel Event** – an Annual Travel Event will be held in a prominent and accessible location within the Local Centre. The SW-TPC will be responsible for organising and promoting the Travel Event to both residents and staff. The S-TPC should assist with the organisation of the event, and are primarily responsible for promoting this to school staff. Suggested attendees at the Travel Event include:
    - Representatives from HCC.
    - Representatives from local public transport providers.
    - Free Dr Bike service from a local bike shop/maintenance service
    - Representatives from other local stakeholders e.g. the police.
    - Representatives from other on-site transport providers e.g. on-site car club, on-site E bike hire service.
  - **Sales Suite Staff Training** – the SW-TPC will be responsible for informing the sales staff about the FTP so that they can disseminate information to prospective buyers.

9.9.2 Further marketing measures may be proposed within each Full Travel Plan, where appropriate.



## 10 Action Plan

10.1.1 In order to ensure the Travel Plan is effectively implemented, the measures outlined in previous chapters have been arranged into an Action Plan. The Action Plan clearly identified the timescale and responsible party for each measure.

10.1.2 The Action Plan is set out in Table 10-1 below.

**Table 10-1: Action Plan**

Action	Target Date	Method of Monitoring	Responsibility	Method of Publicity
<b>Management</b>				
Appoint a Travel Plan Coordinator for the whole site (SW-TPC)	Prior to first occupation	Contact details provided to HCC	Developer	n/a
Appoint S-TPC for the primary school	Prior to first occupation	Contact details provided to HCC	School Management	n/a
Prepare Full Travel Plans for Residential use and Primary School	Set by planning condition	Discharge of relevant condition	SW-TPC/S-TPC, as applicable	n/a
Set up Travel Plan Working Group to meet on biannual basis	Prior to first occupation	Meeting minutes provided in monitoring report	SW-TPC	Email
Register with Modeshift STARS and create a Travel Plan using this tool.	Ongoing (register within 3 months of occupation)	Modeshift STARS, monitoring report	S-TPC	n/a
<b>Monitoring</b>				
Baseline Multi-Modal Counts	Within 6 months of first occupation.	Annual site-wide monitoring Reports	SW-TPC	n/a
Annual Multi-Modal Counts, including monitoring of Sandridgebury Lane traffic volumes	Every year after the completion of baseline traffic counts.	Annual site-wide monitoring Reports	SW-TPC	n/a
Baseline Travel Survey	Within 6 months of occupation.	Annual monitoring reports	SW-TPC/S-TPC	Newsletters, emailers, travel events.
Annual Travel Survey	Every year after the baseline travel survey.	Annual monitoring reports	SW-TPC/S-TPC	Newsletters, emailers, travel events.
Car Park/Cycle Parking Monitoring Survey	Within 6 months of occupation, and then quarterly.	Annual monitoring reports	SW-TPC/S-TPC	n/a
<b>Marketing, Promotion and Awareness</b>				
Production and distribution of Resident/Staff Welcome Pack	Prior to first occupation	Details included in annual monitoring reports.	SW-TPC/S-TPC	n/a

Action	Target Date	Method of Monitoring	Responsibility	Method of Publicity
Production and uploading of material to development/site website.	Prior to first occupation.	Details in annual monitoring reports	SW-TPC	Website
Personalised Travel Planning provided to residents	Ongoing	Number of requests; details included in monitoring reports.	SW-TPC	Welcome Pack, E-newsletters, Site Website
Personalised Travel Planning provided to staff on request by phone or email	Ongoing	Number of requests; details included in monitoring reports.	SW-TPC/S-TPC	Welcome Pack, E-newsletters, Company Website(s)
Send out biannual email newsletters to all staff and residents regarding sustainable travel options and upcoming events	Biannually (every six months), within 6 months of first occupation	Newsletter sent out; details included in monitoring reports.	SW-TPC (S-TPC assist with distribution)	n/a
Hold an Annual Travel Event with local stakeholders and travel providers	Annually	Annual Travel Event held; details included in monitoring reports.	SW-TPC	E-newsletters, Site Website, Company Websites
Training of Sales Suite Staff	Prior to occupation	Report in monitoring report	SW-TPC	n/a
<b>Active Travel</b>				
Raise awareness of health benefits of walking and cycling.	On occupation	Mode share change	SW-TPC/S-TPC	Welcome Pack, E-newsletters, Site Website, Company Websites
Provision of E bike hire facilities at the on-site mobility hub and other appropriate locations in line with the contribution for the wider Settlement hire scheme.	On occupation			
Provide a map showing walking and cycling routes, indicating distances and provide links to useful information and guidance, on websites such as Sustrans ( <a href="http://www.sustrans.org.uk">www.sustrans.org.uk</a> ).	Ongoing			
Information on any local discounts at bike shops/investigate any potential promotions with local bike shops/suppliers.				
Information on and the benefits of E-bikes will be promoted to residents through the marketing regime.				
Cycle training opportunities provided by local providers should be promoted to residents.				
Opportunities to host cycle training workshops to residents and/or staff should be explored where appropriate.				
Cycle to Work schemes set up by employers where possible.				
		Employers/S-TPC		



Action	Target Date	Method of Monitoring	Responsibility	Method of Publicity
<b>Public Transport</b>				
Promotion of bus events such as Bus to Work week.	Ongoing	Mode share change	SW-TPC/S-TPC	E-newsletters, Site Website, Company Websites
Promotion of local transport websites and apps				Welcome Pack, E-newsletters, Site Website, Company Websites
Promotion of benefits of public transport				
Provision of information regarding routes, services, timetables, and fares.				
Promotion of journey planning tools such as <a href="http://www.traveline.info">www.traveline.info</a>				
Investigate discounts for bus and rail tickets with service providers.				
Explore implementing an interest free or low-interest season ticket loan for bus and/or rail tickets.			Employers	
<b>Promoting Car Sharing / Car Club</b>				
Promotion of benefits of car sharing.	Ongoing	Mode share change	SW-TPC/S-TPC	Welcome Pack, E-newsletters, Site Website, Company Websites
Provision of car club facilities at the on-site mobility hub and other appropriate locations in line with the contribution for the wider Settlement car club scheme.				
Explore the feasibility of an on-site car club and source a supplier if feasible.				
Provision of information related to car sharing events e.g. LiftShare Week				
Explore the feasibility of setting up an informal staff database so staff can find car-sharing opportunities.			S-TPC	
<b>Promoting use of electric vehicles</b>				
Promotion of benefits of electric vehicles.	Ongoing	Use of EVCP	SW-TPC/S-TPC	Welcome Pack, E-newsletters, Site Website, Company Websites
<b>Freight and Deliveries</b>				
Explore cooperation between local centre units to establish common purchasing and recycling policies.	Ongoing	Uptake	SW-TPC	n/a
<b>Reducing the need to travel</b>				
Promotion of local shops and facilities to residents.	Ongoing	Uptake	SW-TPC	Welcome Pack, E-newsletters, Site Website
Promotion of homeworking for residents.	Ongoing			Welcome Pack, E-newsletters, Site Website, Company Website



## Appendix A Illustrative Masterplan







ST ALBANS  
SCHOOL



PART OF HENRY BOOT



WOOLLAM  
PARK  
North St Albans