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TRAFFIC CONSULTANTS

JD RUDKIN (BUILDERS) LTD

PROPOSED RESIDENTIAL DEVELOPMENT AT
FORMER BRICKET WOOD SPORT & COUNTRY CLUB /
PAINTBALL SITE, LYE LANE, BRICKET WOOD, AL2 3TF

TRAVEL PLAN

July 2022

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I.0 INTRODUCTION

- I.1 Paul Mew Associates has been instructed by JK Rudkin (Builders) Ltd to provide a Framework Travel Plan in relation to the proposed development of land at Lye Lane, Bricket Wood, Hertfordshire, AL2 3TF to provide 109 residential dwellings. The site location and context are shown in Appendix A.
- I.2 Following pre-application advice from Hertfordshire County Council a Travel Plan will be prepared, implemented, and operated at the proposed development.
- I.3 This document, presents details of the Travel Plan that will be implemented upon the development being brought into use and sets out how the initiatives will be formulated, the range of sustainable transport options available to the site, and how the Travel Plan will be monitored and reported.
- I.4 Travel Plans are commonly used to reduce car-based journeys to and from a site. For this scheme, the Travel Plan will relate to residents. All opportunities will be taken to encourage residents and visitors to adopt more sustainable travel patterns.
- I.5 The purpose of a travel plan is to influence behaviour change towards sustainable modes of travel. This is critical for new developments in order to facilitate the use of sustainable modes among site users from the outset.
- I.6 In this case, the types of occupiers are known at the planning application stage, and as such this travel plan includes specific objectives, measures, and targets and as well as information about current local travel conditions. This Travel Plan contains the following essential elements:
- Objectives – the key goals that the travel plan will seek to achieve
 - Targets – a means of measuring the achievement of objectives
 - Measures – the initiatives that will be introduced to achieve the targets set.
 - Management – details of individuals identified to oversee implementation, monitoring and review of the travel plan. Adequate resourcing will be made with an appropriate amount of the individual's time allocated
 - Action plan – a programme for delivering the measures and a means of communicating the above to site users, including identification of who will oversee delivery of the Travel Plan
 - Securing – confirmation that the Travel Plan is effectively secured through legal mechanisms
 - Monitoring and review – details of how the Travel Plan will be assessed, amended, monitored and reported as necessary.

2.0 POLICY ASSESSMENT

- 2.1 A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.
- 2.2 Travel plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. Importantly, a travel plan can increase business efficiency and equality, which is why an increasing number of organisations are deciding to produce voluntary travel plans.
- 2.3 The requirement for travel plans to be prepared and implemented is set out in a range of local, regional and national policy.
- 2.4 On a local level the requirement for travel plans is detailed in Hertfordshire County Council's 'Travel Plan Guidance' (March 2020)
- 2.5 The Council's guidance sets out that residential developments of more than 80 units are required to prepare a full travel plan. As the proposed scheme will provide 109 dwellings, a Full Travel Plan has been prepared.
- 2.6 Hertfordshire County Council's Local Transport Plan 4 (May 2018), Policy 5 Development Management, sets out that:

Hertfordshire County Council will work with development promoters and the district and borough councils to:

- *Ensure the location and design of proposals reflect the Local Transport Plan Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand*
- *Require a Travel Plan for developments according to the requirements of the county council's Travel Plan Guidance.*

- 2.7 On a national level, the National Planning Policy Framework (July 2021) sets out that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured 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; and*
- c. 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.*

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.

Within this context, applications for development should:

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

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 proposal can be assessed."

- 2.8 In preparing this Travel Plan, the above policy and guidance has been taken in to consideration.

3.0 DEVELOPMENT DETAILS

- 3.1 The site at Lye Lane, Bricket Wood, AL2 3TF currently features the former Bricket Wood Sport & Country Club and a paintball site. The development is no longer in use
- 3.2 The proposed development will see the demolition of the existing building and the provision of a residential development to provide a total of 109 units comprising 21 x one-bedroom, 35 x two-bedroom, 34 x three-bedroom, 12 x four-bedroom and 7 x five bedroom dwellings. The scheme will provide 253 parking spaces each with dedicated 'active' electric vehicle charging facilities.
- 3.3 In line with Travel Plan guidance, each household will be provided with a travel voucher to the value of £125 and will be available to use for public transport and / or cycling incentives, for example free bus travel on new or existing services, vouchers towards bus or rail season tickets, vouchers for cycle equipment.
- 3.4 Secure, covered on-site cycle parking provision will be made within the curtilage of each dwelling by means of garage / shed space or cycle stores.
- 3.5 Servicing will be carried out from within the site via turning heads. The proposed site layout is shown in Appendix B.
- 3.6 Travel planning guidance suggests that where the end user of the development is known at the application stage, the travel plan should include details of travel surveys of existing site users, or surveys from a similar site. However, as the development is yet to be built and brought into use, it is not possible at this stage to report on the mode split of resident trips.
- 3.7 A trip generation assessment has been carried out for proposed development based on data from the TRICS database and local Census mode splits for journeys to work. Table 1 presents summaries of trip generations by mode and time for the proposed development.

Table 1. Proposed Land Use Trip Generations

Time	Rail	Bus	Car (Drivers & Passengers)	Cycle	Walk	Other
07:00	8	1	50	1	3	1
08:00	12	2	80	1	5	2
09:00	6	1	37	1	2	1
10:00	5	1	32	0	2	1
11:00	5	1	32	0	2	1
12:00	5	1	32	0	2	1
13:00	5	1	32	0	2	1
14:00	6	1	41	1	2	1
15:00	12	2	76	1	4	2
16:00	9	1	58	1	3	2
17:00	10	1	63	1	4	2
18:00	9	1	56	1	3	2
Total	91	13	590	8	35	16

Source: TRICS / Census

- 3.8 The site's proposed use has been forecast to generate a total of 754 person trips per day. This comprises 104 public transport trips, 43 walk and cycle trips and 590 car driver / passenger trips.
- 3.9 It should be noted that the vehicle trip generation forecast for the proposed scheme is a worst-case scenario as it does not take in to account the impact of this Travel Plan and sustainable travel incentives that will be offered to all households of the development as detailed in this report.

4.0 CONNECTIVITY ASSESSMENT

4.1 The key to the sustainability of the proposed development is its location within the wider local area. In particular the availability of, and ease of access to sustainable and public transport services.

Pedestrian and Cycle Access

4.2 In terms of public rights of way, Appendix C shows an extract from Hertfordshire County Council's public rights of way map. Routes 60, 15 and 30 run south of the site towards Bricket Wood Station while Route 18 can be accessed to the north of the site. No formal pedestrian crossing facilities are currently provided where these routes cross the A405 North Orbital and Lye Road.

4.3 Table 2 shows a selection of key public rights of way linking the site to Bricket Wood.

Table 2. Key Public Rights of Way from Site to Bricket Wood

Right of Way Number	Type	Description
60 (St Stephens)	Footpath	Commences at junction with Lye Lane at Black Green thence NE to re-join Lye Lane opposite Blackgreen Wood.
15 (St Stephens)	Footpath	Commences at junction with FP60 at Black Green thence SE to junction with county road (Lye Lane).
30 (St Stephens)	Footpath	Commences at junction with Lye Lane opposite Black Green thence SE across Black Green Wood to junction with Lye Lane at W corner of Smug Oak Green.
29 (St Stephens)	Footpath	Commences at junction with slip road to M25 Motorway at Grid Ref: TL1266 0298 thence SE skirting NE boundary of Lower Lyes to junction with Woodside Road and The Meads.
11 (St Stephens)	Bridleway	Commences from County Road (South Riding) thence E to a junction with BR12 (at TL13515 02155) thence SE over the railway via a bridge to the edge of Bricket Wood Common (at TL13575 02105) then across the Common to join the County Road (Station Road (at TL13590 02095) opposite Drop Lane. Minimum 2.5 metres between TL13515 02155 and TL13575 02105 4 metres between TL13575 02105 and TL13590 02095
12 (St Stephens)	Footpath	Commences at junction with BR 11 N of Bricket Wood Station thence NE along NW boundary of Railway to junction with county road (Lye Lane).
18 (St Stephens)	Footpath	Commences at junction with North Orbital Road W of Burston Manor Farm thence SW to junction with Lye Lane opposite Hospital.
94 (St Stephens)	Footpath	Hyde Lane. Commences as FP from Hyde Lane public road at TL 1445 0341 running SE for approx. 10m across level crossing to TL 1446 0341. Continues as RB SE for approx. 670m passing junctions with FPs 33, 33a, 26 and 35a, across ford at River Ver adjacent to the footbridge to join Hyde Lane public road at TL 1504 0312. Varies between 3m and 12m as shown on the Order Plan forming part of the Hertfordshire County Council (St Stephen 94) Modification Order 2011. Kissing gates at TL 1445 0341 and TL 1446 0341.

Source: HCC

- 4.4 Lye Lane south of the site does not feature footways. The local footway network to the south commences at the junction with West Riding / Oak Avenue. To the north of the site, again, there are no footways until Lye Lane reaches the A405 North Orbital Road. Park Street Lane (to the east of the site) has footway facilities south towards Bricket Wood but these are of poor quality. It is proposed to provide a footway link from the site to West Riding to the south of the site.
- 4.5 Within the site, a series of footways alongside the internal road layout will link the new development with the local footway on Lye Lane via. South of the site between the site access on Lye Lane and West Riding junction there is currently limited footpath access. This stretch of footpath will be upgraded to provide adequate and safe walking routes for pedestrians and cyclists.
- 4.6 In summary, while there are a number of local footpaths, the proposed development will be supplemented with extensions to current footpaths and or creation of new footpaths so that residents of the scheme have viable and practical means of walking from the site to Bricket Wood, the station or How Wood. Improved cycle access to local National Cycle Routes will also benefit future residents.
- 4.7 Local cycle routes are shown in a map extract in Appendix C and includes National Cycle Routes 6 and 61 which run as a combined route through the Colne Valley between Watford and St Albans. Locally this provides a mixture of traffic free sections and quiet roads linking the two towns with Park Street, How Wood, Bricket Wood and Garston.

Vehicle Access

- 4.8 There is an existing vehicle access to the site from the Lye Lane on the western side of the site. As part of the proposed development a new vehicle access will be provided on Lye Lane further to the north of the existing vehicle access. The existing vehicle access will be stopped up as part of the development.

Public Transport

- 4.9 Appendix C presents an extract of the County bus map for the Bricket Wood area. This shows at present 2 bus routes serve Bricket Wood calling at stops on Lye Lane, approximately 560m to the south of the site. A summary of services is presented in Table 3.

Table 3. Local Bus Services

Route	Nearest Bus Stop	To / From	Service Information
361	West Riding	Garston/Bricket Wood	Mon-Fri 07:25 to 17:12 - Up to 1 per hour Saturday 09:28 to 17:28 - 1 per hour
		To St Albans	Mon-Fri 08:25 to 17:46 - Up to 1 per hour Saturday 08:40 to 18:00 - 1 per hour
635	West Riding	Hitchin to Watford, via Stevenage & Hatfield	Mon-Fri 06:54 to 14:04 - 1 per hour Saturday 08:40 to 18:00 - 1 per hour
		Watford to Hitchin	Mon-Fri 07:07 to 15:49 - 1 per hour Saturday 09:28 to 17:28 - 1 per hour

Source: Intalink

- 4.10 The above assessment shows there are relatively good service levels to St Albans, Bricket Wood, Hatfield, Watford and Hitchin with up to 4 services per hour.
- 4.11 Rail services are available from Bricket Wood Station which is located 1km to the south of the site. Rail services available are detailed in Table 4 while Appendix C presents an extract of the local rail network map.

Table 4. Local Rail Services

Station	Towards	Times / Days	Frequency
Bricket Wood	St. Albans Abbey	06:00-22:44 Mon-Fri	1 per hour
		06:24-22:44 Sat	1 per hour
		08:15-23:27 Sun	1 per hour
	Watford Junction	06:22-22:59 Mon-Fri	1 per hour
		06:37-22:57 Sat	1 per hour
		08:37-23:41 Sun	1 per hour

Source: London North Western

- 4.12 At Bricket Wood station there is level step-free access to trains. At Watford Junction, interchange is available to direct services to London Euston, southern, central and north western England and Scotland as well as to London Overground services.

Local Amenities

- 4.13 Within a short distance of the site, via Lye Lane, the village of Bricket Wood provides a wide range of local amenities including; a food store, pharmacy, cafes, restaurants and public houses, a library and schools. Sustainable access to these facilities would require improvements to footpaths / pedestrian routes.

5.0 OBJECTIVES & TARGETS

- 5.1 Objectives are the high-level aims of the travel plan. They give it direction, provide a focus and apply to all proposed site land uses.
- 5.2 Targets are the measurable goals by which progress can be assessed and will apply to the proposed land use. Once the site is in operation and resident travel surveys have been carried out, targets will be set which the measures set out will seek to reach within the period covered by the Travel Plan. In addition, interim targets will be set. Indicators are the elements which will be measured in order to assess progress towards meeting the final and interim targets. The objectives, indicators and outline targets are set out below.

Objectives

- 5.3 The objectives of the travel plans are:
- To promote the travel plan ethos, measures and benefits to residents and visitors.
 - To minimise from the time of opening and reduce over the life of the travel plan, the environmental impact of the resident travel demands through raising travel awareness amongst residents and encouraging environmentally friendly travel behaviour.
 - To improve the choice of transport mode available to residents by means of new or improved facilities and the provision of suitable information.
 - To encourage the use of active travel (walking and cycling).

Action & Aim Type Targets

- 5.4 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved. As part of the implementation of the travel plan, the action targets and target dates will be:
- Appoint a travel plan co-ordinator. Target date: As soon as practicable and prior to the development opening.
 - Provide up to date and easily accessible public transport information on site, in promotional literature, on websites, by means of Travel Guides to be produced and distributed to all households and at all other opportunities for use by residents. Target date: Prior to opening.
 - Review the provision of on-site secure cycle parking facilities. Target Date: Following the initial resident travel surveys.
- 5.5 Aim-type targets relate to the 'outcomes' of the travel plan and can be assessed by monitoring what is achieved through the implementation of measures / initiatives, either individually or overall. It is suggested that targets should relate to all car use.
- 5.6 Until resident travel surveys have been carried out once the development has been brought in to use, it is suggested that the baseline for the Aim Type Targets for the proposed scheme have been taken from local Census modes splits assessed as part of the Transport Assessment that accompanies this Travel Plan.

Table 5. Current Proposed Scheme Option Targets

Mode	Baseline*	End of Year 1	End of Year 3	End of Year 5
Vehicle Occupants (inc driver)	72%	70%	66%%	62%

* Source: Census

- 5.7 These targets will be refined to site specific information once resident travel surveys have been carried out and will be submitted for approval to Hertfordshire County Council.
- 5.8 Final site-specific targets, to be set to assess the success of the scheme, will be realistic, taking into account the existing situation and information gathered through the initial resident travel surveys. Targets, in line with general recommendations will be 'SMART' – i.e. Specific, Measurable, Achievable, Realistic and Time Bound.

6.0 TRAVEL PLAN OPERATION

6.1 Travel plan strategies that set out clearly the stages by which the travel plan will be developed and implemented is very important. Elements of a travel plan strategy usually relate to:

- Securing the resources (including time) that are necessary to develop and implement the travel plan;
- Consulting and residents; and
- Identifying and engaging with partners.

6.2 The strategy for the travel plan is set out within the remainder of this chapter. It discusses how the plan will be managed and marketed, as well as who the key partners will be.

Travel Plan Management

6.3 The Travel Plan will have the full support of the developer and site management. The proposals contained in the Travel Plan will be promoted by Travel Plan Co-ordinator. At this stage contact details of the Travel Plan Co-ordinator are unknown. As soon as such information becomes available it will be passed to the relevant officer at Hertfordshire County Council. Until such time the Travel Plan Co-ordinator contact will be John Ross of Paul Mew Associates, Unit 1, Plym House, Enterprise Way, London, SW18 1FZ. Telephone 0208 780 0426, Fax 0208 780 0428 or e-mail john.ross@pma-traffic.co.uk.

6.4 The Travel Plan Co-ordinator's responsibility will be to encourage and promote the proposed measures of the plan to all site users.

Implementation & Funding

6.5 It is proposed that the Travel Plan will be secured by a condition of planning consent / Section 106 Agreement.

6.6 Upon appointment, the Travel Plan Coordinator will be responsible for the encouragement and promotion of the proposed measures of the plan amongst all residents. In addition, they will assist site management, or their consultants, to carry out regular monitoring of the plan through resident travel surveys, and the associated reporting of the findings to Hertfordshire County Council and the local planning authority.

6.7 The operator will confirm to the local planning authority that all necessary funding and resources will be made available to the Travel Plan Coordinator such that they can carry out all required work in connection with the Travel Plan as detailed in this report. With regards the amount of time that will be allocated by the site-wide Travel Plan Coordinator, at this stage it is not possible to be specific, but it is confirmed that such allocation will be sufficient for the Travel Plan Coordinator to fully execute their role. The developer also commits to pay Hertfordshire County Council Travel Plan Evaluation & Support Contributions and any other reasonable contributions related to the Travel Plan or sustainable travel initiatives.

Partners and Stakeholders

- 6.8 Travel plans need partnerships for success. Organisations / developers need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Key partners are likely to include:
- The Travel Plan Co-ordinator,
 - Hertfordshire County Council's Travel Plan Officer who will provide advice on the operation and implementation of the Travel Plans as well as feeding back comments on progress towards the targets over the life of the plan,
 - Public transport operators who will be contacted to pass on comments from residents on how patronage could be increased and to determine what measures they can assist with such as the provision of information, and,
 - Residents will be able to suggest initiatives which will be considered for implementation.

Marketing

- 6.9 Marketing and awareness raising strategies form an important part of all travel plans. They cover the involvement / engagement of residents and the raising of awareness about travel options and the benefits of more sustainable or efficient travel. The marketing of the Travel Plan initiatives will be carried out via the Travel Guide and other promotional literature that will be distributed to residents. The travel plan will be marketed to residents.

Travel Surveys

- 6.10 One of the first tasks of the Travel Plan Co-ordinator will be to conduct a series of surveys to determine how residents travel to and from the site. The travel surveys, to be carried out when 50% of the dwellings are occupied, will be in a TRICS SAM (Standard Assessment Methodology) compatible format and will gather information relating to;
- Existing or proposed journey details including mode of travel, and where applicable, comments on traffic problems
 - Journeys by non-car users
 - Existing or considered use of alternatives to the car such as public transport, cycling, walking and car sharing.
 - Any other comments
- 6.11 A transport audit, similar to the connectivity assessment presented earlier in this document, would be carried out detailing, the use of on-site parking facilities including car and blue badge users as well as on-site cycle parking spaces. In addition, the audit would include on-site sustainable transport facilities and local pedestrian / cycle route information.
- 6.12 Based on the findings of these studies, a clear indication of the desired level of reduction in car-based trips will be determined. The Travel Plan Co-ordinator will identify measures suitable to promote to residents, based on the results of the

surveys. The results of the initial studies would be made available to the local authority and would be used to support the Travel Plans.

6.13 In line with general Travel Plan guidance monitoring procedures, follow-up travel surveys and reporting for the Travel Plan will be undertaken one year after approval of the Baseline Travel Plan or when 100% of dwellings are occupied, and again at years three and five. Surveys will be undertaken at a similar time each year and in a neutral month for example September, October, March or April. At these monitoring milestones, the Travel Plan will be reviewed to assess progress towards achieving targets and what if any initiatives need to be amended or introduced.

6.14 Table 6 shows the proposed monitoring schedule.

Table 6. Travel Plan Monitoring Schedule

Timescale	Detail
<i>At 50% Occupancy</i>	<ul style="list-style-type: none"> • Baseline travel surveys completed by Travel Plan Coordinator using TRICS SAM survey
<i>Within 3 months of Baseline Survey</i>	<ul style="list-style-type: none"> • Full Travel Plan to include results of travel surveys and targets to be submitted for approval by the Local Planning Authority
<i>12 months after Travel Plan Approval or at 100% Occupancy (whichever is sooner)</i>	<ul style="list-style-type: none"> • Travel surveys completed by Travel Plan Coordinator using TRICS SAM survey • Reporting of the Travel Plan progress to the Local Planning Authority within 3 months of survey
<i>36 months after Travel Plan Approval</i>	<ul style="list-style-type: none"> • Travel surveys completed by Travel Plan Coordinator using TRICS SAM survey • Reporting of the Travel Plan progress to the Local Planning Authority within 3 months of survey
<i>60 months after Travel Plan Approval</i>	<ul style="list-style-type: none"> • Travel surveys completed by Travel Plan Coordinator using TRICS SAM survey • Reporting of the Travel Plan progress to the Local Planning Authority within 3 months of survey

7.0 PACKAGE OF MEASURES & ACTION PLAN

Introduction

- 7.1 The main core of the travel plan will be packages of measures, which can be comprised of a mixture of different kinds of actions, incentives and infrastructural improvements. Measures might be motivational, for awareness raising or for information provision.

Walking & Cycling

- 7.2 Both cycling and walking are almost always encouraged within a Travel Plan. Walking is the most sustainable methods of travel, has a number of proven health benefits and is an important source of personal freedom. It potentially has an important role to play in journeys particularly for those whose journey to the site is up to 2km in length. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc).
- 7.3 Cycling is cheap, offers reliable journey times and is environmentally friendly. Within the workplace, encouragement of cycling can lead to a healthier, more productive work force. It is generally suggested that cycling is a viable sustainable mode for journeys up to 5km in length.
- 7.4 Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination. The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1.
- 7.5 The Travel Plan will encourage, support and facilitate walking and cycling to the site through the following measures;
- All dwellings will have secure cycle parking within their curtilage.
 - Provision of information on local cycle and walk routes between the site, the village centre, the railway station other local amenities / attractions.
 - Provision of a printed Travel Guide that will be prepared and distributed to all households within the development which will include details of local cycle routes, shops, and events / sessions. An example of a Travel Guide is shown in Appendix D.
 - Promotion of Walkit and Walk4life websites / apps.
 - Promotion of Bikeability and Hertfordshire County Council's cycle training courses.
 - Promotion of Cycle to Work equipment purchase schemes.
 - Promotion of local Cycle Hubs & Cycle Clubs
 - Provision of a voucher scheme to cover up to £125 per household towards the cost of sustainable travel such as a bicycle, cycling or walking gear, or towards bus and or rail tickets / season tickets.
- 7.6 It is proposed that a new footway is provided on Lye Lane south of the site towards Bricket Wood village centre as shown in Appendix E.

- 7.7 The 2.0m wide footway on the south side of the proposed site access road would continue south of the site to link to the current M25 overbridge footway on the eastern side of the road.
- 7.8 Continuing south of the M25 overbridge, highways land ownership narrows to 1.0m. Prior to this point it is proposed that a crossing point with dropped kerbs with tactile paving would be provided so that pedestrians with buggies / wheelchairs who require a full 2.0m width can cross to a new section of 2.0m wide footway on the western side of Lye Lane. This would then cross back to the east side of Lye Lane at a point where highways land ownership allows a 2.0m wide footway to be provided. The section on the west side of Lye Lane will also benefit residents of dwellings / mobile homes on the west side of Lye Lane at this location.
- 7.9 The 2.0m wide footway on the eastern side of Lye Lane would then continue south to a point adjacent to Lye Cottage, at which point it would cross to the western side of Lye Lane and continue south to connect to the existing footway on the northside of West Riding. The new footways would be 2.0m in width and provided on Highways land. At the proposed crossing point (adjacent to Lye Cottage) dropped kerbs with tactile paving would be provided. It is also proposed that street lighting will be provided on this new pedestrian link. The proposed layout of this facility is shown in Appendix E.
- 7.10 Appendix E also shows how the proposed footways would link with existing public rights of way which will provide additional links towards Bricket Wood village centre and Bricket Wood station.

Public Transport

- 7.11 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport can include:
- No need to park.
 - Traffic free routes (with rail or bus priority existing).
 - Being able to relax, read or work.
- 7.12 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5km. The sections below highlight the measures that will be introduced to encourage and support the use of public transport for trips to and from the site.
- 7.13 Measures to promote public transport use across the development include;
- Provision of a printed Travel Guide that will be prepared and distributed to all households within the development which will include details of local public transport routes, services, times, fares, and discounts. An example of a Travel Guide is shown in Appendix D.
 - Promotion of discount schemes such as National Rail railcards.
 - Promotion of local bus operator discount season tickets.

- Promotion of interest free season ticket purchase.
- Provision of a voucher scheme to cover up to £125 per household towards the cost of sustainable travel such as a bicycle, cycling or walking gear, or towards bus and or rail tickets / season tickets.

7.14 Local bus operators will be contacted to assess the viability of extending / amending existing local routes to serve the development. The internal road layout features a 'loop' which would be suitable to accommodate local bus services. Extension / amendment of existing local bus routes would also benefit residents of properties / mobile homes on the west side of Lye Lane, south of the M25 overbridge.

Powered Two Wheelers

7.15 Powered two wheelers have both benefits and disbenefits as compared to travel by private car and by more sustainable modes. As a result, they do not always feature within a travel plan and greater effort is generally expended promoting other, more sustainable modes. One issue with powered two wheelers is that motorcycle casualty rates are substantially higher than for other forms of road transport. In addition, motorcycles can generate relatively more pollution and noise than private cars and other forms of transport. More positively, motorcycles, mopeds and scooters can offer quick, relatively low cost private transport and are more space and fuel efficient than cars.

Car Use

7.16 Measures to promote sustainable car use include;

- Promotion of local Enterprise car club facilities in Bricket Wood at Barnes Wallis Way and The Kestrels
- Promotion of local peer-to-peer Car Clubs (HiyaCar)
- Provision of on-site electric vehicle charging facilities
- Promotion of local 'Car Sharing' schemes where two or more people travel by car together, for all or part of the car trip, such as the Herts Liftshare scheme.

High Speed Internet

7.17 High speed internet connections will be provided to all dwellings to aid working from home and home shopping.

Travel Information and Planning

7.18 Complete and easy to understand information about travel information is an essential ingredient for a travel plan, since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to him/her and the benefits / dis-benefits of each. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives.

7.19 This will be achieved by the provision of a printed Travel Guide that will be prepared and distributed to all households within the development which will

include details of local public transport routes, services, times, fares, and discounts. An example of a Travel Guide is shown in Appendix D.

Action Plan

7.20 The action plan tasks, responsibilities and timings are shown in Table 7.

Table 7. Action Plan

Task	Responsibility	Time
Travel plan co-ordinator to be appointed	Developer	As soon as practicable and prior to the new development being brought in to use.
Collate public transport route / timetable information for residents	Travel Plan Co-ordinator	Prior to the new development being brought in to use and throughout the life of the Travel Plan
Promotion of Walkit and Walk4life websites / apps.		
Provision of Travel Voucher		
Promotion of Bikeability and Hertfordshire County Council's cycle training courses		
Promotion of Cycle to Work equipment purchase schemes		
Promotion of relevant railcards		
Promotion of local bus operator discount season tickets		
Promotion of interest free season ticket purchase		
Promote local car clubs and car share schemes		
Provision of Travel Guide		
Commission baseline travel surveys	Travel Plan Co-ordinator	At 50% occupancy
Commission subsequent travel surveys	Travel Plan Co-ordinator	At 100% occupancy or 12 months (whichever is sooner) and then at 36 & 60 months after Travel Plan Approval

Remedial Measures

7.21 If during the 5-year Travel Plan period, the aims of the plan are not met, or are not expected to be met, a series of remedial measures will be implemented to ensure that targets are met. These could include;

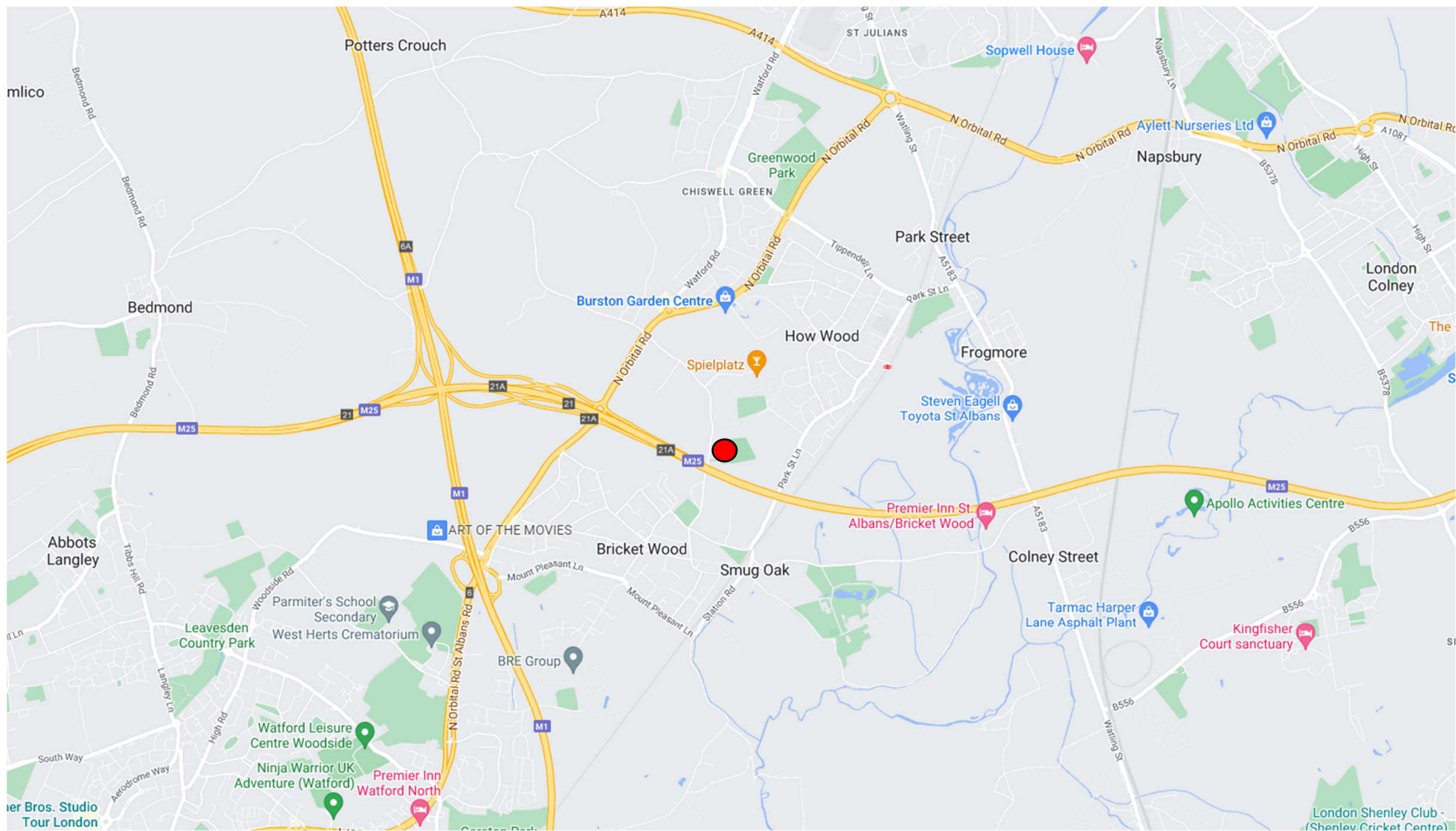
- Enhanced promotional measures including personalised travel planning implemented by an experienced provider, increased incentives, and new measures to promote sustainable travel.

7.22 For avoidance of doubt, the remedial measures will clearly be of a greater intensity (duration, extent, frequency, or scope) in comparison to the original proposed measures set out in this plan.

8.0 SUMMARY AND CONCLUSIONS

- 8.1 The developer of the proposed residential development at Lye Lane, Bricket Wood is committed to reducing the impact of the proposed development through the implementation of a Travel Plan.
- 8.2 The development site is located in an area of reasonable sustainable transport accessibility with a range of local bus, rail and cycle connections and local amenities. In addition, improvements to the local pedestrian environment will aid movement between the site and local public transport access points.
- 8.3 Thorough and regular monitoring of the scheme will identify targets and assess to what extent they are being reached over the life of the scheme. The reporting of progress will be carried out in consultation with the local authority.
- 8.4 It is the aim of the scheme to reduce car-based trips to and from the site. In addition, all opportunities will be taken to encourage residents to make more sustainable trips to and from the site.
- 8.5 The Travel Plan will be implemented on the occasion of the new development being brought into use.

Appendix A Location & Context



Date: 29/06/22
 Scale: NTS
 Source: Google
 ● Site Location




P2584. Bricket Wood Development, Hertfordshire Site Location



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Date: 29/06/22
Scale: NTS
Source: Google
 Site Location



P2584. Bricket Wood Development, Hertfordshire Site Context



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Appendix B Proposed Site Layout



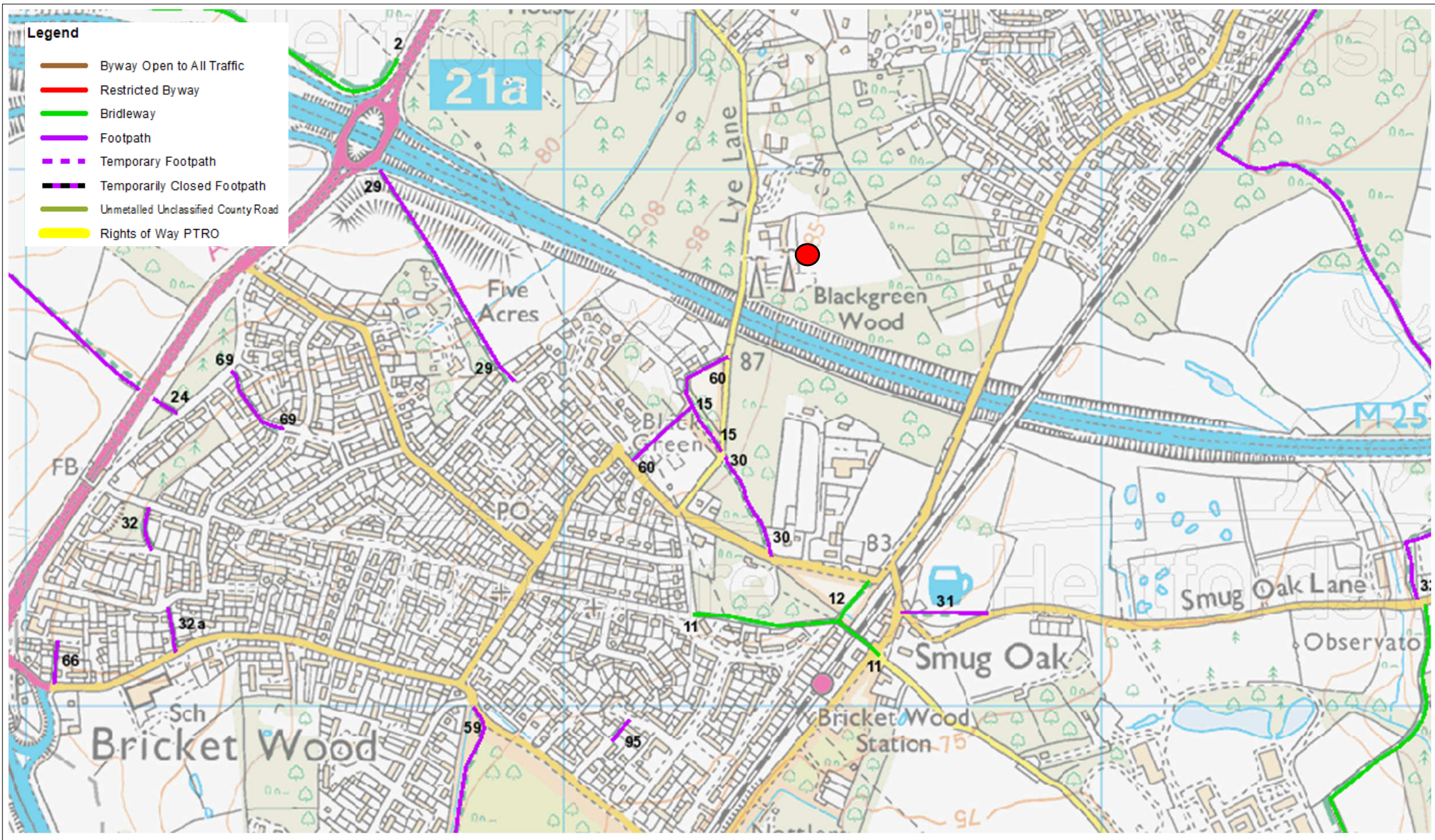
UNIT NUMBERS


●	1-bed unit, 2 storey, 58sqm	21	20%
●	2-bed unit, 2 storey, 70sqm	35	32%
●	3-bed unit, 2 storey, 93sqm	34	31%
●	4-bed unit, 2 storey, 107sqm	12	11%
●	5-bed unit, 2.5 storey, 139sqm	7	6%
Total		109	100%

OPEN SPACE AREAS

Open frontage space	800sqm
Linear space A	600sqm
Linear space B	1,700sqm
Open Space	250sqm
Open space & play area	2,000sqm
Total	5,350sqm

Appendix C Connectivity Assessment



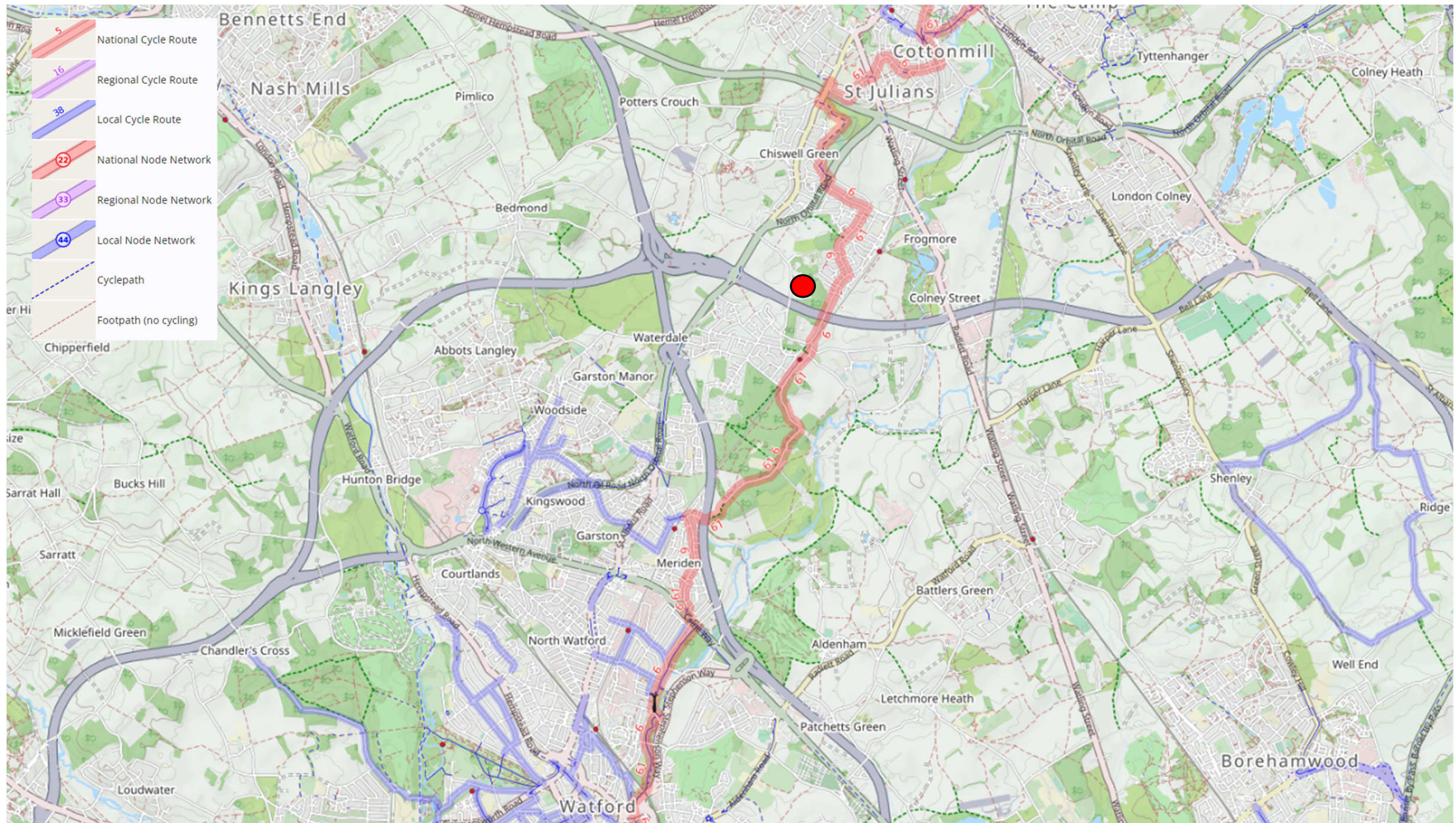
Date: 29/06/22
 Scale: NTS
 Source: HCC
 Site Location



P2584. Bricket Wood Development, Hertfordshire
 Local Public Rights of Way



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Date: 29/06/22

Scale: NTS

Source: OpenCycleMap

● Site Location



P2584. Bricket Wood Development, Hertfordshire
Local Cycle Routes & Facilities

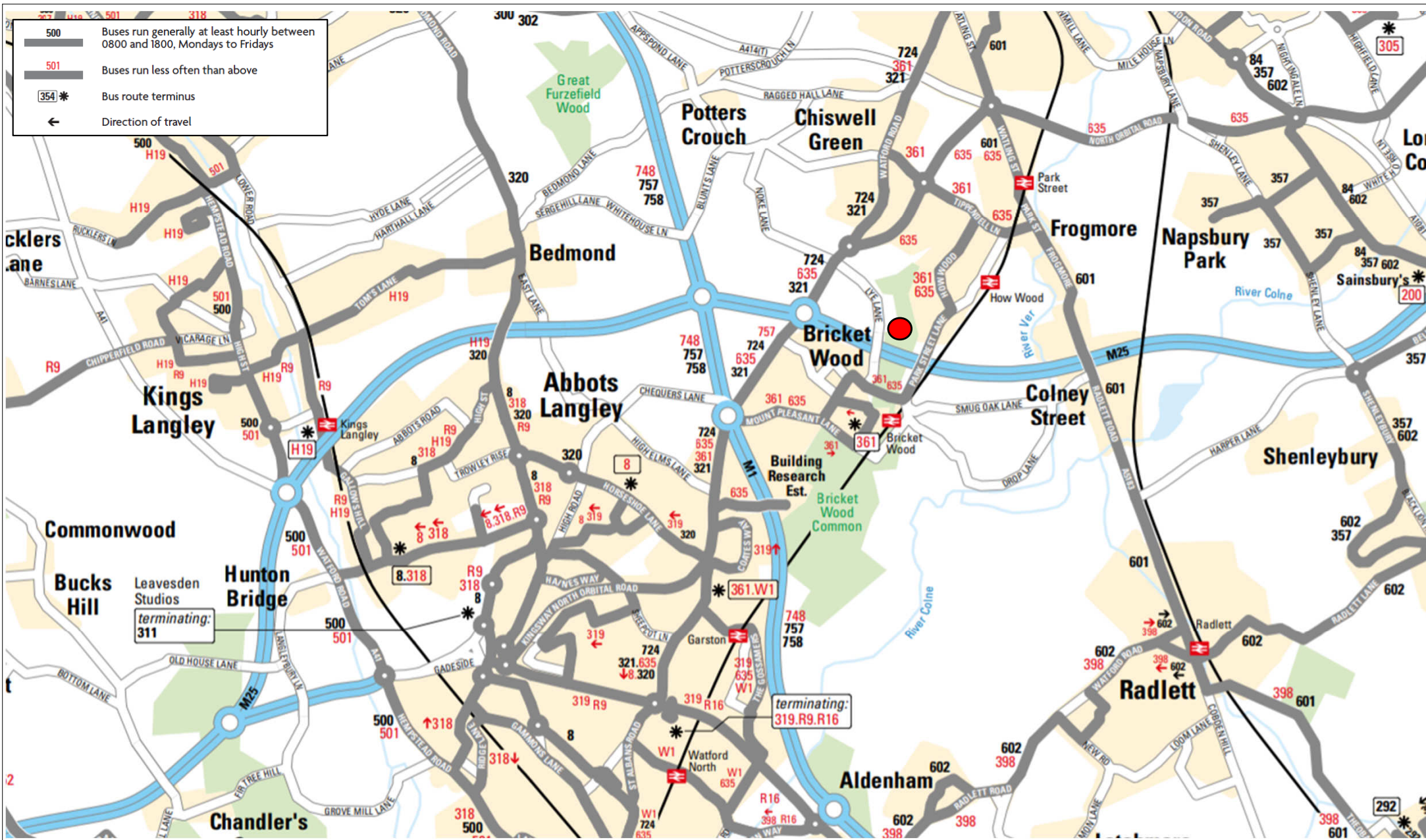


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Date: 29/06/22

Scale: NTS

Source: Intalink

● Site Location



P2584. Bricket Wood Development, Hertfordshire Local Bus Routes & Stations

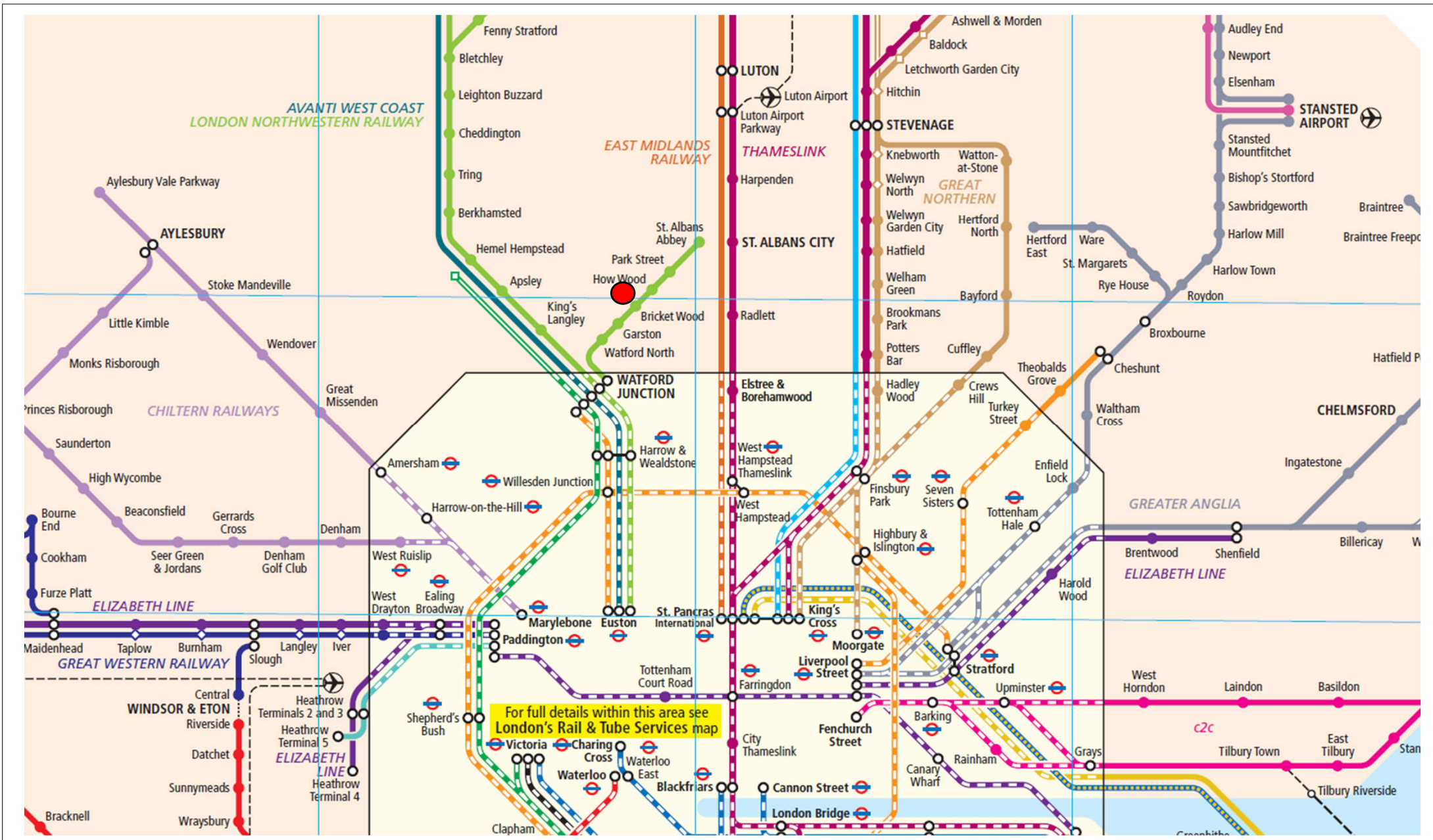


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Date: 29/06/22
 Scale: NTS
 Source: National Rail
 ● Site Location



P2584. Bricket Wood Development, Hertfordshire
 Rail Network Map



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Appendix D Example Travel Guide

Manor Lane



Travel Guide

Manor Lane Travel Guide

This Travel Guide has been prepared for residents of Manor Lane, Feltham and presents details of the range of sustainable travel options available in the area.

To help you make informed choices about the way you travel, this Travel Guide contains information on;

- walking and cycling including links, initiatives, cycle routes, free cycle training, where you can buy a bike and get your bike repaired.
- bus routes that operate in the area including where you can catch buses to a wide range of destinations, maps and timetable information.
- Information on local bus and underground services and stations
- Journey planning tools can help you plan your journey by a range of sustainable modes of transport.
- Local car sharing and car club schemes where you can find other people to share journeys and driving costs with, or use a car when you need one without having to own one.

There are also contact details and sources of further information relating to all the options set out.



Walking & Cycling

Walking and cycling are the most sustainable methods of travel and offer predictable and reliable journey times. Furthermore, they do not cause the negative environmental impacts associated with car travel. Example Walk & Cycle Journey Times from Manor Lane;



- Tesco & Aldi supermarkets: 2 minute walk
- Reach Academy: 2 minute walk
- The Centre shopping centre: 8 minute walk or 3 minute cycle
- Feltham Station: 10 minute walk or 3 minute cycle
- Springwest Academy: 20 minute walk or 8 minute cycle
- Sunbury town centre: 35 minute walk or 11 minute cycle
- Hounslow town centre: 18 minute cycle
- Twickenham town centre: 24 minute cycle

ACTIVE 10

Did you know that walking briskly for just 10 continuous minutes could make a difference to your health. Each 10 minute burst of exercise is known as an "Active 10". Brisk walking is simply walking faster than usual, at a pace that gets your heart pumping. Start with a 10 minute brisk walk a day and then see if you can gradually build up to more. The easy way to improve your health and wellbeing. For information visit www.hounslow.gov.uk/active10 or download the Active 10 app.



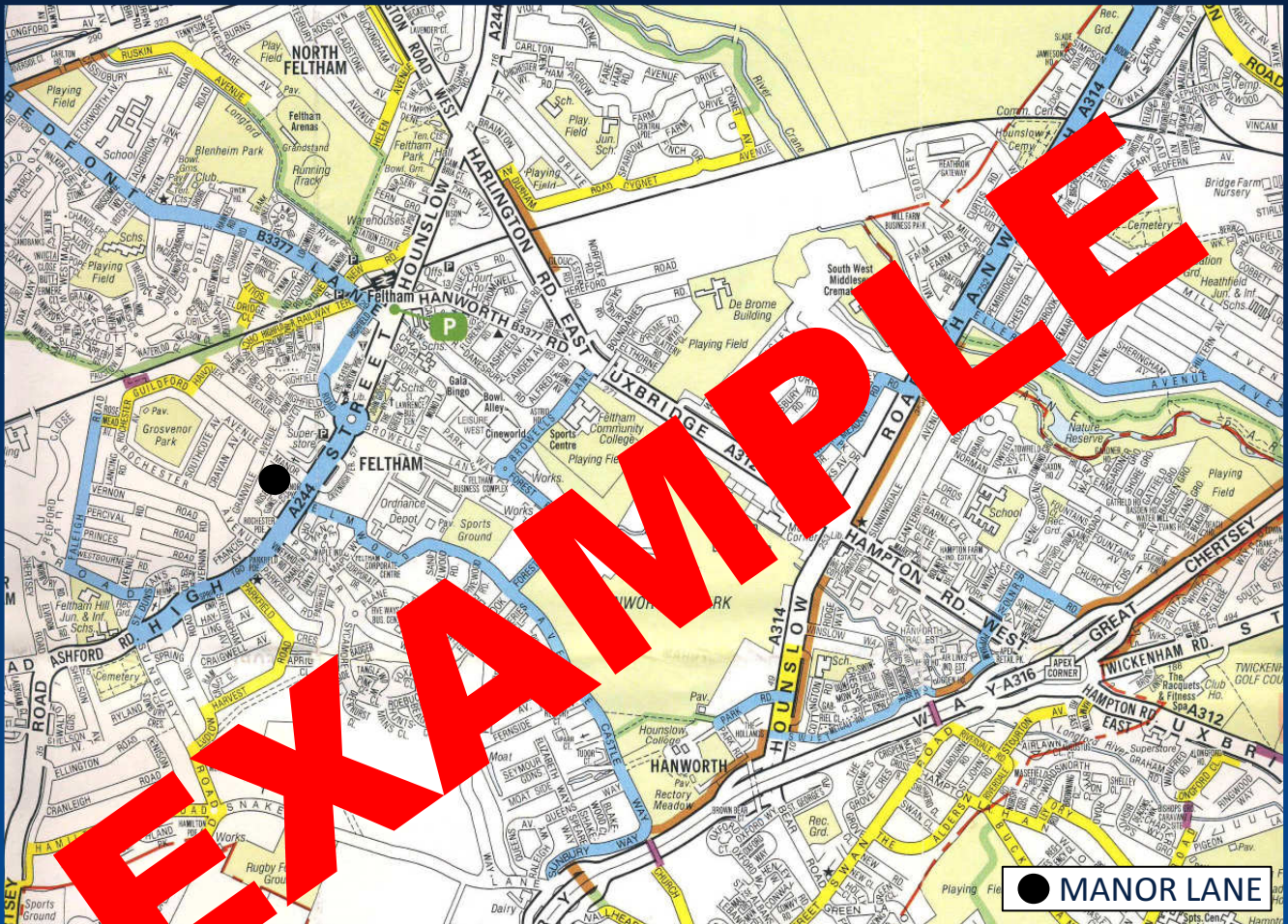
The London Borough of Hounslow offer FREE cycle sessions with London Bike Hub's trained cycle instructors. These are for everyone who wants to learn to ride a bike or just improve their skills on the road. You can join a group or one-to-one session. For more information or to book a place, visit www.hounslowtravelactive.co.uk or visit www.londonbikehub.com or you can email info@londonbikehub.com or call London Bike Hub on 07956 490 714.

In addition, FREE Dr Bike sessions are available across the borough. If your bike has been stuck in the shed for too long, bring it along and get it checked over for free. Mechanics will be able pump up the tyres, check your brakes and do simple repairs for FREE. They will also let you know if more major work is needed, helping you get back on two wheels. If you want something fitted bring it along, if it's possible we'll fit it. Contact London Bike Hub for more information.

Cycling



Transport for London's free cycle guide (Area 9) shows the best cycle routes in the area around Manor Lane. An extract is shown below and paper copies can be ordered from by calling Transport for London on 020 7222 1234 or search online for 'TfL cycle guides'.



Cycle parking stores are provided in each block of apartments for use by residents. Cycle parking facilities are also provided at local supermarkets, shopping centres, colleges, town centres and stations.



Local cycle shops for sales, repairs and servicing include;

- Cycleman, 87A Church Rd, TW15 2PE. Web: www.cycleman.co.uk
- Birdiebikes, 7 Wensleydale Rd, TW12 2LP. Web: www.birdiebikes.co.uk
- Burt Cycles, 77-79 High St, TW12 1NH. Web: www.burtcycles.co.uk
- Halford (Hounslow, Isleworth and Sunbury). Web: www.halfords.com

Other cycle shops can be found at www.thecyclingexperts.co.uk

Cycling



Sustrans is a sustainable transport charity and its flagship project is the National Cycle Network, which has created over 14,000 miles of signed cycle routes throughout the UK.

Sustrans works with families, communities, policy-makers and partner organisations across the UK to make it easier for people to walk and cycle. They aim to make journeys safer and empower people to make travel choices which are good for them, their neighbourhoods and the environment.

The Sustrans website provide details of cycle routes, local events, advice on safer cycling and buying a bike as well as tips on how to use more sustainable transport. For more information visit www.sustrans.org.uk

THE CYCLE TO WORK SCHEME

The Government backed Cycle to Work Scheme is designed to help you save money on a new work bike and spread the cost of the bike over 12 monthly tax-free instalments through your employer. To date, over 1 million employees have participated in the scheme, showing that it is a proven mechanism for getting people onto their bikes.

There are a few different scheme providers each with their own variations but the basic idea is the same. It's a simple process:

- Your workplace registers with a scheme provider.
- You choose the bike you want.
- The employer pays for it.
- You pay your employer back through 12 monthly instalments taken through payroll.

Ask your employer if they're already signed up and if not suggest they register with a scheme provider. For more information visit www.cycletoworkalliance.org.uk



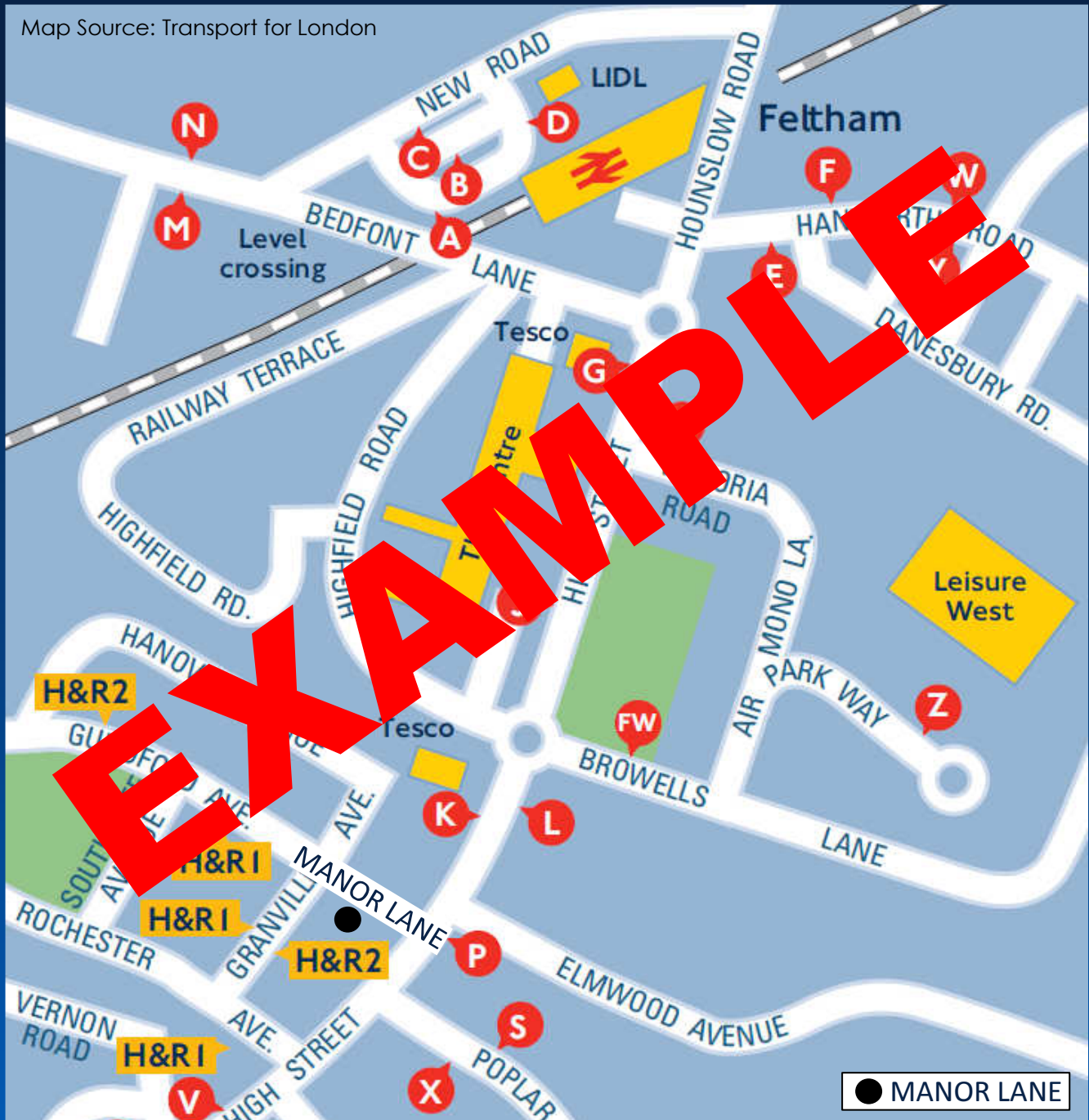
The London Cycling Campaign is an independent membership charity lobbying for better conditions for cycling in London. It aims to make London a world-class cycling city.

You can sign up as a member and get discounts on bikes, equipment and insurance and find details of local rides, events and route planning. For more information visit www.lcc.org.uk

Bus

The map below shows bus stops in Feltham. The nearest bus stops to Manor Lane are Stops P, K and L on the High Street, and S and X on Poplar Way, from where 5 bus routes can be accessed. The map on the following page shows destinations available from all bus stops in Feltham.

Map Source: Transport for London



Every London bus route is wheelchair accessible, with automatic ramps and designated wheelchair spaces. For more information on accessible travel visit www.tfl.gov.uk

Buses from Feltham

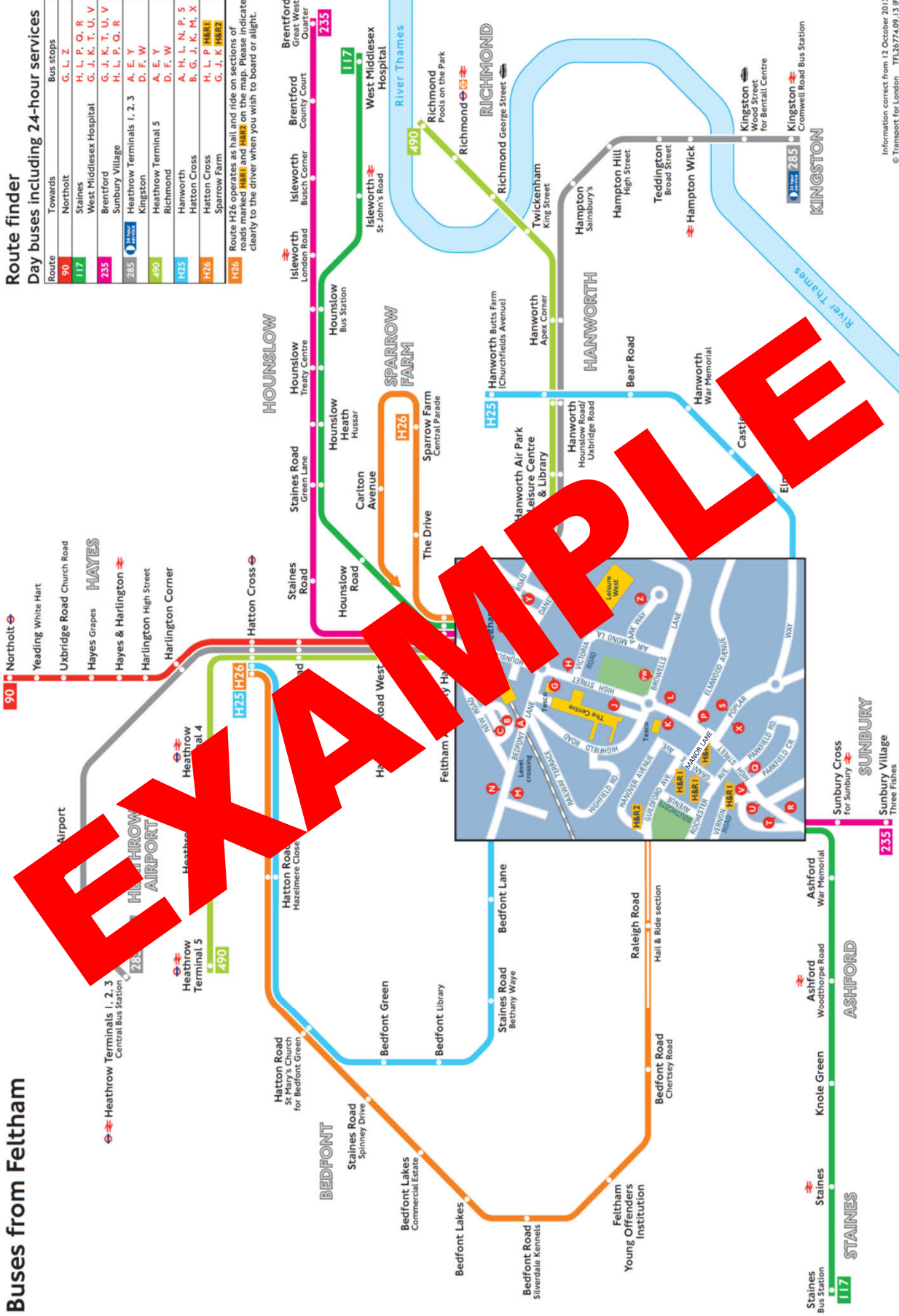
Buses from Heathrow

Route finder

Day buses including 24-hour services

Route	Towards	Bus stops
90	Northolt	G, L, Z
117	Staines	H, L, P, O, R
235	West Middlesex Hospital	G, J, K, T, U, V
	Brentford	G, J, K, T, U, V
	Sunbury Village	H, L, P, O, R
285	Heathrow Terminals 1, 2, 3	A, E, Y
	Kingston	D, F, W
490	Heathrow Terminal 5	A, E, Y
	Richmond	D, F, W
H25	Hanworth	A, H, L, N, P, S
	Hatton Cross	B, G, J, K, M, X
H26	Hatton Cross	H, L, P, H&R1
	Sparrow Farm	G, J, K, H&R2

Route H26 operates as hail and ride on sections of roads marked H&R1 and H&R2 on the map. Please indicate clearly to the driver when you wish to board or alight.



Bus

Route	Towards	Operates	First & Last Bus	Peak Frequency
90	Northolt	Monday to Saturday	04:40 to 01:10	6 per hour
		Sunday	04:40 to 01:10	4 per hour
117	Staines	Monday to Saturday	06:11 to 00:15	3 per hour
		Sunday	06:36 to 00:15	2 per hour
117	Isleworth	Monday to Saturday	05:53 to 00:06	3 per hour
		Sunday	06:37 to 00:05	2 per hour
235	Brentford	Monday to Saturday	05:19 to 00:17	7 per hour
		Sunday	06:24 to 00:17	5 per hour
235	Sunbury	Monday to Saturday	05:37 to 00:34	7 per hour
		Sunday	06:37 to 00:34	5 per hour
285	Heathrow (Terminals 1, 2 & 3)	Monday to Saturday	24 Hour Service	6 per hour
		Sunday	24 Hour Service	6 per hour
285	Kingston	Monday to Saturday	24 Hour Service	6 per hour
		Sunday	24 Hour Service	6 per hour
490	Heathrow (Terminals 4 & 5)	Monday to Saturday	04:37 to 00:30	4 per hour
		Sunday	04:37 to 00:30	3 per hour
490	Richmond	Monday to Saturday	04:39 to 00:58	5 per hour
		Sunday	04:39 to 00:58	3 per hour
H25	Hatton Cross	Monday to Saturday	04:37 to 00:47	5 per hour
		Sunday	04:37 to 00:47	3 per hour
H25	Hanworth	Monday to Saturday	05:01 to 01:05	5 per hour
		Sunday	05:01 to 01:05	3 per hour
H26	Hatton Cross	Monday to Saturday	04:34 to 00:14	3 per hour
		Sunday	04:34 to 00:14	2 per hour
H26	Sparrowhawk	Monday to Saturday	04:53 to 01:04	3 per hour
		Sunday	04:53 to 01:04	2 per hour



Bus stops in your area are in Fare Zone 6.

- 'Pay as you go' single Oyster bus fares are priced at £1.50 with a daily cap of £4.50.
- Make a journey using 'Pay as you go' on a bus or tram, and you can make another bus or tram journey free of charge within an hour of touching in on your first journey.
- A 7-day adult bus pass costs £21.20 with a monthly bus pass costing £81.50 and an annual bus pass costing £848.
- The Mayor of London has frozen above fares until 2020.
- There are free or discounted travel schemes for the elderly, children, students, job seekers and disabled people.
- Ask your employer about interest free loans to purchase annual public transport season tickets.

Rail

The nearest railway stations to Manor Lane are Feltham and Sunbury with services operated by South Western Railway as detailed below. The map on the following page shows the local rail network.

Feltham Station



Feltham Station is a 10 minute walk or a 3 minute cycle from Manor Lane, via High Street. Bus Routes 117, 235, H25 and H26 also serve Feltham Station from Bus Stop K.



There is level access to both platforms, level interchange between platforms using lifts and ramp access is available to trains. This station does not offer accessible booking office counter, accessible public telephones, accessible taxis or impaired mobility set-down.



There are 3 cycle lockers and 102 cycle racks located by the booking hall entrance and on Platform 2.



Services to London Waterloo operate Monday to Saturday 06:35 to 00:05 and on Sundays from 07:47 to 23:16. Services to Reading operate Monday to Saturday from 06:35 to 00:05 and on Sundays from 07:39 to 00:09.

Sunbury Station



Sunbury Station is an 11 minute cycle from Manor Lane, via High Street, Sunbury Road and Vicarage Road. Bus Route 117 also serves Sunbury Station from Bus Stop L.



There is step free access to Platforms 1 and 2 but not between platforms. Interchange between platforms is via the road. This station does not offer ramp access to trains.



There are cycle racks and a cycle store on Platform 1.



Services to London Waterloo operate Monday to Friday 05:28 to 23:16, Saturdays from 06:16 to 23:16 and on Sundays from 07:16 to 23:16. Services to Shepperton operate Monday to Friday from 05:57 to 00:43, Saturdays from 05:58 to 00:43 and on Sundays from 08:35 to 23:34.

Underground

The nearest London Underground station to Manor Lane is Hatton Cross which offers Piccadilly line services to Heathrow and central and north London as detailed below. The map extract shows the local London Underground network.

Hatton Cross Station



Hatton Cross Station is a 12 minute walk cycle from Manor Lane, via High Street, Hounslow Road and Faggs Road. Bus Routes 90, 285, 490, H25 and H26 also serve Hatton Cross Station from local bus stops.



There is no step-free access to London Underground services at Hatton Cross Station, however all London Underground stations at Heathrow Airport, which can also be accessed by local bus services such as route 90, provide step-free access to trains.



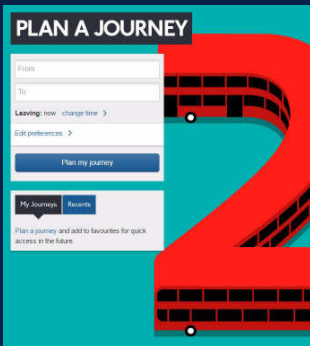
There are cycle stands at Hatton Cross and Feltham stations.



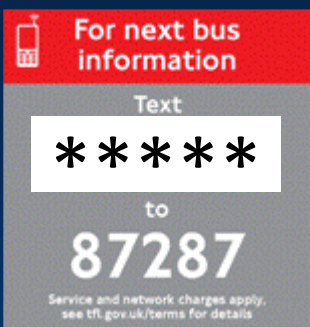
Services to central London operate Monday to Thursday 05:13 to 23:46 and 24 hours a day from London Heathrow Airport on Friday to Sunday. Services to Heathrow Airport operate Monday to Thursday from 05:04 to 01:19 and 24 hours a day from London Heathrow Airport on Friday to Sunday.



Journey Planning



Transport for London's Journey Planner lets you find out the best and quickest way to get from A to B. You can specify whether you want to take a bus, a train, a tram, the tube or just walk or cycle. Contact Transport for London on: 0843 222 1234 or visit www.tfl.gov.uk



For live bus arrival time information, every bus stop has a Code Number (shown on bus stop timetable). Send a text to 87287 with the bus stop code and you'll get a reply with live bus arrival information for that stop. Texts cost a standard network rate, plus a 12p charge to receive the response.



You can also use the bot for London's free automated TravelBot service on Facebook Messenger to find out when your next bus is due to check, type something like: 'When's the next bus' or 'next bus'. You will then be asked to share your home location, or enter the bus stop code if you know it.



The Hounslow Travel Active website also provides links to journey planning tools for public transport and cycling. Visit it at www.hounslowactivetravel.co.uk



Citymapper provides journey planning tools, bus, tube and rail maps showing current levels of service and where your nearest bus stops and stations are located. For more information visit www.citymapper.com/London or download the app for iPhone or Android.



For journey planning outside London, try Traveline on Tel: 0871 200 22 33 or visit www.traveline.info

Car Share

Car sharing schemes match you with others wanting to travel in the same direction and at the same time so you can share the journey and the costs. They allow you to benefit from the convenience of the car, without the problems of congestion and pollution. You can share a car for any journey. You can offer lifts if you have spare seats in your car, or look for a lift with other members of the scheme, if you don't have a car.

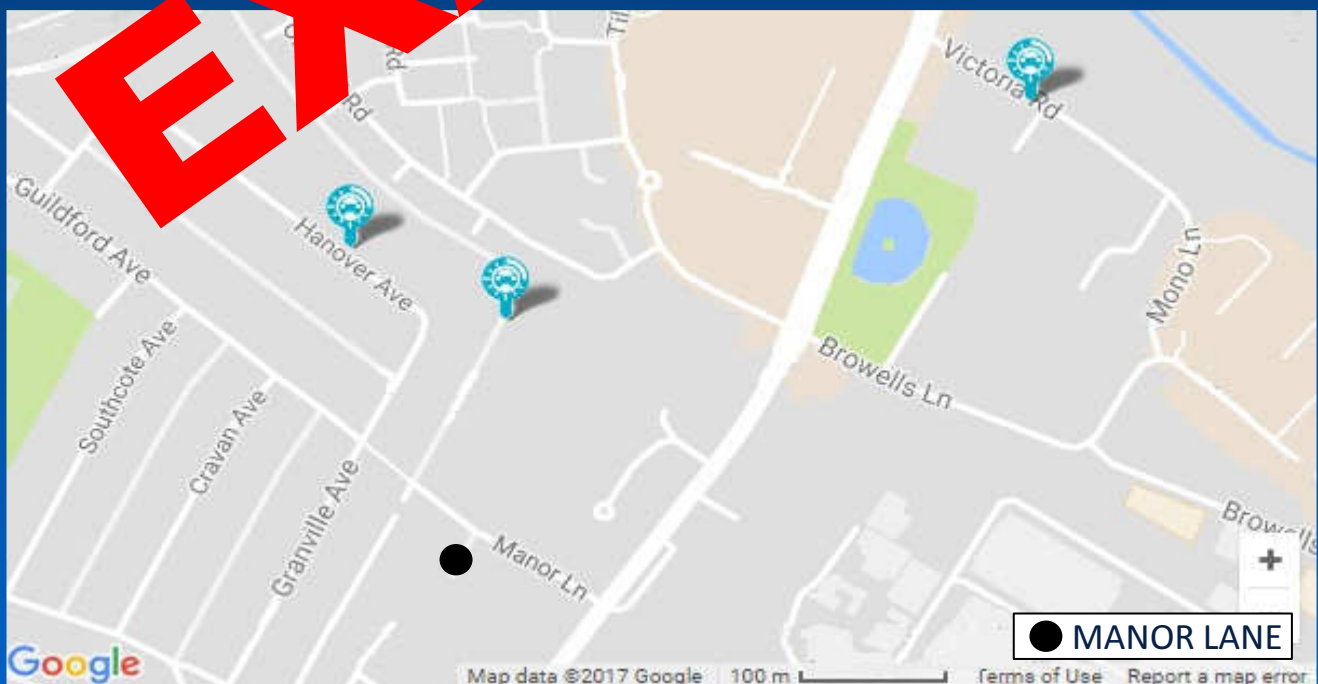
Car sharing schemes:

- Save you money
- Reduce the number of cars on the roads
- Give employees and employers more options for journeys to and from work, and
- Reduces the need to own a private car.

For more information, visit www.liftshare.com

Car Clubs

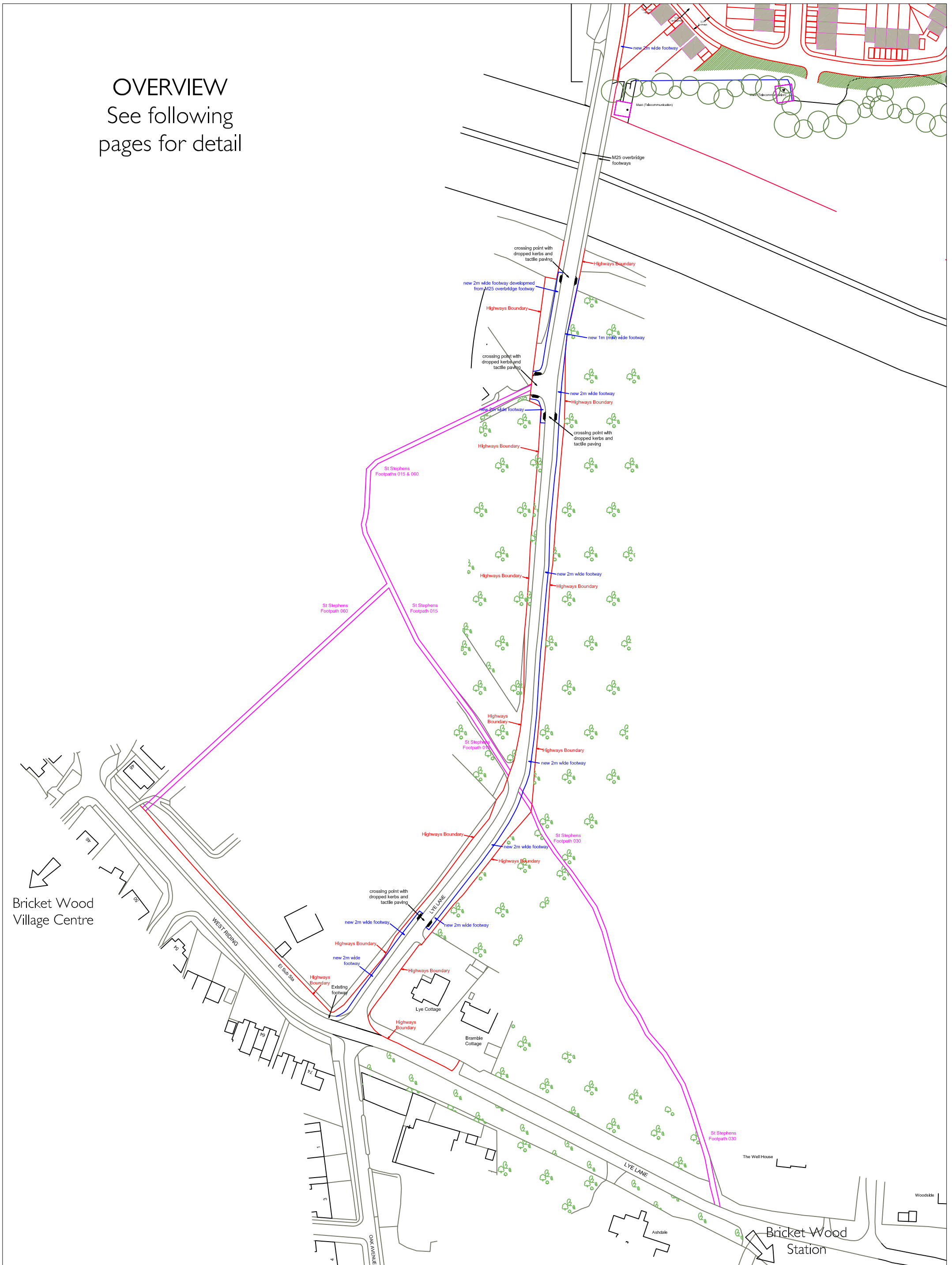
Car Clubs provide easy and affordable access to vehicles 24/7. Just book, drive and return the car. They provide their members with convenient access to cleaner vehicles without the hassles and expense of ownership (such as tax, MOT, fuel, servicing, repairs, depreciation and parking). Members who drive less than 6-8,000 miles per year then a car club could save up to £3,500 a year. There are 3 car club vehicles within half a mile of Manor Lane, shown in the CarPlus map extract below. For more information visit www.carplus.org.uk



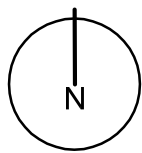
Appendix E Footpath Improvement Proposal

OVERVIEW

See following pages for detail

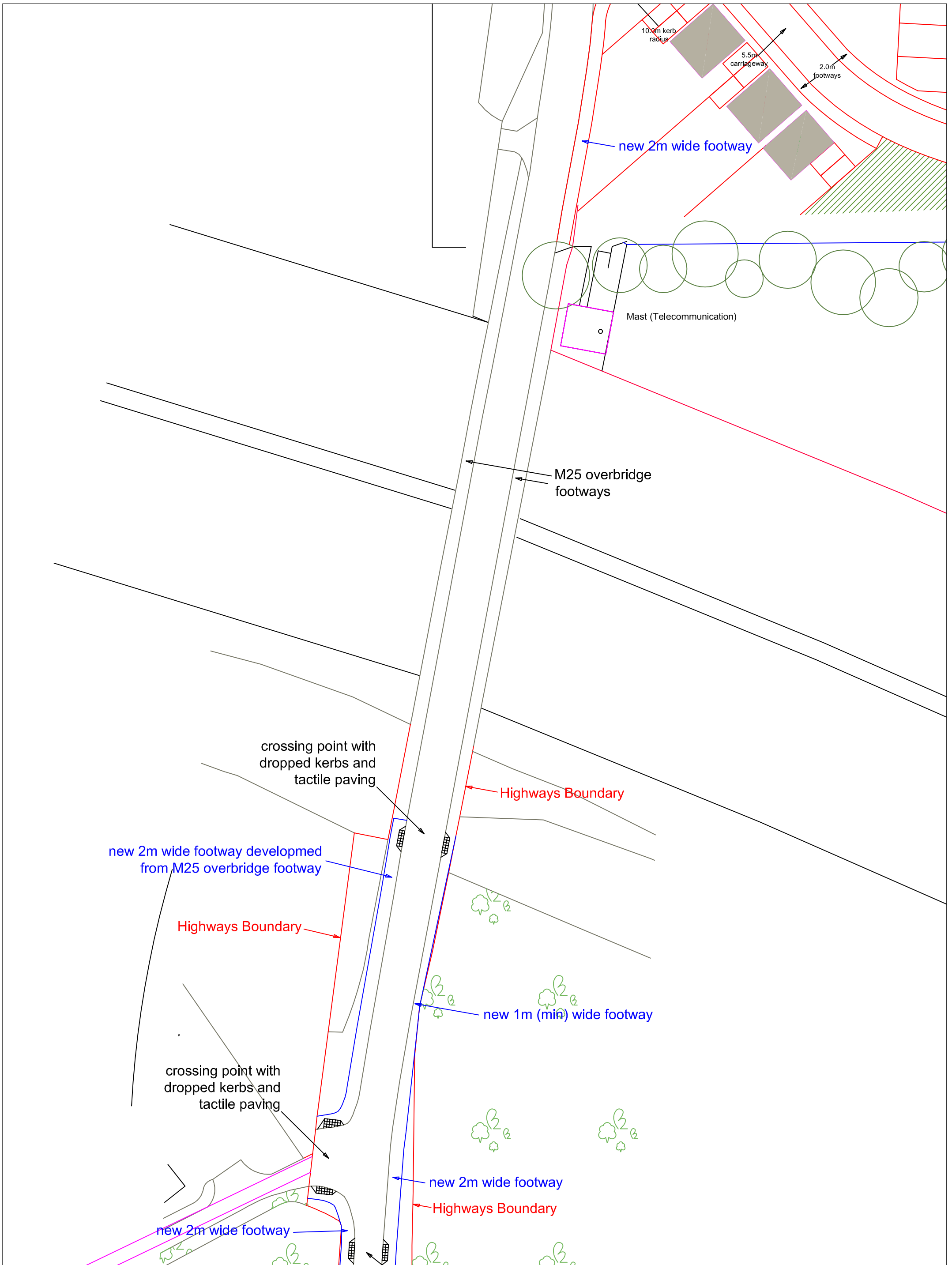


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Source: OS / AD Practice
Appendix F

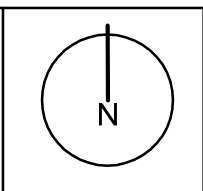


P2584: Land North of Bricket Wood, Herts Proposed New Footway to South (Page 1 of 4)


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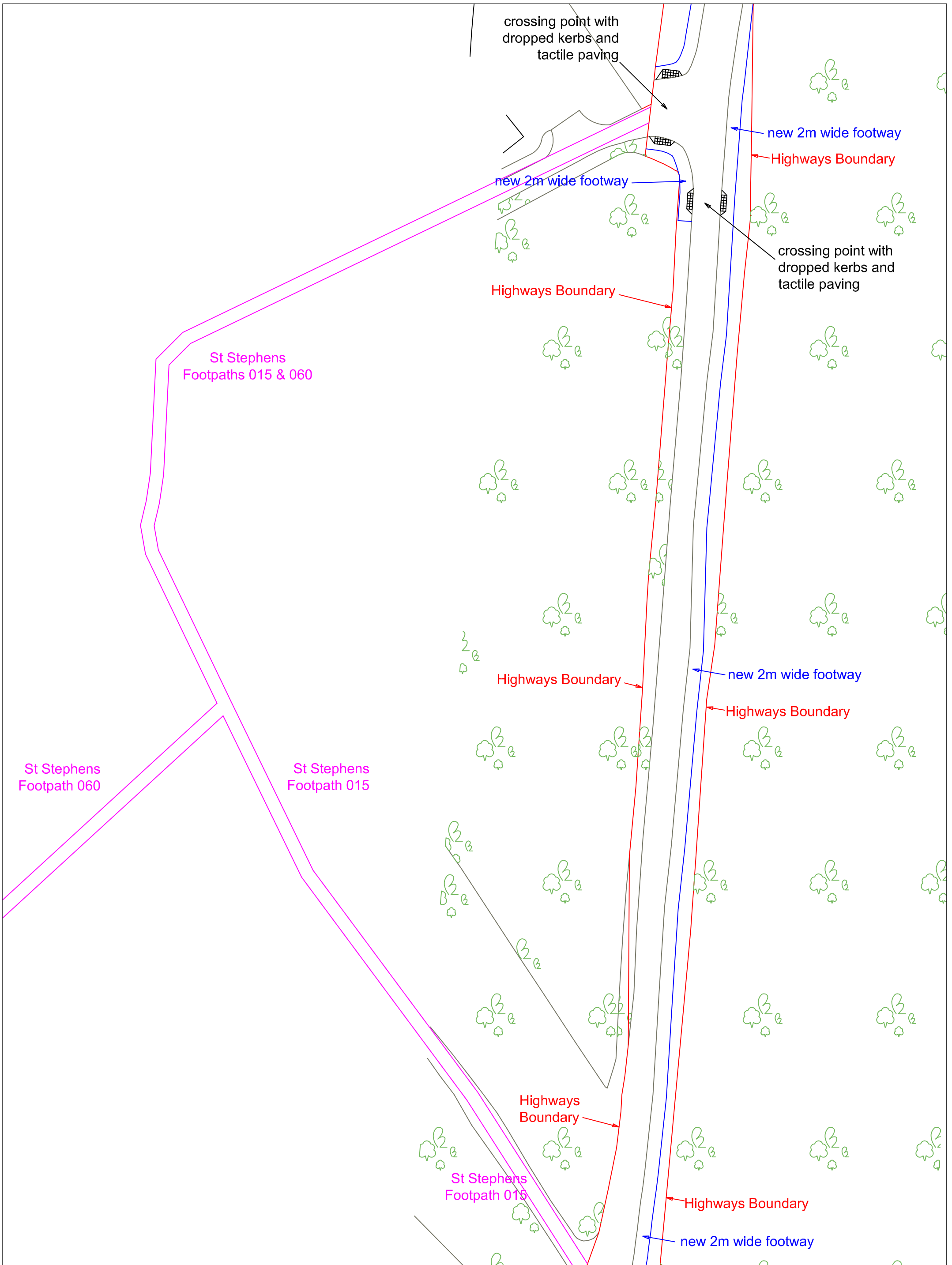


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 Appendix F

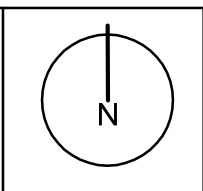


P2584: Land North of Bricket Wood, Herts
 Proposed New Footway to South (Page 2 of 4)


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 Scale: 1:750@A3
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 Appendix F



P2584: Land North of Bricket Wood, Herts
 Proposed New Footway to South (Page 3 of 4)


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