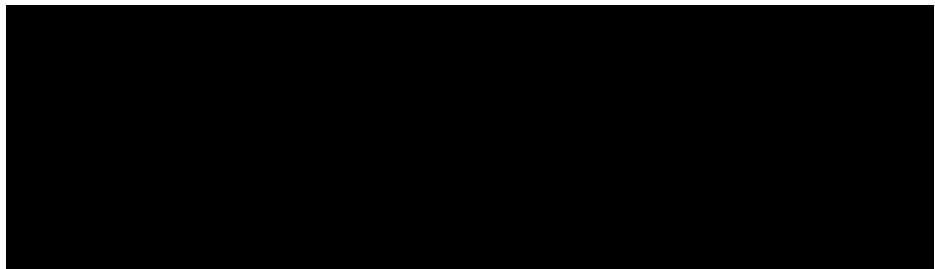




FRAMEWORK RESIDENTIAL TRAVEL PLAN  
Land South of Chiswell Green Lane



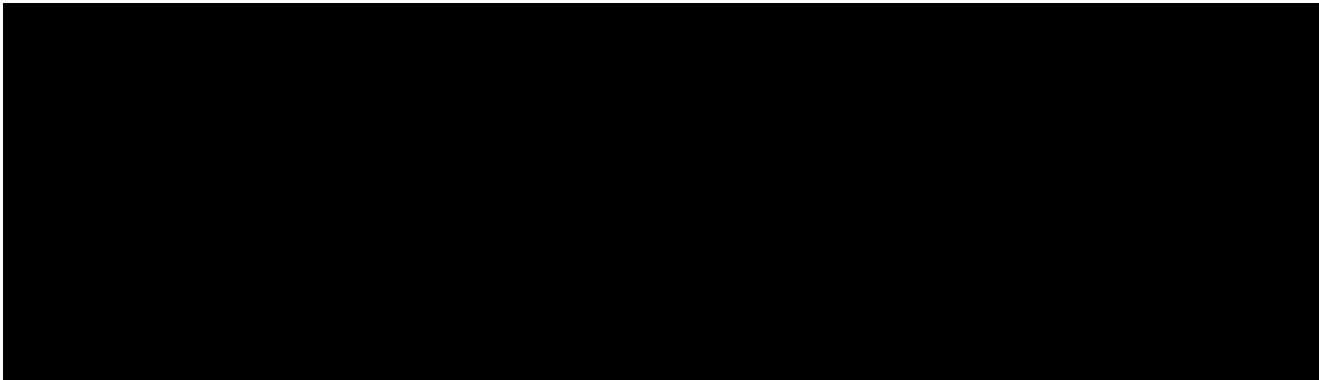
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## Glanville

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Structural Engineering | Transport and Highways  
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## 1.0 Introduction

- 1.1 This framework Residential Travel Plan has been prepared by Glanville Consultants on behalf of Alban Developments Ltd and Alban Peter Pearson, CALA Homes (Chiltern) Ltd and Redington Capital Ltd, hereafter referred to as 'the Applicants'. This Residential Travel Plan relates to the proposed residential development on land to the south of Chiswell Green Lane in Chiswell Green near St Albans. The location of the site is shown in Appendix A.
- 1.2 The development proposals include the provision of up to 391 dwellings within two land parcels separated by a green core and accessed off Chiswell Green Lane and Forge End. It will also include land which will be reserved for a 2 Form Entry (2FE) primary school with a capacity of 420 pupils.
- 1.3 The primary school will operate a separate School Travel Plan. Therefore, this Travel Plan relates to the residential element of the development only.
- 1.4 The application site (herein referred to as 'the site') is located within the St Albans City & District Council (SACDC) local authority area, whilst Hertfordshire County Council (HCC) is the local highway authority.
- 1.5 This Travel Plan is aimed at both residents and visitors to the development and looks to influence behavioural change towards sustainable modes of travel by proposing a package of measures aimed at promoting sustainable travel, with the emphasis being to minimise unnecessary single occupancy car travel from the outset.
- 1.6 It takes into account the size and location of the development and considers a range of journeys that could be undertaken by future residents. It also adopts and demonstrates a holistic approach by incorporating information, marketing and management measures necessary to address the transport impacts anticipated to arise from the development.
- 1.7 Some of the initiatives and travel management mechanisms proposed within this Travel Plan include:
- *Appointment of a Travel Plan Co-ordinator;*
  - *Provision of travel information on occupation; and*
  - *Promotion of walking, cycling and public transport as feasible and realistic alternatives to the private car where appropriate.*
- 1.8 This Travel Plan aims to minimise single occupancy car travel to and from the site through education and encouragement and, for reasonable investment of resources, by improving conditions and choice for pedestrians, cyclists and those using public transport.
- 1.9 The Applicants fully recognise the importance of active travel management. They fully support the implementation of this Travel Plan as part of the Chiswell Green development and are committed to ensuring the Objectives within this Travel Plan are met.
- 1.10 The Applicants also recognise that the success of this Travel Plan relies on its continual development and ability to adapt to changing circumstances. This Travel Plan should therefore be seen as a 'dynamic strategy' to influence and change the travel behaviour of all residents and visitors to the development.

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## 2.0 Travel Management and Policy Context

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

2.7 The requirements for a Travel Plan and the need to encourage sustainable transport use are also set out within the Hertfordshire County Council's Local Transport Plan 4 2018-2031, Travel Plan Guidance (March 2020) and Active Travel Strategy (April 2013). There is no specific requirement set out within the saved policies of the current St Albans Local Plan, although it is anticipated that any future replacement Local Plan will encourage sustainable transport use through the provision of a Travel Plan.

2.8 Guidance provided by the Department for Transport (DfT) and Hertfordshire County Council has also been adhered to in the development of this Travel Plan with specific reference being made to the following guidance documents:

- *DfT 'Making Residential Travel Plans Work: Good Practice Guidelines for New Development' (2005);*
- *DfT 'Good Practice Guidelines: Delivering Travel Plans Through the Planning Process' (2009);*
- *Hertfordshire County Council 'Travel Plan Guidance' (March 2020); and*
- *Hertfordshire County Council 'Active Travel Strategy' (April 2013).*

## 3.0 Site Location and Development Description

### Site Location

- 3.1 The Applicants are proposing residential development on land to the south of Chiswell Green Lane near St Albans. The site is sited to the west of Chiswell Green, which is a village in Hertfordshire, around 1.1km southeast of St Albans and 7.9km north of Watford town centre. The site is bordered to the north by Chiswell Green Lane, to the east by the residential roads Forge End and Long Fallow, and to the west by Miriam Lane and the former Butterfly World visitor attraction. The location of the site is shown within Appendix A.
- 3.2 It is proposed to provide up to 391 dwellings and a 2 Form Entry (2FE) primary school with a capacity of 420 pupils. The primary school will be subject to a separate School Travel Plan. Therefore, this Travel Plan relates to the residential element of the development only.
- 3.3 The site was the subject of a strategic site allocation within the Publication Draft of the St Albans Local Plan (September 2018). It formed Broad Location S6x and consisted of a minimum capacity of 365 dwellings, a masterplanned development led by the council in collaboration with local communities, landowners and stakeholders, 40% affordable provision, a site for a 2FE primary school and a 3% self-build provision.
- 3.4 The Draft Local Plan was withdrawn in 2020 during the examination process due to the 'soundness' test and a new Local Plan is currently being prepared. It is considered a high probability that this site would be re-allocated within the new draft Local Plan which is anticipated to be adopted in 2025. The unmet housing need resulting from the delay to the Local Plan, however, has resulted in this site being brought forward in advance of the adoption of the new Local Plan.

### Development Description

- 3.5 The development will consist of up to 391 dwellings, of which 40% will be affordable, and the provision of land for a 2FE primary school. Out of the potential 391 dwellings, these will be split between the northern land parcel (55%) and the southern land parcel (45%), whilst, 3% of the total plots will consist of self-build plots. It is proposed that the development will be landscape-led and will include publicly accessible open space and children's play space. An illustrative site layout has been provided within Appendix B.
- 3.6 An indicative mix of the dwellings are as follows but as this Transport Assessment supports an Outline application, the actual mix may evolve prior to a future Reserved Matters application.
- 46no. 1-bed apartments (of which all will be affordable);
  - 35no. 2-bed apartments (of which 31 will be affordable);
  - 36no. 2-bed houses (of which 30 will be affordable);
  - 176no. 3-bed houses (of which 45 will be affordable);
  - 62no. 4-bed houses (of which 4 will be affordable); and
  - 36no. 5-bed houses (all of which will be private).

- 3.7 The development will be formed of two land parcels with a green core at its centre. It is not proposed to provide a through link for vehicles between the two parcels as it is considered that this would increase rat-running through the development. There will, however, be pedestrian and cycle routes through the site to ensure good permeability for sustainable modes of travel. Similarly, the provision of a bus route within the site will not be hindered by not providing a connecting link between the parcels.
- 3.8 Vehicular access to the northern land parcel will be provided via two priority T-junctions on Chiswell Green Lane. The southern land parcel will be accessed via a new priority T-junction onto the Forge End cul-de-sac. In addition to these accesses, a new pedestrian / cycle access is proposed to connect the southern parcel to Long Fallow. This access will double as an emergency access.
- 3.9 As part of the development, 2m wide footways will be provided within the site. These will connect the site to the off-site pedestrian infrastructure.
- 3.10 To provide safe facilities for the mobility and visually impaired, dropped kerbs and tactile paving will be provided at the site accesses and at every formal pedestrian crossing point within the site.
- 3.11 The internal road network has been designed based on a design speed of 20mph to provide safe routes for pedestrians and cyclists, whilst turning space will be provided so large vehicles will be able to arrive and depart in forward gear.

### **Vehicle Parking**

- 3.12 This Framework Travel Plan has been prepared to support an Outline planning application. Consequently, parking provision will be confirmed as part of a future Reserved Matters application. Residential parking will, however, be provided in accordance with Policy 40 of the 'St Albans Local Plan Saved Policies' document and the 'St Albans Revised Parking Policies and Standards'.
- 3.13 Based on the illustrative accommodation mix outlined within paragraph 3.6, between 994 and 1,030 parking spaces would be provided, depending on the number of allocated spaces.

### *Disabled Parking*

- 3.14 The parking guidance states that for residential developments, every dwelling which has been built to mobility standards should be provided within an accessible space. For individual dwellings, it is considered that the driveways will be designed to accommodate disabled drivers. For apartments, a suitable provision will be provided based on the number of apartments built for disabled residents.

### *Electric Vehicle Charging Points (EVCP)*

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



### **Cycle Parking**

- 3.16 As with the vehicle parking, the residential cycle parking provision will be confirmed as part of the Reserved Matters application. However, cycle parking will be provided in accordance with Policy 40 of the 'St Albans Local Plan Saved Policies' document and the 'St Albans Revised Parking Policies and Standards'. Consequently, as a minimum, one space will be provided for each dwelling if no garage or shed is provided.

## 4.0 Site Sustainability

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

### Walking

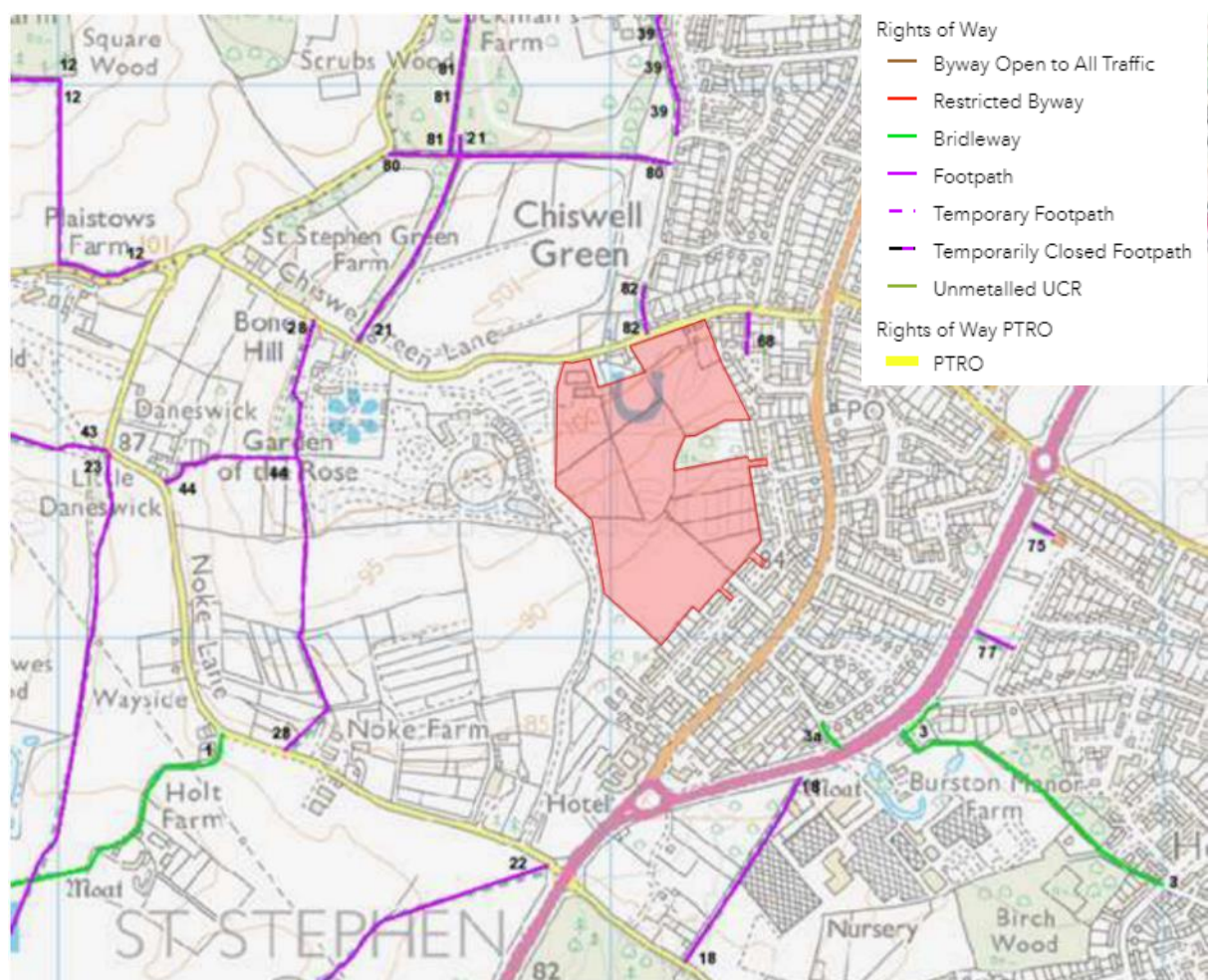
- 4.4 It is generally considered that 2 kilometres is an acceptable distance to walk to work or nearby facilities and amenities. This distance is illustrative and approximate and will vary by individual according to their personal mobility and fitness. It will also be influenced by their perception and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

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

*Public Rights of Way (PROW)*

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

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



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

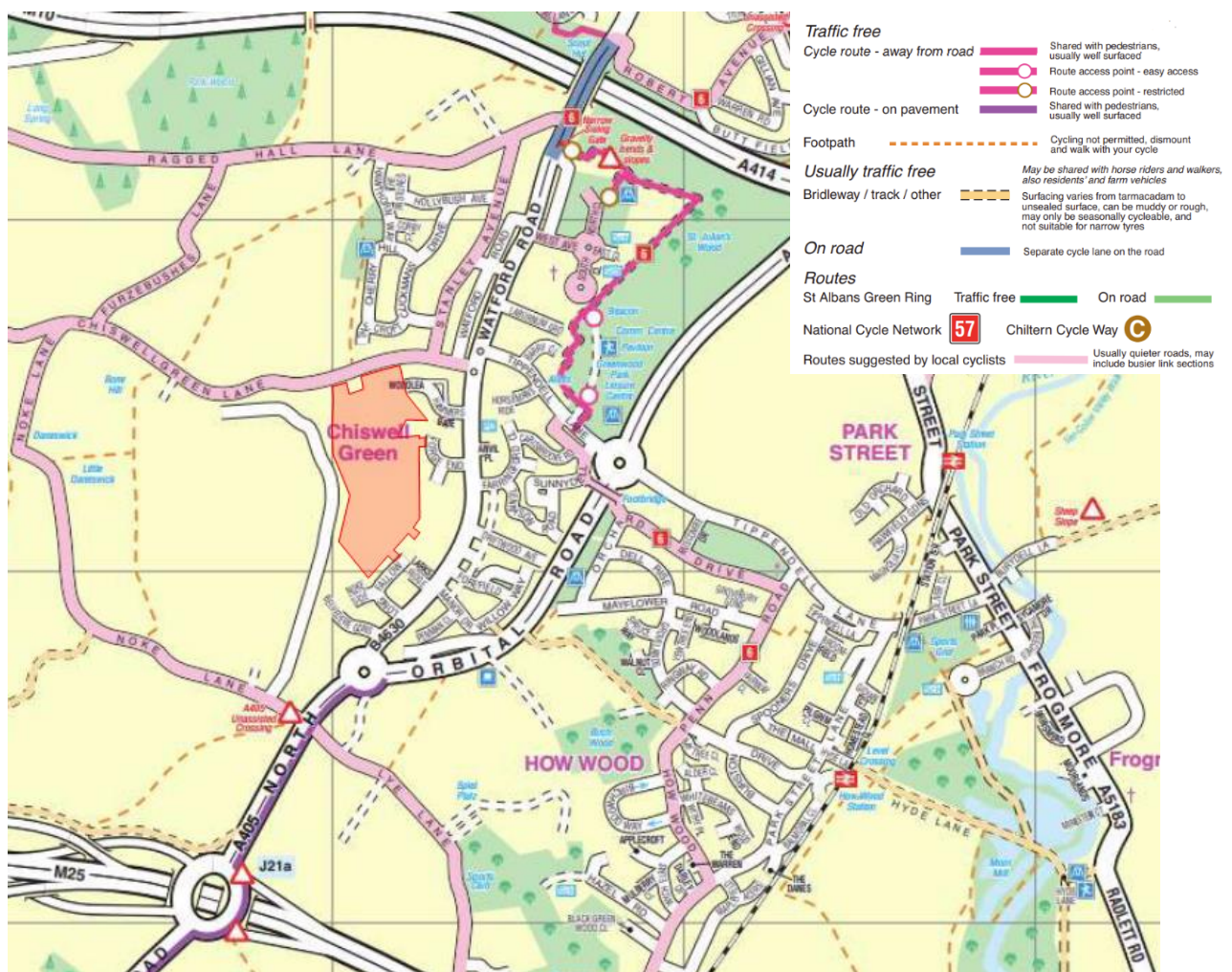
- 4.11 The closest PROW to the site is public footpath 82. This is sited to the north of the development and connects Chiswell Green Lane to The Croft. In the vicinity of Chiswell Green Lane, this starts as a 3.6m wide track but narrows to a 2.6m wide alleyway behind number 48 Chiswell Green Lane.
-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

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

### **Cycling**

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

Image 2: St Albans Cycle Map Extract



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

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

### Public Transport

#### Buses

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

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

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

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

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

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

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

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

#### *Trains*

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

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

#### HOW WOOD RAILWAY STATION

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

#### PARK STREET RAILWAY STATION

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

#### *Additional Train Services*

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

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WATFORD JUNCTION

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

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

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

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

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



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ST ALBANS CITY STATION

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

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

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

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

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

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

### **Sustainable Transport Improvements**

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

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

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

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## 5.0 Travel Plan Co-ordinator

- 5.1 The Applicants will appoint a Travel Plan Co-ordinator (TPC) who will be responsible for monitoring the Travel Plan's performance. The TPC will be responsible for overseeing the implementation of the Travel Plan and its day-to-day operation, while also liaising with Hertfordshire County Council (HCC) and the development's residents. The TPC will also manage the Travel Plan's initiatives, review its progress, update it based on the results of the annual travel survey and collate the travel survey results.
- 5.2 As the TPC will be the key driving force of this Travel Plan, and therefore integral to its success, they will be appointed prior to first occupation of the development.
- 5.3 The TPC will have the responsibility to:
- Oversee the development and implementation of this Travel Plan;
  - Provide every new resident with an HCC approved Travel Induction Pack as well as up-to-date travel and transport information on occupation or appointment;
  - Ensure that local travel and transport information is available to residents;
  - Establish a library of travel and transport information from the local authority, public transport providers, cycling groups, car share organisations and relevant websites for dissemination to employees;
  - Act as point of contact for residents requiring travel planning information and represent residents to the developers of the site;
  - Potentially organise the formation of a development travel forum and Bicycle User Group;
  - Organise site sustainable travel initiatives such as the Dr Bike maintenance scheme;
  - Undertake annual surveys to monitor the effectiveness of Travel Plan measures;
  - Liaise with the Travel Plan Officer at HCC;
  - Provide annual monitoring reports to HCC giving updates on the Travel Plan, its measures and its effectiveness;
  - Submit a revised Travel Plan which shows the actual mode split and revised Targets for Years 1, 3 and 5 to HCC for their approval within 1 month of the Travel Survey; and
  - Organise and attend resident meetings to promote the Travel Plan and get feedback and input from residents.
- 5.4 Once appointed, the TPC will provide their name, official job title / role and contact details including address, telephone number and email address to the Travel Plan Officer at HCC. Contact details of any subsequent TPC will also be provided as and when required. The TPC could be a representative of the applicant, a third party or a resident.
- 5.5 There is the potential for the TPC to work with other local TPC's within Chiswell Green for example the adjacent school site to have a stronger say in local transport improvements and to promote the developments to HCC and the local public transport providers.
- 5.6 The post of TPC will be part-time and will be retained and funded by the Applicants for a period of no less than five years from date of appointment by which time the position will be reviewed. The proportion of time spent on travel issues will be initially high and will generally reduce over time but will fluctuate periodically according to circumstances.

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

## 6.0 Travel Plan Framework

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

### Objectives

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

### Initiatives

- 6.5 It is anticipated that there will be a number of transport Initiatives that cannot be solely promoted by the Applicants. Consequently, it is the intention of the Applicants to get maximum involvement and engagement from the development's residents in order to achieve these Objectives. Fostering constructive and supportive partnerships between the local authority, transport providers, walking and cycling groups and other local Travel Plan Co-ordinators will allow the development of a range of feasible transport options that are sustainable. Such partnerships will therefore be actively sought by the TPC.
- 6.6 Example local groups that the TPC will work in conjunction with, include:

- ACT Travelwise;
- Hertfordshire County Council Transport team;
- St Stephen Parish Council ([ststephen-pc.gov.uk/](http://ststephen-pc.gov.uk/)); and
- Leap ([leapwithus.org.uk](http://leapwithus.org.uk)).

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

### **Targets**

6.8 To assist in meeting the Objectives identified within paragraph 6.4, a number of Targets have been set for 1, 3 and 5 years, for the residential development following occupation. This is to enable the progress of the Travel Plan to be regularly reviewed.

6.9 Comprehensive data that shows baseline travel patterns for the development as a whole is difficult to establish since this Travel Plan has been prepared prior to the site's occupation. The initial Targets for Years 1, 3 and 5 for the residents are therefore based on the journey to work modal splits identified within the 2011 Census for the local area. At the time of writing this Travel Plan, the 2021 Census results are currently not available.

6.10 The site is situated within the northeastern corner of the St Stephen ward, however, this ward includes Bricket Wood to the south and a large rural area to the west which are likely to have different travel characteristics to the site. Consequently, the existing journey to work modal splits has been extracted from the 2011 Census based on the following 'Lower Level' output areas:

- St Albans 020B (E01023730) – Chiswell Green North; and
- St Albans 020C (E01023731) – Chiswell Green South.

6.11 The site is actually located within lower output area 'St Albans 020D' (E01023732), however, this encompasses the rural area between the western boundary of Chiswell Green and Bedmond, and therefore the modal splits would be different to those within the existing built-up area.

6.12 Consequently, the 2011 Census modal splits for the areas outlined above are shown in Table 2.

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

| Mode of Transport        | St Albans 020B<br>(E01023730) | St Albans 020C<br>(E01023731) | Combined<br>Areas |
|--------------------------|-------------------------------|-------------------------------|-------------------|
| Single Occupancy Vehicle | 64%                           | 69%                           | 66%               |
| Car / Van Passenger      | 4%                            | 4%                            | 4%                |
| Motorcycle               | 1%                            | 1%                            | 1%                |
| Bus                      | 2%                            | 2%                            | 2%                |
| Train                    | 13%                           | 9%                            | 11%               |
| Cycle                    | 1%                            | 1%                            | 1%                |
| Walk                     | 5%                            | 5%                            | 5%                |
| Other                    | 1%                            | 1%                            | 1%                |
| Work from Home           | 9%                            | 8%                            | 9%                |

Note: The above excludes residents not in employment.

- 6.13 The modal split data set out within Table 2 indicates that within Chiswell Green, around 66% of people drive to and from work but there is also a relatively high number who work from home. The number of people who work from home is liable to increase following the COVID-19 pandemic, however the long-term impact of the pandemic is currently unknown.
- 6.14 The data from the 2011 UK Census, as identified within Table 2, suggests that the predicted baseline travel pattern for the residential development, will be as follows:
- A 'Single Occupancy Vehicle: Sustainable Transport Mode' split of 66% : 34%.
- 6.15 The following Targets have therefore been set to reduce single occupancy vehicle use as a way to travel. These Targets have been set in conjunction with the accompanying Transport Assessment, where a reduction in private car use is required to reduce the impact of the development on the off-site highway network.
- 6.16 It is important to note that the following Targets are only provisional at this stage and more detailed targets will be set as soon as the results of the initial Travel Survey to establish an accurate baseline transport modal split are known.
- 6.17 The provisional Targets for the end of Years 1, 3 and 5 for the residential development are therefore shown in Table 3.

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

| Mode of Transport          | Predicted<br>Baseline | Target –<br>End of Y1 | Target –<br>End of Y3 | Target –<br>End of Y5 |
|----------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Single Occupancy Vehicle   | 66%                   | 60%                   | 55%                   | 50%                   |
| Sustainable Transport Mode | 34%                   | 40%                   | 45%                   | 50%                   |

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

### **Monitoring**

- 6.19 To understand the extent to which the Initiatives are contributing towards achieving the Objectives and Targets of this Travel Plan, a potential monitoring structure has been identified which would be in place within three months of first occupation of the development and would remain in place for at least 5 years after full occupation.
- 6.20 This potential monitoring structure is as follows:
- a) An initial review will be undertaken within three months of first occupation of the development. This will provide the baseline information for the accurate site-specific modal splits for the development. This will enable the Targets to be revised and will assist in the future monitoring of this Travel Plan.
  - b) For the purposes of reviewing the progress of this Travel Plan, monitoring reports based on an annual Travel Survey will be prepared utilizing either TRICS surveys ([www.trics.org/surveys.html](http://www.trics.org/surveys.html)) or multi-modal surveys in accordance with the County Council's specification. This online monitoring will be undertaken annually for at least the first 5 years after the initial review, which will be undertaken within the first three months of first occupation of the development. The monitoring reports will be submitted to HCC within one month of the Travel Survey being undertaken and will contain their results, whether the provisional or revised Targets have been met, and any plans for remedial measures if the Targets have not been met.
  - c) Where the Travel Plan Targets are not being met, further promotion of low carbon travel modes and promotion of this Travel Plan will be undertaken towards all residents of the development.
- 6.21 The Travel Plan will be secured through a s106 agreement and will include a commitment of funding of £1,500 per year for the aforementioned five-year period. This fee is to cover evaluation and support costs.
- 6.22 Given that this Travel Plan is a 'dynamic strategy' which will continually evolve through the monitoring period, it is expected that the Targets will be revised and updated over time for the development. Any future amendments to this Travel Plan and any new targets will be agreed by the TPC, the applicant or the Estate Management Company and HCC in writing and complied with thereafter.



## 7.0 Measures and Initiatives to Encourage Sustainable Transport

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

### Information & Promotion

- 7.3 If this Residential Travel Plan is to work as effectively as possible, it is important that all the Initiatives and Targets are well promoted to residents of the development and that a sustainable travel culture is established from first occupation of the development. This will ensure that the momentum of its implementation is maintained until the site is fully occupied.
- 7.4 Promotional Measures for the development include:
- Marketing literature for the site will emphasise the sustainable nature of the development in terms of location and travel choice.
  - All new households will be provided with a 'Travel Information Pack' prior to their move in date with further copies available on demand. This will ensure that they are aware of their travel options from the outset. The 'Travel Information Pack' will be compiled by the TPC and will comprise of:
    - clear walking and cycling maps to the nearest bus stops and railway stations;
    - information on local walking groups and cycling groups ([www.hertfordshire.gov.uk/services/health-in-herts/keep-active/hertfordshire-cycling.aspx](http://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/hertfordshire-cycling.aspx));
    - information on the benefits of walking and cycling ([www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx](http://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx));
    - tips on commuting by bicycle and information on local cycle routes;
    - a link to the CycleStreets journey planner ([www.cyclestreets.net](http://www.cyclestreets.net))
    - information on taking a bicycle on trains;
    - public transport timetables and information ([www.intalink.org.uk/](http://www.intalink.org.uk/));
    - travel options leaflet which will raise awareness of the health, fitness and social benefits, as well as the environmental benefits, of the various travel alternatives to driving;
    - information and details of local cycle shops, facilities and training ([www.hertfordshire.gov.uk/services/Health-in-Herts/keep-active/Cycle-training/Cycle-training.aspx](http://www.hertfordshire.gov.uk/services/Health-in-Herts/keep-active/Cycle-training/Cycle-training.aspx));

- details of useful websites for example the Hertfordshire County Council website ([www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx](http://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx)), the Intalink public transport website ([www.intalink.org.uk/](http://www.intalink.org.uk/)), Traveline ([www.traveline.info](http://www.traveline.info)), National Rail services ([www.nationalrail.co.uk/](http://www.nationalrail.co.uk/)) and National Express coaches;
  - information on local amenities, as well as health, leisure, shopping and recreation facilities; and
  - information about Workwise UK, 'Smarter Working' or other flexible working practices.
- Prior to distribution, the Travel Information Pack will be submitted to and approved by HCC. It will also provide an opportunity to give feedback or suggestions to the TPC as it will include the contact details of the TPC and details of the Travel Plan website.
  - Once the TPC has been appointed, their contact details will be provided within an updated Travel Plan. This will enable the TPC to a point of contact for employees. Consequently, the TC will invite comments and suggestions from employees so as to achieve the Objectives of this Travel Plan.
- 7.5 Dedicated travel information, as well as information that raises awareness of the benefits of the various alternatives to driving, will be made available and displayed on notice boards within the proposed development. It is also recommended that information relating to designated walking and cycling routes, the latest public transport timetables, travel initiatives and Travel Plan targets will be included on the noticeboards and will be regularly updated.
- 7.6 The TPC will invite comments and suggestions from all residents so as to better tailor the Travel Plan in order to successfully achieve its objectives.

### **Walking & Cycling**

- 7.7 The Applicants and their management company will maintain safe, convenient, accessible and well-lit routes across the development site to all principal facilities and the adjacent school development. Similarly, safe and secure cycle parking will be provided. The TPC will also raise awareness of the health, fitness and social benefits, as well as the environmental benefits of walking and cycling, including promotion of the '10,000 steps a day campaign'.
- 7.8 Information on walking routes to a number of local amenities as well as the promotion of websites such as the HCC website ([www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx](http://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/keep-active.aspx)), the 'Route You' walking journey planner ([www.routeyou.com/en-gb/route/planner/2/walking-route-planner](http://www.routeyou.com/en-gb/route/planner/2/walking-route-planner)) and [www.walk4life.info](http://www.walk4life.info) will be provided to all residents as part of the 'Travel Information Pack'.
- 7.9 Residents will also be provided with links to HCC and third party services which provide walking routes and health advice. These include:
- HCC's Countryside Management Service provides self-guided walks and cycle routes ([www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/countryside-management-service.aspx](http://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/countryside-management-service.aspx))

- HCC's Health Walks ([www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/hertfordshire-health-walks/hertfordshire-health-walks.aspx](http://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/hertfordshire-health-walks/hertfordshire-health-walks.aspx))
  - ParksHerts Project ([www.parksherts.co.uk/](http://www.parksherts.co.uk/))
- 7.10 The TPC will promote the 'National Walk to Work Week' and 'National Bike Week' to residents and will set up a Bike Budi scheme to offer support to less confident cyclists. This will help develop confidence amongst residents and provide health benefits.
- 7.11 Information on cycle routes to a number of local amenities and information on cycle groups, as well as promotion of the HCC Cycling website ([www.hertfordshire.gov.uk/services/health-in-herts/keep-active/hertfordshire-cycling.aspx](http://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/hertfordshire-cycling.aspx)), Sustrans ([www.sustrans.org.uk](http://www.sustrans.org.uk)) and Sky Ride website ([www.letsride.co.uk](http://www.letsride.co.uk)) with links provided to all residents as part of the 'Travel Information Pack'.
- 7.12 A copy of the St Albans cycle map produced by SACDC has been provided within Appendix E.
- 7.13 Spokes SW Hertfordshire is the closest Bicycle User Group (BUG) to the site ([www.spokesgroup.org.uk/](http://www.spokesgroup.org.uk/)) and there are opportunities to join a national BUG such as Cycling UK ([www.cyclinguk.org/local-groups/hertfordshire](http://www.cyclinguk.org/local-groups/hertfordshire)). However, employees could also be encouraged to set up or join a specific Chiswell Green group in conjunction with other local residents. This will encourage employees to walk / cycle together rather than undertake single occupancy car travel.
- 7.14 For the more confident and experienced cyclists, residents should also be given details on local cycle clubs such as the 40 Plus Cycling Club ([www.fortypluscc.co.uk/section/st-albans/](http://www.fortypluscc.co.uk/section/st-albans/)) or Verulam Cycle Club ([www.verulamcc.org.uk/](http://www.verulamcc.org.uk/)).
- 7.15 The TPC will work in partnership with HCC and local cycling organisations to encourage safer cycling and provide cycle training to improve the road skills, competence and confidence of residents. Such organisations can also provide details of local and national initiatives such as 'Bike to Work Week'. Cycle training can be provided by HCC's approved training providers ([www.hertfordshire.gov.uk/services/health-in-herts/keep-active/cycle-training/cycle-training.aspx](http://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/cycle-training/cycle-training.aspx)). Similarly, the promotion of the 'Learn to Ride' initiative will encourage residents who haven't cycle before to take it up (<http://www.pedalready.co.uk/>).
- 7.16 The TPC will encourage residents to join the 'Cycle to Work' scheme ([www.cycle2work.info](http://www.cycle2work.info)) if their employer is part of this scheme. This offers savings for both employee and employers to purchase new bikes or equipment or obtain an interest free loan.
- 7.17 The upkeep of footways and cycleways on and off-site is of great importance to encourage travel on foot and by bicycle. The TPC will therefore monitor the conditions of footways and cycleways off-site and encourage HCC to give priority to a rolling programme of footway and cycleway maintenance and improvements to ensure that regular reviews of the facilities used by pedestrians and cyclists are undertaken.

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## Public Transport

- 7.18 Information on journey planning and local public transport services for example the Intalink website ([www.intalink.org.uk/](http://www.intalink.org.uk/)) which provides bus maps and timetables for all bus services within Hertfordshire will be provided to residents. Similarly, the websites for other local transport providers will be provided to residents such as, [www.thetrainline.com](http://www.thetrainline.com), and [www.traveline.info](http://www.traveline.info), national rail services ([www.nationalrail.co.uk](http://www.nationalrail.co.uk)) and National Express ([www.nationalexpress.com](http://www.nationalexpress.com)) will be provided to all residents as part of the 'Travel Induction Pack'.
- 7.19 A copy of the Hertfordshire bus map produced by Intalink has been provided within Appendix F.
- 7.20 The TPC will establish and maintain a relationship with public transport operators to remain abreast of developments and convey feedback on service provision and reliability. The continued use of public transport by employees will derive from confidence that the service is reliable and convenient.
- 7.21 The provision of personalised journey planning is seen as an important opportunity to establish public transport as an affordable, credible and feasible option to travel. The TPC will publicise and co-ordinate this service to employees.

## Car Use

- 7.22 Residents will be provided with information to encourage car sharing as well as information on established local car share schemes, such as the Hertsliftshare scheme (<https://liftshare.com/uk/community/hertfordshire>), as part of the 'Travel Information Pack'.
- 7.23 The Hertsliftshare website provides residents with an opportunity to find matching journeys and to identify the savings that they would realise if they shared journeys with other people. It also provides security tips for those who do car share and highlights the benefits, both financial and health wise.
- 7.24 Alternatively, the TPC should consider implementing car share 'coffee clubs' which allow residents to meet up regularly with each other in order for them to get to know each other and to identify potential car share matches across the whole development. This could also be expanded to include existing Chiswell Green residents.
- 7.25 In the future, if demand amongst residents is realised to make it viable, the St Albans Enterprise Car Club could be extended to the site for residents ([www.enterpriseclub.co.uk/gb/en/home.html](http://www.enterpriseclub.co.uk/gb/en/home.html)).

## Working Locations

- 7.26 To ensure employees reduce the need to travel to work, good quality broadband will be provided to ensure that residents are able to work from home on a regular basis.

## 8.0 Action Plan

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

Table 4: Action Plan

| Measures & Initiatives   | Objectives (see paragraph 6.4) | Timescale  | Responsibility                      |
|--|--------------------------------|--|-------------------------------------|
| Nominate a TPC   | c                              | At least 3 months prior to first occupation                                      | The Applicants / Management Company |
| Undertake a Travel Survey to establish transport mode share  | c and j                        | On 75% of occupation and five years after  | TPC                                 |
| Produce a revised Travel Plan which shows actual transport modal split and revised Targets for each monitoring point | c and j                        | Within 1 month of Travel Survey  | TPC                                 |
| Prepare a new Travel Induction Pack and distribute to new residents prior to their moving in                         | d and i                        | Prior to first occupation  | TPC                                 |
| Encourage residents, where possible, to use online shopping and home deliveries                                      | a                              | Upon first occupation and on-going   | TPC                                 |
| Promote & Publicise agreed Travel Plan   | d, g, h and j                  | Prior to first occupation  | TPC                                 |
| Provide travel maps and information within the development   | d and i                        | Upon first occupation and on-going   | TPC                                 |
| <b>Walking and Cycling</b>   |                                |  |                                     |
| Encourage residents to car share, walk, cycle or use public transport rather than drive                              | a, b and f                     | To be promoted prior to purchase, included in Travel Induction Pack and on-going | TPC                                 |

| <b>Measures &amp; Initiatives</b>  | <b>Objectives<br/>(see paragraph 6.4)</b> | <b>Timescale</b>                                     | <b>Responsibility</b> |
|--|---|--|-----------------------|
| Provide information on walking   | d and i                                   | To be included in Travel Induction Pack and on-going | TPC                   |
| Provide facilities to assist those who cycle to and from the site e.g. cycle parking                             | d and e                                   | Prior to first occupation and on-going               | TPC                   |
| Provide information on cycling   | d and i                                   | To be included in Travel Induction Pack and on-going | TPC                   |
| Encourage safer cycling and promote HCC's cycle training programme   | d and f                                   | Upon first occupation and on-going                   | TPC                   |
| <b>Public Transport</b>  |   |  |                       |
| Provide information on public transport  | d and i                                   | To be included in Travel Induction Pack and on-going | TPC                   |
| Establish and maintain a relationship with public transport operators  | d and j                                   | Upon first occupation and on-going                   | TPC                   |
| Provide assistance to residents with personalised journey planning   | a, d, f and i                             | To be included in Travel Induction Pack and on-going | TPC                   |
| <b>Car Use</b>   |   |  |                       |
| Encourage car sharing to existing car drivers rather than driving alone by promoting the Hertsliftshare database | b   | Upon first occupation and on-going                   | TPC                   |

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

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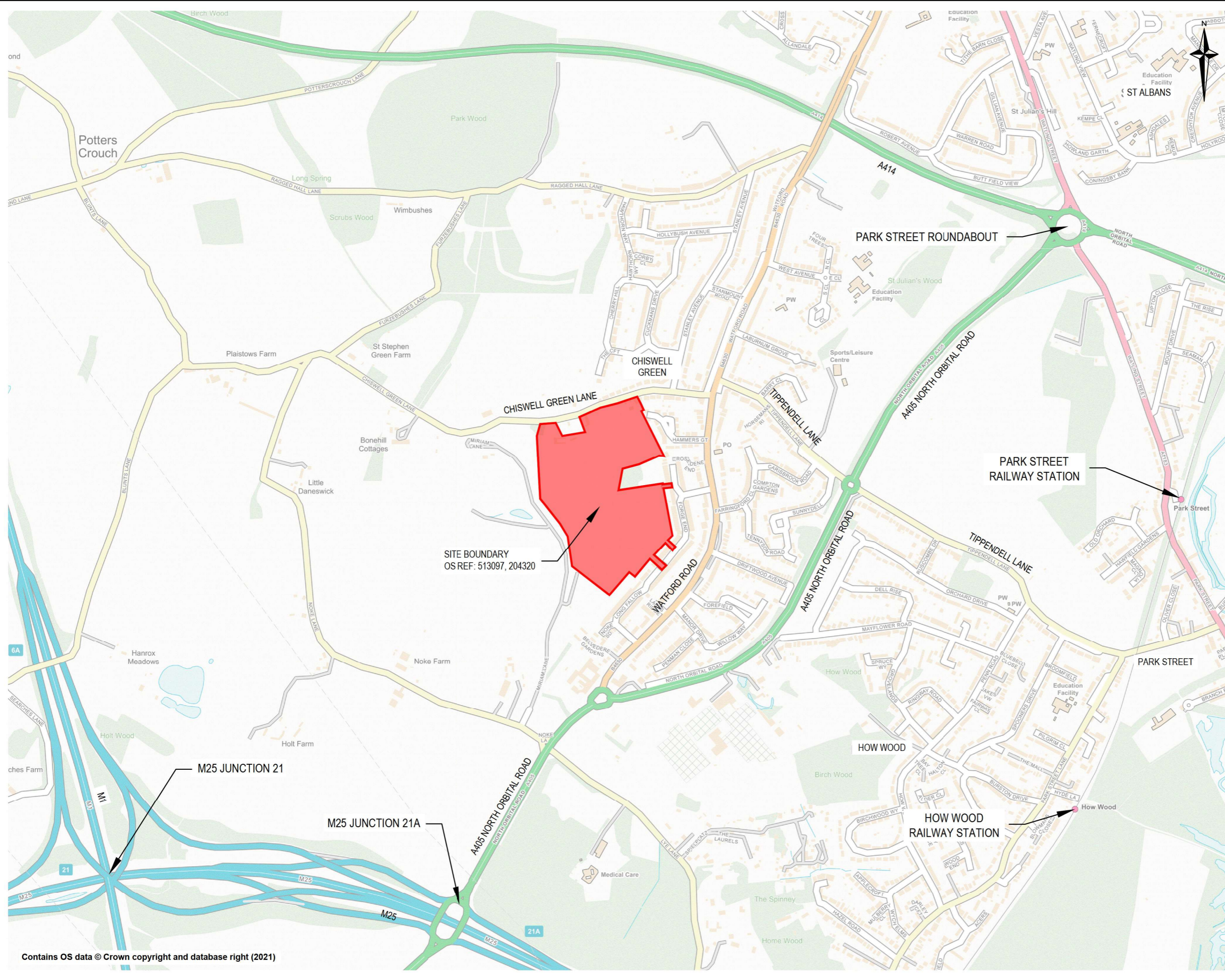
## 9.0 Summary

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

## Appendices



**Appendix A**  
**Approximate Site Boundary**



**KEY**  
■ SITE LOCATION



SITE BOUNDARY  
 OS REF: 513097, 204320

FOR INFORMATION ONLY

|    |                       |            |    |    |
|----|-----------------------|------------|----|----|
| 12 | SITE BOUNDARY UPDATED | 25/02/2022 | DK | JB |
| 11 | FIRST ISSUE           | 02/12/2021 | DK | JB |

| Rev. | Description | Date | Chkd |
|------|-------------|------|------|
|------|-------------|------|------|

**Glanville**  
 3 Grovelands Business Centre  
 Boundary Way  
 Hemel Hempstead, Herts. HP2 7TE  
 Tel: (01442) 835999 Fax: (01442) 258924  
 postbox@glanvillegroup.com  
 www.glanvillegroup.com

Client: **CALA HOMES & REDLINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

Title: **SITE LOCATION**

Project Engineer: DK Scale: 1:10,000 @ A3  
 Project Director: JB Date: DECEMBER 2021  
 Status: INFORMATION

Drawing No. 8210856-1007 Rev 12

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**Appendix B**  
**Illustrative Site Layout**



**Key:**

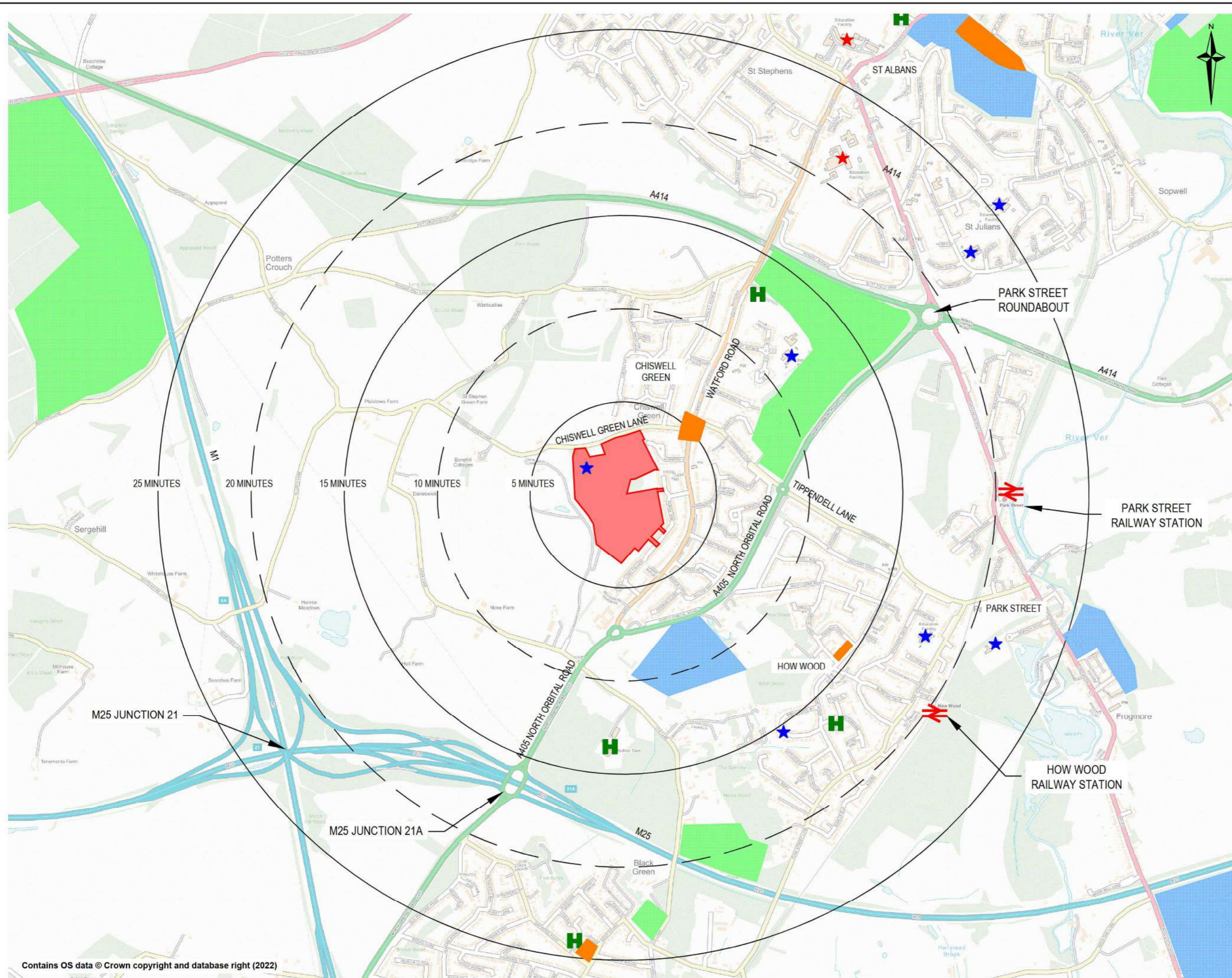
- 1. Drainage strategy: SUDS/Swale
- 2. Children Play Areas
- 3. General Amenity Areas



Note: This drawing and schedule is based on the information supplied by others. The accuracy of such information is the sole responsibility of the client. The client is advised to verify the accuracy of such information before using it for any purpose. The client is advised to seek professional advice before using it for any purpose.



**Appendix C**  
**2km Walking Catchment Plan**



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

FOR INFORMATION ONLY

|    |             |            |    |    |
|----|-------------|------------|----|----|
| 11 | FIRST ISSUE | 24/01/2022 | DK | JB |
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Glanville

3 Grovelands Business Centre  
Boundary Way  
Hemel Hempstead, Herts. HP2 7TE  
Tel: (01442) 835999 Fax: (01442) 258924  
postbox@glanvillegroup.com  
www.glanvillegroup.com

Client: **CALA HOMES & REDLINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

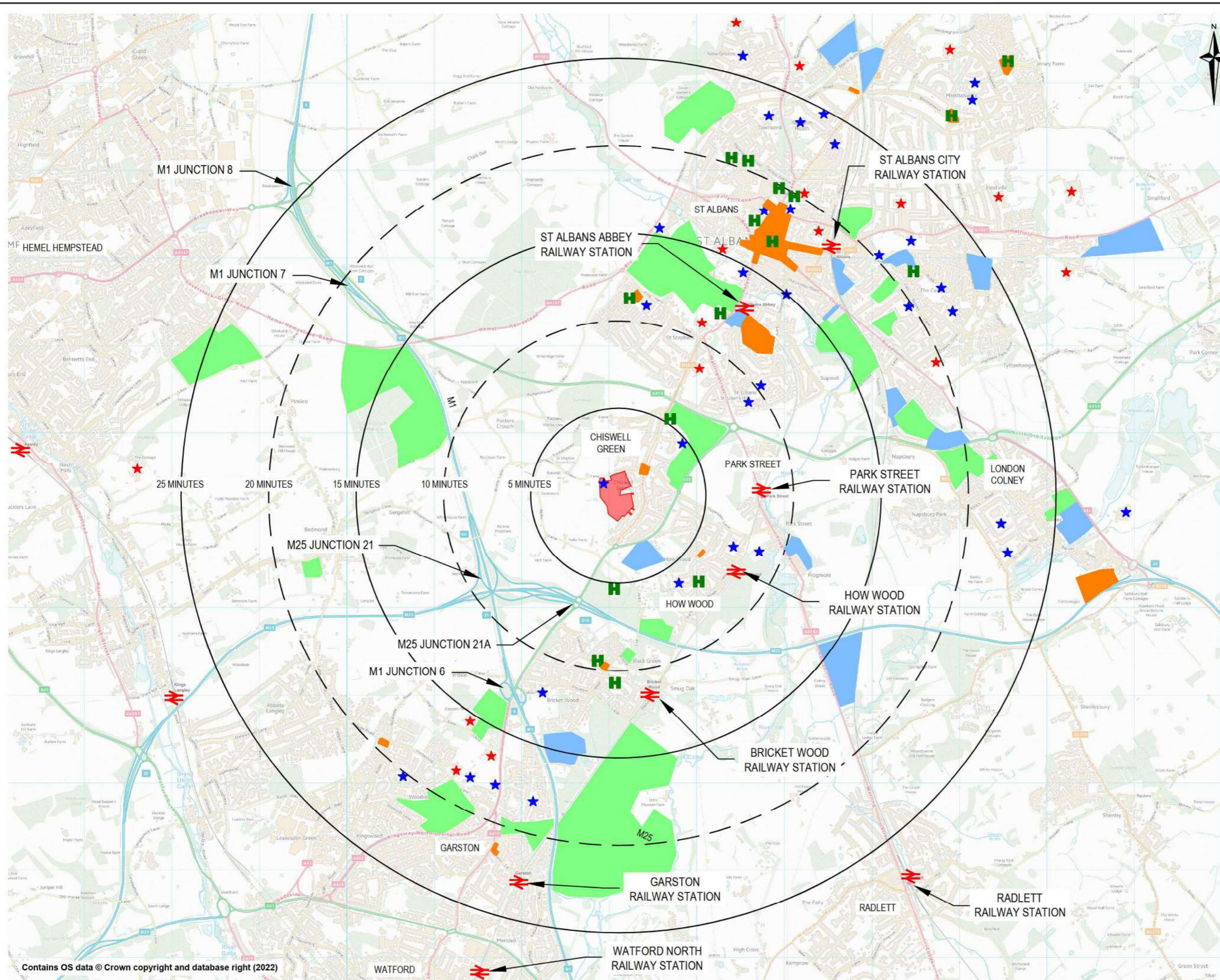
Title: **DESTINATIONS WITHIN A REASONABLE WALKING DISTANCE**

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

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**Appendix D**  
**5km Cycling Catchment**



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



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**Glanville**  
 3 Grovelands Business Centre  
 Boundary Way  
 Hemel Hempstead, Herts. HP2 7TE  
 Tel: (01442) 835999 Fax: (01442) 258924  
 postbox@glanvillegroup.com  
 www.glanvillegroup.com

Client: **CALA HOMES & REDLINGTON CAPITAL**

Project: **LAND WEST OF CHISWELL GREEN**

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

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

Project Director: JB Date: JANUARY 2022

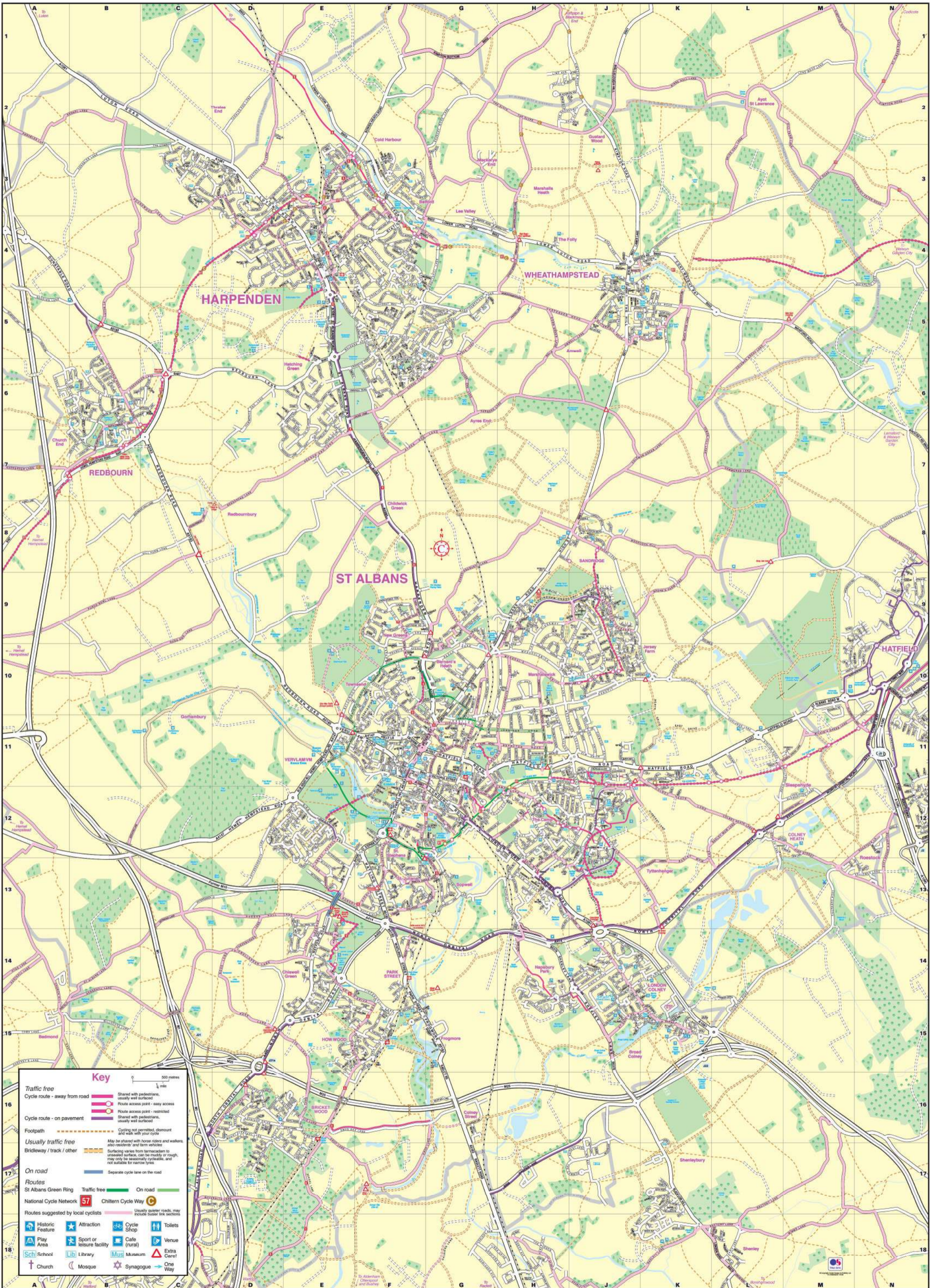
Status: INFORMATION

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**Appendix E**  
**St Albans Cycle Map**



**Key**

500 metres  
0.3 miles

**Traffic free**  
 Cycle route - away from road  
 Cycle route - on pavement  
 Footpath  
 Usually traffic free  
 Bridleway / track / other  
 On road

**Routes**  
 St Albans Green Ring  
 National Cycle Network  
 Routes suggested by local cyclists

Shared with pedestrians, usually well surfaced  
 Route access point - easy access  
 Route access point - restricted  
 Shared with pedestrians, usually well surfaced  
 Cycling not permitted, dismount and walk with your cycle  
 May be shared with horse riders and walkers also residents and farm vehicles  
 Surfacing varies from tarmac to untreated surfaces, can be muddy or rough, may only be seasonally cycleable, and not suitable for narrow tyres  
 Separate cycle lane on the road  
 Traffic free  
 On road  
 Usually quieter roads, may include busier link sections

Historic Feature  
 Play Area  
 School  
 Church  
 Attraction  
 Sport or leisure facility  
 Library  
 Mosque  
 Cycle Shop  
 Cafe (rural)  
 Museum  
 Synagogue  
 Toilets  
 Venue  
 Extra Care  
 One Way

**St Albans City & District Cycling Map**



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

For more maps and further information on cycling in the district, go to [www.stalbans.gov.uk/cycling](http://www.stalbans.gov.uk/cycling)

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

St Albans District Council is grateful for assistance given by members of the St Albans Cycle Campaign with this map revision. [www.stacc.org.uk](http://www.stacc.org.uk)

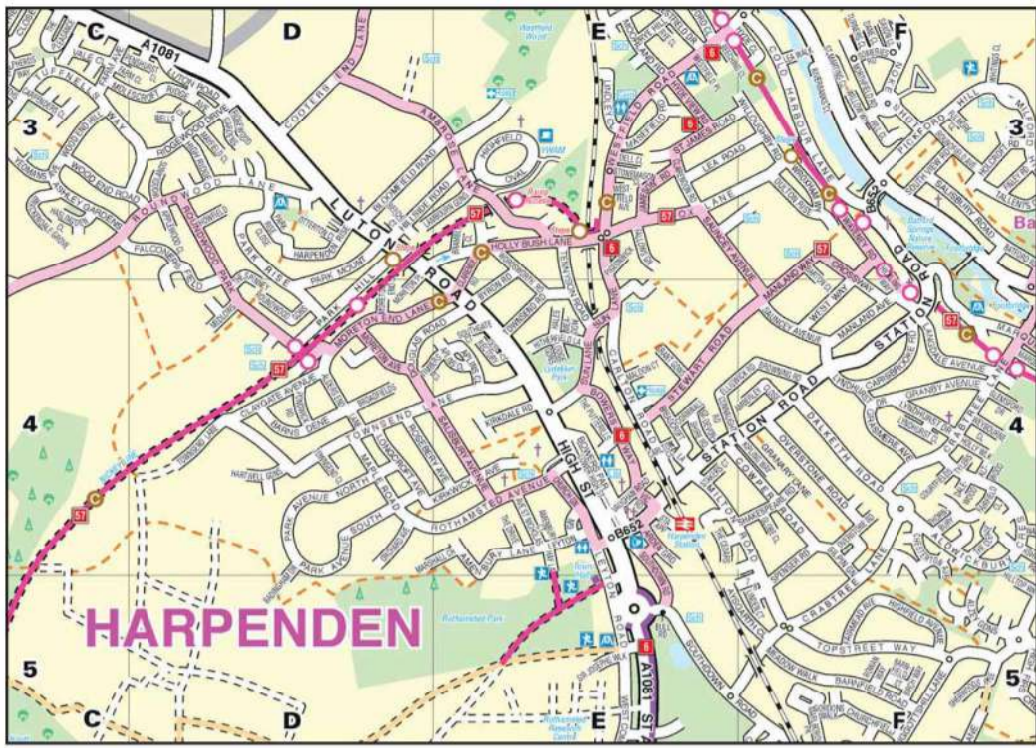
This map shows the National Cycle Networks (NCN) within the district. To see the whole network, visit [www.sustrans.org.uk/ncn/map](http://www.sustrans.org.uk/ncn/map)

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

Signs and symbols - common signs relating to cycling



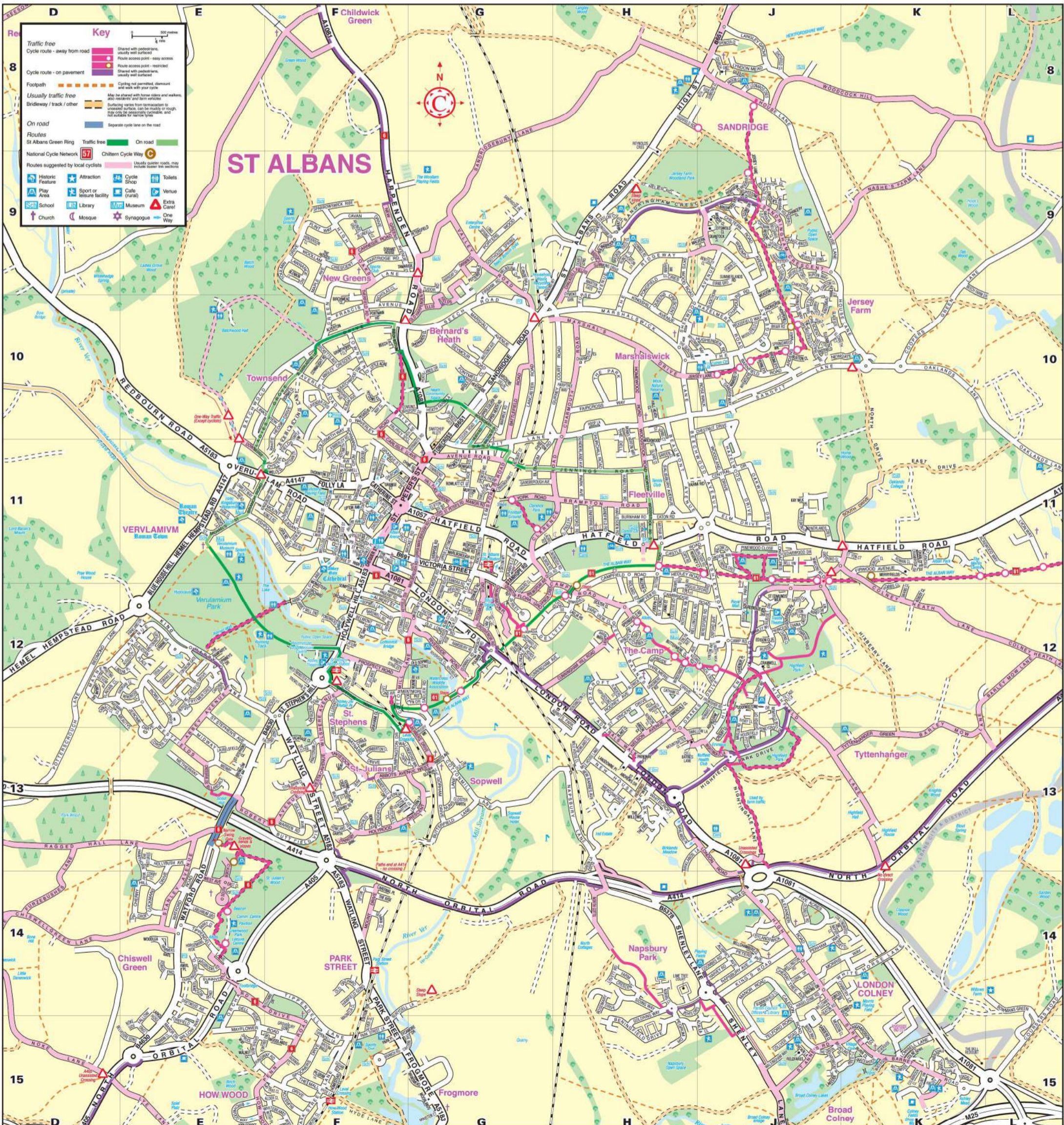
For all traffic signs and road markings, and rules of the road, refer to the Highway Code: <https://www.gov.uk/highway-code/contents>



# St Albans City & District Cycling Map



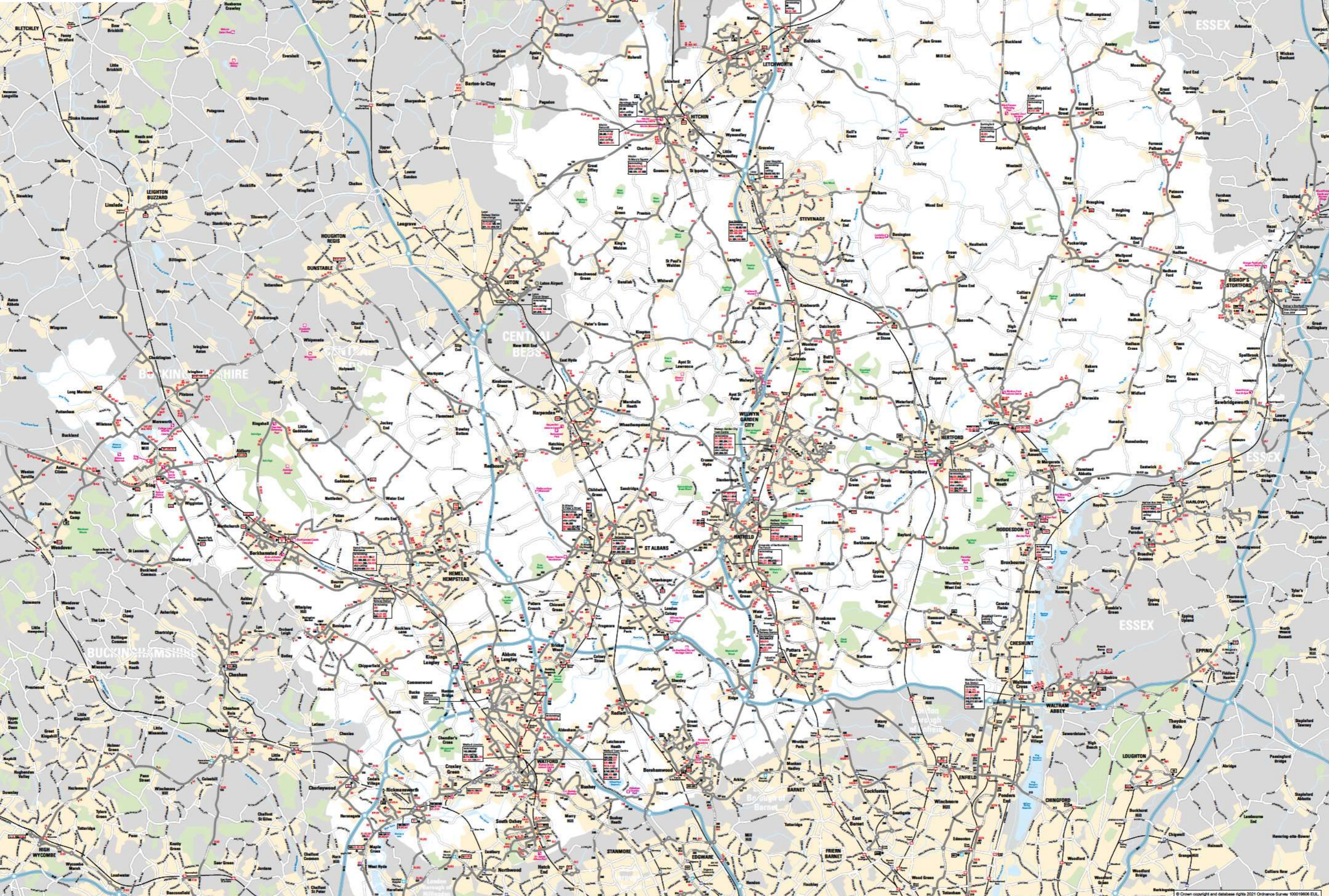
Your guide to cycle routes in St Albans District



**Appendix F**  
**Hertfordshire Bus Map**

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

PLEASE NOTE:  
 Express and commuter coach services and bus services/journeys that operate outside the London area are not shown. Also, the bus routes shown are not shown on the map and some services to the bus routes shown are not shown. For more information on bus services, please visit [www.tfl.gov.uk](http://www.tfl.gov.uk) or telephone 0800 319 3193 (call cost 1p per minute plus your phone company's access charge).  
 Digital Cartography by Fivlar Creative  
[www.fivlarcreative.co.uk](http://www.fivlarcreative.co.uk)





Cornerstone House, 62 Foxhall Road  
Didcot, Oxfordshire OX11 7AD

01235 515550  
postbox@glanvillegroup.com  
[www.glanvillegroup.com](http://www.glanvillegroup.com)

