



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:
INFORMATION ONLY

CLIENT:
Crest Strategic Projects

PROJECT:
**Lower Luton Road,
Harpenden**

DRAWING TITLE:
**PICADY Parameters
Bower Heath Lane/Lower Luton
Road/Westfield Road**

SCALES:
1:500 at A3

DRAWN:	PP	CHECKED:	TD	DATE:	07.10.2024
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DRAWING NUMBER:	141499/PIC/02	REVISION:	.
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Arcady Parameters - Mini Roundabout					
Arm	mV	E	I'	Kx	An
A	3.74	4.29	8.79	7.97	10.33
B	2.64	4.70	2.81	8.09	10.91
C	3.98	4.20	2.45	13.05	14.65

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CLIENT:

Crest Strategic Projects

PROJECT:

Lower Luton Road, Harpenden

DRAWING TITLE:

ARCADY Parameters
Lower Luton Road/Station Road/B653

SCALES:

1:500 at A3

DRAWN: PP	CHECKED: TD	DATE: 08.10.2024
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DRAWING NUMBER: 141499/ARC/01	REVISION: .
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Arcady Parameters - Mini Roundabout					
Arm	mV	E	I'	Kx	An
A	3.68	5.70	0.97	5.73	11.42
B	3.20	3.26	8.19	16.99	16.72
C	2.93	3.54	0.85	7.74	10.17



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PROJECT:
**Lower Luton Road,
Harpenden**

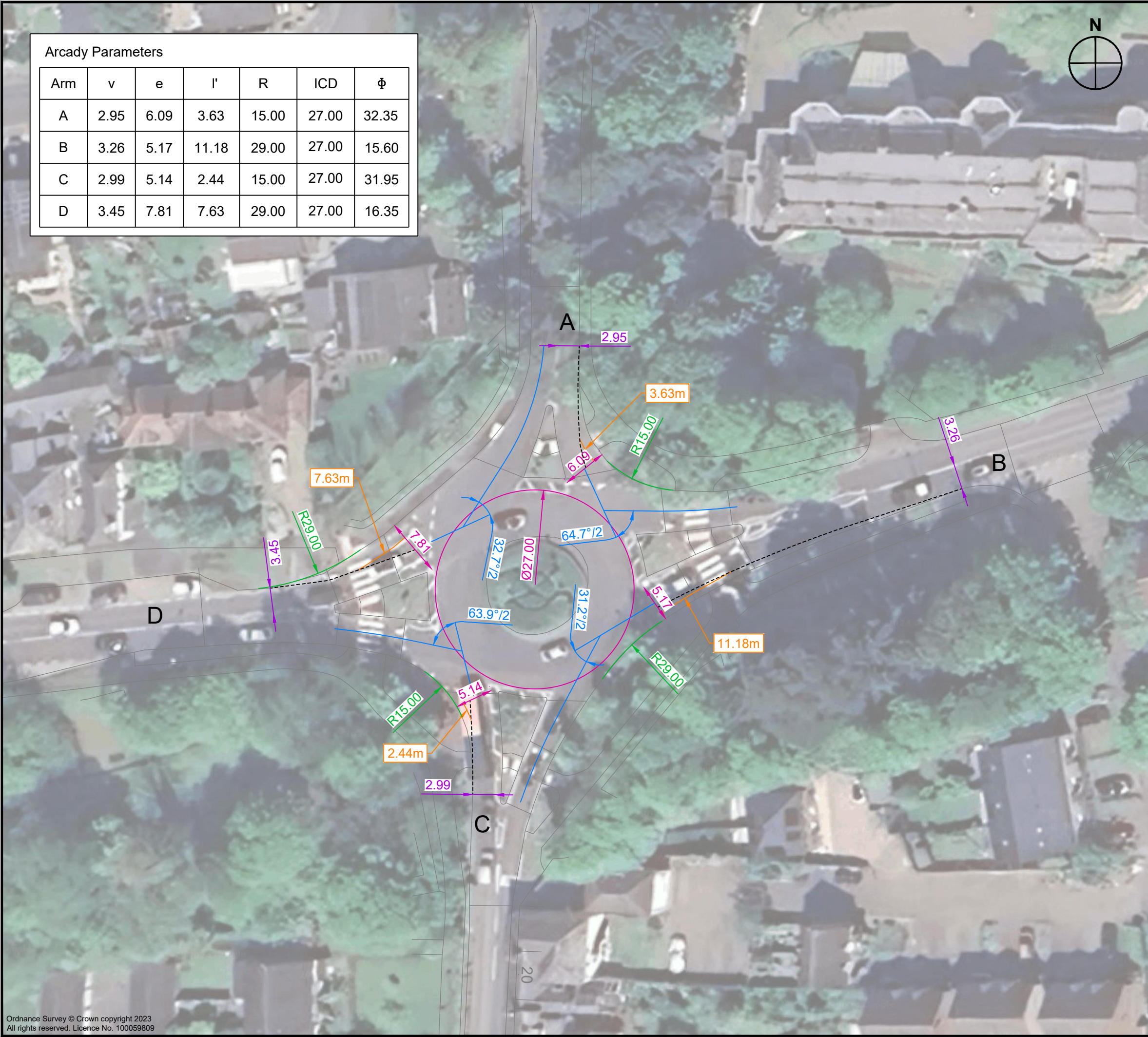
DRAWING TITLE:
**ARCADY Parameters
Lower Luton Road/
Common Lane**

SCALES:
1:500 at A3

DRAWN:	PP	CHECKED:	TD	DATE:	08.10.2024
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DRAWING NUMBER:	141499/ARC/02	REVISION:	
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Arcady Parameters						
Arm	v	e	l'	R	ICD	Φ
A	2.95	6.09	3.63	15.00	27.00	32.35
B	3.26	5.17	11.18	29.00	27.00	15.60
C	2.99	5.14	2.44	15.00	27.00	31.95
D	3.45	7.81	7.63	29.00	27.00	16.35



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STATUS:
INFORMATION ONLY

CLIENT:
Crest Strategic Projects

PROJECT:
Lower Luton Road, Harpenden

DRAWING TITLE:
**ARCADY Parameters
Lower Luton Road/Codicote Road/Station Road/Lamer Lane**

SCALES:
1:500 at A3

DRAWN: PP	CHECKED: TD	DATE: 08.10.2024
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DRAWING NUMBER: 141499/ARC/04	REVISION:
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Arcady Parameters - Mini Roundabout					
Arm	mV	E	I'	Kx	An
A	3.57	5.01	3.61	9.05	14.94
B	3.18	3.91	45.51	23.48	22.51
C	4.79	6.85	4.27	8.00	13.90

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REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:
INFORMATION ONLY

CLIENT:
Crest Strategic Projects

PROJECT:
Lower Luton Road, Harpenden

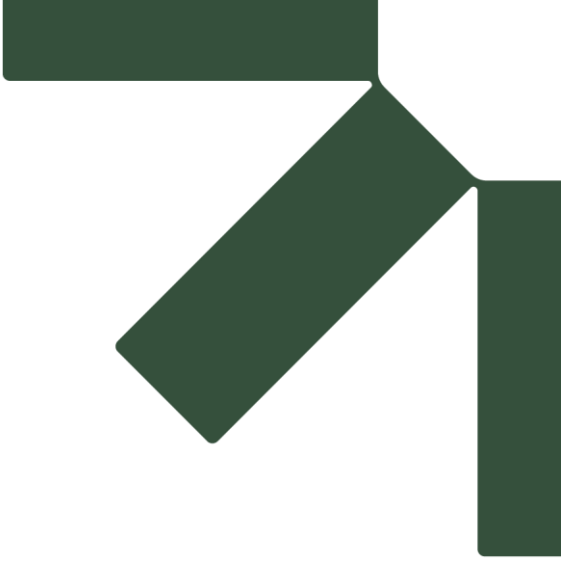
DRAWING TITLE:
**ARCADY Parameters
Station Road/A1081 St Albans**

SCALES:
1:500 at A3

DRAWN:	PP	CHECKED:	TD	DATE:	23.10.2024
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DRAWING NUMBER:	141499/ARC/05	REVISION:	
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Appendix L Travel Plans

Transport Assessment

Land North East of Harpenden between Lower Luton Road, Bower Heath Lane and Common Lane

Crest Nicholson

SLR Project No.: 141499

24 February 2026



Residential Travel Plan

Land North East of Harpenden between Lower Luton Road, Bower Heath Lane and Common Lane

Crest Nicholson

Prepared by:

SLR Consulting Limited

3rd Floor, Summit House, 12 Red Lion Square,
London, WC1R 4QH

SLR Project No.: 141499

23 February 2026

Revision: 2

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	12 December 2025	TD	ID	ID
2	23 February 2026	TD	ID	ID
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Crest Nicholson (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Appendices

Appendix A Proposed Site Parameter Plans



1.0 Introduction

Background and Site Overview

- 1.1 Crest Nicholson has retained SLR Consulting Ltd (SLR) to prepare a Residential Travel Plan (RTP) for the 500 residential dwellings proposed. This will form part of the proposed development of Land North East of Harpenden between Lower Luton Road, Bower Heath Lane and Common Lane.
- 1.2 The applicant seeks outline planning consent with all matters reserved except for access, for the following:
- “Outline Application for demolition of existing buildings and structures and construction of a mixed-use development comprising residential dwellings (including affordable housing), children’s home, elderly extra care facility, local centre (flexible retail/ health/ community use), sports pitches and associated building, green infrastructure and landscaping works (to include public open space and community growing space); primary school with early years provision, vehicular and active travel infrastructure (including pedestrian and cycle access) and diversion of Bower Heath Lane; drainage works; and related infrastructure. All matters reserved save for access from Lower Luton Road.”*
- 1.3 Supporting parameter plans are provided at **Appendix A** along with an illustrative masterplan that shows how the development could come forward.
- 1.4 St Albans City and District Council is preparing a new emerging draft Local Plan. The NE Harpenden area has been allocated for development within the Regulation 19 draft St Albans District and City Council Local Plan 2041. The application site forms part of this allocation.
- 1.5 The emerging new Local Plan includes the Site within the North East Harpenden Broad Location B2 allocation for:
- A comprehensive mixed-use development;
 - Residential (circa 750 homes, plus Extra Care provision);
 - 2 Form Entry Primary School (inc. Early Years);
 - Local Centre;
 - On-site sports provision;
 - Other green infrastructure; and
 - Improvements to transport infrastructure, including links to Katherine Warrington Secondary School.
- 1.6 The Local Planning Authority is St Albans City & District Council (SADC) and the Local Highways Authority is Hertfordshire County Council (HCC).

Residential Travel Plan

- 1.7 This Residential Travel Plan (RTP) relates only to the residential element of the development proposals. A separate travel plan has also been prepared for the proposed primary school. This RTP sets out specific aims and measures for the proposed residential development at



Land North East of Harpenden between Lower Luton Road, Bower Heath Lane and Common Lane.

Scope

1.8 The remainder of this document is structured as follows:

- **Section 2:** Baseline Transport Conditions;
- **Section 3:** Residential Travel Plan Strategic Goals;
- **Section 4:** Residential Travel Plan Management;
- **Section 5:** Measures and Initiatives;
- **Section 6:** Monitoring and Review;
- **Section 7:** Action Plan; and
- **Section 8:** Summary.



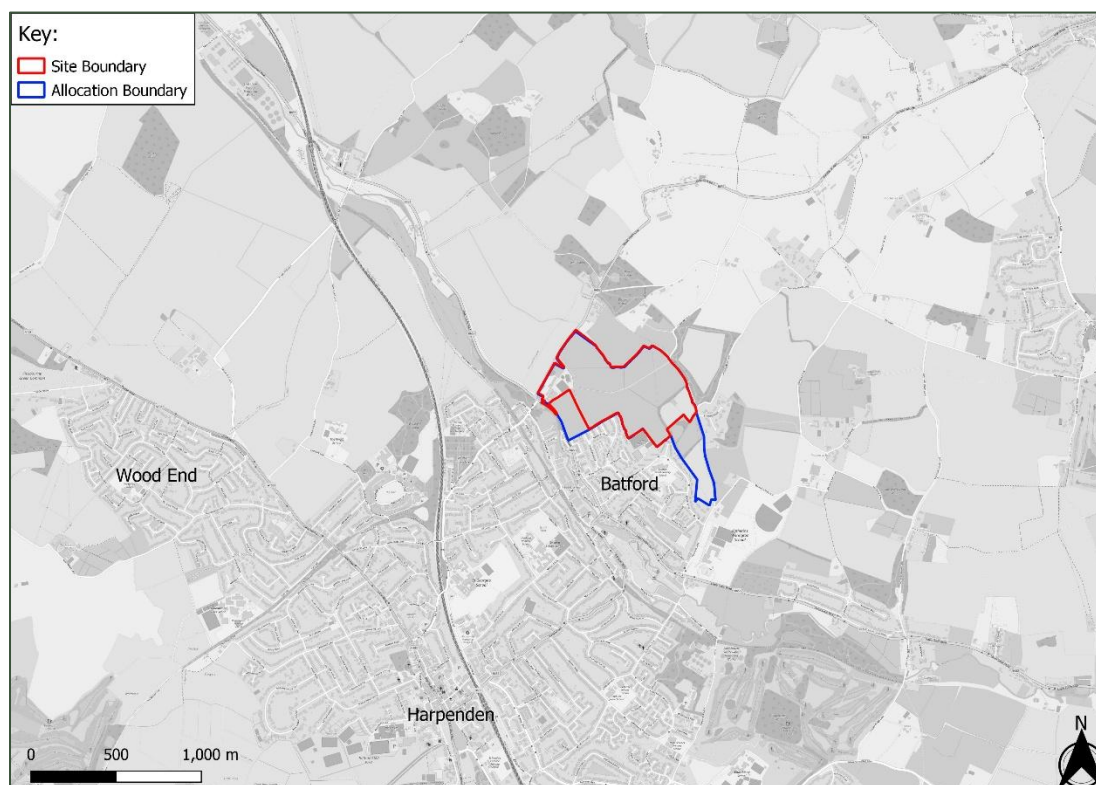
2.0 Baseline Transport Conditions

- 2.1 This section will set out the site location in terms of the surrounding area, and the accessibility of the site by both car and non-car modes of transport.

Site Location

- 2.2 The development application site is located within the administrative area of St Alban's District Council ('SADC') and comprises 32.85 hectares of land. The site is primarily agricultural / greenfield land. There is an active Equestrian Centre located in the western corner of the site, a number of the fields are used for horse grazing.
- 2.3 The application site is located to the north east of the town of Harpenden. The site is bound to the south by existing residential properties within the area of Batford, by Common Lane to the east, Bower Heath Lane to the west, and by agricultural land to the north comprising part of the Metropolitan Green Belt.
- 2.4 The location of the site is shown at **Figure 2.1** in the context of the remainder of the wider allocation. The parameter plans included within **Appendix A** show the proposed development.

Figure 2.1 - Site Location



Pedestrian

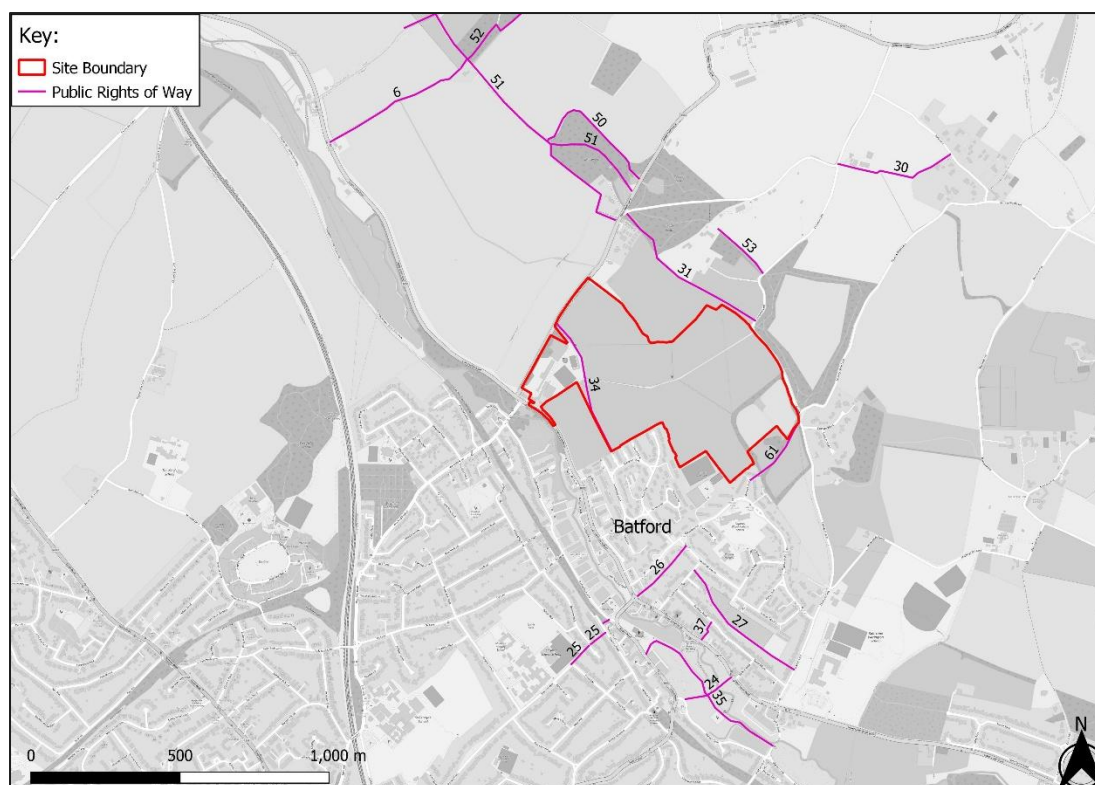
- 2.5 The site is well located in terms of existing walking routes. Given the nature of the area as a predominantly residential area, there is provision of pedestrian footways typically on both sides of the carriageway with streetlighting provided.



- 2.6 Within immediate vicinity of the site, Lower Luton Road benefits from pedestrian footways on both sides of the carriageway in an eastbound direction. No pedestrian footways are provided in a westbound direction however it is unlikely that pedestrians would travel in this direction regardless of whether a footway was available. Lower Luton Road junctions with Porters Hill and Pickford Hill both benefit from dropped kerbs with tactile paving, however the Co-op Food access and junction with St Martins Close do not provide tactile paving. There are no crossing facilities to enable pedestrians to cross Lower Luton Road until reaching the Lower Luton Road/Station Road roundabout whereby a signalised crossing is provided.
- 2.7 Westfield Road provides pedestrian footways on both sides of the carriageway and streetlighting is present. To facilitate crossing of Westfield Road an informal crossing with dropped kerbs and tactile paving is provided at the junction with Lower Luton Road. To the southwest of The Red Cow public house the footway on the northbound side of the carriageway ends for a distance of approximately 70m. Pedestrians are able to utilise footways on the opposite side of the carriageway.
- 2.8 No pedestrian footways are provided on Bower Heath Lane or Common Lane on the boundaries of the site owing to their rural nature. It is unlikely that a significant number of pedestrian trips would be made on these roads.
- 2.9 Roads within the neighbouring Batford residential area benefit from pedestrian footways on at least one side of the carriageway and streetlighting is present. Within Batford minor arm crossings at junctions are mixed in terms of pedestrian facilities, with some crossings providing dropped kerbs and others not. Tactile paving at junction crossings have not been observed in this area with the exception of the minor arms of junctions connecting to Common Lane.
- 2.10 In addition to pedestrian footways, there are a number of Public Rights of Way (PRoW) within the vicinity of the site routing in a variety of directions. **Figure 2.2** highlights the existing PRoW routes using the HCC PRoW map as a reference.



Figure 2.2 - HCC PRow Map Extract

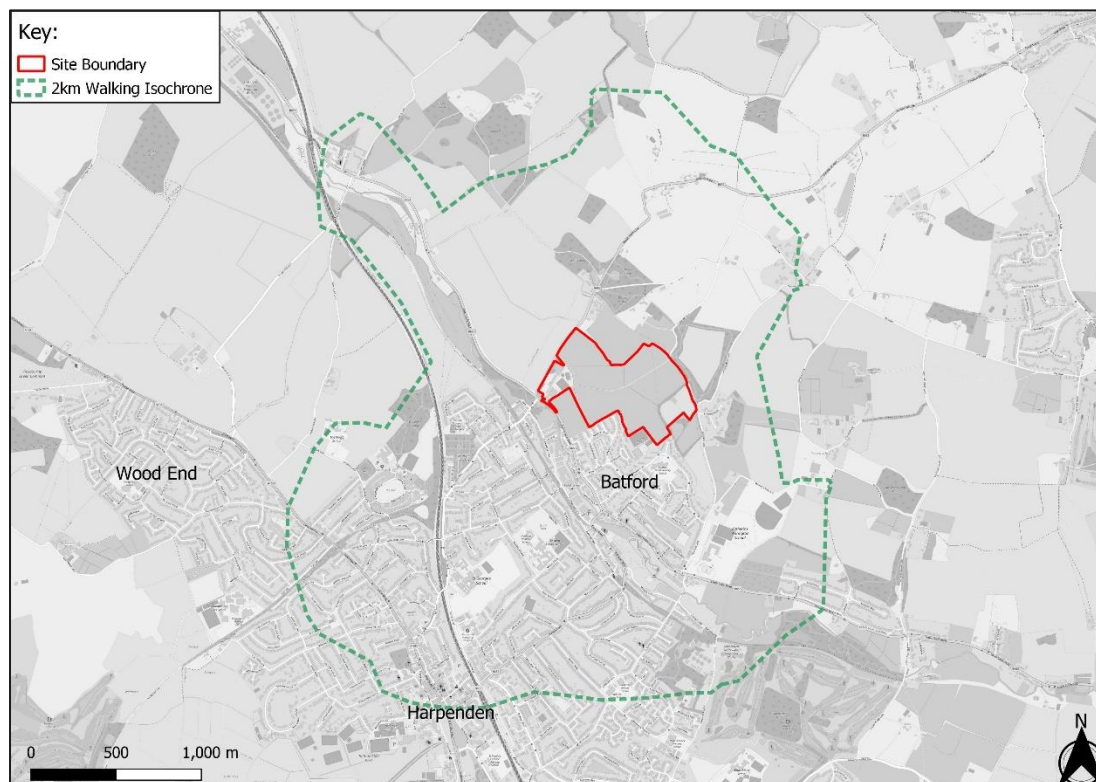


- 2.11 The PRoWs within the vicinity of the site comprise of a mixture of cut-through links and footpaths through fields.
- 2.12 The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. National Travel Survey data for 2020 shows that 93% of walking trip are made up to a distance of 2 miles (3.2km) with 63% of walking trips being up to 1 mile (1.6km). Although it has now been superseded by the National Planning Policy Framework, the Planning Policy Guidance 13 quoted 2km as a trip distance offering the best opportunity for a switch to walking.
- 2.13 A study published in Local Transport Today (LTT 13-26th October 2017) established 85th percentile and average distances walked by people to access a number of services. It details that the distance up to which people would ordinarily walk as being the 85th percentile. The study suggested that it is the 85th percentile distance that should be used as the defining criteria for accessibility of new development. The study suggests that for all journey purposes for residential developments, the average distance is 1,150m. However, the 85th percentile, which is referred to as the distance up to which people would ordinarily walk, is 1,950m.
- 2.14 Table 4.1 within the Welsh Government Active Travel Act Guidance document suggests that many users are likely to walk up to 2 miles (equivalent to approximately 3.2km) for utility journeys, whilst some users may walk up to 3 miles (equivalent to approximately 4.8km). Whilst the site does not sit within Wales and therefore the guidance does not relate to the proposed development, it provides evidence that pedestrians are willing to walk longer distances.



- 2.15 On the basis of the above, a walking isochrone is included in **Figure 2.3** which provides isochrones up to 2km (achievable within 25 minutes at walking speed of 1.4m/s). This should not be considered an upper limit and pedestrians may choose to walk further than this.

Figure 2.3 - 2km Walking Isochrone



- 2.16 The walking isochrone presented indicates that the majority of Harpenden is accessible within a 2km walk of the site.

Cyclist

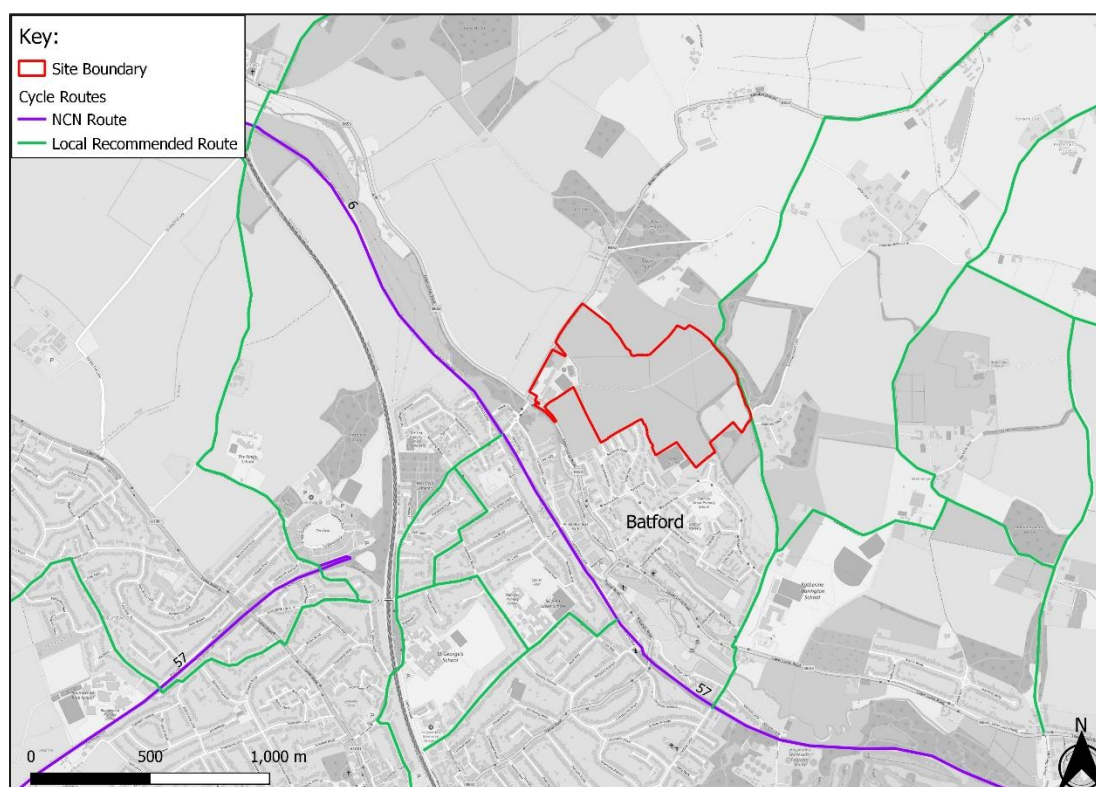
- 2.17 The site is well connected in terms of existing cycle provisions. National Cycle Network (NCN) route 6 and route 57 are both accessible within a short distance of the site.
- 2.18 NCN 6 is accessible from Westfield Road and provides direct access towards Luton to the north and generally traffic free for the majority of the route between Harpenden and Luton. NCN 6 is a direct route and the distance between Westfield Road (where users from the proposed development will join NCN 6) and the outskirts of Luton via NCN 6 is approximately 6km.
- 2.19 NCN 57 is accessible from Ambrose Lane and provides a direct route to Redbourne and onwards to Hemel Hempstead. The entire route is traffic free. The distance between the site access and Ambrose Lane is 1.5km and can be reached by following Westfield Road and Hollybush Lane. The distance between the site and Redbourne via NCN 57 is 6km and Hemel



Hempstead is accessible within a 10km cycle. Chilterns Cycleway¹ follows the route between NCN 6 and NCN 57 suggesting that Westfield Road is a suitable route for cyclists.

- 2.20 There are limited formal on-road cycle facilities within the vicinity of the site, however the nature of the area is residential and streetlighting is typically provided. The posted speed limit of roads in the vicinity of the site are typically 30mph and this coupled with low traffic volumes and roads wide enough to allow vehicles to safely pass cyclists is conducive to cyclists travelling on road and mixing with vehicles.
- 2.21 **Figure 2.4** presents the cycle routes that are available within the vicinity of the site. The plan shows National Cycle Network (NCN) routes and also local cycle routes which are mapped based on the St Albans City and District Cycling Map² which highlights routes on quieter roads suggested for cycling by local cyclists.

Figure 2.4 - Cycle Route Map



- 2.22 Central government research states that for journeys between 5km and 8km cycling has the potential to replace car trips. An 8km cycled distance is equivalent to a 30-minute journey (assuming a reasonable cycling speed of 4.2m/s). A cycling isochrone is included at **Figure 2.5**. In reality, and particularly with the introduction and increased uptake of electric bikes, the distance people are prepared to cycle is increasing and journeys to work by bike often exceed 8km. This is also reflected by Table 4.1 of the Welsh Government Active Travel

¹ <https://www.chilterns.org.uk/visit-chilterns/explore-our-map/>

²

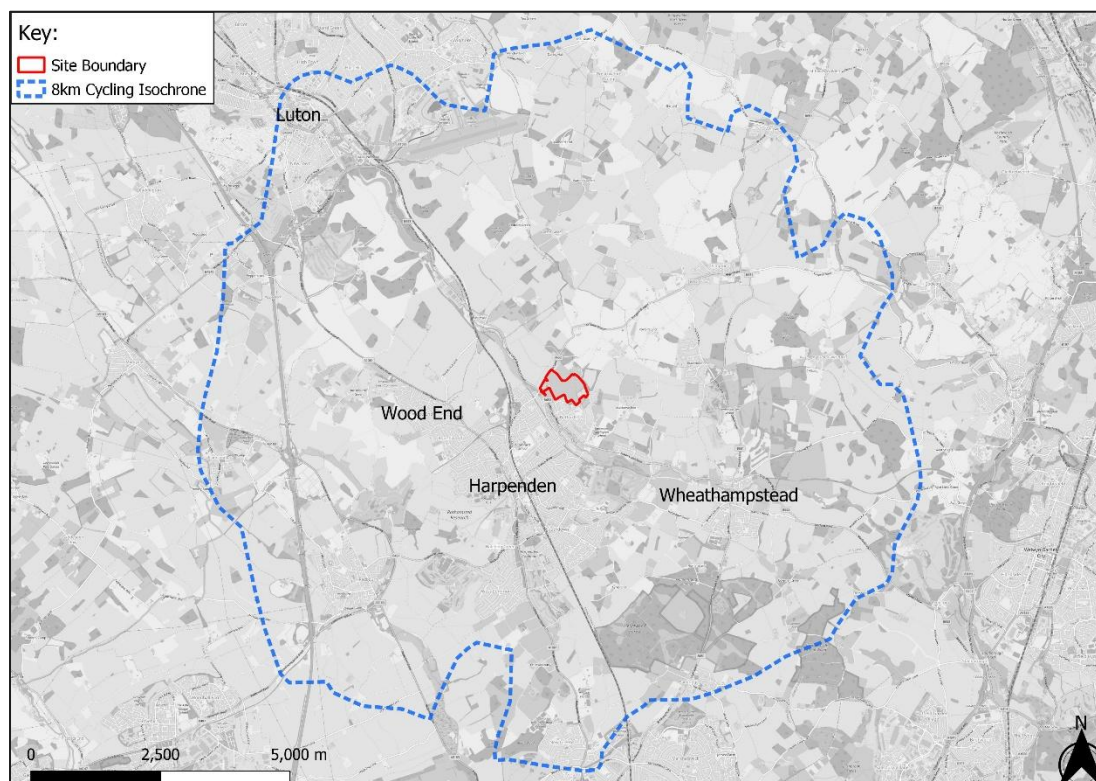
<https://www.stalbans.gov.uk/sites/default/files/attachments/St%20Albans%20Cycl%20Route%20Map%202019.pdf>



Guidance document which indicates that some e-bike users are likely to travel distances of up to 15 miles (equivalent to approximately 24km).

- 2.23 The opportunity for commuting by bike will depend on personal preference and the type of facilities available to cyclists at the end of their journey such as shower and laundry facilities and bike storage (albeit that e-bikes can reduce the requirement for showers and changing facilities).

Figure 2.5 - 8km Cycling Isochrone



- 2.24 The cycling isochrone indicates that within an 8km cycle from the site the entirety of Harpenden and Wheathampstead can be reached. The centre of Luton and London Luton Airport are also accessible within an 8km cycle.

Walking and Cycling in the context of the Proposed Development

- 2.25 As part of the proposed development, there will be additional improvements to pedestrian and cycle routes including:

- Pedestrian and cycle connections to the neighbouring Batford estate;
- Signal controlled pedestrian crossing at the proposed site access on Lower Luton Road;
- Implementation of a 20mph speed limit in Batford;
- Pedestrian and cycle routes provided within the site;
- Dropped kerbs and tactile paving on off-site routes near to the site;
- Parallel crossing on Westfield Road.



Public Transport

Bus Services

- 2.26 There are two local bus stops which benefit from differing bus services. The closest bus stop is located immediately adjacent to the site access on Lower Luton Road and offers access to the number 357 bus service and is infrequently served by the 366, 367, 612 and 807 bus service. The other bus stop is located on Westfield Road approximately 100m from the site access and offers more frequent access to the 366 and 367 bus services and is infrequently served by the 45 and 807 bus services.
- 2.27 The bus stops on both Lower Luton Road and Westfield Road currently benefit from flag and pole bus stops with timetable information. **Photograph 2.1** shows the existing arrangement on Westfield Road as an example of the arrangement provided.

Photograph 2.1: Westfield Road Bus Stop



- 2.28 **Table 2.1** summarises the weekday timings, route and frequencies of the bus services that operate at the Lower Luton Road bus stops. **Table 2.2** presents the same information for bus services that operate at the Westfield Road bus stops.

Table 2.1 - Lower Luton Road Bus Services

Service	Route	First/Last	Average Frequency
357 (Red Rose Travel)	Harpenden – Borehamwood	06:37 / 18:34 (S/B)	1 per hour
		08:14 / 19:50 (N/B)	



Service	Route	First/Last	Average Frequency
366 (Centrebus (South))	Luton – South Hatfield	N/A (S/B)	1 per day (N/B only)
		10:09 / 10:09 (N/B)	
367 (Centrebus (South))	Luton – South Hatfield	N/A (S/B)	1 per day (N/B only)
		08:07 / 08:07	
612 (Uno)	Luton – Hatfield	07:50 / 07:50 (S/B)	1 per day
		17:37 / 17:37 (N/B)	
807 (Red Eagle)	Markyate – Harpenden	08:19 / 08:26 (S/B)	2 per day (S/B only)
		N/A (N/B)	

Table 2.2 - Westfield Road Bus Services

Service	Route	First/Last	Average Frequency
45 (Centrebus (South))	Stevenage - Luton	15:52 / 18:17 (S/B)	1 per day for N/B and 2 per day for S/B
		08:29 / 08:29 (N/B)	
357 (Red Rose Travel)	Harpenden – Borehamwood	08:15 / 19:51 (S/B)	1 per hour
		06:37 / 18:34 (N/B)	
366 (Centrebus (South))	Luton – South Hatfield	11:10 / 17:50 (S/B)	Typically 1 per 2 hours)
		08:24 / 18:00 (N/B)	
367 (Centrebus (South))	Luton – South Hatfield	08:08 / 08:08 (S/B)	1 per day
		N/A (N/B)	
807 (Red Eagle)	Markyate – Harpenden	N/A (S/B)	1 per day (N/B only)
		15:40 (N/B)	

- 2.29 As can be seen from **Table 2.1** and **Table 2.2**, there are bus services operating between the site and the centre of Harpenden plus additional destinations. This offers a realistic opportunity for journeys to be made by bus.
- 2.30 Using the 357 service, the centre of Harpenden can be accessed within a bus journey of approximately 5 minutes and the centre of St Albans can be accessed within a bus journey of approximately 30 minutes.



Bus Services in the context of the Proposed Development

- 2.31 As part of the proposed development, there will be additional improvements to bus services including the provision of a bus route within the site, enabling staff and pupils to access the school by bus from local bus stops.
- 2.32 The development will also provide a contribution towards the improvement of bus service frequencies for those buses which route into the site.

Rail Services

- 2.33 The nearest railway station to the site is Harpenden railway station, located approximately 2.2km to the south of the site access. This is considered to be within an acceptable cycling distance and for many this would be within an acceptable walking distance. The likely route to Harpenden railway station follows Westfield Road, Sun Lane and Carlton Road. There are pedestrian footways provided adjacent to all of the roads on the route between the site and Harpenden railway station.
- 2.34 Harpenden railway station benefits from 548 cycle parking spaces situated on platform 1 and 4 and within the station car park. The station also benefits from a ticket office, ticket machines, refreshment facilities, seating and waiting areas and step free access for all platforms.
- 2.35 The station provides a total of 674 car parking spaces. The 366 bus that operates within the vicinity of the site also serves Harpenden railway station which can be accessed within a bus journey of 6 minutes, enabling a sustainable multi-modal journey to and from the railway station.
- 2.36 Several destinations can be reached within a realistic travel time of Harpenden railway station, including Bedford, Luton and London. These are likely to be key destinations for future commuters from the proposed development, and destinations for a variety of leisure trips. Direct services are also available to destinations further afield including Three Bridges, Rainsford and Brighton.
- 2.37 The key direct services which operate from Harpenden railway station are summarised in **Table 2.3**. This accounts for direct weekday services only.



Table 2.3 - Harpenden Railway Station Services

Destination	Key Calling Points	First / Last	Typical Frequency (Direct Services)	Duration (Direct Service)
Luton	Luton Airport Parkway	24 hour service available	7 per hour	9 - 13 mins
Bedford	Luton, Flitwick	24 hour service available	5 per hour	33 - 35 mins
Three Bridges	St Albans City, London St Pancras Intl, Gatwick Airport	24 hour service available	4 per hour	1hr 17 mins – 1hr 35 mins
Brighton	St Albans City, London St Pancras Intl, Gatwick Airport	03:49/00:18	2 per hour	1hr 51 mins
Rainham (Kent)*	St Albans City, London St Pancras Intl, Gravesend, Rochester, Gillingham	06:34/19:34	2 per hour	2hr 20 mins

*The direct service to Rainham is a local stopping service which results in a longer journey time than the indirect service via London St Pancras International (approx. 1hr 30 min journey time).

- 2.38 As is demonstrated by **Table 2.3**, a significant number of key destinations are accessible from Harpenden railway station and this offers a realistic opportunity for journeys to be made by train by future employee and residents of the site.

Local Facilities

- 2.39 There are a number of existing key facilities and amenities within easy walking and cycling distance of the proposed development, negating the need for residents to use their car. It is likely that given the proximity to existing local facilities, some future residents will choose to not own a car. A selection of the key local facilities is summarised within **Table 2.4**.



Table 2.4: Local Facilities

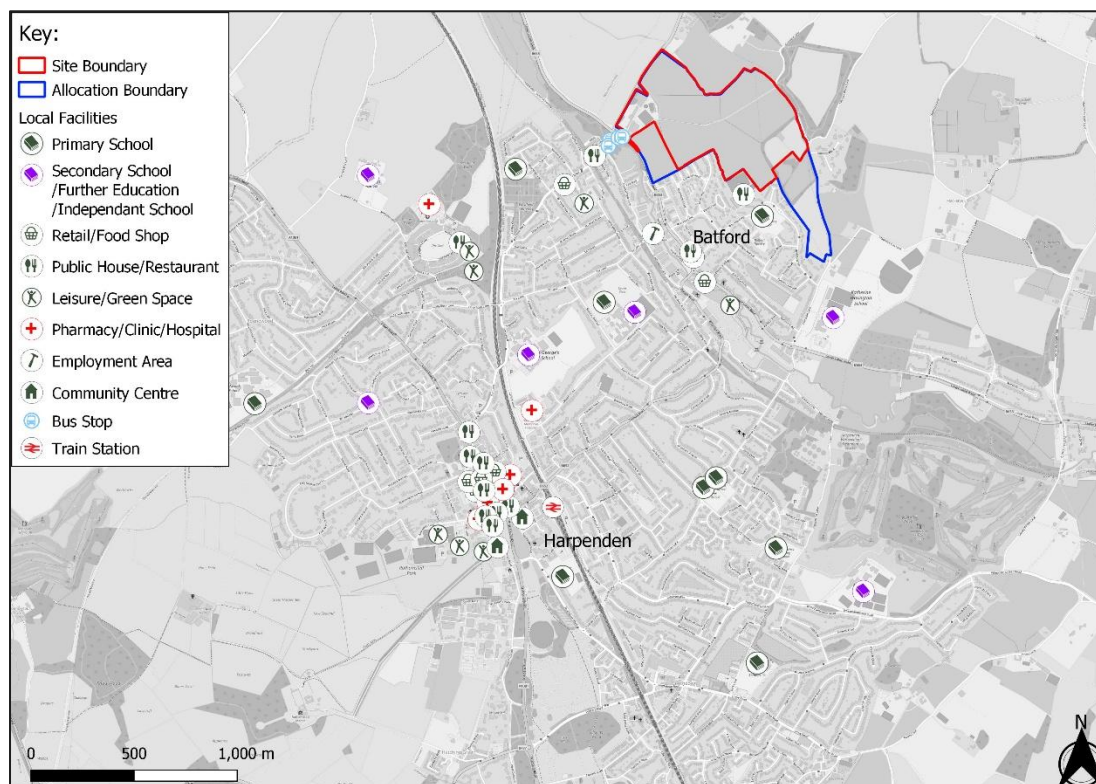
FACILITY TYPE	FACILITY NAME	WALKING DISTANCE (M)	WALKING JOURNEY TIME (MINS)	CYCLING JOURNEY TIME (MINS)
Education	Lea Primary School & Nursery	650	8	3
	Katherine Warrington School	1200	14	5
Retail and Food	Best-One Convenience Store	400	5	2
	Tesco	700	8	3
Public House/ Restaurant	The Red Cow	170	2	1
	The Cherry Tree Restaurant	850	10	3
Pharmacy/Clinic/ Hospital	Harpenden Memorial Hospital	1700	20	7
	The Elms Medical Practice	1800	22	7
Leisure and Green Space	Westfield Recreation Ground	400	5	2
Employment	Lea Business Park	550	7	2
Community Centre	Park Hall	2400	29	10
Public Transport	Westfield Road bus stops	100	1	0
	Harpenden railway station	2200	26	9

2.40 As can be seen from **Table 2.4**, there are a number of key facilities and amenities within easy walking and cycling distance of the proposed development including supermarkets, medical facilities, educational facilities and leisure locations. The locations of these facilities, plus additional facilities, are shown in **Figure 2.6**. **Figure 2.6** shows only a selection of key local



facilities and in reality there is greater provision than is shown within the plan, further increasing the potential for trips to be undertaken by active travel modes.

Figure 2.6 - Local Facilities Plan



- 2.41 The delivery of on-site facilities will further reduce the need for future residents to undertake journeys outside of the local area. At this stage it is expected that community uses including a primary school, convenience store, medical centre and open green spaces will be delivered alongside the proposed development.

Summary of Site Location

- 2.42 In summary, the site is considered to be located within a sustainable location and there is potential for future residents to make use of the existing active travel and sustainable transport options available to access the proposed development.
- 2.43 The proposed development will also further enhance the sustainability credentials of the local area.



3.0 Residential Travel Plan Strategic Goals

- 3.1 The main aim of this RTP is to put in place the tools necessary to enable residents to make informed decisions about travel, which minimises the adverse impacts of travel on the environment.
- 3.2 The RTP is a working document and should be actively used and updated throughout the travel plan process.

Objectives

- 3.3 The transport principles for the proposed development reflect the following sustainable objectives:
- Encouragement to use alternative modes of transport to the single occupancy private car; and
 - Increased awareness of the environmental and social benefits of using alternative modes of transport including the significant health benefits.
- 3.4 The more detailed objectives of the Travel Plan are to:
- Increase awareness of the advantages and availability of sustainable modes, but particularly active modes;
 - Actively promote sustainable transport options for travel to and from the proposed development, to enable informed decisions about how to travel is to be made;
 - Increase the use of active and sustainable travel modes (particularly for shorter trips), and to encourage people to build active travel into their everyday routines to support and contribute to wider health benefits;
 - Enhance as far as is practical, the accessibility of the proposed development by active modes at all times; and
 - Raise awareness of the impacts of travel choices on health, the local environment etc.

Targets

- 3.5 In order to assess whether the Travel Plan is successful in achieving its objectives, a set of targets have been set. The targets are SMART: Specific, Measurable, Achievable, Realistic and Timed.
- 3.6 There are two types of targets, namely: 'Action' and 'Aim' targets.
- **Action Targets:** set out specific commitments to implement measures to ensure delivery.
 - **Aim Targets:** provide numerical goals for mode shift.

Action Targets

- 3.7 The key action targets are set out as follows:



- A Travel Plan Co-ordinator (TPC) will be appointed prior to first occupation of each element of the proposed development;
- The first travel plan survey will be undertaken within six months of first occupation of each phase of the proposed development (to be carried out within a neutral month);
- A finalised RTP, with updated modal split data, will be agreed within six months of first occupation of each phase of the proposed development.

Aim Targets

- 3.8 The aim targets are based centrally on reducing the car driver modal split proportion. In the absence of site-specific data, which will be available once the development is occupied and data can be gathered, census data is used in the interim to inform the mode split baseline and to set indicative future targets of the RTP.
- 3.9 To determine the mode share for the residential units Census 2011 Method of Travel to Work (WU03EW) data was obtained for the Middle Super Output Area, St Albans 002. Whilst not all trips in the peak periods will be associated with employment, this represents the majority and is therefore considered appropriate. However, the methodology will tend to under estimate the walking and cycling trips as it does not consider education, shopping and community/social trips that are more likely to be local. The mode share for the development is shown below in **Table 3.1**.

Table 3.1 - Census 2011 Method of Travel to Work Baseline Data

Method of Travel	Mode Share
Train	28.1%
Bus, minibus, or coach	1.2%
Taxi	0.0%
Motorcycle, scooter or moped	0.6%
Driving a car or van	55.1%
Passenger in a car or van	2.6%
Bicycle	2.1%
On foot	10.2%
Other	0.1%
Total	100%

- 3.10 This assumed mode split in **Table 3.1** has been used to derive the following targets set out in **Table 3.2** for the development once the RTP has been implemented. It has been determined that a 10% modal shift away from car drivers, which will bring car driver mode split to 49.6%, is achievable following the implementation of the travel plan. The reduction applied to car driver mode split has been proportionally re-applied to the remaining active and shared mode splits.



Table 3.2 - Forecast Modal Shift (Subject to Baseline Survey)

Method of Travel	Mode Share (2011 Census)	Targets					
		Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Train	28.1%	28.1%	28.7%	29.4%	30.1%	30.8%	31.5%
Bus, minibus, or coach	1.2%	1.2%	1.3%	1.3%	1.3%	1.4%	1.4%
Taxi	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Motorcycle, scooter or moped	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
Driving a car or van	55.1%	55.1%	54.0%	52.9%	51.8%	50.7%	49.6%
Passenger in a car or van	2.6%	2.6%	2.6%	2.7%	2.8%	2.8%	2.9%
Bicycle	2.1%	2.1%	2.1%	2.2%	2.2%	2.3%	2.3%
On foot	10.2%	10.2%	10.4%	10.7%	10.9%	11.2%	11.4%
Other	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Total	100%	100%	100%	100%	100%	100%	100%

- 3.11 If, after the baseline travel surveys have been carried out, it is found that the expected mode split is not appropriate, the targets will be adjusted to reflect the actual mode split.
- 3.12 The total person trip rates obtained from TRICs that were used to determine the residential trip generation of the site (within the submitted Transport Assessment) indicated that each dwelling would produce 7.562 two-way total person trips per day (07:00-19:00) across all modes. **Table 3.3** applies the proportions presented at **Table 3.2** to the aforementioned total person trip rate.



Table 3.3 - Forecast Residential Trip Rates (per dwelling) by Mode and Year

Method of Travel	Targets					
	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5
Train	2.122	2.174	2.226	2.278	2.330	2.382
Bus, minibus, or coach	0.094	0.096	0.098	0.101	0.103	0.105
Taxi	0.008	0.008	0.008	0.008	0.009	0.009
Motorcycle, scooter or moped	0.042	0.043	0.044	0.045	0.046	0.047
Driving a car or van	4.170	4.087	4.003	3.920	3.837	3.753
Passenger in a car or van	0.195	0.200	0.205	0.210	0.214	0.219
Bicycle	0.156	0.160	0.164	0.168	0.172	0.175
On foot	0.771	0.789	0.808	0.827	0.846	0.865
Other	0.005	0.005	0.005	0.006	0.006	0.006
Total	7.562	7.562	7.562	7.562	7.562	7.562

- 3.13 The trip rate targets presented, particularly those presented for car drivers, can be referred to following the travel surveys to determine whether the site is on track to meet the targets set.
- 3.14 Indicators are the elements which will be measured in order to assess progress towards meeting the final targets. For the most part this will be the main mode listed by residents of the site in the monitoring surveys conducted from Year 0 (post occupation) up to and including Year 5.

Benefits

- 3.15 The achievement of the objectives will bring about a range of benefits for residents, including:
- Health benefits associated with walking and cycling, including reduced levels of stress;
 - The opportunity to save money by using alternative modes of travel to the car; and,
 - Improved quality and reliability of journeys.



4.0 Residential Travel Plan Management

4.1 This section outlines the key stakeholders of the RTP.

Travel Plan Co-ordinator

- 4.2 A Travel Plan Co-ordinator (TPC) will be appointed to manage and implement the RTP within six months prior to occupation. The contact details of the TPC (i.e., name, address, telephone number, etc) will be provided to the appropriate contact at HCC and/or SADC. The TPC will be part of the site management team. Once the TPC has been appointed, the RTP will be updated to include their contact details.
- 4.3 The TPC will be employed for the lifetime of the RTP (5 years). If the TPC role is vacated for any reason, the developer and/or the site management company will be responsible for ensuring that a suitable replacement is employed, and their details are provided to HCC and/or SADC.
- 4.4 Administration of the RTP will involve the maintenance of the necessary systems, data and paperwork, consultation and promotion associated with the implementation of the RTP. Regular updating of the RTP is part of the responsibility of the nominated TPC.
- 4.5 The TPC will establish and maintain a filing system to record all correspondence related to the RTP, the results of periodic monitoring and the results of each review.
- 4.6 The TPC will contact each resident within one month of their occupation to explain the purpose of the RTP and the opportunities on offer. The TPC's role includes:
- Overall responsibility for delivering the RTP measures and monitoring strategy;
 - Leading the process of developing targets, implementation, and review;
 - Encouraging resident co-operation;
 - Liaising with HCC, SADC and public transport operators;
 - Promoting the RTP to residents;
 - Making travel information readily available; and
 - Ensuring new residents are made aware of alternative travel opportunities.
- 4.7 It is anticipated that the amount of time that the TPC will spend on the RTP will vary according to the period of occupation, the organisation of activities and the extent of monitoring. It is not expected that the time dedicated will be uniform throughout the life of the RTP.
- 4.8 The TPC will act as a single point of contact for all transport, access and travel related issues for residential units within the development.

Site Management

- 4.9 The site management organisation post construction will have an interest in ensuring that the travel to/from the site is sustainable and that vehicular travel and parking activity at the site is effectively managed and controlled. Site management will be the first point of contact



for the TPC with regards to sustainable travel to the site, funding for marketing, other measures, and the monitoring of the RTP.

Hertfordshire County Council and St Albans City & District Council

- 4.10 The Local Planning Authority (SADC) and Local Highways Authority (HCC) have an important role in supporting the RTP because of their duty of care and responsibility to the wider community. In addition, they have a responsibility for ensuring that the local transport network is well managed. These authorities will be consulted, where necessary, throughout the life of the RTP.

Residents

- 4.11 Residents are the most important stakeholders because they are the ones directly affected by the effectiveness of RTP implementation. The TPC and site management must work toward encouraging residents' interest and participation in RTP measures.



5.0 Measures and Initiatives

- 5.1 This section outlines the package of hard and soft measures to be implemented as part of the RTP.

Measures

Marketing and Awareness

- 5.2 Residents will be made aware of the travel arrangements and the options associated with the site from the outset, as part of the sales and marketing process for the development.
- 5.3 Sales staff will be advised by the TPC on the purpose of the RTP and their roles in facilitating it through the sales department. An information pack will be provided to all potential residents at the showroom, detailing the RTP choices available to them at this development.
- 5.4 The TPC will liaise with SADC, HCC and the public transport operators where appropriate with regard green travel promotions.
- 5.5 Travel Plan notice boards will be located at suitable locations within the development. Pedestrian and cycle route information as well as timetables for walking buses (for example to the primary school) and cycle trains will be provided. Public transport information such as bus and train timetables, and details of car free days organised either by HCC, SADC or the TPC, will be displayed on these notice boards. These will be reviewed and updated on a regular basis by the TPC.
- 5.6 Included on the boards will be future events including but not limited to Walk to Work Week, Bike Week, and LiftShare.

Travel Welcome Pack

- 5.7 A Welcome Pack will be distributed to each household upon first occupation, and will include:
- The name and contact details of the TPC;
 - An explanation of the purpose and benefits of the RTP;
 - Maps of walking and cycling routes to key local destinations;
 - Timetables, route maps and ticketing information for public transport including information on discounted tickets;
 - Contact numbers and website details;
 - Information on and how to access Personalised Travel Planning;
 - Electric vehicle charging point locations;
 - Car share/car club information;
 - Contact details for local taxi and private hire companies;
 - Information about working from home;



- Promotion of the benefits of home delivery; and
- Location and contact details of nearby services.

Walking

- 5.8 The site will contain pedestrian (and cycle) links throughout which improve the connectivity and permeability of the site to residents and the surrounding community, such as the proposed connections to the Batford estate. In terms of layout and design within the site, a network of high-quality pedestrian (and cycle) routes will offer direct, safe, and convenient access around and through the site by foot (and cycle). Throughout the development disabled access will be provided to ensure ease of access by the mobility impaired as well as people using pushchairs.
- 5.9 The TPC and site management will ensure that pedestrian routes are appropriately maintained.
- 5.10 The site benefits from an on-site primary school and local centre, which will ensure that young residents develop sustainable travel behaviour for daily travel. However, there are pupils (e.g., secondary school, sixth form, etc) and other people that will need to travel outside the site on a daily basis. The TPC will therefore encourage residents' participation in National Walking Month and Walk to School Month.

Cycling

- 5.11 Cycle parking will be provided to each household in accordance with local standards to encourage residents to cycle to and from the site.
- 5.12 Plans of cycle routes in the area will be made available to all residents by display on communal noticeboards, online information, and summary information in the Welcome Pack.
- 5.13 The TPC and site management will ensure that cycle routes are appropriately maintained through the site. Off-site, the TPC will liaise with HCC if a particular need for a cycle route or additional provision is identified.
- 5.14 The TPC will encourage residents to sign up to cycle training such as the Bikeability proficiency scheme promoted by HCC. The developer will investigate the potential to offer cycle training vouchers to the new residents. This information will be relayed to occupants.
- 5.15 The TPC will encourage residents to find out whether their respective workplaces offer Cycle to Work incentives and take up the offer if it is available. Further the developer will investigate the potential for maintenance vouchers to be provided to new residents for their cycles.
- 5.16 Furthermore, the developer will provide an incentive in the way of a discount on new cycles purchased by residents of the development. The discount will be redeemable after the purchase of the cycle rather than through voucher system.

Public Transport

- 5.17 The development will allow for the rerouting of existing bus services into the site, offering residents with easy access to bus services towards the centre of Harpenden and to the



wider area. The location of bus stops within the site will be set out within the Welcome Pack and all dwellings will be within appropriate walking distance of a bus stop (likely to be within 400m).

- 5.18 Up-to-date details of public transport services including route information and service frequencies will be displayed on communal noticeboards throughout the site. Details of Traveline, Intalink, National Rail Enquiries and Transport for London (given expected commuter trips to London) will be provided in Welcome Packs.
- 5.19 The TPC will encourage residents to ascertain whether their respective workplaces offer public transport season ticket loans and to take these up if appropriate.
- 5.20 Furthermore, the developer will provide an incentive in the way of a discounted public transport season tickets for the local buses for residents of the development. The discount will be redeemable after the purchase of the season ticket rather than through voucher system.

Cars

- 5.21 It is recognised that for some people, the car will continue to be an essential means of mobility. The Applicant will provide car parking with consideration of local parking standards to meet the needs of expected car ownership without facilitating excessive car ownership. Details relating to parking will be provided as part of future Reserved Matters applications.
- 5.22 Car sharing aims to match commuting journeys allowing the individuals to benefit from the convenience of a car journey whilst reducing the cost of the journey and the number of vehicles on the network. The TPC will encourage more efficient usage of vehicles by encouraging more site-based drivers to share their journeys with passengers and other people travelling in the same direction. The TPC will encourage residents to sign up to the car sharing service, Liftshare.
- 5.23 The development will provide a minimum of two car club vehicles within the site, located within a prominent location to ensure their visibility and increase usage. Upon occupation, residents will be provided with a three-year membership for use of the car club along with £50 driver credit to incentivise the uptake. Should sufficient demand exist for the car club vehicles there is potential to provide additional vehicles (up to a total of 6), to be delivered by the car club company at no extra cost to the developer.
- 5.24 Non-car owners and non-drivers may also require access to a private vehicle on occasion. The details of local taxi and private vehicle hire firms will be displayed on communal noticeboards and provided in Welcome Packs.
- 5.25 Electric vehicle charging car parking spaces will be provided across the site.

Personalised Travel Planning

- 5.26 Personalised Travel Planning (PTP) will be offered within the Welcome Pack to those residents who require it. This will be of significant benefit to influence residents travel patterns when considering their current routines, and also educate residents about the benefits of alternative modes of transport for differing journey purposes. Further information will be included in the Travel Information Packs.



- 5.27 PTP has traditionally been conducted manually and can have a significant impact on travel behaviour and travel patterns, helping to achieve more sustainable travel practices and healthier lifestyles, which in turn contribute to a more socially inclusive community that help protect the environment.
- 5.28 Traditional manual PTP provides tailored information directly to the individual on sustainable mobility options through a one-to-one discussion with a PTP adviser. The personal approach and specifically tailored information can lead to a greater propensity for behavioural change than a one size fits all approach. Liftshare's MyPTP does this in an automated manner offering these same services and tailored advice but via a computerised platform, reducing time and cost. The system additionally is able to integrate the car sharing options available via their car sharing platform.
- 5.29 In tandem with additional travel measures such as an attractive bus service and good sustainable travel infrastructure; PTP can result in a step change in travel behaviour which will benefit every member of the community.

Other

- 5.30 There are other measures that can also reduce the need to travel. The TPC will encourage residents to take up flexible working and working from home where this is possible. This will work toward reducing peak time travel and/or overall levels of travel across a day.
- 5.31 The TPC will also encourage residents to use home delivery services provided by food retail supermarkets to avoid the need to travel. Furthermore, the proposed development is seeking permission for flexible commercial land uses within the local centre. These could potentially come forward as small convenience stores within the development's neighbourhood centre. This would enable residents to purchase small items without the need to travel by car.
- 5.32 Each house will be provided with a facility for broadband connection which enables communication and connectivity outside the home without the need to travel.
- 5.33 The TPC will encourage parents to permit their primary school aged children to walk, cycle or scoot to the site-based primary school where appropriate.

Funding for Measures

- 5.34 The site management post construction will provide the funding and resources in order for the TPC to implement the above measures.



6.0 Monitoring and Review

- 6.1 This section of the report sets out how the aim and action targets will be monitored and reviewed.
- 6.2 It is proposed that monitoring surveys in the form of questionnaires will be undertaken during neutral months to gauge the uptake of sustainable travel.
- 6.3 Those who complete the surveys will be rewarded with an entry into a raffle to win a £50 gift card to incentivise uptake.

Monitoring

- 6.4 The RTP will be monitored for a period of five years. The baseline survey will be undertaken in Year 0 with monitoring surveys to follow in each year subsequently.
- 6.5 The baseline survey will take place within six months of first occupation.
- 6.6 The main reasons for monitoring the RTP are:
- To measure the level of success in meeting identified targets using key performance indicators; and
 - To provide feedback to the TPC and HCC so the RTP can be refined where necessary.

Monitoring Strategy

- 6.7 An initial baseline travel survey will be undertaken within six months of first occupation of dwellings on the site. Households and residents will be requested to complete a questionnaire in order to provide baseline travel data. The TPC will administer and collect the questionnaire, which will monitor the mode splits being achieved.
- 6.8 Further surveys will be carried out at the same time of year for each year within the lifetime of the travel plan to monitor progress towards the interim and final targets.
- 6.9 Further to the residential travel surveys, monitoring will also be undertaken of communal cycle parking utilisation, car parking utilisation and informal monitoring of the use of pedestrian and cycle routes within the site will be considered. The TPC will also keep records where possible of those who sign up to cycle training, engage in car sharing and report back on taking public transport ticket loans or participating in Cycle to Work schemes. This will be done informally by liaising with occupants.
- 6.10 Further to the information being collected across the monitoring years the collected data will be summarised into a monitoring report and given to the council for review.



7.0 Action Plan

- 7.1 The Action Plan outlined in **Table 7.1** set out the measures included within the RTP that are directed at influencing resident travel.
- 7.2 The action plan will be revised every year following each Annual Travel Plan Review.

Table 7.1 - Action Plan

Measures	Notes	Target Date	Method of Monitoring	Responsibility
General				
Appointment of Travel Plan Coordinator (TPC)	Part-time role Details will be provided to HCC once they are selected.	Prior to first occupation	N/A	Site Management
Personalised Travel Planning	Encourage residents to use alternative modes and promote the benefits of these modes	Ongoing	TPC to record uptake	TPC
Information Provision				
Development website	Public transport timetables and walking/cycle routes.	Prior to first occupation	N/A	Site Management/TPC
Communal Noticeboards	Include travel information on communal noticeboards	On first occupation (and ongoing)	N/A	Site Management/TPC
Provision of Welcome Pack	Provide each household with a Welcome Pack	On each individual occupation	TPC will keep a record	TPC
Walking				
Pedestrian Facilities	Ensure that walking facilities on-site remain in good condition for all users	Ongoing	Spot checks as part of maintenance rounds	Site Management/TPC
Walking events	Encourage participation in National Walking Month and Walk-to-School week	Ongoing	STPC to organise and monitor	TPC
Cycling				
Cycle Parking	Deliver cycle parking for each residential dwelling in line	Prior to each individual occupation	N/A	Site Management



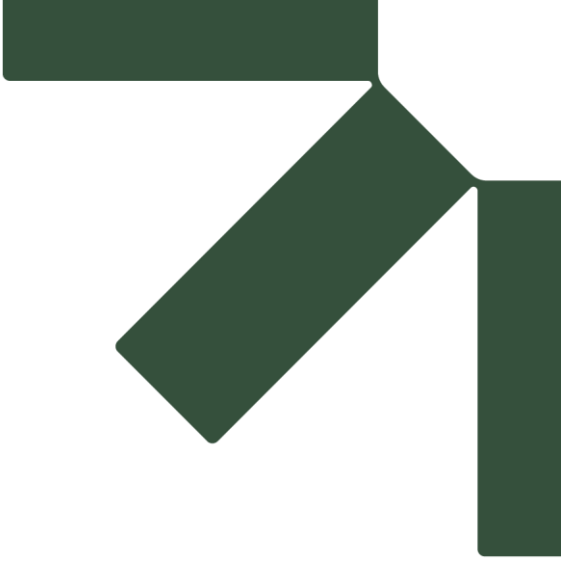
	with adopted standards			
Cycle to Work	Encourage residents to find out if their workplace offers Cycle to Work incentives	Ongoing	N/A	TPC
Cycle training	Promote cycle training initiatives offered by Bikeability/HCC	On-going	TPC to monitor uptake	TPC
Public Transport				
Encourage use of Public Transport	Post information on public transport (e.g. timetables, mapping, etc) on communal noticeboards and on the internet	Ongoing	N/A	TPC
Vehicles				
Car Sharing	Identify/match car sharers. Promote Liftshare to residents	Ongoing	TPC responsible for database	TPC
Car Club	Promote use of the on-site car club vehicles	Ongoing	TPC to liaise with Car Club operator for uptake data	TPC



8.0 Summary

- 8.1 This RTP sets out the sustainable travel measures that will be implemented at the site by the TPC in collaboration with site management. Site management will be responsible for funding and ensuring that the travel plan measures, monitoring and review strategy is deliverable.
- 8.2 The development proposal includes the implementation of a pedestrian/cycle network through the site which will link to the neighbouring Batford Estate that will improve connectivity and permeability to site occupants as well as the wider community.
- 8.3 In addition to the above, it is recognised that many residents will require access to/from the site by motorised means and measures will be taken to ensure that mobility by public transport, through improved bus services, and necessary mobility by car is also considered.
- 8.4 The RTP seeks to introduce a suite of sustainable travel measures to encourage the use of alternative modes of transport to the private car and increase awareness of environment and social benefits of using alternative modes of transport.





Appendix A Proposed Site Parameter Plans

Residential Travel Plan

**Land North East of Harpenden between Lower Luton Road, Bower Heath Lane
and Common Lane**

Crest Nicholson

SLR Project No.: 141499

23 February 2026