



Appendix 9.2

Framework Travel Plan



North Hemel Hempstead

Framework Travel Plan

Client: Pigeon (Hemel Hempstead) Ltd and Bloor Homes

i-Transport Ref: TH/JL/ITL16207-008A

Date: 04 December 2025

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SECTION 1 Introduction

- 1.1.1 Bloor Homes ('Bloor') and Pigeon (Hemel Hempstead) Ltd ('Pigeon') ('the Applicant'), are submitting an outline planning application (all matters reserved) for residential-led development ('the Proposed Development') at land to the north of the B487 (Hemel Hempstead Road / Redbourn Road) ('the Site'). A full description of the Proposed Development is provided below:

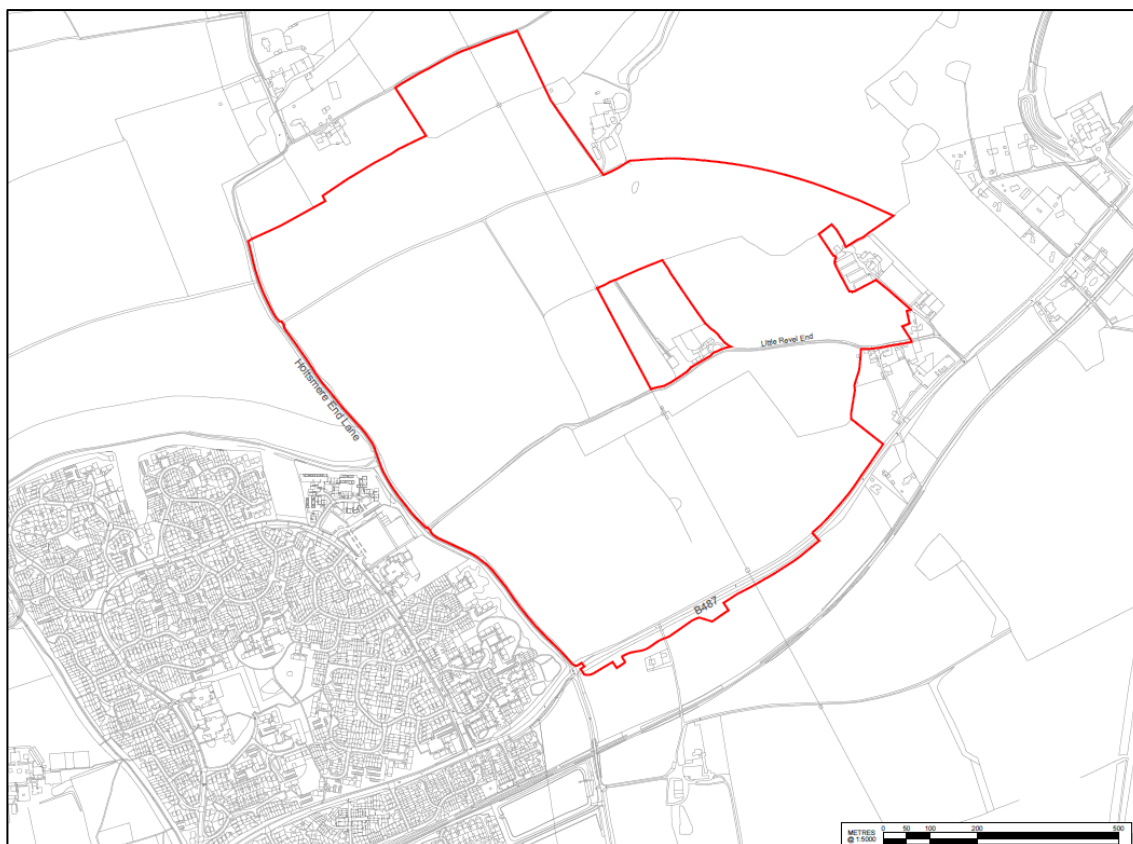
"Outline application for residential-led mixed use development comprising up to 1,500 new dwellings (including residential accommodation and specialist accommodation for older people) (Use Class C3), a care home (Use Class C2), a 3FE primary school (including early years provision) (Use Class F1), a local centre, mobility hub, open space, amenity space, allotments, green infrastructure, sustainable drainage systems, vehicular and active travel routes, and supporting infrastructure and works. All matters reserved save for access from B487."

- 1.1.2 The purpose of this Framework Travel Plan (FTP) is to set out the overarching aims and objectives for reducing single vehicle occupancy trips, supporting the Vision for the Proposed Development as set out with the accompanying Transport Assessment (TA) (Ref: ITL16207-005) that this FTP should be read in conjunction with. The Vision has been developed in line with Hemel Garden Communities (HGC) aspiration of achieving 60% sustainable travel mode share.
- 1.1.3 This FTP details measures and targets for the Proposed Development as a whole. Individual Travel Plans (TPs) for the specific land uses and phases across the Site will draw on the FTP for the overarching aims and objectives with more specific targets and measures that may be relevant and tailored for the travel characteristics and behaviours for the anticipated uses.
- 1.1.4 A Framework Travel Plan Co-ordinator (FTPC) will be funded who will oversee the framework and co-ordinate between all the individual Travel Plans and Travel Plan Co-ordinators across the Site to ensure the aims and objectives are aligned with the Framework Travel Plan.

1.2 Site Location

- 1.2.1 The Site is situated within the jurisdiction of St Albans City & District Council ('SACDC') who are the local planning authority (LPA) and Hertfordshire County Council (HCC) who are the local highway authority (LHA). The boundary of Dacorum Borough Council ('DBC') runs along the western boundary, along Holtsmere End Lane. **Figure 1-1** below shows the Site location.

Figure 1-1 - Site Location Plan



1.3 Proposed Development Overview

1.3.1 The application is in outline, with all matters reserved except for access from the B487.

1.3.2 This FTP has been prepared based on the following development use principles:

- 1,500 new dwellings (including specialist accommodation for older people) (Use Class C3) and a care home (Use Class C2);
- 3FE primary school (including early years provision) (Use Class F1); and
- Local centre and mobility hub.

1.3.3 The transport strategy for the Proposed Development seeks to integrate with, and deliver the Vision for, the wider area as set out by HGC. This is being progressed in collaboration with the various stakeholders involved with HGC, including other landowners and developers. The Applicant and their consultant team are actively part of the strategic stakeholders assisting and guiding the wider HGC delivery to ensure consistency in approach where relevant.

1.4 Structure of the Framework Travel Plan

1.4.1 The content of this FTP has been created with regard to the HCC Travel Plan Guidance. The remainder of the document is structured as follows:

- **Section 2** – Vision and Sustainable Transport Strategy
- **Section 3** – Transport Connectivity and Travel Opportunities
- **Section 4** – Aims and Objectives
- **Section 5** - Targets
- **Section 6** – Measures
- **Section 7** – Monitor and Manage Approach
- **Section 8** – Responsibilities and Management
- **8.3.1** – Action Plan

SECTION 2 Vision and Sustainable Transport Strategy

2.1 Overview

- 2.1.1 The Proposed Development will be designed to align with and support the vision for the wider HGC programme area. This includes ambitious but realistic targets to encourage the uptake of sustainable modes of travel including walking, cycling and public transport. In addition to this, routes for wider strategic connections including the Sustainable Transport Corridor (STC) will be safeguarded through the Site.

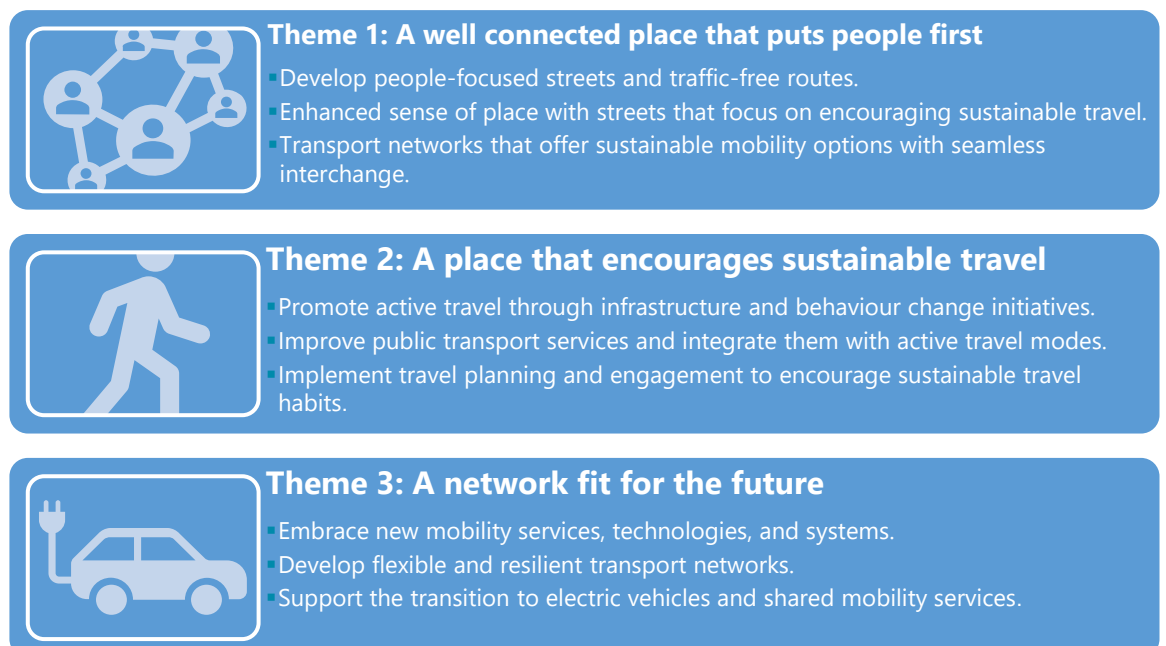
2.2 Hemel Garden Communities Transport Vision

- 2.2.1 The HGC Transport Vision is as follows:

“By 2050, Hemel Hempstead will be a place where walking, cycling and public transport are the natural choice for local journeys, for residents and visitors alike. A place where at least 40% of all person trips from/to/within Hemel Hempstead, and 60% of all person trips from/to/within new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel. An innovative place, fit for the future, where high-quality transport networks prioritise local journeys and support decarbonisation. Well-connected neighbourhoods and employment areas will strengthen the local economy and promote sustainable growth and investment.”

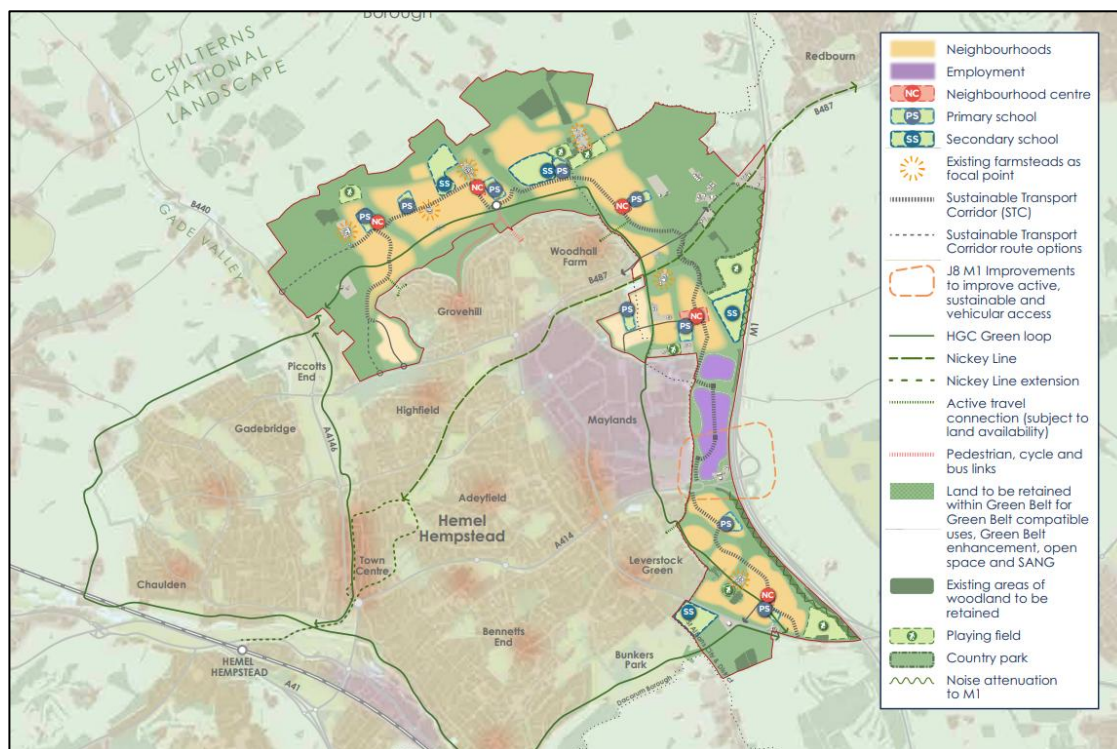
- 2.2.2 The HGC Transport Vision is set out across three strategic themes. **Figure 2-1** below presents an interpreted summary of these, which will be used to inform the transport strategy for the Proposed Development.

Figure 2-1 HGC Transport Vision Strategic Theme Summary



2.2.3 Figure 2-2 below illustrates the concept masterplan developed by HGC.

Figure 2-2 Concept HGC masterplan



Source: HGC Framework Plan Story Document

2.2.4 The HGC area will be well integrated and connected to the existing built up area of Hemel Hempstead. There will be a good range of local facilities and services delivered, enabling most everyday journeys to be undertaken by active modes or utilising public transport.

2.3 Proposed Development Transport Vision

2.3.1 This section demonstrates how the masterplanning and proposed interventions support and comply with the wider HGC Vision through consideration of the strategic themes.

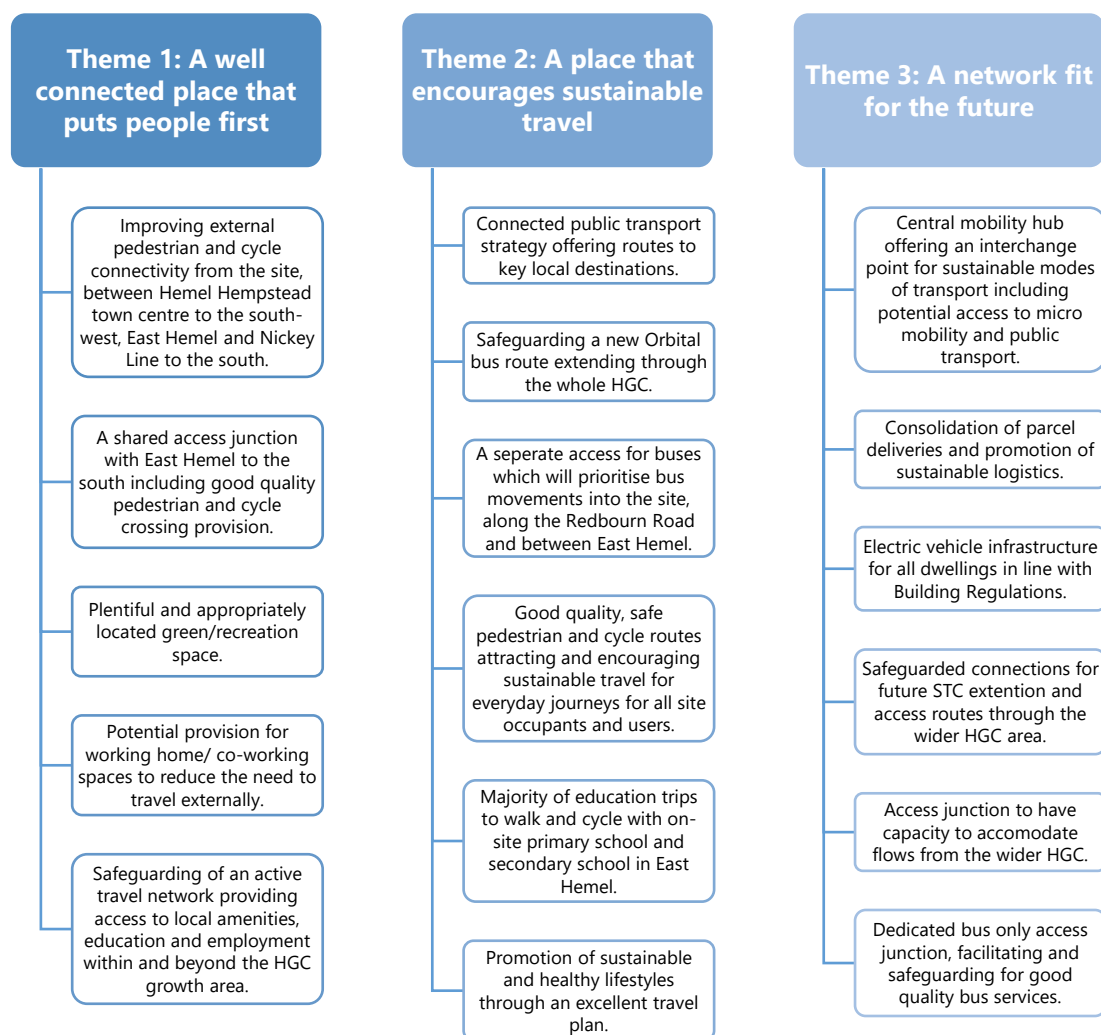
2.3.2 The Proposed Development Transport Vision can be summarised as follows:

“Creation of a well-connected development that maximises the opportunities presented by the site location and transport connectivity, both in a standalone context and in the context of current and future development coming forward in the area. By prioritising sustainable travel, the development will support the achievement of the Hemel Garden Communities’ Transport Vision and target 60% sustainable travel mode share.”

2.3.3 The prioritisation of sustainable travel is at the heart of the Vision, both as a standalone development, and as an element of the wider HGC area covering both SACDC and DBC.

2.3.4 **Figure 2-3** presents a summary of the interventions included as part to the Proposed Development which align with, and will support, the achievement of the Vision. These have been identified and developed through the pre-application engagement with SACDC and HCC, as well as close collaboration with the adjoining developments, particularly East Hemel (SACDC Draft Local Plan Site allocation H2, The Crown Estate (TCE) are the applicant).

Figure 2-3 - Transport Vision Interventions Summary



2.3.5 These are initial principles at this stage and will be delivered through a combination of on-site and site-specific interventions, joint delivery with East Hemel as well as contributions. The full delivery approach and mechanisms are to be agreed with SACDC and HCC as part of the TA. Whilst this FTP supports all three themes, it will provide a key tool for achieving *Theme 2: A place that encourages sustainable travel*, by setting out the framework for managing occupant travel.

SECTION 3 Transport Connectivity and Travel Opportunities

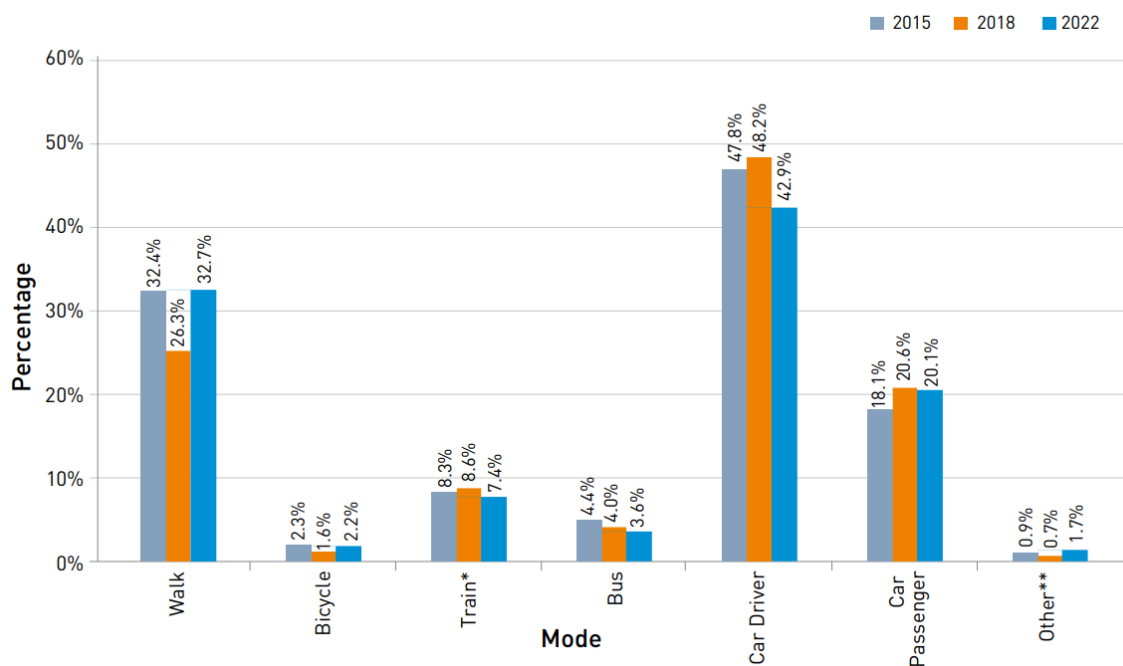
3.1 Overview

3.1.1 This section presents an overview of existing travel behaviours and trends in the area as well as reviewing how and where people in the area travel. Within this wider context, the existing opportunities for travel across sustainable modes are explored, and how the Proposed Development will help facilitate and deliver improvements and enhancements to these.

3.2 How do existing residents travel?

3.2.1 The following figure demonstrates how people travel in Hertfordshire. In 2022, 45.9% of journeys were made using sustainable methods, which is an increase from 40.5% in 2018.

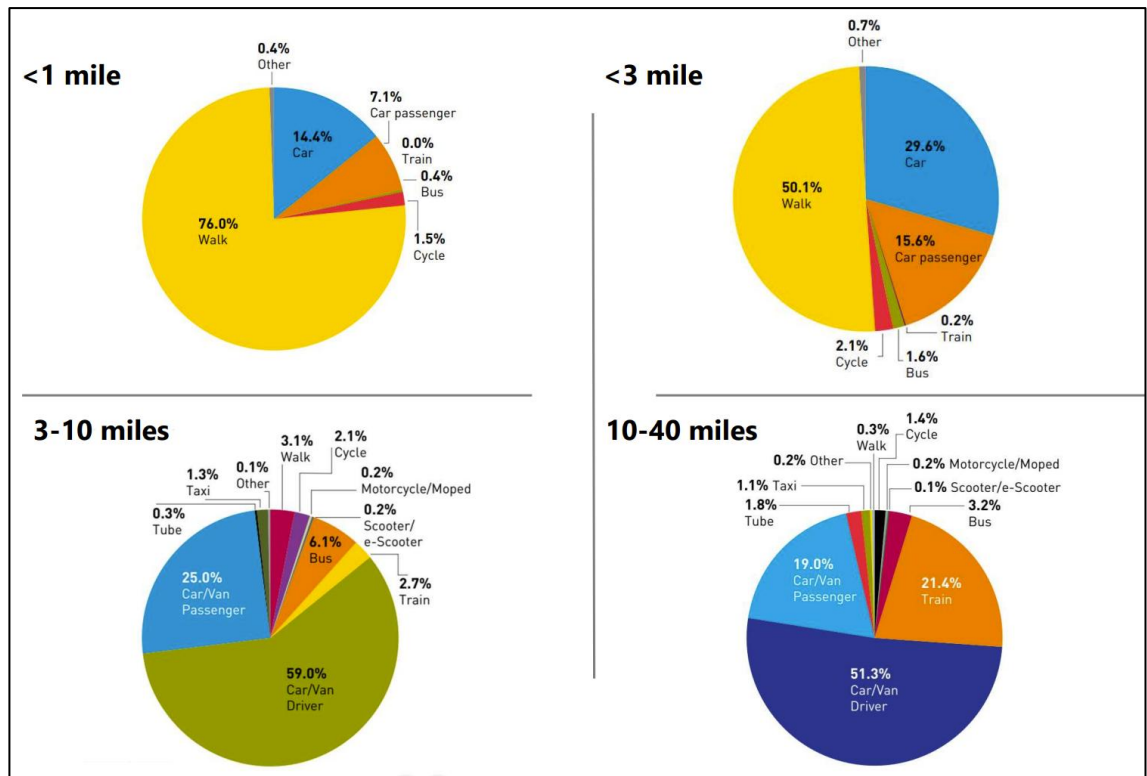
Figure 3-1 Hertfordshire Mode Share



Source: Hertfordshire Traffic and Transport Data Report 2023

3.2.2 Facilitating shorter journeys to essential amenities and facilities will be important for the achievement of the target mode share. Examination of mode share across journey distance bands offers an initial indication on the potential mode share. The charts in **Figure 3-2** below from the Hertfordshire Travel Survey present this for Hertfordshire. The mode share for journeys under 1 mile form the basis for the mode share assumed for trips remaining internal to Site.

Figure 3-2 Hertfordshire Mode Share Across Distances



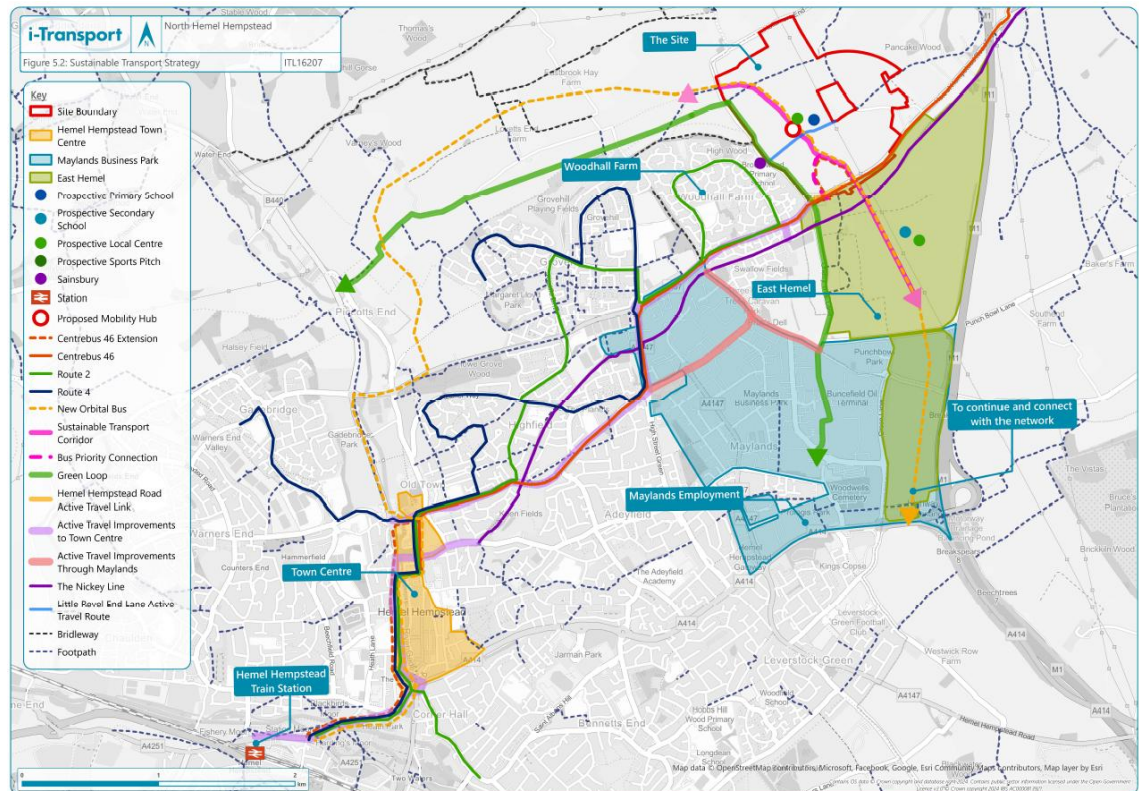
Source: Hertfordshire Traffic and Transport Data Report 2023

- 3.2.3** The charts indicate that the highest potential for walking and cycling is for journeys under 3 miles (4.8km). All trips within the Site will be within this distance. The nearby allocations within HGC growth area will also be within 3 (4.8km) miles, as will much of the major employment area of Hemel Hempstead Industrial Estate. This presents an excellent opportunity for many employment trips from the Proposed Development to be undertaken by foot or cycle.
- 3.2.4** For journeys between 3-10miles (4.8-18km) car travel becomes more popular. To reduce car mode share, public transport will be promoted for these journeys, with buses offering a good, attractive alternative. For longer distance journeys over 10miles rail will be more suitable.
- 3.2.5** An effective strategy to increase cycle mode share is by focusing on trips that take less than 20 minutes (3 miles) for a cyclist. The 2022 HCTS showed that 51% of journeys were under 3 miles, which means there is potential for a lot of people to switch from driving to sustainable travel for these short trips.
- 3.2.6** The TA sets out a suite of potential interventions to improve sustainable travel connectivity, integrating the Proposed Development into the existing and future network.

3.2.7 This includes improvements for journeys between the Site and Hemel Hempstead town centre, station, employment areas, as well as new and future routes providing good quality sustainable travel connections across the wider HGC area, along the STC and HGC Green Loop.

3.2.8 A summary of the Sustainable Transport Strategy is presented in **Figure 3-3** below:

Figure 3-3 - Proposed Development Transport Strategy Overview



3.2.9 Full details of the Proposed Development transport strategy are included within the TA.

SECTION 4 Aims and Objectives

4.1 Aim

- 4.1.1 The overarching aim of this FTP and Proposed Development is in line with the HGC Transport Vision, for 60% of journeys from/to/within the Site to be by sustainable modes of travel.

4.2 Objectives

- 4.2.1.1 The objectives of the FTP are set out below. These objectives are aligned with the overall aim of the Proposed Development above and are appropriate for the various uses across the Site:
- To promote the implementation of the transport infrastructure, public transport services and other sustainable transport measures to provide a viable alternative to the car for all future residents, visitors and occupiers of the Proposed Development.
 - To promote alternatives to driving using a range of measures and to encourage residents and occupiers to minimise the number and length of car journeys.
 - To provide a consistent framework for the future monitoring of travel patterns and behaviours across the Site, and the on-going review of future transport measures.
 - To develop an awareness of the options and benefits for sustainable travel to and from the Site amongst residents, employees and visitors. Including walking, cycling, public transport, and car sharing as safe, efficient, affordable alternatives to the private car.
 - To minimise the impacts of car-based travel on the local communities and environment.

4.3 Benefits

- 4.3.1 There are a range of benefits associated with successful travel planning and use of sustainable travel. These will be promoted to the future residents of the Site and include the following:
- Health benefits associated with an increased uptake in active travel.
 - Improving local air quality and reducing noise pollution.
 - Cutting carbon emissions and their contribution to climate change.
 - Social aspects of sharing travel with other people.
 - Reduced congestion on surrounding roads.

SECTION 5 Targets

5.1 Overview

5.1.1 Targets are the measurable goals against which the progress of the Travel Plan can be assessed. Best practice guidance places an emphasis on targets being 'SMART', that is: Specific, Measurable, Achievable, Realistic and Time Bound. Targets should be linked to Travel Plan objectives. Indicators are linked to the targets for the purpose of monitoring.

5.1.2 This section sets out the mode share targets for the Proposed Development. These targets have been developed in line with the Vision and are consistent with those set out within the TA.

5.2 Overview of approach

5.2.1 The achievability of the 60% sustainable mode share target has been assessed using a bespoke Trip Model has been developed, and the methodology has been agreed with HCC. The Trip Model assigns the total person trip generation across modes based existing local travel behaviour, the location and appeal of local trip attractors, existing transport connectivity, consideration of the masterplanning and travel interventions, amongst many other variables. The output of the Trip Model is the total trip generation of the Proposed Development across all modes, and the sustainable trip demand distributed locally and across the wider area.

5.2.2 The methodology and outputs of the model are presented and discussed in **Section 6** of the TA. The mode share has been determined for two scenarios: **Core**, which considers the Proposed Development in isolation with any committed development; and, **Cumulative** which includes the SACDC/ DBC Draft Local Plan sites (inclusive of the Proposed Development and East Hemel).

5.2.3 The distinctions in the mode share of Proposed Development trips across these scenarios relates to the inclusion of the employment and education facilities within the neighbouring East Hemel site that creates a 'pull' for trips to these purposes to be made using active modes.

5.2.4 The outputs of the Trip Model demonstrate that the Vision to achieve a 60% sustainable travel mode share is achievable in both the Core and Cumulative scenarios. Full details of the Trip Model, assessment and sustainable travel interventions is included within the TA.

5.3 Mode Share Targets

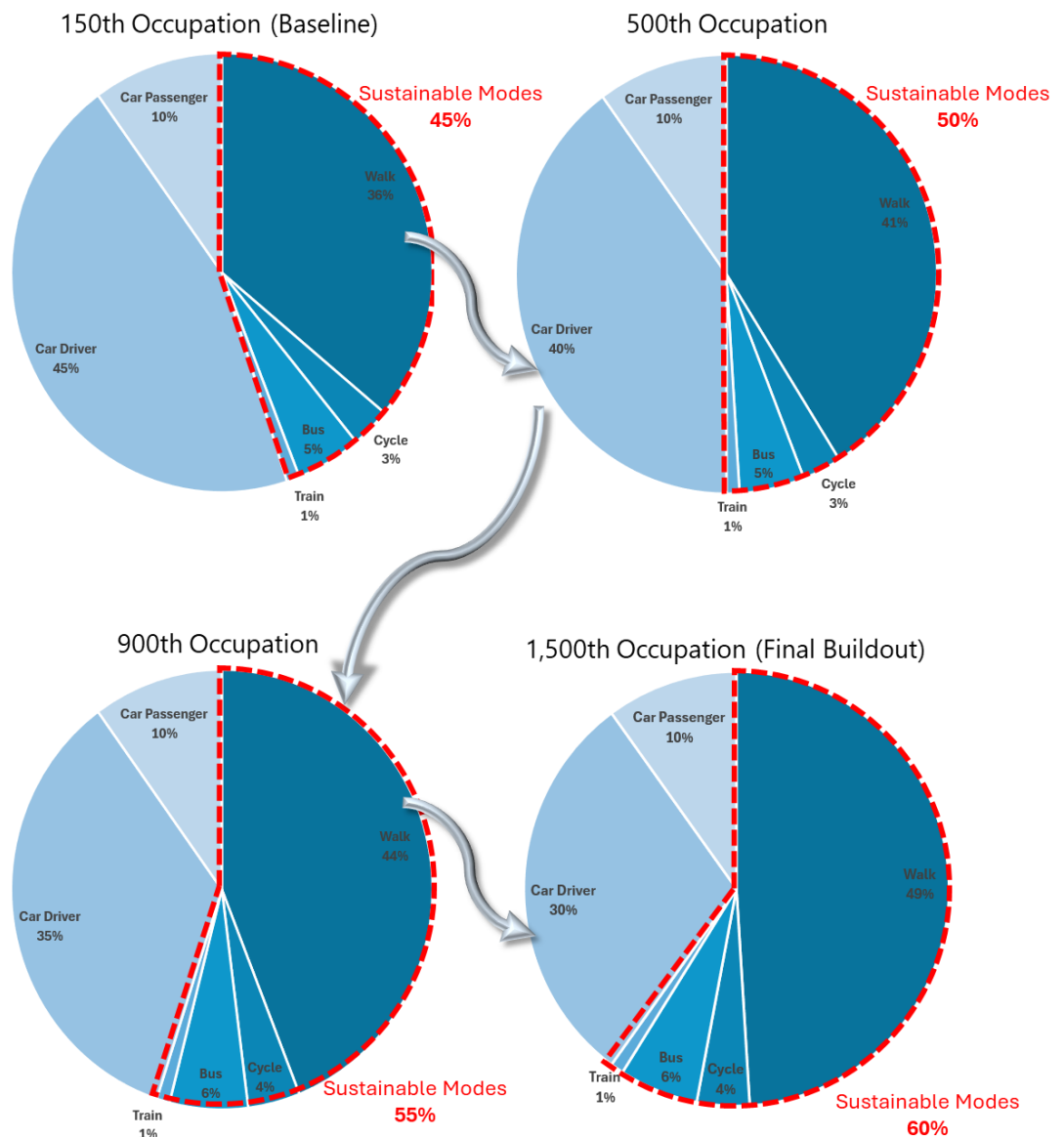
5.3.1 The full occupation mode share target has been informed by the Core Scenario of the Trip Model presented in the TA and meets the wider HGC target for a **60%** sustainable travel mode share.

- 5.3.2 The baseline mode share will be derived from the initial survey undertaken when the 150th dwelling is occupied. At this point, there is estimated to be a **45%** car mode share, which is 15% lower than the final mode share target for the Site, and broadly aligns with recent Travel Survey data presented in Hertfordshire's Traffic and Transport Data Report, included in **Figure 3-1**.
- 5.3.3 Interim surveys will be undertaken, when the 500th and 900th dwelling is occupied. The target mode shares will be determined following establishment of the baseline. The car mode share has been indicatively estimated at **40%** and **35%** at 500th and 900th occupation, respectively.
- 5.3.4 The sustainable mode share is anticipated to increase over the delivery period, up to full occupation, with the final target mode share achieved at full delivery and occupation. This is owing to facilities and interventions associated with the Proposed Development and HGC coming forward through this period, as well as HCC's overall aspiration to reduce car reliance.
- 5.3.5 The resulting target mode shares are detailed in **Table 5.1** and presented in **Figure 5.1**.

Table 5-1 Mode Share Targets

Mode	150 th Occupation (Baseline)	500 th Occupation	900 th Occupation	1,500 th Occupation (Final Buildout)
Walk	36%	41%	44%	49%
Cycle	3%	3%	4%	4%
Bus	5%	5%	6%	6%
Train	1%	1%	1%	1%
Car Driver	45%	40%	35%	30%
Car Passenger	10%	10%	10%	10%
Total	100%	100%	100%	100%

Figure 5-1 Mode Share Targets



5.3.6 The above targets will be refined following the results of the baseline travel surveys and will be agreed with SACDC and HCC as part of the full TPs. Thereafter, the targets will be updated as necessary following the results of monitoring interim travel surveys. Given the impact of wider developments and interventions on the anticipated mode share, the targets may be updated throughout the TP monitoring period, taking stock of the wider HGC delivery.

SECTION 6 Measures

6.1 Overview

- 6.1.1 At the core of a Travel Plan is its package of measures, comprising of a mixture of incentives, actions, information provision and infrastructure improvements which will be introduced to support the objectives of the Travel Plan and to meet the aims and objectives set out.
- 6.1.2 Achieving the HGC's Vision for a 60% of all trips to use sustainable modes of travel relies on providing excellent public transport and active travel connections to the surrounding network. The opportunities for this lie in facilitating connections to Hemel Hempstead town centre, station and improvements to active travel on the travel desire lines and connectivity between wider development coming forward. Full details on the 'hard' measures are included in the TA.
- 6.1.3 This section describes the potential 'soft measures' to introduce alongside the hard, physical measures which will be delivered as part of the Proposed Development. The full suite of on and off-site physical interventions, and approach to delivery is to be agreed with SACDC and HCC. The full TPs will detail the hard interventions and approach to delivery, once agreed.

6.2 Potential Soft Measures

- 6.2.1 A summary of potential soft measures to encourage the uptake of sustainable modes of travel is provided below, which will supplement hard measures to encourage sustainable travel:

Figure 6-1 - Potential Soft Measures Summary



- Provision of Travel Information Packs
- Vouchers for sustainable travel equipment (bikes)
- Subsidise bus services up to five years
- Targeted community engagement and training
- Introduction of parking charges
- Vouchers for shared mobility: car club and cycle hire
- Marketing and communication, increasing awareness
- Travel information platforms, carpooling groups
- Creation of walking, cycling and commuter groups
- Introductory initiatives to encourage active lifestyles

SECTION 7 Monitoring and Managing

7.1 Overview

7.1.1 It is proposed that a Monitor and Manage approach to the delivery of hard and soft measures is adopted. The Applicant is supportive of working collaboratively with HCC, SACDC and the representatives of developments coming forward in Hemel Hempstead and HGC to extend the approach to delivery more widely to influence and coordinate travel behaviour more widely.

7.1.2 From discussions with HCC during pre-application engagement, it is understood that there is potential aspiration to establish a Travel Planning Group to coordinate travel planning across the wider area. The Applicant would be willing to be party to this should it be established.

7.2 What is Monitor and Manage?

7.2.1 Monitor and Manage is a method of validating the Vision for the Proposed Development and achievement of the aims, objectives and targets, as set out within **Section 5**.

Figure 7-1 - Monitor and Manage Summary

Monitor and Manage is a two-stage approach to delivering the Vision



Monitoring

Identifies how people are travelling, whether the Vision is being achieved (typically mode share) and determines the gap to achievement of the Vision.



Managing

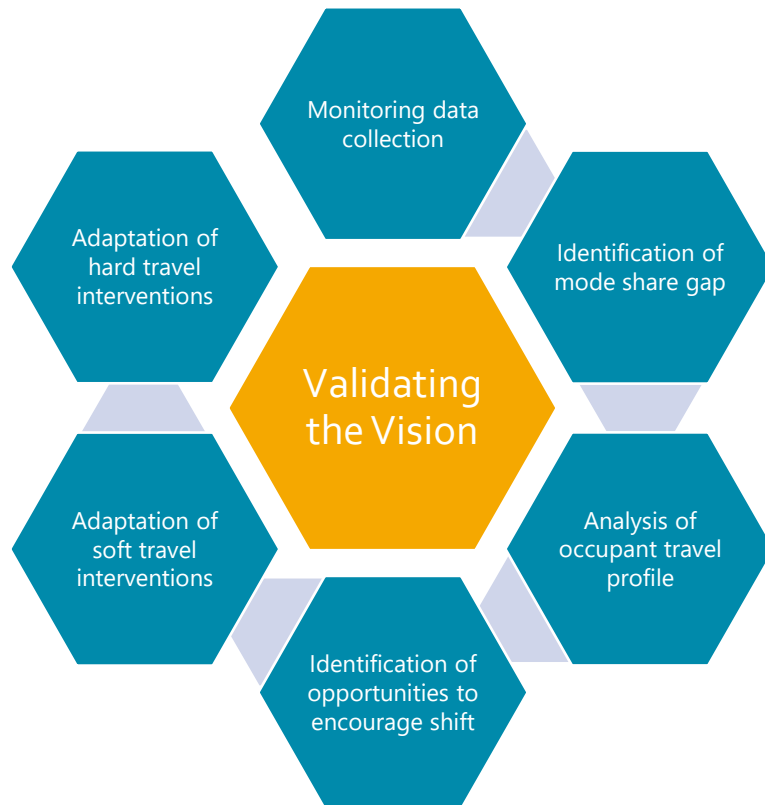
Adapting the transport strategy to address any gap to the Vision

7.2.2 The full details of the approach to Monitoring and Managing will be agreed with HCC as part of the full TPs. However, the main intention is to retain flexibility, adapting the implementation of the hard and soft measures in response to how the Proposed Development is being occupied and travel patterns of occupants. This will be informed by the travel surveys (see **Section 4**).

7.3 The Process

7.3.1 The figure below provides an overview of the proposed Monitor and Manage process:

Figure 7-2 - Proposed Monitor and Manage Process Overview



7.3.2 As shown, the approach is a dynamic cycle, adapting the transport strategy to achieve the Vision.

7.4 Monitoring

7.4.1 The baseline mode share will be derived from the initial survey undertaken when the 150th dwelling is occupied. Interim surveys will be undertaken through the delivery period, when the 500th and 900th dwelling is occupied. A final survey will be conducted at final occupation.

7.4.2 The travel surveys will include modal split results for all modes and a qualitative response from residents about any suggestions for/about the Travel Plan which the TPC has received. The survey results will identify the mode share gap to the target mode share. The responses received will determine the occupant travel profile and opportunities to encourage further shift towards sustainable modes. These will be used to identify and adapt the soft travel interventions and phasing of delivery of hard physical interventions to encourage sustainable travel.

SECTION 8 Responsibilities and Management

8.1 Overview

- 8.1.1 TPs are a continuous process requiring monitoring, review and revision to ensure they remain relevant. This section sets out the strategy for monitoring and review from initial occupation.

8.2 Travel Plan Coordinator

- 8.2.1 Travel Plan Coordinator(s) (TPC) will be appointed by the Applicant prior to first occupation of the Proposed Development. The TPC will be responsible for overseeing and implementing the TP. Contact details of the appointed TPC will be provided to HCC upon appointment of the role.

- 8.2.2 The Hertfordshire Travel Plan guidance document sets out:

“It is essential that a Travel Plan Co-ordinator is appointed to manage the delivery of all Travel Plans. The Travel Plan Co-ordinator should be appointed at an early stage of the Travel Plan process to inform the development and implementation. They should have knowledge and experience of sustainable travel initiatives and have authority and funding for expenditure on Travel Plan matters.”

- 8.2.3 The TPC will be responsible for the following:

- Implementing the FTP.
- Organising the baseline and subsequent travel surveys on the Site.
- Being a point of contact for residents of the Site regarding the Travel Plan.
- Offering sustainable travel planning advice for residents and making them aware.
- Keeping travel information up to date with any changes in services or facilities.
- Monitoring the TP.

- 8.2.4 It is anticipated there will be other TPCs associated with the other sites coming forward as part of the HGC, as well as possibly an overarching TPC for the HGC. The TPC for the Proposed Development will coordinate with other TPCs and take part in wider coordination across HGC.

8.3 Travel Plan Funding

- 8.3.1 The Applicant is supportive of funding the preparation, implementation, and initial operation of the TP process, including the implementation and management of measures, and the coordination of the monitoring and review process. These full commitments are to be agreed with HCC and SACDC are part of the application and as part of any S106 Agreement.

SECTION 9 Action Plan

9.1 Action Plan

9.1.1 An Action Plan is presented in **Table 9.1**; this sets out the indicative times and trigger points for when key actions, measures and monitoring shall occur. These may be subject to change depending on the phases and timing of delivery and agreement with HCC and SACDC.

Table 9-1 - Action Plan Overview

Measures	Action	Responsibility	Timescale
Management	Appoint Travel Plan Co-ordinator (TPC)	Applicant	Prior to occupation
Infrastructure Measures	Sustainable Transport Corridor	Applicant	Phasing TBC
	Green Loop	Applicant	Phasing TBC
	Mobility Hub	Applicant	Phasing TBC
	EV Charging	Applicant	Prior to occupation
	Active Travel Interventions	Applicant	Phasing TBC
	Core Bus Strategy	Applicant	Phasing TBC
	Cumulative Bus Strategy	Applicant	Phasing TBC
Establish Baseline	Baseline Travel Survey	TPC	150th Occupation
Travel Plan Promotion	Prepare Travel Information Pack	TPC	Prior to Sales Process
	Ongoing promotion of Active Travel	TPC	From occupation of 1 st dwelling
	Ongoing promotion of Public Transport	TPC	From occupation of 1 st dwelling
	Community Website/Noticeboard	TPC	Prior to occupation of the Site
Monitoring and Review	1 st Travel Survey	TPC	500th Occupation
	2 nd Travel Survey	TPC	900th Occupation
	3 rd Travel Survey	TPC	1,500th Occupation (Final Buildout)
Travel Survey Report	Travel Survey Report Submitted to HCC	TPC	Submitted to HCC within 30 days of survey results returned to TPC

FIGURES



Key

- Site Boundary
- Hemel Hempstead Town Centre
- Maylands Business Park
- East Hemel
- Prospective Primary School
- Prospective Secondary School
- Prospective Local Centre
- Prospective Sports Pitch
- Sainsbury
- ⚓ Station
- Proposed Mobility Hub
- Centrebus 46 Extension
- Centrebus 46
- Route 2
- Route 4
- New Orbital Bus
- Sustainable Transport Corridor
- Bus Priority Connection
- Green Loop
- Hemel Hempstead Road Active Travel Link
- Active Travel Improvements to Town Centre
- Active Travel Improvements Through Maylands
- The Nickey Line
- Little Revel End Lane Active Travel Route
- Bridleway
- Footpath

