



Former Big Cat Sanctuary, Codicote Road, Codicote, Welwyn, AL6 9TU

FRAMEWORK TRAVEL PLAN

for Residential Development
on behalf of Howarth Homes

2026/9154/TP01

July 2026

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TABLE of CONTENTS

1	INTRODUCTION.....	1
1.1	Background.....	1
1.2	Travel Planning Policy.....	2
1.3	What is a Travel Plan?	4
2	SITE LOCATION & SUSTAINABLE TRAVEL CONNECTIONS	5
2.1	Site Location & Local Highway Network.....	5
2.2	Local Amenities & Facilities.....	6
2.3	Pedestrian & Cycle Connections	6
2.4	Public Transport Connections.....	8
3	PROPOSED DEVELOPMENT	9
3.1	Overview	9
3.2	Access Arrangements	9
3.3	Car Parking Provision.....	11
3.4	Cycle Parking Provision	11
4	TRAVEL BEHAVIOUR.....	12
5	AIMS, OBJECTIVES AND TARGETS.....	13
6	TRAVEL PLAN MEASURES.....	15
6.1	Overview	15
6.2	Proposed Infrastructure.....	15
6.3	Proposed Initiatives.....	15
6.4	Marketing and Promotion.....	16
7	REVIEW AND APPROVAL	17
8	APPROVAL	20

List of Appendices

Appendix A	Proposed Site Layout Plan
Appendix B	Implementation / Action Plan
Appendix C	Travel Welcome Pack Example
Appendix D	Apartment Building Plans

List of Drawings

CRW-RGP-XX-XX-DR-T-001 Proposed Access Arrangements

List of Figures

Figure 1	Site Location Plan.....	1
Figure 2	Site Accessibility Plan	5
Figure 3	National Cycle Network (Extract from Walk Wheel Cycle Trust).....	8
Figure 4	Development Mix.....	9
Figure 5	Proposed People Trip Generation (All Modes) – 106 Residential Dwellings	12
Figure 6	Summary of Targets	13
Figure 7	Travel Plan Timeline.....	18

1 INTRODUCTION

1.1 Background

- 1.1.1 RGP Consulting Engineers has been commissioned by Howarth Homes to provide transport and highways advice in support of a proposed residential development at the former Big Cat Sanctuary, Codicote Road, Codicote, Welwyn, AL6 9TU ("the Site").

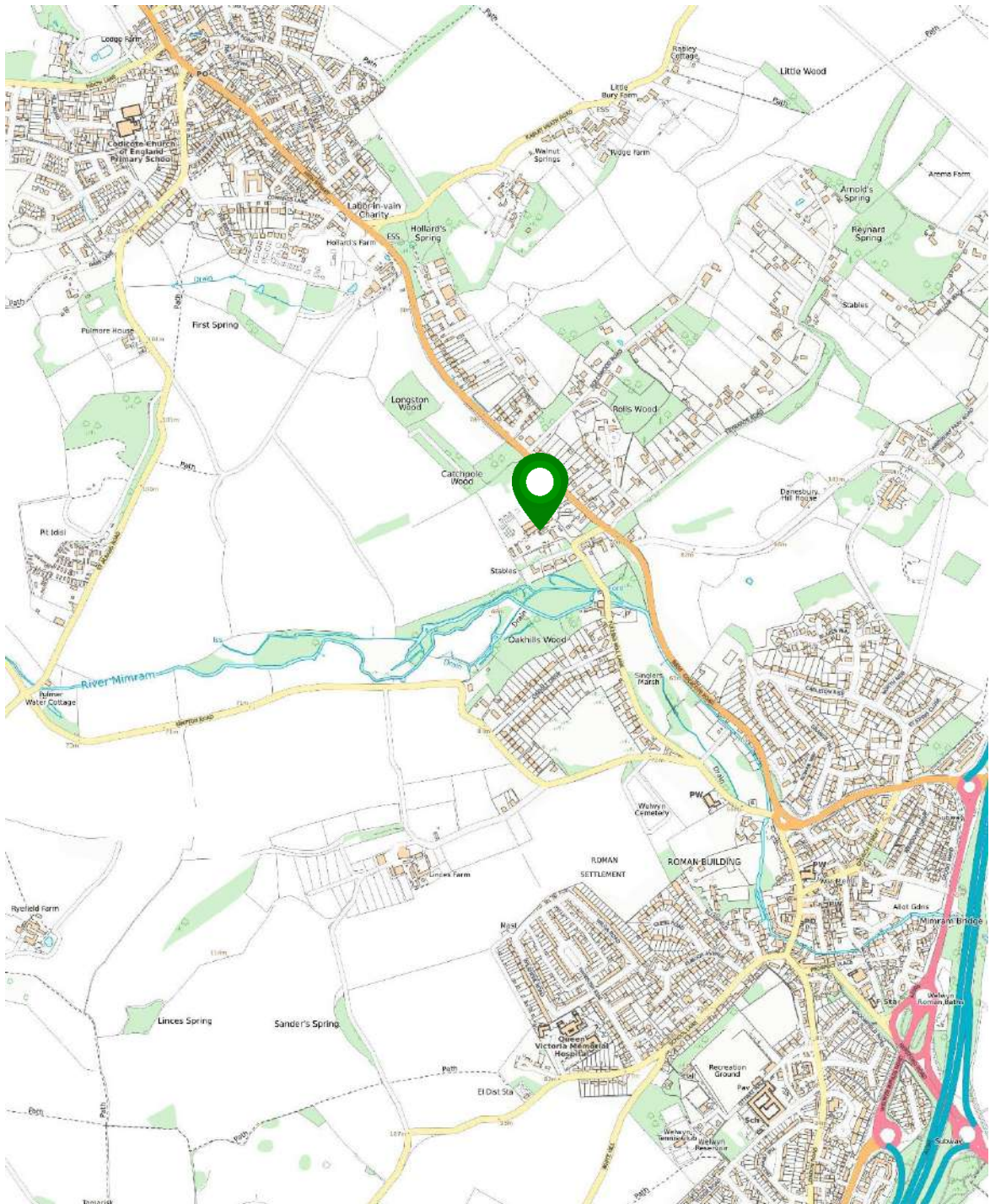


Figure 1 Site Location Plan

- 1.1.2 The site location in relation to the surrounding highway network is illustrated in **Figure 1**.
- 1.1.3 The site is located between the settlements of Codicote and Welwyn. The majority of the application site falls within the administrative area of North Hertfordshire District Council (NHDC), whilst a small section of the frontage lies within Welwyn Hatfield Borough Council (WHBC). Notwithstanding this, the entirety of the site falls within the administrative boundary of Hertfordshire County Council (HCC), which acts as the Local Highway Authority.
- 1.1.4 The site has previously accommodated a range of commercial and agricultural uses, including a small wild cat sanctuary, poultry farming and ancillary retail activities. The proposed development comprises the demolition of the existing buildings and the redevelopment of the Site to provide approximately 109 residential dwellings. The indicative site layout is provided at **Appendix A**.
- 1.1.5 Vehicular and pedestrian access will be retained from Codicote Road, with improvements incorporated to facilitate safe and convenient movement by all transport modes. The development will also enhance pedestrian permeability through the provision of new internal walking routes and improved connections to the surrounding network.
- 1.1.6 Appropriate levels of vehicle and cycle parking will be provided in accordance with the relevant local standards, including dedicated parking provision for residents occupying M4(3) wheelchair-accessible dwellings.

1.2 Travel Planning Policy

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel, supported by the National Planning Policy Framework (NPPF), which states that all developments that will generate significant amounts of movement should be required to provide a travel plan (Paragraph 118).
- 1.2.2 The Hertfordshire Local Transport Plan 4 (LTP4) (2018–2031) sets out the County Council's long-term strategy for transport in Hertfordshire. LTP4 sets a framework of transport policies that promotes a sustainable, balanced approach to people, place and movement, which is future-ready. All of this demands a fresh approach to the planning and designing of new and improved highways. It aims to address congestion, support economic development, and improve health and the environment by shifting travel habits towards more sustainable modes. The Key objectives of LTP4, supported by this development, include:
- Reducing the need to travel by car: The development encourages more sustainable patterns of movement by providing safe pedestrian and cycle access routes within the site and connecting to the wider local network. The promotion of walkable neighbourhoods aligns with LTP4 objectives;
 - Promoting active travel: The scheme will include dedicated cycle parking and improved pedestrian connectivity, encouraging residents to choose active modes of transport for short, local trips, including access to Welwyn village centre;
 - Supporting the use of public transport: The site is located within reach of local bus services, and the development will include measures such as travel information packs for residents to raise awareness and encourage use of existing bus services linking Codicote to Hitchin, Welwyn Garden City, and Stevenage;

- Minimising environmental impact: Through sustainable design, including electric vehicle (EV) charging infrastructure and low traffic generation strategies, the scheme contributes to reducing air pollution and congestion, in line with LTP4's environmental goals.

1.2.3 The North Hertfordshire Local Plan (2011-2031) sets out a number of policies relating to travel planning, as follows:

Policy SP6 – Sustainable Transport

...“This policy promotes developments that reduce the need for car travel and support walking, cycling, and public transport. The proposed development reflects this by:

- *Integrating footpaths and cycleways that link into Codicote's existing active travel network.*
- *Providing cycle parking for all dwellings and access to high-quality public realm to support non-car journeys.*
- *Promoting sustainable travel behaviour through resident travel plans and information at occupation”...*

Policy SADM 3 – Sustainable Transport for All

...“All developments at or above the thresholds set out in Hertfordshire County Council's Hertfordshire Travel Plan Guidance will be required to submit a Travel Plan as part of a planning application. Development proposals should make provision where appropriate for:

- Cyclists, through safe design and layout of routes integrated into new development and the wider cycle network and provision of secure cycle parking and where appropriate changing facilities;*
- Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network;*
- Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer walking and cycling opportunities;*
- Public transport, through measures that will improve and support public transport and provide new public transport routes.*
- Community transport, through the implementation of Travel Plans where appropriate (for example including measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes);*
- Servicing and emergency vehicles;*

vii. *Facilities for charging plug-in and other ultra-low emission vehicles”...*

1.2.4 Local Travel Plan guidance is contained within Hertfordshire County Council’s online ‘*Travel Plan Guidance*’ document (dated March 2020). The guidance confirms that full Travel Plans are typically sought for residential development exceeding 80 dwellings.

1.3 What is a Travel Plan?

1.3.1 A Travel Plan is a strategy through which journeys to and from a location are managed. It comprises a package of measures tailored to the needs of an individual site and aimed at promoting more sustainable travel (walking, cycling and public transport) and reducing reliance on the private car. The development of such measures can reduce the impact of travel and transport whilst also bringing a range of benefits to individuals and the local community, including reduced air pollution and the use of fossil fuels.

1.3.2 For **residents**, a Travel Plan can:

- Help provide less stressful options for travel, with the ability to socialise;
- Present opportunities to build healthy exercise into daily life; and
- Reduce the cost of travel.

1.3.3 For the **local community**, a Travel Plan can:

- Make local streets less congested, less dangerous, less noisy and less polluted;
- Enhance public transport;
- Improve the environment and the routes available for walking and cycling; and
- Help create a place which is better to live in, work in and visit, which in turn can attract investment.

1.3.4 Through the development of a Travel Plan, issues relating to congestion and road safety can be addressed, bringing benefits to residents and the local community.

2 SITE LOCATION & SUSTAINABLE TRAVEL CONNECTIONS

2.1 Site Location & Local Highway Network

2.1.1 The site is situated on the southern side of Codicote Road, approximately 1.2 kilometres (a 13-14 minute walk) from the centre of Welwyn to the southeast, and 1.3 kilometres from Codicote to the northwest. Both local centres offer a range of day-to-day facilities and essential amenities suitable for a prospective resident of the site.

2.1.2 Codicote Road (B656) is a local distributor road that principally connects Welwyn with Codicote. To the south, the B656 passes through the centre of Welwyn and provides a direct connection to the A1(M) Motorway and further links south (via A1000) into the centre of Welwyn Garden City. To the north, the B656 passes through Codicote and becomes more rural in nature, passing through several settlements before reaching Hitchin (although the preferred route to Hitchin would be via the A1(M)).

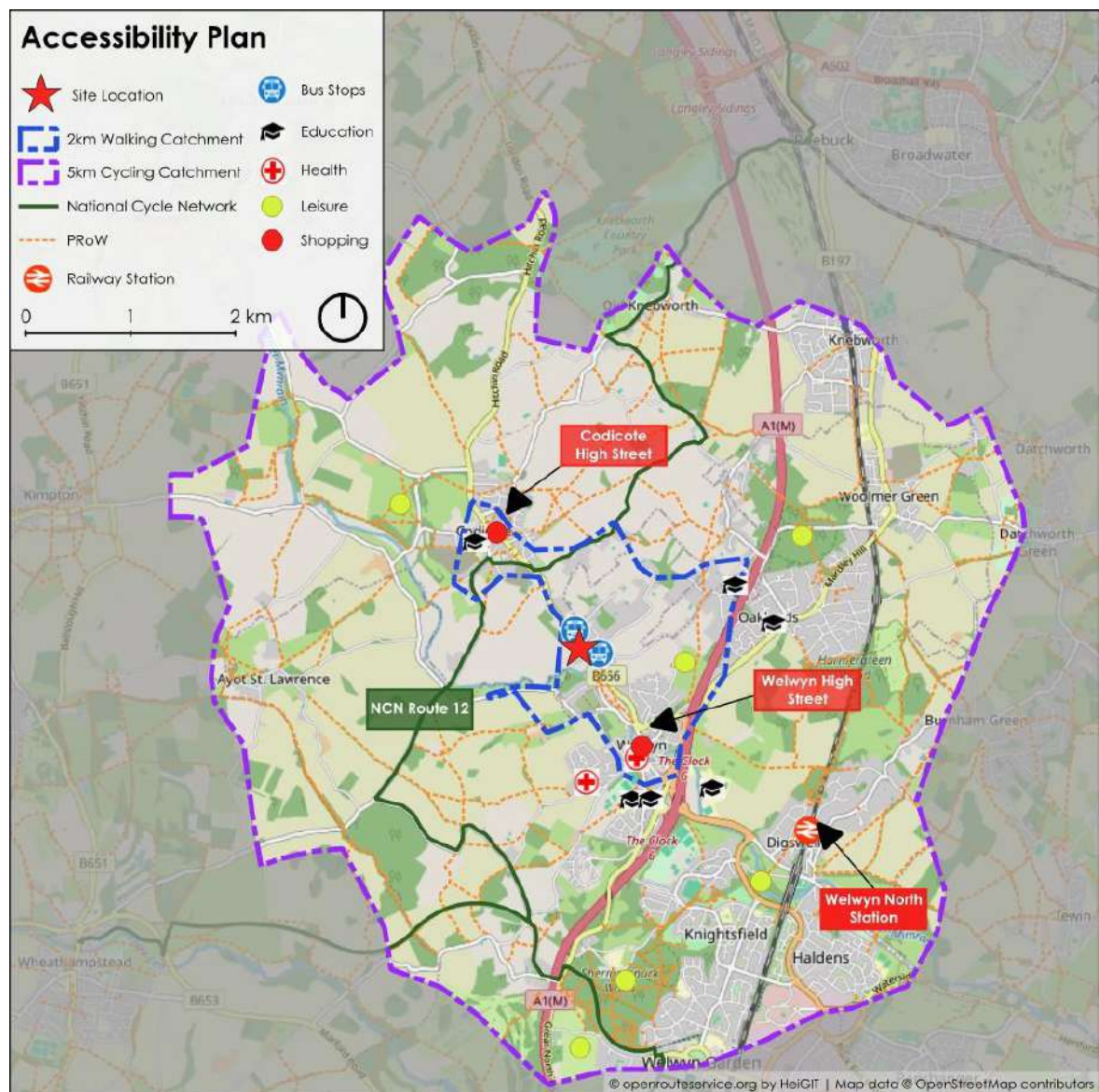


Figure 2 Site Accessibility Plan

2.1.3 **Figure 2** illustrates the accessibility of the site in relation to the local facilities available within 2km, considered to be the maximum desirable walking distance.

2.1.4 A number of accessible routes are available to reach these local amenities, particularly to those in Welwyn, that prospective residents would likely see as attractive alternatives to the use of the private car. These are outlined below.

2.1.5 In addition, the centre of Welwyn offers free parking, both on-street and in local car parks, for a 90-minute period (no return within 90 minutes) for residents less able to walk/cycle. This arrangement offers an affordable short-stay parking option that reduces the need to travel elsewhere for goods and services, attracting local residents to use the facilities available.

2.2 Local Amenities & Facilities

2.2.1 As mentioned above, the site is located approximately 1.1 kilometres (a 13-14 minute walk) from the centre of Welwyn, where a number of essential facilities and public transport connections can be accessed within walking distance. These facilities include, of note, a convenience store/Tesco Express, bakery/deli, dentist, GP surgery and hairdressers. A number of food and beverage facilities are also available.

2.2.2 It is also noted that the centre of Codicote is located approximately 1.3 kilometres to the north of the site and provides similar local amenities and facilities.

2.2.3 These local facilities offer the opportunity for residents to travel a short distance to access daily essentials, without the need to travel further afield.

2.2.4 In terms of education, Welwyn includes Welwyn St Marys Primary School and a number of nursery/prep schools. Codicote includes Codicote C of E Primary School. As detailed later in this Transport Assessment, school bus services are available from outside the site.

2.2.5 In terms of recreation, the development site is surrounded by accessible walking routes and open spaces for recreation, including Singlers Marsh and Danesbury Park.

2.3 Pedestrian & Cycle Connections

2.3.1 The Site benefits from a well-established network of pedestrian routes that provide convenient access to local facilities, services and public transport connections within both Welwyn and Codicote.

2.3.2 A continuous footway is provided along the southern side of Codicote Road between the Site and both settlements. Footways are also available along sections of the northern side of the carriageway, further enhancing pedestrian accessibility.

2.3.3 A number of Public Rights of Way (PRoW), including footpaths and bridleways, are located within close proximity to the Site. These routes provide attractive off-road connections to the surrounding countryside and local destinations, including Singlers Marsh and Welwyn village centre.

- 2.3.4 Fulving Mill Lane provides an alternative route between the Site and Welwyn. The lane is lightly trafficked, operates at low vehicle speeds and offers a pleasant environment for pedestrians and cyclists.



Existing Pedestrian Routes along Fulving Mill Lane

- 2.3.5 Collectively, the surrounding highway and rights-of-way network provides opportunities for a range of local journeys to be undertaken on foot or by cycle, reducing reliance on private car travel for shorter trips.
- 2.3.6 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity have increased demand for cycling.
- 2.3.7 Traditional DfT guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys, a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 2.3.8 National Cycleway Route (NCR) 12 is located circa 850 metres north of the site on the southern boundary of Codicote, as shown in **Figure 3**, also accessible to the west via quieter rural lanes.

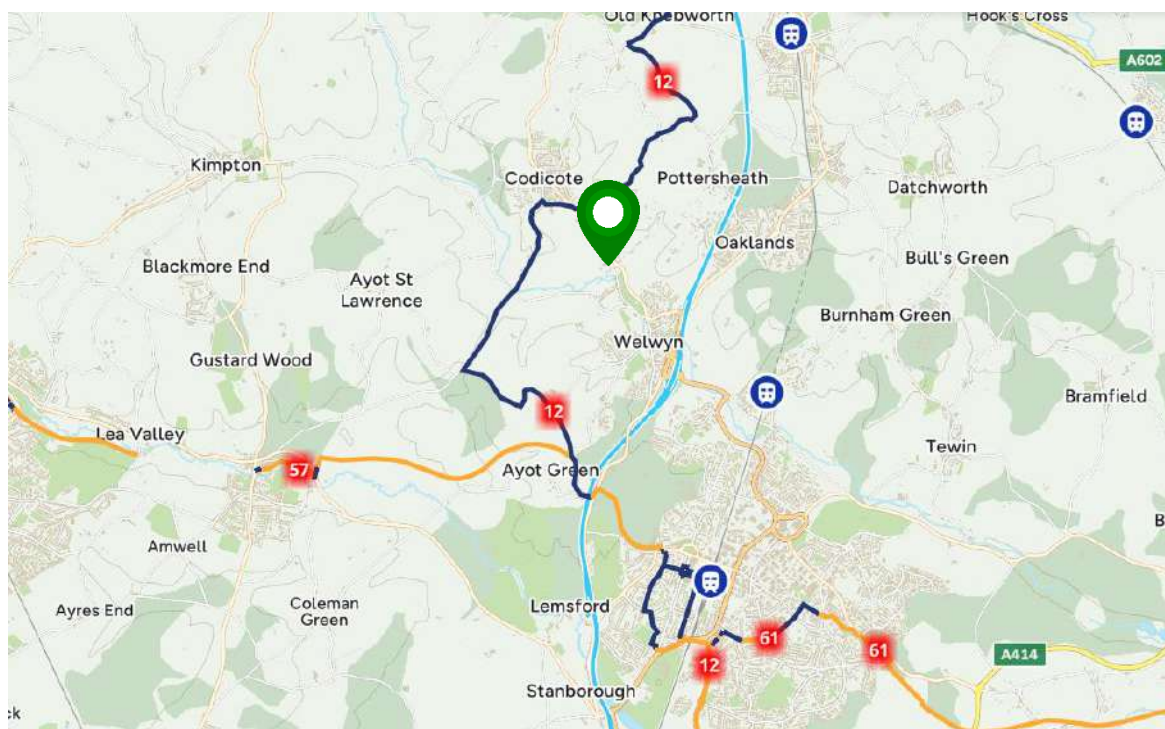


Figure 3 National Cycle Network (Extract from Walk Wheel Cycle Trust)

2.3.9 Several additional routes are also available to the south, including NCR 57 and NCR 61.

2.4 Public Transport Connections

2.4.1 The nearest bus stops to the site are located on Codicote Road, with the westbound bus stop positioned at the eastern edge of the site, and the eastbound bus stop positioned approximately 100 metres further east.

2.4.2 Bus routes 215 and 815 provide a school service with a direct connection to Codicote (4 mins), Welwyn (3 mins) and Digswell on a Monday – Friday AM peak hour service.

2.4.3 Bus routes 314 and 315 provide services to Welwyn Garden City, Welwyn, Codicote and Hitchin Monday to Saturday. The routes offer around 16 services per day between the hours of 07:00 and 20:00 hours in both directions.

2.4.4 There are a number of additional bus routes and stops within walking distance in Welwyn village centre. These provide wider connections as well as linking to local train stations.

2.4.5 The nearest train station is Welwyn North, located to the north of Welwyn in Digswell and circa 3.3km from the site (40-minute walk or 10-minute cycle). The train station provides greater northern service into Cambridge and London with circa 2 trains per hour into each location. Welwyn North station has facilities for 253 car parking spaces and 42 cycle parking spaces. There are a number of bus routes that operate from the area and offer a sustainable way of connecting to the station.

3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 This section provides an overview of the proposed residential development, including the proposed access and internal layout arrangements. This section also summarises the proposed 'hard' infrastructure measures, including pedestrian and cycle improvements, that would be implemented and promoted within this Travel Plan.

3.1.2 The proposals include the construction of 109 residential units comprising a mix of market and affordable housing. The proposals comprise the following mix, outlined in **Figure 4**.

Dwelling Type	No. Dwellings
1-bedroom flat (M4(3) units)	10
2-bedroom house	44
3-bedroom house	49
4-bedroom house	6
TOTAL	109

Figure 4 Development Mix

3.1.3 The proposed dwellings comprise a mix of 50% privately owned and 50% affordable housing, with the proposed flats assumed to be of affordable tenure.

3.2 Access Arrangements

3.2.1 Drawing **CRW-RGP-XX-XX-DR-T-001** attached hereto illustrates the proposed access arrangements. The proposed development would retain access via Codicote Road. This would include the formation of a new access approximately 17 metres south of the current access location to reduce the impact on established trees. The existing two points of access would be closed, with full-height kerbs and level footway construction reinstated.

3.2.2 The proposed site access has been designed as a formal bellmouth junction, with 6m radii on either side and a 5.5m carriageway width. There are 2m footways on either side of the carriageway, which continue into the site.

3.2.3 The proposals will be expected to contribute to improvements to local sustainable travel connections, which may include enhancements to existing infrastructure, such as improvements to walking and cycling routes and pedestrian crossing points, for example.

3.2.4 The site benefits from direct access to Codicote Road. The proposal would include a 2 metre wide footway on both sides of the main access road to link with existing infrastructure on Codicote Road. The existing points of access on either side of the new access/junction would be closed, with footways reinstated. The proposed access would also provide an uncontrolled crossing over the proposed bellmouth, retaining connectivity for pedestrians along Codicote Road.

- 3.2.5 In addition to new infrastructure, the existing footways on either side of the site access would be cleared for a distance along Codicote Road to reveal the full constructed width. This provides a cost-effective improvement to the highway. The photographs below show the existing condition of the footway across the frontage and the need to remove debris/overgrowth.



Existing footway to be cleared along the site frontage

- 3.2.6 The proposals would also include improvements to crossing facilities on Codicote Road. This would include the formation of an uncontrolled crossing to the south to access the footways and bus stops on both sides of the road.
- 3.2.7 Drawing **CRW-RGP-XX-XX-DR-T-001** illustrates the proposed crossing location. It is noted that refuge islands in place on Codicote Road were removed in 2021. Therefore, these have been shown without central pedestrian refuge islands. However, this will need to be discussed further with HCC, as these would provide effective refuge, as well as speed reduction.
- 3.2.8 The proposed crossing points would benefit from visibility splays of 120 metres (1.0 setback distance), which are provided in both directions along Codicote Road from the crossing point, providing appropriate visibility to approaching traffic and allowing pedestrians to be seen from a considerable distance.
- 3.2.9 The proposal will be expected to contribute to improvements to local sustainable travel connections, which include enhancements to existing infrastructure, such as improvements to bus stops, for example. These measures would usually be discussed with HCC during the planning application consultation process and secured via planning condition or a separate legal agreement.

3.3 Car Parking Provision

- 3.3.1 The proposed development would provide two allocated parking spaces for each dwelling and one allocated parking space for each apartment, resulting in a total of 208 allocated parking spaces. In addition, 25 unallocated visitor parking spaces would be distributed throughout the development. Overall, the scheme would provide 233 car parking spaces, which accords with the maximum parking standards set out by North Hertfordshire District Council.
- 3.3.2 The provision of unallocated visitor parking spaces introduces flexibility into the parking strategy and enables parking demand to be managed efficiently across the development. This approach avoids the need to over-provide allocated parking for larger dwellings where demand may be lower, whilst ensuring that additional parking capacity is available for residents and visitors when required. The proposed parking strategy therefore supports a balanced approach that accommodates occasional parking demand whilst encouraging more sustainable patterns of car ownership and use.
- 3.3.3 Each household would have one EV charging point. Electric Vehicle Charging Points (EVCPS) would be provided at each dwelling in accordance with Building Regulations Guidance. Further details would be secured by a planning condition.

3.4 Cycle Parking Provision

- 3.4.1 All residential dwellings should provide sufficient cycle parking provisions within each curtilage. The requirements for cycle parking are set out in the WHDC and NHDC parking standards. These generally require all houses to provide at least 1 cycle parking space per dwelling, located in a garage or other secure storage area within the property boundary.
- 3.4.2 As illustrated on the plans at **Appendix A**, the proposed houses would each be provided with a dedicated cycle store (typically at the rear of the site) providing space for two bicycles. Overall, a total of 198 cycle parking spaces are provided for the houses.
- 3.4.3 For the proposed apartment block, the plan at **Appendix D** illustrates the provision of 5 Sheffield cycle stands, providing suitable space for 10 bicycles (1 space per unit).
- 3.4.4 The proposed development would therefore provide suitable levels of cycle parking in accordance with HCC requirements.

4 TRAVEL BEHAVIOUR

- 4.1.1 It is necessary to collect data to establish and understand the travel habits against which the Travel Plan's progress can be measured.
- 4.1.2 As the site comprises new development, in lieu of baseline surveys, the trip generation data contained in the accompanying Transport Assessment and derived from the industry-standard TRICS database has been considered. **Figure 5** provides a summary of the combined multi-modal trip generation potential of all uses, with the subsequent figures considering the individual land uses.

Mode	AM PEAK HOUR		PM PEAK HOUR		DAILY TOTAL	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Private Car	13	38	25	14	183	183
Taxi	3	3	0	0	29	29
LGV	1	0	2	0	16	16
OGV	0	0	0	0	2	2
Motorcycle	0	1	1	0	3	3
Total Vehicles	17	42	28	14	233	233
Vehicle Occupant	22	72	41	18	325	329
Pedestrian	6	26	13	4	103	102
Cyclist	1	4	1	1	13	11
Public Transport	0	9	1	0	16	16
Total People	29	111	56	23	457	458

Figure 5 Proposed People Trip Generation (All Modes) – 109 Residential Dwellings

- 4.1.3 The above assessment indicates that in the region of 915 two-way movements could be generated by all people throughout a typical weekday. A total of 466 (51%) of these two-way trips would comprise journeys by vehicles.
- 4.1.4 Furthermore, the proposed development would increase pedestrian and cycle trips as a result of the location relative to local amenities and services. This would include around 200 two-way movements on foot, and 24 daily two-way movements by bicycle. Public transport also contributes to around 30 daily two-way movements (also requiring a walk/cycle).
- 4.1.5 The information presented is considered to be a suitable starting point for formulating appropriate measures and targets. However, travel surveys will be carried out following occupation and on the 3rd and 5th anniversaries to establish the travel behaviour of site users and monitor change. The cost for these surveys would be funded, in addition to the annual budget, by the Site Management Company.
- 4.1.6 It is anticipated that a Full Travel Plan will be prepared upon occupation, with reference to this document and the collection of site-specific baseline data, to ensure that appropriate objectives and targeted measures are implemented with the aim of increasing sustainable transport mode share.

5 AIMS, OBJECTIVES AND TARGETS

- 5.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by increasing travel choice and awareness. The overall aim of this Travel Plan is:

...“To reduce reliance upon the private car, by effecting a change in attitude to travel by increasing awareness of sustainable travel modes and their associated benefits”...

- 5.1.2 To achieve this aim, objectives should be provided that reflect the challenges of the site and focus on the role of the Travel Plan. These objectives also support the Local Authority's policy aims. For the development site, the objectives are:

Objective 1 – Promote and actively encourage sustainable travel to and from the site.

Objective 2 - Provide the on-site infrastructure to facilitate sustainable travel.

- 5.1.3 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan. When setting site-specific targets, they must be “SMART” so that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

- 5.1.4 The figure below presents the targets for the Travel Plan, which will support the overall aim of decreasing the proportion of single-occupancy car travel. These should be achieved 3 and 5 years from the first occupation/approval of the Travel Plan, and initially, they will be assessed against the data presented in **Section 4** of this report.

Action	Target Date
Decrease the proportion of journeys made by single-occupancy cars by 5%	End of Year 3
Decrease the proportion of journeys made by single-occupancy cars by 10%	End of Year 5

Figure 6 Summary of Targets

- 5.1.5 These targets represent a percentage change based on the mode split presented, i.e. a 10% reduction in car use for a baseline of 77% is to 67%.
- 5.1.6 Since the site is not yet operational, the above targets are based on Travel Plan research, which has indicated that Travel Plans can deliver single-occupancy vehicle trip reductions between 11% (rural areas) and 20% (urban areas), depending upon the measures implemented. An initial target of a 10% reduction against the baseline is considered suitably robust.

- 5.1.7 The targets stated will be reviewed regularly and should be achieved by the target date set. If they have been attained before the target date, they will be modified to provide further, more challenging targets. If the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures, which would be added to or modified to ensure that the overall targets will be met.
- 5.1.8 Travel-related concerns raised by users of the site and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and to ensure that the Travel Plan continues towards achieving its targets and overall aim.
- 5.1.9 Future targets will be established through a process of consultation between the developer and Hertfordshire County Council to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.

6 TRAVEL PLAN MEASURES

6.1 Overview

- 6.1.1 An Action Plan outlining the Travel Plan measures and actions identified for the site, along with responsibilities and implementation timescales, is attached at **Appendix B**.
- 6.1.2 A Travel Plan Coordinator would be appointed, who would be responsible for all aspects of travel planning at the site. The coordinator would take charge of the Travel Plan and raise awareness of the Travel Plan's aims, objectives and targets. The coordinator would monitor and evaluate the behaviour travel surveys undertaken throughout the life of this Travel Plan. It would be ensured that the Travel Plan Coordinator has adequate resources available to them to fully implement the Travel Plan.
- 6.1.3 The Travel Plan Coordinator will be appointed prior to occupation, and their contact details will be provided here, including name, contact number and email address.

6.2 Proposed Infrastructure

- 6.2.1 The following infrastructure will be provided to facilitate active and sustainable travel:
- Improved footway links and pedestrian crossing points
 - Electric vehicle charging points
 - Cycle parking/storage

6.3 Proposed Initiatives

- 6.3.1 The following Travel Plan measures could be implemented:
- Distribution of maps showing safe local cycling routes.
 - Distribution of maps showing safe local walking routes.
 - Engage residents with national campaigns e.g. Car Share Day, Bike Week, Walk to Work Week, European Mobility Week.
 - Inclusion of sustainable travel information and incentives in residents' welcome packs.
 - Personal travel advice offered to residents.
 - Promotion for specific initiatives and events.
 - Promotion of public transport with service information and advice.

- Promotional events and literature to encourage car sharing.
- Promotional events and literature to encourage cycling.
- Promotional events and literature to encourage walking.

6.4 Marketing and Promotion

- The following Travel Plan marketing and promotion could be completed:
- Events supporting national campaigns, e.g. Car Share Day, Bike Week, Walk to Work Week, European Mobility Week.
- Personalised travel planning.
- Resident travel welcome packs (example at **Appendix C**)
- Summary of incentives for residents.

6.4.1 The above marketing and promotion measures are not exhaustive, with the Travel Plan Coordinator encouraged to explore further Measures as appropriate.

7 REVIEW AND APPROVAL

- 7.1.1 It is anticipated that this Travel Plan Strategy would be formally secured by a planning condition or s106 Agreement, post-planning.
- 7.1.2 Prior to the occupation of the development, it is anticipated that a Travel Plan Coordinator (TPC) will be appointed by the developer/site management company to oversee the management (implementation, review and promotion) of the Travel Plan and ensure it seeks to achieve the stated aims. The TPC would facilitate the dissemination of information and provide a contact point for their users with the ability to run activities/implement measures, either alone or in collaboration with others, as appropriate. To facilitate this, there would also be quarterly (Steering Group) meetings of the Travel Plan Representatives (to include the Developer, residents and other key stakeholders).
- 7.1.3 The TPC would also take responsibility for the Travel Plan's monitoring. A single monitoring regime with baseline TRICS surveys to be undertaken in year 1, normally at 6 months upon first occupation. Follow-up surveys would be undertaken during years 3 and 5 from full occupation, and questionnaire survey/traffic counts in years 2 and 4 are proposed.
- 7.1.4 It is anticipated that the TPC role would take 3-5 hours per month, although the time may not be uniform, with increased input required during monitoring periods and in conjunction with the delivery of events, for example.
- 7.1.5 The TPC will also be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works, which are associated with the development's construction costs, funding is required to cover initial set-up, printing and marketing. This is estimated to amount to circa £500 annually, paid for by the Site Management Company/occupiers. This investment in resources, both in terms of appointment of a TPC and monetary support, supports the implementation, management and review of the Travel Plan and mitigates against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.
- 7.1.6 **Figure 7** illustrates the monitoring timeline for the initial 5-year life of the Travel Plan:

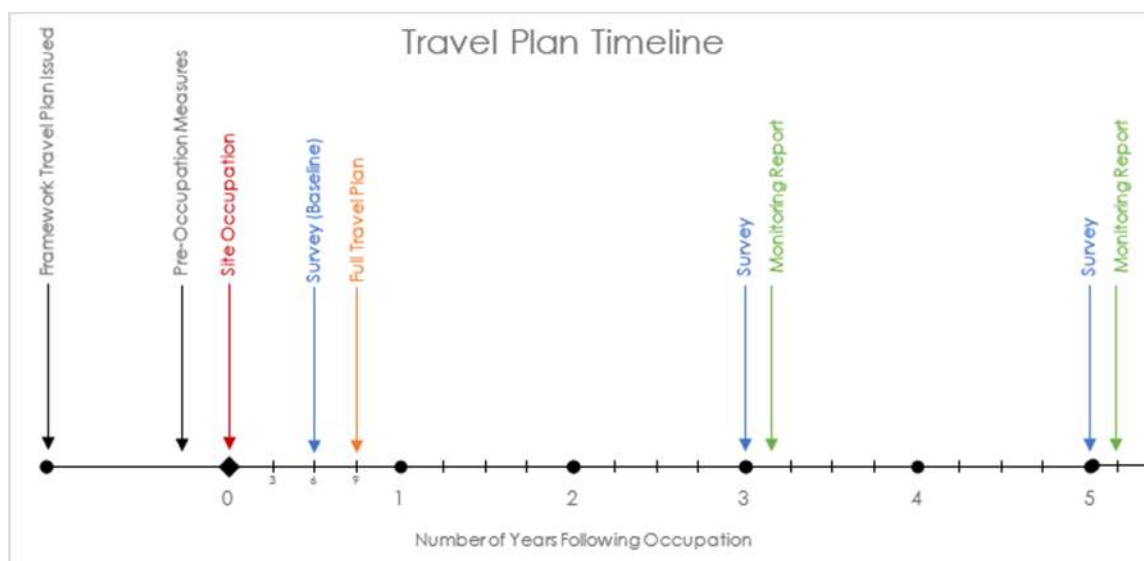


Figure 7 Travel Plan Timeline

7.1.7 As above, site-specific baseline data is to be collected 6 months following full occupation. This will represent Year 1 of the Travel Plan and form the revised baseline for inclusion in the Full Travel Plan. Monitoring reports will be produced and submitted to the Council for approval in relation to the targets set for the end of Years 3 and 5. These reports shall demonstrate how the Travel Plan has been implemented to date and will include:

- (i) Details of measures introduced and actions taken to promote the Travel Plan;
- (ii) A statistical summary of the modal split of site users, disclosed by the monitoring surveys;
- (iii) The progress of the Travel Plan in achieving the targets and identifying any amendments to be agreed in writing by the Council in the event that targets are not achieved; and
- (iv) A plan for future actions, to include additional or remedial measures, if required.

7.1.8 To support this process, surveys will be undertaken in Years 1, 3 and 5 to establish the travel patterns of all site users.

7.1.9 Furthermore, the following items will be monitored annually by the TPC:

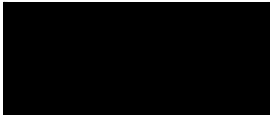
- (i) The on-site demand for electric vehicle charging and cycle parking;
- (ii) The use of the surrounding roads for car parking;
- (iii) The numbers registered for any cycle to work and/or car sharing schemes; and
- (iv) Comments made by site users relating to transport and the Travel Plan.

- 7.1.10 To maintain the emphasis of the Travel Plan, the results of the monitoring and review process will be communicated by way of on-site Travel Plan noticeboards /regular newsletters.

8 APPROVAL

8.1.1 This Travel Plan is hereby approved for implementation at the following site:

Former Big Cat Sanctuary, Codicote Road, Codicote, Welwyn, AL6 9TU



Signed: Stuart Jones (RGP)

22/07/2026
Date:

Signed: TBC (Developer/TPC)

Date:

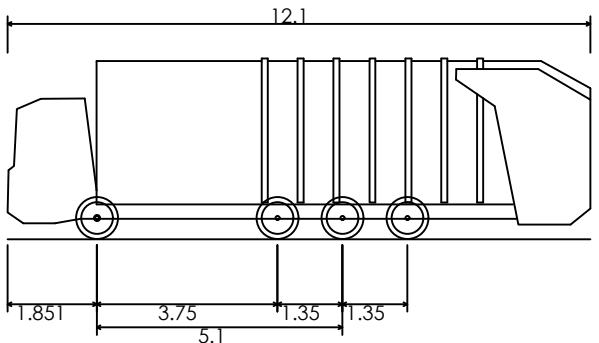
8.1.2 This Travel Plan is a 'live' document and will be subject to continuous updates and amendments over the course of its implementation.

DRAWINGS



- Notes:**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless noted otherwise.
 3. All levels are in metres above ordnance datum (AOD).
 4. This drawing should be printed in colour.
 5. This drawing is to be read in conjunction with all other engineer's drawings.

- Key:**
- Site boundary
 - Highway boundary
 - Visibility splays
 - Tactile paving (buff)



12.1m Mercedes Econic (3233LL 8x4 chassis)
Overall Length 12.100m
Overall Width 3.749m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

0 10 25
Scale Bar 1:250

P03	Updated Site Layout Plan	07.07.26	GE	SJ	CB
P02	Updated Site Layout Plan	16.06.26	GE	SJ	CB
P01	First Issue	21.04.26	GE	SJ	CB
Rev	Details	Date	By	Chkd	Appd

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10 York Road
London
SE1 7ND
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E: enquiries@rgp.co.uk
www.rgp.co.uk



Transport Planning and Infrastructure Design Consultants
Status:

PLANNING

Client:
Howarth Contractors Ltd

Project:
Codicote Road
Welwyn
AL6 9TU

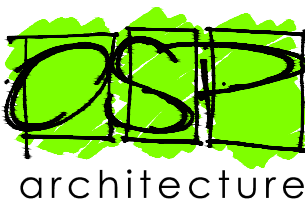
Drawing Title:
Proposed Access Arrangements

Scale @ A1:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	22/04/26	GE	SJ	SJ	CB
Project No:	Drawing No:				Revision:
9154	CRW-RGP-XX-XX-DR-T-001				P03

APPENDIX A



REV. DATE		REVISIONS:	BY	REV. DATE	REVISIONS:	BY	REV. DATE	REVISIONS:	BY	STATUS:	CLIENT: Howarth Homes		PROJECT: Codicote Road, Welwyn		 architecture Broadmeade House, Farnham Business Park, Weydon Lane, Farnham, Surrey GU9 8QT. info@osarchitecture.com www.osarchitecture.com Tel: 01252 267876
A	24/04/26	Client comment revisions	AM	N	06/07/26	Carports removed.	AM				SCALE: 1:500	(A1 ORIGINAL)	DRAWING: Proposed Site Layout		
B	28/04/26	Utilities and boundary revisions.	AM	P	07/07/26	Layout revisions.	AM				DRAWN: AM	25025	P101	Q	
C	01/05/26	Visitor parking added and apartment building revisions.	AM	Q	15/07/26	Layout revisions.	AM				DATE: 20/04/26				
D	08/05/26	Layout revisions.	AM												
E	20/05/26	Layout revisions.	NCL												
F	21/05/26	Layout revisions.	AM												
G	29/05/26	Layout revisions.	AM												
H	04/06/26	Layout revisions.	AM												
J	09/06/26	Layout revisions.	AM												
K	16/06/26	Visitor parking revisions and bin and cycle stores added.	AM												
L	17/06/26	Layout revisions.	AM												
M	02/07/26	Revision to client's comment.	CL												
© COPYRIGHT EXISTS ON THE DESIGNS AND INFORMATION SHOWN ON THIS DRAWING											This drawing may be scaled or cross referenced to the scale bar for planning application purposes only. Do not scale for any other purpose. Use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials.				
											OS Licence No. AC0000851327				



Broadmade House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878

APPENDIX B

Action Plan - Codicote Road, Welwyn

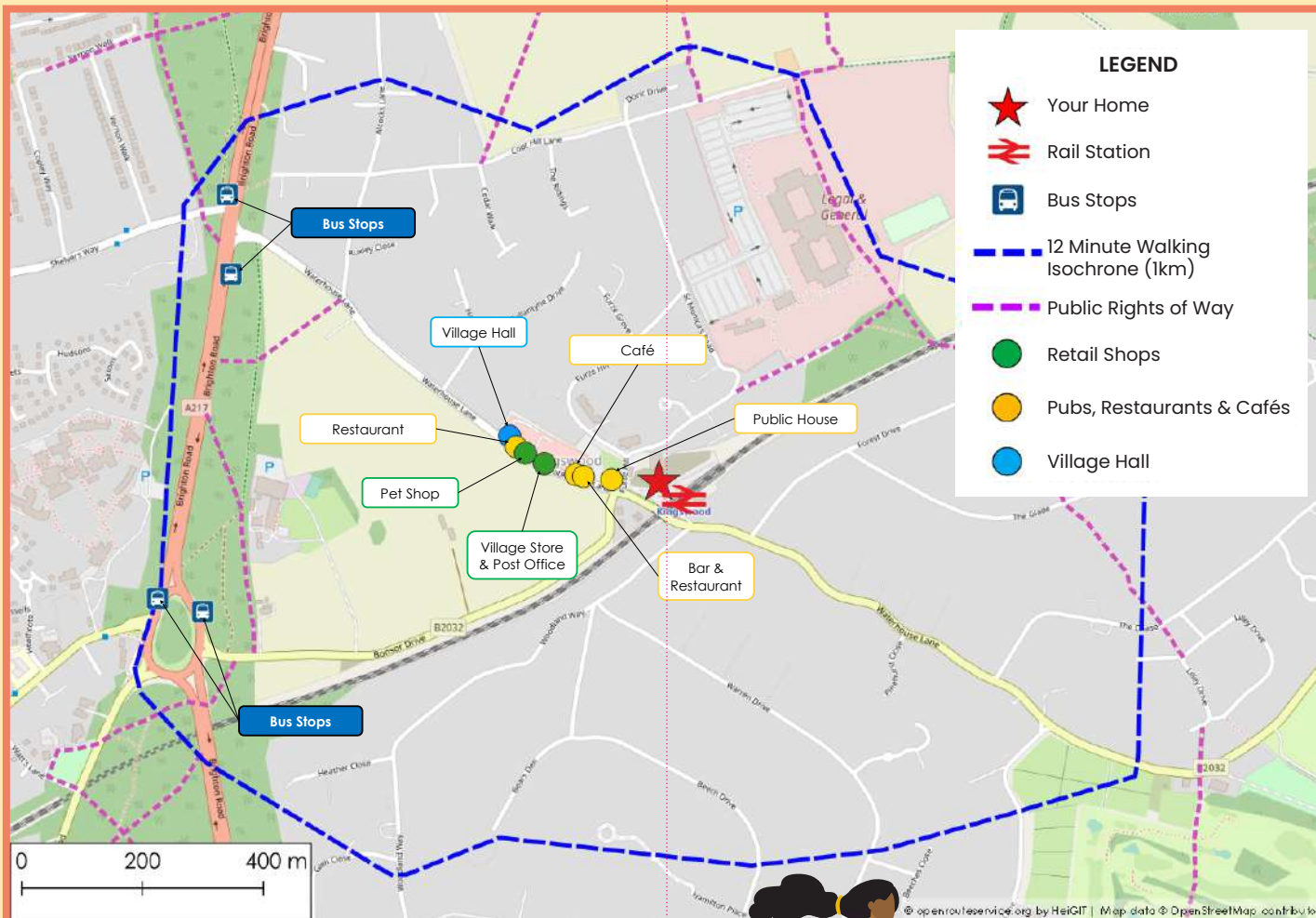
CATEGORY	MEASURE	DETAILS	RESPONSIBILITY	OUTCOME / IMPLEMENTATION TIMESCALES
Promote and actively encourage sustainable travel to and from the site	Travel Plan Coordinator (TPC)	Travel Plan Coordinator to be appointed, with details to be provided in the Travel Plan. Roles and responsibilities of the TPC to be agreed.	TBC	Appointed prior to occupation (to be in place for 5 years following completion)
	Nearby Facilities	Make site users aware of the services local to the site in Welwyn and Codicote, for example, that can be walked/cycled to, to avoid unnecessary trips further afield.	TPC	Ongoing promotion.
	Walking / Cycling Routes	Promote local walking and cycling routes and provide maps.	TPC	Ongoing promotion.
	Bicycle Purchase Scheme	Residents to be informed of the Government Cycle to Work (cycle purchase) scheme, which they may be eligible for, in liaison with their employer	TPC	Ongoing promotion.
	Local Bike Shop Discounts / £50 Voucher	Residents can claim a £50 voucher per dwelling for use at local cycle store to purchase bikes and equipment. Further details to be provided in the Travel Pack.	TPC	Offered to each household at occupation. Establish potential for offering further discounts in the future.
	Cycle Training	Inform residents of tycle training provided by Hertfordshire County Council. See - https://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/cycle-training/cycle-training.aspx	TPC	Establish interest and implement an on-site course if demand is identified.
	Bicycle Maintenance	Provide training courses and/or invite Dr Bike to the site to provide bicycle maintenance classes.	TPC	Subject to interest.
	Bicycle User Group (BUG)	Establish a BUG to represent cyclists' interests and organise rides.	TPC	Establish interest and implement when demand identified.
	Public Transport Information	Publicise public transport routes, timetables and fare information.	TPC	Ongoing promotion.
	Public Transport Discounts / £50 Voucher	A public transport incentive of £50 per household Arriva Bus voucher will be offered on first occupation. Rail discounts such as railcards will also be communicated.	TPC	Offered to each household at occupation. Establish potential for offering further discounts in the future.
	Car Sharing	The car share database (www.liftshare.com) will be promoted to all site users. In addition, an annual car sharing event will be held to explain the scheme, answer questions and allow potential matches to meet each other.	TPC	Ongoing promotion with an annual event.
	Set Up a Steering Group	A Steering Group of local stakeholders and representatives to include the HCC Travel Plan Officer will be established to develop the scope of the Travel Plan and its implementation through sharing of information and initiatives.	TPC	Establish membership and hold biannual meetings.
	Promote Travel Plan in Sales Literature	Display and make promotional travel material available to the marketing offices as part of the sales pack and show home for the site, so that prospective residents are aware of the Travel Plan prior to property purchase.	Developer / TPC	Earliest stage - prior to sale of dwellings.

	Resident's Travel Welcome Pack	Travel information will be communicated via a Resident's Welcome Pack. See example at Appendix C .	TPC	Prepare and distribute prior to / upon occupation of each dwelling.
	Personalised Travel Plans	Tailored travel planning advice will be available to every resident, on request.	TPC	From occupation - residents can contact the TPC
	Travel Plan Event	Travel Plan Events, for example a Biker's Breakfast / Sponsored Walk / Car Share Promotion to be held to tie in with national events and promote the Travel Plan.	TPC	At least 2 events per year anticipated.
Provide the infrastructure to facilitate sustainable travel / reduce the need to travel	Infrastructure Improvements	A number of infrastructure improvements have been made as part of the development scheme including enhancements to footways and pedestrian crossing points	Developer / S278 Works	As part of the construction phase / Council implemented.
	Broadband Internet Connection	All dwellings would be equipped with a super-fast broadband connection to support home working and internet shopping.	Developer / Construction Company	To be installed as part of the construction.
	Cycle Parking / Storage	Covered and secure cycle parking will be provided on-site for all phases of the development. For houses this will be within the curtilage of the property (garage or garden) and for apartments/flats within dedicated secure and sheltered stores at a ratio of 1 space per unit.	Construction Company	To be established as part of the construction phase.
	Electric Vehicle Charging Points	Electric vehicle charging points are to be provided on-site in accordance with standards to encourage the use of low-emission vehicles.	Developer / Construction Company	To be installed as part of the construction phase.
Monitoring	Travel Surveys	Prepare annual survey report and submit to HCC/WHBC	TPC	Baseline travel survey within 6 months of first occupation or at 75% unit occupancy, whichever occurs first. Prepare baseline survey report, submit the council and agree full Travel Plan. Prepare annual survey report and submit to Council within three months of Year 3 and 5 surveys.
	Target Review	Following the baseline travel surveys revise the baseline/targets as presented in the Travel Plan and then review all targets on a two-yearly basis to establish whether the targets are being met. Revise measures/targets accordingly in conjunction with Hertfordshire Highways	TPC	Targets to be set and reviewed following completion of the corresponding travel surveys.
	Update Report	Produce a Full Travel Plan for the site following the baseline travel surveys, then prepare an Update/Progress Report to summarise the travel surveys/target review every two years, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed. Issue report to relevant Council Officers.	TPC	Full Travel Plan to be prepared and issued following baseline surveys with subsequent update/progress reports produced.
	Additional / Remedial Measures	Further promotion of above initiatives and possible introduction of new initiatives (press release, e-newsletters, further discounts/promotions) if targets are not met.	TPC / Developer / HCC	For a period extending to 5 years following completion of the development.

APPENDIX C

WELCOME TO YOUR TRAVEL PACK

This leaflet has been created to help you to save money, improve your health and wellbeing and enhance the local environment by outlining the available, alternative transport modes to the private car.



DID YOU KNOW...

Regular walking reduces the risk of type 2 diabetes and certain cancers by 50% (NHS)



DID YOU KNOW...

Regular cyclists enjoy the general health of someone approximately 10 years younger (British Cycling)



ALL RESIDENTS ARE REQUESTED TO COMPLETE THIS SHORT ONLINE TRAVEL SURVEY

<https://www.surveymonkey.co.uk/surveylinkhere>

The survey will be open until XXXX and one respondent (chosen at random) will win a **£100 John Lewis Gift Voucher**.

If you have any problems or questions, please email tpc@rgp.co.uk



WALKING

BUS TRAVEL

DRIVING

CYCLING

TAXI



TRAIN TRAVEL

DID YOU KNOW...

Regular cyclists enjoy the general health of someone approximately 10 years younger
(British Cycling)



DID YOU KNOW...

A regular brisk 30 min walk reduces the risk of a stroke by up to 27%
(Stroke Association)



NATIONAL EVENTS – WHY NOT GET INVOLVED?



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