



Land South of Cowards Lane, Codicote

TRAVEL PLAN STATEMENT

for Residential Development
on behalf of Hawridge Strategic Land Limited

2025/8549/TP01

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is commissioned by Hawridge Strategic Land Limited to provide transport and highways input in support of a proposed residential development at land south of Cowards Lane, Codicote ("the site").
- 1.1.2 The site currently comprises equestrian use accessed via a gated entrance from Cowards Lane. This gated entrance also provides access to two residential properties, located immediately east and west of the site entrance.
- 1.1.3 The proposals are for a new residential development comprising 30 dwellings, with vehicle access taken via an improved entrance from Cowards Lane. The planning application is in outline only but with access in detail. It is proposed that the development would comprise 50% affordable housing and with approximately half of these being 1 or 2-bedroom dwellings and half being 3-bedroom dwellings.
- 1.1.4 As background, a public right of way (PROW) passes through the application site, the alignment of which would be entirely unaffected by the development. Improvements would be made to the surface quality, and the PROW would be suitably integrated to the proposals.

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 Furthermore, Paragraph 111 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.3 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 only typically sought for residential development exceeding 80 dwellings. Therefore, this document has been produced as a Travel Plan Statement only and does not require detailed travel surveys to be completed post-occupation. Instead, it provides a set of measures and actions which would be monitored more informally. It is expected that this could comprise an online travel survey questionnaire or an ATC speed survey at the site access to identify the actual number of vehicle movements generated once operational.

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 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 staff, customers and the local community.

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

- 2.1.1 The site is located on the outskirts of Codicote. The figure below illustrates the site location in context with the surrounding area including a sample of local amenities (within a 2km walk catchment).

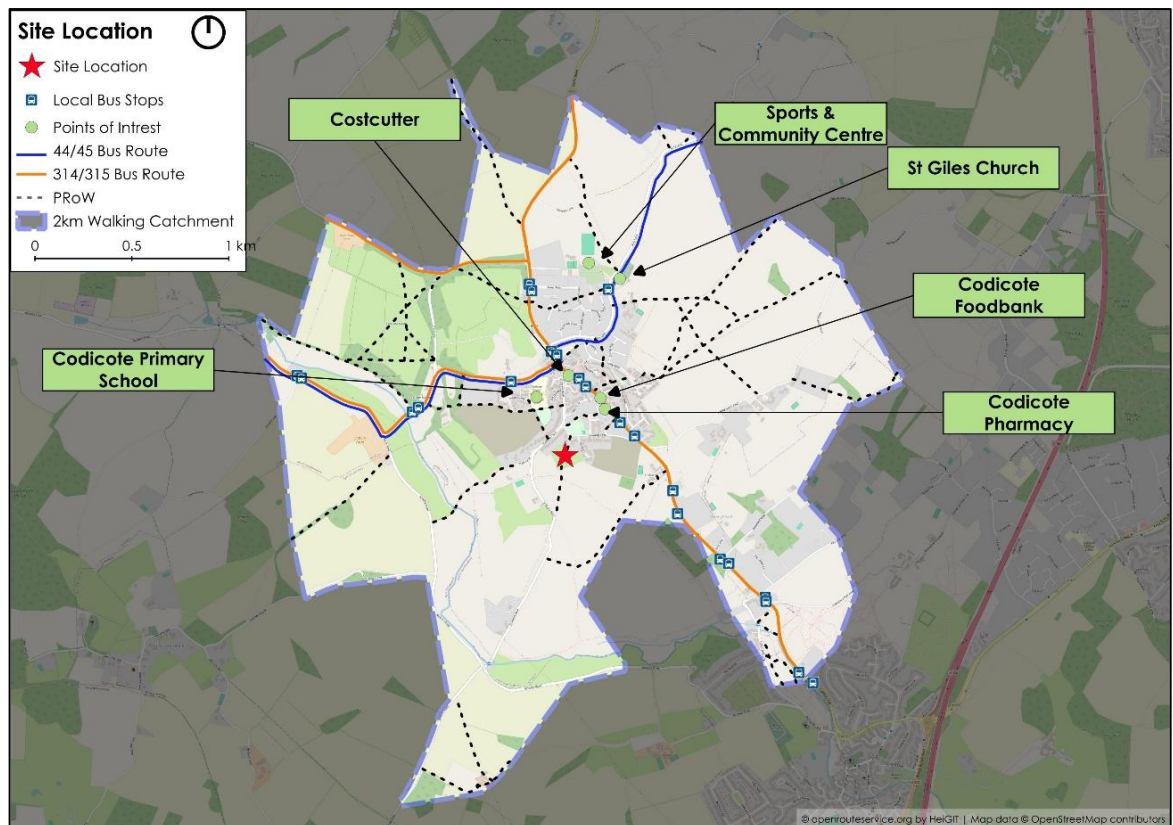


Figure 1. Site Location

- 2.1.2 To the northeast of the site lies Codicote's village centre along the B656. As shown in the figure above there are multiple amenities and points of interest within a walking distance of the site. It includes convenience stores, butchers, pubs, village hall, pharmacy, a bakery, restaurants and hair studios.
- 2.1.3 The photographs below show the existing gated entrance into the site, which comprises a main gate for vehicles and a secondary smaller gate for pedestrians, positioned immediately to the west.



Figure 2 Existing Site Entrance

- 2.1.4 As shown above, the access would additionally affect the two buildings on either side of the access road.
- 2.1.5 The above access also serves adjacent residential dwellings immediately to the east and west of the site entrance. Both properties are outside of the application site and access would be retained via the shared site entrance.
- 2.1.6 The existing pedestrian gate serves the two existing properties as well as a public right of way (footpath number 23) which passes through the centre of the application site. As detailed later in this report, the footpath would be retained and enhanced.

3 ACCESSIBILITY CREDENTIALS

3.1 Walking

- 3.1.1 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 3.1.2 Further guidance set of by CIHT 'Providing for Journeys on Foot' (2000) sets out the considered industry standard in relating to distances that are desirable, acceptable and preferred maximum. This is summarised below on relative journey distances.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 3 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

- 3.1.3 The figure below therefore outlines an indicative 2km walking catchment in the context of the site and the above guidance, reflecting all viable routes locally to the site including on-carriageway footways and footpath / bridleway routes.

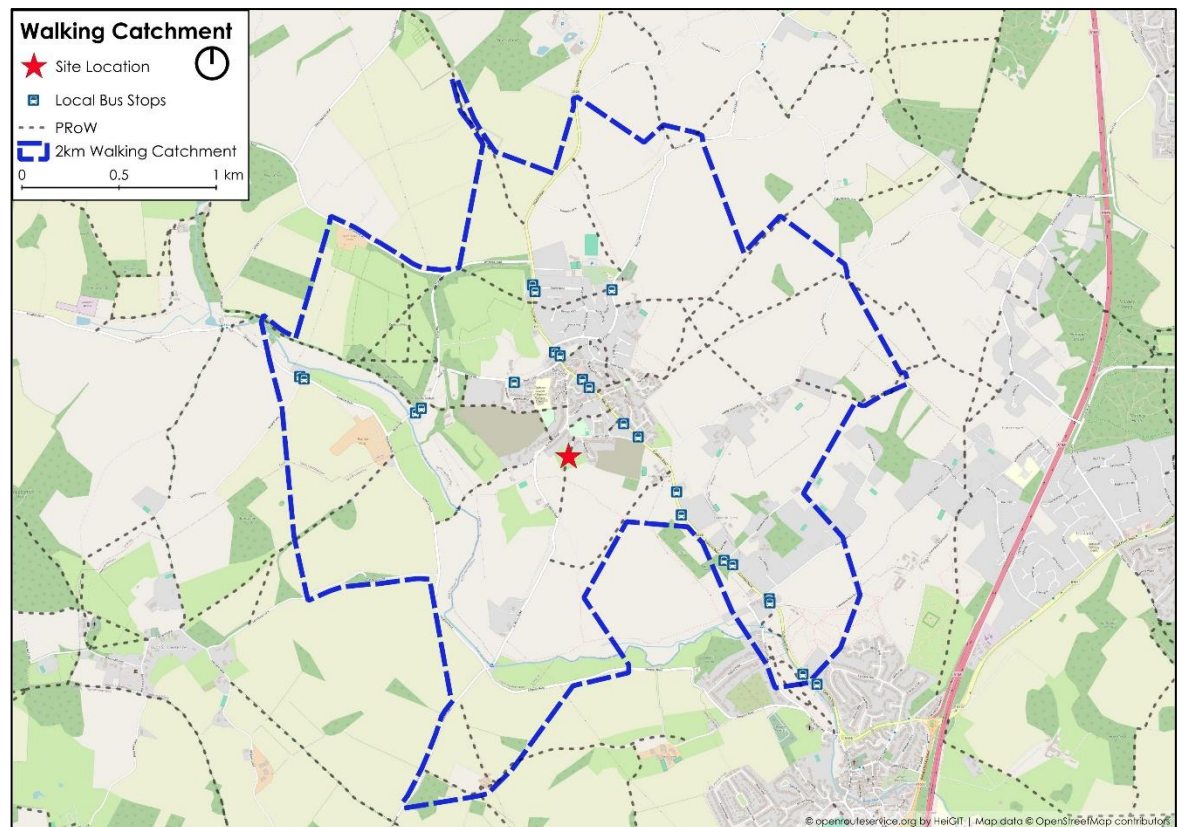


Figure 4 Walking Catchment

- 3.1.4 As shown above, Codicote is located within the 2km walking catchment from the site and it is therefore considered within a reasonable walking distance for most prospective residents.
- 3.1.5 As well as enhancing the existing public right of way, it is proposed to provide a new pedestrian footway from the site entrance to St Albans Road, along Cowards Lane.
- 3.1.6 It is therefore considered that appropriate wider onward connections for pedestrians are available on-foot from the site to key amenities and services within Codicote.

3.2 Cycling

- 3.2.1 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 has increased demand for cycling.
- 3.2.2 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 reasonable fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 3.2.3 The figure below illustrates an indicative 5km cycling catchment in the context of the site with reference to National Cycle Network routes running locally.

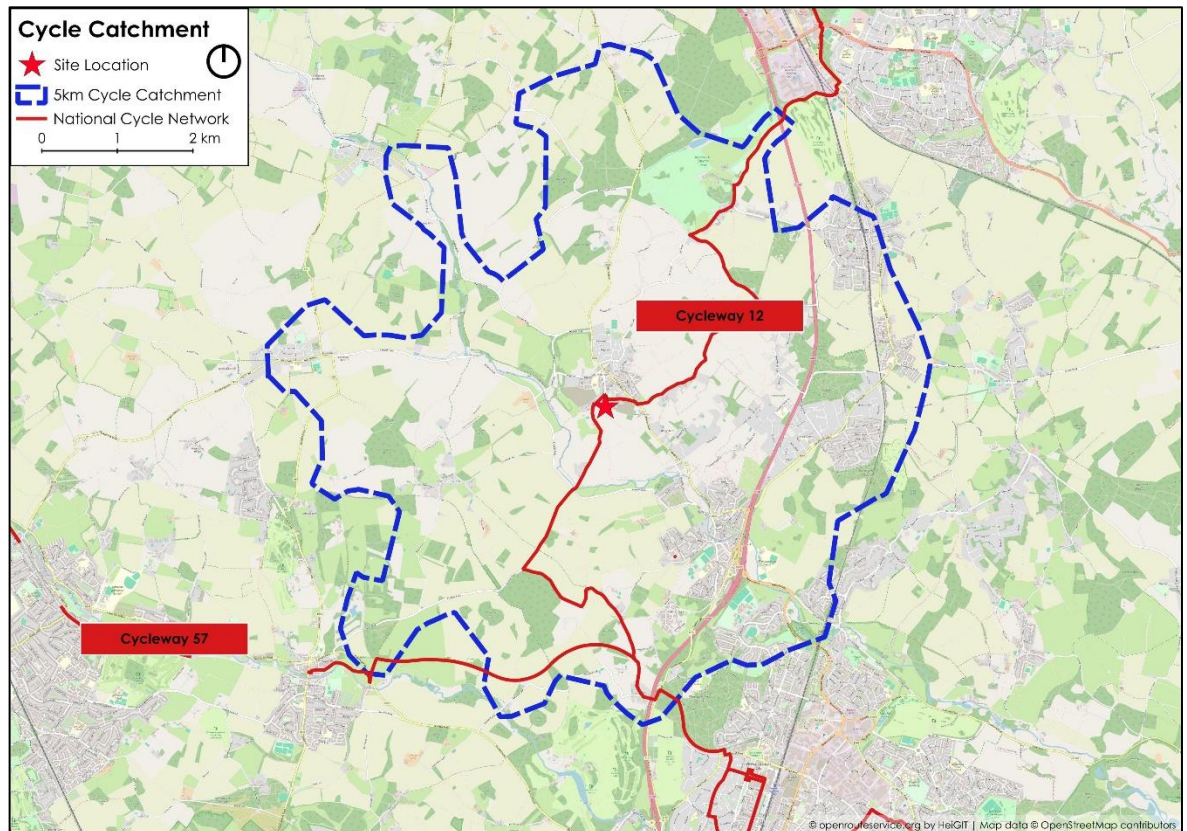


Figure 5 5km Cycle Catchment

- 3.2.4 As illustrated, the 5km cycling catchment extends towards Welwyn Garden City to the south and Stevenage to the north. These can both be accessed via Cycleway 12, which forms part of the National Cycle Network. The general topography and surrounding cycleways therefore mean that the surrounding infrastructure could provide opportunities for travel by bicycle.

3.3 Public Transport

- 3.3.1 The closest bus stops to the site are located to the north and east along High Street. The Bell Inn, Peace Memorial Hall and New Town bus stops are all circa 400m (a 4-minute walk) from the site entrance. The services are summarised below. These bus stops are shown on the walking catchment plan included above.

Service	Peak Frequency	Weekday Operational Hours	Terminal Destinations
314	1 per hour	06:18 – 19:15	Hitchin to Welwyn Garden City
315	1 per hour	06:50 – 17:52	Hitchin to Welwyn Garden City
44	1 per hour	07:50 – 17:17	Luton to Stevenage
45	1 per hour	07:50 – 17:17	Luton to Stevenage

Figure 6 New Town Bus Service Summary

- 3.3.2 Additionally, Welwyn North rail station is located 5.2km southeast of the site. Both the 314 and 315 routes serve Welwyn North rail station, meaning it is a viable mode of transport from the site. Destinations from the railway station include London Kings Cross, Letchworth Garden City and Cambridge.
- 3.3.3 Public transport could therefore form a viable means of travel for prospective residents at the development for local and longer distance journeys.

3.4 Accessibility Summary

- 3.4.1 As demonstrated, the area of Codicote provides a range of key amenities, with these being highly accessible via active travel modes from the site.
- 3.4.2 Additionally, public transport services are within convenient distance, with a good frequency, and these would also be attractive to prospective residents at development.
- 3.4.3 The remainder of this Travel Plan seeks to encourage and facilitate use of these facilities and deter single occupancy car travel.

4 TRAVEL BEHAVIOUR

- 4.1.1 As established within the accompanying Transport Statement, the following baseline mode split is expected when the development is completed and occupied by residents.

Method of Travel	% Share
Vehicles	77%
Public Transport	3%
Walk	18%
Cyclist	2%

Figure 7 Multi-Modal Data

- 4.1.2 As summarised above, approximately 77% of trip to / from the proposed development are anticipated to comprise vehicle trips. The remaining trips would primarily comprise walking (18%), public transport (3%) and cycling (2%).

5 AIMS, OBJECTIVES AND TARGETS

5.1 Aims and Objectives

- 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, therefore 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 the role of the Travel Plan. These objectives also supports 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.

5.2 Targets

- 5.2.1 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan.

- 5.2.2 When setting site specific targets, it is important that they are "SMART" in order that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

- **S**pecific
- **M**easurable
- **A**chievable
- **R**ealistic
- **T**ime-bound

- 5.2.3 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 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 car by 5%	End of Year 3
Decrease the proportion of journeys made by single occupancy car by 10%	End of Year 5

Figure 8 Summary of Targets

- 5.2.4 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%.
- 5.2.5 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.
- 5.2.6 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, while 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.
- 5.2.7 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.
- 5.2.8 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

- 6.1.1 A Travel Plan Coordinator would be appointed who would be responsible for all aspects of travel planning at the site. The coordinator would take lead of the Travel Plan and raise awareness of the Travel Plan aims, objectives and target. The coordinator would monitor and evaluate the behaviour travel surveys undertaken throughout the life of this Travel Plan. It would be ensured the Coordinator has adequate resource available to them to fully implement the Travel Plan.
- 6.1.2 The Travel Plan Coordinator will be appointed at a later date prior to any occupations and their contact details will be provided here, including name, contact number and email address.
- 6.1.3 HCC and NHCC would be provided with the contact details of the Travel Plan Coordinator. Should a Travel Plan Coordinator change role or leave, HCC and NHCC would be provided with updated details for the new Coordinator.

6.2 Infrastructure

- 6.2.1 The following infrastructure will be provided at the site to facilitate active and sustainable travel:
- Improved footway links
 - Electric vehicle charging points
 - Cycle parking

6.3 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.

- The above measures are not exhaustive, with the Coordinator encouraged to explore further Measures as appropriate.

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.
- Summary of incentives for residents.

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

7 REVIEW AND APPROVAL

7.1 Implementation and Funding

- 7.1.1 Prior to the occupation of the development, a Travel Plan Coordinator (TPC) will be appointed by the developer to oversee the management of the Travel Plan and ensure it seeks to achieve the stated aims. It is anticipated that the TPC role would fall within the remit of the Estate Manager or alternative suitable staff.
- 7.1.2 The TPC will be responsible for the Travel Plan's management to include the implementation, review and promotion of the Travel Plan. It is anticipated that this role would take 3-5 hours per month. Any infrastructure works are associated with the development's construction costs.
- 7.1.3 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.

7.2 Monitoring

- 7.2.1 Since the development is below the Council's threshold for a full Travel Plan, this document takes the form of a simpler Travel Plan Statement. Therefore, no detailed travel surveys are required.
- 7.2.2 Instead, information monitoring will be completed, comprising a questionnaire survey distributed to residents or an ATC survey at the site access to capture all vehicle traffic. This will enable baseline and subsequent year 3 and 5 travel data to be collected and used to monitor the effectiveness of the Travel Plan Statement.
- 7.2.3 Monitoring reports will then be produced by the TPCs and can be shared with the Council on request.