

**Draft Residential Travel
Plan**
July 2024

EAS

Temple Dinsley
Preston, Hitchin SG4 7RT

The Door UK

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The content of this report is based on information available as of July 2024, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

- 1.1 This Outline Residential Travel Plan has been prepared by EAS on behalf of The Door UK for the proposed redevelopment at the former Princess Helena College boarding school, Temple Dinsley, Preston, Hitchin, Hertfordshire SG4 7RT. A location plan is contained at **Appendix A**.
- 1.2 The site is situated on the eastern edge of Preston village, 4.1km south of Hitchin and 5.2km west of Stevenage.
- 1.3 The proposal comprises the redevelopment of the old Princess Helena Boarding School to a residential scheme. Accordingly, the existing main building and teaching block will be converted into 43 apartments, formed of 12 x one-bedroom, 25 x two-bedroom, 5 x three-bedroom and 1 x four-bedroom units.
- 1.4 Further to this, it is also proposed that 22 houses will be provided in five residential blocks (Edwin, Violet, Sadleir, Ithel and Templar), located around the main building and teaching block. These will offer 2 x two-bedroom, 14 x three-bedroom and 6 x four-bedroom units.
- 1.5 Four detached houses, located away from the main building and teaching block are also proposed, with 2 x three-bedroom houses (Tank House and Pump House) located in the south of the site, and 2 x five-bedroom houses (Summer House and Harwood House) located in the north of the site.
- 1.6 The development will also offer a new reserve cricket pitch and associated pavilion for use by Preston village cricket team.
- 1.7 The site master plans are contained at **Appendix B**.

What Travel Plans Are

- 1.8 A Travel Plan is a long-term management strategy for an organisation or development that seeks to deliver sustainable transport objectives through a regularly reviewed and periodically updated document. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.9 Travel Plans can assist in increasing accessibility whilst reducing congestion, air pollution, greenhouse gas emissions and noise. A well-developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their role in achieving improvements in transport conditions at the local level.

This Travel Plan

- 1.10 This Draft Residential Travel Plan has been prepared on behalf of The Door UK by EAS Transport Planning Ltd (Callum Turner, EAS Transport Planning Ltd, 1st Floor Millers House, Roydon Road, Stanstead Abbots, Herts SG12 8HG, Tel 01920 871777) in support of the planning application for the redevelopment of the former Princess Helena College boarding school, Temple Dinsley.

- 1.11 The Door UK or the successive owners/operators of the site are committed to ensuring that the Travel Plan will be operated in line with the requirements set out in Hertfordshire County Council's Travel Plan Guidance.

Travel Plan Structure

- 1.12 This Travel Plan has been produced with reference to the Department for Communities and Local Government Guidance on Travel Plans, Transport Assessment and Statement in Decision Taking (2014), Hertfordshire County Council Travel Plan Guidance (2020), alongside the policies and guidance of North Hertfordshire District Council and Hertfordshire County Council.

1.13 The contents of this Travel Plan are as follows:

- Chapter 2 – Site assessment;
- Chapter 3 – Travel patterns and surveys;
- Chapter 4 – objectives and targets;
- Chapter 5 – measures, marketing and initiatives;
- Chapter 6 – information for residents; and
- Chapter 7 – management, monitoring and review.

2 Site Assessment

Site Location

- 2.1 The site is located directly on the east side of Preston, a village near Hitchin, Hertfordshire SG4 7RT.
- 2.2 The site is bound to the east by undeveloped land and with Preston Road, School Lane and St Albans Highway bordering to the north, west and south respectively.
- 2.3 A location plan is contained at **Appendix A**.

Previous use

- 2.4 The previous use of the site is a Private Boarding School. When in operation, the school accommodated for a total of 200 students, comprising a mix of children who boarded full-time and day-students.

Proposed Development

- 2.5 The proposal comprises the redevelopment of the old Princess Helena Boarding School to a residential scheme. Accordingly, the existing main building and teaching block will be converted into 43 apartments, formed of 12 x one-bedroom, 25 x two-bedroom, 5 x three-bedroom and 1 x four-bedroom units.
- 2.6 Further to this, it is also proposed that 22 houses will be provided in five residential blocks (Edwin, Violet, Sadleir, Ithel and Templar), located around the main building and teaching block. These will offer 2 x two-bedroom, 14 x three-bedroom and 6 x four-bedroom units.
- 2.7 Four detached houses, located away from the main building and teaching block are also proposed, with 2 x three-bedroom houses (Tank House and Pump House) located in the south of the site, and 2 x five-bedroom houses (Summer House and Harwood House) located in the north of the site.
- 2.8 The development will also offer a new reserve cricket pitch and associated pavilion for use by Preston village cricket team.
- 2.9 The site master plans are contained at **Appendix B**.

Accessibility to Local Facilities

- 2.10 The site is located directly to the east of Preston and as such the village centre can be accessed in relative ease. Preston offers a variety of facilities, including a public house/restaurant, children's nursery, children's primary school, a church, playground, and cricket club.
- 2.11 Other nearby villages, all within a 3km/15-minute cycle from the site, offer access to convenience stores, post offices, restaurants, a hairdresser, and village halls. Therefore, it is

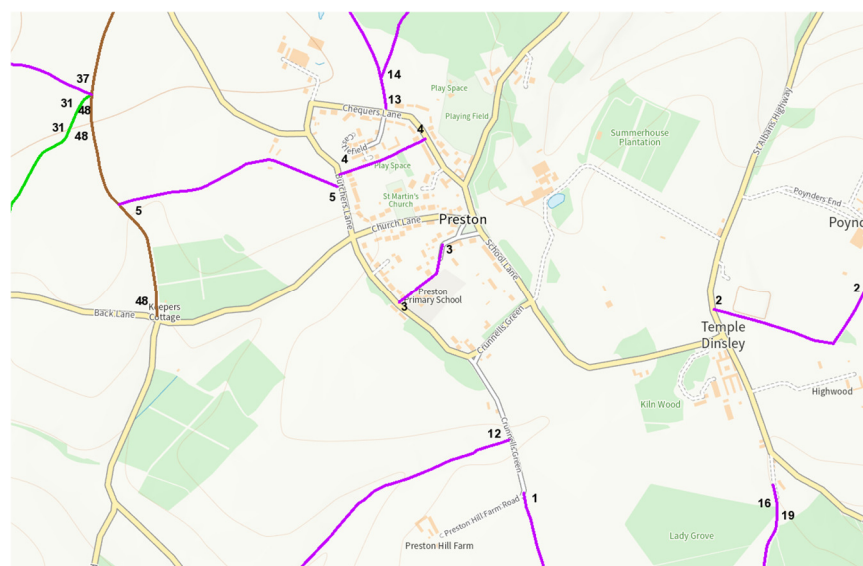
possible that future residents could access some everyday services without the need to rely on a personal vehicle.

- 2.12 Further afield, future residents would be able to access the southern side of Hitchin within a 25-minute cycle from the site; as well as the western expanse of Stevenage via a circa 30-minute cycle. These two towns offer access to a wider range of services and leisure opportunities for residents.

Accessibility On Foot

- 2.13 A Footway runs along the western side of School Lane, commencing at Chequers Lane in the north. The footway is circa 1.8m in width and continues into the village, terminating to the south between The Red Lion Pub and Crunnells Green Road.
- 2.14 There are no formal or informal crossing points along School Lane, within the vicinity of the site, although the footway does offer access to other routes that allow users to access the western expanse of the village.
- 2.15 The site is surrounded by a number of Public Rights of Way (PRoW) which link the existing school site to the wider village of Preston. The PRoWs link the site to Preston primary school, located to the south-west, as well as St Martins Church and Preston Playground, located to the north.
- 2.16 Figure 3.1 shows the PRoWs within and surrounding Preston. The Footpaths are indicated as purple lines with the Bridleway shown as a green line.

Figure 3.1 – PRoWs within and surrounding Preston (Source: Hertfordshire Definitive Map)



Purple = public footpath; green = public bridleway

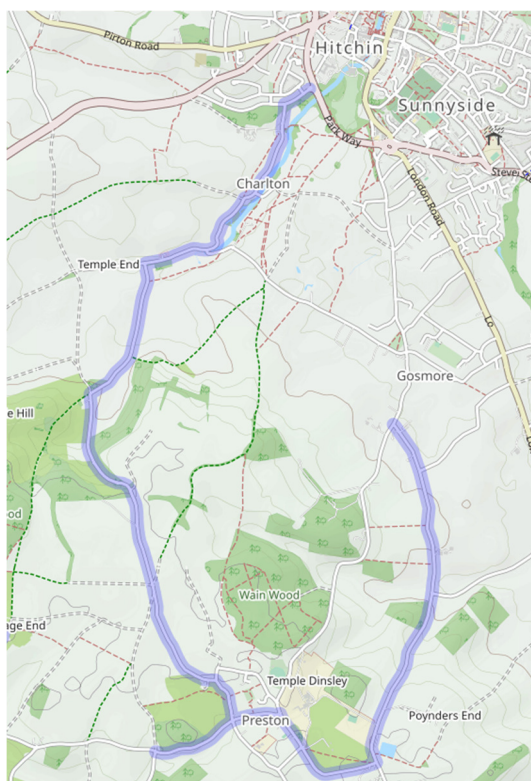
- 2.17 2011 Census data shows that on average 7.95% of people who live and work within the sites LSOA (E01023625: North Hertfordshire 014E) walk to work, demonstrating the suitability of the area for walking.

2.18 Also of note is the North Chiltern Trail walking route, which passes through Preston, offering pedestrian access to nearby villages such as Whitwell, Poynders End, St Paul's Walden and Great Offley.

Accessibility By Cycle

- 2.19 There is no dedicated cycling infrastructure present within the village or on the surrounding local highway network. However, the local village roads would be conducive to cyclists, and it is noted that recreational Cycle Route 16 runs through Preston, offering an unbroken connection from the site to the southern side of Hitchin.
- 2.20 Figure 3.2 below shows the extent of recreational Cycle Route 16 within Preston.

Figure 3.2 – Recreational Cycle Route 16 (Source: OpenStreetMap)



- 2.21 Notably, the towns of Hitchin and Stevenage can be accessed within a 25-minute and 30-minute cycle respectively using a variety of roads and Bridleways.

Accessibility by Public Transport – Bus

- 2.22 The Red Lion Public House bus stops are located a circa 50m/1-minute (southbound stop) and a circa 140m/2-minute (northbound stop) walk from the site via the main pedestrian access.
- 2.23 The southern bus stop is indicated by a pole and flag, with timetable information provided, while the northern bus stop offers a small shelter. There are no bus cage markings on the carriageway, Kassel kerbs, nor real-time bus information.
- 2.24 These stops offer access to the 88 bus route that runs east/west between Luton and Hitchin. The route operates 6 services in each direction throughout the day Monday to Friday, with 4 services in each direction running throughout the day on Saturday.

- 2.25 Bus route 88 allows for Hitchin train station to be reached in a 26-minute bus ride, while Luton train station is accessible via a 42-minute bus ride. Other notable stops on the route include Ley Green, King's Walden and Breachwood Green.
- 2.26 Further to the above, negotiations were opened with the operators of HertsLynx, to explore the option of extending the existing coverage in North Herts to provide a service that runs into the village and potentially the site itself. Unfortunately, the Demand Responsive/Community Transport Project Officer within HCC confirmed that Preston falls outside of the HertsLynx operating zone. The officer did however not rule out the potential of expanding the zone in the future.
- 2.27 It is understood that one expansion has already taken place with the service recently being made available in most of Dacorum District. The correspondence with HertsLynx is contained at **Appendix C**.

Accessibility by Public Transport – Rail

- 2.28 Hitchin rail station is located approximately 5.05km north of the site. The station is situated on the East Coast Main Line (operated by Great Northern) and provides frequent direct access to a host of local and regional destinations.
- 2.29 Hitchin rail station has the following off-peak services:
- 2 trains per hour (tph) to London King's Cross
 - 2 tph to Brighton via Gatwick Airport
 - 2 tph to Horsham via Redhill and Gatwick Airport
 - 2 tph to Peterborough
 - 1 tph to Letchworth Garden City
 - 3 tph to Cambridge
- 2.30 Further to the above, Hitchin rail station contains 291 sheltered cycle parking spaces in the form of secure cycle racks located to the north of the main station building. These spaces are monitored by CCTV. Bus route 88 offers direct access to the station.
- 2.31 Luton rail station is located approximately 9.43km west of the site. The station is situated on the Midland Main Line (operated by East Midlands Railway). The station offers direct access south into London St Pancras via a 33-minute direct train respectively; Corby can also be accessed via a 40-minute direct train journey. Bus route 88 offers direct access to the station.
- 2.32 Stevenage train station can be accessed in a 28-minute cycle (16-minute drive) from the site. Stevenage is served by Great Northern, offering services southbound to King's Cross. Other easily accessible locations include Welwyn Garden City, Potters Bar, Brighton, Gatwick Airport and Moorgate via Watton-at-Stone, as well as northbound services to Cambridge and Peterborough.

Cycle Parking

- 2.33 Based on the North Hertfordshire Parking Policy, there should be 1 secure / long term cycle space per unit. As demonstrated in the site plans contained at **Appendix B**, car ports containing secure cycle parking provision are proposed in the main car park. Further to this, cycle stores are located across the development, providing provision of cycle parking in line with the abovementioned standards.

Off-Site Accessibility Improvements

- 2.34 It is proposed that the existing pedestrian access, located on the site's western border, will be formalised to offer a direct connection to School Lane and the existing footway infrastructure, as shown in the drawing contained at **Appendix D**.
- 2.35 This access point is considered the most appropriate location for pedestrian and cycle access as it boasts easy access to both Red Lion Pub bus stops, as well as access to the centre of Preston village. The footway will measure circa 1.5m to 2m in width, as appropriate considering the existing pond present in the verge space.

3 Travel Patterns and Surveys

Expected Travel Patterns

- 3.1 At this draft stage of the Travel Plan, expected travel patterns can be inferred from census journey to work data, obtained from the QS701EW dataset.
- 3.2 As such, census journey to work data has been obtained for people living within the site's LSOA (North Hertfordshire 014E), which includes Preston and other nearby villages. The extent of the LSOA and the location of the site is illustrated in Figure 3.1 below.
- 3.3 The census journey to work modal share data is summarised in Table 3.1 below.

Figure 3.1 – Extent of LSOA Hertsmere 006A

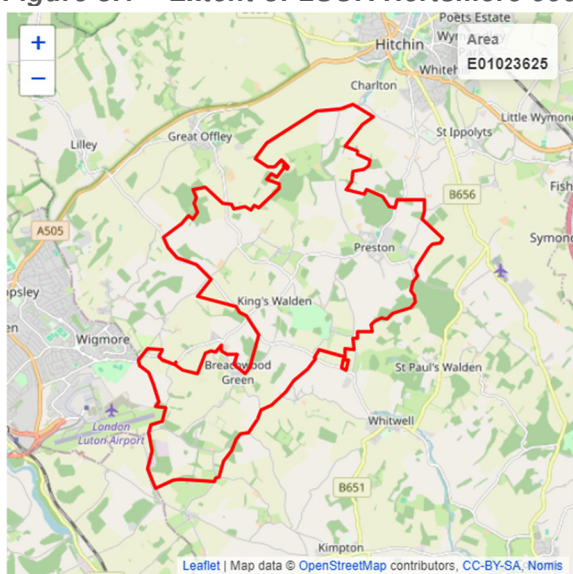


Table 3.1 – Modal shares of journeys to work of people employed within LSOA North Hertfordshire 014E

Travel Modes	Journeys to Work	
	Total	Percentage
Underground, Metro, Tram	0	0%
Train	54	10.7%
Bus, minibus or coach	3	0.6%
Taxi	0	0%
Motorcycle, Scooter, Moped	9	1.6%
Driving a Car or Van	368	73.2%
Passenger in a Car or Van	16	3.2%
Bicycle	7	1.4%
On Foot	40	8.0%
Other	6	1.2%
Sustainable Modes	104	20.7%
Total	503	100%

- 3.4 Based on the data in Table 3.1 it could be expected that 20.7% of trips would be made by sustainable modes (i.e. public transport or active travel).

Travel Surveys

- 3.5 At this stage a Draft Travel Plan has been prepared, and with the development not yet built, travel surveys cannot be carried out at this time. Indicative baseline data and corresponding targets for Years 3 and 5 have thus been provided below based on census data, to be updated in due course.
- 3.6 The Travel Plan Coordinator (TPC) would commission a baseline travel survey to be completed within 6 months of first occupation of the site, or when the site reaches 75%-unit occupancy (52 units), whichever occurs first.
- 3.7 Following the baseline travel survey, the indicative targets would be updated in agreement between the TPC and HCC/NHDC. This would be completed within 3 months of the baseline travel survey.
- 3.8 Following the initial preparation of the Full Travel Plan document (following completion of the baseline surveys and setting of targets), the TPC would maintain the Travel Plan for a 5-year period.
- 3.9 Surveys would be undertaken at Years 3 and 5 by the TPC, on or as close as practicable to the anniversary of the baseline survey, with a monitoring report submitted to HCC/NHDC within 3 months of completion of the review surveys. This would allow monitoring of progress towards the targets and inclusion of additional Travel Plan measures and/or adjustment to the targets as necessary, in agreement between the TPC and HCC/NHDC.
- 3.10 The monitoring reports would be made available to all stakeholders, including residents.
- 3.11 Surveying would obtain information on trip modes, origin/destination, and distance/duration, among residents and visitors, using a methodology agreed between the TPC and HCC/NHDC. In line with the HCC Travel Plan Guidance, this is likely to be the TRICS Standard Assessment Methodology for Travel Plan Monitoring.

4 Objectives and Targets

Objectives

- 4.1 Objectives are the Travel Plan's high-level aims that give direction and provide a focus for the Travel Plan.
- 4.2 The objectives are:
- To minimise single occupancy vehicle trips associated with the site;
 - To increase use of sustainable transport modes by residents and visitors;
 - To provide appropriate information and incentives to encourage travel to and from the site via sustainable methods of transport; and
 - To reduce the overall negative impacts caused by travel related to the site.

Targets

- 4.3 Targets are the measurable goals by which progress can be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should meet the 'SMART' criteria – that is, they will be Specific; Measurable; Achievable; Realistic; and Time-bound. If these criteria are not met, the effectiveness of the Travel Plan is significantly reduced.
- 4.4 Targets are set for Years 3 and 5, aiming for improvements on the baseline. Targets enable measurement of success in achieving the objectives of the Travel Plan.
- 4.5 At this stage, without travel survey data, it is not possible to set exact targets. However, for indicative purposes, estimated baseline modal shares using census journey to work data are provided along with corresponding indicative targets for Years 3 and 5, as summarised in Table 4.1 below.

Table 4.1 – Estimated indicative residents baseline travel survey modal shares and corresponding Year 3 and Year 5 targets

	Modal share – baseline	Modal share – Year 3 target	Modal share – Year 5 target
Walk	8.0%	9.5%	11%
Cycle	1.4%	2.5%	3.5%
Train	10.7%	11.0%	11.5%
Bus	0.6%	2.0%	4.0%
Car (single occupancy)	73.2%	70.0%	65%
Car (multiple occupancy)	3.2%	3.0%	3.0%
Other	2.8%	2.0%	2.0%

- 4.6 These indicative baseline figures and targets will be updated in due course following the baseline survey in agreement between the TPC and HCC/NHDC.

5 Measures, Initiatives and Marketing

Walking

- 5.1 Walking is essentially free, predictable and under the individual's control. It is non-polluting and does not make large demands on infrastructure.
- 5.2 Walking is important for short journeys, particularly those under circa 2km, which encompasses all of Preston, meaning that walking can be a viable means of travel for numerous trip purposes for lots of residents.
- 5.3 The proposed improvements to existing footways and provision of new footways within the site will make walking more attractive and safer for all users.
- 5.4 The TPC will be responsible for raising awareness amongst residents of the health, financial and practical benefits of undertaking journeys by active travel. The TPC will also draw up plans illustrating safe walking routes to the site from nearby facilities and residential areas.

Cycling

- 5.5 Cycling incurs some costs by way of acquiring and upkeeping a bicycle, but these are significantly less than for other forms of transport.
- 5.6 Cycling extends the distance that most people can comfortably travel to certainly 5km, while a CIHT report (Planning for Cycling, 2014) suggests this figure may be as high as 8km; this encompasses most of Hitchin, as well as the western portion of Stevenage.
- 5.7 High-quality secure, covered long-stay cycle parking, as well as short-stay cycle parking, in line with policy requirements, will be provided at the site.
- 5.8 The TPC will also provide details of cycling infrastructure and routes, local Bicycle User Groups, bicycle and bicycle repair shops and services. The TPC would approach local cycle retailers with a view to providing discounts for residents.
- 5.9 Where appropriate, the TPC will liaise with HCC with regard to the upkeep of local footways, cycleways, signage and lighting.

Public Transport

- 5.10 Public transport can provide further sustainable travel options for trips by residents that are longer than could reasonably be walked or cycled, as well as providing alternate options for shorter journeys.
- 5.11 Furthermore, the off-site improvements, in tandem with existing cycle parking facilities at Hitchin and Stevenage railway stations, will make multi-modal commuting both a viable and attractive option for residents.
- 5.12 Improvements to access to bus stops in the vicinity of the site are also proposed.
- 5.13 The TPC will make residents aware of these services, identify useful journey planning tools, and provide information such as timetables and route maps as necessary.

- 5.14 The TPC will also inform residents of potential fare discounts and travelcards, and seek to agree fare discounts with operators, or for the site operators to supplement season ticket fees.

Reducing the Need to Travel

- 5.15 Whilst a journey made via sustainable modes is preferable to one made via car, reducing the need to travel completely sits at the top of Hertfordshire's LTP4 Transport User Hierarchy (Policy 1).
- 5.16 The Travel Plan will outline the option of working from home for future residents, thereby reducing the need to commute to work.
- 5.17 When travel is unavoidable, the increasing popularity of electric vehicle (EV) ride-share schemes offers an opportunity for residents to reduce travel by taking one multiple occupancy car journey over multiple single occupancy journeys. The site, complete with EV charging infrastructure, is well positioned to take advantage of these schemes.
- 5.18 The TPC will raise awareness amongst residents of home delivery services for key amenities.
- 5.19 Where appropriate, the TPC will seek to ensure suitable provisions are available to enable home working, such as high-speed internet connectivity.
- 5.20 Where home working is not a feasible option, the TPC will make residents aware of ride-sharing schemes, alongside helping to facilitate informal carpooling amongst residents.

Health and Exercise

- 5.21 A driving factor in modal shift is health considerations. A UK Government report (Health Matters, 2017) states that physical inactivity is one of the main risk factors for obesity and its related health issues. Active travel offers many health-related benefits, for both physical and mental health.
- 5.22 The development content, by virtue of including e-bikes for residents, will naturally promote the uptake of active travel, alongside the walking and cycling infrastructure improvements off-site.
- 5.23 Using the average height, weight, and age of the British population, and taking into account the respective average walking and cycling speeds of 5 km/h and 20km/h, the average amount of calories burnt by the average person through a 12-minute walk or 3-minute cycle (5km) to Preston primary school and back, can be calculated through an average basal metabolic rate (BMR) and an average metabolic equivalent of task (MET).
- 5.24 Applying average height, weight and age data from the 2021 Health Survey for England, the average BMR is 1,755kcal for men and 1,372kcal for women. The average age in England is 40 years old.
- 5.25 The average MET for walking at 5km/h is 3.5. The MET for cycling at 20 km/h is 8.5. In comparison, the average MET for driving a car is 2.5.

5.26 Calories burnt is calculated using the formula $BMR \times MET / 1440 \times \text{Minute}$.

5.27 Using this data, Table 5.1 shows an estimated calorie burn via foot and cycle for an average height, weight, and age, for a round trip to Preston primary school and back (approximately 1km).

Table 5.1. – Caloric burn estimates for a 5km round journey into Borehamwood town centre and back

Mode of travel	Male Caloric Burn During 5km Journey (kcal)	Female Caloric Burn During 5km Journey (kcal)
Walking	51.2	40.0
Cycling	31.1	24.3
Driving	6.1	4.8

5.28 Additionally, taking into account that an average kilogram of human fat contains 7,700kcal, it is possible to estimate the potential weight loss accrued through a working week (5 days) of active travel into Borehamwood and back, assuming that caloric intake does not increase. Data from the 2021 Health Survey for England estimates that 25.9% of adults are classed as obese, with 37.9% in the overweight category, posing a significant threat to public health.

5.29 Table 5.2 shows the potential weight loss accrued through a working week and working month.

Table 5.2. Weight loss estimates for a week of active travel into Borehamwood Town Centre and back (adapted from Table 5.1)

Mode of travel	Male Weight Loss Over 5 Days of Travel (kg)	Male Weight Loss Over 20 Days of Travel (kg)	Female Weight Loss Over 5 Days of Travel (kg)	Female Weight Loss Over 20 Days of Travel (kg)
Walking	0.03	0.13	0.02	0.10
Cycling	0.02	0.08	0.01	0.63

5.30 Table 5.2 shows how the uptake of active travel can offer a significant contribution to weight loss, especially in comparison to driving. TPC will make residents aware of the health benefits of walking and cycling, alongside providing tools for residents to calculate more personalised estimates of the calories they will burn by opting for active travel modes over car journeys.

Carbon Emissions

5.31 It is generally accepted that organisations, businesses, institutions, and individuals must pay attention to their carbon emissions and thus their effect on the environment. Making residents aware of their carbon emissions enables them to make more environmentally responsible travel choices.

5.32 Using the Department for Business, Energy and Industrial Strategy's greenhouse gas reporting conversion factors, published in 2021 and revised in 2022, it is possible to estimate

the carbon emissions avoided through the use of active travel, in comparison to making a journey via car.

- 5.33 The average distance travelled per car in 2022, according to the Department for Transport, was 6,000mi (9,656km) for petrol fuelled cars and 7,900mi (12,714km) for diesel cars.
- 5.34 Table 5.3, below, shows the average CO₂e emissions for a variety of car types.

Table 5.1 - Average CO₂e emissions for a 5km journey via car (from UK Government GHG Conversion Factors for Company Reporting & DfT table NTS0901a: 'Annual mileage of cars by ownership, fuel type and trip purpose (miles): England, 2002 onwards')

Type of Vehicle	CO ₂ e Emissions for a 1km Journey (kgCO ₂ e)	Average Yearly Distance Travelled Per Car (km)	Average Yearly CO ₂ e Emissions Per Car (kgCO ₂ e)
Small Petrol Car	0.14946	9656	1443.19
Small Diesel Car	0.13758	12714	1749.19
Medium Petrol Car	0.18785	9656	1813.88
Medium Diesel Car	0.16496	12714	2097.30
Large Petrol Car	0.27909	9656	2694.89
Large Diesel Car	0.20721	12714	2634.47

- 5.35 As can be seen in Table 5.3, residents opting to travel to Hitchin town centre and back (circa 10km) via sustainable modes over a car trip could save up to 2.79kgCO₂e for a single round trip.
- 5.36 If residents on-site were to reduce their car journeys by 8.2% (as per the 5-year target set out in Section 4), this could result in a substantial reduction in carbon emissions, estimated to be up to 220.98kgCO₂e per vehicle yearly.
- 5.37 To further illustrate these reductions, Table 5.2 calculates estimated CO₂e reductions specifically tailored to key destinations within Hitchin and Stevenage, namely the Hitchin town centre (5.6km from the site), Hitchin railway station (5.9km from the site) and Stevenage railway station (9km from the site).

Table 5.2 - Average CO₂e emission reductions from active travel within Borehamwood (calculated from data in Table 5.3)

Type of Vehicle	Estimated carbon reduction per round trip via active travel to Hitchin town centre (kgCO ₂ e)	Estimated carbon reduction per round trip via active travel to Hitchin railway station (kgCO ₂ e)	Estimated carbon reduction per round trip via active travel to Stevenage railway station (kgCO ₂ e)
Small Petrol Car	0.84	0.88	1.35
Small Diesel Car	0.77	0.81	1.24
Medium Petrol Car	1.05	1.11	1.69

Medium Diesel Car	0.92	0.97	1.48
Large Petrol Car	1.56	1.65	2.51
Large Diesel Car	1.16	1.22	1.86

5.38 Table 5.2 shows that small changes in travel behaviour can lead to a large decrease in carbon output. For example, should commuters cycle to Hitchin and Stevenage station instead of driving, this could result in a reduction in carbon emissions of up to 1.56kgCO₂e per day.

5.39 The TPC will provide tools for residents to calculate a more personalised carbon footprint, empowering residents to make environmentally responsible decisions in their travel.

Marketing Strategy

5.40 Marketing of the Travel Plan to its users is necessary to promote awareness of the rationale for travel planning and of the Travel Plan measures, in order to maximise uptake and thus meeting of objectives and targets.

5.41 The marketing strategy would comprise of the following elements:

Travel Information Pack

5.42 The TPC will prepare a Travel Information Pack to be supplied to residents as part of their Welcome Pack.

5.43 The Pack would include the following information:

- An overview of the Travel Plan, setting out its purposes and benefits;
- Maps of active travel routes, public transport stops and nearby facilities;
- Public transport information such as routes, timetables and prices;
- Details of active travel and public transport journey/route planning services;
- Details of Bicycle User Groups and cycle repair shops etc;
- Details of discounts on cycle repair, public transport season tickets and other residents benefits;
- Contact details of the TPC.

Information Board

5.44 Travel Plan information boards will be provided at suitable locations for viewing by residents, containing useful information as provided in the Travel Information Pack, as well as comprising a mechanism for communicating results of travel surveys and Travel Plan targets.

Newsletters / emails

5.45 Newsletters and/or emails would be disseminated to residents to advertise updates and development in the Travel Plan as well as encouraging participation.

6 Information for Residents

Introduction

- 6.1 As discussed in the previous section, there are many opportunities to further encourage sustainable travel within this site, and a key consideration in this is disseminating relevant information to residents of the site.
- 6.2 The below information summarises the information contained within this Travel Plan in a more accessible manner; this information could be provided to residents as-is or be used as a basis for a more extensive Travel Information Pack.

Travel Information for Residents

Welcome to Temple Dinsley. This document has been produced on behalf of the site developers to assist you in making environmentally friendly, healthy travel choices.

Walking and Cycling

Temple Dinsley was designed with active travel in mind and offers a range of active travel facilities.

We encourage you to make use of these facilities. With these provisions, it has never been easier to take up walking or cycling.

Why not...

- ...go for a cycle along recreational Cycle Route16
 - ...explore the nearby North Chiltern Way walking route
 - ...encourage your children to walk or cycle to School?
 - ...cycle to the railway station and commute to work via train?
- 6.3 Walking or cycling over driving offers benefits for your personal health and the planet. Table 6.1, below, offers a breakdown of local facilities and amenities, alongside the calorie and carbon savings accrued by opting to cycle or walk there.

Table 6.1. Amenities, Calorie and Carbon Breakdown for Temple Dinsley

Local Facility	Location/Address	Distance from Lyndhurst Farm	Estimated maximum calories burnt through round trip to facility (kcal)		Estimated maximum carbon avoided through round trip via foot or cycle to facility (kgCO ₂ e)
			Walk	Cycle	
Bus Stops	Red Lion Pub Bus Stops	150m	16.2	9.8	0.04
Restaurant/Pub	The Red Lion	180m	19.4	11.8	0.05
Nursery	Preston Nursery School	230m	24.8	15.0	0.06
Church	Preston Primary School	360m	38.8	23.6	0.1
School	Preston Primary School	400m	43.1	26.2	0.11

Public Transport

- 6.4 For those journeys that can't be taken on foot or via cycle, Preston offers some excellent public transport connections. Your nearest bus stop is located less than 200 metres away, near the junction of School Lane and Church Lane. These stops are served by the 88 bus route, providing connections into Hitchin and Luton.
- 6.5 The route operates 6 services two-way, throughout the day Monday to Friday, with 4 services running throughout the day on Saturday.
- 6.6 For rail connections, Hitchin railway station offers a variety of destinations and onward connections. The services from Hitchin railway station are summarised below:
- 6.7 Hitchin rail station has the following off-peak services:
- 2 tph to London King's Cross
 - 2 tph to Brighton via Gatwick Airport
 - 2 tph to Horsham via Redhill and Gatwick Airport
 - 2 tph to Peterborough
 - 1 tph to Letchworth Garden City
 - 3 tph to Cambridge

Why not...

- ...take the bus to Hitchin and Luton Rail Station?
- ...take the bus into Hitchin town centre?
- ...take the train to work or for a night out?

7 Management, Monitoring and Review

Travel Plan Coordinator

- 7.1 The Travel Plan Coordinator (TPC) is fundamental to Travel Plans: TPCs drive the development, implementation and review of the Travel Plan and the measures set out within the document. They are the point of contact for all stakeholders.
- 7.2 Following the granting of planning permission as part of the next steps for this Travel Plan, The Door UK, or the successive owners/operators of the site, will be responsible for appointing and maintaining a formal TPC.
- 7.3 A TPC is yet to be appointed, until which time the interim TPC will be:
- Callum Turner*
EAS Transport Planning Ltd
01920 871777
- 7.4 The role of the TPC includes:
- Overall responsibility for the delivery of the Travel Plan;
 - Overseeing the implementation of the Travel Plan measures;
 - Raising awareness of the Travel Plan amongst residents and visitors;
 - Liaison with HCC/NHDC and other stakeholders;
 - Carrying out the travel surveys and reporting to HCC/NHDC as required.

Stakeholders and Steering Group

- 7.5 Travel Plans need partnerships for success. Organisations need to work with a number of partners and stakeholders from the planning stage, through to implementation, management and monitoring.
- 7.6 It is expected that a representative for each of the following groups would comprise a Steering Group:
- TPC;
 - Resident representative;
 - Local resident representative;
 - HCC Travel Plan Officer.
- 7.7 The Steering Group will meet at appropriate intervals to ensure the Travel Plan is being carried out fully and effectively (e.g. twice per year). At these meetings any responses or ideas relating to the Travel Plan from any stakeholders will be discussed.

Resourcing

- 7.8 The TPC will carry out the necessary tasks utilising the resources of The Door UK or the successive owners/operators of the site. An initial budget would be allocated for the Travel Plan's implementation, including for the identified measures and publicity materials. This budget will be reviewed on an annual basis by the TPC to identify whether adjustments are required in order to achieve the targets.
- 7.9 As per HCC's guidance on Travel Plans it is envisaged that the required budget would be around £1,200 per annum for the 5-year period (not including costs for any Travel Plan measures; i.e. this budget covers administrative and marketing costs) and its operation would require an average of around five hours of the TPC's time per month.

Monitoring and Review

- 7.10 The TPC is responsible for all monitoring and review activities. Although, any amendments to the agreed targets for Years 3 and 5 must be approved by HCC/NHDC.
- 7.11 The TPC will also communicate the results to other stakeholders including residents, with monitoring reports made available via emails/newsletters and noticeboards.
- 7.12 In Year 5, or sooner if the need arises, the TPC will review the Travel Plan and its targets and will thereafter set new objectives, updated targets and introduce new measures where appropriate. If the Travel Plans targets have been met the Travel Plan can be updated on a voluntary rather than a compulsory basis.
- 7.13 Table 7.1 below summarises the proposed monitoring plan, setting out the timeframe and stakeholders associated with each element of the Travel Plan monitoring process.

Table 6.1 – Travel Plan Monitoring Plan

Data Collection/ Reporting Exercise	Key Information	When/How Frequently	By Whom
Baseline Travel Surveys	Response Rate, Modal Split, Travel Attitudes, Destination Data	Once, within 6 months of first occupation or at 75% unit occupancy, whichever occurs first	TPC
Baseline Survey Report and Travel Plan Review	Headlines from the Baseline Survey and how they verify the Travel Plan	Report within 3 months of Baseline Survey	TPC for submission to and review by HCC/NHDC
Monitoring Travel Surveys	Response Rate, Modal Split, Travel Attitudes, Destination Data	On the third and fifth anniversaries of, or as close as practicable to, the baseline survey	TPC
Monitoring Report	Headlines from the Monitoring Survey	Within three months of each survey	TPC for submission to and review by HCC/NHDC
Identification of new Travel Plan Initiatives	Potential new measures for inclusion in Travel Plan	Ongoing	TPC and Steering Group

Action Plan

- 7.14 An Action Plan for the implementation of the Travel Plan is set out in Table 7.2 below. The Action Plan sets out the general tasks to be carried out and associated timescales. It is understood that this would be expanded on in due course.

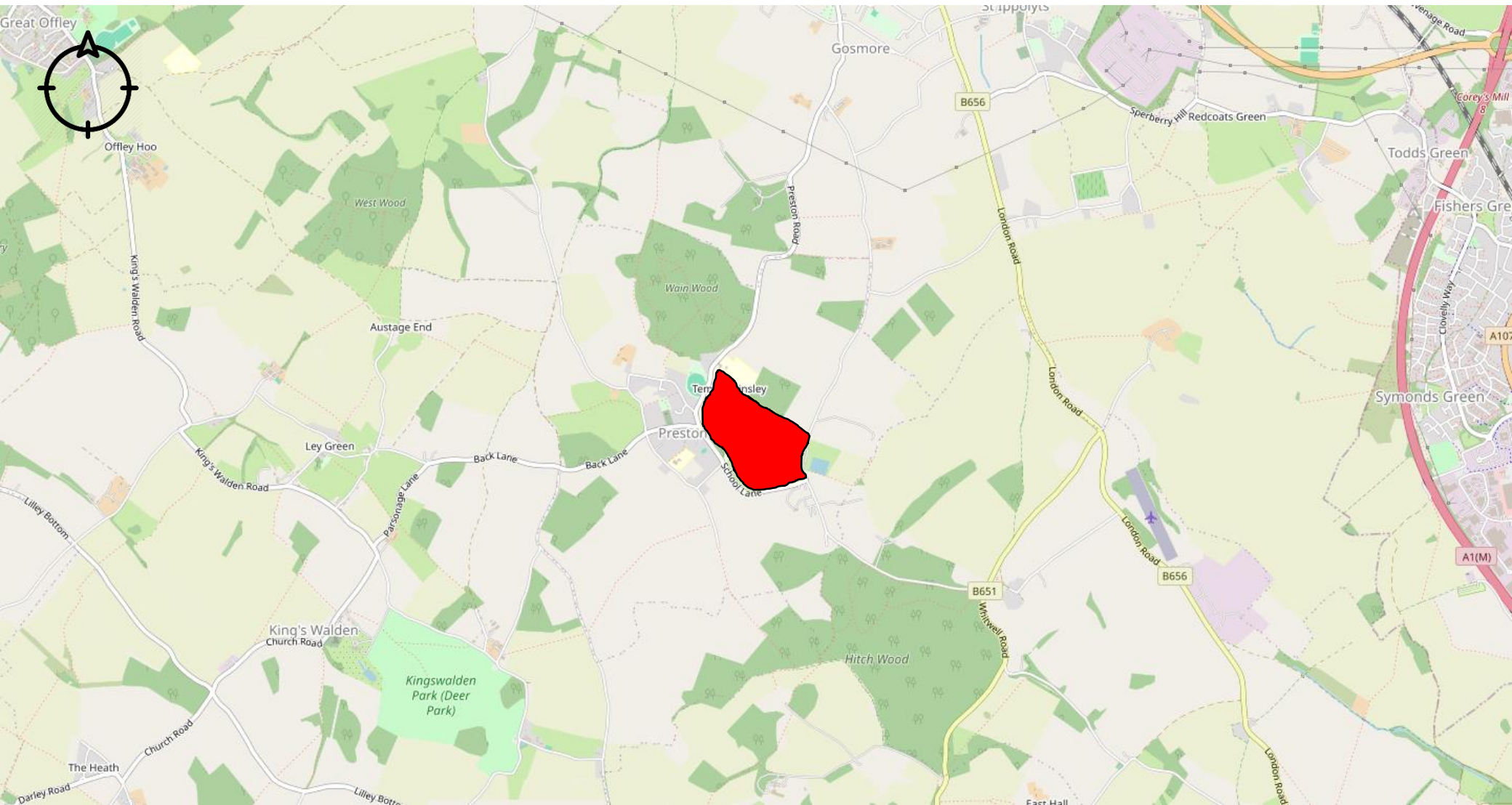
Table 7.2 – Action Plan to guide implementation of the Travel Plan

Action	Responsibility	Timescale
Appoint formal TPC	HCC/HBC	No less than 6 months prior to first occupation
Complete Draft Travel Plan	EAS and HCC/NHDC	No less than 6 months prior to first occupation
Baseline travel survey	TPC	Within 6 months of first occupation or at 75% unit occupancy (59 units), whichever occurs first
Prepare baseline survey report, submit to HCC/NHDC and agree Full Travel Plan	TPC	Within 3 months of baseline travel survey
Travel Plan launch	TPC	Within 3 months of baseline travel survey
Provide information on sustainable travel on noticeboards, on the website and via emails or newsletters	TPC	Ongoing
Monitoring surveys	TPC	On the third and fifth anniversaries of, or as close as practicable to, the baseline travel survey
Prepare annual survey report and submit to HCC/NHDC	TPC	Within three months of Year 3 and 5 surveys
Review Travel Plan targets and measures	TPC, Steering Group, HCC/NHDC	Ongoing

Appendices

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Appendix: A - Location Plan



Location Plan



Site Location

EAS

Appendix: B – Site Masterplan



Site Area : 277945 sq.m (27.8 ha)

1. Main Building
2. Teaching Block
3. Edwin
4. Violet
5. Sadleir
6. Ithel
7. Templar
8. Summer House
9. Harwood House
10. Tank House

11. Pump House
12. Lodge Gate
13. Belvedere
14. Ice House
15. Piggery
16. Park Wall
17. Paved Rose garden
18. Herbaceous Garden
19. Small Herbaceous Garden
20. Rose Garden

21. Magnolia Steps
22*. Cricket Pitch
23. North Tennis Court
24. Village Gate
25. Walled Parking Garden
26. Existing Parking
27. Visitor Parking
28. Summer House Plantation
29. East Tennis Court
30. Pergola Garden

31. Permissive Path
32. Path to Dower House
33. Path to School Yard
34. St. Albans Road
35. East Avenue to exit
36. Construction traffic in and out

37. Substation
38. New Cricket pavilion and Existing Sports Pavilion moved
39. Proposed woodland planting

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Total Homes
Main Building	10	20	4	1		35
Teaching Block	2	5	1			8
Edwin		2	2			4
Violet				4		4
Sadleir			4	2		6
Ithel			6			6
Templar			2			2
Summer House					1	1
Harwood House					1	1
Tank House			1			1
Pump House			1			1
Number of Homes						69

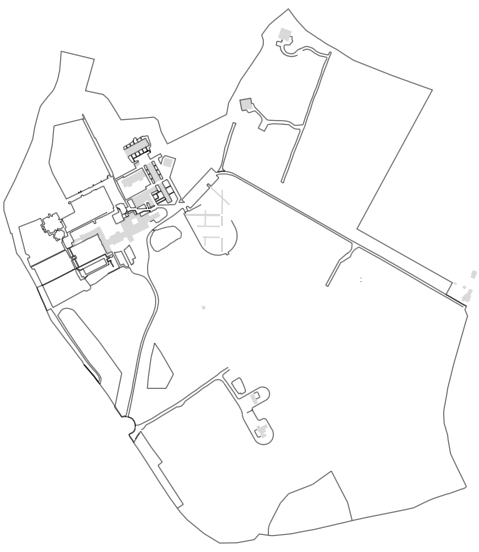
Based on a TRICS assessment carried out by EAS, it is estimated that the proposals to develop 69 houses and apartments on site would generate circa 36 vehicle trips in both the AM and PM peak periods. This equates to a significant reduction of circa 280 vehicle trips in each of the network peak hours when related to the school operations at Princess Helena College.

*New **EIGHT-PITCH** natural grassed cricket square (or table), all eight pitches having an ECB senior cricket minimum boundary of 45.7m (50 yards).



DO NOT SCALE OFF THIS DRAWING
DO NOT SUBSTITUTE ANY OF THE PRODUCTS
OR MATERIALS.

1. This is a planning drawing and is intended for this use only; it must not be used for construction.
2. All dimensions are in MM and should be checked on site prior to commencement of work; do not scale off this drawing.
3. This drawing is to be read in conjunction with all other relevant information.
3.Discrepancies between drawings and information to be referred to Architect without delay.



P08	Updated SH,HH and TH boudnary fences	17.06.24
P07	Issued for BNG calculations	07.06.24
P06	Updated to latest design	29.05.24
P05	Coordination issue	20.05.24
P04	Adjusted to LEA comments	09.05.24
Revision	Description	Date

AY PILSBURY THOMAS ARCHITECTS

K

S C A B A L

TURBO

ILLUMINATE

DESIGN

ARCHITECTS

TD.O

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Client
The Door UK Ltd

Project
Temple Dinsley
Preston, Hitchin, Hertfordshire,
SG4 7RT

Drawing title
Proposed Site Plan

Purpose of issue
Planning

Job no. Status Scale @ A0
641 S0 1:1000

Checked by
ST

Date Revision
28.03.24 P08

Drawing number
641-KS-03-XX-DR-A-10002

Appendix: C – HertsLynx Correspondence Email

Callum Turner

From: Michael Jepps <Michael.Jepps@hertfordshire.gov.uk>
Sent: 16 May 2024 09:19
To: Callum Turner
Subject: RE: Herts Lynx Service

Hi Callum,

Apologies for the delay getting back to you – I've just come back from leave so catching up with emails. Unfortunately, Preston does fall outside of our operating zone – the area in which we can operate is rather strict so unfortunately this isn't something we'd be able to assist with. If this changes at any point in the future I will be in touch.

Kind regards,

Michael Jepps

Demand Responsive/Community Transport Project Officer | Integrated Transport Unit
Environment & Transport

Hertfordshire County Council

Address: County Hall, Pegs Lane, Hertford, SG13 8DE Postal Point: CHN101.

T: 01992 556820 (Internal: 56820) E: michael.jepps@hertfordshire.gov.uk

M: 07977 375 237



[Our vision](#) is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve
Residents' lives

We work with
Integrity

We act
Sustainably

We champion
Equality & fairness

From: Callum Turner <Callum.Turner@eastp.co.uk>
Sent: Wednesday, May 8, 2024 5:18 PM
To: Michael Jepps <Michael.Jepps@hertfordshire.gov.uk>
Subject: Herts Lynx Service

You don't often get email from callum.turner@eastp.co.uk. [Learn why this is important](#)

Good afternoon, Michael,

I hope this email finds you well.

I tried to give you a call earlier today on your mobile but couldn't get through. I was wondering if you are able to advise regarding Herts Lynx bus services in Preston, North Hertfordshire. I currently have a large residential scheme in the works that is not particularly well connected in terms of public transport (one bus stop in the village), and I was wondering how feasible it would be to instal a few permanent/virtual bus stops in the village that could be used by future residents of the scheme. Is this something that can be set up easily and does the developer need to make contributions for this service? I note that on the Hert Lynx website there doesn't appear to be any stops west of Stevenage (where Preston is located) so there may certainly be scope to connect this part of Hertfordshire.

Any other information you are able to provide would be greatly appreciated.

Best regards,

Callum.

Callum Turner

Transport Engineer/Planner

1st Floor Millers House, Roydon Road, Stanstead Abbots SG12 8HN

Tel: 01920 871777

EAS CIVIL ENGINEERING CONSULTANTS



**SPECIALISING IN TRANSPORT PLANNING, HIGHWAY DESIGN, FLOOD RISK AND DRAINAGE
INCORPORATING THE SuDS DESIGN CENTRE**

Please note that I am currently enrolled in a part-time Transport Planning & Management MSc and therefore I am not contactable on Wednesdays.

EAS and The SuDS Design Centre are trading names of EAS Transport Planning Ltd registered 5751442

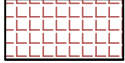
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Appendix: D – Proposed Off-site Improvements



PROPOSED FOOTWAY INSTALLED AT PEDESTRIAN ACCESS TO THE SITE, CONSTRUCTED OF A BARK MATERIAL.

3.0m

- KEY:
-  - OFFSITE IMPROVEMENTS WITHIN 'VILLAGE GREEN' CLASSIFIED LAND
 -  - EXISTING FOOTWAY PROVISION

REV	DATE	BY	DESCRIPTION	CHK	APD
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DRAWING STATUS:

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Tel: 01920 871777
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CLIENT:

ARCHITECT:

PROJECT:

TEMPLE DINSLEY ESTATE, SCHOOL
LANE, PRESTON

TITLE:
PROPOSED OFF SITE IMPROVEMENTS
WITHIN PRESTON VILLAGE

SCALE:  A2: 1:500	DESIGN-DRAWN: CT	DATE: 09/05/2024
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PROJECT No: 4729	DRAWING No: SK02 REV A
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