

Land North of Stevenage Road, Hitchin, Hertfordshire

Interim Travel Plan

Final Report

PL/HB/AH/34653

December 2025



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1 INTRODUCTION

1.1 PURPOSE OF THIS INTERIM TRAVEL PLAN

- 1.1.1 This Interim Travel Plan (TP) has been prepared by DHA on behalf of Bugler Homes Ltd in support of the proposed development of 50 dwellings on Land North of Stevenage Road, near Hitchin, Hertfordshire.
- 1.1.2 This TP should be read alongside the Transport Assessment submitted in support of a detailed planning application.

1.2 WHAT IS A TRAVEL PLAN?

- 1.2.1 A Travel Plan (TP) is a strategy for managing travel needs and transport provision within an organisation or site. It seeks to improve access to a development or site by sustainable modes of transport. It therefore contains both physical and behavioural measures to increase travel choices and reduce reliance on single-occupancy car travel.
- 1.2.2 A TP involves the development of a set of mechanisms, initiatives and targets that together can enable an organisation or site to reduce the impact of travel and transport on the environment, whilst also bringing a number of other benefits. A TP is a live document that will grow and develop with time, in accordance with the changing circumstances of a site and the environment in which it operates.

1.3 WHAT ARE THE BENEFITS OF A TRAVEL PLAN?

- 1.3.1 The primary benefits of a TP are environmental, with improved air quality, less noise and dirt and a reduction of CO₂ emissions. TPs can also deliver a number of other benefits:-
- Individuals can benefit from improved health, cost and timesaving, reduced stress and a general improvement in their quality of life;
 - Companies can benefit from increased productivity generated by a healthier, more motivated set of individuals and a safer environment due to reduced congestion; and
 - Local communities can enjoy reduced congestion on local roads and possible improvements to public transport services funded by future investment.
- 1.3.2 A well-developed TP can mitigate the adverse traffic impacts of development, and the Government recognises their importance in achieving improvements in

transport conditions at the local level. The Public Health England publication 'Cycling and walking for individual and population health benefits' (2018) emphasises the health benefits of walking and cycling. Active travel as part of a TP enables people to enjoy these benefits as part of their daily routine.

1.4 POLICY CONTEXT

1.4.1 This TP has been prepared in accordance with the relevant national and local guidance:-

- National Planning Policy Framework (NPPF, 2024);
- Planning Practice Guidance (PGG) on Travel Plans (2014);
- Department for Transport (DfT) Circular 01/2022 – The Strategic Network and the Delivery of Sustainable Transport (2022);
- Hertfordshire Local Transport Plan 4: 2018-2031 (LTP4);
- North Herts Local Plan (NHLP, 2011);
- HCC Highways Place and Movement Planning and Design Guide;
- Building Regulations 2010: Approved Document S (2021);
- Vehicle Parking at New Development Supplementary Planning Document (SPD, 2011).

1.5 AIMS AND OBJECTIVES

1.5.1 The main aims and objectives of this TP are the following:-

- Demonstrate to the Local Planning and Highway Authorities a commitment to provide the development with suitable facilities that will encourage residents to travel to and from the site in a sustainable manner;
- Set out the necessary survey and monitoring requirements needed to assess the performance of the TP;
- Reduce resident dependency on car-borne trips;
- Reduce the need for unnecessary travel to and from the sites;
- Improve the local environment and thus contribute to a better quality of life; and

- Inform residents of the health benefits of sustainable travel.

1.6 STRUCTURE OF THIS PLAN

1.6.1 Following this introduction, the TP is structured as follows:-

- Section 2 provides details of the site characteristics and current transport infrastructure in the vicinity;
- Section 3 outlines objectives as well as targets;
- Section 4 gives details on the management of the TP;
- Section 5 sets out the package of measures that will be introduced in order to influence the way users travel to / from the site;
- Section 6 sets out the monitoring and reporting strategy of the TP; and
- Section 7 outlines an Action Plan.

1.7 VISION OF THE DEVELOPMENT

1.7.1 With reference to DfT Circular 01/2022, the vision of the development is to deliver a sustainable extension to Hitchin which will benefit from ready non-car accessibility to local services and facilities. The vision will be achieved via the following measures:-

- The implementation of a robust Travel Plan and the provision of Travel Information Packs for residents, containing initiatives and incentives to encourage the uptake of active and sustainable travel modes, together with an associated monitoring and reporting strategy;
- Ready access to sustainable transport options from the site; including existing bus stops located approximately 350m from the access on Stevenage Road, and the provision of an upgraded crossing point to these facilities, including dropped kerbs and tactile paving;
- The widening of the existing footway from the site to Stevenage Road to facilitate pedestrian accessibility and comfort by active modes; and
- The provision of wider active travel links via the potential upgraded PRow 15 connection leading north from the site.

1.7.2 The installation of secure cycle parking for every dwelling, together with 'active' Electric Vehicle charging facilities in line with the Building Regulations Part S, will

further ensure that active and sustainable transport is a realistic option for many everyday journeys.

- 1.7.3 To reflect the delivery of this vision, a mode shift reduction of five per cent has been applied to the baseline vehicular trip generation forecast for the development.

2 EXISTING CONDITIONS

2.1 OVERVIEW

- 2.1.1 The site comprises a single parcel of land to the north of the A602 Stevenage Road, approximately 2.2km to the east of Hitchin Town Centre 'as the crow flies'. The red line boundary for the site can be seen in a local context in Figure 2-1 below.



FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE MYMAPS)

- 2.1.2 The site is bound to the north by agricultural land, to the west by Kingshott School, to the east by residential properties and a commercial site, and to the south by the existing school access road.
- 2.1.3 The site currently comprises an open grass field. Vehicular access is taken from the Ashbrook cul-de-sac via a gated priority junction arrangement, which is currently used to serve the Kingshott School as a secondary access. The Ashbrook cul-de-sac forms a priority junction with Stevenage Road to the east, providing access to the wider highway network.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 As mentioned, there is an existing access road along the southern site boundary that primarily serves Kingshott School, albeit this is not the main school entrance. This is gated outside of school hours and when not in use.
- 2.2.2 The Ashbrook cul-de-sac serves a small number of residential dwellings and is subject to the national speed limit. It forms a priority junction with Stevenage Road to the east. Visibility splays at this junction are in excess of 2.4 x 215m for a 60mph posted speed limit, as per Manual for Streets guidance, and can be achieved in both directions within highway-controlled land, and as shown in the drawing appended at **Appendix A**.
- 2.2.3 Stevenage Road is a single carriageway road that leads east towards the A1(M) via Little Wymondley. Immediately to the south-west, it forms an interchange with the A602 Stevenage Road.
- 2.2.4 The A602 is a single carriageway road which is subject to the national speed limit. The speed reduces to 40mph approximately 300m west of the Stevenage Road / A602 junction upon entry into Hitchin. This road accommodates two-way traffic flows and is street-lit.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 Existing footway provision is available from the Ashbrook cul-de-sac in both directions. Towards Hitchin, a footway is provided along the A602. This footway varies in width between 1.3m - 1.8m and is separated from the main carriageway by a grass verge and vegetation for the majority of its length. Dropped kerbs with tactile paving are present at all side roads leading into Hitchin town centre.
- 2.3.2 Footway provision is also present on the northern side of the Ashbrook cul-de-sac, which provides access to the existing bus stops on Stevenage Road. This footway is currently unlit and measures up to 1.5m in width. It continues east, along the northern side of Stevenage Road, providing a direct link to the village of Little Wymondley.
- 2.3.3 Figure 2-2 below identifies the Public Rights of Way (PRoW) network in the site vicinity. PRoW 15 runs north-south along the eastern boundary of the site and connects with PRoW 70 at its northernmost extent. This PRoW provides access to Wymondley Road, which in turn provides an alternative route into Hitchin town centre.

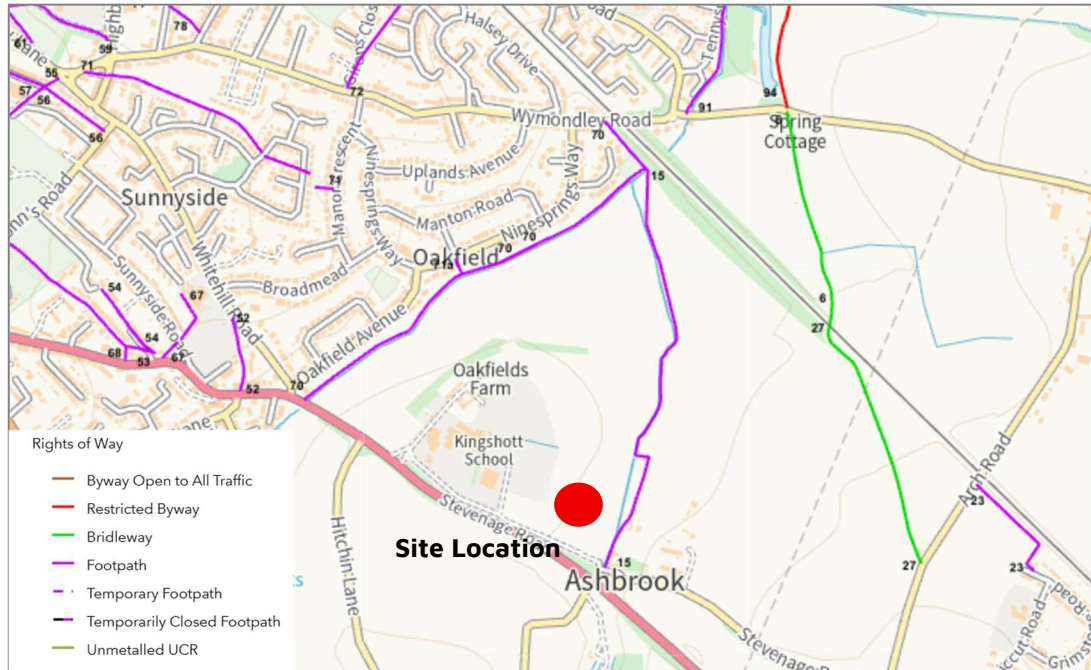


FIGURE 2-2: LOCAL PROW NETWORK (COURTESY OF HCC)

2.3.4 PRoW 15 can be accessed from the Ashbrook cul-de-sac, as shown in Figure 2-3 below. Clear signage and a gate to prevent vehicular entry is present.



FIGURE 2-3: ACCESS TO PROW 15 FROM CUL-DE-SAC (COURTESY OF GOOGLE MAPS)

- 2.3.5 Figure 2-4: Cycle Routes (Courtesy of OPENCYCLEMAP) Figure 2-4 below highlights the designated cycle network within the site vicinity, with blue lines denoting local cycle routes, purple lines denoting Regional Cycle Routes (RCRs), and red lines denoting National Cycle Routes (NCRs).

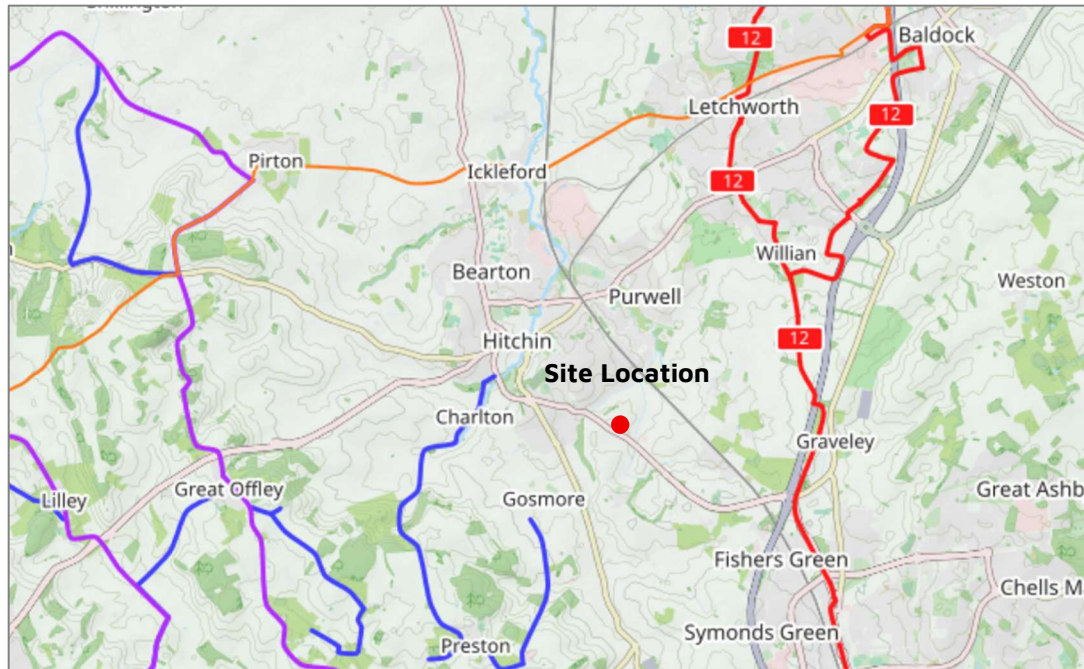


FIGURE 2-4: CYCLE ROUTES (COURTESY OF OPENCYCLEMAP)

- 2.3.6 NCR 12 is located approximately 2.9km east of the site, accessible via Stevenage Road or the A602, representing a 10-minute cycle time. This route is provided on-carriageway, which is broadly flat and straight, allowing the route to be carried out by cyclists of a moderate ability. This route leads south through the heart of Stevenage, which is accessible in a 25-minute cycle time.
- 2.3.7 It is further noted that the A602 within the vicinity of the site has been identified in the North Hertfordshire Local Walking and Cycling Infrastructure Plan (LCWIP) as a key route between Hitchin and Stevenage that would benefit from improvements. Figure 2-5 overleaf highlights the proposed measures that the improvement scheme would provide with the full plan included at **Appendix B**.

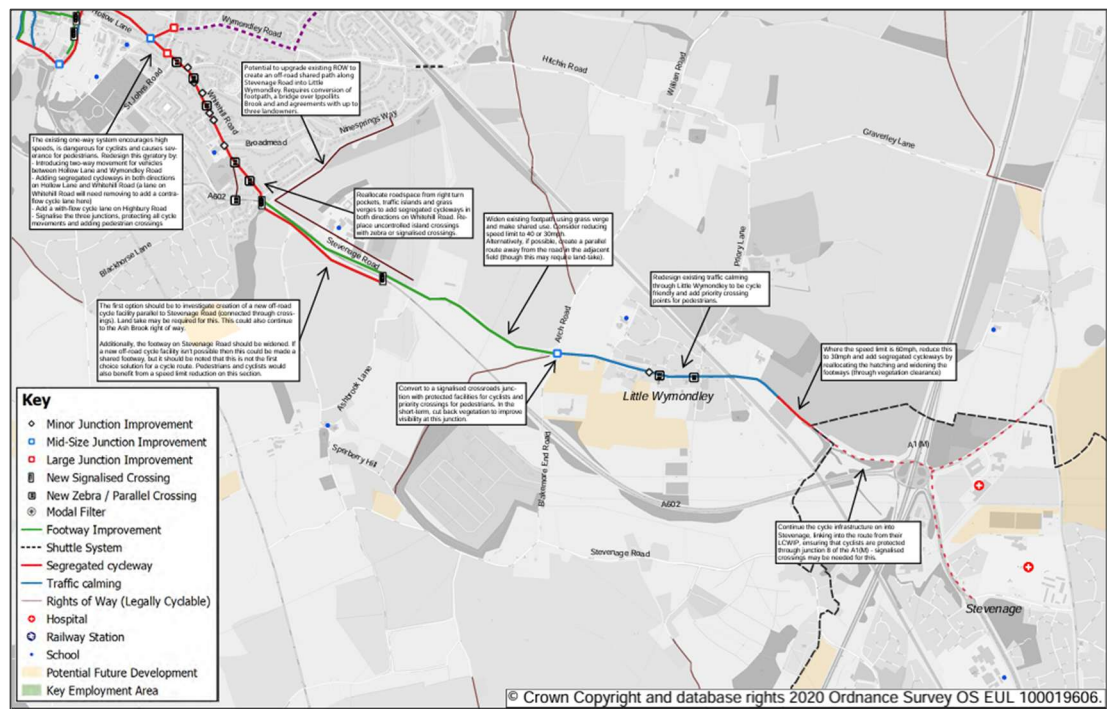


FIGURE 2-5: LCWIP IMPROVEMENTS (A602 & STEVENAGE ROAD) (COURTESY OF NHDC)

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 A pair of bus stops are located on Stevenage Road, approximately 160m to the east of the site, accessible in a two-minute walk time. These stops comprise of a flag-and-post arrangement and timetable information.
- 2.4.2 Frequently served bus stops are also located on the A602, approximately 530m to the west of the site access, accessible in an eight-minute walk time. Both stops comprise of a flag-and-post arrangement and timetable information. Table 2-1 summarises the bus services that are accessible from these stops.

SERVICE NO.	ROUTE	SERVICE FREQUENCY			SERVICE OPERATOR
		WEEKDAY	SATURDAY	SUNDAY	
9A	Bedford – Stevenage	Hourly	Every 2 hours	Hourly	Stagecoach East
9B	Bedford – Stevenage	Hourly	Every 2 hours	-	Stagecoach East
9D	Bedford – Stevenage	3 times in the AM	Every 2 hours	-	Stagecoach East
37	Buntingford – Stevenage	Every 2 hours	Every 2 hours	-	Central Connect
100	Luton Airport – Stevenage	Every 30 minutes	Every 40 minutes	Hourly	Arriva Herts & Essex
101	Luton – Stevenage	Every 30 minutes	Every 40 minutes	Hourly	Arriva Herts & Essex

TABLE 2-1: LOCAL BUS SERVICES FROM A602 STEVENAGE ROAD

- 2.4.3 An additional pair of stops are present approximately 950m to the east of the site on Stevenage Road. These are served by Route 80, which runs hourly between The Priory School and Lister Hospital in Stevenage. The bus stop for services leading east bound is sheltered with seating and timetable information and for westbound services there is a flag-and-post with timetable information.
- 2.4.4 It is therefore evident that the site benefits from ready access to frequent bus services to a range of key employment and education destinations during the week, with services operating during the peak AM and PM hours to facilitate commuting.
- 2.4.5 Hitchin Railway Station is located approximately 1.7km to the north-west of the site, representing a 38-minute walk, a 10-minute cycle, a 13-minute journey via the Route 37 bus service, or a 17-minute journey via Route 80.
- 2.4.6 The station has provision for 291 cycle spaces in the form of cycle stands, which are sheltered and have CCTV, and provides step-free access to all platforms. Table 2-2 summarises the train services (operated by Great Northern and Thameslink) that are accessible from this station.

DESTINATION	SERVICE FREQUENCY	JOURNEY DURATION
Stevenage	Every 7 minutes	5 minutes
Letchworth Garden City	Every 30 minutes	6 minutes
London St Pancras	Every 14 minutes	34 minutes
London Farringdon	Every 14 minutes	38 minutes
Cambridge	Every 10-20 minutes	35 minutes
Peterborough	Every 30 minutes	45 minutes
London Kings Cross	Every 30 minutes	48 minutes
London Bridge	Every 14 minutes	49 minutes
Brighton	Every 30 minutes	1 hour 56 minutes
Horsham	Every 30 minutes	2 hours

TABLE 2-2: LOCAL TRAIN SERVICES FROM HITCHIN

2.5 ACCESSIBILITY

- 2.5.1 The Chartered Institute for Highways and Transportation (CIHT) states in Planning for Walking (2015) that approximately 80 percent of journeys shorter than one mile (1.6km) are made on foot. Likewise, the LTN 1/20 Cycle Infrastructure Design (2020) sets out that two out of three personal trips by bicycle are less than 5 miles (8km) in length. As such, these are the typical starting point to assess whether a site is within a suitable distance for the majority of local journeys to be made by active modes of travel.
- 2.5.2 Several local services and facilities are located within an acceptable 1.6km walking and 5km cycling distance of the site access, with Hitchin and Little Wymondley located within a 10-minute cycle time. A selection of these are provided in Table 2-3 alongside their estimated walk distances and times from the proposed site access. The walk times provided are based on a walking speed of 80m per minute¹.

¹ This is widely used to estimate walk times and is used within the London-based Public Transport Accessibility Level (PTAL) analysis

FACILITY	WALK DISTANCE	WALK TIME
M&L Autocare	380m	5 minutes
Kingshott School Bus Stops	530m	7 minutes
Kingshott School	650m	9 minutes
The Orange Tree Public House	1.0km	17 minutes
Wymondley School	1.0km	17 minutes
Pace Pharmacy	1.0km	17 minutes
Nisa – Convenience Store	1.0km	18 minutes
Bucks Head / Plume of Feathers Public Houses	1.0km	19 minutes
Mary Exton Primary School	2.0km	23 minutes
St Ippolyts Church	2.0km	24 minutes
Premier – Convenience Store	2.0km	24 minutes
Three Moorhens	2.0km	25 minutes
Hitchin Girls' School	2.0km	28 minutes
Highbury Lodge Day Nursery	2.0km	29 minutes
Highbury Infant & Nursery School	2.0km	29 minutes
St Ippolyts Stores	2.0km	29 minutes
Pinehill Hospital	2.0km	31 minutes
Asda Supermarket	2.0km	31 minutes
M&S Foodhall	2.0km	33 minutes

TABLE 2-3: SITE ACCESSIBILITY TO LOCAL SERVICES

- 2.5.3 On this basis, it is evident that there is the potential for everyday journeys to be undertaken without the need for a private vehicle, in accordance with the sustainability requirements of the National Planning Policy Framework (NPPF).

2.6 HIGHWAY SAFETY

- 2.6.1 Personal Injury Collision (PIC) data for the highway network surrounding the site has been sourced from HCC for the latest available five-year period between 1st January 2020 and 31st December 2024.
- 2.6.2 Figure 2-6 below highlights the study area (in blue) and the locations of the incidents recorded. A total of 22 collisions were recorded; of which 19 were classified as 'slight', two as 'serious', and one as fatal.

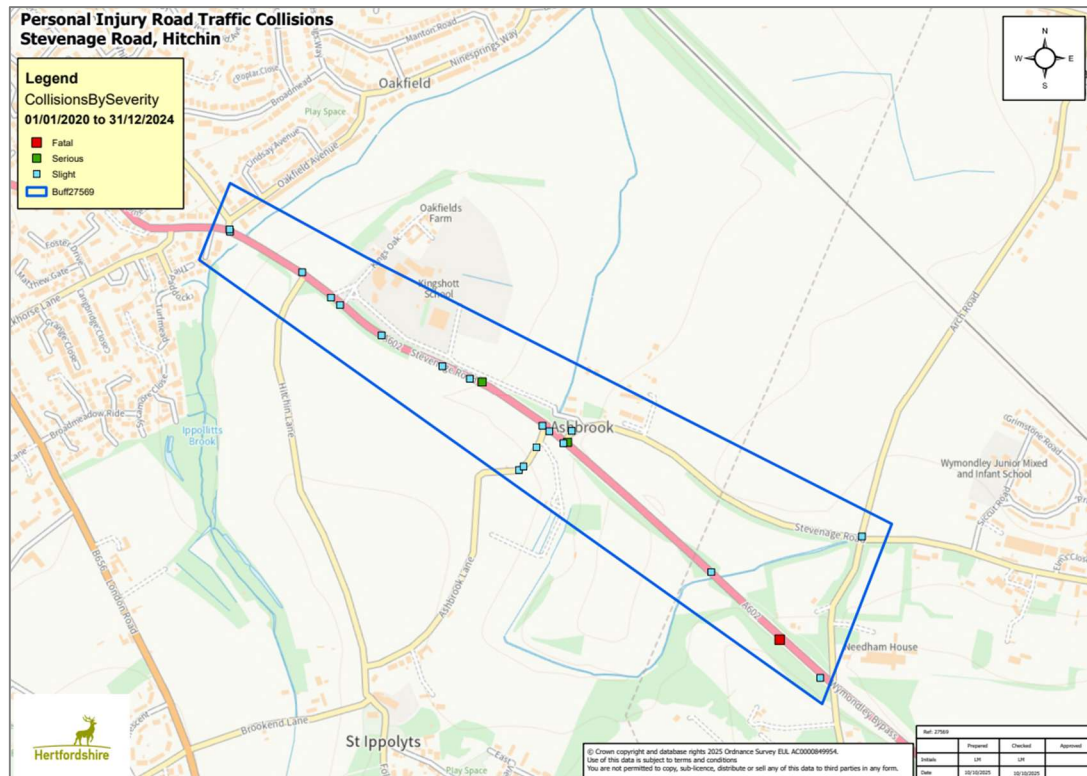


FIGURE 2-6: PIC PLOT (COURTESY OF HCC)

- 2.6.3 Table 2-4 summarises the incidents and the full PIC dataset is included at **Appendix C**.

JUNCTION / LOCATION	SEVERITY	COLLISIONS
A602 / Whitehill Road	Slight	3
A602 / Ashbrook Lane	Slight	5
A602 / Stevenage Road	Slight	2
	Serious	1
A602 / Hitchin Lane	Slight	1
Stevenage Road / Arch Road / Blakemore End	Slight	1
A602 (various locations)	Slight	7
	Serious	1
	Fatal	1

TABLE 2-4: SUMMARY OF PIC DATA

A602 / Stevenage Road Junction

- 2.6.4 Three collisions occurred at this junction, one of which was classified as 'serious'. The serious collision was caused by a car pulling out of Stevenage Road on to the A602 into the path of another car, due to the driver failing to look, misjudging speed and reckless driving.
- 2.6.5 One of the 'slight' collisions was caused by a car turning right from Stevenage Road to the A602, causing sharp braking by a vehicle on the main carriageway and a rear-end shunt collision with a motorcycle. This occurred in dry, daylight conditions outside of peak hours.
- 2.6.6 One of the 'slight' collisions was caused by a car suddenly braking, causing a rear-end shunt collision with the car behind. The second 'slight' collision was caused by a car driver losing control on Stevenage Road and colliding with a lamp post due to them travelling too quickly in wet, dark weather conditions.
- 2.6.7 There were no trends in the road conditions at the time of the collisions, and all of them occurred outside of the network peak hours. None of the collisions involved cyclists or pedestrians.

A602 / Ashbrook Lane Junction

- 2.6.8 Two 'slight' collisions occurred at this junction, with three further 'slight' collisions occurring at separate locations along Ashbrook Lane itself.

- 2.6.9 On Ashbrook Lane, one collision occurred between an LGV and a car as the car turned right out of Ashbrook Lane on to the A602. The conditions were wet and reckless driving was noted as a contributory factor.
- 2.6.10 Another collision at the junction of the A602 and Ashbrook Road occurred when a car braked heavily due to another car turning right out of the junction, causing a third car to collide into the rear of it.
- 2.6.11 On Ashbrook Lane, two incidents occurred on a bend, with the vehicles travelling in opposite directions colliding head-on. The first involved two cars and the second a car and an LGV. In both instances, the drivers were reported to be impaired by substances.
- 2.6.12 The other incident involved a rear-end shunt collision caused by harsh braking as a vehicle turned into Ashbrook Lane.
- 2.6.13 No clusters were apparent on this stretch of road.

A602 / Whitehill Road Junction

- 2.6.14 Three 'slight' collisions occurred at this junction. All three were caused by a vehicle turning out of Whitehill Road into the path of a cyclist or a motorcyclist.
- 2.6.15 The contributory factors for two of the collisions was determined to be reckless driving and misjudgement of speed. The contributory factors for the third collision were undetermined.

Stevenage Road / Arch Road / Blakemore End Junction

- 2.6.16 A 'slight' collision occurred at this junction due to a car pulling out from Arch Road on to Stevenage Road into the path of a cyclist.

A602

- 2.6.17 One fatal, one 'serious', and seven 'slight' collisions occurred along the A602 mainline carriageway.
- 2.6.18 The fatal collision occurred in wet and dark conditions and was a head-on collision at a point where the road narrows, approximately 150m to the north-west of Blakemore End Road. The collision involved three cars and was caused by a vehicle crossing on to the opposite side of the carriageway, leading to a head-on collision with one vehicle, while a third vehicle left the carriageway.
- 2.6.19 The 'serious' collision involved an ambulance and a car, and it is apparent based on the data provided that the cause of the incident was a casualty in the ambulance exiting the vehicle.

- 2.6.20 There were eight 'slight' collisions on the A602. In most instances the data explicitly indicates distracted or reckless driving as the leading contributory factor. In five of the collisions, the collision was a result of traffic build-up or a vehicle turning right, which resulted in a rear-shunt between the vehicles involved, which were all either cars or LGVs.
- 2.6.21 One collision was caused by a police car pulling out of a layby, resulting in harsh braking by the car behind and a rear-shunt from a third vehicle.
- 2.6.22 One collision involved a car turning out of Kingshott Road on to the A602 across the path of another vehicle, resulting in a collision.
- 2.6.23 One collision occurred due to a car unsafely overtaking a cyclist, unseating the rider with its wing mirror. This occurred in fine, dry and daylight conditions and the overriding contributory factor was reckless driving.
- 2.6.24 There were no significant trends in the location of the remaining collisions, the road conditions, or any indication that the highway layout or condition contributed to the collisions.

Summary

- 2.6.25 It is apparent that the recorded incidents in the study area were predominantly the result of road user error, rather than any inherent fault with the layout or condition of the highway. No collisions were recorded in the immediate vicinity of the site and the proposed access point. On this basis, it is not considered that the proposed development will materially exacerbate the local highway safety record.

3 OBJECTIVES AND TARGETS

3.1 OVERVIEW

- 3.1.1 This section sets out the objectives of the TP, as well as draft targets for the early years of the development.
- 3.1.2 Within three months of full occupation of the development, detailed travel surveys will be conducted to confirm the baseline mode share of residents, which will inform the targets of the TP. The following sections give consideration to these potential targets. These will be refined and amended as necessary once the baseline mode share of the residents is established.

3.2 BASELINE MODE SPLIT

- 3.2.1 To assess the proposed development impacts on non-car modes, Census 2011 'Method of travel' data has been assessed. From this, the mode share for employment-based trips originating in Middle-Layer Super Output Area (MSOA) North Hertfordshire 014 - in which the site is located - can be established. Based on the development's total vehicle trip generation forecast of 228 trips per day (22 total movements in the AM peak and 21 in the PM peak), this mode share can be factored to provide the total trip generation for the site. Table 3-1 outlines the results of this exercise.

Mode	Development Mode Share	
	%	Daily Trips
Walk	5%	11
Cycle	2%	5
Bus	2%	5
Motorcycle	1%	2
Car/Van	75%	171
Car Sharing	4%	9
Rail	11%	25
Other	<1%	0
Total	100%	228

TABLE 3-1: DEVELOPMENT MODE SHARE FORECAST

3.3 TRAVEL PLAN OBJECTIVES AND TARGETS

- 3.3.1 Objectives are the high-level aims of the TP, providing direction and focus for the Plan. It is important that realistic targets and objectives are set so that the TP can

be monitored and reviewed to show whether they have been met. The objectives are set out with the overall aim to reduce private vehicle use and encourage a shift towards sustainable transport modes by residents of the development.

3.3.2 The overarching objectives of this TP are to overcome the challenges and optimise the opportunities of the proposed development by:-

- Providing the required information and incentives to residents to encourage travel to and from the site via sustainable methods of transport;
- Reducing the transport-related environmental impacts associated with residents of the site.

3.3.3 Based on the survey-based mode split and objectives above, an initial target has been set below to cover the first five-year period post-occupation of the development. This will be reviewed and amended as required following completion of the baseline travel surveys:-

- A minimum of **10 per cent** reduction in single occupancy car travel, split between other sustainable modes of travel.

4 TRAVEL PLAN STRATEGY

4.1 OVERVIEW

- 4.1.1 A Travel Plan strategy that sets out the stages by which the TP will be developed and implemented is crucial. This strategy for the site is contained within this section of the report, and discusses how the TP will be managed and marketed, as well as who the key partners will be.

4.2 TRAVEL PLAN CO-ORDINATOR

- 4.2.1 A Travel Plan Coordinator (TPC) will be appointed to manage the TP prior to first occupation of the development. The TPC will take a leading role in overseeing the implementation and management of the TP as well as being responsible for co-ordinating the monitoring of all travel surveys. The responsibilities of the TPC will include:-
- Obtaining and maintaining commitment and support from residents;
 - Ensuring that the measures set out within the TP are being implemented and promoted as necessary;
 - Liaising with parties within the site and outside (e.g. stakeholders, public transport operators) to facilitate coordinated sustainable transport strategies and TP promotion;
 - Liaising with the Hertfordshire County Council Travel Plan Officer;
 - Giving advice and information on transport-related subjects to residents; and
 - Coordinating the necessary data collection exercises and monitoring the TP programme.
- 4.2.2 The TPC for this site will be identified and appointed by Bugler Homes and will be appointed for a minimum of five years.

4.3 MARKETING AND PROMOTION

- 4.3.1 A principal marketing task within the first few months of implementation will be the distribution of information to all residents, ensuring that they are fully aware of the alternative modes of transport available. This information will be provided within a Travel Information Pack for residents, which will contain the following information:-

- Details of the TP measures, objectives and targets;
- Plans of walking and cycling routes in the area;
- Passenger transport timetable information for services in the vicinity of the site and onward connections, including train timetables and maps showing the nearest bus stops and routes;
- Contact details for local bus / train operators for ticket ordering;
- Contact details for local cycling groups and shops and information on cycle training courses; and
- Contact details for the TPC.

4.3.2 The development of the Travel Information Pack is an important element of the TP. It is essential that it contains the necessary travel information to suitably inform recipients. To ensure that the benefits of receiving it go beyond the first site residents, provision will be made to supply this information at least during the initial five-year period of the TP. This will be organised by the TPC when required.

4.3.3 It is important that there is continued marketing of the TP from the first day of occupation and thereafter. TP 'branding' is a key part of the promotion of any Plan. It is important for all users to have a brand that they recognise as it reinforces the TP, its initiatives, and what it seeks to achieve.

4.3.4 Helpful websites such as <https://www.traveline.info> and www.sustrans.org provide further advice.

5 MEASURES

5.1 OVERVIEW

- 5.1.1 This TP does not set out to impose unrealistic anti-car targets, but instead aims to encourage residents to switch modes where possible. This section of the Plan sets out the measures that will be introduced to encourage the use of more sustainable modes.

5.2 WALKING AND CYCLING

- 5.2.1 Walking is a cheap and healthy form of transport over short distances. The cost of cycling is also low, and traffic congestion can often be avoided resulting in journey times that can be faster and certainly more predictable than those by car. Cycling is a particularly cost-effective and reliable alternative to public transport over short distances. To encourage walking and cycling, the following initiatives will be implemented:-
- Enhancements to surrounding pedestrian infrastructure to ensure direct access to local services and facilities, including the proposed widening of the existing footway between the Site and Stevenage Road;
 - Contributions towards improving the access on the Ippollitts 015 PRoW as well as the development of a safe walking and cycling route between Hitchin and Stevenage via Little Wymondley. Improvements will include interventions at the following locations:-
 - Whitehill Road / A602 junction;
 - A602 / Stevenage Road junction;
 - Stevenage Road - Arch Road - Little Wymondley;
 - East of Little Wymondley; and
 - A1(M) Junction 8.
 - Contributions towards improvements to footway surfaces through repairs or replacement, to achieve more footway width along walking routes;
 - Providing secure and sufficient cycle parking for all residents;
 - Providing Travel Information Packs to new residents, which will contain information regarding local pedestrian routes and cycle access, to encourage them to utilise this infrastructure;

- Developing a high-quality pedestrian environment within the site which links with the wider area;
- Informing and encouraging residents to attend cycle training courses and distribute information on cycle maintenance training courses; and
- Encouraging the use of local services and facilities.

5.3 PUBLIC TRANSPORT

- 5.3.1 Public transport has the capacity to move large numbers of people to and from the site. The proposed development enjoys ready access to regular bus services within a short walking distance. Hitchin Train Station is located approximately 1.7km northwest of the site, accessible in a 38-minute walk and can be accessed via the number 37 bus equating to a 13 -minute travel time. The station is afforded with 389 vehicle parking spaces, plus 291 secure and covered cycle parking spaces. The station is operated by Great Northern and Thameslink and provides services to destinations including Stevenage, Letchworth Garden City, Cambridge, Peterborough, London King Cross, Bighton, and Horsham at a frequency of two/three trains per hour in all directions.
- 5.3.2 Raising awareness of public transport is therefore an important measure that the Plan will need to address. Benefits associated with public transport use include the following:-
- Less congestion on local roads;
 - Reduced noise and pollution; and
 - Greater support for viable local services.
- 5.3.3 The following initiatives are suggested to encourage the use of public transport by future site occupiers:-
- The existing pedestrian crossing, located approximately 160m to the east of the site on Stevenage Road, will be upgraded, comprising dropped kerbs and tactile paving, to facilitate safe access to and from the westbound bus stop. This will improve connectivity to public transport nodes for existing and future residents
 - Information presented via Travel Information Pack, including the latest bus and train timetable information, ticket prices and discounts, as well as details of useful websites; and
 - Liaising with public transport operators about the possibility of providing 'taster' tickets (e.g. annual bus passes or Network Railcards) for new residents for a set period after occupation.

5.4 REDUCED CAR TRAVEL

- 5.4.1 The use of private vehicles varies by land use, and whilst this can be reduced through encouraging other modes of transport, it cannot be totally eradicated for various reasons such as shift patterns, mobility issues, children, etc.
- 5.4.2 The TP will encourage residents to make informed decisions about how they travel and will encourage the considered use of private cars.
- 5.4.3 Lift sharing offers a sustainable travel option with a number of advantages, as listed below:-
- Lessening traffic congestion on local roads and junctions;
 - Reducing the environmental impact from residents getting to and from work;
 - Saving money on fuel; and
 - Providing the opportunity to socialise.
- 5.4.4 To make the scheme attractive however, incentives and marketing must be in place. Thus the following elements will be introduced to encourage lift sharing:-
- The provision of practical advice on car sharing, including publicising the benefits via Travel Information Packs for all residents.

5.5 TRAVEL INFORMATION AND PLANNING

- 5.5.1 Complete and easy-to-understand information about travel is an essential ingredient for a TP, since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to them. The TPC will seek to disseminate relevant transport information to residents in the following ways:-
- Make residents aware of the journey planning and 'real-time' information tools available;
 - Source local public transport maps showing bus stops, railway stations, route destinations, public transport costs and discounts;
 - Provide details of local and / or online road safety and cycle training courses;
 - Source local cycling maps showing safe, lit routes for cyclists and local cycle repair shops; and

- Provide details of useful websites (e.g. for local bus operators and National Rail).

5.6 PROVISION FOR ELECTRIC VEHICLES (EVS)

- 5.6.1 The provision of EV charging infrastructure facilitates the uptake of low and ultra-low emission vehicles by residents. These vehicle types are ideal for short-distance journeys and one 'active' Electric Vehicle (EV) charging point will be provided per dwelling, in accordance with Building Regulations (Part S).

5.7 ECO DRIVER TRAINING AND DRIVER AIDS

- 5.7.1 Whilst the location of the proposal site provides opportunities for journeys to be undertaken by sustainable means, there will inevitably be some occasions where the use of the private car is unavoidable. However, this does not mean that measures to travel as sustainably as possible cannot be taken, such as driving in a more economical way.
- 5.7.2 Driving more economically involves (amongst other things):-
- Anticipating traffic movements further down the road and braking and accelerating smoothly in response to any change in traffic conditions;
 - Changing to a higher gear as soon as possible and maintaining low Revolutions Per Minute (RPM);
 - Checking tyre pressures regularly to ensure the safest and most fuel-efficient pressures are being maintained; and
 - Turning off your engine when static for more than 60 seconds.
- 5.7.3 Further information about efficient driving will be included in the Travel Information Pack and can be found at:-
- <https://www.advanced-driving.co.uk/eco-driver-training/>
- 5.7.4 Aftermarket driver aids such as Lightfoot are also available, which encourage fuel-efficient driving habits by rewarding those who drive in an economical way. Rewards include discounts from certain car insurance and breakdown cover providers, as well as electronic goods and track day experiences. More information can be found at:-
- <https://www.lightfoot.co.uk/drivers>

6 MONITORING AND REVIEW

6.1 OVERVIEW

- 6.1.1 The TP is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those using the site in future years. This section sets out the proposals for monitoring and reviewing the TP over the first five years of the operational life of the development.

6.2 MONITORING

- 6.2.1 Monitoring the TP will help to analyse and assess the progress that has been made towards the targets. By reviewing the Plan, it will also be possible to identify if initiatives are failing.
- 6.2.2 An annual review will serve to be both informative and promotional, advising on the progress of individual actions, setting out initiatives for the following period and commenting on the overall success of the TP. Travel surveys will be undertaken by the appointed TPC within three months of full occupation and then annually for the first five years.

6.3 REPORTING

- 6.3.1 As noted in the Action Plan below, the TPC will report the baseline survey results to Hertfordshire County Council within one month of the surveys. The Council will then review the results and, if necessary, the TPC will revise the targets accordingly. The results of the travel surveys will be included in the following revision of the Plan.
- 6.3.2 If agreed targets are not met, the TPC will agree measures with the Council to seek to address the identified issues. The TPC will be responsible for communicating the results of the monitoring surveys and resulting amendments to the TP.

7 ACTION PLAN

7.1.1 This section draws together the proposals for the TP implementation, monitoring and review. The actions which will be undertaken are summarised in Table 7-1 below and overleaf.

ACTION	RESPONSIBILITY	TIMESCALE
Appointment of Travel Plan Coordinator (TPC)	Bugler Homes	Prior to occupation
Preparation of Travel Information Packs	TPC	Prior to occupation / ongoing
Install appropriate on-site cycle infrastructure	Bugler Homes	Prior to occupation
Install bus stop pedestrian crossing infrastructure	Bugler Homes	Prior to occupation
Install appropriate on-site EV infrastructure	Bugler Homes	Prior to occupation
Complete baseline travel surveys	TPC	Within three months of full occupation
Review baseline survey data, produce monitoring report and modify / agree TP	TPC	One month after undertaking surveys
Undertake monitoring surveys and provide an updated monitoring report	TPC	Annually, up to five years from the baseline survey (subject to survey results and agreement with HCC)
Ensure all residents have access to a copy of the TP	TPC	On occupation / on-going
Provide plans to residents indicating local pedestrian and cycle routes	TPC	On occupation / on-going
Provide public transport timetable information	TPC	On occupation / on-going
Liaise with public transport operators to investigate 'taster' bus tickets for residents for first month	TPC	On-going
Creation of a 'Travel Information Pack' for new residents, with information	TPC	On occupation

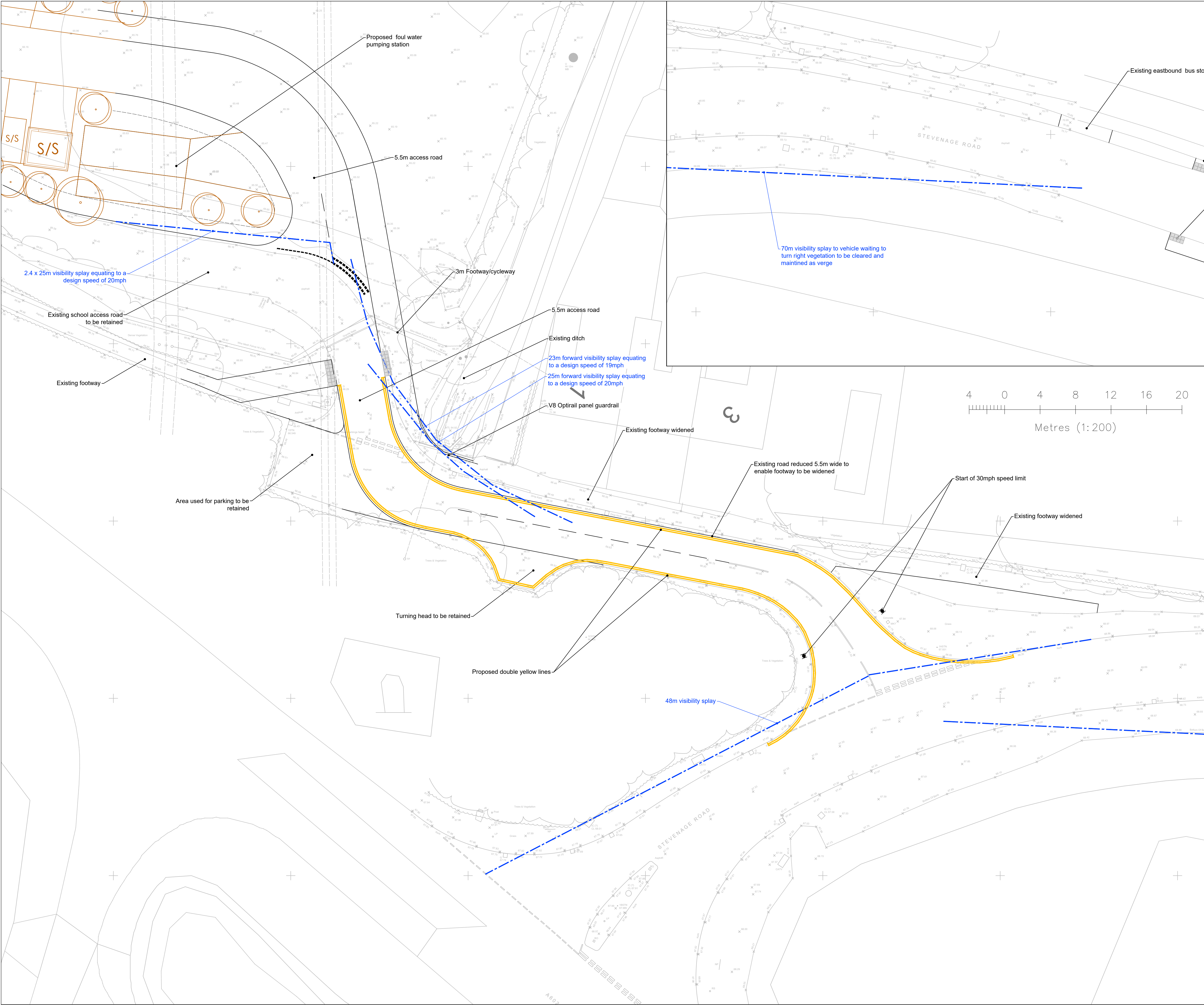
regarding sustainable travel and local services		
Install and maintain EV charging facilities	Bugler Homes	On occupation / on-going
Contributions towards walking route improvements, including potential PRow 015 access upgrade, footway surface upgrade	Bugler Homes	TBC / at S106 trigger point

TABLE 7-1: ACTION PLAN

APPENDIX

A



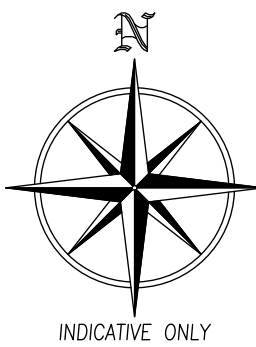
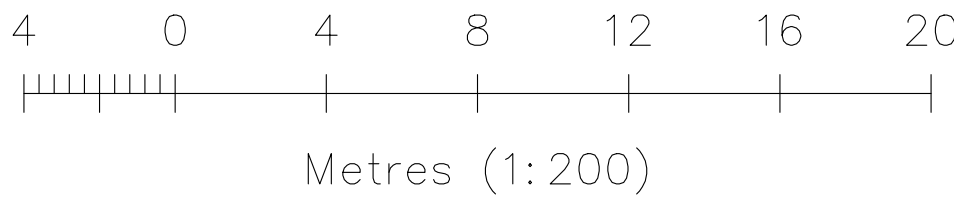


NOTES

Existing eastbound bus stop

Tactile paving to be provided to existing uncontrolled dropped crossing

Existing westbound bus stop



P2	RSA COMMENTS INCORPORATED	03.12.25	CS
P1	FIRST ISSUE	29.10.25	CS
REV	AMENDMENTS	DATE	CHK

Client
BUGLER HOMES LTD

Project
LAND NORTH OF STEVENAGE ROAD, HITCHIN

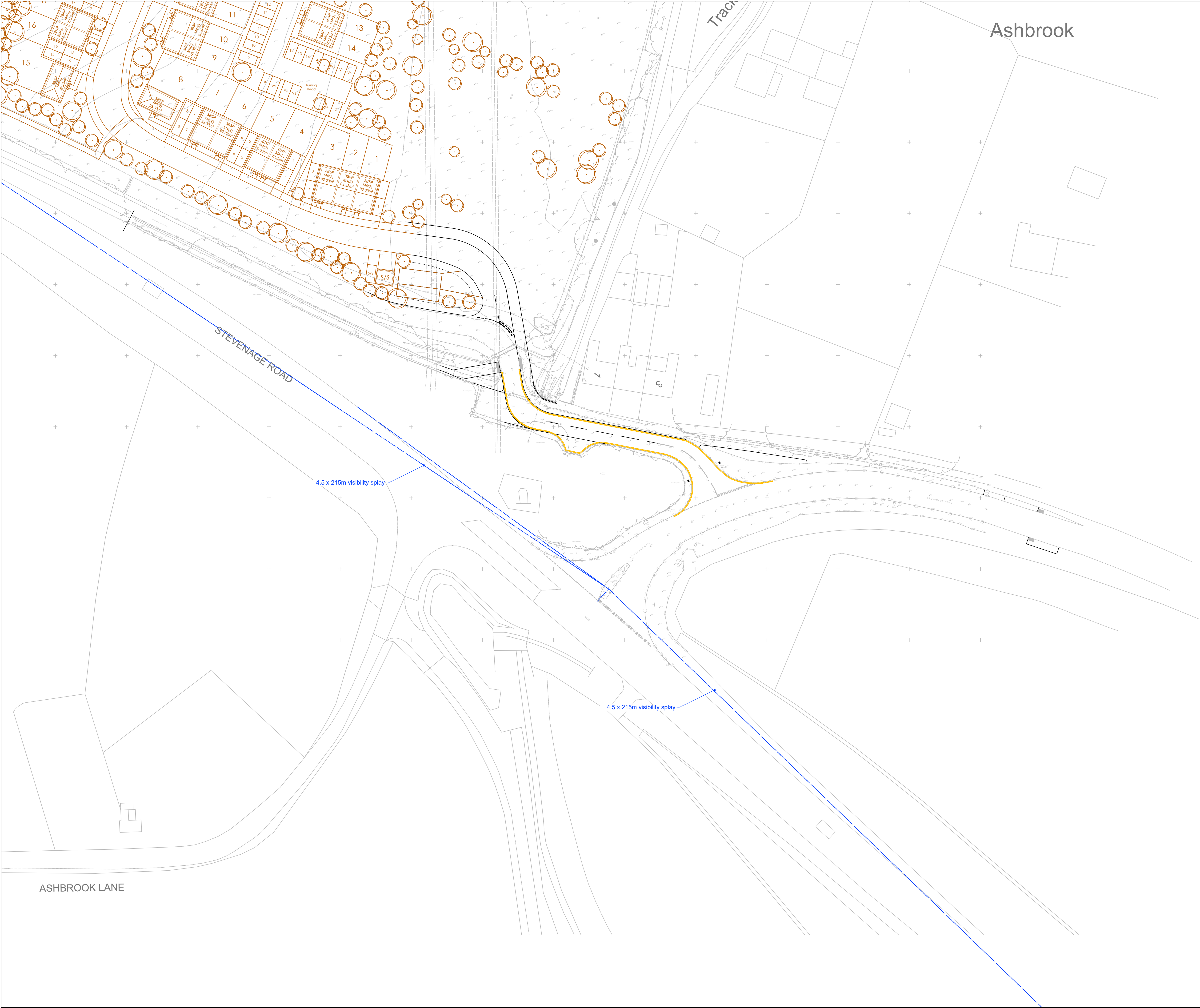
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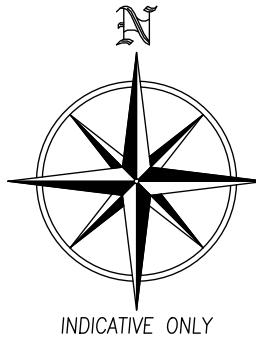
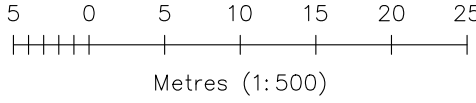


Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226
e: info@dhaplanning.co.uk
f: 01622 776227
w: www.dhaplanning.co.uk

CAD Reference: **A1**



NOTES



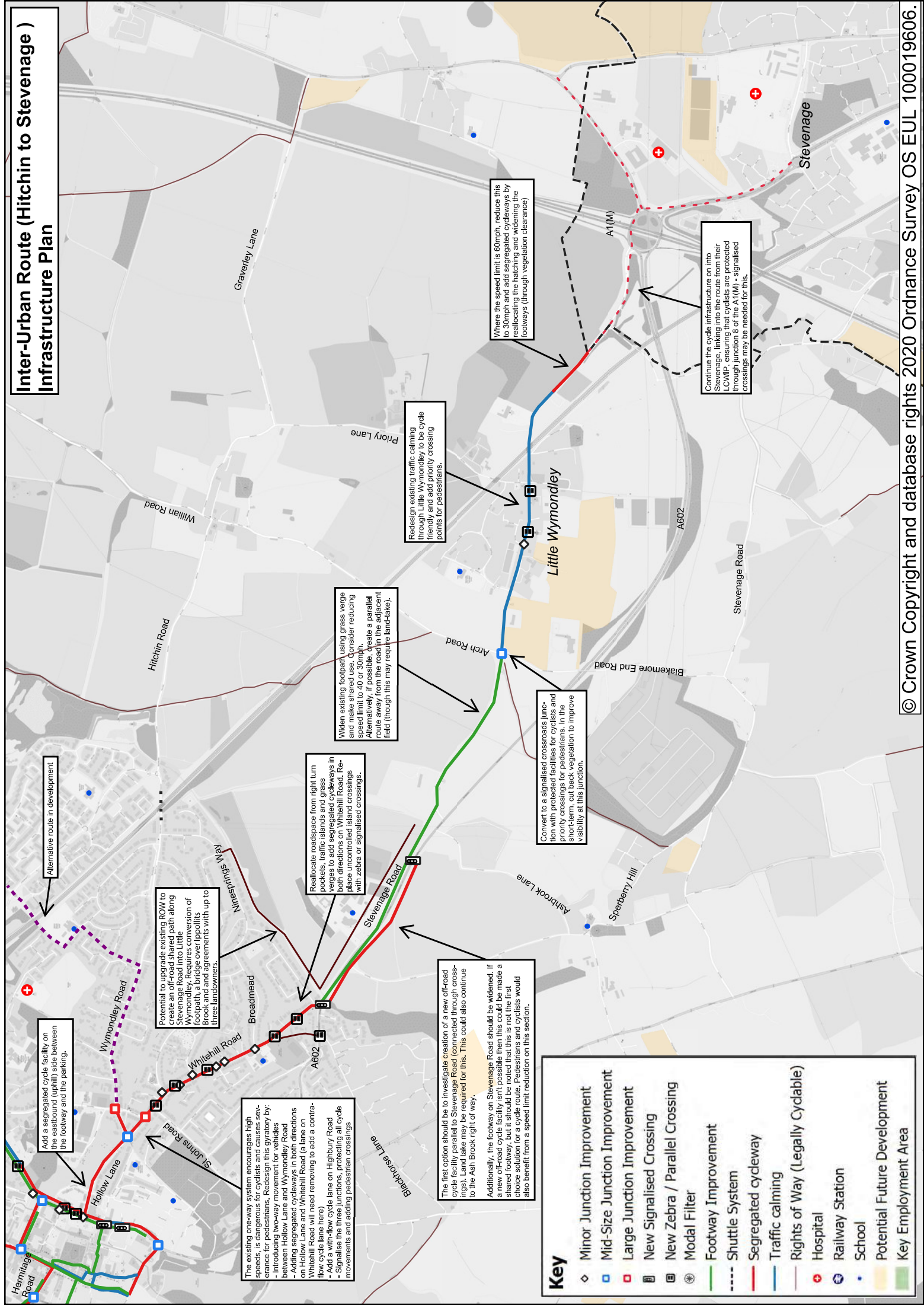
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REV	AMENDMENTS	DATE	CHK
Client			
BUGLER HOMES LTD			
Project			
LAND NORTH OF STEVENAGE ROAD, HITCHIN			
Title			
PROPOSED ACCESS			
Drwg	Rev	Scale	Date
34653-H-02	P1	1:500@A1	29.10.25
Eclipse House, Eclipse Park. Sittingbourne Road Maidstone, Kent. ME14 3EN t: 01622 776226 e: info@dhaplanning.co.uk			
f: 01622 776227 w: www.dhaplanning.co.uk			
CAD Reference:			A1

APPENDIX

B



Inter-Urban Route (Hitchin to Stevenage) Infrastructure Plan



APPENDIX

C



Short Non Confidential Accident Report

Date Produced: 10-Oct-25

Set Name (if saved) : 27569

Set Total : 22

acc ref:	date: day of week: Time:	Acc Severity: 1st Road: 2nd Road:	parish: district:	speed_limit: jun_detail: jun_control:	weather: light: road_surface:	pedestrian x: spec_conditions: c/way hazard	cwy_type: Num Vehicles:	Casualty Type:	Num Casualties:
2024-411539424	13-Dec-24 Fri 08 45	Slight C171/25 C10/20	NHerts	60mph R/bout Giveaway	Fine Day Dry	Npercntr None None	R/bout 2	Cyclists	1
C171 Stevenage Road Little Wymondley Rbt J/w C10 Arch Road Great Wymondley									
Easting: 520860		Northing: 227522							
2024-411523124	03-Nov-24 Sun 22 08	Slight C171/30 A602/490	NHerts	60mph T Giveaway	Rain Darklit Wet	Npernox None None	Single 1	Car Users	1
C171 Stevenage Road Little Wymondley J/w A602 Stevenage Road Hitchin									
Easting: 520225		Northing: 227750							
2024-411508773	04-Oct-24 Fri 17 17	Slight 5U87/10 NONE	NHerts	60mph Notjunct Notjunct	Fine Day Dry	Npernox None None	Single 2	Car Users	2
U87 Ashbrook Lane St Ippolyts Approx 100m Sw J/w A602 Stevenage Road Hitchin									
Easting: 520120		Northing: 227672							
2024-411468168	04-Jul-24 Thu 16 30	Slight A602/478 NONE	NHerts	70mph Notjunct Notjunct	Finewind Day Dry	Npernox None None	Dual 2	Car Users	1
A602 Wymondley Bypass Wymondley Approx 35m Nw C10 Blakemore End Road Overbridge Little Wymondley									
Easting: 520770		Northing: 227213							

Set Name (if saved) : 27569

Page 1 of 5

acc ref:	date: day of week: Time:	Acc Severity: 1st Road: 2nd Road:	parish: district:	speed_limit: jun_detail: jun_control:	weather: light: road_surface:	pedestrian x: spec_conditions: c/way hazard	cwy_type: Num Vehicles:	Casualty Type:	Num Casualties:
2024-411476090	28-Jun-24 Fri 08 39	Slight A602/490 C136/10	NHerts	30mph T Giveway	Fine Day Dry	Npercnr None None	Single 2	Motorcyclists	1
A602 Stevenage Road Hitchin J/w C136 Whitehill Road									
Easting:	519476	Northing:	228187						
2024-411495307	05-Jun-24 Wed 11 52	Slight A602/490 NONE	NHerts	60mph Notjunct Notjunct	Fine Day Dry	Npernox None None	Single 3	Car Users Goods Vehicles	1 1
A602 Stevenage Road Hitchin Approx 255m Nw J/w U87 Ashbrook Lane St Ippylots									
Easting:	519942	Northing:	227890						
2024-411421102	06-Mar-24 Wed 07 35	Slight 5U87/10 NONE	NHerts	60mph Notjunct Notjunct	Fine Day Wet	Npernox None None	Single 2	Car Users	1
U87 Ashbrook Lane St Ippolyts Approx 50m Sw J/w A602 Stevenage Road Hitchin									
Easting:	520148	Northing:	227714						
2024-411423525	16-Feb-24 Fri 12 30	Slight A602/490 5U66/30	NHerts	40mph T Giveway	Fine Day Dry	Npernox None None	Single 3	Car Users	1
A602 Stevenage Road St Ippolyts J/w U66 Folly Lane									
Easting:	519635	Northing:	228094						
2024-411427521	23-Jan-24 Tue 08 45	Slight A602/490 NONE	NHerts	60mph Notjunct Notjunct	Rain Day Wet	Npernox None None	Single 3	Car Users	1
A602 Stevenage Road Hitchin Approx 345m Nw C10 Blakemore End Road Overbridge Little Wymondley									
Easting:	520531	Northing:	227443						

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2023-411404748	12-Nov-23 Sun 18 43	Fatal A602/478 NONE	NHerts	70mph Notjunct Notjunct	Rain Darknone Wet	Npernox None None	Single 3	Car Users	2
A602 Wymondley Bypass Wymondley Approx 150m Nw C10 Blakemore End Road Overbridge Little Wymondley									
Easting:	520681	Northing:	227296						
2023-411352118	30-Aug-23 Wed 13 40	Serious A602/490 C171/30	NHerts	60mph T Giveway	Fine Day Dry	Npernox None None	Single 2	Car Users	1
A602 Stevenage Road Hitchin J/w C171 Stevenage Road Little Wymondley									
Easting:	520216	Northing:	227725						
2023-411308768	10-May-23 Wed 15 57	Slight 5U87/10 NONE	NHerts	60mph Notjunct Notjunct	Rain Day Wet	Npernox None None	Single 2	Car Users	1
U87 Ashbrook Lane St Ippolyts On Bend Approx 115m Sw J/w A602 Stevenage Road Hitchin									
Easting:	520110	Northing:	227664						
2023-411286072	07-Mar-23 Tue 15 00	Slight A602/490 NONE	NHerts	40mph Entrance Giveway	Fine Day Dry	Npercctr None None	Single 2	Car Users	1
A602 Stevenage Road Hitchin At Exit From Kingshott & Approx 100m Se J/w U66 Folly Lane St Ippolyts									
Easting:	519718	Northing:	228023						
2022-411277500	14-Dec-22 Wed 17 54	Slight A602/490 NONE	NHerts	60mph Notjunct Notjunct	Fine Darknone Wet	Npernox None None	Dual 3	Car Users	3
A602 Stevenage Road Hitchin Approx 240m Se J/w U66 Folly Lane St Ippolyts									
Easting:	520002	Northing:	227863						

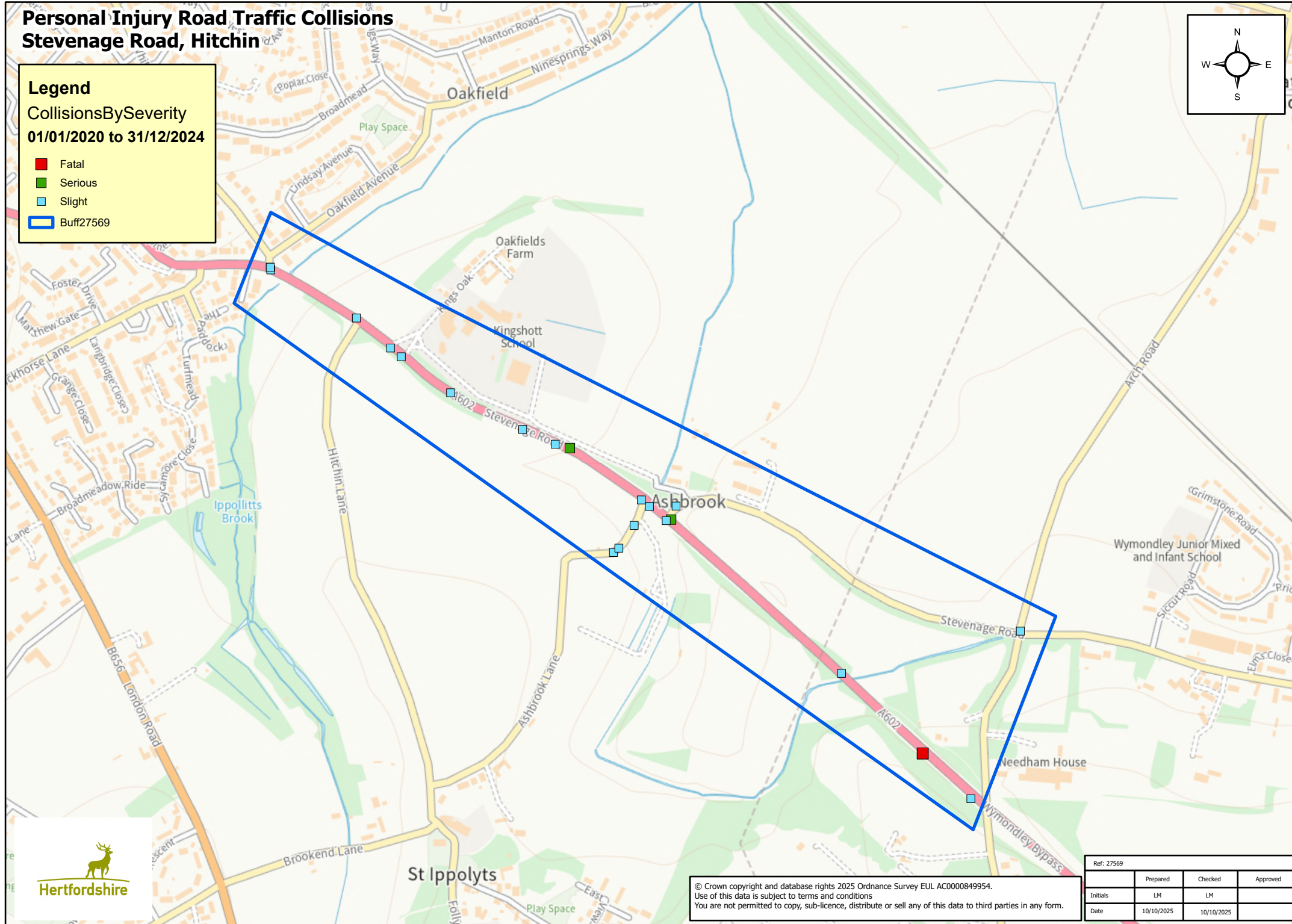
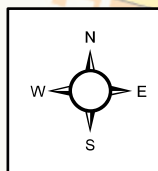
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2022-411242800	19-Oct-22 Wed 17 45	Slight A602/490 C136/10	NHerts	30mph T Giveway	Fine Darklit Dry	Npercnr None None	Single 2	Cyclists	1
A602 Stevenage Road Hitchin J/w C136 Whitehill Road									
Easting:	519476	Northing:	228187						
2022-411231818	18-Oct-22 Tue 11 59	Slight A602/490 5U1741/10	NHerts	40mph T Giveway	Fine Day Dry	Npernox None None	Single 2	Car Users	1
A602 Stevenage Road Hitchin J/w U1741 Kingsoak									
Easting:	519698	Northing:	228039						
2022-411183503	28-May-22 Sat 14 20	Slight A602/490 5U87/10	NHerts	60mph T Giveway	Fine Day Dry	Npernox None None	Single 3	Car Users	2
A602 Stevenage Road Hitchin J/w U87 Ashbrook Lane St Ippolyts									
Easting:	520176	Northing:	227749						
2022-411155006	15-Mar-22 Tue 07 40	Slight A602/490 C136/10	NHerts	30mph T Giveway	Fine Day Dry	Npercnr None None	Single 2	Cyclists	1
A602 Stevenage Road Hitchin J/w C136 Whitehill Road									
Easting:	519477	Northing:	228182						
2022-411156590	10-Mar-22 Thu 13 30	Slight A602/490 C171/30	NHerts	60mph T Giveway	Fine Day Dry	Npernox None None	Dual 4	Motorcyclists	1
A602 Stevenage Road Hitchin J/w C171 Stevenage Road Little Wymondley									
Easting:	520207	Northing:	227723						

acc ref:	date: day of week: Time:	Acc Severity: 1st Road: 2nd Road:	parish: district:	speed_limit: jun_detail: jun_control:	weather: light: road_surface:	pedestrian x: spec_conditions: c/way hazard	cwy_type: Num Vehicles:	Casualty Type:	Num Casualties:
2021-411077939	17-Aug-21 Tue 12 49	Serious A602/490 NONE	NHerts	60mph Notjunct Notjunct	Fine Day Wet	Npernox None None	Dual 1	Other Vehicle Types	1
A602 Stevenage Road Hitchin 169 M Nw J/w Ashbrook Lane									
Easting:	520029	Northing:	227856						
2021-411053572	28-Mar-21 Sun 16 20	Slight A602/490 NONE	NHerts	40mph Notjunct Notjunct	Fine Day Dry	Npernox None None	Single 2	Cyclists	1
A602 Stevenage Road Hitchin Approx 140m Se J/w U1741 Kingsoak									
Easting:	519809	Northing:	227957						
2021-411022459	01-Feb-21 Mon 09 46	Slight A602/490 5U87/10	NHerts	60mph T Giveaway	Fine Day Wet	Npernox None None	Dual 2	Car Users Goods Vehicles	1 1
A602 Stevenage Road Hitchin J/w U87 Ashbrook Lane St Ippolyts									
Easting:	520161	Northing:	227761						
Total Accidents:			22	Set Name (if saved) : 27569					

Personal Injury Road Traffic Collisions
Stevenage Road, Hitchin

Legend
CollisionsBySeverity
01/01/2020 to 31/12/2024

- Fatal
- Serious
- Slight
- Buff27569



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Ref: 27569			
	Prepared	Checked	Approved
Initials	LM	LM	
Date	10/10/2025	10/10/2025	