

Land off Mendip Way, Great Ashby

Green Travel Plan
Revision D

December 2025



Woods Hardwick
Architecture | Engineering | Planning | Surveying

Contents

1	Introduction	05
2	Existing Site and Proposed Development	08
3	Travel Plan Policy	11
	National Guidance	12
	Local Guidance	16
	Parking Standards	21
4	Travel Plan Objectives	22
5	Sustainable Travel Audit and Proposed Interventions	25
	Pedestrians	27
	Cyclists	35
	Public Transport	41
	Services and Facilities Accessible by Non-Vehicular Modes of Transport	55
	Accessibility Audit	59
6	Residential Travel Information Pack and Scheme Administration	69
7	Travel Plan Targets	73
8	Review of the Travel Plan	75
9	Implementation of the Travel Plan	78
10	Summary and Conclusions	80

Appendices

Appendix A	Site Location Plan
Appendix B	Site Layout Plan
Appendix C	Site Access
Appendix D	Example Travel Questionnaire
Appendix E	Stevenage Cycle Map

Report Reference

19244/GTP Rev D

Revision History

Rev	Amendments	Prepared By	Checked By	Date
First Issue	N/A	JD	GBR	03/10/2023
Rev A	Updated to suit latest proposals	IK	GBR	11/03/2025
Rev B	Updated to suit LHA comments	IK	GBR	27/03/2025
Rev C	Updated to suit final masterplan	IK	GBR	23/10/2025
Rev D	Description of Development updated	AD	GBR	23/12/2025

Introduction

Introduction

The following paragraphs state the purpose of this document, a summary of existing and future site details is also provided.

- 1.1 This Green Travel Plan has been prepared by Woods Hardwick Ltd (WH) on behalf of Picture Estates Ltd in support of the Hybrid application for a for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure on land known as 'Land off Mendip Way, Great Ashby' in Stevenage. A Site Location Plan is included in **Appendix A**.
- 1.2 The Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works.
- 1.3 The Outline Application, for which all matters are reserved except for means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure.
- 1.4 As identified within the adopted North Hertfordshire Local Plan (2011 - 2031), the site, GA2, is allocated under Policy SP18 as a Strategic Housing Site for a new neighborhood of approximately 600 homes. The Proposed Site Layout is enclosed in **Appendix B**.
- 1.5 The development proposals consist of the following;
 - Up to 640 residential units;
 - Up to 500sqm retail, food and beverage, and medical and social floorspace;
 - 4ha of land to make provision for 2FE primary/ 4FE secondary school; and
 - Suitable parking infrastructure designed in line with local car parking standards.
 - Principle access to the Site is to be provided via Mendip Way, with provision for sustainable modes of transport in alignment with the Stevenage Mobility Strategy. The access road to the Site will be designed to effectively integrate into the nearby existing road networks.
- 1.6 In terms of highways and transport, the development site lies under the responsibility of Hertfordshire County Council (HCC) who represent the Local Highway Authority (LHA) for the area.

- 1.7 This GTP has been prepared to ensure that sustainable modes of travel are available to future residents and visitors of the site by the time the first dwelling is occupied. It is supportive of the reduction in single occupancy vehicle (SOV) journeys both to and from the site, and in favour of other more sustainable modes of travel.
- 1.8 This GTP has been based upon established principles and guidance set out in the Department for Transport's (DfT) Travel Plan Guidance and HCC's policy.
- 1.9 This GTP concludes that through the initiatives promoted within the plan, in addition to the number of sustainable travel options that are available within the immediate vicinity; the desired level of modal shift among users of the site can be achieved.
- 1.10 Given the contents of this report and the currently available sustainable travel options in proximity to the site, there is no reason in terms of sustainable transport why the development should not be fully supported through the planning process.

Existing Site and Proposed Development



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Existing Site and Proposed Development

The following paragraphs provide details on the existing and proposed future residential development site, in relation to: location, land use and accessibility by sustainable modes of travel.

Existing Site

- 2.1 Great Ashby, in which the site is located is a civil parish in the North Hertfordshire district of Stevenage. The site is located 5km north east of Stevenage City Centre, 13.5km south of Letchworth Garden City, 12km East of Hitchin, 14km west of Buntingford and 20.5km north of Welwyn Garden City.
- 2.2 By road, Stevenage is primarily accessible by the A1(M) which runs in a north-south direction along the western outskirts of the city. The A1(M) enables access to Welwyn Garden City, Edgeware and Letchworth Garden City. The A602 runs through Stevenage, to the north west it provides access to Hitchin and to the south east it provides access to the southern outskirts of Stevenage, Watton at Stone and Ware. The A505 is accessible to the north of the site and facilitates access to Royston, Sawston and Great Abingdon.
- 2.3 The site is currently undeveloped and consists of open agricultural land, grassland and woodland. The north and east of the site is bound by grassland and woodland, to the south the site is abutted by woodland and residential development off Mendip Way and to the west the site is abutted by Mendip way and existing residential development.
- 2.4 Within the immediate vicinity of the site, Mendip Way operates under a 30mph speed limit. Pedestrian footpaths and street lighting are provided on both sides of the carriageway, in addition regular pedestrian crossing points and dropped kerbs are provided to enable safe and convenient pedestrian travel.
- 2.5 A number of Public Rights of Way bound and / or run through the site, these are outlined in 'Section 4 : Existing and Proposed Transport Infrastructure and include; Bridleway 033, Footpath Weston 029, Footpath Weston 044, Footpath Weston 027, Footpath Great Ashby 011, Footpath Weston 026
- 2.6 National Cycle Route 12 is the closest national cycleway to the site. At its closest point National Cycle Route 12 can be accessed in the Western extents of Stevenage near Stevenage Train Station, approximately 5km (a 23 minute cycle) of the site. National Cycle Route 12 runs in sections from Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough. More locally, National Cycle Route 12 enables access to Potters Bar, Biggleswade, Baldock and Stotfold.

Proposed Development

- 2.7 Development proposals consist of the following; up to 640 residential units; Up to 500sqm retail, food and beverage, and medical and social floorspace; provision for 2FE primary/ 4FE secondary school; and suitable parking infrastructure designed in line with local car parking standards. Development proposals are outlined on the Site Layout Plan included in **Appendix A**.
- 2.8 Highway Links within the development are designed in accordance with Chapter 8 of the Place & Movement Planning and Design Guide for Hertfordshire (2023). In accordance with this, the access roads to the development will be classified as L1 Local Distributor roads (30mph) and the proposed width will be 6.2m.
- 2.9 Vehicular access to the site will be provided in the form of a priority junction from Mendip Way, the site carriageway width will be set at 6.2m, which will increase to 7.5m on the junction bend. This width would be appropriate to accommodate bus services. Carriageway widths on the site will be designed in accordance with guidance contained in Chapter 8 of the Herts Design Guide and HCC guidance obtained through scoping. It is proposed that the new access road would become major arm extension of Mendip Way, changing priority on the junction for the northern section of Mendip Way, which would become a minor arm of the proposed junction.
- 2.10 The major access road will form a loop within the site. Minor access roads, shared surface streets, footways and cycleways will join them to create a transport network within the site, with provision for sustainable modes of transport in alignment with the Stevenage Mobility Strategy. The access road to the site will be designed to effectively integrate into the nearby existing road networks. The Site Access drawing is included in **Appendix C**.
- 2.11 In addition to the main access, an emergency point of access is proposed from Warrens Green Lane to the north of the site. The emergency access onto Warrens Green Lane addresses the issue of the development being served by a single point of vehicular access in that it provides a secure alternative route for emergency vehicles coming from the fire stations in Stevenage or Baldock in case of blockage of the main access corridor or other congestion issues elsewhere in the Stevenage road network. An indicative drawing of the Emergency Access along which includes vehicular tracking of a Fire Engine is included in **Appendix D**.
- 2.12 Non-vehicular access for pedestrians and cyclists will be via the same primary site access off Mendip Way. This access will be constructed as a 6.2m carriageway with a 3.0m cycleway and 2.0m footway on the northern side of the spine road, which will tie into the existing provision on Mendip Way to the west of the site.
- 2.13 It is also proposed that a non-vehicular link will be provided into the Public Bridleway 033, within the southwestern corner of the site, which is to be retained within the site as part of the development proposals.

Travel Plan Policy

Travel Plan Policy

The following paragraphs provide detail on the Travel Plan related planning policies that help define the scope of requirements that should be adhered to when considering development at the proposed site.

National Guidance

- 3.1 This GTP considers the guidance set out in the DfT document ‘Guidance on Transport Assessments’ published in March 2007, as well as the relevant sections of the Department for Communities and Local Government’s more recent guidance contained within the Planning Practice Guidance (PPG). In accordance with this guidance, a review of relevant transportation policy at both a national and local level is included in this section.

‘Travel plans are long term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets’

- 3.2 The National Planning Policy Framework (NPPF: December 2023) aims to bring about sustainable development and create positive growth, to create economic, environmental and social progress for current and future generations. This revised document supersedes the previous NPPF, published in 2012, 2018, 2019 and 2021.
- 3.3 Section 9 of the NPPF focuses on promoting sustainable transport. NPPF Paragraph 113 states that all applications for developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- 3.4 NPPF Paragraph 114 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflect the current national guidance, including the National Design Guide and the National Model Design Code; and

- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.5 NPPF Paragraph 109 states that significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.

3.6 NPPF Paragraph 116 states that developments should be located and designed to:

- Give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport services, with layouts that maximise the catchment area for buses or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods and access by service and emergency vehicles; and
- Where possible, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.7 NPPF Paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.8 The requirement for developers (in partnership with local authorities) to submit plans for the implementation and maintenance of measures that will minimise the traffic generated by their development and that encourage walking and cycling is also outlined in the Department for Transport Circular 02/13.

- 3.9 According to Manual for Streets (MfS) and the Chartered Institution of Highway and Transportation (CIHT) publication 'Providing Journeys on Foot'; walking is widely considered to be the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly for journeys of less than 2km. It is also important to provide sustainable routes for journeys of greater distances through the provision of a high quality, safe, secure and reliable network of routes, with good interchanges, which match the pattern of travel demand in order to maximise public transport patronage.
- 3.10 The 'Road User Hierarchy' as described in Department for Transport publication MfS and 'Building Sustainable Transport into New Developments' (2008), also puts forward walking and cycling as the two preferred modes of travel, followed by public transport, specialist service vehicles and lastly other motor traffic. It is recommended that where possible a scheme should follow this proposed hierarchy.
- 3.11 As advised in MfS and summarised in Manual for Streets 2 (MfS2) (September 2010) Paragraph 5.1.3; encouraging walking has many benefits, including reductions in vehicle emissions and traffic collisions, and improvements in personal health. In summary the documents advise that:
- The propensity to walk is influenced not only by distance, but also by the quality of the walking experience.
 - Good sightlines and visibility towards destinations and intermediate points are important for way-finding and personal security.
 - Pedestrian routes need to be direct and match desire lines as closely as possible, including across junctions, unless site specific reasons preclude it.
 - Pedestrian networks need to be connected. Where routes are separated by heavily trafficked routes, appropriate surface level crossings should be provided where practicable.
 - Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic-free routes, they should be short, well overlooked and relatively wide.
 - Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people.

- There is no maximum width for footways; widths should take account of pedestrian volume and composition.

3.12 As with walking, MfS and MfS2 advise that cycling can bring about benefits in terms of vehicular emissions, traffic collisions and public health. To summarise, MfS Paragraph 6.1.3 states:

- Cyclists should be accommodated on the carriageway.
- Cyclists prefer direct, barrier free routes that avoid the need to dismount. Routes that take cyclists away from their desire lines and require them to concede priority to side road traffic are less likely to be used.
- Off carriageway cycle tracks that bring cyclists into conflict with side road traffic can be more hazardous than routes that stay on the main carriageway.
- Cyclists are sensitive to traffic conditions; high speeds or high volumes of traffic tend to discourage cycling. If traffic conditions are inappropriate for on-street cycling, they should be addressed to make on-street cycling satisfactory
- Junctions should be designed to accommodate cyclists needs. Over generous corner radii that lead to high traffic speed should be avoided.

Local Guidance

- 3.13 At a local level, transportation policy is set out in Hertfordshire County Council's 4th Local Transport Plan (LTP4), which covers the years 2018-2031. The LTP4 sets out the authority's aspirations for improving travel in the county.

- 3.14 The LTP4 has nine primary objectives relating to Prosperity, Place and People as outlined below:

Prosperity:

- Improve access to international gateways and regional centres outside Hertfordshire.
- Enhance connectivity between urban centres in Hertfordshire.
- Improve accessibility between employers and their labour markets.
- Enhance journey reliability and network resilience across Hertfordshire.

Place:

- Enhance the quality and vitality of town centres.
- Reserve the character and quality of the Hertfordshire environment.
- Reduce carbon emissions.

People:

- Make journeys and their impact safer and healthier.
- Improve access and enable participation in everyday life through transport.

- 3.15 Hertfordshire County Council also have twenty-three policies to be adhered to when working towards achieving the aforementioned objectives; these policies are briefly outlined below:

- 1) Transport User Hierarchy - supporting the creation of built environments that encourage greater and safer use of sustainable transport; reducing travel demand, and considering vulnerable road users.
- 2) Influencing Land Use Planning - encouraging the location of new developments in areas served by, or with the potential to be served by, high quality public transport facilities.
- 3) Travel Plans and Behaviour Change - encouraging the adoption of travel plans through working in partnership with employers and businesses; integrating travel plans into the planning process for new developments; and supporting school travel plans.

- 4) Demand Management - employing greater traffic demand management in urban areas via parking restrictions and introducing charging for on-street and off-street parking areas.
- 5) Development Management - reduce travel demand, provide safe access arrangements, adopt access roads, employ development mitigation methods and resist development where the resultant impact is severe or where the character of the area would be compromised. Also, require a Travel Plan in accordance with HCC's Travel Plan Guidance and ensure new parking facilitates electric vehicles.
- 6) Accessibility - increase accessibility to key services, particularly for disadvantaged groups by working in partnership with transport operators; address the barriers to accessibility; promote travel options via information provision, and improve travel choices and options to support shared mobility initiatives.
- 7) Active Travel: Walking - promote walking by prioritizing pedestrians; delivering infrastructure to make pedestrians feel safer; promoting walking and key networks of pedestrian priority routes, and supporting the implementation of the Public Rights of Way Improvement Plan.
- 8) Active Travel: Cycling - infrastructure improvement, increasing priority and safety of cycling movement, promotion campaigns for education (e.g. Bikeability); and facilitating provision of secure cycle parking.
- 9) Buses - minimising bus service disruption; maintaining high quality bus stops; working with partners to improve interchanges and multi-modal travel, and promoting bus services as an option for school and work journeys.
- 10) Rail - promotion of rail use by improving services in regards to capacity, journey times, frequency of services and destinations; and making rail travel more attractive by improving ticketing and station facilities.
- 11) Airports - promotion and facilitation of a modal shift of airport passengers and employees towards sustainable modes.

- 12) Network Management - reduce traffic congestion and prioritise strategic routes by the use of intelligent transport systems; encouraging walking and cycling; sharing data for all network users and controlling on-street parking.
- 13) New Roads and Junctions - working with Highways England and major scheme developers to design new transport infrastructure, to better manage existing and future demand on the road network.
- 14) Climate Change Network Resilience - Designing, constructing, maintaining and operating infrastructure in light of risk of a changing climate.
- 15) Speed Management - employing the speed management strategy in partnership with the Police, to achieve appropriate speeds and increase safety for all road users.
- 16) Freight and Logistics - encouraging HGVs to use the primary network route; encouraging rail/water/pipeline transport; monitoring changes in HGV / LGV activity, and supporting HGV facility improvement (e.g. overnight parking).
- 17) Road Safety - working towards zero fatalities and serious injuries by delivering effective and appropriate road safety measures; developing 'Safe Systems' that increase the safety of roads and vehicle speeds, and better data analysis.
- 18) Transport Safety and Security - improve the perception of safety and security by ensuring that the transport system is resilient and prepared for instances of major alert.
- 19) Emissions Reduction - reduce levels of harmful emissions by promoting change in travel behaviour and addressing barriers to and supporting the uptake of ultra-low emission vehicles (ULEVs).
- 20) Air Quality - reducing the impact of poor air quality by investigating the use of Clean Air Zones; assessing air pollution levels within district /borough council areas, and implementing the Air Quality Strategic Plan.
- 21) Environment - minimise the impact of traffic on the natural, built and historic environment; protect and enhance the quality of public spaces, and minimise visual intrusions, light and noise pollution.

22) Asset Management - employ the Highway Infrastructure Asset Management Plan; maximise opportunity for investment and seek value for money for all assets.

23) Growth and Transport - produce Growth and Transport Plans covering the sub areas of Hertfordshire to identify relevant interventions aligned with the LTP objectives.

3.16 The LTP4 includes a number of relevant policies in relation to new development. The most relevant policies to this development are outlined below:

Policy 1: Transport User Hierarchy

3.17 To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two-wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

Policy 5: Development Management

3.18 Hertfordshire County Council will to work with development promoters and the district and borough councils to:

- Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand;
- Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.;
- Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place;
- Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe;
- Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance';

- Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals;
- Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users; and
- Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

Policy 7: Active Travel - Walking

- 3.19 Hertfordshire County Council will seek to encourage and promote walking by:
- Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres;
 - Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking;
 - Identifying and promoting networks of pedestrian priority routes; and
 - Promoting walking as a mode of travel and for recreational enjoyment. e) Supporting the implementation of the Rights of Way Improvement Plan;
- 3.20 The core objectives set out in this Plan will provide the framework for local decision making that will ensure that these objectives can be met.
- 3.21 **NHDC's 2nd Local Plan (1996)** ceased to have effect under the Planning & Compulsory Purchase Act 2004, though a number of the document's policies were saved. Policy 57 outlines the Residential Guidelines and Standards. All residential development in the area should comply with the standards set within this section. Guideline 3 relates to roads and footpaths.
- 3.22 The document states that the road and footpath layout of new developments should:
- Minimise the danger and nuisance from traffic which passes through the new development;
 - Keep vehicle flows and speeds low in the vicinity of homes;
 - Provide safe and convenient pedestrian routes between homes and to local community facilities;
 - Minimise the danger to pedestrians and the inconvenience to emergency and other services which can be caused by on-street parking;
 - Create safe routes for vehicular movement; and
 - Enable residents' needs for statutory and other services to be met efficiently.

- 3.23 The latest version of the **Place and Movement Planning and Design Guidance** is currently under consultation, the development has been designed in accordance with the draft version of this document.

Parking Standards

- 3.24 Parking for residents and their visitors will be provided on site in accordance with the guidance contained within the North Hertfordshire Council Vehicle Parking at New Development SPD, Sept 2011.
- 3.25 The minimum car and cycle parking standards for Land Use Class C3: residential dwellings are outlined in Table 3.1 below.

Table 3.1 Vehicle Parking Standards

Description	Car Parking Standard	Minimum Cycle parking Standard
1 bedroom	1 space	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
2+ bedrooms	2 spaces	
Visitor/unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per dwelling for visitors

- 3.26 It should be noted that during the scoping discussions, HCC advised that the above-mentioned document is dated and parking provision must be agreed with North Hertfordshire District Council (NHDC) on a case by case basis. It may be the case that fewer parking spaces than required by the standards are provided, if it is agreed that a suitable level of accessibility by more sustainable modes is available.
- 3.27 Electric Vehicle (EV) charging points will be provided in accordance with UK Building regulations Part S1 (2021 Edition).

Travel Plan Objectives



Woods Hardwick
Architecture | Engineering | Planning | Surveying

Travel Plan Objectives

The following paragraphs consider the potential objectives that the GTP should enforce from the outset, in order to ensure the development can best achieve its overall aim with regards to SOV trip reduction.

- 4.1 The primary objective of the GTP is to minimise the number of single occupancy car journeys by residents and visitors to and from the site, especially during the peak hours. The GTP objectives have been set in accordance with the aims identified within the 'Hertfordshire Travel Plan Guidance' (2020).
- 4.2 The objectives represent the high level aims of the plan. They are identified as follows:
- To deliver a long-term commitment to changing travel habits, thus delivering environmental, health and road safety improvements;
 - To reduce the need for unnecessary travel to and from the site and ensure that those that do have to travel do so in a sustainable manner;
 - To minimise the traffic impact of the development on the wider highway network within Newmarket.
 - To offer every encouragement for those travelling to and from the site to be able to walk, cycle or use public transport in a safe and secure manner;
 - The site to play its part in assisting HCC to achieve their sustainable travel goals and targets.
- 4.3 Overall the purpose of the GTP is to set out a targeted long-term strategy to reduce the new residents' dependence on the private car as much as possible. The aim to encourage more sustainable travel methods is in line with current policy at both the national and local level.
- 4.4 The travel plan strategy therefore consists of the following elements:
- Appointment of a Travel Plan Coordinator (TPC).
 - The appointed TPC will conduct an audit to ensure that the information detailed within this document relating to sustainable options is up to date. The TPC will ensure they keep up to date with all sustainable travel options available within the immediate area.

- All relevant information will be made available in a residents' 'Residential Travel Information Pack' which will be provided upon occupation.
- The TPC will issue a site-specific Travel Questionnaire (Please see **Appendix D**). In order to assess the use of each mode of travel comparing current usage to the preferred alternatives (if applicable). This will allow the TPC to gauge to what extent the plan is meeting its targets and will also allow feedback from residents regarding any new initiatives that could be introduced to make the GTP more effective.

Sustainable Travel Audit and Proposed Interventions



Woods Hardwick
Architecture | Engineering | Planning | Surveying

Sustainable Travel Audit and Proposed Interventions

The following paragraphs consider existing travel conditions in the vicinity of the site, focusing on the opportunities that exist for sustainable travel such as walking, cycling and public transport.

- 5.1 This chapter gives careful consideration to the existing travel conditions in the vicinity of the site, focusing on the opportunities that exist for sustainable travel by walking, cycling and public transport. A summary of the sustainable transport options for residents and visitors to the site is presented below. In order to evaluate existing travel conditions, data has been taken from the UK 2011 Census Parish area of 'E02004913 : North Hertfordshire 005'; in which the site is located. A summary of this data is provided in the following paragraphs.
- 5.2 The Travel Plan Coordinator will be appointed to oversee the management and monitoring of the GTP to ensure that all available options are capitalised upon, thereby ensuring that the site is as sustainable as possible.
- 5.3 The site has been designed to ensure there are various access points to the site by all modes of transport.
- 5.4 As noted in North Hertfordshire District Council's (NHDC's) Local Plan Policy SP6 'Sustainable Transport', development proposals will comply with the NHDC Transport Strategy, and the provisions of the Local Transport Plan (LTP4) and the developer will work with the HCC to ensure a range of suitable transport options are available. Existing footpaths and PRoW's will be retained and pedestrian infrastructure within the development will be arranged to tie into existing provisions.
- 5.5 An Accessibility Audit has been prepared to support the planning application. The AA assesses the routes from the site to key local services and facilities on foot, by bicycle and by public transport. The main findings of the Accessibility Audit are summarised in this section, additionally, recommendations for where improvements can be made to the existing infrastructure to enhance walking and cycling routes in terms of safety and convenience are provided.

Promotion and Marketing of maximising trips by sustainable modes

- 5.6 A Green Travel Plan (GTP) will be prepared alongside this document for the residential and school aspects of the development. The document will provide a detailed assessment of the existing sustainable alternatives to the private car that are available to use from the site and proposes measures to assist in achieving the modal shift target of the GTP.
- 5.7 As detailed in the GTP, a Travel Plan Coordinator (TPC) will be appointed to oversee the management and monitoring of the Plan to ensure that all available options are capitalised upon, thereby ensuring that the site is as sustainable as possible.

- 5.8 As mentioned above, a GTP has been prepared alongside this document. All residents will be made aware of the GTP and its aims prior to occupation. Upon occupation, each household will receive a Residential Travel Information Pack, containing all relevant transport information including walking / cycling routes, public transport routes, timetable information; as well as details of potential bicycle user groups, car share schemes and information on access to educational establishments.
- 5.9 The Residential Travel Information Pack will also include the contact details of the Travel Plan Coordinator (TPC) to enable residents to discuss specific transport related issues.
- 5.10 The TPC will maintain an optional residents' mailing list to email updates relating to the GTP and any relevant local or national events e.g. bike maintenance events. The optional residents mailing list will also include the promotion of national sustainable transport events e.g. National Walk to Work Week, National Cycle to Work Week and National Liftshare Week.
- 5.11 The aforementioned measures, along with those outlined below have been identified as part of the site's strategy to maximise trips by sustainable modes.

Pedestrians

- 5.12 Walking is a wholly sustainable mode of travel and an excellent way of keeping fit, which should therefore be heavily encouraged. To maximise trips by sustainable modes, walking will be fully promoted by the TPC and relevant maps and route information will be included within the Residential Travel Information Pack.
- 5.13 In the Residents Travel Pack the TPC will promote the use of public transport as part of a multi-modal journey. In addition to this, residents will be encouraged to get off a stop earlier to promote walking.
- 5.14 The Travel Pack will contain maps of local pedestrian friendly routes in and around Great Ashby and Stevenage in addition to information on local walking groups. Furthermore, the TPC will promote different ways in which residents can incorporate walking into their commute into work and school including National Walk to Work day. Further information on this will be included in the Residents Information Travel Pack.
- 5.15 Additionally, the TPC will promote walking as a recreational/leisure activity to encourage residents to incorporate walking to their day to day lives.

Existing Pedestrian Infrastructure

- 5.16 Within the vicinity of the site, cars, cyclists and pedestrians are generally able to follow the same routes, which are easily navigable towards the centre of the town. This feature is of great benefit to pedestrians who benefit from the legible design of roads within an area. Additionally, routes through existing residential areas are overlooked by residential dwellings, which allows pedestrians to feel safer along their route. This is in line with the recommendations detailed within Manual for Streets, and it is proposed that these principles will be continued within the site.
- 5.17 The existing pedestrian infrastructure on Mendip Way to the west of the site extends northwards to Woodfield and South to Pin Green and St Nicholas. The pedestrian infrastructure from the site access provides access to several key amenities including a convenience store, park, primary school, community centre and a Chinese takeaway.
- 5.18 The pedestrian infrastructure along Mendip Way also facilitates quick and convenient access to public transport services; namely 'The Beacons', bus stop which is located to the south west of the site. 'The Beacons' bus stop is situated approximately 300m to the south west of the proposed site access is accessible within a 5 minute walk. 'The Beacons' bus stop is served by Arriva route SB7 which facilitates access into and around Stevenage.
- 5.19 Additionally, a number of Public Rights of Way bound and / or run through the site. These are shown on Figure 5.1 on the following page and are outlined below;
- Bridleway Weston 033 which runs south-west to north-east along the south-eastern boundary of the site. This provides an east to west connection from Dane End Farm, through the site and Great Ashby passing close to the District Centre, St Nicholas Park and the Pin Green employment area. This is a key connecting corridor and, in conjunction with the development of site GA1, provides the opportunity to continuously link from the Hertfordshire Way and Back Lane to Warrens Green Lane.
 - Footpath Weston 029 which runs north-west to south-east through the south-western half of the site connecting Tile Kiln Farm to Bridleway Weston 033 (above) and linking to Footpath Weston 031 / Walkern 022 which provides an onward connection to the Beane Valley east of Stevenage.
 - Footpath Weston 044 which delineates the north-eastern boundary of GA2.
 - Footpath Weston 027 which delineates the north-western boundary of GA2 linking Back Lane and Tile Kiln Farm to Warrens Green Lane

- Footpath Great Ashby 011 which connects from Great Ashby District Centre across the pylon / proposed access corridor to the south-western edge of the site.
- Footpath Weston 026 connecting from Merrick Close along the eastern edge of Tile Kiln Wood, traversing the northern end of GA2 to the junction of Back Lane and Warrens Green Lane.

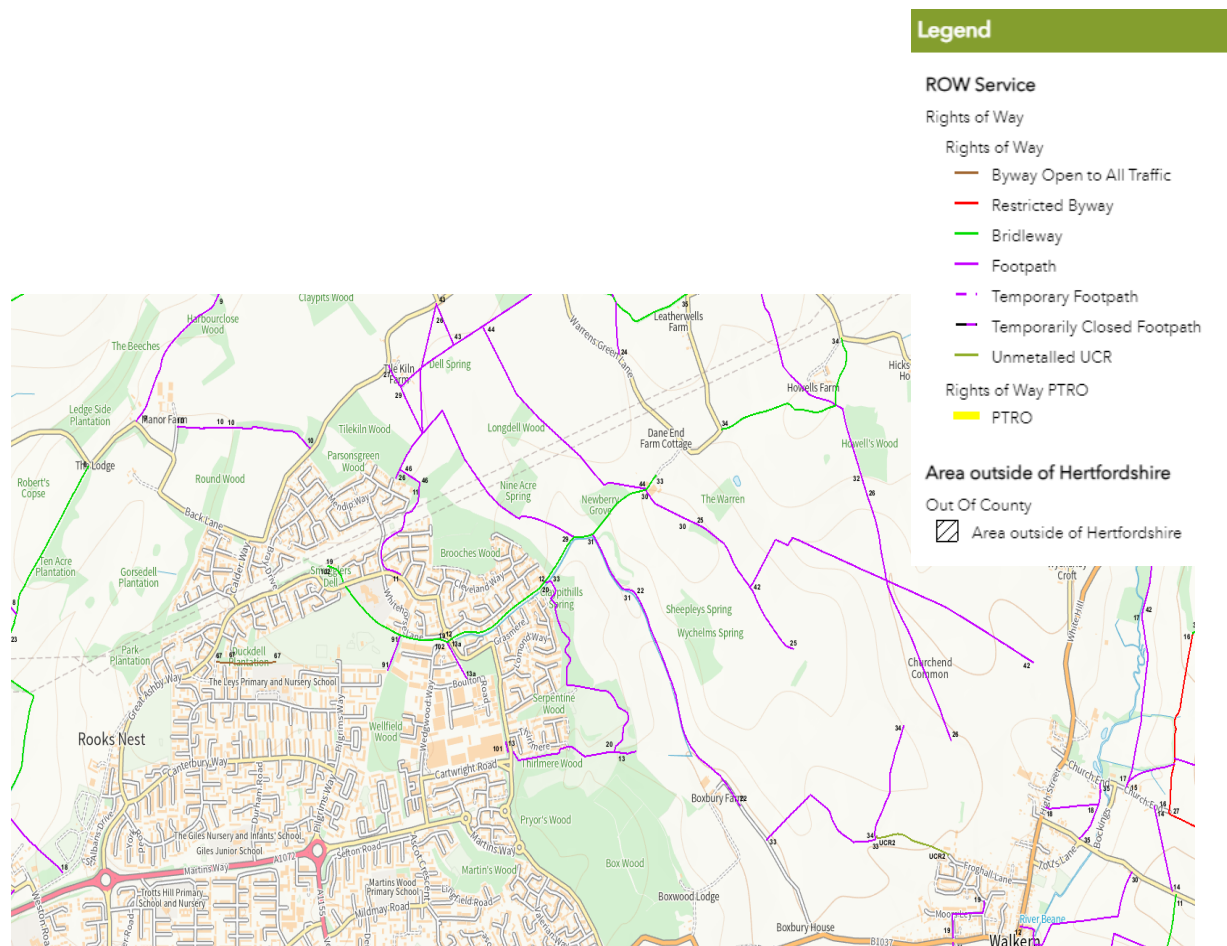


Figure 5.1: Extract of Hertfordshire's PRoW Map

- 5.20 As noted in North Hertfordshire District Council's (NHDC's) Local Plan Policy SP6 'Sustainable Transport', development proposals will comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan (LTP4) and the developer will work with HCC to ensure a range of suitable transport options are available. Existing footpaths and PRow's will be retained and pedestrian infrastructure within the development will be arranged to tie into existing provisions.
- 5.21 As shown on the Site Layout Plan included within **Appendix B**, cycle and pedestrian links are also provided into Merrick Close, Back Lande and Warrensgreen Lane.
- 5.22 It is also proposed that a non-vehicular link will be provided into the Public Bridleway 033, within the southwestern corner of the site, which is to be retained within the site as part of the development proposals.
- 5.23 Several non-vehicular links will also be provided to tie into the existing Public Rights of Way and infrastructure.
- 5.24 Walking is widely considered to be the most important mode of travel at the local level. Based on the Chartered Institution of Highways and Transportation (CIHT) publication 'Providing Journeys on Foot' and Paragraph 4.4.1 of MfS; the preferred maximum walking distance for the purposes of commuting / school journeys / sight-seeing is considered to be 2km. It can be appreciated that the entirety of Great Ashby in addition to Martins Wood, Woodfield, St Nicholas and Pin Green are accessible within 2km of the site. A list of destinations considered to be accessible within 2km of the site access off Mendip Way, together with the corresponding journey distances and times are shown in Table 5.1 on the following page.

Table 5.1: Destinations Accessible within a 25-minute Walk from the site access off Mendip Way.

Destinations	Journey Distance and Time
Round Diamond Primary School, Busy Bees at Stevenage (Nursery), Budgens, Mendip Way Playground, Great Ashby Community Centre, Fortunes Palace Chinese Takeaway, Jhoots Pharmacy	800m
North Shore Open Space Park, No Bull Fitness, Employment / Industrial Centre	1600m
Martins Wood Primary School, Shell Garage, The Great Ashby District Park, St Martins Wood Play Area	Up to 2km Accessible within 25 mins

- 5.25 As outlined in paragraph 10.1 of the North Hertfordshire District Council General Guidance on Masterplans (DRAFT, March 2023), all walking and cycling routes should follow reasonably direct and unconflicted routes to on-site and off-site destinations within a manageable walking distance (approx. 2km) and have a natural surveillance. The walking and cycling routes from the site have been also illustrated on the Facilities and Services Plans included in **Appendix C** of the Accessibility Audit. For ease of reference, the aforementioned Facilities and Services plans for both the northern and southern centroids of the site are included in Figure 5.2 and 5.3 on the following pages.

KEY

- Application Site
- Bus Stop
- 30 33 30 Public Right of Way - Footpath
- 33 30 33 Bridleway
- 30 33 30 Walking route to main facilities and services
- 30 33 30 Cycling route to main facilities and services
- 30 33 30 Primary School
- 30 33 30 Nursery / Pre-School
- 30 33 30 Employment Centres
- 30 33 30 Community Halls
- 30 33 30 Pharmacy
- 30 33 30 GP Surgery
- 30 33 30 Convenience Shop
- 30 33 30 Cafe / Pub / Restaurant
- 30 33 30 Park / Outdoor space
- 30 33 30 Places of Worship
- 30 33 30 Northern Centroid
- 30 33 30 800m walking radius
- 30 33 30 1600m walking radius

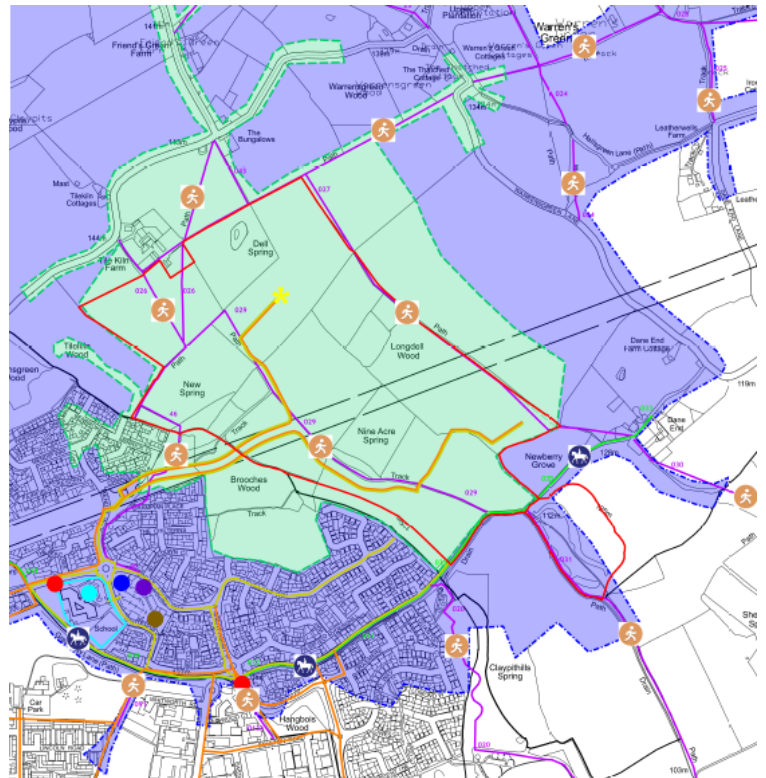


Figure 5.2. 800m and 1600m walking distance Northern Centroid

KEY

- Application Site
- Bus Stop
- 30 33 30 Public Right of Way - Footpath
- 33 30 33 Bridleway
- 30 33 30 Walking route to main facilities and services
- 30 33 30 Cycling route to main facilities and services
- 30 33 30 Primary School
- 30 33 30 Nursery / Pre-School
- 30 33 30 Employment Centres
- 30 33 30 Community Halls
- 30 33 30 Pharmacy
- 30 33 30 GP Surgery
- 30 33 30 Convenience Shop
- 30 33 30 Cafe / Pub / Restaurant
- 30 33 30 Park / Outdoor space
- 30 33 30 Places of Worship
- 30 33 30 Southern Centroid
- 30 33 30 800m walking radius
- 30 33 30 1600m walking radius

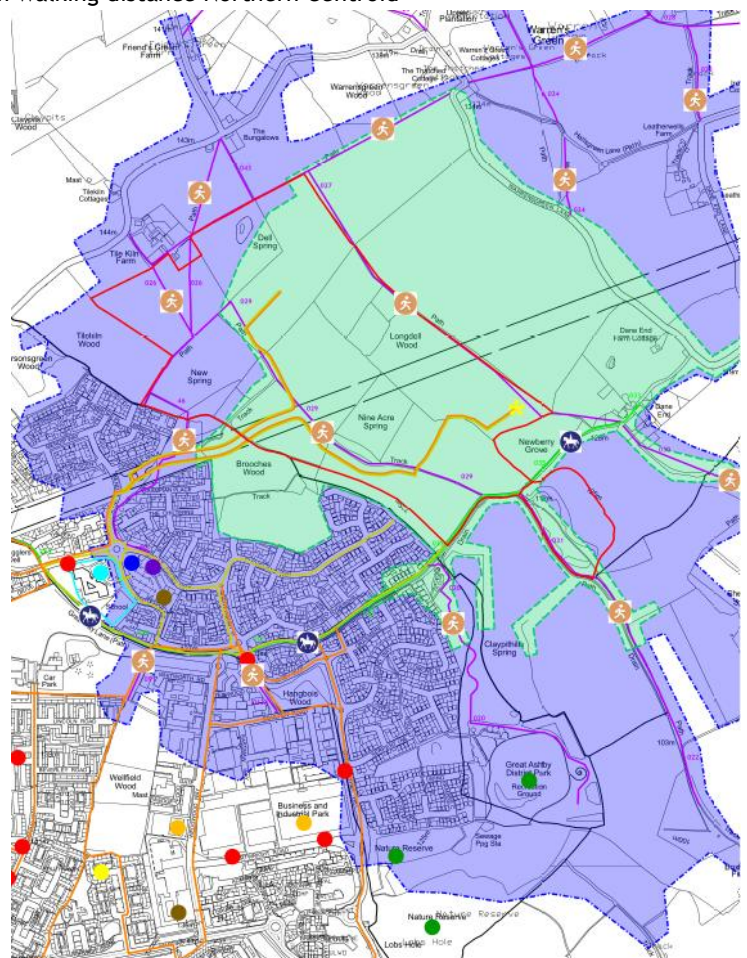


Figure 5.3. 800m and 1600m walking distance Southern Centroid

- 5.26 In accordance with Chapter 12 of NHC General Guidance on Transport in Masterplans (DRAFT, 2023) the Facilities and Services Plans also include walking isodistances for an 800m and a 1600m walking distance. Due to the size of the site, two separate plans have been prepared based on two centroids located in the most remote areas of the site; the first for the northernmost part of the site, by the school entrance and the second for the southernmost built area of the site.
- 5.27 The aforementioned Facilities and Services Plans illustrate nearby PROW's, the walking and cycling routes from the site to the nearest Facilities and Services, information on the distances to the services and facilities and approximate journey times for walking and cycling to amenities within the vicinity of the site. A list of destinations within the 1600m radius assessed within the Services and Facilities Plans is outlined in Table 5.2 on the following page.
- 5.28 For further information, refer to the Facilities and Services plans within **Appendix C** of the Accessibility Audit.

Table 5.2: Destinations Accessible within 1600m of the site access as shown in the Facilities and Services Plans

Facility Type	Destinations
Educational	• Round Diamond Primary School • Busy Bees at Stevenage (Nursery) • Martins Wood Primary • Trotts Hill Primary School • Almond Hill Junior School
Convenience Stores / Shops	• Budgens • Shell Garage • Co-Op Food
Outdoor / Leisure Spaces	• Mendip Way Playground • North Shore Open Space Park • The Great Ashby District Park • St Martins Wood Play Area • Pryors Wood • Sishes Wood
Other Amenities	• Great Ashby Community Centre • Fortunes Palace Chinese takeaway • Jhoots Pharmacy • No Bull Fitness • Employment / Industrial Centre • The oval cluster of amenities (including; All Saints Church, The Times Club (Sports Club), Stevenage Family Butchers, St Nicholas & Martins Wood Centre, The Oval Wines Off License, The Oval Alphega Pharmacy, Recycling Bank) oval cluster of amenities (including; All Saints Church, The Times Club (Sports Club), Stevenage Family Butchers, St Nicholas & Martins Wood Centre, The Oval Wines Off License, The Oval Alphega Pharmacy, Recycling Bank) • The Neighbourhood Centre, Whitehorse Lane (Including; Blade Barbers, Great Ashby Vets) • Canterbury Way cluster of amenities (including; St Nicholas Community Centre, St Nicholas Pharmacy, Saint Nicholas Pub, Canterbury Way Surgery, Martins Convenience shop)

Existing Pedestrian Behaviour

- 5.29 2011 Census data shows that 4.6% (333) of the residents that regularly commute to work as recorded for the output area of 'E02004913 : North Hertfordshire 005' in which the site is located; do so by foot. This is less than the national average of 10.8%.
- 5.30 Census data from 2011 also shows that 5.9% (359) of 'E02004913 : North Hertfordshire 005' commuters live within 2km of their place of work. This suggests that approximately 92.7% of residents who could reasonably be expected to walk to work, already do so. Although this figure is encouraging, there is still potential for this mode of travel to increase.
- 5.31 It is important to note that commuting only accounts for a proportion of all trips made, therefore as part of the site's transport strategy, the ways in which other trips can made sustainable will be assessed and suitable transport interventions will be proposed accordingly.

Cyclists

- 5.32 Cycling is second only to walking in terms of sustainability and is similarly an excellent way of keeping fit.
- 5.33 As mentioned in Section 3 of this report, cycle parking for residents and their visitors will be provided on site in accordance with the guidance contained within the North Hertfordshire Council Vehicle Parking at New Development SPD, Sept 2011. As noted previously, the aforementioned document is dated and parking provision must therefore be agreed with North Hertfordshire District Council on a case by case basis. Nonetheless, sufficient and secure cycle parking will be provided for residents and visitors as part of development proposals.
- 5.34 As part of the site's strategy for maximising trips by sustainable modes, the TPC will promote bicycle user groups, where these exist. If none are available within the immediate area, a site-specific user group will be promoted amongst future residents. This has the potential to ensure that as many residents as possible will work together to achieve the site's overall GTP objective. Bicycle user groups allow both cyclists and potential cyclists to meet and discuss the best routes in and around their frequented areas of travel, as well as any problems they might encounter.
- 5.35 Within the Residents' Travel Information Pack, details on the local or national cycle networks will be provided showing the safest and most convenient routes to / from the site and within the surrounding area, in turn promoting cycling as a sustainable leisure activity. Further information on this will be detailed in the GTP.
- 5.36 The Travel Pack will promote national initiatives such as 'Bike Week' and 'Cycle to Work Day'

- 5.37 Details of cycle training groups, Bikeability schemes and safety information will be provided in the Resident's Travel Information Pack to ensure cycling is accessible to all.

Existing Cycling Infrastructure

- 5.38 It is widely recognised that cycling has the potential to substitute for short car trips, particularly those of less than 5km. It can be appreciated that the entirety of Great Ashby, in addition to Stevenage, Shephall, Broadwater, Little Wymondley, Gravely and Walkern are accessible within a 25 minute cycle of the site access.
- 5.39 Cycling is well suited to form part of longer journeys made by public transport. Therefore, it is important to note that Stevenage Train Station, which is situated approximately 5km (24 minute cycle) to the west of the site provides 266 secure cycle storage spaces.
- 5.40 National Cycle Route 12 is the closest formal cycle route to the site and is located to the west of the site. The route runs in a north / south direction through the western extents of Stevenage. At its closest point, route 12 can be joined along Lytton Way which is accessible within 5km from the site access.
- 5.41 National Cycle Route 12 runs in sections from Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough. More locally, route 12 facilitates access to Letchworth, Sandy, Huntingdon and Peterborough.
- 5.42 As previously noted, the North Hertfordshire District Council General Guidance on Masterplans (DRAFT, March 2023), suggests a range of recommended cycling times depending on a range of average cycling speeds. For clarity, a separate Facilities and Services Plans Cycling Isodistance drawing showing 2km and 4km cycling isodistance from the site was prepared and it is included in Figure 5.4 below. The drawing is based on the centroid located approximately 800m into the journey from either end of the site using the main site access.
- 5.43 A list of destinations considered to be accessible within a 25-minute cycling journey from the development site, together with the corresponding journey distances and times are shown in Table 5.3 on the following page.

Table 5.3: Destinations Accessible within 2, 4 & 8km distance from the proposed site access off Mendip Way

Destinations	Journey Distance and Time
Round Diamond Primary School, Busy Bees at Stevenage (Nursery), Budgens, Mendip Way Playground, Great Ashby Community Centre, Fortunes Palace Chinese Takeaway, Jhoots Pharmacy, North Shore Open Space Park, No Bull Fitness, Employment / Industrial Centre, Martins Wood Primary School, Shell Garage, The Great Ashby District Park, St Martins Wood Play Area.	Up to 2km
Trotts Hill Primary School, Co-Op Food, Pryors Wood, The Oval cluster of amenities (including; All Saints Church, The Times Club (Sports Club), Stevenage Family Butchers, St Nicholas & Martins Wood Centre, The Oval Wines Off License, The Oval Alphega Pharmacy, Recycling Bank), Stevenage Lytton Players Theatre, SMCC Mosque, The Thomas Alleye Academy (Sixth Form), Millie Spinny Park & Playground, Bury Mead, Barclay Academy (Secondary School), Almond Spring Woods, The Almond Tree Pub, Lonsdale Express Convenience Store, Hampson Park & Skatepark, Moss Bury Primary School and Nursery, Best One Convenience Store, Domino's Pizza, Lodge Farm Primary School.	Up to 4km
Tiny Toes Day Nursery, Shells Scout Hut, Swan Gymnastic Academy, Chells Café, Camps Hill Primary School, The Glebe Parade of shops (Including; Tesco Express, Walton Lodge Veterinary Group, Gangnam Korean Restaurant, St Hugh and St John's Church, Stevenage Halal Meats & Groceries Butchers, Golden Fry Fish & Chips, Nisa Local, Gate of India Indian Restaurant, Stevenage Cycles Bike Shop), Emperors Gate Parade of Shops (Including; Emperors Head Pub, Hasan Balti Indian Takeaway, Chells Manor Community Centre, Stevenage Pharmacy), Stevenage town centre (including; Stevenage train station, various shops, pubs, bars, restaurants, banks, hairdressers, opticians, a bus station and various supermarkets).	Up to 8km

- 5.44 As outlined in the Accessibility Audit, North Hertfordshire District Council General Guidance on Masterplans (DRAFT, March 2023), suggests a range of recommended cycling times depending on a range of average cycling speeds. In line with this, a Facilities and Services Plan has been prepared for both the site to illustrate destinations accessible within a 2km and 4km cycling radius of the site. The Facilities and Services Plan Cycling Isodistance Map is included in Figure 5.4 on the of the following page.

KEY

-  Application Site
-  Bus Stop
-  30 Public Right of Way - Footpath
-  33 Bridleway
-  Walking route to main facilities and services
-  Cycling route to main facilities and services
-  School
-  Nursery / Pre-School
-  Employment Centres
-  Community Halls
-  Pharmacy
-  GP Surgery
-  Convenience Shop
-  Cafe / Pub / Restaurant
-  Park / Outdoor space
-  Places of Worship
-  Centroid located approx. 800m into the journey from the site
-  2km cycling radius
-  4km cycling radius

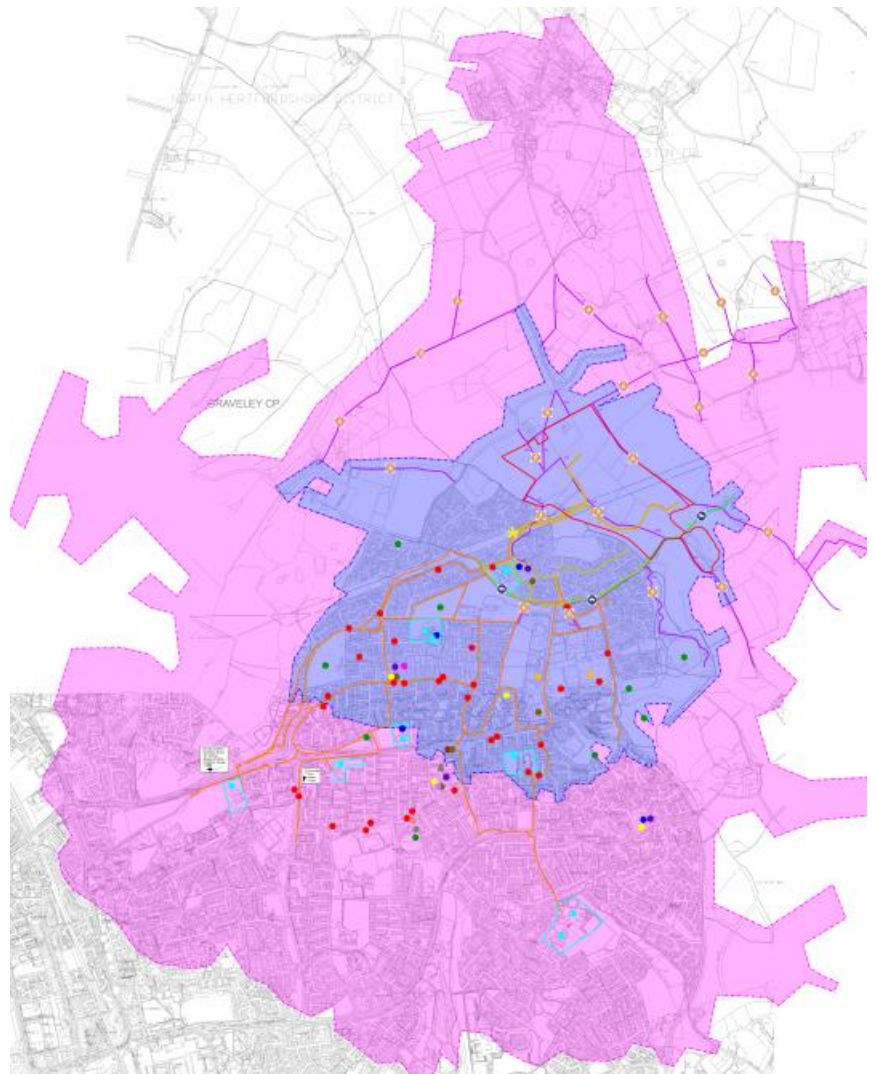


Figure 5.4 Facilities and Services Plan Cycling Isodistance Map.

5.45 A list of destinations that fall within the radius accounted for within the aforementioned Facilities and Services Plan for the northern and southern centroids are noted in Table 5.4 and 5.5 below.

Table 5.4: Distances to the services and facilities, approximate journey times for walking and cycling
Northern Centroid

Services and Facilities accessible by foot or by bicycle within the vicinity of the site.

Service	Distance ¹	Approximate journey times using HCC Guidance						Approximate journey times using Google Maps	
		Walking speeds and times			Cycling speeds and times			Distance ²	Approximate Journey Time (using Google Maps) ³
Educational Facilities		4kph / 2.5mph (mm:ss) ⁴	5kph / 3.1mph (mm:ss) ⁵	6kph / 3.7mph (mm:ss) ⁶	12kph / 7.5mph (mm:ss) ⁷	16kph / 10mph (mm:ss) ⁸	20kph / 12.4 mph (mm:ss) ⁹		
Round Diamond Primary School	1.09 km	16:35	13:34	11:30	05:45	04:09	03:27	210 m	3 minute walk / 1 minute cycle
Busy Bees at Stevenage (Nursery)	1.14 km	17:10	13:54	11:40	06:10	04:28	03:42	260 m	3 minute walk / 1 minute cycle
Martins Wood Primary School	2.78 km	42:10	33:01	28:20	14:30	10:43	08:34	1.9 km	23 minute walk / 8 minutes cycle
Trotts Hill Primary School	3.48 km	52:21	41:33	35:20	17:40	13:05	10:44	2.6 km	32 minute walk / 9 minute cycle
Almond Hill Junior School	3.58 km	54:01	41:51	35:80	18:30	13:43	11:04	2.7 km	32 minute walk / 9 minute cycle
Convenience Stores / Shops									
Budgens	1.18 km	18:10	14:01	12:20	06:30	04:43	03:54	300 m	4 minute walk / 2 minute cycle
Shell Garage	2.58 km	39:10	31:04	26:20	13:30	10:08	08:04	1.7 km	22 minute walk / 6 minute cycle
Co-Op Food	3.18 km	48:10	38:06	32:20	16:30	12:33	09:54	2.3 km	28 minute walk / 10 minute cycle
Outdoor / Leisure Spaces									
Mendip Way Playground	1.33 km	20:35	15:09	13:30	07:05	05:39	04:39	450 m	5 minute walk / 2 minute walk
North Shore Open Space Park	1.98 km	30:10	23:51	20:20	10:30	07:43	06:34	1.1 km	12 minute walk / 4 minute cycle
The Great Ashby District Park	2.68 km	40:20	32:23	27:20	13:40	10:05	08:04	1.8 km	22 minute walk / 7 minute cycle
St Martins Wood Play Area	2.88 km	43:20	34:20	29:20	14:40	11:20	09:04	2.0 km	26 minute walk / 10 minute cycle
Pryors Wood	3.08 km	46:20	36:58	31:20	15:40	11:55	09:24	2.2 km	28 minute walk / 13 minute cycle
Sishes Wood	3.48 km	52:21	41:33	35:20	17:40	13:05	10:44	2.6 km	33 minute walk / 8 minute cycle
Other Amenities									
Great Ashby Community Centre	1.16 km	17:40	14:18	12:00	06:20	04:35	03:48	300 m	4 minute walk / 2 minute cycle
Fortunes Palace Chinese Takeaway	1.16 km	17:40	14:18	12:00	06:20	04:35	03:48	300 m	4 minute walk / 2 minute cycle
Jhoots Pharmacy	1.18 km	18:10	14:01	12:20	06:30	04:43	03:54	300 m	4 minute walk / 2 minute cycle
Ho Bull Fitness	2.38 km	36:10	28:26	24:20	12:30	09:33	07:14	1.5 km	18 minute walk / 5 minute cycle
Employment / Industrial Center	2.38 km	36:10	28:26	24:20	12:30	09:33	07:14	1.5 km	18 minute walk / 5 minute cycle
The Oval Cluster of amenities (Including: All Saints Church, The Times Club (Sports Club), Stevenage Family Butchers, St Nicholas & Martins Wood Center, The Oval Wines Off License, The Oval Alpha Pharmacy, Recycling Bank)	3.18 km	48:10	38:06	32:20	16:30	12:33	09:54	2.3 km	28 minute walk / 10 minute cycle
Stevenage Lytton Players Theatre	3.18 km	48:10	38:06	32:20	16:30	12:33	09:54	2.3 km	28 minute walk / 10 minute cycle
SMCC Mosque	3.18 km	48:10	38:06	32:20	16:30	12:33	09:54	2.3 km	28 minute walk / 10 minute cycle

¹ Walking and cycling distances noted have been measured from the approximate position of the furthest dwelling from the proposed site access on Mendip Way

² Average walking times noted are based on an average walking speed of 4kph / 2.5mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

³ Average walking times noted are based on an average walking speed of 5kph / 3.1mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁴ Average walking times noted are based on an average walking speed of 6kph / 3.7mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁵ Average cycling times noted are based on an average walking speed of 12 kph / 7.5 mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁶ Average cycling times noted are based on an average walking speed of 16 kph / 10 mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁷ Average cycling times noted are based on an average walking speed of 20 kph / 12.4 mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁸ Walking and cycling distances noted have been measured from the approximate position of proposed site access on Mendip Way

⁹ Walking and cycling times noted have been measured approximately using Google Maps data

Table 5.5 : Distances to the services and facilities, approximate journey times for walking and cycling
Southern Centroid

Services and Facilities accessible by foot or by bicycle within the vicinity of the site.

Service	Distance ¹	Approximate journey times using HCC Guidance						Approximate journey times using Google Maps	
		Walking speeds and times			Cycling speeds and times			Distance ⁸	Approximate Journey Time (using Google Maps) ⁹
Educational Facilities		4kph / 2.5mph (mm:ss) ²	5kph / 3.1mph (mm:ss) ³	6kph / 3.7mph (mm:ss) ⁴	12kph / 7.5mph (mm:ss) ⁵	16kph / 10mph (mm:ss) ⁶	20kph / 12.4 mph (mm:ss) ⁷		
Round Diamond Primary School	1.37 km	21:05	16:33	14:15	7:28	5:16	4:13	210 m	3 minute walk / 1 minute cycle
Busy Bees at Stevenage (Nursery)	1.43 km	21:40	17:32	14:25	7:13	5:34	4:28	260 m	3 minute walk / 1 minute cycle
Martins Wood Primary School	3.06 km	46:02	36:40	31:05	15:33	11:49	9:20	1.9 km	23 minute walk / 8 minutes cycle
Trotts Hill Primary School	3.77 km	56:53	45:17	38:05	19:23	14:12	11:30	2.6 km	32 minute walk / 9 minute cycle
Almond Hill Junior School	3.87 km	58:03	46:30	39:05	19:33	14:49	12:00	2.7 km	32 minute walk / 9 minute cycle
Convenience Stores / Shops									
Budgens	1.47 km	22:00	17:40	15:05	7:33	5:49	4:40	300 m	4 minute walk / 2 minute cycle
Shell Garage	2.87 km	43:02	34:02	29:05	14:33	11:14	9:00	1.7 km	22 minute walk / 6 minute cycle
Co-Op Food	3.45 km	52:03	41:15	35:05	17:33	13:39	10:40	2.3 km	28 minute walk / 10 minute cycle
Outdoor / Leisure Spaces									
Mendip Way Playground	1.62 km	34:25	19:18	16:15	8:08	6:06	5:25	450 m	5 minute walk / 2 minute walk
North Shore Open Space Park	2.27 km	34:01	27:30	30:05	11:33	8:49	7:20	1.1 km	12 minute walk / 4 minute cycle
The Great Ashby District Park	2.97 km	44:52	35:21	34:05	15:23	11:12	9:30	1.8 km	22 minute walk / 7 minute cycle
St Martins Wood Play Area	3.17 km	47:52	37:58	38:05	16:23	12:27	10:20	2.0 km	26 minute walk / 10 minute cycle
Pryors Wood	3.37 km	50:53	40:36	32:05	17:23	13:12	10:10	2.2 km	28 minute walk / 13 minute cycle
Sishes Wood	3.77 km	56:53	45:11	38:05	19:23	14:12	11:30	2.6 km	33 minute walk / 8 minute cycle
Other Amenities									
Great Ashby Community Centre	1.45 km	22:10	17:16	14:45	7:23	5:42	4:32	300 m	4 minute walk / 2 minute cycle
Fortunes Palace Chinese Takeaway	1.45 km	22:10	17:16	14:45	7:23	5:42	4:32	300 m	4 minute walk / 2 minute cycle
Jhoots Pharmacy	1.47 km	22:00	17:40	15:05	7:33	5:49	4:40	300 m	4 minute walk / 2 minute cycle
No Bull Fitness	2.67 km	40:02	32:05	27:05	13:33	10:39	8:00	1.5 km	18 minute walk / 5 minute cycle
Employment / Industrial Center	2.67 km	40:02	32:05	27:05	13:33	10:39	8:00	1.5 km	18 minute walk / 5 minute cycle
The Oval Cluster of amenities (including: All Saints Church, The Times Club (Sports Club), Stevenage Family Butchers, St Nicholas & Martins Wood Center, The Oval Wines Off License, The Oval Alpha Pharmacy, Recycling Bank)	3.47 km	52:03	41:15	35:05	17:33	13:39	10:40	2.3 km	28 minute walk / 10 minute cycle
Stevenage Lytton Players Theatre	3.47 km	52:03	41:15	35:05	17:33	13:39	10:40	2.3 km	28 minute walk / 10 minute cycle
SMCC Mosque	3.47 km	52:03	41:15	35:05	17:33	13:39	10:40	2.3 km	28 minute walk / 10 minute cycle

¹ Walking and cycling distances noted have been measured from the approximate position of the furthest dwelling from the proposed site access on Mendip Way to the south of the site

² Average walking times noted are based on an average walking speed of 4kph / 2.5mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

³ Average walking times noted are based on an average walking speed of 5kph / 3.1mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁴ Average walking times noted are based on an average walking speed of 6kph / 3.7mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁵ Average cycling times noted are based on an average walking speed of 12 kph / 7.5 mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁶ Average cycling times noted are based on an average walking speed of 16 kph / 10 mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁷ Average cycling times noted are based on an average walking speed of 20 kph / 12.4 mph as stated in the North Herts Council General Guidance on transport in masterplans (2023)

⁸ Walking and cycling distances noted have been measured from the approximate position of proposed site access on Mendip Way

⁹ Walking and cycling times noted have been measured approximately using Google Maps data

Existing Cycling Behaviour

- 5.46 The 2011 Census data shows that 1.3% (91) of the residents that regularly commute to work as recorded for the area of 'E02004913 : North Hertfordshire 005' ; do so by bicycle. This is less than the national average of 3.2%.
- 5.47 Census data from 2011 also shows that 23.0% (1,400) of 'E02004913 : North Hertfordshire 005' commuters live within 5km of their place of work; where some 10.5% (253) are considered to live within a walkable commuting distance. Therefore, 17.1% (1,041) of residents from the aforementioned area could reasonably take up cycling as a main mode of travel whilst maintaining a journey time that does not exceed 25 minutes.

Public Transport

- 5.48 As part of the strategy for maximising trips by sustainable modes, the GTP prepared alongside this document seeks to encourage use of bus and rail services as an alternative to driving among residents of the site by promoting the several potential benefits to driving which include:
- Ability to relax or work while travelling.
 - A chance to meet with neighbours and friends.
 - No need to park or run a car.
 - Travel option if under 17 or unable to drive.
 - Overall reduction in cost when compared to owning and running a personal car.

- 5.49 In order to maximise the public transport uptake by residents, the following will be undertaken by the TPC:
- The 'Residential Travel Information Pack' to be provided to the future residents upon occupation of the new house, will contain up-to-date details of bus and rail services, including route and fare information, service frequencies and real time mobile apps.
 - The TPC will liaise regularly with the bus operators to ensure that the information remains valid.
 - Inform details of any changes to the public transport operators' websites and contact details.
- 5.50 The TPC will provide information on the benefits of season ticket purchase schemes (including Railcard discounts and Concessionary Travel) for bus and rail and will promote these within the Travel Pack.
- 5.51 The Residents' Travel Pack will include information on the benefits of public transport over driving to help residents make more informed travel choices.
- 5.52 The TPC will also promote any government initiatives e.g. bus fare caps to encourage the use of public transport.

Bus Services

- 5.53 In accordance with paragraph 10.4.1 of the North Hertfordshire District Council's General Guidance on Masterplans (DRAFT, March 2023), existing bus routes and services must be identified and maps. These routes are presented on the Bus Routes and Services Plans, which are presented in Figure 5.5 on the following page these maps are included in **Appendix D** of the Accessibility Audit.

KEY

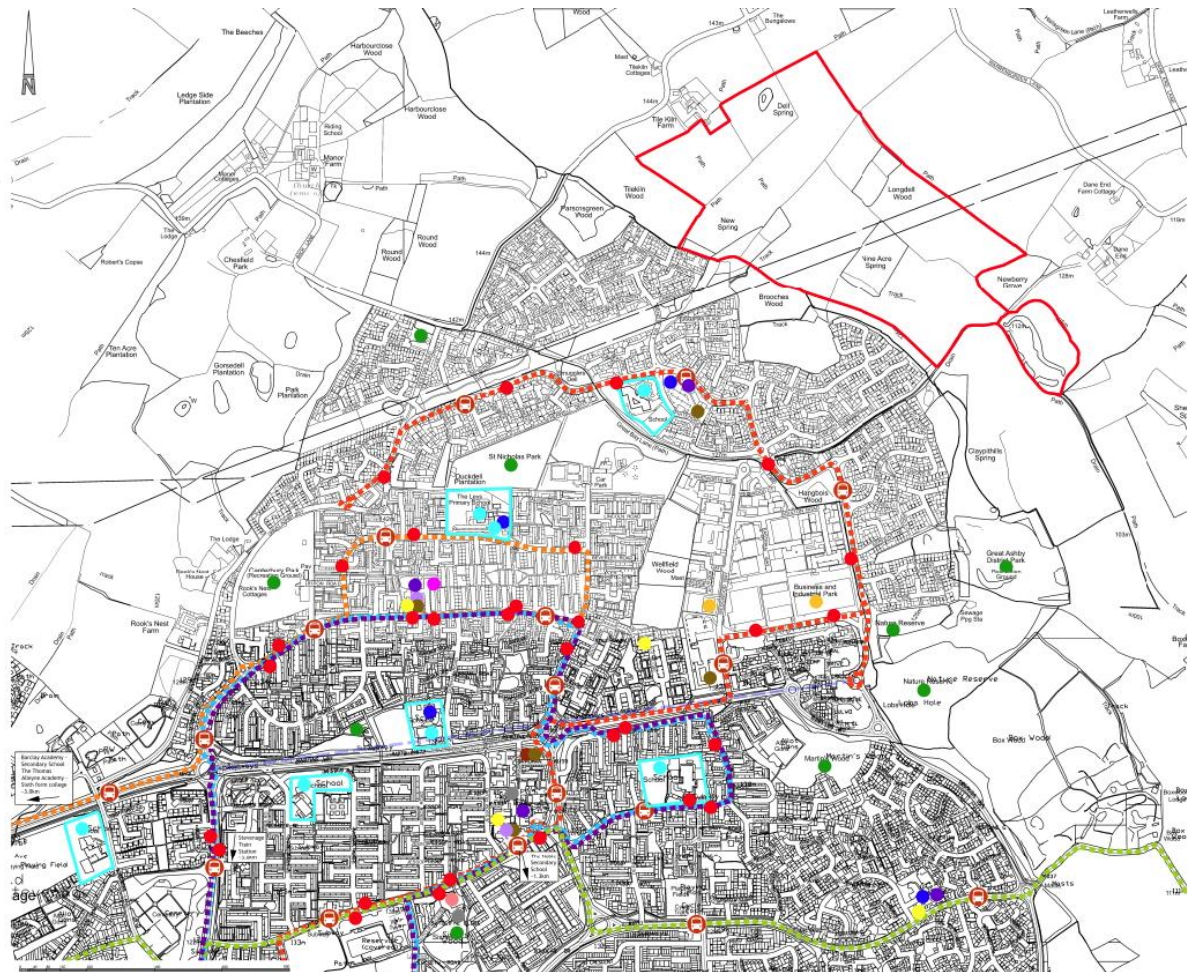
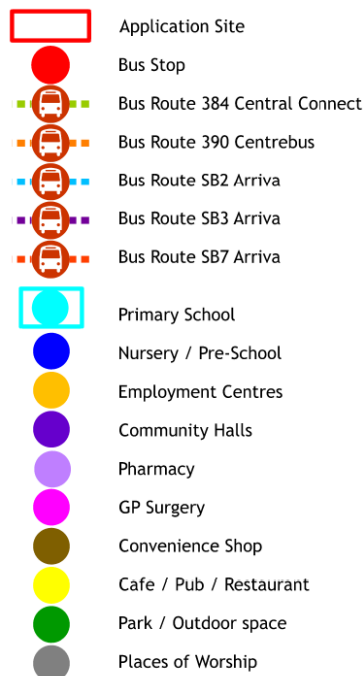


Figure 5.5: Bus Routes and Services Plan

- 5.54 The pedestrian infrastructure along Mendip Way facilitates quick and convenient access to public transport services; and a bus stop named 'The Beacons', which is located to the south west of the site. 'The Beacons' bus stop is the closest bus stop to the northernmost part of the site and is situated approximately 300m to the southwest of the site access. 'The Beacons' bus stop is accessible within a 4 minute walk or a 2 minute cycle. The Beacons' bus stop is served by Arriva route SB7 which facilitates access into and around Stevenage.

- 5.55 The pedestrian infrastructure along Great Ashby Way also facilitates quick and convenient access to public bus stop named: The 'Fairfield Way', which is located to the south of the site. The 'Fairfield Way' bus stop is the closest bus stop to the southernmost part of the site and is situated approximately 700m to the south of the site access. The 'Fairfield Way' bus stop is accessible within a 10 minute walk or a 4 minute cycle. The 'Fairfield Way' bus stop is served by Arriva route SB7 which facilitates access into and around Stevenage.
- 5.56 As noted above, there are two main bus stops located in proximity to the site, which are served by different bus services. A summary of the closest bus stops; their respective distances and journey times from the site, and a summary of the bus services that they offer are outlined in Table 5.6 below.

Table 5.6: Bus information - Distances and travelling times are taken from the proposed site access off Mendip Way.

Stop Name	Distance from Site Access	Walking Journey Time	Services
The Beacons	400m	4 minute walk / 2 minute cycle	SB7
The Fairfield Way	700m	10 minute walk / 4 minute cycle	SB7
The Leys School	1.2km	15 minute walk / 4 minute cycle	390
St Nicholas Centre	1.6km	20 minute walk / 5 minute cycle	SB2, SB3, 390

- 5.57 As can be appreciated from the information shown in Table 5.6 above, the site is located in proximity to a number of local bus stops which serve a wide variety of bus services.
- 5.58 All of the aforementioned bus stops include a sign post highlighting the location of the stop, the bus routes being served, and copies of the relevant route's timetables. The bus stops also benefit from being located along footpaths with the presence of street lighting.
- 5.59 In line with paragraph 13.2.2 of the North Hertfordshire District Council's General Guidance on Masterplans (DRAFT, March 2023), the walking/ cycling routes to the bus stops appear to be; safe, direct, adequately lit (appropriate for the environment), natural surveilled (active frontages or fairly busy road within clear sight), well-maintained.

- 5.60 To access a wider range of bus services, Stevenage Bus Station provides access to an extensive network of bus routes. Stevenage Bus station is located approximately 5km to the south of the site access and can be accessed within a 19 minute cycle or a 13 minute bus journey from 'The Beacons' Bus stop (using route SB7).
- 5.61 Bus services from Stevenage bus station provide access to the following destinations; Hertford (Route 384 / 390), Ware (Route 390), St Albans (Route 301), Bragbury End (Route SB8), Watford (Route 635), Hatfield (Route 635), Pin Green (Route SB11 / SB10), Poplars (Route SB6), Chells (Route 856), Martins Wood (Route SB3), St Nicholas (Route SB2), Great Ashby (Route SB7), Bishops Stortford (Route 386), Hitchin (Route 635/ Route 80), Luton (Route 100), Broadwater (Route SB4), Weston (Route 391).
- 5.62 Additionally, the 'Stevenage Railway Station' bus stop is located approximately 4.8km to the south of the site and is accessible within an 18 minute cycle or an 11 minute bus journey from the site (using route SB7). Routes from here provide access to a range of destinations including St Nicholas (Route SB2), Bragbury End (B8), Coreys Mill (Route 301), Martins Wood (Route SB3), Hitchin (Route 80 / Route 635), Grange Estate (Route 55), Great Ashby (Route SB7), Luton (Route 100), Bishops Stortford (Route 386) and Pin Green (Route SB11).
- 5.63 Similar to the assessments carried out for walking and cycling; it can be concluded from the above paragraph that a journey time of approximately 25 to 30 minutes for commuting purposes by a single mode of travel is generally the preferred acceptable limit. An outline of the available bus services are shown in Table 5.7 on the following page.

Table 45.7: Bus Service Information

No.	Route	Operator	Frequency
SB2	Stevenage (Circular)	Arriva Herts and Essex	Monday - Friday Every 20 mins. Saturdays - 1 service per half an hour. Sundays - 1 service per hour
SB3	Stevenage - Stevenage	Arriva Herts and Essex	Monday - Friday - Every 20 mins Saturdays - Every 30 mins Sundays - 1 service per hour
SB7	Stevenage - Stevenage	Arriva Herts and Essex	Monday - Friday - Every 40 mins Saturdays - 1/2 services per hour Sunday - 1 service per hour
390	Ware - St Nicholas Ware, Hertford, Stevenage, Coreys Mill, St Nicholas	Centrebus	Monday - Friday - 1 service per hour Saturdays - 5 services per day *Times taken from the Stevenage Railway Station (Stop N)

- 5.64 Similar to the assessments carried out for walking and cycling and in accordance with paragraph 13.1.5 of NHC General Guidance on Transport in Masterplans (DRAFT, 2023), as part of the Accessibility Audit, Public Transport Isodistance Plans have been prepared to illustrate the distance accessible within one hour of travel time. These plans are included within **Appendix D** of the Accessibility Audi, for ease of reference these plans are also included in Figure 5.6 - 5.8 on the following pages.

KEY

-  Application Site
-  Bus Stop
-  Public Right of Way - Footpath
-  Bridleway
-  Bus Route 384 Central Connect
-  Bus Route 390 Centrebus
-  Bus Route SB2 Arriva
-  Bus Route SB3 Arriva
-  Bus Route SB7 Arriva
-  1hour Public Transport Isochrone Arrival 9am Weekday
-  Public Transport Centroid located approx. 8min walking into the journey from the site
-  Primary School
-  Nursery / Pre-School
-  Employment Centres
-  Community Halls
-  Pharmacy
-  GP Surgery
-  Convenience Shop
-  Cafe / Pub / Restaurant
-  Park / Outdoor space
-  Places of Worship

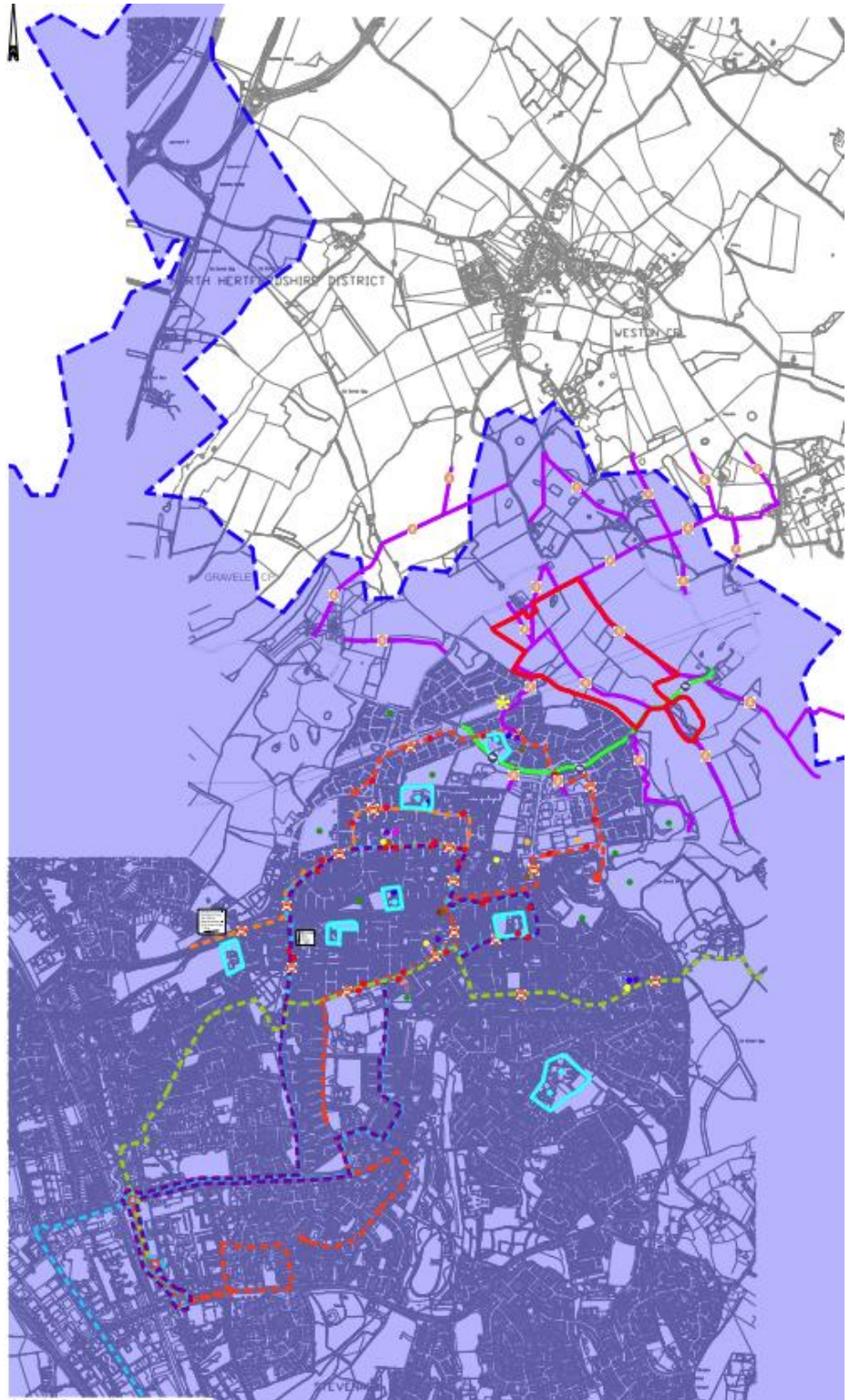


Figure 5.6: Bus Routes and Public transport Isochrone Arrival 9am Weekday

KEY

-  Application Site
-  Bus Stop
-  Public Right of Way - Footpath
-  Bridleway
-  Bus Route 384 Central Connect
-  Bus Route 390 Centrebus
-  Bus Route SB2 Arriva
-  Bus Route SB3 Arriva
-  Bus Route SB7 Arriva
-  1hour Public Transport Isochrone Departure 5:30pm Weekday
-  Public Transport Centroid located approx. 8min walking into the journey from the site
-  Primary School
-  Nursery / Pre-School
-  Employment Centres
-  Community Halls
-  Pharmacy
-  GP Surgery
-  Convenience Shop
-  Cafe / Pub / Restaurant
-  Park / Outdoor space
-  Places of Worship

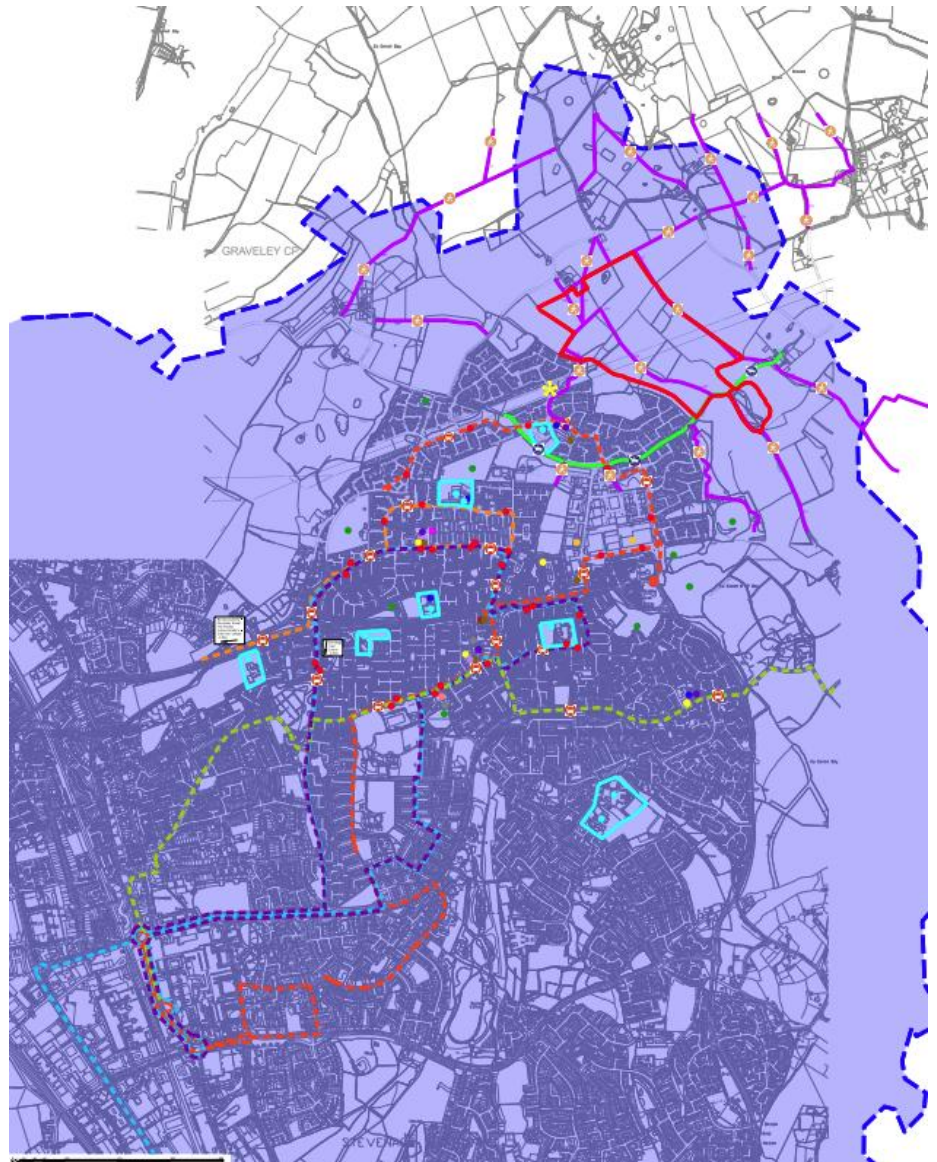


Figure 5.7: Bus Routes and Public transport Isochrone Departure 17:30 Weekday

KEY

-  Application Site
-  Bus Stop
-  Public Right of Way - Footpath
-  Bridleway
-  Bus Route 384 Central Connect
-  Bus Route 390 Centrebus
-  Bus Route SB2 Arriva
-  Bus Route SB3 Arriva
-  Bus Route SB7 Arriva
-  1hour Public Transport Isochrone Arrival 10am Sunday
-  Public Transport Centroid located approx. 8min walking into the journey from the site
-  Primary School
-  Nursery / Pre-School
-  Employment Centres
-  Community Halls
-  Pharmacy
-  GP Surgery
-  Convenience Shop
-  Cafe / Pub / Restaurant
-  Park / Outdoor space
-  Places of Worship

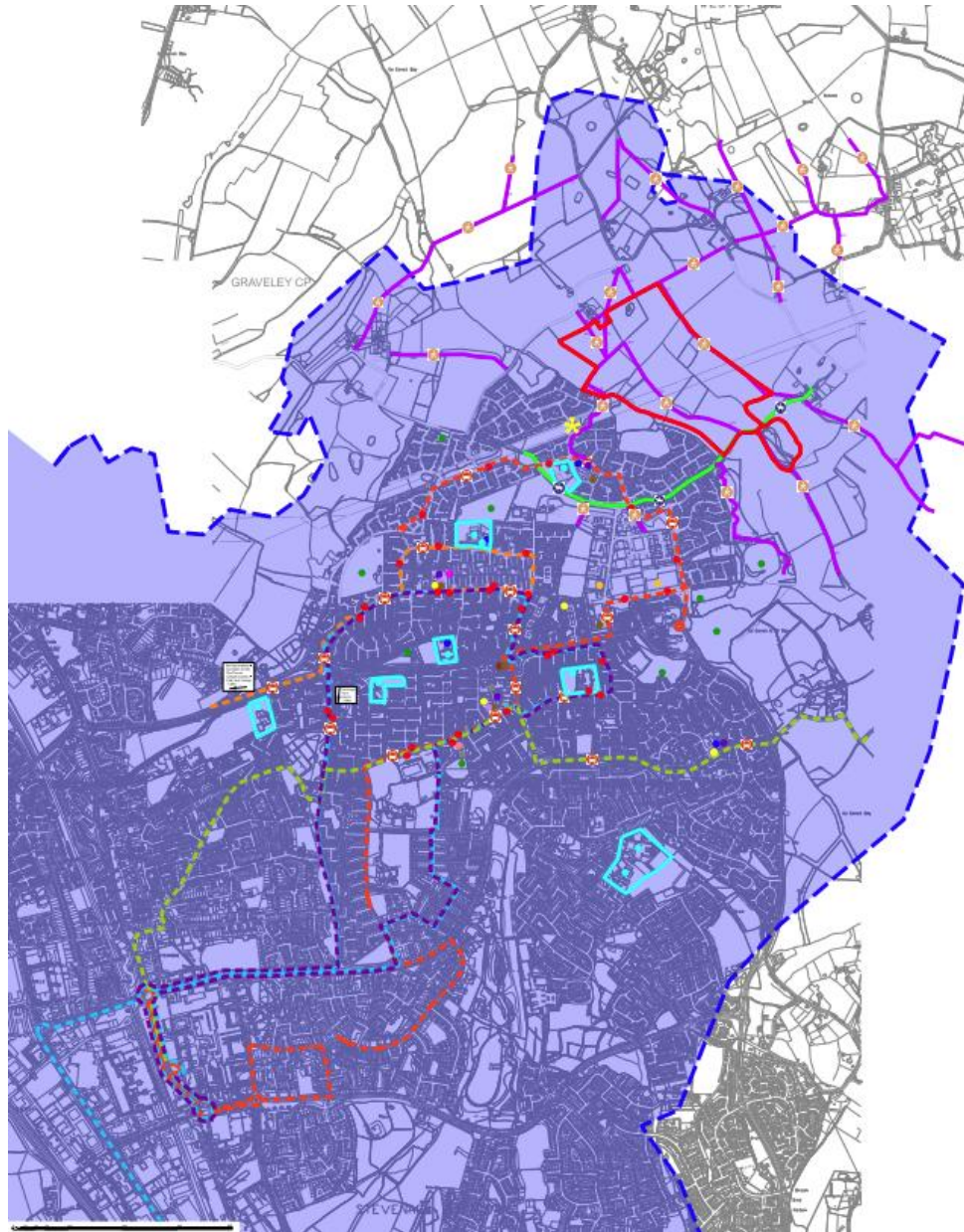


Figure 5.8: Bus Routes and Public transport Isochrone Arrival 10am Sunday

Existing Bus Patronage

- 5.65 2011 Census data shows that 2.1% (149) of residents that regularly commute to work from within the area of 'E02004913 : North Hertfordshire 005'; do so by bus. This is less than the national average of 7.5%.
- 5.66 Census data from 2011 also shows that 37.5% (2,268) of 'E02004913 : North Hertfordshire 005' commuters live within 10km of their place of work; where some 33.7% (809) are considered to live within a reasonable walking and/or cycling distance. Therefore, 14.3 (868) of the residents from the aforementioned Parish area are considered to live a sufficient distance from their place of work that would specifically benefit from travel by public bus.
- 5.67 It can be appreciated that from the 16.4% (394) of residents who could benefit from travelling by bus as part of their daily commute; approximately 2.1% already do so. There is therefore significant potential for the use of this mode of travel to increase. It is considered that the development of the application site would increase the connectivity by foot and bicycle to multiple bus stops, which would thus help to increase the use of this mode of travel in the local area.

Proposed Bus Service

- 5.68 Detailed discussions have been held with Arriva regarding the new proposed bus route of SB12 through the proposed development. Arriva reviewed a number of options and concluded that the best option is for the service to be provided such that on its inward journey it enters the development site.
- 5.69 As shown in Figure 5.9 on the following page, the route would travel westbound along Great Ashby Way and then enter Bray Drive and travel eastbound along Mendip Way until it reaches the proposed development.

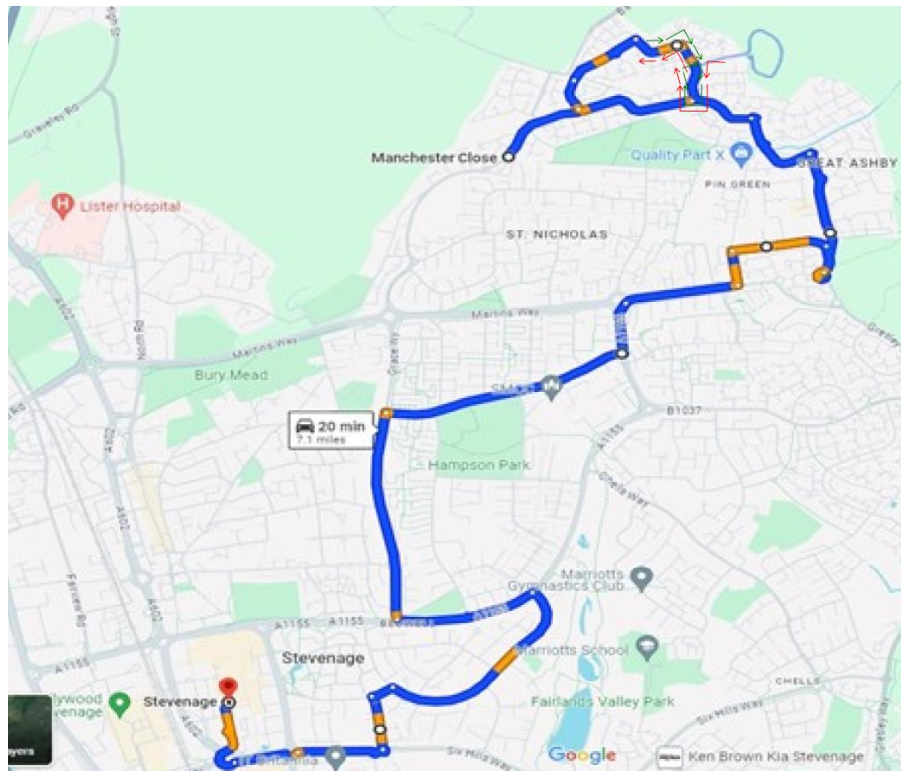


Figure 5.9 Proposed Bus Route Diversion

- 5.70 Upon entry to the site the service would perform a loop around the internal site spine road. Arriva have prepared a draft timetable for the diverted service that achieves a frequency of 30 minutes. The journey time to Stevenage Bus Station is 26 minutes, from the Bus Station Stevenage Railway Station can be reached within a 5 minute walk.
- 5.71 At present, the GA1 development bus route extends up to Mendip Way / Haybluff Drive / Cotswold Drive roundabout at which point it was anticipated the bus would use the roundabout as a means of turning prior to returning along the same route.
- 5.72 It is now proposed that this route is further diverted via Mendip Way to the GA2 development. In order to bring the bus along this route, it is proposed that a Traffic Regulation Order (TRO) in the form of yellow lining will be provided along Mendip Way, to provide a clear route for the proposed service, the proposals are illustrated on Proposed TRO and Parking Provision drawing.

Train Services

- 5.73 The nearest train station to the site, Stevenage Train Station, is located in the western extents of Stevenage approximately 5km to the south of the proposed site.
- 5.74 From the site access, Stevenage Train Station can be accessed by bicycle within 25 minutes (5.8km) or by bus, using route SB7 which can be taken from 'The Beacons' bus stop which is situated approximately 300m to the southwest of the site access along Great Ashby Way. The bus journey from 'The Beacons' bus stop to Stevenage Train Station takes approximately 12 minutes.
- 5.75 Stevenage Train Station is served by predominantly London North Eastern Railway (LNER), Great Northern and Thameslink Trains. Key destinations accessible from Stevenage Train Station include; Brighton, London Kings Cross, Moorgate, Horsham, Peterborough, Harrogate, Cambridge, Leeds and Letchworth Garden City.
- 5.76 Stevenage Train Station benefits from a number of amenities including; a ticket office, ticket machine and collection facilities, refreshments facilities, toilet, free WI-FI, waiting room and seated area, an ATM, shops, cycle storage, car and cycle parking and a taxi rank. The presence of these amenities is expected to encourage the use of this mode of transport.
- 5.77 Additionally, Stevenage train station has step-free access to all platforms which ensures this mode of transport is accessible to all.
- 5.78 When travelling by train it is appreciated that a number of patrons will combine this journey with another form of transport such as the public bus or private car. Therefore, it is important to note that Stevenage Train Station benefits from 266 secure cycle storage spaces and a number of car parks, these are as follows; Railway North 622 spaces, Railway South 123 Spaces, Daneshill 75 spaces and Danesgate 76 spaces. The cycle parking provided at Stevenage Train Station offers long and short term parking and is covered by CCTV.

- 5.79 The weekday average frequency and journey times for direct trains between Stevenage Train Station and key destinations are given in Table 5.7.

Table 5.7: Service Information for Direct Trains from Stevenage Train Station

Destination	Frequency of Peak Hour Service	Journey Time
Three Bridges	4	1 hour 35 minutes
Moorgate	2	40 minutes
Cambridge	3	44 minutes
London Kings Cross	3	26 - 41 minutes
Peterborough	2	50 minutes
Leeds	1	1 hour 1 minute

- 5.80 The onward travel provision from Stevenage Train Station is considered to be good. The train station works in partnership with a number of local Taxi companies (Stevenage Taxis, ABC Taxis Stevenage Ltd, Gold Star Taxis), and local bus operators (including Arriva, Central Connect and Centrebus).
- 5.81 Additionally, the Stevenage cycleway system and National Cycle Route 12 extends along the frontage of Stevenage train station, facilitating safe and convenient onward travel via bicycle. The Stevenage Cycle Map is included in **Appendix D**.
- 5.82 Walking and cycling routes from the site access to Stevenage Train Station are safe, direct, adequately lit (appropriately for the environment) and naturally surveyed (active frontages or fairly busy roads are within clear sight). Where possible, cycleways provide a direct and traffic-free route to the Train Station.

Existing Train Patronage

- 5.83 2011 Census data shows that 11.4% (818) of residents that regularly commute to work from within the area of 'E02004913 : North Hertfordshire 005' ; do so by train. This is greater than the national average of 7.5%.

- 5.84 Census data from 2011 also shows that 62.7% (3,812) of 'E02004913 : North Hertfordshire 005' commuters live further than 10km from their place of work. Therefore up to 62.7% (3,812) of the aforementioned area could reasonably be able to travel to their place of work via train as part of their daily commute. Given the number of residents living in this commutable area, there is potential for the use of this mode of travel to increase. As previously mentioned, commuting only accounts for a proportion of all trips made, therefore as part of the site's transport strategy, the ways in which other trips can be made sustainable will be assessed and suitable transport interventions will be proposed accordingly.

Reducing Car Use

- 5.85 Car Sharing offers a more sustainable method of travel than single-occupancy car journeys, whilst still offering the convenience that a car provides.
- 5.86 As part of the site's strategy for reducing SOV trips, car sharing and its benefits will be promoted to residents through the Resident's Information Travel Pack.
- 5.87 Identified benefits of car sharing over driving are:
- Saving money.
 - Time to relax without driving.
 - Opportunity to socialise.
 - Reducing overall journey time by reducing the overall number of vehicles, and therefore congestion on the roads.
- 5.88 In the Resident's Travel Pack the TPC will promote the Liftshare website which offers a car sharing online platform.

5.89 Car sharers should decide among themselves how they wish to split the cost of travel. Costs should be agreed in advance and could be split in one of the following ways:

- Sharers can take turns in driving their cars and no financial transactions will be necessary.
- The driver charges for the share of the cost of petrol.
- The driver charges on the basis of a mileage rate to cover petrol; in addition to depreciation, wear and tear.
- Details of the car share scheme and any relevant links will be provided to all residents upon occupation, in their 'Residents Travel Information Pack'.

Services and Facilities Accessible by Non-Vehicular Modes of Transport

5.90 Accessibility includes access to all those land uses that are required to sustain day to day living. These will include employment opportunities, retail facilities, education establishments and recreation facilities.

5.91 The location of the site in relation to the surrounding area ensures that it is well placed with regards to the mix of services, facilities and employment opportunities within a 2km walk and 5km cycling distance.

5.92 Key destinations for the site have been identified in accordance with paragraph 23.1 of Appendix A to the North Herts Council General Guidance on Transport in Masterplans (DRAFT, 2023) and they are presented on the Facilities and Services Plans included in **Appendix C** of the Accessibility Audit.

5.93 In accordance with Chapter 12 of NHDC General Guidance on Transport in Masterplans (DRAFT, 2023) the Facilities and Services Plans will also include walking isodistances for an 800m walking radius and a 1600m walking radius. Due to the size of the site, two separate plans have been identified based on two centroids located in the most remote areas of the site; the first for the northernmost part of the site, by the school entrance and the second for the southernmost built area of the site.

5.94 The Facilities and Services Plans also includes the information on the distances to the services and facilities, approximate journey times for walking and cycling using the guidance contained in Table 1 and Table 2 of NHC General Guidance on Transport in Masterplans and also approximate journey times using Google Maps.

- 5.95 In accordance with paragraph 10.4.1 of the North Hertfordshire District Council's General Guidance on Masterplans (DRAFT, March 2023), existing Bus Routes and services has also been identified and they will be presented on the Bus Routes and Services Plans, included within Appendix D of the Accessibility Audit.
- 5.96 Similar to the assessments carried out for walking and cycling and in accordance with paragraph 13.1.5 of NHC General Guidance on Transport in Masterplans (DRAFT, 2023) Public Transport Isodistance Plans have been prepared to illustrate the distance accessible within one hour of travel time. These plans are included within **Appendix D** of the Accessibility Audit.

Access to Employment

- 5.97 Main commercial centres tend to contain the main employment opportunities within an area. Large employment areas such as London, Cambridge, Peterborough and Stevenage are all available by bus or rail from the site.

Access to Education

- 5.98 Access to education is considered to be particularly important on the site as it is anticipated that young families will acquire a number of the properties. Therefore, trips for educational purposes will potentially account for a large proportion of the overall site trip generation.
- 5.99 As part of development proposals, a 2FE Primary School will be provided on site which will be accessible by foot or bicycle for all residents of the development. Sustainable routes will be designed to facilitate walking/ cycling to onsite education provision. Details regarding the exact location of this will be confirmed at the detailed design stage.
- 5.100 The site is well served by existing educational facilities, as outlined below:

*Please note the distances are taken from the approximate position of the proposed access on Mendip Way and walking / cycling distances are based off Google Maps.

- Round Diamond Primary School - 210m; accessible in a 3 minute walk or a 1 minute cycle
- Busy Bees at Stevenage (Nursery) - 260m; accessible in a 3 minute walk or a 1 minute cycle
- Martins Wood Primary School - 1.9km; accessible in a 23 minute walk or an 8 minute cycle
- Trotts Hill Primary School - 2.6m; accessible in a 32 minute walk or a 9 minute cycle
- Almond Hill Junior School - 2.7km; accessible in a 32 minute walk or a 9 minute cycle.

Access to Shopping Facilities

- 5.101 In respect of convenience goods, although it is anticipated that many will seek opportunities to purchase convenience goods on the way home from work (particularly with regards to ‘top-up’ shopping), the presence of the Budgens, Morrisons Daily, Co-Op Food and the Shell garage ensures that accessibility to such facilities remains local and convenient.

Leisure and Recreation

- 5.102 Within the vicinity of the site, there are a number of leisure and recreation opportunities available within a reasonable walking or cycling distance including Mendip Way Playground, North Shore Open Space Park, The Great Ashby District Park, St Martins Wood Play Area, Pryors Wood, Sishes Wood.
- 5.103 The local bus services and cycle provision also provide direct access to a number of other leisure opportunities including retail stores, cinemas, cafes and restaurants in the wider area of Stevenage.

Travel Targets

- 5.104 The following paragraphs set out the proposed targets to be achieved by the site as an outcome of the measures outlined in this document and the Green Travel Plan. All targets proposed are subject to agreement with the TPC, residents and North Hertfordshire Council.
- 5.105 The UK Government’s Framework Document ‘**Active Travel England**’ (ATE) (2022) sets out its primary objective of delivering increases in active travel 50% of journeys in towns and cities. To aid with achieving this, ATE have identified a number of aims which are paramount to increasing levels of walking and cycling. These include;
- Creating better streets and networks for cycling and walking that are built to the ‘key design principles’ as set out in Gear Change and Local Transport Note 1/20;
 - Putting walking and cycling at the heart of transport, place-making, and health policy so travelling without a car is easy and accessible utilising a long-term walking and cycling programme and budget;
 - Empowering and encouraging local authorities who manage their roads to incorporate active travel improvements into all aspects of their functions. This includes access to new powers to manage the highway effectively for active travel and training on all aspects of active travel best practice;

- Enabling people to cycle and protecting them when they do by reducing road danger through the creation of safe infrastructure based on the key design principles and working with the department and relevant bodies to ensure that the rules of the road work to protect people travelling actively.

- 5.106 The site's strategy has been designed with this in mind and it is recognised that objectives, targets and indicators are all important parts of encouraging a modal shift. The setting and monitoring of targets allow the success of the plan to be measured.
- 5.107 Travel targets for the site will take the form of a percentage modal shift away from single occupancy car use towards the more sustainable modes of travel, by implementing measures detailed in Section 4 of this report.
- 5.108 Setting SMART (Specific, Measurable, Achievable, Relevant and Timebound) targets is paramount to ensuring a modal shift away from SOV trips towards sustainable trips.
- 5.109 It is considered that the precise nature of the target is a matter best agreed between the appointed TPC and North Hertfordshire District. This approach will ensure that all parties are committed towards achieving the same goal.
- 5.110 At this early stage of the planning process, it is anticipated that the agreed overarching target will be that 50% of journeys will be made by sustainable modes of transport.
- 5.111 It is proposed that target is set / revised based upon the findings of the Travel Questionnaire, which will ensure that the resources are targeting the most appropriate modes of travel and that the overall target can be considered to be realistic.
- 5.112 Due to the sustainable location of the site and the availability of sustainable modes of transport within the locality; it is envisaged that the effects will be far-reaching and that its benefits will extend beyond the development site.

Accessibility Audit

- 5.113 In order to assess the current sustainable infrastructure and to identify areas of improvements, as part of the Accessibility Audit, key walking routes from the site have been assessed using the Walking Route Audit Tool (WRAT). Routes are ranked based on the following criteria; attractiveness, comfort, directness, safety and coherence. Once ranked routes can be accurately categorised and key areas for improvement can be identified. Three main routes have been identified:
- Route 1 - Main site access off Mendip Way to Round Diamond School and cluster of facilities including among others Busy Bees Nursery school, Great Ashby Community Centre and Budgens supermarket
 - Route 2 - Bridleway site access via Fairfield Way Bus Stop, Round Diamond School and cluster of facilities; to equestrian crossing on Great Ashby Way
 - Route 3 - Cleveland Way access via Fairfield Way Bus Stop, Round Diamond School and cluster of facilities; to equestrian crossing on Great Ashby Way
- 5.114 All the above-mentioned routes have been audited using the WRAT tool, Routes 1 and 2 described were further divided into smaller sections Route 1.0 and 1.1 and Route 2.0, 2.1 and 2.2, to better represent the existing conditions and to understand where the improvements are needed the most. Further information on this and the full WRAT analysis is included in the Accessibility Audit. For ease of reference the routes audited as part of the WRAT analysis are included in Table 5.8 on the following page.

Table 5.8: Accessibility Audit Walking Routes

Route Number	Distance	Key destinations	WRAT Score and %	Possible Improvement Options
Route 1.0	350m	Round Diamond School; cluster of facilities including among others Busy Bees Nursery school, Great Ashby Community Centre and Budgens supermarket	24/40 60.0%	• Upgrade existing crossings at Mendip Way/Great Ashby roundabout to zebra crossing • Widening of footway along Mendip Way • Provide the shelter for the existing cycle stands near the Budgens supermarket • Remove the overgrown vegetation along eastern footway on Mendip Way • Replace the existing coloured carriageway surfacing and road markings near the pedestrian crossing by Round Diamond School • Replace the surfacing where required
Route 1.1	600m	Mendip Way	36/40 90.0%	• This non existing route has been audited as it is proposed to be constructed, in accordance with the HCC standards
Route 2.0	800m	The Fairfield Way Bus Stop, St Nicolas Park	29/40 72.5%	• Lighting improvements near the Fairfield Way bus stop • Provide raised kerb for the bus stop • Consider providing benches along the route • Consider providing more signage for the existing Bridleway • Provide / Replace the surfacing where required
Route 2.1	350m	St Nicolas Park, Equestrian crossing on Great Ashby Way	19/40 47.5%	• Widening of footway could be provided along the back of St Nicolas Park • Remove the overgrown vegetation along St Nicolas Park route • Lighting improvements along St Nicolas Park • Provide / Replace the surfacing where required
Route 2.2	250m	Round Diamond School and cluster of facilities including among others Busy Bees Nursery school, Great Ashby Community Centre and Budgens supermarket	25/40 62.5%	• Consider providing more signage for the existing Bridgeway and other public rights of way
Route 3.0	1000m	The Beacons Bus Stop, Round Diamond School and cluster of facilities (as above); equestrian crossing on Great Ashby Way	31/40 77.5%	• Remove the overgrown vegetation where required • Provide / Replace the surfacing where required

- 5.115 The findings of the WRAT audit tool analysis show, that the primary focus on the improvements should be given to Route 2, which is the PROW Bridleway. The possible route improvements are presented in Table 4 below. This could include, but it is not limited to resurfacing and widening of the route along all its length to 3.0m wide, improving the street lighting particularly in the areas of St Nicolas Park and near the Fairfield Way bus stop and removing the overgrown vegetation. The raised kerb for the Fairfield Way bus stop could also be provided.
- 5.116 The findings of the WRAT audit tool analysis also show, that improvements are required for Route 1.0, which is a route from the main site access on Mendip Way to Round Diamond School and nearest supermarket.
- 5.117 The possible route improvements to Route 1.0 are also presented in Table 4.9. This could include, but it is not limited to resurfacing and widening of the route along all its length on eastern side, removing the overgrown vegetation and replacing the surfacing where required. The existing coloured carriageway surfacing and road markings near the pedestrian crossing by Round Diamond School and the dropped kerb paving on Mendip Way arm could also be replaced.
- 5.118 The proposed improvements are illustrated on the Accessibility Audit Walking Routes Possible Improvements drawing, which is included in Appendix G of Accessibility Audit.
- 5.119 Further details including the ownership land search, the budget cost estimate and photographs showing exact location of the proposed improvements are presented in Accessibility Audit.
- 5.120 Based on the information above, key areas of improvements can be identified. It is anticipated that if the aforementioned improvements are implemented, the walking routes are likely to be more sustainable and attractive for pedestrians and other users, thus increasing the number of sustainable trips made by walking.

- 5.121 Similarly to the walking route audit, as part of the Accessibility Audit key cycling routes from the site that have been identified and audited using the Cycling Level of Service Tool and Junction Assessment Tool provided in LTN 1/20 Appendix A and B. Three main routes have been identified:
- Route 1 -Site access to The Leys Primary and Nursery School, Giles Junior Sand Nursery and Infants' School, Trotts Hill School and Almond Hill Junior School
 - Route 2 - Site access to The Oval Community Centre, Co-op Food - Stevenage - The Oval, Shell Petrol Station, Martins Wood Primary School and The Noble School Secondary School
 - Route 3 - Site access to Employment Area, Martins Wood Primary School and The Noble School Secondary School
- 5.122 These three main routes described above were further divided into the separate routes, to better represent the existing conditions and to understand where the improvements are needed.
- 5.123 The map illustrating the audited routes is included in Appendix G of the Accessibility Audit. The results of the Cycling Level of Service Tool are presented in Table 5.9 on the following page.
- 5.124 It should be noted that Route 1 follows the Great Ashby to Stevenage Central/Gunnels Wood (Route 2 indicated in the Local Cycling and Walking Infrastructure Plan 2019), except for the final non-existing connection between Great Ashby Way and Mendip Way. It was identified that at present a triangular shaped attenuation basin associated with the existing residential development is located underneath the electric pylons, at the location of the proposed link, therefore this non existing section was excluded from the audit.
- 5.125 The proposed improvements are illustrated on the Accessibility Audit Cycling Routes Possible Improvements drawing, which is included in Appendix G of Accessibility Audit.
- 5.126 Further details including the ownership land search, the budget cost estimate and photographs showing exact location of the proposed improvements are presented in Accessibility Audit.
- 5.127 Based on the information above, key areas of improvements can be identified. It is anticipated that if the aforementioned improvements are implemented, the cycling routes are likely to be more sustainable and attractive for cyclists and other users, thus increasing the number of sustainable trips made by cycling.

Table 5.9: Accessibility Audit Cycling Routes

Route Number	Distance	Key destinations	LTN 1/20 Score and %	Possible Improvement Options
Route 1.0	2.4km	Almond Hill Junior School	41/50 82%	- Two road dropped crossings on Bray Drive (existing crossing is 3.6m wide; 6.8m long) and with good signage and tactile provision on Orwell Avenue (existing crossing is 3.2m wide; 5.75m long), consider the zebra crossing at this location to give the priority to pedestrians and cyclists - Remove the overgrown vegetation near Almond Hill Junior School and Weston Road bridge - Improve lighting - Clean / Replace the surfacing near the Almond Hill Junior School where required
Route 1.1	2.4km	Almond Hill Junior School	14/50 28%	The grass verge could be improved /repaired where required
Route 1.2	3.2km	The Leys Primary and Nursery School, Giles Junior Sand Nursery and Infants' School, Trotts Hill School, Almond Hill Junior School	31/50 62%	- Resurfacing of existing track to provide shared cycleway / footway; approx. 175m long route between St Nicolas Park and Weston Road - Widening and resurfacing of existing 1.5m wide track to provide 3.0m wide shared cycleway / footway; approx. 440m long route along St Nicolas Park - Clean / Replace the surfacing near St Nicolas Playground and Canterbury Lane - Trim the hedge near St Nicolas Playground and York Road - Relocate bin from the footway on the turn to cycleway by Giles School - Replace the surfacing under the Martins Way / Canterbury Way / Grace Way roundabout, along Martins Way and from St Nicolas Park into Great Ashby Way - Replace the paving slabs with bituminous surfacing by St Nicolas Playground - Improve lighting near the school
Route 2.0	2.0km	The Oval Community Centre, Co-op Food - Stevenage - The Oval, Shell Petrol Station,	26/50 52%	- Widening of cycleway in St Nicolas Park could be provided along the central crossing link approx. 230m long currently 1.0/1.2m wide track - Improve lighting along the central crossing link approx. 230m - Remove the overgrown vegetation near St Nicolas Park; - Clean / Replace the surfacing near St Nicolas Park.

Route 2.1	1.7km	The Oval Community Centre, Co-op Food - Stevenage - The Oval, Shell Petrol Station, Martins Wood Primary School and The Noble School Secondary School	32/50 64%	• Widening of existing 1.0m wide track to provide 3.0m wide shared cycleway / footway; approx. 145m long route on the eastern boundary of St Nicolas Park • Improve lighting of approx. 575m of route along St Nicolas Park and Forest • Clean / Replace the surfacing behind the dwellings near St Nicolas Park Forest and towards Martins Way • Remove the overgrown vegetation as required
Route 3.0	2.5km	Employment Area, Martins Wood Primary School and The Noble School Secondary School	39/50 78%	• Widening and resurfacing of approx. 700m long 1.0/2.0m wide route along Wedgwood Way to provide 3.0m wide shared cycleway/footway • Improve lighting near schools • Clean / Replace the surfacing behind the dwellings near St Nicolas Park Forest and towards Martins Way • Remove the overgrown vegetation as required
Route 3.1	1.4km	Employment Area, Martin's Wood	34/50 68%	• Replace old tactile paving • Trim the overgrown vegetation as required

- 5.128 Taking into account the findings of the cycling routes audit tool analysis and the location of routes in relation to facilities (e.g. Route 3 is a route to the nearest Secondary School), it is considered that the primary focus on the improvements should be given to Route 3. The possible route improvements could include, but it is not limited to cleaning, resurfacing, and widening of the route (particularly through Industrial Estate on Wedgewood Way), improving the street lighting particularly near schools and removing the overgrown vegetation.
- 5.129 Given the findings of the cycling routes audit tool analysis it is considered that the focus on the improvements should also be given to Route 1, which forms a part of a cycleway to the Stevenage Train Station and also a wider cycleway network.
- 5.130 The possible route improvements to Route 1.0 are also presented in Table 4.10. This could include, but it is not limited to cleaning and resurfacing the route, providing two zebra crossing, improving the street lighting particularly near schools and removing the overgrown vegetation.
- 5.131 The proposed improvements are illustrated on the Accessibility Audit Cycling Routes Possible Improvements drawing, which is included in Appendix G of Accessibility Audit.
- 5.132 Further details including the ownership land search, the budget cost estimate and photographs showing exact location of the proposed improvements are presented in Accessibility Audit.
- 5.133 Based on the information contained above, it can be appreciated which possible improvements are likely to make the cycling routes more sustainable and attractive for cyclists and other users.
- 5.134 Table 5.10 on the following page summaries the outcome of the audit conducted and identifies four primary improvement locations, where based on the results of this Audit for the site and WRAT and Cycling Level of Service Tool and Junction Assessment Tools improvements would be required the most. It is anticipated that the areas outlined below, and the outcome of the aforementioned interventions proposed will aid the site in achieving the target that 50% of journeys will be made by sustainable modes of transport. For further information on the walking and cycling route analysis please refer to the Accessibility Audit.

Table 5.10: Audit Summary and proposed improvement locations

Improvement Location	Proposed Transport Intervention	Analysis
Walking Route 1 : Main site access off Mendip Way to Round Diamond School and cluster of facilities including among others Busy Bees Nursery school, Great Ashby Community Centre and Budgens supermarket	Resurfacing and widening of the route along all its length on eastern side, upgrading existing crossing at Mendip Way/Great Ashby roundabout to zebra crossing, removing the overgrown vegetation and replacing the surfacing where required. The existing coloured carriageway surfacing and road markings near the pedestrian crossing by Round Diamond School and the dropped kerb paving on Mendip Way arm could also be replaced.	The cluster of amenities, located within 400m of the proposed site access off Mendip Way. Due to the proximity to the site a large number of residents will seek to reach the facilities including the supermarket and the nursery. The proposed intervention will ensure the route is more convenient for walking and other users, encouraging sustainable trips for a large proportion of residents from the site.
Walking Route 2 : Bridleway site access via Fairfield Way Bus Stop, Round Diamond School and cluster of facilities; to equestrian crossing on Great Ashby Way	Resurfacing and widening of the route along all its length to 3.0m wide, improving the street lighting particularly in the areas of St Nicolas Park and near the Fairfield Way bus stop and removing the overgrown vegetation. The raised kerb for the Fairfield Way bus stop could also be provided.	The least scoring walking route, with the lowest results. As Route 1, this route is the closest cluster of amenities, including the supermarket and the nursery, from the proposed Bridleway site access. The proposed intervention will ensure the route is more convenient for walking and other users.
Cycling Route 1 : Site access to The Leys Primary and Nursery School, Giles Junior Sand Nursery and Infants' School, Trotts Hill School and Almond Hill Junior School	Cleaning, resurfacing, and widening of the route, consider the zebra crossing at road dropped crossings on Bray Drive and Orwell Avenue, improving the street lighting particularly near schools and removing the overgrown vegetation. More direct route by St Nicolas Playground could also be provided, while the bin from the footway on the turn to cycleway by Giles School could also be relocated.	Route 1 forms a part of a cycleway to the Stevenage Train Station and also wider cycleway network
Cycling Route 3 : Site access to Employment Area, Martins Wood Primary School and The Noble School Secondary School	Cleaning, resurfacing, and widening of the route (particularly through Industrial Estate on Wedgewood Way), improving the street lighting particularly near schools and removing the overgrown vegetation.	Route to the nearest Secondary School, it is considered that the primary focus on the improvements should be given to this route.
Additional Improvements	New Bus Service 'SB12' to be provided on every half an hour basis from the site to provide new direct links to Lister Hospital, Stevenage Old Town, John Henry Newman school and Stevenage Interchange.	

- 5.135 It should be mentioned that the proposed Wedgwood Way improvements are also included in the Local Cycling and Walking Infrastructure Plan 2019 document in the Network Planning for Cycling section as Route 2 - Great Ashby to Stevenage Central. The final decision about the proposed improvements that will be undertaken will be agreed at a later date.

Conclusion

- 5.136 In line with the UK Government's Framework Document 'Active Travel England' (ATE) (2022), in order to achieve a shift in sustainable modes of travel, a step change is required.
- 5.137 At this stage of the planning process, it is anticipated that the agreed overarching target for the development site will be that 50% of journeys will be made by sustainable modes of transport.
- 5.138 The key walking routes from the site that have been identified above have been audited using the Walking Route Audit Tool (WRAT). The findings of the WRAT analysis shows, that the primary focus of the improvements should be given to Route 1 which is a route from the main site access on Mendip Way to Round Diamond School and the nearest supermarket and also Route 2, which is the PROW Bridleway.
- 5.139 The key cycling routes from the site that have been identified and audited using the Cycling Level of Service Tool and Junction Assessment Tool provided in LTN 1/20 Appendix A and B. Given the findings of the cycling routes audit tool analysis and the fact that Route 3 is a route to the nearest Secondary School, it is considered that the primary focus of the improvements should be given to Route 3. Further analysis considered that the focus on the improvements should also be given to Route 1, which forms a part of a cycleway to the Stevenage Train Station and also wider cycleway network.
- 5.140 The aforementioned suggestions for improvement are proposed with primarily improving and extending the existing pedestrian and cyclist infrastructure to key destinations such as; education, shopping and employment centres. Interventions have been proposed as part of a wider strategy for the site for maximising trips by sustainable modes.
- 5.141 The extent of contribution to be made by the developer to the interventions described above is subject to further discussions with the planning authority.

Residential Travel Information Pack and Scheme Administration



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Residential Travel Information Pack and Scheme Administration

The following paragraphs set out the structured process in which the implementation of the GTP should be carried out during its lifetime, and identifies the roles of both future residents and the appointed TPC.

Residential Travel Information Pack

- 6.1 Upon occupation each house will be presented with a Residential Travel Information Pack.
- 6.2 The Residential Travel Information Pack will consist of a booklet containing information about the various sustainable modes of transport available to users of the site. This should include, but is not limited to, bus and train timetables, bicycle route maps, information on local footpaths, car share schemes and information on access to educational establishments.
- 6.3 To aid the promotion of sustainable travel, the Residential Travel Information Pack will include information on the multi-modal travel voucher.
- 6.4 The TPC will provide sustainable travel vouchers to households upon request. Vouchers will be provided up to the value of the equivalent of two months bus tickets per dwelling.
- 6.5 The Residential Travel Information Pack will contain the details of the TPC and any measures that they will be implementing.

Appointment of a Travel Plan Coordinator

- 6.6 The TPC will oversee the Travel Plan process. Prior to the first occupation of the site, the TPC will carry out the following duties:
 - Liaise with users of the site.
 - Liaise with the Local Authority.
 - Conduct a transport audit that identifies the available transport links to the site; in addition to the proposed transport initiatives within the area (where applicable). This will be an update of the audit currently included within this GTP.
 - Identify and produce a plan showing relevant walking / cycling routes and information.

- Collect and collate up to date public transport route and timetable information.
- Liaise with public transport operators in order to negotiate reduced fares / travel vouchers for residents.
- Prepare the Residential Travel Information Pack as described above.
- Promote health and environmental benefits of sustainable modes of travel.
- Manage the implementation of measures set out in the Travel Plan.
- Promotion and marketing of the Travel Plan and its measures, including producing marketing material for incoming site users.
- Act as a point of contact for site occupiers and other stakeholders in respect of the Travel Plan and related issues.
- Collect data and other information relevant to the implementation and future monitoring of the Travel Plan. Create a monitoring programme to assess the performance of the GTP and to identify any necessary adjustments if the Travel Plan is not considered to be achieving its targets.
- Produce a Travel Questionnaire which will be issued to all residents, in combination with 14 day traffic counts. The travel questionnaire should be distributed ensuring sufficient time is allowed for residents to become accustomed to their new location and to adapt their travel habits accordingly. An example of the Travel Questionnaire is included in **Appendix D**. The aim of the questionnaire is to gather information regarding residents' existing travel habits and any measures they would like to see introduced to further facilitate sustainable travel from the site. The results of the Travel Questionnaire will be recorded in a database which will be used to help inform the decision-making process for determining suitable site-specific Travel Plan targets.

Administration

- 6.7 A filing system for recording all correspondence will be established and maintained upon implementation of the GTP. The TPC will be responsible for setting up and maintaining a Residents' Travel Database, which will contain the results of the Travel Questionnaire(s).
- 6.8 In the interests of confidentiality, the TPC alone will hold the database and will be responsible for the release of information.
- 6.9 New residents will be entered into the database upon occupation and those leaving the development will be removed.

Promotion

- 6.10 All residents will be made aware of the GTP and its aims prior to occupation. Upon occupation, each household will receive a Residential Travel Information Pack, as described above, containing all relevant transport information including walking / cycling routes, public transport routes, timetable information; as well as details of potential bicycle user groups, car share schemes and information on access to educational establishments.
- 6.11 The Residential Travel Information Pack will also include the contact details of the TPC to enable residents to discuss specific transport related issues.
- 6.12 The TPC will maintain an optional residents' mailing list to email updates relating to the GTP and any relevant local or national events e.g. bike maintenance events. The optional residents mailing list will also include the promotion of national sustainable transport events e.g. National Walk to Work Week, National Cycle to Work Week and National Liftshare Week.
- 6.13 Additionally, the TPC will set up an online forum to offer residents an alternative way to stay updated with sustainable travel events and initiatives. If there is sufficient interest, the TPC will also organise sustainable travel events.
- 6.14 The TPC will present an update on the success of the GTP at any Residents' meetings. Available sustainable modes of travel will be included on the agenda at all meetings to encourage discussion and debate on the subject. Notes of any suggestions will be taken by the TPC and followed up accordingly.

- 6.15 The TPC will maintain an optional residents' mailing list, to email updates relating to the GTP and any relevant local or national events.
- 6.16 Residential travel voucher incentives will also be offered to residents, these will relate to public transport and/or cycling incentives. As outlined in the Hertfordshire County Council Travel Plan Guidance, the residential travel voucher incentives are outlined in Table 6.1 below.
- 6.17 Residential travel voucher incentives will also be offered to residents, these will relate to public transport and/or cycling incentives. As outlined in the Hertfordshire County Council Travel Plan Guidance, the residential travel voucher incentives are outlined in Table 6.1 below.

Table 6.1 Residential Travel Vouchers

All residential developments including mixed use	Unit Type	Minimum Value per unit
	Flat	£50
	House	£100

Review

- 6.18 This This Green Travel Plan is a living document, and therefore will be updated on a regular basis to best represent the scheme's current status at any given moment in time. The objective of the GTP is to make residents and visitors of the site aware of the sustainable options available to them and to increase their usage of more sustainable travel modes, providing an alternative to SOV travel by private car. As such, it will be essential to redefine GTP targets over time as they are likely to become more site-specific as time passes.

Travel Plan Targets



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Travel Plan Targets

The following paragraphs set out the proposed targets to be achieved by the site as an outcome of the measures outlined in this document and the Green Travel Plan. All targets proposed are subject to agreement with the TPC, residents and North Hertfordshire Council.

- 7.1 Objectives, targets and indicators are all important parts of the GTP. The setting and monitoring of targets allow the success of the plan to be measured.
- 7.2 The target of the GTP will take the form of a percentage modal shift away from single occupancy car use towards the more sustainable modes of travel.
- 7.3 The site's strategy has been designed with this in mind and it is recognised that objectives, targets and indicators are all important parts of encouraging a modal shift. The setting and monitoring of targets allow the success of the plan to be measured.
- 7.4 Travel targets for the site will take the form of a percentage modal shift away from single occupancy car use towards the more sustainable modes of travel, by implementing measures detailed in Section 4 of this report.
- 7.5 Setting SMART (Specific, Measurable, Achievable, Relevant and Timebound) targets is paramount to ensuring a modal shift away from SOV trips towards sustainable trips.
- 7.6 It is considered that the precise nature of the target is a matter best agreed between the appointed TPC and North Hertfordshire District. This approach will ensure that all parties are committed towards achieving the same goal.
- 7.7 At this early stage of the planning process, it is anticipated that the agreed overarching target will be that 50% of journeys will be made by sustainable modes of transport.
- 7.8 It is proposed that target is set / revised based upon the findings of the Travel Questionnaire, which will ensure that the resources are targeting the most appropriate modes of travel and that the overall target can be considered to be realistic.
- 7.9 Due to the sustainable location of the site and the availability of sustainable modes of transport within the locality; it is envisaged that the effects will be far-reaching and that its benefits will extend beyond the development site.
- 7.10 As outlined in the Accessibility Audit and the Transport Assessment, in order to assess the current sustainable infrastructure and to identify areas of improvements, key walking and cycling routes from the site have been assessed. Following this, key areas for improvement have been identified and potential measures to maximise sustainable trips have been suggested. The findings of the aforementioned assessment, coupled with the aforementioned measures are anticipated to encourage a shift to sustainable modes of transport.

Review of the Travel Plan



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Review of the Travel Plan

The following paragraphs set out the structured process in which the GTP should be reviewed, to ensure that its implementation remains efficient and effective.

- 8.1 Monitoring for the Travel Plan must be undertaken in accordance with Hertfordshire County Council's Travel Plan Guidance.
- 8.2 Monitoring is not a one-off activity and should take place on an annual basis for all Travel Plans. For residential travel plans the county council's requirements for monitoring outline that Travel Plans should be in place from first occupation until a minimum of five years following full site occupation.
- 8.3 Additionally, for five years after the first occupation, TPC will commission a yearly Residents Travel Questionnaire and undertake a subsequent review. This will be undertaken in combination with 14 day traffic counts which will be undertaken in accordance with Hertfordshire County Council's guidance. The objective will be to measure its success and to identify the potential for modification.
- 8.4 The data collected from the monitoring will be entered into Hertfordshire's Travel Plan monitoring system. This data will then enable the county council to monitor the number, status and effectiveness of Travel Plans in Hertfordshire.
- 8.5 Although the travel database will be regularly updated, re-issue of the questionnaire to all residents will offer the opportunity to gather new information about attitudes towards travel over the lifetime of the GTP.
- 8.6 The TPC will then compile a Review Report every 12 months, outlining the extent to which the GTP can be considered successful in achieving the GTP targets; in addition to the overall objective of reducing the dependence on single occupancy car use among residents of the site.
- 8.7 The report will conclude whether or not any additional measures are required to achieve the targets and make recommendations on the measures which should be used to improve the situation.
- 8.8 In the event that the annual review indicates that the targets of the GTP have not been met, the TPC will meet with the county council to discuss the next steps e.g. an increase promotion of the travel plan initiatives and adapt the range of methods of promotion.

Implementation of the Travel Plan



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Implementation of the Travel Plan

The following paragraphs set out the schedule for which the various GTP initiatives will be carried out to ensure a successful implementation of the GTP.

Table 9.1: Land off Mendip Way, Great Ashby - Schedule of Implementation

Timescale	Action
Prior to First Occupation	The developer will appoint a TPC. The TPC will conduct a site audit to confirm / add to the findings of the site audit detailed in Chapter 5 of this GTP. The TPC will produce a plan showing the most desirable walking / cycling routes to / from the site, in addition to up-to-date public transport information. The TPC will liaise with any other developments in the area in order to incorporate any additional policies / ideas that will ensure that the GTP is as effective as possible. The residential Travel plan will be in place from first occupation until a minimum of five years following full site occupation. Upon occupation, all new residents will be provided with a Residential Travel Information Pack. The Pack will provide information on all of the sustainable options in the area.
From first occupation until a minimum of 5 years following full occupation	Residential Travel Plan will be in place from the first occupation until a minimum of 5 years following full site occupation.
Every 12 months up to 5 years after first occupation	The first Travel Questionnaire will be conducted in order to determine the success of the GTP and to identify any problems that those travelling to/from the site may encounter. The first survey must be timed to allow sufficient time to enable the residents to become suitably accustomed to their new location and to adapt their travel habits accordingly. Targets will be agreed between the TPC and Hertfordshire County Council Highways Officers following the first survey. Subsequent annual monitoring surveys will be used to measure the success of this Green Travel Plan against those targets. The findings of the Travel Questionnaire will provide assistance in refining the sustainable measures that are introduced to encourage modal shift.

Timescale	Action
Every 12 months up to 5 years after first occupation	The TPC will prepare an annual report which will outline the results of the Travel Questionnaire and initiatives introduced during the year and indicate whether or not targets have been achieved. If the targets are not achieved then alternative measures to reduce dependence on single occupancy car use will be introduced. The TPC will liaise with Hertfordshire County Council as to the viability of the initiatives and targets. A copy of any revisions of the GTP will be submitted to Hertfordshire County Council.

Summary and Conclusions



Woods Hardwick

Architecture | Engineering | Planning | Surveying

Summary and Conclusions

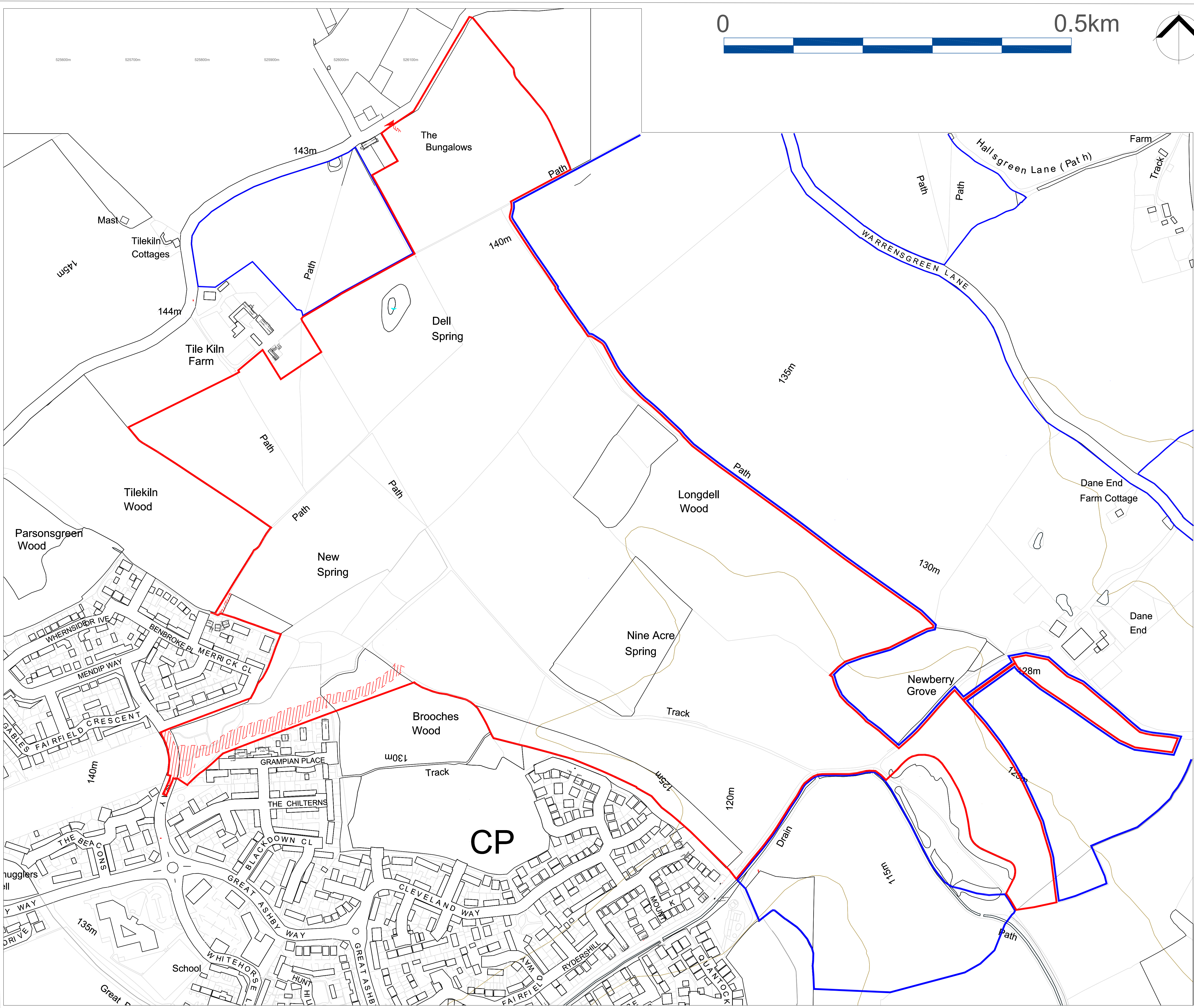
The following paragraphs summarise the findings of this report and provide a recommendation for whether the development should be supported through the planning process.

- 10.1 This Green Travel Plan has been prepared by Woods Hardwick Ltd (WH) on behalf of Picture Estates Ltd in support of the Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure on land known as 'Land off Mendip Way, Great Ashby' in Stevenage.
- 10.2 Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works.
- 10.3 Outline Application, for which all matters are reserved except for means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure.
- 10.4 As identified within the adopted North Hertfordshire Local Plan (2011 - 2031), the site, GA2, is allocated under Policy SP18 as a Strategic Housing Site for a new neighborhood of approximately 600 homes.
- 10.5 Development proposals development proposals consist of the following;
 - Up to 640 residential units;
 - Up to 500sqm retail, food and beverage, and medical and social floorspace;
 - 4ha of land to make provision for 2FE primary/ 4FE secondary school; and
 - Suitable parking infrastructure designed in line with local car parking standards.
 - Principle access to the Site is to be provided via Mendip Way, with provision for sustainable modes of transport in alignment with the Stevenage Mobility Strategy. The access road to the Site will be designed to effectively integrate into the nearby existing road networks.
- 10.6 A preliminary audit of the sustainable travel options which will be available to the site has been conducted. The preliminary audit demonstrates that the site can be considered to lie in a sustainable location in terms of walking, cycling and the accessibility of public transport services.

- 10.7 A Travel Plan Coordinator will be appointed by the developer prior to first occupation of the site. The TPC will conduct a further site audit to ensure that all information is up-to-date. This will also ensure that the TPC has first-hand knowledge of the information they are promoting.
- 10.8 The measures and initiatives which are included within the GTP are:
- Provision of a Residential Travel Information Pack to all residents which outlines the aims of the GTP and includes up-to-date walking, cycling and public transport information.
 - Promotion of both local and national walking / cycling initiatives as appropriate.
 - Promotion of sustainable travel, through multi-modal travel vouchers, information on this will be contained within the Residential Travel Information Pack
 - Potential implementation of a site-specific bicycle user group.
 - Promotion of the Liftshare online platform.
- 10.9 Targets of the GTP will be agreed between the future residents, the appointed TPC and HCC. An initial Travel Questionnaire will be conducted within three months of the first occupation of the site. Following the analysis of the returned Travel Questionnaires, if it is considered that the previously set GTP targets should be revised, then the TPC will liaise with both the residents and HCC in order to identify the best possible alternative measures that can be implemented on a site-specific basis.
- 10.10 The success of the GTP will be monitored with a formal assessment of its success taking place annually. The annual review will be carried out in consultation with Hertfordshire County Council.
- 10.11 Given the site's location in terms of sustainable transport infrastructure, coupled with the measures proposed within this document; it is considered that the GTP has demonstrated a sufficient level of detail to provide the Local Highway Authority and Local Planning Authority with enough confidence that the site will be successful in achieving the GTP's overall objective.
- 10.12 **Based on all of the information provided in this document, it is considered that the proposed development should be fully supported through the planning process in terms of travel planning implementation, monitoring and review.**

Appendix A

Site Location Plan



-  Application Site Boundary: 62.90ha
-  Detailed Application Boundary: 0.80ha
-  Other land within the ownership of the Applicant or their parent company

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com



CLIENT
Picture Estates Ltd

PROJECT
GA2 - North East Stevenage

TITLE
Application Site Plan

DRAWN BY
SG

CHECKED BY
SG

SCALE @ A1
1:2,500

DATE
JULY_2024

PROJECT NO.
23_M004

DRAWING NO.
DL07

REV.
D

Appendix B

Site Layout Plan



- Application Boundary
- Housing development
- Indicative self-build homes
- Open Space
- Potential Allotments
- Streets, with cycleways and footways
- Shared surfaces/key squares
- Public footpath
- Bridleway
- Potential emergency access
- Pedestrian links
- Pedestrian and cycle links
- Unmade woodland pedestrian routes
- Existing bus route and stop
- Existing woodland, hedgerows and trees retained
- Ancient Woodland
- Existing vegetation to be removed
- Proposed trees
- Proposed native woodland planting
- Proposed native thicket planting
- Proposed hedgerow
- Proposed ornamental planting
- Proposed meadow/long grassland
- Existing drainage basin
- Existing watercourse, ditches and ponds
- Proposed swales and drainage basins
- Wildlife pond
- Proposed pumping station
- Proposed timber post and rail fence
- Children's play area
- Pylons and overhead powerlines
- Existing play areas
- Historic quarry
- Grade II Listed Buildings

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH
T 020 3640 8508
mail@iceniprojects.com



CLIENT
Picture Estates Ltd

PROJECT
GA2 - North East Stevenage

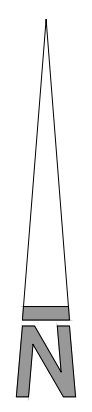
TITLE
Illustrative Masterplan

DRAWN BY	SG	CHECKED BY	SG
SCALE @ A1	1:2,500	DATE	OCTOBER_2025
PROJECT NO.	23-M004	DRAWING NO.	DL03
		REV.	N

iceni Projects accept no responsibility for any unauthorised amendments to this drawing.
Only figured dimensions are to be worked to.

Appendix C

Site Access



Inset 1

Inset 2

Inset 3

- NOTES
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding.
© This drawing is copyright.
 - Reproduced from OS Sitemap © by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.
 - Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to the approval being given it is entirely at their own risk.
 - Woods Hardwick cannot accept any discrepancies in terms of coordinates or any other information deciphered from .dwg files.
 - The exact location and level of all existing sewers, drains and services are to be confirmed on site prior to the commencement of any works.

SAFETY, HEALTH AND ENVIRONMENTAL

There are no exceptional risks associated with these works. Refer to the Designers Risk Assessment for the full assessment of risks.

It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

KEY

- Site Boundary
- 20mph forward visibility splay
- Pedestrian crossing forward visibility splay (in accordance with LTN 2/95)
- Swale and Batters
- Fixed Cycleway Barriers
- Keep Left Bollard
- Adoptable Surface Water Network
- Proposed Gully
- Existing Gully To Be Relocated
- Proposed Swales
- Adoptable asphalt carriageway
- Adoptable blockwork raised table / shared surface
- Adoptable blockwork shared surface/over-run
- Adoptable asphalt footway
- Adoptable cycleway
- Landscaping
- Adoptable Swale
- Adoptable street lighting columns (A-D, Q-R) Refer to Julian Lighting Solution drawings for specification (REV P03)
- National Grid 12m tower stand off zone required for access and maintenance
- National Grid 30m tower stand off zone, where achieved any conductive material within this zone be adequately earthed
- UKPN 5m stand off zone required for access and maintenance (tbc)

C UPDATED TO SUIT LATEST HIGHWAYS COMMENTS AND RSA SH MDF 09.10.2025
B UPDATED IN ACCORDANCE WITH RSA1 DESIGNERS RESPONSE WT MDF 13.05.2025
A MEANS OF ACCESS LAYOUT UPDATED WT MDF 21.03.2025

REV	DESCRIPTION	DRN	CHD	DATE
PRELIMINARY	☐ INFORMATION			☐ TENDER
CONSTRUCTION	☐ AS BUILT			

SCALE 1:500 @ A0 DATE JULY 2023

DRAWN BDS CHK MDF

DRAWING NO. 19244-ASHB-5-SK005 REV C

TITLE LAND NORTH EAST OF GREAT ASHBY STEVENAGE

DETAILS MEANS OF ACCESS

Woods Hardwick
Architecture | Engineering | Planning | Surveying

BEDFORD : HEAD OFFICE
15-17 Goldington Road
Bedford MK40 3NH
T: +44 (0) 1234 268862
ONLINE: mail@woodshardwick.com

BIRMINGHAM
Fort Dunlop, Fort Parkway
Birmingham B24 9FE
T: +44 (0) 121 6297784
woodshardwick.com

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING

Appendix D

Example Travel Questionnaire



Household Travel Survey

Please complete the questions below for all occupants in your property during the time of the survey. If there are more than 5 residents within your household, please state the details for the 5 oldest members.

Section A: About Your Household

1. What type of property do you live in?

☐ House

☐ Apartment

2. How many bedrooms does the property have?

☐ 1

☐ 2

☐ 3

☐ 4

3. How many people live in this property?

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5 or more

4. How long has each resident lived at this property?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
0-3 months	☐	☐	☐	☐	☐
3-6 months	☐	☐	☐	☐	☐
6-12 month	☐	☐	☐	☐	☐
1-2 years	☐	☐	☐	☐	☐
2-3 years	☐	☐	☐	☐	☐
3-4 years	☐	☐	☐	☐	☐
4-5 years	☐	☐	☐	☐	☐
5 years +	☐	☐	☐	☐	☐



5. Please select the age of all residents:

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
<16	☐	☐	☐	☐	☐
16-17	☐	☐	☐	☐	☐
18-29	☐	☐	☐	☐	☐
30-49	☐	☐	☐	☐	☐
50-64	☐	☐	☐	☐	☐
65+	☐	☐	☐	☐	☐

6. Please state the employment status for each member of the household:

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Work Full Time	☐	☐	☐	☐	☐
Work Part Time	☐	☐	☐	☐	☐
Full Time Student	☐	☐	☐	☐	☐
Part Time Student	☐	☐	☐	☐	☐
Not working	☐	☐	☐	☐	☐
Retired	☐	☐	☐	☐	☐

7. For those in employment, do any of them work from home?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Regularly	☐	☐	☐	☐	☐
Sometimes	☐	☐	☐	☐	☐
Occasionally	☐	☐	☐	☐	☐
Never	☐	☐	☐	☐	☐
Not applicable	☐	☐	☐	☐	☐

8. Do any household members have a disability that affects the way they travel?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐



Section B: About Your Travel

9. How many vehicles are owned by household members?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 or more

10. Do any household members own a bicycle?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐

11. Do any household members belong to a car share club?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐

12. What time do household members usually leave for work/school?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
6:00-6:30 am	☐	☐	☐	☐	☐
6:30-7:00 am	☐	☐	☐	☐	☐
7:00-7:30 am	☐	☐	☐	☐	☐
7:30-8:00 am	☐	☐	☐	☐	☐
8:00-8:30 am	☐	☐	☐	☐	☐
8:30-9:00 am	☐	☐	☐	☐	☐
9:00-9:30 am	☐	☐	☐	☐	☐
9:30-10:00am	☐	☐	☐	☐	☐
Other (please specify)					

.....

13. What time do household members return home from school/work?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
15:00-15:30 pm	☐	☐	☐	☐	☐
15:30-16:00 pm	☐	☐	☐	☐	☐
16:00-16:30 pm	☐	☐	☐	☐	☐
16:30-17:00 pm	☐	☐	☐	☐	☐
17:00-17:30 pm	☐	☐	☐	☐	☐
17:30-18:00pm	☐	☐	☐	☐	☐
18:00-18:30pm	☐	☐	☐	☐	☐
18:30-19:00pm	☐	☐	☐	☐	☐
Other (please specify)					

.....



14. Have you received any local travel information since you moved to this property?

- ☐ Yes
☐ No
☐ Don't know

15. Did you respond to a Travel Survey for your property in 2017? If your answer is 'No' please skip to question 18.

- ☐ Yes
☐ No
☐ Don't know

16. If you answered 'Yes' to the previous question, could you state what information have you received?

.....
.....
.....

17. Please advise below whether your mode of travel has changed in the last year and why?

.....
.....
.....

18. What is the current method of travel to and from work/school for all household members?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Car (alone)	☐	☐	☐	☐	☐
Car (with others)	☐	☐	☐	☐	☐
Company Car	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Motorbike	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐

19. Why do household members travel in this way? (tick all that apply)

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
Convenience	☐	☐	☐	☐	☐
Cost	☐	☐	☐	☐	☐
Health reasons	☐	☐	☐	☐	☐
Alternative not available	☐	☐	☐	☐	☐
Need for work	☐	☐	☐	☐	☐
Other (please specify)					

.....



20. How far do household members travel to work/school?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
< 2 km	☐	☐	☐	☐	☐
2-3 km	☐	☐	☐	☐	☐
3-5 km	☐	☐	☐	☐	☐
5-10 km	☐	☐	☐	☐	☐
10-45 km	☐	☐	☐	☐	☐
45 km +	☐	☐	☐	☐	☐
Other (please specify)					
.....					
.....					

21. What are the main reasons for household members driving to work/school?

- ☐ Drop/collect child off at school on the way to work
- ☐ Need car for other activities after work e.g. shopping, gym
- ☐ Distance from home too great to walk or cycle
- ☐ Need the car for work during the day
- ☐ No one to car share with
- ☐ No public transport or it would take too long
- ☐ Personal Safety
- ☐ Car needed because of health
- ☐ Cheaper than public transport
- ☐ More reliable than public transport
- ☐ Other (please specify)

.....

.....

22. How long do journeys for household members usually take?

	Resident 1	Resident 2	Resident 3	Resident 4	Resident 5
<15 min	☐	☐	☐	☐	☐
16-30 min	☐	☐	☐	☐	☐
30-45 min	☐	☐	☐	☐	☐
45-60 min	☐	☐	☐	☐	☐
>60min	☐	☐	☐	☐	☐



23. On average, how many times each week does your household travel by car and/or car share?

	Car	Car Share
Daily	☐	☐
More than once a week	☐	☐
Once a week	☐	☐
Less than once a week	☐	☐
Never	☐	☐

24. On average, how many times each week does your household travel by walking and/or cycling?

	Walking	Cycling
Daily	☐	☐
More than once a week	☐	☐
Once a week	☐	☐
Less than once a week	☐	☐
Never	☐	☐

25. On average, how many times each week does your household travel by bus and/or train and/or taxi?

	Bus	Train	Taxi
Daily	☐	☐	☐
More than once a week	☐	☐	☐
Once a week	☐	☐	☐
Less than once a week	☐	☐	☐
Never	☐	☐	☐



Section C: Increasing Choice

26. Would household members who drive their car on their own be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Already do

27. How would household members prefer to travel to work?

- ☐ Car (alone)
- ☐ Car (share)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi
- ☐ Other (please specify)

.....
.....

28. Which of the following would encourage you to **walk** to your destinations?

	Very likely	Possible	Not likely
Safe, better lit pathways	☐	☐	☐
More attractive routes	☐	☐	☐
Improved paths in the local area	☐	☐	☐
Other (please specify)			
.....			
.....			

29. Which of the following would encourage you to **cycle** to your destinations?

	Very likely	Possible	Not likely
Safe, better lit pathways	☐	☐	☐
More attractive routes	☐	☐	☐
Improved paths in the local area	☐	☐	☐
Advice/training on cycle safety	☐	☐	☐
Free/discounted bike for households	☐	☐	☐
Other (please specify)			
.....			
.....			



30. Which of the following would encourage you to use **public transport**?

	Very likely	Possible	Not likely
Subsidised/ discount fares	☐	☐	☐
More direct routes	☐	☐	☐
Better quality waiting environment	☐	☐	☐
Improved links to/from train station	☐	☐	☐
More frequent bus service	☐	☐	☐
More timetable information	☐	☐	☐
Other (please specify)			
.....			
.....			

31. Which of the following would encourage you to use **car-share**?

	Very likely	Possible	Not likely
Help in finding car share partners with similar work patterns	☐	☐	☐
Reserved parking for car-sharers	☐	☐	☐
Free taxi home if let down by driver	☐	☐	☐
Reduced parking charges for car-sharers	☐	☐	☐
Other (please specify)			
.....			
.....			

32. If you have any further comments or suggestions in regards to your travel plan please provide below:

.....

.....

.....

.....

.....

.....

.....

.....

Travel Plan Coordinator

WOODS HARDWICK INFRASTRUCTURE LLP

Appendix E

Stevenage Cycle Map

Stevenage Cycle Map

Stevenage Cycle Map

	Rural area
	Open space
	Woods
	Built up area
	Industrial area
	Neighbourhood Centre
	Place of interest
	Selected stores
	School
	Hospital
	Inset map

Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

