



Taylor Wimpey

THE VALE AT CODICOTE

Residential Travel Plan Statement





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1. INTRODUCTION

1.1. OVERVIEW

- 1.1.1. WSP UK Limited has been appointed by Taylor Wimpey to prepare an updated Travel Plan (TP) for The Vale at Codicote (formerly known as the Codicote Garden Centre site) following the granting of planning permission on 30/01/2023 in reference to application 19/01448/FP.
- 1.1.2. The Development contains 66 residential dwellings, with main access taken from the B656 High Street. The site is situated to the north of Codicote which is located approximately 7.3km north of Welwyn Garden City and 13km south of Hitchin.
- 1.1.3. The Site is located within North Hertfordshire District Council (NHDC) for planning matters (LPA) and Hertfordshire County Council (HCC) area for highways matters.
- 1.1.4. The Site is covered by Section Four (Communities - CD2) of the NHDC Local Plan, which sets out site allocations for development for each community in North Hertfordshire.

1.2. DOCUMENT PURPOSE

- 1.2.1. This updated Travel Plan has been prepared to discharge condition 14 and 15 of the 30 January 20203 planning consent, which stated;

14. No part of the development hereby permitted shall be occupied prior to the implementation of the approved Residential Travel Plan Statement for Codicote Garden Centre Reference number (TP01, Dated December 2021 and HCC Ref- NH/358/2019). Those parts of the approved Travel Plan Statement that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

15. No dwelling forming part of the development shall be occupied until without the formal acceptance of a detailed Travel Plan, where the content of the travel plan is fully assessed prior to approval of objectives and targets with local authority officers. The Travel Plan shall take account of the detailed guidance within the Air Quality and Planning Guidance, notably Tables 4 & 5, referencing the checklist in Appendix 5 and with reference to the Travel Plan Guidance' at www.hertsdirect.org .

o The content of the travel plan shall be fully assessed prior to its approval in conjunction with local authority officers.

o The agreed targets and objectives included in the travel plan are secured for implementation by mutual agreement of the local authority and the developer/applicant.

o The outputs of the travel plan (typically trip levels and mode split) are annually monitored against the agreed targets and objectives.

o Should the travel plan not deliver the anticipated outputs or meet the targets and objectives further mitigation/alternative/compensation measures need to be identified and implemented.

o A named co-ordinator is required for success of the travel plan.

Reason: To reduce the impact of the development on air quality.

1.2.2. This Residential Travel Plan Statement (RTPS) demonstrates Taylor Wimpey’s commitment to sustainable travel initiatives at the Site. It sets out measures to promote sustainable modes of travel as an alternative to a reliance on private vehicles.

1.2.3. RTPSs are provided for small applications which may not justify a Full Travel Plan and as such deal with any issues raised in a Transport Assessment and is likely to focus on site measures to encourage sustainable travel, or contribution towards a more strategic scheme.

1.3. SUMMARY OF RELEVANT INFORMATION

1.3.1. This RTPS has been prepared subject to the following principal parameters:

Table 1 – Principal Parameters

Development Name	Codicote Residential Development
Status of Travel Plan	Statement
Development Address	Codicote, SG4 8XY
Author of Travel Plan	WSP, Unit 9, The Chase. John Tate Road, Foxholes Business Park, Hertford, SG13 7NN.
Future Travel Plan Coordinator	Joshua Booker
Delivery Mechanism	Section 106 agreement and Planning Conditions
Funding Mechanism	Financial Budgets set annually by Operator
Formal Commitment Period	5 years (from beneficial occupation)

1.4. STRUCTURE

1.4.1. This RTPS follows the structure set out below;

- **Section 2** Existing and Proposed Site: This section describes the existing site and the level of accessibility by various means of sustainable modes of travel including public transport, walking, and cycling and provides details of the Development proposed at the site.
- **Section 3** Travel Plan Objectives and Measures: Sets out key objectives of the RTPS
- **Section 4** Targets: Sets out indicative Travel Plan Target and outlines the need to present SMART targets following the completion of the baseline Travel Surveys.
- **Section 5** Monitoring and Review: This section provides details on the monitoring and review process; responsibility and the appointment of a representative Travel Plan Coordinator.
- **Section 6** Summary and Conclusion.

STATEMENT OF COMMITMENT

Taylor Wimpey is committed to ensuring its developments are sustainable and that they encourage green travel choices. This Residential Travel Plan Statement, for The Vale at Codicote Development at High Street Codicote, has been prepared to meet these aims.

The target of this RTPS is to address travel generated by residents and deal with the journey origin rather than destination. The development's location has been considered in the design and measures have been put in place to reduce car use (car club, public transport improvement) and supported by site permeability and connectivity to alternative modes (improved existing walking infrastructure along High Street).

The success of a Travel Plan requires commitment from residents, visitors, and other users of the site. Travel Plans do not always mean making fundamental changes to people's lives. Small changes such as car sharing once a week or supporting a walking bus to school can make a significant difference if everyone gets involved.

This document sets out the framework for the development of travel plans for future residents of the site and the way in which they will be implemented and managed. As the developer, Taylor Wimpey supports the principles set out in this document and is committed to ensure that the expected outcomes will be achieved.

2. POLICY REVIEW

2.1. OVERVIEW

2.1.1. The following policies and documents have been consulted when producing this Travel Plan Statement:

- Department for Communities and Local Government, National Planning Policy Framework (NPPF, December 2023);
- Hertfordshire's Local Transport Plan 4 (2018-2031) (LTP4, May 2018);
- Hertfordshire County Council, Travel Plan guidance document for business and residential development (May 2020); and
- North Hertfordshire District Council Air Quality Planning Guidance Document (to support the NHDC Local Plan 2011-2031)

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) 2023

2.1.2. The NPPF emphasises plan-making and decision-taking within Local Planning Authorities (LPAs) and places responsibility on LPAs.

2.1.3. Where **plan-making** is mentioned, the NPPF specifies that:

a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to the effects of climate change;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

2.1.4. and **decision-taking** means:

approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.*

HERTFORDSHIRE'S LOCAL TRANSPORT PLAN 4 (2018-2031) (LTP4, MAY 2018)

2.1.5. The following policies are considered the most pertinent to this site. The design of The Vale at Codicote Development responds to these key policies as follows:

Table 2-1 - The Vale at Codicote Development Measures In Line with Policy

Relevant Policy	Development Measures
Policies 3: to promote Travel Plan Implementation and to deliver behaviour change through Smarter Choice implementation.	The Vale at Codicote Development is supported by a Travel Plan with smart measures to ensure behaviour change at the outset of the development. These include hard and soft measures as set out in Section 3.4 and 4.2 of this Travel Plan.
Policies 4: focuses on Demand Management to improve sustainable travel provision	Car parking has been provided in line with the NHDC minimum parking standards to ensure there is no over provision. Cycle parking has been provided in line with policy to ensure there is adequate provision, supported with infrastructure provision to encourage mode shift.
Policies 5: on Development Management focuses on measures to ensure that sustainable travel options associated with the development are promoted and maximised	Provision of sustainable transport infrastructure in the form of improved footway towards the village and nearest bus stop and footway to the north of the site with tactile paving to facilitate pedestrian access to the permissive footway to the north/east of the site.
Policies 7 and 8: on Active Travel and Walking and Cycling focuses on measures to deliver a step change in walking and cycling	The overall objectives will be to reduce single occupancy vehicle (SOV) trips by approximately 10%, while increasing the mode share of other more sustainable travel modes, thus doubling the anticipated bus and cycling patronage and increasing cycling by a third of the anticipated current usage as set out in Table 6.
Policies 9: on Buses, seeks to promote and support bus services to encourage reduced car use	Footways improvements provided towards the nearest bus stop and contributions towards bus stop improvement and frequency of the bus service to promote and support the attractiveness of the service

HERTFORDSHIRE COUNTY COUNCIL, TRAVEL PLAN GUIDANCE DOCUMENT FOR BUSINESS AND RESIDENTIAL DEVELOPMENT (MAY 2020)

- 2.1.6. This guidance is intended to support people who are involved in planning for new developments and is aimed at developers, transport consultants and planners.
- 2.1.7. HCC seeks to work with development promoters and the district and borough councils to:
- Ensure the location and design of proposals reflect the Local Transport Plan Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
 - Require a Travel Plan for developments according to the requirements of the county council's Travel Plan Guidance.

NORTH HERTFORDSHIRE DISTRICT COUNCIL AIR QUALITY PLANNING GUIDANCE DOCUMENT (TO SUPPORT THE NHDC LOCAL PLAN 2011-2031)

- 2.1.8. This Planning Guidance Document was prepared to support NHDC Air Quality Development Policy within its Local Plan. The aim is to facilitate sustainable development by helping to achieve the best possible public health protection outcomes, in relation to air quality.
- 2.1.9. The guidance sets out that:
- “Any air quality issue that relates to land use and its development is capable of being a material planning consideration. However, the significance given to air quality in making a planning application decision will depend on factors including:*
- *the severity of the impacts on air quality*
 - *the air quality in the area surrounding the proposed development*
 - *the likely development use, i.e. length of time people are likely to be exposed at the location*
- 2.1.10. Figure 2 of the guidance shows a flow chat which provides a clear and consistent approach for stakeholders to follow when assessing potential air quality implications of a development. It is based on 3 stages:
- Determining the classification of the proposed development
 - Assessing and quantifying the impact on local air quality
 - Determining the level of mitigation required by the proposal to meet local planning requirements.
- 2.1.11. The above has been followed in relation to the The Vale at Codicote Development to estimate the potential air quality implications of the Development. This has been undertaken in relation to the check list provided in Appendix 5 of the guidance.

STAGE 1: DEVELOPMENT CLASSIFICATION

- 2.1.12. This is based on criteria set out within Table 1 of the guidance. The The Vale at Codicote Development quantum ie 66 dwellings and so meet the criteria set out within Table 1, thus falling within the medium category.

STAGE 2: AIR QUALITY IMPACT ASSESSMENT

- 2.1.13. A Medium scale development will require air pollution mitigation to make the development acceptable, however this does not require the need for a Health Exposure Test as required for Minor scale developments or air quality assessment for Major scale developments.
- 2.1.14. However, the Health Exposure Test is required if the proposal is adjacent an Air Quality Management Area (AQMA). There are two Air Quality Management Areas in North Hertfordshire, thus Stevenage Road, Hitchin and Payne's Park roundabout, Hitchin. Codicote does not fall within or is near an AQMA, as such no Health Exposure Test is required, however a Type 1 mitigation, discussed below will be required as this is a residential development.

STAGE 3: MITIGATION

- 2.1.15. The outcome of Stage 2 (Assessment) identifies the likely scale of air quality impact and is used to determine the level of mitigation required to mitigate the potential effects upon health and the local environment.
- 2.1.16. For Medium developments, a detailed travel plan is required in addition to the default mitigation for Minor development, thus 1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking).
- 2.1.17. In view of the above, the development will incorporate the provision of 1 charging point per plot to mitigate the overall impact on air quality and encourage a switch to low carbon modes.
- 2.1.18. In respect of the Travel Plan it is essential that it meets the requirements set out in Table 2-2 overleaf:

Table 2-2 - The Vale at Codicote Development Measures In Line with AQ Guidance

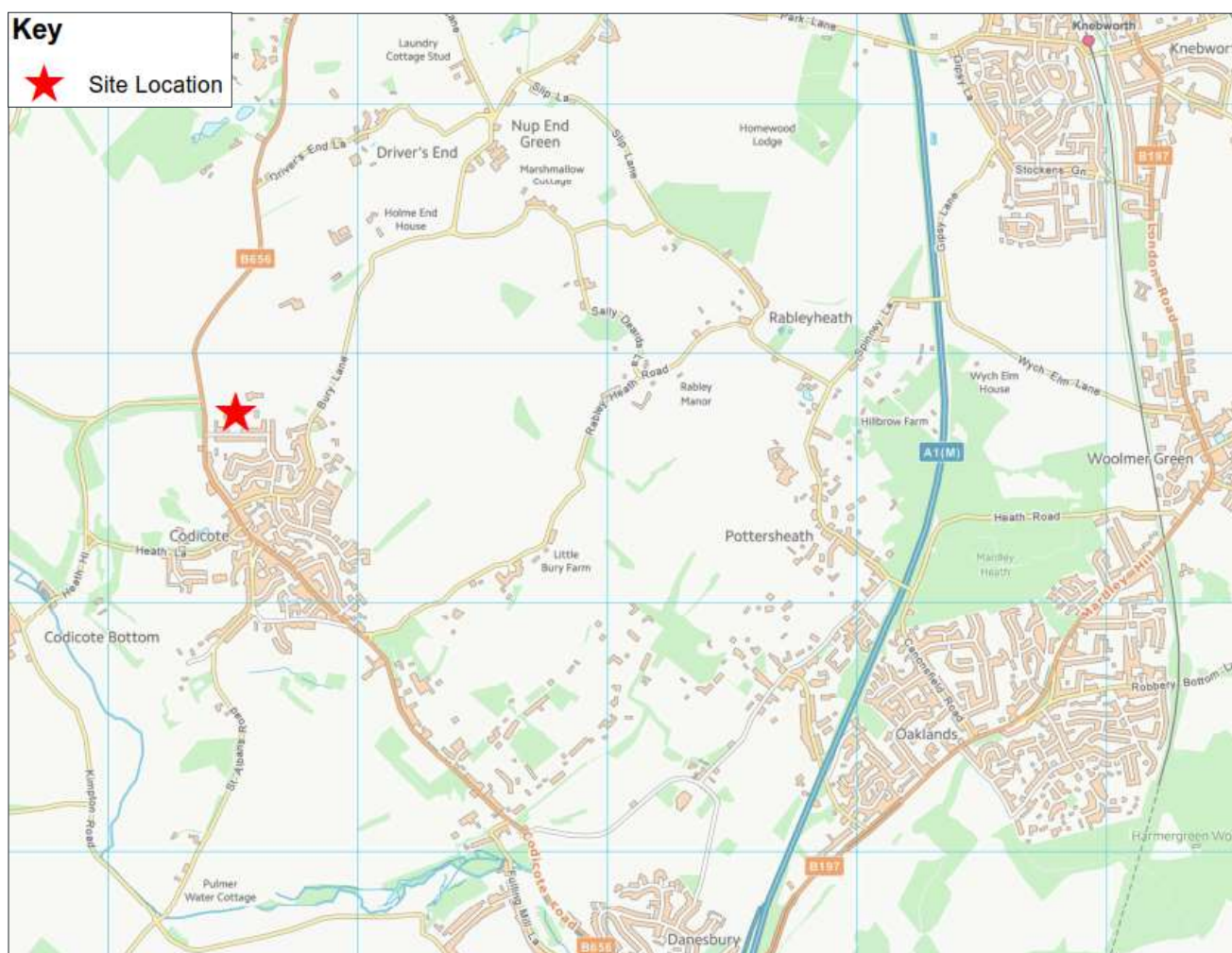
Guidance Requirement	Development Measures
The content of the travel plan is fully assessed prior to its approval in conjunction with local authority officers. Pre-application advice will be important.	This is an update to the original Travel Plan prepared in support of the Consented Application following pre-application advice. It has therefore been fully assessed with further details provided to discharge conditions.
The agreed targets and objectives included in the travel plan are secured for implementation by mutual agreement of the local authority and the developer/applicant (normally by means of a Section 106 agreement).	A 10% reduction in SOV has been set as a target. The shift in modes will be targeted towards sustainable modes of transport. The necessary measures required to ensure the mode shift comprise of hard measures through design, active travel infrastructure provision, also contributions have been made to improve the existing bus service and soft measures set out in Section 4.2.
The outputs of the travel plan (typically trip levels and mode split) are annually monitored against the agreed targets and objectives.	This will be monitored through the biannual travel surveys set out within Section 6.
Should the travel plan not deliver the anticipated outputs or meet the targets and objectives further mitigation/alternative/compensation measures need to be identified and implemented.	This will be monitored through the biannual travel surveys set out within Section 6.
A named co-ordinator is essential to the success of the travel plan. For larger schemes a commitment in terms of staff resource allocation will be expected.	This is set out in principal parameters outlined in Table 1.1 of the RTPS.

3. SITE CONTEXT AND ACCESSIBILITY

3.1. SITE CONTEXT

- 3.1.1. The Site is situated to the north of Codicote approximately 7.3km north of Welwyn Garden City and 13km south of Hitchin.
- 3.1.2. The Site was previously occupied by Codicote Garden Centre which occupied a footprint of approximately 2,462m² of the 23,714m² entire site area. The site is bounded to the north by undeveloped farmland, to the south by residential dwellings, to the east by John Clements Sports and Community Centre and to the west by the B656 High Street.
- 3.1.3. The location of the site is shown in Figure 1 below.

Figure 1 - Site Location



3.2. SITE ACCESSIBILITY AND TRAVEL OPPORTUNITIES

- 3.2.1. At national, regional, and local governmental tiers, key elements of policy are to ensure that developments are in areas where alternative methods of travel to the car are available. New developments are required to be in proximity to complementary land uses to supports the aims of

integrating planning and transport, providing more sustainable transport choices reducing overall travel and car use.

3.2.2. The results for each travel mode are discussed independently within the subsequent sections of this report and are based on the following criteria.

- Accessibility by foot - assumes a typical walk threshold of 2 kilometres, as advocated within IHT Guidance entitled 'Planning for Journeys on Foot'.
- Accessibility by bike - assumes the industry accepted threshold of 5 kilometres.
- Accessibility by public transport - is calculated based on those public transport services that are available from the site or in near vicinity.

ACCESSIBILITY BY FOOT

3.2.3. There is a good pedestrian network within the vicinity of the site providing connectivity to Codicote Village centre and other local facilities within the area. The pedestrian network comprises of kerbside footways and footpaths providing connectivity to further afield.

3.2.4. Currently, pedestrian access to the site is taken from the existing footway to the east of the High Street which follows a northwest/southeast alignment. The High Street which is subject to a 30mph speed limit provides an approximately 2m wide footway (east site only) and benefits of street lighting.

3.2.5. This arrangement follows the greater length of the High Street to the Village Centre where there are footways on both sides of the carriageway.

3.2.6. Research has indicated that acceptable walking distances to destinations of interest depend on several factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

3.2.7. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in Table 3.

Table 3 - CIHT Recommended Walking Distances

CIHT Classification	Town Centres	Commuting/School/ Sightseeing	Elsewhere/Local Services
Desirable	200 m	500 m	400 m
Acceptable	400 m	1,000 m	800 m
Preferred Maximum	800 m	2,000 m	1,200 m

3.2.8. To assist in summarising the accessibility of the site by foot, distances based on Table 3 have been reviewed in the context of the The Vale at Codicote Development. These distances are termed 'Desirable,' 'Acceptable' and the 'Preferred Maximum' by the CIHT for "elsewhere," "commuting/school" and "local service" trips and are therefore appropriate distances for considering The Vale at Codicote Development.

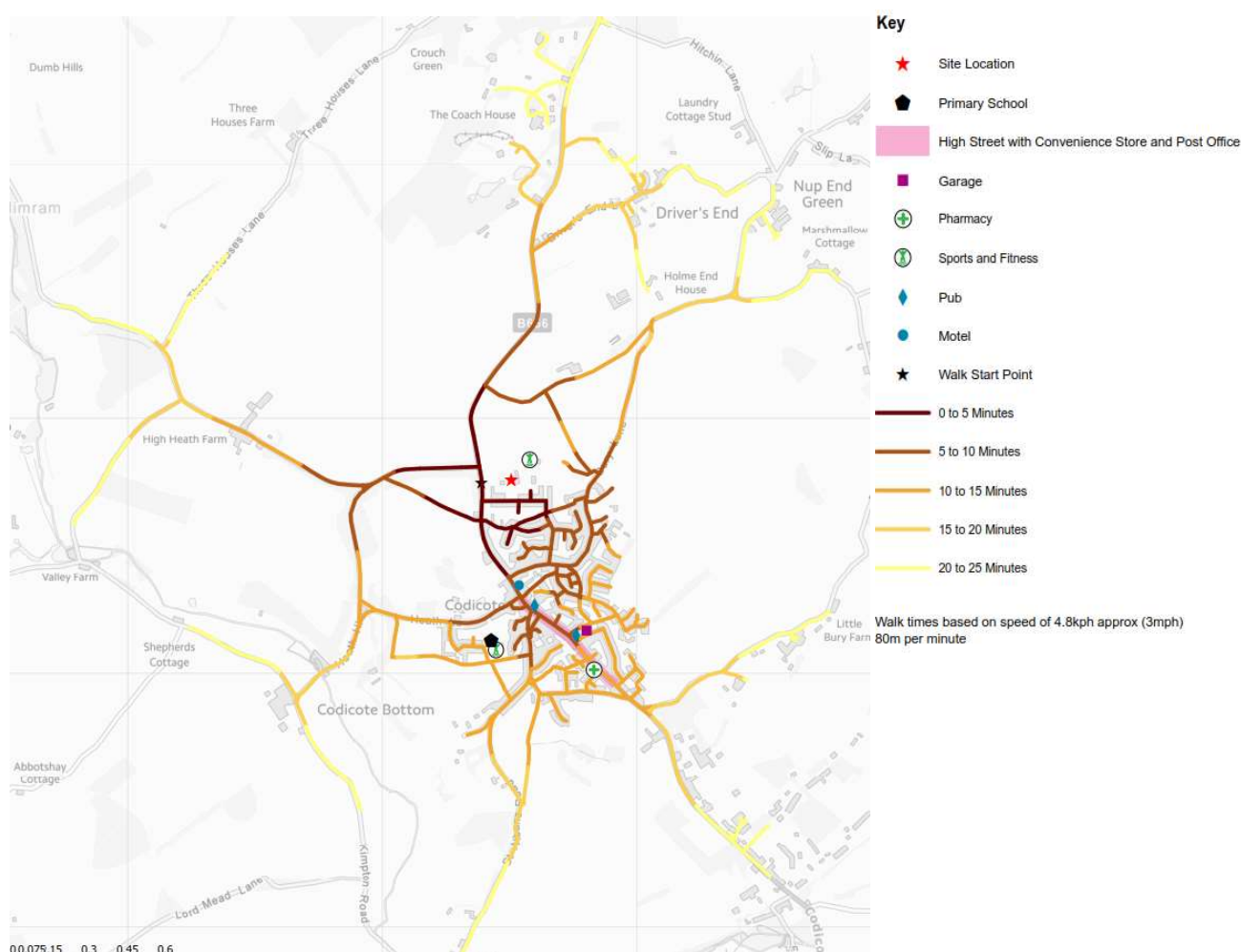
3.2.9. The distances are illustrated within the indicative pedestrian isochrones (see Figure 2 and Appendix B) from the centre of the applications site, showing the area that is located within a 25-minute walk (2,000m) of the site.

3.2.10. The Vale at Codicote Development will provide a residential land use and as such residents will need to access off-site shops and facilities in the surrounding area. The main facilities that residents of The Vale at Codicote are likely to need access to on a day-to-day basis are:

- Shops
- Healthcare (doctors, dentists, pharmacies)
- Schools
- Recreation

3.2.11. Figure 2 shows the facilities that are available in the area surrounding the application site.

Figure 2 – Pedestrian Isochrone



3.2.12. As shown in Figure 2, Codicote village has a good range of facilities, including a school, shops, public houses, village hall, car repairs garage and a church, all accessible within a maximum of 15 minutes' walk.

CYCLE ACCESS

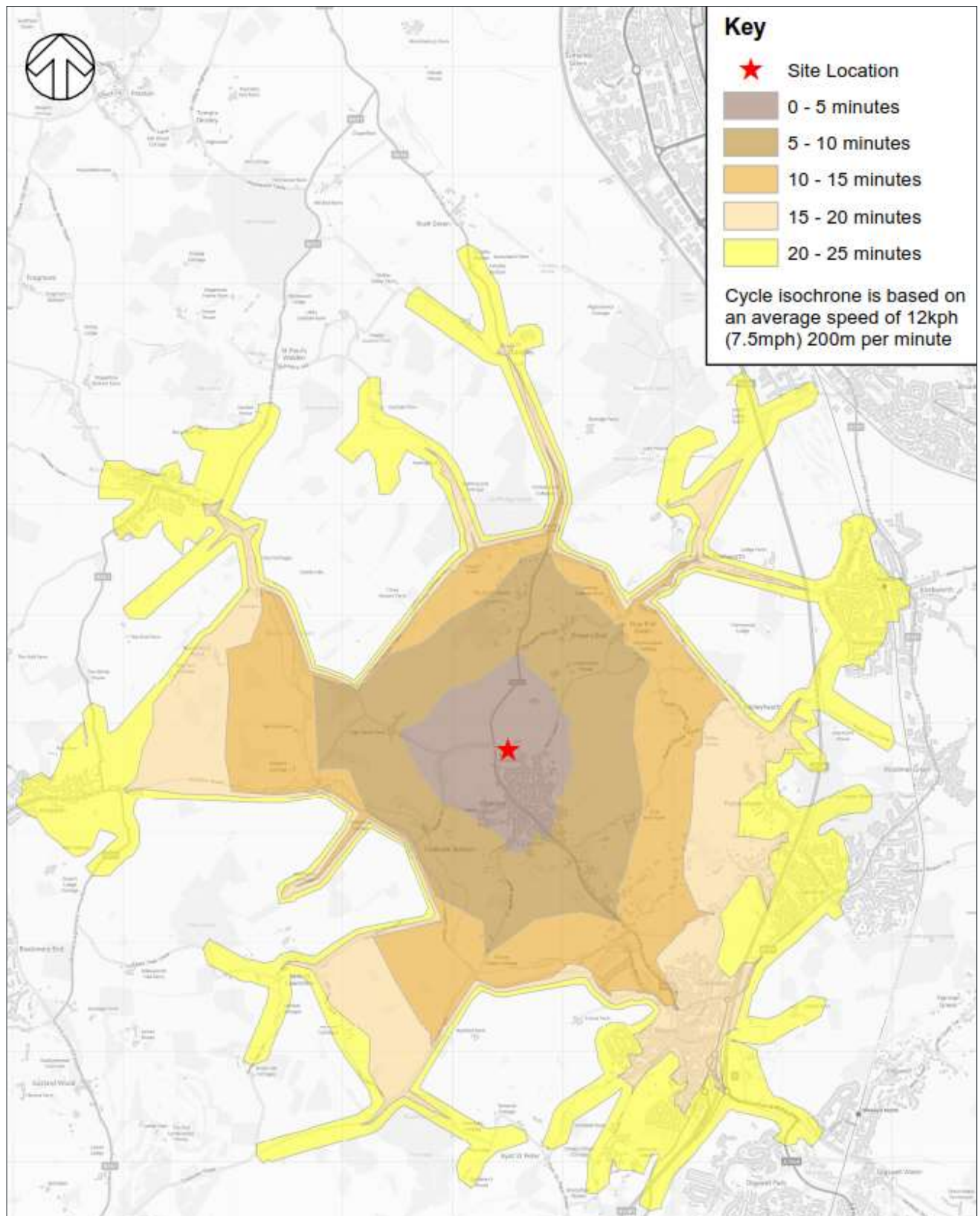
- 3.2.13. Generally, Codicote has no dedicated cycles lanes within the area; however, National Cycle Route 12 follows a northeast/southwest alignment along St Albans Road and Cowards Lane. This provides opportunity for cyclists to easily access locations to the northeast and southwest of the site. Figure 3 shows an extract of the Local Cycle map contained within Appendix C.

Figure 3- Local Cycle Map



- 3.2.14. To assist in assessing the cycling opportunities within the area, a cycling isochrone has been provided within Figure 4 below and attached at Appendix D.
- 3.2.15. Cycling is known to have the potential to reduce the number of short car trips, particularly those less than 5km and can be combined with other modes of public transport, such as national rail or bus to undertake longer journeys.
- 3.2.16. As illustrated within Figure 4 the cycling isochrone shows that a wide area around the site is accessible by cycling within 25 minutes, including such areas as Codicote Bottom, Codicote Heath, Kimpton, Ayot St Lawrence, Welwyn, Oakland, Langley and Knebworth (including the Station).

Figure 4 – Cycling Isochrone

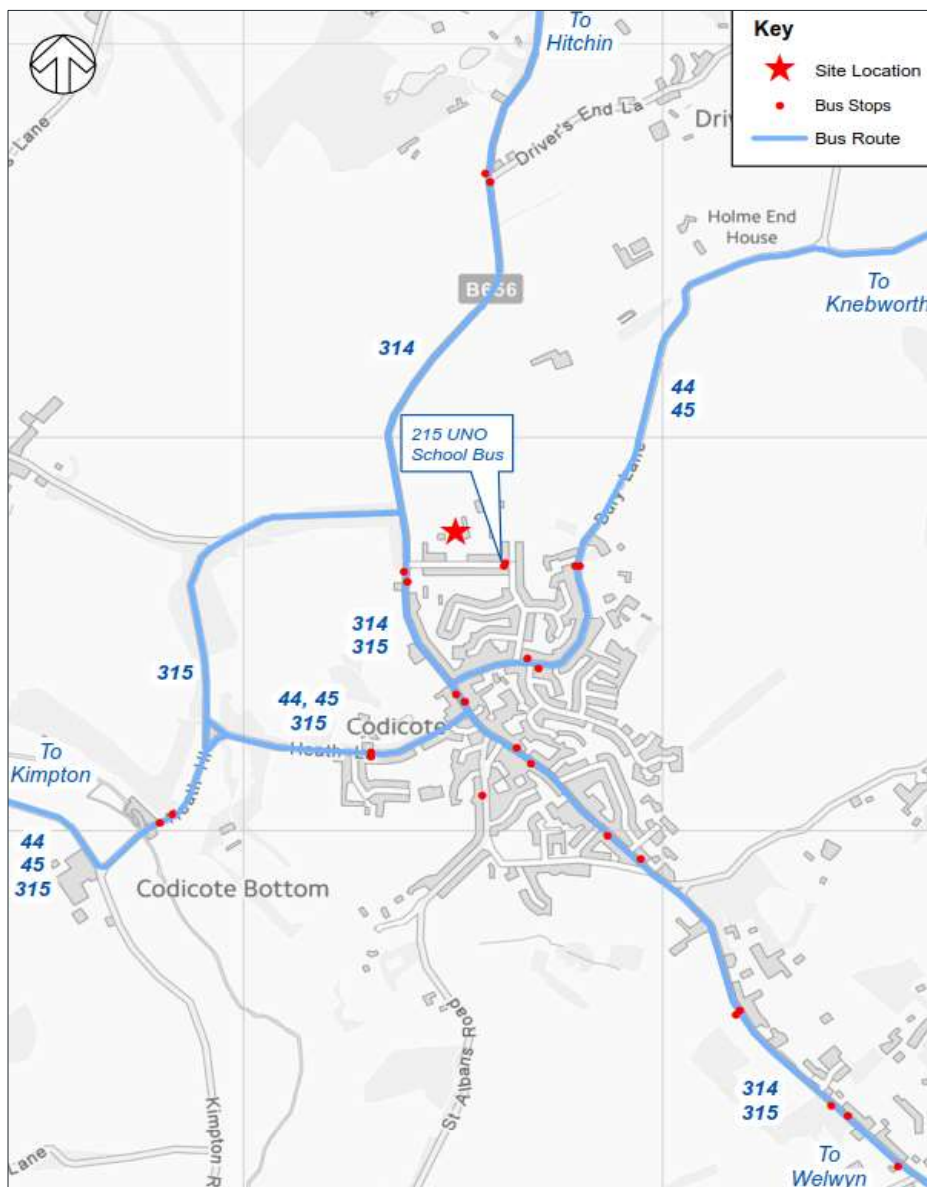


3.3. PUBLIC TRANSPORT

BUS SERVICES

- 3.3.1. The HCC Passenger Transport Facilities - PTF (Volume 4 - Design Standards and Advice) sets out that “Developments need to be designed such that all residential, business and industrial premises are no more than 400 metres walking distance from a bus stop”.
- 3.3.2. The nearest bus stop to the site is located approximately 138m, 2 minutes’ walk (based on a walk speed of 80m per minute) to the south of the site on the High Street. The bus stop, Tower Road is equipped with a bus shelter, seating, service information and service flags for easy identification.
- 3.3.3. Tower Road bus stop is served by two bus routes, route 314 and 315 which run between Hitchin - Welwyn Garden City and Kimpton - Welwyn Garden City, respectively.
- 3.3.4. The location of bus stops and bus routes within the local area is shown below in Figure 5.

Figure 5 – Bus Routes



- 3.3.5. Other bus services are available from the village centre, approximately 800m (10 minutes' walk) south of the site. These include routes 44, 45 and 215.
- 3.3.6. The frequency and routing details of the bus services are summarised in Table 4 below.

Table 4 – Bus Route and Frequency

Route	Origin/Destination	Bus Stop	Frequency		
			Weekdays	Saturday	Sunday
314	Hitchin - Welwyn Garden City	Tower Road	2 every hour	2 every hour	No service
315	Kimpton - Welwyn Garden City		2 (AM)/ 2(PM)	No service	No service
215	Welwyn Garden City - Codicote	Peace Memorial Hall	1 (AM)	No service	No service
44	Luton - Stevenage	Hill Road	Every 2 hours	Every 2 hours	No service
45			1 (AM)	2 (PM)	No service

RAIL SERVICES

- 3.3.7. The nearest railway station to the site is Knebworth Station, located approximately 4.6km northeast of the site. Bus routes route 314 provide access to the railway station (with once change for route 310) within approximately 28 minutes.
- 3.3.8. Knebworth Railway Station is managed by Great Northern on the East Coast main line. The station is served by Great Northern and Thameslink.
- 3.3.9. The Railway station benefits from car and cycle parking making it possible to encourage intermodal passenger transport where a mix-mode of walking/cycling, driving, bus and rail can be achieved in a single journey.
- 3.3.10. The destinations served by the rail service from Knebworth include:
- Thameslink- Cambridge North, London Kings Cross, Letchworth Garden City.
 - Great Northern – Hitchin, Stevenage, London Kings Cross.
- 3.3.11. The frequency of services that call at the station is detailed within Table 5.

Table 5 – Hourly Train Frequency

Service	Route	Weekdays	Saturday	Sunday
Thames Link / Great Northern	Hitchin and Stevenage to London	2-4	1-2	1-2

- 3.3.12. As demonstrated within Table 5, several key destinations can be accessed from Knebworth station. The Vale at Codicote is therefore well placed to promote and support sustainable travel from the site.

3.4. DEVELOPMENT PROPOSALS

- 3.4.1. The The Vale at Codicote Development is for up to 66 residential dwellings comprising of 16 affordable homes 9 shared ownership and 41 private sale houses.
- 3.4.2. The development will be provided with 167 car parking spaces equating to an average of 2.5 parking spaces per home. 17 on-street visitor parking spaces at 1 space per 4 dwellings will be distributed across the site, of which one space will be designated for car club use. Garages are provided for most houses, with double garages provided for larger homes. The garages will be equipped with electric charging point per dwelling. Cycle parking spaces are provided within the curtilage of the dwellings.
- 3.4.3. There are two access points around the perimeter of the site that will provide pedestrian and cycle linkages to the existing network and key destinations around the Site. As demonstrated within Figure 6 (The Vale at Codicote Development master plan), there are two east/west links at the north and south of the site, respectively. These provide connectivity to the existing footways on the High Street to the west and the tennis court and Sports and Community Centre to the east.
- 3.4.4. There are further proposals to provide 2.0m wide footways along the High Street, to the north to connect the east/west links (described above) and to the south to provide adequate pedestrian access to the north and southbound bus stops in proximity to the Site. The footways would be equipped with tactile paving at all crossing points to ensure an adequate level of service is provided to pedestrians of all mobility levels. Financial contributions have been made through a s106 agreement, towards upgrading the two nearest bus stops towards enhancing the existing bus service.
- 3.4.5. The Development master plan and General Arrangement Plan showing the arrangement is provided at Appendix E. An extract of the master plan is provided below.

Figure 6 – Indicative Development Layout



4. TRAVEL PLAN OBJECTIVES AND MEASURES

4.1. TRAVEL PLAN OBJECTIVES

- 4.1.1. The objectives of the RTPS are to help encourage residents to make informed choices about their travel.
- 4.1.2. To that end, the planning guidance published by HCC (Hertfordshire's Travel Plan Guidance for Business and Residential Development) concurs with the RTPS's key objectives which can be summarised as;
- *To reduce the impact and frequency of car travel, especially single occupancy vehicle use.*
 - *To reduce single occupancy journey to work trips by 10% during the RTPS period*
 - *To reduce the impact of the development on the local road network*
 - *To enable all residents of the development to have informed choice about their travel options.*
 - *To improve the health and wellbeing of the residents of the development.*
 - *To reduce the need for travel to and from the site.*
 - *To promote healthy lifestyles and sustainable, vibrant communities.*
 - *To reduce the pressure on highway capacity, particularly at peak times.*
 - *To cut carbon emissions and their contribution to climate change.*
 - *To encourage more active travel with gains for health.*
- 4.1.3. The key elements that will inform the objectives of this RTPS in the context of the development proposals are;
- Objective 1: Walking and Cycling;
 - Objective 2: Passenger Transport;
 - Objective 3: Reducing the need to travel;
 - Objective 4: Sustainable Travel Services;
 - Objective 5: Promotion and Marketing;
 - Objective 6: Site Design.

4.2. TRAVEL PLAN MEASURES

- 4.2.1. In line with the objectives above, the measures set out in Table 6 will be implemented.

Table 6 – Travel Plan Measures

Objectives		Measures
1	Walking	▪ Raise awareness of the health benefits of walking; ▪ Clear signing of pedestrian routes within and adjacent to the site; ▪ Broadcast information on the local pedestrian routes, including public footpaths; ▪ Promote the www.walkit.com website for journey planning on foot; and ▪ Provide access to HCCs (Hertfordshire County Council) cycle and walking maps (available from http://www.hertsdirect.org/services/envplan/countrysideaccess/walkcyclemaps/)
	Cycling	▪ Information on the local cycle network routes made available via notice boards/welcome packs;

		- Promote the availability of cycling information on HCC's cycle and walking maps (available from http://www.hertsdirect.org/services/envplan/countrysideaccess/walkcyclemaps/) - Investigate the presence of local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness; - Arrange cycle training and maintenance lessons for those not confident about cycling or simply wish to find out more; - Information about the nearest bicycle sales and repair shops; and - Encourage residents to ask about the Cycle2Work scheme in their place of work.
2	Passenger Transport	- Improvement to bus service and bus stop infrastructure through S106 contributions. - Improvement to footways to access bus stops: footway widening from 1.5 to 2.0m with tactile paving at crossing points to both north and southbound bus stops. - Provide up to date bus details including timetables/contact information in welcome packs/ notice boards; - Advertise any promotions/discounts offered by local public transport operators; - Liaise with NHDC and local public transport operators on any future improvements and/or extensions to local services; - Links to relevant public transport travel information on local public transport provider's website will be provided.
4	Sustainable Travel Services	- Car club services (provide dedicated space and engage with Enterprise) - Resident car share matching services (promote www.hertsliftshare.org).
5	Promotion and Marketing	- Travel Plan training for sales/marketing staff - Welcome pack or notice board within a prime location within the development to provide information regarding measures. - Promote community travel website and travel events and forums.
6	Site Design	- By way of design, The Vale at Codicote Development is well connected to existing walking and cycling infrastructure within the area. There are east/west links to the north and south of the site which provides access to the community centre, tennis court, football club and football pitches. - Additional footway widening with tactile paving to the north and south of the site to provide access to nearest bus stops. - Adequate cycle parking provision to encourage mode shifts - Footways along all internal links within the development layout

5. TARGETS

5.1. INTRODUCTION

- 5.1.1. The mode share targets will be considered in line with HCC's 'Travel Plan Guidance' which requires targets to be SMART: Specific, Measurable, Achievable, Realistic and Time-Bound.
- 5.1.2. The targets will be based on actual baseline mode share for the site which will be established from initial travel surveys. Until such a time when the baseline travel surveys can be undertaken, interim modal split targets based on the 2011 Census 'Travel to Work Data' for Codicote.
- 5.1.3. These interim mode splits will be used until such a time when actual baseline surveys will be undertaken to provide site specific mode shares.

5.2. INTERIM MODE SHARES AND TARGETS

- 5.2.1. To understand the mode choice by which trips are undertaken at the local level, the Census 2011 data 'Travel to Work' for Codicote has been utilised. This identifies that 11% of residents use public transport (train – 9% + bus – 2%) as their main mode to work and 82% use the private car (driver - 78% + passenger – 4%).
- 5.2.2. The Census mode shares has been combined to generate travel to work mode shares which have then been used in deriving indicative targets for the Development. The resultant mode shares are presented within Table 7.

Table 7 – Combined NTS and Census Mode Shares (Interim Mode Shares)

Mode of Travel	Census 2011 Mode Share (work only)	Year 1	Year 2	Year 3	Year 4	Year 5
Underground and Train	9%	9%	9%	10%	10%	10%
Bus, minibus, or coach	2%	2%	3%	3%	4%	4%
Taxi	0%	0%	0%	0%	0%	0%
Motorcycle, scooter	1%	1%	1%	1%	1%	1%
Driving a car or van	78%	76%	74%	72%	71%	70%
Passenger in a car/van	4%	4%	4%	5%	5%	5%
Bicycle	1%	1%	1%	2%	2%	2%
On foot	5%	5%	6%	6%	7%	7%
Other	1%	1%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%

Source: 2011 census MTW: Usual Residence (Codicote) – Place of work (All regions), NTS 2017

- 5.2.3. Using this information as a guide, initial targets for the five years following occupation of the development have been identified. These targets will be updated following the initial travel survey (to be completed following 50% occupation of the development).
- 5.2.4. The overall objectives will be to reduce single occupancy vehicle (SOV) trips by approximately 10%, while increasing the mode share of other more sustainable travel modes.
- 5.2.5. A separate target that is not linked to the mode splits is:



- to ensure 100% of the residential community are aware of the travel plan and its aims and objectives by the end of Year 1.

6. MONITORING AND REVIEW

6.1. INTRODUCTION

- 6.1.1. This section of the RTPS describes how the TP will be monitored and reviewed over time to support the processes that are to be introduced to support the RTPS measures.

6.2. APPOINTMENT OF A TRAVEL PLAN COORDINATOR (TPC)

- 6.2.1. Given the size of the development a member of the on-site sales staff will be trained to offer advice regarding the measures set out within this RTPS. The appointment will be made upon beneficial occupation (50% occupation). That said a named TPC has been provided and will be subject to change by 50% occupation.

6.3. MONITORING

- 6.3.1. A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC; however, the following sets out a process for monitoring the Travel Plan over a 5-year period.
- 6.3.2. Travel Surveys will be conducted on a biannual basis, from the month of the baseline surveys being undertaken. The surveys will be used to monitor the uptake of Travel Plan measures. A biannual monitoring/review report will be prepared and submitted to the Highway Authority, via the TPC, within three months of completion of the surveys.
- 6.3.3. The survey questionnaire would include the following elements, which will be agreed with HCC prior to issue:
- How residents would prefer to travel to / from the site; and
 - Measures that would encourage use of sustainable modes and barriers to changing mode.
- 6.3.4. The biannual Travel Surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to residents and the Highway Authorities.
- 6.3.5. The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with the Highway Authorities. The Travel Plan will be an active document and will be developed in conjunction with the survey results/experiences of the TPC. For example, if there is little / no car sharing occurring amongst residents, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.
- 6.3.6. Following the biannual monitoring report, the Travel Plan will be reviewed by the TPC in conjunction with the Highway Authority as appropriate to produce an Action Plan. The Action Plan will identify the measures and actions to be implemented in the following 12-month period including a timetable for the implementation of the measures.

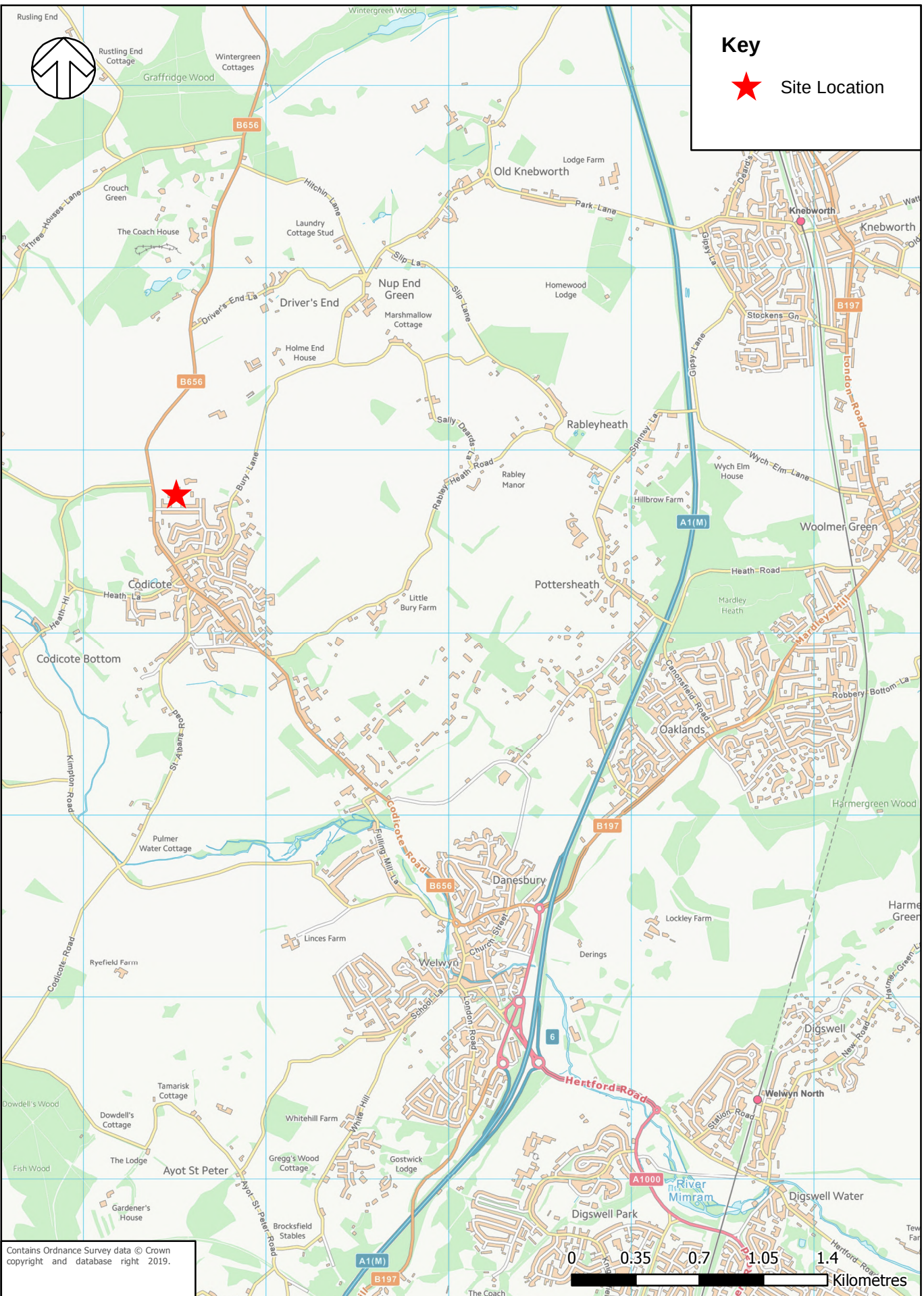
- 6.3.7. Should the travel plan not deliver the anticipated outputs or meet the targets and objectives further mitigation/alternative/compensation measures will be identified and implemented.
- 6.3.8. In line with the HCC Travel Plan Guidance, the standard level of Travel Plan Evaluation and Support Contribution for residential, workplace, visitor and other Full Travel Plans is £1200 per year of Travel Plan implementation, as set out in Appendix D: Travel Plan Evaluation and Support Contributions.
- 6.3.9. However, as per the previous Travel Plan Guidance, a monitoring fee of £2,000 has been agreed to be paid following the grant of permission.

7. SUMMARY AND CONCLUSION

- 7.1.1. WSP has been commissioned by Taylor Wimpey to prepare a Travel Plan Statement in support of The Vale at Codicote Development of 66 dwellings at land to the west of the B656 High Street in Codicote within the control of North Hertfordshire District Council.
- 7.1.2. The aim of this Travel Plan Statement is to set out the measures proposed to reduce the number of single occupancy car trips to/from The Vale at Codicote Development and to encourage the use of a range of sustainable travel alternatives.
- 7.1.3. A review of the site accessibility has been undertaken and concluded that there is a good provision of walking / cycling routes and public transport services within the area. These will be further enhanced by providing contributions towards bus stop improvements and bus service enhancements and providing improved pedestrian and cycle connectivity to the existing network and key destinations near the Site.
- 7.1.4. Challenging mode share target which aims to reduce car-based travel by 10% over a developer supported period following first occupation has been set for The Vale at Codicote Development.

Appendix A

SITE LOCATION PLAN 



Key

★ Site Location

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TITLE:

SITE LOCATION PLAN

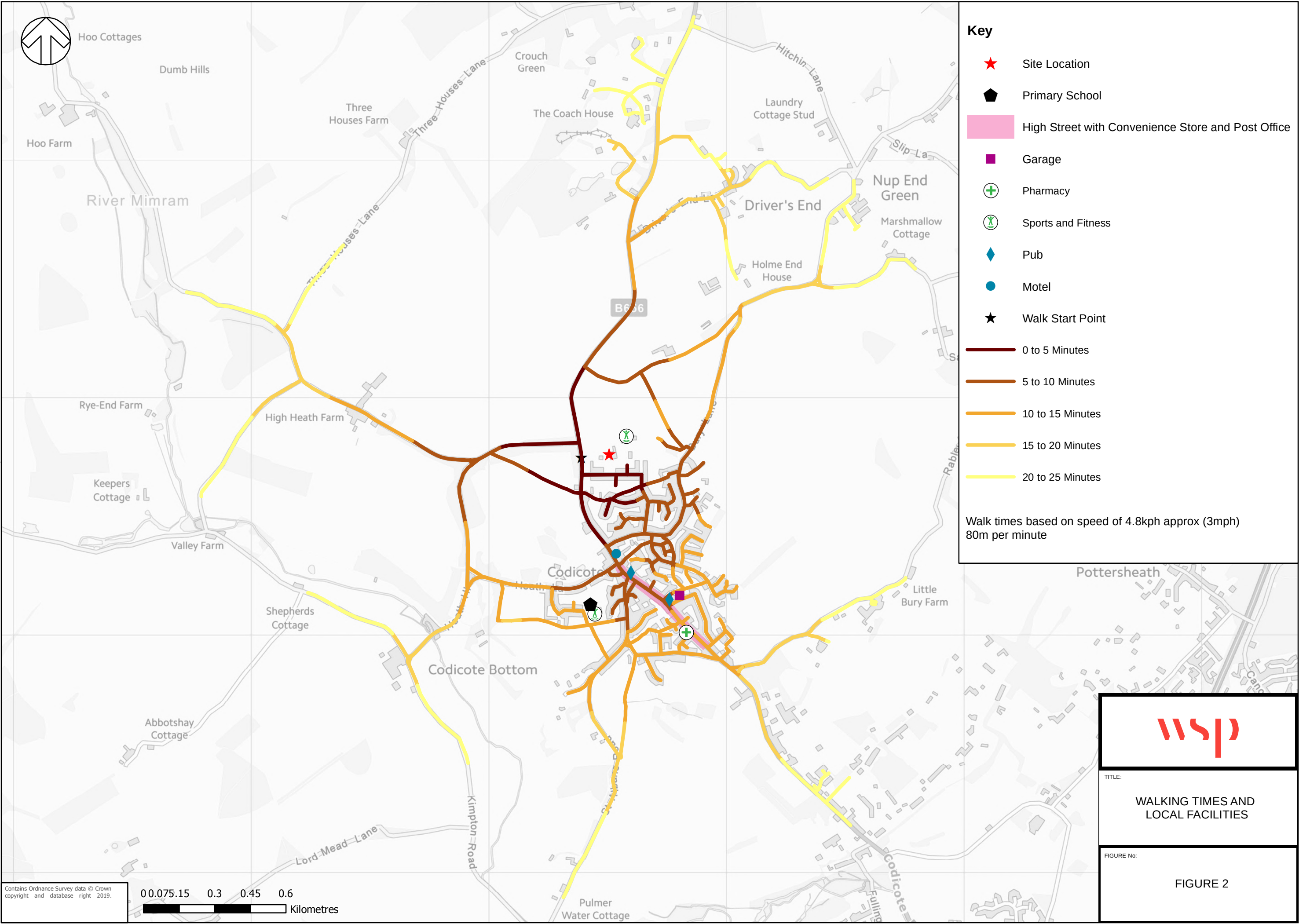
FIGURE No:

FIGURE 1

Appendix B

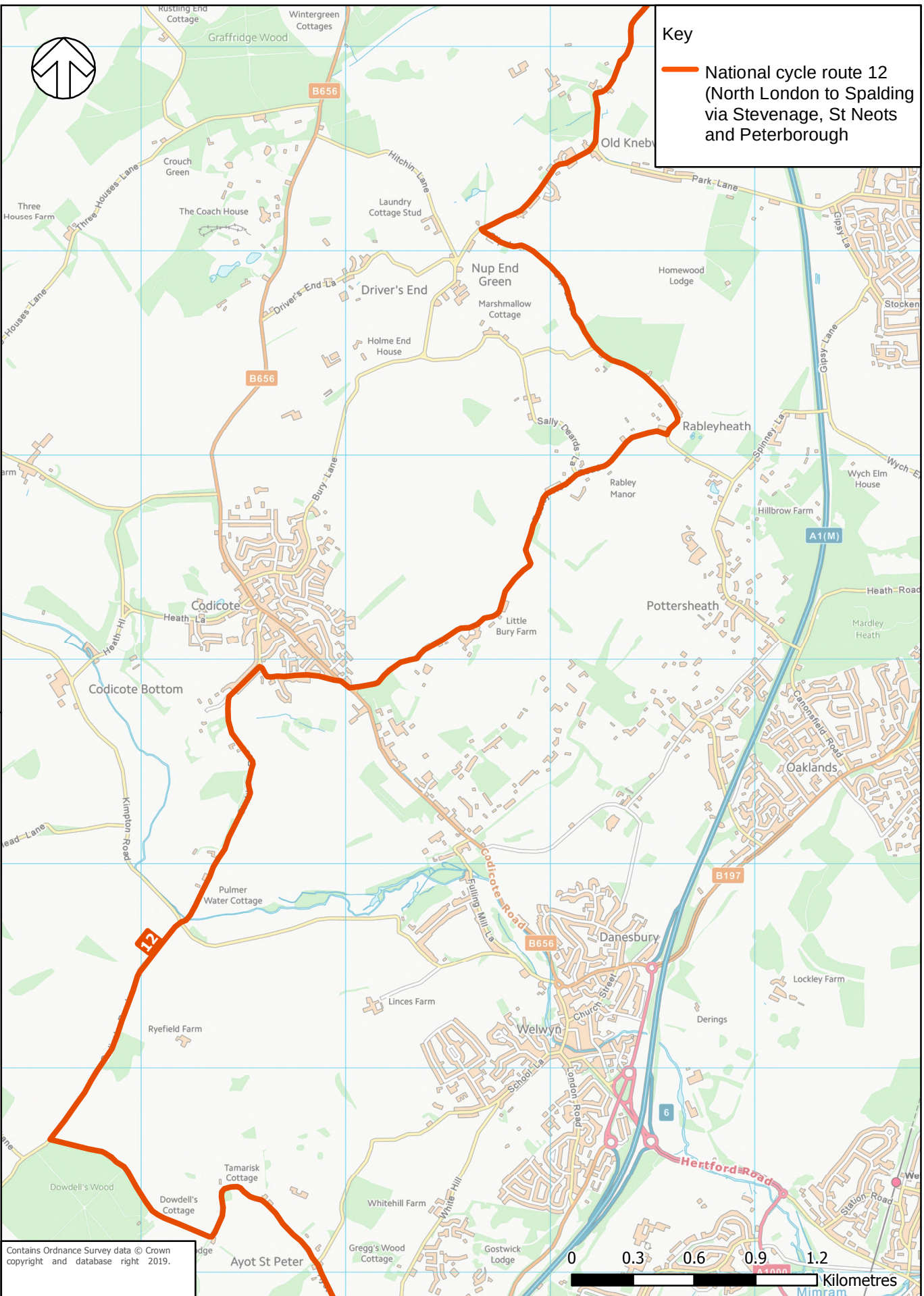
**WALKING ISOCHRONES AND LOCAL
FACILITIES PLAN**





Appendix C

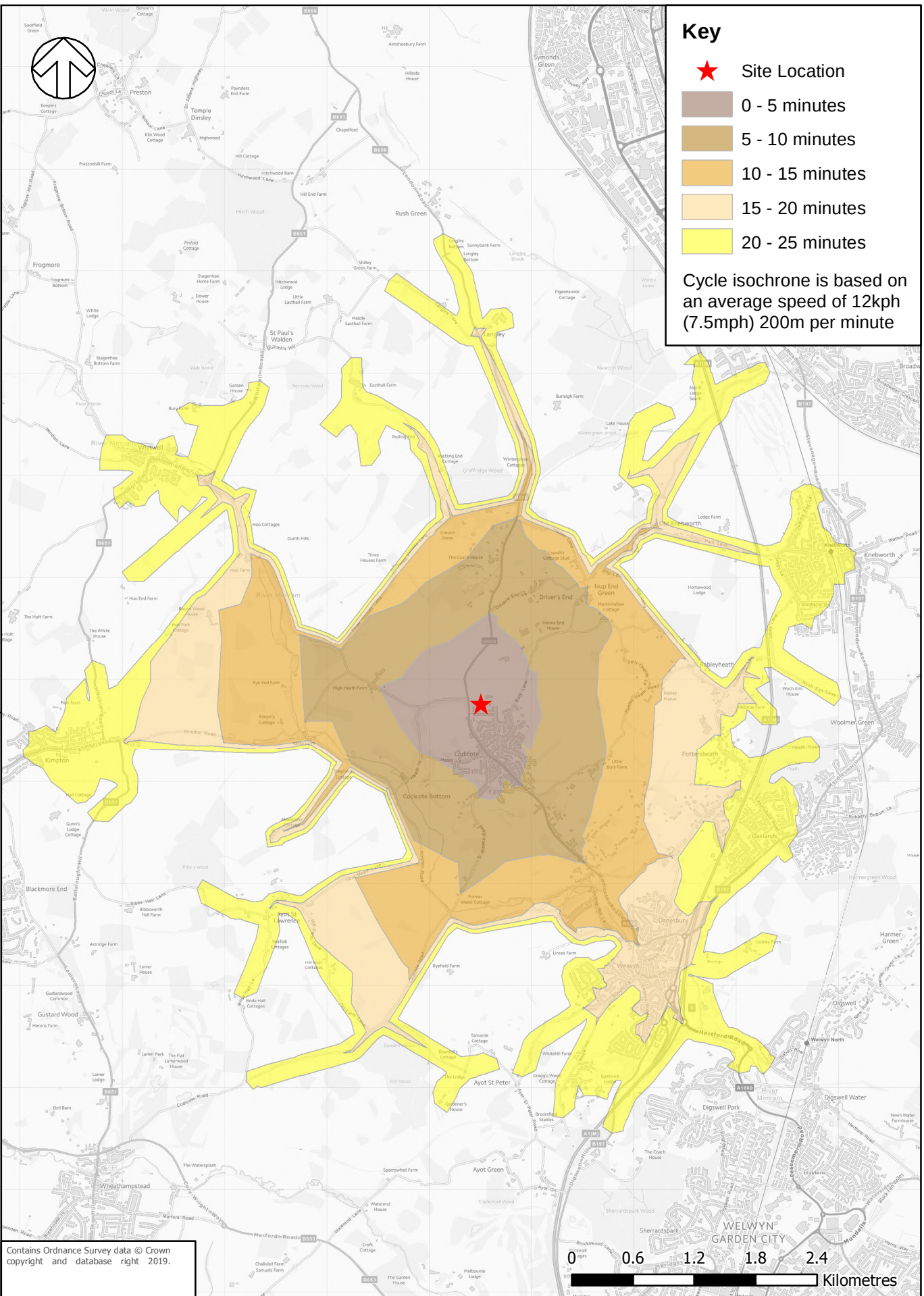
LOCAL CYCLE MAP 



Appendix D

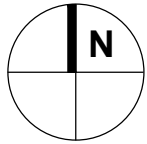
CYCLE ISOCHRONE

wsp



Appendix E

DEVELOPMENT LAYOUT **wsp**



LEGEND

- Shared ownership.
- Affordable rent.
- Shed.
1.8 x 1.2m.
- Garden gate.
850mm clear opening width.

NOTE: Refer to Pegasus Group landscape design drawings for planting layouts.

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Client

Taylor Wimpey

Notes

Construction

C6	Proposed planting omitted; Landscape note added.	09.04.24
C5	Rear garden dimensions added to plot 41.	13.09.23
C4	Rear garden dimensions added.	13.09.23
C3	External steps added to plot 27 utility room external door, fence added.	13.08.23
C2	HA tenure shown; Sheds and garden gates added; TWNT house type references shown; Plots 52 & 53 reinstated; Site boundary shown; Construction Issue	17.04.23
C1		10.01.23
Rev	Description	Date

Project

HIGH STREET
CODICOTE

Drawing Title

SITE LAYOUT



Drawn: MB	
Scale 1:500 @ A1	Date 16.11.22
Drawing Number MBCS22-002 / ASL003	Revision C6



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