



LW Developments Ltd

CHESHUNT SPORTS VILLAGE, THEOBALDS LANE, CHESHUNT, HERTFORDSHIRE

Framework Residential Travel Plan





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Framework Residential Travel Plan

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1 INTRODUCTION

1.1 FORWARD

- 1.1.1. This Framework Residential Travel Plan has been prepared for the proposed circa 186 residential dwellings development associated with Cheshunt Sports Village, located at the Cheshunt Football Club to the north of Theobalds Lane, Cheshunt, Hertfordshire. This Travel Plan covers the residential element of the development. The employment uses will be subject to a separate Framework Workplace Travel Plan.
- 1.1.2. The purpose of the Framework Residential Travel Plan is to set out the detail regarding indicative targets, management strategy, measures and proposed monitoring methodologies to facilitate the production of a full Residential Travel Plan after the baseline monitoring surveys have been undertaken. The Framework Residential Travel Plan has been prepared to accompany the planning application for the proposed development, and will be secured through a Section 106 agreement.
- 1.1.3. The development proposal is as follows:
- i A new football stadium to replace the existing ground located to the south-west of the site next to the existing car park. The stadium will include the following elements:
 - A new stadium with 1330 seats and overall capacity for 2,000 spectators.
 - A north block which will be arranged across three floors totalling 2,400sqm (GIA) and will comprise changing rooms, bars and functions suites;
 - i 115 residential apartments;
 - i 48 residential houses; and
 - i A western block which will be arranged across three floors totalling 4,002sqm (GIA) and will comprise community use, service related industries, leisure use and offices.
- 1.1.4. Based on the size of the facilities outlined above, and the information provided by the architect, it has been confirmed that a Framework Workplace Travel Plan will need to be provided for the New Football Stadium / the West Block and a Framework Residential Travel Plan will need to be provided for the residential element of the proposed development.
- 1.1.5. It is considered easier to develop travel plans at the planning permission stage of new developments rather than for existing sites because:
- i Residents will not have developed their own travel patterns and will therefore be more willing to try alternatives to the car; and
 - i Infrastructure to accommodate walking, cycling and passenger transport can be incorporated into the design of the site.

1.2 TRAVEL PLAN OVERVIEW

- 1.2.1. A Travel Plan is a dynamic management tool which brings together transport and other land use issues in a co-ordinated strategy. The emphasis in a Travel Plan is on increasing the choice of methods of travel and encouraging their use whilst reducing single occupancy car usage. A Travel Plan involves the development of a set of measures which could bring a number of benefits to residents of the proposed development.
- 1.2.2. A Travel Plan aims to:
- i Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
 - i Reduce the need to travel; and
 - i Encourage the use of sustainable travel by improving facilities and providing information.
- 1.2.3. Travel Planning is an on-going process which will grow and develop with time. A Travel Plan will reflect the changing circumstances faced by residents and the environment in which it operates. This Framework Residential Travel Plan should be read as the document which acknowledges the current position of the residential development together with the need for further work to develop the measures in order to meet the targets identified.
- 1.2.4. It is acknowledged that to be successful, the residential development should involve:

- | A designated Travel Plan Co-ordinator who will be responsible for the site and the implementation and day to day running of the Travel Plan;
- | Involvement of other organisations, such as public transport companies, other local organisations as well as the Local Authority; and
- | Regular review and amendment of the Travel Plan as an on-going process.

1.2.5. The Travel Plan Co-ordinator for the site is likely to be a member of the site management team and will be responsible for collating information for and from residents and will be the key point of contact with the Local Authority.

1.2.6. A successful Travel Plan can bring the following benefits to the proposed residential development:

- | An effective proactive approach to influence the travel behaviour of residents;
- | Promote social inclusion and accessibility;
- | Demonstrate environmental responsibility;
- | Contribute towards road safety targets; and
- | Contribute towards healthier lifestyles and residents.

1.3 TRAVEL PLAN STRUCTURE

1.3.1. The structure of this Residential Framework Travel Plan is as follows:

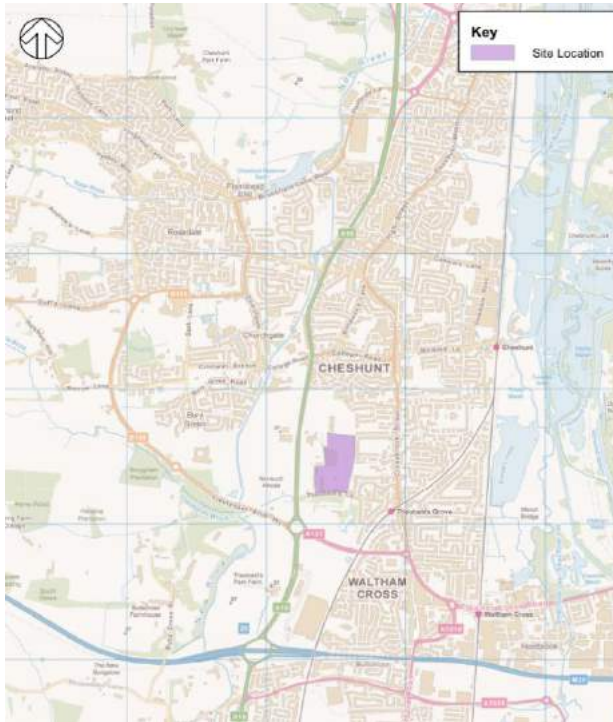
- | Section 2 provides background information regarding the transport network in the vicinity of the proposed development, with reference to road links, walking, cycling, buses and trains. Information relating to the accessibility of local facilities in the vicinity of the site is also provided.
- | Section 3 provides an overview of key national, regional and local policies relating to travel planning;
- | Section 4 provides a description of the development proposals;
- | Section 5 describes the benefits of Travel Plans and the key elements;
- | Section 6 describes the objectives and targets of the Travel Plan.
- | Section 7 outlines the Travel Plan measures and initiatives that will be implemented to help achieve the Travel Plan objectives and targets; and
- | Section 8 describes the monitoring and review of the Travel Plan.

2 BACKGROUND INFORMATION

2.1 SITE DESCRIPTION

- 2.1.1. Cheshunt Football Club site is located to the north of Theobalds Lane, approximately 120m east of the A10 and just over 1km from Cheshunt Town centre. Cheshunt is a town in the Borough of Broxbourne, Hertfordshire England with a population of approximately 52,000 residents. The site location is provided on Figure 1 below:

Figure 1 - Site Location Plan



- 2.1.2. The proposed development would be part of the site occupied by Cheshunt Football Club. The Cheshunt Sports Village site is bound by Theobalds Lane to the south, new football and playing fields to the northern boundary, Albury Farm and the A10 to the western boundary and residential dwellings from the eastern boundary.

2.2 LOCAL ROAD NETWORK

- 2.2.1. Theobalds Lane provides access to Cheshunt Football Club and runs on a broadly east /west alignment between Cheshunt High Street to the east and the A10 to the west.
- 2.2.2. Theobalds Lane forms a simple left in left out priority junction arrangement with the A10 southbound dual carriageway to the west of the site. Theobalds Lane is subject to a 30mph speed limit immediately to the east of the junction with the A10 and benefits from the provision of a system of street lighting. Theobalds Lane is also subject to a 7.5 tonne weight limit that operates for the full extent of the lane. No waiting at any time (double yellow line) parking restrictions are provided on both sides of the carriageway from the junction with the A10 to the vehicular access to Cedars Park House at the eastern site boundary.
- 2.2.3. Theobalds Lane is fronted by trees and vegetation from the junction with the A10 until the Football Club access. The Football Club is serviced by a simply priority junction on the northern side of Theobalds Lane at the south western corner of the site. The priority junction provides access to the existing car parking area adjacent to the Football Club ground. It also provides pedestrian connection to the site.

- 2.2.4. A priority working is located just to the west of the Football Club vehicular access, with a build out on the northern side of Theobalds Lane. The priority is for vehicles travelling east bound on Theobalds Lane and westbound vehicles give way.
- 2.2.5. A combined footway / cycleway located on the northern side of Theobalds Lane behind the trees and vegetation runs along the southern boundary of the site. The combined footway / cycleway provide connections to the A10 pedestrian bridge and the A10 footway adjacent to the southbound carriageway, to the west of the site. To the east of the site it connects to the existing footway / cycleway that run along the eastern boundary of the site. It also connects to the northern Theobalds Lane footway to the east of the site boundary. The footway / cycleway provide pedestrian connections to the Football Club via the access.
- 2.2.6. Cedars Park is served by a recently constructed priority junction located on the southern side of Theobalds Lane just to the east of the football club access. The new priority junction to Cedars Park provides a short length of footway to the west of the access that connects to the northern combined footway / cycleway via an uncontrolled pedestrian crossing. A combined footway / cycleway run on the southern side of Theobalds Lane to the east of the access to the vehicle access to Cedars Park House.
- 2.2.7. A combined footway / cycleway run on a north / south alignment along the eastern site boundary between Theobalds Lane to the south and Albury Ride to the north. The footway / cycleway are signed as part of the route that provides access to Cheshunt Station to the north of the site.
- 2.2.8. To the east of the site Theobalds Lane is fronted by residential development and provided with footways on both sides of carriageway that connect to the High Street. The eastern residential section of Theobalds Lane is subject to limited waiting parking restrictions that operate between 9am to 10am, Monday to Friday. Dudley Avenue forms mini roundabout junctions with Theobalds Lane at its eastern and western ends.
- 2.2.9. Theobalds Lane forms a mini roundabout junction with the B176 High Street. The B176 runs from the A121 Winston Way roundabout to the south and the A1170 Great Cambridge Road to the north. The B176 High Street is provided with footways on both sides of the carriageway that provide access to local facilities and Theobalds Grove rail station located to the south of the mini roundabout.
- 2.2.10. The B176 High Street is subject to a 20mph speed limit to the south of the mini roundabout junction with Theobalds Lane and is 30mph to the north of the roundabout. A signalised pedestrian crossing is located just to the south of the mini roundabout on the High Street and provides access to the eastern footway.
- 2.2.11. The A10 runs on a north / south alignment to the west of the site. The A10 is dual carriageway in the vicinity of the site and a footway is provided adjacent to the southbound carriageway. The A10 to the west of the site is subject to the national speed limit and benefits from the provision of street lighting.
- 2.2.12. The A10 forms a large roundabout junction with the A121 Winston Churchill Way approximately 100 metres to the south of the junction with Theobalds Lane. To the south the A10 connects to the M25 motorway via junction 25 a large signalised roundabout.

2.3 EXISTING PEDESTRIAN AND CYCLE NETWORK

- 2.3.1. The proposed site will connect to the existing pedestrian facilities on Theobalds Lane that provide connection to the High Street and wider footway network with Cheshunt.
- 2.3.2. Theobalds Lane is served by a combined footway / cycleway that run to the south of the site and to the north of Theobalds Brook. To the west of the site footway / cycleway crosses the A10 via a pedestrian over bridge and also accesses the footway on the southbound A10 carriageway. The A10 over bridge provides connection to a footpath that leads to Bury Green and Churchgate to the west of Cheshunt.
- 2.3.3. To the east of the site the combined footway / cycleway connects to the northern footway on Theobalds Lane and also the footway / cycleway that runs adjacent to the eastern boundary and provides access to Albury Road. A further footway / cycleway are provided on the southern side of Theobalds Lane between the access to Cedars Park and the eastern site boundary.
- 2.3.4. Footways either side of Theobalds Lanes to the east of the site provide access to the B176 High Street and Theobalds Grove Station.
- 2.3.5. There are a number of pedestrian crossings in the vicinity of the site that could accommodate key pedestrian desire lines. These include the uncontrolled pedestrian crossing at the existing Football Club access that connects to the southern Theobalds Lane footway / cycleway. An uncontrolled pedestrian crossing is provided

on Theobalds Lane at the eastern boundary of the site, to allow pedestrians to cross north to south and vice versa. The Theobalds Lane arm of the mini roundabout junction with the B176 High Street includes the provision of an uncontrolled pedestrian crossing. The B176 High Street to the south of the mini roundabout junction with Theobalds Lane provides a signalised pedestrian crossing, just to the north of the rail station. The pedestrian facilities will aid movement between the site and the local facilities on the High Street including the Theobalds Grove rail station.

- 2.3.6. **Appendix A** shows the indicative walking isochrones from the site based on a walking speed of 80m per minute (circa 4.8mph), up to a maximum distance of 2km from the centre of the proposed site. The walking isochrones demonstrate that within a 10 minute walk of the site, individuals can reach bus stops, rail stations and local facilities located on the High Street.
- 2.3.7. There are no formal cycle facilities on Theobalds Lane to the east of the site. However, Theobalds Lane is considered to be sufficiently lightly trafficked to accommodate cycle trips on the carriageway. The B176 High Street to the south of the mini-roundabout junction is subject to a 20mph speed limit and would be appropriate to accommodate cycle movements. The section of the High Street to the north of the mini-roundabout junction with Theobalds Lane is considered to be sufficiently wide to accommodate cyclists within the carriageway and would provide connections to local facilities. The combined footway / cycleway that runs along the eastern boundary of the site and connects to Albury Ride that provides a lightly trafficked route from the site to Cheshunt Rail Station.
- 2.3.8. **Appendix B** shows the indicative cycle isochrones from the site based on a cycling speed of 200m per minute (circa 12mph). The cycle isochrones indicate that individuals can reach the High Street and Theobalds Grove rail station within a 5 minute ride.

2.4 EXISTING BUS NETWORK

- 2.4.1. No bus services operate on Theobalds Lane in the vicinity of the site. The nearest bus stops are located on either side of the High Street in the vicinity of Theobalds Grove rail station. Theobalds Grove rail station 'Bus Stop B' is located underneath the railway bridge on the High Street. The southbound Theobalds Grove rail station 'Bus Stop A' is located in a lay by to the north of the mini-roundabout junction with Theobalds Lane. The bus stops are approximately 420m (5 mins) walking distance to the east of the proposed site.
- 2.4.2. The Theobalds Grove Railway Station bus stops provide access to a number of services that operate on the High Street and table 1 below summarises the bus routes and frequency of service. A bus route plan is provided at **Appendix C** of this report.

Table 1 - Bus route and frequencies - Theobalds Grove Rail Station Bus Stops - B176 High Street

| Service | Operator | Route | Frequency | | |
|---------------|------------|--|---|---------------|------------|
| | | | Mon-Fri | Sat | Sun |
| 242 | Metroline | Potters Bar – Hammond Street- Waltham Cross | 2 per hour | 242 | Metroline |
| 251 | Arriva | Waltham Abbey – Waltham Cross / Hammond Street | 4 per hour peak and 3 per hour off peak | 251 | Arriva |
| 310 | Arriva | Hertford – Waltham Cross | 1 every 10 mins | 310 | Arriva |
| 410/410a/410x | Trusty Bus | Holdbrook Estate- Harlow | 2 per hour | 410/410a/410x | Trusty Bus |

- 2.4.3. The above table demonstrates that the proposed site is well served by a number of high frequency bus services that provide access to surrounding towns and villages. The bus services also provide links to Waltham Cross Bus Station, which provides access to London bus services. The bus station is also served by a Transport for London night bus route N279.
- 2.4.4. The bus services accessible from the site would offer future residents and those accessing the football stadium and other uses on the site with good opportunities to travel by bus. The frequency of the buses would provide a realistic alternative to the private car for all users at the proposed development.

2.5 EXISTING RAIL SERVICES

- 2.5.1. Theobalds Grove rail station is located approximately 440 metres (5 ½ mins walk) east of the site on the High Street to the south of the junction with Theobalds Lane. Theobalds Grove rail station is located on the Lea Valley lines and train services are provided by London Over ground. Oyster Cards are accepted at the station, which is in Travel card zone 7. The typical off-peak service is two trains per hour to London Liverpool Street via Seven Sisters, and two trains per hour to Cheshunt. A number of trains run to Hertford East in peak hours.
- 2.5.2. The station also includes a covered cycle shelter with 5 stands and 4 stands not covered located adjacent to the station entrance.
- 2.5.3. Waltham Cross rail station is located approximately 1600m south of the site. The station is located on the West Anglia Mainline and train services are provided by Abellio Greater Anglia. The typical off-peak service is two trains per hour to London Liverpool Street via Tottenham Hale, two trains per hour to Hertford East, one train per hour to Hertford East, one train per hour to Stratford and one train per hour to Bishop's Stortford. The station provides 20 cycle parking stands adjacent to the entrance.
- 2.5.4. Cheshunt Railway station is located approximately 2000m north east of the site at Windmill Lane. The station can be accessed via the combined footway / cycleway that run along the eastern boundary of the site and connects to Albury Ride, Russell's Ride and Windmill Lane. Cheshunt Railway Station is on the West Anglia Main line and the Lea Valley Lines and train services are provided by Abellio Greater Anglia and London Overground. Oyster cards are accepted at the station, which is in Travel card zone 8. The station provides 80 cycle strands/ racks located next to the station entrance.
- 2.5.5. The typical off peak services from the station is as follows:
 - ┆ 4 trains per hour (tph) to London Liverpool Street via Tottenham Hale;
 - ┆ 2 tph to London Liverpool Street via Seven Sisters;
 - ┆ 2 tph to Cambridge;
 - ┆ 2 tph to Bishop's Stortford;
 - ┆ 2 tph to Hertford East; and
 - ┆ 2 tph to Stratford
- 2.5.6. The Liverpool Street service via Seven Sisters is run by London Overground. All other services are run by Abellio Greater Anglia.
- 2.5.7. Theobalds Grove, Waltham Cross and Cheshunt Stations are within easy walking and cycle distance of the proposed development and would provide a good opportunity for combined cycle / train journeys.

2.6 ACCESSIBILITY TO LOCAL FACILITIES

- 2.6.1. In line with planning policy, site should be accessible by a variety of transport modes allowing a reduction in the reliance on the private car. Appendix A shows the location of day-to-day facilities and services in the vicinity of the proposed development.

2.7 POLICY BACKGROUND

- 2.7.1. Manual for Streets (paragraph 4.4.1) states the following:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”
- 2.7.2. The Institution of Highways and Transportation (IHT) “Guidelines for Providing Journeys on Foot” (2000) suggests acceptable, desirable and maximum walking distances. Table 2 contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 2 - Acceptable, desirable and maximum walking distances

| Definition | Walking Distances (M) | | |
|-------------------|-----------------------|---------------------|-----------|
| | Town Centres | Commuting / Schools | Elsewhere |
| Desirable | 200 | 500 | 400 |
| Acceptable | 400 | 1000 | 800 |
| Preferred Maximum | 800 | 2000 | 1200 |

2.7.3. The table below identifies the walking and cycle distance and time to the local facilities, measured from the proposed development.

Table 3 – Accessibility to local facilities

| Facility | Approx. Distance (M) | Approx. Walking Time (Mins) | Approx. Cycle Time (Mins) |
|---|----------------------|-----------------------------|---------------------------|
| Public transport | | | |
| High Street Bus Stops – Theobalds Grove Station | 420m | 5 mins | N/A |
| Theobalds Grove Station | 440m | 5 ½ mins | N/A |
| Waltham Cross Station | 1600m | 20 mins | 8 mins |
| Cheshunt Station | 2000m | 25 mins | 10 mins |
| Local shops and facilities | | | |
| Monarch's Way parade of shops including cafes, restaurant, off licence, book makers, hairdresser, newsagent and convenience store | 700m | 9 mins | 3 ½ mins |
| Tesco Express High Street | 800m | 10 mins | 4 mins |
| Sainsbury Supermarket Waltham Cross | 1200m | 15 mins | 6 mins |
| Pavilions Shopping Centre – Waltham Cross, 50 shops including high street shops | 1250m | 15 ½ mins | 6 ½ mins |
| Cheshunt Library | 1200m | 15 mins | 6 mins |
| Health care | | | |
| Cheshunt Community Hospital | 1200m | 15 mins | 6 mins |

| | | | |
|----------------------------------|-------|-----------|---------|
| Stanhope Doctors Surgery | 1200m | 15 mins | 6 mins |
| Wardens Lodge Medical Practice | 1000m | 12 ½ mins | 5 mins |
| Spirals Dental Practice | 1200m | 15 mins | 6 mins |
| Schools | | | |
| Holy Trinity CofE Primary School | 800m | 10 mins | 4 mins |
| Four Swannes Primary School | 1200m | 15 mins | 6 mins |
| St Joseph Primary School | 1200m | 15 mins | 6 mins |
| Downfield Primary School | 1200m | 15 mins | 6 mins |
| Burleigh Primary School | 1600m | 20 mins | 8 mins |
| Millbrook School | 1750m | 22 mins | 9 mins |
| Dewhurst CofE Primary School | 2000m | 25 mins | 10 mins |
| Hurst Drive Primary School | 2000m | 25 mins | 10 mins |
| St Mary's CofE High School | 1200m | 15 mins | 6 mins |
| Cheshunt School | 1600m | 20 mins | 8 mins |

**Based on a walking speed of 80m per minute (circa 4.8km/h)*

**Based on a cycling speed of 200m per minute (circa 12km/h)*

2.8 ACCESSIBILITY SUMMARY

- 2.8.1. The site benefits from good accessibility to high frequency bus services that provide access to surrounding towns and villages. The bus services also connect to Waltham Cross Bus Station, which provides links to London bus services. The bus services accessible from the site would offer future residents and visitors to the site with good opportunities to travel by bus. The frequency of the buses would provide a realistic alternative to the private car for all users at the proposed development.
- 2.8.2. Theobalds Grove, Waltham Cross and Cheshunt rail stations are all within acceptable walk and easy cycle distance of the site. The stations provide links to London Liverpool Street, Bishop's Stortford, Cambridge, Stratford and Hertford.
- 2.8.3. The High Street is within the recommended 800m walk distance. It is considered that future residents would be likely to walk to access the local facilities. In addition the Pavilions Way shopping centre is 1250m walk distance from the site and would provide access to a wider range of retail opportunities. The site is also within walking and cycling distance of convenience food stores on the High Street and the Sainsbury Supermarket located at the Pavilions Way shopping centre. The site also offers excellent accessibility to local primary and secondary schools.



2.8.4. In terms of sustainability, it is clear that the site benefits from good accessibility to existing highway frequency bus services that run on the High Street and access to three rail stations. Local facilities including shops, services and education are accessible by walking and cycling modes. The site therefore provides future residents, staff and customers with a realistic choice to the private car.

3 POLICY CONTEXT

3.1 INTRODUCTION

- 3.1.1. A clear and robust integrated policy framework is essential to secure effective travel plans. The policy framework required should link coherently from the national through to the local level. The local policy framework needs to be comprehensive, integrated and explicit. This section provides a brief overview of the national, regional and local planning policy relevant to Travel Plans.
- 3.1.2. Building on the Government's commitment to sustainable development, the Department for Transport (DfT) is actively working to deliver the sustainable development objectives by:
- i Tackling congestion (which damages economic competitiveness, worsens local air quality and adds to the stress of our daily lives);
 - i Reducing the environmental and health impacts of transport (including transport's impact on air quality, greenhouse gas emissions, noise pollution and public safety); and
 - i Integrating transport and land-use planning to produce more sustainable patterns of development.

3.2 NATIONAL POLICY NATIONAL PLANNING POLICY FRAMEWORK

- 3.2.1. The National Planning Policy Framework (NPPF) sets out the national structure for planning new developments. Paragraph 36 makes direct reference to Travel Plans, stating that:
- "All developments which generate significant amounts of movement should be required to provide a Travel Plan."*
- 3.2.2. The NPPF defines a Travel Plan as:
- "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed."*

3.3 REGIONAL POLICY HERTFORDSHIRE LOCAL TRANSPORT PLAN 3 (2011 – 2031)

- 3.3.1. The third Hertfordshire Local Transport Plan (LTP3) sets out the county council's vision and strategy for the long term development of transport in the county. The LTP3 has five broad goals for delivering a sustainable transport system across the county. Travel plans can help to achieve these goals:
1. Support economic development and planned growth;
 2. Improve transport opportunities for all and achieve behavioural change in mode choice;
 3. Enhance quality of life, health and the natural, built and historical environment for all Hertfordshire residents;
 4. Improve the safety and security of residents and other road users; and
 5. Reduce transport's contribution to greenhouse gas emissions and improve its resilience.
- 3.3.2. Section 3.28 of the LTP deals specifically with Travel Planning and Changing Travel Behaviour.
- 3.3.3. Paragraph 3.8 of the LTP states the following regarding Travel Plans:
- "The County Council will require a Transport Assessment and a Travel Plan for developments above certain thresholds."*
- 3.3.4. Paragraph 3.15 of the LTP states that:
- "Travel Plans will be required for any such development to address the issues and provision for access by sustainable modes (means of travel other than the car)."*
- 3.3.5. Section 3.28 of the LTP sets out the policies for Travel Planning and Changing Travel Behaviour, and states the following:

- i “Travel Plans look to increase sustainable travel for an organisation or premises and will include a set of measures designed to reduce the impact of traffic congestion for commuter and business journeys. The county council requires travel plans to accompany many planning applications and will work to encourage other premises to develop a travel plan to reduce traffic to those premises.
- i The County Council will encourage the widespread adoption of Travel Plans through:
 - < *Working in partnership with businesses and other organisations to develop travel plans and implement Smarter Choices measures; and*
 - < *Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments.*

3.4 LOCAL POLICY

BOROUGH OF BROXBOURNE LOCAL PLAN (2005)

- 3.4.1. Policy in relation to the transport planning of developments is set out in the Borough of Broxbourne Local Plan (2005) which is currently in process of being updated. Chapter 9 deals specifically with transport planning and promoting sustainable transport.
- 3.4.2. Paragraph 9.4.3 states that:
“As a means of implementing the Council’s aim for reducing reliance on the private car, applicants for major employment generating development which has the potential to attract a high number of visitors, will be expected to submit a Green Travel Plan. This is a package of measures to encourage employees and visitors to use alternative modes of transport to the car. Further information is set out in the Council’s Supplementary Planning Guidance to the Broxbourne Local Plan Second Review. In considering Green Travel Plans, the Council will have regard to current inadequacies of public transport in the area and how these might improve over the life of the plan.”
- 3.4.3. Paragraph 9.4.4 states that:

“To ensure that the terms of an agreed Travel Plan are adhered to and its long term benefits maintained, the Council may impose conditions on planning permissions or seek a legal agreement relating to the extent and size of on-site parking and facilities which would encourage the use of forms of travel other than commuting by car. Green Travel Plans will need to take account of the amount of parking to be provided at the development or, is available at acceptable locations within walking distance of the development.”
- 3.4.4. Policy T4: Green Travel Plans states that:

“All applicants for major developments, particularly employment or leisure uses, will be expected to submit and operate a Green Travel Plan to minimise the number of private car trips generated. The Council may require the developer or occupiers to enter into a legal agreement or may impose planning conditions to ensure that the long-term benefits of a Green Travel Plan are maintained.”

3.5 POLICY SUMMARY

- 3.5.1. National, regional and local planning policies work together to promote successful Travel Plans which strive for consistency between the ‘hard’ development proposals and the ‘soft’ initiatives which accompany it, together with a commitment to monitor travel behaviour and promote sustainable practices throughout the life of the Travel Plan.

4 DESCRIPTION OF PROPOSED DEVELOPMENT

4.1 INTRODUCTION

4.1.1. This section sets out the development proposals for the site for the residential elements within the Cheshunt Sports Village Site.

4.2 DEVELOPMENT DESCRIPTION

4.2.1. A full description of the proposed residential development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.

4.2.2. LW Developments Ltd is proposing a mixed use development at the Cheshunt Football Club site. The development proposal is as follows:

- i A new football stadium to replace the existing ground located to the south-west of the site next to the existing car park. The stadium will include the following elements:
 - A new stadium with 1330 seats and overall capacity for 2,000 spectators.
 - A north block which will be arranged across three floors totalling 2,400sqm (GIA) and will comprise changing rooms, bars and functions suites;
- i 115 residential apartments;
- i 48 residential houses; and
- i A western block which will be arranged across three floors totalling 4,002sqm (GIA) and will comprise community use, service related industries, leisure use and offices.

4.2.3. The development layout is based on Drawing No. 15_238_PL15A produced by Bryant and Moore Architects and is provided at **Appendix D** of this report.

4.3 PARKING PROVISION

4.3.1. The parking standards for all types of development have been taken from the 'Borough-Wide Supplementary Planning Guidance' (updated in 2013) and replicated in table 4 below:

Table 4 – Residential Parking Provision

| C3 Residential Use | Maximum Vehicle Parking Standards | Cycle Parking Standards |
|-----------------------------|-----------------------------------|---|
| 1 Bedroom dwelling | 1.5 spaces per dwelling | 1 long term space if no garage or shed provided |
| 2 Bedroom dwellings | 2 spaces per dwelling | |
| 3 bedroom dwellings | 2.5 spaces per dwelling | |
| 4 or more bedroom dwellings | 3 space per dwelling | |

4.3.2. It should be noted that the Council has agreed to treat these car parking standards as guidelines rather than maximums. Planning applications will be determined on the basis of a sensible balance of residential car parking spaces based on relevant circumstances of the proposal, its site context and its wider surroundings and within the overall aim of reducing private car use in favour of alternative modes of transport.

4.3.3. It is proposed that the residential element of the development is served the following parking provision:

Table 5 - Residential Parking Provision

| C3 Residential Use | Proposed Parking Provision |
|---|-----------------------------------|
| 115 Flats (53 x 1 bedroom and 62 x 2 bedroom) | 216 spaces |
| 48 Houses (26 x 3 bedroom and 22 x 4 bedroom) | 144 spaces |

- 4.3.4. The 3 bed houses will be served by 2 spaces and the 4 bed houses by 3 spaces. The remaining 26 spaces will be provided for visitor parking located at various points on the internal layout. This will provide formal areas for visitors to parking and discourage inappropriate parking on the streets. The 1 bed flats will be served by 80 spaces and the 2 bed flats by 124 spaces. The remaining 12 spaces will also be provided for visitor parking located at various point through the development. The residential standards are for maximum provision and the parking provision at the site will accord with the above local standards.
- 4.3.5. It is proposed that all residential dwellings are served by 1 cycle parking space. The cycle parking for the houses will be accommodated within the curtilage of each property. The cycle parking for the flats will be accommodated in fully accessible convenient and secure storage areas located across the various blocks.

5 WHAT IS A TRAVEL PLAN?

- 5.1.1. A Travel Plan (TP) is a long-term management tool which brings together transport and other business issues in a co-ordinated strategy. The emphasis in a TP is on increasing the choice of sustainable methods of travel and reducing single occupancy car usage. A TP involves the development of a set of measures which can bring a number of benefits to residents of the proposed development and minimises local traffic impacts of new development.
- 5.1.2. Travel Plans are unique and specific to each development site, but guided by a framework of common principles and components. A TP must identify a package of measures that can be applied at the specific location to ensure accessibility and encourage the use of sustainable modes of travel – walking, cycling, passenger transport and car sharing.
- 5.1.3. A Travel Plan will offer a choice of different travel modes to and from a site and encourage the use of more sustainable travel. A TP will only be successful if there is a good partnership approach between businesses, council officers and travel planning developers whilst the plan is being drawn up, followed by a combination of robust management, effective monitoring and realistic targets whilst in operation.
- 5.1.4. Travel Plans are required in Hertfordshire to support a number of national and local policy objectives:
- ┆ Reducing pressure on highway capacity, particularly at peak times;
 - ┆ Cutting carbon emissions and their contribution to climate change;
 - ┆ Reducing road danger and protecting vulnerable road users;
 - ┆ Improving local air quality;
 - ┆ Encourage behavioural change towards passenger transport, walking, cycling and other forms of active travel;
 - ┆ Enabling children to travel independently;
 - ┆ Improving staff morale in the targeted organisation;
 - ┆ Creating more attractive and liveable neighbourhoods, strengthening the local communities;
 - ┆ Reducing business and logistics costs; and
 - ┆ Increasing business profitability and functionality of the development through increased accessibility.
- 5.1.5. A Travel Plan should consist of seven essential elements. These are as follows:
- ┆ Objectives – The key goals that the travel plan seeks to achieve;
 - ┆ Targets – A means of measuring the achievement of objectives;
 - ┆ Measures – The initiatives that will be introduced to achieve the targets set. This should also include remedial measures and actions that will be taken if the travel plan targets are not met;
 - ┆ Management – It is essential that there is an individual identified to oversee implementation, monitoring and review of the travel plan. Adequate resourcing should be made within an appropriate amount of the individual's time allocated;
 - ┆ Action Plan – A programme for delivering the measures and a means of communicating the above to site users, including identification of who will oversee the delivery of the Travel Plan;
 - ┆ Securing – It is important that that the Travel Plan is effectively secured through legal mechanisms; and
 - ┆ Monitoring and review – Must be undertaken to ensure that the Travel Plan achieves the targets that it sets out to achieve.
- 5.1.6. Travel Planning is an on-going process which will grow and develop with time. A TP will reflect the changing circumstances faced, and the environment in which it operates. This Framework Travel Plan should be read as the document which acknowledges the current position of the residential land use together with the need for further work to develop the measures in order to meet the targets identified.
- 5.1.7. It is acknowledged that in order to be successful, the residential land use should involve the following:
- ┆ A designated TP Co-ordinator to be responsible for the development, implementation and day-to-day running of the TP;
 - ┆ Communication with residents as to the various methods of transport available;
 - ┆ Involvement of other organisations, such as public transport companies, other local organisations (if applicable), local businesses and the local authority; and
 - ┆ Regular review and amendment of the TP as an on-going process.

- 5.1.8. The Travel Plan Co-ordinator (TPC) could be someone within a site management company or a specialist provider who can deliver the necessary services for the site as a whole and an agreement that this will occur will form part of the planning application process. The appointment of an appropriate person will be made prior to site occupation and it will be necessary that they work initially with the sales and marketing staff.
- 5.1.9. A Travel Plan can bring a number of benefits:
- i Benefits to Residents:
 - Improves access to essential services and jobs;
 - Improves travel options;
 - Creates opportunities for healthier lifestyles.
 - i Benefits to Developers:
 - Makes the site more accessible;
 - Helps smooth the planning process; and
 - Improves future marketability of the development.
 - i Benefits to Local Communities:
 - Enhances passenger transport;
 - Improves walking and cycling routes; and
 - Reduces peak time congestion.
 - i Benefits to the environment:
 - Makes areas less noisy and polluted;
 - Improves air quality; and
 - Improves the built environment.

6 OBJECTIVES AND TARGETS

6.1 OBJECTIVES

- 6.1.1. Travel Plans should have measurable outputs or targets against which the progress of the Residential Travel Plan can be monitored. With consideration to the nature of the development, the main objectives of the Travel Plan are as follows:
- i To inform residents of the proposed development of their travel options;
 - i To support car-free lifestyles;
 - i To maximise the use of cycle provision as far as practicable;
 - i To increase the attractiveness and use of cycling for day-to-day journeys;
 - i To raise awareness of sustainable modes of transport available within the vicinity of the site;
 - i To promote sustainable travel modes as a convenient alternative to car travel; and
 - i To encourage healthy and active journeys.

6.2 TARGETS

- 6.2.1. Travel Plan targets can be used to assess the effectiveness of a Travel Plan and identify which areas require attention in terms of prioritising resources such as time, cost and labour.
- 6.2.2. Travel Plan targets should be SMART (Specific, Measurable, Achievable, Realistic and Timebound), and appropriate to the specific development and land use to which they apply.
- 6.2.3. As described above, Travel Plan targets need to be specific to the development to which they apply. At this early stage, it is considered premature to identify specific targets relating to mode share reductions, as the observed mode share is not known. The behaviour and characteristics of the residents of the proposed development cannot be known until they move to the development.
- 6.2.4. Detailed Travel Plan targets for mode share will be identified following the baseline travel survey, in order to ensure that targets are both realistic and achievable. These mode share targets will be agreed with Hertfordshire County Council's Travel Plan Officer.
- 6.2.5. The objectives provide the framework for the Travel Plan measures. Targets are included in a Travel Plan to help achieve the objectives and there are two main types that are acceptable. The most easily demonstrated is the commitment to deliver the package of measures set and includes initiatives to promote an increase in walking / cycling, car sharing and use of public transport.
- 6.2.6. The mode share for the site has been calculated from the 2011 census using journey to work trips for the ward covering the development. The figures shown in Table 6 represent a reasonable starting point upon which to base any future targets for single car occupancy trip reductions for the site, and will be verified against data collected through the baseline travel surveys in due course.

Table 6 2011 Census: Method of Travel to Work (Workplace Population): Theobalds Ward

| Mode | Mode Share | |
|---------------|------------|--------|
| | Count | % |
| Walk | 314 | 9.4% |
| Cycle | 54 | 1.6% |
| Bus | 137 | 4.1% |
| Train | 643 | 19.2% |
| Taxi | 22 | 0.7% |
| Motorcycle | 34 | 1.0% |
| Car Driver | 1,973 | 58.8% |
| Car Passenger | 154 | 4.6% |
| Other | 24 | 0.7% |
| Total | 3,355 | 100.0% |

- 6.2.7. Table 7 shows that around 63% of residents are likely to travel to work by car of which around 59% are single occupancy vehicles (SoVs), 23% use public transport and 11% walk or cycle. It is considered that appropriate key aims of the Travel Plan would be to reduce the level of single occupancy vehicle trips from the residential site and increase the level of walking and cycling to and from the site.
- 6.2.8. The aspirational target of this Framework Travel Plan is to reduce single occupancy car use by residents by 10-15% over a five year period. This is likely to be achieved by promoting car sharing and reducing single occupancy journeys to work as well as incorporating the measures set out in the next section of this report. It will also be achieved by highlighting all sustainable travel options available to residents. Accordingly, the key monitoring mode will be single car driver which would be targeted to reduce to around 50%.
- 6.2.9. The objectives provide a framework on which to base the Travel Plan targets and measures, which will be used to achieve these objectives. The proposed initial targets are as follows:
- i Appointment of a site wide Travel Plan Co-ordinator prior to occupation of the site;
 - i Undertake a baseline travel survey after 50% occupation;
 - i Undertake a full detailed monitoring survey on one day after 100% occupation; and
 - i To prepare and submit a Travel Plan Monitoring Reports to Hertfordshire County Council no later than two months following the completion of the monitoring survey.

7 MEASURES AND INITIATIVES

7.1 INTRODUCTION

7.1.1. This section of the Travel Plan sets out the measures and initiatives that will be used to promote the Travel Plan and sustainable transport modes within the proposed residential development.

7.2 TRAVEL PLAN CO-ORDINATOR

7.2.1. The Framework Residential Travel Plan will be implemented through the appointment of a Travel Plan Co-ordinator (TPC). The Travel Plan Co-ordinator will liaise with the Local Authority, residents and other interested parties. The Travel Plan Co-ordinator will be in place for a minimum of 5 years following the first survey and should attend site a minimum of one day per month during this period.

7.2.2. The role of the TPC is typically fulfilled by either someone within the site management company or by an external specialist. The individual / company appointed as the TPC should be appointed prior to occupation of the development site, and should be a named person agreed with officers at Hertfordshire County Council (HCC). Once appointed, full contact details will be provided to HCC. The Travel Plan Co-ordinator should instigate and manage the Steering Group as set out below.

7.2.3. The TPC is the person responsible for the day-to-day management of the Travel Plan. The role of the TPC will include:

- ┆ To provide a Full Residential Travel Plan after the baseline monitoring surveys have been undertaken;
- ┆ To confirm the Residential Travel Plan which sets out agreed aims and targets for the site;
- ┆ To establish a Travel Plan forum group to discuss the Travel Plan and develop initiatives and measures to relieve any barriers to using alternative modes of travel with Hertfordshire County Council Travel Plan officers, Broxbourne Borough Council, bus operators, rail operators and other interested parties;
- ┆ To provide co-ordinated feedback to residents and develop further opportunities for the promotion and development of initiatives and schemes within the County Council and other interested parties;
- ┆ To promote and encourage the use of sustainable travel modes;
- ┆ To promote the Travel Plan alongside national events (e.g. walk to work week);
- ┆ To provide a point of contact and travel information for residents;
- ┆ To instigate and run the steering group;
- ┆ To ensure that all relevant information is provided to all new members of staff and that up-to-date information is clearly displayed on the Travel Plan notice boards and within the induction pack;
- ┆ To promote car sharing and direct residents to <https://herts.liftshare.com/>;
- ┆ To arrange for travel surveys to be undertaken on an annual basis for the life of the plan;
- ┆ To provide a point of contact for the transport operators and officers of the council and work with other local businesses to pursue joint plans and initiatives where relevant;
- ┆ To undertake personalised travel planning with residents and investigate incentives that will achieve the required level of mode shift.

7.2.4. The Travel Plan Co-ordinator (TPC) will provide details for links to websites such as journey planning and bus companies as well as sites directed by the local authority. These links could include:

- ┆ Google maps (distance calculator for walking and cycling and bus stop location details): <https://www.google.co.uk/maps>
- ┆ Cycle map and cycle information: www.sustrans.org.uk or <http://www.cyclestreets.net/>
- ┆ Bus and rail information via 'Intalink': <http://www.intalink.org.uk/plan-your-journey/>
- ┆ Rail information via 'National Rail': <http://www.nationalrail.co.uk/>
- ┆ Bus information via 'Traveline': www.traveline.info/
- ┆ Walking information via 'Walkit': <http://walkit.com/>
- ┆ Car sharing: <https://liftshare.com/uk>

7.2.5. The websites listed will provide links to up-to-date cycle maps, bus maps/timetables and the ability to calculate distances when walking and cycling to the site.

7.3 STEERING GROUP

7.3.1. A steering group should be set up by the Travel Plan Co-ordinator under the title of the Cheshunt Sports Village Travel Plan Steering Group. This group is expected to cover both residential and commercial elements

of the site. The steering group should consist of internal stakeholders with invites to external partners such as HCC. The steering group should meet and report annually for the 5-year period during which the Travel Plan Co-ordinator is in place.

7.4 WELCOME PACK

7.4.1. Each dwelling will be provided with a Travel Plan Welcome Pack that contains the following information:

- ┆ Information about the Travel Plan and its objectives;
- ┆ Bus / Rail timetables and maps for services operating from nearby;
- ┆ A map showing the locations of key local facilities available in the locality and approximate walking times from the centre of the development;
- ┆ Promotional material regarding <https://liftshare.com/uk> car sharing scheme;
- ┆ Promotional material regarding home delivery services;
- ┆ Information about the health and financial benefits of walking and cycling; and
- ┆ Links to travel websites.

7.4.2. The Welcome Pack will be provided to each occupier on arrival, with the pack being disseminated by the sales team, and created and managed by the Travel Plan Co-ordinator.

7.5 COMMUNITY TRAVEL NOTICEBOARDS

7.5.1. Community Travel Noticeboards will be installed at key locations within the development such as near to pedestrian access points or near to areas of open space. The number and location of the boards will be set out in detail as part of the Full Residential Travel Plan.

7.5.2. The TPC will be responsible for preparing information to display on the notice boards and for ensuring that the information is displayed appropriately. The information could include:

- ┆ Walking isochrone maps showing the facilities available within the locality and approximate walking times from the centre of the development;
- ┆ Bus / rail timetables and maps for services operating nearby;
- ┆ Details about where further travel information could be obtained;
- ┆ Information about upcoming community events; and
- ┆ Information about the Travel Plan.

7.6 COMMUNITY EVENTS

7.6.1. The TPC will arrange community travel events either within the development or at a nearby community facility. The events could be arranged to tie into national campaigns such as National Cycle to Work week to ensure that the maximum impact can be gained. The focus of the community events will be to promote the Travel Plan and ensure engagement and ownership of the objectives and targets by the local residents.

7.7 INCORPORATING SUSTAINABLE TRAVEL IN DESIGN

7.7.1. The development will be designed to encourage sustainable travel. Further details of this will be described in the Full Travel Plan once the measures have been fully developed.

7.8 MEASURES TO REDUCE THE NEED TO TRAVEL

7.8.1. The proposed units will provide the following measures to reduce the need for residents to travel:

- ┆ Provision of suitable broadband connections to facilitate home working;
- ┆ Provide facilities to improve access to health, education, childcare, shopping, employment, leisure and community facilities; and
- ┆ Allow for home delivery drop off points.

7.9 ADDITIONAL MEASURES TO PROMOTE BUS AND RAIL TRAVEL

7.9.1. The proposed units will provide the following measures to encourage use of bus / rail travel to and from the development:

- ┆ The TPC will contact the public transport officer at Hertfordshire County Council to request copies of any appropriate bus / rail route maps and any other information available to promote bus / rail usage.

- i The TPC will contact the relevant bus / rail companies to discuss the possibility of sending discount leaflets and potentially providing free taster tickets for travel. This will be undertaken within 1 month of occupation by the TPC.

7.10 ADDITIONAL MEASURES TO PROMOTE AND FACILITATE CYCLING

- 7.10.1. The proposed units will provide the following measures to encourage use of cycling to and from the residential development:
 - i Provision of secure cycle parking facilities in accordance with Borough of Broxbourne's cycle parking standards; and
 - i The TPC will review marketing campaigns and participation in cycling events such as national cycle to work day, to help raise the general profile of cycling.

7.11 FREIGHT AND DELIVERY MEASURES

- 7.11.1. The site contains residential dwellings as well as a number of commercial units which may contain a variety of different business types. As part of the Steering Group annual review, the ability to coordinate any freight / delivery or refuse collection activities should be reviewed to identify any opportunities to reduce vehicle movements to and from the site
- 7.11.2. Broadband internet connection will allow multi-drop deliveries to the site reducing residents' need to travel. The provision of a street network will allow delivery by bicycle-based delivery firms should local conditions allow their emergence.
- 7.11.3. There is no freight element to the residential site proposals.

7.12 CAR SHARING

- 7.12.1. Car sharing is likely to be a useful means of reducing single occupancy car use to the site. The majority of residential sites will have clusters of staff working in the same towns, villages and employment areas, so many journeys to work are likely to be concentrated along the same corridors providing opportunities for car sharing.
- 7.12.2. The TPC will also provide personalised travel planning for all residents. This will allow the potential for car sharing to be explored and for staff to be matched with others willing to share. In addition, if car sharing is not a viable option for residents, the TPC will provide information regarding national and local car sharing databases.
- 7.12.3. In addition, the TPC will promote 'National Lift Share Day' and will also introduce a 'Car Share' noticeboard for people to swap information, although this will be managed by the TPC.

8 MONITORING AND REVIEW

8.1 MONITORING

8.1.1. HCC requires applicants / developers to commit to a long-term management framework and monitoring strategy for their travel plans in order to achieve sustainable and lasting results. A successful Travel Plan must be a long-term management strategy that is constantly monitored, updated and its performance reviewed. DfT state that:

“The plan continues for the life of the development and requires commitment from occupiers and partners. It is not simply a means of securing planning permission.”

8.1.2. The TPC will be responsible for undertaking monitoring of the Travel Plan. A baseline survey will be undertaken after 50% of the development is occupied to be used to establish the formal mode share targets.

8.1.3. A further survey will then be undertaken annually for the first 5 years of the development.

8.1.4. The monitoring survey specification will be designed by the Travel Plan Co-ordinator, and will collect multi-modal data in line with any specific requirements of Hertfordshire County Council travel plan officers in accordance with the ‘Standardised Approach to Monitoring’ (SAM). A standardised approach is essential in order to ensure the collection of consistent and robust data, enabling travel plan officers and developers to:

- i Monitor progress in achieving a travel plan’s specific, measureable, attainable, realistic, time-bound targets – and identify refinements to be made to the plan if it is not on course to achieve what it set out to; and
- i Assess the effectiveness of travel plans and specific measures implemented as part of a travel plan for encouraging sustainable travel.

8.1.5. Following the initial baseline survey, the Travel Plan Co-ordinator will prepare the Full Residential Travel Plan, which will identify and confirm the site specific targets which will be discussed and agreed with Hertfordshire County Council. It will include a summary of the baseline data and details of any measures that have already been implemented or are due to be implemented in the future.

8.1.6. To ensure consistency and reliability, ‘SAM’ surveys should be carried out during a similar period of the year and on the same day of the week as the original survey. Data from all surveys will then be input into Hertfordshire’s Travel Plan monitoring system in HAPS (Hertfordshire Advanced Passenger System).

8.1.7. All surveys will follow the format required by the ‘SAM’ that is adopted at all new developments throughout Hertfordshire. The Travel Plan Co-ordinator will prepare an annual monitoring report following each survey, for submission to the Travel Plan officer at HCC. The report will also consider whether the site is on course for meeting any agreed Travel Plan targets and identify any additional marketing or promotional activities that could take place to effect change within the site if the targets are not being met.

8.1.8. If the targets that are agreed following the baseline surveys are not met then the Travel Plan Co-ordinator will seek to review the existing schemes and measures that have been implemented and their effectiveness and then to identify further measures that could be implemented to either promote the use of alternative modes of travel or to restrict the use of private motorised travel. Discussion and agreement with Hertfordshire County Council will be required.

8.2 REVIEW MECHANISMS

8.2.1. In order to ensure that the Travel Plan remains a ‘living’ document, the document will be periodically reviewed and updated by the Travel Plan Co-ordinator in consultation with the Steering Group. This will allow for the Travel Plan to remain relevant to the development, incorporating any changes to the transport network in the local area, or any changes to local or national policy directly related to transport matters. The Travel Plan Co-ordinator will also review the Travel Plan measures to take account of any innovations in transport technology or methods. The Travel Plan should be reviewed in years 1, 3 and 5 of the plan.

8.2.2. Any updates to the Travel Plan will need to be agreed with the Travel Plan officer at Hertfordshire County Council. It is suggested that the first full review is carried out when the development is fully built and occupied in order to take stock of the achievements made and to ensure that the continuation of the Travel Plan implementation and monitoring continues as the developer takes a lower profile and the site residents begin to take over responsibility for the Travel Plan.

- 8.2.3. Annual monitoring, including the identification of any additional measures that may be needed to achieve the desired mode share targets will be undertaken in liaison with the Travel Plan officer at Hertfordshire County Council. A full review of the Travel Plan will be undertaken every five years.

8.3 ADDITIONAL MITIGATION MEASURES

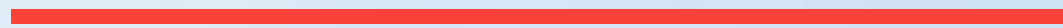
- 8.3.1. Should progress towards the mode share targets be indicating that the Travel Plan aims may not be achievable, further mitigation measures may be required. Within the Travel Plan funding allocation should be a contingency fund that can be used with the agreement of the Travel Plan Co-ordinator and HCC to make adjustments to the measures and initiatives to assist in achieving the Travel Plan targets and objectives.
- 8.3.2. It is not yet possible to predict which elements of the Travel Plan could require adjustment, but a list of potential interventions could include:
- i Additional free travel passes to encourage public transport use;
 - i Continued support to local bus services;
 - i Further off site pedestrian / cycle crossings;
 - i Further cycle parking;
 - i Discount vouchers for cycle purchase; or
 - i Additional personalised travel planning.

8.4 FUNDING

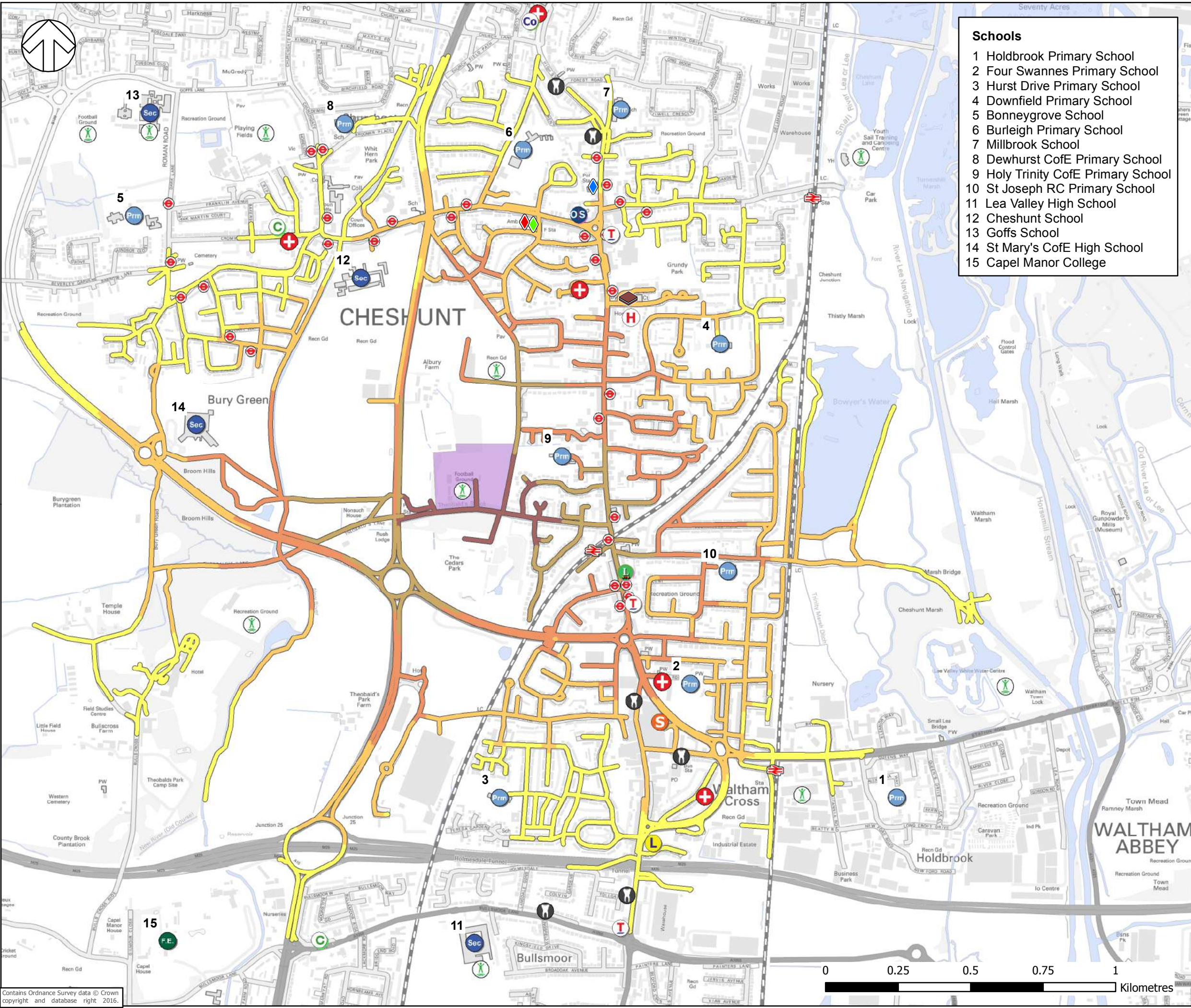
- 8.4.1. A monitoring fee will be agreed and secured through a Section 106 agreement. This will be paid to HCC to cover the costs of using the monitoring system and for monitoring the output data. It is anticipated that this will be £6,000.
- 8.4.2. The developer will be required to make a residential travel plan contribution to help fund sustainable travel incentives through providing vouchers for cycling and passenger transport. There will also be the option of site specific sustainable modes of travel maps for occupiers to give to new residents which would incur additional costs. The Residential Travel Plan Contributions are £50 per flat and £100 per house. Applying the development content (136 flats and 50 houses), this equates to a total contribution of £11,800.

Appendix A

WALK ISOCHRONES



wsp



- Schools**
- 1 Holdbrook Primary School
 - 2 Four Swannes Primary School
 - 3 Hurst Drive Primary School
 - 4 Downfield Primary School
 - 5 Bonneygrove School
 - 6 Burleigh Primary School
 - 7 Millbrook School
 - 8 Dewhurst CofE Primary School
 - 9 Holy Trinity CofE Primary School
 - 10 St Joseph RC Primary School
 - 11 Lea Valley High School
 - 12 Cheshunt School
 - 13 Goffs School
 - 14 St Mary's CofE High School
 - 15 Capel Manor College

- Key**
- Site Location
 - Co-op
 - Costcutter
 - Lidl
 - Londis
 - One Stop Convenience
 - Sainsbury's
 - Tesco
 - Cheshunt Community Hospital
 - Doctor
 - Dentist
 - Sports / Fitness Facility
 - Primary School
 - Secondary School
 - Further Education
 - Library
 - Ambulance Station
 - Fire Station
 - Police Station
 - Bus Stop
 - Railway Station
 - 0 - 5 minute walk
 - 5 - 10 minute walk
 - 10 - 15 minute walk
 - 15 - 20 minute walk
 - 20 - 25 minute walk

Note
Walk times based on a speed of 4.8kph approx. (3mph) 80m per minute.



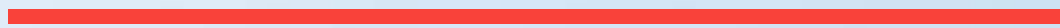
TITLE:
**FACILITIES PLAN
SHOWING
WALK CATCHMENT**

FIGURE No:
APPENDIX E

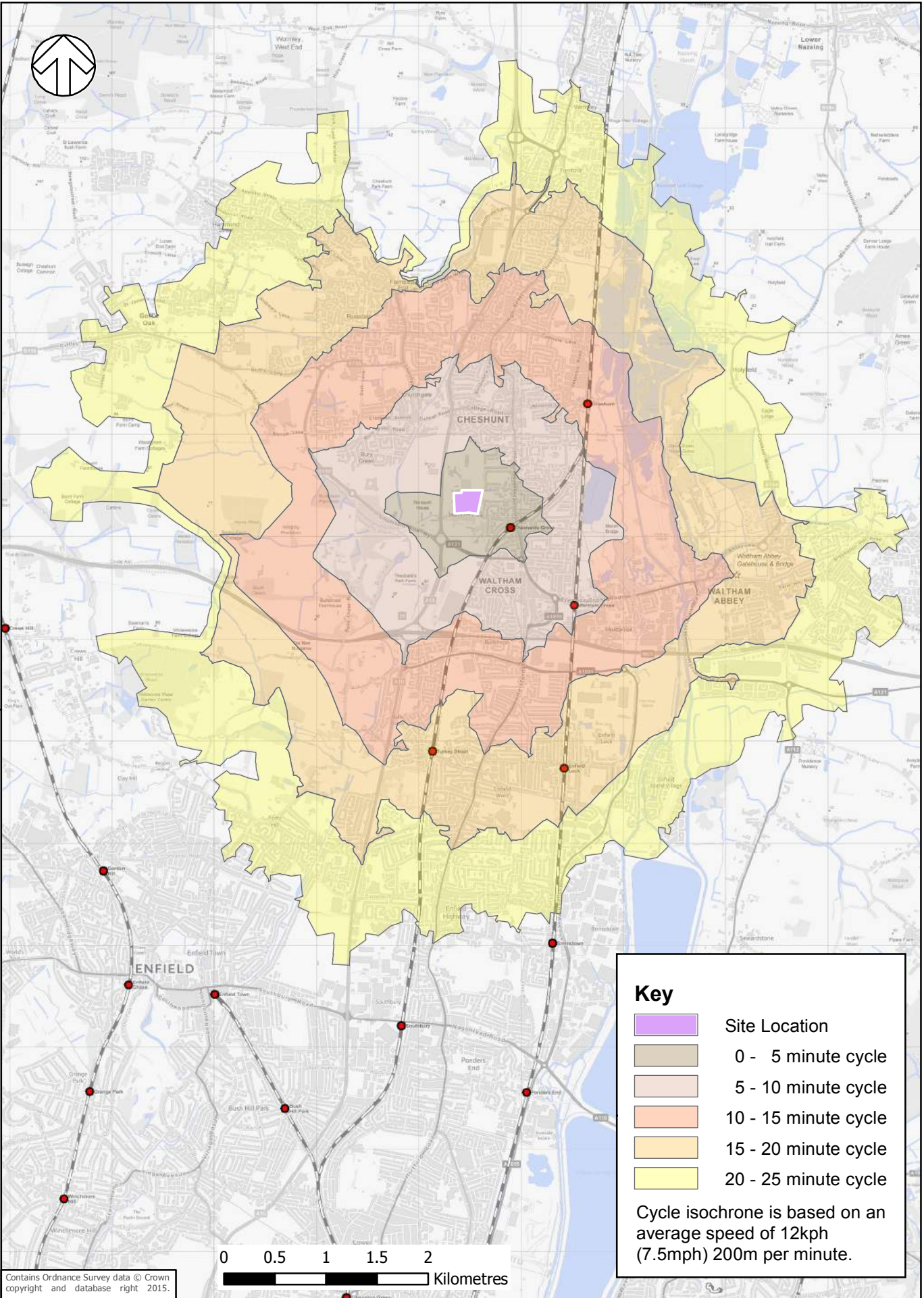


Appendix B

CYCLE ISOCHRONES



wsp



Key

- Site Location
- 0 - 5 minute cycle
- 5 - 10 minute cycle
- 10 - 15 minute cycle
- 15 - 20 minute cycle
- 20 - 25 minute cycle

Cycle isochrone is based on an average speed of 12kph (7.5mph) 200m per minute.

Contains Ordnance Survey data © Crown copyright and database right 2015.

0 0.5 1 1.5 2 Kilometres

TITLE:

FIGURE No:

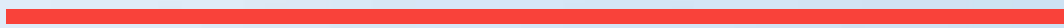


CYCLE ISOCHRONES

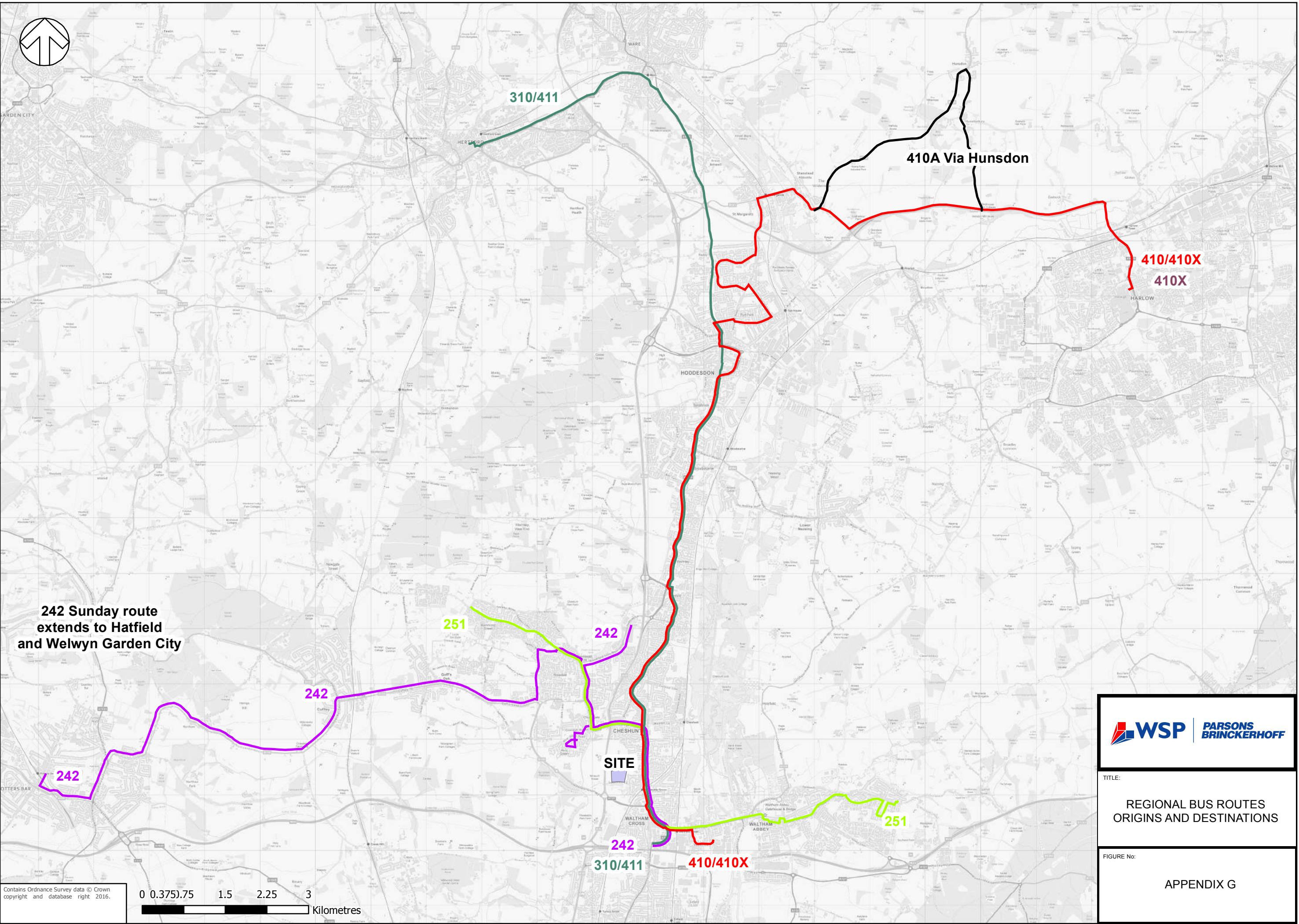
APPENDIX F

Appendix C

BUS ROUTE PLAN







242 Sunday route extends to Hatfield and Welwyn Garden City

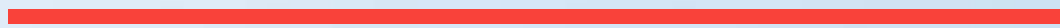


TITLE:
REGIONAL BUS ROUTES ORIGINS AND DESTINATIONS

FIGURE No:
APPENDIX G

Appendix D

MASTERPLAN LAYOUT





HOUSE TYPES:

- TYPE A₁**
3B 6P
1Floor Bay
Total GIA 118.37m²
- TYPE A₂**
3B 6P
2Floor Bay
Total GIA 119.71m²
- TYPE B**
4B 7P
2Floor Bay
Total GIA 168.33m²
- TYPE C**
3B 6P
1Floor Bay
Total GIA 120m²

EXISTING 3G FOOTBALL TRAINING PITCH

EXISTING ACCESS TO CHESHUNT RIFLE AND PISTOL CLUB

EXISTING TREE SCREENAGE TO BE ENHANCED TO LANDSCAPE ARCHITECTS DESIGN & DETAILS

EXISTING ALDBURY WALK FOOTPATH/CYCLEWAY ACCESS TO ALDBURY RIDE

EXISTING PPC PALADIN FENCE ENCLOSURE

TREE SCREEN TO MONTAYNE ROAD GARDEN LANDSCAPE ARCHITECTS DESIGN & DETAIL

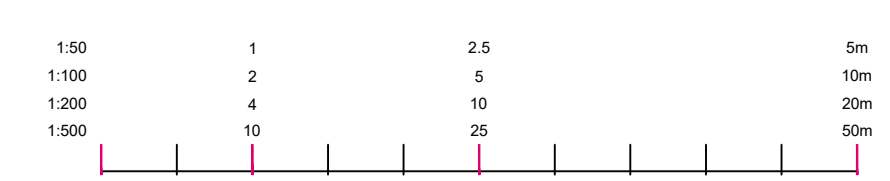
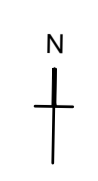
EXISTING ACCESS TO PUMPING STATION AND FARM TRACK TO BE RETAINED

EXISTING FOOTBALL CLUB VEHICULAR CROSSOVER & SPLAY LINES IN ACCORDANCE WITH HIGHWAY ENGINEERS DETAILS

EXISTING TREES ALONG THEOBALD'S BROOK TO BE POLLARDED AND PROTECTED TO ARBORIST DETAILS.

EXISTING VEHICULAR CROSSOVER TO BE ALTERED TO HIGHWAY DESIGN

EXISTING CYCLEWAY / FOOTPATH TO BE RE ROUTED TO SUIT PROPOSED LAYOUT.



bryant + moore
ARCHITECTS

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PROPOSED DEVELOPMENT AT:
CHESHUNT FC, THE STADIUM, THEOBALD'S LANE, CHESHUNT, EN8 8RU

Proposed Block Plan 1:500@A1 NOV 2017



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