

# Millworks, Kings Langley Travel Plan Statement

Prepared by i-Transport LLP  
ITB18206-001b / 31 October 2022



Source: BM3 Architects

# Contents

1.0	Introduction
2.0	Policy Context
3.0	Planning for People
4.0	Objectives and Benefits
5.0	Targets
6.0	Implementation
7.0	Incentives and Initiatives
8.0	Monitoring and Review
9.0	Action Plan

Quality Management				
Report No.	Comments	Date	Author	Authorised
ITB18206-001	Client Draft	18 Aug 2022	LJ	BH
ITB18206-001a	Issue	25 Aug 2022	LJ	JDW
ITB18206-001b	Final Issue	31 Oct 2022	LJ	JDW

## Site Layout Plan



## Travel Plan Co-ordinator (TPC)

*Rachel Stout*

The Square, Basing View, Basingstoke, RG21 4EB

[millworkstpc@i-transport.co.uk](mailto:millworkstpc@i-transport.co.uk)

A secondary contact to the TPC will be provided to HCC:

*Bellway Homes Limited*

Bellway House, Bury Street, Ruislip, Middlesex, HA4 7SD



# 1.0 Introduction

## 1.1 The Proposed Development

This document is the Travel Plan Statement (TPS) for the proposed development at the former West Herts College, Kings Langley Campus in Hertfordshire. It has been prepared by i-Transport LLP.

The site is located in the Three Rivers District on the boundary with Dacorum District in Hertfordshire. It is located immediately to the south of Home Park Mill Link Road and is bounded to the west by the newly converted Pinnacle House residential development. The site is well located with respect to public transport and active travel opportunities.

The Applicant is Bellway Homes Limited, and the planning permission includes the demolition of the existing college building and construction of a new residential building for 65 residential units in a 5-storey block. Vehicular access will be achieved via the existing entrance off Home Park Mill Link Road.

The outline planning application was approved in August 2019 and the Reserved Matters application was approved in February 2022. Works are due to commence in August 2022.

The TPS is secured through a planning condition following the approval of the planning application. Hertfordshire County Council (HCC) requires a Travel Plan Statement to be produced for between 50 and 80 units. This document follows the HCC's Travel Plan Guidance.



# 1.0 Introduction

## 1.2 Purpose and Scope of the Travel Plan Statement

The purpose of the TPS is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives (walking, cycling and public transport); to reduce the demand for travel by less sustainable modes; and to reduce carbon emissions.

The preparation of a TPS is a requirement set out by HCC. The TPS has been prepared to set out the measures that will be employed to encourage residents of and visitors to the site to travel by sustainable modes of transport. It also sets out a target to reduce vehicular based trips to and from the site.

Key to the TPS is understanding who the development is for, when they will travel there and why. This is examined in Section 4, including a review of the available travel options and likely travel characteristics.

The objectives and benefits of the TP are set out in Section 4 and the targets are identified in Section 5. The process for implementation is then set out in Section 6.

Sustainable travel has been considered from the outset of the project design and Section 7 identifies how this is reflected within the built form of the development. The additional initiatives and incentives to achieve the objectives are set out in Section 8.

The process for monitoring and review is set out in Section 9 and an action plan is provided in Section 10.



# 1.0 Introduction

## 1.3 Summary of Relevant Information

Development name	Millworks, Kings Langley
Development address	West Herts College – Kings Langley Campus, home Park Mill Link Road, WD4 8DH
Status of Travel Plan	Issue
Local planning authority	Three Rivers District Council
Applicant	Bellway Homes Ltd
Travel Plan author	Lucy Jardine, i-Transport LLP, The Square, Basing View, Basingstoke, RG21 4EB
Delivery mechanism	Planning condition
Formal commitment period	Five years (from first occupation)
Funding	Financial budgets set annually by the site owner
Travel Plan Co-ordinator	<i>i-Transport LLP – Rachel Stout</i> The Square, Basing View, Basingstoke, RG21 4EB <a href="mailto:millworkstpc@i-transport.co.uk">millworkstpc@i-transport.co.uk</a>  <i>Bellway Homes Limited</i> Bellway House, Bury Street, Ruislip, Middlesex, HA4 7SD





## 2.0 Policy Context

### 2.1 Net Zero Strategy

The UK Government's Net Zero Strategy<sup>1</sup> is to bring **greenhouse gas emissions to net zero by 2050**. This includes transport policies to support the uptake of electric (zero emission) vehicles and to increase the share of journeys taken by public transport, cycling and walking.

The Decarbonisation Plan<sup>2</sup> sets out a need to embed transport decarbonisation principles in spatial planning and across transport policymaking. Carbon emissions across the transport sector should be reduced and limited through an **emphasis on modal shifts** and structuring development to better provide and support sustainable modes.

The National Planning Policy Framework<sup>3</sup> enshrines a "presumption in favour of sustainable development", with emphasis throughout. Paragraph 105 states:

*"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

#### Notes

1. Net Zero Strategy: Build Back Greener – HM Government (October 2021)
2. Decarbonising Transport: A Better, Greener Britain – Department for Transport (July 2021)
3. National Planning Policy Framework - Ministry of Housing, Communities and Local Government (July 2021)



## 2.0 Policy Context

### 2.2 Hertfordshire Policy

Hertfordshire County Council Local Transport Plan 4 (May 2018), Policy 5 – Development Management:

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

- Ensure the location and design of proposals reflect the Local Transport Plan 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.”***

Policy 3c states that the Council will encourage the adoption of travel plans through seeking the development, implementation, and monitoring of travel plans as part of the planning process for new developments.

### 2.3 Three Rivers Policy

The Three Rivers District Council Core Strategy sets out the key elements of the planning framework for the borough over the next 15 years. Policy CP10 Transport and Travel states that ***“development proposals will be expected to contribute to the delivery of transport and travel measures identified as necessary for the development, either on-site or as part of the development or through contributions to off-site provision as appropriate.”***

Paragraph 3.1 (o) demonstrates that ***“The proposal is accompanied by a draft Travel Plan for prospective users and employees of the development.”***



Figure 1.2: Themes, Objectives and Principles of the LTP

Source: Hertfordshire Local Transport Plan 4

## 3.0 Travel Planning for People

### 3.1 Who is the Development For?

This section identifies who the development is for and considers when they will travel and why, as well as the options available. The development will bring forward 65 new apartments, as a mixture of one and two bedrooms with associated cycle parking. Residents will travel for numerous purposes, including commuting, leisure, shopping and personal business, education, work travel, and escort. A typical breakdown of this is set out in **Table 3.1**. On this basis, leisure, shopping, and education journeys account for more than 76% of all journeys. **Table 3.2** highlights a variety of day-to-day facilities within walking and cycling distance of the site.

**Table 3.1: Proportion of Trips per Year by Journey Purpose**

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education/Escort Education	12%
Personal Business	10%
Other Escort	9%
Other (Including just Walk)	6%

Source: Table TSGB104 (NTS0409) of Transport Statistics Great Britain

### 3.2 Car Parking provision

The scheme will provide 72 car parking spaces with vehicular access from the north western corner of the site. The parking provision equates to a ratio of 1.1 spaces per unit and will be leased to residents on the basis of one space per apartment. A Car Park Management Plan is attached as **Appendix A** at the end of this document.

**Table 3.2: Local Facilities and Services**

	Key destinations and Distance	Walking	Cycling
Public Transport	Kings Langley Railway Station – 300m Bus Stops on Watford Road – 450m Bus Stops on Station Road – 270m	4 minutes 5 minutes 4 minutes	1 minute 2 minutes 1 minute
Local Centres and Retail	Kings Langley High Street – 1km Abbots Langley High Street – 2.2km Hemel Hempstead (via Rail or Bus Services) Watford (via Rail or Bus Services)	13 minutes 29 minutes	5 minutes 11 minutes
Parks and Leisure	Kings Langley Common – 1.7km Primrose Hill Playing Fields – 1.1km Abbots Langley Cricket Club – 1.9km	23 minutes 14 minutes 24 minutes	9 minutes 5 minutes 10 minutes
Schools	Kings Langley Primary School – 1.9km Tanners Wood Infant and Junior School – 2km Breakspeare School – 1.9km Abbots Langley School – 2.4km	24 minutes 27 minutes 24 minutes 31 minutes	10 minutes 10 minutes 10 minutes 12 minutes
Health	Haverfield Surgery – 1.1km Boots Pharmacy – 1.1km Red House Dental – 1.2km	14 minutes 14 minutes 15 minutes	5 minutes 5 minutes 5 minutes
Public Rights of Way	Egg Farm Lane – 400m Sheppey's Lane – 1.3km Station Footpath – 170m Langley Lodge Lane – 800m King's Langley 5, 6, 7 and 9 (west of the site)	5 minutes 17 minutes 2 minutes 10 minutes 2 minutes	2 minutes 5 minutes 1 minute 4 minutes 1 minute
Employment	Kingley Park Industrial Estate – 650m Abbots Business Park – 1.4km	8 minutes 17 minutes	3 minutes 5 minutes



## 3.0 Travel Planning for People

### 3.3 Opportunities for Walking and Cycling

The site is well connected to existing infrastructure, providing links to key local services and facilities within a reasonable walking distance. All of the local roads have footway provision, street lighting and crossing facilities, including a signalised crossing on Station Road and a pedestrian island on Home Park Mill Link Road. The development will benefit from the following improvements in the local area:

- Traffic management improvements to the C76 between Kings Langley Station and Barnacres Lane (in Dacorum)
- Improvement of parking and cycling facilities at Kings Langley Station

Walking will be promoted to residents via an Information Leaflet which will include details of journey planning websites, walking and cycle maps and routes, and nearby walking groups such as Ramblers. Information on why walking and cycling is good for our health and environment will also be provided.

The first occupant of each dwelling will be able to obtain a £50 sustainable travel voucher which could be used to help purchase walking/cycling equipment to enable active modes of travel to/from the site.

### 3.4 Opportunities to Travel by Public Transport

#### Bus

The nearest bus stops to the site are located to the west on the A4251 Watford Road, within 400 metres. These stops provide regular bus services to Watford and Aylesbury, which also call at Hemel Hempstead, Berkhamsted and Tring. Residents will benefit from an improvement of bus services from Kings Langley Employment Area to key centres in the District, on behalf of Three Rivers District.

#### Rail

Kings Langley Rail Station is located approximately 300 metres east of the site on Station Road. The station is located on the West Coast Main Line and is operated and served by London Midland Services. Trains depart typically half hourly and call at Watford Junction, Hemel Hempstead, Tring, and London Euston.



## 3.0 Travel Planning for People

### 3.5 Opportunities for Shared Mobility

Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing peak hour congestion routes between the site and local employment areas. This in turn helps to reduce vehicle emissions contributing to meeting local air quality targets.

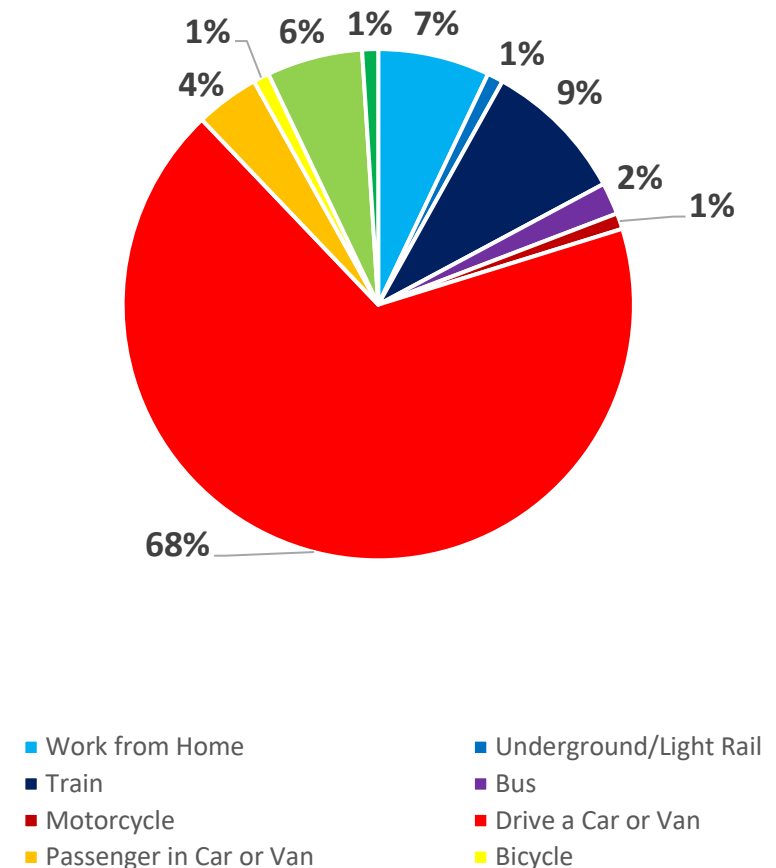
Residents will be provided with information about car sharing via the Hertfordshire car share website (<https://liftshare.com/uk/community/hertfordshire>) and a leaflet explaining the benefits of the car share scheme.

### 3.6 Baseline Travel Patterns

Baseline travel patterns have been drawn from the 2011 Census dataset 'Method of Travel to Work' for residents of the Middle Super Output Area (MSOA) Three Rivers 001 (in which the proposed development is located). These travel characteristics are shown in **Chart 3.1**.

The majority of trips are undertaken by car, making up 72% (67% car driver and 4% passenger). Of the remaining trips 6% are on foot, 9% by train and 2% by bus. Due to the location of the site in relation to public transport there is scope to promote the accessibility to bus and rail, in turn increasing this percentage in the future.

Chart 3.1: Baseline Travel Mode Split



Source: Census Data 2011 - Nomis

## 4.0 Objectives and Benefits

### 4.1 Objectives

The overarching objective of this TPS is to '*reduce the reliance on the private car and promote sustainable modes of travel*'.

The TPS will also have the following additional objectives

- To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impact of car-based travel to the site on the local and strategic highway network and environment.

### 4.2 Benefits

The TPS will bring many benefits, including the following:

- Demonstrating the developer's commitment to reducing carbon
- Improving the health of residents, employees, and the local community through improved air quality
- Improving the health and fitness of residents and employees through active travel such as walking and cycling
- Less congestion on local roads
- Local environmental improvements from reduced congestion, pollution, and noise
- A more accessible site





## 5.0 Targets

Targets are the measurable goals against which the progress of the TPS can be assessed. HCC's guidance sets out that for Travel Plan Statements, targets will focus on delivering site measures and actions and will be monitored through relevant survey methods. In order to measure the effectiveness of the proposed measures, a target of a 15% reduction in vehicular trips to and from the site is proposed. This 15% reduction is proposed during both the AM and PM peak hours. **Table 5.1** sets out the target number of trips based on the predicted trip generation.

Questionnaire surveys will be undertaken upon full occupation to establish an accurate baseline upon which to base the monitoring. Further surveys will be undertaken on the 1<sup>st</sup>, 3<sup>rd</sup>, and 5<sup>th</sup> anniversary of the baseline survey to monitor progress to ensure that they are challenging but realistic.

The initial interim targets are set out in **Table 5.2** below and are based on the baseline travel patterns set out in Section 3.0.

### 5.1 Target Trips

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Baseline Vehicle Trips	4	21	25	20	7	27
Target Vehicle Trips	3	18	21	17	6	23

**Table 5.2: Action Based Targets**

Target	Indicator	Timeline	Measured By:
Appoint a Travel Plan Coordinator (TPC)	Contact information provided to Hertfordshire County Council	Prior to the first occupation	Information provided to HCC
Produce a Travel Plan information leaflet for residents	Each resident will be provided with an information leaflet at the time of occupation	Ongoing / At the time of occupation	Evidence through monitoring
Provide a £50 travel voucher to each resident	Each resident will be provided the opportunity to obtain a travel voucher of a value of £50. This can be used towards either bus travel or walking/cycling equipment	Ongoing / Provided with Travel Pack	Through uptake of voucher

## 6.0 Implementation

### 6.1 Travel Plan Coordinator

Bellway Homes Ltd will appoint a Travel Plan Coordinator (TPC) who will oversee the implementation of the TP.

The TPC will be appointed within three months prior to occupation of the site and the contact details of the TPC will be supplied to HCC within five working days of appointment.

The TPC will be responsible for the following:

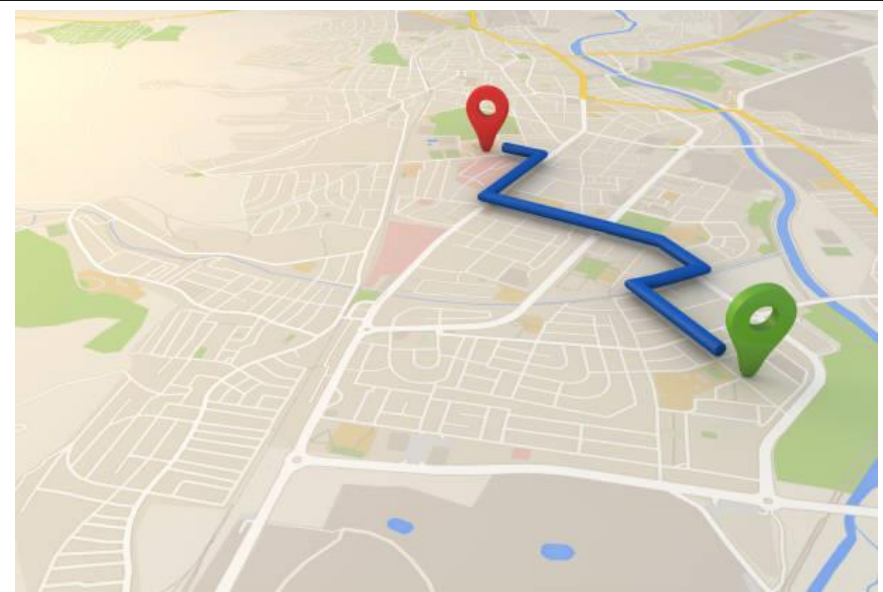
- Overseeing the implementation of the TPS
- Managing the day-to-day delivery of the measures contained in the TPS
- Promoting the TPS
- Offering personal travel planning advice to residents
- Setting up social media to provide up to date information on local travel and questionnaire surveys
- Producing a Residents Travel Plan information leaflet including a £50 travel voucher towards bus travel or walking/cycling equipment
- Establishing key partnerships and maintaining links and lines of communication particularly with HCC, Three Rivers District and London Midlands Rail
- Overseeing the monitoring and review procedure for the TPS, ensuring that deadlines are adhered to
- Using the results of the surveys to review and, where appropriate, to update the Travel Plan with revised initiatives, targets, responsibilities, and timeframes
- Reporting the results of the progress of the Travel Plan Statement to HCC as required

### 6.2 Funding

Bellway Homes Ltd will fund the Travel Plan for its five-year lifespan. This will cover the costs associated with the following:

- Appointing and maintaining the Travel Plan Coordinator role
- External resources, such as IT support for the social media
- The production of marketing materials
- Issuing of Travel Plan information leaflets and sustainable travel vouchers
- Undertaking initial and monitoring surveys

Financial budgets for the TP will be set annually by Bellway Homes Ltd.



## 7.0 Initiatives and Incentives

### 7.1 Overview

The initiatives and incentives included within this TPS cover walking, cycling, public transport and trip substitution.



Ref.	Initiative/Incentive	Description
TP1	Encourage Cycling	66 cycle parking spaces are proposed at ground floor level. This accords with the standards set out in the parking standards contained within the Three River <i>Development Management Policies LDD</i> .
TP2	Residents' group	Bellway Homes Ltd will set up a residents' group on a social media platform. This will enable residents to discuss TP matters in an open forum. It could also be used to enable residents to post their own helpful information, advice, and tips.
TP4	Residential Travel information leaflet	The first occupier of each property will be provided with a residents' travel information leaflet (details below), including a residential travel voucher worth £50 per unit.
TP5	Promotional events	The TPC will arrange and publicise promotional events, such as Bike Week and Walk to Work Week.
TP6	Home Delivery	Clear signage for deliveries will be provided in convenient locations. The location and benefits of local parcel lockers will also be highlighted.
TP7	Walking Promotion	The TPC will promote walking opportunities to residents via the travel information leaflet. This will be in the form of walking route maps, walking groups and information on why walking is good for our health and environment.

#### Resident's Travel Information Leaflet

The first occupier of each property will be provided with a residents' travel information leaflet, which will include the following:

- Information about the TP, its aims, and objectives, how to get involved and how travel will be monitored
- Contact details for the TPC
- Information about the residents' group
- Information on the health benefits of walking and cycling
- Details regarding the provision of broadband access to enable easy access to home delivery services and home working
- Information about Hertfordshire 'Bikeability' Cycle Training
- Details of local bicycle shops and any negotiated discounts to residents
- Rail and local bus timetable and route information
- The location and benefits of local parcel lockers will be highlighted



## 8.0 Monitoring and Review

## 8.1 Monitoring

The TPS is a continuous process requiring monitoring, review, and revision to ensure it remains relevant. This section sets out the monitoring strategy.

The TPS will be monitored and reviewed in accordance with HCC's standardised approach to monitoring, with all future monitoring surveys to be undertaken annually. These will be in the form of residential questionnaire surveys with an agreed minimum response rate. The first residential questionnaire survey will take place as soon as the development has reached 75% occupation. The surveys will then be repeated annually until Year 5.

## 8.2 Review

The TPC will be responsible for preparing monitoring reports on receipt of the survey results from the survey company. The monitoring reports will compare travel survey data with targets and, if necessary, will identify new targets and measures to ensure the on-going success of the TP. The monitoring reports will be provided to HCC on request.

A key period of review will be following the initial survey as this will indicate the baseline travel patterns of the occupied development. Residents will then be informed of the travel survey results.

It is anticipated that the after the fifth year of the implementation of this TP the targets will have been achieved. Should this be the case, the development responsibility for the TP and the obligation to report to HCC



## 9.0 Action Plan

Measures	Summary of Measures	Responsibility	Timescale
Management	Appointment of TPC	Bellway Homes Ltd	At least 3 months prior to occupation
Cycle Facilities	Provision of cycle parking as set out in the TA	Bellway Homes Ltd	Prior to first occupation
Travel Information Leaflet	Production of TP information for sales packs	TPC	Prior to first occupation
	Production of travel information leaflets for new residents	Bellway Homes Ltd & TPC	Prior to first occupation
Promoting Cycling	Liaise with local cycle shops with a view to securing discounts on bicycles/cycle equipment to residents	TPC	Prior to first occupation and annually thereafter
User groups	Set up a social media residents group, to provide a shared forum for dissemination and discussion of TP matters	TPC	At the time of the Residents Travel Packs
Establish Baseline	Residential Questionnaire Survey	Bellway Homes Ltd & TPC	Within 6 months of first occupation or 75% occupation (whichever is sooner)
Monitoring and Review	Questionnaire Surveys	TPC	Follow-up surveys undertaken in years 1, 3 and 5.
	Review the TPS in light of the survey results	TPC	Within 1 month of completed monitoring surveys
	Report the results of the surveys and the review of the TP to HCC as appropriate	TPC	Within 3 months of monitoring surveys

## **APPENDIX A.** Car Park Management Plan