



Broadwater Gardens

Framework Travel Plan

Client: HG Group

i-Transport Ref: NM/MD/ITL16195-005B

Date: 17 December 2020

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## Quality Management

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## SECTION 1 INTRODUCTION

### 1.1 Background

- 1.1.1 HG Group has appointed i-Transport LLP to provide highways and transport advice in relation to their planning application for the redevelopment of the BioPark site in Welwyn Garden City for 289 dwellings. This Framework Travel Plan (FTP) has been prepared to support the planning submission. The planning application is for the following:

***“Demolition of existing buildings and construction of residential units (Use Class C3) and community hub (Use Class E/F.2), with public realm and open space, landscaping, access, associated car and cycle parking, refuse and recycling storage and supporting infrastructure”.***

- 1.1.2 This FTP is submitted alongside, and should be read in conjunction with, the Transport Assessment (TA) for the development proposal (report reference: ITL16195-004A).
- 1.1.3 The primary purpose of this FTP is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling and public transport to reduce the demand for travel by less sustainable modes, most specifically single occupancy vehicle trips.

### 1.2 Site Location

- 1.2.1 The site is located within Welwyn Hatfield Borough Council (WHBC) and Hertfordshire County Council (HCC) is the local highway authority. The site is within the Broadwater Road West Opportunity Area (BWOA) which is covered in the Broadwater Road West Supplementary Planning Document (SPD) (December 2008). The SPD did not propose the redevelopment of this application site.
- 1.2.2 The site is bordered to the north and east by the remainder of the BWOA, comprising a distribution warehouse, vacant land ready for construction of the proposed Shredded Wheat Quarter for housing, the recently completed Penn Way residential area to the east, existing housing to the south, and a lorry trailer park ancillary to the distribution centre and railway lines to the west. Access to the site is via BioPark Drive from the A1000 Broadwater Road. A site location plan is provided at Image 1.1.

**Image 1.1: Site Location Plan**

Source: Alan Camp Architects

## 1.3 Relevant Transport Policy

### National Policy

- 1.3.1 The National Planning Policy Framework (February 2019) sets the policy background for the development of Travel Plans (TP). It states, with regard to applications for new developments, they should:

***“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;***

***b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;***

***c) create places that are safe, secure and attractive – which minimise the scope or conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;***

***d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and***

***e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.***

***All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed” (Paragraphs 110 and 111).***

- 1.3.2 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF. The NPPG sets out the importance and requirements for Travel Plans and states:

***“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”***

## 1.4 Scope of Travel Plan

- 1.4.1 This Travel Plan has been prepared as a Framework Travel Plan (FTP). This FTP will be used by the developer of the site as a basis to develop a full and detailed Travel Plan (TP) in discussion with HCC.

## 1.5 Structure of Travel Plan

- 1.5.1 The remainder of this FTP is structured as follows:
- Section 2 – Objectives and Benefits;
  - Section 3 – Existing Conditions and Travel Patterns;
  - Section 4 – Site Layout and Infrastructure Measures;
  - Section 5 –Travel Plan Management;
  - Section 6 – Measures;
  - Section 7 – Targets;
  - Section 8 – Monitoring; and
  - Section 9 – Enforcement.

## SECTION 2 OBJECTIVES AND BENEFITS

### 2.1 Objectives

2.1.1 This FTP sets out a sustainable transport strategy for the proposed development. In line with national and local government guidance, the headline aims for the plan will be as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

2.1.2 The plan will have the following additional objectives:

- a To support a range of sustainable transport alternatives to provide future residents with options for travel to/from the site;
- b To develop an awareness of the options for sustainable travel to and from the site amongst residents;
- c To promote 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;
- d To minimise the impacts of car based travel to the site on the local and strategic highway network and environment; and
- e To manage car parking demand across the development.

### 2.2 Benefits

2.2.1 The benefits of a TP can include:

- Increased travel choice: a wider range of travel options; savings and benefits for residents can be achieved. A TP can lead to greater social inclusion enabling those who do not have access to a car to travel to and from the site more easily;
- A more accessible site - encouraging travel by the most sustainable modes can help the site to become more accessible and safer for all residents and visitors. This can also help the surrounding area become a more attractive place to work and live;



- Health benefits: many alternative forms of travel include an element of exercise that can lead to an improved level of fitness amongst residents. Improved levels of fitness can help businesses that employ residents by improving morale and reducing health related absences;
- Less congestion on local roads: encouraging future residents to travel by non-car modes and increase the uptake of more trips made by active modes and public transport can help reduce the number of private vehicle trips and thus reduce the number of vehicles on the road and in turn reducing congestion on the local highway network;
- Local environment improvements: benefits of improved air and noise quality from the reduced congestion, pollution and noise, also creating a more attractive and healthier place to work in live; and
- Positive publicity: producing a TP can improve links with the local community.

2.2.2 Overall, it is anticipated that the TP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in the vicinity of the development.

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## SECTION 3 EXISTING CONDITIONS AND TRAVEL PATTERNS

### 3.1 Introduction

3.1.1 This section of the FTP summarises the site location, existing pedestrian and cycle provision, and public transport services.

### 3.2 Site Location

3.2.1 The site is bordered to the north by the Shredded Wheat Quarter development, the southern parcel of which is currently under construction for high density residential development. To the east, the site is adjacent to the recently completed residential development around Penn Way. To the south, the site is surrounded by the residential uses on Broadwater Crescent, and to the west, the site is adjacent to a lorry parking area associated with distribution warehouse to the northwest, and beyond the parking area, the railway lines on the approach to Welwyn Garden City railway station.

3.2.2 The site is currently occupied by a vacant employment site known as the BioPark, a research and development (B1b land use) complex formerly owned and used by the University of Hertfordshire.

### 3.3 Walking and Cycling Provision

3.3.1 The site is surrounded by a high quality pedestrian network. At the site's boundary to Broadwater Road, wide footways (in excess of 3m) are located on both sides of the carriageway. Dropped kerbs and tactile paving are provided across the minor accesses along Broadwater Road. A pelican crossing is provided across Broadwater Road just north of the junction with Otto Road, to aid safe pedestrian passage.

3.3.2 The high quality footway provision continues along Broadwater Road. The next major junction (to Hydeway) the footway continues west along Hydeway towards a bridge over the railway.

3.3.3 There are high quality cycle routes provided in the vicinity of the site. The length of Broadwater Road consists of an off-carriageway shared pedestrian / cycle route on its eastern side. A toucan crossing is provided just to the south of the Hydeway junction, with the shared pedestrian / cycle route following the southern side of Hydeway, where a large number of cycle parking racks are

provided for use by those making onward journeys from the railway station. North of Hydeway, the shared foot/cycle way is located on the western side of Broadwater Road, which is connected to a recently improved segregated on-carriageway route on Bridge Road.

3.3.4 There are also a number of numbered cycle routes in the vicinity of the site. Route 12 can be joined on the A6129 which is 400m to the south via the off-carriageway cycle lane along the eastern side of Broadwater Road. Route 12 runs in sections from Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough.

3.3.5 Route 61 routes between Maidenhead to Hatfield, Welwyn Garden City and Hertford and terminates near Hoddesdon. Again, this is accessible via the Broadwater Road shared foot/cycle lane, and a short on-carriageway section Holwell Road.

## 3.4 Public Transport

### Bus

3.4.1 The Penn Way bus stops are located outside the site access on Broadwater Road (northbound adjacent to the access and southbound circa 50m to the north). Both stops are served by the 601 AlbanWay bus route. The 601 bus service routes between Welwyn Garden City and Borehamwood via Hatfield and St Albans, and there are two services per hour across the weekday.

3.4.2 Both of the bus stops provide a shelter, seating and timetable information. Passengers accessing the northbound bus stop will be required to cross Broadwater Road.

3.4.3 Additional bus stops and services are available within a short walk of the site, including the 403 and 404 services available on Peartree Lane, circa 450m from the site access. In addition, a range of bus services are available from the bus stops on Bridge Road, opposite the station and located within a 10 minute walk from the site (circa 750m). The additional bus services within the local area are shown on the map at Appendix A.

### Rail

3.4.4 Welwyn Garden City railway station is located circa 1km walking distance, via BioPark Drive and Broadwater Road, from the site (equivalent to a 12-minute walk).

3.4.5 The station is served by Great Northern and Thameslink rail services. A summary of the principal rail services that operate from the station is provided in Table 3.1.

**Table 3.1: Summary of Rail Services – Welwyn Garden City Railway Station**

Destination	Approximate Journey Time	Typical Off-Peak Frequency
Moorgate	48 mins	4 per hour
London Kings Cross	28 mins	2 per hour
Cambridge	58 mins	1 per hour
Royston	37 mins	2 per hour

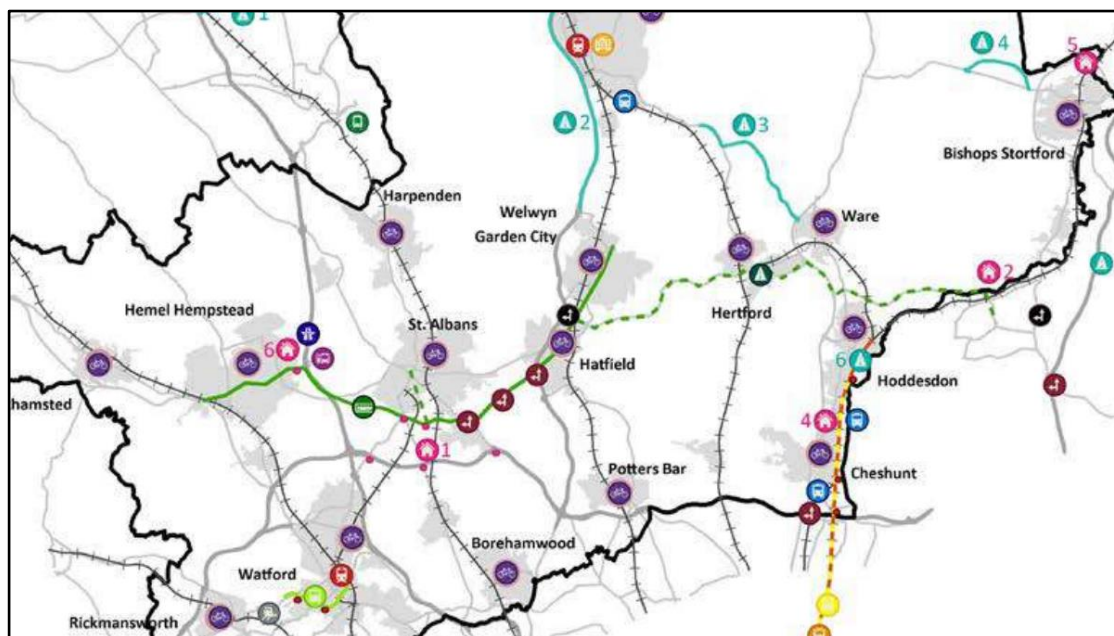
Source: National Rail (Accessed November 2020)

3.4.6 It can be seen from Table 3.1 that a number of fast and frequent rail services operate from Welwyn Garden City to key destinations, with around six services per hour to London.

**Future Bus**

3.4.7 HCC’s Local Transport Plan 4 includes the aspiration for a Bus Rapid Transport (BRT) network across Hertfordshire from Hemel Hempstead and Welwyn, via St Albans. The BRT seeks to promote bus travel through a range of bus priority measures to deliver improved journey times and enhance journey reliability. An extract of the proposed route is shown on green in Image 3.1.

**Image 3.1: Local Transport Plan – Transport Proposals Map Extract**



Source: Hertfordshire County Council Local Transport Plan 5

3.4.8 The proposed routing illustrates the BRT routing to the east of the railway lines in Welwyn and therefore it may a potential routing along Broadwater Road. The BRT will therefore provide a key east to west link across Hertfordshire in addition to the existing north-south rail link.

## 3.5 Existing Travel Characteristics

### Journey Purpose

3.5.1 When promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department of Transport's National Travel Survey identifies the proportion of all trips by purpose as set out in Table 3.2.

**Table 3.2: Proportions of Trips per Year by Journey Purpose**

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips (trip rates) by purpose and main mode: England, 2019, National Travel Survey 2019

3.5.2 Table 3.2 shows the main reasons for travelling are for leisure, shopping, commuting/business, and education. Journeys for these trips are considered within this Travel Plan.

### Local Travel Patterns

3.5.3 Data from the 2011 Census has been analysed to assist in establishing wider commuting patterns for people living in the local area. Census journey to work (WU03EW) data has been obtained for the Middle Super Output Area (MSOAs) Welwyn and Hatfield 006 and 007 within which the site is most comparable.

3.5.4 Table 3.3 presents the average modal split of journeys to work by residents who live within these MSOAs (excluding those who work from home).

**Table 3.3: Method of Travel to Work Summary**

Mode	MSOA 007		MSOA 006		Average	
	Count	%	Count	%	Count	%
Driving a Car or Van	1,941	57%	1,650	57%	3,591	<b>57%</b>
On Foot	563	17%	384	13%	947	<b>15%</b>
Train	329	10%	523	18%	852	<b>14%</b>
Bicycle	175	5%	77	3%	252	<b>4%</b>
Passenger in a Car or Van	170	5%	103	4%	273	<b>4%</b>
Bus, Minibus, Coach	121	4%	81	3%	202	<b>3%</b>
Motorcycle, scooter	37	1%	17	1%	54	<b>1%</b>
Underground, metro, light rail	33	1%	32	1%	65	<b>1%</b>
Taxi	24	1%	12	0%	36	<b>1%</b>
Other	12	0%	16	1%	28	<b>0%</b>
Total	3,405	100%	2,895	100%	6,300	<b>100%</b>

Source: 2011 Census, Nomis QS701EW – Method of Travel to Work.

Note: Numbers may not sum due to rounding.

Data does not take into account those not in employment and those who work from home.

3.5.5 The local Census data reveals the following:

- The majority of local residents travel to work by car (57%);
- Some 19% travel by active modes (i.e. walking and cycling); and
- Circa 17% travel by public transport.

## 3.6 Trip Rates and Generation

3.6.1 The likely trip generation of the development is set out in further detail in Section 6 of the TA. A summary of the residential multi-modal trip generation (based on 300 dwellings) is provided in Table 3.4.

**Table 3.4: Proposed Residential Trip Rates and Trip Generation (Total Person and Vehicular Trips)**

Mode and Modal Split		Trips Generation					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		In	Out	Two-Way	In	Out	Two-Way
Car or Van Driver	57%	17	85	103	74	35	109
On Foot	15%	5	23	27	20	9	29
Train	14%	4	20	24	18	8	26
Bicycle	4%	1	6	7	5	2	8
Passenger in a Car or Van	4%	1	6	8	6	3	8
Bus, Minibus, Coach	3%	1	5	6	4	2	6
Motorcycle, Scooter	1%	0	1	2	1	1	2
Underground, Metro, Light Rail	1%	0	2	2	1	1	2
Taxi	1%	0	1	1	1	0	1
Other	0%	0	1	1	1	0	1
<b>Total Persons</b>	<b>100%</b>	<b>30</b>	<b>150</b>	<b>180</b>	<b>130</b>	<b>62</b>	<b>191</b>

Source: TRICS, 2011 Census and Consultant's Estimates

Note: Numbers may not sum due to rounding.

- 3.6.2** The proposed development has the potential to generate some 109 (two-way) vehicle movements in both the morning peak hour and evening peak hour. This is equivalent to less than two vehicles per minute during the peak hours.
- 3.6.3** As set out in the TA, the actual net increase in vehicle trips to and from the site during the network peak hours will be an overall reduction than the permitted trip attraction of the former use of the site and therefore a beneficial impact on the local highway network.

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## SECTION 4 SITE LAYOUT AND INFRASTRUCTURE MEASURES

### 4.1 Introduction

4.1.1 This section describes the on and off-site infrastructure measures which will encourage residents to travel via sustainable modes.

### 4.2 Proposed Site Access Arrangements

4.2.1 The development will be accessed via the existing access via BioPark Drive off Broadwater Road. The access will be improved to provide a 3.1m shared footway/cycleway on the northern side of the carriageway and dropped kerbs and tactile paving across the access, connecting directly with the existing footway provision on Broadwater Road.

4.2.2 The proposal will safeguard a potential pedestrian/cyclist route to the north of the site to connect with the Wheat Quarter site.

### 4.3 Parking

4.3.1 The proposal also includes the provision of a car club, cycle parking for all units and electric vehicle charging provision. A summary of the proposed parking provision is provided below:

#### Residential

- 219 car parking spaces, including 22 visitor spaces and 29 disabled parking spaces;
- 12 motorcycle parking spaces;
- 1 car club space; and
- 299 cycle parking spaces, including 10 visitor spaces

#### Commercial

- 6 car parking spaces, including 1 disabled space; and
- 9 cycle parking spaces, including 8 visitor spaces.



## SECTION 5 TRAVEL PLAN MANAGEMENT

### 5.1 Introduction

5.1.1 This section of the document sets out the proposed regime for the travel plan management.

### 5.2 Funding

5.2.1 The owner / developer will fund the following items:

- The transport infrastructure outlined in Section 4 of the FTP;
- The Travel Plan Co-Ordinator (TPC) role for a period from at least 3 months prior to first occupation of the development until 5 years after first occupation; and
- The site wide monitoring surveys outlined in Section 8.

### 5.3 Travel Plan Co-Ordinator

5.3.1 The owner / developer will fund a TPC for a period from at least three months prior to first occupation of the residential development until five years after first occupation.

5.3.2 The TPC will be appointed three months before the first occupation of any residential dwellings, in order to commence development of the initial Travel Plan measures and to ensure that the Travel Plan is implemented in time for the first occupations.

5.3.3 The role of the TPC will be as follows:

- Ensure the final Residential Travel Plan is or has been submitted to HCC for approval in accordance with the requirements of any planning obligation;
- Ensure that monitoring is undertaken in accordance with the requirements of the TP and provided to HCC;
- To market the TP to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes; and
- To provide monitoring feedback to residents as necessary.

## SECTION 6 MEASURES

### 6.1 Introduction

6.1.1 This section of the FTP describes the non-infrastructure or 'soft' TP measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Information provision; and
- A new resident's travel pack.

### 6.2 Promotion of Walking and Cycling

6.2.1 The development will be designed to facilitate walking and cycling, in particular for local journeys to key destinations and that all dwellings will be provided with cycle parking in line with local parking standards at the time. Information on the local walking and cycling routes as well as cycle journey planning resources will be made available to new residents through the resident's travel information pack.

6.2.2 The TPC will promote 'Bikeability' cycle training courses to residents. In addition, the TPC will publicise national and local initiatives, such as 'Bike Week', to encourage residents to participate in such events and the uptake of cycling.

### 6.3 Promotion of Public Transport

6.3.1 Information on the public transport routes and facilities in the vicinity of the site will be made available to new residents through the residents' travel information pack and during the sales process.

6.3.2 The frequent and direct bus and rail services to key destinations will be emphasised and will promote the sites' convenient proximity to the rail station, and any literature, including the travel information pack, will emphasise the good walking, cycling, bus, and rail links.

## 6.4 Information Provision

6.4.1 New residents will be provided with the travel information set out above during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase.

## 6.5 Resident's Travel Information Pack

6.5.1 The first occupier of each household will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- Details regarding the car club, including membership deals, discounts and the benefits of a car club membership;
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the Facebook (or other social networking site) Travel Plan group;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and the location of nearby bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local school Travel Plans and Safer Routes to School schemes run by HCC;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones and "number of steps" to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Details of cycle training schemes;

- Bus and rail maps and timetable information, including information about journey planning services, e.g. [www.nationalrail.co.uk](http://www.nationalrail.co.uk);
- Details of local multi-modal bus and rail ticketing;
- Information about the home delivery services offered by local supermarkets and potentially a voucher for free home delivery on first use; and
- The offer of personalised travel planning for all new residents.

6.5.2 A Facebook (or other social networking site) group will also be set up to enable the dissemination of the information above. It will provide an interactive travel planning resource; for example, residents will be able 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 and it is envisaged that this will continue as a functioning page indefinitely.

## SECTION 7 TARGETS

### 7.1 Overview

7.1.1 Targets are the measurable goals against which the progress of the TP can be assessed. Best practice guidance places an emphasis on targets being 'SMART', that is: Specific, Measurable, Achievable, Realistic and Time Bound. Targets should be linked to TP objectives. Indicators are linked to the targets for the purpose of monitoring.

7.1.2 The overall objectives of the TP will be developed from this FTP. The objectives seek to encourage residents, and visitors to the proposed development to use the most sustainable modes of travel. In doing so the TP should achieve the following:

- Minimise the impact and frequency of car travel, particularly single occupancy vehicle trips;
- Improve awareness of the site's accessibility to residents and visitors;
- Improve the health and well-being of residents and visitors of the site;
- Reduce any transport impacts of the development on the local community and environment; and
- Ensure that all residents, and visitors are aware of the TP.

### 7.2 Interim Target 1 – Reducing Single Occupancy Vehicle Trips

7.2.1 To reduce single occupancy vehicle trips by five percentage points over the first five years from the first baseline travel survey.

### 7.3 Interim Target 2 – Increasing the Proportion of Sustainable Mode Trips

7.3.1 To increase the proportion of sustainable travel modes (i.e. walking, cycling and public transport) by five percentage points over the first five years from the first baseline travel survey.

## 7.4 Action Targets

7.4.1 In addition to the traffic generation and mode share targets, it is important to identify a number of action targets which will ensure that the commitments made by the developer, through the TP are delivered. The action targets are as follows:

- Appoint the TPC three months prior to first occupation;
- The TPC to become familiarised with the agreed monitoring process;
- The TPC to create and distribute Travel Plan Information Pack for new residents;
- Undertake travel plan monitoring and reporting to HCC;
- Review measures to ensure that they remain appropriate; and
- Once agreed with HCC, updates to the Travel Plan with any necessary revisions to measures.

## SECTION 8 MONITORING

### 8.1 Travel Surveys

- 8.1.1 The total monitoring programme of the development will be five years from first occupation. After this period, it is expected that the targets of the TP should have been achieved. Monitoring of the TP will be important in understanding the changing nature of residents' travel habits and the effectiveness of the TP's measures in working towards the targets identified.
- 8.1.2 It is proposed that formal monitoring will be undertaken in line with the TRICS Standard Assessment Methodology (SAM). The TPC will supply HCC with observed statistical data showing how the residents travel to the development and details of the measures employed to encourage sustainable travel. Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures, and enable residents to remain involved in the TP process.
- 8.1.3 The first TRICS SAM survey will be carried out within one year of first occupation. This will ensure that the survey captures information about an established critical mass of residents, and will allow time for the measures contained within the Travel Plan to take effect. Subsequent TRICS SAM surveys will be undertaken again at Years 3 and 5.
- 8.1.4 The results of the traffic surveys and the analysis will be included in an updated TP, with the TP targets revised or updated accordingly. The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authority to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 8.1.5 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

## 8.2 Remedial Measures

- 8.2.1 Following each monitoring event, a review of the measures contained within the TP and their contribution towards achieving the targets will be undertaken. The targets themselves will also be reviewed having regard to changing travel patterns and characteristics.
- 8.2.2 Where it is agreed the targets are not being achieved or are no longer appropriate, revised measures will be identified to focus towards achieving revised or amended targets. The Applicant will use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to achieve success.



## SECTION 9 ENFORCEMENT

- 9.1.1 Should the TP targets not be met by the end of the monitoring period outlined above, the developer will use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to get the TP back on track. The Final TP will include details of potential remedial measures should the targets not be met.
- 9.1.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that the residual cumulative traffic impacts of development fall short of the severe test. On this basis, the development is not dependent on the success of the TP in making the development acceptable in terms of traffic impact on the local highway network.

## **APPENDIX A.** Local Bus Route Map



**Welwyn Garden City Town Centre**  
terminating: 6.201.203.204.206.215  
230.242.314.315.388.401.404.405.601  
653.W4.W14  
calling: 301.302.366.403.724

6.201.203.204  
206.230.242.301  
315.366.388.401  
403.404.601.653.724

**Queen Elizabeth II Hospital**  
calling: 230.242.301.366  
403.404.653.724

### Welwyn Garden City

- 300** Buses run generally at least hourly between 0800 and 1800, Mondays to Fridays
- 21**  
**5** Buses run less often than above
- \*** Bus route terminus
- 301** ← Direction of travel
- ↔** National Rail station
- Electronic Passenger Information Point

0 1 kilometre  
0 1/2 mile

**PLEASE NOTE:**  
Express and commuter coach services and bus services/journeys that operate solely on schooldays are not shown. Where known, forthcoming changes to bus services are included. For subsequent changes please visit [www.intalink.org.uk](http://www.intalink.org.uk) or telephone traveline 0871 200 2233 (Calls cost 12p per minute plus your phone company's access charge.)

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