



Land at Carpenders Park

Framework Travel Plan

Client: Burlington Property Group

i-Transport Ref: PH/RW/ITL200107-003A

Date: 31 March 2025

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Notes\ITL200107-003A R Residential Travel Plan

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SECTION 1 Introduction

1.1 Overview

1.1.1 Burlington Property Group has appointed i-Transport LLP to provide highway and transport advice with regard to a proposed residential development on Land east of Oxhey Lane, Carpenders Park. The proposed development would provide 257 homes, housing with care and a children’s home.

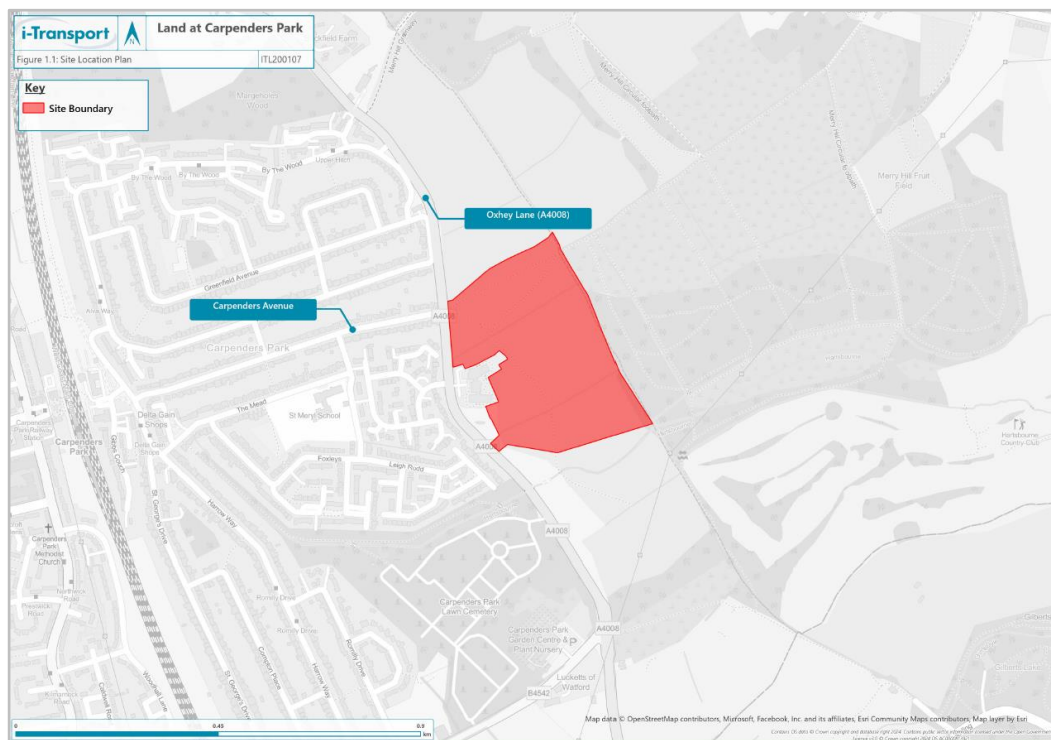
1.1.2 This Framework Travel Plan (FTP) has been prepared to assess the transport impacts of the proposed development and accompanies an outline planning application with all matters reserved (except access). The full description of the scheme is provided below:

“Outline application for the erection of up to 257 homes (market, affordable and self/custom build housing), housing with care and children’s home, with vehicular access onto Oxhey Lane (Appearance, Layout, Landscaping and Scale as reserved matters).”

1.1.3 The site is located on land to the east of Oxhey Lane, Carpenders Park. The site is bordered to the north, east and south by grassland, scrub and woodland, and to the west by A4008 Oxhey Lane and Carpenders Park Care Home. A public right of way (Footpath 013) routes east-west across the northern part of the site.

1.1.4 A site location plan is provided as **Figure 1.1**.

Figure 1.1: Site Location Plan



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- 1.1.5 The site is located within Hertfordshire County Council (HCC), which is the Local Highway Authority and Three Rivers District Council (TRDC) as the local planning authority.
- 1.1.6 The primary purpose of this FTP is to identify opportunities for the effective promotion and delivery of sustainable transport measures and initiatives e.g., walking, cycling, public transport, EV use and to reduce the demand for travel by less sustainable modes.
- 1.1.7 This document should be read in conjunction with the TA (*report reference: ITL200107-002A R*) also prepared by i-Transport to accompany the planning application.

1.2 National Policy

- 1.2.1 The National Planning Policy Framework (NPPF) December 2024 sets the policy background for the development of Travel Plans. Paragraph 118 states that all developments that will generate significant amounts of movement should be required to provide a Travel Plan. A Travel Plan supports sustainable travel objectives including the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.
- 1.2.2 Furthermore, one of the key transport tests set out at Paragraph 115 relates to the promotion of sustainable transport modes. It is therefore apparent that Travel Plans remain a key tool in ensuring sustainable development through the promotion in the uptake of sustainable modes.
- 1.2.3 The web-based National Planning Practice Guidance (NPPG), which was released on 6 March 2014, brings together planning guidance for England across all disciplines in an accessible way. It also provides 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.”

1.3 Local Policy

- 1.3.1 In March 2020, Hertfordshire County Council (HCC) published version 2 of their Travel Plan Guidance. This sets out the structure and required contents of any Travel Plan submitted to HCC for developments within the county.

- 1.3.2 Framework Travel Plans are appropriate for mixed-use development which have different elements and phases of development. It is required that the FTP sets out overall objectives, targets and indicators for the entire site. It should also set out the timescales for each individual element to prepare their own Full Travel Plans / Statements.
- 1.3.3 The guidance also requires that responsibility for the implementation and management of the FTP be assigned at an early stage of the TP process, including identifying a Travel Plan Coordinator (TPC).
- 1.3.4 Developers must be committed to provide financial travel voucher incentives for residential developments on a per unit basis. The minimum value per unit is £50 for flats and £100 for houses (adjusted for RPI inflation from 2014).
- 1.3.5 This Framework Travel Plan has been set out so that it complies with the guidance.

1.4 **Scope of Framework Travel Plan**

- 1.4.1 The NPPF and PPG requires a Travel Plan to be submitted alongside proposals for developments that are likely to result in a significant travel demand. In line with these requirements, and to ensure that opportunities for sustainable travel are taken up, this FTP has been produced and will be implemented in association with residential development.
- 1.4.2 At this stage, this document is a framework to inform the planning process and therefore outlines the Travel Plan measures. At the appropriate juncture, this framework will be worked up into a Full Travel Plan prior to occupation of the site.

1.5 **Structure**

- 1.5.1 The remainder of the FTP is structured as follows:
- Section 2 describes the principle aims, objectives and benefits of the Travel Plan;
 - Section 3 provides information on the development proposal;
 - Section 4 considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics in the area;
 - Section 5 sets out the interim targets for the Travel Plan;
 - Section 6 sets out the infrastructure measures that will be provided to encourage non-car mode travel to the site and to manage travel demand;

- Section 7 sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- Section 8 provides a strategy for the implementation and management of the travel plan;
- Section 9 outlines how the Travel Plan will be monitored to ensure that it is achieving the targets set out in Section 5; and
- Section 10 provides an overall Action Plan for the implementation of Travel Plan.

SECTION 2 Aims, Objectives and Benefits

2.1 Aims

2.1.1 The aim of the FTP is to promote sustainable travel alternatives. This is done via a number of measures aimed at reducing reliance on the private car, in line with national and local government policy. The headline aims for the plan are as follows:

- To reduce the need to travel;
- To reduce the number of single occupancy car journeys to and from the site, in line with the objectives of the NPPF;
- To improve accessibility to the site by non-car modes of transport;
- Promoting healthy lifestyles, accessible environments, and sustainable & vibrant communities, through the promotion of sustainable travel modes; and
- Minimise the impact of traffic-related activities (noise, pollution, parking and congestion) on the local highway network.

2.2 Objectives

2.2.1 The objectives of this FTP are to:

- To support a range of sustainable transport alternatives to provide the future residents with options for travel to and from the site;
- 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 the private car and highlight the health and environmental benefits of using sustainable travel modes;
- To manage car parking demand across the development; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

2.3 Benefits

2.3.1 The development of an FTP will have a number of benefits for the residents occupying the development, the local community and the surrounding environment.

Benefits to Residents

- 2.3.2 The FTP will offer the following benefits to residents occupying the development:
- Improved health and fitness through increased levels of walking and cycling;
 - Increased travel flexibility offered through wider travel choices;
 - The social aspects of sharing transport with others; and
 - A better environment within the site and the surrounding areas as vehicular movements are minimised and parking pressures are reduced.

Benefits for the Local Community and Environment

- 2.3.3 A reduction in the number of car journeys to and from the site will result in a beneficial impact on the operation of the local highway network, reducing local vehicular pollution levels and contributing to both local air quality management and national climate change reduction targets.
- 2.3.4 Overall, it is anticipated that the travel plan, in combination with the measures to promote sustainable modes of transport, will result in benefitting future residents and the wider community in the local area.

SECTION 3 Development Proposals

3.1 Development Overview

3.1.1 The proposed development encompasses an area to the east of Oxhey Lane and the Carpenders Park Care Home, which would provide an extension to the existing residential area of Carpenders Park. The proposed development would comprise:

- A residential development of up to 257 dwellings;
- Housing with care (circa 60 units) and a children's home (one unit);
- Landscaping, including areas required for sustainable drainage and biodiversity enhancements;
- A variety of secondary streets, private drives and shared surfaces for all users;
- Dedicated and direct cycleway and footpath linkages throughout the development, creating a permeable network of streets for pedestrians and cyclists;
- An orbital pedestrian route around the site, linking with the existing public right of way in the north of the site;
- Two dedicated active travel accesses to the site (including one emergency vehicle access);
- A primary vehicular access to the site; and
- Associated infrastructure works

3.1.2 The majority of development is concentrated to the east and south of the Carpenders Park Care Home, with a small number of units to the north.

3.1.3 The development is roughly split into three parcels:

- The northern parcel experiences significant level changes and therefore the built area is restricted in this parcel. It also provides the main vehicular access into the site alongside sustainable drainage and the existing public right of way.
- The middle parcel will support the main bulk of the development, including residential housing, housing with care and the children's home. Dedicated pedestrian access from Oxhey Lane will be provided to this part of the site, including the main vehicular access through route.

- The southern parcel will support the remaining housing and will also feature sustainable drainage and a pedestrian / cyclists and emergency vehicle access.

3.1.4 Whilst the application is in outline, an Access and Movement plan has been prepared to guide future reserved matters along with an illustrative masterplan of the layout. Both are provided at **Appendix A**, with an extract of the access and movement plan shown at **Image 3.1**.

Image 3.1: Access and movement Plan (Extract)

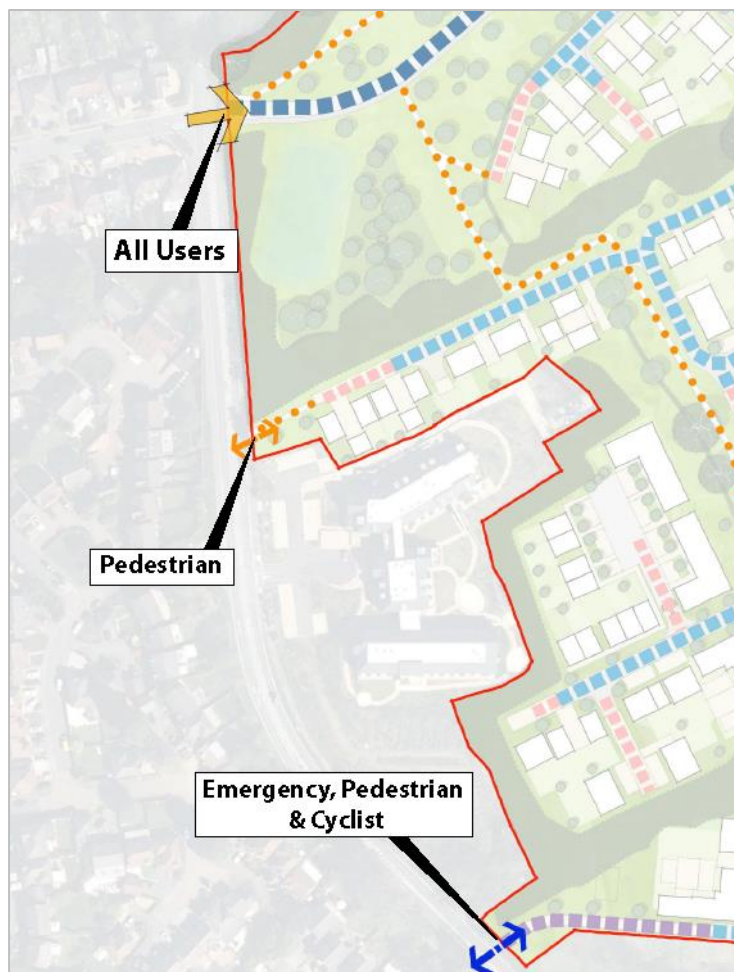


Source: Pegasus Group

3.2 Site Access Arrangements

3.2.1 In line with the transport user hierarchy set out in HCCs Local Transport Plan, the development proposals have been designed to prioritise walking and cycling whilst ensuring safe and suitable access is provided for all users including vehicles.

3.2.2 A key feature of the development proposals is that all parcels of land can be accessed directly from Oxhey Lane by active travel modes. In total there would be three accesses which are shown in demonstrated in **Image 3.2**.

Image 3.2: Access Locations

Source: Pegasus and Consultant

Pedestrian and Cycle accesses

- 3.2.3 A new pedestrian crossing on Oxhey Lane is proposed with as part of a new vehicular access arrangement to the site. This crossing will be a signalised puffin crossing and will route into the site on footways running alongside to the proposed site access road.
- 3.2.4 A dedicated pedestrian access from Oxhey Lane is also proposed to route across the north of the Care Home towards the centre of the development. The detail of this pedestrian access will be provided as part of a Reserved Matters application.
- 3.2.5 A pedestrian / cyclist / emergency vehicle access from Oxhey Lane is proposed to be provided to the south of the Care Home and will route into the southern parcel of the site. This will be 3.7m wide with a 1.0m buffer on both sides, with a bollard structure to prevent unauthorised vehicular access but to ensure emergency access is achievable and pedestrian and cycle access is provided at all times.

- 3.2.6 These two accesses will allow pedestrians and cyclists to access Oxhey Lane and Carpenders Park from a more direct route than using the main vehicular access.

Vehicular Access

- 3.2.7 The main vehicular access proposed into the development site is a signalised crossroad junction from A4008 Oxhey Lane, with a new access located opposite Carpenders Avenue. This location is the least constrained in terms of horizontal and vertical alignment, and the arrangement has been developed based on the characteristics of A4008 Oxhey Lane (as set out in Section 3) and the expected level of development proposed at the site
- 3.2.8 The access junction is shown in **Drawing ITL200107-GA-002C**.
- 3.2.9 The access features puffin crossings across southern arm of Oxhey Lane and site access junction and 2.0m wide footways on both sides of the carriageway.
- 3.2.10 An emergency access into the site from Oxhey Lane will be provided in a location to the south of the existing Care Home. This will be 3.7m wide with a 1.0m buffer on both sides, with dropped kerb and a bollard structure to prevent unauthorised vehicular access but to ensure emergency access is achievable and pedestrian and cycle access is provided at all times. This is provided at drawing **ITL200107-GA-007A**.

3.3 Site Layout

- 3.3.1 Although in outline, the site layout has been designed following HCC Place & Movement Planning and Design Guidance, with priority given to active travel users.
- 3.3.2 At the site access junction, pedestrians will have the opportunity to use a footway routing along the south side of internal site access road, or make use the existing public right of way, the alignment of which is to be retained. The public right of way will then link a footway on the north side of the internal access road as it diverts into the main residential provision of the site.
- 3.3.3 This will connect to a variety of secondary streets, private drives, shared surfaces to create a slow speed layout which emphasises the place function of the roads.
- 3.3.4 Turning heads will be provided at appropriate places to ensure all vehicles can enter and exit residential streets.
- 3.3.5 Dedicated and direct pedestrian routes beyond the road network will create a permeable network for walking for both recreational and utility purposes connecting to the three accesses onto Oxhey Lane.

3.3.6 The proposals also feature an orbital pedestrian route around the site which will link with the existing public right of way in the north of the site providing access to wider countryside.

3.3.7 The proposals involve the provision of housing with care (circa 60 units) and a children's home (one unit). These units will be provided along the western side of the site to correspond with the location of the existing care home.

3.4 **Parking**

3.4.1 Parking is a reserved matters and at the appropriate stage would be provided in accordance with the adopted Three Rivers District standards. This would include:

- Car parking (including visitor parking)
- Cycle parking
- Electric Vehicle charging

3.5 **Summary**

3.5.1 The proposed development would comprise 257 residential dwellings, housing with care and a children's home with landscaping and associated infrastructure on land to the east of Oxhey Lane.

3.5.2 The proposed development is shown on the illustrative masterplan which in transport terms provides for sustainable travel between the proposed residential areas and the existing services and facilities with Carpenders Park. The illustrative layout and pedestrian and cycle infrastructure would provide for safe, direct and convenient routes for pedestrians and cyclists which would provide the opportunity for a substantial proportion of journeys to the existing services and facilities within Carpenders Park to be undertaken by these modes.

3.5.3 A signalised crossroad junction arrangement with Oxhey Lane and Carpenders Avenue is proposed to access the site. This arrangement would provide improved crossing of Oxhey Lane for pedestrians, providing a signalised crossing and improved pedestrian desire lines towards Carpenders Avenue.

3.5.4 All other matters are in outline and would be subject to Reserved Matters applications.

SECTION 4 Existing Conditions and Site Assessment

4.1 Introduction

4.1.1 This section of the Transport Assessment provides a review of the existing transport conditions in the area including the opportunities for walking, cycling and public transport provision, as well as the characteristics of the local highway network.

4.2 Site Location

4.2.1 The site is located on land to the east of Oxhey Lane, Carpenders Park. The site is bordered to the north, east and south by grassland, scrub and woodland, and to the west by A4008 Oxhey Lane and Carpenders Park Care Home. A public right of way (Footpath 013) routes east-west across the northern part of the site. The site rises quickly from Oxhey Lane with significant level differences across the site.

4.2.2 Carpenders Park Overground station is situated circa 1,050m west from the site and the nearest bus stop is circa 700m from the site on By the Wood Road.

4.3 Active Travel

Walking

4.3.1 The site is located adjacent to the Carpenders Park residential area with direct pedestrian routes to local facilities.

4.3.2 Oxhey Lane routes north-south along the western site frontage. Oxhey Lane has continuous footway provision on the eastern side of the carriageway and a continuous footway on the western side of the carriageway south of the junction with Carpenders Avenue. An uncontrolled pedestrian crossing on Oxhey Lane is situated 40m south of Carpenders Avenue and includes a refuge island, dropped kerbs and tactile paving. There are currently no other pedestrian crossing facilities of Oxhey Lane in the vicinity of the site.

Image 4.1: Pedestrian Crossing Oxhey Lane



- 4.3.3 Carpenders Park local centre can be accessed from the site via Carpenders Avenue. Footways are provided on both sides of the road, which are separated from the kerb by intermittent grassed verges and vehicle crossovers. Footway widths are variable, ranging from 1.2m to 1.8m between residential properties and the grass verges.

Image 4.2: Footways on Caprenders Avenue (Looking East)



- 4.3.4 All crossing points along Carpenders Avenue have dropped kerbs but are not equipped with tactile paving. Street lighting is provided along the extent of Carpenders Avenue.

Image 4.3: Junction and Footways on Foxleys



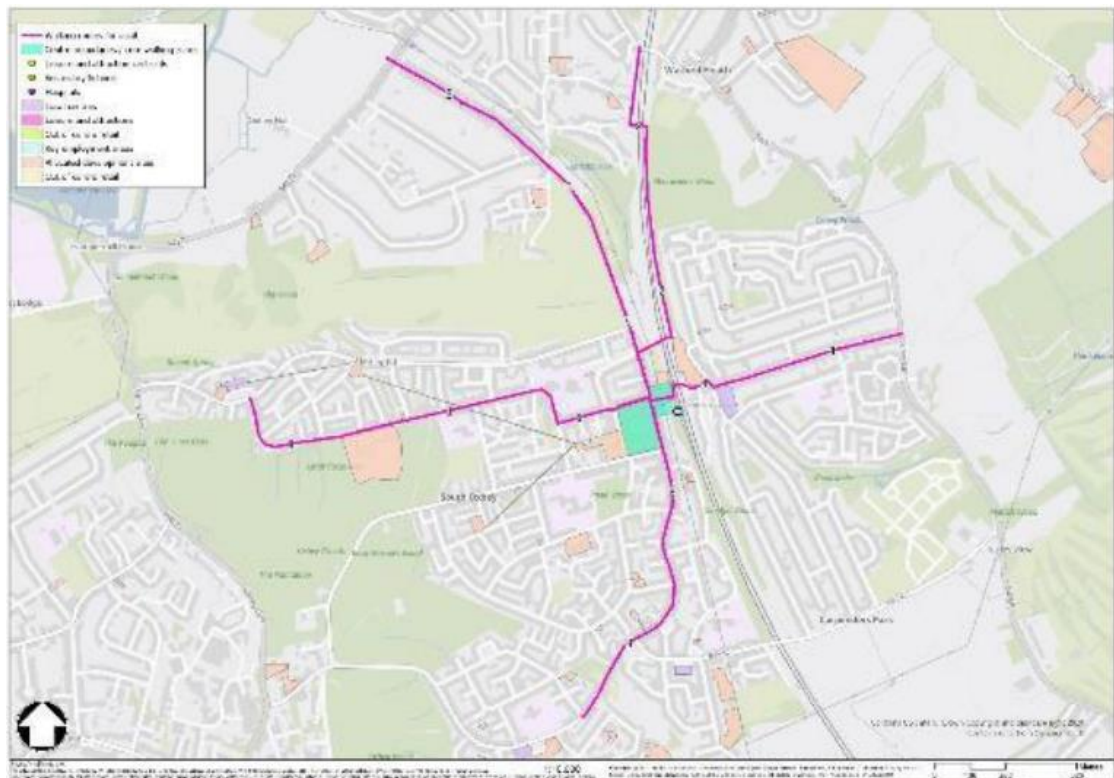
Source: Google Maps

4.3.5 The network of pedestrian routes spread throughout the residential area of Carpenders Park, providing pedestrian routes to primary schools, green space, local shops, Carpenders Park station and South Oxhey. There is a lack of tactile paving in numerous locations and a lack of coherence around Delta Gain and towards Carpenders Park station.

4.3.6 Carpenders Park is identified as a local priority core walking zone within Hertfordshire LCWIP document. **Image 4.4** shows the key walking routes, and can be summarised as follows:

- Key Walking Route 1 – Carpenders Park Station to Hayling Road
- Key Walking Route 2 – Carpenders Park Station to Watford Heath
- Key Walking Route 3 – Prestwick Rd (South) Carpenders Park Station to Greenfields School
- Key Walking Route 4 – Carpenders Park Station to Oxhey Lane
- Key Walking Route 5 – Prestwick Rd (North) Carpenders Park Station to Hampermill Lane

Image 4.4: Key Walking Routes Around South Oxhey and Carpenders Park



Source: HCC LCWIP

4.3.7 Key Walking Route 4, which routes along Carpenders Avenue and connects the site to Carpenders Park Overground Station, was audited on five different factors: attractiveness, comfort, directness, safety and coherence. The audit gave an overall score of 68%, with the lowest individual scores attributed to comfort and coherence categories. This is further identified within the SW Herts GTP which states that coherence scores are generally low which reflects the lack of dropped kerbs and tactile paving on some routes.

4.3.8 Appendix A of the LCWIP document provides a summary of potential improvements that could be made along Walking Route 4. The route could be improved with consistent dropped kerbs and crossing points and the ambitions of the LCWIP are to raise the overall score to 90%. There are therefore opportunities to improve this route in line with HCC and TRDC ambitions, and this is considered in Section 5 of his TA.

Public Rights of Way

4.3.9 A public right of way (Footpath 013) routes east-west within the northern parcel of the site from Oxhey Lane. This provides a direct route to Bushey Heath through Merry Hill Wood.

Cycling

4.3.10 Carpenders Avenue has a speed limit of 30mph and low traffic which is appropriate for cycling.

4.3.11 Carpenders Avenue connects to the wider cycle network on Prestwick Road through an underpass under Carpenders Park Overground Station. An off-carriageway shared footway/cycleway is provided on the eastern side of the Prestwick Road and routes north to Bushey and Watford. This route is also identified in HCCs LCWIP as a route suitable for walking and cycling as shown in Image 3.4.

4.3.12 Oxhey Lane does not provide any dedicated provision for cycling in the vicinity of the site, although a shared footway/cycleway is provided on the eastern side of Oxhey Lane circa 300m north of the site.

4.4 Public Transport

Bus

4.4.1 The proposed development is located circa 700m walking distance from the bus stop 'Upper Hitch', which is located on By the Wood Road, to the north of the site. The bus stop infrastructure at the stops consists of a bus stop flag, timetable information and seating.

4.4.2 The bus stops provide access to a number of bus services, **Table 4.1** summarises the destination and frequency of the bus routes served by these bus stops.

Table 4.1: Local Bus Services

Service No.	Route	Typical Frequency	
		Mon-Fri	Sat
346	Watford – Carpenter Park	Bus every two hours from 08:02 – 18:08	Bus every two hours from 08:13 – 18:03
R17	Carpender Park Railway – Hatch End Harrow Arts Centre	One bus on Wednesday at 10:15	-
R16	Bushey Railway Station – North Watford Sainsburys	Two buses on Monday and Friday only	-

Source: Bustimes.org (accessed January 2025)

London Overground

4.4.3 The nearest overground station is Carpenders Park circa 1,050m (equivalent to a 14-minute walk) west of the site. London Overground Lioness Line serves the station with regular and reliable services every 15 minutes to destinations between London Euston and Watford Junction. **Table 4.2** shows the destinations accessible from this station and the journey duration.

Table 4.2: Local Rail Destinations

Destination	Average Journey Duration
Euston	45 mins
Wembley Central	18 mins
Watford Junction	10 mins
Bushey	3 mins
Harrow & Wealdstone	9 mins
Willesden Junction	25 mins

Source: TfL

- 4.4.4 Overground services from Carpenders Park Station provide fast, convenient services to common commuting destinations for the local area, including key workplace and leisure destinations in inner and outer London, and also Watford a short journey to the north. Thus, the Overground will serve as a popular method of travel for work and leisure for existing and future residents of the local area.

4.5 Local Facilities and Services

- 4.5.1 The site is located within close proximity to a good number of local facilities and services that are accessible via sustainable means. **Table 4.3** details the facilities and the walking and cycling times from the centre of the site.

Table 4.3: Summary of Local Facilities

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Roots Hairdresser	800	10	3
	Absolute health & beauty	800	10	3
	Pizza Delight	800	10	3
	The Partridge Pub	950	12	3
	Carpenders Park Community Hall	1,000	11	4
	Carpenders Park Garden Centre	1,150	16	5
	Green Park Play Area	1,250	17	5
	Carpenders Park Skate & BMX Park	1,350	19	6
	Oxhey Library	1,350	18	7
	South Oxhey Leisure Centre	1,550	21	7
	Grims Dyke Golf Club	1,750	25	7

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
	South Oxhey Choir	1,850	25	8
	South Oxhey Family Centre	1,850	25	8
Education	Little hearts pre-school	550	7	2
	St. Meryl Primary School	550	7	2
	Warren Dell Primary School	1,650	22	7
	Colnbrook School	1,650	22	7
	Oxhey Wood Primary School	1,850	25	8
	St. Joseph's Primary School	2,050	28	9
Retail	Carpenders Park Sub Post Office	800	10	3
	L Cook Florist	800	10	3
	Co-op Food	800	10	3
	Nisa Local	1,050	16	6
	Tesco Express	1,150	16	6
	Lidl	1,250	18	7
Healthcare	DB Jones Pharmacy	800	10	3
	Viks Pharmacy	1,100	15	5
	Esom's Pharmacy	1,250	17	6
	Manor View Practice	1,650	22	7
	Dale Pharmacy	1,750	24	7

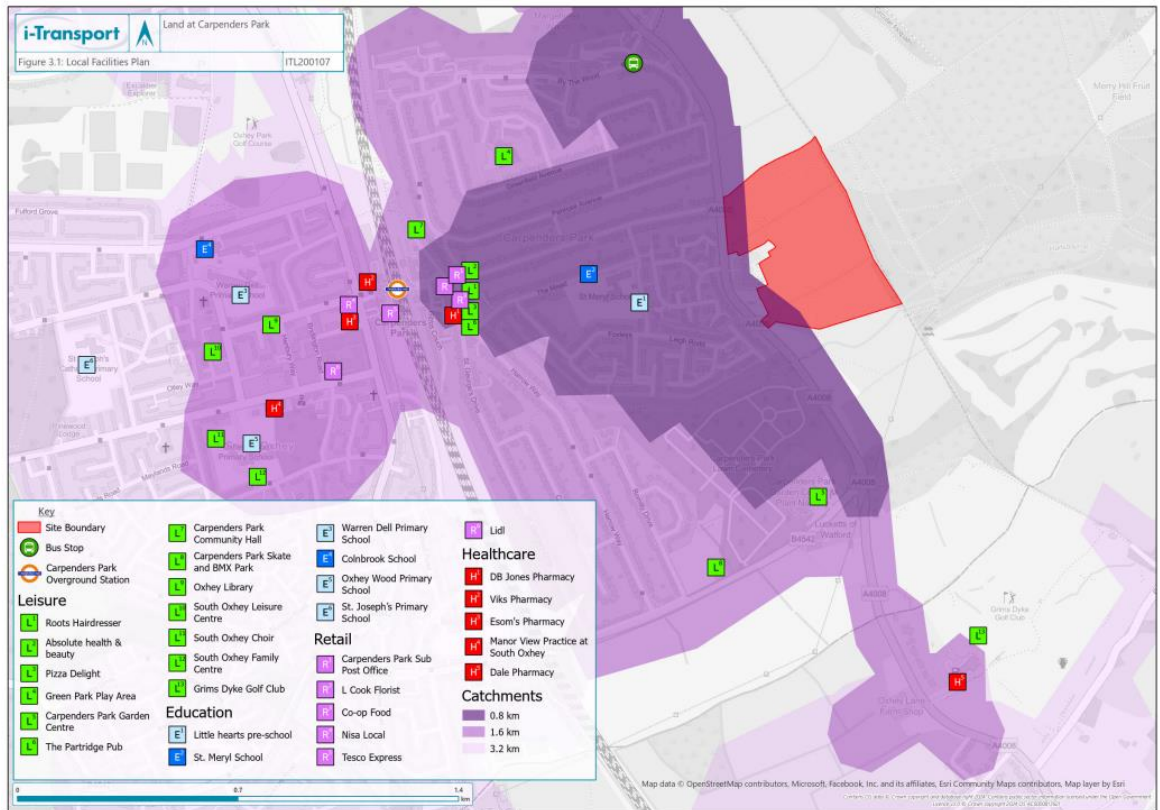
Key:

	Within 800m
	Within 1600m
	Within 3200m

4.5.2 **Table 4.3** shows that many local facilities are located within a short walking or cycling distance from the site. All facilities are within a reasonable walking distance of 1,600 metres and many essential facilities within 800m, a comfortable walking distance¹. The facilities are also shown on **Figure 4.1**, an extract of which is provided at **Image 4.5**.

¹ Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015)

Image 4.5: Local Facilities Plan (Extract)



Source: Consultant Drawing

4.6 Baseline Travel Information

4.6.1 Modal split data for all journey purposes has been obtained from the TEMPro v8.1 for the Three Rivers District 010 MSOA. The calculations for these are set out in Section 6 of the TA.

4.6.2 The modal split data is summarised in **Table 4.4**.

Table 4.4: Modal Split for Three Rivers 010

Mode	08:00 – 09:00 (% Split)	17:00 – 18:00 (% Split)
Car Driver	40.4%	47.5%
Car Passenger	20.2%	19.9%
Walk	18.9%	15.5%
Public Transport	19.1%	15.8%
Cycle	1.2%	1.2%
Total	100%	100%

Source: TEMPro 8.1

4.6.3 **Table 4.4** demonstrates that between 0800-0900 around 40% of trips are undertaken by car, with 20% of persons travelling as a car passenger. Around 2% of trips are taken by active travel modes, and 19% of trips are taken by public transport. Between 1700-1800, around 48% of trips are taken by car with a further 20% undertaken as a car passenger. 17% of trips are undertaken by active travel and 16% of trips are undertaken by public transport.

SECTION 5 Targets

5.1 Overview

5.1.1 The key aim of the FTP is to reduce single occupancy car use for travel to and from the site. Targets are the measurable goals through which the progress of the Travel Plan can be assessed against the objectives.

5.1.2 The Transport Assessment associated with the planning application set out a Transport Vision for the site. The aims of the vision are to:

- Reduce the number of vehicle trips to and from local schools in favour of active travel.
- Reduce the number of vehicle trips to and from the site for commuting purposes in favour of public transport.

5.1.3 A reduction in vehicle trips for other journey purposes will also occur from the vision, but for the purposes of this assessment, the vision has focussed on a reduction in vehicle trips to schools and commuting due to proximity of nearby schools and habitual nature of commuter travel. The impact of the vision will be most greatly realised in these two journey purposes.

5.1.4 The key target reflects the headline aims as follows:

To reduce the number of private car trips to and from the site across the network peak hours by 10% from the baseline by Year Five.

5.1.5 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focuses on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes.

5.1.6 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan.

5.2 Baseline Position and Interim Targets

Without Vision Trip Generation

5.2.1 For the purpose of the FTP, no site-specific data is available. As such, the baseline modal split is taken from a combination of TRICS and TEMPro, as set out in Section 6 of the Transport Assessment (*report reference: ITL200107-002A*). Table 6.5 sets out the expected number of peak hour vehicle trips, which is reproduced in **Table 5.1** overleaf.

Table 5.1: Multi-Modal Residential Trip Generation – No Vision

Mode	AM Peak (08:00 – 09:00)				PM Peak (17:00 – 18:00)			
	%	Arr.	Dep.	2-Way	%	Arr.	Dep.	2-Way
Walk	18.9%	13	36	49	15.5%	22	11	33
Cycle	1.3%	1	2	3	1.3%	2	1	3
Car Driver	40.4%	27	78	105	47.5%	68	34	102
Car Passenger	20.2%	14	39	53	19.9%	28	14	42
Public Transport	19.2%	13	37	50	15.8%	23	12	35
Total	100%	68	192	260	100%	143	72	215

Source: Consultation Calculations

5.2.2 **Table 5.1** shows that around 105 two-way vehicle trips are expected in the morning peak hour and 102 two-way vehicle trips in the evening peak hour.

With Vision Trip Generation – Vehicle Trip Reassignment

5.2.3 The transport vision aims to reduce the number of peak hour vehicle trips by roughly 10%. This is achieved by reducing the number of vehicle trips to education and commuting purposes during both peak hours.

5.2.4 Table 6.7 of the TA sets out the adjusted multi-modal trip generation with the vision included. This is reproduced as **Table 5.2**.

Table 5.2: Multi-Modal Residential Trip Generation – With Vision

Mode	AM Peak (8:00 – 9:00)				PM Peak (17:00 – 18:00)			
	%	Arr.	Dep.	2-Way	%	Arr.	Dep.	2-Way
Walk	21.6%	15	42	56	16.9%	24	12	36
Cycle	2.4%	2	5	6	1.8%	3	1	4
Car Driver	35.2%	24	68	91	44.4%	64	32	96
Car Passenger	20.2%	14	39	53	19.9%	28	14	43
Public Transport	20.5%	14	39	53	17.0%	24	12	36
Total	100%	69	191	260	100%	143	71	215

Source: Consultation Calculations

5.2.5 The vision for the proposed development could reduce the number of peak hour car driver trips associated with the residential development by:

- 13% in the morning peak hour

- 7% in the evening peak hour

- 5.2.6 This results in a 10% reduction in vehicle trips across the network peak hours.
- 5.2.7 Once the first monitoring surveys at the development have been undertaken this target will be updated and thereafter the target will be annually reviewed.
- 5.2.8 The overarching target will be to achieve a year-on-year reduction in single occupancy car trips from the development site to achieve a 10% reduction of the current modal share by year five.
- 5.2.9 The targets would be achievable through an increase in walking, cycling and public transport modes which increase through a reduction in vehicle use trips.
- 5.2.10 The interim targets for these trips are shown in **Table 5.3** which have been estimated using the trip generations set out above.

Table 5.3: Interim Modal Split Targets

Mode of Travel	Morning Peak Hour			Evening Peak Hour		
	Baseline	Year 3 Target	Year 5 Target	Baseline	Year 3 Target	Year 5 Target
Walk	18.9%	20.3%	21.6%	15.5%	16.2%	16.9%
Cycle	1.3%	1.9%	2.4%	1.3%	1.6%	1.8%
Car Driver	40.4%	37.8%	35.2%	47.5%	46.0%	44.4%
Car Passenger	20.2%	20.2%	20.2%	19.9%	19.9%	19.9%
Public Transport	19.2%	19.9%	20.5%	15.8%	16.4%	17.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: 2011 Census, Consultant's Estimates

- 5.2.11 The target of 10% reduction in forecast peak hour traffic flows would result in a modal shift for car drivers of:
- 40.4% to 35.2% by Year 5 during the morning peak hour.
 - 47.5% to 44.4% by Year 5 during the evening peak hour.
- 5.2.12 Once the first monitoring surveys have been undertaken and analysed (see Section 8) the baseline position and the interim and mode shift targets will be reviewed and updated as necessary, in consultation with HCC.

SECTION 6 Infrastructure Measures

6.1 Infrastructure Measures

6.1.1 The following infrastructure elements have been included in the site design to encourage the use of sustainable travel modes.

On-site Infrastructure Measures

6.1.2 Three accesses are proposed as part of the development proposals, including:

- Footways at the site access junction
- A pedestrian access north of the existing Care Home access
- Pedestrian and cyclists access to the southern parcel of the site via an emergency access

6.1.3 Two puffin crossings are proposed at the new site access junction, with crossings on Oxhey Lane and the site access.

6.1.4 Dedicated and direct pedestrian routes beyond the road network will create a permeable network for walking for both recreational and utility purposes connecting to the three accesses onto Oxhey Lane.

6.1.5 The proposals also feature an orbital pedestrian route around the site which will link with the existing public right of way in the north of the site providing access to wider countryside.

6.1.6 To ensure that sustainable modes are prioritised cycle parking for both residents and visitors of the development will be provided in line with the adopted Three Rivers District standards.

6.1.7 Furthermore, all vehicle parking spaces will be either active or passive EV charging bays in line with standards.

Cycle parking

6.1.8 Cycle parking is reserved matters and at an appropriate stage would be provided in accordance with the adopted Three Rivers District standards.

Off-site Infrastructure Measures

6.1.9 The Applicant is also willing to provide a Section 106 contribution of appropriate scale towards the improvement of Walking Route 4 as set out in the Watford and Three Rivers LCWIP. This walking route connects the site at its main vehicular access to the centre of Carpenders Park via Carpenders Avenue and thus would receive significant foot traffic from the proposed development.

SECTION 7 **Soft Measures**

7.1.1 To complement the infrastructure measures being implemented with the development, the Applicant also proposes to provide funding for a number of soft measures that would encourage future residents to travel sustainably.

7.2 **Promotion of Walking and Cycling**

- Travel Pack – all residents will be provided with a ‘Travel Pack’ with the provision of information on both walking and cycling. These would be delivered door to door, made available on social medias or a dedicated website and provided on occupation.
- The Travel Packs will include walking route maps identifying routes between the site and transport hubs (such as Carpenders Park Overground Station), public rights of way and local services and amenities including schools, as well as leisure routes. To further increase the likelihood of walking, more information such as walking times, calories burnt, and carbon saved in comparison to driving will be mentioned.
- The cycling section of the travel pack will have routes between the site and key local destinations, local cycling websites and maps on the local and national cycle network. The formation of a bicycle user group could also be put forward to enable cyclists to share information and improve cyclists experience, especially for those less skilled to gain more confidence along with cycling training courses.
- Applications – smart phone applications will be promoted, such as Strava, AllTrails and other walking and cycling applications which may encourage sustainable travel.

7.3 **Public Transport**

- Information on Bus and Rail Services – Distance to Carpenders Park Overground Station and the destinations reachable, as well as nearest bus stop information and their timetabling information. This information will be presented in the Travel Plan website or pack. Public transport discounts for residents will be researched by the TPC and made available.
- Bus Travel Negotiations – the TPC will look to negotiate discounts from local bus operators, such as Redrose Travel and Red Eagle Buses who operate locally. If obtained these will be promoted through the Travel Plan website or pack.

7.4 Sustainable Travel

- Car Sharing – the benefits of car sharing will be promoted through the Travel Plan website or pack. Information on websites such as LiftShare, BlaBlaCar and Hiyacar will be provided to residents.
- EV Charging - The level and placement of active electric vehicle charging points within the site will be agreed as part of a Reserved Matters planning application following outline planning consent.

7.5 Travel Vouchers

- Residential Travel Vouchers – In line with HCC TP guidance (March 2020) vouchers of £50 per flat and £100 per house (funded by the developer) will be provided for each unit, to be exchanged for any of the following:
 - Tickets for local bus or rail services; or
 - Contribution towards a bicycle or cycle equipment purchase.

7.6 Information Provision & Marketing

- The first occupier of each household will be provided with a Residents Travel Information Pack. The pack will pull together the information mentioned in the Travel Plan.
- The following will be provided in the resident's travel information pack:
 - An offer of Personalised Travel Planning meeting with the Travel Plan Co-ordinator.
 - Details regarding the provision of broadband access to enable easy access to local home delivery services and home/local working.
 - An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored.
 - Information about the community travel website/social media page and the locations of local travel information.
 - A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, and the location of bus stops.

- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes.
- Travel Plan mapping leaflets showing location of key services and facilities within Borehamwood and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations.
- Bus and rail maps and timetable information.
- Information about journey planning services, e.g., www.nationalrail.co.uk.
- Information about car sharing.

SECTION 8 Implementation Strategy

8.1.1 The management of a Travel Plan is a continuous process requiring monitoring, review and revision to ensure it remains relevant. This section sets out the strategy for monitoring and review over a five-year period from first occupation.

8.2 Management

8.2.1 Prior to site occupation a Travel Plan Coordinator (TPC) will be appointed by the developer as the lead organiser for the site. The full contact details, alongside contact details of a second contingency contact, will be provided to HCC.

8.2.2 The TPC will take responsibility for the Travel Plan and will oversee the implementation of measures specified within it. This role will be undertaken either by an external consultant, an existing employee of the developer, or an appropriate representative of the new community, Details of the TPC will be provided to HCC's Travel Plan Officer three months prior to initial occupation, as well as being included in Travel Information Packs for residents.

8.3 Travel Plan Co-ordinator Roles and Responsibilities

8.3.1 The role of the TPC will involve:

- Ensuring the final residential Travel Plan has been submitted to HCC for approval in accordance with the requirements of any planning obligation.
- To manage the day-to-day delivery of the soft measures contained in **Section 7**.
- To market the Travel Plan to encourage interest and involvement of employees and 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 employees and residents, i.e. how to access schools, workplaces and local facilities by non-car modes.
- To seek to negotiate discounts for residents with local cycle shops.
- To organise and undertake the annual monitoring of the Travel Plan in line with the strategy outlined in **Section 9**.
- To provide monitoring feedback to employees and residents and to liaise with TRDC and HCC as necessary.

8.4 Involvement of Residents

8.4.1 The involvement of residents will be key to the success of sustainable transport measures. The first owner of each dwelling will be provided with a residents' travel information pack on completion of their purchase as well as the offer of personalised journey planning advice from the TPC.

8.4.2 The TPC will be encouraged to liaise regularly with residents of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made widely available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

8.5 Framework for Implementation

8.5.1 The Travel Plan Co-ordinator will be nominated one to three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations.

8.5.2 An Action Plan for the implementation of the measures set out in Sections 6 and 7 of this FTP is provided in Section 10 of this Travel Plan.

8.6 Funding

8.6.1 The owner / developer will fund the following:

- The transport infrastructure and soft measures outlined in **Sections 6 and 7**.
- The Travel Plan Co-Ordinator (TPC) role for a period from at least 3 months prior to first occupation of the development, for 5 years.
- Sustainable travel vouchers per residential unit, for the first occupiers, as per HCC's Travel Plan contribution requirements.
- The site wide monitoring surveys outlined in **Section 9**.

SECTION 9 Monitoring

9.1.1 The success of the Travel Plan in fulfilling the vision (as set out in **Section 5**) of the development would be monitored and reviewed annually for a period of five years, from 50% occupation of the residential units.

9.2 Surveys

9.2.1 The Travel Plan will be monitored in accordance with the HCC's preferred method of data collection in the form of the TRICS Standard Assessment Methodology (SAM) Travel Plan surveys. The SAM surveys will collect multi-modal count data for the site which will enable the monitoring of targets and identify any refinements to be made, if the plan is not on course. The surveys will be undertaken every two years, with a review of the Travel Plan and targets also undertaken.

9.2.2 A residents' questionnaire including travel mode questions to establish overall modal split for the site, car ownership and attitudes towards use of sustainable transport modes will also be undertaken.

9.2.3 The TPC will commission monitoring reports, based upon the travel survey results which will be held on a travel database. Monitoring will commence on full occupation (considered Year 1) and will also occur on Years 3 and 5 at the same time of year as the initial baseline survey to ensure consistency.

9.2.4 The results of the annual surveys will be provided to HCC Travel Plan advisors within three months of the date of each survey. The results of the surveys can then be inputted into the Hertfordshire Travel Plan System for HCC to monitor and keep track of the Travel Plan. The organisation of the SAM surveys will be the responsibility of the TPC.

9.3 Remedial Measures

9.3.1 Following each monitoring event, a review of the measures contained within the Travel Plan 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.

9.3.2 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 TPC will

use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to achieve success.

- 9.3.3 Should the Travel Plan targets not be met by the end of the monitoring period, the developer will use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

9.4 **Delivery and Enforcement**

- 9.4.1 The delivery of the Travel Plan will be secured through the S106 agreement for the development.

SECTION 10 Action Plan

- 10.1.1 The Travel Plan will be monitored for a period of five years after the first occupation on the development.
- 10.1.2 Following the measures which are presented within this FTP and the associated monitoring, which is required throughout this period, the following indicative Action Plan timetable as presented in **Table 10.1** is proposed.

Table 10.1: Action Plan Timetable

Measure / Action		Timescale	Responsibility
Infrastructure Measures	Site layout infrastructure, including footways, shared surfaces, pedestrian and cycle links	Phased with development	Developer
	S106 contributions to improvements on Carpenders Avenue	To be discussed with HCC	S106 / Developer
Travel Plan Coordinator	Provide HCC with TPC contact details	Within 3 months of occupation and update as required	Developer / TPC
	Dedicated email address to be created for the development	Within 3 months of occupation	Developer / TPC
Promotion of Walking, Cycling and Public Transport	Prepare and distribute residents Travel Information Pack	Prior to occupation	TPC
	Implement all soft measures	Prior to occupation	TPC
	Prepare dedicated webpages that reference Travel Plan and relevant information	Within 3 months of occupation and update as required	TPC
	Personalised TP sessions	Ongoing, as requested	TPC
	Set up a Bicycle User Group (BUG)	Six months after Occupation	TPC
	Provide sustainable travel vouchers	Redeemable upon application	Developer / TPC
	Promote car-sharing scheme amongst residents	Ongoing	TPC
Management	Set up social media page if applicable	Within 3 months of occupation and update as required	TPC
	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer
	Training of the sales team about the Travel Plan	Training as part of induction process	Developer
	Production of Sales Stage Travel Packs	To be developed before 1st occupation	Developer / TPC
	Develop Full Travel Plan	Prior to 1st occupation	Developer / TPC
	Develop and maintain community website	Prior to occupation	TPC

	Measure / Action	Timescale	Responsibility
Monitoring and Reviewing	Traffic Surveys at the site	Year one, three and five	TPC
	Travel Questionnaires	Annually (for five years)	TPC
	Monitoring Report	Year one, three and five	TPC

Source: Consultants Estimates

FIGURES



Figure 1.1: Site Location Plan

ITL200107

Key

Site Boundary

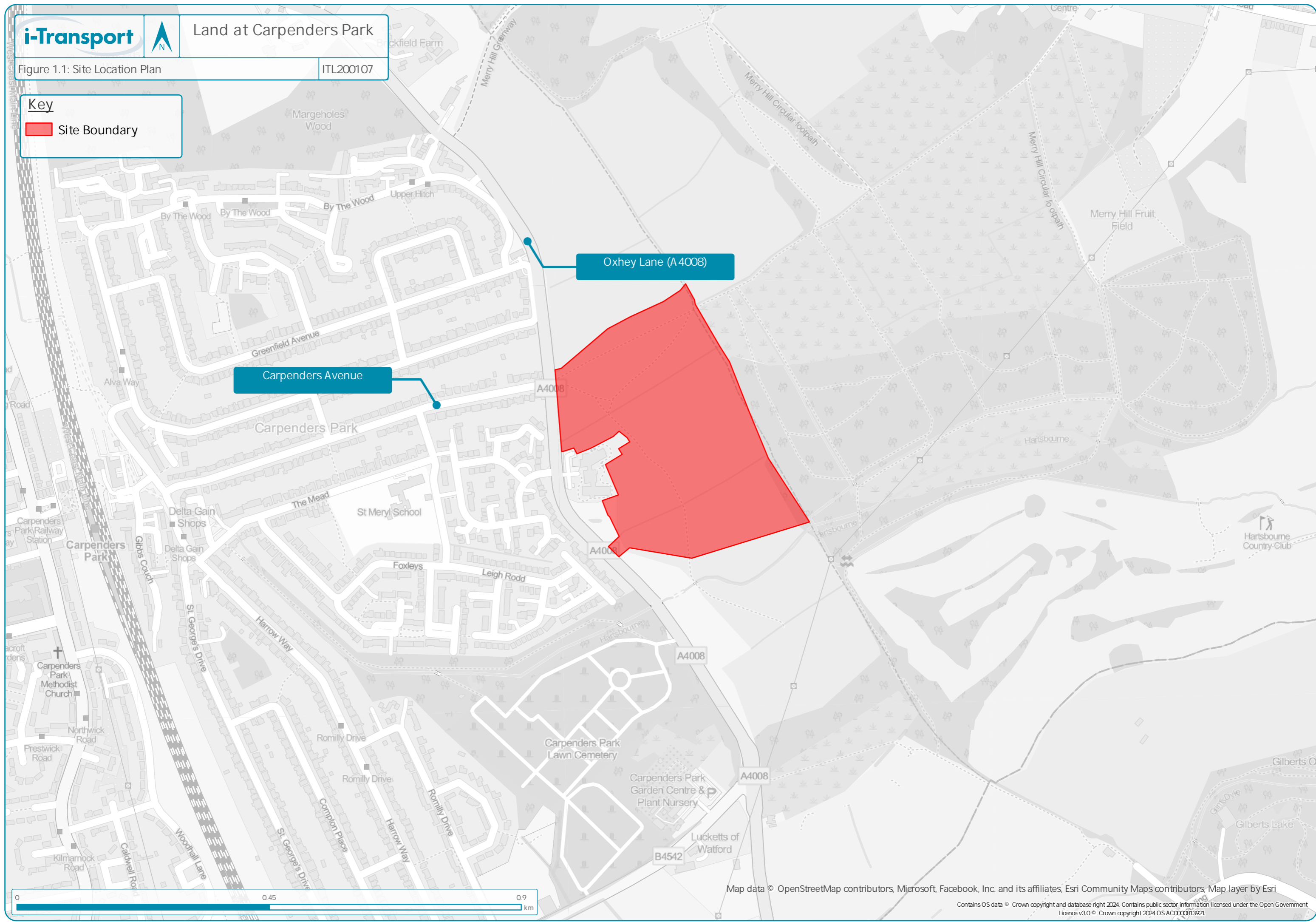
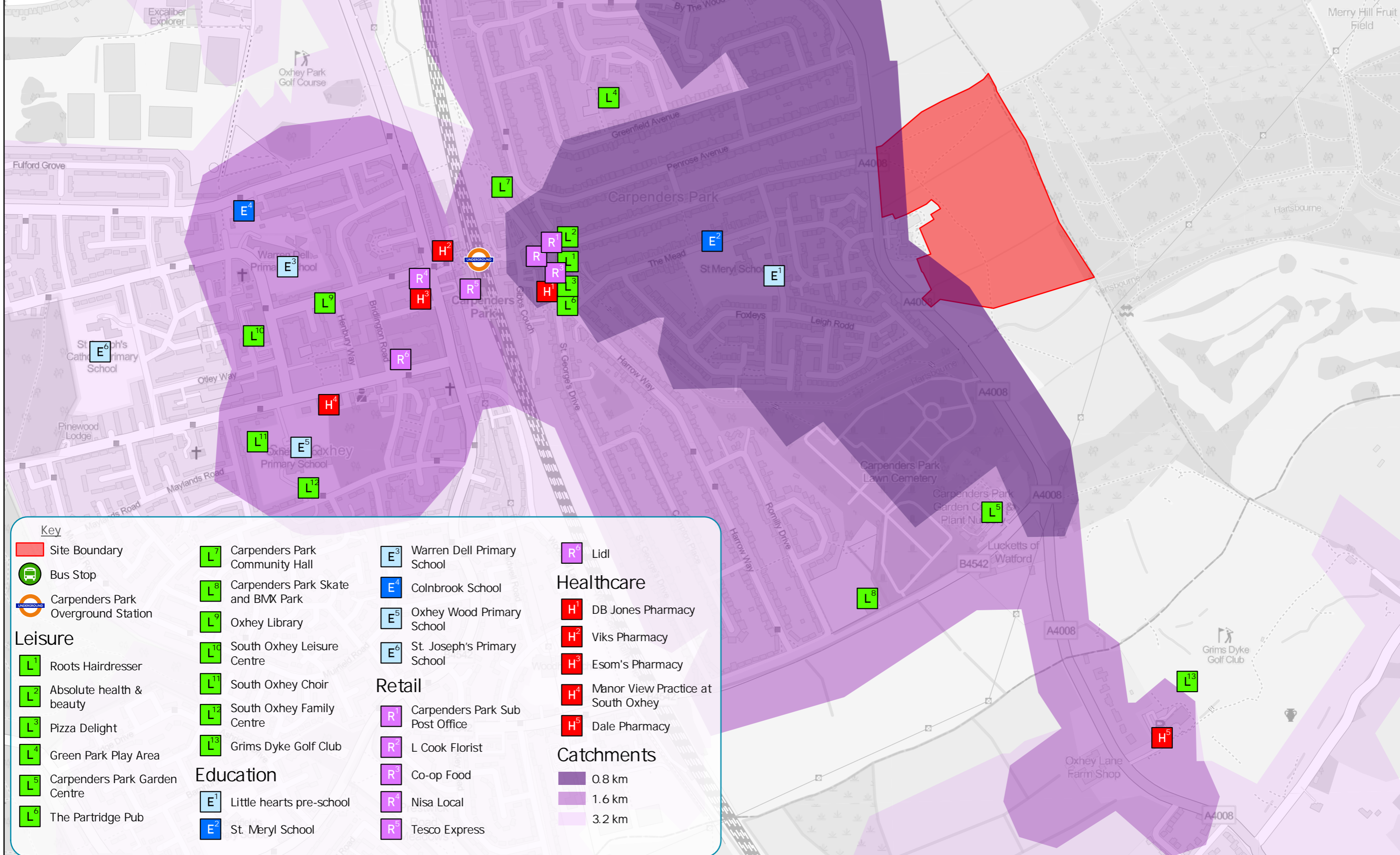




Figure 3.1: Local Facilities Plan

ITL200107



Key

- Site Boundary
- Bus Stop
- Carpenders Park Overground Station

Leisure

- Roots Hairdresser
- Absolute health & beauty
- Pizza Delight
- Green Park Play Area
- Carpenders Park Garden Centre
- The Partridge Pub

- Carpenders Park Community Hall
- Carpenders Park Skate and BMX Park
- Oxhey Library
- South Oxhey Leisure Centre
- South Oxhey Choir
- South Oxhey Family Centre
- Grims Dyke Golf Club

Education

- Little hearts pre-school
- St. Meryl School

- Warren Dell Primary School
- Colnbrook School
- Oxhey Wood Primary School
- St. Joseph's Primary School

Retail

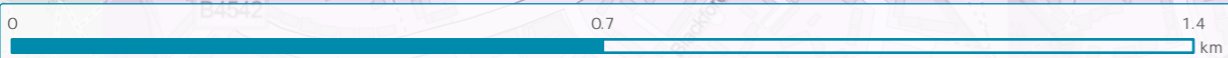
- Carpenders Park Sub Post Office
- L Cook Florist
- Co-op Food
- Nisa Local
- Tesco Express

Healthcare

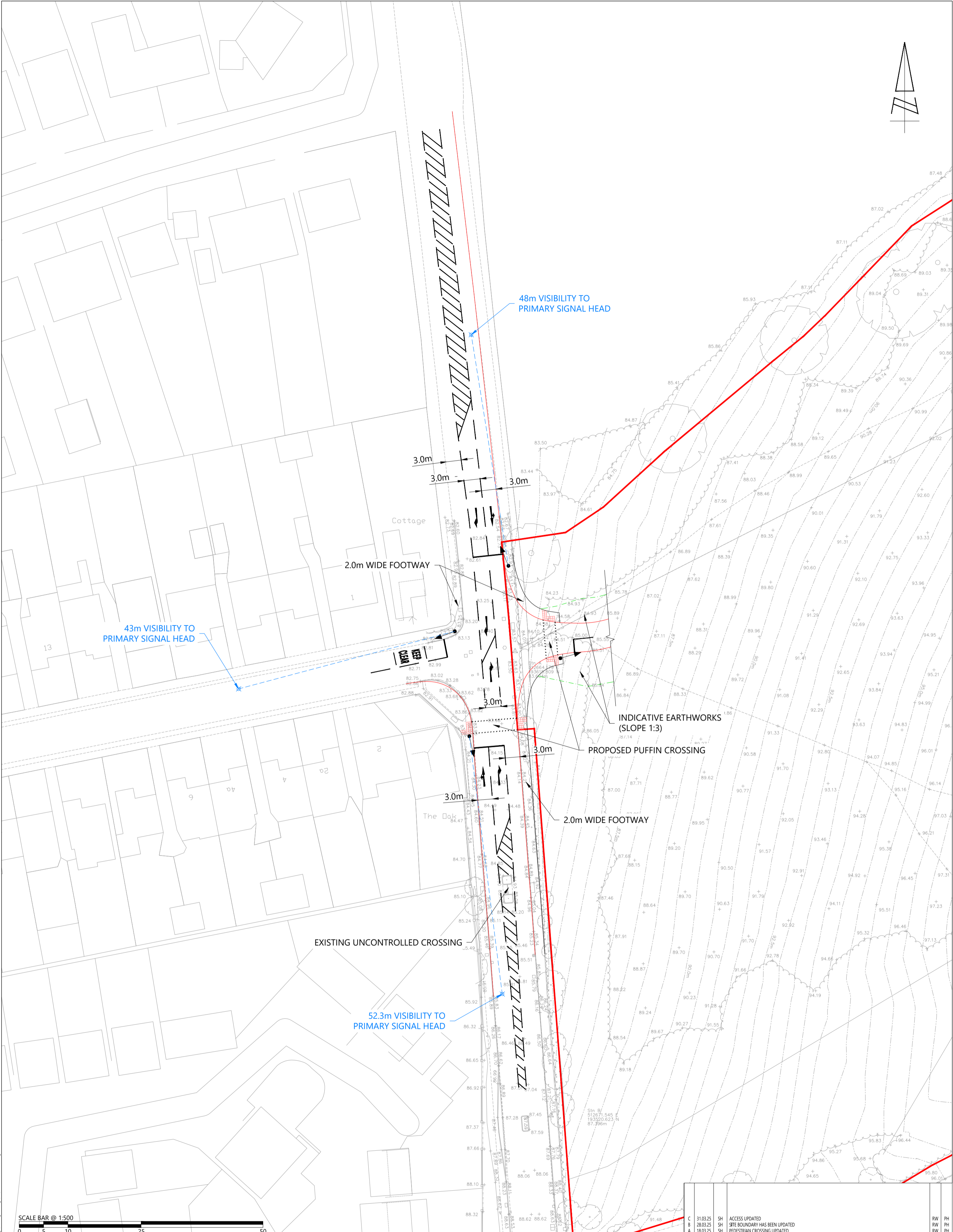
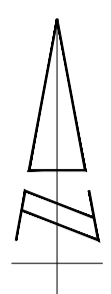
- Lidl
- DB Jones Pharmacy
- Viks Pharmacy
- Esom's Pharmacy
- Manor View Practice at South Oxhey
- Dale Pharmacy

Catchments

- 0.8 km
- 1.6 km
- 3.2 km



DRAWINGS



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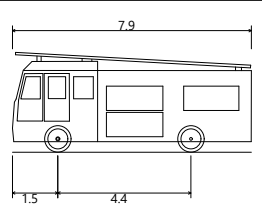
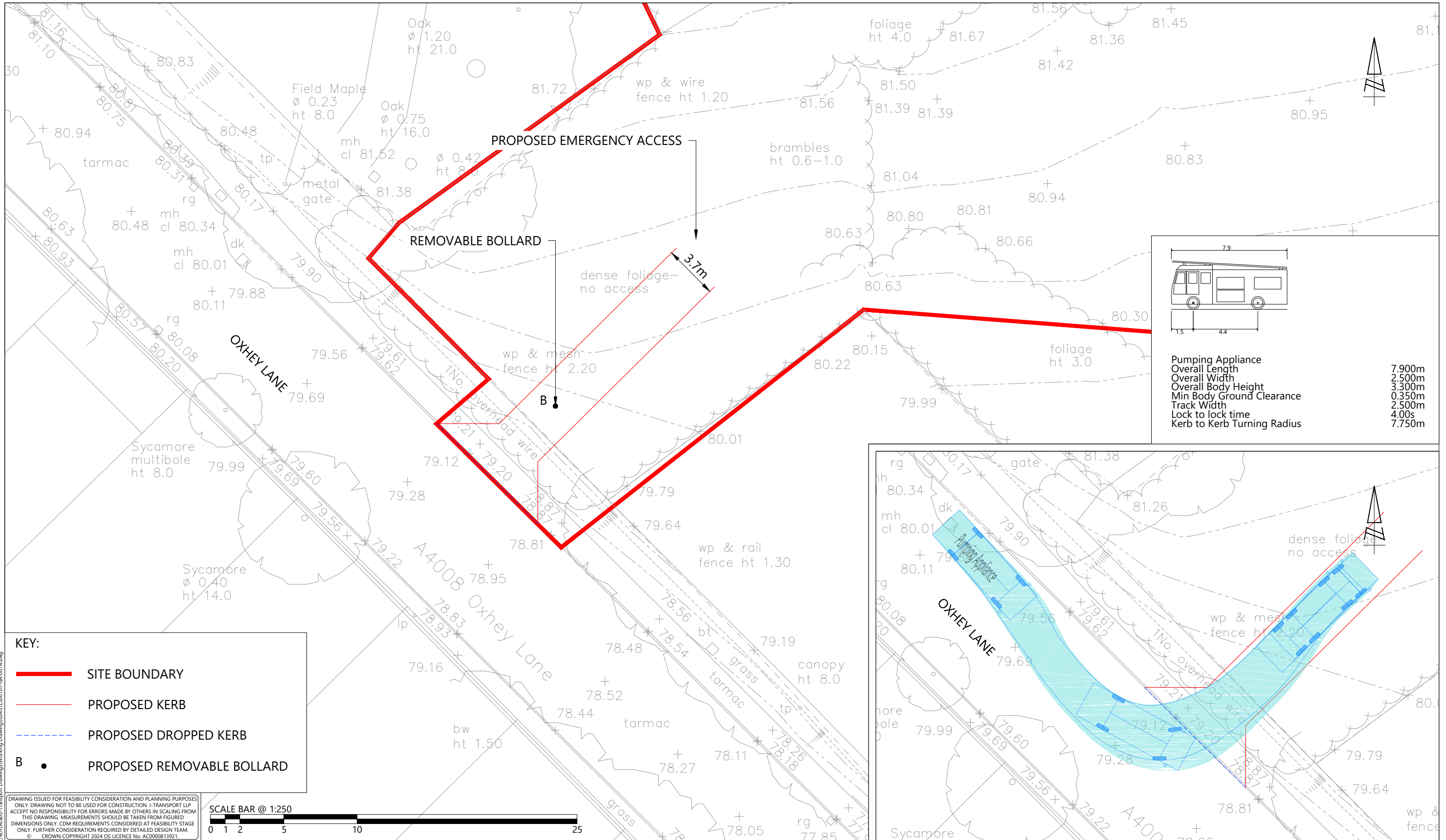
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TITLE:	PROPOSED SITE ACCESS ARRANGEMENT - SIGNALISED JUNCTION		
PROJECT:	LAND AT CARPENDERS PARK		

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C	31.03.25	SH	ACCESS UPDATED	RW	PH
B	28.03.25	SH	SITE BOUNDARY HAS BEEN UPDATED	RW	PH
A	18.03.25	SH	PEDESTRIAN CROSSING UPDATED	RW	PH
STATUS: FOR INFORMATION					
DRAWN: SH		CHECKED: PH		APPROVED: PH	
PROJECT No: ITL200107		SCALE @ A2: 1:500		DATE: 12.11.24	
DRAWING No: ITL200107-GA-002				REV: C	



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Pumping Appliance
 Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.350m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m

KEY:

- SITE BOUNDARY
- PROPOSED KERB
- - - PROPOSED DROPPED KERB
- B** ● PROPOSED REMOVABLE BOLLARD

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	28.03.25	TA	SITE BOUNDARY HAS BEEN UPDATED	RW	PH
STATUS: FOR INFORMATION					

TITLE:	EMERGENCY ACCESS ONTO OXHEY LANE	
PROJECT:	LAND AT CARPENDERS PARK	CUSTOMER: BURLINGTON PROPERTY GROUP

DRAWN:	CHECKED:	APPROVED:
TA	RW	PH
PROJECT No:	SCALE @ A3:	DATE:
ITL200107	1:250	28.03.25
DRAWING No:	REV:	
ITL200107-GA-007	A	

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APPENDIX A. Masterplan Drawings

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KEY - ILLUSTRATIVE MASTERPLAN

- SITE BOUNDARY
- PROPOSED VEHICULAR ACCESS
- PROPOSED PEDESTRIAN ACCESS
- PROPOSED EMERGENCY ACCESS
- PROW
- OPEN SPACE
- RESIDENTIAL PARCELS
- PROPOSED SUDS
- EXISTING VEGETATION
- INDICATIVE PROPOSED PLANTING
- PROPOSED LEISURE ROUTE
- INDICATIVE STREETS



DRAFT

LAND AT CARPENDERS PARK FARM - ILLUSTRATIVE MASTERPLAN

