



Land East of the A22 and South of the A271, Lower Horsebridge

Framework Travel Plan

On behalf of **Hertfordshire Holdings Limited**

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1 Introduction

1.1 Introduction

- 1.1.1 Stantec UK Limited has been appointed by Hertfordshire Holdings Ltd. to prepare a Framework Travel Plan (FTP) in support of an Outline Planning Application (OPA) and associated Transport Assessment (TA) for the proposed residential development at land east of the A22 and south of the A271 at Lower Horsebridge, Hailsham, East Sussex.

- 1.1.2 The description of the OPA for the Proposed Development is as follows:

Outline planning application for up to 124 dwellings and associated infrastructure, including structural landscaping, biodiversity enhancements and new vehicular access from the A271 Horsebridge Road (development principle and details of access for approval, with all other matters reserved for future consideration).

- 1.1.1 The FTP is a 'framework' document which sets out the overall strategy for sustainable transport for the development. Prior to the occupation of the development, a Final Travel Plan will be prepared which will build on the FTP based on the final and detailed information for the Proposed Development and will follow input and guidance from East Sussex County Council.
- 1.1.2 Travel Plans are not only an integral element of the Government's transport policy, but also play an important role within the Government's wider sustainability agenda. Therefore, the Land East of the A22 and South of the A271, Lower Horsebridge Travel Plan has been prepared in the context of relevant national, regional and local policies which are in Section 1.2.

1.2 Policy and Guidance Framework

- 1.2.1 This Travel Plan has been prepared in accordance with the relevant national, regional, and local policy and guidance. Key policy and guidance documents which have informed the preparation of this Travel Plan have been identified below.

National Planning Policy Framework (updated July 2021)

- 1.2.2 The NPPF, which was updated in July 2021, seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that transport issues should be considered from the earliest stages of plan-making and development proposals. It is identified that:

"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."

National Planning Practice Guidance (updated March 2021)

- 1.2.3 The PPG, updated in March 2021 by the Department for Communities and Local Government supports the policies outlined within the previous NPPF.
- 1.2.4 The guidance covers numerous topics, with the 'Travel plans, transport assessments and statements in decision-taking' being the one relevant to transport. This guidance relates only to Travel Plans, Transport Assessments and Statements in relation to decision-taking.

- 1.2.5 The guidance defines Travel Plans, Transport Assessments and Transport Statements and lays out how these are related to each other, why they are important and what should be considered when preparing a Travel Plan, Transport Assessment and Transport Statement. The guidance stipulates:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."

East Sussex County Council Local Transport Plan

- 1.2.6 The ESCC Local Transport Plan 3, adopted in 2012 stipulates its vision and objectives in relation to transport and is applicable until 2026.
- 1.2.7 The plan has a strong focus on active travel, identifying that every day journeys by walking and cycling help to reduce car dependency, improve air quality and improve peoples' health and wellbeing. New developments should ensure that the needs of pedestrians and cyclists and their safety should be considered as top priority.
- 1.2.8 Additional key objectives are as follows:
- Improve strategic and local connectivity of communities
 - Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport
 - Improve maintenance and efficient management of the transport network
 - Improve road safety for vulnerable users
 - Increase the resilience of transport infrastructure and services

East Sussex County Council Travel Plans for Development Guidance for Developers (February 2020)

- 1.2.9 The East Sussex County Council Travel Plans for Development Guidance for Developers provides guidance for professionals developing travel plans for developments.
- 1.2.10 The guidance document was developed to ensure that East Sussex County Council's commitment to ensuring that development in the county is as sustainable as possible. To ensure this, the promoting and ensuring sustainable travel is a legitimate measure to reduce the impact of development is key.
- 1.2.11 The guidance notes set how to complete a travel plan for a residential development. This includes guidance on the process to complete a travel plan, topics to be covered as a part of the report, the requirements for ongoing monitoring of the strategy and its implementation and tools to be used to achieve sustainable transport for the development.
- 1.2.12 Based on the thresholds set out under Table 1 of the guidance document, the Proposed Development meets the threshold above which a Travel Plan is required.

1.3 Structure of this Report

- 1.3.1 The remainder of this document is structured as follows:
- Section 2 outlines the site accessibility and existing travel conditions;

- Section 3 presents the development proposals and associated travel needs;
- Section 4 outlines the objectives and targets for the Travel Plan;
- Section 5 sets out the measures and that will be implemented to meet the objectives and targets.
- Section 6 sets out the management strategy, measures and monitoring strategy.

2 Site Accessibility

2.1 Existing Site Location

- 2.1.1 The site is located at the north-western edge of Hailsham, approximately 2.2km from the town centre. Figure 2.1 shows the site location in context with the surrounding area. The site is currently used for agricultural and pastoral land purposes with no existing structures present. The A271 Horsebridge Road bounds the site to the north, the A22 bounds the site to the west, the Cuckmere River bounds the site to the south and agricultural uses bound the site to the east.
- 2.1.2 Access to the site is currently available from three gated entrances, one accessible from the A22 and two from the A271 Horsebridge Road. The existing access points for the site reflect its current use as agricultural and pastoral land.



Figure 2.1: Site Location Plan

2.2 Walking Accessibility

- 2.2.1 The A271 Horsebridge Road running along the northern boundary of the site has a narrow footway on the southern side of the road. East of the site (where the existing urban footprint begins), the A271 Horsebridge Road and A271 Upper Horsebridge Road has a footway on both sides of the road to the urban footprint boundary in Amberstone. Where the footway on both sides of the road begins to the east of the site, street lighting is provided similarly to the urban footprint boundary in Amberstone.

- 2.2.2 The B2104 North Street has a footway on both sides of the road for its entire length between the A267 North Street and A271 Horsebridge Road. Street lighting is not provided along this section of road.
- 2.2.3 The B2104 London Road has a footway on both sides of the road for its entire length between the A2671 Upper Horsebridge Road and the A295 North Street in the centre of Hailsham. Street lighting is provided along this section of road.
- 2.2.4 A 30-minute walkability catchment map for area surrounding the site is shown in Figure 2.2. The map shows the Lower Horsebridge area is within a 10-minute walking distance and the Hailsham centre is just over 30-minutes walking distance.

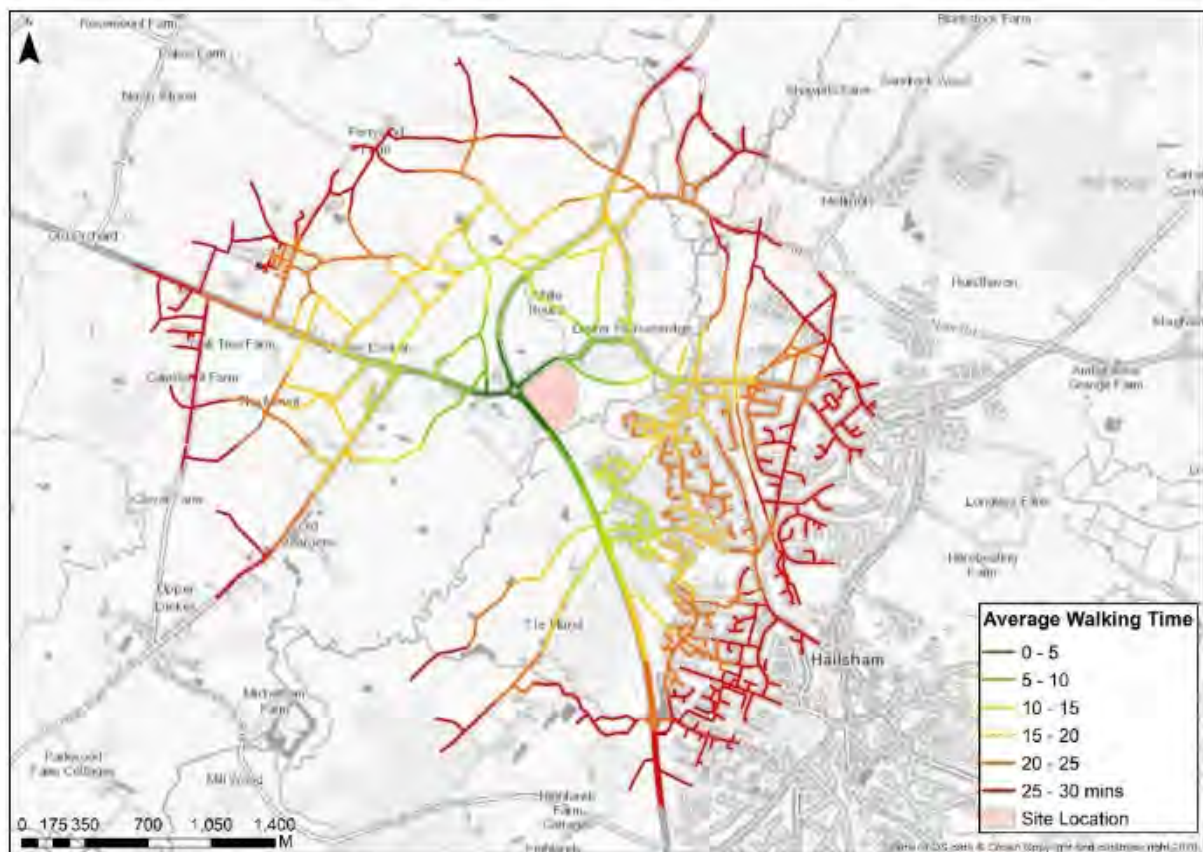


Figure 2.2: Walkability Catchment Map of Site

2.3 Cycling Accessibility

- 2.3.1 With the exception of National Cycling Route 21, there are no dedicated cycling facilities on the A271 Horsebridge Road or the surrounding highway network. A 30-minute cyclability catchment map for area surrounding the site is shown in Figure 2.3. The map shows the Lower Horsebridge area is within a 5-minute cycling distance and the Hailsham centre is between 10- and 15-minutes cycling distance.
- 2.3.2 A map showing the national cycling infrastructure surrounding the site is shown in Figure 2.4. The map shows that the National Cycling Route 21 route, a north-south mostly traffic free route is approximately 1km east of the site, accessible via Horsebridge Road. To the south, connecting to the National Cycling Route 21 route is the National Cycling Route 2 route, an east-west partially traffic free route connecting to Polegate.

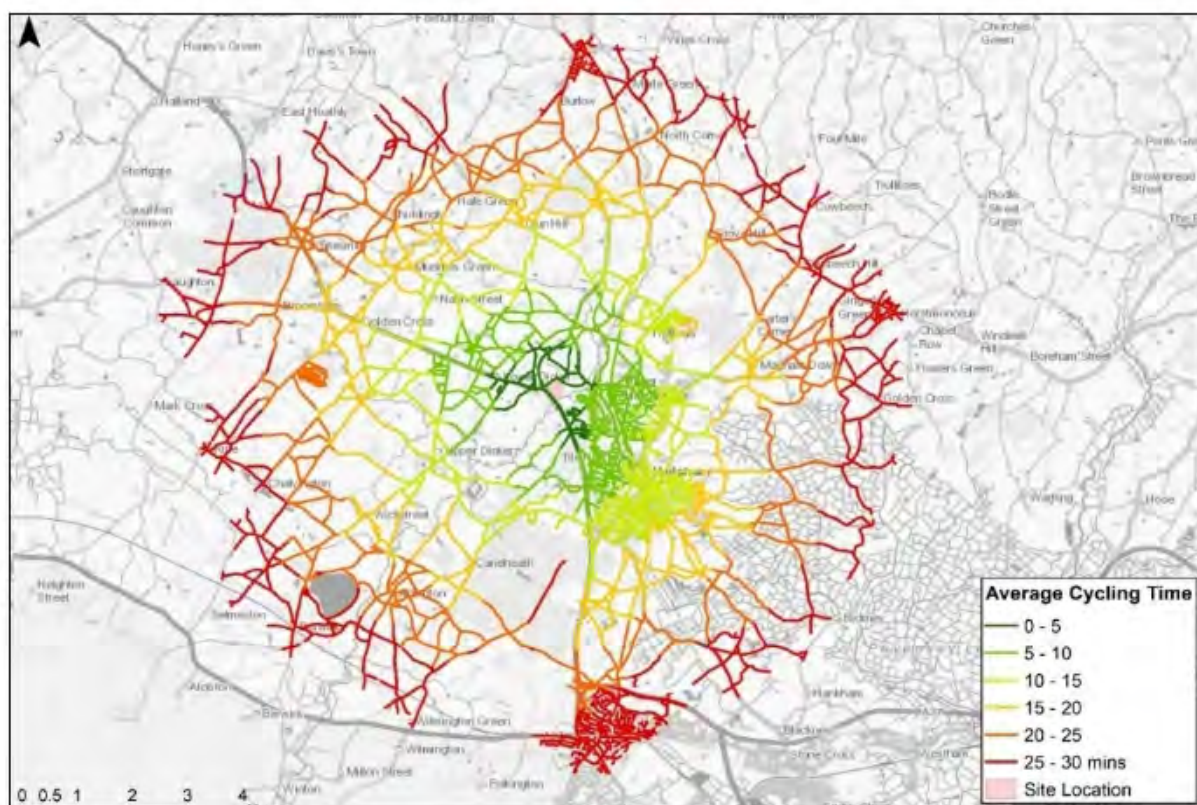


Figure 2.3: Cyclability Catchment Map of Site

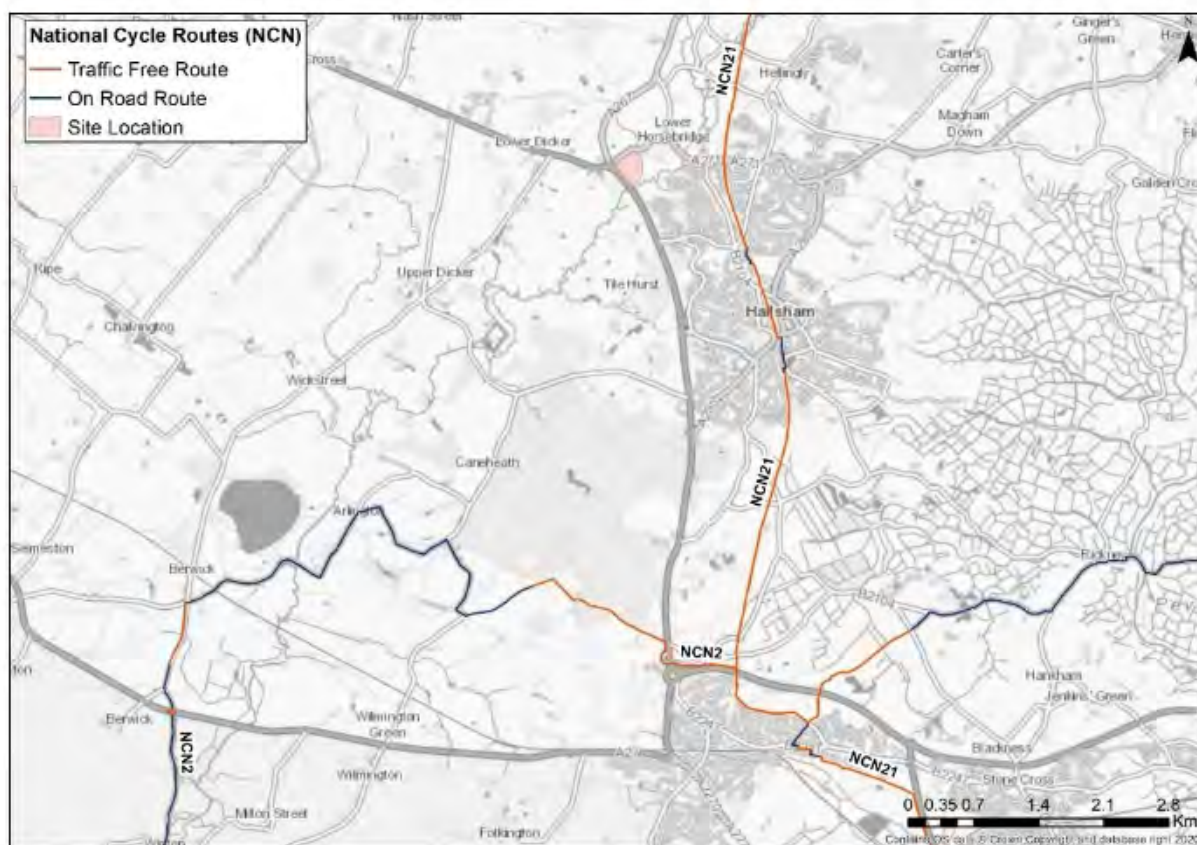


Figure 2.4: National Cycle Routes Surrounding the Site

- 2.3.3 Other than the dedicated cycling infrastructure shown in the National Cycling Routes, no other existing dedicated cycling infrastructure is available on the immediate surrounding transport network.
- 2.3.4 As set out under Section 2.5, the A271 Horsebridge Road, at the location of the proposed site access is subject to the National Speed Limit and there are no dedicated cyclist facilities on this road.

2.4 Public Transport Accessibility

- 2.4.1 Figure 2.5 shows the nearest bus stops to the site which are approximately 150m east of the site on the A271 Horsebridge Road. Additionally, there are several other bus stops located along the A271 Horsebridge Road, A22 and B2104 North Street surrounding the site.
- 2.4.2 A map showing the bus routes servicing Hailsham, and the subject site is shown in Figure 2.6. This map shows that significant connectivity is provided between Hailsham and surrounding population centres via bus. Some inter-regional services are shown to pass the site along the A22 and A271 Horsebridge Road.
- 2.4.3 Table 2.1 provides details on the bus services close to the subject site. As shown in the table, a number of bus services are readily available within a short walk from the subject site. Various levels of service are available from each bus service, with some services operating at up to 20-minute frequencies during peak periods down to weekly services.



Figure 2.5: Bus Stops Surrounding the Site



Figure 2.6: Bus Routes Servicing Hailsham

Table 2.1: Bus Stops Surrounding Site Service Details

Bus Stop	Distance to site	Service Route	Days of operation	Frequency
Pay Gate Cottages	150m (less than 5-minute walk)	42: Berwick – Hailsham	Wednesday only	Single service
		54: Uckfield – Eastbourne	Monday to Saturday (excl. public holidays)	Hourly from 7:30am to 7:50pm
		142: King's Academy Grounds – Polegate (school service)	Monday to Friday (excl. public holidays)	Single service in morning (8:00am) and afternoon (3:50pm)
		143: Lewes – Ringmer – Laughton - Hailsham	Monday to Friday (excl. public holidays)	Every 3 hours from 9:10am to 5:25pm
North Street	650m (less than 10-minute walk)	51 (and 51X): Heathfield to Eastbourne	Monday to Sunday	20 minutes during peak periods and 30 minutes outside peak on Monday to Saturday Hourly on Sundays
		269: Cade Street – Hailsham (school service)	Monday to Friday (excl. public holidays)	Single service in morning (7:47am) and afternoon (3:40pm)

- 2.4.4 The closest railway station to the site is Polegate Railway Station, approximately 6.4km south of the site. The station is approximately a 30-minute ride from the site and can be accessed directly using the 51 and 54 bus services. Access is also available by the surrounding highway network. Southern rail services are available from the station, connecting to surrounding areas such as Brighton, Lewes, Gatwick Airport, East Croydon and London.

2.5 Highway Connectivity

- 2.5.1 A map showing the A and B roads servicing the Hailsham area is shown in Figure 2.7. This map shows a number of strategic roads connect the site with the surrounding Hailsham and East Essex area.
- 2.5.2 The A271 Horsebridge Road and A271 Upper Horsebridge Road is an east-west single carriageway road running from the A22 Boship Roundabout to east of Hailsham. This road is subject to a 30mph speed limit in urban areas with other areas subject to higher speed limits. Between Boship Roundabout to approximately 65m to the east of the proposed site access, the A271 Horsebridge Road has a speed limit of 60mph (National Speed Limit). The A271 is directly accessible from the site, which in turn provides access to the A22 and B2104.
- 2.5.3 The A22 is a major north-south road connecting Purley to Eastbourne. This road adjacent to the subject site is a dual carriageway with high standard intersections connecting to the local road network. The A22 within close proximity of the site is subject to a 40mph speed limit to the west of Boship Roundabout on Lower Dicker and subject to the National Speed Limit to the south of the Boship Roundabout on Hailsham Bypass.
- 2.5.4 The B2104 North Street and B2104 London Road is a north-south single carriageway road running from the A267 to Eastbourne. The road is subject to a 30mph speed limit in urban areas with other areas subject to higher speed limits.



Figure 2.7: Road Hierarchy Map Surrounding Site

2.6 Local Services and Facilities

- 2.6.1 The location of local services and facilities within close proximity to the site have been identified and listed under Table 2.2, along with the walking and cycling times to each location. Overall, the site is located within walking and cycling distance to a range of services and facilities.

Table 2.2: Local Services and Facilities

Land Use	Name	Distance (KM)	Walk Time (Mins)	Cycle Time	Bus Accessible
Shopping	Co-Op Store	1.4	18	4	yes
	Shell Petrol Station and Store *	0.3	5	3	yes
	Hawkwood Store	2.4	27	7	yes
	Tesco Superstore	3.2	40	13	yes
Education	Hellingly Community Primary School	0.8	11	3	No
	Hawkes Farm Primary Academy	1.7	20	6	Yes
	Hailsham Primary Academy and Pre-School	2.1	25	7	Yes
	Hailsham Community College	3	36	11	Yes
Health	Quintin Medical Centre	2.4	29	7	Yes
Leisure	The White Hart	0.4	5	1	Yes
	Kings Head	0.5	6	1	Yes
	Hellingly Sports Club	0.5	1	6	Yes

Note: Walking and cycle times based on average speeds (4.5 km/h and 16km/h respectively)

* No footways and pedestrian crossing to Shell Petrol Station present

2.7 Existing Mode Share

- 2.7.1 The mode share for the surrounding local area has been determined based on 2011 Census Method of Travel to Work data using an Output-Area (OA) level area selection. An OA level of granularity has been used since higher levels of area selection (i.e. MOSA/LSOA) include very large areas of land that are considered to have significantly different commuting and travelling characteristics compared to the Proposed Development.
- 2.7.2 The OAs selected to determine the existing mode share for the site has been shown on Figure 2.8. The existing mode share for the site has been shown in Table 2.3.

Table 2.3: Existing Mode Share

Mode	Share (%)
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	81%
Passenger in a car or van	4%
Bicycle	2%
On foot	6%
Other method of travel to work	1%

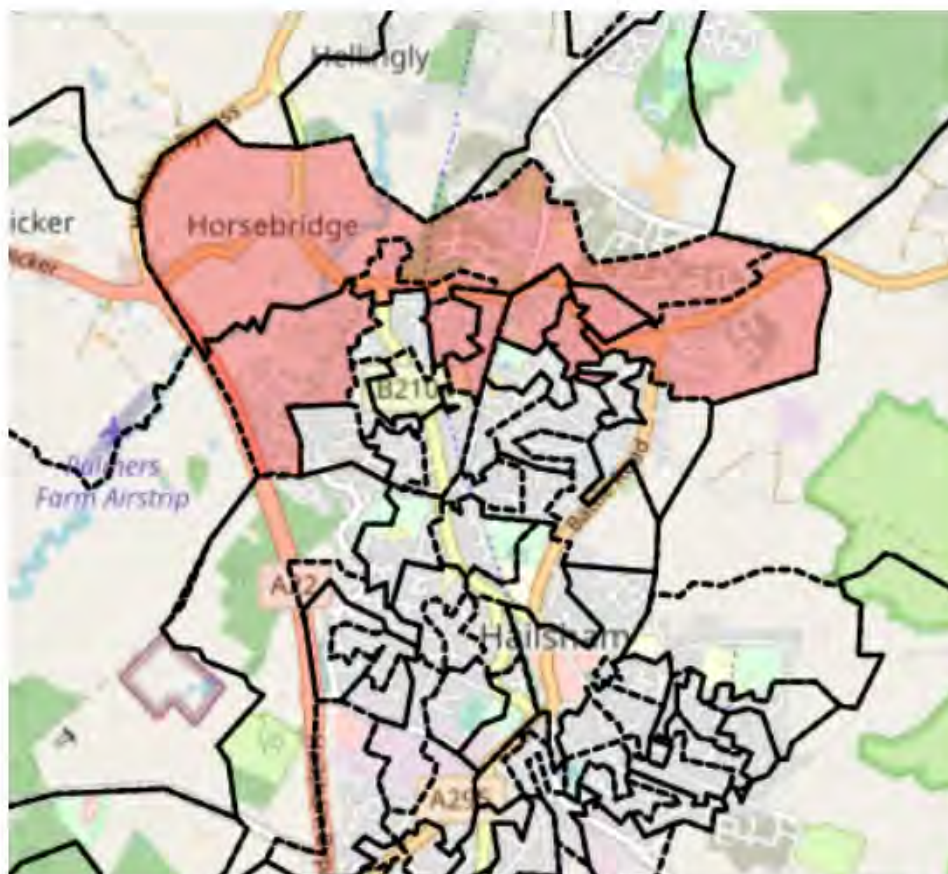


Figure 2.8: OAs Selected for Existing Mode Share Calculation (source: openstreetmap.org)

2.8 Summary

- 2.8.1 Overall, it is evident that the existing site is mostly reliant on private vehicle trips and that there are opportunities for improvements to the walking, cycling and public transport network surrounding the site.

3 Development Proposals and Travel Demand

3.1 Development Proposals

- 3.1.1 The proposed development includes up to 124 residential dwellings, comprising a mix of houses and apartment units.
- 3.1.2 The Illustrative Masterplan for the site has been included in Appendix A.

Site Access

- 3.1.3 It is proposed that vehicular access to the site is to be provided on the A271 Horsebridge Road via a new priority junction.

Parking Provision

- 3.1.4 The level of onsite vehicle and cycle parking would be provided in accordance with ESCC's Guidance for Parking at New Residential Development (2017).
- 3.1.5 At this stage, the masterplan is indicative only and so the detailed layout of the development including the layout of parking will be agreed at the appropriate time. The Final Travel Plan will include detailed information on the levels of vehicle and cycle parking provided.

3.2 Travel Demand

The total person and total vehicle trip generation for the Proposed Development, which includes 124 units, has been shown in Table 3.1. The trip generation has been determined as part of the Transport Assessment for the Proposed Development and is based on a methodology and trip rates which have been agreed with ESCC.

Table 3.1: Peak Hour Person and Vehicle Trip Generation

	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<i>Total Person Trip Generation</i>						
Proposed Trip Rate	0.173	0.754	0.927	0.614	0.311	0.925
Trip Generation	21	93	115	76	39	115
<i>Total Vehicle Trip Generation</i>						
Proposed Trip Rate	0.105	0.345	0.450	0.323	0.148	0.471
Trip Generation	13	43	56	40	18	58

4 Objectives and Targets

4.1 Key Objectives

- 4.1.1 The overall objectives of this Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve sustainable travel patterns by all future site residents. This includes the provision of better access to key destinations and services, a reduction in road congestion and the delivery of health benefits for residents by encouraging walking, cycling and travel by public transport.
- 4.1.2 The objectives of this Travel Plan are:
- To encourage residents and visitors to the site to make greater use of sustainable transport modes, rather than the single occupancy car journeys;
 - To Encourage the most efficient use of cars and other vehicles;
 - To Reduce the need to travel overall and / or in peak times;
 - To increase the accessibility of the site to a wide range of people
 - Promote smarter living practices that reduce the need to travel overall or in the peak periods;
 - Influence the travel behaviour of visitors;
 - Improve the health of residents and employees and minimise the development impacts on the environment and local community

4.2 Targets

- 4.2.1 Realistic and achievable targets should be selected for the site. The targets should be set to reflect the reductions in car use that are expected as a result of the implementation of the Travel Plan measures. Targets should be linked to the objectives that have been set in Section 4.1 and aim to achieve them.
- 4.2.2 The Travel Plan objectives will be realised through the achievement of SMART targets. SMART targets are:
- **S** – Specific: stating exactly what needs to be achieved;
 - **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
 - **A** – Achievable: targets that can be achieved within the Travel Plan's duration;
 - **R** – Realistic: targets that can be achieved by the proposed Travel Plan measures; and
 - **T** – Time-related: to be achieved by a set deadline.
- 4.2.3 The Travel Plan will look to achieve a reduction in car trips and a shift to sustainable modes. Given that the site is currently used for agricultural and pastoral land purposes, no information is available regarding the existing travel patterns for the site, except for the wider area mode shares shown in Table 2.3. As such, arbitrary targets for the reduction of car driver mode share have not been set at this stage and would instead be agreed with ESCC following the baseline residential surveys, which would occur prior to the full occupation of the site (as detailed in Section 6).
- 4.2.4 SMART mode share reduction targets would be set and agreed with ESCC following the baseline residential surveys.

- 4.2.5 The targets would be set up after the first resident survey is undertaken and then reviewed annually in accordance with the travel survey results and will be developed based on achieving a percentage reduction in vehicle trips at different specific intervals (i.e. 3 and 5 years post 100% occupation).

5 Management and Measures

5.1 Travel Plan Management

- 5.1.1 The success of the Travel Plan is dependent upon effective management combined with clearly defined roles. A Travel Plan Coordinator (TPC) is needed to implement the measures and to sustain participation. The developer will appoint a TPC to implement the Travel Plan measures and encourage new residents to travel by sustainable modes from day one.
- 5.1.2 At this stage, it is envisaged that the future site management company would take on the role of the TPC, unless or until a dedicated TPC is appointed. The appointed TPC will then be responsible for the management and further development of this Travel Plan.

TPC Role, Duties and Responsibilities

- 5.1.3 The TPC will be the first point of contact for residents in all matters regarding travel. The TPC will maintain an up-to-date file containing all correspondence to and from residents to the Travel Plan.
- 5.1.4 The role of the TPC will be as follows:
- To engage with residents to promote and encourage the use of travel modes other than the car,
 - Coordinating the implementation of measures set out in the TP;
 - To provide a point of contact and travel information,
 - To produce and distribute the Welcome Pack with up-to-date travel information in it,
 - To monitor the success of the Travel Plan measures and targets,
 - To engage with the Local Authority and residents to investigate how the site can play a role in and benefit from neighbouring Travel Plans or local initiatives, where applicable.
- 5.1.5 Details of the nominated TPC will be submitted to ESCC at the appropriate time.
- 5.1.6 The TPC will also ensure that the latest information pertaining to the Travel Plan and its initiatives are made directly available to all residents.
- 5.1.7 Initially, all new residents will have their travel details added to the relevant database. Resident travel details will be requested at periodic times through feedback forms so that the relevant databases can also be updated.
- 5.1.8 The TPC will periodically issue promotional material. This promotional material will identify the TPC to residents (along with contact information) to ensure that any queries or suggestions relating to the TP can be addressed efficiently.
- 5.1.9 A Steering Group will be established with bi-annual meetings with users of the site and other relevant parties. This is to ensure that the Travel Plan is taken forward and to provide an effective communication/discussion channel for the residents.

Securing and Funding

- 5.1.10 It is envisaged that this Travel Plan will be secured through a Section 106 agreement. This will secure funding for the future monitoring and development of this Travel Plan.

5.2 Measures

- 5.2.1 To help meet the future targets, a number of measures have been set out below for implementation or consideration, depending on results obtained through the monitoring process. Travel plan measures proposed to be implemented as a part of the proposed development are outlined in Table 5.1 and are aligned with the goals tied to the future targets to be determined.
- 5.2.2 The measures set out in Table 5.1 have been grouped in terms of measures that:
- Manage the on-going development and delivery of the Travel Plan with future residents
 - Increase awareness of the Travel Plan and its constituent measures
 - Encourage greater use of sustainable transport modes
 - Facilitate the use of electric vehicles which are potentially better for the environment compared to a conventional car
 - Reduce the need to Travel

Table 5.1: Travel Plan Measures

Targets	Measures	By Whom	By When	Expected Cost
SMART targets to reduce private vehicle modes and increase sustainable travel modes to be determined following the baseline travel surveys	Managing the on-going development and delivery of the Travel Plan with future residents			TBC as part of the Final Travel Plan
	Adoption of the Travel Plan: Encourage local residents and employees to adopt the Travel Plan. Sign in from the developer will be vital to ensure that the Travel Plan is an active, living document.	Site management company/ developer	On occupation	
	Travel Plan Coordinator: appoint a site wide TPC, individual TPC's will come forward with each Travel Plan. A Travel Plan Coordinator will be responsible for managing the on-going development, delivery and promotion of the Travel Plan.	Site management company/ developer	Prior to occupation	
	Establish Steering Group: The Steering Group should include residents and allow them to discuss issues with ESCC, WDC and the developer	Site management company/ developer	On occupation	
	TPC to attend Steering Group: Meetings with the Steering Group will enable the discussion of site-wide issues and the exchange of TP progress and information.	Site management company/ developer	On occupation	
	Increasing awareness of the Travel Plan and its constituent measures			
	Travel information packs: Provide Travel Plan Information Packs to each residential unit which includes information on sustainable ways to travel around the area and the local services and facilities available	Site management company/ developer	On occupation	
	Feedback to site users on progress against Travel Plan targets which promote the Travel Plan and achievements made	TPC	Annually after full occupation	

Targets	Measures	By Whom	By When	Expected Cost
	Provision of travel information to prospective residents in the marketing suite and / or show homes to give information regarding sustainable travel options and nearby amenities	Site management company/ developer	Prior to occupation	
	Encouraging greater use of sustainable transport modes			
	Cycle facilities: The development would provide cycle parking in line with ESCC's cycle parking standards	Site management company/ developer	Prior to occupation	
	Pedestrian facilities: The development would provide pedestrian facilities such as footways and spaces within the site and create links with the wider local area walking network and bus stops	Site management company/ developer	Prior to occupation	
	Public transport improvement: Contributions would be provided for the improvement of bus services and facilities. The level of contribution and appropriate trigger in relation to the level of occupation would be agreed with ESCC to ensure funds are used effectively.	Site management company/ developer	Prior to occupation	
	Notice boards for travel information, including timetables and information on car sharing	Site management company/ developer	Prior to occupation	
	Car club: A car sharing scheme for residents would be investigated prior to full occupation and will be implemented if deemed feasible and practical	Site management company/ developer	Prior to occupation	
	Car sharing database: A database would be set up for residents to allow them to find options for car sharing	Site management company/ developer	Prior to occupation	

Targets	Measures	By Whom	By When	Expected Cost
	Discounts on local services and facilities: Promote discounts on the use of public transport, bicycles, cycle equipment and car clubs. The developer will research and put these options forward to the TPC as the site becomes operational.	TPC	On occupation	
	Facilitating the use of electric vehicles which are potentially better for the environment compared to a conventional car			
	EV charging: The inclusion of EV charging facilities would be considered as part of the detailed design stage for the development	Site management company/ developer	Prior to occupation	
	Reducing the need to Travel			
	Working from home: working from home will be promoted to residents and the benefits highlighted	TPC	On occupation	
	Internet connectivity: The development would ensure that all units are capable of having high-speed internet to facilitate working from home and shopping online	TPC	On occupation	

6 Monitoring and Review

Outline

- 6.1.1 The Travel Plan will be the responsibility of the developer who will identify a TPC. This TPC and the developer will discuss funding to manage the future development of the Travel Plans, including the on-going monitoring and review.
- 6.1.2 The Travel Plans will be regularly monitored and reviewed to ensure that they reflect the changing requirements of the site, is up to date with travel planning options available and remains challenging.
- 6.1.3 The TPC will commission the TRICs organisation to conduct Standardised Assessment Methodology (SAM) surveys, which will be funded by the developer for baseline, year 3 and year 5. A questionnaire and/ or interview surveys will also be carried out by the TPC during these periods.
- 6.1.4 Table 6.1 provides the plans and timescales for the monitoring and review of the Travel Plan.

Table 6.1: Plans and Timescales for Travel Plan Monitoring and Review

Action	Indicative Timescales
Baseline SAM survey for residents	6 months post occupation
Update of TP following baseline surveys	Following baseline travel surveys
Steering group meetings	Bi-annually following occupation
Future travel surveys	3rd and 5th year following baseline travel surveys
Undertake a comprehensive strategic review of all aspects of the Travel Plan	Following baseline surveys (6 months), 3rd and 5th year

- 6.1.5 If the targets of the TP are not being met, measures will be reviewed and amended in the context of the site to improve the effectiveness of these. If targets are met in Year 5, it is assumed that this TP will have been properly established and will become self-sustaining.

Appendix A Illustrative Masterplan



0 10 20 30 40 50 m

Notes/Revisions:

Land south of the A271 and east of the A22, Lower Horsebridge
Hertfordshire Holdings Ltd.

Illustrative Masterplan

Status:	PLANNING	Drawn by:	Checked by:
Project Number:	231703C	Scale: 1:1000	Date: 11/2022
Drawing Number:	TOR-XX-ZZ-DR-A-P010		

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