



transport planning practice

# J Murphy and Sons Limited

Hemel 465  
Draft Travel Plan

March 2024



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# 1 INTRODUCTION

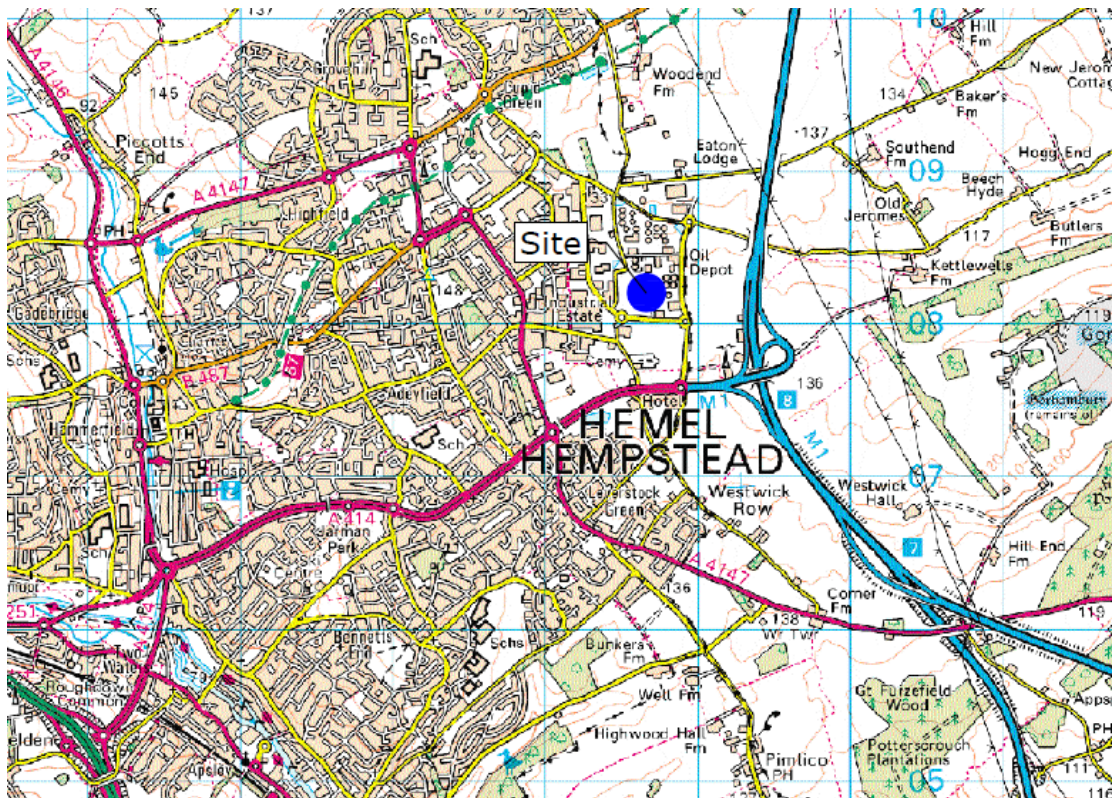
1.1.1 Transport Planning Practice has been appointed by J Murphy and Sons Limited (Murphy) to provide transport planning advice in relation to the proposed refurbishment at Hemel 465, Boundary Way, Hemel Hempstead, HP2 7LF. The site falls within the jurisdiction of Dacorum Borough Council ('Dacorum BC') which is the Local Planning Authority.

## 1.2 Background

1.2.1 Following the departure of the former tenant (Amazon) the site is proposed to be refurbished to suit the operational requirements of Sysco as the new tenant operating a food distribution centre from the existing warehouse. To accommodate Sysco a new multi-storey/decked car park is being proposed. The site is located in walking distance of the local residential areas and about 3.7km to the east of Hemel Hempstead town centre and is served by a local bus service.

1.2.2 Pedestrian, cycle and vehicle access to the site is from Boundary Way. This has a 30mph speed limit adjacent to the site. The site location is shown on Inset 1.1.

**Inset 1.1 - Site Location**



## 1.3 Travel Plan Overview

1.3.1 This Framework Travel Plan has been prepared in accordance with the Hertfordshire guidance on Travel Plans. The Full Travel Plan is expected to be secured by condition. The remainder of this report is structured as follows:

- **Section 2: Site Accessibility** – Describes the accessibility of the site by a range of different transport modes.
- **Section 3: Travel Plan Aims and Objectives** – Sets out the aims of the Travel Plan and objectives against which it will be assessed.
- **Section 4: Travel Plan Measures** – Sets out the proposed measures to encourage future occupants, visitors and delivery companies servicing the site to travel using sustainable modes.
- **Section 5: Indicative Travel Mode Split** – Sets out the current mode split for the area from the 2021 Census.
- **Section 6: Targets and Monitoring** – Outlines the methods for setting targets and monitoring the progress of the Travel Plan.
- **Section 7: Securing the Travel Plan and Funding** – Sets out how the Travel Plan will be secured and funded.
- **Section 8: Action Plan** – Provides an action plan for implementing the Travel Plan.

## **2 SITE ACCESSIBILITY**

### **2.1 Introduction**

2.1.1 This chapter provides a summary of accessibility to the site by walking, cycling and public transport as well as providing details of the highway network.

### **2.2 Site location**

2.2.1 The site is located about 3.7km to the east of Hemel Hempstead town centre and is served by a local bus service with a stop adjacent to the site. There are extensive residential areas within walking and cycling distance to the south, west and north of the site. Junction 8 of the M1 is just 1 mile from the site via Boundary Way, Green Lane and Breakspear Way.

2.2.2 There are a range of shops and other facilities including an Aldi foodstore, Tesco Express, McDonalds, Costa Coffee, barbers, Greggs and a post office approximately 1km from the site on Maylands Avenue to the west. To the south of the site there is a M&S Simply Food and Holiday Inn, approximately 700m away. The development also includes a staff canteen.

2.2.3 The closest train stations are Hemel Hempstead which is approximately 20 minute cycle to the southwest, and Apsley, which is a similar distance, also to the southwest. The closest bus stop is on Boundary Way located adjacent to the site and is served by ML1 bus route. Wood Lane End South bus stop, located on Maylands Avenue approximately 1.1km west of the site provides access to routes 20, 302 and 320.

2.2.4 The A414 passes south of the site and connects with the M1 to the east and the A41 to the west. This provides access towards Luton and Aylesbury in the north and London in the south.

### **2.3 Walking**

#### ***Local facilities***

2.3.1 The site is located adjacent to other industrial and freight distribution uses on the Maylands Business Park and there are extensive residential areas within walking distance to the south, west and north of the site. The nearest residential areas to the west start approximately 1km from the site, a walk of 10-12 minutes. The residential areas to the north start around 2km from the site, which is a walk of

20-25 minutes. There are approximately 6,000 households within a walk of approximately 30 minutes therefore the site has significant potential to attract employees who live within walking distance.

2.3.2 There are bus stops adjacent to the site on Boundary Way with a range of shops and other facilities approximately 1km to the west on Maylands Avenue. To the south of the site there is an M&S Simply Food and Holiday Inn, approximately 700m away.

2.3.3 The walking and cycling distances and times to some of the local facilities are summarised in Table 2.1 below. The walking time is based on 80-100m per minute and the cycle time based on a speed of 16kph. The bus stops provide access to the town centre where there are more of a range of shops, restaurants, pubs and other services.

**Table 2.1 - Local facilities**

<b>Facility</b>	<b>Distance</b>	<b>Walking time (mins)</b>	<b>Cycling time (mins)</b>
Boundary Way (Amazon Stop)	110m	1-2	1
OSD Hospital	700m	7-9	2
Mayland (Wood Lane End South Stop)	1,000m	10-13	3
Starbucks	1,000m	10-13	3
Maylands Avenue Post Office	1,100m	11-14	3
Tesco Express	1,200m	12-15	4
Aldi	1,300m	13-15	4
McDonalds	1,400m	14-18	5
Nuffield Health Gym	1,500m	15-19	5

## **2.4 Cycling**

2.4.1 Cycling distances and approximate journey times from some of the key local destinations are shown in Table 2.2 below. Hertfordshire County Council has identified Hemel Hempstead as having the potential to improve levels of cycling based on its "population size, housing density and self-contained nature". It states that these opportunities exist mainly in the eastern part of the town. However, around the site the area is hilly and the topography is noted as one of the main obstacles to cycling in the area.

**Table 2.2 - Cycle distance and approximate journey times**

Destination	Journey distance (Time)
Hemel Hempstead Town Centre	4.4km (17 minutes)
Apsley Railway Station	5.0km (19 minutes)
Hemel Hempstead Railway Station	6.0km (23 minutes)
Abbots Langley	7.3km (27 minutes)
Kings Langley	8.4km (32 minutes)
St Albans Town Centre	8.5km (32 minutes)
Harpenden Town Centre	9.8km (37 minutes)
St Albans Railway Station	10.4km (38 minutes)
Harpenden Railway Station	11.2km (42 minutes)
Berkhamsted	12.0km (45 minutes)
Watford Junction Railway Station	13.2km (50 minutes)

2.4.2 The nearest cycle route to the site is the Nickey Line which is approximately 7 miles in length and runs along the former Harpenden to Hemel Hempstead Railway Line. The route links Hemel Hempstead with Harpenden and Redbourn. The Nickey Line passes the Amazon Logistics centre on Eastman Way in the northern section of the Maylands Business Park and at its closest point is 2.3km from the site on Boundary Way.

2.4.3 The Nickey Line forms part of the National Cycle Route 57 which comprises a mixture of traffic free sections and quiet roads that run west to east, from Cricklade in Wiltshire to Welwyn Garden City in Hertfordshire.

2.4.4 A local cycle route runs along Boundary Way from north to south. The road network in the vicinity of the Boundary Way site appears to be of good quality.

*Future Proposals - Boundary Way & Buncefield Lane*

2.4.5 Update – May 2023 Having successfully received additional funding from Active Travel England to deliver new walking and cycling projects across the county, a scheme is being progressed at Boundary Way Roundabout. The scheme will be

delivered using additional funding received in May 2023 from Active Travel England.

2.4.6 At Boundary Way Roundabout changes are proposed to the road layout to provide a 'Dutch style' roundabout, reducing the number of lanes on each arm, with dedicated space for cyclists around the entire junction separated from the carriageway. It would also include widened footways with pedestrian crossings on all arms. The scheme continues along Buncefield Lane towards Three Cherry Trees Lane providing a quietway route through the heart of Maylands. Bollards will be installed to create a low-traffic route, increasing comfort and safety for those walking and cycling. The scheme was consulted on in summer 2021. Murphys look forward to engaging as and when proposals come forward.

## 2.5 Public Transport

### ***Buses***

2.5.1 The closest bus stop is located adjacent to the site on Boundary Way and is served by the ML1 service. The next closest bus stop is approximately 1.1km (10 to 15 minute walk) west on Maylands Avenue where Wood Lane End South bus stop is located, this serves the 20, 302 and 320 services. Table 2.2 below shows the bus services close to the site and their frequency.

**Table 2.3 - Bus services**

<b>Route</b>	<b>Frequency</b>	<b>Destinations</b>
20	3 per peak hour	Hemel Hempstead
	3 per peak hour	Holywell Estate
302	2 per peak hour	Hemel Hempstead
	2 per peak hour	Stevenage
320	1 service per day	Hemel Hempstead
	1 service per day	Maple Cross
ML1	6 service per day	Warners End Boxted Road The Avenue

### ***Railway stations***

2.5.2 The closest train station is Hemel Hempstead, approximately 6.0km (27 minute cycle) southwest of the site. This train station has frequent train services to



destinations such as London Euston, Watford Junction, Milton Keynes Central, Tring and Harrow & Wealdstone, both fast and all-station services. Apsley station is a similar distance, also southwest of the site. This station is on the all-stopping services connecting London Euston and Milton Keynes Central. Table 2.4 below shows the train services and their frequencies within the AM and PM peak hours.

**Table 2.4 - Train services**

Station	Service	Destination	0800 - 0900	1700 - 1800
Hemel Hempstead	West Midlands Railway	Milton Keynes	2	2
		Tring	6	6
		London Euston	5	4
Total			13	12

## 2.6 Highway Access

- 2.6.1 The principal route for vehicular traffic to the site is from A414 via Green Lane and Buncefield Lane. The A414 stretches across Hemel Hempstead and connects with the M1 to the east and the A41 to the west.
- 2.6.2 The M1 provides access to Luton and the north and London and the M25 to the south. The A41 northwest provides routes towards Aylesbury and Bicester. Both the M1 and A41 connect to the M25 to the south at junctions 21A and 20 respectively and provide access further into northwest London via Watford and Brent Cross.
- 2.6.3 The surrounding network around the site is within Maylands Business Park, where Buncefield Lane, Boundary Way and Maylands Avenue are the main access roads through the estate. Quieter access roads into the Industrial Estate from the centre of Hemel Hempstead include the B487 and Adeyfield Road via Wood End Lane.

### **3 TRAVEL PLAN AIMS AND OBJECTIVES**

3.1.1 The purpose of this Travel Plan is to encourage more sustainable travel patterns of employees at the proposed development. The main objective is to reduce the reliance of those travelling to and from the site by forms of travel that have highest environmental impact.

3.1.2 The main objectives of the Travel Plan are set out below.

- Increase the mode share of employees and other users walking and cycling to and from the site.
- Encourage the users of the site to move up within the sustainable transport hierarchy.
- Ensure the development does not lead to on-street parking or servicing.
- Monitor travel patterns and identify opportunities to encourage travel by bus, rail, walking and cycling to further reduce car driving mode share.

## **4 TRAVEL PLAN MEASURES**

### **4.1 Introduction**

4.1.1 A number of measures will be implemented to influence employees and visitor travel patterns. This includes design measures and the provision of information with the aim to achieving the targets set out by the Travel Plan.

### **4.2 Travel Plan Co-ordinator**

4.2.1 To ensure the delivery and on-going management of the Travel Plan, Sysco will appoint a Travel Plan Coordinator (TPC). The TPC will be a Sysco employee and it will be their role to promote the Travel Plan and ensure that key stakeholders are aware of the Travel Plan's purpose and objectives. The responsibilities of the role include:

- Promote the Travel Plan to employees and visitors.
- Encourage employees and visitors to travel sustainably.
- Be first point of contact for employees to discuss transport issues.
- Actively encourage travel by walking and cycling and provide appropriate up to date public transport information.
- Monitor travel patterns and periodically review the Travel Plan measures and targets.
- Ongoing liaison with Dacorum Borough Council ('Dacorum BC') as required.

### **4.3 Provision of Travel Information**

4.3.1 Informing future employees and other visitors of the range of travel choices available to them as well as the Travel Plan measures which will be implemented at the development will be key for its success. The way in which travel information will be provided is detailed below.

#### Internet

4.3.2 Information on travel planning website services such as National Rail journey planner, to raise awareness of transport options, and alternatives in case of delays

or cancellations. Nation Rail journey planner: <https://www.nationalrail.co.uk/plan-a-journey/>

### ***Increasing Walking***

- 4.3.3 To further encourage walking as a main mode of transport for staff, the following measures could be implemented:

#### *Promotional Material*

- 4.3.4 Walking will be promoted on the tenants website. This could include the health benefits of walking and highlight the network of walking routes in the local area. All staff and visitors will be encouraged to use active travel modes where possible.

### ***Increasing Cycling***

- 4.3.5 The proposed development includes cycle parking facilities and cycle information will be provided on the tenants website. The Travel Plan measures to encourage cycling are set out below:

#### *Cycle Parking*

- 4.3.6 Secure cycle parking is provided. The usage of the cycle parking will be monitored on an annual basis as part of the overall Travel Plan monitoring procedure.

#### *Cycle Maps and Routes*

- 4.3.7 Cycle information, including access to local cycle maps showing key routes would be available to staff on the tenants website. Cycle maps are available from Cyclestreets Interactive Mapping and Sustrans.

#### *Cycle Training*

- 4.3.8 Free Bikeability cycle training is offered by the Department for Transport. As well as three levels of cycle training for children and schools, they offer courses aimed at teenagers and adults, and families. These lessons are delivered by qualified instructors.
- 4.3.9 The TPC can promote these cycle training sessions and if there is enough interest could organise groups sessions at the site.

#### Cycle to Work Scheme

- 4.3.10 The tenant offers the cycle to work scheme to their staff, which provides interest free loans for staff to purchase a tax-free bike.

#### ***Encouraging the use of public transport***

- 4.3.11 Staff and visitors will be made aware of the full range of bus and rail services available to them through the following measures:

#### Promotional Material

- 4.3.12 Access to public transport information, such as route maps, timetable and fares, will be included on the tenants website.

#### Real Time Travel Information

- 4.3.13 Links to public transport journey planner live bus tracking websites and smartphone applications will be promoted on the tenants website including Google Maps Traveline and Intalink. The use of these apps would allow employees and visitors to plan specific journeys.

#### Car sharing

- 4.3.14 Car sharing could be encouraged for staff to share the cost of journeys and reduce traffic and parking demand. One example of a car sharing service is Liftshare. Based on experience in other schemes, Liftshare can provide a fully branded user interface for the site where staff can identify other staff who they could car share with. Liftshare provides a smartphone app which improves communication between members via push notifications and instant messaging.

### **4.4 Promotion of sustainable delivery practices**

- 4.4.1 The following measures could be implemented to make the servicing operations more sustainable for office consumables etc. that are in addition to the industry specific deliveries. The following measures could be promoted by the TPC.
- Consolidating deliveries: Consolidating deliveries would involve combining and reducing the number of vehicle trips where feasible.

- Green vehicles: The use of hybrid, electric and other low carbon emission vehicles that are less harmful to the environment.

## **4.5 Electric charging facilities**

- 4.5.1 The development will provide Electric Vehicle Charging Points within the car park spaces.

## 5 INDICATIVE MODAL SPLIT

5.1.1 The indicative modal split for staff has been based on the 'Method of Travel to Work' mode share for the work day population from the 2021 Census for the Middle layer super output area for Dacorum 013. The indicative workplace mode share is shown in Table 5.1 below.

**Table 5.1 - Indicative modal split**

<b>Mode</b>	<b>Workday population</b>
<b>Car driver</b>	75.2%
<b>Car passenger</b>	5.3%
<b>Bus</b>	2.0%
<b>Taxi</b>	0.9%
<b>Motorcycle</b>	0.8%
<b>Bicycle</b>	1.3%
<b>Train</b>	1.7%
<b>On foot</b>	12.9%
<b>Total</b>	<b>100.0%</b>

5.1.2 The above modal split is based on the 2021 Census and will be recalculated following the baseline travel surveys. Future travel surveys will be undertaken annually for five years after the baseline surveys.

## 6 TARGETS AND MONITORING

6.1.1 A Travel Plan requires monitoring, review and revision to ensure it remains relevant to those using the site. This chapter sets out the targets of the Travel Plan and the monitoring and review process. Monitoring and review will be the role of the TPC.

### 6.2 Aim

6.2.1 The main aim of the Travel Plan is to minimise single-occupancy car trips by promoting and supporting alternative modes.

### 6.3 Targets

6.3.1 Hertfordshire Travel Plan guidance sets out that Travel Plan targets should be:

- Should be SMART; **S**pecific, **M**easurable, **A**ttainable, **R**ealistic and **T**ime-bound, and should link to the Travel Plan objectives.
- Should be either an **aim** (i.e. reduce the number of people driving by x%) or an **action** (i.e. make cycle training available to all employees).
- Targets should be informed by the Transport Statement and agreed with the Council.

6.3.2 The key targets for the proposed development are to increase bus use, walking and cycling trips and reduce single occupancy car trips. The proposed interim targets are intended to help meet the objectives set out earlier. These targets are as follows:

- Target 1 – Raising awareness
  - Aim to make 100% of survey respondents aware of the Travel Plan through the tenants website, or by word of mouth from TPC.
- Target 2 – Maximise the number of employees and visitors walking or cycling
  - Increase walking or cycling by 5% within a five year period.
- Target 3 – Increase the number of employees and visitors who car share



- Aim to increase the number of car sharers by 5% in a 5 year period.
- Target 4 – Increase the use of electric cars
  - Aim to increase the number of electric cars by 5% in a 5 year period.

## **6.4 Monitoring**

6.4.1 The monitoring regime for the development has been determined with reference to the Hertfordshire guidance and is set out below.

6.4.2 The TPC will organise the initial full multi-modal travel survey to be undertaken when the development is 50% occupied. The specification of the multimodal travel survey will be arranged with DBC prior to being undertaken. However it is likely to comprise the following:

- Business questionnaires to identify site specific details of operations with respect to employees and goods vehicles (to be completed by the site management).
- Pedestrian and vehicular counts at the access to the site.
- Questionnaire/interview surveys of employees and visitors within the site to identify the main mode of transport.

6.4.3 Travel surveys should be undertaken from 50% occupation and then on an annual basis, usually for 5 years. An annual progress report would be submitted to DBC to ensure the Travel Plan is being implemented effectively.

6.4.4 Precise dates of the future surveys will depend on the date of the baseline survey, which will be undertaken from 50% occupation. The surveys will form the basis of the monitoring reports which will be prepared by the TPC and submitted to DBC annually for 5 years.

### **Review**

6.4.5 The Travel Plan itself will be a 'living' document. As such, this will be reviewed and evaluated after three years and made available to the District and County Councils. The requirement for a Travel Plan governing the management of trips to and from the site will continue to operate beyond the formal monitoring period, however voluntary monitoring will be considered every two years thereafter.

## **7 SECURING THE TRAVEL PLAN**

7.1.1 The Travel Plan will be secured as a planning condition for the development.

7.1.2 All measures implemented prior to the development being occupied will be funded by the tenant, including the production of marketing material. The costs associated with the monitoring reports, surveys and measures required by the TPC will be funded by the tenant.

## 8 ACTION PLAN

8.1.1 The Action Plan outlines the programme for the implementation of the Travel Plan measures, as and when they are brought forward for development.

8.1.2 The Action Plan will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated to reflect the outcome on consultation with the local authority, once the first multi-modal survey has been completed. The Action Plan for the development proposal at this stage can be seen in Table 8.1 below.

**Table 8.1 - Development Action Plan**

<b>Objectives</b>	<b>Measures/Actions</b>	<b>When</b>	<b>Responsibilities</b>
Increase the mode share of employees and visitors walking and cycling from the site	Cycle parking	Prior to occupation	Developer
	Lockers and changing facilities	Prior to occupation	Occupier
	Travel Information on Website	Following occupation	Occupier
Encourage users of the site to move up within the sustainable transport hierarchy	Cycle parking	Prior to occupation	Developer
	Lockers and changing facilities	Prior to occupation	Occupier
	Public transport information and cycle training	Following occupation	Occupier
	Cycle to work scheme	Following occupation	Occupier
Ensure there is no excess on-street parking and servicing	The development provides sufficient parking to prevent overspill parking	Prior to occupation	Developer
	Promote sustainable delivery practice	Prior to occupation	Occupier
Monitor travel patterns	Undertake baseline surveys	50% occupation	Occupier
	Undertake surveys	Annually for 5 years	Occupier





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