# Residential Development, Station Road, Baldock

## Travel Plan Statement

on behalf of

## Weston Homes Plc

November 2017

INTERMODAL TRANSPORTATION
Hunters Court, Debden Road, Saffron Walden, Essex CB11 4AA Tel: 01799 529529 Fax: 01799 529530 e-mail: enquiries@inter-modal.co.uk

IT1534

**CONTENTS** **PAGE**

1 INTRODUCTION ..... 1

2 THE POLICY FRAMEWORK ..... 3

3 TRAVEL PLAN OBJECTIVES ..... 4

4 SITE AUDIT ..... 6

5 SUSTAINABLE TRANSPORT CONTRIBUTIONS ..... 10

6 TRAVEL PLAN MEASURES ..... 11

7 ACTION PLAN ..... 13

# 1 INTRODUCTION

## Background

1.1 North Hertfordshire District Council (NHDC) has requested that as part of the planning approval for a residential development on land to the east of Station Road, in Baldock, Hertfordshire a Travel Plan Statement (TPS) should be produced. Accordingly, Intermodal Transportation (ITL) has been commissioned to prepare this TPS.

1.2 In preparing this document the Consultants have utilised their previous experience in preparing TPs as well as available documentation / guidelines such as the Department for Transport (DfT) publication *'Good practice guidelines: Delivering travel plans through the planning process*'.

## Development Proposal

1.3 The development proposal involves the provision of 46 apartments and 4 houses, with associated car parking, at the site. There are a total of 54 car parking spaces of which 7 are disabled spaces. The spaces are allocated to the dwellings and there is no-car share parking or specific parking for powered two wheelers (PTWs), although residents with PTWs would have the opportunity to park that vehicle within their allocated car space or within another convenient location within the development.

## Travel Plan Statement

1.4 This TPS has been produced to encourage residents and visitors of the redeveloped site to reduce their reliance on the use of the private car. Hertfordshire contains the 6th largest population for a highway authority and it has been identified that 54% of trips made involve a distance of less than 5 miles, thus highlighting the scope of a TP to encourage increased use of public transport, walking or cycling modes. It is therefore anticipated that this TPS would have the following benefits:

- Improve travel choice options for all;
- Ease congestion and pollution caused by cars and the impact this has on people's health and on the environment;
- Improve the health and fitness of those who walk or cycle rather than use the car. (According to the Health Education Authority cycling or walking briskly for half an hour a day can halve the risk of heart disease);
- It may result in cost savings for residents and or visitors who car-share, walk or cycle;
- Improve the environment and the economy of a place;
- Encourage greater independence for the elderly, disabled and children;
- Enhance social inclusion and sense of community;
- Improve road safety;

- Improve accessibility by modes other than the car would make the site more accessible to people without a car.

1.5 A residential final TP document based on this TPS would be produced for this development to be agreed with NHDC.

1.6 The principle of a TPS is to provide information about sustainable travel mode choices and make residents and visitors to the site aware of the desirability to reduce travel by single occupancy private car. The objective of a TPS is to facilitate reduced vehicle mileage associated with travel.

1.7 As well as the aforementioned benefits, a TPS can be seen as providing benefits for the local community and the environment. These benefits are summarised as follows:

- The environment generally can benefit from reduced pollution and improving the local air quality, less noise and dirt, and the reduced impact of national and global environmental problems such as global warming.
- Reduce congestion on the local road network.
- Improved personal and road safety on the local road network.

1.8 It is proposed that a nominated representative of Weston Homes (or successor in title if the site is conferred), the Travel Plan Coordinator (TPC), would initially take on the responsibility to manage the commitments contained within the TPS. The TPC would be available for residents, as a point of contact guiding them in sustainable travel and promoting travel incentives such as Hertfordshire's Intalink website (http://www.intalink.org.uk/), which advertises season tickets, offers, maps, timetables and other transport information, including live updates via twitter. After 50% occupation of the site, continuation of the TPS would rest with a nominated resident or a resident's Travel Plan Steering Group (TPSG). The members of the TPSG would represent the internal stakeholders of the TPS, whilst NHDC would represent an external partner.

1.9 The TPC would be available by telephone / email on demand as necessary until such time that a TPSG has been set up. The TPC would ensure that senior members of the sales team ensure that the residents are aware of the TPS.

1.10 A TPS is an evolving document that would change over time to reflect the changing characteristics of a site in relation to resident and / visitor turnover, which would ultimately result in ever changing travel habits. The key to the success and implementation of a TPS is to ensure that both residents and or visitors are consulted and involved at all stages and are provided with reasonable opportunities to use convenient more sustainable modes of travel.

# 2 THE POLICY FRAMEWORK

2.1 The 2004 Government White Paper on transport aimed to ensure that a growing economy and increasing movements of people and goods would not lead to detriments in environmental and social aspects. In doing so it highlighted the need to increase walking and cycling for shorter trips as well as increasing use of public transport to ensure a reduction in private vehicular trips. Following the white paper, more policy was published which highlighted the importance of locating development and travel planning to reduce the environmental impacts of travel without curbing economic growth and social mobility.

**National Planning Policy and Guidance**

- National Planning Policy Framework, Department of Communities and Local Government (2012).
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department of Communities and Local Government (2009).
- Guidance on Transport Assessment, Department for Transport (2007).

**Local Planning Policy and Guidance**

- Hertfordshire Local Transport Plan 3 (2011-2031), Hertfordshire County Council (2011).
- Passenger Transport in New Developments, Hertfordshire County Council (2008).
- Hertfordshire's Travel Plan Guidance for business and residential Development.

# 3 TRAVEL PLAN OBJECTIVES

3.1 A TP is an important tool when implemented effectively as part of a comprehensive transport strategy to improving and managing access to a site. It is possible to achieve significant levels of modal shift away from the private car onto more sustainable modes of travel with a TP.

3.2 Although residential TPs are becoming more commonplace as part of the planning application process, they are not as widely implemented throughout the UK as workplace or school TPs. However, the Government and Local Authorities are now emphasising that residential TPs are critical in supporting more sustainable forms of travel and reducing the overall need to travel.

3.3 The objectives of this TPS are devised to support the residents towards encouraging more sustainable travel arrangements. The key objectives of the TPS are:

- To identify and understand the likely travel patterns for residents at the site.
- To promote and encourage residents at the development to use more sustainable transport modes in preference to the use of the private car, in particular single occupancy vehicles (SOV).
- To promote integration between the development and local community.
- To contribute positively to the sustainable operation of the site.
- To reduce car usage by residents in terms of the length, time of day, and number of trips in their travel to and from the site.

3.4 The strategy of this TPS is to reduce the overall impact of car use and to promote and improve the accessibility of the site by encouraging residents to make use of alternative modes of transport, in particular:

- Walking;
- Cycling;
- Public transport;
- Car sharing

3.5 The information presented within this Site Audit section highlights a number of characteristics of the proposed development site that would ensure the promotion of sustainable living from the outset. These include:-

- A range of leisure, shopping and educational facilities are located within comfortable walking distances.

- The site is accessed by bus services for the majority of the weekday and weekend work / shopping hours, which provide access to Royston-Letchworth Garden City and its hinterland area, as well as Stansted Airport, Cambridge-Heathrow T5, Stevenage and other locations of various sizes.
- The proposed development is also located only approximately 200m walking distance from Baldock railway station, which provides services every hour to Cambridge and London Kings Cross. Southbound trains stop at Stevenage and Hatfield providing opportunities for both commuter and leisure trips to these local higher order settlements. As well as services to Cambridge and London, connecting East Coast Mainline services to Peterborough and The North are available from Stevenage.
- National Cycle Route 12 runs through Baldock to the west of the site. The route is part of (The Great North Way) and when complete, will connect London (Enfield Lock to Spalding in Lincolnshire). It is currently 121 miles long. Herfordshire 3 County Council have also published details of leisure cycle routes around Baldock.

# 4 SITE AUDIT

**Site Location**

4.1 The site is located to the north of the town centre along Station Road (A507), in between Icknield Way East and Royston Road (B656), approximately 150m south of Baldock Railway Station.

4.2 The site was previously connected to the surrounding road network via three access points, one from Royston Road and two from Icknield Way East. The development site involves the closure of all three access points and their replacement with a single vehicular access from Icknield Way East approximately 10m to the east of the previous service access. The new access will offer highway safety benefits through the removal of two vehicular access from the public highway.

4.3 The market town of Baldock is situated to the north east of Letchworth Garden City and is sandwiched between the A1(M) (to the west) and the A505 (to the east), connecting it to London / the M25 and towards the M11 / A11. Both Icknield Way East and Royston Road connect to the A505. Baldock boasts a railway station, located on the Hitchin to Cambridge line, providing services to London; regular bus services; local shopping facilities, primary and secondary schools and petrol filling stations. All of these facilities are located within an acceptable walking distance of the proposed development site.

**Accessibility by alternative modes:**

4.4 Walking and cycling are the two most sustainable modes of travel and can significantly contribute to improvements in Health as well as promoting social inclusion within society.

**Walk**

4.5 Government statistics indicate that 25% of all journeys by UK households are made on foot (source DFT LTN1/04) and the results of the 2014 National Travel Survey (NTS) indicate that 76% of journeys less than one mile (1.6km) in length are undertaken on foot. It is therefore considered that this distance should be regarded as applicable in terms of defining the walk-in catchment of a new development such as the development proposal.

4.6 In the light of the above, a 1.6km ‘as the crow flies’ walk contour has been plotted from the approximate location of the proposed pedestrian entrance to the development in order to illustrate the potential walk-in catchment of the proposed development. It is therefore considered that a 1.6Km distance should be regarded as applicable in terms of defining the walking catchment of a new development such as the development proposal.

4.7 Examination of the local area indicates that a number of facilities and services are located within the 1.6km walking catchment. These include a Tesco Extra, other convenience stores, nursery, primary / secondary schools, takeaways, restaurants, a bank, bus stops

and Baldock railway station. The site is located within 300m from the town centre.

4.8 The town benefits from a doctor's surgery (Astonia House) and Lloyds Pharmacy located along the southern end of the High Street (B197) and approximately 850m walk from the site and could be comfortably accessed on foot by residents of the proposed units.

4.9 The nearest school, Hartsfield Junior and Infant School is located off Clothall Road (A507). The entrance to the school is just 250m walking distance from the site. In addition, St John's R.C. Primary School and St Mary's C. of E. (VC) Infant / Junior School are also within walking distance of the site. Finally, the Knights Templar secondary school is also located within walking distance (750m) of the site.

4.10 Table 4.1 below summarises the local facilities available to residents of the proposed development site within a reasonable walking distance.

**Table 4.1: Summary of Local Services and Facilities Accessible from the Site.**

| Facilities | Distance from Site |
|---|---|
| Hartsfield Junior and Infant School | 250m |
| St John's RC Primary School | 1,200m |
| Tesco Extra, (Including Petrol and Pharmacy) | 850m |
| Barclays Bank | 300m |
| Old White Horse (PH) | 75m |
| Clothall Common Food and Wine (Premier Store) | 1,100m |
| Baldock Railway Station | 200m |
| Baldock Railway Station Stop A/B | Adjacent to site |
| Market Place(Bus Stops) | 410m |
| The Gardens (Bus Stops) | 480m |
| Astonia House GP surgery/Lloyds Pharmacy | 850m |
| Secondary School (Knights Templar) | 750m |
| Knights Templar Sports Centre | 750m |
| St Mary's C of E (VC) Primary School | 1,600m |

4.11 As the above table illustrates, the site is located in close proximity to many facilities, all of which can be reached on foot.

**Cycle**

4.12 The former national planning guidance PPG13 paragraph 77 stated that "Cycling also has potential to substitute for short car trips, particularly those less than 5 kilometres, and to form part of a longer journey by public transport". There has been no recent advice that supersedes this and therefore the PPG 13 advice remains the most recent in this respect. Taking into account the 5km cycle distance, which equates to approximately 20 minutes cycling time, the catchment area of the site by cycle would include all of the Baldock built-up area and the majority of the Letchworth Garden City built-up area to the west.

4.13 National Cycle Route 12 runs through Baldock to the west of the site. The route is part of The Great North Way and when complete, will connect London Enfield Lock to Spalding in Lincolnshire. It is currently 121 miles long. Hertfordshire County Council has also published details of leisure cycle routes around Baldock.

**Public Transport**

4.14 In the context of the development site the available bus and Train services represent realistic sustainable transport options which could be utilised by the residents of the site to undertake trips with variety of purposes in particular regular commuting journeys and leisure trips.

**Bus**

4.15 It is generally recognised that the maximum convenient walking distance in order to access urban bus services is around 500m. This walking distance to a bus stop has emerged from theoretical studies and has been supported by research undertaken for the National Travel Survey (NTS). Baldock is well served by buses. The closest bus stops to the site are located immediately adjacent to the site on Station Road (Baldock Railway Station Stop A). There are alternative bus stops situated within Baldock town centre, including the Market Place stops, which are approximately 410m from the site and those at The Gardens, which are approximately 480m from the site. Table 4.2 provides a summary of the services calling at stops within the vicinity of the site.

**Table 4.2 Bus Service Summary**

| Service | Destination | Frequency | | | W/day Services | |
|---|---|---|---|---|---|---|
| | | Mon-Fri | Sat | Sun | First | Last |
| **Baldock Railway Station (Stop A/B)** | | | | | | |
| 90/91 | Royston - Letchworth City | 5 buses daily | 5 buses | n/a | 07:28 | 16:58 |
| W5 | Meppershall - Baldock | 1 bus Fri only | n/a | n/a | 13:38 | 14:20 |
| **Market Place Stops** | | | | | | |
| 90/91 | Royston - Letchworth City | 5 buses daily | 5 Buses | n/a | 07:28 | 16:58 |
| 98 | Baldock-Hitchin | 30min | 60min | n/a | 06:25 | 18:20 |
| W5 | Meppershall - Baldock | 1 bus Fri only | n/a | n/a | 13:38 | 14:20 |
| 386 | Bishops Stortford-Stevenage | 150min | 120min | 120min | 06:50 | 18:43 |
| **The Gardens** | | | | | | |
| 386 | Bishops Stortford-Stevenage | 5 buses | 5 buses | n/a | 06:50 | 18:43 |
| 90/91 | Royston - Letchworth City | 4 buses daily | 5 Buses | n/a | 07:28 | 16:58 |
| 98 | Baldock-Hitchin | 9 buses | 7 buses | n/a | 06:25 | 18:20 |

***Train***

4.16 The proposed development is also located only approximately 200m walking distance from Baldock railway station, which provides services every hour to Cambridge and London Kings Cross. Southbound trains stop at Stevenage and Hatfield providing opportunities for both commuter and leisure trips to these local higher order settlements. A summary of the train services from Baldock railway station is shown in Table 4.3 below.

4.17 As well as services to Cambridge and London, connecting East Coast Mainline services to Peterborough and The North are available from Stevenage.

4.18 Table 4.3 below outlines the timetabled operations from the station. It highlights an excellent service choice, with at least hourly services for most operations, Monday to Saturday and many on a Sunday. As such commuter journeys, especially to London and also leisure trips are possible by train and without needing to use a private vehicle.

**Table 4.3 Train Service Summary**

| Route Direction | Mon - Fri | | |
|---|---|---|---|
| | Operating Times | Services per hour (Peak) | Services per hour (Off Peak) |
| Cambridge | 06:20 – 00:50 | 2 | 2 |
| London (Kings Cross) | 05:25 - 23:55 | 3 | 2 |

4.19 Hence, based upon the review undertaken so far in this report, it is considered that the site has a very good accessibility profile due to its close proximity to the railway station and accessibility to various bus and train services, as well as a good range of local shops and services located within walking distance. In the context of further residential development in the town, the site has sustainability credentials to encourage the use of modes of transport other than private motor car. Indeed, for many short trips such as to school, the doctors and shops, the proposed development would be close enough to be accessible on foot.

4.20 The scheme has been designed to ensure that delivery and refuse vehicles can access and turn within the development site and swept path analyses confirming that was submitted during the determination period of the planning application.

# 5 SUSTAINABLE TRANSPORT CONTRIBUTIONS

5.1 The overall aim of this TPS is to achieve a year on year reduction in the mode share of single occupancy vehicle (SOV) trips for all journeys generated by the proposed development. Implicitly it would, therefore, aim to encourage a year on year increase in the mode share of sustainable travel modes such as, walking for shorter journeys, cycling and public transport for longer journeys.

5.2 As discussed in detail in Chapter 4 of this report, the proposed development benefits from a highly accessible location by non – car modes of travel. The review in Chapter 4 shows that the site has excellent links to public transport and local facilities.

5.3 In order to introduce these facilities and services to new residents and promote their use by sustainable travel modes, a Residential Travel Plan Welcome Pack (RTPWP) would be produced and made available to every new occupant.

5.4 Furthermore, to encourage the use of sustainable travel modes and in particular the available public transport, Weston Homes is supplying a sustainable transport contribution to upgrade the nearby bus stops and a Traffic Regulation Order Contribution to amend the Controlled Parking Zone (CPZ) to include Icknield Way East. It is anticipated that the commitment made by Weston Homes to provide the above mentioned sustainable transport measures would encourage the future occupants of the proposed development to reduce reliance on their cars for many short trips.

# 6 TRAVEL PLAN MEASURES

6.1 It should be noted that there are numerous measures that work towards the aim of supporting more sustainable forms of travel and reducing the overall need to travel. However, each individual development should have a tailored package of measures based on the development site's own unique characteristics and location to effectively work, and engage residents, towards the TP objectives.

6.2 An assessment of both 'hard' (i.e. site design, infrastructure, etc.) and 'soft' (i.e. marketing, promotion, etc.) measures that could be the most effective in contributing to the success of the TPS objectives at the development site was undertaken by the Consultants.

6.3 There are a number of measures which would be implemented from the outset of the development through good design. Such aspects include effective implementation of facilities for pedestrians and cyclists including. Provision of 46 secure covered, cycle parking facilities the proposed 46 cycle spaces are provided based on the council's requirements of one cycle space per dwelling without a garage and none if a garage or secure area is provided within the curtilage of the dwelling. A Residents Travel Plan Welcome Pack would be produced for households outlining the available options for non-car travel, including route maps and timetable information. In addition, the following measures have been identified for inclusion in the TPS: -

- Provide all new householders at the site with a TP Welcome Pack, which would contain information regarding available public transport services, available cycle routes, nearby facilities and sustainable travel initiatives at the site.
    - It is anticipated that the information provided within the Welcome Pack would include:-
        - An overview of the TP objectives, strategy and implementation.
        - Location of notice boards.
        - Highlight the methods for residents to engage with the TP i.e. the steering group.
        - Statement of support and commitment from Weston Homes or successor in title if the site is conferred.
        - Local public transport routes and timetables, including details of nearest bus stops and bus routes.
        - Recommended walking and cycling routes to / from the site, including information on walking buses / routes to school / shops / transport / leisure and medical facilities. The health benefits of walking and cycling would also be highlighted.



    - Details of Baldock car sharing, walking bus, or other local transport initiative schemes.
    - Contact details for the TPC.

- TPSG would update as necessary information contained within the TP / Welcome Pack on an annual basis.
- The TP Welcome Pack will also highlight the importance of setting up and organising a TP Steering Group (TPSG) / committee involving all residents.
    - In establishing a TPSG, it is advisable to broaden the range of backgrounds, in order to cover many differing perspectives on travelling.
    - The meetings of the TPSG would be regular and maintain a consistent format.
    - The responsibility for managing the plan would rest with a nominated resident or the TPSG.
    - It would be the responsibility of the Steering Group to publicise meeting dates, set agendas and encourage new residents to participate the plan, however as a minimum it is envisaged that the Steering Group would aim to meet every 6 months.
- Internet usage should be encouraged for trip planning within site travel literature.
- Car Sharing schemes encourage individuals to share private vehicles for particular journeys such as commuting. As such, the TPSG would promote a car sharing scheme to the residents.
- Promote internet based car share scheme e.g.: https://liftshare.com/uk/community/hertfordshire
- Encourage the use of public transport
    - Display / make available public transport information and ensure that residents are aware of alternative modes of accessing the development.
- Residents would be informed in relation to planned changes to the local transport system such as time table changes or infrastructure schemes.

# 7 ACTION PLAN

7.1 The measures identified in Section 6 would be implemented on first occupation of the residential units, initially by Weston Homes. However, as soon as TPSG is formed, it would be the responsibility of the residential TPSG to ensure the continued implementation of the measures.

7.2 An indicative timescale for implementing the TPS is shown below in an Action Plan Table 7.1.

**Table 7.1: Action Plan Timescale**

| Implementation Timescale | Measures | Responsibility |
|---|---|---|
| Construction Phase | • Production of Travel Plan Statement | Weston Homes |
| Construction Phase (Prior to first occupation of units) | • Development of Welcome Pack | Weston Homes or successor in title if the site is conferred |
| Marketing and Sale of units | • Promotion of the Travel Plan<br>• Provision of Welcome Pack on sale agreement | Sales Staff<br>Weston Homes |
| At first occupation | • Set up Travel Plan Steering Group and organise meetings | Residents |

7.3 The TPSG would play a key role in implementing, monitoring and updating the TPS. In more detail, the TPSG's responsibilities would involve:-

- Welcome residents and promote the TPS and environmental issues at the outset (sales staff would also be trained to market the TPS).
- Promote the site initiatives to residents.
- Control marketing and publicity requirements.
- Co-ordinate the meetings.
- Highlight and put in place actions to resolve any problems, issues and target updates.
- Monitor and report on progress of initiatives.