Site: Station RD, Baldock | **LPA: NH-DM** | **Travel plan date: Nov 2017**

Evaluation date: 05/06/2018 | **HCC reference: NH/202/2018** | **LPA reference: 17/02144/1DOC**

This evaluation has been undertaken with reference to Hertfordshire County Council's Travel Plan Guidance (www.hertfordshire.gov.uk/travelplans).

Content	RAG	Comments
Site details		
Development type	G	**Residential**
Use class changes	G	**Land to residential**
Site owner	G	**Weston Homes PLC**
Site developer	G	**Intermodal Transportation ITL**
Travel plan author	G	**Intermodal Transportation ITL**
Site location	G	**Station RD, Baldock**
National and local policy background	G	**National and Hertfordshire Local Transport Plan and Policy, NH as well for residential and businesses**
Travel plan type	G	**Travel Plan Statement (Baseline)**
Outcome objectives		
Travel plan objective	G	**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.**
Travel type targeted	G	**Residence, visitors**
Travel plan management		
Travel plan co-ordinator contacts	G	**TPC contacts details to be confirmed**
Secondary contacts	G	**Is going to be in the welcome pack**
Travel plan co-ordinator duties	G	**TPC would initially take on the responsibility to manage the commitment contained within the TPS**
Package of measures		
General travel information	G	**A Residential Travel Plan Welcome Pack**
Walking	G	**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.
Cycling	**G**	**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).**
Public transport	**G**	**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.** **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.** **As well as services to Cambridge and London, connecting East Coast Mainline services to Peterborough and The North are available from Stevenage.**
Reduce the need to travel	**G**	**Broadband**
Reduce car use and impact	**G**	**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.**
Residential travel pack contributions	**R**	**Missing, must contribute £100 per house and £50 per flat**
Parking measures (restraint and management)		
Parking management strategy	**G**	**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**.
Disabled parking		
Car share parking		
Two-wheeler parking		