

HERTFORDSHIRE COUNTY COUNCIL: HIGHWAYS

Topic: Public transport
HCC Comment
Engagement with HCCs public transport service has questioned the long-term sustainability of a 'Baldock Flyer' bus service. An approach to enhance existing services with routing thought the development and improved routing within Baldock as well as connections to other settlements suggest that there may be alternative opportunities for a service that can deliver both the aims of the applicant's proposal whilst ensuring the long-term sustainment of the service without reliance of funding. Further engagement with HCCs public transport team is suggested and a response on the final agreed approach can be provided subsequently. The overall principles of a public transport service to meet the mode shift strategy will remain.
Applicant's Response
The Framework travel Plan (FTP) has been amended to reflect recent engagement with HCCs public transport team: <i>New and enhanced bus service provision – The public transport strategy will be developed in consultation with HCC's Public Transport team and operators. This may include enhancement of existing services, new or amended routing through the development, improved interchange with Baldock railway station, and phased service improvements as the development is built out. The strategy will retain flexibility so that the detailed service pattern can respond to operator engagement, HCC requirements, development phasing and observed demand, rather than relying solely on a fixed shuttle-loop concept.</i>

Topic: Bygrave Road
HCC Comment
Noting the comments in the Growing Baldock HCC Cover letter, paragraph 2.4 Clarity over any additional residential units (or other land uses) utilising the existing Bygrave Road need agreement with principles of use of the route being agreed including the retainment of the route for access to Bygrave until alternatives are in place and clarity around phasing this element and its proposal to become a walking and cycling route of the site through the buildout require further clarification so suitable conditions can be made. Clarity is required for the highway authority to determine the suitability of the existing network to accommodate initial development phases, as well as the long-term approach to routing within the existing area, the site over its build out, and connections to the wider rural area including Bygrave and Ashwell (and others)
Applicant's Response
Further information on the phased delivery of Bygrave Road, which will provide a walking and cycling route will be included within the detailed design and transport work undertaken for the BA1 Design Code, to be secured via a planning condition. This design work will provide greater certainty on the timescales for Bygrave Road design changes.

A condition will also be drafted setting out that Bygrave Road will only be used as an access for the first 310 unit, prior to the provision of either a temporary access in the location of the bus only link or the primary road access.

Topic: BA2
HCC Comment

We require further information on the proposals for access and improvements relating to BA2, set out in drawing PC7029-ITP-CE-GB-DR-D-0152 and detailed in the phasing delivery tables as Footway between access and Wallington Road, including signalised crossing point at access and improvements to Wallington Road. Connections to the existing network and local destinations appear missing, as do opportunities for public transport.

Applicant's Response

The relevant plans have been re-circulated with HCC for review. The inclusion of bus stops can be conditioned.

Topic: Framework Travel Plan
HCC Comment

Following the submission of the TAA with the included modelling work and requirement for mode shift, it is evident there is a strong reliance on of the travel plan and monitor and manage framework. A such further scrutiny of these approaches has been undertaken with points of clarification required.

Applicant's Response

The 'park and stride' education trips are no longer classified as 'sustainable'

An updated brief on the role of the Site-Wide Travel Plan Coordinator has been provided in the FTP.

Topic: Monitor and Manage
HCC Comment

There needs to be clarity on which infrastructure elements and associated triggers are intended to remain flexible. However, it may be that “monitor and manage” is intended to provide flexibility in relation to additional measures, rather than core infrastructure. While there may be scope to delay infrastructure delivery (subject to agreement), this should be clearly defined and tied to monitoring outcomes.

Applicant's Response

The updated FTP now identifies the specific junctions where additional monitoring is required (as set out in the TA Addendum) and a commitment to a mitigation fund to support necessary interventions.

The governance around the Monitor and Manage framework has been strengthened and is set out in the updated FTP.

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