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North Herts District Council
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Monday 10 November 2025

Please Reply to:

The Old Ram and Hurdle
Luffenhall
Walkern
Stevenage
Hertfordshire
SG2 7PX
Tel: 01438 861 685
E: peter.natt@btinternet.com

Re: Development Ref: 25/02571/OP – Baldock

Dear Sir/Madam,

Brian Worrell and I are the British Horse Society Access and Road Safety Officers for this area of Hertfordshire.

This development is expected to result in increased traffic along the roads. Equestrians (Horse Riders and horse-drawn carriage Drivers) are deemed to be 'Vulnerable Road users' by the Department of Transport. To mitigate the increase in traffic, the Rights of Way Network requires improvements to offer Equestrians a safe form of off-road riding and carriage driving.

My team has been involved in outlining suggestions to the consultants for this development, focusing on improvements to the Public Right of Way Network for all vulnerable road users, particularly horse riders and horse carriage drivers. We had three very productive meetings with Urban & Civic, the consultants to North Herts District Council and Hertfordshire County Council, where we outlined the importance of Baldock to the wider network.

We are pleased to note that many of our suggestions have been included in the application. However, several have not, and with minor amendments to the proposed plan, the whole development will be better integrated into the wider network and benefit the residents Baldock and the surrounding area. As we explained, all developments must be considered in the wider context rather than as stand-alone projects. This is particularly important for Baldock, which is strategically placed within the Public Right of Way network between Stevenage, Letchworth, Royston and on into Cambridgeshire.

Several opportunities that would benefit Baldock as well as the wider community have been missed. These are outlined below as separate but often linked items.

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1. The exit of Millers Way Bygrave 001 onto North Road. It was suggested that a dog leg around the existing property should be created so that the bridleway will exit opposite the Public Right of Way in Ivel Springs. This is within the site boundary. This will remove the staggered crossing and provide a significantly safer crossing for all vulnerable road users. It was further suggested that a Pegasus Crossing should be installed, as this is a wide and busy road into Baldock.

2. This then involves Ivel Springs, which is acknowledged to be outside the development boundary. However, the NPPF, paragraph 105, makes it clear that where a development impacts a Public Right of Way, consideration must also be given to the off-site extensions.

Regarding Ivel Springs, acknowledged as a sensitive ecological site, the recent Green Action Plan (GAP) by the Countryside Management Team included our comments that the existing path north of Baldock 001, off the Norton Road, along the western and northern boundaries, should be upgraded to a bridleway. This was in line with some earlier draft Masterplan drawings, which included this. In our view, since this path already existed, its upgrade would have little to no effect on the sensitivity of the Ivel Springs site. In fact, as a bridleway, it would alleviate the use of the 60 mph Norton Road by horse riders wishing to travel east.

In addition, it would provide a connection to the Baldock and Letchworth Greenways.

3. A further suggestion was to provide speed restriction measures across the A1(M) Norton Road bridge so that the pavement/verge could be widened to significantly improve the safety for cyclists and horse riders wishing to access the Letchworth Greenway to the west. There is already a crossing point to the west of this bridge, and this development presents an opportunity to enhance it.

4. Footpath Bygrave 015 needs to be upgraded to a bridleway where it traverses BA 10 such that bridleway Clothall 003 can connect to the proposed permissive routes and permanent bridleway Millers Way Bygrave 001 to the north within BA1.

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5. Considerable thought was given to resolving the significant gap in the network caused by the development of the A505 and the A507 bridge over it. The suggestion was to upgrade footpath Clothall 001, which at this time goes nowhere, to a bridleway and extend and/or divert it to cross the A507 into BA2. It is recognised that the route within BA3 would not be defined until the plans for the school had been finalised. However, the intention was to connect the bridleway network north of the A507 into the network to the south and bridleway Baldock 022. This will then provide a connection further to the south and east. A Pegasus Crossing may be considered necessary across the A507 at this point for the safety of all vulnerable road users.

A further benefit of this would be connecting with the Old Wallington Road and the DMMO NH315 to a restricted Byway or bridleway. This then removes the dead end on bridleway Clothall 027. These are all within the site boundary, and hence the application provides the opportunity to rationalise the bridleway network.

6. Align bridleway Clothall 003 with Byway Clothall 012 and provide an underpass so that one can safely cross the A507.

7. There are several other suggestions in the Rights of Way Improvement Plan (RoWIP) which should be considered, some of which may be requested in an approved Public Right of Way Plan, a subject within Reserved Matters.

The items that we have requested that are included on the Rights of Way Improvement Plan are:

- | | |
|--------|--|
| 11/46 | Need for footway between Chancy Gardens and Aleyn Way |
| 11/117 | Create a new bridleway to connect the proposed Pegasus crossing North Road A507 to the Baldock 034 and the bridleway network east |
| 11/118 | Upgrade footpath Bygrave 015 to bridleway to connect the proposed Pegasus crossing of Royston Road B656 to bridleway Clothall 003 south and Ashwell Road north |

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- 11/119 Create new bridleway to connect the proposed Pegasus crossing of Ashwell Road running north/south alongside the western edge of the Ashwell Road to bridleway Bygrave 001
- 11/124 Use of NCR 12 or parallel bridleway by horse riders along much it's length including where footpaths will require an upgrade.
- 11/171 Upgrade footpath Baldock 001 to Restricted Byway/Bridleway to provide access for North Herts Equestrian Centre to a Pegasus crossing on North Road A 507
- 11/189 Create new bridleway to connect the proposed Pegasus crossing of Ashwell Road running north/south alongside the western edge of the Ashwell Road to bridleway Bygrave 001
- 11/197 Provide equestrian underpass (multi-user) for Clothall 005 under the fast and dangerous A507 as part of the long-distance path
- 11/272 Proposed Pegasus crossing of Royston Road B656 to bridleway Clothall 003 south and Ashwell Road
- 11/273 Create new bridleway to connect the proposed Pegasus crossing of Ashwell Road running north/south alongside the western edge of the Ashwell Road to the bridleway Bygrave 001
- 11/274 Proposed Pegasus Crossing across Ashwell Road
- 11/283 Upgrade LETCHWORTH GARDEN CITY 022 and BALDOCK 040, including bridge across A1(M), to highway Pepys Way, and south to Letchworth Road

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- 11/284 Upgrade Letchworth Garden City 023 & 021, and Baldock 040, 006 and 042 to the bridleway
- 11/289 Route to connect with Restricted Byway Bygrave 014 and a safe verge path to align the routes
- 11/291 DMMO NH315 to change the status of the Old Wallington Road UCR to a bridleway to connect the dead-end bridleway Clothall 027 to Yeomanry Drive
- 11/295 Consider Pegasus Crossing on Bygrave Road and link across the railway line to connect bridleway Baldock 034 to BOAT Baldock 020, and upgrade of footpath Baldock 036 to Clothall 001
- 11/335 Upgrade Letchworth Garden City 022 and Baldock 040, including bridge across A1(M), to highway Pepys Way, and south to Letchworth Road
- 11.384 Upgrade Letchworth Garden City 023 & 021, and Baldock 040, 006 and 042 to bridleway
- 11.386 Proposed new bridleway (U&C)

We suggest that the above amendments be considered and included to prevent potential objections to the application later on.

As always, we are available to clarify any details and explain our reasoning behind each request.

Yours faithfully,

Peter J Natt and Brian Worrell - BHS Access and Road Safety Officers

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