



Key

- Site area
- Shuttle Bus Route
- Shuttle Bus Route (as build out continues)
- Indicative Bus Stops
- Existing Bus Stops
- 400m bus stop buffer
- 600m bus stop buffer



Client

Urban&Civic

Project

Baldock OPA

Figure title

Proposed Shuttle Bus - Interim Scenario

Note

**HaskoningDHV UK Ltd.
Mobility & Infrastructure**

To: HCC
From: NL
Date: 06 June 2025
Copy: NHDC, National Highways
Our reference: PC7029-ITP-TN-0003- FINAL
Classification: Project related
Checked by GB

Subject: Growing Baldock Modelling Approach Note

1 Introduction

1.1 Purpose

This Modelling Approach Note has been prepared to supplement the Transport Scoping Report (TSR, ref: TP1035-ITP-RP-TP-0001-P03) and TSR Addendum (ref: PC7029-ITP-TN-0002) prepared by ITP in February and April 2025, respectively. The reports were initially issued to Hertfordshire County Council (HCC) and North Hertfordshire District Council (NHDC), and subsequently to National Highways in May 2025.

The TSR and TSR Addendum set out the approach to modelling the impacts of the Growing Baldock development, making use of HCC's COMET strategic transport model. The outputs from COMET would be used to inform local modelling, and both sets of results would be set out in the Transport Assessment (TA). The modelling programme (and ultimately the programme of the TA) was predicated on the latest release of COMET, targeted for Spring 2025.

Recent communication with HCC has confirmed that the full new COMET suite will not be ready for use until at least July 2025. This has implications for the planning application submission, which is targeted for September 2025.

ITP and Urban & Civic have therefore explored an alternative approach to modelling the highway-based development impacts. This would involve submission of a full TA which includes local junction modelling (e.g. using LinSig, Junctions 10), followed by a TA Addendum post-submission which uses the new COMET to validate results and further inform the Monitor and Manage approach. This has been discussed at a high level with HCC, NHDC and National Highways and all parties have indicated that this would be acceptable, subject to agreeing the details of the methodology.

On this basis, this Note sets out the proposed revised approach to modelling impacts of the development. The intention is to agree this with HCC, NHDC and National Highways such that work on the local modelling can commence and reach completion in line with the targeted planning application submission.

2 Local Modelling

2.1 Study Area

Whilst use of COMET first would have refined the study area for local modelling, a likely area has been identified through the development of the transport strategy and TA. This has been informed by previous COMET runs (related to the withdrawn application for the site), discussions with HCC, and early trip generation and assignment work to inform tests around redistribution and intervention trigger points. These junctions of interest have also been identified through development of the draft COMET proforma, which will be used to model the development when the full COMET suite is available for use.

The proposed local model study area therefore comprises the following junctions:

- Station Road / Royston Road / Whitehorse Street / Clothall Road
- Station Road / Icknield Way / Football Close
- Clothall Road / Wallington Road / South Road
- London Road / South Road / High Street Roundabout
- A1 (M) Junction 9
- A1 (M) Junction 10

These are in addition to the site access junctions proposed on North Road, Royston Road, Wallington Road and Clothall Road.

Traffic survey data was collected in 2022 covering all study area and access junctions and will be used to inform the base models. This is with the exception of the A505 / Royston Road junction, where there was an error during the data collection exercise. Hence 2025 survey data will be used to inform the base model at the proposed site access junction onto this roundabout.

2.2 Manual Spreadsheet Distribution Model

Based on this likely study area, a set of 'network flow diagrams' have been developed. The diagrams have been useful in early development of the strategy and TSR, giving an indication of where there are likely to be the greatest development impacts and helping to understand the potential implications of traffic rerouting (e.g. as a result of the proposed off-site interventions).

The network flow diagrams have also been used to inform the interim year modelling scenario, which aligns with the trigger point for the multi-modal bridge. This exercise was appended to the TSR Addendum and gained broad consensus from HCC and NHDC. The principles of the network flow diagrams are therefore well established and socialised amongst the key parties.

The network flow diagrams will need to be updated and refined to account for the modelling methodology now proposed, which places greater onus on the assumptions made; some of this information could otherwise have been informed by the COMET outputs. For example, assumptions will need to be made about how much through-traffic might reassign from the B656 onto the A1(M).

The sections below set out the assumptions which will feed into the trip generation, trip assignment, reassignment and traffic growth included in the network flow diagrams.

2.2.1 Trip Generation

The development trip generation is based on a vision-led approach and uses ITP's Mode Shift Model (MSM). The principle and methodology of the MSM is well documented in the TSR and built upon in the TSR Addendum and so the methodology is not repeated here. No changes to the MSM vision-led trip



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generation for each scenario are proposed as part of the approach set out in this Note. Network flow diagrams showing the vision-led trip scenarios derived using the MSM will be provided with the TA.

2.2.2 Trip Distribution

The 2011 Census *Location of usual residence and place of work by method of travel to work* (WU03EW) dataset will be used to derive development trip assignment in the network flow diagrams. This is a more representative dataset than that which was collected during the 2021 Census, due to the effects of the Covid-19 pandemic on commuting patterns. The Census data have been sense checked against other data reviewed in the strategy development, such as Teralytics mobile phone data and ANPR data.

The Census data for the North Hertfordshire 004 Middle Super Output Area (considered a proxy for the proposed development sites) as place of residence have been extracted and the driving route to / from all places of work MSOAs has been derived using the Google Maps route tool.

The percentages of trips to / from place of work MSOAs are shown in Figure 2-1, with the following origins / destinations indicated by each letter:

- A = MSOAs towards Bygrave and Ashwell and beyond, using Ashwell Road
- B = MSOAs reached by the A505 Northbound
- C = MSOAs reached by Wallington Road
- D = A component of the 'internal' trips to / from the North Hertfordshire 004 MSOA that are assumed to relate to the Clothall Road area
- E = MSOAs reached by the A507 Clothall Road (S)
- F = MSOAs reached by the A1 (S)
- G = MSOAs in Letchworth and beyond, reached by the B656 (W)
- H = MSOAs reached by Norton Road, primarily around Norton and Stotfold
- I = MSOAs reached by the A1 (N)
- J = A component of the 'internal' trips to / from the North Hertfordshire 004 MSOA that are assumed to relate to the London Road area
- K = A component of the 'internal' trips to / from the North Hertfordshire 004 MSOA that are assumed to relate to the High Street area

The same exercise will be undertaken for the North Hertfordshire 004 MSOA as a place of work, with the driving route from all place of residence MSOAs being derived using Google Maps. This trip assignment will be applied to BA10, which will comprise predominantly employment land uses.

Figure 2-1: Census 2011 Trip Distribution



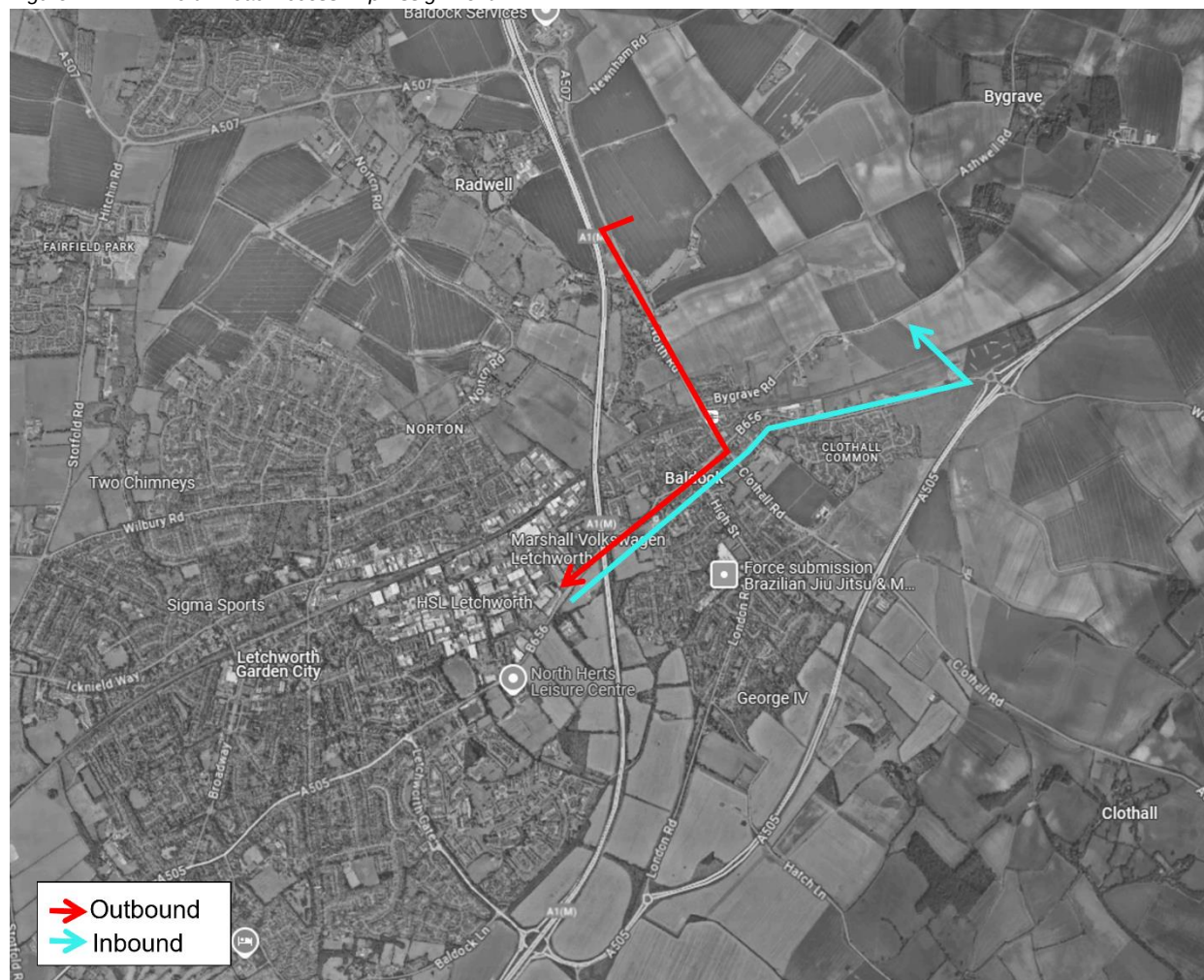
Note that a value of 0% does not necessarily mean that no trips would travel to / from the area, but that it is a very low value relative to the ~130 MSOAs included in the analysis, for example 0.3%. Also, a circular arrow indicates that trips are distributed to a destination internal within Baldock (North Hertfordshire 004) and could use a variety of minor roads within that area.

The network flow diagrams will present the trip distribution for each individual development site, i.e. BA1, BA2 etc. The development trip distribution will also take into account the effects of the proposed off-site interventions, i.e. where there are banned turning movements proposed, development traffic will not undertake these turns.

An example of this is at BA1, as shown in Figure 2-2. It will be assumed that 50% of dwellings use the North Road access, and 50% of dwellings use the Royston Road access. However, in practice, this does not mean that 50% of all journeys use each point of access in each peak hour, as the interventions proposed mean that not all movements are possible for outbound and return journeys. For example, dwellings towards the north of BA1 may use the North Road access to travel to Letchworth via Station Road and Whitehorse Street. On their return journeys, they would need to use Whitehorse Street and

then the Royston Road site access to return home (as a result of the proposed left turn ban at the Whitehorse Street crossroads¹).

Figure 2-2: BA1 North Road Access Trip Assignment



2.2.3 Redistribution of Background Traffic

The interventions proposed will also mean that background trips will be displaced and redistributed across the local and strategic road networks. The network flow diagrams will reflect the rerouting described below.

A507

Most of the off-site interventions are intended to provide more space for active and sustainable modes, balanced against space for private vehicles. The result will be improved place function and lower movement function on many streets in Baldock. This will work to reduce through traffic in the town, with trips either retiming, redistributing, or 'evaporating' from the network entirely.

¹ This banned left turn is proposed only when necessary to contain traffic volumes within an acceptable capacity of the road, taking into account the proposed interventions along the corridor. The point at which it is introduced will form part of the Monitor and Manage approach. In this instance it is used to explain an example of the potential for different routes on outbound vs. inbound journeys.

Specifically, it is envisaged that through trips on the A507 (North Road, Station Road, Clothall Road) will be affected, and as there are minimal options for rerouting, some are likely to stop making the journey on the A507 altogether. In the network flow diagrams, it will be assumed that 30% of existing background traffic using these routes will be removed, i.e. a 30% reduction will be made to observed background traffic flows. The principle of evaporating traffic as a result of capacity reduction is well established across several studies² (with the opposite also evidenced when capacity is increased and induces demand) and the proportion of disappearing traffic can vary significantly depending on context.

Bygrave Road

It is proposed that the section of Bygrave Road between Bygrave village and Station Road is closed for general traffic and used as an active and sustainable travel corridor. This will be introduced as soon as possible once the link road is delivered. Given that the proposed BA1 link road will include a junction with Bygrave Road at the northeastern corner of the site, most trips which currently use Bygrave Road will be able to use the new link road (see Figure 2-3). Trips to destinations towards the north and north and west will use the North Road access and trips to the south and east will use the Royston Road access. The same assumptions described above around return journeys using different BA1 access junctions will apply as a result of the banned left turn at the Whitehorse Street crossroads.

Figure 2-3: Bygrave Road Reassignment



² For example, the 'Disappearing traffic?' paper: https://nacto.org/wp-content/uploads/disappearing_traffic_cairns.pdf and follow up work: <https://www.transportxtra.com/publications/local-transport-today/news/48672/-disappearing-traffic--the-report-that-didn-t-quite-disappear/> and <https://reconnectaustin.com/resources/cnus-highways-to-boulevards-2/traffic-studies/>

Whitehorse Street Crossroads

As above, a banned left turn from Whitehorse Street to Station Road is being considered at development completion, or as part of the Monitor and Manage approach. If introduced, this would have implications for local movements in the town, reinforced by the eastern ends of Football Close and Icknield Way also being closed for traffic (in association with improving the Station Road / Icknield Way East junction).

The network flow diagrams will remove the left turning traffic from the Whitehorse Street crossroads and also from the section of the B656 to the west of the crossroads, assuming that all rerouting vehicles take a new route which does not make use of the B656. For the purposes of this assessment, it will be assumed that rerouting vehicles are coming from Letchworth and will assign to the A1(M) using Junction 9 (see Figure 2-4). There will be some highly localised movements displaced, for example those travelling to Ivel Springs, which may take a range of alternative routes using local roads within Baldock.

Figure 2-4: Whitehorse Street Left Turn Reassignment



It is also proposed to ban the left turn from Station Road to Royston Road, and the opposite movement from Royston Road to Station Road. The proposed BA1 link road will essentially replicate this north/east movement in Baldock. Therefore trips which currently make these turns at the crossroads will, in general, travel through BA1 instead (see Figure 2-5).

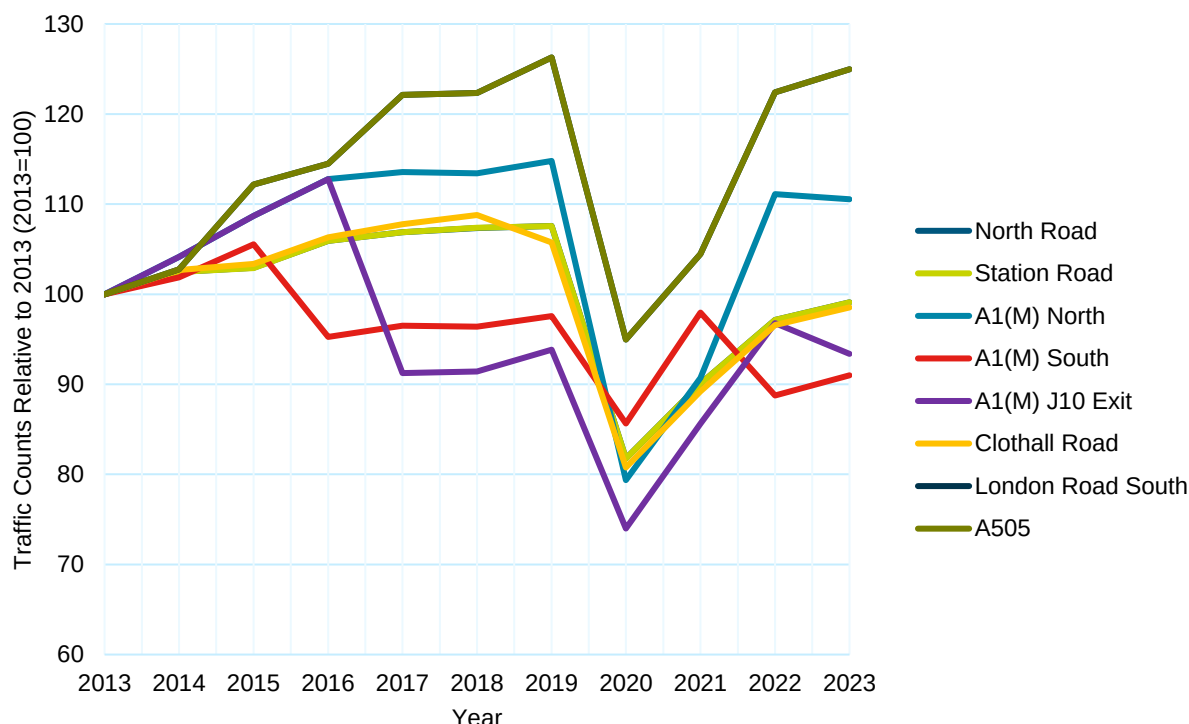
Figure 2-5: BA1 Link Road Reassignment



2.2.4 Traffic Growth

The TSR set out a suggested approach to capturing background traffic growth in both the COMET and local modelling exercises. This reflects the growing recognition that traffic in the UK has not increased in alignment with DfT forecasts. To further evidence this, an analysis of permanent DfT traffic count points around Baldock has been undertaken and is shown in Figure 2-6, overleaf.

Figure 2-6: DfT Count Data



The approach to background traffic set out in the TSR is reflected in Table 2-1, alongside the proposed TEMPro growth factors for use in the network flow diagrams and local modelling.

Table 2-1: TEMPro Growth Factors (North Hertfordshire 004)

Time Period	TEMPro Scenario	AM Peak Factor	PM Peak Factor
2022 – 2028 (Traffic Count Data to Opening Year)	Core	1.0486	1.0470
2028 – 2033 (Opening Year to Interim Year)	Mode Balanced Decarbonisation	1.0220	1.0217
2033 – 2040 (Interim Year to Final Year)	Behavioural Change	0.9635	0.9623

To avoid double counting trips, it is assumed that TEMPro will capture traffic growth associated with new development in the area. This said, ITP is aware of the emerging plans for the 'LG1' development to the north of Gaunts Way in Letchworth. Whilst it is not proposed that vehicles associated with this development are quantitatively included in the network flow diagrams and local modelling, a qualitative appraisal of the potential interactions between the proposed development and LG1 will be undertaken in the TA. For example, where there is potential for off-site interventions to conflict with each other and have unintended negative consequences (this could be relevant to Norton Bury Lane and Norton Road), or where rerouting of traffic associated with the proposed development will have impacts on public transport or active travel proposals associated with LG1.

2.3 Scenarios

The scenarios proposed for assessment in the TA are summarised in Table 2-2 and all relate to morning and evening peak hour assessments. In the Opening Year scenario, <10 homes will be likely complete so it is not necessary to run any distinct 'with development' assessments.



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Table 2-2: Local Modelling Scenarios

Year	Background Traffic	Background Traffic + Vision-led Development Trips
2028 Opening Year	✓	
2033 Interim Year	✓	✓
2040 Final Year with secondary school on BA3	✓	✓
2040 Final Year no secondary school on BA3	✓	✓

2.4 Software Packages

As stated in the TSR, three software packages will be used in the local modelling exercise; LinSig, Junctions 10 and VISSIM. LinSig will be used to model signal-controlled junctions and Junctions 10 will be used to model priority junctions.

ITP has built a VISSIM model of the A507 corridor between the BA1 site access on North Road and the Whitehorse Street (B656) crossroads. This reflects the complex and sensitive nature of the corridor, particularly once the off-site interventions are introduced. The VISSIM model has been used in initial testing, including of the Interim Year scenario, and is described in the TSR Addendum. It will also allow testing of the proposed left turn ban at the Whitehorse Street crossroads before committing to it up-front as a necessary intervention to deliver the development.

The junction base models will be validated using the queue length data collected in the 2022 surveys (and a handful of updated 2025 surveys). The intention will not be to exactly replicate recorded queue lengths but rather ensure that similar levels of capacity are reflected in the models as are observed on the ground today.

2.5 Interventions

The proposed off-site interventions are the result of significant background work and engagement with HCC and NHDC, and are intended to support the sustainable mobility of the sites from the earliest possible stages of development. Hence, they are integral to achieving the mobility vision and are not simply 'mitigation' schemes as are conventionally conceived when modelling the highway impacts of developments. Many of the interventions are also required from a policy compliance perspective.

The off-site interventions will therefore be inherently included in the vision-led scenarios in the local models. They will be assumed to be delivered in order for the development to be built out. The phasing of interventions will align with the spatial focus of development (e.g. BA2 being delivered early) and the Interim Year testing presented in the TSR Addendum.

Should the local modelling identify that amendments are needed to the off-site interventions to reduce unacceptable highway impacts, then updated schemes will be tested and the results presented in the TA. Similarly, if the local modelling suggests that additional vehicle-based mitigation is required at junctions where no off-site interventions are currently being proposed, schemes will be designed and tested in the TA. This is likely to be relevant at J9, and possibly J10, of the A1(M). The local modelling will identify proportionate schemes to mitigate any severe development impacts at these junctions, and in all cases will acknowledge HCC's LTP4 policy requirement of delivering improvements for active and sustainable modes first.



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The designs for the off-site interventions are currently under review with HCC, NHDC and Active Travel England. In the situations described above where additional upgrades are identified through preparation of the TA, the amended designs will be issued to all relevant parties at the earliest possible opportunity so as to expedite approval in principle and maintain momentum on the planning application programme.



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3 COMET

3.1 Overview

As set out in the introduction to this Note, the intention is to submit a TA Addendum post-submission which presents the results of COMET modelling. Recognising that the release date of the new COMET model has been delayed, this approach allows for the applicant to meet the targeted planning application submission in Autumn 2025. It is acknowledged that National Highways will issue a Holding Recommendation in response to the application until such a time that the COMET outputs and analysis are available.

Given that the principle of the proposed development, the mobility vision and mode shift ambitions are well established and have been the result of significant engagement with HCC and NHDC over many years, the intention of using COMET has always been to validate the proposals rather than to dictate them. It therefore works well to present a balanced and comprehensive TA which sets out the vision-led approach, followed by work to verify the local modelling outcomes and inform the Monitor and Manage strategy.

3.2 Benefits

The inputs to the COMET exercise will be similar to those outlined in this Note, i.e. the same trip generation, scenarios, phasing and (likely) study area. Many of these assumptions have been recorded in draft versions of the COMET proforma, circulated to stakeholders. It is intended that the commissioning and running of the new COMET model will be undertaken in parallel to preparing the TA, i.e. this process will be well underway when the planning application is submitted. It is therefore expected that the results of the COMET runs will be available within relatively short timescales post-submission, and the TA Addendum can be prepared accordingly.

COMET offers several insights which will complement the manual, local modelling approach in the TA:

- Potential unintended / unanticipated rerouting of trips.
- Additional junctions or links in the study area requiring assessment.
- Impacts of cumulative Local Plan development.

Running COMET will therefore necessitate an additional scenario for consideration compared with the TA – a Local Plan scenario. This will indicate the impacts of all potential (not committed) growth in North Hertfordshire, and thus will be treated as a sensitivity test to help inform the relative contribution of the proposed development to issues on the network, so as not to unduly burden the applicant with solving existing issues that other sites may add to in the future.

3.3 Scenarios

Following issue of the TSR Addendum, HCC suggested testing a series of 'reduced mode shift' scenarios. These would include assumptions around lower levels of mode shift being achieved than in the vision-led scenarios. This would reflect a future situation where the interventions associated with the site have been delivered, but the expected level of mode shift has not been achieved.

It is proposed that the reduced mode shift scenarios are included when undertaking the COMET runs, as they are most relevant to developing and refining the Monitor and Manage strategy, regards the timing and location of potential additional mitigation measures.

A summary of the scenarios being considered in the COMET exercise is hence shown in Table 3-1. The assessment years shown in Table 3-1 reflect the forecast years which are built into the new version of COMET and are slightly different to those presented for the local modelling exercise in Table 2-2, which reflect the anticipated development phasing.

Adopting the default COMET future years avoids the need to build bespoke forecast models and ultimately will have relatively little impact on overall results (the only difference being slight changes to level of background growth included in the assessments).

Table 3-1: Summary of COMET Scenarios

Year	Background Traffic	Background Traffic + Vision-Led Development Trips	Background Traffic + Reduced Mode Shift Development Trips	Background Traffic + Local Plan + Development Trips (Vision-led / Reduced)
2029 Opening Year	✓			
2033 Interim Year	✓	✓	✓	✓
2043 Final Year with secondary school on BA3	✓	✓	✓	✓
2043 Final Year no secondary school on BA3	✓	✓	✓	✓

3.4 Use of Outputs

The COMET outputs are expected to be provided in GIS and Excel formats, recording metrics such as volume / capacity ratios, flow changes and travel time. HCC do not generally recommend taking the individual turning movements at junctions in COMET and using these as the basis for local modelling. The outputs will hence be used to inform any areas of the network where further investigation is required, before revisiting the local models built for the TA.

Where updates to, or new, local models are necessary, the COMET development trip distribution will be checked against the network flow diagram assumptions and the decision as to whether to run the local models with the manual or COMET based trip assignment will be discussed with HCC. As above, any significant differences in background traffic growth assumptions between COMET and the initial modelling will also be captured (though none are anticipated).

The TA Addendum will therefore present outputs and confirm:

- Any additional insights on development impact on the local and strategic road networks
- The impacts of considering additional Local Plan cumulative growth
- Updates to trip assignment assumptions presented in the TA
- Any new junctions requiring assessment
- Additional mitigation / amendments to interventions
- Finalised Monitor and Manage strategy

The TA will include an outline Monitor and Manage strategy which sets out how the travel patterns associated with the proposed development will be monitored over time and what mechanisms will be in place to manage any unintended or unanticipated impacts as each phase is built out. This will tie into the measures and monitoring strategy in the Framework Travel Plan.



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Use of COMET will allow this approach to be refined, especially when identifying off-site measures which are further afield or less certain in terms of their impact, both in the interim years and at the end of the development build-out. For example, a potential intervention is to close Norton Road to private vehicles, somewhere around its bridge over the A1(M). This could help to avoid undesirable rerouting of trips resulting from banned turns and closure of the eastern ends of Icknield Way and Football Close. The 2043 Final Year scenario in COMET would not include this intervention but would highlight whether rerouting occurs and its degree of significance. If these are deemed undesirable, the Monitor and Manage strategy would set out the mechanism for delivering the intervention if / when conditions on Norton Road surpass a specified threshold (informed by the COMET outputs).

4 Summary

Below is a summary of the steps to take forward the transport modelling elements of the Growing Baldock planning application, as detailed in this Note. It is understood that the general principle of presenting local modelling in the Transport Assessment, followed by an Addendum with COMET analysis, is accepted by HCC, NHDC and National Highways. Agreement is therefore sought from all parties on the content and order of the following:

Pre-submission (Transport Assessment)

1. The proposed local modelling study area.
2. Use of network flow diagrams / a manual spreadsheet model to inform local modelling.
3. The development trip generation and assignment assumptions to be reflected in the network flow diagrams (some of which is replicating information presented in the Transport Scoping Report and Transport Scoping Report Addendum).
4. The trip generation scenarios being considered in the local modelling.
5. The background traffic reassignment and growth assumptions to be reflected in the network flow diagrams (some of which is replicating information presented in the Transport Scoping Report and Transport Scoping Report Addendum).
6. Inclusion of off-site interventions in local models, and additional scenarios to include residual mitigation, if necessary.
7. Inclusion of outline Monitor and Manage strategy.

Post-submission (Transport Assessment Addendum)

8. Present COMET results (COMET being run in parallel to TA preparation)
9. Use of results to identify additional links / junctions of interest which were not covered in the TA.
10. Update or build new local models based on the above, and / or if COMET shows significantly different trip assignment or growth to local modelling assumptions.
11. Update off-site intervention designs, or identify new intervention / mitigation, if required.
12. Refine Monitor and Manage strategy, including phasing considerations.



Appendix C – Comments from Pre-Application Process

REPORT

Design Feedback Comments

Growing Baldock

Client: Urban & Civic

Reference: PC7029-RHD-XX-XX-RP-X-0001

Status: Draft/P01

Date: 11 August 2025



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1 Introduction

1.1 Overview

Comments were received from several authorities regarding preliminary highway design for the Growing Baldock proposal. The drawings included proposals for land owned by the highways authority to support motor vehicle and active travel movements to and from sites. Drawings also included access designs for each site.

The organisations who kindly provided comment on these designs were Active Travel England (ATE), provided in an Advice Note and specific comments on drawings, and Hertfordshire County Council, provided through specific comments on the outline plan. Additional comments were received from an internal Road Safety Audit.

Comments were

A new set of preliminary design drawings was then produced addressing concerns and recommendations raised from the received comments.

1.2 Categories

For ease of understanding, comments were sorted into the following categories:

- General Design Feedback
- Planning Requirements
- Road Safety
- Pedestrian Access
- Cycling Infrastructure
- Public Transport
- Other

2 Comments

2.1 General Design Feedback

Commenting Authority	Date	Comment	Response	Status
Active Travel England	09/05/2025	Details of lighting arrangement requested.	Will be provided during detailed design.	Completed in due course
Active Travel England	09/05/2025	Consider placemaking along high place status corridors, e.g. conveniently located resting places.	Will be provided during detailed design.	No further tasks at outline stage
Active Travel England	09/05/2025	Details requested of public engagement so far.	A Consultation Statement will be provided as part of the planning application	Completed in due course
Hertfordshire County Council	14/05/2025	No widths or gradients on plans means comments will be high-level in principle.	Details provided on updated drawings.	Completed

2.2 Planning Requirements

Commenting Authority	Date	Comment	Response	Status
Active Travel England	09/05/2025	ATE Planning Application Assessment Toolkit should be completed and submitted as part of the site assessment.	Will be completed and submitted with the TA	Completed
Hertfordshire County Council	14/05/2025	Access points presented cannot form part of a design code or reserved matter, and HCC considers the inclusion of just vehicle /road adjacent designs as a failure to demonstrably meet LTP policy 1.	The access points are shown in detail as these aren't reserved matters. Offsite work is shown indicatively and would be secured in due course.	Completed in due course
Hertfordshire County Council	14/05/2025	Approval will not be granted without a parameter plan of routes.	The Parameter Plan will form part of the planning application.	Completed
Hertfordshire County Council	14/05/2025	"Greenway" design, noting LTN120 and HPMDG, needs agreement.	The route isn't needed to access the site.	Completed in due course

2.3 Road Safety

Commenting Authority	Date	Comment	Response	Status
Hertfordshire County Council	14/05/2025	HCC has a Speed Management Strategy and a Speed Management Group. Changing speed limits requires approval from the SMG to ensure support at TRO change. The environment must be conducive to the posted speed. Review of the Speed Management Strategy is recommended, and Anthony Collier will assist in taking any requests to the Speed Management Group.	We won't be relying on any speed limit changes as these can't be conditioned.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Check visibility at new junctions on A507 North Road, B656 Royston Road, Yeomanry Drive, Wallington Road and Clothall Road	Drawings to be provided with relevant visibility splays (2.4m x 43m) according to Manual for Streets.	Completed
Internal Road Safety Audit	28/04/2025	Check visibility at junction revisions on A507 North Road, B656 Royston Road and Yeomanry Drive	Drawings to be provided with relevant visibility splays (2.4m x 43m) according to Manual for Streets.	Completed
Internal Road Safety Audit	28/04/2025	Check visibility at proposed junctions within development	Drawings to be provided with relevant visibility splays (2.4m x 43m) according to Manual for Streets.	Completed

Internal Road Safety Audit	28/04/2025	Inappropriate gradient on approach to main road from proposed access junctions could lead to roll back or excessive acceleration.	Maximum gradient at junctions to be 1:20, determined by 3D modelling as further design is undertaken.	Completed
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2.4 Pedestrian Access

Commenting Authority	Date	Comment	Response	Status
Active Travel England	09/05/2025	Clarity sought regarding continuation of Station Road parallel crossing. Cycle route reverts to shared use around crossing facility which would not be supported by ATE.	Reversion to shared use is necessary due to spatial constraints.	No further tasks at outline stage
Active Travel England	09/05/2025	Further details needed on active travel provision / improvements / wayfinding on Icknield Way.	Due to the width, lack of through traffic, and existing residential usage this route is proposed to be a Quietway type arrangement. This section is shown indicatively for the OPA.	No further tasks at outline stage
Active Travel England	09/05/2025	AT2 Central Crossing is considered sufficient if it connects to segregated walking/cycling infrastructure along Royston Road with logical routes to Baldock railway station. Current design does not do this. Route appears to be indirect and unprotected route along Yeomanry Drive. Active travel link to Yeomanry Drive is supported but should not be a substitute for segregated facilities on Royston Road.	More direct route chosen along Yeomanry Drive / Royston Road	Completed
Active Travel England	09/05/2025	Underpass crossing route is logical and more direct. If chosen, provision should ensure the route ties into new Station Road infrastructure. Underpass should be well lit and surveilled to prevent anti-social behaviour and improve safety.	This option is preferred.	No further tasks at outline stage
Active Travel England	09/05/2025	Overbridge option achieves similar benefits to underpass but concern is raised about usability and gradients for those using mobility aids and cyclists.	This option is not preferred.	No further tasks at outline stage
Active Travel England	09/05/2025	Overbridge landing on south side of Royston Road does not achieve the same routing benefits as other options.	This option is not preferred.	No further tasks at outline stage
Active Travel England	09/05/2025	Route behind north platform using existing underpass is the most direct.	This option is preferred.	No further tasks at outline stage



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Active Travel England	09/05/2025	Conflict at Roundabouts and Signal Junctions: >2500vpd cut across main walking, wheeling or cycling streams at Royston Road/A505 junction.	Priority crossing replaced with signal controlled Toucan crossing.	Completed
Active Travel England	09/05/2025	Provision of Crossings: On Wallington Road and Royston Road (>8000vpd) controlled crossings (including zebras) are not present or are more than 400m apart.	Crossings are provided at key desire lines and frontage is not continuous on Royston Road.	No further tasks at outline stage
Active Travel England	09/05/2025	Consider permeability into other built up areas.	New shared use path and parallel crossing into Clothall Common estate is proposed.	No further tasks at outline stage
Active Travel England	09/05/2025	Motor Traffic Speed: 85th percentile speed at Royston Road / A505 junction is over 30mph.	Proposed active travel facilities are well segregated from carriageway.	No further tasks at outline stage
Active Travel England	09/05/2025	The golden thread seems to be along Royston Road, however there appears to be missing sections and severance along the route for these walking, wheeling and cycling.	Continuous walking and cycling route provided along the route of Royston Road and Icknield Way, connecting to the station and town centre.	Completed
Active Travel England	09/05/2025	Crossings for walking, wheeling and cycling appear limited. Consider additional gateways to enable safe and accessible access.	Crossings are provided at key desire lines and frontage is not continuous on Royston Road.	No further tasks at outline stage
Active Travel England	09/05/2025	May need to consider Conflict at Side Roads and Priority Junctions where >2500vpd cut across main walking, wheeling or cycling streams.	Junction here are indicative at this stage, and details will be finalised in due course.	Completed in due course
Active Travel England	09/05/2025	Will pedestrian links not identified here be assessed to ensure those with protected characteristics can access key amenities/services without barriers or longer routes?	Will be assessed during detailed design.	No further tasks at outline stage
Active Travel England	09/05/2025	Are there isochrone maps to show walking and cycling to key trip attractors?	Will be included in TA.	No further tasks at outline stage
Active Travel England	09/05/2025	ATE Toolkit should be considered when designing internal layout.	Will be considered during preliminary design.	No further tasks at outline stage
Active Travel England	09/05/2025	Routes do not feel direct, logical and intuitive in places. Limited north-south links and limited AT infrastructure for BA3 and BA2. May need special consideration if this site is to accommodate school children and those with SEND needs.	Revised pedestrian and cycle access given for BA2, revised access for BA3 to be provided once land-use is determined.	Completed
Active Travel England	09/05/2025	Will there be links to secondary schools in the area and what will be the catchment for the primary	Routing to secondary school is via Royston Road and	Completed



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		schools? Assume that some site residents will be accommodated for in other primary schools?	Icknield Way or via the station underpass.	
Hertfordshire County Council	14/05/2025	Key walking/cycling routes exist on various plans but are not included in submitted designs.	The Parameter Plan will form part of the planning application.	Completed
Hertfordshire County Council	14/05/2025	Key principles, notably widths, need agreement for walking/cycling routes	Widths have been added to preliminary drawings, further work to finalise widths for detailed design will be undertaken in due course.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	More information on minimum widths required, complying with HCC's Place & Movement Planning and Design Guide.	Widths have been added to preliminary drawings, further work to finalise widths for detailed design will be undertaken in due course.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Closure of Bygrave Road needs inclusion and evidence of its suitability as a sustainable travel route.	Policy requirement.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Suggested indicative school pedestrian and cycle access point is shown with separate vehicle access. This would make crossings and bus locations clearer.	Revised access design will be provided once land-use is confirmed.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Parameter plan required, wider site connections need to be understood and securable.	The Parameter Plan will form part of the planning application.	Completed
Hertfordshire County Council	14/05/2025	Concern around junction layout for HWRC access road. Suggestion to explore a "longabout" solution which. Speed limit north of roundabout should be understood noting the uncontrolled crossings.	Chosen junction design allows future installation of signals. Confirmation of approach once land-use is decided.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Why are the Pegasus crossing and employment site access so close along Royston Road when there is extensive site frontage?	Crossing aligns with current brideway in this area.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	BA10 access design needs consideration around widths/HGVs etc.	Swept path analysis to be provided in separate drawings.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Proposed crossings on A507 North Road and B656 Royston Road could create confusion.	Tactile paving to be provided during preliminary design stage.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Inappropriate transition between shared use facilities and footway / cycleway could result in collisions.	Tactile paving to be provided during preliminary design stage.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Insufficient geometry at junctions could cause overrunning of footway or collisions at new junctions	Swept path analysis to be provided in separate drawings, wide junction mouths are contrary to Manual for Streets principles	Completed

			to reduce speeds and improve safety.	
Internal Road Safety Audit	28/04/2025	Insufficient geometry at junctions could cause overrunning of footway or collisions at changed junctions	Swept path analysis to be provided in separate drawings, wide junction mouths are contrary to Manual for Streets principles to reduce speeds and improve safety.	Completed
Internal Road Safety Audit	28/04/2025	Insufficient tactile paving could lead to confusion for visually impaired users	Tactile paving to be provided during preliminary design stage.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Insufficient pedestrian facilities at controlled crossing could result in road user confusion and collisions.	There is no requirement for a formal pedestrian crossing on Mallard Court itself, a revised junction layout is proposed to narrow junction mouths and adjust geometry which will have uncontrolled crossings where Highway Code Rule H1, H2, and H3 apply.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Insufficient tactile arrangement at Pegasus crossings on B656 Royston Road could result in collisions	Tactile paving to be provided during preliminary design stage.	No further tasks at outline stage
Urban & Civic ("the Client")	04/06/2025	The crossing of the Old North Road (A507) of restricted byway Bygrave 014 and bridleway Bygrave 001 which have no connection to the west.	We are providing other improvements / crossings of the A507.	No further tasks at outline stage

2.5 Cycling Infrastructure

Commenting Authority	Date	Comment	Response	Status
Active Travel England	09/05/2025	Concern about use of two-way cycle tracks, but approach may be justified by location constraints.	Bi-directional cycle track has been selected because of spatial constraints and challenges posed by uni-directional tracks.	No further tasks at outline stage
Active Travel England	09/05/2025	Would be good to know anticipated cycle/ped numbers along sections of the corridor.	It is not proposed to include these figures in the outline planning application, but these will be provided in due course.	No further tasks at outline stage
Active Travel England	09/05/2025	Further clarity requested regarding the type of provision intended for Bygrave Road	A Quietway arrangement is proposed, where existing traffic requirements for residential property exist and a segregated greenway (no motor traffic) is proposed.	No further tasks at outline stage

Active Travel England	09/05/2025	Cycle routes on Royston Road (west), Wallington Road and Clothall Road do not join together as part of a holistic connected network.	Route is via new shared-use path and quiet streets in Clothall Common.	No further tasks at outline stage
Active Travel England	09/05/2025	Cyclists are not separated from pedestrians on North Road, the Station Road crossing, Icknield Way / Royston Road connection, the shared route into Clothall Common estate, the eastern end of Royston Road and Wallington Road.	Lack of separation is due to spatial constraints at these locations.	No further tasks at outline stage
Active Travel England	09/05/2025	What is the buffer distance along the 40mph section of Royston Road?	Dimensions provided in updated drawings.	Completed
Hertfordshire County Council	14/05/2025	Additional level of detail needed setting out pedestrian and cycle routes and access point on key desire lines. A settlement wide parameter plan individual plans for each parcel requested. May not need to be designed to high level but will be conditioned so should demonstrate movement network and flexibility at reserved matters/implementation stages.	This will be included in the DAS/Transport Assessment.	Completed
Hertfordshire County Council	14/05/2025	Cycle access on North Road north of Salisbury Road could be main cycle access to site so should be included in detailed designs as a segregated cycle track.	Shown on updated design drawings.	Completed
Hertfordshire County Council	14/05/2025	Detailed design required for Bygrave Road access to the site, including ped/cycle connectivity.	Location in question is outside scope of outline application, details will be provided in due course.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	If the North Road pedestrian and cycle route is the key gateway to the site, with the land available we'd expect this to be better, utilising place making and moving away from a route next to vehicles.	Designs show segregation, but Bygrave Road is likely to be the main active travel route, shown as shared.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Lack of cycling provision at the Whitehorse Street/Clothall Road junction needs explanation. Noting the level of intervention to the north and east seems to be incongruent with the proposed design.	The junction is bypassed by cycle routing on Icknield Way. There is limited space at this junction so pedestrian comfort was prioritised, since cycles can bypass.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Expect to see a ped/cycle access to employment land from underpass with relevant route through length of the empty land along Royston Road.	Detail provided during later design stages.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	More understanding of bus routing required, but principle is understood. Due to frequency, can cycle route design be more continuous?	Plans need to be supported with bus routing plans.	No further tasks at outline stage



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Hertfordshire County Council	14/05/2025	Clarification around segregation should be known/agreed at this stage for the cycling routes through the development. Wider permeability can be agreed at LTN120 spec as a principle for a design code, but some key corridors should be agreed.	Detail provided during later design stages.	No further tasks at outline stage
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2.6 Public Transport

Commenting Authority	Date	Comment	Response	Status??
Active Travel England	09/05/2025	Bus service looked limited. What are the plans to incorporate bus links and services, frequencies and route distribution?	Find details within TA.	No further tasks at outline stage
Active Travel England	09/05/2025	Will there be links or PT to link with rail station?	Find details within TA.	No further tasks at outline stage
Active Travel England	09/05/2025	Will there be any bus stops along Royston Road?	Bus stops are proposed along the frontage of BA10.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Northern station access will need to form part of the outline application to a level where it can be conditioned.	Ongoing discussion with Network Rail as multiple constraints / delivery considerations. We are not wholly reliant on this connection for the strategy, it's one of many interventions.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Reference to "future north platform link" is unhelpful. Is this being delivered by the site?	This forms part of the ongoing discussions with Network Rail.	No further tasks at outline stage

2.7 Other

Commenting Authority	Date	Comment	Response	Status??
Active Travel England	09/05/2025	Travel Plans must outline mode share targets and proposed measures to achieve them. Monitoring strategy and remedial measures should be in place if targets not met.	Travel Plan will follow this guidance.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	What are the routes used by equestrian users and how has this been incorporated into designs?	Existing brideways would be retained or improved.	No further tasks at outline stage



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Hertfordshire County Council	14/05/2025	Discussion required around route priority at BA1 / link road access junction. Does the southern section of North Road become the minor route, meaning junction arrangement should be set out accordingly?	If we want to reduce traffic through Baldock, can this be achieved more through attractiveness of this rather than left turn ban at central crossroads.	Completed
Hertfordshire County Council	14/05/2025	Expect a connection between Bygrave Road BW001 to shared route, rationalizing its connection, noting your on-highway connectivity.	This can just be arrows. Same goes for the Bygrave Road connection.	Completed
Hertfordshire County Council	14/05/2025	Principle of turning bans is an issue which we remain concerned about. Position is that the need for the bans may be removed/diminished through the measures to North Road/A507	Reviewed and revised strategy presented in TA.	Completed
Hertfordshire County Council	14/05/2025	Cannot approve without knowing land use at BA3, could be better designed for school routing or residential and two solutions may be needed/safeguarded.	Details will be provided in due course.	Completed in due course
Hertfordshire County Council	14/05/2025	Further understanding of needs of employment site likely required prior to approving Royston Road / A505 junction designs, notably HGV needs.	Details will be provided in due course.	Completed in due course
Hertfordshire County Council	14/05/2025	Further information needed on "calming feature" on eastern end of Royston Road.	An indicative design has been provided at this stage, more details will be provided in further design stages.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Our understanding of the employment land use along Royston Road is insufficient to form a view.	Details will be provided in due course.	Completed in due course
Hertfordshire County Council	14/05/2025	Is new mini roundabout on Royston Road needed?	Mini roundabout provides traffic calming.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Employment site access design at western end of Royston Road is unclear.	An indicative design has been provided at this stage, more details will be provided in further design stages.	No further tasks at outline stage
Hertfordshire County Council	14/05/2025	Signalised access junction to employment site on Royston Road needs more explanation. The layout appears unconventional.	Layout minimises spatial impact of junction while slowing vehicle speeds.	No further tasks at outline stage
Internal Road Safety Audit	28/04/2025	Damaged road carriageway surface at Clothall Road/Royston Road/Whitehorse Street junction	Resurfacing to be undertaken where appropriate.	No further tasks at outline stage

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
North Herts	In Report	10/02/2025	Significance of "study area links"?			21 Referring to Insert 4.4: Proposed Highway Safety Study Area	Collision analysis	To be updated in TA
North Herts	In Report	11/02/2025	BSUE = Baldock Sustainable Urban Extension			49 Insert 7.1, mode shift model approach	Trip generation	Noted
North Herts	In Report	11/02/2025	Plot a gap rather than a dip for missing data.		Annex C Transport and Movement Baseline, page 22	Annual passenger entries/exits to Baldock Station	Errors and typos	Noted, will be updated for TA
North Herts	In Report	11/02/2025	Why?		Annex C, Transport and Movement Baseline Appendix A, page 52	"The AM peak is missing" - movements around proposed development site	Errors and typos	Issues with data collection
North Herts	In Report	14/02/2025	As discussed, this could reflect the general economic backdrop ("cost of living crisis"), and not a trend to be extrapolated reliably. Changing work patterns have not yet played out fully. Under-used office space will eventually be filled by workers (new businesses filling vacated premises; co-working spaces, perhaps with lower rates on Mondays and Fridays); or, office buildings/land will be redeveloped for other purposes, potentially residential. There is another trend beginning to be evident, of EV owners driving more because the marginal cost (principally, cost of electricity per mile) is lower. See: https://www.rac.co.uk/drive/news/electric-vehicles-news/what-range-anxiety-ev-drivers-rack-up-more-miles-than-those-using-tradition/ Although government should and could introduce some form of road pricing to replace fuel duty, it has no intention of doing so in the current Parliament. (I have this on good authority – road pricing is my specialist topic!) In short, I caution against extrapolating trends that may artificially diminish the scale of the transport challenge. I would rather start with something that we are fairly confident is towards the upper end of the likely range for background and generated trips (all modes) and be forced by that to consider more, bigger and more effective interventions to achieve higher modal shares for sustainable travel.			47 TRICS decide and provide rates	Trip generation	The D&P trends are extrapolated from data reaching back to the 1990s. We are not proposing testing every conceivable outcome. Given the endorsement of TRICS and the research supporting it, we are confident in adopting the D&P approach. The TSR is seeking to agree one set of reasonable scenarios that reflect the vision-led ambition for the site, and a range of DfT forecasts re background traffic growth.
North Herts	In Report	14/02/2025	I'm not clear what the word "mathematically" is adding to this sentence?			47 "It is noted that while mathematically there has been a reduction in vehicle trips over the period..."	Trip generation	Noted
North Herts	In Report	14/02/2025	Would be good to have a demo/walk-through of this.			48 Referring to MSM spreadsheet tool	Trip generation	Agreed, TWG would be an appropriate forum
North Herts	In Report	14/02/2025	I'm all in favour of ambitious targets, but Gilston is not yet a demonstration case of achieving an ambitious target.		Annex A scoping meeting minutes, page 4	Use of Gilston as an example of targets		Noted
North Herts	In Report	14/02/2025	This needs to set out the methodology, not just the inputs and outputs.		Annex G	Decide and provide methodology, referring to the whole annex	Decide and provide	Noted, data will be provided in TA
North Herts	In Report	14/02/2025	What data is this comparing?		Annex G	Historic trends - change over time (resi)	Decide and provide	Trip generation data
North Herts	In Report	14/02/2025	What does "total vehicles" mean. In this context, it should mean vehicle drivers (as opposed to passengers), otherwise it's mixing vehicle-trips and people-trips?		Annex G	Historic trends - change over time (resi)	Decide and provide	Agreed, this is what it's showing
North Herts	In Report	14/02/2025	Vehicle passengers or does it include drivers?		Annex G	Historic trends - change over time (resi)	Decide and provide	Vehicle occupants includes drivers and passengers
North Herts	In Report	14/02/2025	What are these percentages based on?		Annex G	External trips (resi)	Decide and provide	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	14/02/2025	If I understood correctly from our discussion, PT includes only bus, not rail. For rail trips, it is the first/last mile connection mode that is counted? In which case say "bus" not "public transport".		Annex G	D&P Trip rates based on trend extrapolation (resi)	Decide and provide	To review in context of request for clarification on MSM methodology
North Herts	In Report	14/02/2025	...?		Annex G	Resi assumptions	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	These all look quite low assumptions because of the low baseline for sustainable modes. Does this fit with the masterplan target of 50% of trips being by sustainable modes?		Annex G	Resi assumptions	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	Vehicle-trips per household?		Annex G	Trip forecast fan table (resi)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	Is this limited to sites similar to Baldock, or at least excluding large metropolitan areas?		Annex G	Trip forecast fan table (resi)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	vehicle trips		Annex G	Trip forecast fan graph(resi)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	14/02/2025	What time period, and is this based on a best-fit trend line (not just the difference between two years)?		Annex G	historic trends - change over time (commercial)	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	17/02/2025	I think this is quoting CoMoUK's research.			36 Parking strategy, Car Clubs, Zipcar statistics research	Car Club	To note in TA
North Herts	In Report	17/02/2025	This assumes that commercial space will continue to be underused, which is unlikely in the long run. It is more likely that more businesses will use less space, and landlords will find ways to incentivise use on Mondays and Fridays (e.g. with lower rates on co-working spaces).			62 Table 7-19 Commercial use resultant trip gen comparison	Decide and provide	To review in context of request for clarification on MSM methodology
North Herts	In Report	17/02/2025	This presumably should have been deleted?		Annex G	Resi assumptions	Decide and provide	The TA will expand more on the methodology adopted and provide further narrative on the factors which have/will like influence these trends
North Herts	In Report	17/02/2025	I think a stronger commitment than "investigate" is probably needed here. There is also some congestion in the AM peak at the London Road roundabout on going southbound on the A505.			34 "Investigating" highway capacity improvements at Junction 9 of A1(M)	Local modelling	Agreed, this is likely to be a hotspot in COMET, requiring further analysis and mitigation in the local junction modelling in the TA
North Herts	In Report	17/02/2025	Is this the national Transport Decarbonisation Plan? This is heavily reliant on switching from ICEVs to BEVs (with little if any consideration of the embodied carbon); is severely underfunded (small and inconsistent grants for active travel and buses that are far from being transformative); and, crucially, the plan does not set a target for reducing vehicle-miles (by ~25% to be in line with 1.5C, which is now well beyond reach, so a deeper reduction is probably necessary). As a result, the plan is way off track.		Annex G	Resi assumptions	Decide and provide	Noted. An updated method, drawing on refined assumptions, will be included in TA
North Herts	In Report	17/02/2025	Needs clarifying			34 Referring to: The access road and the access junctions at either end of it, on Royston Road and North Road and its role in allowing interventions on- and off-site to be completed by providing additional connections around the town	Interventions	To be updated in TA
North Herts	In Report	17/02/2025	Need to be clear that these bans are only possible once the all-modes railway bridge is open. There may need to be some accounting for trips that miss the turning to the new access road, and therefore have to divert around Baldock to get through the junction. The left turn from Whitehorse St has less support from HCC as well as residents and members, so will need to be tested separately.			34 Banning turns from Station Road to Royston Road (and vice versa) and from Whitehorse Street to Station Road	Interventions	To note in TA, and TP / MMF regards the threshold and process for introducing the left turn ban
North Herts	In Report	17/02/2025	Presumably internalisation means internal to each allocated site (i.e. doesn't include trips between, say, BA1 and BA3)?			38 Definition of trip internalisation	Trip internalisation	Internalisation involves trips within each site and not between the individual application sites, these are effectively treated as external
North Herts	In Report	17/02/2025	It is unclear how these percentages have been derived. It would be helpful to see a table like 7-1, showing the sites that have been used to inform these percentages.			38 Percentage of trips internalised	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	17/02/2025	Cambourne is in South Cambridgeshire, 13km west of Cambridge. It is also not a poster child for sustainable transport. Its nickname is "Carborne".			38 Use of Cambourne as a comparable development	Trip internalisation	This is noted in the refined internalisation process
North Herts	In Report	17/02/2025	A mean is only meaningful if the distribution is symmetrical. In some of these cases, the distribution will be skewed by outliers or non-normal patterns of distribution (e.g. where comparing developments with/without a secondary school). It would be better to use judgement to either pick or exclude rates, based on similarity to this development.			41 Trip containment factor, Table 7-3	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	17/02/2025	The shopping and leisure figures look exceptionally high, given that few developments include supermarkets and popular leisure venues (cinemas, restaurants, gyms, etc.). Therefore, I am unclear if some of the sites considered are relevant comparators.			41 Trip containment factor, Table 7-3	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
North Herts	In Report	17/02/2025	I don't see a link between the benchmarking study and these percentages.			41 Assumed internalisation percentages	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	17/02/2025	Are these relevant any longer? Wouldn't you take more up-to-date TRICS trip rates as the BaU scenario?			41 TRICS trip rates adopted in the TAs from withdrawn applications	Trip generation	The BAU trip rates have been updated based on a new TRICS search, and these rates are in the MSMs that feed into the COMET proforma
North Herts	In Report	17/02/2025	Wrong table reference. Table 7.7?			49 Vehicle mode share for pupil trips , table reference	Errors and typos	Noted
North Herts	In Report	17/02/2025	BA2 is missing, even though it is now to be included in the outline application.			59 Table 7-14 Vision led scenario internal trips	Errors and typos	To be captured in TA
North Herts	In Report	17/02/2025	Is there double-counting here? Does it exclude residents of BA1/2/3 commuting to work in BA10?			59 Table 7-14 Vision led scenario internal trips	Trip generation	Clarification to be provided. Run through of MSM to be provided at TWG
North Herts	In Report	17/02/2025	Internal trips for "public transport" (bus?) seem unlikely given the relatively short distances involved.			59 Table 7-14 Vision led scenario internal trips	Trip generation	Clarification to be provided. Run through of MSM to be provided at TWG
North Herts	In Report	17/02/2025	These are big changes. What is the probability that the actual rates will be at or better than these forecasts? The threshold probability should be at least 50%.			61 Table 7-18 Residential use resultant trip gen comparison	Trip generation	We are not proposing a separate statistical analysis of certainty in relation mode shift percentages
North Herts	In Report	17/02/2025	Where will LG1 and Central Beds developments fit into this?			66 Table 8-1 Indicative modelling scenario overview - Interim phase	COMET	COMET will include relevant committed and allocated sites - ITP to confirm with HCC in COMET scoping discussions
North Herts	In Report	17/02/2025	Isn't this what we are moving away from doing? Aren't we starting from the assumption that the sites have already been tested through the Local Plan examination, and that what we are seeking to establish now is the scale of interventions needed to ensure that traffic levels are contained within safe and manageable bounds? Given the cost and complexity of running COMET model runs, it would seem far better to focus on testing instead permutations of phasing of development and interventions, including the most radical that may be unpalatable now but may be more palatable and/or necessary in future.			66 Table 8-1 Indicative modelling scenario overview - full development	COMET	The MSM captures the impact of interventions on mode share, based on our vision-led approach. COMET may reassign some trips between modes, depending on network performance but it is being used primarily to understand residual impact on highway network - i.e. whether traffic levels are 'safe and manageable'. This is a different use of the model in comparison to the Local Plan. We are undertaking initial testing now regarding phasing and permutations of infrastructure. This will inform, in particular, the Interim Phase forecast test in COMET. It will allow us to provide clarity on phasing of infrastructure, fine tuned by the local modelling exercise described in the TSR.
North Herts	In Report	17/02/2025	Hitchin and Stevenage are in different directions.		Annex C, page 66	Annex C - Key movements	Errors and typos	Diagram is indicative
North Herts	In Report	17/02/2025	What data is this plotting?		Annex C, page 67	Annex C - Figure 4-17: key movements summary	Errors and typos	Mobile phone data - it will be labelled / updated in TA
North Herts	In Report	17/02/2025	The standards don't need to be challenged, as the policy already allows for providing fewer parking spaces than the standards state if evidence supports it.			34 NHC parking standards	Non-resi parking provision	Noted
North Herts	In Report	17/02/2025	Are there no intermediate years available. Very dangerous to imply a trend from two points!		Annex G	Trip forecast fan graph (resi)	Trip generation	More detail will be provided. The method, as set out in TRICS, draws on data from 1990s.
North Herts	In Report	17/02/2025	As discussed in the context of the masterplan, the aim should be for all homes to be within 400m of a bus stop. Although people are prepared to walk further to catch a high frequency service, it is unlikely that such a service will be viable for this development. Also need to consider the equality impact of not providing bus stops within 400m.			33 We imply that not EVERY house will be within 400m of a bus stop	Public transport	PT assumptions have been further refined regards routing and phasing and this feeds into the COMET proforma. Additional refinement will come through the public transport strategy in the TA
North Herts	In Report	17/02/2025	Need to consider access to Letchworth station too, which offers a faster and more frequent service to London.			34 Rail access from the sites	Public transport	PT assumptions have been further refined regards routing and phasing and this feeds into the COMET proforma. Additional refinement will come through the public transport strategy in the TA
North Herts	In Report	17/02/2025	The difference is stark: for a train to King's Cross, the fastest from Letchworth is 29 minutes, from Baldock 55 minutes. Faster options are possible from Baldock, but only with a change at Stevenage onto an already crowded train. The timetable will change again in December 2025, adding another fast AM service from Letchworth. Season tickets to London are also slightly cheaper from Letchworth.		Annex C, page 21	Time of train journey comparing Letchworth or Baldock to Kings X	Public transport	Noted, we will reflect on this in the revise PT strategy developed as part of the TA and TP
North Herts	In Report	17/02/2025	This can be updated to 2023-24. See https://railstats.co.uk/BDK/Baldock_station Given the point made in \$2.47, it would make sense to also provide stats for Letchworth station.		Annex C, page 22	Updated passenger entries/exits to Baldock station	Public transport	Noted, will be updated for TA
North Herts	In Report	17/02/2025	Most services are sporadic, not just low frequency.		Annex C, page 67	Key findings on local bus routes	Public transport	Noted
North Herts	In Report	17/02/2025	Don't overlook the greater attraction of Letchworth station for journeys to London.		Annex C, page 68	Key findings, rail service	Public transport	Noted
North Herts	In Report	17/02/2025	Need designated loading bays as well as restrictions.			37 Servicing strategy restrictions	Servicing strategy	To note in TA
North Herts	In Report	17/02/2025	This is a major undertaking with financial implications. Note that Zedify, the leading provider of last-mile freight services using e-cargo bikes, recently called in the receivers.			37 'last mile' consolidation points	Servicing strategy	To consider in TA / TP / MMF
North Herts	By Email	18/02/2025	A circuitous route for the primary road may be (and, in my view, is likely to be) insufficient to deter A1–A505 through-traffic.	We may need to consider, for instance, gating traffic on the link road (quick in, slow out).	N/A	Interventions for BA1	Interventions	To be coded into COMET, noting design principles, with method to be agreed with HCC
North Herts	In Report	18/02/2025	And also non-vehicular - e.g. active travel crossing of Royston Road.			69 Road safety audits for intersection of access points to development	Interventions	Agreed, we will test active travel crossing (and active travel proposals on Station Road)
North Herts	In Report	18/02/2025	Clarify that this is a DMRB document (GG 142), and the EqIA screening referred to is the one recommended in GG 101. May want to refer to GG 104 too (Requirements for safety risk assessment).			69 Audits and ancillary assessments	Interventions	Noted, we will apply the relevant guidance
North Herts	In Report	18/02/2025	Is this the demand from Letchworth pupils that will be displaced? in which case the demand is not "created", but changed.			70 Demand for 2FE "created" to existing KTS	Interventions	Agreed
North Herts	In Report	18/02/2025	Need to be clear what measures are required, and what will be held in reserve.			71 Measures and obligations	Interventions	Agreed, this will be detailed in the TA, TP and MMF
North Herts	By Email	18/02/2025	Decide & Provide methodology not clearly set out, baseline should be a realistic worst-case future scenario – not BaU or an arbitrarily doctored BaU, but a scenario where planned mitigations are, for plausible reasons, less effective than hoped. Don't understand the point of running BAU scenarios through COMET, since we are all agreed it is not a scenario we need to test. The purpose of a TA is to propose and test the effectiveness of a range of interventions and mitigations.	If we are agreed that the baseline scenario is one in which the phasing of interventions is suboptimal and background policies are unhelpful, these are some ideas for discussion about what that scenario might be based on: 1. The active travel underpass and all-modes bridges are opened, say, two years later than would be ideal. 2. Shuttle running on North/Station Road negatively impacts bus timetabling because northbound traffic has to be prioritised at all times to avoid traffic blocking back to the Whitehorse crossroads. 3. Trip rates stabilise rather than decline. Or a more complex assumption is made that BEV mileage increases and ICEV mileage continues to decline. 4. A bus service links BA1 to Baldock station, Letchworth station, Hitchin station and Hitchin town centre every 20 minutes at peak times (Mon to Sat) and hourly off-	N/A	Setting out of Decide and Provide me	COMET	We are not proposing running a set of alternative BAU scenarios through COMET. Rather we have set out the range of factors that a scenario could be built up from and are proposing one scenario at each future year that takes into account a mix of factors. For clarity in the interim and full development future year scenarios, a with and without 'mitigation' scenario are included in the COMET pro-forma. In the without mitigation scenario, BAU trip rates will be used for development trips.
North Herts	By Email	18/02/2025	Confusion about BA2. Understanding was that BA2 will be part of the outline application, and therefore needs to be included in the TA.	none	N/A	BA2 inclusion in outline app	Errors and typos	BA2 will be included in OPA
North Herts	In Report	18/02/2025	To avoid ambiguity, title as "Additional school on BA3"			27 Retitling Insert 5.4	Errors and typos	Noted, will capture in TA as needed
North Herts	In Report	18/02/2025	I understood that the outline application will include BA2?			41 BA2 inclusion in outline app	Errors and typos	Yes, it will
North Herts	In Report	18/02/2025	Would be useful to see the land uses set out separately to the trip rate tables with footprint areas and percentages of BA10 land occupied (to be able to sense-check the figures).			42 non-resi land uses	Trip generation	This is now set out in the COMET proforma and will be detailed in the TA
North Herts	In Report	18/02/2025	Where does the 80% come from? I cannot see, for instance, how 20% of waste transfer trips would be internal to BA10.			44 Trip internalisation	Trip generation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
North Herts	In Report	18/02/2025	What about pupils leaving after-school activities? In the paragraph above, it states that "most" pupils will leave between 3-4pm, but not that all would leave before 5pm.			47 Education BAU trip rates	Trip generation	These trips are likely to be modest but this will be clarified in the TA
North Herts	In Report	18/02/2025	Where - other than in London? According to the county's Traffic and Transport Data Report 2024, cycling activity in Hertfordshire has been essentially flat for the past 20 years (excepting the COVID blip).			47 Claimed substantial increase in cycling	Trip generation	This relates to TRICS D&P methodology and hasn't been adopted in our trip generation work
North Herts	In Report	18/02/2025	Given the relatively short distances involved, the bus frequency and cost is unlikely to be an attractive alternative to walking or cycling. This would be a '1' by my estimation.			51 Table 7-13: Theme ratings applied - public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	A '3' would be more realistic because of entrenched car-dependent lifestyles.			51 Table 7-13: Theme ratings applied - Traffic and parking management - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	A '2' would be more realistic given that the provision on-site will be limited (some provision on BA10 is being included, even though travel to BA10 is only 'internal' if walking or cycling). There is some double-counting of active travel provision.			51 Table 7-13: Theme ratings applied - Placemaking and landuse - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
North Herts	In Report	18/02/2025	A 10-minute frequency would be costly and unprecedented in North Herts (and rare anywhere outside a major metropolitan area or Park & Ride). Need therefore to be clear (a) whether "public transport" includes and rail journeys; (b) what destinations it is assumed the bus service will reach; (c) whether the fare revenue could plausibly cover the operating cost; (d) what the subsidy requirement would be during the early years and, potentially, long-term; (e) what the financial risk and mitigation are if patronage does reach the forecast level.			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	When considering bus services, I think a '2' would be more appropriate.			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	It is confusing to consider longer distance rail trips here and not the "residual trips" section. Here I would consider only rail trips to Letchworth (of which there will be a few, but bus or car will generally be more convenient).			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	A '3' would be more realistic because weaknesses will remain in cycling routes within Baldock and Letchworth (i.e. there will be on-road sections that are not suitable for all ages and abilities).			52 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	At best, this would be a '2' because road access will be good, parking will be minimally reduced with ample free and relatively cheap parking in Baldock and Letchworth remaining.			52 Table 7-13: Theme ratings applied - Traffic and parking management - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	I think this is an 'N/A' as there is no place-making being applied in Baldock or Letchworth. Off-site transport improvements are already accounted for under 'Public transport' and 'Active Travel'.			53 Table 7-13: Theme ratings applied - Placemaking and landuse - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	This is confusing! It would be easier to understand this as relating to destinations beyond Baldock and Letchworth, for which rail will play an important role.			53 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	Because of the proximity to Baldock (and Letchworth) stations, I think this should be a 3 or 4.			53 Table 7-13: Theme ratings applied - Public transport - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	I think this is 'N/A'.			53 Table 7-13: Theme ratings applied - Traffic and parking management - BA1	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	See comments above in reviewing these.			53 Table 7-13: Theme ratings applied - BA3	Trip generation	We have undertaken a separate sensitivity test of these assumptions
North Herts	In Report	18/02/2025	I'm unclear if this is committing to creating a new baseline? That would probably be unrealistic because I don't see how you can recalibrate a strategic model based on only a partially updated set of traffic counts (and I assume there is no intention to gather a more widespread set of traffic counts).			66 Table 8-1 Indicative modelling scenario overview - opening year	COMET	HCC have confirmed COMET model can be rebased as required
North Herts	In Report	18/02/2025	HCC need to set some parameters on what is unacceptable.			67 Creating unacceptable impact on development	COMET	Agree, this should be discussed at future working groups
North Herts	In Report	18/02/2025	Below? Isn't this meant to read "Option 2"?			67 Development option 2	Errors and typos	Correct
North Herts	In Report	18/02/2025	Superseded by the Place & Movement Planning and Design Guidance: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide			69 Roads in Hertfordshire guidance superseded	Errors and typos	Noted
North Herts	In Report	18/02/2025	This position has changed now?		Annex A, page 1	BA2 inclusion in outline app	Errors and typos	It has, BA2 now forms part of the OPA
North Herts	By Email	18/02/2025	General confusion in the TA about what "public transport" means. If the "public transport" mode share forecasts are just bus, then the numbers are difficult to believe. In our discussion, Geoff said he thought that, for train trips, it was the first/last mile leg that is counted as the operative mode for modelling and forecasting purposes.	To provide more clarity on this, I suggest setting out the assumed number of rail trips and the modal split for the first/last mile legs (walk, cycle, bus, car). I think splitting active travel into walking and cycling is important here because we need to know how much cycle parking will be needed at the station. Analysis of rail trips should also make reasonable assumptions about which station people will travel from – London commuters will tend to prefer Letchworth because of the much faster direct trains to London and slightly cheaper season tickets.	N/A	Definition of public transport	Public transport	Clarification to be provided. Run through of MSM to be provided at TWG
North Herts	By Email	18/02/2025	Bus as the main trip mode is simpler to deal with because the first leg is almost always an internal walking trip. However, the "proposed bus service" is not described, and therefore it is unclear what destinations it will serve directly. The proposed 10-minute frequency of service is unprecedented in the UK outside of metropolitan areas and Park & Rides, and therefore would likely to require a high level of long-term subsidy. The added complication of the bus service having to use North/Station Road to serve BA1 in the early years will not make it an attractive service for early occupiers.	For these reasons, I think we need to temper expectations of the mode share attributable to bus.	N/A	Proposed bus routes	Public transport	Clarification to be provided. Run through of MSM to be provided at TWG
HCC	By Email	19/02/2025	There needs to be an in-principle agreement that active and sustainable travel connections to key destinations would need to be made prior to the occupation of that phase.		N/A	Phasing of development and critical infrastructure	Interventions	Agreed, this will form part of the TA / TP / MMF
HCC	By Email	19/02/2025	Parking Strategy section requires more nuance. North Herts are reviewing their approach to parking in the context of strategic sites. The level of parking provision also needs to be considered alongside how that provision is allocated to properties and how it is designed, the design of properties and the use of things like parking barns can all influence the use of the private car without necessarily impacting on the number of parking spaces.	We need some more specific references to the design and allocation of parking.	N/A	Parking strategy	Parking strategy	To note in TA
HCC	By Email	19/02/2025	Operating a 10 min frequency bus service from first occupation is unrealistic but some level of provision would need to be agreed. Ultimately all these factors (this comment and previous) come together to inform an interim mode share assumption for the interim test. These will ultimately be monitored.		N/A	Public transport, proposed bus service frequencies	Public transport	PT assumptions have been further refined regards routing and phasing and this feeds into the COMET proforma. Additional refinement will come through the public transport strategy in the TA
HCC	By Email	19/02/2025	Roads in Herts Design Guide has been superseded by the Place Movement and Planning Design Guide (PMPDG)	Ensure that you are referencing and working to the most up to date guidance			Errors and typos	To note in TA
HCC	By Email	19/02/2025	An interim test is needed, what I am not currently clear on is how we arrived at a 2033 interim test, my initial view is arriving at an appropriate interim year test needs to be a much more iterative process informed initially by the phasing of the development and the initial view on timing of critical infrastructure.		N/A	Why was 2033 chosen as interim test year?	COMET	We have undertaken an exercise to establish the trigger point for needing to introduce the multi-modal bridge, based on the development phasing. This was based on our Vissim model of the Station Road corridor and focussed primarily on when the A507 / B656 crossroads exceeds capacity. This identified an interim year of 2033, when 650 homes would be delivered on BA1 and 200 homes on BA2, alongside some initial education and community uses on BA1. Around half of the BA10 floorspace would be delivered by this point.
HCC	By Email	19/02/2025	I am slightly confused about the outputs of the internalisation work and cannot quite get my head around where the methodology needs to be tweaked, my fear is that the approach might be overly simplistic for the specific geography we have in Baldock whereby this is in effect a collection of sites rather than a single site which is often the case. For example in reality BA2 is relatively small and wont be able to internalise a huge amount, it might still be reasonable to assume many of the external trips can still be made sustainably, but internalisation might be being over egged if it has been arrived at as if this was a single site of 3200 homes		N/A	Simplicity of internalisation methodology	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
HCC	By Email	19/02/2025	In the Monitor and Manage section I think we need to be setting out the principle of monitoring against a set of mode share targets both interim and permanent, potentially broken down to phases.		N/A	Monitor and Manage		Agreed, this will form part of the TA / TP / MMF
HCC	Word doc	07/03/2025	There is no mention of how the impacts of construction traffic and traffic management will be assessed.			64 8.2 Capacity Assessment Methodology	Construction	A high level summary will be set out in the TA, regarding construction logistics, traffic management and phasing. We envisage the detail will be reserved by condition
HCC	Word doc	07/03/2025	Within the BAU scenario, the TRICS Decide and Provide methodology will be employed to derive trip rates that reflect current trends regarding working from home, but without affecting overall mode share.	Please clarify whether the BAU trip rates in Table 7-4 (Residential) and Table 7-5 (Employment) take into account do actually reflect current trends in working from home.		38 Section 7.1	Trip generation	Table 7-4 and Table 7-5 do not include working from home trends. Clarification will be added.
HCC	Word doc	07/03/2025	The initial estimation of trip generation of trip generation assumes 30% of residential trips and 20% employment trips would be internal to the site.	This seems reasonable, noting that ITP's research into trip internalisation methodologies from a number of large application sites shows substantial variation between developments, with no consistent agreed methodology for their calculation.		39 Section 7.2	Trip internalisation	We have developed site specific internalisation factors, based on the site context, land use mix and case study research. These are fed into the MSMs for each scenario
HCC	Word doc	07/03/2025	Table 7-4 residential BAU residential trip rate and trip calculations assumes that 70% of BA1 trips and 90% of BA3 (rather than 70%) residential trips are external. This seems reasonable, given the location and size of site BA3. Similarly, Table 7-5 and 7-6 employment trip rates and trips assume that 80% of BA10 trips are external.	As the above comment to 7.1, it is not clear whether the trip rates and trips in these tables take into account TRICS extrapolation trends to reflect working from home. More generally I found the Decide and Provide methodology in Appendix G difficult to follow and the appendix would benefit from		41 Section 7.3	Trip generation	Noted, the appendix will be updated in the TA.

Authority	Format	Date Received	Comment	Suggested Resolution from Comments	TSR Page	TSR Reference	Topic	ITP Response
HCC	Word doc	07/03/2025	The school staff mode share of 19% walk in Table 7-8 seems high given the comment that anecdotal information suggests that most staff drive and come from a reasonable distance away. The total education trip generations are robust, given non 100% pupil attendance on any given day, in reality.		46	Section 7.3.1	Trip generation	The majority of staff - 76% - are still shown to drive in the mode shares presented (taken from the Census). There will be very local staff who, if not teachers, could be in supporting roles such as dinner duties, administration, business management. They may walk because they don't have the burden of books and marking teachers sometimes cite. In the absence of any other relevant data to represent commuting trips in Baldock, this feels like the right approach, as opposed to manipulating the data based on judgement.
HCC	Word doc	07/03/2025	Table 7-10 and 7-11 show residential and non-residential Decide and Provide extrapolated residential and commercial trip rates and trips. Both tables show a 7% decrease in total trips, compared with Tables 7-4 and 7-6, reflecting a 7% reduction in trip rates, although it is unclear what time period this is over.		48	Section 7.3.1	Trip generation	More detail will be provided. The method, as set out in TRICS, draws on data from 1990s.
HCC	Word doc	07/03/2025	Table 7-12 shows a set of suggested mode share changes, presumably compared with car, representing a range of proposed scenarios of 0%, 9%, 18% and 28%. The rational for the percentage is unclear and it would be helpful to have an explanation and justification.	Is there any local/ regional case study evidence of this level of mode shift from elsewhere, for example?	50	Section 7.3.2	Trip generation	The figures cited in Table 7-12 are indicative, the actual mode shift is dependent on case studies used - the mode shift is shown in Section 7.4. We will run through the operation of the MSM at a future Transport Working Group meeting. The model does not rely on local or regional examples, given the relative paucity of best practice case studies in the UK. However, we will included case studies in the final TA.
HCC	Word doc	07/03/2025	Table 7-13 shows how it is intended to apply the theme ratings by mode, according to broad trip length category. The methodology appears sound but the rationale for the assumptions should be more broadly agreed. For example, it appears optimistic to assume that a 10 minute bus frequency at peak times is deliverable. The traffic and parking management proposals are ambitious.		51	Table 7-13	Trip generation	We are reviewing the bus strategy on the basis of comments received and will update the MSM as needed. Agreed that the traffic and parking management proposal on-site are ambitious.
HCC	Word doc	07/03/2025	The trip generation comparisons by mode between BAU, Decide and Provide and Vision-led trip generations in table 7-18 (residential) and table 7-19 (commercial) seem reasonable. The mode split BAU and Vision-led comparisons in table 7-20 (residential) and 7-21 (commercial) seem intuitive. The assumptions around changes in mode share for school pupils, compared to existing are set out in table 7-22. These seem reasonable. I agree with the decision not to apply any material shift in mode share for		61	7.4 Total Trip Generation and Mode Split Comparison	Trip generation	Noted
HCC	Word doc	07/03/2025	More detail should be provided on how trip distribution and assignment for localised modelling will be informed by relevant outputs from the COMET model.		63	7.5 Trips Distribution and Assignment for Development Trips	Trip generation	More detail will be provided in the TA, and the methodology will continue to be refined and discussed collaboratively with the councils, once there is greater clarity on the form of outputs from the new COMET model
HCC	Word doc	07/03/2025	It is envisaged that the COMET model will provide a basis for the assignment of highway and public transport trips.	As stated, further discussions with HCC should take place, if not already done so, as part of the pre-application process, to determine the model's suitability for use and to clarify model assumptions, including the scenarios to be modelled. Considerations include the level of detail of the model in the geographical area of interest and whether the model will adequately forecast congestion and any reassignment impacts arising from the development.	64	8.2 Capacity Assessment Methodology	COMET	Extensive discussions have been had with HCC on the use of the COMET model. We have discussed with HCC (DT, GB) the network coverage of the model. We will provide survey data for validation.
HCC	Word doc	07/03/2025	A VISSIM model has been built and will be used to test the implications of the development on the Station Road corridor. Anecdotaly it appears from google street view that the whole of B656 Royston Road/ White Horse Street/ Hitchin Street corridor, together with the North Road/ Station Road/ Clothall Road corridor is subject to congestion.		64	8.2 Capacity Assessment Methodology	Local modelling	Noted
HCC	Word doc	07/03/2025	How will the potential impact of the development on rail and bus capacity and infrastructure provision be assessed?		64	8.2 Capacity Assessment Methodology	COMET	The TA will review the impact of the development on bus and rail, making use of our trip generation work and outputs from COMET. This will inform S106 negotiations to ensure appropriate service and improvements are provided.
HCC	Word doc	07/03/2025	Indicative modelling scenarios are set out in Table 8-1. As stated, the modelling scenarios will need to be agreed with HCC.		64	8.2 Capacity Assessment Methodology	COMET	Agreed, this is being refined based on the comments received. Further refinement can be undertaken once the COMET pro-forma is submitted
HCC	Word doc	07/03/2025	The modelling methodology is generally unclear to me, including what strategic and local model runs are proposed to be carried out and how the strategic model will be used to interact/ inform the local modelling. It is not clear whether it is intended to carry out COMET model runs for the BAU scenarios, to demonstrate the impacts of this or whether there are any up-to date existing COMET model runs available to represent these. BAU model runs would assist in demonstrating the importance of active mode interventions set out in the Vision led scenarios.		64	8.2 Capacity Assessment Methodology	COMET	We are not proposing running a set of alternative BAU scenarios through COMET. Rather we have set out the range of factors that a scenario could be built up from (Table 8-1 in TSR) and are proposing one scenario at each future year that takes into account a mix of factors. For clarity in the interim and full development future year scenarios, a with and without 'mitigation' scenario are included in the COMET pro-forma. In the without mitigation scenario, BAU trip rates will be used for development trips.
HCC	Word doc	07/03/2025	It is proposed that no COMET model run will be carried out for development option 3 (five form entry Secondary school plus residential), the justification being that the impacts will be lower than for either Options 1 or 2. However, this may only be true if Option 2 (expansion of existing Knights Templar School to 8-12 form entry) plus residential is to be modelled. I suggest that the trip generation assumptions are set out for all three of the school scenarios for HCC to gain agreement that this is the correct way forward.		64	8.2 Capacity Assessment Methodology	COMET	Overall trip generation is likely to be similar across all options. However, the impacts will be far more spatially focused in Options 1 and 2. The modelling will test the impacts of this. For completeness we will included trip generation figures for all options within the TA.



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Appendix D – Road Safety Assessments and Designers Response

REPORT

Growing Baldock

Stage 1 Road Safety Audit

Client: Urban & Civic

Reference: PC7029-RHD-ZZ-XX-RP-SA-0001

Status: Final/00

Date: 28 April 2025



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Project related



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Project name: Growing Baldock
Project number: PC7029
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Date: 25.04.2025

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Classification: Project related

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1 Introduction

ITP, a company of Royal HaskoningDHV, has been appointed by Urban & Civic to undertake a Stage 1 Road Safety Audit. The Audit relates to highway works associated with a proposed development in Baldock, North Hertfordshire. The location of the highway works subject to this Stage 1 Road Safety Audit are shown in **Figure 1** of this report.

The Audit Team for this Stage 1 Road Safety Audit was:

Audit Team Leader

Jimoh Ibrahim Jr, BEng (Hons), MSc (Hons), MSoRSA, MCIHT, Certificate of Competency
ITP

Audit Team Member

Keelan Peak, BSc, MSoRSA, MCIHT, Certificate of Competency
ITP

Audit Team Observer

Aditya Addanki, BSc, MCIHT
ITP

The Road Safety Audit took place on Tuesday 22 April 2025, in accordance with information provided by Mark Lever-Green of ITP's independent Planning Team as Designers of the scheme. The Road Safety Audit comprised an examination of the documents listed in **Appendix A** of this report, and a site visit.

The Audit Team has not been provided with an Audit Brief nor advised on the Overseeing Organisation associated with this Stage 1 Road Safety Audit.

The terms of reference for the Road Safety Audit are described in GG 119¹. The Road Safety Audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

The Audit relates to highway works associated with a proposed development in Baldock. The highway works detailed in the drawings provided include:

- A507 North Road
 - The provision of new priority junctions onto the A507 North Road for future development.
 - The provision of a shared path mostly 3.0 metre (m) wide.
 - The provision of a cycle track mostly 3.0m wide and a footway mostly 2.0m wide.
 - The provision of a new junction for bus only movements to link into the future development.
 - The provision of continuous footway crossings along the extents of the scheme.
 - Improvements to the existing bus stops along the scheme.
 - Widening of the existing footway.
 - Alterations to the junction with Whitehorse Street and the B656 Royston Road.
 - Improvements to existing residential driveway accesses.
 - The provision of a traffic signal control system under the railway bridge.
 - The realignment of the junction with Mallard Crescent, Football Close and Incneild Way.
- A507 Clothall Road

¹ GG 119 Road Safety Audit (Formerly HD 19/15), Revision 2, published by National Highways (as Highways England) in January 2020



- The provision of a new priority access junction on Clothall Road.
 - The provision of a new controlled crossing.
 - The relocation of the speed limit transition.
- B656 Royston Road
 - Alterations to the junction with Whitehorse Street and the A507 North Road.
 - The reduction of the carriageway width to 6.0m.
 - The provision of footways, cycle tracks and shared use facilities along the extents of the scheme.
 - The provision of a signal-controlled junction with an active travel link to Yeomanry Drive.
 - The provision of a new public transport link onto Yeomanry Drive.
 - The provision of new parallel crossings.
 - The provision of a mini roundabout at the business centre junction.
 - Improvements to landscaping.
 - Improvements to the existing emergency access.
 - The provision of a 'Pegasus' crossing at the Public Right of Way (PROW) access within proximity of the A505 interchange.
 - Improvements to the roundabout including the realignment of the eastern arm of Royston Road at the A505 interchange roundabout.
- Wallington Road
 - The provision of a new priority access junction.
 - The localised realignment of Wallington Road within the scheme extents to include a dedicated right turn lane.
 - The provision of a new zebra crossing.
 - Improvements to the existing PROW access.
- Yeomanry Drive
 - The change in priority at the junction with Sale Drive.
 - The provision of a new parallel crossing.
- Ashwell Road
 - The conversion of Ashwell Road to an active travel greenway within the scheme extents.
 - The provision of a junction to connect Ashwell Road with the new development roads.
- Development corridor
 - The provision of a priority access off the new development road to include a bridge over the railway.
 - The provision of a footway, cycleway and shared facility along the new development road.
- Scheme extents
 - The provision of associated tactile paving at the crossing locations.
 - The provision of soft landscaping
 - The provision of traffic calming measures.

No details have been provided to the Audit Team in relation to the following and as such, it has not been possible to identify some safety problems which could arise from these aspects of the design.

- Drainage (including gully covers or any amendments to existing carriageway drainage).
- Kerbing (including dropped kerb provision, kerb heights, transition kerbs).
- Lighting provision (including sign illumination or amendments to existing carriageway lighting).
- Signage.

It is recommended that details relating to the above are provided as part of a detailed design and subject to a Stage 2 Road Safety Audit.



Due to the size of the scheme, the site visit was carried out using video footage recorded on Thursday 17 April 2025 from 13:25 from a moving vehicle as well as a walkover at some locations. Weather conditions during this site visit were clear, and the surface conditions were dry. Given the location, function of the highway and the time of day, observed traffic flows and non-motorised user activity were considered to be 'typical'.

The locations of any problems identified by the Audit Team are shown in **Figure 2** of this report.

Personal Injury Collision (PIC) data has not been provided to the Audit Team for the local highway network relevant to this scheme. The Audit Team, however, has undertaken a review of collision data on the CrashMap Pro website². The review, which focussed on the most recently available five-year period (2019 to 2023) identified five collisions within the extents of the scheme.

Notably, the CrashMap database only contains collisions up to December 2023. As such, further details relating to any collisions in the vicinity of the scheme would require independent verification by the client, should the local highway authority have any concerns relating to the collision history at this location.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified problem in accordance with GG 119, and in no way imply that a formal design process has been undertaken.

There may be alternative means of addressing a problem which would be equally as acceptable or superior in achieving the desired degree of mitigation, and these should be considered when responding to this report.

² www.crashmap.co.uk



1 Matters Arising from this Stage 1 Road Safety Audit

A1 Local Alignment

A1.1 Visibility

A1.1.1 Problem 1

Location: Scheme extents, proposed new access junctions on:

- A507 North Road;
- B656 Royston Road;
- Yeomanry Drive;
- Wallington Road; and
- Clothall Road.

Summary: Insufficient visibility at the junction could result in vehicles turning into the path of oncoming vehicles, resulting in loss of control, side swipe or rear end shunt type collisions.

Description: Drawings provided to the Audit Team detail the general arrangement of the proposals at the abovenamed roads, including the provision of new access junctions. Drawings detailing the achievable visibility at the proposed access junctions have not been provided to the Audit Team. As such, the Audit Team cannot confirm whether sufficient visibility can be provided and maintained at the proposed access junctions.

The Audit Team is concerned that insufficient visibility at the proposed access junctions could result in vehicles turning into the path of oncoming vehicles, resulting in loss of control, side swipe or rear end shunt type collisions.

Recommendation – A1.1.1

It is recommended that drawings demonstrating that sufficient visibility can be provided and maintained at the proposed access junctions should be prepared prior to the Stage 2 Road Safety Audit. Should sufficient visibility not be achievable at the proposed access junctions, it is recommended that the proposed access junctions be relocated or amended as applicable.



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A1.1.2 Problem 2

Location: Scheme extents, proposed junction revisions on:

- A507 North Road;
- B656 Royston Road; and
- Yeomanry Drive.

Summary: Insufficient visibility at the junction could result in vehicles turning into the path of oncoming vehicles, resulting in loss of control, side swipe or rear end shunt type collisions.

Description: Drawings provided to the Audit Team detail the general arrangement of the proposals at the abovenamed roads, including the revision of the geometry and/ or type of some of the existing junctions. The Audit Team consider the proposed revisions would be a material change to the highway layout.

Drawings detailing the achievable visibility corresponding to the proposed junction revisions have not been provided to the Audit Team. As such, the Audit Team cannot confirm whether sufficient visibility can be provided and maintained at the proposed revised junctions.

The Audit Team is concerned that insufficient visibility at the proposed revised junctions could result in vehicles turning into the path of oncoming vehicles, resulting in loss of control, side swipe or rear end shunt type collisions.

Recommendation – A1.1.2

It is recommended that drawings demonstrating that sufficient visibility can be provided and maintained at the proposed revised junctions should be prepared prior to the Stage 2 Road Safety Audit. Should sufficient visibility not be achievable at the proposed revised junctions, it is recommended that the proposed revisions be amended as applicable.



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A1.1.3 Problem 3

Location: Scheme Extents, proposed junctions within development corridor.

Summary: Insufficient visibility at the junctions could result in vehicles turning into the path of oncoming vehicles, resulting in loss of control, side swipe or rear end shunt type collisions.

Description: Drawings provided to the Audit Team detail the general arrangement of the proposals, including the provision of new access junctions within the development corridor. Drawings detailing the achievable visibility at the proposed junctions have not been provided to the Audit Team. As such, the Audit Team cannot confirm whether sufficient visibility can be provided and maintained at the proposed junctions.

The Audit Team is concerned that insufficient visibility at the proposed junctions could result in vehicles turning into the path of oncoming vehicles, resulting in loss of control, side swipe or rear end shunt type collisions.

Recommendation – A1.1.3

It is recommended that drawings demonstrating that sufficient visibility can be provided and maintained at the proposed junctions should be prepared prior to the Stage 2 Road Safety Audit. Should sufficient visibility not be achievable at the proposed junctions, it is recommended that the proposed junctions be relocated or amended as applicable.



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A1.2 New/ Existing Interface

A1.2.1 Problem 4

Location: Scheme extents, proposed pedestrian crossings on:

- A507 North Road; and
- B656 Royston Road.

Summary: Inappropriate pedestrian crossing arrangement could result in road user confusion and subsequently collisions between road users.

Description: Drawings provided to the Audit Team detail the general arrangement of the proposals at the abovenamed roads, including the provision of pedestrian crossings. From the drawings provided, the Audit Team cannot confirm the types of crossings to be provided at some of the locations.

The drawings provided suggest that red blister tactile paving and road marking pertinent to a signalised crossing would be provided at the crossing locations. However, the Audit Team cannot confirm whether the crossing facilities would be controlled or not. As such, the Audit Team is concerned that the provision of inappropriate tactile paving in accordance with the type of crossing could result in road user confusion, which could subsequently result in collisions between road users.

Image 1: Extracts from PC7029-RHD-CE-GB-DR-D-0114 S3 I02, showing a red blister tactile paving layout at the crossing face (suggesting a controlled crossing) on Royston Road.

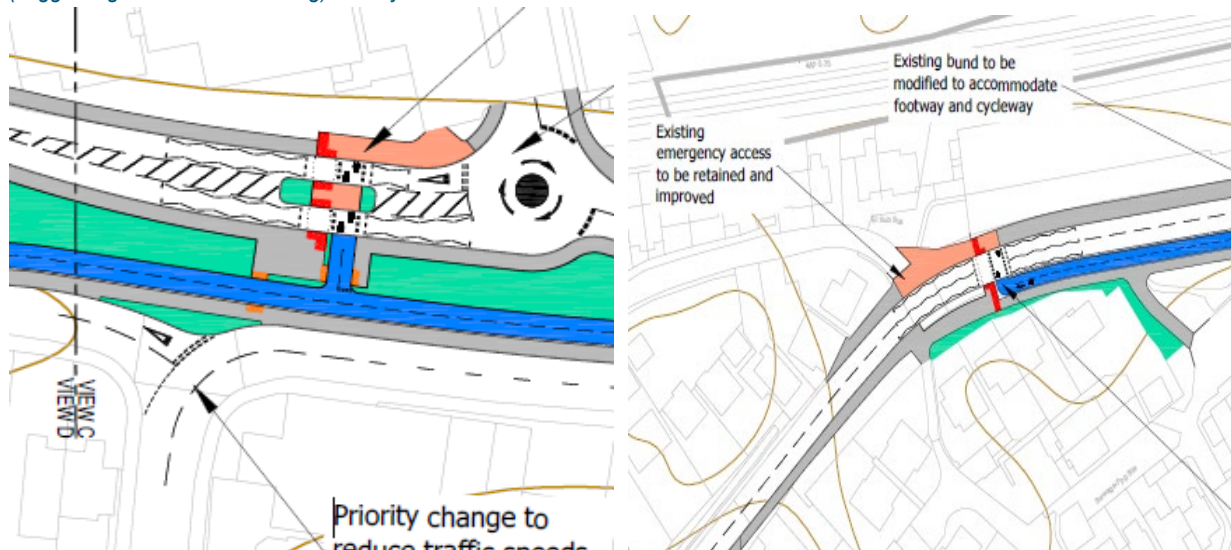


Image 2: Extract from PC7029-RHD-CE-GB-DR-D-0113 S3 I02, showing a red blister tactile paving layout at the crossing face (suggesting a controlled crossing) on Royston Road.

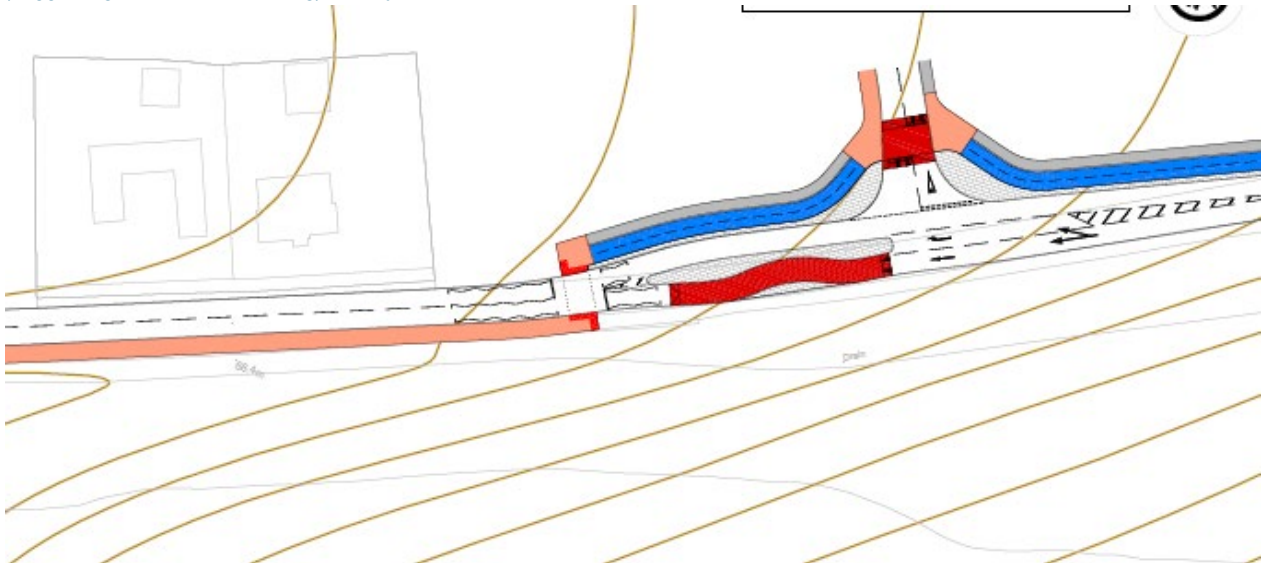


Image 3: Extract from PC7029-RHD-CE-GB-DR-D-0113 S3 I02, showing a red blister tactile paving layout at the crossing face (suggesting a controlled crossing) on Royston Road.

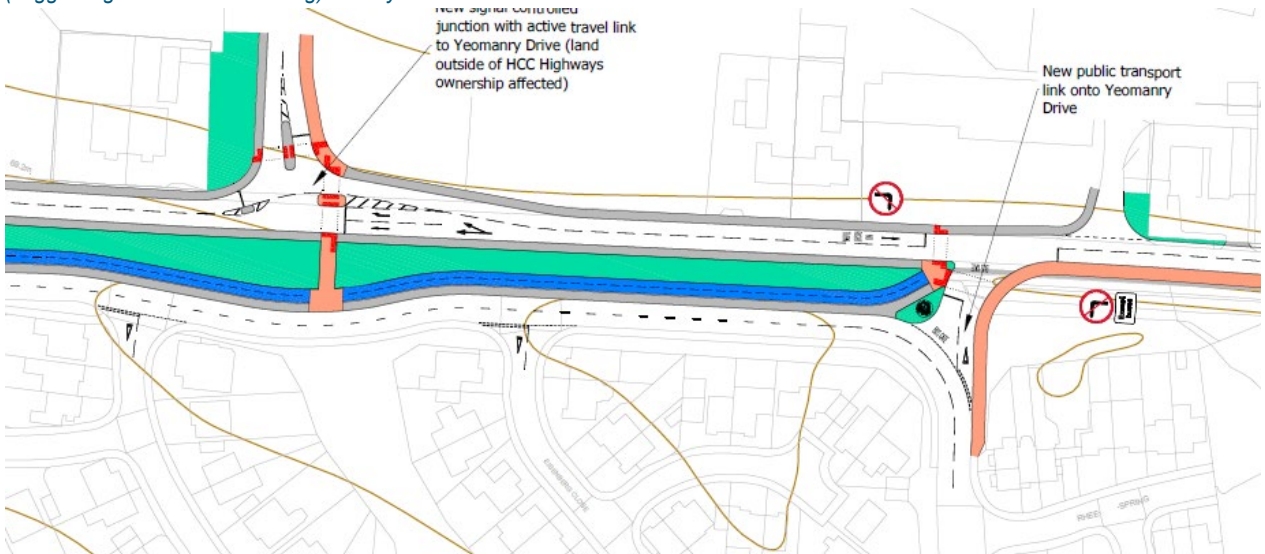


Image 4: Extract from PC7029-RHD-CE-GB-DR-D-0111 S3 I02, showing a red blister tactile paving layout at the crossing face (suggesting a controlled crossing) on North Road.

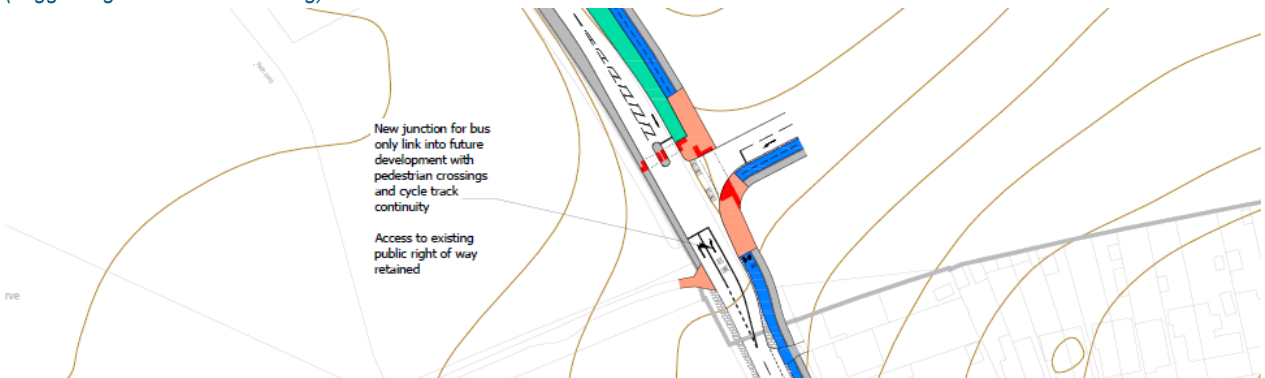
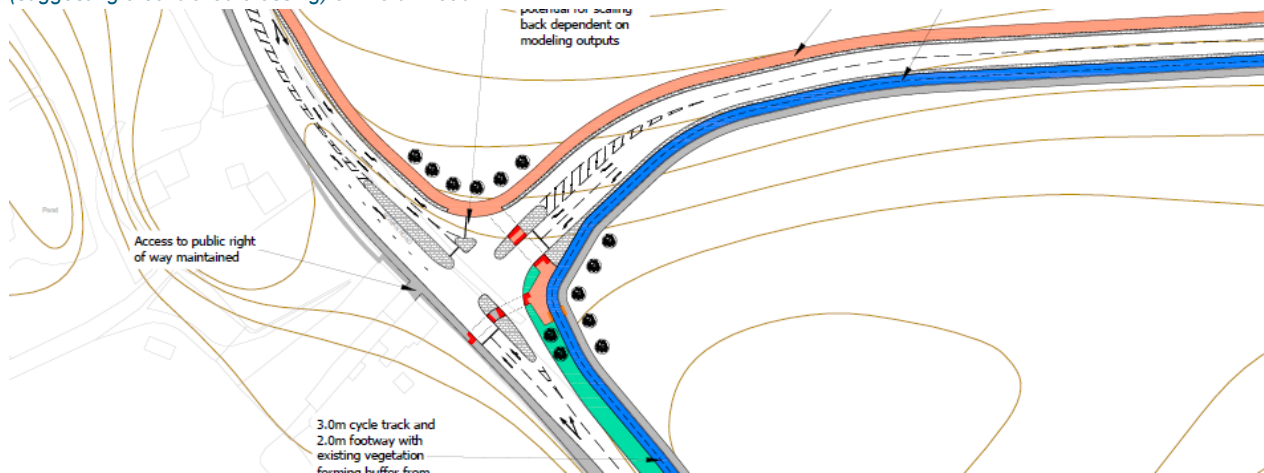


Image 5: Extract from PC7029-RHD-CE-GB-DR-D-0110 S3 I02, showing a red blister tactile paving layout at the crossing face (suggesting a controlled crossing) on North Road.



Recommendation – A1.2.1

It is recommended the proposed pedestrian crossing type should be established at these locations. Should the proposed pedestrian crossing types at these locations not be signalised, it is recommended that the proposed layout (including tactile paving and road markings) should be revised.



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A1.2.2 Problem 5

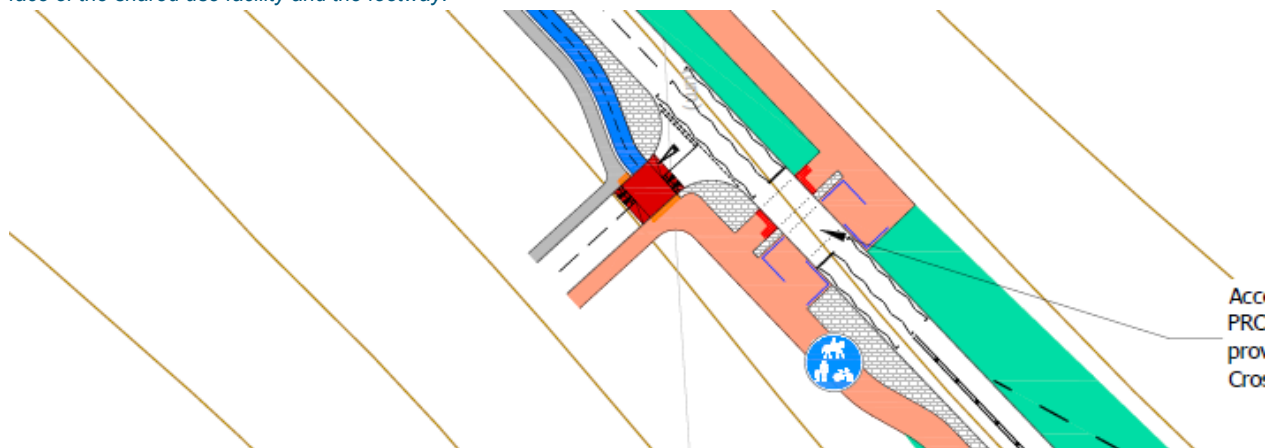
Location: New railway bridge on development corridor, proposed pedestrian crossing.

Summary: Inappropriate transition between the shared use facility and the footway and cycleway could result in collisions between road users.

Description: Drawing PC7029-RHD-CE-GB-DR-D-0117 S3 I02 provided to the Audit Team details the general arrangement of the proposals at the location, including the provision of a pedestrian crossing between a shared use facility and a segregated footway and cycleway.

The Audit Team observed that the extent of the corduroy tactile paving proposed at the crossing face of the shared use facility is not consistent with the extent of the footway and could result in visually impaired users walking onto the cycleway. As such, the Audit Team is concerned that this could result in collisions between road users.

Image 6: Extract from PC7029-RHD-CE-GB-DR-D-0117 S3 I02, showing the inconsistency between the tactile paving at the crossing face of the shared use facility and the footway.



Recommendation – A1.2.2

It is recommended an appropriate transition between the shared use facility and the footway and cycleway is provided at the location, ensuring that the extent of the corduroy tactile paving is consistent with the footway, reducing the risk of collisions between road users.



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A1.2.3 Problem 6

Location: A507 Clothall Road/ B656 Royston Road/ Whitehorse Street junction.

Summary: A damaged carriageway surface could result in loss of control collisions between road users.

Description: Drawing PC7029-RHD-CE-GB-DR-D-0115 S3 I02 provided to the Audit Team details the general arrangement of the proposals at this location, including the proposed revision of the junction.

During the site visit, the Audit Team observed a damaged/ uneven carriageway surface at the junction, creating a depression within which surface water and debris could collect. The Audit Team cannot confirm whether that the area of damage would be repaired as part of the proposed scheme.

The Audit team is concerned that the damaged surface could result in loss of control or destabilisation collisions, particularly for powered two-wheeled users.

Image 7: Photograph of the junction, showing damaged and uneven carriageway.



Recommendation – A1.2.3

It is recommended that the proposed junction revision includes resurfacing works, eliminating the damaged surface and reducing the risk of collisions.



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A1.2.4 Problem 7

Location: Scheme extents, proposed new access junctions on:

- A507 North Road;
- B656 Royston Road;
- Yeomanry Drive;
- Wallington Road; and
- Clothall Road.

Summary: Inappropriate gradient on approach to the main road from the proposed access junctions could lead to roll back or excessive acceleration, resulting in collisions.

Description: There is a difference in levels between the main carriageways and the sites where the proposed access junctions are to be located. No information has been provided to the Audit Team regarding the proposed gradients on approach to or exit from the main roads.

The Audit Team is concerned that a steep gradient on approach to the main roads from the proposed access junctions could lead to vehicle roll back, resulting in collisions with vehicles behind or excessive acceleration. Excessive acceleration could lead to the potential for vehicles to shoot forward into the carriageway, resulting in side impact or nose-to-nose collisions with road users on the main road.

Recommendation – A1.2.4

It is recommended that the gradient on approach to/ on exit from the main roads should be such that roll back, and excessive acceleration are minimised.

A2 General

The Audit Team did not identify any 'general' safety problems as part of this Stage 1 Road Safety Audit.



A3 Junctions

A3.1 Layout

A3.1.1 Problem 8

Location: Scheme extents, proposed new access junctions on:

- A507 North Road;
- B656 Royston Road;
- Yeomarnry Drive;
- Wallington Road; and
- Clothall Road.

Summary: Insufficient geometry at the junction for vehicles navigating the access could result in collisions with oncoming traffic or overrunning of the footway/ cycleway, leading to collisions with pedestrians/ cyclists.

Description: Drawings provided to the Audit Team detail the general arrangement of the proposals at the abovenamed roads, including the provision of new access junctions. Swept path drawings have not been provided to demonstrate that all likely vehicle types are able to negotiate the proposed geometry of the access junctions without overrunning the adjacent footway/ cycleway or verge or colliding with oncoming vehicles.

The Audit Team is concerned that insufficient geometry at the proposed access junctions could result in collisions with oncoming traffic or overrunning of the footway/ cycleway, leading to collisions with pedestrians or cyclists.

Recommendation – A3.1.1

Swept path drawings should be prepared, demonstrating that all likely vehicle types are able to negotiate the proposed geometry of the access junctions without overrunning the footway/ cycleway or colliding with oncoming traffic. If this is not achievable, it is recommended that the geometry of the proposed access junctions should be amended to reduce the potential for collisions.



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A3.1.2 Problem 9

Location: Scheme extents, proposed junction revisions on:

- A507 North Road;
- B656 Royston Road; and
- Yeomanry Drive.

Summary: Insufficient geometry at the junction for vehicles navigating the access could result in collisions with oncoming traffic or overrunning of the footway/ cycleway, leading to collisions with pedestrians/ cyclists.

Description: Drawings provided to the Audit Team detail the general arrangement of the proposals at the abovenamed roads, including the revision of the geometry and/ or type of some of the existing junctions. The Audit Team consider the proposed revisions to be a material change in the highway layout.

Swept path drawings have not been provided to demonstrate that all likely vehicle types are able to negotiate the proposed geometry of the amended junctions without overrunning the adjacent footway/ cycleway or verge or colliding with oncoming vehicles.

The Audit Team is concerned that insufficient geometry at the proposed amended junctions could result in collisions with oncoming traffic or overrunning of the footway/ cycleway, leading to collisions with pedestrians or cyclists.

Recommendation – A3.1.2

Swept path drawings should be prepared, demonstrating that all likely vehicle types are able to negotiate the proposed geometry of the amended junctions without overrunning the footway/ cycleway or colliding with oncoming traffic. If this is not achievable, it is recommended that the geometry of the proposed amended junctions should be revised to reduce the potential for collisions.

A4 Pedestrians, Cyclists and Equestrians

A4.1 Pedestrians & Cyclists

A4.1.1 Problem 10

Location: Scheme extents, proposed pedestrian crossings on:

- A507 North Road;
- B656 Royston Road;
- Yeomanry Drive; and
- Wallington Road.

Summary: Insufficient tactile arrangement could lead to confusion for visually impaired users, leading to collisions between road users.

Description: Drawings provided to the Audit Team associated with the abovenamed locations detail the proposed general arrangement of the scheme, including the provision of blister tactile paving at the proposed crossing faces. From the drawings provided, the Audit Team consider the proposed tactile arrangement to be insufficient as blister tactile paving are not proposed at some of the crossing faces.

The Audit Team is concerned that the insufficient tactile arrangement could result in confusion for visually impaired users navigating the facilities, leading to the increased likelihood of collisions between road users.

Image 8: Extract from PC7029-RHD-CE-GB-DR-D-0113 S3 I02, showing the lack of blister tactile paving at the crossing face on Royston Road (in red)

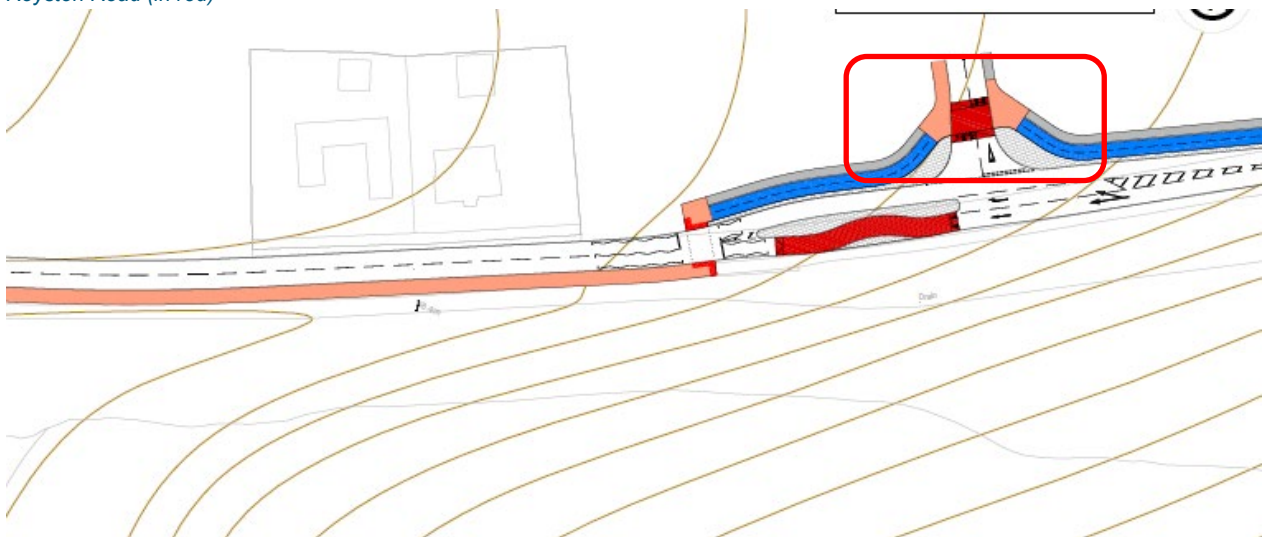


Image 9: Extract from PC7029-RHD-CE-GB-DR-D-0113 S3 I02, showing the lack of blister tactile paving at the crossing face on Royston Road and Yeomanry Drive (in red)

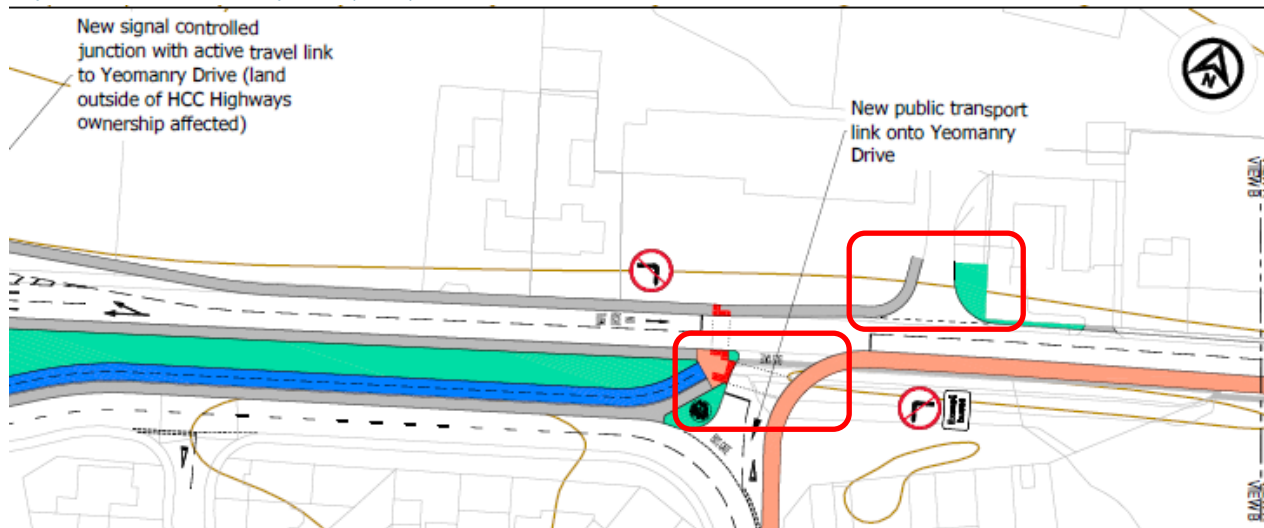


Image 10: Extract from PC7029-RHD-CE-GB-DR-D-0119 S3 I01, showing the lack of blister tactile paving at the crossing face on Wallington Road (in red)

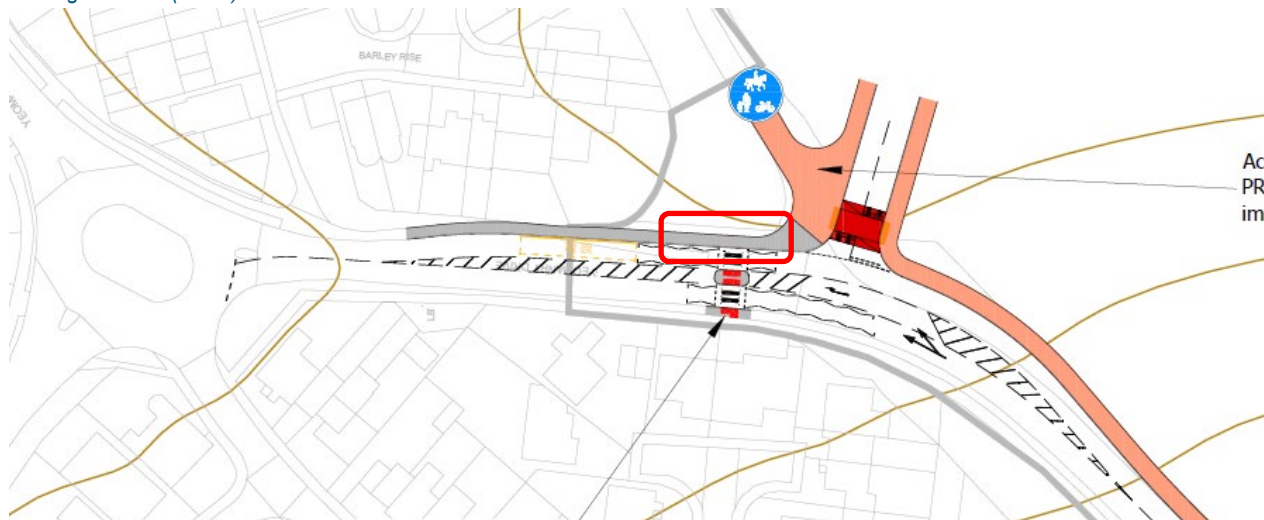


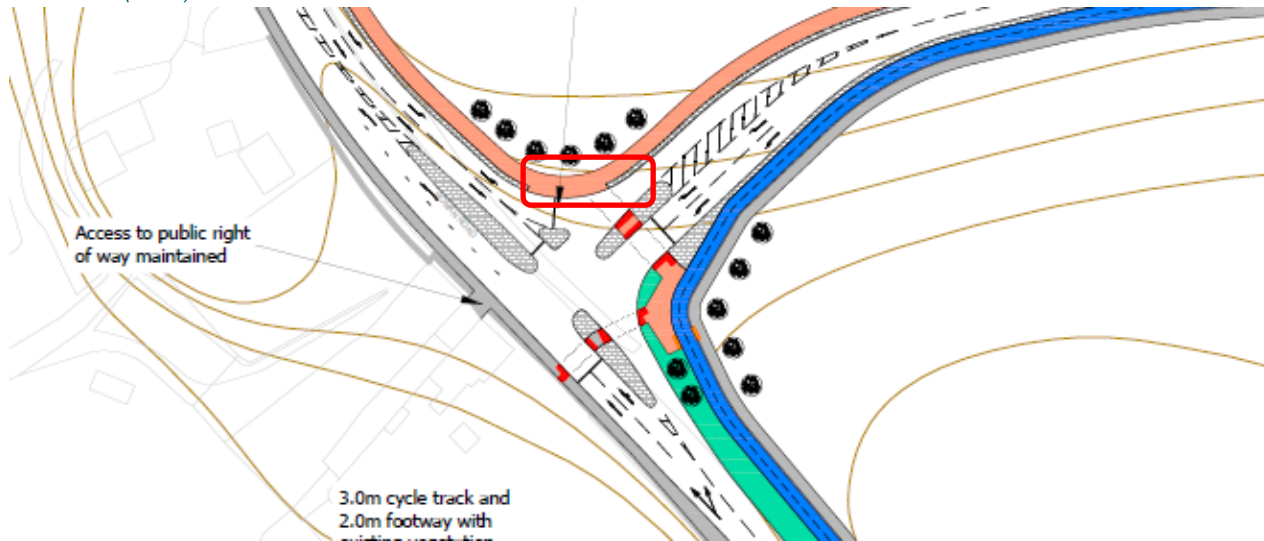
Image 11: Extract from PC7029-RHD-CE-GB-DR-D-0111 S3 I02, showing the lack of blister tactile paving at the crossing face on North Road (in red)





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Image 12: Extract from PC7029-RHD-CE-GB-DR-D-0110 S3 I03, showing the lack of blister tactile paving at the crossing face on North Road (in red)



Recommendation - A4.1.1

It is recommended that a sufficient blister tactile paving arrangement is provided at the locations to help safely guide visually impaired users through the proposed scheme, reducing the risk of collisions.



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A4.1.2 Problem 11

Location: Scheme extents, proposed pedestrian crossings on:

- A507 North Road;
- B656 Royston Road;
- Aswell Road connector (development corridor)
- New railway bridge (development corridor); and
- Wallington Road.

Summary: Inadequate transition facilities between the proposed shared use facility and proposed footway/ cycleway layout could lead to confusion and collisions between users.

Description: Drawings provided to the Audit Team associated with the abovenamed locations detail the proposed general arrangement of the scheme, including the provision of shared use facilities across the proposed scheme. From the drawings provided, no transition facilities (such as corduroy tactile paving) have been provided to alert pedestrians navigating between the proposed shared use facilities that they are entering or exiting a shared-use facility.

The Audit Team is concerned that a lack of awareness of the shared use facilities could result in collisions between road users, particularly considering visually impaired users.

Image 13: Extract from PC7029-RHD-CE-GB-DR-D-0116 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on the Aswell Road connector (in red)

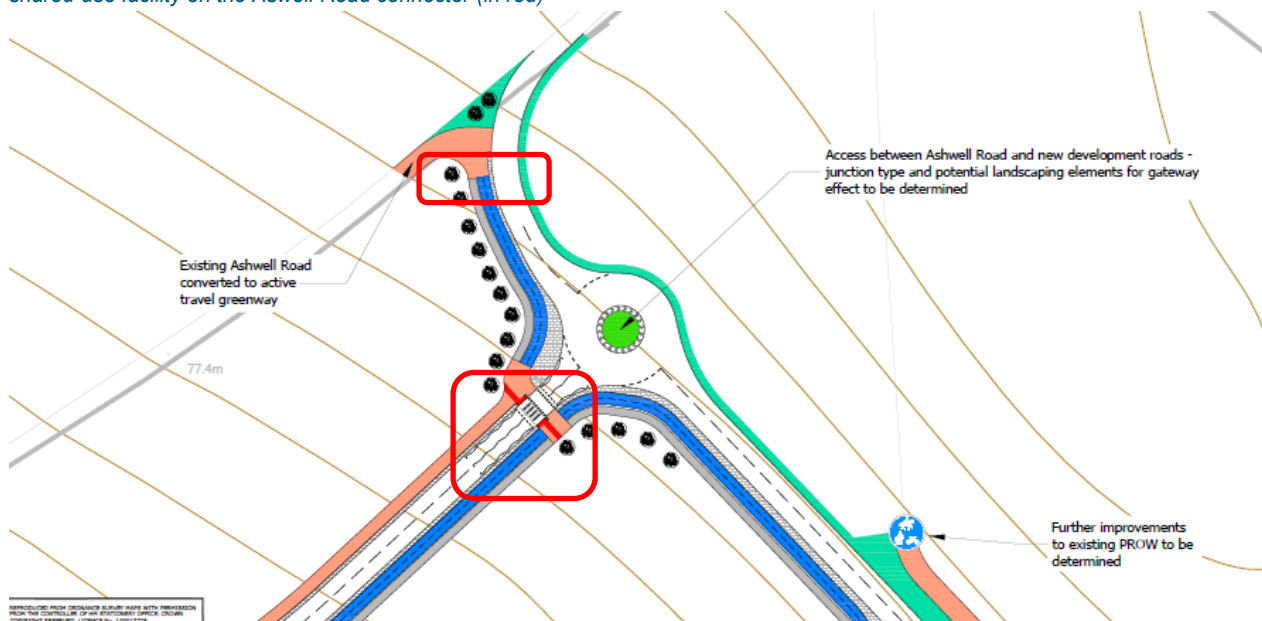


Image 14: Extract from PC7029-RHD-CE-GB-DR-D-0119 S3 I01, showing the lack of corduroy tactile paving at the extents of the shared-use facility on the Wallington Road (in red)

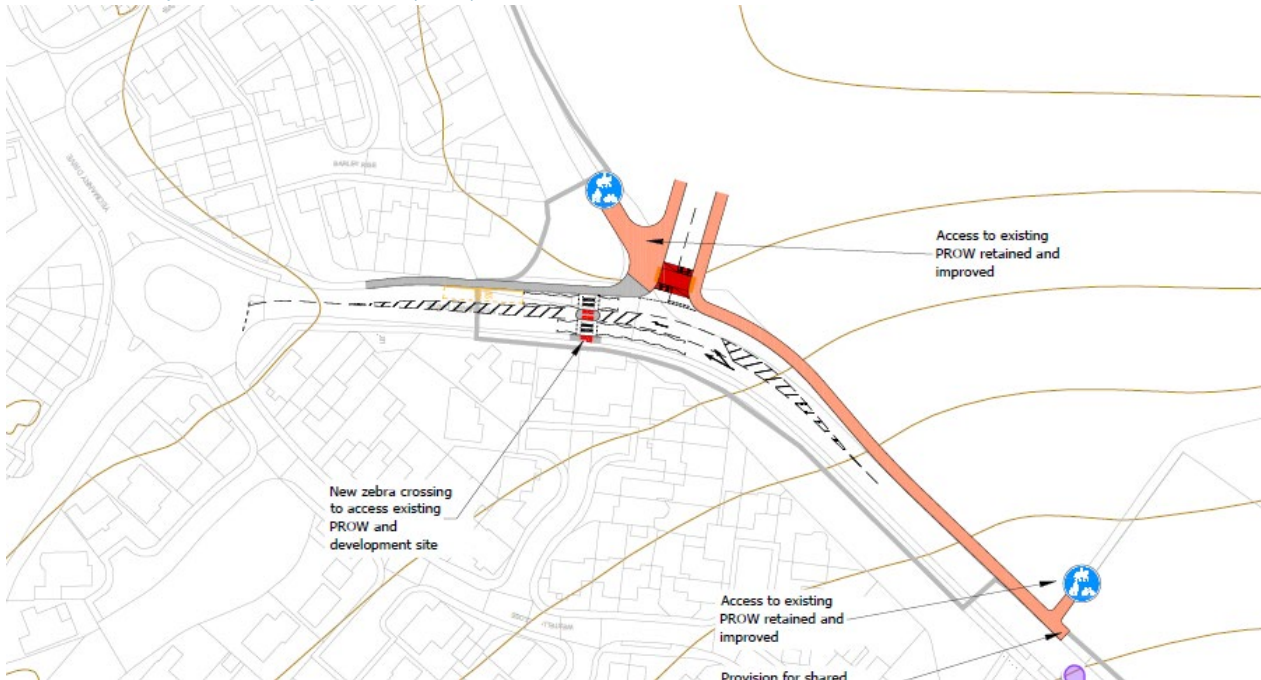


Image 15: Extract from PC7029-RHD-CE-GB-DR-D-0112 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on the Royston Road (in red)

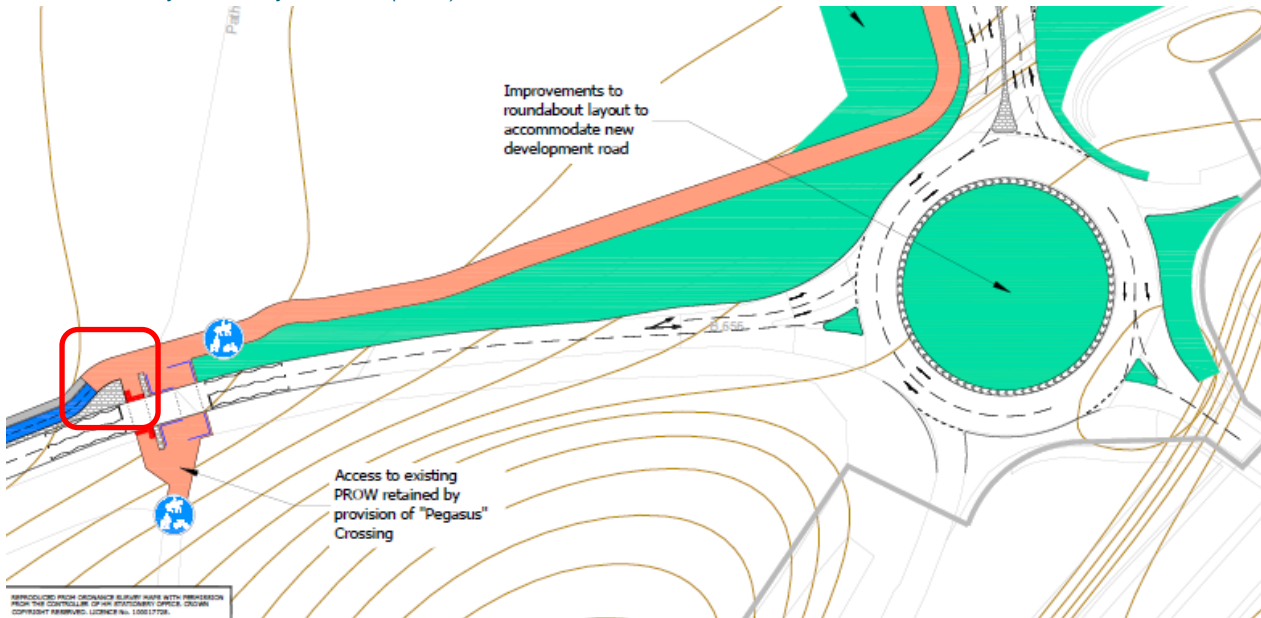


Image 16: Extract from PC7029-RHD-CE-GB-DR-D-0111 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on the North Road (in red)

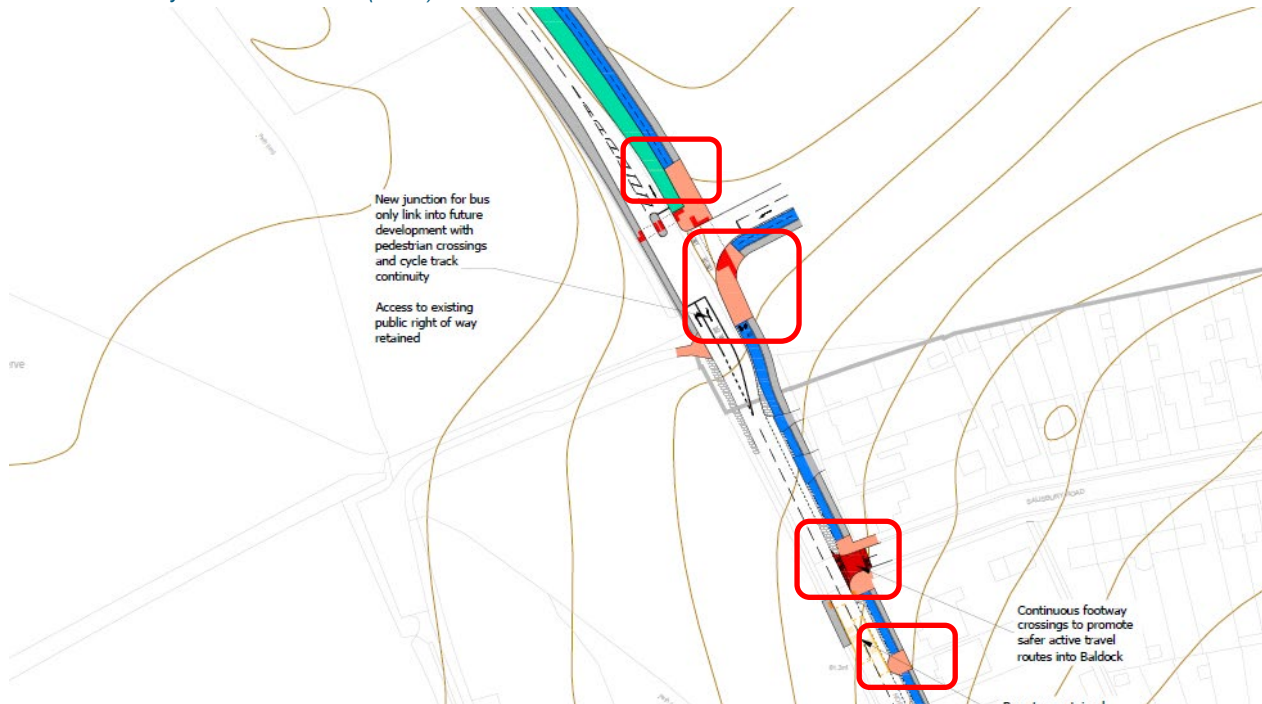


Image 17: Extract from PC7029-RHD-CE-GB-DR-D-0110 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on the North Road (in red)

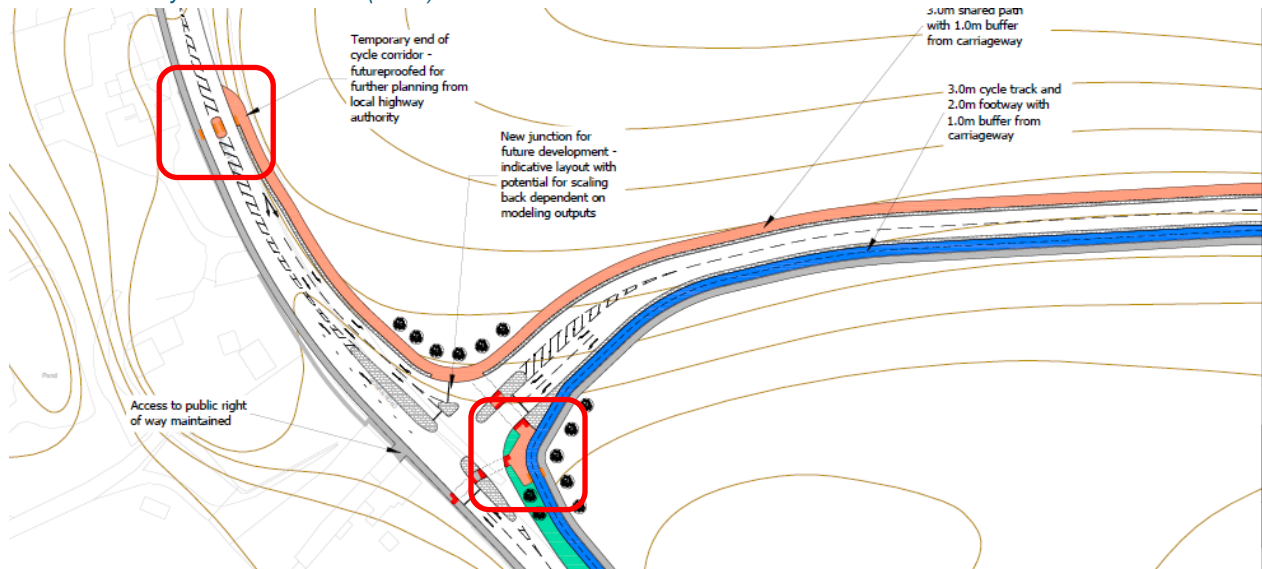


Image 18: Extract from PC7029-RHD-CE-GB-DR-D-0115 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on the Royston Road (in red)

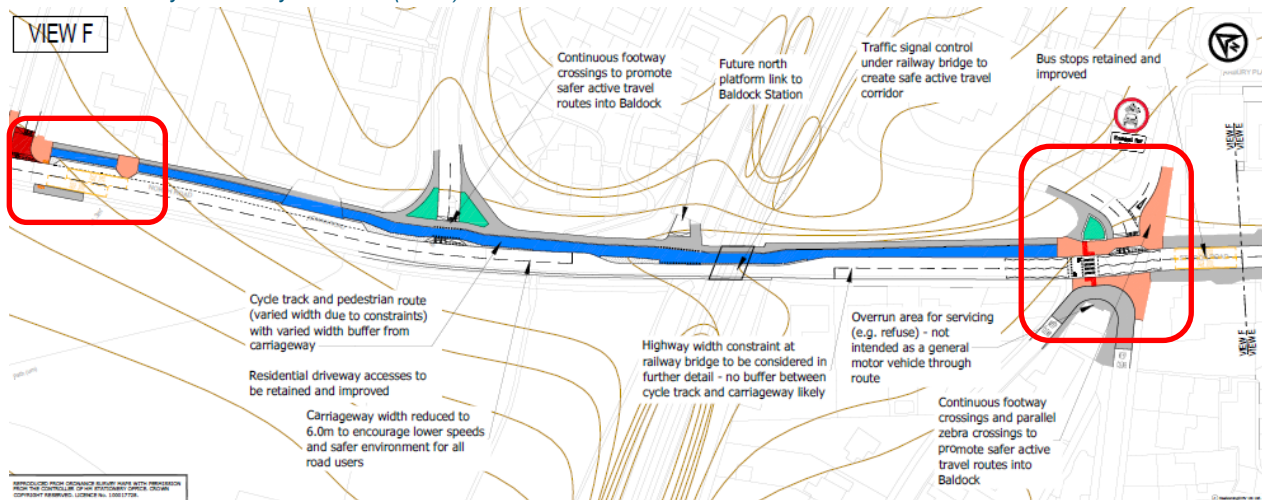


Image 19: Extract from PC7029-RHD-CE-GB-DR-D-0117 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility at the new railway bridge development corridor (in red)

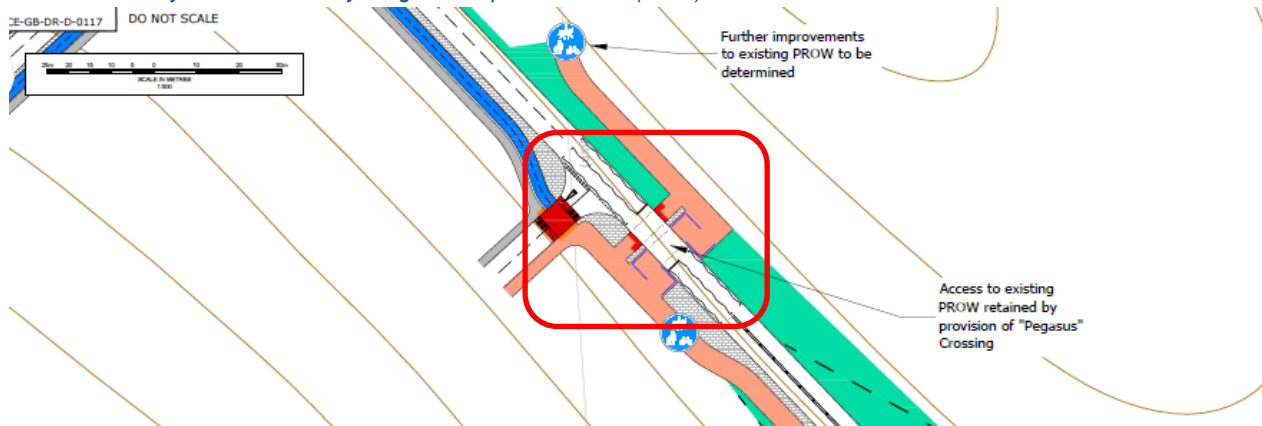


Image 20: Extract from PC7029-RHD-CE-GB-DR-D-0113 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on Royston Road (in red)



Image 21: Extract from PC7029-RHD-CE-GB-DR-D-0113 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on Royston Road (in red)

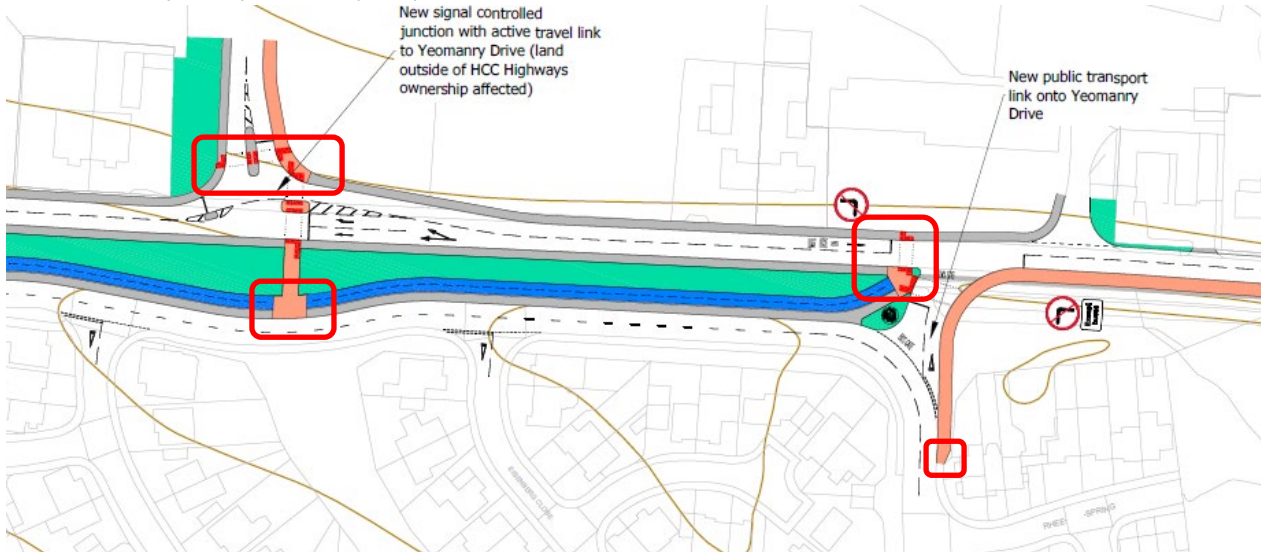


Image 22: Extract from PC7029-RHD-CE-GB-DR-D-0114 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on Royston Road (in red)

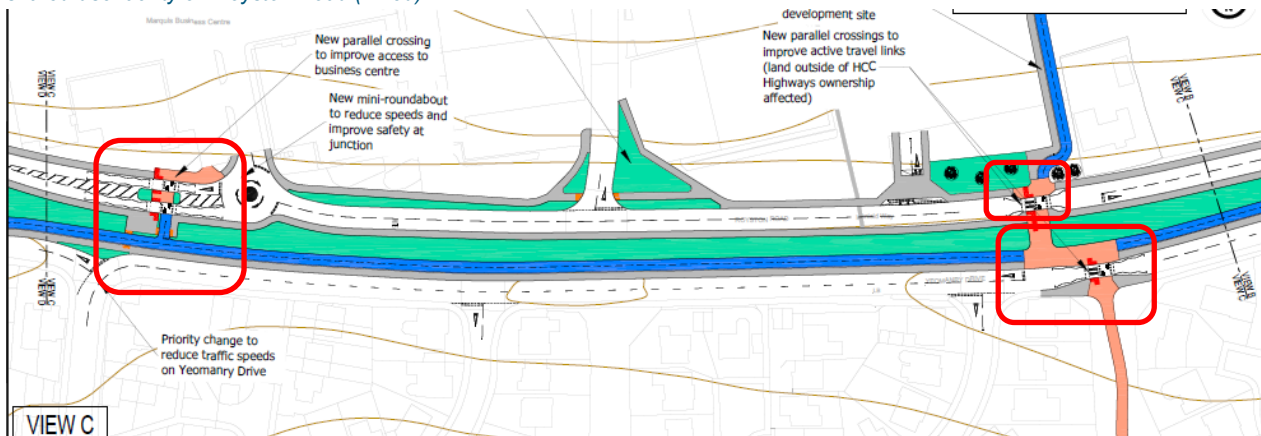
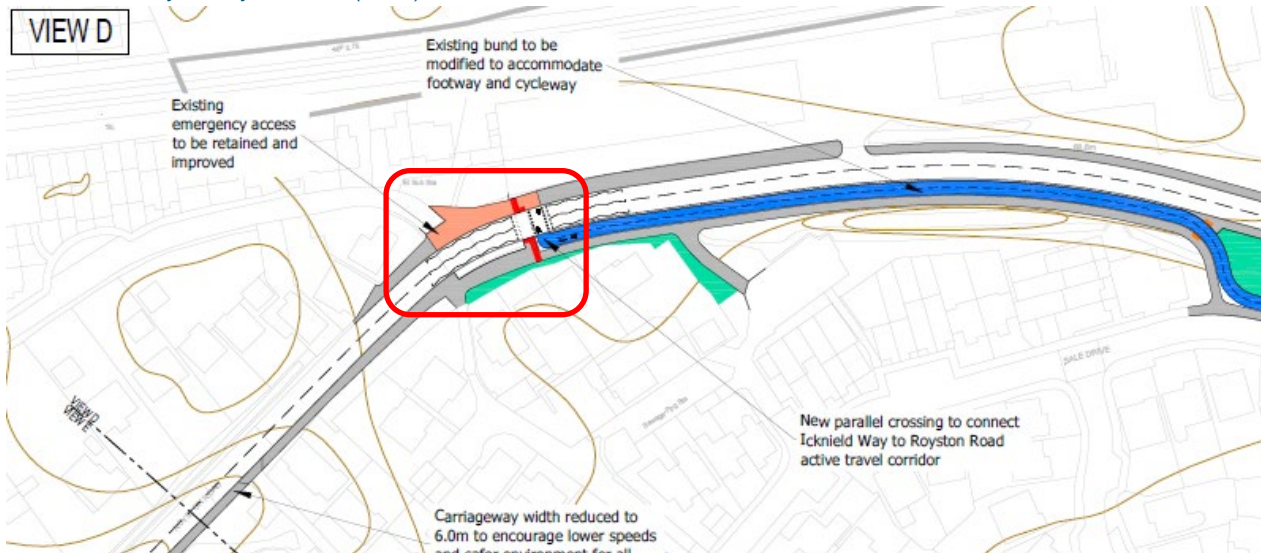


Image 23: Extract from PC7029-RHD-CE-GB-DR-D-0114 S3 I02, showing the lack of corduroy tactile paving at the extents of the shared-use facility on Royston Road (in red)



Recommendation – A4.1.2

It is recommended that appropriate transition facilities such as corduroy tactile paving and signage be provided at the extents of the shared use facility to alert pedestrians accordingly, reducing the risk of collisions between road users.

A4.1.3 Problem 12

Location: Mallard Court, existing controlled crossing.

Summary: Insufficient pedestrian facilities at the controlled crossing could result in road user confusion and subsequently collisions between road users.

Description: Drawing PC7029-RHD-CE-GB-DR-D-0115 S3 I02 details the general arrangement of the proposals at Mallard Court. During the site visit, the Audit Team observed that there is what seems to be an a zebra crossing at the location which leads pedestrians directly onto a staircase.

The Audit Team consider the existing provision at the zebra crossing to be insufficient, given that there is a lack of appropriate tactile paving or belisha beacon. The Audit Team also consider the presence of the staircase to be a hazard, especially for visually impaired users.

From the drawing provided the Audit Team cannot confirm if the zebra crossing would remain at this location or whether sufficient pedestrian facilities would be provided. As such, the Audit Team is concerned that the insufficient pedestrian facilities at the location could result in confusion for visually impaired users navigating the facilities, leading to the increased likelihood of collisions between road users.

Image 24: Photograph of Mallard Court, showing the lack of sufficient pedestrian facilities at the zebra crossing and the presence of a staircase.



Recommendation – A4.1.3

It is recommended that the requirement for a zebra crossing at this location be established. If required, it is recommended that sufficient pedestrian facilities are provided to take into account the staircase and the type of crossing, reducing the risk of collisions.

A4.1.4 Problem 13

Location: Scheme extents, proposed Pegasus crossings on:

- B656 Royston Road; and
- New railway bridge (development corridor).

Summary: Insufficient tactile arrangement at the crossing face could result in visually impaired user confusion and collisions between road users.

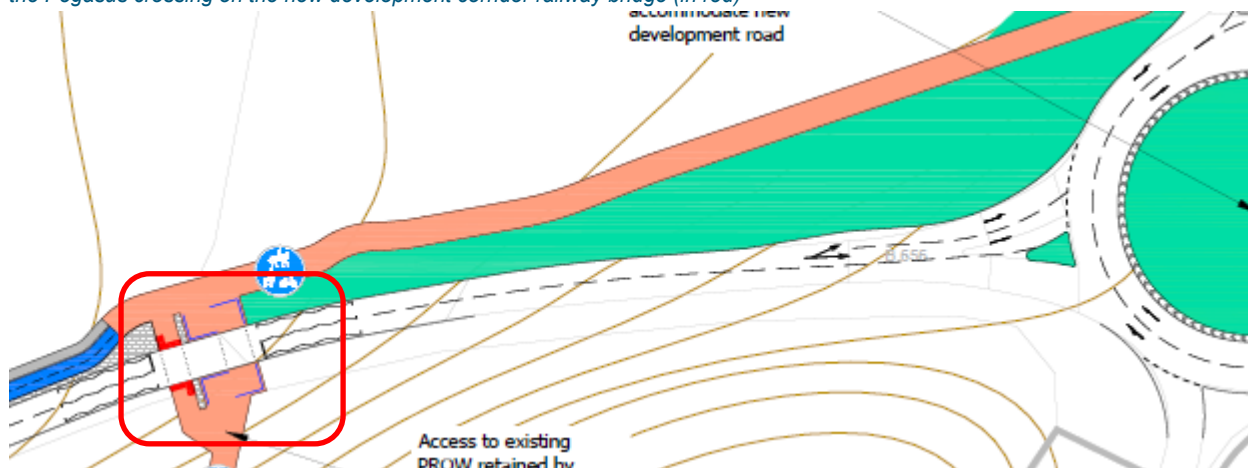
Description: Drawings provided to the Audit Team detail the general arrangement of the proposals at the abovenamed roads, including the provision of Pegasus crossings. From the drawings provided, the Audit Team observed that the stem of the proposed blister tactile paving at the crossing faces do not extend to the back of the shared facility. As such, the Audit Team consider the tactile paving arrangement at these locations to be insufficient.

The Audit Team is concerned that the insufficient tactile arrangement could result in confusion for visually impaired users navigating the facilities, leading to the increased likelihood of collisions between road users.

Image 25: Extract from PC7029-RHD-CE-GB-DR-D-0117 S3 I02, showing the lack of sufficient blister tactile paving at the extents of the Pegasus crossing on the new development corridor railway bridge (in red)



Image 26: Extract from PC7029-RHD-CE-GB-DR-D-0112 S3 I02, showing the lack of sufficient blister tactile paving at the extents of the Pegasus crossing on the new development corridor railway bridge (in red)





Recommendation – A4.1.4

It is recommended that a sufficient blister tactile paving arrangement is provided at the locations to help safely guide visually impaired users through the proposed scheme, reducing the risk of collisions.

A5 Traffic Signs, Carriageway Markings and Lighting

The Audit Team did not identify any traffic signs, carriageway markings or lighting related safety problems as part of this Stage 1 Road Safety Audit.



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2 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

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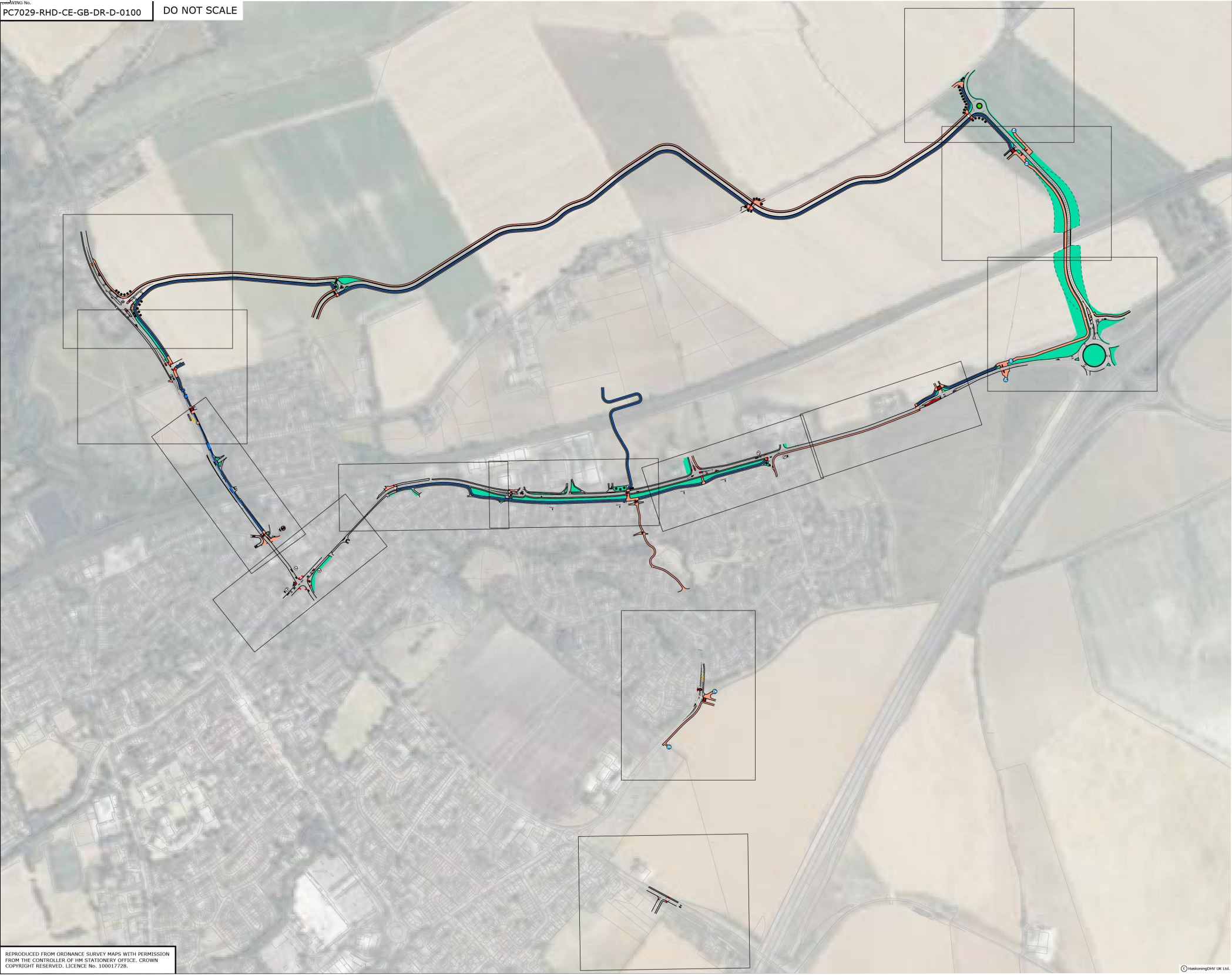
Figures

Figure 1 – Site Location Plan

Figure 2 – Problem Location Plan

DO NOT SCALE

PC7029-RHD-CE-GB-DR-D-0100 DO NOT SCALE



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TITLE

SITE LOCATION PLAN

PROJECT

GROWING BALDOCK
STAGE 1 ROAD SAFETY AUDIT



DRAWN	JI	CHECKED	KP	APPROVED	JI
DATE	24.04.2025	SCALE	NTS	REF.	-
DRAWING No.	FIGURE 1				REVISION