



Active
Travel
England

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Your Ref: 25/02571/OP
Our Ref: ATE/25/01572/OUT
Date: 11 September 2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: North Hertfordshire District Council

Application Ref: 25/02571/OP

Site Address: BA1(Land East Of North Rd And North Of Railway Line); BA10(Land Between Railway Line And Royston Rd); BA3 (Land West Of A505); BA2 (Land South Of Clothall Rd); Walls Field; Urban Open Land West Of A505, And Land West Of North Rd, Baldock

Description of development: Growing Baldock Development Site: Outline planning application

with all matters reserved except for means of highway access into the development from North Road and Clothall Road for: up to 3,200 homes, up to 16ha of employment, waste and leisure infrastructure, a mixed use local centre, up to 1 secondary school, up to 2 x primary schools, nursery/childcare facilities, health hub, green infrastructure (including parks, formal sports provision, play, habitat areas, informal open space and structural planting), internal street network, access junctions and railway crossing, public transport infrastructure, pedestrian/cycle network (including PRow diversions, active travel routes, mobility hubs and crossing of the railway), utilities and drainage infrastructure (including diversions of existing and provision of new infrastructure, pumping stations, sustainable drainage, primary substations, rising main/strategic sewer and renewable energy infrastructure), ground remodelling/earthworks and any necessary demolitions (as amended) BA1(Land East Of North Rd And North

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1.0 Background

Thank you for the opportunity to comment on the above planning application.

This consultation response follows ATE's previous responses dated 14 November 2025 and 15 April 2026, both of which set out a position of deferral. A further response was issued on 25 June 2026, which also maintained a deferral position.

ATE understands that elements of the planning application have since been amended and that additional material has been submitted for consideration. The applicant has also prepared responses to matters raised by various consultees. ATE has reviewed the submitted material and notes that there is no direct response to the matters raised in ATE's previous consultation responses. ATE is thus unable to reconsider its final decision and maintains a position of deferral.

Notwithstanding this position, ATE has reviewed the updated material in the context of its previous consultation responses and provides the updated comments set out below.

2.0 Areas of Concern

The following matters identified within ATE's response dated 25 June 2026 remain outstanding:

2.1 Phasing Plan – Trigger Points for Active Travel Infrastructure

- Ref 1.10 – Pedestrian access to Baldock Station from A507 North Road.
- Ref 1.12 – Multi-modal bridge.
- Ref 1.18 – Active travel underpass linking BA1 to B656 Royston Road.
- Ref 1.14 – Bygrave Road conversion to a walking and cycling greenway.
- Ref 10.4 – Remaining sections of the B656 Royston Road segregated cycle route.

2.3 Monitor and Manage Framework – Phasing of Interventions

Travel Plan

It is noted that an updated Framework Travel Plan has been submitted. In its response dated 14 November 2025, ATE sought clarification on four matters.

1. Baseline Residential Active Travel Trip Generation

ATE previously requested clarification on the baseline residential active travel trip generation figure and whether the vision-led trip generation scenario presented within Table 7-9 of the Transport Assessment would form the basis of future monitoring.

ATE has reviewed both the updated and superseded versions of the Framework Travel Plan and notes that both state:

"The mode split expectations, as set out in the Transport Assessment, acts as the expected minimum result. A core role of the Transport Working Group will be to assess whether the Transport Assessment mode share expectations are met for each phase as a minimum."

ATE is therefore generally satisfied that the mode share expectations established within the Transport Assessment will form the benchmark against which future performance will be monitored. ATE is content with this approach.

2. Relationship Between Transport Assessment Forecasts and Travel Plan Targets

ATE previously sought clarification regarding the relationship between the mode share assumptions in the Transport Assessment and the targets set out within the Framework Travel Plan.

Whilst the position is not stated, the Travel Plan explains that the Transport Assessment mode split expectations represent the "expected minimum result" and provides a monitoring and governance arrangement set out in Table 8-1 (Monitor and Manage Framework Performance – RAG Assessment). This indicates that the Transport Assessment mode share expectations form the primary benchmark against which performance will be assessed. The Travel Plan explains targets sit beneath this framework and provide supporting indicators for monitoring progress. ATE is content with this approach.

3. Frequency Assumptions Associated with the 40% Active Travel Target

The Framework Travel Plan target states:

"At least 40% of households have at least one occupant who travels by walking or cycling weekly for short trips."

ATE questioned how this would work as active travel trips generated is dependent on trip frequency. It still remains unclear whether this target assumes one walking or cycling trip per week, daily trips, or another frequency of travel, however, as below, it is understood that targets are 'intended to provide measurable, user-specific indicators that collectively support the overarching aim for 50%'. ATE is content with this approach but still feels clarification re. whether meeting this target will be an effective monitoring tool.

4. Relationship Between the 40% Household Target and Active Travel Trip Generation

ATE previously requested clarification on what the 40% household target equates to in terms of active travel trip generation.

It is noted that the updated Framework Travel Plan provides additional explanation, stating that:

"These targets are intended to provide measurable, user-specific indicators that collectively support the overarching aim for 50% of all development-related trips to be made by sustainable modes."

The Travel Plan also confirms that:

"The targets in Table 5-1 sit beneath the overarching aim of the Framework Travel Plan as detailed in Section 4.1."

ATE is generally satisfied that the purpose of the target is to act as a behavioural indicator supporting achievement of the wider sustainable mode share objective, however, it would be helpful to understand what the 40% household target equates to in terms of active-travel trips, or whether this is considered a relevant metric.

3.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficiencies, with a view to providing a further response and recommended wording for planning conditions and obligations.