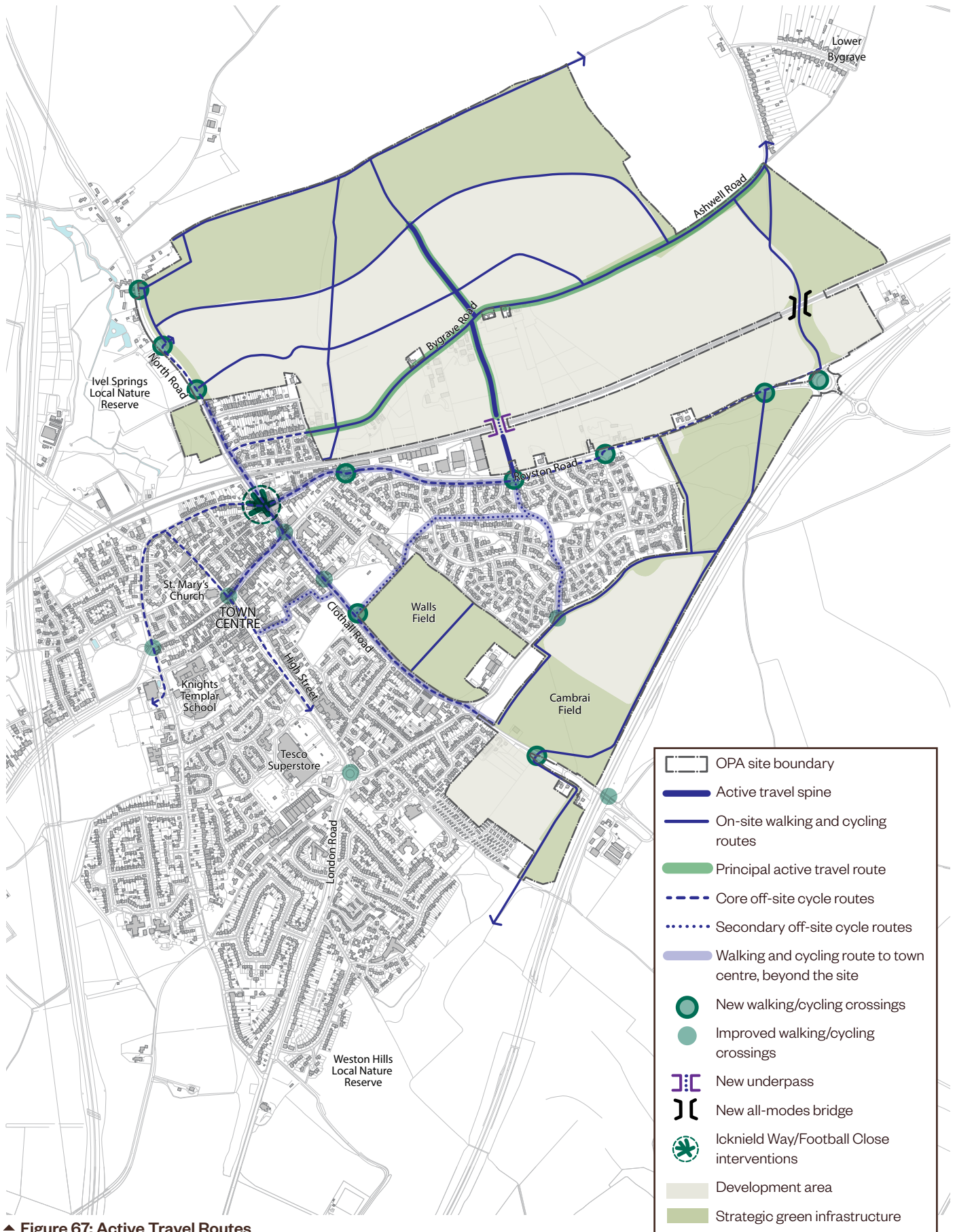




▲ Figure 67: Active Travel Routes

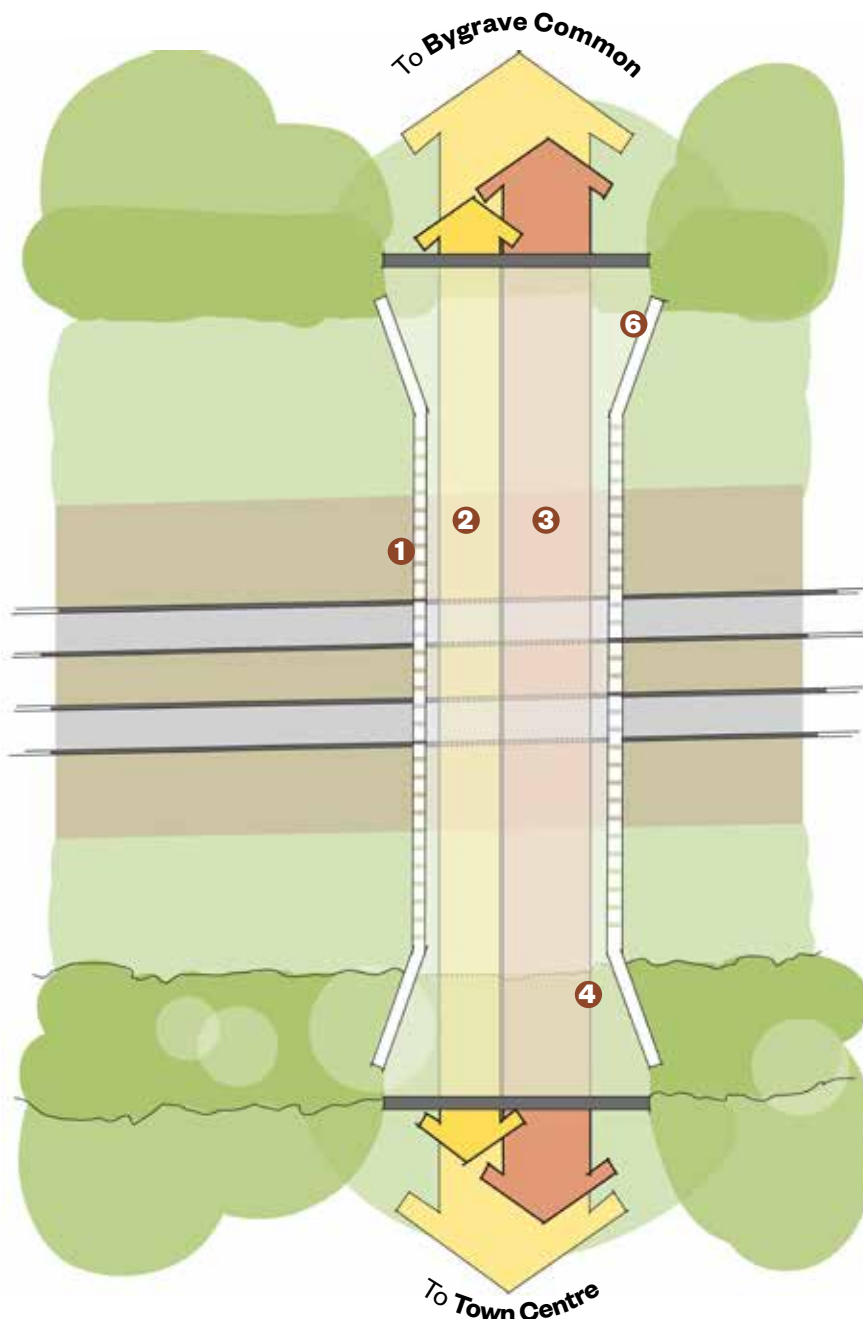
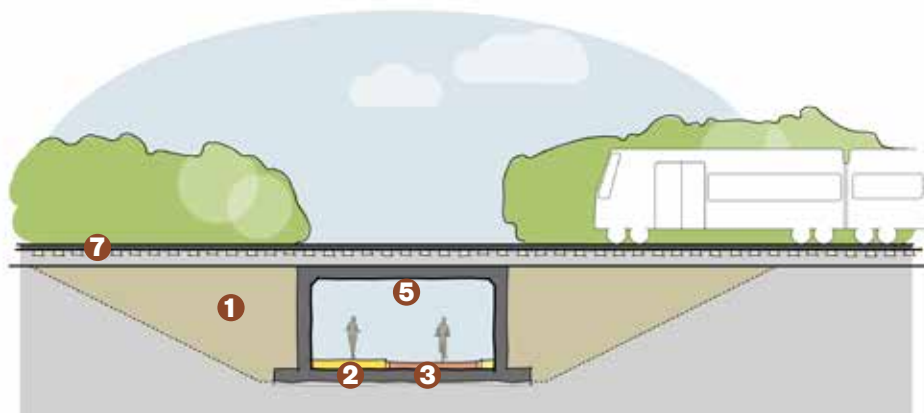
Active Travel Underpass

3.84 The Active Travel Spine will cross beneath the railway via an underpass through the existing embankment, providing direct connectivity between the Local Centre and Bygrave Common to the north and Health Hub and employment area in BA10 to the south, and then onto the town centre. It will be a significant piece of infrastructure requiring the temporary closure of the railway during construction. Although detailed approval for the underpass is not sought now through this OPA, initial underpass designs have been developed and discussed as part of the Approval in Principle process with Network Rail.

3.85 This design work follows an initial feasibility study which considered the benefits and disbenefits of different structural arrangements for the crossing in relation to multiple bridge structure options and an underpass option. This concluded that whilst a bridge would minimise disruption to track operations, the structure would need to be approximately 10 metres high and 400 metres long to meet railway clearance requirements and accommodate cyclists and people with restricted mobility. A bridge design would require extensive ramps in a route that would be challenging and energy-intensive to use. As a result, an underpass has been selected as the most practical solution to providing a safe and comfortable crossing for users.

3.86 Figure 68 below illustrates this emerging design. The underpass will be located to the east of the existing Ashville Trading Estate, allowing the Active Travel Spine to connect to Royston Road to the south and the Local Centre to the north. A straight underpass design is possible in this location, that ensures clear sightlines, reducing perceived vulnerability for users, as well as minimising visual impact, avoiding a structure that would dominate the skyline and surrounding development.

3.87 The underpass will accommodate the Active Travel Route as a segregated pedestrian footpath and cycleway, allowing for two-way movement on both routes, north and south, and will be designed in accordance with HCC's Place and Movement Guidance. Sufficient headroom will be provided to enhance the openness of the structure, with a clear view to the entry points on both sides.



1. Underpass linking BA1's Bygrave Common and local centre to Baldock's town centre for new residents and wider community users.
2. New pedestrian route through underpass – width 2m
3. New cycle route through underpass – width 3m
4. Clear sightlines/natural surveillance through underpass
5. Minimum 2.7m headroom through underpass
6. Splayed wingwalls and embankment increase natural light
7. Existing train line

▲ Figure 68: Underpass Design Considerations

Sustainable Transport

Bus Provision

3.88 A key design aim is for travel by bus to be quick and direct to key destinations. To be attractive, bus provision will need to be frequent, with legible routing and timetabling, connecting to key destinations and the existing community and particularly the town centre.

3.89 A potential bus loop (see Figure 69) – the ‘Baldock Flyer’ is proposed through the development connecting to Baldock town centre. It will access BA1 via a bus only route, to the south of the main vehicular access, ensuring priority for sustainable modes as buses enter the site. The loop will then follow the development access, running to the north of the local centre, round BA1 to the bridge crossing of the railway.

3.90 The intention is that users will then travel west on the Royston Road until reaching the bus only connection southwards into Clothall Common (offsite highway intervention), running along Yeomanry Drive until it connects with Wallington Road, adjacent to BA3. Buses will cross Clothall Road, continuing on South Road until turning up the High Street, connecting with Tesco and the town centre. The final part of the loop sees buses turning up North Road, under the railway bridge, and back to the bus only access into BA1. Further detail on bus provision is provided in the Transport Assessment and Framework Travel Plan.

3.91 Bus provision will be phased, to align with development phases and increased demand as the development is built out. Within the development, bus stops will be located within 400m of most new homes and enable bus services to be provided to Baldock town centre.



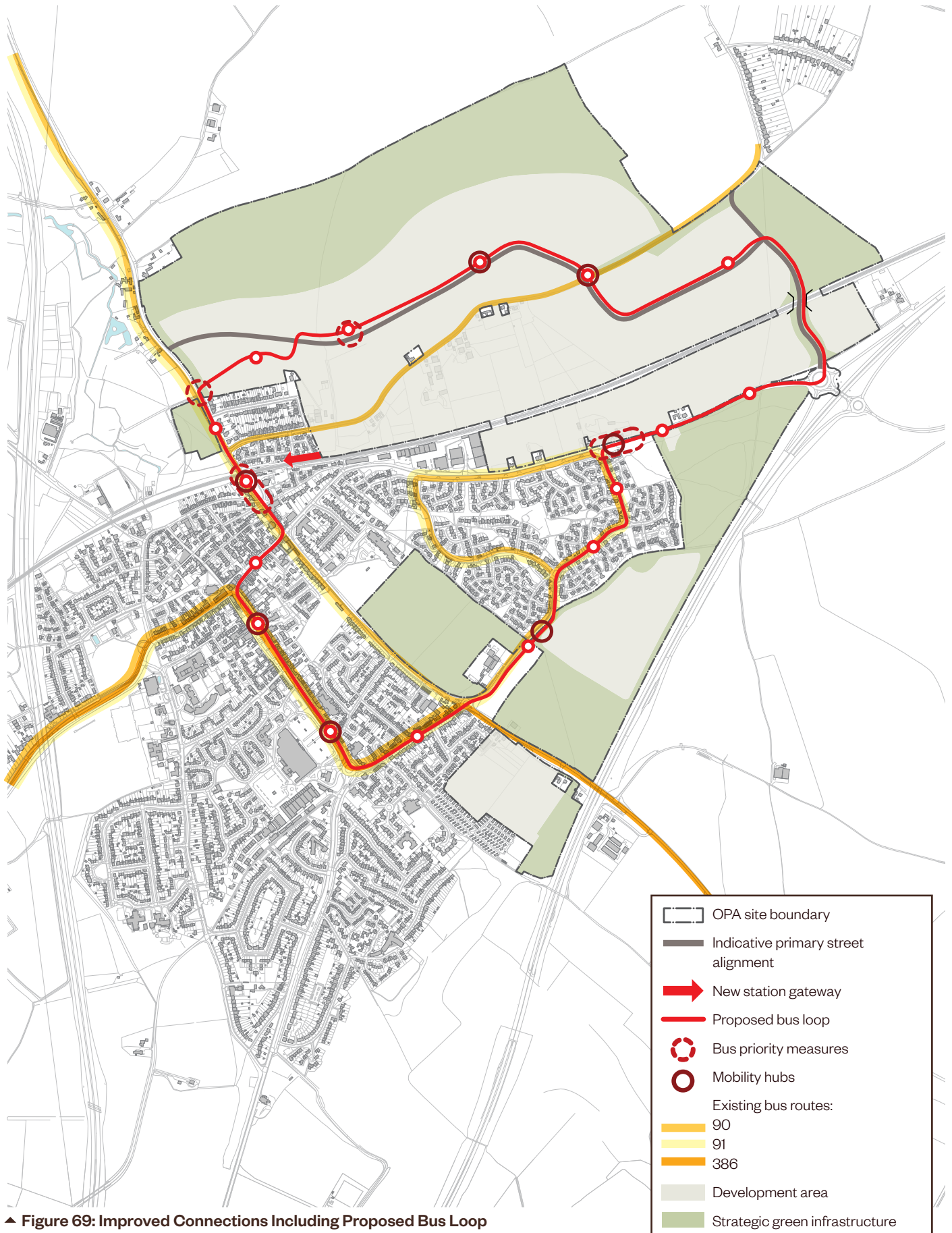
▲ Bus gate, Dunston Stathes, Gatehead



▲ Mobility hub, Wolvercote Mill, Oxford



▲ Corby Enterprise Park



Station improvements

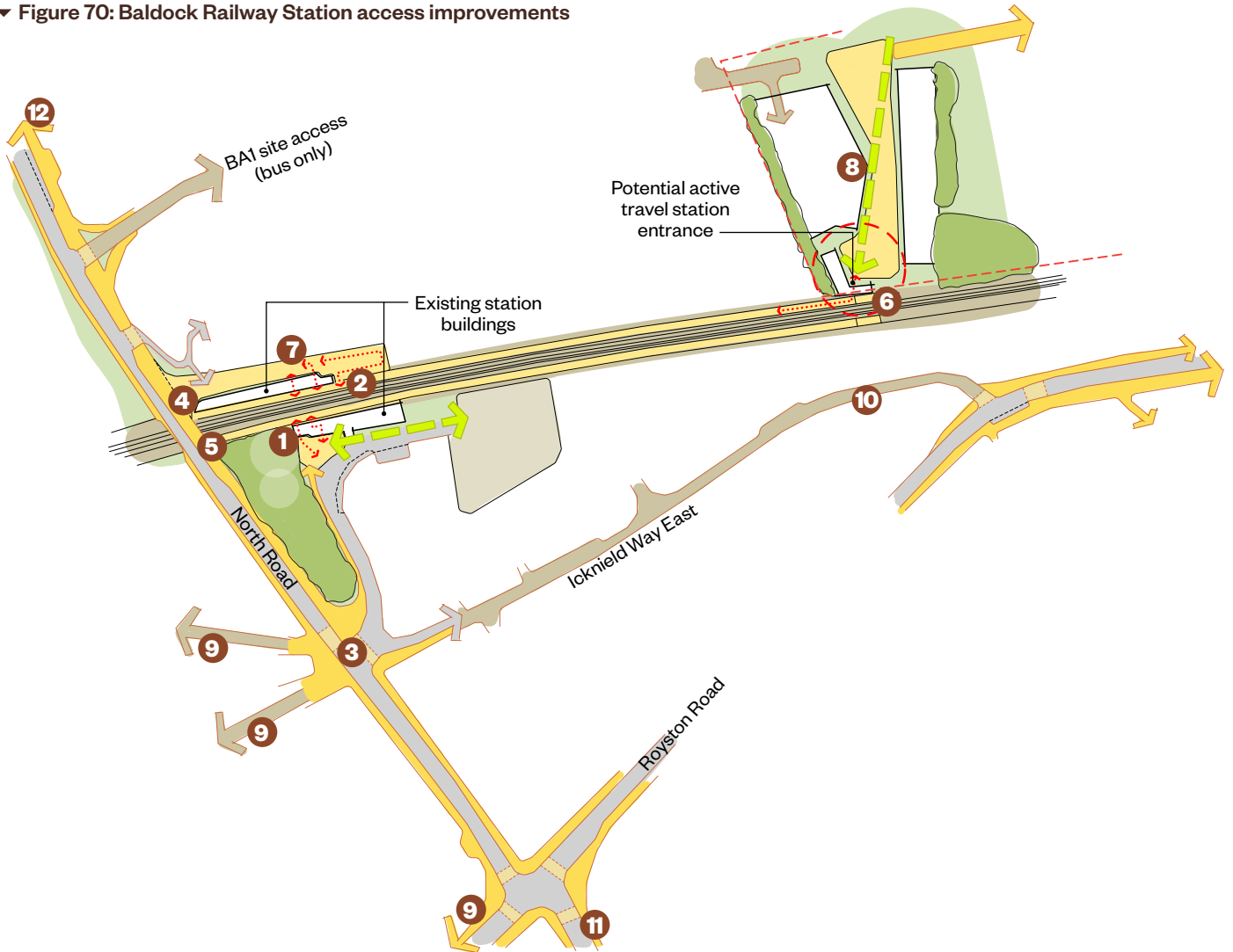
3.92 A potential new northern access to the rail station from BA1 is being discussed with Network Rail. This would provide an additional active travel connection directly into the station (see Figure 70). Wider improvements to the accessibility of the station building are also being considered with potential contributors, secured through the S106 agreement, where appropriate, including the following potential proposals.



▲ Baldock Railway Station

1. Existing south entrance to station with potential improvements to provide DDA access (lift and/or ramp); quality townscape/space at the station entrance befitting of the importance of this key gateway to the town; and improved secure cycle parking.
2. Potential to re-open and improve the existing dilapidated station building to provide a new northern entrance to the station with potential wider improvements and functionality to match the southern entrance.
3. Station Road existing 5 way junction rationalised to 3 way (emergency/service vehicles access only to Icknield Way and Football Close), to enable potential for improved overall active travel access to/from the station – particularly with the High Street and other areas to the west. Improved bus facilities also have the potential to be provided.
4. Access from North Road to the re-opened northern station building for active travel and potentially service vehicles only.
5. Improvements to provide increased width for active travel priority under the existing rail bridge – vehicular flows would be managed via new traffic lights.
6. Potential for a new eastern station entrance to the eastbound platform from the considerable proposed development north of the rail line (BA1). This would be for access via active modes, primarily along the Bygrave Road corridor. Secure cycle parking would also be provided.
7. Quality boundary treatment to existing properties at this new gateway to the town, and provide security to rear gardens.
8. Proposed development fronting new space/access to potential eastern station entrance, providing natural surveillance and activity.
9. Access to/from station, High Street and wider west Baldock via a choice of routes – Icknield Way, Football Close or Whitehorse Street.
10. Access to/from station, proposed employment (BA10), Clothall Common, and new rail crossings via Icknield Way East and active travel improvements to the Royston Road corridor.
11. Access to/from station, Clothall Road corridor and proposed development at BA2 and BA3.
12. Access to/from station, North Road corridor and western end of proposed development at BA1.

▼ Figure 70: Baldock Railway Station access improvements



Mobility hubs

3.93 A network of 'mobility hubs' will be provided where people can easily switch from one mode of transport to another, to make travelling without a private car easier.



▲ Figure 71: Potential mobility hub locations



▲ Figure 72: Mobility hub visualisation

Vehicular Movement

3.94 The principal vehicular access into BA1 is proposed to be via a new, slow speed all-modes development access road connecting North Road (A507) and the A505, via a new bridge over the railway line. The section of this new road that crosses over the railway, linking Bygrave / Ashwell Road and the B656 at the A505 interchange will be designed to enable it to serve a strategic function.

Access Junctions

3.95 The OPA seeks detailed permission for a series of key vehicular site access junctions, all of which are designed to prioritise active travel movements and perform as gateways into the development and Baldock (see Key Places and Spaces section of the DAS).

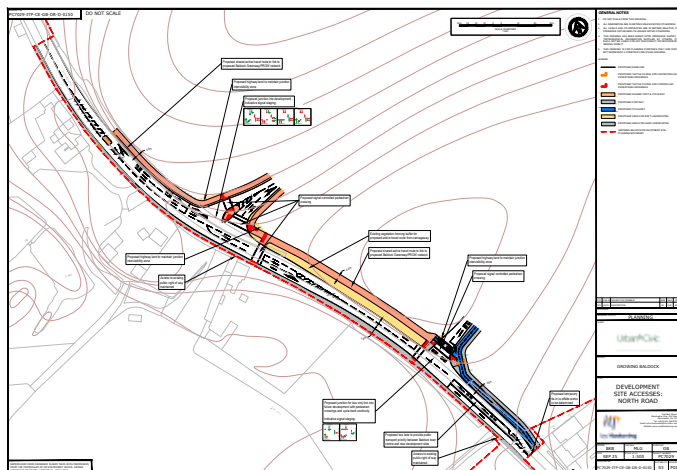
3.96 A new signal-controlled junction on North Road is proposed for detailed approval as part of this OPA (see Figure 73). The junction incorporates two pedestrian crossings across North Road, to ensure onward connectivity into the Ivel Springs LNR, via the existing PRow in this location.

3.97 An additional junction on North Road, south of the main vehicular junction, is proposed for detailed approval as part of this OPA (see Figure 73). This will provide priority access into BA1 for buses only, via a stretch of bus only road, that connects further east with the main development access.

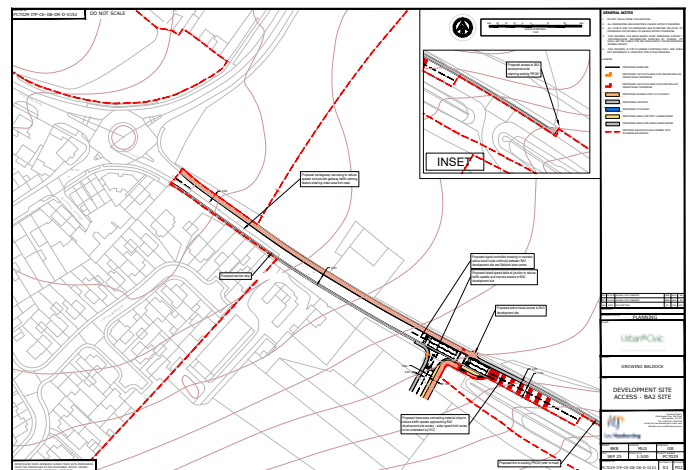
3.98 Improvements are proposed to be made to the existing A505 / Royston Road junction, where the development access road will connect at the other end of BA1, having crossed the railway via the new all modes bridge. Reserved matters consent will be sought for this junction improvement works which entail the provision of an additional northwards arm from the roundabout, off which an eastern access road will be provided to access the potential waste and energy infrastructure uses at the eastern end of BA10.

3.99 Detailed permission is also sought, through this OPA, for the proposed signalised junction into BA2 from Clothall Road (Figure 74).

3.100 The existing Bygrave Road would become a key active travel route through the site, with vehicular access only permissible for local traffic, to access existing properties on Bygrave Road. This will be achieved through the installation of modal filters at either end of Bygrave Road, as indicated on the Parameter Plan.



▲ **Figure 73: North Road Access Junctions**



▲ Figure 74: Clothall Road Access Junction

Multi-Modal Bridge

3.101 The development access is proposed to cross the railway at the eastern end of BA1 / BA10, via a new all modes bridge. Initial designs for the bridge have been prepared and are being discussed with Network Rail as part of the Approvals in Principle process and HCC's highways and bridges teams. The multi-modal bridge, as the name suggests, would provide access for vehicular traffic, including buses, pedestrians, cyclists and equestrians. The proposed bridge will be designed to achieve the necessary clearance over the railway, requiring the development access to be built on embankments as it approaches the bridge. The bridge will be visible from the surrounding area and will therefore be subject to a considered design process to maximise the positive visual impact of this new piece of infrastructure.

3.102 The bridge will incorporate a segregated active travel route on the western side only, comprised of a 3m shared use footway/ cycleway and a 3m provision for equestrians, separate from the main vehicular carriageway. Initial visualisations of the emerging bridge design are provided at Figure 75 opposite.



▲ Figure 75: Initial proposed bridge visualisations (looking west)

Street Hierarchy

3.103 A clear street hierarchy will be provided within the site, wherein a range of clearly differentiated street typologies will perform different functions – principal development access, secondary routes between parcels and tertiary, lower order access into residential areas. These will be detailed further within Design Codes.

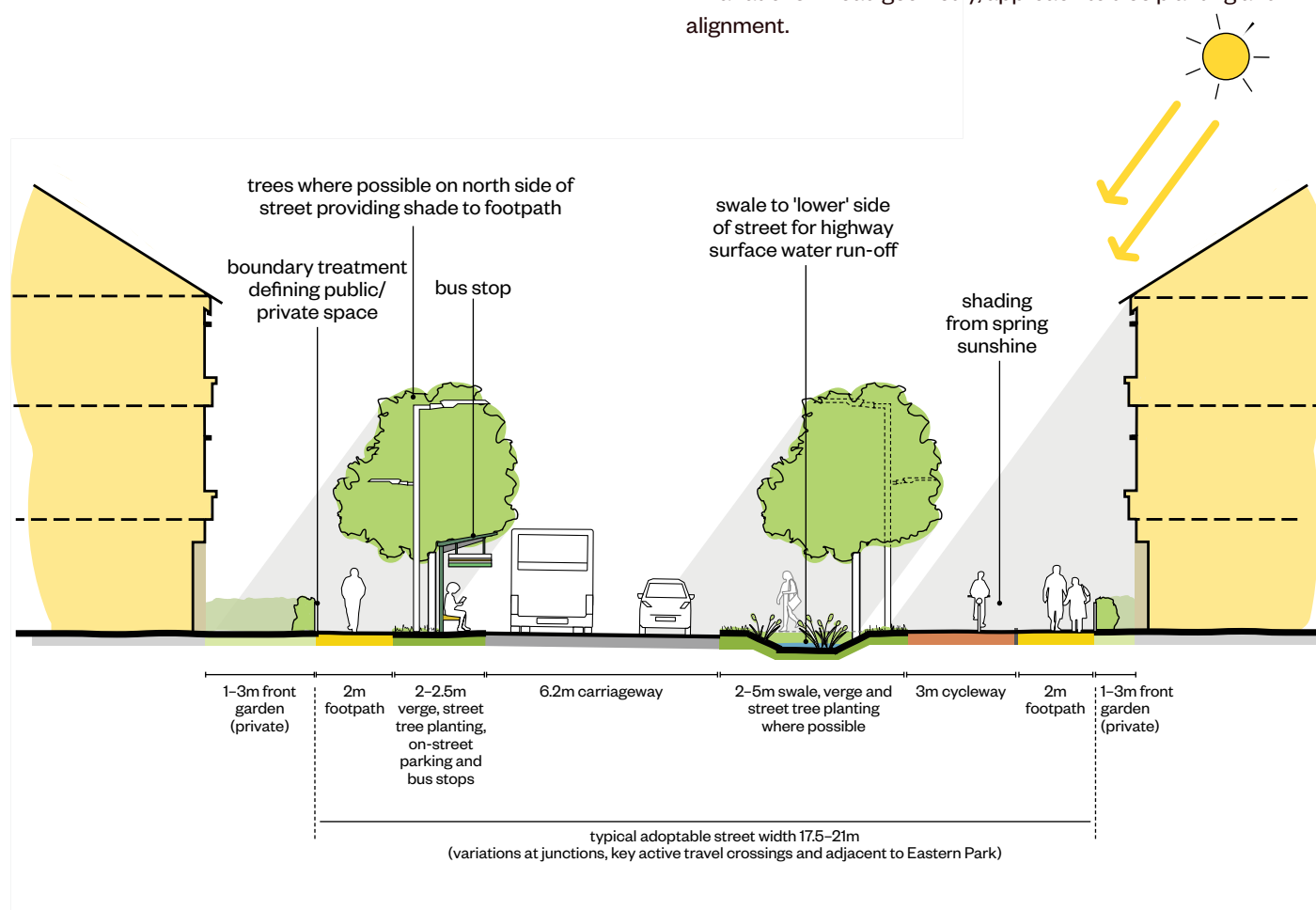
Development Access (Primary Street)

3.104 The new slow speed access road into the development will be fronted by buildings, high quality footways and a separate cycle path. It will provide access into BA1 from new junctions on North Road and Royston Road and via a new bridge over the railway, north east of Clothall Common.

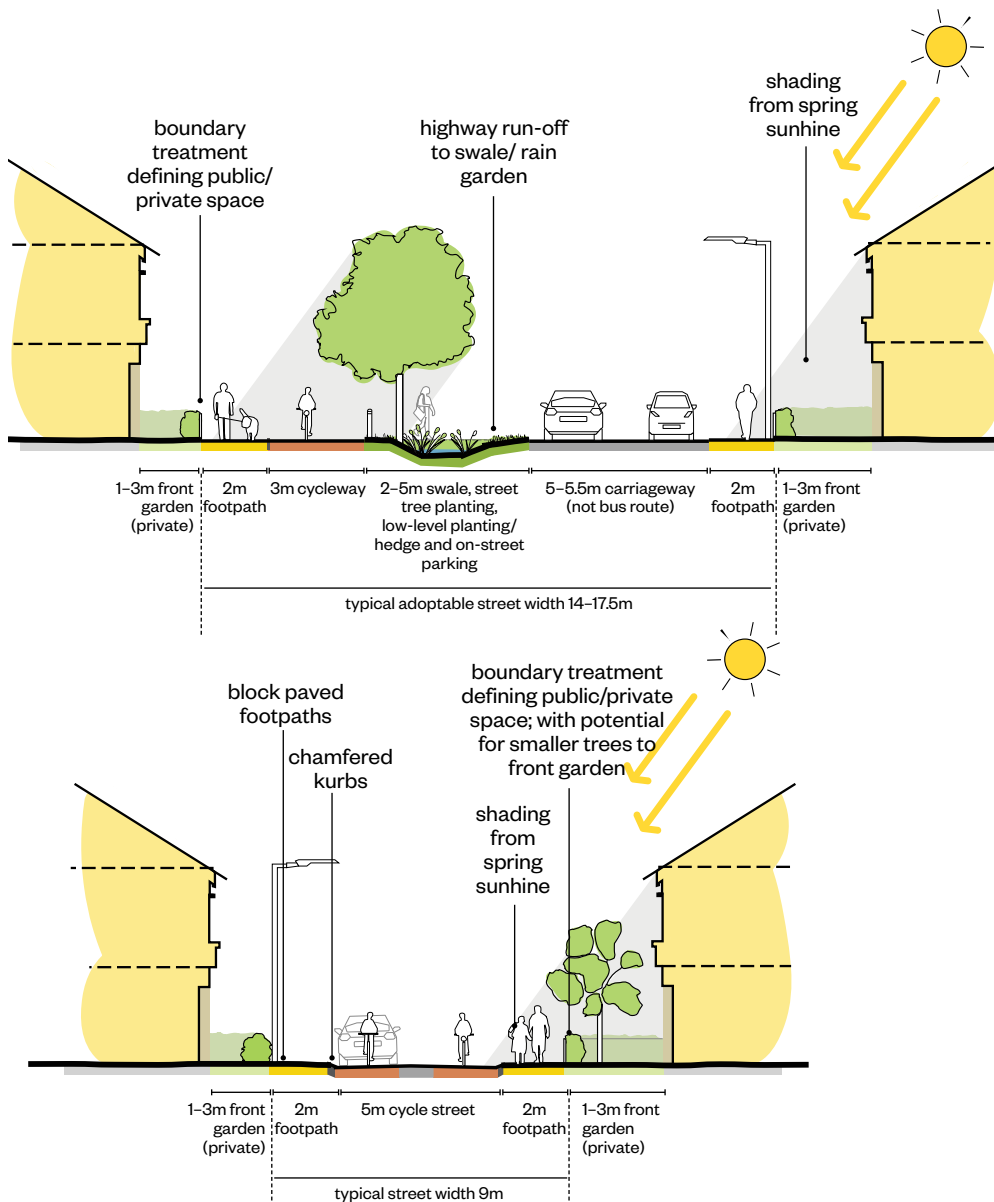
3.105 The development access will be designed to prioritise active and sustainable travel movement across it, to ensure connectivity between development parcels and open space to the south.

3.106 Elsewhere, traffic calming measures will be used across the development to control vehicle speeds and create a high quality, people focused environment. Traffic calming measures appropriate for the site may include tree planting, junction design and changes in road alignment and width.

3.107 The development access will vary in character along its length, responding predominantly to the land uses that surround it e.g. residential, local centre, green space. This may result in variations in road geometry, approach to tree planting and alignment.



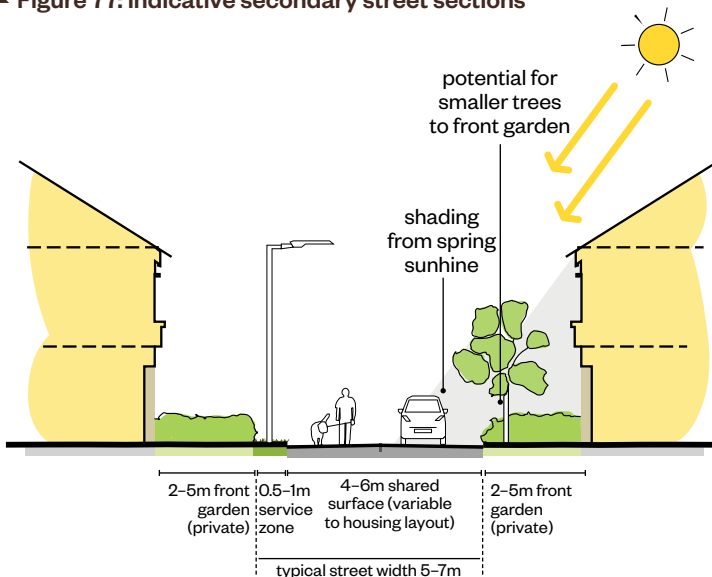
▲ Figure 76: Indicative primary street section



Secondary Streets

3.108 Figures 77 and 78 provide indicative street sections for the lower order internal secondary and tertiary street Text network. The sections demonstrate how active travel provision is an integral part of street design.

▲ Figure 77: Indicative secondary street sections



▲ Figure 78: Indicative tertiary street section

Parking Provision

3.109 Providing a bespoke and flexible approach to parking is one of the measures which will contribute towards meeting the ambitious active travel mode share set out in the Transport Assessment. The overall approach to parking is to allow for ranges of parking provision for different dwelling sizes and overall having fewer on-plot spaces than are typically proposed or are allowed for by the NHC parking standards.

3.110 The parking strategy for residential areas may provide parking below NHC's minimum standards, delivered alongside smart and flexible parking design. Parking provision and design forms part of the package of sustainable transport measures that will provide genuine travel choice and manage travel demand. The Transport Assessment sets out the approach to parking quantum. Parking will be designed in accordance with the following design principles:

3.111 The approach to parking design will be led by the placemaking aspirations of the Transport Vision and the need to provide flexibility and future proofing.

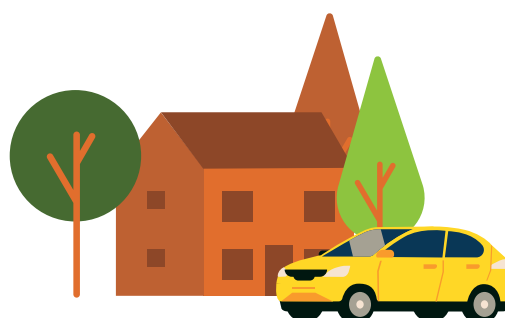
3.112 The amount and design of parking across the site will be driven by the desire to create attractive active streets which put people movement first. The principles and street hierarchy set out in Design Codes will inform the layout and distribution of parking, with a variety of designs to suit the housing and street typology.

3.113 The core parking design principles relevant to the proposed development are illustrated in the diagrams below.

3.114 A key benefit of the use of unallocated car parking is the potential to repurpose spaces if they become surplus to requirement, for example if mode shift is particularly successful or there are changes in general travel trends. This would not otherwise be possible with wholly on-plot parking.

Place-led

- Integrates with landscaping
- Sympathetic design
- Does not dominate



Attractive to use

- Natural surveillance
- Secure and lit
- Accessible by foot



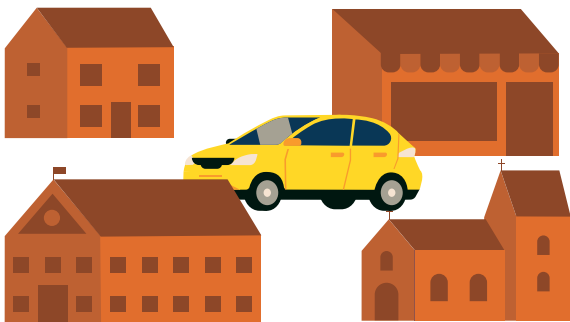
▲ Figure 79: Parking design principles

3.115 Cycle parking and storage will be provided so that it is integrated with the design and layout of development, for example at the front for easy access either as part of the elevation or housed within a dedicated structure, ensuring that it is readily useable. It should be more accessible and convenient to access than car parking. Secure cycle parking for visitors should also be provided that is well integrated in the public realm in small groups so that it does not visually dominate the street scene.

3.116 Electric vehicle charging provision will be made in accordance with Part S of the National Building Regulations, in a mix of on-plot and off-plot spaces.

Shared wherever possible

- Maximised off-plot, unallocated provision
- Carefully designed parking courts and barns
- Shared between land uses



Flexible & future-proofed

- A range of parking responses to suit character and context
- A varied street scene
- Designed to flex and repurpose



Accessible to all

- The right parking in the right places
- Essential servicing, drop-off and access for disabled people is prioritised



Well managed

- Indiscriminate parking designed out
- Necessary enforcement considered from the outset

