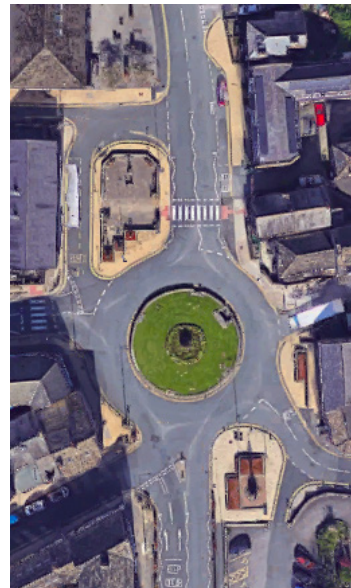


# Baildon- Village Centre Masterplan

This document has been prepared to identify the potential for rethinking how traffic movements work in Baildon Village centre. It does not present a preferred solution, only an illustrative potential solution. It is intended to inspire thinking and lead to development of a village centre Masterplan to repair the mistakes made to its structure in the 1960's.

Prior to the war streets and village centres were places where places for people. In the post war era this changed as space was made for cars and different uses separated, this resulted in dead space dominated by motor vehicles. It was at this time that Baildon's village heart was rebuilt around the needs of the car. Large wide roads were laid out with "slums" in the centre demolished, replaced by parking and a roundabout.



Baildon once had a central square in common with the market squares in historic towns and villages across the country. This was lost to make way for 1960s transport planning. Now the majority of the centre is handed over to the car, inaccessible for pedestrians and dominated by a large impermeable roundabout.

The roundabout is pointless open space, it is inaccessible to the public but dominates the centre. Compare this to how the public space works in a historic market town or village where the open space adjoins shops and services, so that life can spill out from the uses into the space.

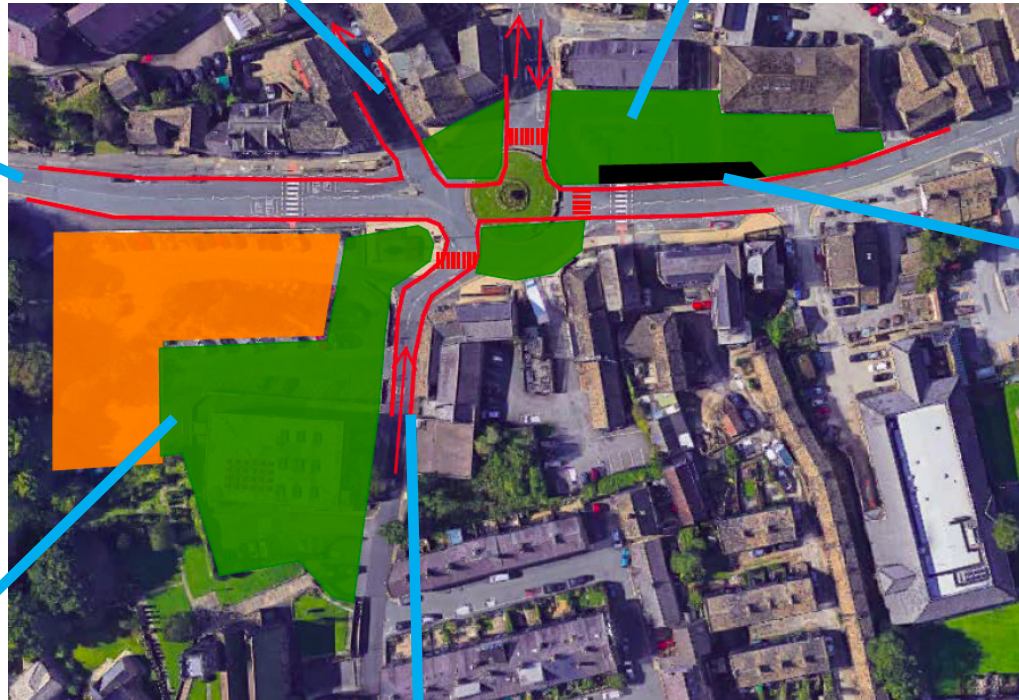
# Baildon- Village Centre Masterplan

An opportunity exists to remove the roundabout and put back the market square. Creating a village centre which functions as a place for people, designed around the needs of people, repairing errors of the 1960's urban structure.

Westgate is made into shared space with traffic still one way.

The new Market Square- a large new public space is achieved by removing the bus turn around

The roundabout is removed and replaced with a simple signalised T based junction.



The bus stops are transformed into pull-in facilities with buses turning round using Jenny Lane and a one way Hallcliffe.

Ian Clough is rebuilt and realigned to make a second half to the market square and link the church back to the village centre. Perhaps with mixed development including independent living aged care to support funding and vibrancy in the village and allowing the elderly to directly access village services

Hallcliffe is made one way to enable bus use as a turning route and simplify the junction interface. With buses turning round using Jenny Lane and a one way Hallcliffe.