
Town and Country Planning Act 1990 – Section 78
Town and County Planning (Development Management Procedure) (England) Order 2015
Town and Country Planning (Inquiries Procedure) (England) Rules 2002

Appeal by Hallam Land Management Ltd
Land North of A507, West of A10, Buntingford

PINS Ref: 6008238

LPA Ref: 3/24/0966/OUT

Against the refusal of outline planning permission for:

“Outline planning application for development of up to 600 dwellings (C3), elderly accommodation (C3), Mixed Use Local Centre (including flexible use E, F and Sui Generis), First School, informal and formal open space, associated works and infrastructure including a new access from the A507 and pedestrian bridge over the A10, with all matters reserved except access”

Highways Statement of Common Ground between
Hertfordshire County Council as Highway Authority
and
East Hertfordshire District Council as Local Planning Authority
and
Hallam Land Management
June 2026

Highways Statement of Common Ground

between Hertfordshire County Council as Highway Authority and Hallam Land Management as the Appellant

PINS Appeal Ref: 6008238

LPA Planning Ref: 3/24/0966/OUT

Report Ref: HCC-Ridge-Tt-HSoCG

Signed:

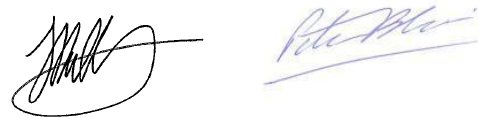


Hertfordshire County Council

Dated:

16 June 2026

Signed:



Tetra Tech / Ridge on behalf of Hallam Land

Dated:

16 June 2026

Signed:



East Hertfordshire District Council

Dated:

16 June 2026

Contents:

1.0	Introduction	2
2.0	Drawings of Consideration in Statement of Common Ground.....	4
3.0	Site Access and Layout	5
4.0	Off-site Improvement Works.....	5
5.0	Road Safety Audit	6
6.0	Site Accessibility and Sustainability	7
7.0	Travel Plan and Financial Contributions	7
8.0	Traffic Impact Assessments	8
9.0	Matters Not Agreed	8

Appendices

Appendix A: Land Use Components Plan – Drawing Reference HLM082/018 Rev R

Appendix B: Baldock Road Roundabout – Northern Access – Drawing Reference 23161_SK_T_029 P5

Appendix C: Forward Visibility Plan – Drawing 23161_SK_T_023 P13 / Drawing 23161_SK_024 P2

Appendix D: Northern Parcel Throcking Lane Access – Drawing 23161_SK_T_025 P4

Appendix E: Northern Bridge Crossing – Drawing 23161_SK_T_032 P1 / Drawing 23161_SK_T_033 P1

Appendix F: Southern Bridge Crossing – Drawing 23161_SK_T_021 P1 / 23161_SK_T_022 P2

Appendix G: Active Travel Connection to Buntingford Village Centre – Drawing_SK_T_003 P5

Appendix H: (PRoW Enhancements RoW 35 and RoW 36) Proposed Cross Sections / Proposed Widening of PRoW 36 – Drawing 23161_SK_018_/ 23161_SK_T_034 P3.

Appendix I: Proposed Active Travel and Wayfinding Strategy– Drawing 23161_SK_T_040 P2

Appendix J: Proposed 40mph Speed Limit And Crossing Signage – Drawing 23161_SK_T_035 P3

Appendix K: DfT Connectivity Tool Extracts

Appendix L: Definitive Plans and Definitive Statement

Appendix M: On-site Bus Routing

Appendix N: Revised RSA to include drawing previously omitted in error

1.0 Introduction

- 1.1 This Highways Statement of Common Ground (HSoCG) has been jointly prepared by Tetra Tech (Tt) and Ridge on behalf of the appellant, Hallam Land Management Ltd, and by East Hertfordshire District Council (EHDC) who are the Local Planning Authority (LPA) and Hertfordshire County Council (HCC) who are the Local Highway Authority (LHA) in relation to the appeal (PINS) ref: 6008238.
- 1.2 This HSoCG has been agreed by the Appellants and the Planning and Highway Authorities and sets out the factual background to the appeal and those matters on which the parties agree and disagree.
- 1.3 This HSoCG concerns an appeal made pursuant to the refusal of outline planning permission by East Hertfordshire District Council (herein referred to as ‘EHDC’ or ‘the Council’) of planning application ref: 3/24/0966/OUT on Land North of A507, West of A10, Buntingford (herein referred to as ‘the site’). The description of the application and development is as follows:

“Outline planning application for development of up to 600 dwellings (C3), elderly accommodation (C3), Mixed Use Local Centre (including flexible use E, F and Sui Generis), First School, informal and formal open space, associated works and infrastructure including a new access from the A507 and pedestrian bridge over the A10, with all matters reserved except access”

- 1.4 The key documents in relation to highways and transportation submitted as part of the planning application include:
1. Transport Assessment (Doc Ref: 23161-TA-01, May 2024)
 2. Framework Travel Plan (Doc Ref: 23161-TP, May 2024)
 3. Transport Technical Note (Doc Ref: 23161 TN11, June 2025)
 4. Email from James Duffy (Ridge) to LHA dated 22nd August 2025 encompassing further requested information
- 1.5 HCC provided three consultation responses (dated 19/06/2024, 24/06/2025 and 19/09/2025). These responses recommend refusal of the application from a highway and transportation perspective.
- 1.6 Subsequently, the Officers Report was produced (dated 24/10/2025) with the officer recommending refusal of the application.
- 1.7 EHDC issued their decision notice (dated 24/10/2025) which includes four Reasons for Refusal (RfR). The RfR1 specifically relates to transportation and highways as set out below:

RfR1: Due to its siting, the proposals would be isolated and physically severed from the rest of Buntingford by the A10, with poor quality active travel connections to services within the town. As such the proposals are likely to be car dependent and result in increased vehicle trips and pressure upon the highway network. The proposals represent an unsustainable form of development, and residents and visitors would be heavily reliant on the private car to access employment, main food and comparison shopping elsewhere. The proposals fail to provide a genuine choice of alternative travel modes and would not amount to sustainable development (in accordance with the NPPF) and would result in a form of development outside of the settlement boundary that amounts to a significant conflict with the Development Strategy within the District Plan and objectives of the Buntingford Community Area Neighbourhood Plan. The proposal would be contrary to Policies DPS2

and TRA1 of the East Herts District Plan (2018), policy HD1 of the Buntingford Community Area Neighbourhood Plan and paragraphs 110 and 115 National Planning Policy Framework.

- 1.8 Policy DPS2 of the Local Plan and Policy HD1 of the Neighbourhood Plan cited in the reason for refusal are not transport policies and are out-of-date and of limited weight in the determination of this appeal.

- 1.9 RfR3 (as set out below) includes reference to Transport Policies to which ‘harm’ has been prescribed by the LPA.

The harms and policy conflicts identified are considered to significantly and demonstrably outweigh the benefits of the proposals in terms of delivery of new housing and other public infrastructure, having regard to NPPF paragraph 11d. As such the proposals fail to constitute sustainable development and would therefore conflict with the National Planning Policy Framework and Policies INT1, DPS2, GBR2, TRA1 and TRA2 of the District Plan (2018) and Policies BE2, ES1, HD1 and HD2 of the Buntingford Community Neighbourhood Plan (2017).

- 1.10 RfR4 states:

In the absence of a completed legal agreement the application fails to secure appropriate financial contributions to infrastructure to off-set the impact of the development on local infrastructure or to provide any affordable housing, custom/self-build housing, or active travel provisions and public transport improvements. As such the proposal is contrary to policies TRA1, DPS4, DEL1, DEL2, HOU3, CFLR1, CFLR7, CFLR9 and CFLR10 of the East Herts District Plan 2018, policies of the Buntingford Community Area Neighbourhood Plan and the National Planning Policy Framework.

- 1.11 This HSoCG has been prepared to record the points upon which the Appellant, the LPA and the LHA agree with respect to Highways, Traffic and Transportation and to set out particular details and aspects which may assist the Inquiry.

- 1.12 It is noted that where this HSoCG refers to the ‘Employment application’ reference is made to a separate application to the south of the Proposed Development, also brought forward by Hallam Land, which is also subject to an appeal (planning reference 3/24/1255/OUT), which if delivered, would share the same point of access on Baldock Road (albeit would connect with the southern side of the proposed roundabout via a separate arm). The description of that Employment application is as follows:

‘Outline planning application for development of employment land (flexible use B2, B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new access from A507, with all matters reserved except for access’.

- 1.13 The Employment application (ref: 3/24/1255/OUT) was refused by East Herts District Council. Reason for refusal 1 (RfR1) is specifically relevant to transportation and highways matters on that application. RfR1 references the grade crossing of the A10 which is provided for in both schemes:

‘Due to its siting and location, the proposals would be isolated and physically severed from the rest of Buntingford by the A10, with poor quality and unsafe active travel connections to the town. The provision of a signal-controlled crossing, at grade, located on the A10 in close proximity to the Baldock Road (A507/A10) roundabout due to its current road geometry, the characteristics of the traffic flows and unpredictable operation (of signalling) would create an unsafe environment for

pedestrians, cyclists and other highways users. As such the proposals represent an unsustainable and unsafe form of development and would not be acceptable in highway safety terms. The proposals would not provide a genuine choice of alternative travel modes, would not ensure that safe and suitable access can be achieved for all users and would not amount to sustainable development (in accordance with the NPPF). The development would also result in a form of development outside of the settlement boundary, which in addition to the above harm identified, amounts to a significant conflict with the Development Strategy within the District Plan and objectives of the Buntingford Community Area Neighbourhood Plan. The proposal would be contrary to Policies DPS2, ED1, TRA1 and TRA2 of the East Herts District Plan (2018), policy BE2 of the Buntingford Community Area Neighbourhood Plan, policies 1 (The Transport Users Hierarchy) and 5 (Development Management) of the Hertfordshire County Council Local Transport Plan 4 (May 2018)), and paragraphs 110 and 115 National Planning Policy Framework).

2.0 Drawings of Consideration in Statement of Common Ground

2.1 The drawings of consideration are as follows:

- **Appendix A: Land Use Components Plan** – Drawing Reference HLM082/018 Rev R
- **Appendix B: Baldock Road Roundabout – Northern Access** – Drawing Reference 23161_SK_T_029 P5
- **Appendix C: Forward Visibility Plan** – Drawing 23161_SK_T_023 P13 / Drawing 23161_SK_024 P2
- **Appendix D: Northern Parcel Throcking Lane Access** – Drawing 23161_SK_T_025 P4
- **Appendix E: Northern Bridge Crossing** – Drawing 23161_SK_T_032 P1 / Drawing 23161_SK_T_033 P1
- **Appendix F: Southern Bridge Crossing** – Drawing 23161_SK_T_021 P1 / 23161_SK_T_022 P2
- **Appendix G: Active Travel Connection to Buntingford Village Centre** – Drawing_SK_T_003 P5
- **Appendix H: (PRoW Enhancements RoW 35 and RoW 36) Proposed Cross Sections / Proposed Widening of PRoW 36** – Drawing 23161_SK_018_/ 23161_SK_T_034 P3.
- **Appendix I: Proposed Active Travel and Wayfinding Strategy** – Drawing 23161_SK_T_040 P2
- **Appendix J: Proposed 40mph Speed Limit and Crossing Signage** – Drawing 23161_SK_T_035 P3

3.0 Site Access and Layout

3.1 With regards to the development site access and layout, it is agreed that:

- The proposed access arrangements for the development, are indicated on the Land Use Components Plan drawing (**Appendix A**), and as shown in more detail in **Appendix B** and **Appendix D**, along with two additional active travel accesses (i.e. A10 Bridge Crossings), as shown in **Appendix E** and **Appendix F**. The cumulative access proposals are shown in (**Appendix C**) and demonstrate that access for pedestrians, cyclists and road users can be achieved cumulatively for the proposed development and proposed employment development to the south.
- If planning permission is granted, a condition and/or appropriate legal agreements will require the proposed development to be undertaken in general accordance with the approved plans and technical approvals.
- Although site layout is not being applied for, it is considered that a suitable on-site layout (addressing the needs of NPPF 117) featuring pedestrian and cycle facilities can be delivered subject to the details in the reserved matters application.
- The accessing of the proposals onto the A507 will not materially impact upon the function of that route as a rural main distributor which prohibits HGV through traffic with a 7.5T weight restriction.
- Parking provision for cars and cycles can be provided in accordance with local parking standards.
- The proposed Bus Strategy and on-site Mobility Hubs encourage sustainable travel by bus for future residents of the site.
- It is agreed that the proposals seek to satisfy the tests in the NPPF which relate to safe and suitable access.
- The future on-site layout, the connections to the adjacent network and the opportunities for onward travel to services and facilities, will present additional choices of sustainable travel modes.

4.0 Off-site Improvement Works

4.1 With regards to off-site improvement works, it is agreed that:

- Off-site footways, cycleways, toucan crossing, speed limit reductions are proposed east and west of the A10/A507 (not including the junction) these will add new infrastructure for existing and future pedestrians and cyclists on Baldock Road.
- Bus service upgrades and traffic calming infrastructure will bring benefits for public transport users.
- The proposed active travel corridor on A507 / B1038 Baldock Road (**Appendices B and G**) can be secured by condition and delivered through a section 278 agreement and will provide a route between the site and Buntingford town centre which accommodates pedestrians and cyclists.
- It is agreed that access is shown to be technically achievable to the A507 up to the business park junction on western side of the A10. In this regard the routes identified in matters not agreed section refer to the at grade crossing on the A10 and active travel connection east of the A10.
- It is agreed that there is, in outline, proposed walking and cycling infrastructure up to the proposed additional bridges, particularly to RoW36. It is also agreed that a safe access is technically achievable onto Throcking Lane. Furthermore, it is also agreed that the northern proposed bridge

crossing is safe and appropriate for people on foot, and that the central proposed active travel bridge is safe and suitable for pedestrians and the mobility impaired.

- The proposed active travel corridor on RoW 36 (**Appendix H**) can be secured by condition and delivered through a section 278 agreement and will provide a route between the site and Buntingford town centre.
- The new southern active travel bridge crossing (**Appendix F**) and the active travel route along RoW 36 (**Appendix H**) provide alternative pedestrian routes between the site and Buntingford town centre. That will be further complimented by the proposed northern footbridge crossing (**Appendix E**) linking RoW 41 and 35 which will provide pedestrian access but is not fully accessible to all users including cyclists
- Excerpts from the Definitive Maps and Definitive Statement and are attached in Appendix L.
- Provision of the two new active travel bridges (**Appendix E and F**) can be secured by condition and delivered through a Section 278 agreement.
- Provision of the new Toucan Crossing of the A10, the vehicular site access onto the A507 and the active travel route along Baldock Road can be secured by condition and delivered via a S278 agreement and a S38 agreement where works are not on the adopted highway.
- Enhancements to RoWs 35, and 36 (**Appendix H**) will provide benefits to existing and future residents of Buntingford and the development.
- The proposed Bus Strategy (**Appendix M**), including diversion of existing services into the proposed site will support users to travel to and from the site via a sustainable mode of transport.
- The proposed speed limit reductions on Baldock Road and Throcking Lane (as supported by the LHA's Speed Management Group) are acceptable subject to Road Safety Audits and signage strategy and can be delivered by the LHA. Speed limit reductions will enhance safety for all users on the existing road network.

5.0 Road Safety Audit

5.1 With regards to Road Safety Audit, it is agreed that:

- The Audit has been carried out to an agreed brief, by an approved Practitioner, as pre-agreed with the LHA (details set out in Doc Ref: 23161 TN11).
- A revision to that safety audit was submitted (Issue D2) in relation to the Employment application in Technical Note 14 as issued to East Herts on the 11th February 2026. The reason for that revision was to introduce and review the drawing showing routes on Baldock Road east of the A10 (as the LHA had previously mentioned had been omitted in error in the previously submitted audit). That updated RSA is included as **Appendix N**.
- There were no existing road safety concerns reported on the off-site network.
- The Audit concluded that the segregation of cycle movements from the roundabout combined with positive control of cycle and pedestrian crossing movements on the A10 is likely to enhance safety for vulnerable user supporting both a safe system approach and the change in hierarchy of need identified in the latest version of the Highway Code.

-
- The Highway Authority raised concerns with the conclusions of the Audit (issued in February 2026) in connection with the Toucan crossing over the A10 and proposed speed reductions.
 - There is sufficient highway land to take on board further design recommendations as may be raised through a future Road Safety Audit process at the Section 278 stage.

6.0 Site Accessibility and Sustainability

6.1 **Appendix K** provides the relevant outputs from the recent DfT Connectivity Tool, for East Hertfordshire and the Site.

6.2 It is agreed that:

- There are facilities within Buntingford accessible within a 2km walking distance from the centre of the proposed site including the main shopping facilities in the High Street and Ward Freman School.
- The proposals will provide access to bus, walking, cycling, and sustainable travel, through providing infrastructure, funding and implementing a Travel Plan which seeks to prioritise the use of sustainable modes for all users.
- In terms of walking, there are three publicly accessible routes connecting the site across the A10 and then multiple routes to and through the town.
- The proposed and existing cycle infrastructure, speed limit reductions and traffic calming make provision for cycling.
- Details of bus routes that may serve the development and connect it to Buntingford have been worked up with HCCs Public Transport Unit and an initial cost of providing such services has been agreed in principle with the Appellant.
- The enhancements to public transport arising from the proposals will enhance accessibility by bus.
- Residents of the proposed development will have the option to travel sustainably to other nearby towns, local facilities and employment centres by bus.

Zero and Ultra-low emission vehicles are a sustainable mode of transport. The development will facilitate the use of these vehicles through providing charging facilities in accordance with standards.

7.0 Travel Plan and Financial Contributions

7.1 It is agreed that the Framework Travel Plan, which was prepared by Jubb (now Ridge) and submitted with the application is suitable in principle.

7.2 The modal shift targets set out in the Framework Travel Plan suggest a reduction in the reliance on the private car is achievable.

7.3 It is agreed that the measures (and corresponding modal shift targets) set out in the Framework Travel Plan are intended to reduce the reliance on unsustainable private cars.

7.4 As set out in Doc Ref: 23161 TN11 it is agreed that the Appellant will provide the following financial contributions towards supporting the Travel Plan and its measures;

- £1.5 million bus contribution (£300,000 every year for 5 years) to allow service 331 to be provided at a 30-minute frequency

-
- Provision of £500 per dwelling for travel vouchers to be used for public transport tickets or bicycles / bicycle equipment.

8.0 Traffic Impact Assessments

- 8.1 The following existing and proposed junctions on the local highway network have been assessed in the submitted TA and subsequent Transport Technical Note:
1. Proposed Site Access/A507
 2. A10 Buntingford Bypass/Ermine Street;
 3. A10 Buntingford Bypass/Throcking Lane;
 4. A10 Buntingford Bypass/A507 Baldock Road/B1038 Baldock Road;
 5. B1038 Baldock Road/High Street;
 6. B1038 High Street/Station Road/B1038 Hare Street Road;
 7. A10 Buntingford Bypass/London Road
- 8.2 It is agreed that the traffic impacts of the development have been assessed in detail based upon accepted modelling. It is agreed that there will be no residual cumulative highway impacts on the local highways network, in terms of increase in traffic flows that can be considered to be significant or severe.
- 8.3 It is agreed that the traffic impact related tests in the NPPF are satisfied by the proposals.

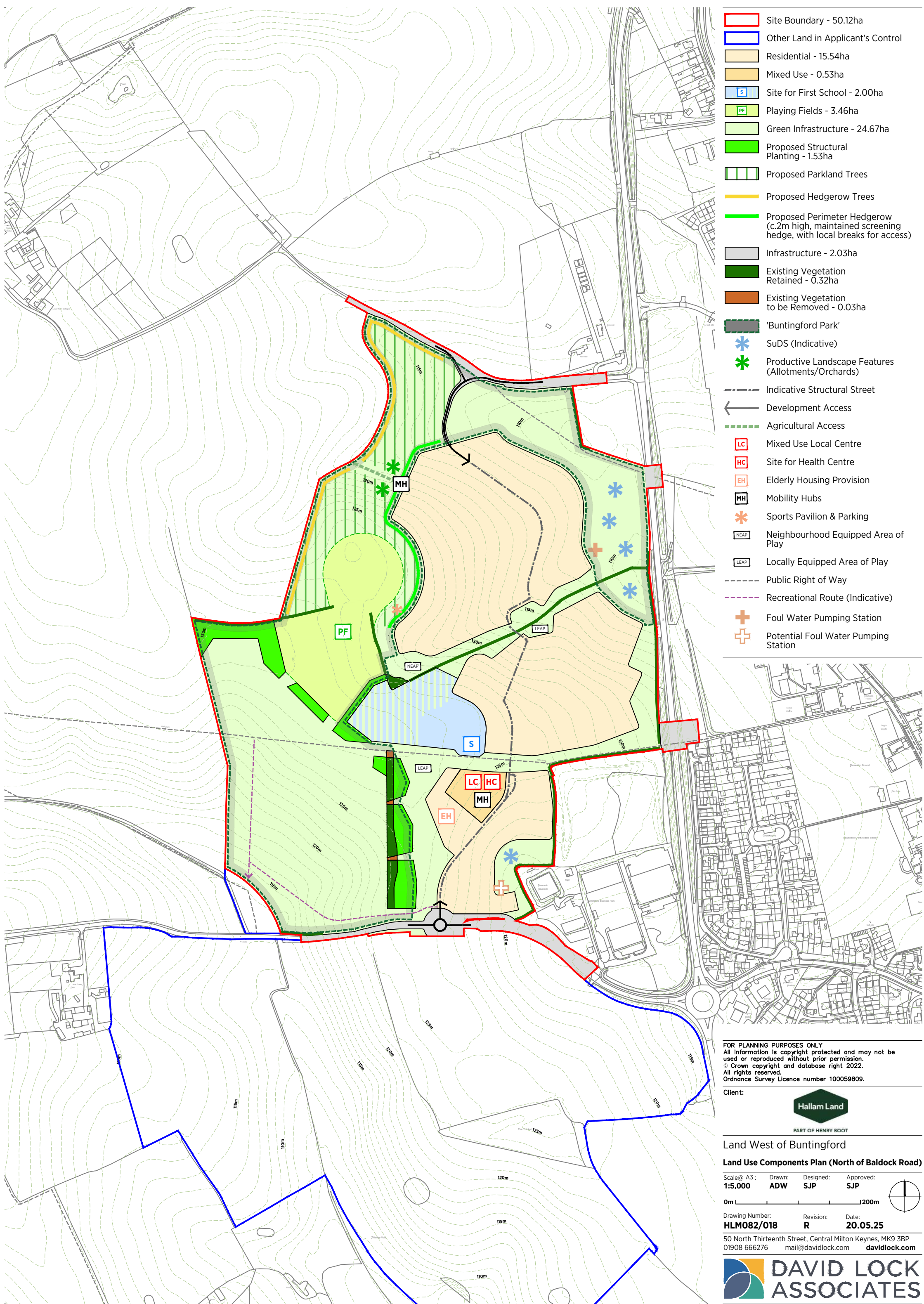
9.0 Matters Not Agreed

- 9.1 The Appellant does not agree with the Local Planning and Highway Authorities on the following matters:
- 9.2 Whether the proposal offers a walking and cycling route to the east of the site which can be considered socially-safe at all times of day (including at night), suitable for all users.
- 9.3 Whether significant physical barriers prevent active travel connections to and from the town centre/key facilities within the town.
- 9.4 Whether the proposed development will be isolated and severed from the main town of Buntingford.
- 9.5 Whether a safe pedestrian and cycle crossing can be secured at grade level over the A10 which enables the active travel corridor to be delivered between the development and the town centre.
- 9.6 Whether the Road Safety Audit is comprehensive and has been finalised to the satisfaction of the Highway Authority.
- 9.7 Whether the proposed speed limit reductions on the A10 are agreed with the LHA, in accordance with the findings of the Road Safety Audit.
- 9.8 Whether the active travel connections and routes are or can be made acceptable in consideration of best practice set out in Active Travel England Guidance or Local Transport Note LTN1/20, including the design of dedicated infrastructure and on-carriageway and traffic management measures.

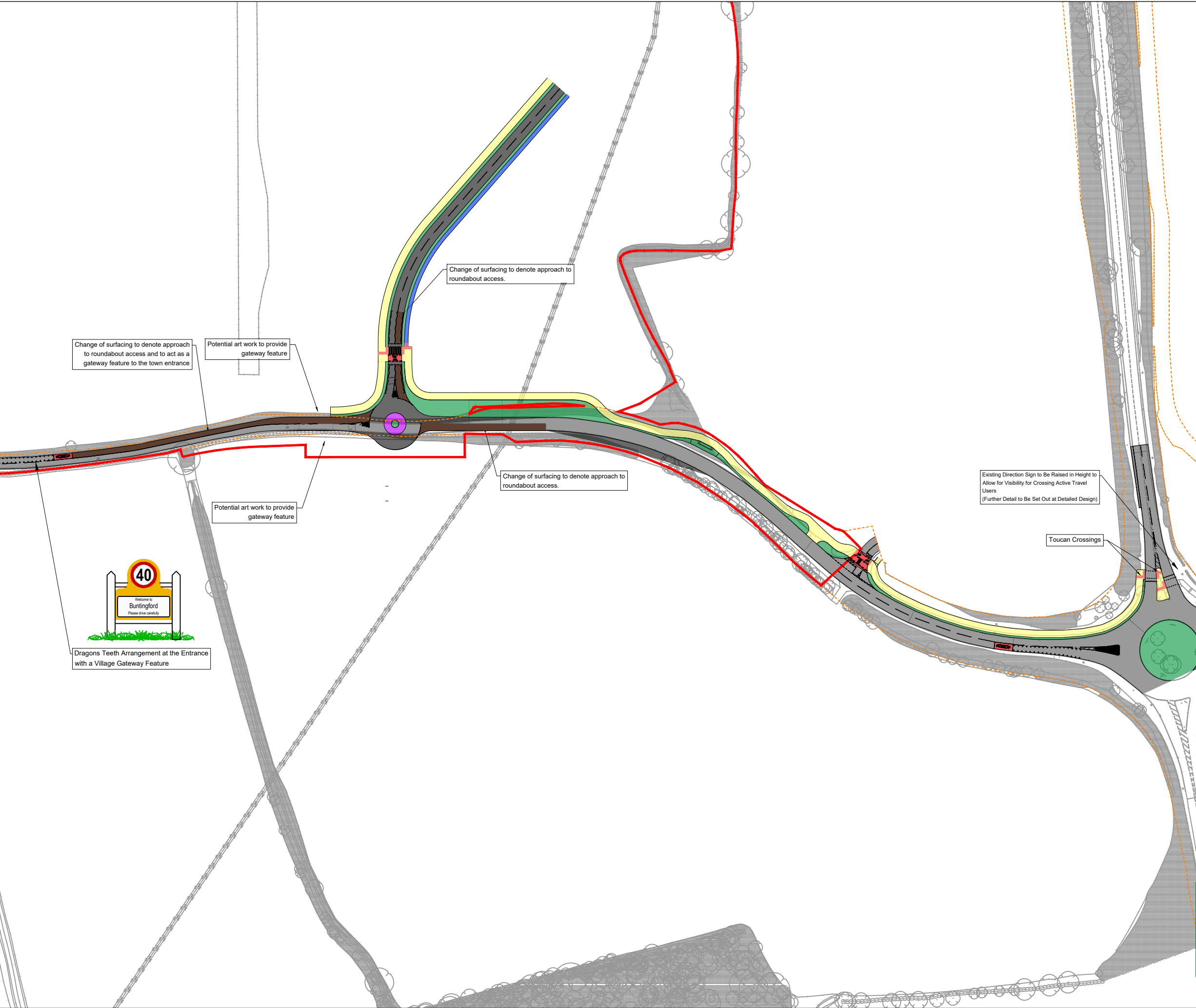
-
- 9.9 Whether the financial contributions towards bus improvement measures and proposed route extensions and diversions will make a significant or meaningful difference to the modal shift towards reducing car use.
 - 9.10 That the promoting of bus, walking, cycling, and sustainable travel, through providing infrastructure, funding and implementing a Travel Plan prioritises the use of sustainable modes for all users.
 - 9.11 In travel terms, the site could not be regarded as being isolated or locationally unsustainable from an access or social perspective.
 - 9.12 Whether there are (any) special circumstances to allow a new access from the A507 to the site.
 - 9.13 Whether the proposals comply with policies TRA1 or TRA2 of the EH District Plan or the relevant policies in Local Transport Plan 4.
 - 9.14 The weighting given to the significance of any harm identified (in respect to RfR1 and RfR3) where it relates to the above issues.
 - 9.15 Whether the connections to the adjacent network and the opportunities for onward travel to services and facilities, will present realistic choices of sustainable travel modes.
 - 9.16 Whether the off-site proposed toucan crossing, speed limit reductions, and traffic calming infrastructure will bring benefits for existing pedestrians and cyclists and public transport users.
 - 9.17 Whether the central proposed active travel bridge is safe and suitable for cyclists.
 - 10.0 Whether the delivery of works on RoW 36 (Appendix H), delivered through a section 278 agreement, are subject to landowner being identified and party to any agreement.

Appendices

Appendix A: Land Use Components Plan



Appendix B: Baldock Road Roundabout – Northern Access



LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area

P5	15.04.26	Revision	TL	JD
P4	23.03.26	Revision	TL	JD
P3	22.08.25	Revision	DL	JD
P2	15.08.25	Revision	DL	JD
P1	16.04.25	Preliminary issue	DL	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT -
NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

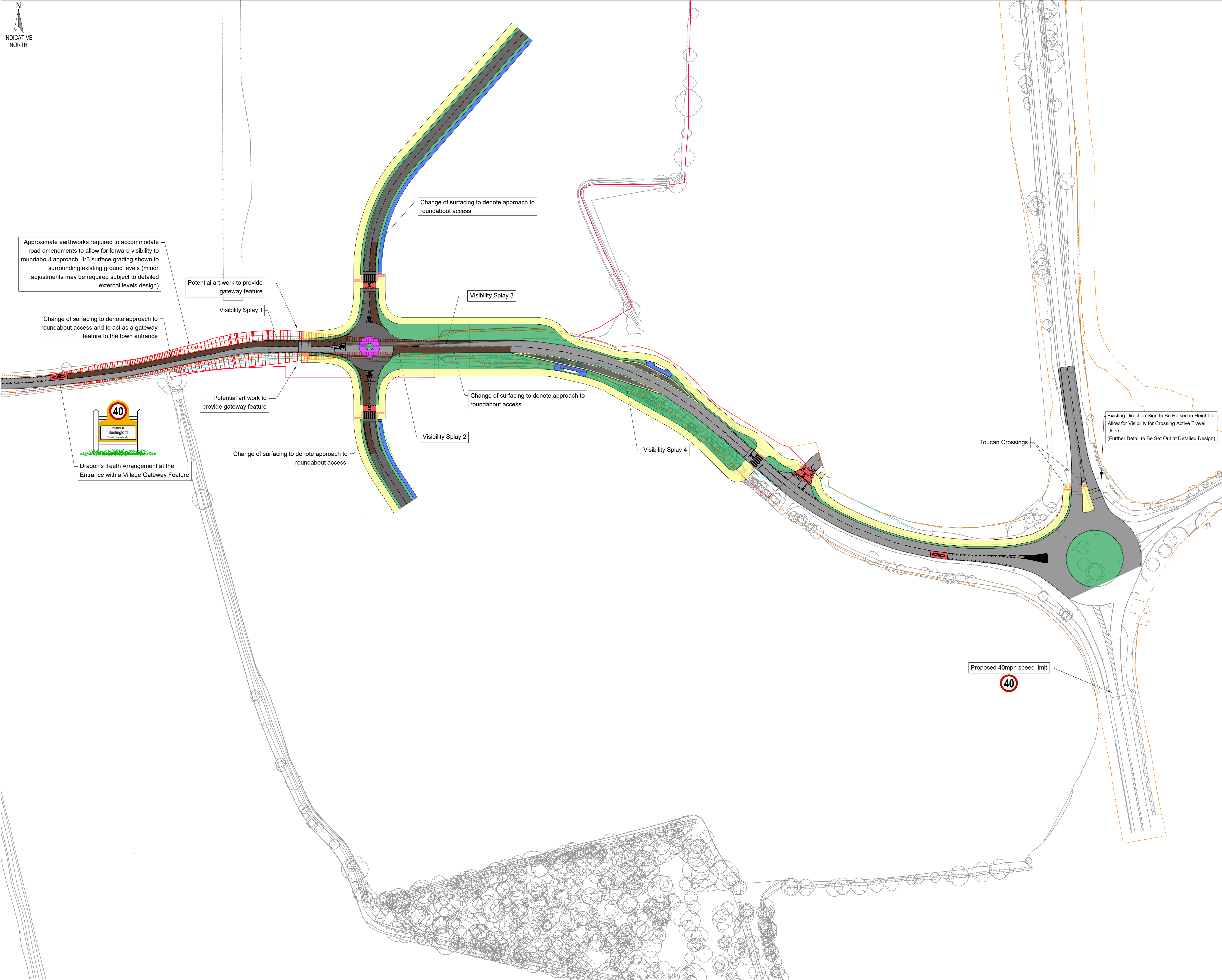
SCALE@A3:
1:2000

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 029	REV: P5

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix C: Forward Visibility Plan



LEGEND	
	Site Boundary
	Highway Boundary
	Proposed Carriageway
	Existing Carriageway
	Proposed Pedestrian Path / Footway
	Proposed Shared Pedestrian and Cyclist Path
	Verge
	Coloured Surface Treatment At Roundel Crossing
	Coloured Surface Treatment On Approach To Access
	Overrun Area
	Visibility Splay (40mph, 1.5m x 120m)
	Forward Visibility Splay (40mph, 120m)
	Visibility Splay (30mph, 1.5m x 43m)

P13	15.04.26	Amendments	TL	JD
P12	10.03.26	Amendments	TL	JD
P11	06.02.25	Amendments	TL	JD
P10	06.01.26	Revision	TL	JD
P9	03.12.25	Revision	BT	JD
P8	22.08.25	Revision	DL	JD
P7	15.08.25	Revision	DL	JD
P6	08.04.25	Revision	DL	JD
P5	31.03.25	Revision	DL	JD
P4	20.03.25	Revision	BB	JD
P3	12.03.25	Revision	DL	JD
P2	03.02.25	Grading updated	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD

Rev	Date	Description	By	Apvd
-----	------	-------------	----	------

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

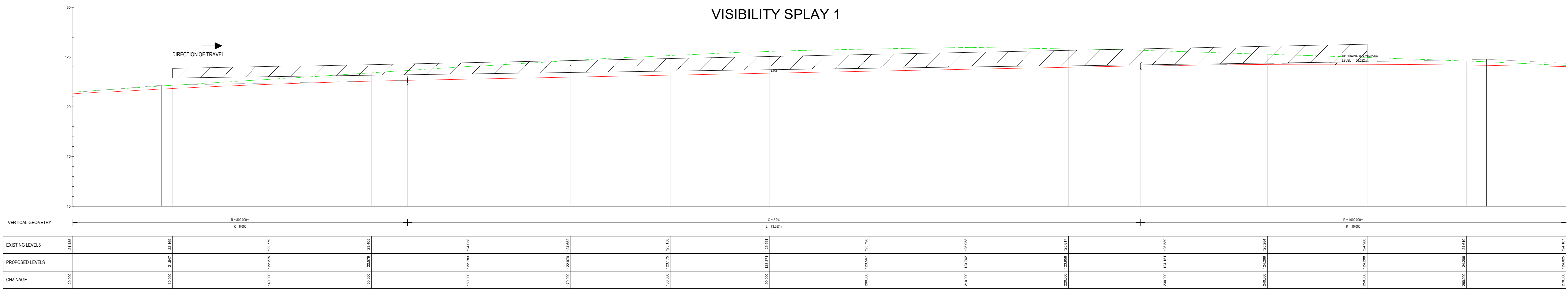
PROJECT REF: 23161	STATUS: N/A
DRAWING No: 023	REV: P13

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

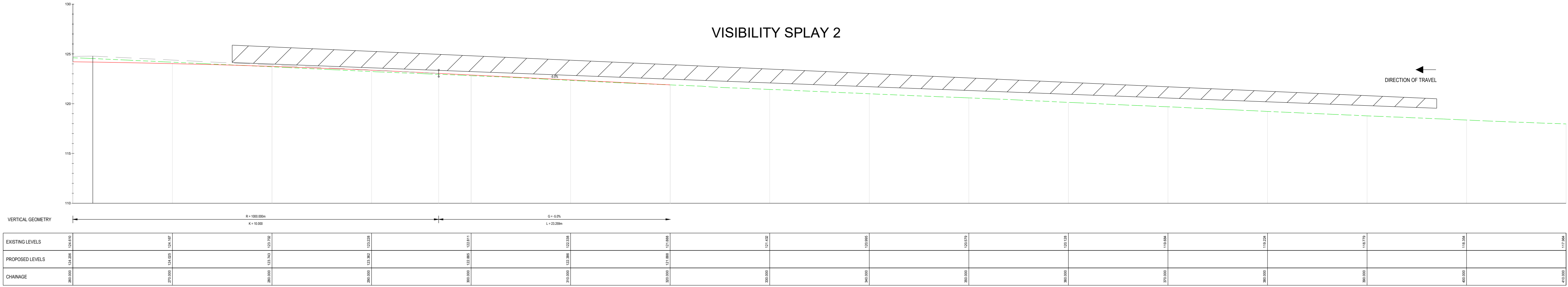
RIDGE



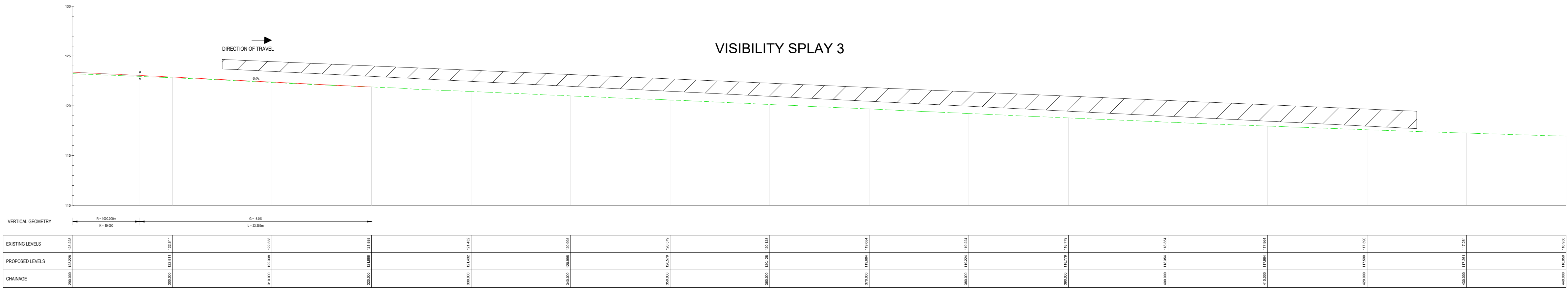
VISIBILITY SPLAY 1



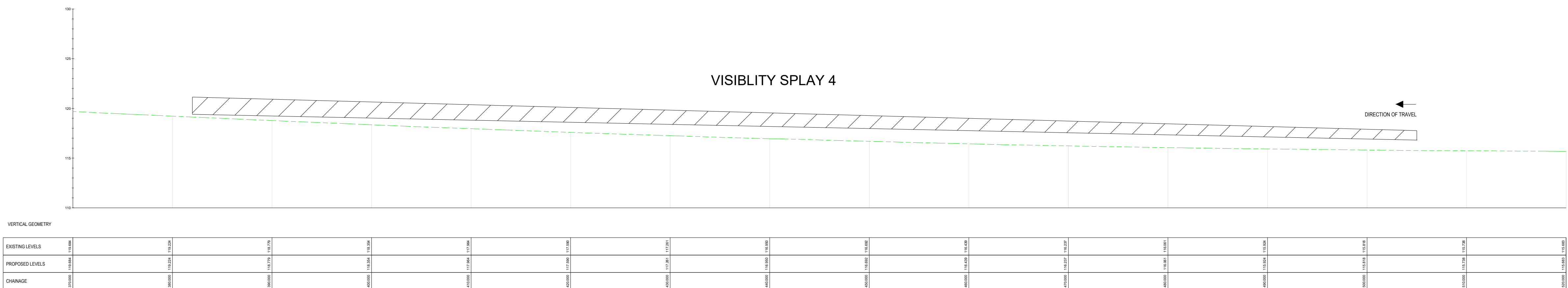
VISIBILITY SPLAY 2



VISIBILITY SPLAY 3



VISIBILITY SPLAY 4



- LEGEND
- Existing Ground
 - Proposed Road
 - Forward Visibility Splay (Envelope of Visibility)

P2	03.02.25	Preliminary Issue	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

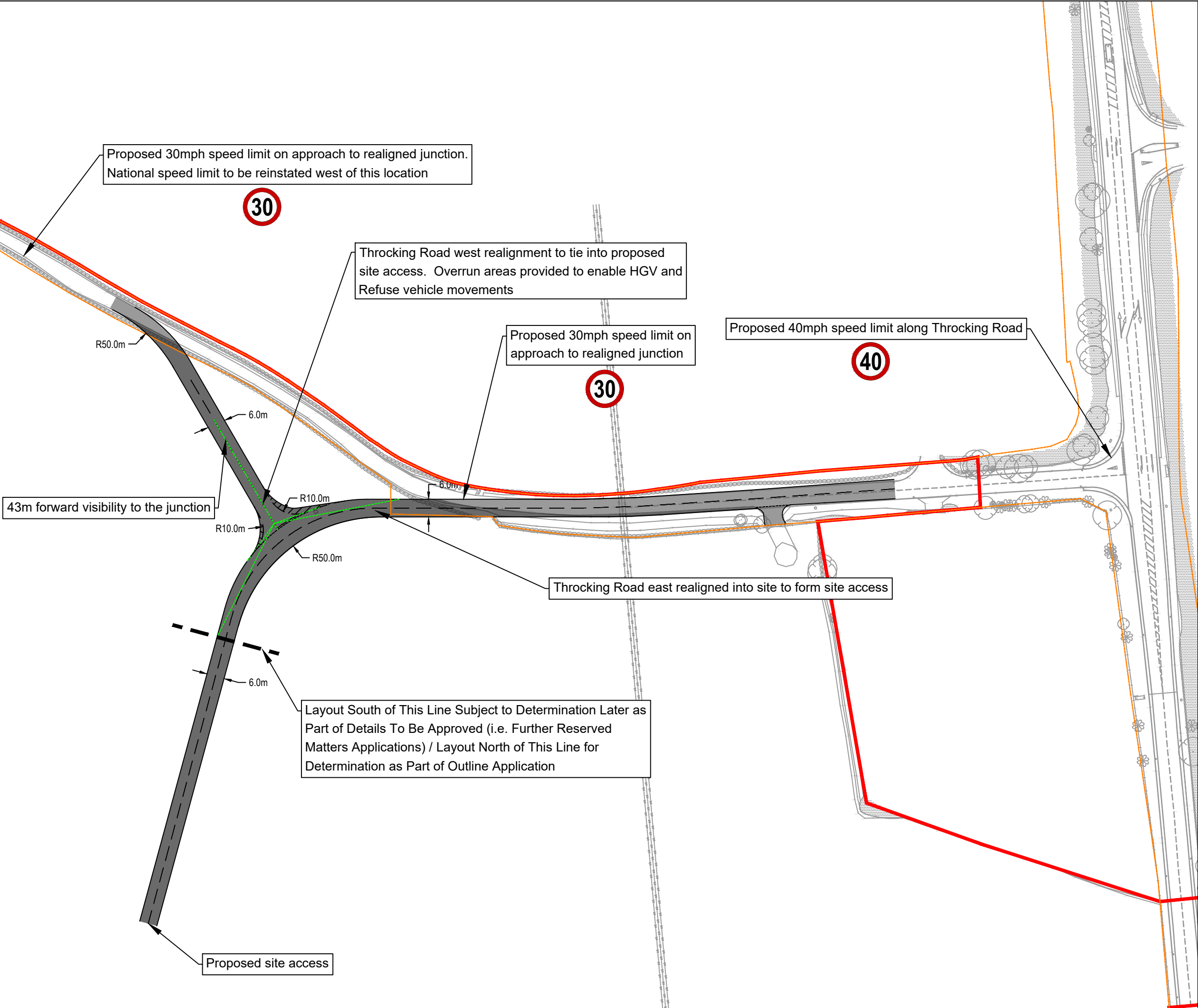
SCALE@A1:
NTS

PROJECT REF:
23161
DRAWING No:
024

STATUS:
N/A
REV:
P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Appendix D: Northern Parcel Throcking Lane Access



LEGEND

- Site Boundary
- 2.4m x 43m Visibility Splays (30mph)
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway

P4	01.04.26	Revision	TL	JD
P3	16.04.25	Revision	DL	JD
P2	26.03.25	Revision	DL	JD
P1	13.03.25	Preliminary issue	DL	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
NORTHERN PARCEL THROCKING LANE
ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

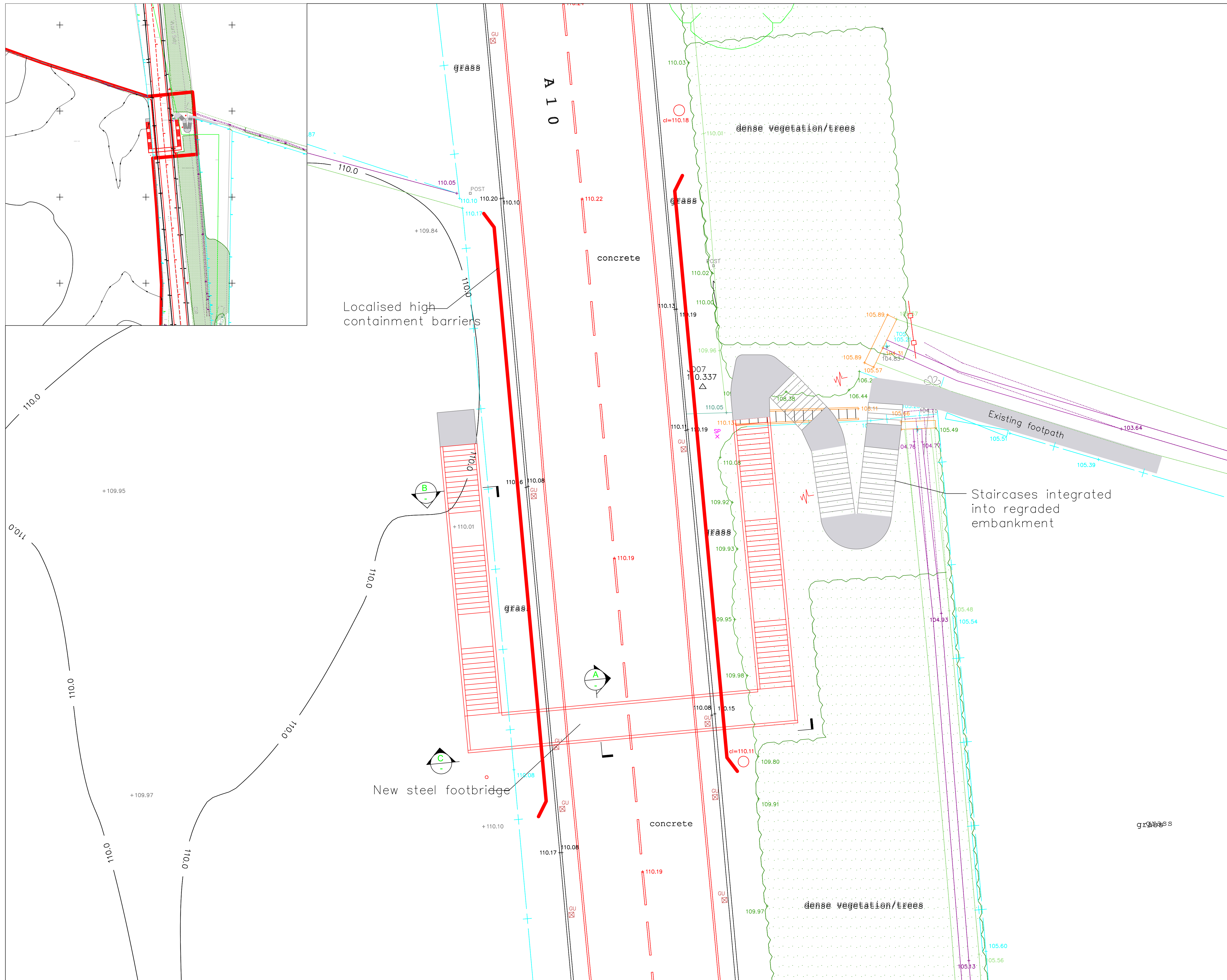
SCALE@A3:
1:1250

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 025	REV: P4

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix E: Northern Bridge Crossing



P1	24.04.25	Preliminary issue	BB	JD
<i>Rev</i>	<i>Date</i>	<i>Description</i>	<i>By</i>	<i>Apvd</i>

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing

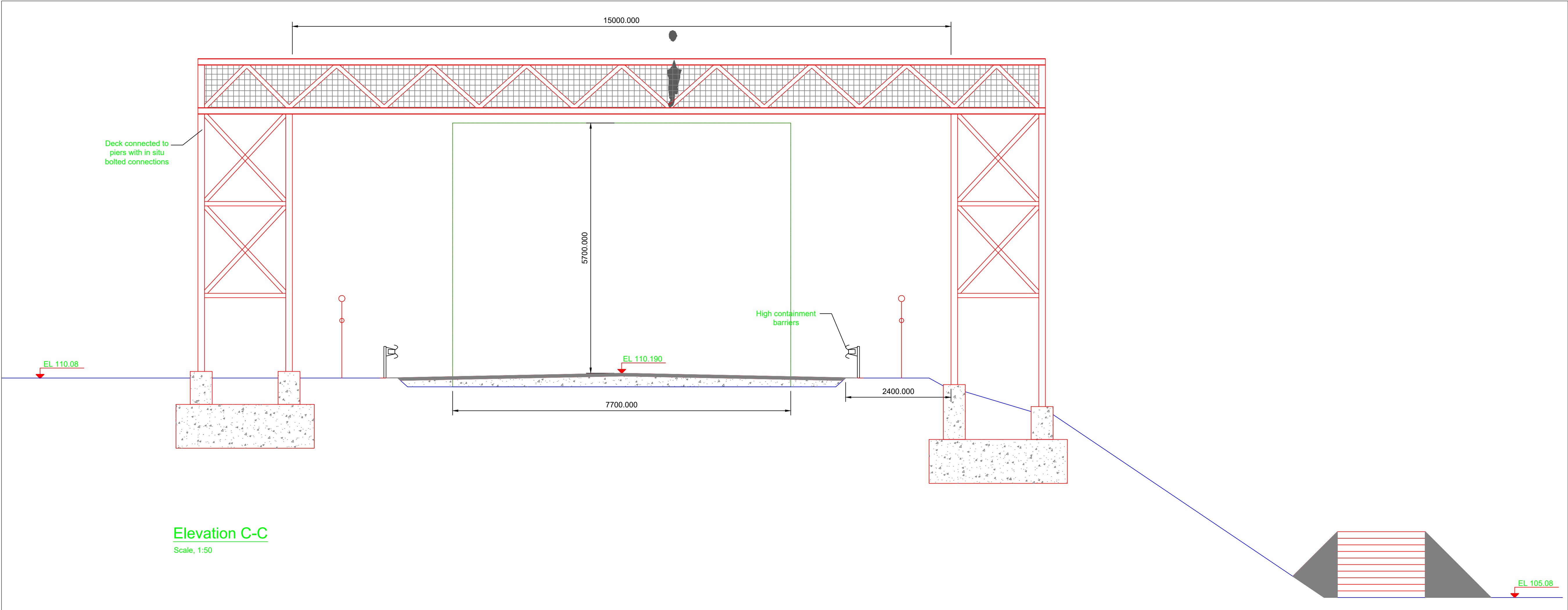
CLIENT:
Hallam Land Management

SCALE@A1:
1:100 and 1:1000

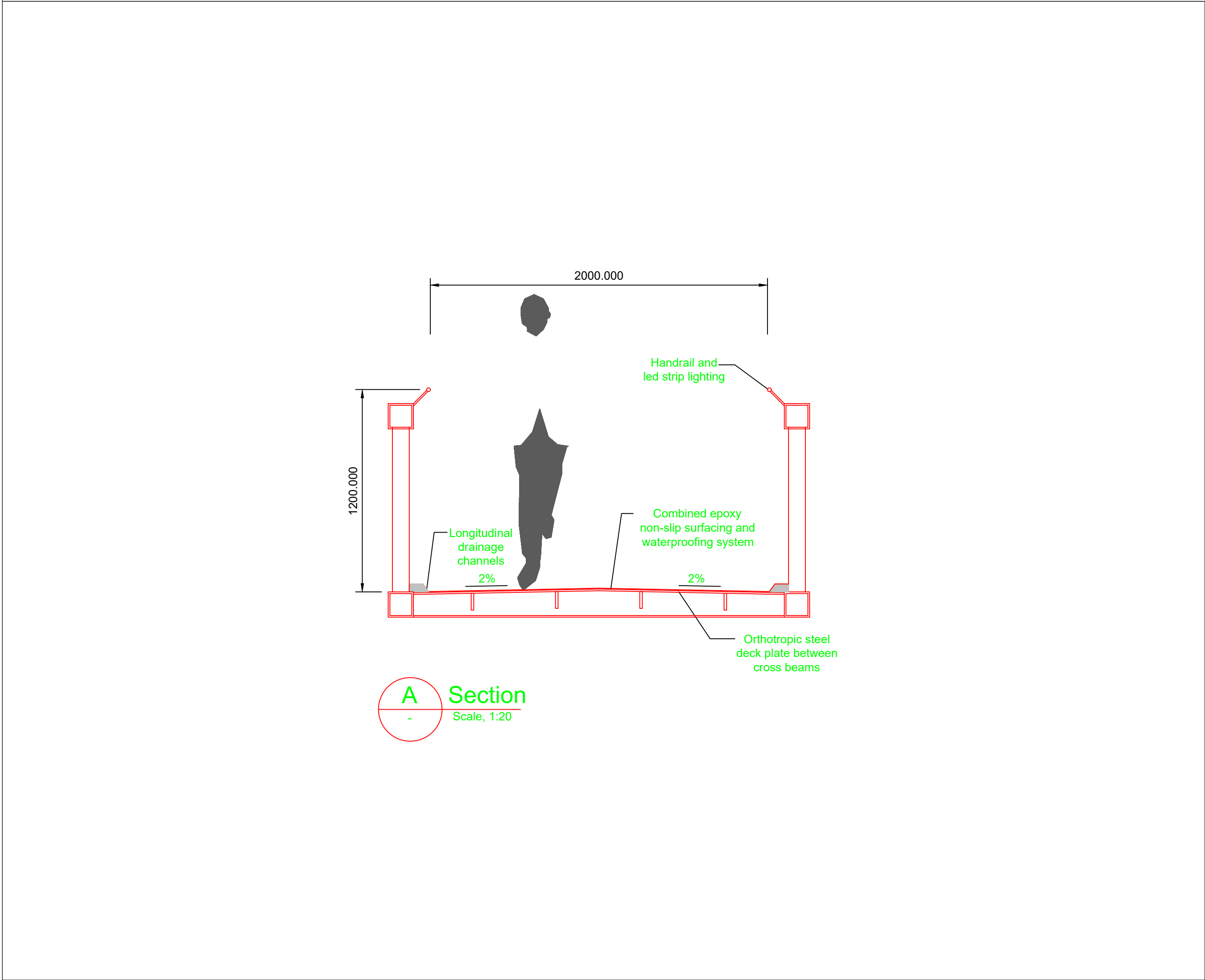
PROJECT REF:	STATUS:
23161	N/A
DRAWING No:	REV:
032	P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

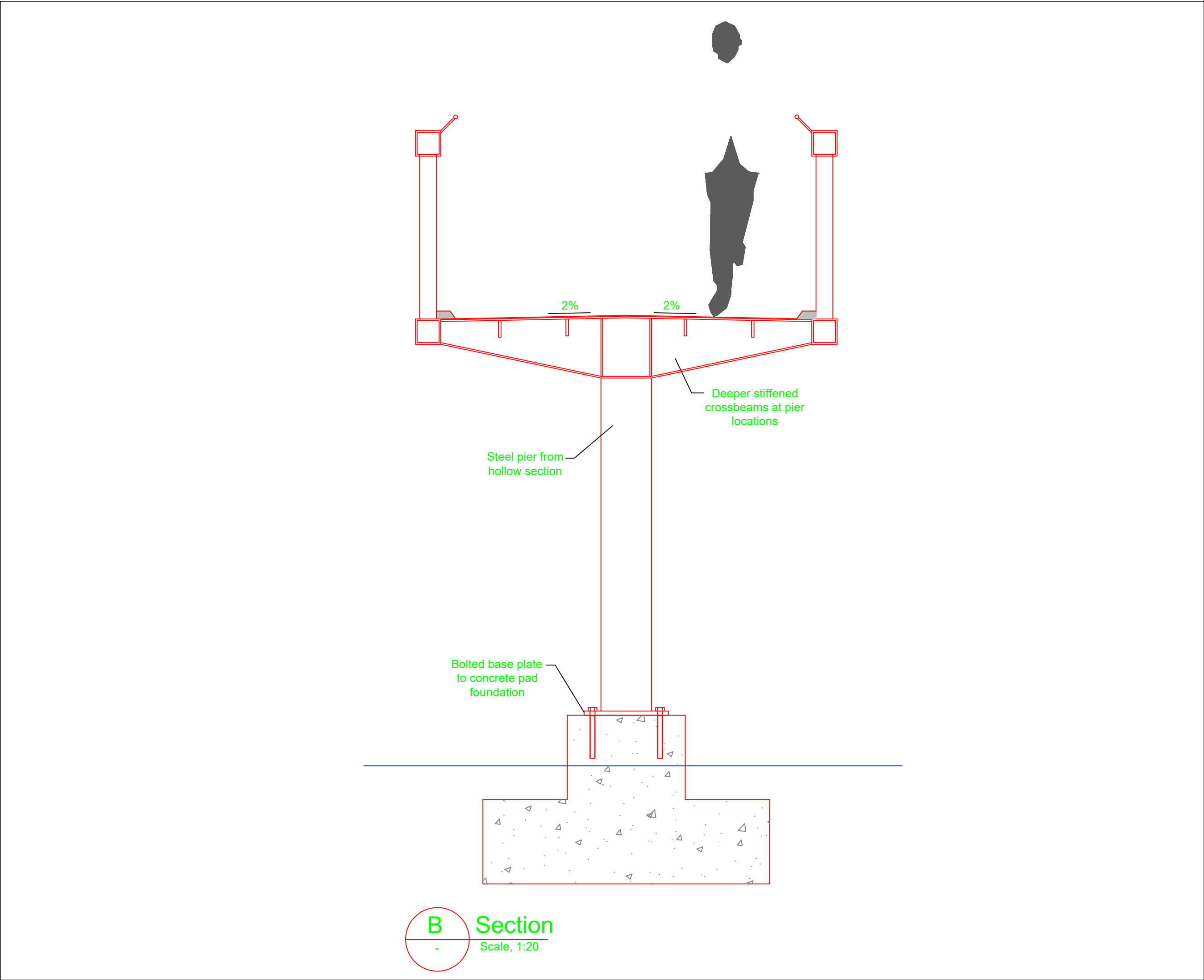




Elevation C-C
Scale, 1:50



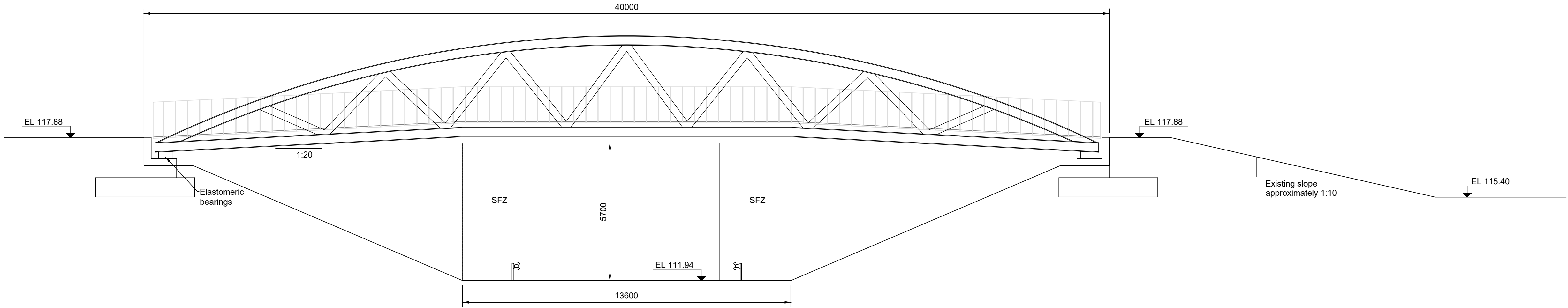
Section A
Scale, 1:20



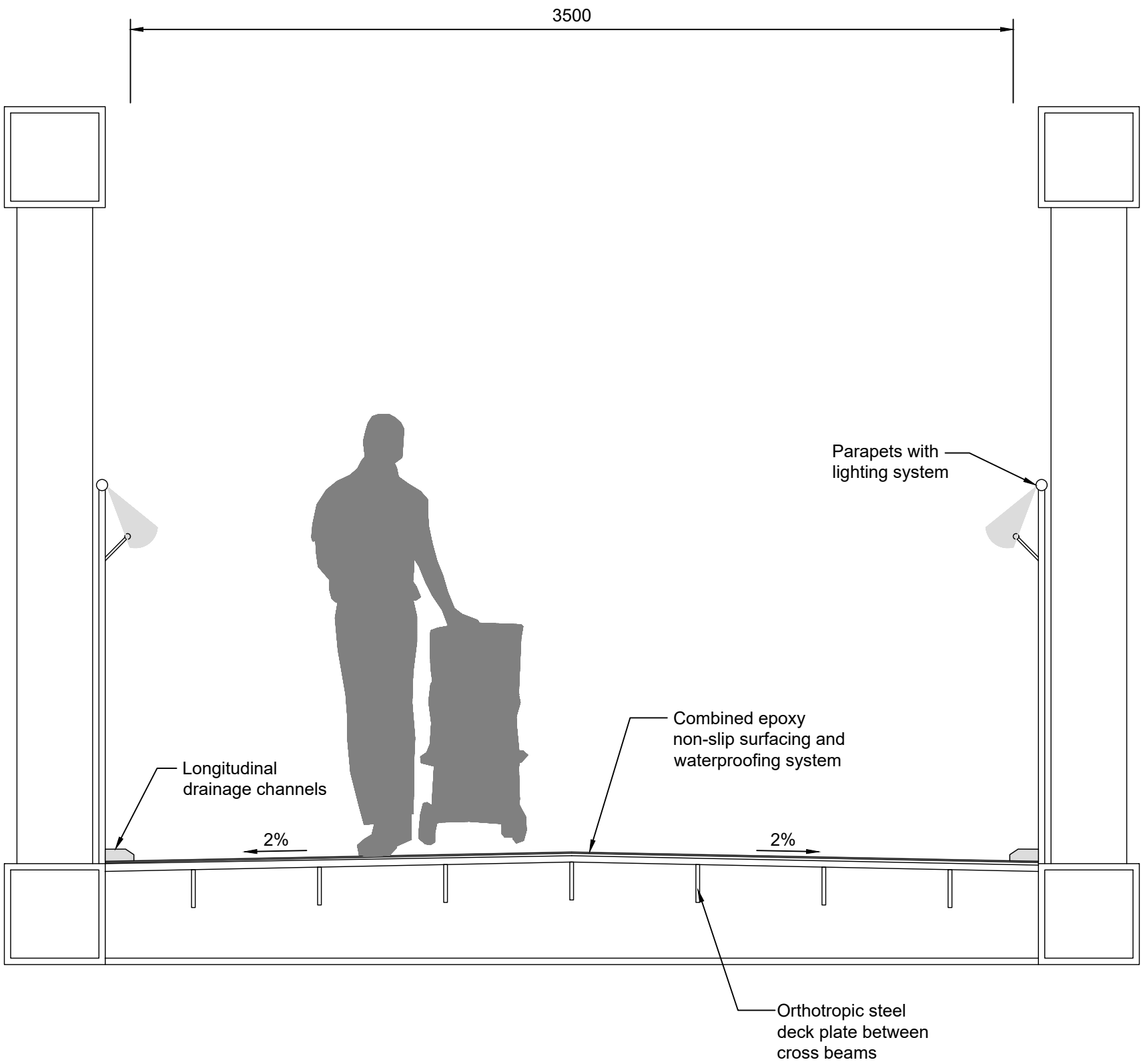
Section B
Scale, 1:20

P1	24.04.25	Preliminary Issue	BB	JD
Rev	Date	Description	By	Apvd
PROJECT: Buntingford				
TITLE: Northern Bridge Crossing - Elevations				
CLIENT: Hallam Land Management				
SCALE@A1: Individual				
PROJECT REF: 23161			STATUS: N/A	
DRAWING No: 033			REV: P1	
Revision Referencing P = Preliminary A = Approval T = Tender C = Construction				

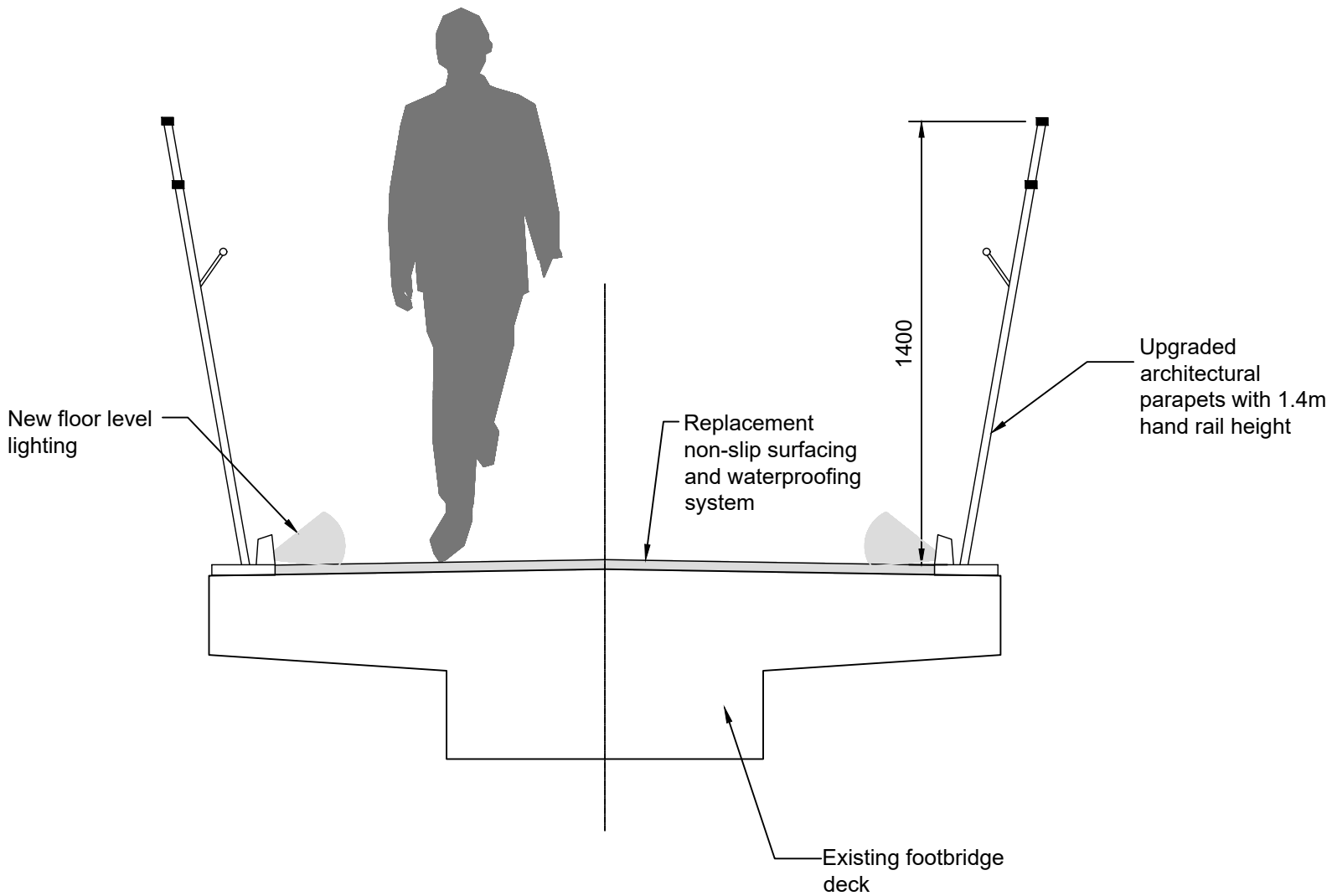
Appendix F: Southern Bridge Crossing



Elevation A-A
Scale, 1:100



B Section
Scale, 1:20



P2	17.04.25	Revision	DL	JD
P1	06.12.24	Preliminary issue	DL	JD
Rev	Date	Description	By	Apvd

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF: 23161
DRAWING No: 022

STATUS: N/A
REV: P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Appendix G: Active Travel Connection to Buntingford Village Centre



LEGEND

Site Boundary

Highway Boundary

Existing Carriageway

Verge

Proposed Shared Pedestrian and Cyclist Path

Existing Footway

Coloured Surface Treatment

N

INDICATIVE NORTH

03060

Meters

P5	03.12.25	Revision	BT	JD
P4	22.08.25	Revision	DL	JD
P3	15.08.25	Revision	DL	JD
P2	12.03.25	Revision	DL	JD
P1	17.07.23	Preliminary issue	MK	MG

Rev

Date

Description

By

Apvd

PROJECT:

BUNTINGFORD

TITLE:

ACTIVE TRAVEL CONNECTION TO BUNTINGFORD VILLAGE CENTRE

CLIENT:

HALLAM LAND MANAGEMENT

SCALE@A1:

1:1000

PROJECT REF:

23161

DRAWING No:

003

REV:

P5

Revision Referencing

P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix H: (PRoW Enhancements RoW 35 and RoW 36) Proposed Cross Sections / Proposed Widening of PRoW 36



LEGEND

Existing Path

Hedge Area

Proposed Northern Footbridge

Proposed surfacing and potential inclusion of barrier provision near drainage ditch

Existing hedges to be cut back to achieve typical 2.5m width

Bollard lighting

Existing surface to be resurfaced

Typical 2.5m width

Area to the back of employment to be resurfaced, bollard lit and hedges trimmed to introduce a typical 2.5m width

Existing hedges to be cut back to achieve typical 3m width

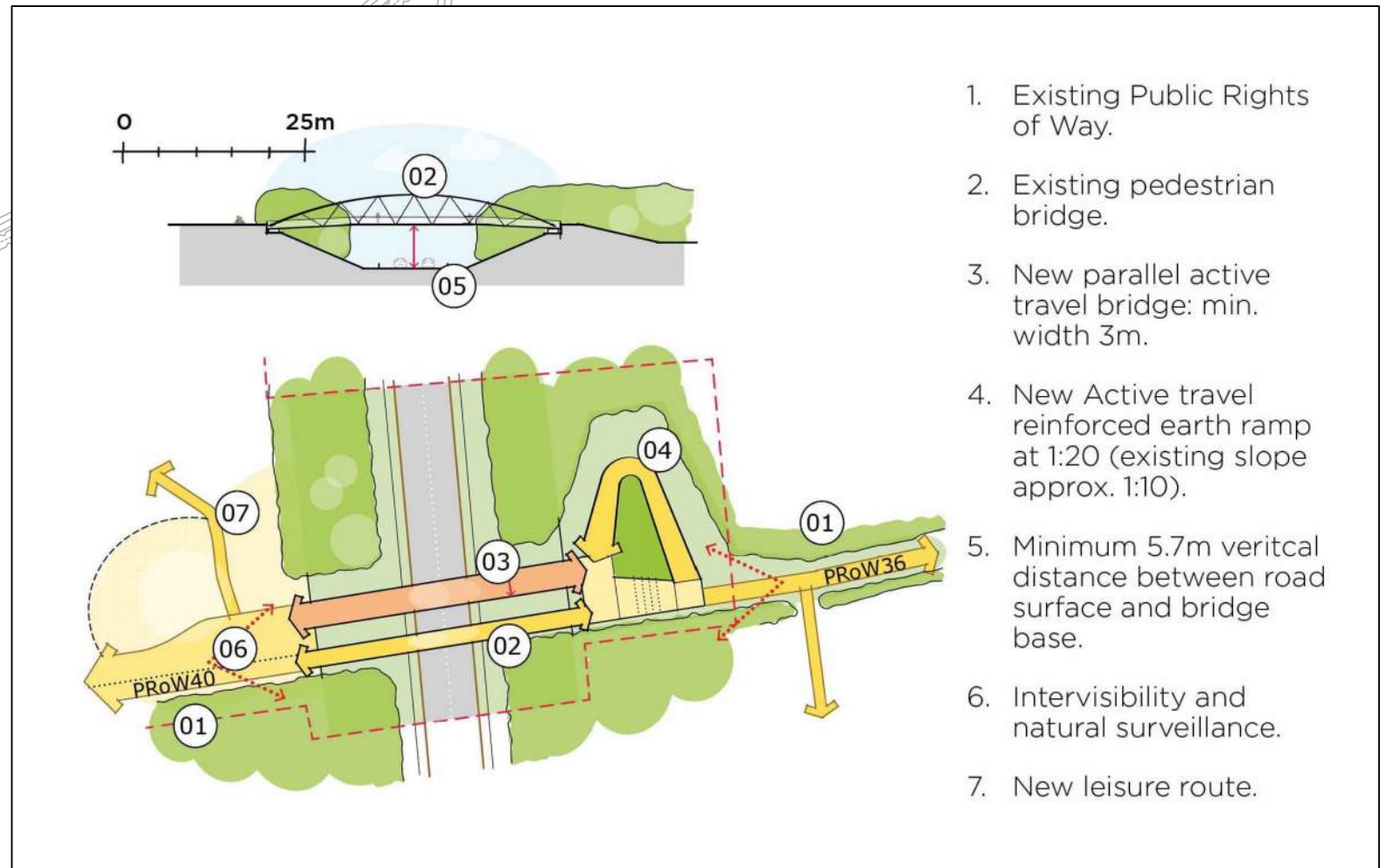
Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Proposed additional bridge crossing alongside existing bridge



P2	25.04.25	Amendment	DL	JD
P1	02.10.24	Preliminary issue	BT	JD
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED CROSS SECTIONS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF:
23161
DRAWING No:
0018

STATUS:
N/A
REV:
P2

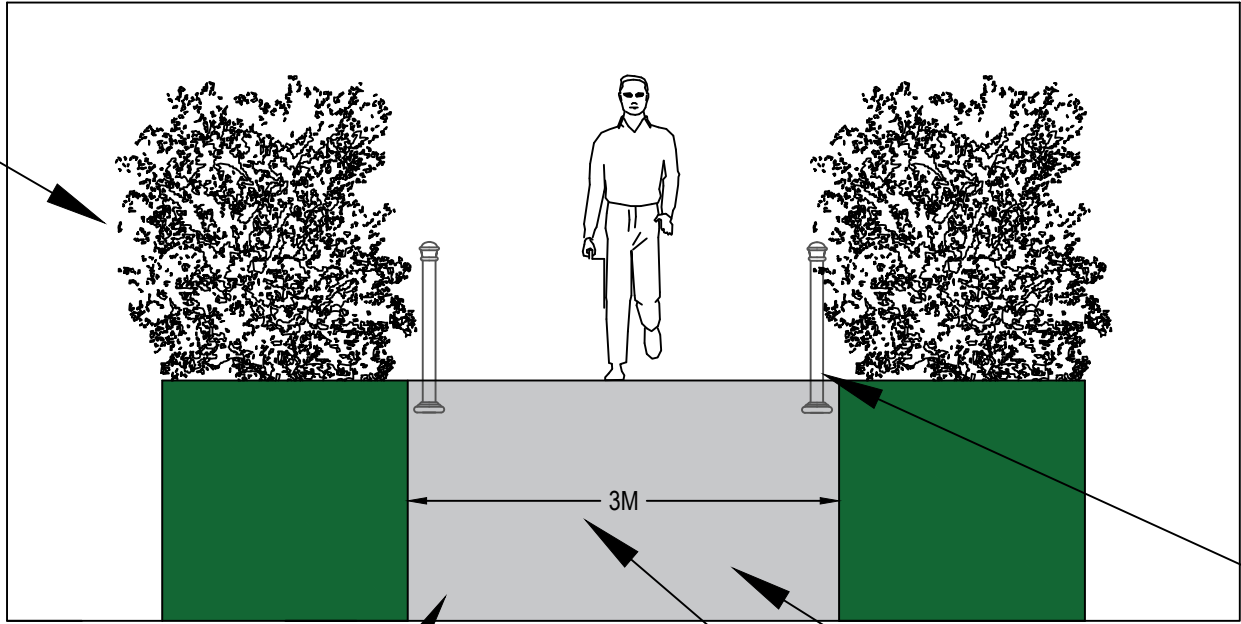
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



LEGEND

Proposed Shared Pedestrian and Cyclist Path

Existing hedges to be cut back to achieve typical 3m width

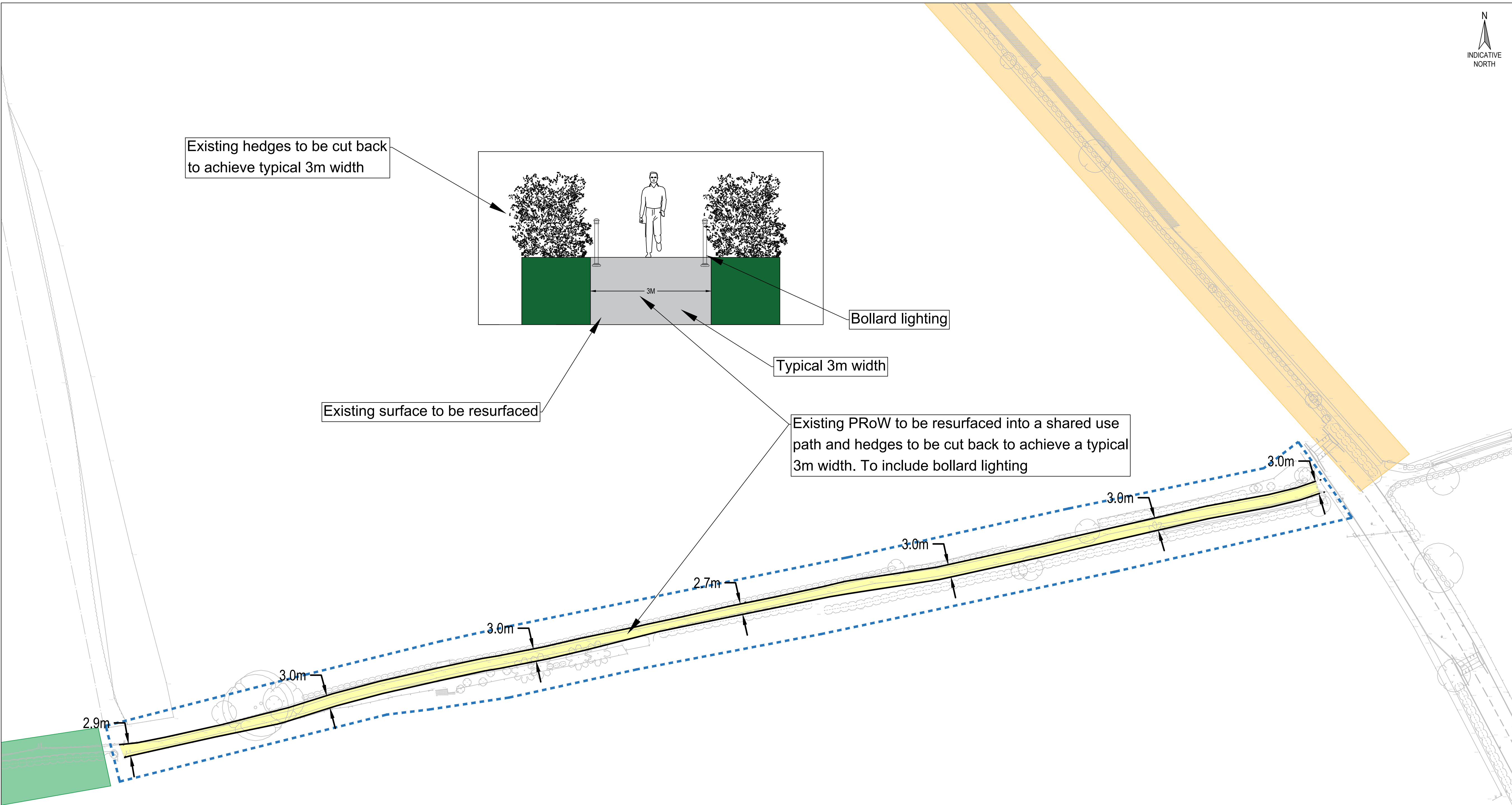


Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRow to be resurfaced into a shared use path and hedges to be cut back to achieve a typical 3m width. To include bollard lighting



P3	16.04.26	Revision	TL	JD
P2	22.08.25	Revision	DL	JD
P1	21.08.25	Preliminary issue	DL	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED WIDENING OF PROW 36

CLIENT:
HALLAM LAND MANAGEMENT LTD

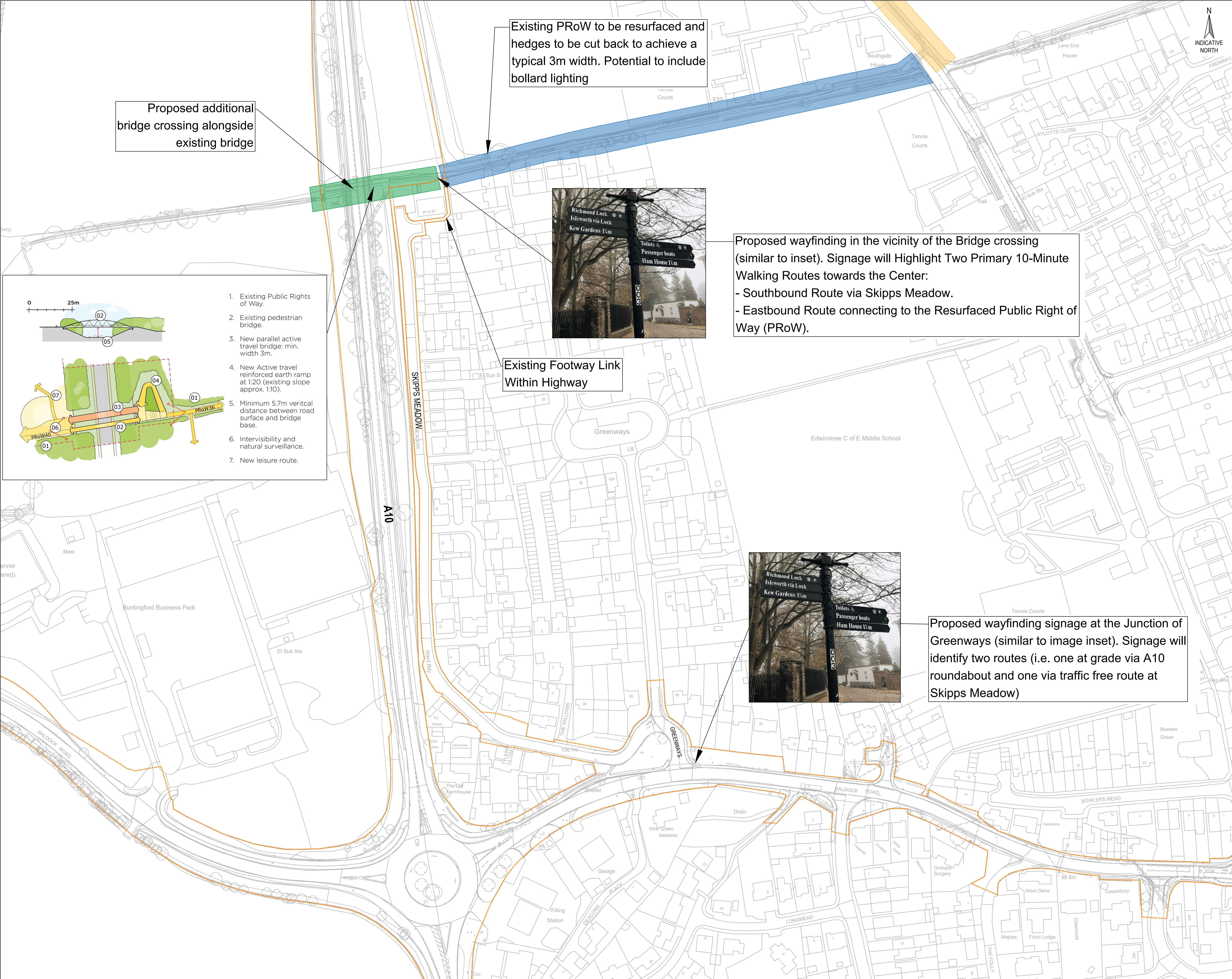
SCALE@A1:
NTS

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 0034	REV: P3

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix I: Proposed Active Travel and Wayfinding Strategy



Proposed additional bridge crossing alongside existing bridge

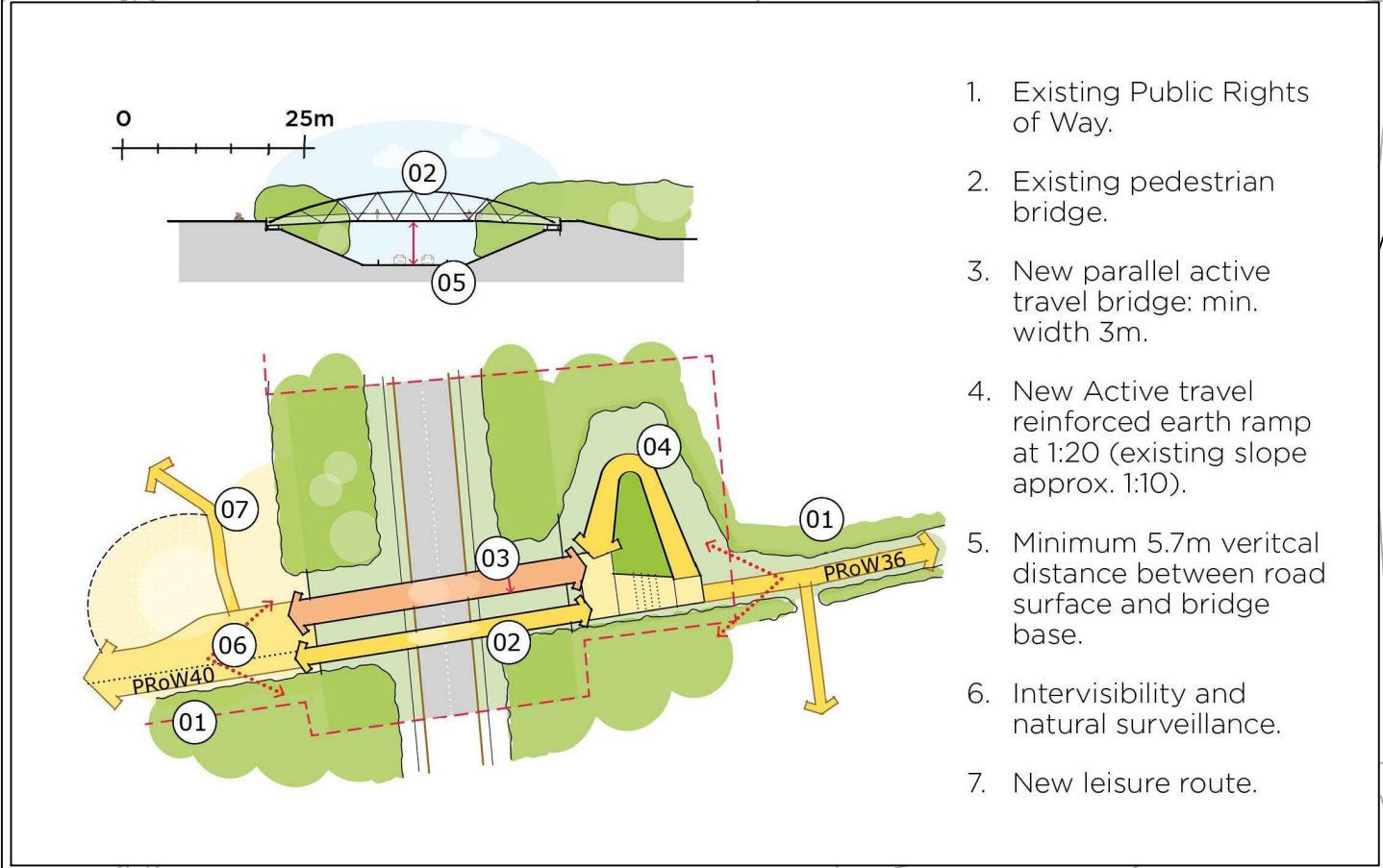
Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Existing Footway Link Within Highway

Proposed wayfinding in the vicinity of the Bridge crossing (similar to inset). Signage will Highlight Two Primary 10-Minute Walking Routes towards the Center:

- Southbound Route via Skipp's Meadow.
- Eastbound Route connecting to the Resurfaced Public Right of Way (PRoW).

Proposed wayfinding signage at the Junction of Greenways (similar to image inset). Signage will identify two routes (i.e. one at grade via A10 roundabout and one via traffic free route at Skipp's Meadow)



LEGEND

Highway Boundary

INDICATIVE NORTH

N

P2	01.04.26	Amendment	TL	JD
P1	18.03.26	Preliminary issue	TL	JD
Rev	Date	Description	By	Apvd

PROJECT:

BUNTINGFORD

TITLE:

PROPOSED ACTIVE TRAVEL AND WAYFINDING STRATEGY

CLIENT:

HALLAM LAND MANAGEMENT LTD

SCALE@A1:

NTS

PROJECT REF:

23161

DRAWING No:

0040

STATUS:

N/A

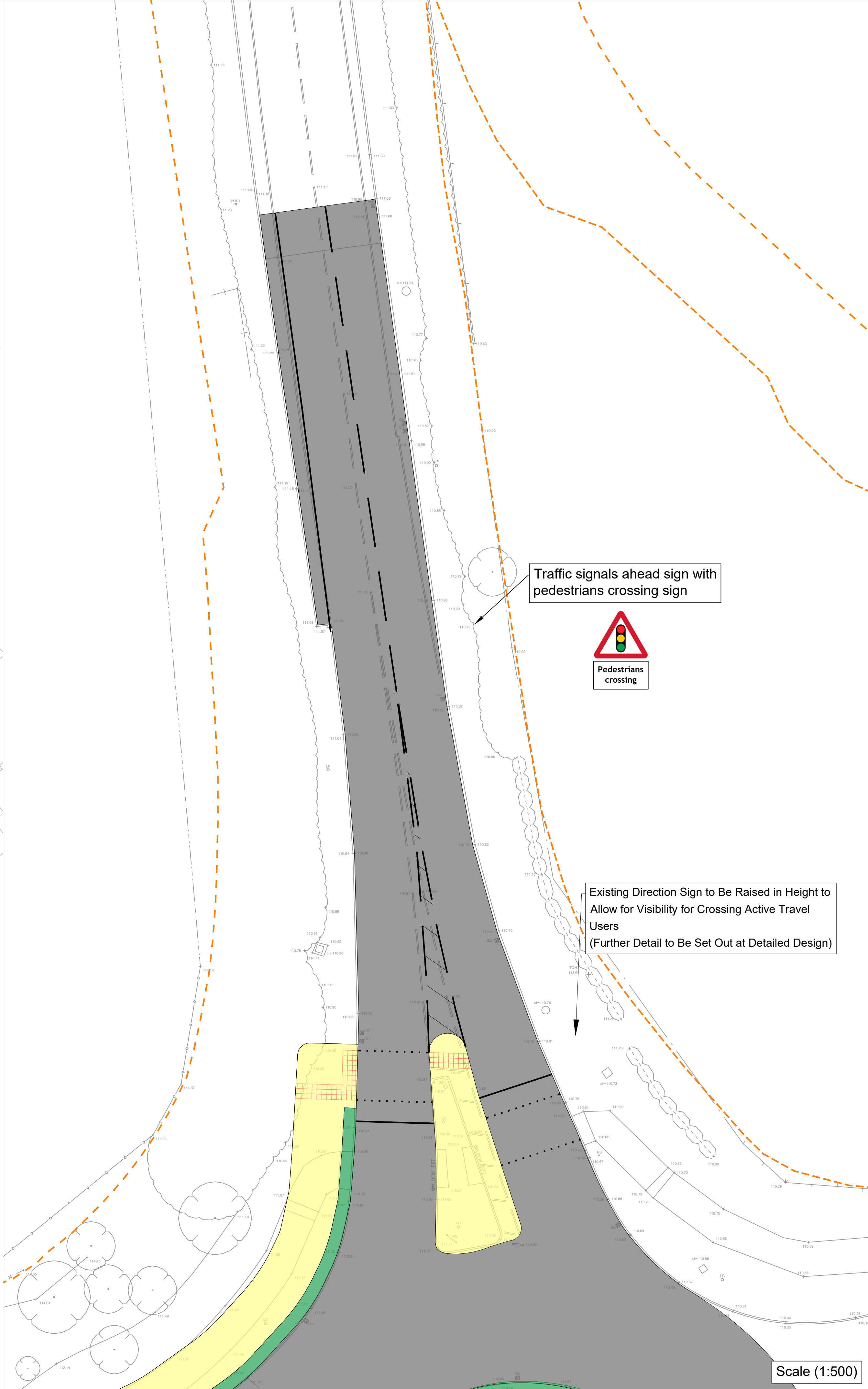
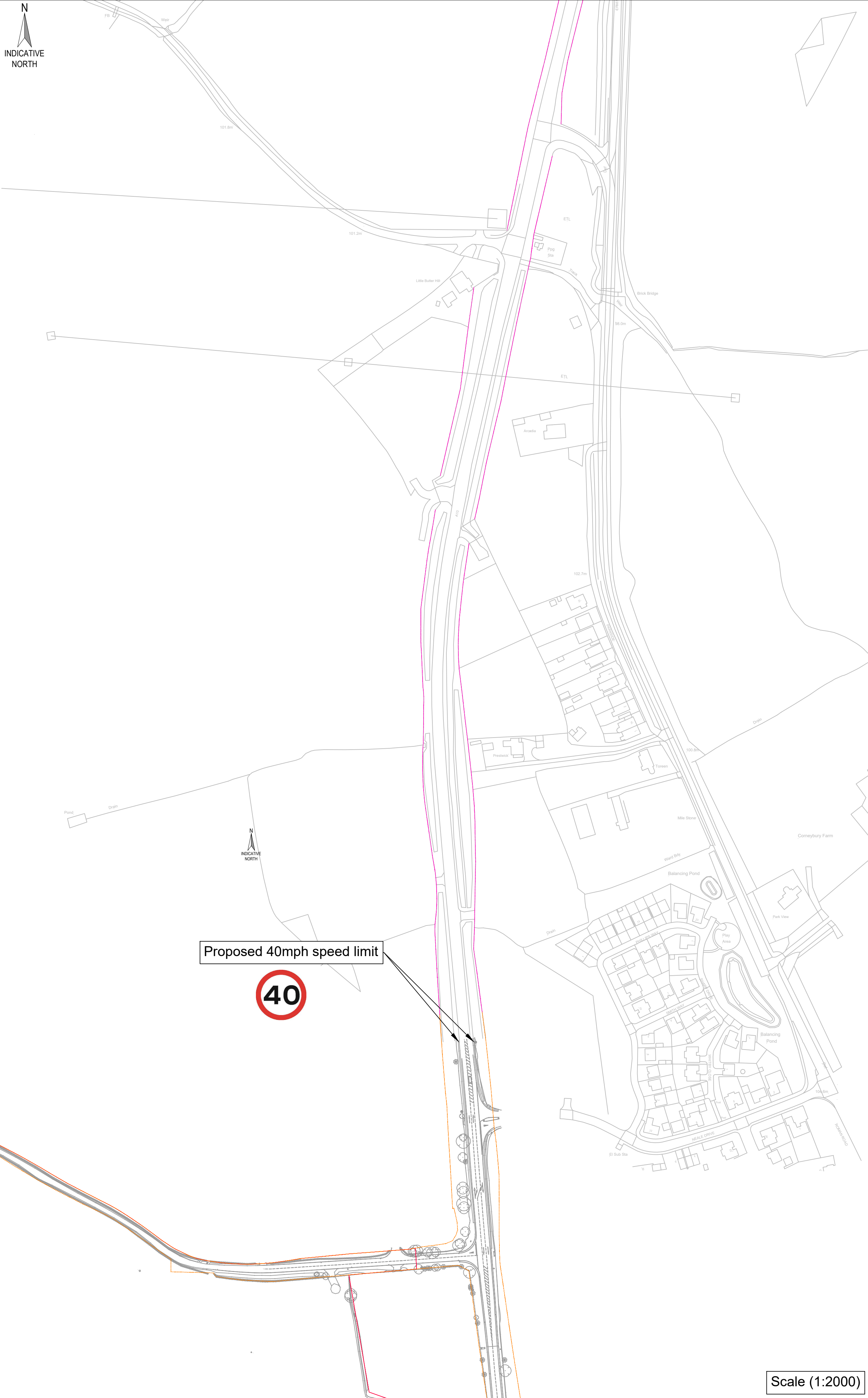
REV:

P2

Revision Referencing

P = Preliminary A = Approval T = Tender C = Construction

Appendix J: Proposed 40mph Speed Limit And Crossing Signage



- LEGEND
- Site Boundary
 - Highway Boundary
 - Assumed Highway Boundary
 - Proposed Carriageway
 - Existing Carriageway
 - Proposed Shared Pedestrian and Cyclist Path
 - Verge
 - Coloured Surface Treatment

P3	15.04.26	Revision	TL	JD
P2	25.03.26	Revision	TL	JD
P1	03.12.25	Preliminary Issue	BT	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED 40MPH SPEED LIMIT AND
CROSSING SIGNAGE

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
AS SHOWN

PROJECT REF:
23161
DRAWING No:
035

STATUS:
N/A
REV:
P3

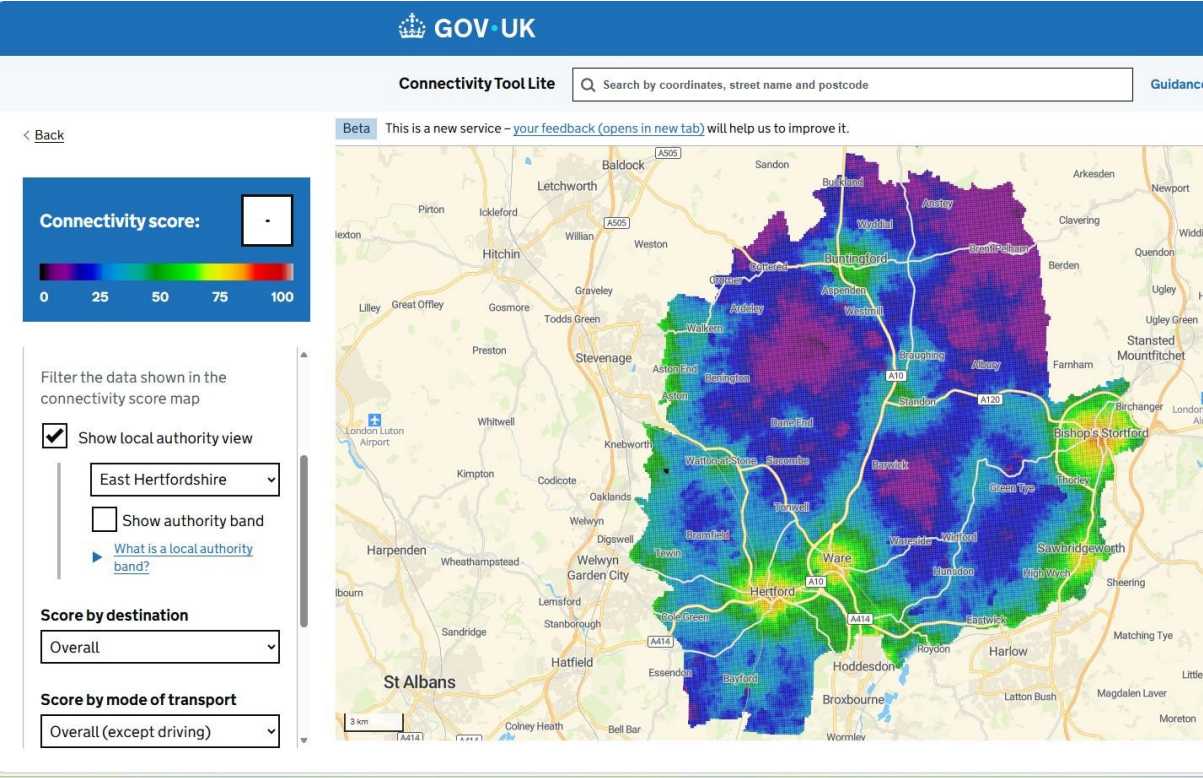
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

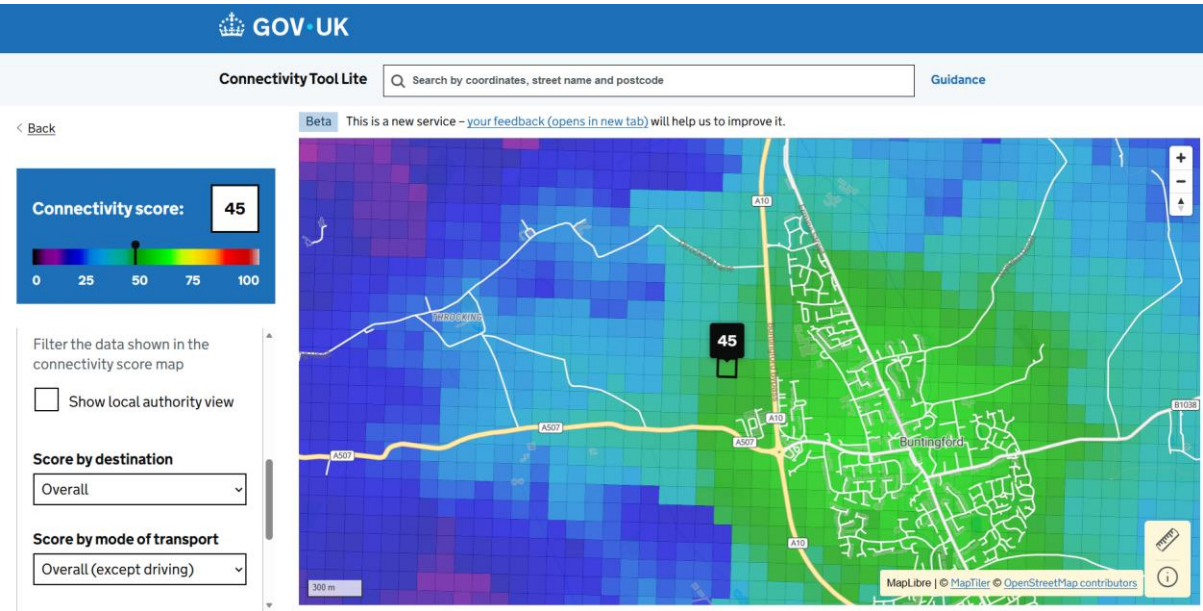
Appendix K: DfT Connectivity Tool Extracts

Appendix K: DfT Connectivity Tool Extracts

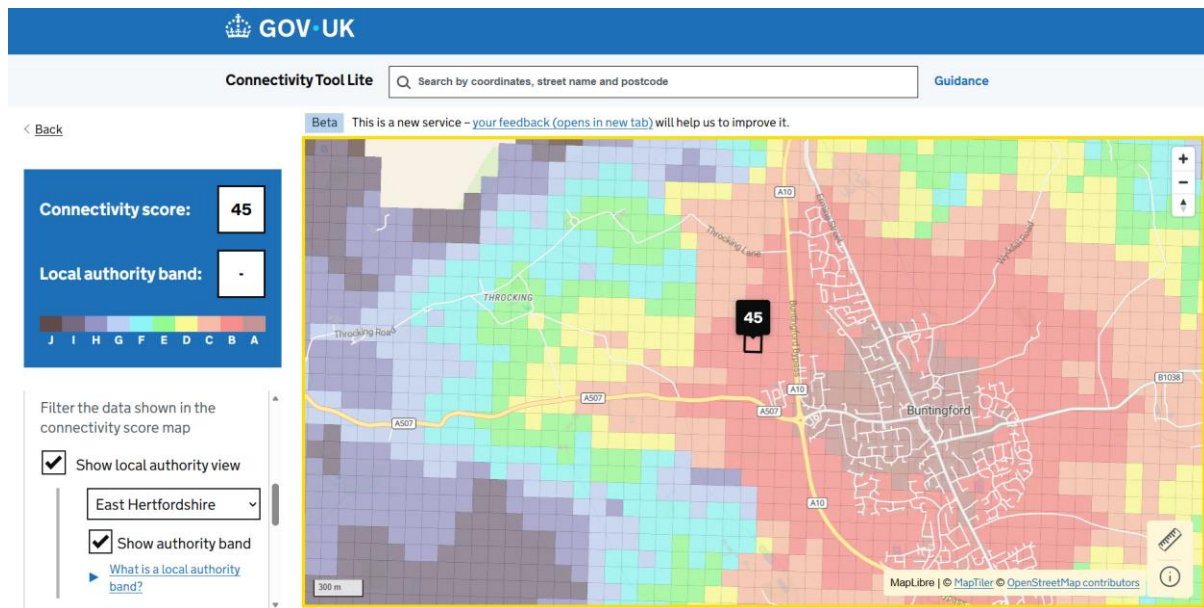
Extract 1: Overview of East Hertfordshire Connectivity



Extract 2: On-site Connectivity Score



Extract 3: On-site Connectivity (Local Authority Banding)



Appendix L: Definitive Plans and Definitive Statement

¹ Webmaps - Rights of Way (<https://webmaps.hertfordshire.gov.uk/row/row.htm>)

Wildlife & Countryside Act 1981
The Definitive Map & Statement of Public Rights of Way in Hertfordshire
2015 Statement

002	BR	HCC 15
------------	----	--------

Commences from Wyddial Road along Green Lane to Layston Church and then meets metalled road leading down into Buntingford.

Width
Limitations

003	BR	HCC 15
------------	----	--------

Commences from S of Layston Church then E for a few yards to junction with BR4.

Width
Limitations

004	BR	HCC 15
------------	----	--------

Commences from BR3 E of Layston Church in a N direction then E, NE and N to Wyddial parish passing W of Beauchamps Plantation.

Width
Limitations

005	BR	HCC 15
------------	----	--------

Commences from junction with No. 3 S of Layston Church, E then N along ditch crossing BR4 and N into Wyddial parish.

Width
Limitations

006	BR	HCC 15
------------	----	--------

Commences S of Layston Church (just S of first part of BR5) then NE to join BR4.

Width
Limitations

007	BR	HCC 15 HCC 24
------------	----	------------------

Commences from near end of Green Lane Restricted Byway 8 NE to join BR6.

Width
Limitations

Buntingford
East Herts

Map
Ref(s)

008 **RB** **HCC 24**

Commences at county road just S of Layston Church. Thence E along Green Lane to stream continues roughly parallel with Buntingford - Hare Street road S of pond and into Hormead parish.

Width
Limitations

009 **RB** **HCC 15**
HCC 24

Commences at road (not county road) in Hormead parish thence W and N along Green Lane crosses Restricted Byway 8. Continues N to boundary with Wyddial parish SE of Beauchamps Plantation.

Width
Limitations

010 **BR** **HCC 15**

Commences at BR4 S of Beauchamps Plantation. Fords small stream, then NE to Restricted Byway 9 to SE of Beauchamps Plantation.

Width
Limitations

011 **RB** **HCC 15**

Commences at junction with Restricted Byway 9 SE of Beauchamps Plantation then NE along parish boundary and continuing as Restricted Byway 11 in Wyddial parish.

Width
Limitations

012 **FP** **HCC 24**

Commences from Paddock Road E then S and SE to Hare Street Road.

Width
Limitations

013 **BR** **HCC 24**

Commences from the causeway SW of Layston Church then S to meet the Hare Street Road near Mill Cottages.

Width
Limitations

014 **BR** **HCC 24**

Commences from Hare Street Road near Alswick Hall N to meet Restricted Byway 8.

Width
Limitations

015 **FP** **HCC 24**

Commences from Hare Street Road E of Built Up Area signs thence E and SE across meadow past Mill Cottages to small stream W of avenue of trees near Alswick Hall. Including spur to county road by Mill Cottages.

Width
Limitations

016 **FP** **HCC 24**

Commences from stile near avenue of trees. Then E along S side of avenue to site of chapel to another stile at junction with BR24.

Width
Limitations

017 **RB** **HCC 24**

Commences from BR24 S of Alswick Hall thence generally SE to its junction with Restricted Byway 18 at SW corner of Alswickhall Wood.

Width
Limitations

018 **RB** **HCC 24**

Commences from SW corner of Alswickhall Wood E along S side of Wood thence SE into Hormead parish.

Width
Limitations

019 **FP** **HCC 24**

Commences from Hare Street Road N of Alswick Hall, then across meadow SE to hedgerow.

Width
Limitations

020 **FP** **HCC 24**

Commences from hedgerow (end of FP19) E to Green Lane and past old clay pits to Hare Street - Buntingford Road at the parish boundary.

Width
Limitations

021	FP	HCC 24
------------	-----------	---------------

Commences from Hare Street Road by Carter's Close Cottages, through gap in hedge, along W side of allotments to SE. Through gateway E of Layston House and along hedgerow to Layston Meadow Huts. Then E along N side of Huts site and into Owles Road.

Width
Limitations

022	BR	HCC 24
------------	-----------	---------------

Commences from Owles Farm SW along Green Lane to W of Camp Wood then W past old gravel pits and S to meet London Road near old chalk pit.

Width
Limitations

023	BR	HCC 24
------------	-----------	---------------

Commences from Owles Farm SE along Green Lane. Then E, N of Dogkennel Wood and Stonebury to parish boundary.

Width
Limitations

024	BR	HCC 24
------------	-----------	---------------

Commences from Hare Street Road N of Alswick Hall S to site of old chapel, then Green Lane S to Owles Farm.

Width
Limitations

025	FP	HCC 24
------------	-----------	---------------

Commences from Hare Street Road S along W side of stream to meet Owles Road.

Width
Limitations

026	FP	HCC 24
------------	-----------	---------------

Commences at junction with FP27 from SE boundary of school thence W to a junction with FP41 at TL 3617 2908 thence S to Luynes Rise at TL 3618 2894 thence SW across field to footbridge at former parish boundary continuing SW to NE side of A10 Buntingford Bypass at TL 3592 2861.

Width 2m between TL 3617 2908 and TL 3610 2894

Limitations

Buntingford
East Herts

Map
Ref(s)

027 FP HCC 24

Commences from Chapel End Farm thence SW, and SE along riverbank passing W of Watermill over footbridge through Sewage Farm to Aspenden Bridge.

Width
Limitations

028 FP HCC 24

Commences from A10 Trunk Road E of former gas works, W past gas works then S along river bank to Aspenden Road west of railway station.

Width
Limitations

029 FP HCC 24

Commences from Baldock Road, The Folly S past allotment gardens continuing SW to NE side of A10 Buntingford Bypass at TL 3567 2891.

Width
Limitations

030 FP HCC 24

Commences from "Angel Inn" in High Street to kissing-gate then along N side of Bowling Green House to Baldock Road near The Folly.

Width
Limitations

031 BR HCC 24

Commences from junction with FP35 thence SE past allotment gardens and Football Ground to join county road.

Width
Limitations

032 FP HCC 15

Commences from Wyddial Road 300 yards E of Kingsley's Bridge E across field to Green Lane leading to Layston Church, known as Church Walk.

Width
Limitations

033 FP HCC 24

Commences from Alswick Hall N of pond E to hedgerow and junctions with FP19 and FP20.

Width
Limitations

Buntingford
East Herts

Map
Ref(s)

034	FP	HCC 15 HCC 24
------------	----	------------------

Commences from Hare Street Road 400 yards E of Mill Cottages N along course of stream across Restricted Byway 8 to connect with BR6 and thence to Duck's Puddle, Wyddial.

Width
Limitations

035	FP	HCC 15 HCC 24
------------	----	------------------

Commences from allotment N of football ground NW along W side of poultry farm to hedgerow at former Throcking Parish Boundary thence NNW to TL 3563 3020 thence WNW to eastern boundary of A10 Buntingford Bypass at TL 3548 3025.

Width
Limitations

036	FP	HCC 24
------------	----	--------

Commences at former A10 Trunk Road (Buntingford High St) at N end of Buntingford thence W along E side of allotment gardens, thence through gardens crossing FP35 along N edge of playing fields and N edge of Greenways Estate and W to the Parish Boundary and a junction with Cottered FP40 on a footbridge over the A10 Buntingford Bypass at TL 3550 2981.

Width
Limitations

037	FP	HCC 24
------------	----	--------

Commences from London Road (A10) at SE corner of "Railway Inn". W along S side of FP of the Inn to Grid Ref: TL 3648 2892 then south westwards for a distance of 4.4 metres then in a westerly direction for a distance of 5.2 metres then in a north westerly direction for a distance of 3.4 metres to Grid Ref: TL3647 2892 and thence into Station Approach.

Width 1.83 metres between Grid Ref: TL3648 2892 and Grid Ref: TL3647 2892

Limitations

038	FP	HCC 24
------------	----	--------

Link paths at Monks Walk.

Width
Limitations

039	FP	HCC 24
------------	----	--------

Link paths at Monks Walk.

Width
Limitations

040

BOAT

HCC 24

Commences at Owles Lane at its junction with FP25 at TL 3723 2885 thence generally E along Owles Lane for approx 420m to its junction with BR22 at TL 3765 2876.

Width Varies between 5m and 8.5m

Limitations

041

FP

HCC 24

Commences from a junction with FP29 at TL 3582 2915 thence generally ESE to TL 3603 2909 then generally E to a junction with FP26 at TL 3617 2908.

Width Between TL 35815 and TL 29154 approx 5m as shown hatched on the plan attached to an agreement between HCC and Bovis Homes dated 17 April 1998.
Between TL 36034 29085 and TL 36172 29077 width 2m.

Limitations

Appendix M: On-site Bus Routing

Appendix M: On-site Bus Routing

Extract 1: Proposed On-site Bus Routing¹

Bus Connection

- 3.11 Following discussions with the PTU it was agreed that frequent and high quality bus connection could be achieved through diversions of existing service and appropriate financial contributions to enhance local service. This connection strategy is summarised in **Figure 3.3** and is based on the diversion of services 18, 331 and 386.

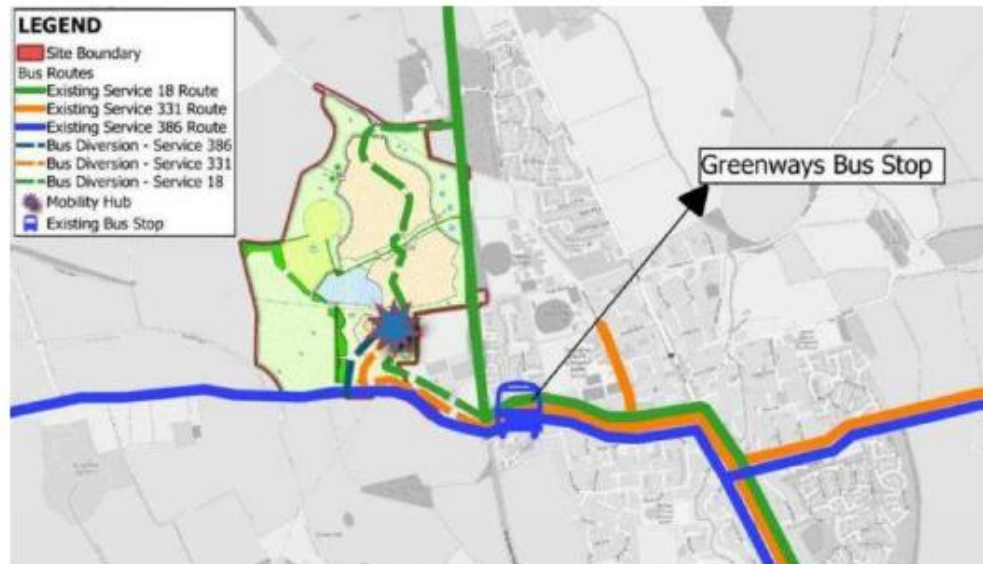


Figure 3.3 – Proposed bus diversion strategy

- 3.12 A calculated contribution of £300,000 (every year for 5 years) was requested by the LHA (i.e. £1.5 million in total), which will allow service 331 to be delivered at a 30 minute frequency with further complimentary service provided by bus service 18 and 386. The applicant confirms agreement to this request.
- 3.13 The key point of connection for these services would be at a mobility hub located in proximity to the local centre. This mobility hub would include a range of services that could encompass:
- Bus stops with appropriate shelters with Real Time Bus Information boards
 - Electronic Information boards specifying real time transport timetable information and associated community events
 - Cycle parking to allow residents to cycle to the hub and park their bikes
 - Provision of electric charging facilities for electric share bikes and for private users
 - Electric scooter hubs
 - Electric vehicle charging points
 - Seating areas
 - Car Club spaces
- 3.14 The strategy as discussed above, which has been developed in consultation with the PTU, would provide high quality bus access. In addition, it is also understood that a financial contribution has also been agreed to enhance the existing 18 service as part of the proposals for Land to the East of the A10 Buntingford (Planning Reference 3/23/1441/OUT), which will also, given that service 18 is proposed to route through the site, further complement this already high quality public transport strategy.

¹ (Extracted from Appendix G of the Transport Technical Note (Doc Ref: 23161 TN11, June 2025))

Appendix N: Revised RSA to include Drawing Previously Omitted in Error

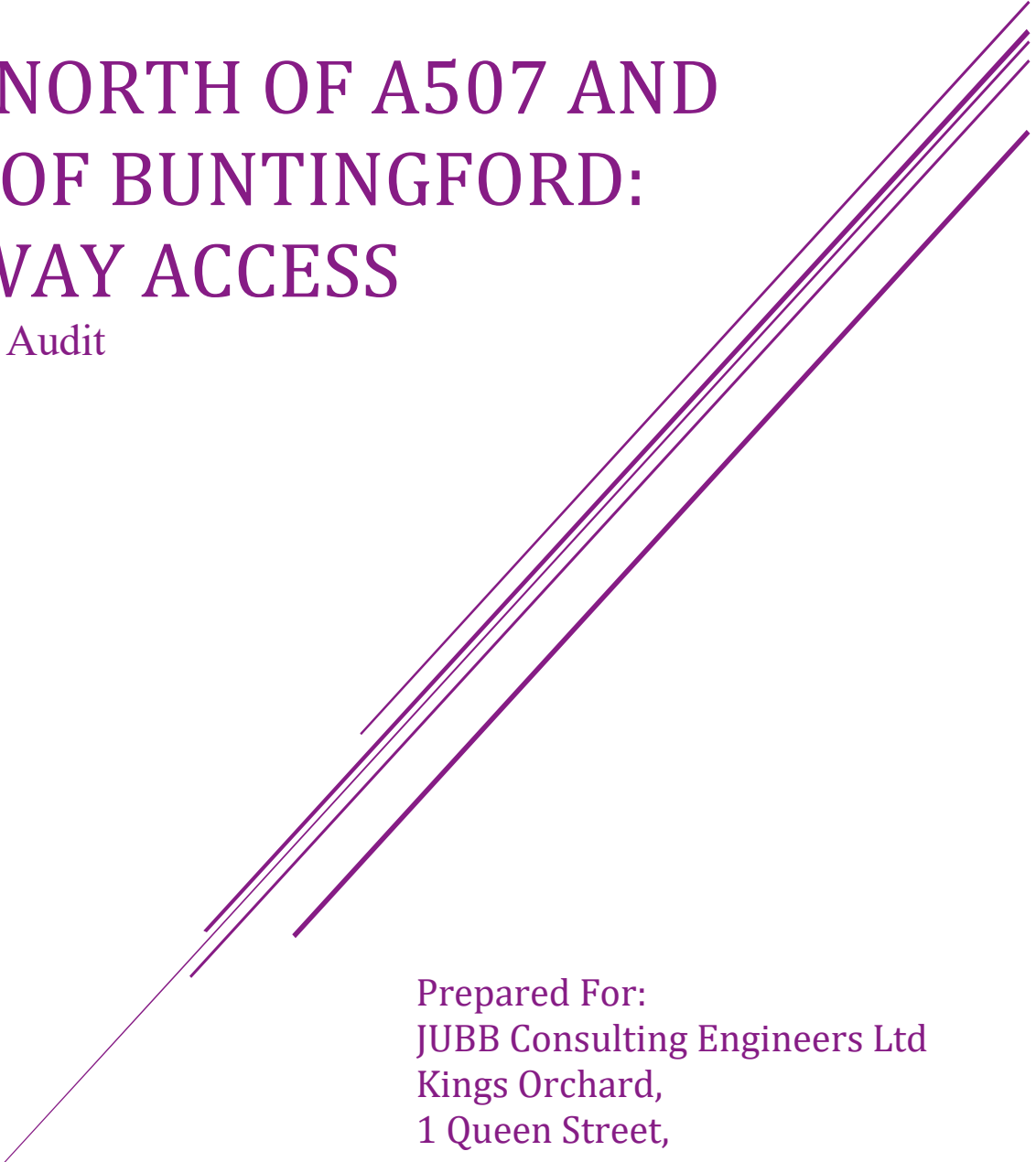
Report Number: JUBB/1713
Date: 21st August 2025
Prepared by: Julian Bartlett



LAND NORTH OF A507 AND WEST OF BUNTINGFORD: HIGHWAY ACCESS

Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines of varying lengths and colors (dark blue, medium blue, and light blue) that run diagonally from the bottom left towards the top right of the page.

Prepared For:
JUBB Consulting Engineers Ltd
Kings Orchard,
1 Queen Street,
Bristol, BS2 0HQ

J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008
Mobile: +44(0) 7934 645 174
Email: jbartlettconsult@btinternet.com

Job Number: 1713

Client: Jubb Consulting Engineers Ltd

Highway Authority Hertfordshire County Council

Project: Land North Of A507 And West Of Buntingford: Highway Access:

Document Title: Stage 1 Road Safety Audit

Date: 22nd May 2025

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2025
D2	Updated for missed drg	Julian Bartlett	Lyn Jones	Julian Bartlett	Aug 2025

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

CONTENTS

1	Introduction.....	2
2	Issues Raised By This Stage 1 Road Safety Audit	11
3	Issues Outside The Scope Of This Audit And Other Observations	14
4	Audit Team Statement.....	16
5	Audit Location Plan	17

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from James Duffy of the Jubb Consulting Engineers Ltd. The Audit was carried out during May 2025. The report was updated in August 2025 to account for a drawing missed from the report by the audit team and identified by the local highway authority.

1.2 This road safety audit considers

“The proposals provide associated access points to serve two separate developments located to the north and south of the A507 Baldock Road and just west of the A10. Details of these developments are set out in the associated parameter plans included as Appendix B that includes Residential proposals (Planning Reference 3/24/0966/OUT) comprising up to 600 units, a First School and associated local centre to the north of the A507; and circa 27,420sqm of employment floorspace (Planning Reference 3/24/1255/OUT) located to the south of the A507.

The proposals introduce two points of vehicle access which are described as follows:

- A507 Baldock Road – This access provides a vehicle connection (in the form of a roundabout junction) and active travel connection (in the form of active travel links towards the A10) at a point located approximately 450m west of the A10. Access design allows a potential phased delivery of the access as follows:

- o Northern only access (Appendix C) – This access would be provided in the event of the residential development coming forward in isolation (potentially as a first phase or as a long term access should the employment proposals not receive consent). The access therefore includes a connecting arm to the north of the A10 only. The northern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just north of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below. 23161_TN10 Road Safety Audit Brief 2nd Issue. Active travel links would be provided connecting with the A10 on the northern side of the A507 Baldock Road in the form of segregated footway and cycleway, with a parallel crossing also provided across the existing access for Buntingford Business Park.

- o Southern only access (Appendix D) – This access would be provided in the event of the employment development coming forward in isolation (potentially as a first phase or as a long term access should the residential proposals not receive consent). The access therefore includes a connecting arm to the south

of the A10 only. The southern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just south of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below. Active travel links would be provided connecting with the A10, in the form of segregated footway and cycleway, in part on the southern side of A507 Baldock Road and further east crossing to the northern side. In addition, the proposals would include bus stops on the A507 (in the form of bus laybys) with an appropriate active travel crossing (i.e. a parallel crossing) provided on the A507 to link the eastbound and southbound bus stop / connect with proposed active travel routes linking with Buntingford. A parallel crossing will also be provided across the existing Buntingford Business Park access.

o Cumulative access (Appendix E) – This access would be provided to serve both the residential and employment access and essentially combines the Northern and Southern access (inclusive of vehicle, active travel and bus connection). In addition, a further active travel crossing (Toucan crossing) is provided just west of the vehicle access to accommodate crossing demand between the residential and employment proposals. Forward visibilities have been marked on the horizontal plan of the cumulative access included as Appendix E and, in effect, demonstrate achievement of visibility for the residential and employment only access given this is a combined drawing. In addition, at the request of the Local Highway Authority (LHA), a vertical visibility splay drawing has also been provided, and is included in Appendix E, to demonstrate that these visibilities are also achievable in the vertical plane. The forward visibilities are based on the introduction of a 40mph design speed (as discussed later in this brief) and in accordance with Hertfordshire County Council and Design Manual for Roads and Bridges design standards. In order to achieve forward visibility from the west of the access roundabout earthworks are required which are shown as red contour markings on the plan view design.

- Throcking Lane (Appendix F) – This will serve the residential proposals providing a secondary point of vehicle access from a rediverted Throcking Lane. The western approach from Throcking Lane will provide the minor arm of this priority junction, which will also serve as a traffic calming feature for approaching vehicles which will need to give way to traffic on the main road. Throcking Road East and the entrance to the development will form the mainline flow on this junction.

- Active travel bridges – two active travel bridges are proposed across the A10 as part of the residential proposals as described below:

- o A parallel active travel bridge is proposed adjacent to the existing bridge providing an additional wider bridge crossing linking Public Right of Way

(PRoW) 40 and 36 (Appendix G). In addition, the existing bridge running parallel will also include upgraded architectural parapets with 1.4m hand rail height. 23161_TN10 Road Safety Audit Brief 2nd Issue

- o An additional footbridge linking PRoW 41 and 35 Appendix H.
- o Proposed improvements to PRoW (Appendix I) – Improvements to PRoW 35 on the eastern side of the A10 in the area marked red on the drawing (i.e. located just west of Norris Way) to include surfacing and potential inclusion of barrier provision near the existing drainage ditch. In addition, further PRoW improvements are proposed in the area marked yellow (i.e. to the west of Park Farm Industrial Estate) to include resurfacing, hedge cut back to allow a typical width of 2.5m, and introduction of Bollard lighting. Improvements are also proposed to PRoW 36 in the area marked in blue on the drawing which would include cut back of hedgerow to achieve a typical 3m width, introduction of bollard lighting and resurfacing. The drawing in Appendix I includes details of the location of the parallel active bridge and proposed footbridge for context. In addition, the design principles statement in Appendix J highlights the point of connection from the west, through the masterplan and linking with the bridge crossings, for active travel.
- Baldock Road improvements east of the A10 (Appendix K) which will be provided as part of residential and / or employment proposals – These improvements encompass:
 - o Introduction of a staggered Toucan crossing on northern arm of the A10 / Baldock Road roundabout, which will also include for an appropriate refuge area.

Please note Hertfordshire County Council have made the following comment in this regard:

“A RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.”

- o Introduction of a widened active travel corridor route initially on the northern side of Baldock Road between the A10 and a point just east of Greenways, and then on the southern side between Greenways and a point approximately 100m west of the village centre.
- o Gateway feature at the entrance to Buntingford to mark the 30mph vehicle speed limit, which starts between the junctions with Deacons Place and Greenways;

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

- o Relocation of the bus shelter on the northern section of Baldock Road to provide for an improved active travel connection;
- o Raised crossing to facilitate the crossing of pedestrians and people with mobility impairment to the east of Greenways;
- o Raised crossing on Monks Walk (West);
- o Priority narrowing on Baldock Road to the east of the junction with The Pyghle;
- o Change in texture/colour at The Folly by the junction with Baldock Road to further emphasise active travel movements to approaching drivers;
- o Raised crossing between Monks Walk (East) and Bowling Green Lane;
- o Relocation of parking spaces on Baldock Road opposite the junction with Bowling Green Lane, and conversion of the Bowling Green lane roundabout to a priority junction, in order to facilitate the circulation of active users.

Swept path analysis drawings have also been included as follows:

- Appendix L - This shows swept path analysis of the cumulative access proposals to demonstrate all movements for large vehicles are achievable. The swept path analysis is shown for a max legal artic as a 23161_TN10 Road Safety Audit Brief 2nd Issue worst case assessment. It is likely however that the largest vehicles accessing the north arm would be buses as these will be diverted into the residential proposals.
- Appendix M – This shows the swept path analysis of the Throcking Lane access. Max legal artic swept paths are shown for vehicles still travelling between the east and west on Throcking Lane, In addition, buses are shown travelling between the development access and the east on Throcking Lane to allow for proposed diversion of buses through the site. Furthermore, a swept path movement of refuse vehicles turning left out of the site from the south is shown, which would be the largest vehicle that would require access from the proposals in this direction.
- Appendix N – This shows swept path analysis (based on a max legal artic) of the northern arm of the A10 / Baldock Road junction which would have reduced carriageway width to incorporate the enhanced active travel crossing point on the northern arm.

Further considerations – The LHA has requested that additional lighting be provided at the Throcking Lane / A10 junction and therefore it is proposed that a suitable financial contribution be provided towards this. Lighting will also be provided on the A507 Baldock Road and Throcking Lane in the vicinity of the proposed points of access and will be set out as part of detailed S278 / S38 drawings post consent.

In addition, the LHA has also requested that a connection be provided through a nearby field area (just outside the red line to the southwest) to Byway 046 (location outlined in Figure 1 below). It is proposed in this instance that land would be gifted for this purpose in the S106 agreement for the associated planning consent. In addition, financial contribution will also be provided for the associated rights of way orders to apply for this byway connection.

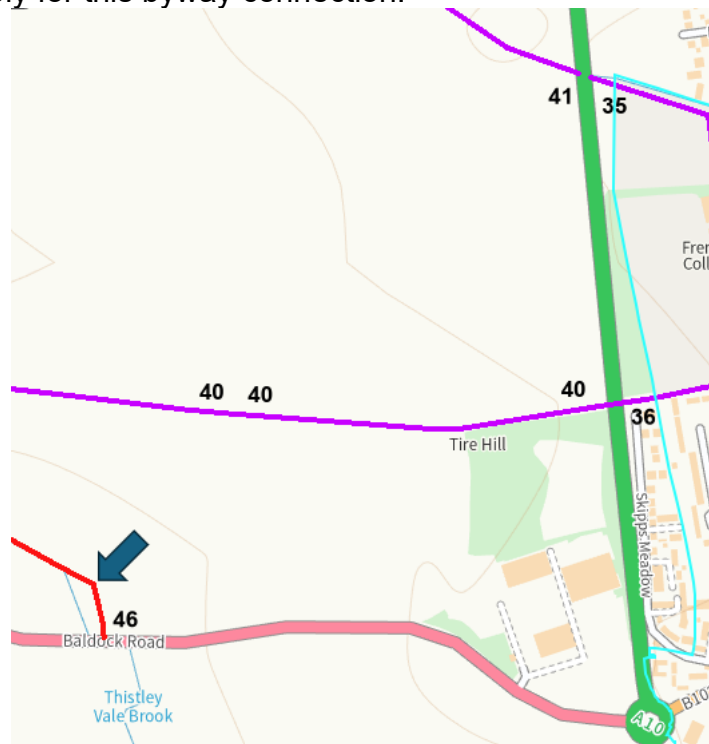


Figure 1 – Location of Byway 46”

Extract from Road Safety Audit Brief

1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng MCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones,
HNC, MCIHT, MSoRSA

Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones, hold a Certificate of Competency in Road Safety Audit through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
HLM082/018	N	Land Use Components Plan (North of Baldock Road)
HLM082/019	G	Land Use Components Plan (South of Baldock Road)
23161 - 029	P1	Baldock Road Roundabout Northern Access
23161 - 030	P1	Baldock Road Roundabout Southern Access
23161 - 023	P5	Forward Visibility Plan
23161 - 024	P2	Forward Visibility Plan
23161 - 025	P3	Northern Parcel Throcking Lane Access
23161 – Drawing_No	P1	Southern Bridge Crossing
23161 - 022	P2	Southern Bridge Crossing - Elevations
23161 - 032	P1	Northern Bridge Crossing
23161 - 033	P2	Northern Bridge Crossing - Elevations
23161 - 018	P2	Proposed Cross Sections
23161 - 026	P1	Proposed Site Access - Swept Path Analysis HGV
23161 - 027	P1	Throcking Lane - Swept Path Analysis

23161 - 028	P1	A10/ A507/ Baldock Road - Swept Path Analysis HGV
23161 - 003	P2	Active Travel Connection To Buntingford Village Centre

Documents

- 23161 - TN10 Road Safety Audit Brief 2nd Issue: Land North and South of A507 and West of Buntingford dated May 2025;
- 23161-TA-01 v4 - Transport Assessment - Residential Part 1 dated May 2025
- 23161-TA-01 v4 - Transport Assessment - Residential Part 2 dated May 2025
- 23161-TA-02 v2 - Transport Assessment - Employment – Final dated February 2025
- Appendix J: Movement And Access Principles.

Departures

None Notified

Identified Requirements

“An RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.”

Extract from Road Safety Audit Brief

Identified Standards

- Hertfordshire County Council design guidance
- Design Manual for Roads and Bridges (for roads signed 40mph or above)
- Manual for Streets (for roads signed 30mph).

- 1.5 The Audit Team undertook a site visit on 19th March 2025 during the early afternoon between 12:30 and 14:00. It was overcast at the time of the site visit and the road surface was drying following rain.

Baldock Road: Vehicle movements were in line with what the audit team would have expected within this environment with mainly cars travelling in both directions on Baldock Road, some light goods and two heavy goods vehicles were seen. There were gaps in traffic with some evidence of platooning, with vehicles travelling in line with the posted speed limit. No motorcyclists, cyclists or pedestrians were seen which was not a notable issue

Throcking Lane: One car was seen using the lane travelling towards the junction with the A10. Again, no cyclists, motorcyclists or pedestrians were seen.

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

Footbridge Link From Freman College: No use of the bridge was seen during the site visit

Following review of the information recorded during the original site visit the audit team deemed that a further visit to the site was unnecessary in this case.

- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6;
 - Traffic Signs Regulations and General Directions (TSRDG)
 - Local Highway Authority Design Guide (if available or provided see above); .
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended 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 methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of personal injury collisions occurring, these have been included for completeness under Section 3 of this report.

It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

1.11 The audit team have reviewed the collision history assessment included in the Transport Assessment p21 to p22 inclusive and accept the findings made, with the following observations made

- A noticeable dip in collisions occurred during 2019 and 2020 which would be aligned with the travel restrictions associated with the COVID 19 pandemic, with collision number returning to the pre-COVID levels be it slightly reduced;
- Severity type remains stable and has not changed, but appears to be reducing slightly over time
- Collision numbers associated with the direct area influence of the proposals would be in line with those the audit team would expect within this type of highway environment.

1.12 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in GG119. For ease of referencing drawing numbers follow the order provided in the audit brief.

Drawing HLM082/018 Rev N

- 2.2 The drawings shows the land usage in block form for the northern sector of the site and in this form has little direct impact on the findings of this audit.

Drawing HLM082/019 Rev G

- 2.3 The drawings shows the land usage in block form for the southern sector of the site and in this form has little direct impact on the findings of this audit.

Drawing 23161 – 029 Rev P1

- 2.4 The drawing shows the conceptual plan for the proposed roundabout junction and associated active travel improvements (northern side). After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit

Drawing 23161 – 030 Rev P1

- 2.5 The drawing shows the conceptual plan for the proposed roundabout junction and associated active travel improvements (southern side). After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 - 023 Rev P5

- 2.6 The drawing shows the conceptual plan for the proposed roundabout junction and associated active travel improvements (northern and southern side). After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 024 Rev P2

- 2.7 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 025 Rev P3

- 2.8 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – Drawing_No Rev P1

- 2.9 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 022 Rev P2

- 2.10 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 032 Rev P1

- 2.11 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit. See Also Comment 3.2

Drawing 23161 – 033 Rev P2

- 2.12 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 018 Rev P2

- 2.13 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 026 Rev P1

- 2.14 The drawing shows the swept path movement of a 16.5m articulated FTA Design Vehicle accessing the roundabout and undertaking all potential movements. All movements are contained within the available carriageway space, as such do not give rise to concern in terms of road safety.

Drawing 23161 – 027 Rev P1

- 2.15 The drawing shows the swept path movement of a 16.5m articulated FTA Design Vehicle, refuse vehicle and bus accessing the site from Throcking lane. All movements are contained within the available carriageway space, as such do not give rise to concern in terms of road safety.

Drawing 23161 – 028 Rev P1

- 2.16 The drawing shows the swept path movement of a 16.5m articulated FTA Design Vehicle using the existing A10 / Baldock Road roundabout. All movements are contained within the available carriageway space, and as such do not give rise to concern in terms of road safety

Drawing 23161 – 003 Rev P2

- 2.17 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit. Please see Comments 3.4 to 3.6 inclusive below.

3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS

- 3.1 One of the drawing numbers is illogical and it has been assumed that this is a drafting mistake and will be rectified as the scheme progresses.
- 3.2 The highway authority has requested that the introduction of a Toucan Crossing for the southbound approach to the Baldock Road roundabout junction be considered in terms of safe operation. The audit team's observations are listed below, all carrying equal significance and are in no particular order.
- The proposals introduce a new 40mph speed limit immediately in advance of the proposed crossing on the approach to the existing roundabout;
 - The approach from the north is relatively long and straight with no features to indicate that the environment is changing over the current situation and as such vehicle speeds may remain similar to those currently observed;
 - There are many locations across the UK where either controlled pedestrian crossings or Toucan Crossing are provided in similar situations, and the audit team are unaware of any particular road safety concerns associated with these installations; some of which are on dual two-lane carriageways with higher speed limit approaches;
 - The audit team accept that the design ethos of a staggered crossing rather than a straight single movement crossing is likely to be appropriate, but this would depend on how the crossing is phased and timed;
 - There is no indication of the likely usage of the crossing and there are concerns that where crossing are not used the 'constant' green to drivers can be overlooked if it changes to red as local drivers become over familiar with the road layout. The audit team are also aware of situations where crossings of this type revert to red and / or change to red depending on approach speed and traffic volumes, some of which are time dependant, to manage vehicle speeds on the approach to the junction and prevent the "constant" green effect. These elements, however can only be considered as the detailed design progresses;
 - There is the potential for drivers approaching from the north in particular those unfamiliar with the area, to assume that the roundabout is signal controlled and that they have right of way leading to the potential for failure to conform type collisions; however the audit team accept that the scheme is at preliminary design and the finer detail of the provision has not been addressed.

Based on these observations the audit team accept that the provision of a Toucan crossing at this location has an overall benefit in terms of active travel movements. However, the concerns raised about drivers failing to recognise the nature of the control should be addressed as the scheme develops and appropriate signing should be provided on all approaches to warn drivers of the controlled crossing ahead. It may also be beneficial to include count down type markers for the change in speed limit and position it further to the north to allow segregation of the speed

limit change from the crossing and allow for speeds to reduce on the approach to the roundabout.

Despite the concern raised above, in the opinion of the audit teams the segregation of cycle movements from the roundabout combined with positive control of cycle and pedestrian crossing movements on the A10 is likely to enhance safety for vulnerable user supporting both a safe system approach and the change in hierarchy of need identified in the latest version of the Highway Code. The audit team also note that despite the other proposed segregated crossings of the A10 the link along Baldock Road is likely to be a significantly used link to the wider Buntingford area for vulnerable users.

- 3.3 Based on the information provided the audit team have accepted that the existing junction for Throcking Lane had sufficient capacity to allow for the likely increased traffic movements associated with the development; and in particular the right turn lane has sufficient capacity to prevent vehicle waiting to turn right from queuing into the southbound through carriageway of the A10
- 3.4 A Give Way from both directions road narrowing is proposed for Baldock Road immediately to the east of the junction with the Folly. While the audit team do not believe this to be inherently dangerous it is somewhat unusual with most of these types of feature across the UK resulting in a priority over oncoming vehicles with generally priority given to vehicles moving away from the village towards the higher speed limits. It would be advantageous to confirm the desired approach with the highway authority as the scheme progresses
- 3.5 The mini-roundabout at the junction with Bowling Green Lane is to be removed under the proposals and replaced with a traditional Give Way junction. It was noted during the site visit that vehicle parking was occurring on the southern side of the roundabout presumably associated with the nearby police station. The audit team accept that in junction parking should not be encouraged, however in this case the formalisation of the existing situation is a logical approach as it is unlikely that the parking will stop unless active enforcement is carried out
- 3.6 The scheme includes several raised crossings along Baldock Road, while the audit team accept that lighting design has not been undertaken at this time it is critical that these features are well illuminated at night.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 21st August 2025

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 21st August 2025

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues have been identified