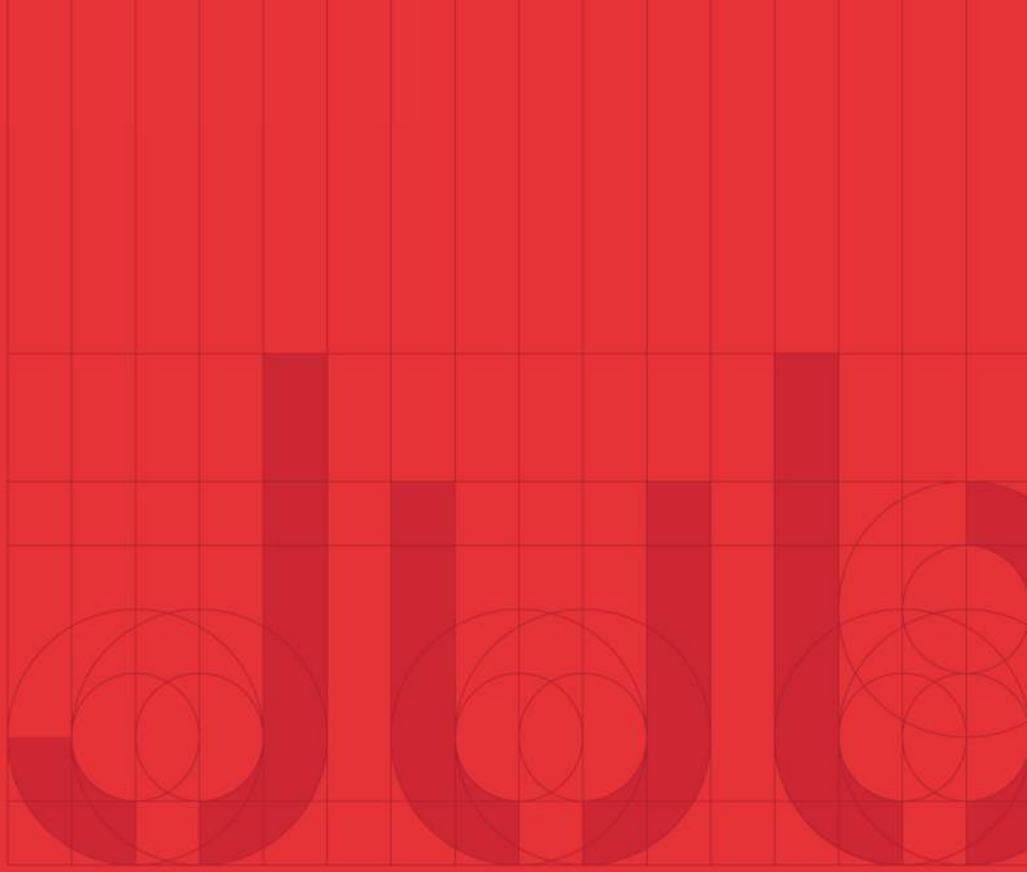




Land North of A507 and West of Buntingford

East Hertfordshire

Jubb

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1 Project Information

1.1 Project Information

Client Hallam Land Management

1.2 Project Details

Project Name Land North of A507 and West of Buntingford

Location Buntingford, East Hertfordshire

Jubb Project Number 23161

1.3 Report Details

Version 4

Status For Planning

Date May 2024

1.4 Project Authorisation

ISSUE HISTORY:

Version	Date	Detail
1	Feb 2024	Draft
2	Mar 2024	Final
3	Apr 2024	Final Revised
4	May 2024	For Planning

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2 Executive Summary

- 2.1.1 This Framework Travel Plan (TP) has been prepared to provide support to an '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 save for access'.
- 2.1.2 This document is an 'interim' document, rather than a 'full' TP, as the development has yet to be built and occupied, and accordingly, the specific demographics and travel needs/characteristics of the future users are unknown.
- 2.1.3 Upon occupation, the content of this document will be updated and tailored to the specific requirements of the development. This will be a 'living document' that will evolve in response to the changes in travel needs and attitudes over time.
- 2.1.4 The core aim of the Framework TP is to have a positive influence on the travel behaviours of all users of the development by maximising opportunities for trips to be made using sustainable modes. This aim is supported by a number of key objectives, with indicative targets for the achievement of mode shift over a monitoring period for the duration of the TP.
- 2.1.5 The Framework TP has been prepared in compliance with national and local policy and guidance outlining key targets, responsibilities, and a range of initiatives and measures that are designed to:
- Reduce the need to travel by car, thus reducing pollution and traffic in the area;
 - Facilitate good access to key day-to-day destinations and surrounding residential areas;
 - Achieve a mode shift away from single-occupancy car journeys through cooperation with Hertfordshire County Council (HCC) and other relevant organisations;
 - Provide on-site facilities to encourage the usage of walking, cycling and public transport as appropriate; and
 - Promote a healthier lifestyle for residents, visitors and the wider community.
- 2.1.6 The implementation and management of the Framework TP will be overseen by a Travel Plan Coordinator (TPC). The TPC will be 'hands-on', actively implementing and monitoring the TP. The TPC will be appointed prior to first occupation. It will be the responsibility of the developer to appoint and fund the TPC.

3 Introduction

3.1 Preamble

- 3.1.1 Jubb has been commissioned by Hallam Land Management to provide transport and highways advice in relation to a proposed residential led development at land to the west of Buntingford.
- 3.1.2 The site lies within the administrative boundary of East Herts District Council (EHDC) in its role as Local Planning Authority (LPA) and HCC in its role as Local Highway Authority (LHA).
- 3.1.3 A Transport Assessment (TA) has also been prepared and forms part of the submission.

3.2 Development Proposals

- 3.2.1 The proposed development is for 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 associated works and infrastructure. The application will also include provision for affordable housing in accordance with the Adopted Local Plan.
- 3.2.2 The proposals include two main vehicular access points to the site accessed off the A507 Baldock Road on the southern boundary and off Throcking Lane on the northern boundary that have been designed in accordance with relevant local and national standards.
- 3.2.3 Beyond this outline stage, the approach taken in developing the layout design for the site will serve to maximise movement via active modes of travel. The inclusion and proximity of high-quality pedestrian and cycle routes to the development will play an important role in connecting the development to the surroundings.

3.3 What is a Travel Plan?

- 3.3.1 TPs are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel. They are intended to be living documents that are implemented, regularly monitored and reviewed, and should have an identified owner.
- 3.3.2 For new developments, it is important that sustainable travel measures are in place prior to opening/occupation of a new development as travel habits in favour of walking, cycling and public transport are more readily established from the outset.
- 3.3.3 The benefits of a TP can include:
- Provision of greater choice and opportunities for site access by non-car travel modes;
 - Reduced social exclusion through improved access to employment and key services such as hospitals, education and shops;
 - Reduced impact on surrounding roads and access points and reduced demand for parking spaces;
 - Local environmental improvements from reduced traffic, air pollution and noise impact;
 - Reduced travel and transportation costs for organisations and individuals;
 - Ensuring adequate provision for people without access to a car or with mobility impairment;
 - Provision of opportunities for active, healthy travel;
 - Achievement of environmental standards for businesses;

- Assistance with the recruitment of staff; and
- Reduced car parking costs for businesses.

3.4 Scope and Structure of Report

3.4.1 This document is an 'interim' document, rather than a 'full' TP, as the development has yet to be built and occupied, and accordingly, the specific demographics and travel needs / characteristics of the future users are unknown. Upon occupation, the content of this document will be updated and tailored to the specific requirements of the development to form a full TP. This will be a 'living document' that will evolve in response to the changes in travel needs and attitudes over time.

3.4.2 The structure of this TP is as follows:

Section 4	Considers the development in the context of relevant national and local planning and transport policies.
Section 5	Provides a comprehensive review of the sustainability credentials of the site in transport terms.
Section 6	Provides an overview of the development proposals.
Section 7	Sets out the core aims and objectives of the Framework TP and sets an initial target for the reduction in Single Occupancy Vehicle (SOV) use for travel associated with the development.
Section 8	Outlines the roles and responsibilities of parties for the management of TP matters.
Section 9	Describes the measures that are proposed in order to meet the aims, objectives and targets of the Framework TP.
Section 10	Sets out a strategy for the monitoring and evaluation of the success of the Framework TP against proposed targets.
Section 11	Draws together the proposed measures, monitoring and review proposals into an Action Plan that identifies who will be responsible for the delivery of each element of the Framework TP.

4 Transport Planning Policy

4.1 Introduction

4.1.1 This section provides a review of the existing and emerging planning and transport policies relevant to the proposed development at the national and local level. The review encompasses the following:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- East Herts District Plan (2018); and
- Hertfordshire County Council Travel Plan Guidance (2020).

4.1.2 The development proposals have been prepared with due consideration for this planning policy framework, appropriate to the level of the application.

4.2 National Planning Policy Framework (NPPF)

4.2.1 The NPPF sets out the central government's planning policies for England and how these are expected to be applied at a local level. It provides a framework within which locally prepared plans for housing and other development are produced. Originally published in March 2012, the NPPF has had numerous revisions, with the most recent being (at the time of writing) in December 2023. The document sets out the Government's planning policies for England and how these should be applied.

4.2.2 The NPPF states that the 'purpose of the planning system is to contribute to the achievement of sustainable development', which itself is defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs.' The NPPF is based on a 'presumption in favour of sustainable development', as detailed in paragraphs 7 and 11.

4.2.3 Considering transport, the NPPF guides that transport issues should be considered at the earliest stage of development proposals. It is noted that *'the planning system should actively manage patterns of growth'*, with significant development sited *'on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'*

4.2.4 Paragraph 114 of the NPPF also states the following:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

4.2.5 Crucially, paragraph 115 states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

- 4.2.6 Paragraph 117 states that all development expected to generate significant amounts of movements should be required to provide a TP and the planning application should be supported by a TA or Transport Statement (TS). This planning application is supported by a TA and TP, as per NPPF and HCC guidance.
- 4.2.7 The NPPF is supplemented by Planning Practice Guidance relating to the preparation of TAs, TS' and TPs, first published in March 2014. The guidance states that these are required for all developments that generate significant amounts of movements, and that the development of these is an iterative process, as each may influence the other. The guidance states that producing these documents provides a means to assess, and mitigate, the negative transport impacts of development; in this way, sustainable development can be achieved. The guidance sets out that whilst TPs promote the implementation of sustainable travel into the planning process, TAs / TS' assess the potential transport implications of developments and significantly whether the residual transport impacts of a proposed development are 'severe'.
- 4.2.8 This TP demonstrates that there are with proposed improvements, existing opportunities to use sustainable transport to travel to / from the site. The access arrangements will integrate with off-site provision and therefore, will facilitate the take-up of sustainable modes and ensure that safe and suitable access can be achieved for all future users. The accompanying TA demonstrates that the transport impact of the proposed development will not be 'severe' under the terms set out in the NPPF.

4.3 National Planning Policy Guidance (NPPG)

- 4.3.1 First published in 2014 and updated periodically, the Government's Planning Practice Guidance *Travel Plans, Transport Assessments and Statements* outlines the fundamental principles that form the basis of Travel Plans, Transport Assessments, and Transport Statements. The guidance states that producing these documents provides a means to assess, and mitigate, the negative transport impacts of development; in this way, sustainable development can be achieved.
- 4.3.2 As mentioned within Paragraph 117 of the NPPF, all development that is expected to generate a significant number of movements should provide a TP. The NPPG states that:

'In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations:

- *the Travel Plan policies (if any) of the Local Plan;*
- *the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *existing intensity of transport use and the availability of public transport;*
- *proximity to nearby environmental designations or sensitive areas;*
- *impact on other priorities/ strategies (such as promoting walking and cycling);*
- *the cumulative impacts of multiple developments within a particular area;*
- *whether there are particular types of impacts around which to focus the Travel Plan (eg minimising traffic generated at peak times); and*
- *relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.'*

4.4 East Herts District Plan 2011-2033

- 4.4.1 The East Herts District Plan was adopted in October 2018 and covers the period from 2011 to 2033. The District Plan sets out the key objectives and the overall principles for development within the district for the plan period up to 2033. The District Plan has 10 strategic objectives that include:

1. *To mitigate the effects of climate change by reducing carbon dioxide emissions, supporting decentralised, low carbon and renewable energy and reducing the risk of flooding.*
2. *To encourage safe and vibrant mixed communities that provide for the needs of all East Herts residents including the young, the elderly and vulnerable people.*
3. *To balance the housing market by delivering a mix of market, low cost, and affordable homes and accommodating the housing needs of an ageing population.*
4. *To protect the countryside from inappropriate development and to protect and enhance the historic environment of East Herts, promoting good design that creates a distinctive sense of place.*
5. *To foster entrepreneurial endeavour through educational attainment and encourage small and medium enterprises through maximising existing employment opportunities and clusters and supporting rural diversification.*
6. *To improve access opportunities, minimise the need to travel, and encourage necessary journeys to be made by sustainable means to ease congestion and help reduce East Herts' carbon footprint.*
7. *To meet the needs of all of East Herts' communities by maintaining and improving existing facilities and providing new facilities including for arts, culture, community, leisure, entertainment, recreation, faith and health.*
8. *To improve the health and wellbeing of all East Herts' communities and to reduce health inequalities.*
9. *To reduce water consumption, increase biodiversity and protect and enhance the quality of existing environmental assets by, inter alia, creating new green spaces and networks of high quality green space for both recreation and wildlife.*
10. *To ensure that development occurs in parallel with provision of the necessary infrastructure, including enhancement and provision of green infrastructure.*

4.4.2 The District Plan also recognises the importance of sustainable transport within East Herts and how a "...strong emphasis will be placed on seeking the provision of new bus, cycle and pedestrian transport routes and networks in addition to extending and strengthening existing provision, including through supporting community-led transport schemes." In order to support the overall vision of the East Herts District Plan, there are six key issues that need to be addressed in regard to sustainable transport:

1. *Minimising the need to travel;*
2. *Increasing choice and availability of sustainable transport options;*
3. *Prioritising sustainable travel modes in new developments;*
4. *Increasing connectivity and integration of sustainable transport modes;*
5. *Encouraging healthy communities by supporting walking and cycling;*
6. *Reducing congestion and carbon-dioxide emissions to improve air quality and health benefits for the District's residents and visitors (see also Policy EQ4 Air Quality).*

4.4.3 In terms of Travel Plans, within Chapter 18 of the District Plan it states that "*Travel Plans are an essential tool for facilitating development by creating sustainable transport access to, from and around a site. They are effective in managing travel demand, with the potential to contribute to a significant reduction in local and national traffic.*"

4.4.4 In addition, in paragraph 18.1.7 it states that new developments should be located "*...in close proximity to employment, retail, educational and leisure facilities and services, where good passenger transport exists, or where infrastructure and service provision can be improved.*"

4.5 Hertfordshire County Council Travel Plan Guidance

4.5.1 The HCC Travel Planning Guidance sets out the requirements and standards for the delivery of TPs through the planning process in Hertfordshire. It states that "*Travel Plans should be produced to support all developments generating significant amounts of movement and/or where other local circumstances make one necessary.*"

4.5.2 As stated within HCC's TP guidance, TPs "*...should be developed to deliver an agreed set of objectives.*" Examples of such objectives include to:

- *Improve accessibility by non-car modes*
- *Reduce the need to travel*
- *Minimise single occupancy car travel*
- *Support commercial viability of public transport*
- *Reduce congestion*
- *Improve the local environment (including air quality and climate change)*
- *Reduce the cost of travel*
- *Improve health and wellbeing*
- *Improve road safety*

4.5.3 In terms of the TP thresholds stated within the guidance, HCC require a Full Travel Plan for developments comprising 80 units or more and a Framework Travel Plan for mixed-use or phased developments.

4.6 Summary

4.6.1 In light of the context set out above in the review of relevant national and local policies and guidance, this TP will demonstrate the suitability of the site for the development proposals.

4.6.2 The core theme of sustainability is a common thread throughout the policies, not least the potential of sustainable travel modes, comprising walking, cycling and public transport, to replace the use of the private car, particularly for short, local journeys.

5 Site Accessibility Audit

5.1 Introduction

- 5.1.1 This section provides a description of the site location and provides an accessibility audit to and from the site for all modes. The accessibility audit is in keeping with current national, regional and local planning policies which highlight the importance of integrating land-use, transport and planning decisions to address the needs of both present and future communities to create developments with good access to local infrastructure.
- 5.1.2 The sustainability of the site is considered regarding the provision of alternative modes of transport to the car, including walking, cycling and public transport.

5.2 Site Location

- 5.2.1 The site as proposed is located to the west of Buntingford, East Hertfordshire. The site is bounded by the A10 to the east, the A507 Baldock Road to the south and by open land to the west and north. An 'Application Boundary Plan', prepared by David Lock Associates, is shown in **Figure 5.1**. This is also included as **Appendix A** to this TP.
- 5.2.2 The A507 Baldock Road bounds the site to the south and is the main distributor road providing access to Buntingford from the west. The A507 runs on an east-west alignment providing access to Baldock, Shefford and up to the M1 at Ridgmont Interchange. To the east, the A507 finishes at the Baldock Road Roundabout junction with the A10. The B1038 Baldock Road keeps running on an eastbound direction towards the town centre.
- 5.2.3 Throcking Lane is a local road that bounds the site to the north and connects Throcking (to the west) with the A10 (to the east).

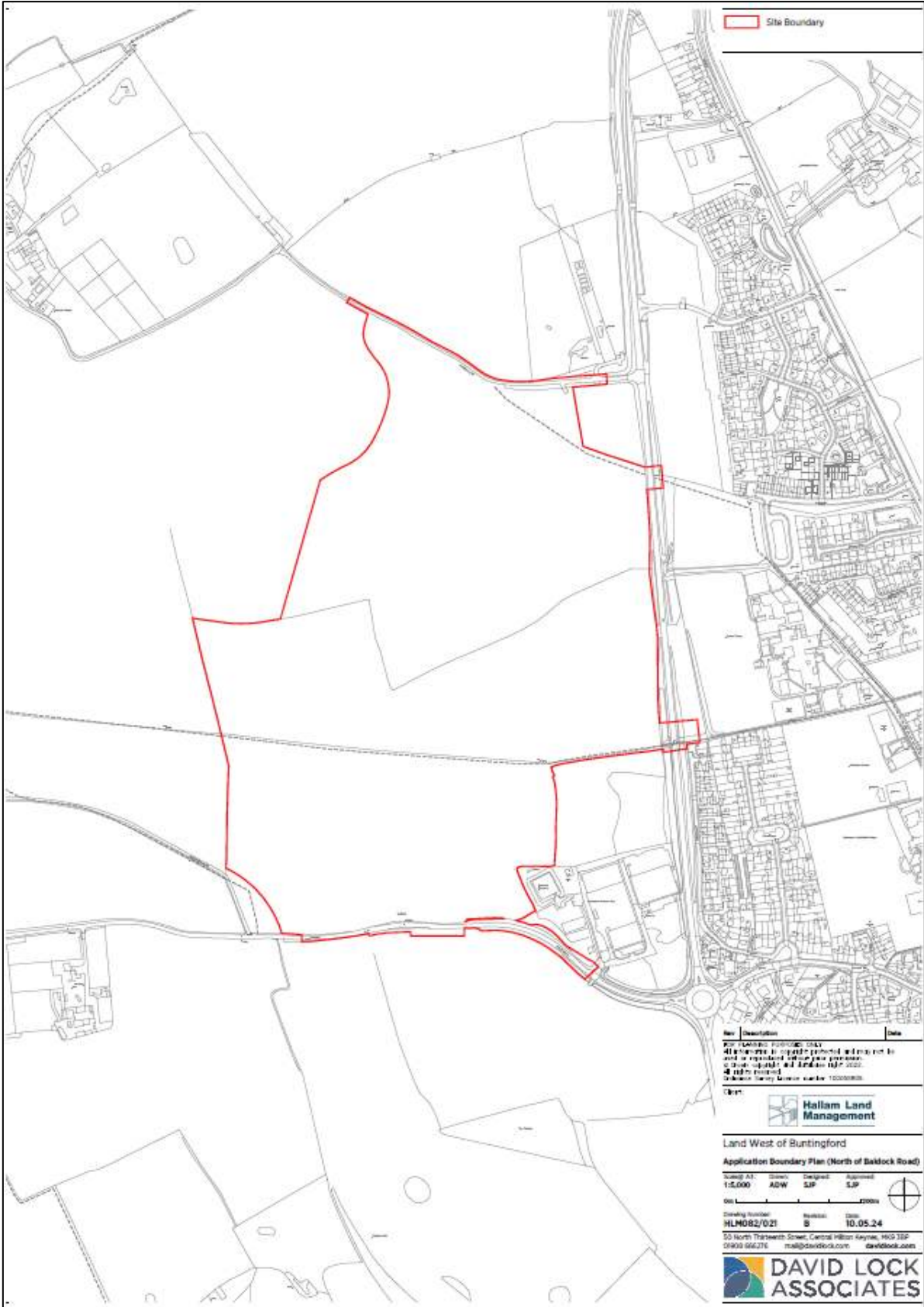


Figure 5.1 – Application Boundary Plan

5.3 Accessibility to Local Facilities and Services

- 5.3.1 This section provides a comprehensive review of the sustainability credentials of the site, encompassing a review of accessibility to existing services and facilities as well as opportunities for trips to and from the site to be made by sustainable modes.
- 5.3.2 The site is located in close proximity to a selection of the existing local facilities and services both within and surrounding the town centre. **Figure 5.2** presents a non-exhaustive overview of the range of facilities and services that are located within 2km from the site, reflecting the distance identified in Manual for Streets (MfS), which is referred to as '(...) walking offers the greatest potential to replace short car trips, particularly those under 2 km (...)'
- 5.3.3 **Figure 5.2** also demonstrates that, while most or all of the local facilities and services are located well within 2km from the site, there are several local facilities located within close proximity and which include the MFG Howegreen grocery store, a Costa Coffee, a Greggs bakery, a car dealership, petrol station, several EV charging spaces, the veterinary surgery accessed off the B1038 Baldock Road, and the Norfolk Road Playing Field on Bowling Green Lane that bounds Freman College to the south.
- 5.3.4 It is worth noting that these distances are taken from the centre of the site. Due to the size of the application site, a significant percentage of the distance within the 2km isochrone is included within the application site. In reality, the facilities shown in **Figure 5.2** are within close proximity to the application boundary.

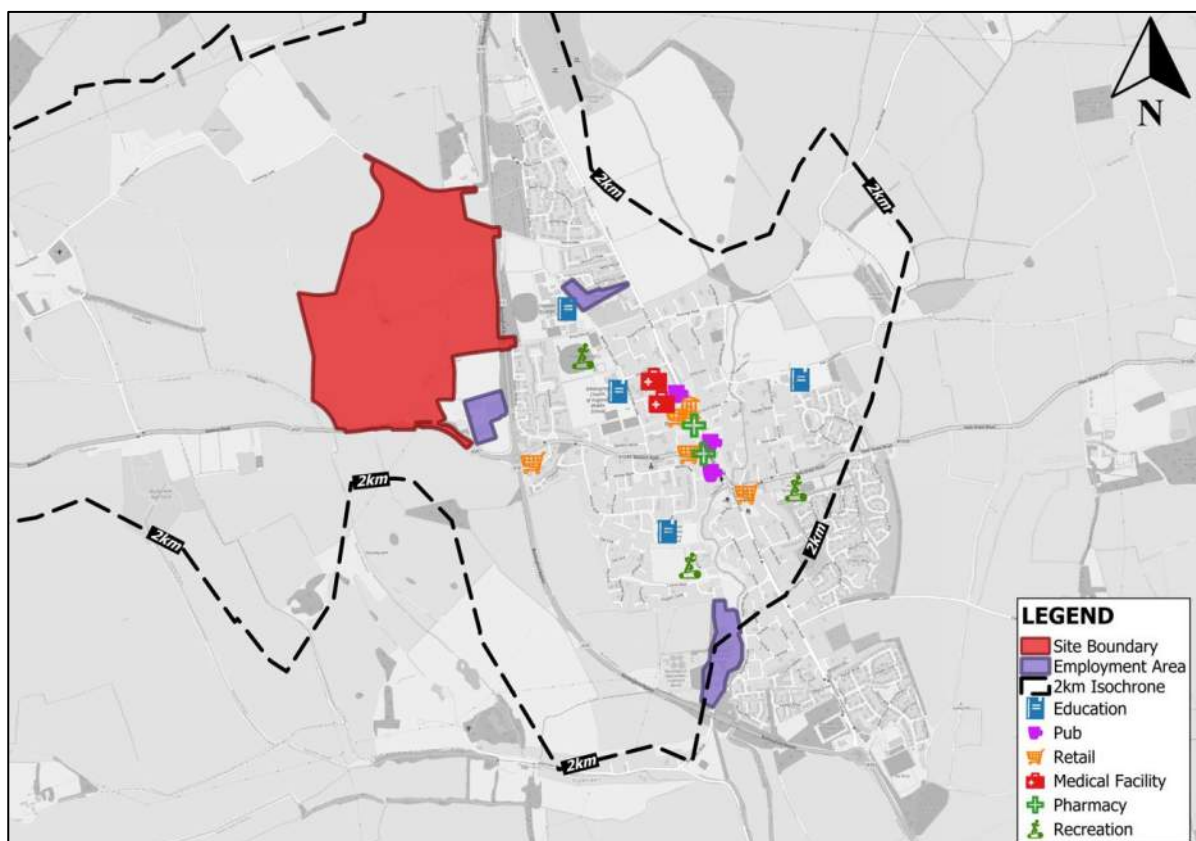


Figure 5.2 – 2km Isochrones with Existing Services and Facilities

- 5.3.5 **Table 5.1** summarises the walking distance from the centre of the site to these provisions. Again, these distances have been measured from the centre of the site and follow the existing walking routes.

5.3.6 Also included in the table are the estimated walking journey times calculated using a walking speed of 1.4 meters per second (abstracted from Institution of Highways and Transportation's [IHT] *Guidelines for Providing for Journeys on Foot*, 2000), and a cycling speed of 4 metres per second.

Service / Facility	Location		Distance (m)		
				Time (min)	Time (min)
Employment					
Buntingford Business Park	A507 Baldock Road	SG9 9ER	700	9	3
Park Farm Industrial Estate	Ermine St, Buntingford	SG9 9AZ	1050	13	4
Watermill Industrial Estate	The Firs	SG9 9JS	2200	28	9
Retail					
MFG Howegreen	A10, Buntingford	SG9 9EG	1000	13	4
Sainsbury's Local	65-67 High St	SG9 9AE	1450	18	6
McColl's	Baldock Rd	SG9 9BL	1600	20	7
Co-op Food	Station Rd	SG9 9HT	1900	24	8
Education					
Freman College	The Causeway	SG9 9BT	1000	13	4
Edwinstree Middle School	Norfolk Rd	SG9 9AW	1050	13	4
Millfield Primary and Nursery School	Monks Walk	SG9 9DT	1700	21	7
Layston Primary School	The Causeway	SG9 9EU	1900	24	8
Public House					
The Falcon Buntingford	69 High St	SG9 9AE	1450	18	6
Black Bull	16 High St	SG9 9AG	1700	21	7
The Crown	17 High St	SG9 9AB	1800	23	8
Medical Facility					
Buntingford Medical Centre	White Hart Cl	SG9 9DQ	1350	17	6
Dr M Partington - The Medical Centre	The White Hart Cl	SG9 9DQ	1350	17	6
Dr NSP Handysides - Orchard Surgery	Baldock Rd	SG9 9DL	1400	18	6
Buntingford Dental Clinic	23 High St	SG9 9AB	1700	21	7
Pharmacy					
K & M Shah Chemist	55 High St	SG9 9AD	1550	19	6
Lloyds Pharmacy	29 High St	SG9 9AB	1700	21	7
Leisure					
Norfolk Road Playing Field	Bowling Green Lane	SG9 9BT	1000	13	4
Seth Ward Community Centre	Monks Walk	SG9 9DT	1700	21	7
Hare Street Road Recreation Ground	Station Rd	SG9 9HT	1900	24	8

Table 5.1: Distances to Services and Facilities

- 5.3.7 As shown in **Table 5.1** above, the whole of the town lies within a 2km walk of the site. As a result, the nearest education, health, employment, retail and leisure facilities can be reached within a 20-minute walk of the site. Many of these destinations are required on a day-to-day basis, notably the education and retail facilities, and as such walking offers an alternative to the use of the car for journeys to these locations.
- 5.3.8 Given this assessment it is reasonable to conclude that the site presents the opportunity for the creation of a sustainable development, being well-related to the existing town of Buntingford and the amenities located within, and as a result there will by no means be a reliance on the use of the private car for day-to-day trips to these destinations. It is considered that the information contained within this TP demonstrates that the site presents the opportunity for the creation of a sustainable development.

5.4 Pedestrian Accessibility

- 5.4.1 There is a shared cycle-footway that connects Buntingford to Buntingford Business Park with a crossing on the A10 and which runs on the northern side of the A507 Baldock Road. This 3m wide shared cycle-footway provides dropped kerbs and tactile paving on the crossing of the A10 and the splitter island of the Baldock Road Roundabout operates as a pedestrian/cycle refuge.
- 5.4.2 In addition to these, a number of Public Rights of Ways are located within 2km of the site, of which Cottered Footpath 040 and Cottered Footpath 041 cross the site and provide connections to Buntingford. **Figure 5.3** shows a plan of the footpaths and bridleways within the vicinity of the site along with pedestrian facilities including crossing facilities.

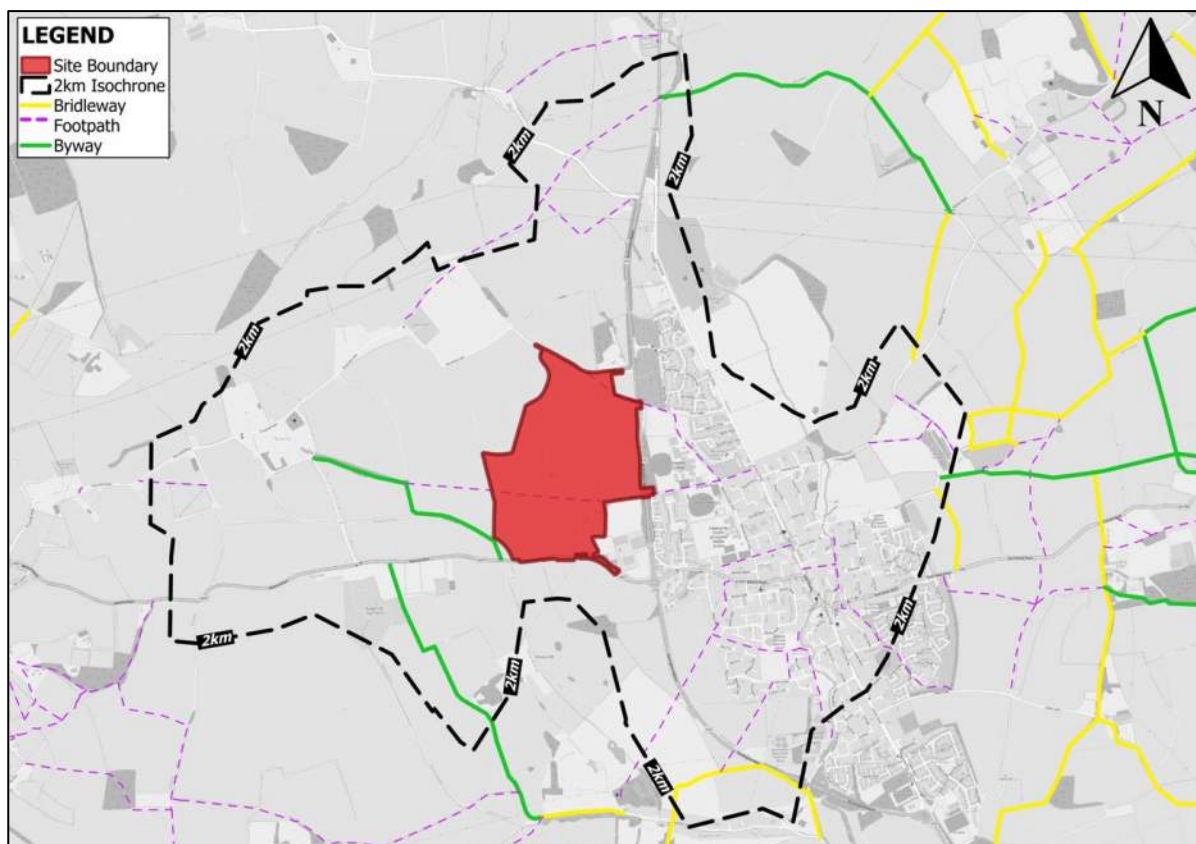


Figure 5.3 – Public Rights of Way within 2kms from the Site

- 5.4.3 As shown in **Figure 5.3**, there is a well-established network of Public Rights of Ways (PRoWs) surrounding the area of Buntingford which could be used for leisure walks, while Footpaths 40 and 41 provide direct connections to Buntingford.
- 5.4.4 Furthermore, as part of the development proposals for the site, additional facilities are also proposed, including a Local Centre with retail and First School. It is anticipated that these facilities would serve the future residents of the site, as well as existing residents of Buntingford, and would reduce the volume of vehicle traffic in and out of the site.

5.5 Cycling Accessibility

- 5.5.1 Cycling is recognised as one of the most sustainable modes of transport, with it generally acknowledged as having the potential to replace car trips for journeys up to 5km. This is supported by Manual for Streets 2 (MfS2), which clearly identifies the contribution that cycling can make to transport sustainability and accessibility, identifying this mode of travel as a good substitute for short car trips, particularly those under 5km.
- 5.5.2 As discussed in **Section 5.4**, a shared cycle-footway measuring approximately 3m in width is provided on the northern boundary of the A507 Baldock Road and connects the Buntingford Business Park with Buntingford. Towards the town centre, once the cyclists have crossed the A10, the shared cycle-footway continues for approximately 50m before rejoining the B1038 Baldock Road carriageway. **Figure 5.4** shows the route of this shared cycle-footway.
- 5.5.3 Cycling improvements are taking place in Buntingford. **Figure 5.4** shows an additional shared cycle-footway that HCC have provided along London Road as part of Active Travel England's funding for improving active travel connections in the County (further discussed in the following **Section 5.6**).
- 5.5.4 Furthermore, the Buntingford local highway network is comprised of residential streets with 30mph vehicle speed limits and surrounded by quiet country roads and lanes which are considered safe for cycling.

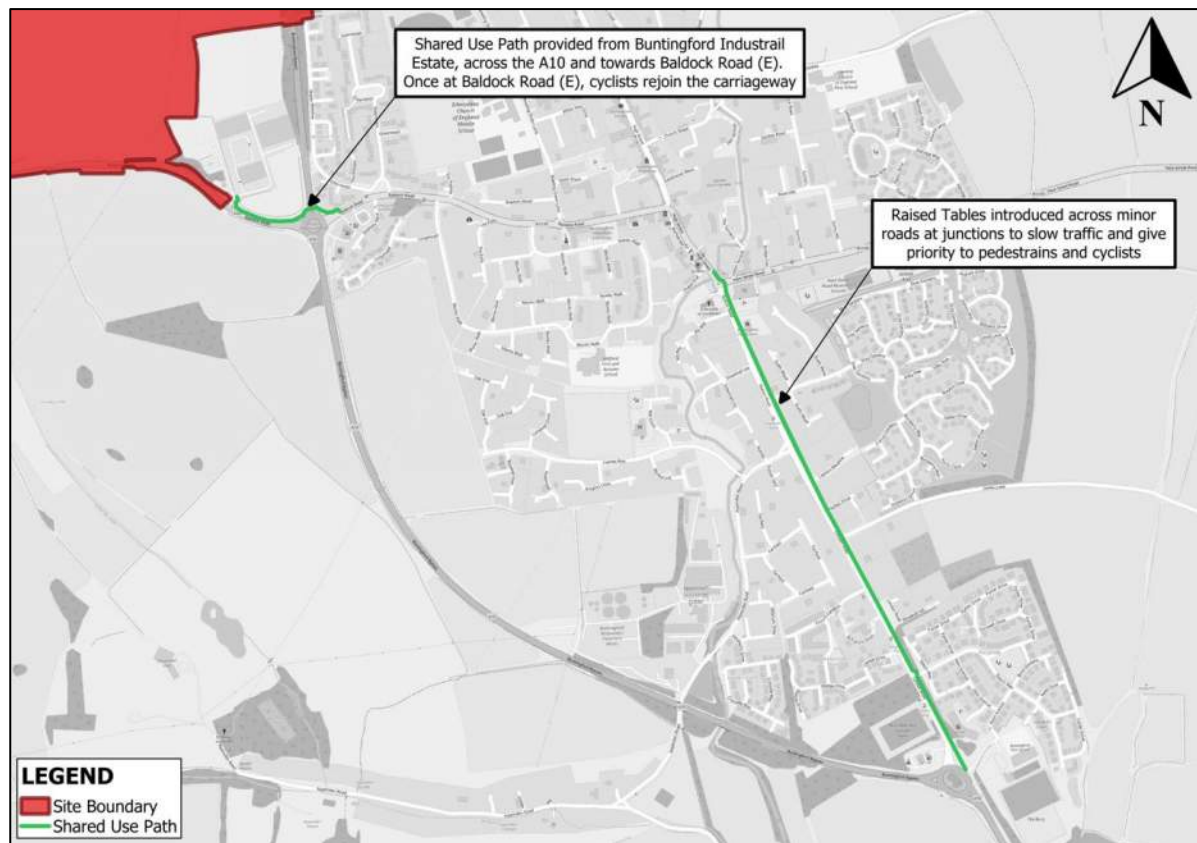


Figure 5.4 – Existing Local Cycle Network

- 5.5.5 Whilst there are no National Cycle Routes within the area, almost all of Buntingford falls within 2km of the site (**Figure 5.2**), with the remaining areas and some neighbouring settlements including Cottered, Westmill and Buckland falling within 5km of the site (21-minute cycle).
- 5.5.6 As discussed, this distance is widely recognised as a reasonable cycling distance and therefore facilities, services, and employment opportunities within these villages lie within a reasonable cycling distance of the site.
- 5.5.7 It can therefore be concluded that the local facilities are situated within a reasonable cycling distance to the site resulting in a lesser use of local trips made by vehicles.
- 5.5.8 As part of the scheme, it is also proposed to extend the existing shared cycle-footway available along the A507 Baldock Road to serve the site. It is therefore expected that the existing accessibility for cyclists will be improved as this scheme is progressed.

5.6 Active Travel Improvements

- 5.6.1 Since November 2020, Active Travel England's active travel fund awarded HCC funds to improve the active travel connections around the County making it easier and safer to walk and cycle thus improving the health, air quality, road safety, the local economy and traffic congestion within Hertfordshire.
- 5.6.2 Within Buntingford, improvements along London Road started in October 2022. These improvements include:
- The provision of a shared use path for walking and cycling along the eastern side of London Road/ Station Road/ High Street;

- Provision of raised tables installed across minor roads at junctions to slow traffic approaching London Road and give priority to pedestrians and cyclists;
- Provision of a new raised Zebra crossing at Hare Street;
- Provision of five additional raised crossing points along London Road to better connect the neighbourhoods on either side of the main road;
- Provision of five additional parking spaces opposite Downhall Ley;
- Introduction of a 30mph speed limit along the entirety of London Road;
- Realignment of the Aspenden Road junction by narrowing the carriageway and modifying the central island to improve the pedestrian crossing experience;
- Provision of a pair of bus stops to both sides of the road near the A10 roundabout along with a new footway along the western side of the road and a zebra crossing. These facilities will serve a new first school development close to the roundabout.

5.7 Bus Accessibility

5.7.1 The site is located in close proximity to the routes of the existing bus services that pass through Buntingford, and as a result the site is well-placed to access these existing bus services for day-to-day journeys to and from the site.

5.7.2 **Figure 5.5** identifies the location of the bus routes within close proximity to the application site and which also travel through Buntingford.

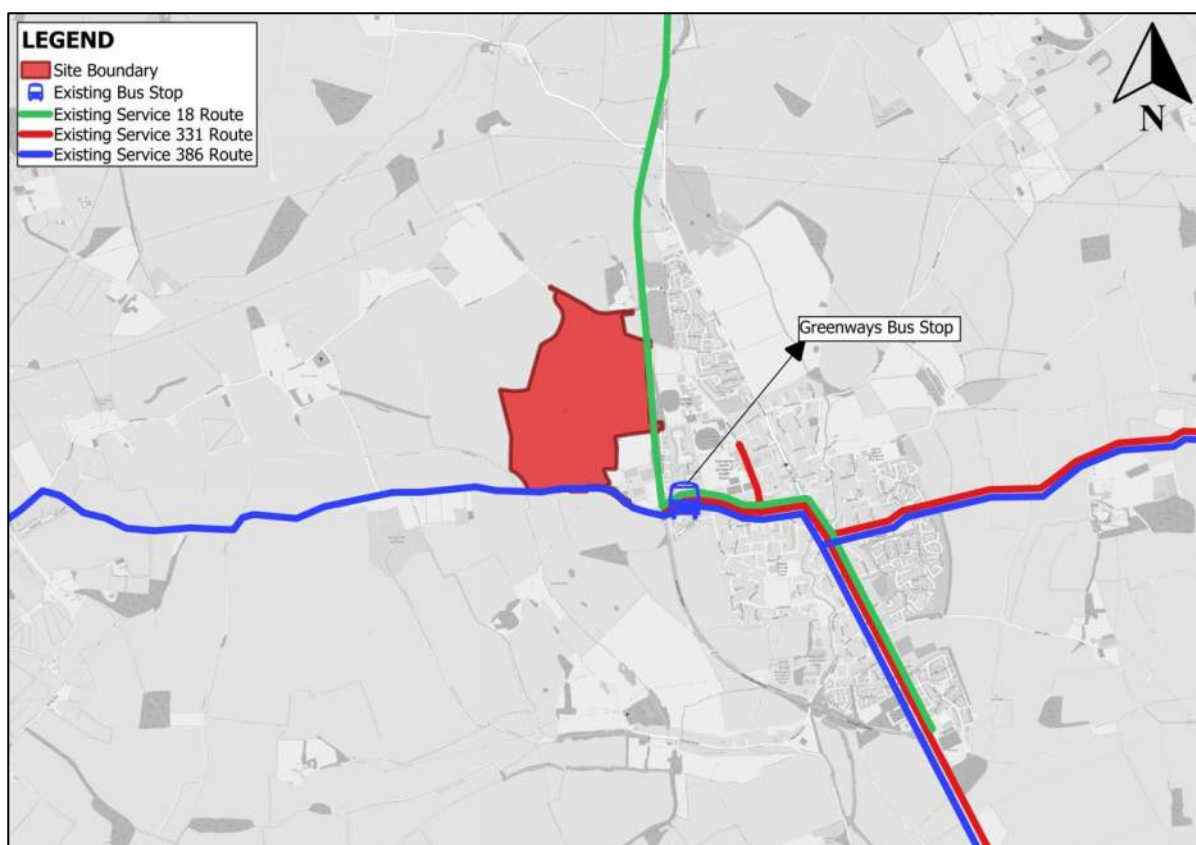


Figure 5.5 – Existing Bus Routes

5.7.3 As **Figure 5.5** illustrates, the closest pair of bus stops, named 'Greenway', are located on the B1038 Baldock Road and well within walking distance from the centre of the site.

- 5.7.4 Three regular bus routes (their routing has been identified in **Figure 5.5**) serve the 'Greenway' bus stops and an initial review of existing bus services has been carried out and is provided in **Table 5.2**.

Service	Route	Operating Days	Operator	Approximate Frequency
18	Royston Sassoon Drive (W) - Buntingford London Rd opp Kingfisher Park	Monday - Saturday	Richmond's Coaches	Every 2 hours
331	Hertford – Buntingford	Monday - Saturday	Arriva Hert and Essex	Hourly
386	Bishops Stortford - Stevenage	Monday - Saturday	Central Connect	Five times a day

Table 5.2 - Summary of Bus Services

- 5.7.5 There are additional services provided on Bowling Green with two additional bus services operating on schooldays only with one daily service on each direction to serve students on their daily education trips.
- 5.7.6 It is evident from the above review that Buntingford is connected to nearby towns in the surrounding area including Hertford, Royston and Letchworth via public transport. As a result, there is an opportunity to encourage the use of the existing bus services for day-to-day journeys to and from the site.
- 5.7.7 It can therefore be concluded that there is a regular bus service provision accessible from the site within the recommended walking distance to a bus stop (community facility) of 800m as set out in MfS. The proposed scheme also proposes improvements in this regard to encourage and facilitate the use of bus services.

5.8 Local Highway Network

- 5.8.1 The A507 Baldock Road is a two-way principal road that bounds the application site to the south, and which connects the A10 with the towns of Baldock, Hitchin, Letchworth and Stevenage. It has the national speed limit by the section bounding the site.
- 5.8.2 Throcking Lane is a single carriageway two-way road subject to national speed limit that bounds the application site to the north and has a priority junction with the A10. From this junction, it runs on a westbound direction providing access to the residential settlement of Throcking and follows on to Cottered with a priority junction with the A507 Baldock Road.
- 5.8.3 The A10 is a single carriageway two-way road subject to national speed limit that bounds the application site to the east. This runs northbound to Cambridge via Royston and southbound to London passing by within close proximity to Hertford and Ware.
- 5.8.4 Ermine Street provides an access to Buntingford from the A10 to Buntingford town centre. This is a two-way single-carriageway road that is subject to national speed limit up to the junction Hummerston Close and 30mph further south.
- 5.8.5 High Street starts from the mini-roundabout with Ermine Street to the north and runs on a southbound direction and up to the mini-roundabout with Hare Street. High Street crosses the town centre and has a number of traffic calming features to encourage drivers to keep low vehicle speed limits.

- 5.8.6 High Street meets the B1038 Baldock Road at a priority junction. Baldock Road provides access to the A10 from the town centre on a westbound direction. It has a 30mph vehicle speed limit up to the junction with Greenways and has a national speed limit further west.

6 Development Proposals

6.1 Introduction

- 6.1.1 This TP relates to the proposals for the provision of a residential led development at the application site, accessed off the A507 Baldock Road to the south and Throcking Lane to the north, to the west of Buntingford. This section of the TP outlines the development proposals with particular consideration given to access to and from the site onto the surrounding public highway network.
- 6.1.2 The proposed development is for 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 associated works and infrastructure, with all matters reserved save for access. A 'Land Use Components Plan', prepared by David Lock Associates, is shown in **Figure 6.1** below. This is also included as **Appendix B** to this report.

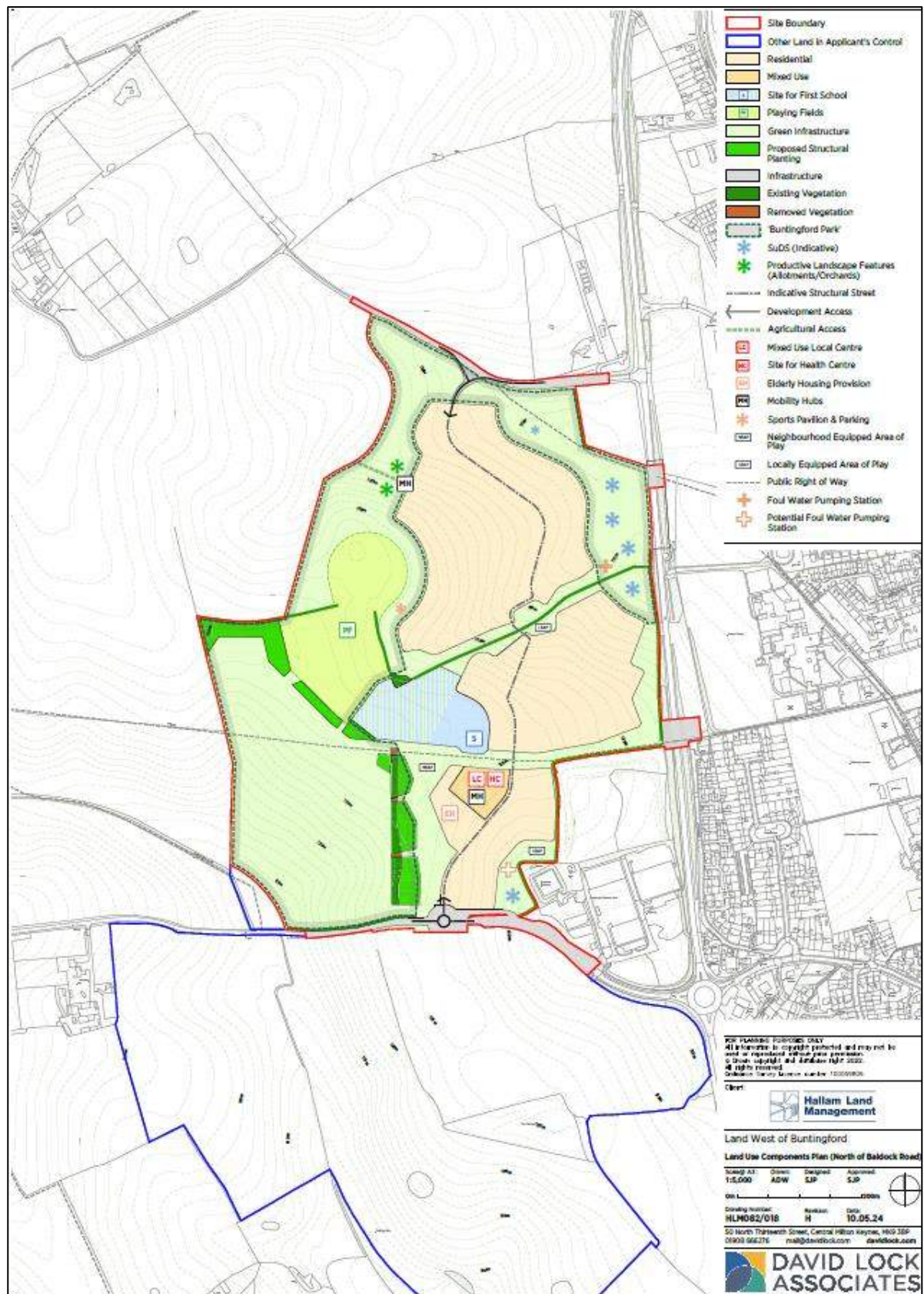


Figure 6.1 – Land Use Components Plan

- 6.1.3 To deliver a sustainable development, the proposed scheme is being sensitively designed to provide a high-quality layout and urban environment maximising transport sustainability and integration. The internal road network is to be engineered to accomplish the standards specified in the MfS Guidance with particular emphasis on the creation of safe routes around the site facilitating easy access by foot and cycle.
- 6.1.4 As such, extensive pedestrian, cycle and public transport improvements have been proposed as part of the application to connect the site with the rest of Buntingford without the need to use the private car. Whilst designed to provide appropriate access in isolation, these proposed measures would be complemented by the proposals for employment development to the south of the A507 Baldock Road and which would form part of a separate application.

6.2 Proposed Vehicular Access

- 6.2.1 The application site is proposed to be accessed off the A507 Baldock Road from the south, and off Throcking Lane from the north. It is proposed to provide an internal link road crossing the site and connecting the two points of access. The access to the site off the A507 Baldock Road is proposed to take place via a roundabout junction, while the access off Throcking Lane is proposed via a priority junction.
- 6.2.2 The proposed site access layout is shown in **Figure 6.2** (southern access off the A507 Baldock Road) and **Figure 6.3** (northern access off Throcking Lane). These are included as **Appendix C** to this report.

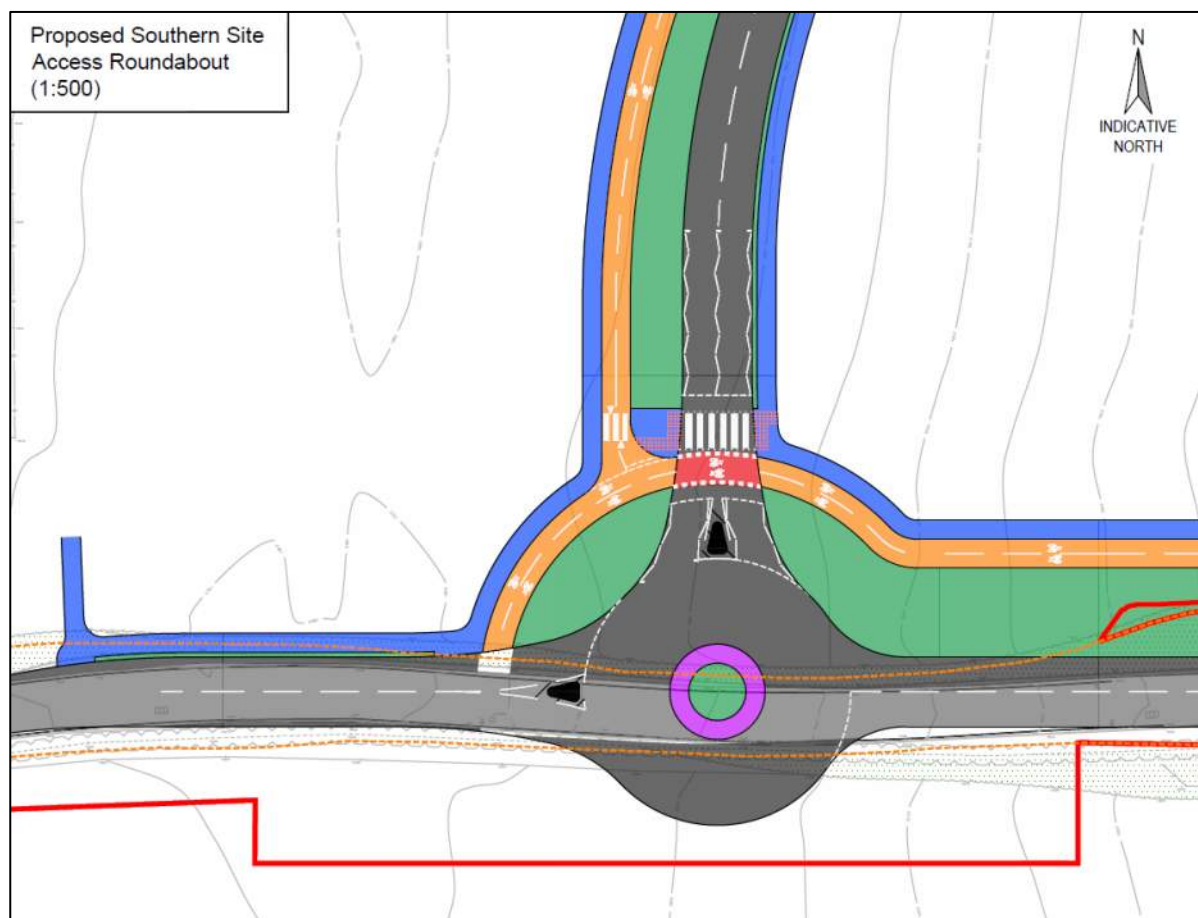


Figure 6.2 – Proposed Southern Access off A507 Baldock Road

- 6.2.3 The proposed access off the A507 Baldock Road will consist of a continental roundabout junction that will provide access to the site. The roundabout junction has been designed in compliance with DMRB standards.
- 6.2.4 It is proposed to include segregated footways and cycle paths on the eastern and northern approaches to the roundabout junction, with a formal crossing and parallel cycle crossing on the northern arm of the junction. The crossing will include dropped kerbs, tactile paving and zig zag lines on its approach to the junction. These have been designed in accordance with the LTN 1/20 'Cycle Infrastructure Design' guidance.
- 6.2.5 It is clear from the access design layout proposed, that priority has been placed on the provision of high-quality pedestrian and cycle infrastructure to access the proposed development.
- 6.2.6 The proposed layout will place priority to pedestrians and cyclists in compliance with Manual for Streets, and will encourage and promote the use of more sustainable modes of transport to and from the site, reducing the need to use the private car and, hence, the traffic impact on the surrounding public highway network.
- 6.2.7 The A507 Baldock Road will also see a number of traffic calming features to encourage lower vehicle speeds on its eastern section. It is proposed that a 30mph vehicle speed limit is introduced along the A507 for the section between the A10 to the east, and the western approach to the site access roundabout junction to the west.

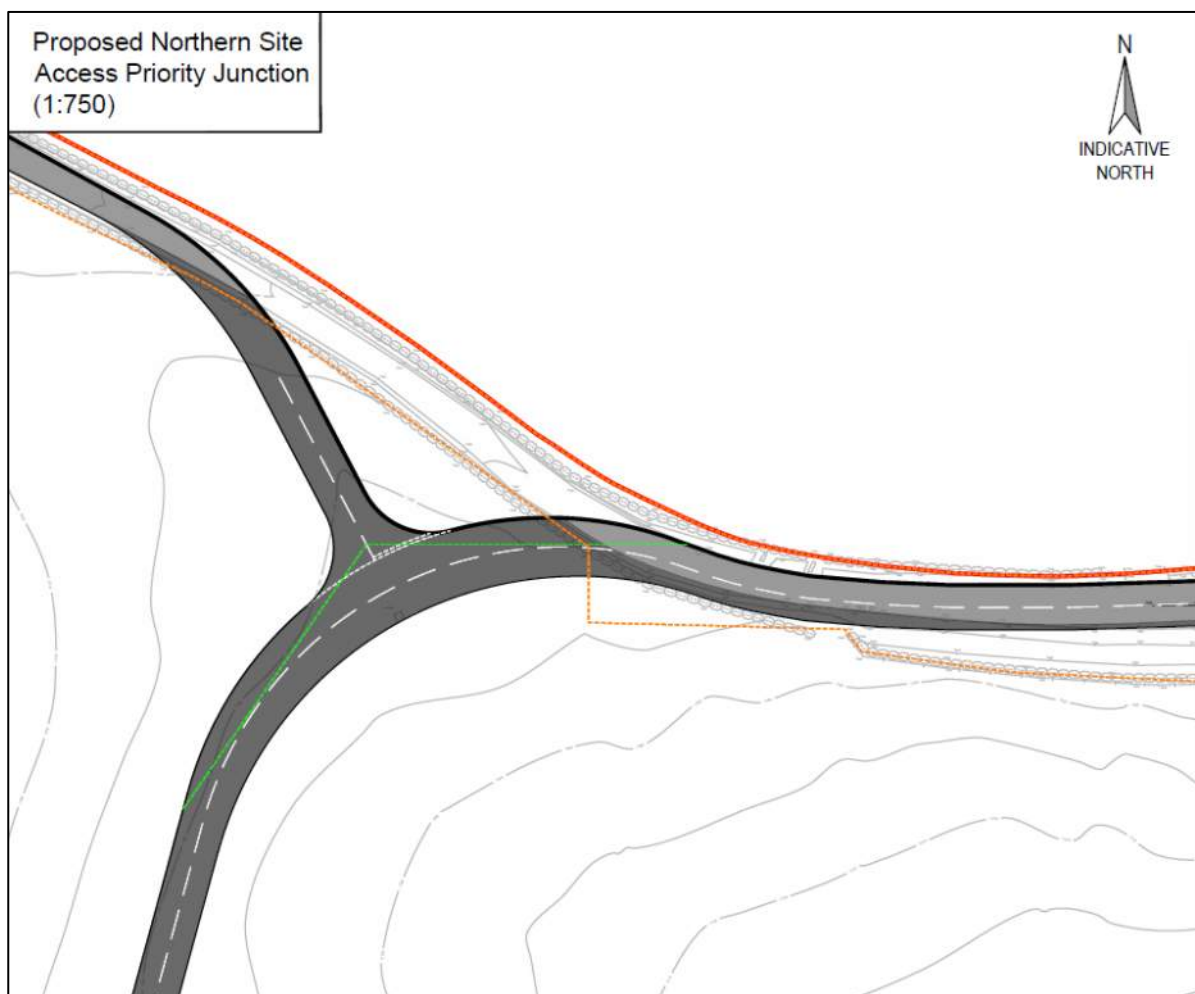


Figure 6.3 – Proposed Northern Access off Throcking Lane

- 6.2.8 The northern access off Throcking Lane is proposed to provide a realignment with the main road. The access junction will establish the north-south route as the priority route with the western section of Throcking Lane joining as a minor link.
- 6.2.9 It is also proposed to reduce the vehicle speed limit to 30mph for the section of Throcking Lane between the junction with the A10 and for the whole section leading to the site and along the link road. In addition, the 30mph speed designation would also extend west of the Throcking Lane access (i.e. the western approach to this junction).

6.3 Proposed Walking and Cycling Access

- 6.3.1 It is considered long-standing good practice that a reasonable distance of 2km has been supported by the previous PPG13 planning policy; whilst this guidance is superseded the threshold is still widely recognised and this figure is still accepted as being suitable for walking to replace short journeys. **Table 5.1** above shows a wide number of local services and facilities that can be reached within 2km from the application site.
- 6.3.2 Cycling has the potential to replace short car journeys for distances under 5km. MfS2 clearly identifies the contribution that cycling can make to transport sustainability and accessibility, identifying this mode of travel as a good substitute for short car trips, particularly those under 5km.
- 6.3.3 The proposed development provides an opportunity to extend and improve the local pedestrian and cycle network in the western area of Buntingford. This will promote walking and cycling as convenient and realistic modes of transport.
- 6.3.4 It is proposed to provide pedestrian and cycling facilities throughout the site to enhance permeability and connect directly to the existing shared cycle-footway that runs on the A507 Baldock Road between Buntingford and up to the access to Buntingford Business Park.
- 6.3.5 The pedestrian and cyclist access strategy will allow for the continuous access for pedestrians and cyclists taking advantage of the existing shared cycle-footway running on the northern section of the A507 Baldock Road.
- 6.3.6 It is proposed to widen this section of shared cycle-footway to provide segregated pedestrian and cycle routes in accordance with Local Transport Note 1/20 'Cycle Infrastructure Design' (2020) running on the northern side of the A507 Baldock Road from the crossing of the A10, which is proposed to be upgraded to a Toucan crossing in order to provide a safe and convenient access to pedestrians and cyclists.
- 6.3.7 The proposed pedestrian and cycle paths are proposed to be extended along the northern section of the A507 Baldock Road up to the proposed roundabout junction providing access to the site and will continue up to the link road, creating a high-quality sustainable infrastructure. The proposals would also include a raised parallel pedestrian and cycle crossing across the access to the Buntingford Business Park and a Toucan crossing to help pedestrians and cyclists across the A10.
- 6.3.8 The site is also crossed by two Public Rights of Way, as explained in **Section 5** of this report.
- 6.3.9 Cottered Footpath 040 crosses the site in an east-west alignment. A pedestrian bridge provides access to the section of PRow to the east of the A10 and is known as 'Broad Baulk'. This provides direct connections to Skipps Meadow and Bowling Green Lane in the northern area of Buntingford. As part of the scheme, it is proposed to provide connections from the proposed development to this pedestrian bridge, which would reduce journey times for pedestrians travelling to the facilities located on this area and which mainly comprise education and employment facilities.

- 6.3.10 Cottered Footpath 041 runs further north close to the northern boundary of the application site. This leads to Buntingford Footpath 035 to the east of the A10. This PRow also leads to Bowling Green Lane past the access to Freman College and provides access to the local facilities located in the northern area of Buntingford.
- 6.3.11 Currently, there is no bridge providing a connection between the two PRowS and pedestrians need to cross the A10. As part of the scheme, it is proposed to provide a pedestrian bridge connection on top of the A10 connecting the two PRowS that would also reduce journey times to the facilities located in the northern area of Buntingford. The proposed bridge connection has been designed in accordance with DMRB standards and is shown in **Figure 6.4**. This is also shown as **Appendix D** to this report.

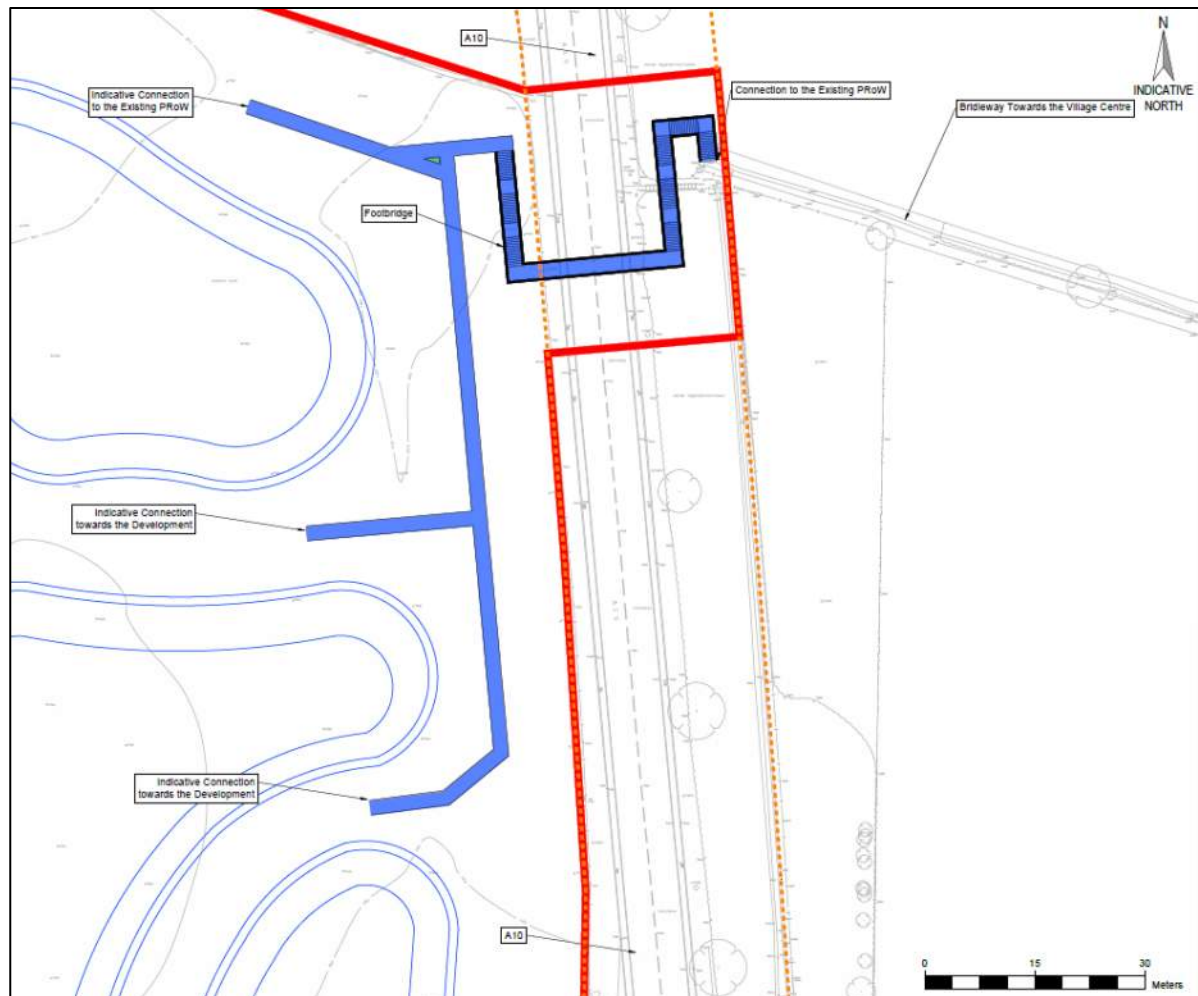


Figure 6.4 – Proposed Bridge Connection to PRow

- 6.3.12 The improvements proposed in terms of new pedestrian and cycling infrastructure mean that the town centre and many other local facilities and employment areas will be reached within convenient pedestrian and cycling distances, with the town centre located within 2kms via high-quality segregated footways and cycle tracks, which will be connected to Buntingford by a Toucan crossing ensuring the safe and quick access across the A10.
- 6.3.13 The proposed improvements will also provide a significant improvement to the existing conditions of pedestrians and cyclists in the local area to the west of Buntingford.

6.3.14 Furthermore, the proposed connections to Cottered Footpath 040 and the bridge connection from Cottered Footpath 041 will also reduce journeys to the existing facilities provided in the northern area of Buntingford.

6.4 Public Transport Access

6.4.1 The location for a new bus stop at the Local Centre has been proposed as a potential improvement to encourage the use of bus services to and from the development. This would be designed in accordance with the 'Roads in Hertfordshire: Highway Design Guide'. Bus services would turn around at the Local Centre and would get back to the A507 Baldock Road.

6.4.2 Conversations with Arriva Group are currently taking place and more details on the public transport improvements will be provided in due course.

6.5 Mobility Hubs

6.5.1 Two mobility hubs are proposed as part of the development. The first one would be located in the Local Centre and the second one further north and within the residential area. The proposed location is shown in **Figure 6.1** above and in **Appendix B**.

6.5.2 The mobility hub at the Local Centre would include the proposed bus stop, as well as additional pedestrian and cycle facilities, in order to foster the use of more sustainable modes of transport between the site, Buntingford, and other towns accessible by bus such as Hertford. It is proposed that this mobility hub could include the following facilities:

- 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

6.5.3 The second mobility hub proposed further north could include the following:

- 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

6.6 Off-site Highway Works

6.6.1 As part of the scheme, it is also proposed to provide additional improvements along the A507 Baldock Road, the A10 and the B1038 Baldock Road, which would facilitate access along the main route connection between the site and the town centre.

- 6.6.2 The proposed measures would include the following (measures provided on a westbound direction) and up to the A10:
- Dragon's teeth traffic calming feature on the approach to the roundabout junction providing access to the site;
 - Proposal to reduce the existing vehicle speed limit on the A507 Baldock Road to 30mph to the west of the roundabout junction providing access to the site and up to the roundabout junction with the A10;
 - Extension of segregated pedestrian and cycle path infrastructure between the access to Buntingford Business Park and the site;
 - Formal parallel pedestrian and cycle crossing at the access to Buntingford Business Park;
 - Upgrade of the existing shared cycle-footway between the A10 and the access to Buntingford Business Park to segregated pedestrian and cycle path improvements; and
 - Provision of Toucan crossing on the A10 to the north of the Baldock Road Roundabout junction.
- 6.6.3 These measures would be complemented with those proposed as part of the adjacent employment proposal to the south of the A507 Baldock Road, and which would comprise a number of additional pedestrian and cycle crossings to the east and west of the proposed roundabout junction providing access to both sites. These would significantly extend the length of the segregated pedestrian and cycle network to the west of Buntingford and would promote walking and cycling as safe, efficient and convenient modes of transport between the sites and the town of Buntingford.
- 6.6.4 In this case, the proposed roundabout junction would be designed with the principles of 'Dutch' roundabouts in mind, which have been shown to significantly reduce the number of collisions involving vulnerable road users and improve the highway safety credentials of the junctions. This uses short turning radii to encourage low vehicle speeds and only one circulating vehicle lane on each approach to the junction. It will have kerb-segregated cycle lanes circulating around the outside of the roundabout and cyclists would have priority on all entry and exit lanes. It would also have pedestrian Zebra crossings across each arm, which would be parallel to those of the cycle paths. Due to the safety benefits and priority that these junctions bring to pedestrians and cyclists a number of them are being proposed in the UK, with proposals for one of them already in Hertfordshire (Hemel Hempstead).
- 6.6.5 The proposed improvements that would also be delivered along with the employment application proposed to the south of the A507 Baldock Road would comprise the following:
- Vehicle connection via a southern arm to the 'Dutch' roundabout access;
 - Pedestrian crossing to the west of the roundabout junction providing access to the site;
 - Footway to the west of the roundabout junction to connect to the pedestrian crossing;
 - Cycle crossing to the west of the roundabout junction;
 - Pedestrian crossing to the east of the roundabout junction; and
 - Parallel pedestrian and cycle crossing to the west of the access to Buntingford Business Park.
- 6.6.6 On top of these improvements, the proposed measures are also proposed east of the A10 and along the B1038 Baldock Road. These are currently provided as an indicative design and would be subject to further conversation with HCC:
- Gateway feature at the entrance to Buntingford via the B1038 Baldock Road to incorporate and extend the 30mph vehicle speed limit, which currently starts between the junctions of the B1038 Baldock Road with Deacons Place and Greenways;
 - Relocation of the bus shelter on the northern section of the B1038 Baldock Road to provide for an improved pedestrian connection;

- Raised crossing to facilitate the crossing of pedestrians and people with mobility impairment between the junctions of the B1038 Baldock Road with Deacons Place and Greenways;
- Raised crossing on Monks Walk at the two approaches to the junction of the B1038 Baldock Road with Monks Walk;
- Priority narrowing on the B1038 Baldock Road to the east of the junction with Monks Walk (west);
- Change in texture/colour at The Folly by the junction with the B1038 Baldock Road to denote the crossing by pedestrians;
- Raised crossing on the B1038 Baldock Road to the east of the junction with Monks Walk (east); and
- Relocation of parking spaces on the B1038 Baldock Road opposite the junction with Bowling Green Lane to facilitate the circulation of pedestrians.

6.6.7 The proposed improvements detailed in this section have been grouped and split in **Table 6.1**, which shows what would be comprised under the proposed application, and along with the employment-led application to the south of the A507 Baldock Road:

Proposed Improvements	Proposed Residential Led Development	Residential Led and Employment Led Developments Combined
Throcking Lane	Realignment of junction / Reduction of vehicle speed limit	Realignment of junction / Reduction of vehicle speed limit
A507 Baldock Road	Continental 'Dutch' Roundabout	Continental 'Dutch' Roundabout
	Pedestrian and cycle crossings on northern approach to roundabout junction	Pedestrian and/or cycle crossings on all approaches to roundabout junction
	Reduction of vehicle speed limit	Reduction of vehicle speed limit
	Provision of footways and cycle paths on northern side of A507	Provision of footways and cycle paths on both sides of A507, along with pedestrian and cycle crossings
	Pedestrian and cycle crossing on access to Buntingford Business Park	Pedestrian and cycle crossing on access to Buntingford Business Park and across A507 to the west of the Business Park Access
	Provision of bus stops and two mobility hubs within the residential proposal	Provision of bus stops and two mobility hubs within the residential proposal and bus stops on the A507
	Upgrade of existing shared cycle-footway to segregated footway and cycle paths	Upgrade of existing shared cycle-footway to segregated footway and cycle paths
A10	Provision of Toucan crossing	Provision of Toucan crossing
B1038 Baldock Road	Proposed improvements (par. 6.6.6) (indicative at this stage)	Proposed improvements (par. 6.6.6) (indicative at this stage)
PRoW Cottered Footpath 041	Pedestrian bridge across A10	Pedestrian bridge across A10

Table 6.1 – Proposed Improvements for Proposed Development and Combined with Employment Application

6.6.8 **Figure 6.5** shows the proposed access improvements on the A507 Baldock Road proposed for the residential led development and stated in **Table 6.1** above. This is shown in **Appendix C** to this report.

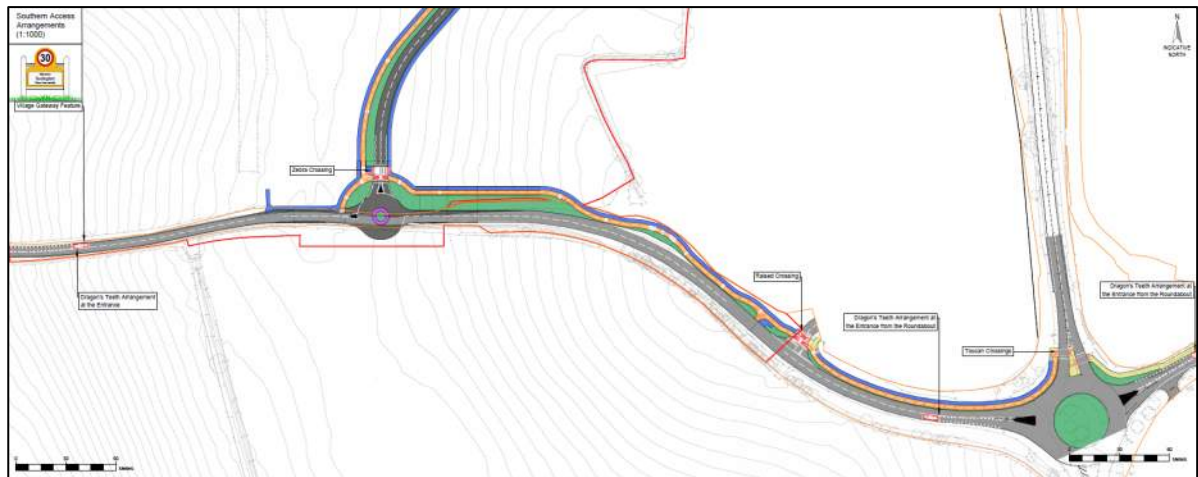


Figure 6.5 – Proposed Off-Site Improvements – A507 Baldock Road: Residential Led Development

6.6.9 **Figure 6.6** shows the proposed off-site improvements to the A507 Baldock Road proposed for the combined residential and employment led developments and stated in **Table 6.1** above. These can be achieved within the red line boundary, highway boundary and additional land within applicant's control to the south of the A507 Baldock Road and which would form part of the employment led development. This is also included as **Appendix E** to this report.

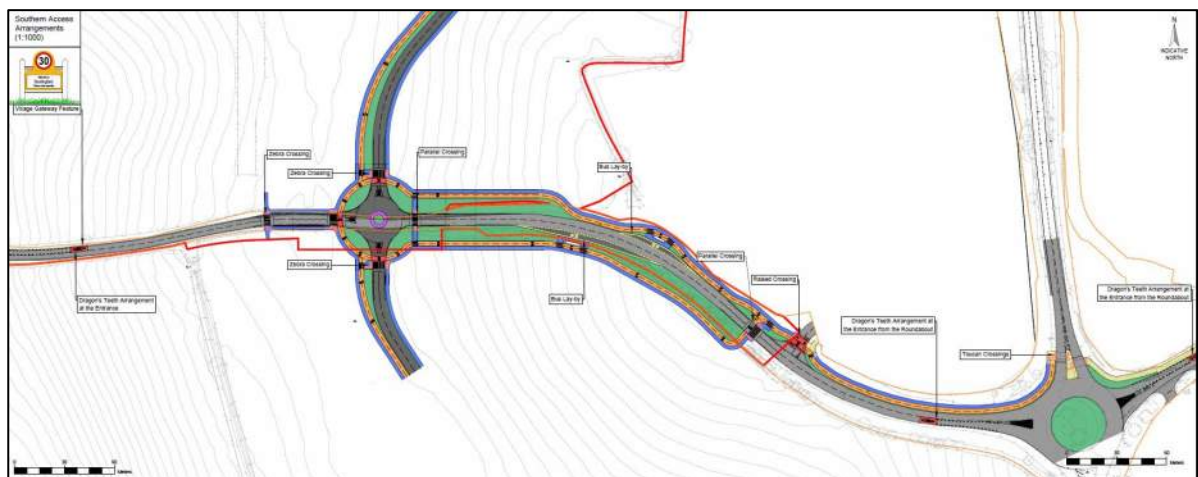


Figure 6.6 – Proposed Off-Site Improvements – A507 Baldock Road: Combined Developments

6.6.10 **Figure 6.7** and **Figure 6.8** show the proposed improvements on the B1038 Baldock Road. These are also included as **Appendix F** to this report.



Figure 6.7 – Proposed Off-Site Improvements – B1038 Baldock Road (West)



Figure 6.8 – Proposed Off-Site Improvements – B1038 Baldock Road (East)

6.7 Vehicle Parking Provision

- 6.7.1 Car parking will be provided in line with local policy, in particular the 'Updated Vehicle Parking Standards' SPD document from the East Hertfordshire Local Plan, adopted in July 2015. The updated car parking standards state that:

'There will be an initial presumption for the required car parking standard to be applied. Developers proposing car parking above or below these levels should provide robust evidence to support their case.'

- 6.7.2 This approach is corroborated by Policy TRA3 'Vehicle Parking Provision' of the Local Plan, which states that:

'1. Vehicle parking provision associated with development proposals will be assessed on a site-specific basis and should take into account the provisions of the District Council's currently adopted Supplementary Planning Document 'Vehicle Parking Provision at New Development.'

- 6.7.3 The proposed provision will be discussed with the LHA and the standards to be applied will be agreed. This is the approach that has been accepted by the LHA for the neighbouring planning application 3/23/1447/OUT.

6.7.4 Electric vehicle charging points will be provided in accordance with Building Regulations 2010 Approved Document S 'Infrastructure for the Charging of Electric Vehicles' (2021 Edition).

6.7.5 The potential provision of Car Club spaces within the mobility hubs proposed as part of the development will also be considered and discussed with the Highway Authority.

6.8 Cycle Parking Provision

6.8.1 Cycle parking will also be provided in line with the 'Updated Vehicle Parking Standards' SPD document from the East Hertfordshire Local Plan and will be discussed and agreed with the Local Highway Authority.

6.8.2 The potential provision of bicycle hubs as part of the scheme and located in the proposed mobility hubs will also be considered and discussed with the Highway Authority.

6.9 Conclusion

6.9.1 The proposed development is located within 2kms from the town centre in Buntingford and most of the facilities and services provided on a local level. It is therefore located within the recommended walking distances as stated in Manual for Streets to replace short car trips.

6.9.2 Manual for Streets also makes reference to the creation of mixed-use neighbourhoods with interconnected street patterns and which provide for the daily needs within walking distance of most residents, as will be the case for the proposed development.

6.9.3 Furthermore, a wider area is comprised within 5km, which is the recommended distance for cycle trips to replace car trips. This would include the whole extent of Buntingford plus a number of additional settlements.

6.9.4 The proposed development will provide an extensive improvement to the pedestrian and cycle networks provided to the west of Buntingford which will make walking and cycling more accessible, safe and convenient for any new and existing residents. The improvements proposed comprise the following:

- **Site Access Scheme and Parking:** Access to the site will be provided by a roundabout junction off the A507 Baldock Road, designed in compliance with the standards set out in the DMRB. An additional access point will be provided to the north of the site boundary via Throcking Lane, which will be realigned to provide priority towards the site. A number of traffic calming features are proposed to reduce the existing vehicle speed limits to 30mph on the two approaches to the site.
- **Pedestrian and Cycle Facilities and Routes:** Pedestrian and cycle access to the development site will be significantly improved by the upgrading of the existing shared cycle-footway that runs on the northern side of the A507 Baldock Road up to Buntingford Business Park, to a segregated pedestrian and cycle path network and a significant extension to connect to the site. The proposed improvements also include a Toucan crossing on the A10. Mobility hubs are proposed at the Local Centre and the residential area and will include a number of facilities to encourage the use of sustainable modes to and from the site.
- **Public Transport:** It is proposed to provide a new bus stop at the Local Centre serving the proposed development and as part of one of the mobility hubs. The existing bus services provided are considered suitable to provide access to the town centre and main destinations in the area.

6.9.5 Therefore, the current accessibility and convenience from the site to encourage walking, cycling and public transport as main modes of transport will be significantly improved.

- 6.9.6 On top of that, the proposed development would also bring an additional pedestrian bridge crossing the A10 following the PRow Cottered Footpath 041 and potential improvements along the B1038 Baldock Road.
- 6.9.7 However, whilst the proposed development has been designed to be sustainable as an individual site, the cumulative measures associated with the introduction of the nearby employment scheme would complement those proposed as part of this application and would enhance the already significant accessibility and connectivity improvements provided to the west of Buntingford.

7 Aims, Objectives and Targets

7.1 Introduction

- 7.1.1 This section outlines the specific aims and objectives of the TP. Targets are also set for the reduction in Single Occupancy Vehicle (SOV) use. It is important to set aims, objectives and targets in order to set strategic direction and to enable progress to be monitored.

7.2 Core Aim

- 7.2.1 The core aim of this Framework TP is to have a positive influence on the travel behaviours of all users of the residential development by maximising opportunities for trips to be made using sustainable modes.

7.3 Objectives

- 7.3.1 The following objectives align with the core aim of the Framework TP and will shape the measures and initiatives proposed in the plan.
- 7.3.2 The proposed objectives are grouped according to land use. Objectives for the residential land use will target all residents across the development. Objectives for the elderly accommodation (C3) units will target staff and include visitor travel. Objectives for the education land use will target pupils, parents and staff at the school within the development.

Site-Wide

- Masterplan-led development will provide a sustainable neighbourhood promoting non-car based travel from the outset, with a network of high-quality, legible and permeable sustainable transport routes within the development that link to the wider area.
- Provide the latest technologies, such as fast broadband, to reduce the need to travel.
- Promote the health and environmental benefits of sustainable travel from the outset.
- Provision for cycle parking / storage and EV charging.
- Provide facilities for storage of belongings and changing to encourage walking and cycling, where appropriate.
- Cooperate with neighbouring communities, the LHA and other relevant organisations to achieve a significant mode shift away from SOV journeys.
- Develop an on-going management and co-ordination process that will monitor and review changes towards achieving agreed mode shift targets.
- Minimise the impact of social exclusion caused by any health or mobility issues.

Residential Element

- Provide residents with up-to-date and relevant information on accessibility to and from the site by all modes so that they can make an informed decision about the way they travel.
- Minimise the number of SOV trips made by residents of the site.
- Provide residents with measures and initiatives targeted towards making travel by sustainable modes easier.

Elderly Accommodation (C3) Units

- Provide staff and visitors with up-to-date and relevant information on accessibility to and from the site by all modes so that they can make an informed decision about the way they travel.
- Minimise the number of SOV trips made by staff and visitors to the site.
- Provide staff with measures and initiatives targeted towards making travel by sustainable modes easier.
- Effectively manage the on-site parking resource.

Education Element

- Provide pupils, parents and staff with up-to-date and relevant information on accessibility to and from the site by all modes so they can make an informed decision about the way they travel.
- Minimise the number of SOV trips made by pupils, parents, staff and visitors to the site.
- Provide pupils, parents and staff with measures and initiatives targeted towards making travel by sustainable modes easier.
- Effectively manage the on-site parking resource.

7.4 Targets

- 7.4.1 Targets are measurable goals which are set in order to assess whether the objectives of the Framework TP are being achieved. Targets must be SMART, i.e., Specific, Measurable, Achievable, Realistic and Timebound.
- 7.4.2 The TA submitted as part of this planning application assumes that the Framework TP, in combination with the delivery of high quality sustainable transport access infrastructure, will result in a 15% reduction in car trips. This has therefore informed the overall objective of this Framework TP to reduce SOV use across the entire development. Each land use will set its own targets which will contribute to a joint outcome. Measures are proposed (as discussed in **Section 9**) to maximise opportunities for sustainable travel from day one of occupation.
- 7.4.3 The indicative baseline modal split is as follows. This will be reviewed in due time following the results of the first survey to be undertaken as part of the TP:

Mode	Mode Split
Vehicles	57%
Car Share	28%
Walk	9%
Bicycle	2%
Public Transport	3%
Total	100%
*Summation errors due to rounding	

Table 7.1: Indicative Baseline Mode Split

8 Management, Marketing and Monitoring

8.1 Introduction

- 8.1.1 This section describes the structure of the Framework TP and the roles and responsibilities of parties for the management of travel planning matters across the development.
- 8.1.2 Successful impact of the Framework TP will be dependent upon buy-in and implementation by all responsible parties demonstrating a commitment to sustainability which will need to motivate all stakeholders, including residents and external groups. It is therefore imperative that appropriate time and resources are allocated to ensure it can achieve its aims and objectives.
- 8.1.3 The Framework TP will guide the approach to travel planning across the entire development through establishing an overarching strategy to sustainable transport. This is supported by the aims and objectives outlined in **Section 7**.

8.2 Framework Structure

- 8.2.1 The Framework TP will form the basis for full subsidiary TPs to be prepared and implemented for individual land uses. These TPs will contain tailored measures appropriate to their respective land use and will be prepared prior to first occupations and submitted to HCC for approval.
- 8.2.2 The following subsidiary TPs will be prepared and will sit within the development framework:
1. Residential (C3): full TPs which will apply to residential dwellings within the development which would be in place from first occupation.
 2. Elderly Accommodation (C3): a full TP for the new care home located at the development which would be in place from first occupation.
 3. Employment (Local Centre): either a full TP or TP statement (in accordance with HCC's thresholds) will be prepared for each occupier, subject to the size of the development and would be in place following first occupation.
 4. School: a full TP for the new First School located at the development which would be in place following first occupation.

8.3 Framework Management

Travel Plan Coordinator

- 8.3.1 A TPC will be appointed in order to manage the implementation of the Framework TP across the whole site. This is likely to be a requirement of a planning condition/obligation and the contact details of the TPC will be provided to HCC following their appointment. The following details of the TPC will be provided:
- Name and role within organisation;
 - Postal address; and
 - Telephone number and email address.
- 8.3.2 The TPC will be designated and funded by the developer prior to first occupation so that occupiers can 'hit the ground running' by having a number of measures to encourage sustainable travel already in place.

8.3.3 The role will be a part-time commitment, although there are likely to be periods when more time is required of the TPC, particularly as elements of the development are first occupied. The key responsibilities of the TPC will include:

- Act as the central point of contact for all matters regarding the Framework TP;
- Manage the implementation of the Framework TP across the whole site;
- Provide sustainable travel information;
- Oversee the implementation of subsidiary TPs for each element of the development;
- Act as the TPC for the residential element of the development;
- Undertake/oversee monitoring in accordance with the strategy set out in **Section 10**;
- Liaise with HCC in implementing the TP;
- Conduct regular reviews of the Framework TP and update as necessary to ensure that it remains relevant to the site and aligns with any developments in policy and best practice guidance; and
- Submit monitoring reports to HCC.

8.4 Marketing and Consultation

8.4.1 The prospective residents' travel behaviour can be heavily influenced by the benefits arising from a TP; therefore, it will be promoted as a positive addition by the developer's sales staff, who will be briefed on the sustainable aspects of the development.

8.4.2 During the sales process the benefits on offer will be outlined and any promotional discounts and giveaways aimed at promoting sustainable travel highlighted. They will also explain the need for sustainable travel, describing the various travel options and local facilities available.

9 Measures and Initiatives

9.1 Introduction

- 9.1.1 This section outlines the measures that are proposed in order for the Framework TP to meet the aims, objectives, and outcomes set out in **Section 7**.
- 9.1.2 All land use-specific TPs should include consideration of the following measures, appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site:
- Promotion of walking;
 - Promotion of cycling;
 - Promotion of public transport use;
 - Measures to minimise single occupancy car travel; and
 - Marketing and communications.
- 9.1.3 These measures are linked to the stated objectives and seek to provide site-specific transport opportunities, with the aim of improving accessibility and offering viable and desirable sustainable travel choices.
- 9.1.4 As this is a Framework TP, a series of site-wide measures are prescribed in addition to further land-use specific measures.

9.2 Improving Information and Awareness

- 9.2.1 The delivery of site-wide measures will be the responsibility of the TPC.

Development Website

- 9.2.2 A core objective of the Framework TP is to provide all users of the development with up-to-date and relevant information on accessibility to and from the site by all modes so that they can make an informed decision about the way they travel. This must be updated throughout the lifetime of any TP to ensure information is accurate at all times.
- 9.2.3 A travel information page as part of the main development website will act as the central resource for all matters regarding the Framework TP. It will contain the following information:
- Information on accessibility to the site by all modes, including walking / cycling route maps and public transport maps, timetables and ticketing;
 - Contact details for the TPC;
 - Links to external sources of information (such as Traveline and 'Herts Liftshare' website);
 - Sustainable travel calendar of events and activities to raise awareness and encourage participation;
 - Sustainable travel offers and discounts;
 - Health and environmental benefits of traveling sustainably;
 - Progress in implementing and monitoring of the Framework TP; and
 - Details of local cycling retailers.

- 9.2.4 There are a number of benefits to providing this resource. It is widely accessible, efficient to maintain and keep up-to-date, and ensures consistency across the development in terms of the approach to sustainable travel. It is envisaged that the website will develop a brand that will promote awareness of the Framework TP for the site as a whole. This will be fostered across all TP materials used at the development.

Travel Information Pack

- 9.2.5 Travel Information Packs (TIPs) will be provided to all new users of the site, intended to complement the development website. The development website will be signposted in the TIP as a 'one-stop shop' for sustainable travel information and resources going forward. The TIP will serve as an introduction to the sustainable travel culture adopted across the site, prompting users of the site to consider all available travel options.
- 9.2.6 To encourage sustainable mode shift, the TIPs will include relevant travel information together with contact details of the TPC. The TIP could:
- Set out reasons to use sustainable transport, emphasising the health and environmental benefits;
 - Explain how individuals can travel sustainably, including methods of driving to reduce emissions;
 - Contain a list of web addresses for useful sites associated with buses, cycling, walking and car sharing, as well as that to the site webpage;
 - Useful walking and cycling advice, providing a map presenting the cycle and pedestrian links to local amenities;
 - Advertise any free or discounted passes and goods that are being used to promote bus and cycle use; and
 - A leaflet working out how much money you can save from not using your car.
- 9.2.7 A Residential Travel Voucher (RTV) system will be in place, as per the guidance stated within HCC's 'Travel Plan Guidance' (March 2020). The guidance suggested in paragraph 4.14 suggests a minimum travel voucher amount to be spent on purchases related to public transport and/or cycle incentives e.g., vouchers towards bus or rail tickets. Under this system, a RTV will be provided to the first occupier of each residential unit as part of the TIP. The minimum RTV values for developments within HCC are stated in **Table 9.1** below.

Unit Type	Minimum Value per Unit
Flat	£50
House	£100

Table 9.1: Residential Travel Voucher Values

Travel Information Board

- 9.2.8 Dedicated notice boards help provide a focal point for information and dissemination. They could potentially be provided in areas that are generally accessible to users of each part of the site such as a building foyers or reception areas. The notice board would display details of the plan and progress towards the targets. It could be used to publicise events such as 'Bike to Work Day' and 'car free days' plus provide details of public transport and cycle way networks. It could include information on:
- An event calendar listing national and local travel events;
 - The best walking and cycling routes in the area connecting with the site;
 - Cycle shops in the area;
 - Taxi company information;
 - Bus route information including timetables; and

- Information on public transport season tickets and passes.

Personalised Travel Planning

- 9.2.9 Personalised Travel Planning (PTP) could be offered to users of the site in order to actively shape their travel behaviours prior to habits being formed. There will also be the opportunity to request 'top up' sessions. PTP would provide tailored information to users of the site so that they receive information most relevant to their potential travel patterns.

9.3 Walking/Cycling

- 9.3.1 Specific design measures and physical infrastructure relating to walking and cycling are set out at **Section 6**.
- 9.3.2 Walking and cycling routes within the site as well as walking and cycling routes in the local area will be promoted with appropriate information on routes provided via the development website, TIP and TIB. All routes within the site will contain adequate signing to identify key destinations for users.
- 9.3.3 Walking and cycling promotional events and general campaigns will be marketed via the development website, TIP and TIB, and potentially via leaflet drops. Potential events include:
- World Car Free day;
 - Walk to School Week;
 - Cycle to Work Day; and
 - Walk to Work Day.
- 9.3.4 The opportunity to obtain discounts to be offered to new residents for the purchase of bicycles/bicycle equipment at local retailers in order to encourage uptake and participation of cycling will be investigated.
- 9.3.5 The TPC will seek to liaise with HCC Cycling Officers to provide cycle training opportunities for new residents of the development.

9.4 Public Transport

- 9.4.1 Users of the site will be made fully aware of the opportunities available to them via the development website, TIP and TIB. Public transport routes and timetables will be provided in the TIPs and on the development website. The TPC will ensure that this information remains relevant to users of the site and is kept up to date through periodic reviews.
- 9.4.2 The TPC will liaise with local bus operators to investigate the provision of bus taster tickets or discounts to residents of the development.
- 9.4.3 Useful resources (such as Traveline and National Rail) will be promoted via the development website, TIP and TIB.

9.5 Car-Related Measures

Car Sharing

- 9.5.1 Car sharing offers the potential to reduce SOV use through encouraging people to travel together. The TPC will promote existing car share databases via the development website, TIP and TIB. HCC operate a car share database called 'Herts Liftshare' (<https://liftshare.com/uk/community/hertfordshire>) whereby future users of the development could register and become part of a lift share group. This will help to reduce the overall number of car journeys being made and would encourage users of the development to lift share. The TPC would be responsible for promoting 'Herts Liftshare' as well as providing information on the benefits of car sharing.

Car Club

- 9.5.2 The promotion of a Car Club scheme would provide an alternative to car ownership and would benefit the environment, as well as providing the opportunity for residents to use an electric car as and when required without having to own a car. The TPC could undertake discussions with existing Car Club operators in the area to determine the suitability of a Car Club within the development.

Eco-driving

- 9.5.3 Eco-driving means smarter and more fuel-efficient driving and represents a new driving culture that makes best use of advanced vehicle technologies, while improving road safety and contributing to climate protection and pollution reduction. Information on eco-driving techniques will be provided to residents via the development website, TIP and TIB.
- 9.5.4 A Fuel for thought leaflet could also be provided to all those that choose to drive, to raise awareness of the cost of fuel.

10 Monitoring

10.1 Introduction

- 10.1.1 This section sets out a strategy for the monitoring and evaluation of the success of the Framework TP against proposed targets.
- 10.1.2 It is essential that the Framework TP has an effective strategy for monitoring and evaluation in place so that progress can be measured towards achieving targets and areas for improvement can be identified so that the Framework TP remains focussed and relevant to the changing needs of the development.
- 10.1.3 This Framework TP has been developed in accordance with policy and best practice guidance, but it is important that specific operational requirements currently unknown until the development is occupied are incorporated in the Framework TP and use-specific TPs going forward. The monitoring and evaluation strategy will ensure that the travel planning process is a management tool which responds to these contextual factors.

10.2 Baseline Travel Survey

- 10.2.1 As set out in **Section 7**, the TA assumes that the Framework TP will result in a 15% reduction in car trips generated by the proposed development. Baseline travel surveys will be undertaken to inform refined targets for specific land uses.
- 10.2.2 The primary form of monitoring for the site will be a questionnaire-based survey that will identify travel patterns to and from the site as well as existing travel behaviours and perceived barriers to travel by sustainable modes. The questionnaire survey will be distributed online via the development website and may be requested in paper form. Marketing and communication of the questionnaire survey will be required before and during its deployment to ensure that users of the site are aware of the survey and are encouraged to participate. Baseline surveys will be carried out at an agreed period of time following first occupations.
- 10.2.3 A minimum response rate will be agreed with HCC prior to commencement of baseline surveys.
- 10.2.4 Further monitoring for the individual TPs will be in compliance with HCC's methodology guidance depending on the TP type and scale of development and will be agreed with HCC prior to the baseline survey.
- 10.2.5 The results of the baseline surveys will be used to define targets for the TPs, agreed between the TPC and HCC, which will be used to measure the success of the TPs going forward.
- 10.2.6 Following data completion of the baseline surveys, the TPC will collate the data and prepare a report which disseminates the key findings.

10.3 Formal Monitoring

- 10.3.1 Annual monitoring will be undertaken for all individual TPs based on HCC's guidance below:
- Residential TPs: In place following first occupation until a minimum of five years following full site occupation;
 - Workplace/Commercial TPs: In place from following occupation for a minimum of five years; and
 - Education TPs: In place following first occupation for a minimum of seven years.

10.4 Review

- 10.4.1 The TPC will submit the monitoring report to HCC with recommendations for the next monitoring period. The purpose of the review is to remove unsuccessful incentives and alter their focus/replace them with measures that will achieve the TP targets. Progress against the targets will be measured and re-evaluated if progress is limited, or if targets are not considered to be sufficiently challenging.
- 10.4.2 Monitoring results for the TP will be submitted to HCC within 30 days of data collection in a Travel Plan Review document.

10.5 Communication

- 10.5.1 In order to promote continued awareness of the TPs, outcomes of the monitoring and the review process will be communicated to all users of the development by the TPC via the subsidiary TPCs through a number of information channels, including:
- Publishing the monitoring report on the development website or via email;
 - Providing headline travel survey results through the development website, TIBs, email or a leaflet drop; and
 - Advertising new measures and initiatives developed following annual monitoring.

10.6 Remedial Measures

- 10.6.1 In the event that the TP is shown to be underachieving during the formal monitoring period, a remedial strategy will be enacted which will implement measures targeted towards getting the TP 'back on track'. The decision to introduce a remedial strategy will follow review of the results of monitoring, and will be a mutual decision between the TPC and HCC. A key trigger will be the failure to meet targets.
- 10.6.2 The package of measures included in the remedial strategy will be determined through review and assessment of the travel survey results which may assist to identify barriers to sustainable transport usage.

10.7 Legacy

- 10.7.1 Over the course of the formal monitoring period, it is anticipated that a culture of sustainable transport will be instilled in travel behaviour of users of the development and that the Framework TP will have continually evolved to meet the changing needs of the development and its users. The Framework TP is a 'living document', and it is the responsibility of the TPC and all relevant stakeholders to ensure that the content of the Framework TP is regularly reviewed and updated.
- 10.7.2 The process for monitoring provides the perfect opportunity for this form of evaluation to become embedded. Following the formal monitoring period, it is important that the Framework TP continues to positively shape people's travel behaviours. The requirement for a centrally funded TPC role will continue for the extent of the build period plus an additional five years, following completion.

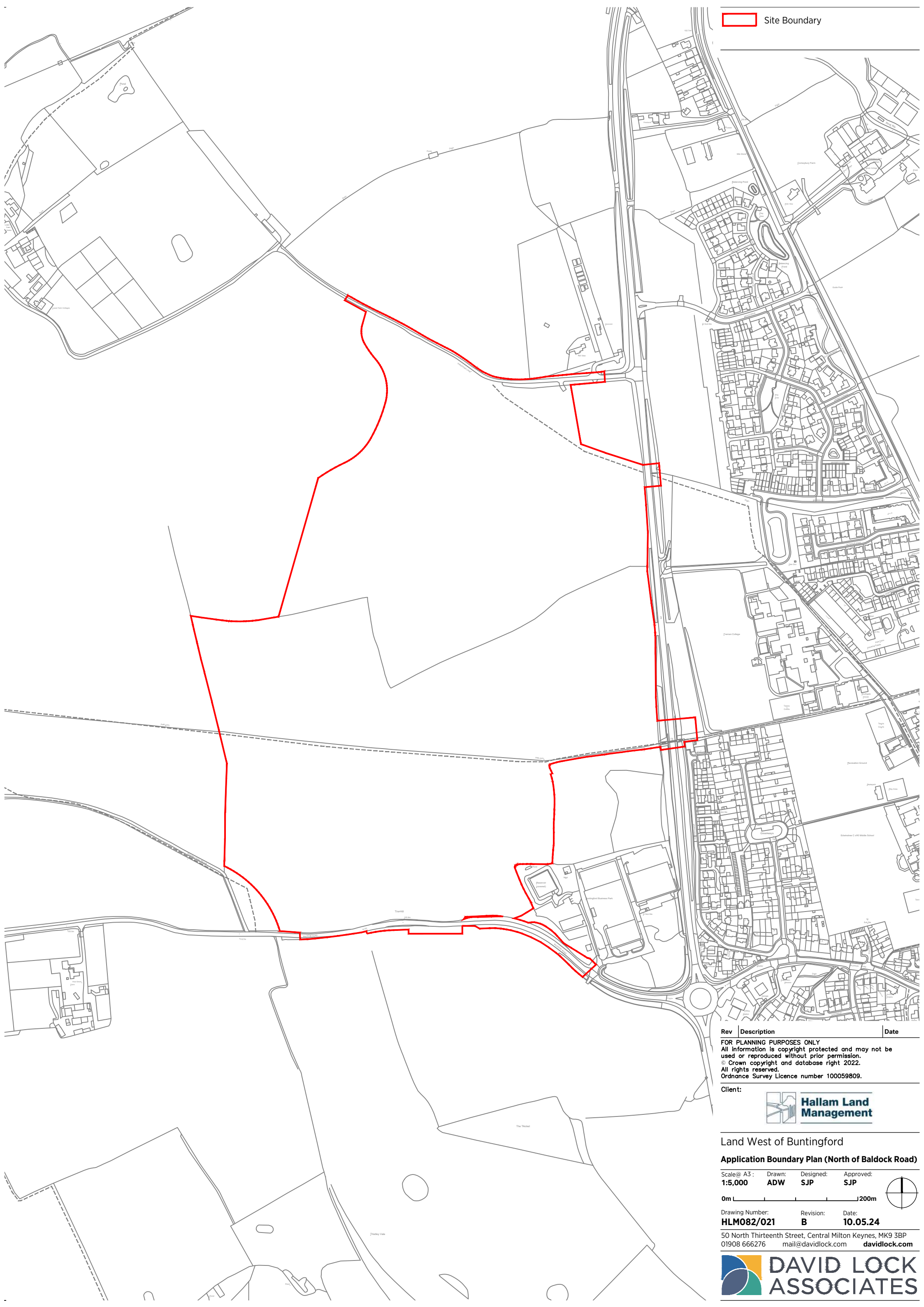
11 Action Plan

- 11.1.1 This section draws together the proposed measures, monitoring and review proposals into an Action Plan that identifies who will be responsible for the delivery of each element of the Framework TP. **Table 11.1** provides indicative timescales for the implementation of measures contained within this Framework TP.

Action	Responsibility	Timeframe
Management and Delivery		
Appoint a TPC	Developer, secured through S106 agreement / planning condition	Prior to first occupation of site
Marketing and Communication		
Creation of a travel information page on the development website, to be reviewed at regular intervals	Developer / TPC	Prior to first occupation, reviewed / updated quarterly
Creation of TIP	TPC	Prior to first occupation
Provision of TIB, populating with appropriate content, to be reviewed at regular intervals	Developer / TPC	Prior to first occupation, reviewed / updated quarterly
Promotion of events and campaigns	TPC	Ongoing, via the travel information page, leaflet drops and TIB
Communication of the key outcomes of the monitoring and review process	TPC	Following review of each monitoring report
Measures and Initiatives (those not already delivered via marketing materials above)		
Liaise with local retailers and travel operators to provide discounts and offers to users of the development	TPC	Within the first year of occupation, thereafter ongoing
Monitoring and Evaluation		
Conduct a baseline questionnaire survey	TPC	To be agreed with HCC
Prepare a monitoring report summarising the key findings of the baseline travel survey(s)	TPC	Within 30 days of data collection
Agree targets for the TP	TPC / HCC	Following review of baseline travel survey monitoring report

Table 11.1: Framework Travel Plan – Action Plan

Appendix A: Application Boundary Plan



Site Boundary

Rev	Description	Date
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Client:



Hallam Land Management

Land West of Buntingford

Application Boundary Plan (North of Baldock Road)

Scale@ A3 : 1:5,000 Drawn: ADW Designed: SJP Approved: SJP

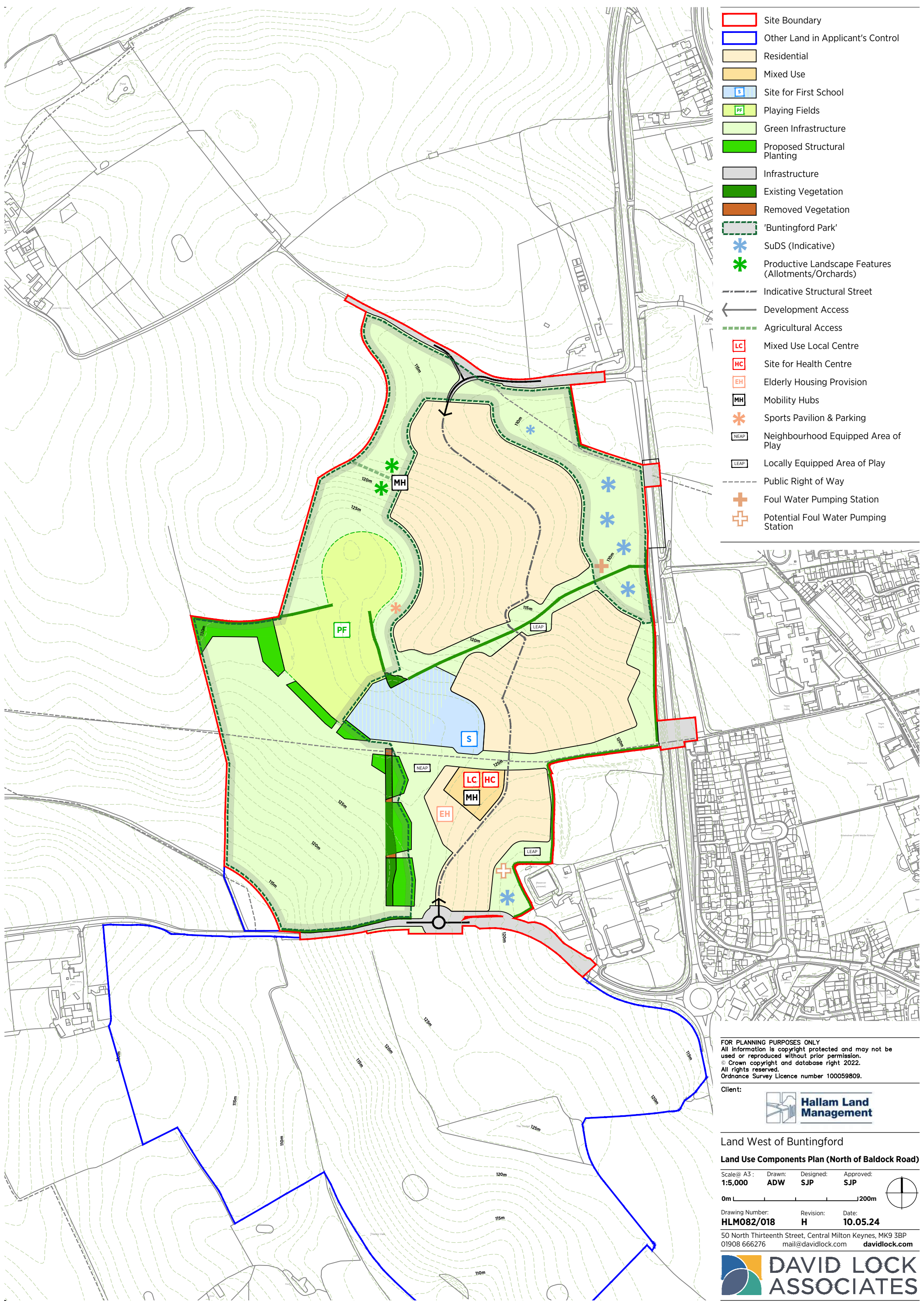
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Drawing Number: HLM082/021 Revision: B Date: 10.05.24

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Appendix B: Land Use Components Plan



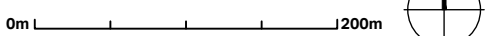
- Site Boundary
- Other Land in Applicant's Control
- Residential
- Mixed Use
- Site for First School
- Playing Fields
- Green Infrastructure
- Proposed Structural Planting
- Infrastructure
- Existing Vegetation
- Removed Vegetation
- 'Buntingford Park'
- SuDS (Indicative)
- Productive Landscape Features (Allotments/Orchards)
- Indicative Structural Street
- Development Access
- Agricultural Access
- Mixed Use Local Centre
- Site for Health Centre
- Elderly Housing Provision
- Mobility Hubs
- Sports Pavilion & Parking
- Neighbourhood Equipped Area of Play
- Locally Equipped Area of Play
- Public Right of Way
- Foul Water Pumping Station
- Potential Foul Water Pumping Station

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Client:  **Hallam Land Management**

Land West of Buntingford
Land Use Components Plan (North of Baldock Road)

Scale@ A3: **1:5,000** Drawn: **ADW** Designed: **SJP** Approved: **SJP**

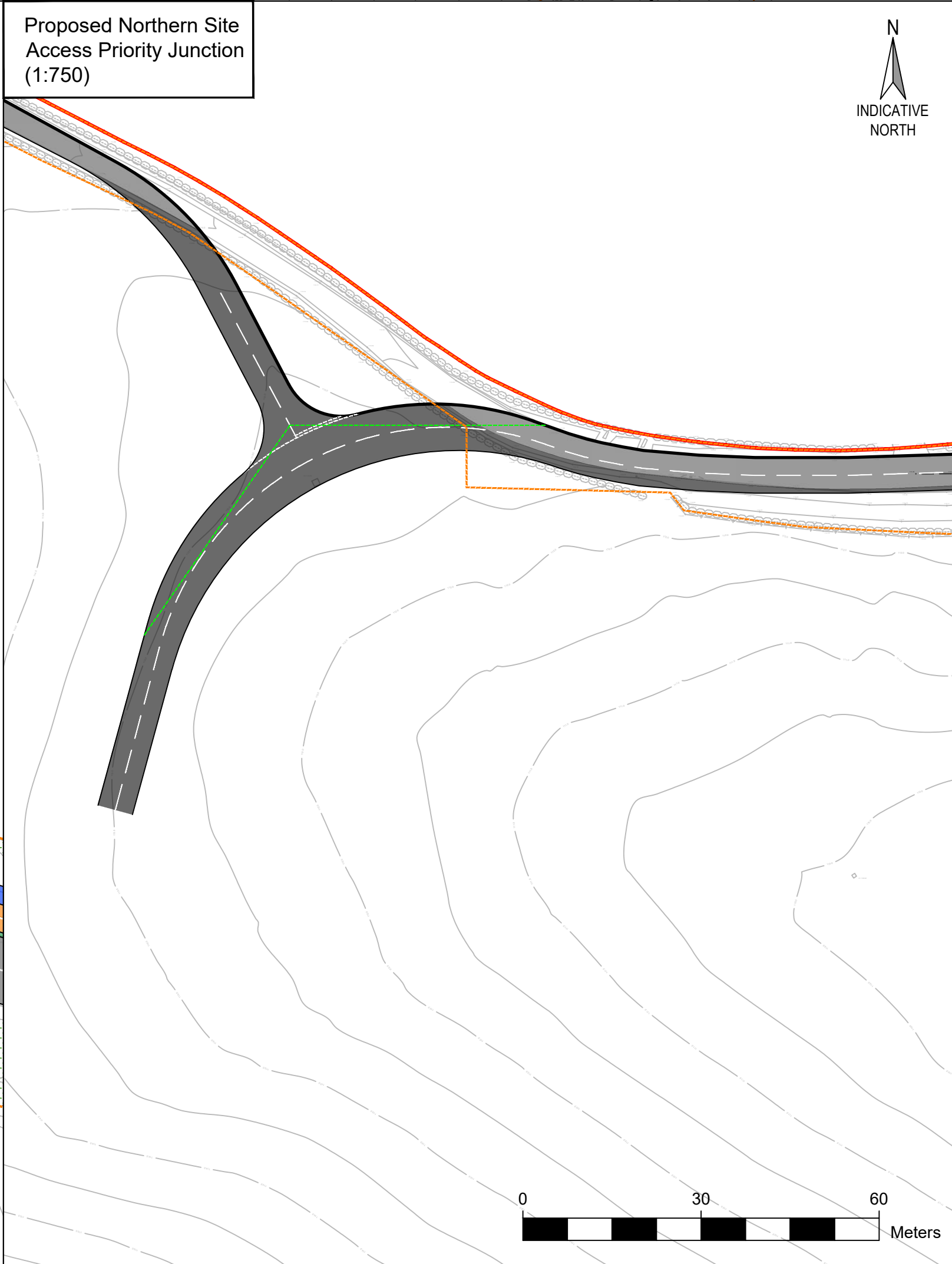
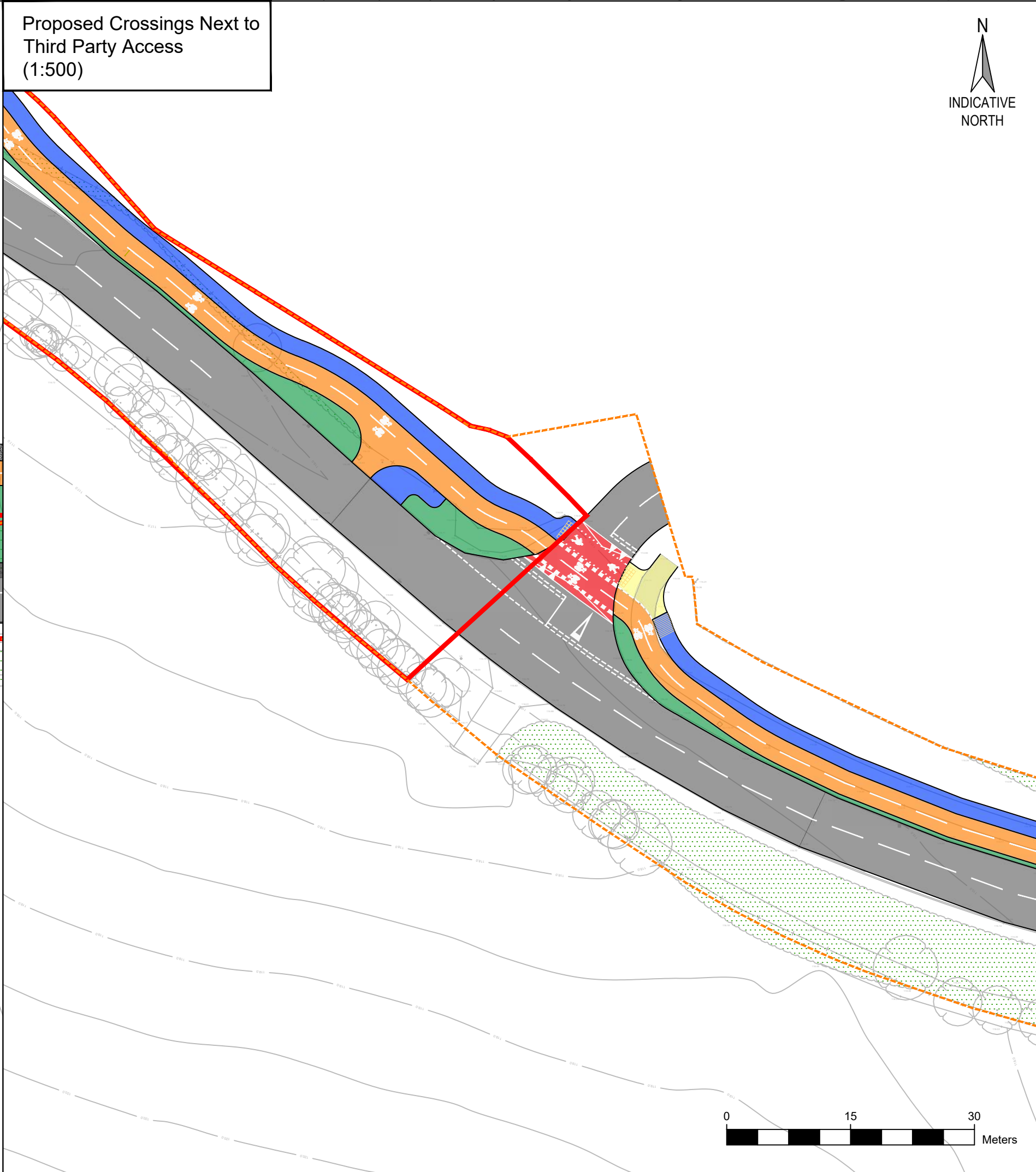
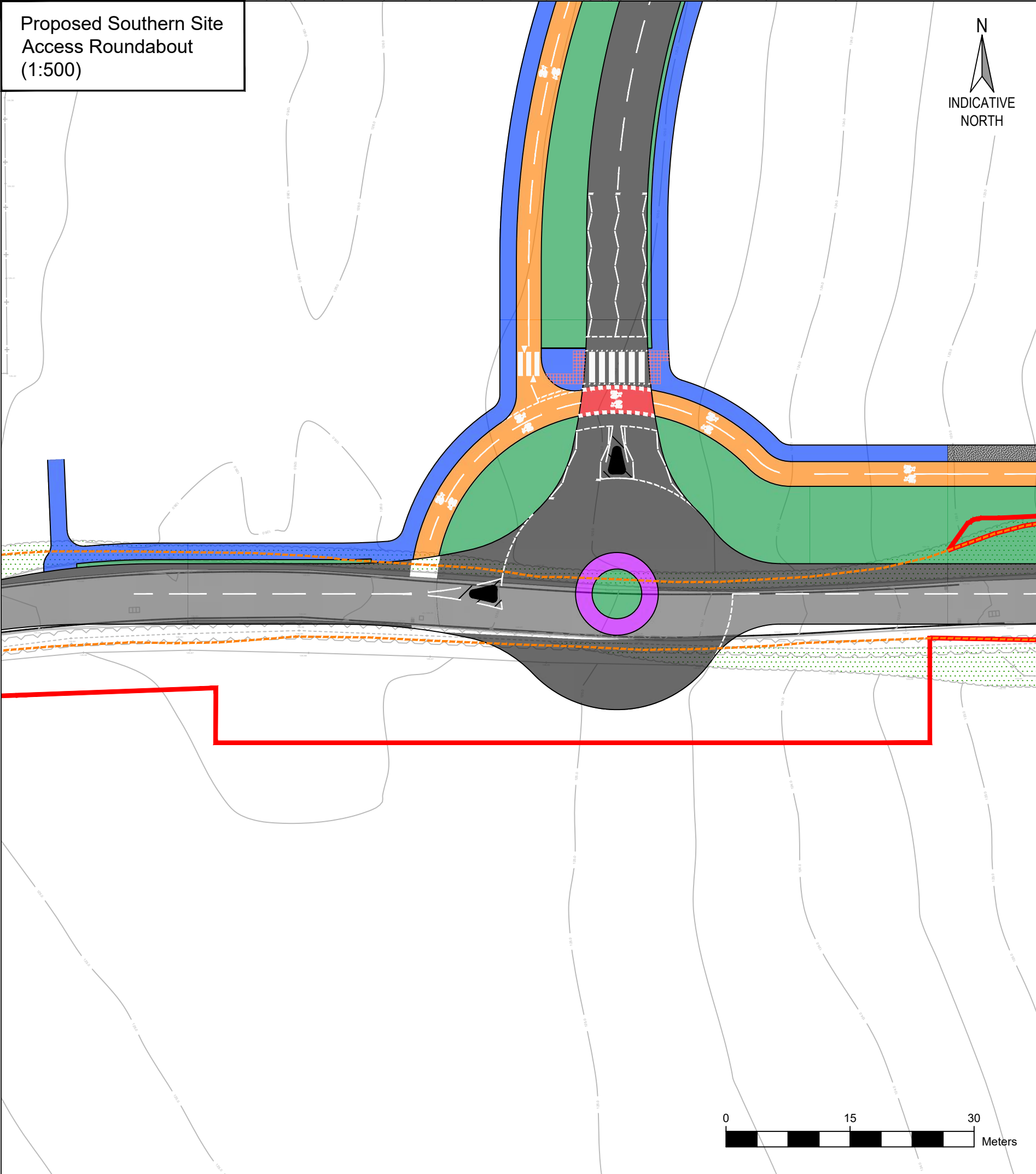
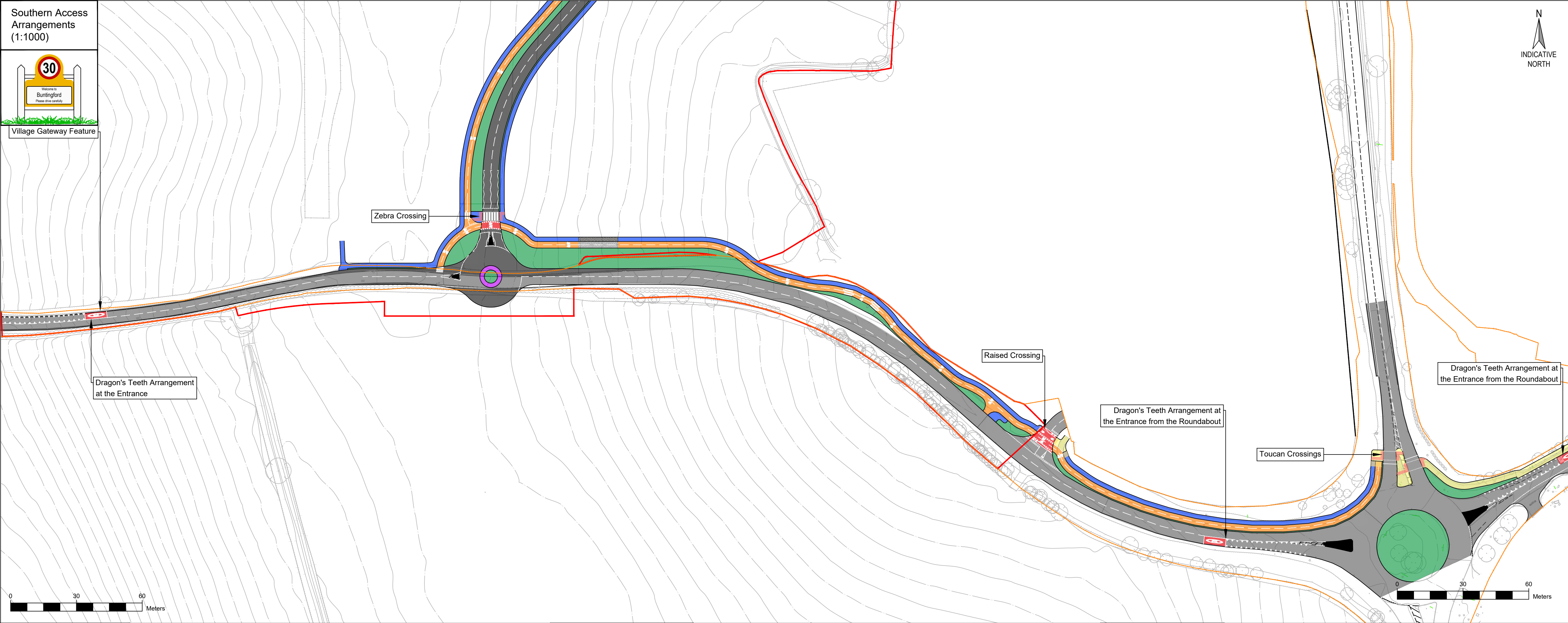
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Drawing Number: **HLMO82/018** Revision: **H** Date: **10.05.24**

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 **DAVID LOCK ASSOCIATES**

Appendix C: Proposed Site Access Layout



LEGEND

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

P4	14.05.24	RLB Amendment	AB	RM
P3	25.03.24	RLB Amendment	BT	RM
P2	23.02.24	Amendments	JF	MG
P1	21.02.24	Preliminary issue	JF	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
0009

STATUS:
N/A

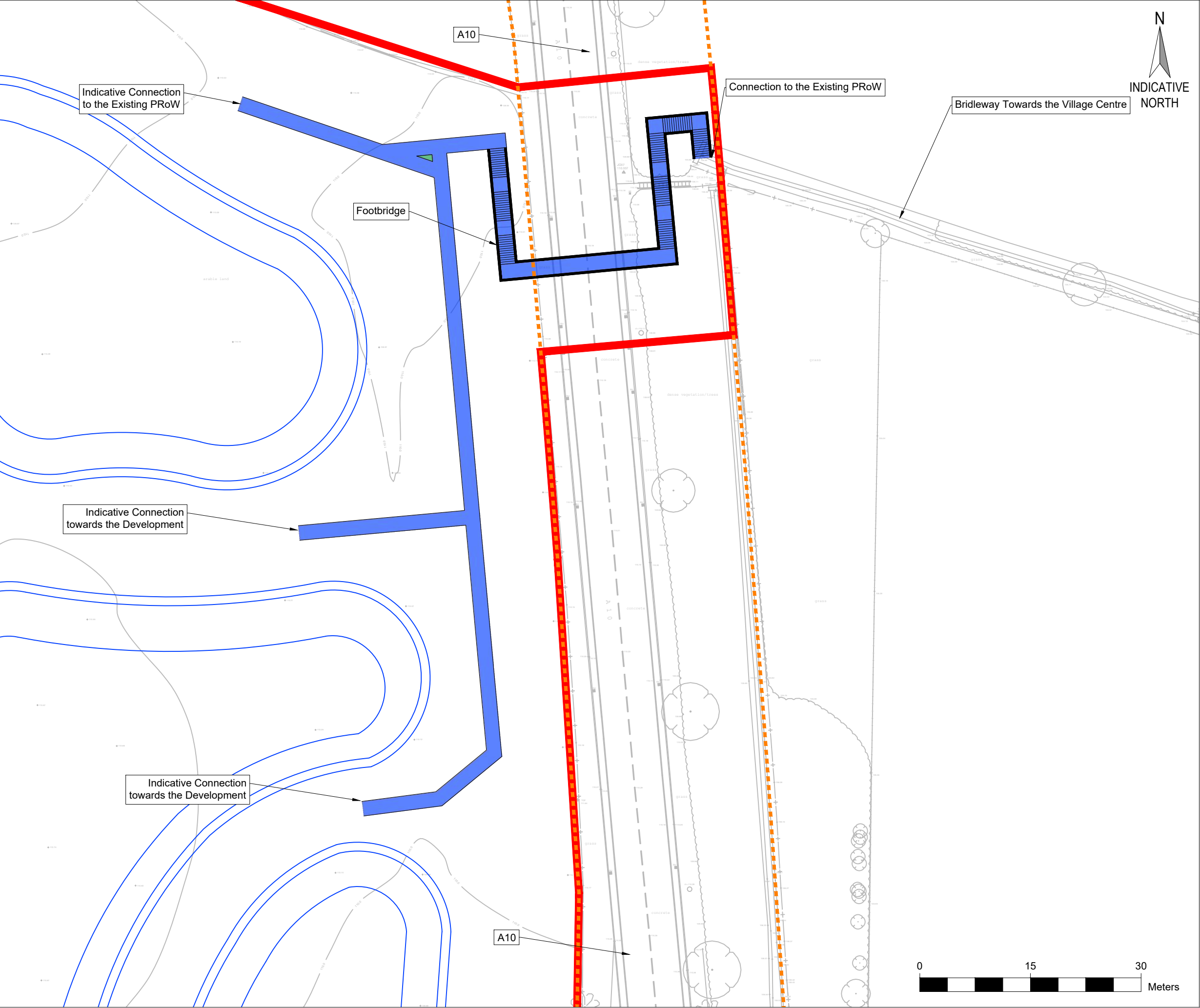
REV:
P4

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

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Appendix D: Proposed PRow Improvement



LEGEND

- Site Boundary
- Highway Boundary
- Proposed Pedestrian Path / Footway

P6	13.05.24	Amendments	AB	RM
P5	23.03.24	RLB Amendment	BT	JD
P4	17.02.24	RLB Amendment	JF	JD
P3	09.02.24	Amendments	MK	JD
P2	08.02.24	Amendments	MK	JD
P1	17.04.23	Preliminary issue	MK	MG

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
BRIDGE CROSSING OVER A10

CLIENT:
HALLAM LAND MANAGEMENT LTD

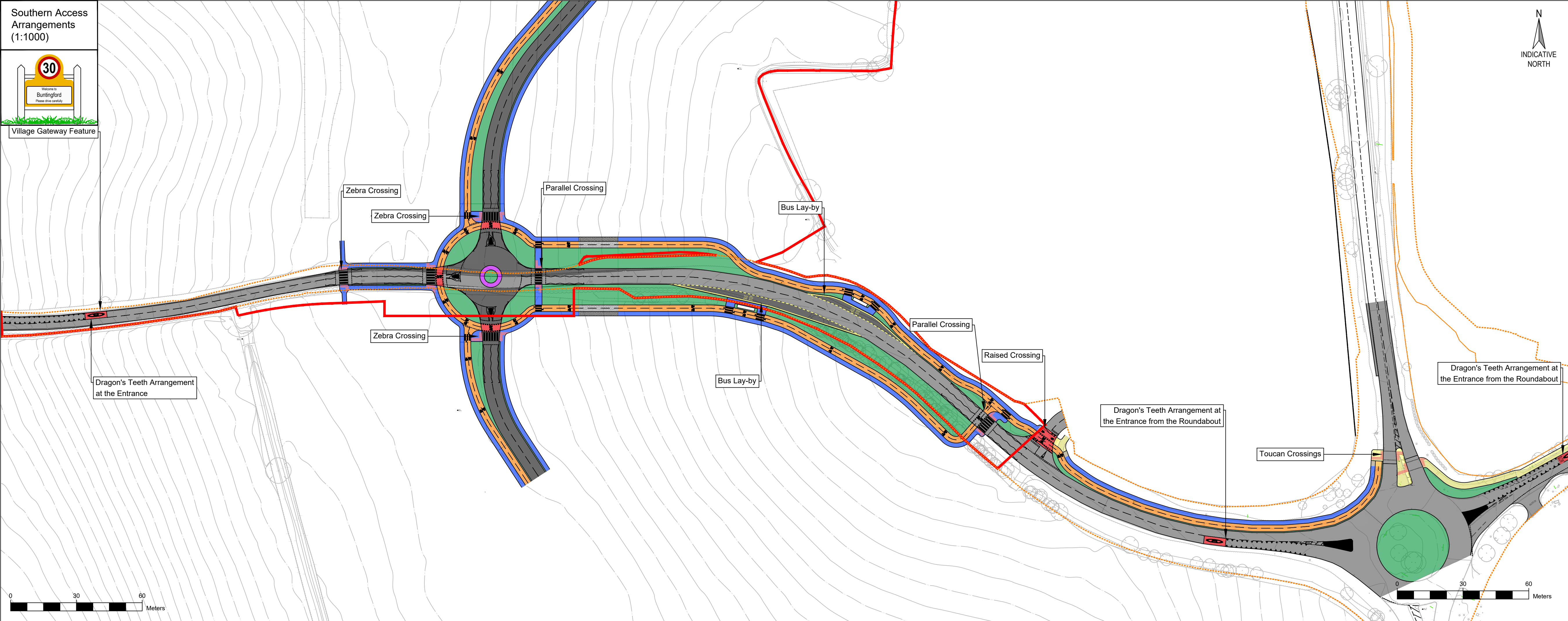
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PROJECT REF: 23161	STATUS: N/A
DRAWING No: 002	REV: P6

Revision Referencing
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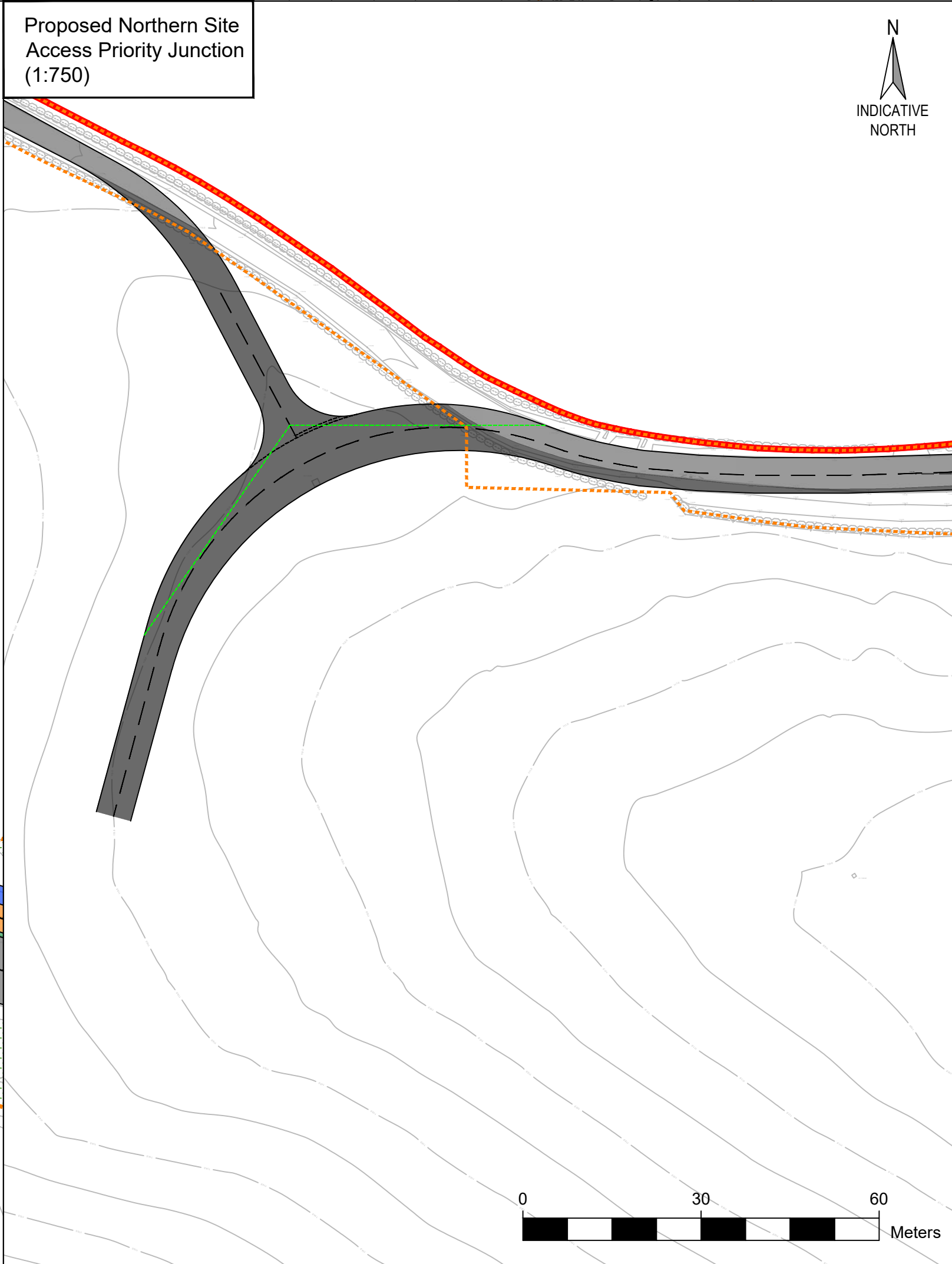
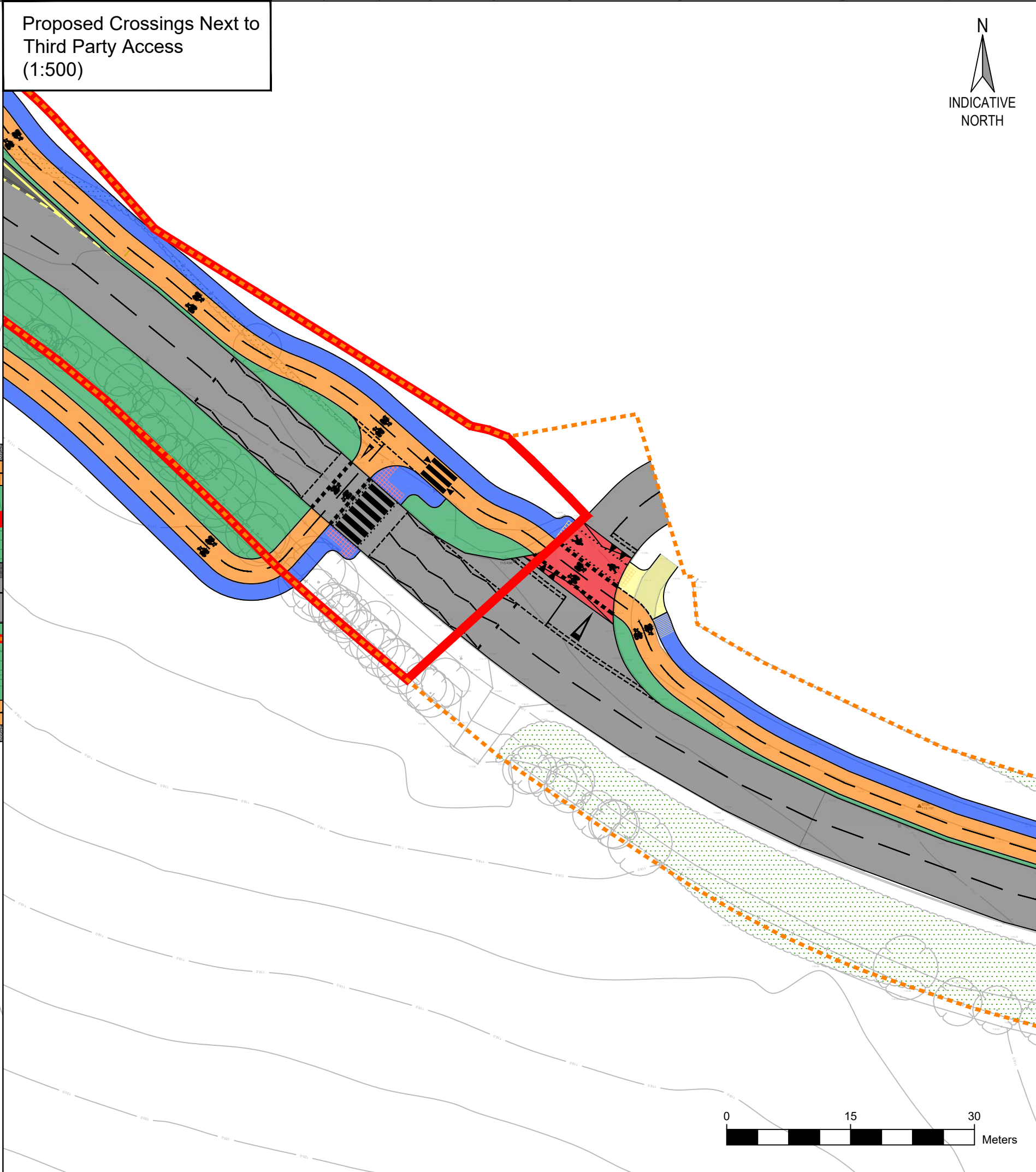
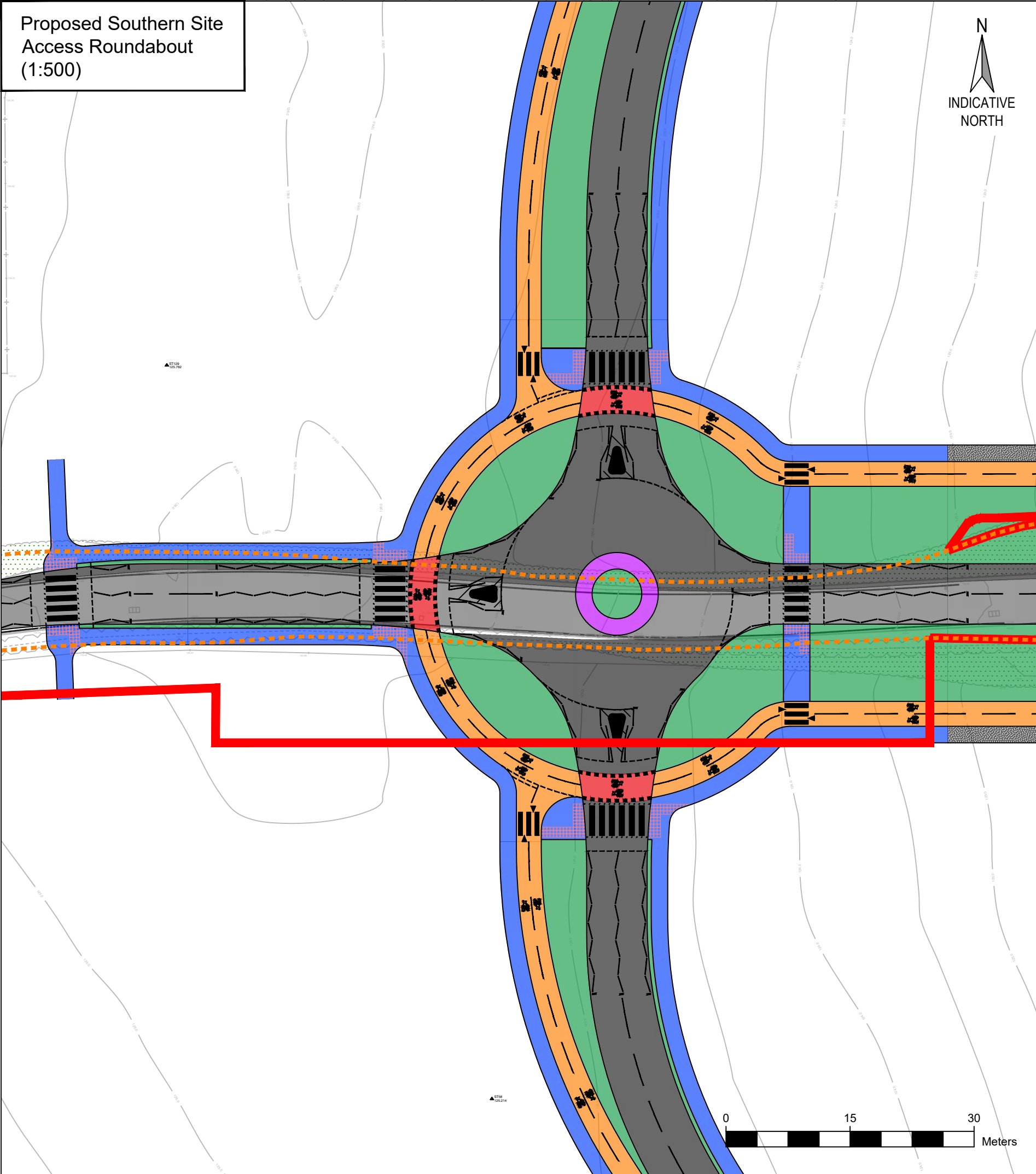


Appendix E: Proposed Off-Site Highway Improvements (Combined Residential and Employment Applications)



LEGEND

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



P13	14.05.24	RLB Amendments	AB	RM
P12	08.04.24	RLB Amendments	BT	RM
P11	25.03.24	RLB Amendments	BT	RM
P10	26.02.24	RLB Amendments	JF	MG
P9	21.02.24	RLB Amendments	JF	MG
P8	19.02.24	RLB Amendments	JF	MG
P7	17.02.24	RLB Amendments	JF	MG
P6	14.02.24	Amendments	MK	MG
P5	09.02.24	Amendments	MK	MG
P4	30.01.24	Amendments	MK	MG
P3	11.07.23	Added 3rd Site Access	MK	MG
P2	14.04.23	Minor Amendments	MK	MG
P1	27.03.23	Preliminary issue	MK	MG

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 0001	REV: P13

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

Appendix F: Proposed Off-Site Highway Improvements (B1038 Baldock Road)



- KEY**
- Highway Boundary
 - Proposed Carriageway
 - Existing Carriageway
 - Proposed Coloured Surface Treatment
 - Proposed Shared Pedestrian and Cyclist Path Extension
 - Existing Footway
 - Proposed Cycle Path
 - Proposed Footway
 - Verge



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:
Refer to the Drawing

PROJECT REF:
23161
DRAWING No:
003
REV:
P1

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