



Active
Travel
England

Active Travel England
West Offices
Station Rise
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Your Ref: 3/24/0966/OUT
Our Ref: ATE/24/00650/OUT
Date: 26 June 2025

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

From: Planning & Development Division, Active Travel England

To: East Hertfordshire District Council

Application Ref: 3/24/0966/OUT

Site Address: Land North Of A507, West Of A10, Buntingford

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

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

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this further consultation.

ATE previously submitted a response dated 19 June 2024, recommending deferral of the application and requesting additional information.

ATE understands that the application has since been amended, with revised plans and documents submitted.

ATE also notes the Transport Technical Note produced in June 2025. It has not been possible to identify any direct reference to ATE's prior comments in this Note, and it would be helpful if the applicant could provide such a response. Notwithstanding, observations have been made in relation to the updated submission in the context of previous comments, following which, a position of deferral is maintain, with further context provided below on the issues previously identified as areas of concern.

2.0 Summary

Trip Generation

It is understood that a 'trip generation note has been submitted to the LHA on 19 May 2025', located in Appendix N of the Note. However, this note in referenced appendix could not be located, and therefore the matter regarding the provision of daily trip data remains outstanding.

Active Travel Route Audit

Whilst it is understood that off-site active travel enhancements are planned, it has not been possible to identify a full audit of off-site active travel routes commensurate with the specification previously outlined by ATE. It would be helpful if a response could be provided on this matter.

Off-Site Transport Infrastructure and Access Arrangements

Again, it has not been possible to identify specific responses to ATE's earlier comments regarding off-site active travel enhancements. Some further minor observations have been made below pending a response to those earlier comments.

Proposed Site Access Arrangements

It is noted that 'the type of junction has been changed from a Dutch-style roundabout, as previously proposed, to a more traditional roundabout design following comment from the LHA'.

ATE supports the provision of dedicated cycle tracks segregated from pedestrian routes. The approach to cyclist priority at the roundabout junction, as part of the Dutch-style arrangements, is also supported. ATE continues to maintain that cycle tracks on both sides of the highway provide a better level of service for cyclists than bi-directional tracks.

It would be welcome if the applicant could respond on this matter and provide comment on how prior feedback has informed the evolved design.

Active Travel Connection to Buntingford Village Centre

The use of 'proposed priority narrowing' can be problematic for cyclists and should be reconsidered. While there may be some benefit for pedestrian crossing and vehicle speed management, such arrangements force cyclists into the centre of the carriageway, potentially moving suddenly into the path of following vehicles. See LTN 1/20 para 7.6.3. The applicant should consider arrangements that allow cycles to filter through the deflection without deviating from the desire line or stopping unnecessarily.

Footbridge

The provision of a footbridge, as well as upgrades to existing infrastructure, is welcome. However, it would be helpful if the applicant could respond to earlier design comments raised in relation to the prior submission and provide an update on how the designs have evolved.

These connections are considered essential to the sustainability of the site, and it remains unclear whether routes will be fully upgraded to facilitate inclusive walking, wheeling, and cycling trips to Buntingford.

Travel Plan

It would be welcome if the applicant could provide a response to the matters previously raised with regard to the Travel Plan.

3.0 Next Steps

These recommendations should be forwarded to the applicant and highway authority. ATE would be content review further submitted information to help address the identified issues; with a view to providing a further response and recommended wording for planning conditions and obligations.