RIDGE

Rebuttal evidence – Vehicle Access and Highway Safety

Land North of A507 and West of Buntingford

August 2026

REBUTTAL EVIDENCE – VEHICLE ACCESS AND HIGHWAY SAFETY

LAND NORTH OF A507 AND WEST OF BUNTINGFORD

Prepared For

Hallam Land
Management

Prepared by

Ridge and Partners LLP

Contact

James Duffy

VERSION CONTROL

Project Name:	Land North of A507 and West of Buntingford
Project Ref:	23161
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Date:	25.08.26
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Client:	Hallam Land Management

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
P01	21.08.26	Draft Issue	JD	JD
P02	24.08.26	2nd Draft	JD	JD
P03	25.08.26	1st Issue	JD	JD

CONTENTS

FIGURES

APPENDICES

1 Introduction

1.1.1 My name is James Duffy. My qualifications and experience are set out in my 'Vehicle Access and Highway Safety' Proof of Evidence (PoE). The evidence that I have prepared and provided for this appeal (Planning Application Reference 3/24/0966/OUT) has been prepared and is given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions, irrespective of by whom I am instructed.

1.1.2 This short Rebuttal has been prepared to respond to a number of points raised in the evidence as prepared by Ms Carpenter acting on behalf of the Local Highway Authority (LHA) at appeal.

1.1.3 In addition, the rebuttal also addresses matters raised through the S106 and conditions discussions with the Councils in relation to the means of securing off site active travel improvements by condition rather than planning obligation as originally envisaged.

1.1.4 The rebuttal is structured as follows:

- **Section 2** outlines the drawings that cover the offsite active travel improvements to be referenced in the draft condition
- **Section 3** Provides response to Road Safety Audit comment as presented in Kate Carpenters PoE
- **Section 4** Provides response to design comment, as presented in Kate Carpenters PoE, related to the proposed at grade crossing of the A10

1.1.5 Furthermore, summary and conclusions are provided in **Section 5** of my rebuttal.

2 Off site Active Travel Improvement Drawings

2.1 Introduction

2.1.1 Through the course of the S106 and conditions discussions with the Councils leading up to the Inquiry, the Councils have advised the Appellant that in the event the appeal is allowed they wish the off site active travel improvements to be secured by planning conditions rather than a planning obligation to secure funding for the County Council to undertake the works.

2.1.2 To make it easier to word conditions related to the specific off site active travel improvements, the drawings that illustrate the off site works have been split to show each of the three off site active travel routes on separate drawing numbers for ease of reference in the planning conditions. The drawings of the individual routes are not materially amended from what has already been presented to the Councils. The drawings are separated out as follows and appended as **Appendix A**:

- Drawing 23161 0047 P2 titled 'Drawing showing offsite improvement works to Northern PRoW routes (Northern Active Travel Route)' – This solely covers the offsite improvements to Public Right of Way (PRoW) 35 which connects with the proposed new footbridge. The drawing also provides further clarity that these works would be delivered as per the existing boundaries of the PRoW and clarifies the extent of each type of works in each shaded area.

- Drawing 23161 0045 P3 titled 'Drawing showing offsite improvement works PRoW 36 and Skipps Meadow (Central Active travel route)' – This drawing now solely covers improvements to routes connecting with the proposed new parallel active travel bridge crossing to include enhancements to PRoW 36 and wayfinding signage on Skipps Meadow. The drawing also provides further clarity that these works would be delivered as per the existing boundaries of the PRoW.

- Drawing 23161 0044 P2 titled 'Proposed offsite works on Baldock Road (Southern Route)' – This is a combined drawing showing off site works from the site access on Baldock Road to the west and east of the A10.

  In addition, a box reference is included around the A10 roundabout which references separate crossing drawings either in the original proposed position or in the further potential set back position as referred to and set out in Appendix X of my PoE (i.e. (Drawing 23161 043 P2). As I set out in my PoE I consider either of these options are safe and appropriate, however, the alternative position has been presented with further crossing setback given LHA preference in this regard.

- Drawing 23161 0046 P1 titled 'Original proposed location for at grade crossing' – This isolates the original at grade crossing drawing to allow specific selection either of this or the alternative crossing position drawing as included as Appendix X of my PoE and attached as **Appendix A** also for ease of reference (Drawing 23161 043 P2).

2.1.3 To note previously submitted drawing numbers 23161 0018 P2, 23161 0034 P3, 23161 0040 P2, and 23161 003 P5 would now be replaced with the above drawings.

3 Road Safety Audit

3.1 Introduction

3.1.1 Ms Carpenter has raised the following key points in her PoE in relation to the Road Safety Audit (RSA):

- That the brief falls short of requirements
- That the RSA did not identify specific 'hazards' that Kate Carpenter has identified as requiring consideration

3.1.2 These are discussed in turn below.

3.2 Audit brief

3.2.1 On the first point I refer to paragraph 5.1 (bullet 1) of the Highways Statement of Common Ground, (HSoCG) (**CD 15.3**) which states the following:

"The Audit has been carried out to an agreed brief, by an approved Practitioner, as pre-agreed with the LHA (details set out in Doc Ref: 23161 TN11)."

3.2.2 I consider this an agreed matter (i.e. that the original RSA brief was approved and agreed), given Ms Carpenter's role as Hertfordshire County Council (HCC) representative, and there is no requirement for further response in this regard.

3.2.3 Should HCC seek to withdraw this agreed matter my comments on the original brief are as follows (further detail is also provided in Section 7 of my PoE):

- The brief was presented to the LHA in advance for approval
- This brief included all access drawings and a description of each element again presented to HCC
- The brief included CVs of the auditors
- The brief incorporated specific changes as requested by HCC following submission of the first draft which introduced a paragraph to identify a requirement for specific consideration of the A10 at grade crossing (this was the only change identified as being required by the LHA)

3.2.4 Thus, in consideration of the above, it is evident that a robust process has been followed in consultation with the LHA and therefore I would question Ms Carpenter's comment on this approach.

3.3 Hazard identification

3.3.1 Ms Carpenter has outlined a number of, as she defines, hazards that she identifies as requiring consideration. It is noted that the original design proposals were audited based on an agreed brief and using an approved safety auditor team (i.e. Julian Bartlett and Lyn Jones). In this regard I consider this safety review has already been carried out as per approved process.

3.3.2 Furthermore, as Ms Carpenter states the safety audit process is itself "*a qualitative process and different individual auditors may identify different issues and/or present them in slightly different*

ways". Thus, whilst Ms Carpenter has identified hazards they consider requiring specific consideration, I note that the scheme has already been reviewed by the approved audit team who did not identify a safety issue.

3.3.3 Notwithstanding this point I have set out a response to each of Ms Carpenter's key concerns in relation to highway safety in the following section. These concerns are focussed on the proposed at grade crossing of the A10 and no further comment has been identified in relation to the wider network.

4 Design comment

4.1 Introduction

4.1.1 Ms Carpenter has raised design comment in relation to the proposed at grade crossing that can be sorted into the following topics:

- Crossing stagger
- Location of crossing in relation to Baldock Road roundabout
- Speed of approach
- Control system
- Approach to junction for active modes
- Width of central island
- Direction sign

4.1.2 I discuss the comments relating to each of these topics as set out below.

4.2 Crossing stagger

4.2.1 Ms Carpenter has queried the approach of introducing a stagger at the proposed at grade crossing and has referred to non-staggered solutions and LTN 1/20 guidance. I consider however that, in this location, a stagger would provide a more appropriate option as it would allow increased refuge area between the northbound and southbound movements. This allows users to wait/rest which is of particular importance for those less mobile and those with children. In addition, the distance between the crossings at 9m would not add significantly to walk/cycling distances.

4.2.2 It also noted that a staggered solution has the added benefit of splitting the control of traffic streams which means traffic on each approach requires less traffic waiting time. To note in the section defined as 'Approach to a roundabout' within Chapter 6 of the Traffic Signs Manual (**CD 10.33**) this also recommends a staggered approach to reduce traffic impact:

"...If a signal-controlled crossing is provided, it should preferably be staggered to avoid excessive delays at the exit points, blocking circulation. The pedestrian desire line, vehicle speeds, visibility, pedestrian/vehicle flows, size of roundabout, and length of crossing/road width should be considered when deciding the optimum location. Crossings away from flared entries are preferable as the carriageway is narrower and vehicular traffic movements are simpler..."

4.2.3 I would also point to the fact that a staggered crossing is a common solution that continues to be implemented as an effective and safe strategy for connection. For example, a recent staggered crossing junction has been implemented by HCC, and opened in June 2026, at the access to Jarman Park, in Hemel Hempstead, and I extract the original drawing for these proposals as **Figure 4.1** which is also included as **Appendix B** of my rebuttal. In addition, a location plan (as extracted from HCC's web site) for this crossing is also shown in **Figure 4.2** below.

4.2.4 To note prior to the introduction of this crossing a further staggered crossing was installed across the A414 under the existing footbridge just west of the Jarman access in 2024 as shown in the photo extracted from the HCC web page (i.e. **Figure 4.3** below). In addition, details of the full web

page are also included in **Appendix C** and sets out that the *"…step-free crossing offers an alternative to the existing footbridge and is particularly beneficial to* ***vulnerable users as well as those crossing with prams, mobility scooters or bicycles… [my emphasis]****"*.

4.2.5 Both of these schemes were delivered post release of LTN1/20 (released in 2020) and therefore demonstrate that staggered solutions represent an acceptable solution as confirmed by the LHA for the delivery of high-quality active travel access. This is emphasised in the description of the overall Jarman active travel strategy as set out on the HCC website which states the following (see full extract as **Appendix D**):

"We have delivered a series of improvements at Jarman Park to improve the walking, wheeling and cycling facilities in the area. This has made it easier for people ***of all ages, and abilities… [my emphasis]****, to travel actively with confidence through to Jarman Park and its retails facilities, and on to other key locations in Hemel Hempstead…"*

Figure 4.1: Hertfordshire County Council design of Jarman access crossing as produced on the 28th November 2025 (extracted from Drawing number ITP240008-1 – GA – 1 of 3)

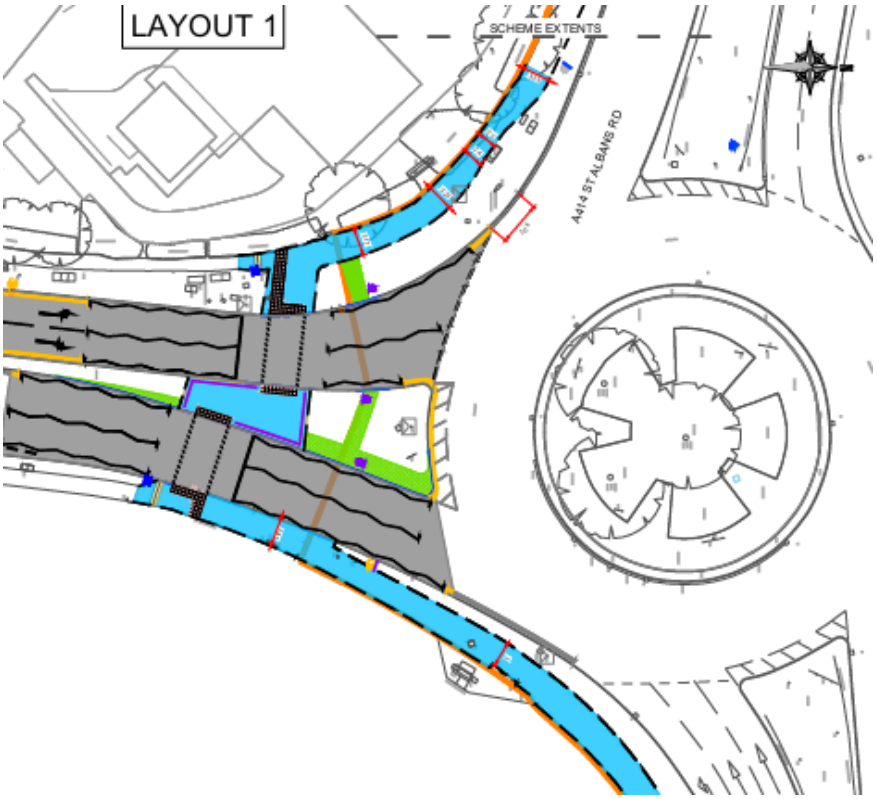


Figure 4.2: Location of Jarman crossing as extracted from Hertfordshire County Council website

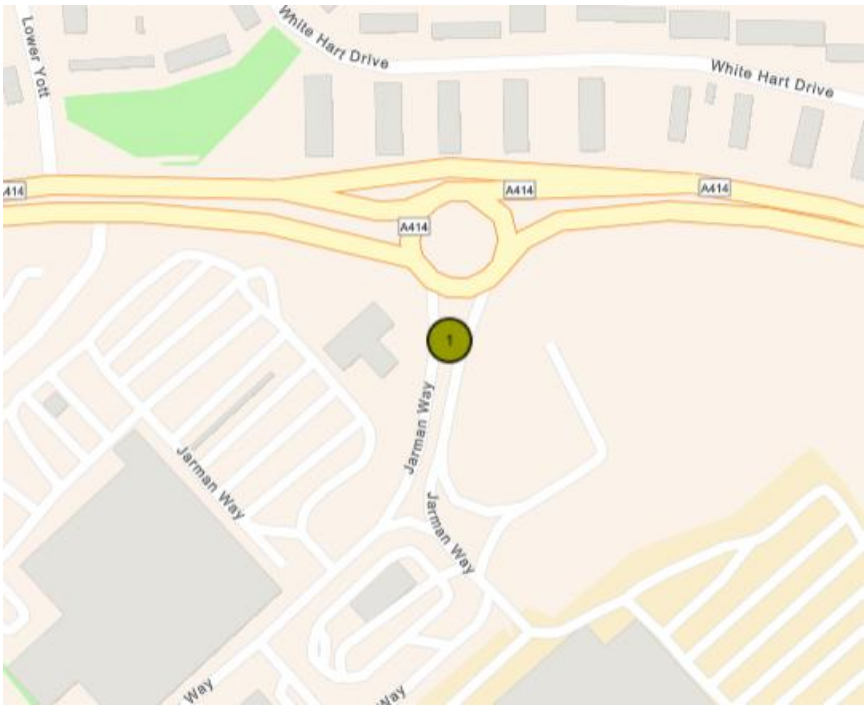


Figure 4.3: Photo of further crossing on A414 west of Jarman access as extracted from HCC website

4.3 Location of crossing in relation to Baldock Road roundabout

4.3.1 Ms Carpenter has commented on the setback distance of the crossing on the roundabout and has stated the following in paragraph 7.15:

"As the Highway Authority has communicated via formal responses to the development proposals, a signal-controlled crossing positioned very close to the A10 roundabout approach and exit remains a fundamental safety concern for a range of users."

4.3.2 I have responded on setback distances in my PoE and have already provided comment that explains why I consider the proposed location to be acceptable (paragraph 8.2.10-8.2.13).

4.3.3 I have also provided a further drawing (Drawing 23161 043 P2) which also shows that an alternative setback crossing can be achieved and have included this option as Appendix X of my PoE (also included as **Appendix A** of this rebuttal for ease of reference). To note this was submitted previously to the LHA (via email on the 15th July 2026), as I acknowledge, on a without prejudice basis. Thus, whilst Ms Carpenter has made comment on the original drawing (Drawing number 23161 029 P5 - Appendix G of my PoE) it should be noted that I have now submitted formally (via my PoE as Appendix X) a drawing of an alternative option which would in any case provide further setback and the condition securing the plan for the crossing can provide flexibility in terms of option in this regard.

4.3.4 To note Ms Carpenter has also argued that the character of the A10 would not provide the contextual queues of an approaching crossing. I would however point out that contextual change has already been formed by the introduction of the Baldock Road roundabout itself and from recent further introduction of access points on the A10 from Neale Drive, and recently consented 'Land East of the A10, Buntingford' access also from the A10 to the south of Baldock Road. Furthermore, traffic is already slowed by the traffic calming influence of the roundabout (as demonstrated in speed survey provided in my PoE) and would need to slow further to allow negotiation of the roundabout. Moreover, signage will be provided to prompt drivers of the approaching crossing. Thus, drivers will already be approaching with caution, and, given that there is good visibility on approach, would have time to react to crossing calls and have consideration of its control.

4.4 Speed of approach

4.4.1 Ms Carpenter has queried the delivery of the 40mph speed limit on the A10. As I have set out in paragraphs 8.3.2 to 8.3.5 of my PoE, whilst the speed limit proposal was originally recommended by the Speed Management Group at HCC, this is not a requirement for delivery of the crossing. As I have stated in my PoE the existing roundabout already acts as a traffic calming feature and therefore speeds on approach to the location of the proposed crossing are significantly lower than signed speed. This was demonstrated in Automatic Traffic Count data as included in my PoE, which showed 85th percentile speeds of approximately 30mph.

4.4.2 Thus, whilst Ms Carpenter has referenced the guidance on crossing types in Table 10-2 of LTN 1/20 (**CD 10.4**) and pointed to the recommendations for 60mph roads (admittedly, as they set out in paragraph 7.36, in the absence of speed data) I note that the proposals would in fact be located in an area where approach speeds would be around the 30mph range. To note Table 10-2 of LTN1-20 identifies signal crossing facilities as 'green' (i.e. in the red/amber/green classification) for roads in the 30mph to 59mph range, which is confirmed as "Provision suitable for most people" (see LTN1/20 Table 10-2 extract below in **Figure 4.4**).

Figure 4.4: Extract showing LTN 1/20 Table 10-2 with my highlight of 30mph to 59mph green assessment for signal controlled crossings

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
≤ 30mph	> 8000	> 2					
	> 8000	2					
	4000-8000	2					
	0-4000	2					
	0-4000	1					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:
1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

4.5 Control system

4.5.1 Ms Carpenter has reemphasised LHA comment on the potential 'constant green' effect. However, as I state in my PoE (paragraphs 8.2.20 to 8.2.21) it is already acknowledged by the safety auditor in Paragraph 3.2 (bullet 5) of their D2 audit (Appendix N of the HSoCG **CD 15.3**) that this can be addressed through introduction of further timed red phases and is therefore a detailed point that can be addressed later in the design process.

4.5.2 Furthermore, whilst Ms Carpenter has identified that they consider that a full signalisation of the roundabout would provide a more appropriate solution in this regard (a point I disagree with), I would make reference to other similar schemes both within my PoE (section 8.4) and at the Jarman access (see **Figure 4.1** and **Figure 4.2**) where signal control crossings were provided without full signalisation of the neighbouring roundabout (i.e. this is not an unusual or indeed questionable approach).

4.6 Approach to junction for active modes

4.6.1 Ms Carpenter has also commented on, as they identify, the right-angle approach for cyclist on both sides of the A10. I would however consider this to be a minor comment and not one of safety concern. As can be seen from the proposals at Jarman this kind of approach is common at this type of junction. Nonetheless, as I also set out in paragraph 8.2.14 of my PoE there is highway land either side of the crossing and this can be used either to increase the landing area for turning or smooth the approach (see reference to this in **Figure 4.5** below which shows the highway land in relation to the alternative crossing proposal although equally relevant for the original crossing proposals). However, I consider this a minor detailed point that could easily be considered at detailed design.

4.6.2 In addition, I would also refer (both for this point and for design points made more generally in Ms Carpenter's PoE) to the HSoCG that confirms in paragraph 5.1 (final bullet) the following:

"There is sufficient highway land to take on board further design recommendations as may be raised through a future Road Safety Audit process at the Section 278 stage."

4.7 Width of central island

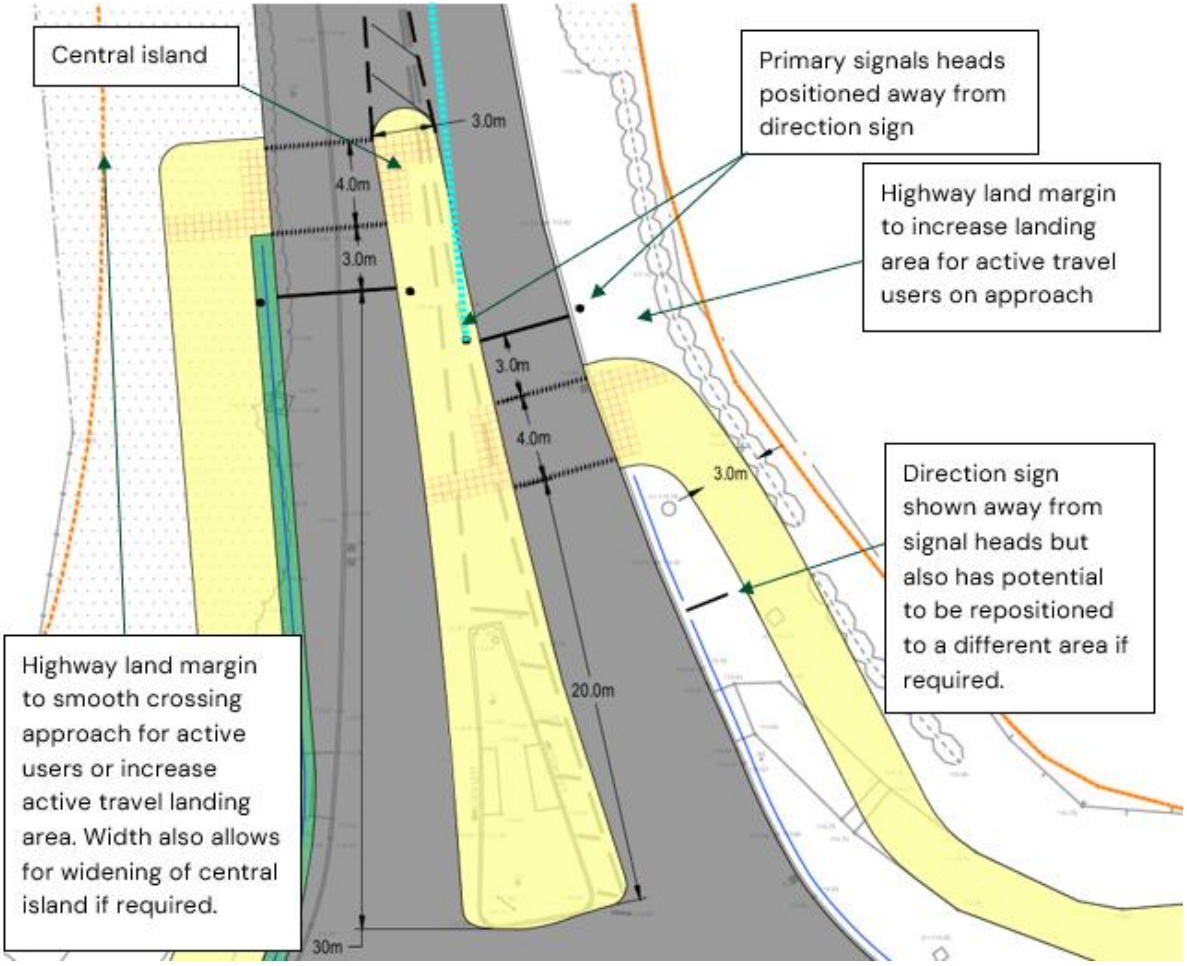
4.7.1 Whilst Ms Carpenter has not mentioned concerns as to the width of the crossing central island in the main body of their PoE there is brief reference to this in the conclusion. To note the width of the central island is at minimum 3m for both the original design (Appendix G of my PoE) and the alternative setback option (Appendix X of my PoE). To note this minimum width is similar to that provided at the Jarman crossing. Notwithstanding this, as I have previously set out, significant highway land is available either side of the crossing which can be used to further widen this if required (see again reference to this in **Figure 4.5** below which marks this on the alternative design although equally relevant to the original proposals).

4.8 Direction sign

4.8.1 Ms Carpenter has stated that an existing direction sign on the A10 close to the entrance of the Baldock Road roundabout would obscure the traffic signals on approach. I note however that there is highway land available to position primary signals at a number of locations including the central island or move the direction sign itself if required. I also note that the alternative crossing design (extract in **Figure 4.5** below) is also set back further from the sign so the stop line / infrastructure would be in advance of this.

4.8.2 I consider this again a detailed point that is easily addressed as part of detailed design as would be expected in the design development for this type of proposal.

Figure 4.5: Extract of alternative crossing design to show available highway land (shown as orange line) around crossing area that would provide margin for changes to the design at detailed design stage if required



5 Summary and Conclusions

5.1.1 My rebuttal to Ms Carpenters PoE as set out above has set out the reasons why their critic of the Road Safety Audit process is unfounded in this case. Moreover, whilst Ms Carpenter has also provided additional points of concern related to the A10 at grade crossing, I would point out that the agreed third-party safety auditor did not identify safety Issues. Furthermore, whilst design observations have been raised by the auditor these have either been considered in subsequent design updates or are of the type of recommendation that can easily be dealt with at detailed design stage.

5.1.2 As I point out in this rebuttal (and outlined in my PoE) the introduction of a staggered controlled crossing is a commonly introduced active travel crossing solution (including very recently by HCC at Jarman Park) and is in my opinion the most optimal solution in this area for the reasons I have identified. Furthermore, significant highway land is available to adjust the design at detailed design stage or to even provide an alternative set back from the roundabout as I have set out.

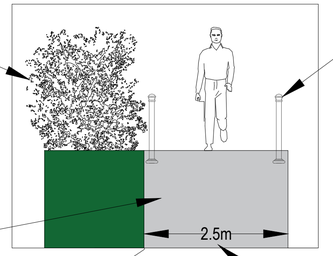
5.1.3 Thus, based on the evidence in my PoE and this rebuttal I consider Ms Carpenters comments to not present concern in this instance and therefore there are no 'Vehicle Access and Highway Safety' reasons why the proposals should not be approved.

APPENDIX A OFF SITE ACTIVE TRAVEL DRAWINGS PACK

Proposed Northern Footbridge

Proposed surfacing and potential inclusion of barrier provision near drainage ditch

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



Existing surface to be resurfaced

Typical 2.5m width

N

INDICATIVE NORTH

LEGEND

- Highway Boundary
- Existing Path
- Hedge Area
- Northern Area of PRoW - Subject to Resurfacing Within Existing Width
  Note: Shaded Area Marks Broad Location (Not Specific Width). Width Will Be Identified by Further Investigation at Detailed Design Stage.
- Area of PRoW Running Within the Corridor West of Hummerston Close / Park Farm Industrial Estate - Proposed Hedge Cut Back, Surfacing and Bollard Lighting Within Existing Width.
  Note: Shaded Area Indicates Broad Location Only (Not Specific Width). Final Width to Be Determined Through Further Investigation at Detailed Design Stage.

Rev	Date	Description	By	Apvd
P2	19.08.26	Amendments	TL	JD
P1	12.08.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
DRAWING SHOWING OFFSITE IMPROVEMENT WORKS TO NORTHERN PROW ROUTES (NORTHERN ACTIVE TRAVEL ROUTE)

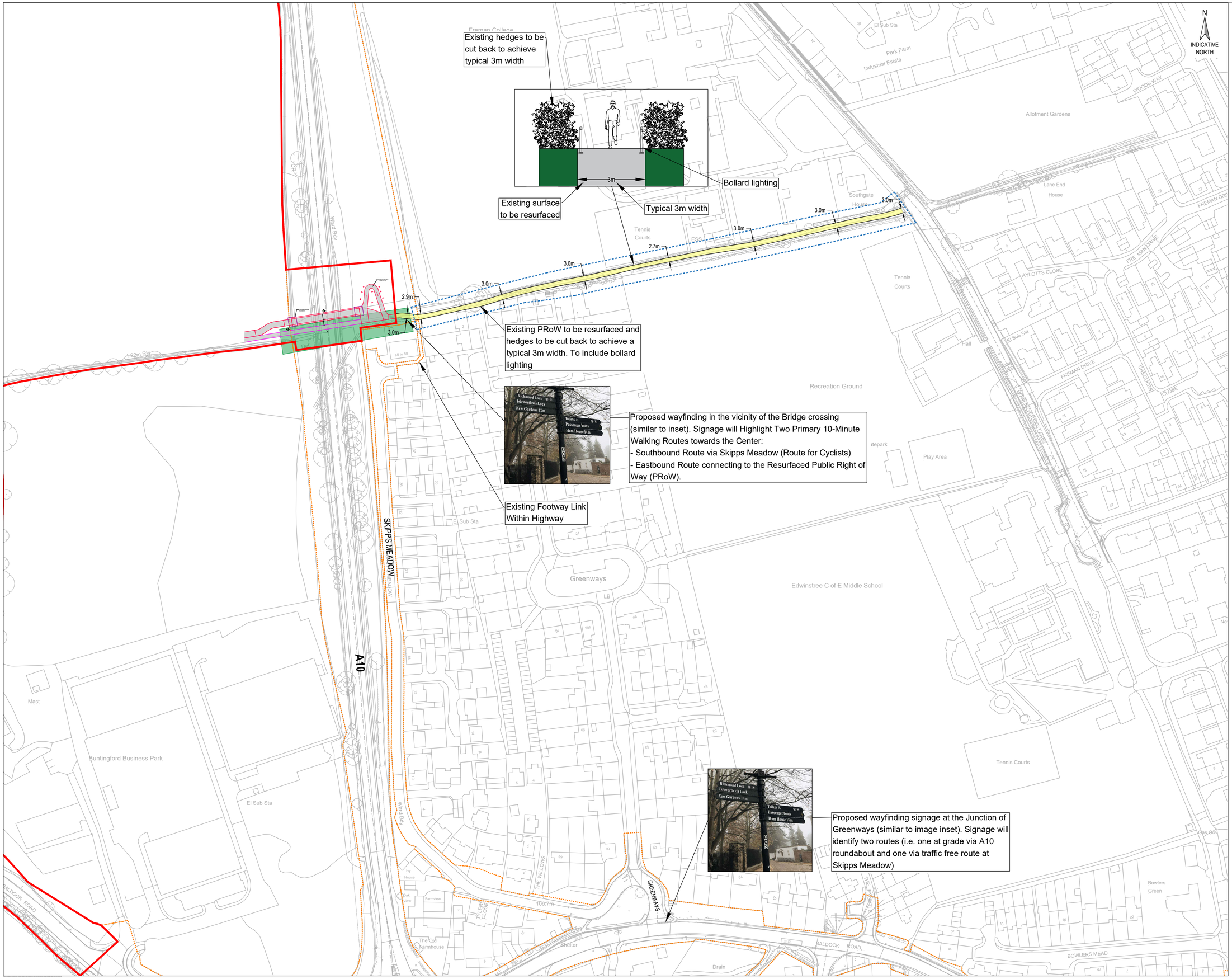
CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0047
REV: P2

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

RIDGE



Rev	Date	Description	By	Apvd
P3	25.08.26	Amendments	SLW	JD
P2	19.08.26	Amendments	TL	JD
P1	12.08.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
DRAWING SHOWING OFFSITE IMPROVEMENT WORKS PROW 36 AND SKIPPS MEADOW (CENTRAL ACTIVE TRAVEL ROUTE)

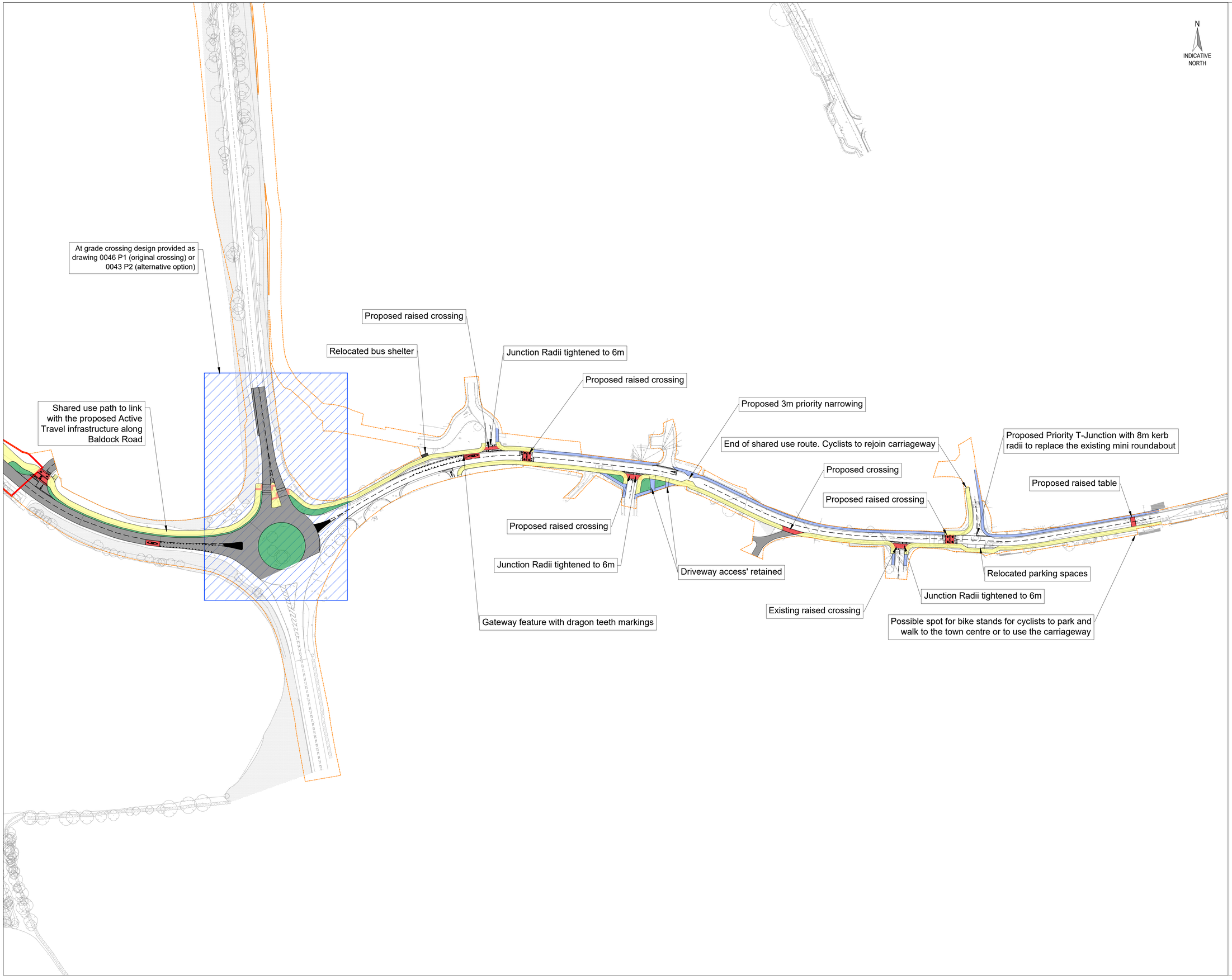
CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0045
REV: P3

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

RIDGE



LEGEND

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

Rev	Date	Description	By	Apvd
P2	19.08.26	Amendments	TL	JD
P1	12.08.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED OFFSITE WORKS ON BALDOCK ROAD (SOUTHERN ROUTE)

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
DO NOT SCALE

PROJECT REF:
23161

DRAWING No: 044

REV: P2

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

RIDGE

TRAFFIC SIGNALS AHEAD SIGN WITH PEDESTRIANS CROSSING SIGN

Pedestrians and Cyclists crossing

Toucan Crossings

Existing Direction Sign to Be Raised in Height to Allow for Visibility for Crossing Active Travel Users (Further Detail to Be Set Out at Detailed Design)

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge

Rev	Date	Description	By	Apvd
P1	12.08.25	Preliminary Issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
ORIGINAL PROPOSED LOCATION FOR AT GRADE CROSSING

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:2500

PROJECT REF:
25158

STATUS:
N/A

DRAWING No:
0046

REV:
P1

Revision Referencing
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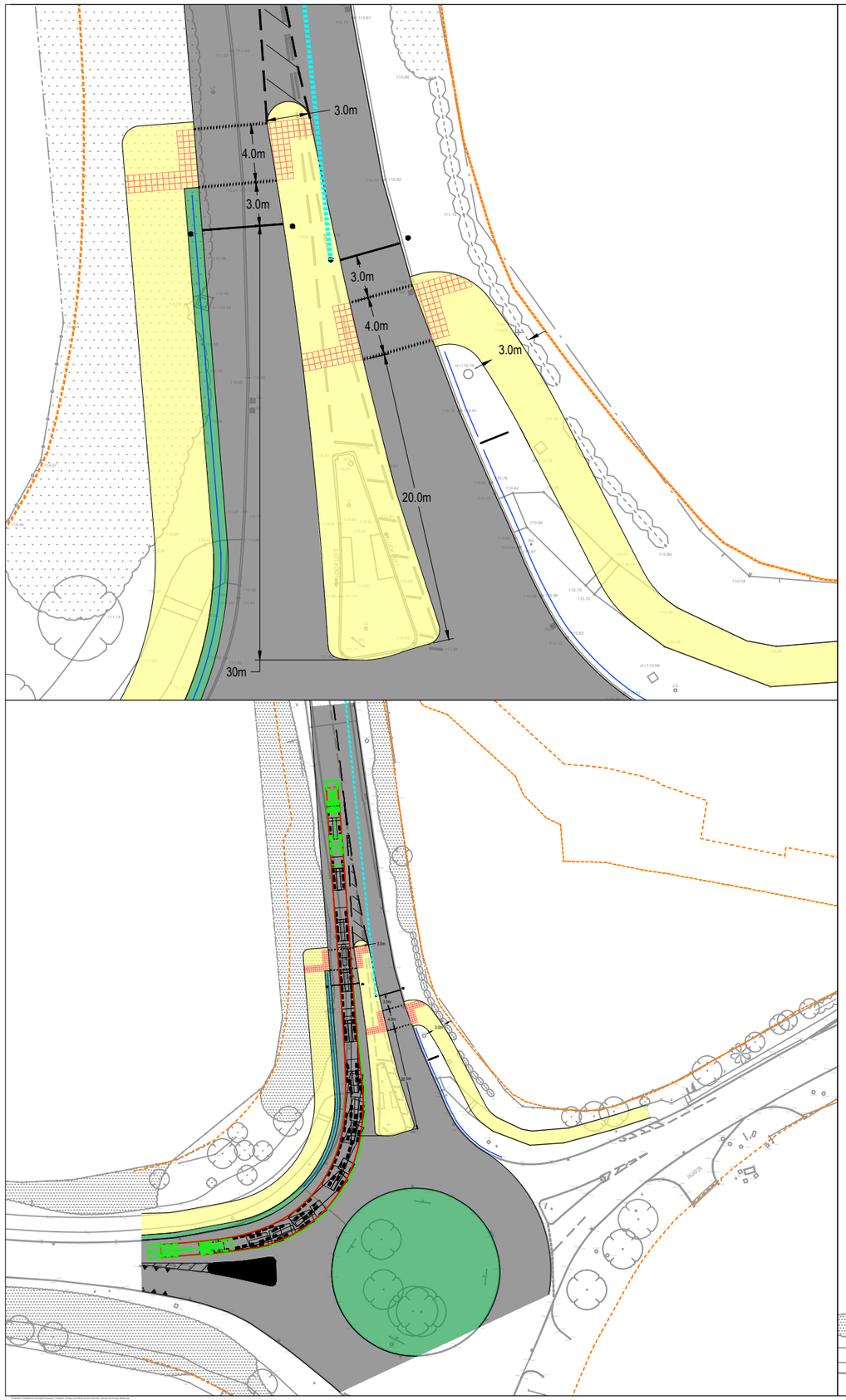
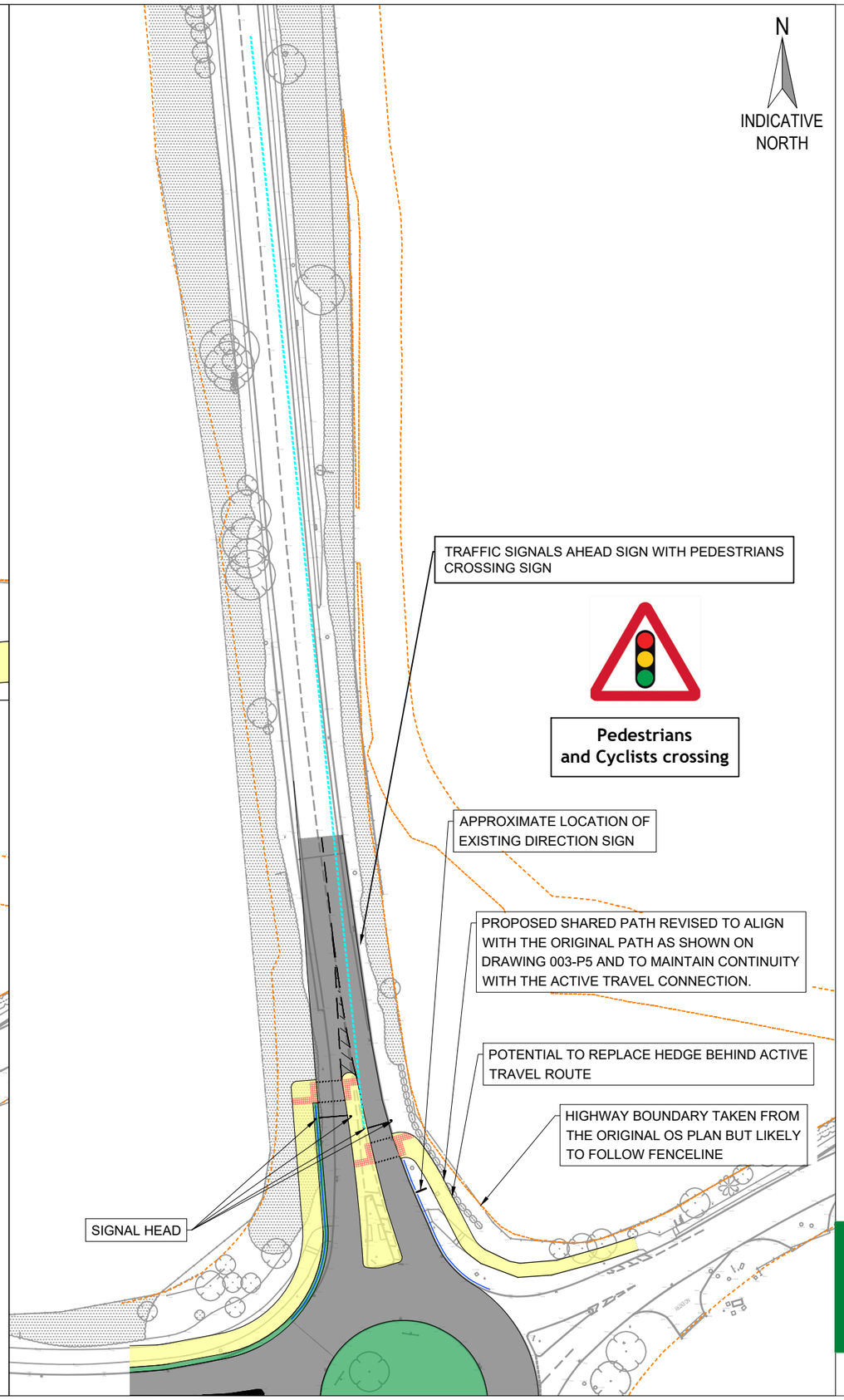
RIDGE





LEGEND

- Site Boundary
- Highway Boundary
- Existing Carriageway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- 215m Signal Head Visibility Splays
- Guard rails

Rev	Date	Description	By	Apvd
P2	12.08.26	Amendments	TL	JD
P1	10.07.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED EXIT CROSSING SETBACK

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
DO NOT SCALE

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
043

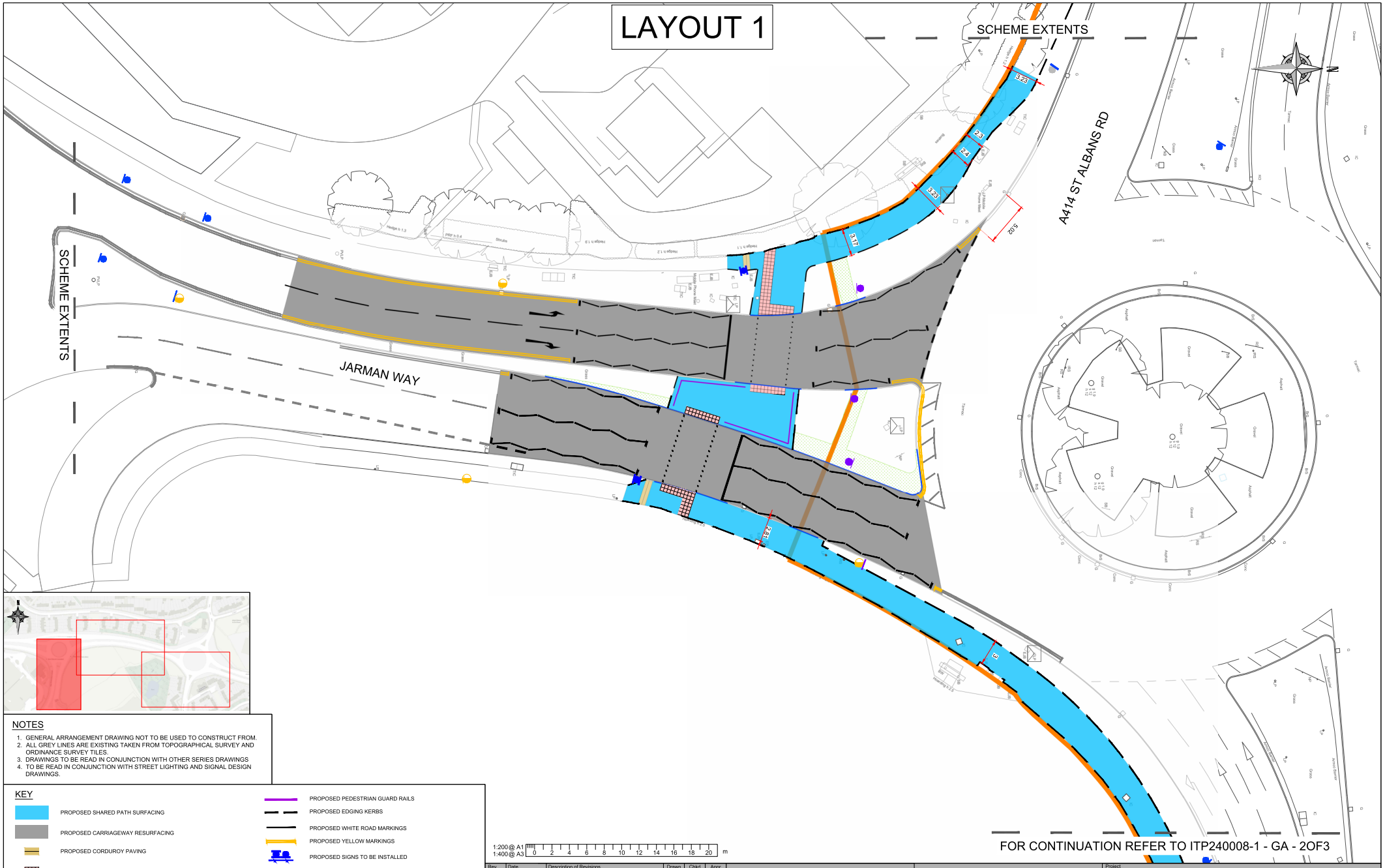
REV:
P2

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

RIDGE

APPENDIX B JARMAN PARK CROSSING DESIGN

LAYOUT 1



NOTES

1. GENERAL ARRANGEMENT DRAWING NOT TO BE USED TO CONSTRUCT FROM.
2. ALL GREY LINES ARE EXISTING TAKEN FROM TOPOGRAPHICAL SURVEY AND ORDINANCE SURVEY TILES.
3. DRAWINGS TO BE READ IN CONJUNCTION WITH OTHER SERIES DRAWINGS
4. TO BE READ IN CONJUNCTION WITH STREET LIGHTING AND SIGNAL DESIGN DRAWINGS.

KEY

- PROPOSED SHARED PATH SURFACING
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED CORDUROY PAVING
- PROPOSED TACTILE PAVING
- ISLAND RESURFACING
- PROPOSED GRASS VERGE
- PROPOSED NEW KERBLINE
- HIGHWAY BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED PEDESTRIAN GUARD RAILS
- PROPOSED EDGING KERBS
- PROPOSED WHITE ROAD MARKINGS
- PROPOSED YELLOW MARKINGS
- PROPOSED SIGNS TO BE INSTALLED
- STREET NAME PLATE AND BIN RELOCATION
- PROPOSED NEW STREET LIGHT (indicative location)
- PROPOSED NEW LIT SIGN (indicative location)
- PROPOSED NEW SIGN (DIAG. NO. 956) ON EXISTING POST
- NEW LIT SIGN MOUNTED ON PROPOSED LIGHTING COLUMN
- NEW LIT SIGN MOUNTED ON EXISTING LIGHTING COLUMN
- NEW ILLUMINATED BOLLARD AND RECONNECTION OF EXISTING PRIVATE SUPPLY

1:200 @ A1
1:400 @ A3
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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
00	19/09/2025	FOR APPROVAL	AH	JE	JE
C01	14/11/2025	FOR CONSTRUCTION	AH	JM	JE
C02	28/11/2025	UPDATES FOLLOWING PRICING QUERIES AND RSA2	AH	JM	JE

Hertfordshire
County Hall
Pegs Lane
Hertford, Herts
SG13 8DN
www.hertfordshire.gov.uk/highways

Drawn	Designed	Checked	Approved	Revision Date
AH	AH	JM	JE	28/11/2025
Signature	Signature	Signature	Signature	Scale(s)
				1:200 @A1

Project
ITP240008-1
JARMAN PARK, HEMEL HEMPSTEAD PHASE 2
PEDESTRIAN AND CYCLE IMPROVEMENTS

Drawing Title
SERIES 100 - GENERAL ARRANGEMENT

SHEET 01 OF 03

Project No.	Sheet. No.	Revision
ITP240008-1 - GA - 1OF3	01	C02

APPENDIX C DETAILS OF FURTHER CROSSING NEAR JARMAN PARK AS EXTRACTED FROM HCC WEB SITE (PUBLISHED 22 NOVEMBER 2024)

New Walking and Cycling Improvements at Jarman Park Officially Opened

Published: 22/11/2024 10:30:00

Members from Hertfordshire County Council and Dacorum Borough Council, together with local residents and students, have officially opened a project improving walking and cycling around Jarman Park, Hemel Hempstead.

A new signalised toucan crossing, which includes signals for both pedestrians and cyclists to cross, has been installed on the A414 St Albans Road and provides better access to the retail and leisure facilities at Jarman Park. The step-free crossing offers an alternative to the existing footbridge and is particularly beneficial to vulnerable users as well as those crossing with prams, mobility scooters or bicycles. The footbridge was refurbished in autumn 2023 and will remain in place.

As well as making it easier to walk and cycle between residential areas to the north of the A414 and Jarman Park, new sections of shared-use path and improved lighting have been installed. This helps provide better onward connections to existing cycling routes in the area, including National Cycle Network Route 57 and Adeyfield.

The scheme, which was consulted on during July 2023 and supported by over three-quarters of respondents, has been funded by Active Travel England, the government's executive agency for promoting walking, wheeling and cycling in England.

Phil Bibby, Executive Member for Highways and Transport, Hertfordshire County Council, said:
"Encouraging walking and cycling is a top priority in our Local Transport Plan for the whole county, not only because they help deliver on our ambition for a cleaner,

greener and healthier Hertfordshire, but also because they support sustainable growth.

“By working with Dacorum Borough Council, we want to encourage and enable local employers, transport providers, cycle groups and developers. Together with national support, our aim is for residents, commuters and visitors to choose to walk, cycle and take passenger transport more often in the future.”

Local mobility scooter user Anita said: “It’s been very difficult to get across the A414 as the footbridge is unsuitable for someone like me who uses a mobility scooter. The new crossing is a real life-changer, as it will be for others who use mobility scooters, wheelchairs and also parents with buggies.”

Local resident Anthony said: “The new crossing was desperately needed. My elderly and disabled neighbours are currently isolated, and this will change their lives. I’ll also be able to visit the supermarket using a cargo bike which will make my car completely redundant- a good thing! Thank you this is fantastic!”

Samantha Rogers from The Adeyfield Academy said: “The St Albans Road is one of the busiest in Hemel Hempstead and was quite off putting to students, especially our younger ones. The new crossing makes such a difference and will help to encourage more students to walk, wheel and cycle to school.”

The Jarman Park scheme is one of three Active Travel projects being delivered in the Hemel Hempstead area. On Buncefield Lane, a quietway towards Three Cherry Trees Lane will create a safe and attractive walking and cycling corridor connecting people between their workplace and homes. On Boundary Way, a ‘Dutch-style’ roundabout will provide dedicated space for people cycling around the junction, as well as pedestrian crossings and widened footways.

For more info: www.hertfordshire.gov.uk/activetravelfund

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APPENDIX D DETAILS OF JARMAN PARK FULL PROPOSALS FROM HCC WEB SITE

Improving walking and cycling across Hertfordshire (Active Travel Fund and Capability Fund)

Active Travel England's active travel fund have awarded us £9 million since November 2020, plus a further £4.6 million in May 2023 which we're using for schemes in Digswell, Hemel Hempstead, Hertford, Watford, Welwyn Garden City and Wheathampstead.

These support the objectives in our Local Transport Plan, Sustainable Hertfordshire strategy and Active Travel Strategy to make it easier and safer to walk, wheel and cycle. This will improve health, air quality, road safety, the local economy and traffic congestion.

Under construction

Stevenage - High Street, Old Town

Live consultations

No current live consultations

Proposed projects

Buntingford town centre

St Albans - George Street

St Albans - Nickey Line Toucan crossings, Redbourn

Stevenage Wayfinding improvements

Watford Green Loop improvements

Completed projects

B197 Woolmer Green

Hemel Hempstead – Buncefield Lane and Boundary Way

Hemel Hempstead – Jarman Park

We have delivered a series of improvements at Jarman Park to improve the walking, wheeling and cycling facilities in the area. This has made it easier for people of all ages, and abilities, to travel actively with confidence through to Jarman Park and its retails facilities, and on to other key locations in Hemel Hempstead.

The second phase of the project completed in May 2026 and delivered a new toucan crossing over Jarman Way (leading into Jarman Park). It also upgraded the existing signalised crossing at Bennetts End Road to a Toucan Crossing and widened the footpath between these two crossings to create a new shared-use walking and cycling path.

The first phase of the project completed in October 2024 and provided a new signalised toucan crossing over the A414 enhancing access for people walking and cycling between residential areas to the north and key local destinations, including the shops, and leisure facilities, at Jarman Park. This step-free crossing provides an alternative to the existing footbridge, benefiting vulnerable users and those crossing with prams, mobility scooters, or bicycles.

For more information on the completed project, and details of both phases, you can visit the story map here: Jarman Park

Hertford - Brickendon Lane

Letchworth Garden City - Norton Road

St Albans - Marlborough Road

Stevenage - North Road

Watford Green Loop – Thomas Sawyer Way

Watford - Water Lane

Watford – Wiggenhall Road

Welwyn Garden City and Digswell - Digswell Park Road

Welwyn Garden City town centre

Wheathampstead – Codicote Road Roundabout

Project timeline

Questions? Email ATFconsultation@hertfordshire.gov.uk.

This Active Travel Strategy was published before 20 May 2025, under the previous Conservative administration.

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