RIDGE

Proof of Evidence – Vehicle Access and Highway Safety

LAND SOUTH OF A507, WEST OF A10
BUNTINGFORD

October 2026

PROOF OF EVIDENCE – VEHICLE ACCESS AND HIGHWAY SAFETY

LAND SOUTH OF A507, WEST OF A10 BUNTINGFORD

Prepared For

Hallam Land
Management

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1 Executive Summary

1.1.1 My name is James Michael Duffy. I am an Associate Director Transport Planner at Ridge Partners LLP (as acquirers of Jubb Consulting Engineers). Ridge is a multi-disciplinary consultancy with a team of specialist transport planners. I have a BSc Honours Degree in Geography from Plymouth University and a Post Graduate Diploma/MSc in Urban Planning at Oxford Brookes University. I am a member of the Chartered Institution of Highways and Transportation. I have worked in the field of transportation planning for 25 years. In this time, I have worked as a consultant providing advice on transport and highways issues associated with a wide range of schemes in the public and private sector.

1.1.2 Jubb (now Ridge) was commissioned by the Appellant (Hallam Land Management) to provide transport planning advice in relation to an employment development on Land South of A507, West of A10 Buntingford (referred to as "the Site" throughout this Proof of Evidence) in 2023.

1.1.3 The planning application was registered and validated by East Hertfordshire District Council (EHDC) on the 11th July 2024 under reference 3/24/1255/OUT. The description of the 'Proposed Development' is as follows:

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

1.1.4 The Proposed Development was refused on the 6th May 2026 based on three identified Reasons for Refusal, including matters specifically related to highways and transportation as identified in Reason for Refusal (RfR) 1. In this regard I have been appointed by the appellant as an expert witness considering matters of 'Vehicle Access and Highway Safety'. Furthermore, separate to my appointment, Peter Blair (Head of Transport North at Tetratech) has been appointed by the appellant to cover matters of 'Sustainable Transport / Accessibility' and therefore a response covering this topic will be provided in his evidence.

1.1.5 RfR 1 states the following:

"Due to its siting and location, the proposals would be isolated and physically severed from the rest of Buntingford by the A10, with poor quality and unsafe active travel connections to the town. ***The provision of a signal-controlled crossing, at grade, located on the A10 in close proximity to the Baldock Road (A507/A10) roundabout due to its current road geometry, the characteristics of the traffic flows and unpredictable operation (of signalling) would create an unsafe environment for pedestrians, cyclists and other highways users. As such the proposals represent an unsustainable and unsafe form of development and would not be acceptable in highway safety terms. [my emphasis]*** *The proposals would not provide a genuine choice of alternative travel modes, would not ensure that safe and suitable access can be achieved for all users and would not amount to sustainable development (in accordance with the NPPF). The development would also result in a form of development outside of the settlement boundary, which in addition to the above harm identified, amounts to a significant conflict with the Development Strategy within the District Plan and objectives of the Buntingford Community Area Neighbourhood Plan. The proposal would be contrary to Policies DPS2, ED1, TRA1 and TRA2 of the East Herts District Plan (2018), policy BE2 of the Buntingford Community Area Neighbourhood Plan, policies 1 (The Transport Users Hierarchy) and 5 (Development Management) of the Hertfordshire County Council Local Transport Plan 4 (May 2018)), and paragraphs 110 and 115 National Planning Policy Framework)."*

1.1.6 For clarity I have responded, in my evidence, to the element of RfR1 as emphasised in bold text whereas Peter Blair will respond specifically on all other elements of RfR1 following this.

1.1.7 As I have set out within this Proof of Evidence (PoE), significant consultation has been undertaken throughout the timeline of the application for the Proposed Development with Hertfordshire County Council (HCC) Local Highway Authority (LHA), who manage the HCC transport network. In addition, numerous submissions have been made to the LHA providing details of the proposed transport strategy, which has been refined during the course of the application. Furthermore, details of offsite assessment and mitigation have been provided as and where required.

1.1.8 Extensive engagement with the LHA has resulted in the Appellant and EHDC / LHA reaching broad agreement in relation to the technical submission relating to the Proposed Development with the main point of outstanding objection raised by the LHA prior to application decision being related to the at grade crossing of the A10 and associated proposed 40mph speed change on this road. This objection, which originally informed RfR 1, has now been retracted following the recent appeal decision discussed below. Furthermore, the LHA and LPA have removed all objections to the proposed development. Notwithstanding this, I have provided evidence to set out the timeline of submissions and agreement of relevance to this appeal to provide clarity for the inspector's consideration.

1.1.9 As I set out in detail in this PoE the crossing and speed change have already been considered in detail as part of a recent appeal (Appeal Reference 6008238) related to adjacent residential proposals (Land North of A507, West of A10, Buntingford) for which I was also appointed to present evidence in relation to 'Vehicle Access and Highway Safety' and have also provided consultancy input during the planning application. These residential proposals, also promoted by the same applicant, would share the same point of access as the employment proposals (albeit from a connecting arm from the north rather than the south) with both developments designed to be delivered both as individual proposals and in tandem, and to include an appropriately designed shared active travel connection strategy into Buntingford that would include the at grade crossing of the A10 and associated change in speed limit (i.e. to 40mph) on this road.

1.1.10 The appeal relating to the residential proposals considered the A10 at grade crossing and A10 speed limit change in detail following the specific reference of this in EHDC's Statement of Case (**CD 15.16**). I presented evidence at this Inquiry in my PoE (**CD 15.7** text document and **CD 15.15** appendices), rebuttal evidence (**CD 15.14**), and on the stand in evidence in chief / cross examination that therefore considered the A10 at grade crossing and associated speed limit change. This evidence set out that:

- The proposed access strategy of the residential and employment site (inclusive of the proposed at grade crossing) was designed to appropriate design standards
- The design proposals were subject to an appropriate Road Safety Audit process based on an agreed brief and approved safety auditor with the LHA, with further audit also provided as part of the appeal process to cover updates to the transport strategy and further options as presented at the appeal for at grade crossing of the A10
- That a staggered crossing would provide the most appropriate at grade solution with two core options presented that included an option located closer to the Baldock Road junction and a set back option (referred to by the Inspector considering the residential appeal as 'Option 2')
- That, whilst not necessary for the delivery of the A10 at grade crossing, the proposed 40mph speed limit between just south of Baldock Road and just north of Neal Drive is appropriate in the context of the existing road environment, and in consideration

of consented changes in the area / changes that would occur following consent of the residential proposals

- That space is available within the highway for potential refinement of the proposals as appropriate at detailed design stage

1.1.11 The resultant Appeal Decision (**CD 7.1**) relating to the residential proposals allowed the appeal and accepted the Appellant's position that the proposed crossing was safe and appropriate. The Inspector heard more than a day of evidence on this topic and following which set out detailed considerations relating to the proposed at grade crossing of the A10 and associated speed limit change. The Inspector set out the following conclusion in paragraph 56:

"Overall, and for the above, reasons, I therefore conclude that the proposal would not cause unacceptable harm to highway safety. This relates to the proposed vehicular accesses, the operation of the Baldock roundabout, the provision of a proposed toucan crossing (i.e. option 2 – see highway safety and active travel assessment below), and the proposed 40mph zones on the A10 and Baldock Road. This is of course subject to the imposition of conditions and the completed planning obligation which would control matters of detail."

1.1.12 Thus, the appointed Inspector agreed that safe crossing of the A10 is achievable as proposed by the Appellant and that introduction of a 40mph zone on the A10 is also appropriate. The Option 2 crossing proposals are included in this evidence for ease of reference, and, as a result of the residential appeal, this crossing is approved and will be delivered as part of the implementation of that development. As such, I consider it sensible and indeed necessary for any permission granted on this appeal to replicate the same crossing format as has been recently approved.

1.1.13 For completeness, it should be noted that I consider that there are no considerations relating to the employment proposals specifically that lead to a conclusion that at grade safe crossing of the A10, via the promoted 'Option 2' crossing, and proposed speed limit change on the A10 would not continue to be appropriate in this instance.

1.1.14 Furthermore, I also reemphasise that, following confirmation of the upholding of the residential appeal, the LHA / EHDC have also now confirmed that they have removed objections in relation to the employment proposals including RfR 1 as of consideration in this PoE. Thus, I consider that this matter warrants no further consideration.

1.1.15 Separately, whilst not identified as a RfR, I have also considered comments as raised by interested parties commenting on the application that relates to the proposed access on the A507 and resultant interaction with the weight limit on this road. To note the existing weight limit on the A507 is an 'access only' weight limit that does not therefore prevent access by larger vehicles. Notwithstanding this the proposed employment is suitably positioned to the east of the A507 in close proximity to the A10 and in this regard heavy vehicles are more likely to use the higher order network as accessible to the east than travel to and from the west via a more convoluted route with tighter geometries. Moreover, existing consented and planned development at Buntingford Business Park also recognises that this area is suitable for HGV access. Thus, I consider no issues with the proposed point of access onto the A507 and its interaction with the weight limit on this road.

1.1.16 Thus, based on the evidence in this PoE and previous evidence as presented in relation to the residential appeal, I consider there are no 'Vehicle Access and Highway Safety' reasons to dismiss this appeal.

2 QUALIFICATIONS AND EXPERIENCE

2.1.1 My name is James Michael Duffy. I am an Associate Director Transport Planner at Ridge Partners LLP (as acquirers of Jubb Consulting Engineers). Ridge is a multi-disciplinary consultancy with a team of specialist transport planners. I have a BSc Honours Degree in Geography from Plymouth University and a Post Graduate Diploma/MSc in Urban Planning at Oxford Brookes University. I am a member of the Chartered Institution of Highways and Transportation. I have worked in the field of transportation planning for 25 years. In this time, I have worked as a consultant providing advice on transport and highways issues associated with a wide range of schemes in the public and private sector.

2.1.2 I have provided transport and highways advice regarding this Proposed Development since 2023 and have been on site on a number of occasions including during the network peak periods and during other times of the day; I am familiar with the local surroundings and conditions.

2.1.3 The evidence that I have prepared and provided for this appeal in this Proof of Evidence (PoE) is true and 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.

3 PURPOSE AND SCOPE OF EVIDENCE

3.1 Introduction

3.1.1 In 2023 I was commissioned by the Appellant (Hallam Land) to provide transport planning advice in relation to a proposed employment development on 'Land South of the A507, West of the A10 Buntingford' (referred to as "the Site") throughout this PoE.

3.1.2 The planning application was registered and validated by East Hertfordshire District Council (EHDC) on the 11th July 2024 under reference 3/24/1255/OUT. The description of the 'Proposed Development' is as follows:

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

3.1.3 The Proposed Development was refused on the 6th May 2026 based on three identified Reasons for Refusal, including matters specifically related to highways and transportation as identified in Reason for Refusal (RfR) 1. In this regard I have been appointed by the appellant as an expert witness considering matters of 'Vehicle Access and Highway Safety'. Furthermore, separate to my appointment, Peter Blair (Head of Transport North at Tetratech) has been appointed by the appellant to cover matters of 'Sustainable Transport / Accessibility' and therefore a response covering this topic will be provided in his evidence.

3.1.4 RfR 1 states the following:

"Due to its siting and location, the proposals would be isolated and physically severed from the rest of Buntingford by the A10, with poor quality and unsafe active travel connections to the town. ***The provision of a signal-controlled crossing, at grade, located on the A10 in close proximity to the Baldock Road (A507/A10) roundabout due to its current road geometry, the characteristics of the traffic flows and unpredictable operation (of signalling) would create an unsafe environment for pedestrians, cyclists and other highways users. As such the proposals represent an unsustainable and unsafe form of development and would not be acceptable in highway safety terms. [my emphasis]*** *The proposals would not provide a genuine choice of alternative travel modes, would not ensure that safe and suitable access can be achieved for all users and would not amount to sustainable development (in accordance with the NPPF). The development would also result in a form of development outside of the settlement boundary, which in addition to the above harm identified, amounts to a significant conflict with the Development Strategy within the District Plan and objectives of the Buntingford Community Area Neighbourhood Plan. The proposal would be contrary to Policies DPS2, ED1, TRA1 and TRA2 of the East Herts District Plan (2018), policy BE2 of the Buntingford Community Area Neighbourhood Plan, policies 1 (The Transport Users Hierarchy) and 5 (Development Management) of the Hertfordshire County Council Local Transport Plan 4 (May 2018)), and paragraphs 110 and 115 National Planning Policy Framework)."*

3.1.5 For clarity I have responded, in my evidence, to the element of RfR1 as emphasised in bold text whereas Peter Blair will respond specifically on all other elements of RfR1 following this.

3.1.6 Throughout this PoE I make reference to the recently upheld appeal (Appeal Reference 6008238) relating to the 'Land North of A507, West of A10 Buntingford' proposals (Application Reference 3/24/0966/OUT), which would bring forward a residential led mixed use proposal to the north of the employment proposals. To note I have provided transport advice also on this proposal in tandem with the employment proposals both in my role as transport consultant relating to the planning submission and subsequent expert witness at appeal.

3.1.7 The residential proposals would share the same point of access on Baldock Road, albeit would connect from the north, and whilst are also designed to be developed in isolation (like the employment proposals) they have also been designed with in built adaptability to allow delivery in tandem with the employment proposals. Furthermore, the offsite access strategy for active travel connection on Baldock Road is shared with the employment proposals, with both sites seeking approval of a design for proposed crossing of the A10 at the Baldock Roundabout and proposed speed limit changes on the A10. The fact that this arrangement has already been approved by an Inspector, following consideration of the residential appeal, represents important material consideration at this appeal and this was subsequently acknowledged by the Local Planning Authority (LPA) and Local Highway Authority (LHA) who have since removed their objection to the employment proposals following this appeal decision. In this regard my PoE also considers evidence as presented in my role as 'Vehicle Access and Safety' witness on the residential appeal and subsequent conclusions as presented in the subsequent appeal decision (**CD 7.1**).

3.2 Structure of Proof of Evidence

3.2.1 This PoE is set out as follows:

- **Section 4** Provides a brief description of the Site and the Proposed Development;
- **Section 5** Sets out the scoping discussions that have been undertaken with the LHA to refine the proposed transport strategy and offsite assessment;
- **Section 6** Provides a summary of the nearby residential appeal and provides conclusions as to how this relates to RfR1;
- **Section 7** Summarises consultation relating to the Statement of Common Ground;
- **Section 8** Outlines response to comments as raised by interested parties that relate to access on the A507 and subsequent interaction with the weight limit on this road
- **Section 9** Sets out relevant policies as referenced in RfR1 (and updated National Planning Policy Framework) and includes a response setting out how the proposals comply.
- **Section 10** Summarises the key points outlined in the previous chapters.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section of the PoE sets out the key details of the Proposed Development including scale, location and access. The transport strategy for the Proposed Development has been developed in consultation with HCC with further details of this consultation set out in **Section 5** of this PoE.

4.2 Site Location

4.2.1 The site 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 north, and by open land to the west / south. An extract from the 'Application Boundary Plan', prepared by David Lock Associates (DLA), is shown in **Figure 4.1**.

4.2.2 The A507 Baldock Road provides 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 continues the connection to the east of the A10 towards the town centre.

4.2.3 The site is located immediately opposite a successful employment estate to the north (Buntingford Business Park), beyond which is a proposal to expand employment development still further. The expansion would arise both from the recent consenting of 4 additional industrial units (Application Reference 3/25/1986/FUL) and District Plan (**CD 5.1**) employment allocation (BUNT 3). It is evident that any proposals to enhance accessibility towards and across the A10 would offer significant benefit in this regard given the access for Buntingford Business Park is taken from Baldock Road. However, it is also notable that in allocating BUNT 3 and in consenting the expansion of the existing business park (August 2026 decision notice included as **CD 7.4**), the Council has not considered it necessary to upgrade the existing crossing of the A10 despite assuming a number of journeys associated with the Business Park would be made by active travel modes (noting a total of 16 cycle spaces as identified as being introduced on site in the associated committee report associated with the consented employment expansion – **CD 7.5**).

4.2.4 Further detail in relation to the accessibility of the Site is covered in Peter Blair's PoE which sets out that the Site is both closely related to the existing town and has potential through the proposed transport strategy for a high proportion of proposed trips to be made by sustainable modes of transport.



Figure 4.1 – Application Boundary Plan (**CD 1.3**)

4.3 Development Proposals

4.3.1 The planning application was registered and validated by EHDC on the 11th July 2024 under reference 3/24/1255/OUT. The description of the 'Proposed Development', is as follows:

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

4.3.2 The land Use Components Plan, as produced by DLA, for this site is included as **Appendix A** of this PoE with an extract also provided as **Figure 4.2** below.

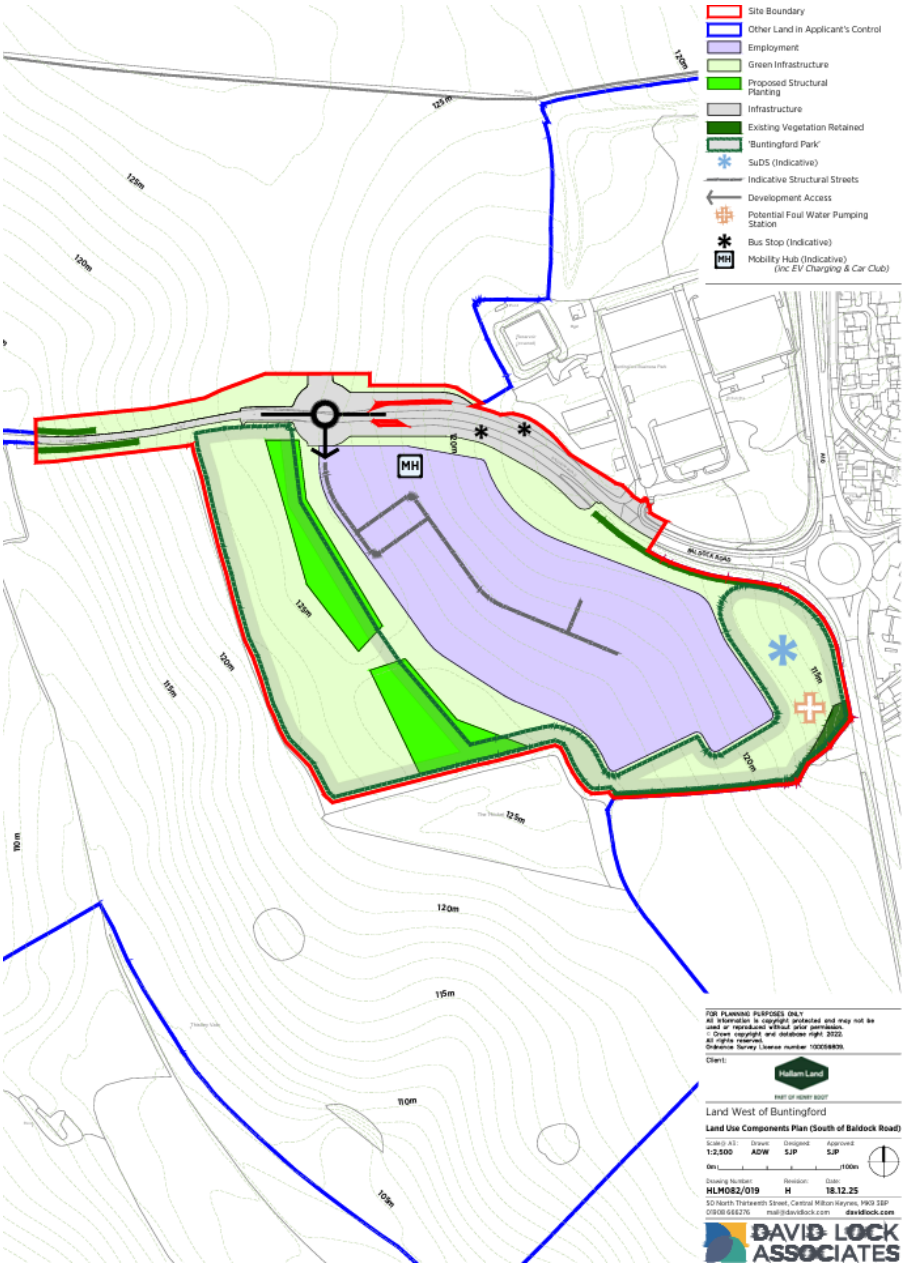


Figure 4.2 – Extract of proposed land use component plan (**CD 2.7**)

4.3.3 As discussed in **Section 3** of my PoE, in tandem with the work carried out in relation to this proposal, I have also been involved in advising the same client in relation to a proposed further development to the north (planning application reference 3/24/0966/OUT as validated on the 28th May 2024) for a separate residential led scheme which is described as follows:

"Outline planning application for development of up to 600 dwellings (C3), up to 60 units of elderly accommodation (C3), a mixed- use local centre (including flexible use E and F), first school, informal and formal open space, associated works and infrastructure including a new access from the A507 and bridges over the A10, with all matters reserved except access"

4.3.4 To note this description was amended during the appeal to provide more detail in relation to the proposals. This change was just to add further clarity and was not due to any change in relation to the proposals.

4.3.5 The associated Land Use Components Plan, as produced by DLA, for this development is outlined below in **Figure 4.3**.

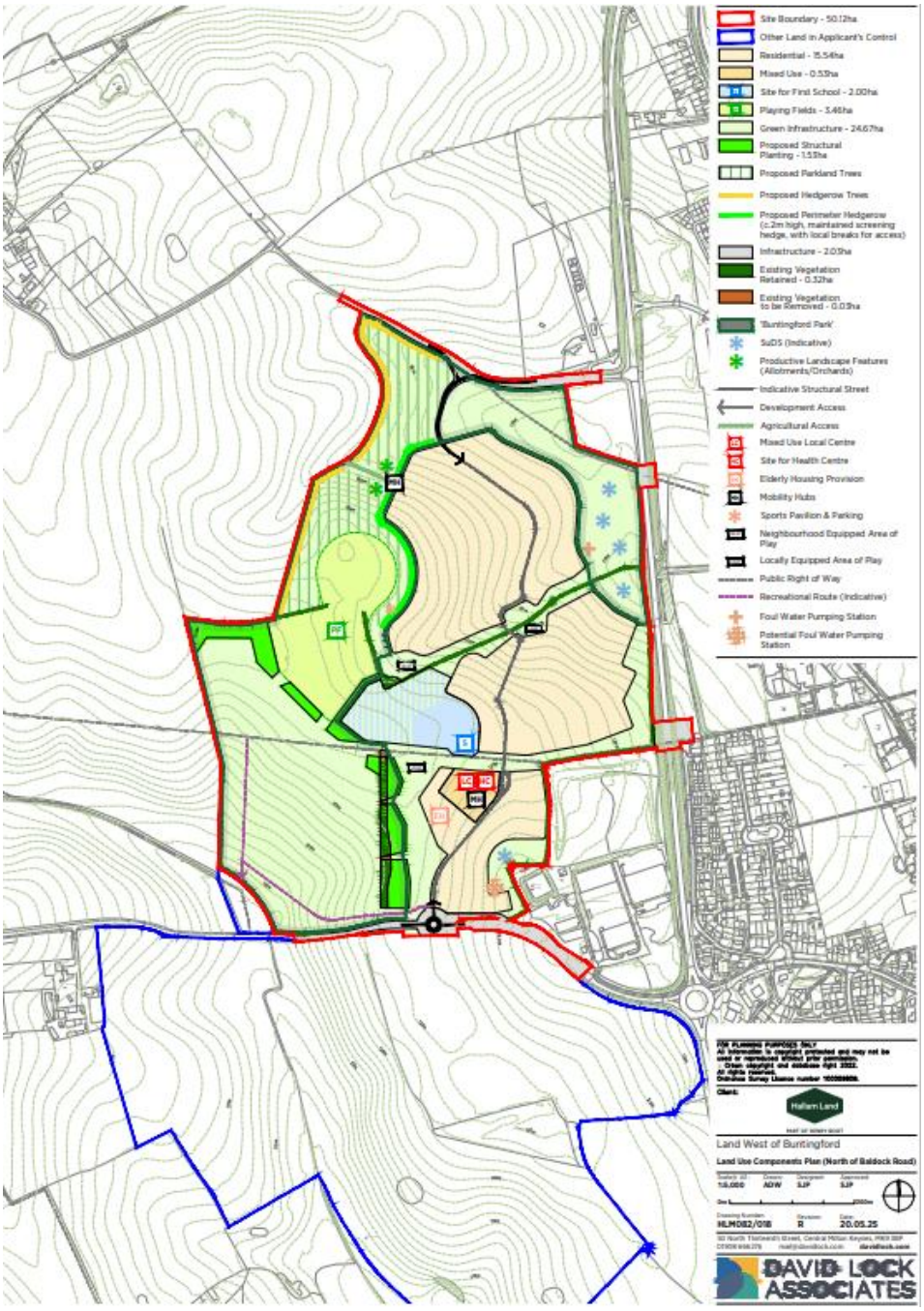


Figure 4.3 – Extract of Land Use Component Plan for residential proposals located north of the Proposed Development (**CD 10.44**)

4.3.6 These residential led proposals, which, as discussed in **Section 3**, were recently consented at appeal, are linked to the Proposed Development since they would share the same proposed access on Baldock Road albeit the proposed residential development would be accessed from a

connecting arm to the north of the proposed access roundabout (discussed further below) whereas access for the Proposed Development would be taken from an arm connecting with the south of the proposed roundabout. In addition, the proposed active travel connection strategy connecting along Baldock Road and into Buntingford (including at grade crossing of the A10) has been designed to cater for both the employment proposals and residential proposals. Accordingly, these applications can be delivered in tandem or independently as individual developments.

4.3.7 Evidently, given the shared point of access, there would be obvious synergy between the proposals and further opportunity for active work based trips. This is discussed in further detail in Peter Blair's PoE.

4.4 Transport Strategy

4.4.1 It is noted that this access strategy has been developed in close consultation with the LHA both in relation to the Proposed Development, and, in the case of shared connections on Baldock Road, in relation to the residential proposals. As discussed in **Section 5**, broad agreement was obtained from the LHA in relation to the access strategy of the Proposed Development, with the main objection in relation to transport (i.e. prior to application decision) being related to the introduction of at grade crossing at the A10 as well as the associated speed limit changes on this road. Moreover, the access strategy was subject to safety audit during its design evolution that was based on an agreed audit brief / approved auditor with the LHA, and whilst minor design suggestions were identified by the auditor which have been considered in subsequent designs, no specific safety issues were raised.

4.4.2 It is also noted that further safety audits were commissioned as part of the appeal process relating to the residential proposals to consider proposed changes to the network since the first audit, and to review a further option for design of the at grade crossing of the A10 (i.e. the approved Option 2 discussed later below). To note these audits have also raised no safety issues.

4.4.3 To provide a complete picture of the transport strategy I have set out in full the details of the proposals (inclusive of sustainable transport connections) as developed by Jubb / Ridge on behalf of the appellant. Full response relating to the accessibility of the proposals, in terms of access by sustainable modes, has however been provided by Peter Blair in his PoE. As discussed in **Section 3** I will cover matters of 'Vehicle Access and Highway Safety' in my PoE.

Active travel connections

4.4.4 The active travel strategy will encompass a shared pedestrian / cycleway connection that will run from the proposed roundabout access on Baldock Road towards the A10. Furthermore, the proposed access road will include active travel connection in the form of a shared pedestrian cycle route on the western side and a footway on the eastern side. In addition, active travel infrastructure will be provided at appropriate locations as follows:

- Provision of a parallel pedestrian / cycle crossing just south of the proposed access roundabout to link in with the proposed active travel corridor towards the A10 between the site access and a point just west of Buntingford Business Park.

- A parallel crossing across the existing Buntingford business park access on Baldock Road.

- Provision of a crossing just west of the Buntingford business park on Baldock Road to link in with the continuation of the active travel corridor towards the A10 on the northern side of Baldock Road.

4.4.5 In addition, the access also includes the provision of eastbound and westbound bus stops / laybys to provide access to passing bus services. Further detail of bus connections are set out in Peter Blair's PoE which also considers further improved services as brought forward as part of the approved residential proposals.

4.4.6 Details of the proposed vehicle access on Baldock Road and connecting active travel route is provided in **Appendix B**, which shows the linkages assuming only the Proposed Development is in place (i.e. assumes no connection to the residential proposals). To note this drawing represents a slight amendment to that originally submitted with the appeal to include the correct red line boundary and correct village entry sign on Baldock Road (i.e. to reference 40mph as proposed).

4.4.7 A cumulative access plan has also been developed in discussion with the LHA, and submitted for illustrative purposes, which accounts for both the introduction of the Proposed Development and residential proposals in tandem (**Appendix C**). This includes additional active travel infrastructure to link with the approved residential application to the north (i.e. on the northern side of Baldock Road).

4.4.8 Outside the application red line a pedestrian / cycle active travel connection is also proposed between Buntingford Business Park and the A10. This connection, in tandem with the active travel infrastructure discussed above, completes the link between the site access of the employment proposals and the A10.

4.4.9 In addition, an at grade crossing facility is also proposed across the A10 which will be provided as a staggered Toucan facility just north of the Baldock Road junction and will link the proposed active travel corridor west and east of the A10. Whilst the design of this crossing was previously the main subject of the council's concern relating to RfR 1, as I set out further in this PoE, agreement of a presented layout of this crossing was provided by the inspector considering the residential appeal. This layout (referred to by the inspector as Option 2) is included as **Appendix D** of my PoE.

4.4.10 East of the A10 the following enhancements are proposed to enhance active travel access:

- An enhanced active travel corridor (i.e. 3m combined footway / cycleway) provided between the A10 and just east of Greenways and then on the southern side of the road between Greenways and a point approximately 100m east of Bowling Green Lane.
- Proposed raised crossings are also identified to the east of Greenways and just west of Bowling Green Lane with crossings also provided on side roads as appropriate.
- Provision of a priority narrowing as a traffic calming feature with informal crossing facility just east of The Pyghtle.
- Provision of connection for the 3m combined footway / cycle way into Bowling Green lane.
- Provision of a raised table located approximately 100m east of Bowling Green lane providing a suitable gateway feature on approach to the town centre.

4.4.11 These enhancements are shown in **Appendix E** which encompasses a drawing, showing works as agreed by the Inspector considering the appeal relating to the residential proposals, that includes all offsite works from the edge of the red line on both sides of the A10.

4.4.12 Proposed mitigation within the highway boundary can be delivered by the developer through S278 agreement.

Additional sustainable transport provision

4.4.13 The applicant has also confirmed the provision of Strand 2 sustainable transport contributions. Requirement for Strand 2 contributions are set out in the 'Guide to Developer Infrastructure Contributions: Legal Pack' within 'Technical Appendix 1 – Transport' (**CD 10.43**), which states the following in paragraph 1.5 and 1.6:

"The immediate and specific impacts of larger developments are established via a TA and mitigated via S278 obligation, or funded via CIL/S106 agreement in the conventional way. This is the first strand of possible transport contributions.

The second strand should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area (subject to any legislative restrictions), as supported by the NPPF. This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second stand contributions will be balanced against the level of first strand contributions and any other relevant planning matters."

4.4.14 It is understood that Strand 2 contributions are therefore intended to help implement broader transport measures (i.e. beyond key linkages or first Strand works as confirmed within this section) in the catchments of new development from which contributions are secured. The LHA have identified a requirement for a contribution of up to £247,714 in this regard based on considerations of potential employee numbers on site.

4.4.15 A mobility hub will also be included within the proposed development in close proximity to Baldock Road and as marked on the Land Use Components Plan (**Appendix A**). It is proposed that this mobility hub could include the following:

- Bicycle parking;
- Digital information;
- Community planters;
- Local artwork; and,
- Way finding information between the site and nearby bus stops.

Vehicle access strategy

4.4.16 Vehicle access will be provided via a roundabout access on Baldock Road (**Appendix B** and **Appendix C**) – Access will be provided via the south arm of this roundabout for the Proposed Development. In addition, as shown in **Appendix C**, which I submitted for illustrative purposes, the access has been designed to allow connection from the north for the now consented residential planning application separate to this appeal.

4.4.17 In the vicinity of the Site Baldock Road and the A10 are currently signed as national speed limit. Notwithstanding this Jubb (now Ridge) has submitted evidence to the LHA to demonstrate that reduced speeds are appropriate on Baldock Road and the introduction of reduced speeds is in accordance with existing precedence. These discussions are set out in further detail in **Section 5** of this PoE which sets out the consultation with the LHA undertaken to date that has been summarised in a Technical Note referenced as an appendix in this Section.

4.4.18 To note, whilst the LHA has not agreed to a reduction to a 30mph speed limit as originally proposed by Jubb (now Ridge), a 40mph speed limit on Baldock Road has been agreed. Furthermore, the LHA Speed Management Group (SMG) has also recommended further speed reduction on the A10. Thus, the following speed limit changes are proposed:

- **Baldock Road to the west of A10** (shown on the horizontal alignment drawings included as **Appendix B** and **Appendix C**) - A 40mph speed limit from a point approximately 150m west of the proposed site access to include the whole stretch of road to the A10. This speed change will be marked on approach from the west of the access roundabout by an associated gateway feature (roundel and dragon teeth markings).

- **Baldock Road to the east of the A10** (shown on the horizontal alignment drawings included as **Appendix E**) – A 40mph speed limit will be introduced (replacing the existing national speed limit) between the A10 and Greenways with an associated 30mph gateway feature (roundel and dragon teeth markings) on approach to the existing Buntingford 30mph zone continuing east from a point just west of greenways.

- **A10** – It was also proposed that a 40mph speed change be introduced between a point just south of the Baldock Road roundabout and a point north of Neal Drive.

4.4.19 The access and offsite highway works have been designed in consideration of this signed speed with appropriate visibility provided at crossing points in consideration of relevant design standards and existing highway character and conditions. The appropriate visibility sight lines are shown in the cumulative access design as included as **Appendix C**. This design includes details of earthworks proposed just west of the access roundabout which removes an existing road crest to ensure visibility in the vertical alignment. A separate drawing is included within **Appendix C** which shows visibility in the vertical alignment on approach to the access roundabout which was produced at the request of the LHA who confirmed approval.

Cycle and Car parking (including provision for electric vehicles)

4.4.20 Car and cycle parking will be provided in line with local policy, in particular the 'Updated Vehicle Parking Standards' SPD document from the EHDC Local Plan, adopted in July 2015 (**CD 10.5**). In addition, the provision for electric charging will also be provided in accordance with the Building Regulations 2010 Approved Document S 'Infrastructure for the Charging of Electric Vehicles' (2021 Edition) (**CD 10.25**).

4.5 Summary

4.5.1 As set out in this section the transport strategy of this Proposed Development has been designed to capitalise on the sustainable location (discussed further in Peter Blairs PoE) through the delivery of high-quality connections to enable trips to be undertaken via sustainable modes. In addition, as of more relevance to my evidence, high quality highway connection is provided that includes safe at grade crossing for active travel users where appropriate. Further detail relating to the consultation with the LHA at HCC in relation to this strategy is provided in **Section 5** of this PoE.

5 CONSULTATION DURING APPLICATION

5.1 Introduction

5.1.1 This section sets out the extensive consultation that has been undertaken with the LHA to date throughout this application. The section also makes reference to the previous points of outstanding objection, which have since been removed following the aforementioned recent appeal decision at the nearby residential site.

5.2 Transport Submission with application

5.2.1 A comprehensive Transport Assessment (Reference 23161-TA-02 v2 – **CD 1.15**) and Travel Plan (Reference 23161-TP-02 v2 – **CD 1.16**) were provided as supporting transport information with the planning application pack. The content of these is described as follows:

- Transport Assessment (TA) - The TA provided detail as appropriate in relation to the proposed access strategy for all modes (i.e. active travel, public transport and vehicle) as appropriate and also included a detailed review of the accessibility of the site. In addition, details of forecast trip generation were also provided with robust highway models also discussed that set out that the impact of the Proposed Development (including the cumulative impacts in tandem with the residential proposals) on the nearby highway network would not be significant. Furthermore, the TA also included a review of local and national policy to set out how the Proposed Development accords with these key policies.

- Travel Plan (TP) – This document, discussed further in Peter Blair's PoE, included details of proposed behavioural measures that would be introduced to encourage future residents to travel by sustainable modes. The strategies within the document would therefore serve to capitalise on the sustainable location of the development and high-quality sustainable transport links as provided by the transport strategy. The TP also sets out the management and implementation strategy and sets targets and strategies for monitoring of these targets as appropriate.

5.3 Further consultation following submission of the application

5.3.1 Details of the further discussion following submission of the planning application are set out in **Appendix F** of my PoE. This sets out the extensive consultation that has been undertaken with the LHA prior to determination which included numerous technical submissions.

5.3.2 Following this the most recent technical submissions are set out below:

- Technical Note 14 (**CD 2.27** to **2.28**) as issued in February 2026 in response to LHA comment as provided in August 2025 (included as Appendix B of Technical Note 14)

- Technical Note 15 (**CD 2.30**) as issued in March 2026 in response to LHA comment as provided in February 2026 (included as Appendix B of Technical Note 15)

5.3.3 The main points covered in these highway responses related to the delivery of the A10 at grade crossing and associated speed limit on the A10 on approach to this crossing. To note the LHA considering this application set out previous concerns in relation to this which are set out in their final response dated 26th March 2026 (**CD 4.31**).

5.3.4 These concerns were also reiterated in the subsequent Delegated Officer Report dated 6th May 2026 (**CD 6.2**) which stated the following:

"…The proposed highway access from the site onto Baldock Road has been revised following initial highway Authority comments with the proposed 'dutch style' roundabout replaced with a conventional roundabout with Toucan crossing points. This revised layout has been subject to a Road Safety Audit. The Highways Authority have now accepted that the proposed access from Baldock Road into the site could be achieved without undue harm to highway safety.

However, Highway authority comments identify some significant concerns with regard to the impact of the proposed signalised pedestrian / cycle crossing point on the A10 positioned close to the A10. On the exit side, a red phase would risk queues forming back onto the circulatory carriageway, with the associated blockage and collision risks. On the entry side, the proximity also interacts with the "constant green" behaviour that has been identified on this area of the A10. HCC (the Highways Authority) therefore raises objection to the proposals on this basis.

In addition, the proposal to move the 40mph limit roughly 1.1km north of Neale Drive, together with a crossing warning sign, also raises safety issues for drivers cyclists and pedestrians. There is currently and no proposed active frontage or meaningful change in roadside environment along this section of the A10, so the highway authority is concerned that the reduced limit would be not be interpreted consistently by all road users leading to overtaking issues, greater speed variability, and in some cases a general disregard for subsequent speed limits further along a journey. When the environment does not reinforce the posted limit, predictable behaviour becomes harder to achieve, which has implications for every road user…"

5.3.5 Following this the proposals were confirmed as refused with RfR 1, as set out in **Section 3** of my PoE, making specific mention of concerns relating to A10 at grade crossing. For the purpose of clarity the comments related to the A10 crossing options were made in relation to the crossing location sited closer to the Baldock Road roundabout (i.e. circa 10m setback). However, a further setback option was subsequently proposed following discussions related to the residential appeal that has since been adopted as the proposed option for at grade crossing (i.e. 'Option 2' in **Appendix D**).

5.4 Summary

5.4.1 As I have set out within this PoE, significant consultation has been undertaken throughout the timeline of the application for the Proposed Development with HCC LHA. In addition, numerous submissions have been made to the authority, as set out in **Appendix F**, providing details of the proposed transport strategy, which has been further refined during the course of the application. Furthermore, details of offsite assessment and mitigation have been provided as and where required. To note this has resulted in broad agreement in relation to the technical submission relating to the proposals with the main point of outstanding objection raised by the LHA, as I understood, being the acceptability of the at grade crossing of the A10 and associated speed limit change on this road.

5.4.2 To note these points were however considered as part of the appeal related to the nearby Residential proposal and have since been resolved. This is discussed in **Section 6** below.

5.4.3 Furthermore, as confirmed in **Section 7**, the LPA and LHA have since retracted their objection in this regard.

6 CONSIDERATIONS FROM RESIDENTIAL APPEAL

6.1 Introduction

6.1.1 Whilst there are a number of highway interventions proposed to be delivered as part of the employment development that are set out in **Section 4** of my PoE it was evident, following consultation with the LHA (as discussed in **Section 5**) and establishment of RfR1, that the original point of objection related to the proposals with regards to 'Vehicle Access and Highway Safety' was in relation to the proposed 'at grade' crossing of the A10 and the associated proposed speed limit change on this road. To note these points were debated at length in relation to the aforementioned residential appeal (appeal reference 6008238) as the key point of contention between the council's and appellant in relation to highway safety subsequent to the specific reference of this in EHDC's Statement of Case (**CD 15.16**). Following consideration of the evidence relating to this issue at appeal the Inspector ruled in the appellants favour by allowing the appeal and also confirming approval of proposal for at grade crossing (referred to by the Inspector as 'Option 2' and as presented in **Appendix D**). In addition, the inspector considering this appeal also confirmed approval of the proposed speed limit change on the A10 as I discussed in **Section 4** of this PoE.

6.1.2 Following the upheld residential appeal, the councils have since removed objection in this regard to the employment proposals as discussed further in **Section 7** below. Therefore, I consider this issue to be resolved.

6.1.3 Notwithstanding this, for completeness and to provide further clarity to inform the employment appeal, this section sets out a brief summary of the evidence I presented in relation to this residential appeal (i.e. as expert witness in relation to 'Vehicle Access and Highway Safety') and also sets out key extracts of the final inspector's appeal decision note (**CD 7.1**).

6.2 Summary of my 'Vehicle Access and Highway Safety' evidence as presented at the Residential appeal

6.2.1 To note I presented evidence at this appeal in the form of PoE (**CD 15.7** main text and **CD 15.15** appendices), rebuttal evidence (**CD 15.14),** and on the stand via evidence in chief and cross examination. This evidence set out the following:

- The proposed access strategy of the residential and employment site (inclusive of the proposed at grade crossing) was designed to appropriate design standards.
- The design proposals were subject to an appropriate Road Safety Audit process based on an agreed brief and approved safety auditor with the LHA, with further audit also provided as part of the appeal process to cover updates to the transport strategy and further options as presented at the appeal for at grade crossing of the A10.
- That a staggered crossing would provide the most appropriate at grade solution with two core options presented that included an option located closer to the Baldock Road junction and a setback option (referred to by the Inspector considering the residential appeal as 'Option 2').
- That, whilst not necessary for the delivery of the A10 at grade crossing, the proposed 40mph speed limit between just south of Baldock Road and just north of Neal Drive is appropriate in the context of the existing road environment, and in consideration of consented changes in the area / changes that would occur following consent of the residential proposals.

- That space is available within the highway for potential refinement of the proposals as appropriate at detailed design stage

6.3 Appeal Decision

6.3.1 The Inspector allowed the appeal and granted planning permission, on 24th September 2026. The inspector, in the appeal decision (**CD 7.1**), made the following observations on considering the at grade crossing and proposed A10 speed limit change (noting that more than a day of evidence was heard on the matter):

- Paragraph 37 – That the A10 speed survey I presented in my evidence was a reliable indicator of approach speeds on approach to the crossing and demonstrates the suitability of crossing location and the introduction of a 40mph zone. Furthermore, it is confirmed that there is significant approach visibility towards the proposed signals.

- Paragraph 40-43 – Outlines the inspector's agreement with the proposal to extend speed limit from the Baldock Road roundabout to past Neale Drive, and with my argument as presented in evidence during appeal that there is sufficient visual markers on the A10 across this proposed speed change that would provide indication for drivers to approach at slower speeds.

- Paragraph 44 – That the siting of crossing at the position of option 2 provides the best position in terms of adhering to technical guidance and to avoid queuing back to the roundabout interfering with traffic flow.

- Paragraph 45, 48, and 49 – Confirms that barriers such as guard railings are appropriate to direct users to the appropriately designed crossing areas.

- Paragraph 46 – Points out that a staggered crossing solution provides the appropriate solution to *"suitably balance the needs of cyclists, wheelers and pedestrians while minimising the potential for traffic back-ups or tailbacks within the highway network, including the Baldock roundabout."*

- Paragraph 52 – That appropriate signal control can be provided in a way that is clear to approaching motorists and that the separation as shown in Option 2 is sufficient for drivers to distinguish between the entry crossing stop line and roundabout approach.

- Paragraph 80 – Confirms that the width of the island for Option 2 is sufficient to accommodate the needs of a design cycle, a 2.8m long cargo bike.

- Paragraph 82 – Outlines that there is sufficient highway 'wiggle room' to widen the crossing central refuge if required.

6.3.2 Furthermore, and crucially in relation to RfR 1 related to the employment development, the decision approved the at grade crossing option (i.e. 'option 2' as shown in **Appendix D**) and A10 speed limit change with the following statement made, after detailed consideration of the evidence presented by both the appellant's and council's expert witness, in paragraphs 56 to 58:

*"Overall, and for the above, reasons, I therefore conclude that the proposal would not cause **unacceptable harm to highway safety [my emphasis]**. This relates to the proposed vehicular accesses, the operation of the Baldock roundabout, the provision of a **proposed toucan crossing (i.e. option 2 [my emphasis]** – see highway safety and active travel assessment below), and the proposed **40mph zones on the A10 [my emphasis]** and Baldock Road. This is*

of course subject to the imposition of conditions and the completed planning obligation which would control matters of detail."

In reaching the above conclusion, I have also considered the conclusions reached by J Bartlett Consulting Ltd in respect of the independent Road Safety Audits. Moreover, and, for the avoidance of doubt and as per the common ground position of the main parties with reference to the highways statement of common ground, I find that the evidence indicates that the proposed development would not cumulatively have a severely adverse impact on the transport network in terms of capacity and congestion, or indeed lead to 'pressure on the local highway network'.

Subject to the imposition of conditions, I therefore find that the proposal would accord with the highway safety, traffic management and sustainability requirements of national decision-making policy TR6 of the Framework, and policies TRA1 and TRA2 of the LP, all of which are consistent with one another."

6.3.3 Thus, it is evident that both the proposed crossing and A10 speed change have both now received prior approval as part of the residential proposals. To note given the at grade crossing was designed to cater for cumulative demand of both the residential and employment proposals with traffic models also presented to account for this I see no reason why the at grade crossing solution would not also continue to provide an appropriate crossing option for the employment proposals.

6.3.4 Furthermore, as confirmed in **Section 7**, the LPA and LHA have since retracted their objection in this regard for the employment proposals following this decision.

6.4 Summary

6.4.1 As I set out above the at grade crossing of the A10 and associated proposed speed limit was discussed in depth at the Inquiry as related to the residential proposals. Furthermore, after considering of evidence as provided at the Inquiry, the inspector concluded that appropriate crossing could be provided (i.e. via crossing Option 2 as included in **Appendix D**). Furthermore, whilst not necessary to deliver the at grade crossing across the A10, the Inspector considering this residential appeal has also confirmed agreement to the introduction of the proposed 40mph signed speed on the A10.

6.4.2 To note these proposals have been designed to accommodate the cumulative requirements of both the employment and residential proposals. Thus, I see no reason why this crossing and the proposed speed change would not also continue to be adopted as an approved solution for the employment proposals. Moreover, I also note that, following this appeal decision, the councils have removed their objections to the employment proposals including objection to the A10 at grade crossing as referenced in RfR 1 and A10 speed limit changes. In this regard the points raised in RfR 1 of this appeal as relating to the A10 crossing have been resolved and are not an issue that would prevent granting of consent in terms of 'Vehicle Access and Highway Safety'.

7 HIGHWAYS STATEMENT OF COMMON GROUND

7.1 Introduction

7.1.1 This section sets out the results of the Statement of Common Ground (SoCG) process and outlines that the councils have confirmed agreement to the employment proposals in consideration of the recent residential appeal decision discussed in **Section 6**.

7.2 Statement of Common Ground

7.2.1 A SoCG (**CD 12.1**) was signed by the appellant and LPA in October 2026. This document includes the following statement following the employment appeal decision in paragraph 1.4 and 1.5:

"It was the previous position of the LPA and LHA that the toucan crossing, and active travel provisions were unacceptable and these constituted matters of substantial harm within the planning balance which was carried out by the LPA in determining the planning application. Concerns over the impact on Highway Safety and Active Travel Quality were adjudged by the LPA to support the conclusion that the development was not a sustainable location for development and these harms and policy conflicts were set out in the principal reason for refusal of the application. This relates to issues 1 and 2 of the CMC Note prepared by the Planning Inspector.

The parties agree that the decision to allow the Appeal on land to the north of the A507, and approve the off site highway works to provide a crossing of the A10 and active travel improvements along Baldock Road into the town centre mean that the first reason for refusal of the southern site Appeal must fall away. The Council and the Local Highway Authority will not contest this reason as part of the Appeal or provide evidence to support the reason for refusal."

7.2.2 Thus, I see no reason to debate highway safety further in relation to the A10 crossing as this is an agreed point. Furthermore, no further 'Vehicle Access and Highway Safety' concerns have been identified by the councils to warrant further consideration.

7.2.3 Moreover, following reconsideration of planning balance the district council has also withdrawn the remaining two objections relating to this appeal and confirmed as paragraph 1.7 of the SoCG that planning permission should be granted. The text within this paragraph is set out as follows:

"The Council has therefore determined that it will not be submitting further evidence or statements seeking to defend the first, second or third reasons for refusal, and that planning permission should be granted (subject to conditions and a Section 106 Agreement)."

7.3 Summary

7.3.1 As set out above the LPA / LHA have removed their objection based on RfR 1 and therefore I see no reason to debate this further. In addition, in consideration of planning balance the LPA have also now confirmed their recommendation for approval of the employment proposals. In this regard I consider there are no further 'Vehicle Access and Highway Safety' consideration to respond to from either the LHA or LPA.

8 CONSIDERATION RELATED TO A507 AND ASSOCIATED WEIGHT LIMIT

8.1 Introduction

8.1.1 This section sets out a response to comment as raised by interested parties in relation to the employment application that have made reference to the proposal for access onto the A507 and the subsequent interaction with the recently introduced weight limit on this road. These comments have been provided by:

- Buntingford Town Council as provided in their letter dated 5th August 2024 (**CD 4.7**)
- Cottered & Throcking Parish Council in their letter dated 12th August 2024 (**CD 4.8**)
- Aspendon Parish Council in their response note dated 21st August 2024 (**CD 4.12**)
- Campaign to Protect Rural England (Hertfordshire) in their response note dated July 2026 (**CD 4.32**)

8.1.2 This section therefore sets out these comments and sets out why the developments interaction with the weight limit is not a concern in this regard.

8.2 Interested party comment

8.2.1 I have summarised each of the interested parties comment as it relates to the A507 and interaction with the weight limit on this road in **Table 8.1** below. It is evident that the key concern relates to the impact of heavy vehicle traffic on this road in consideration of the recently introduced weight limit preventing larger vehicle through traffic. I therefore have presented further detail in relation to this weight limit below and provide further clarification as to why the impact on this road is not a concern in this regard.

INTERESTED PARTY	COMMENT IN RELATION TO A507
Buntingford Town Council (5th August 2024) – (**CD 4.7**)	*"…The Submitted Jubb Transport Assessment makes no mention of a recently implemented weight restriction on the A507 from Baldock to Buntingford which restricts vehicles above 7.5 tonnes to access only. The creation of this facility will give rise to a significant number of Heavy Goods vehicles accessing the site from Baldock, thus that undermining the implementation of the weight limit and exacerbating a situation it was trying to alleviate…"*
Cottered & Throcking Parish Council (12th August 2024) – (**CD 4.8**)	*"The road infrastructure is inadequate and unsafe, construction traffic and the resultant permanent increase in traffic volume from commercial vehicles and visitors attracted to the site, are at Odds with the planned weight restriction for the A507, which recognises its*

INTERESTED PARTY	COMMENT IN RELATION TO A507
	unsuitability for use by large, heavy vehicles approaching Cottered, a small, ancient village already blighted by an excess of traffic with a narrow, sharp bend at the Baldock side, where two large vehicles cannot pass each other easily and where traffic passes only feet away from the living spaces of homes. Neither would the route through Throcking, a tiny village with a narrow rural lane, unlit, with no pavements and popular with pedestrians, dog walkers, hikers and cyclists, be appropriate for new access, weighted vehicles or increased traffic. Incidents Of damage caused by large vehicles and excess traffic passing through Throcking already include: burst water main, crushed sewage pipe conduit, verge erosion, damage to gardens, collapsed banks on both sides of the road and road surface damage because the road, characteristic of the rural nature of the area it serves, is inadequate for high volume vehicle usage and in many places too narrow for cars to pass each other. This and the number of fatalities and accidents on the AIO and A507 are in conflict with Policy TRA2 Of the East Herts District plan (EHDP) and paragraph 115 Of the National planning Policy Framework (NPPF) in terms of highway safety…"
Aspendon Parish Council (21st August 2024) – (**CD 4.12**)	*"…The proposed development: -* *Will have a material impact on the local road infrastructure and is in direct conflict with the recent weight restriction for the A507…"*
Campaign to Protect Rural England (July 2026) – (**CD 4.32**)	*"…It is noteworthy that a vehicle weight restriction was imposed on the A507 less than two years ago to stop HGV vehicles using the road between Buntingford and Baldock because of its poor geometry and safety record as well as environmental impact. It would be perverse to allow a use which would inevitably permit and encourage such traffic back onto such an unsuitable route…"*

Table 8.1 – Details of interested party comment in relation to the A507

8.3 Details of A507 weight limit

8.3.1 The weight limit on the A507 was introduced in 2024 following the submission of the original order in July 2023 (**Appendix G**). As set out in the extract from the order in **Figure 8.1** below this weight limit extends from the A10 to the east towards the roundabout junction at Wallington Road in Baldock.

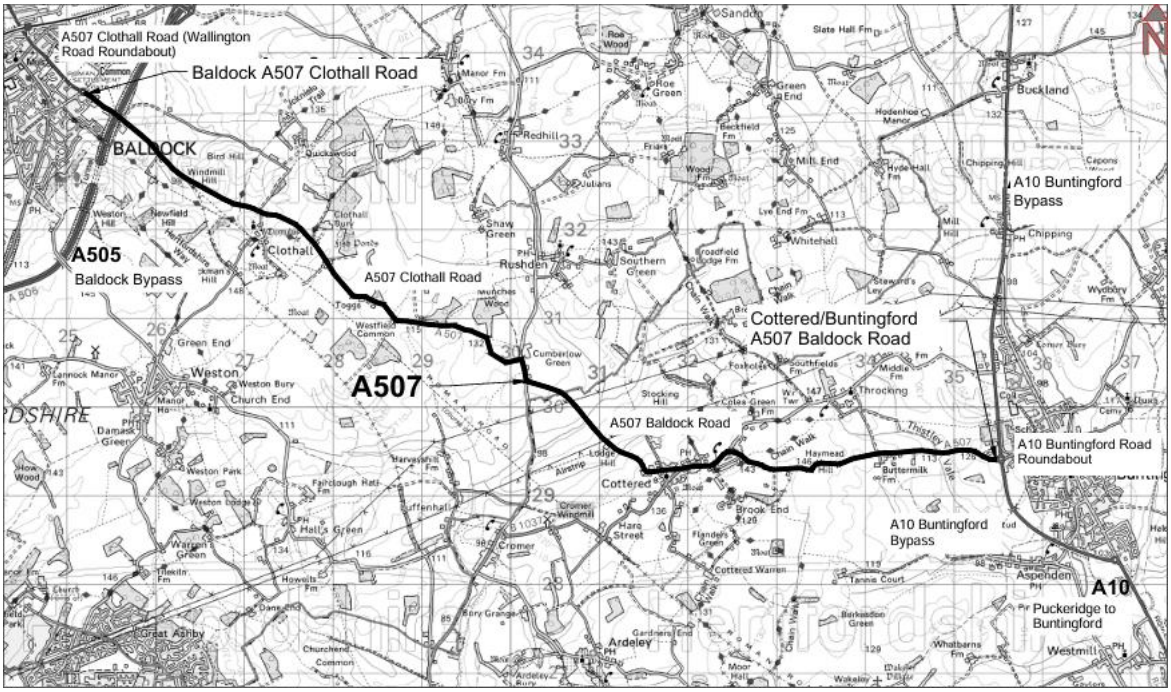


Figure 8.1 – Details of weight limit extents on A507

8.3.2 It should be noted that this weight limit is an access only weight limit for vehicles above 7.5 tonnes. To note this would therefore not prevent access to properties from this section of road which currently not only provides vehicle access to the Site but also to the existing employment access of Buntingford Business Park.

8.4 Recent planning precedents (consented / planned employment)

8.4.1 As I set out in this section the recently introduced weight limit on the A507 would also include frontage across the existing Buntingford Business Park access located just 300m east of the access roundabout as proposed for the Proposed Development. Furthermore, as confirmed in **Section 4** of my PoE there has been a recent consent for expansion of this business park to encompass a further 4 industrial units (planning application reference 3/25/1986/FUL).

8.4.2 In addition, the Development Management Committee Report, dated 12th August 2026 (**CD 7.5**), relating to these proposals confirms that the Buntingford Town Council raised no objection to these proposals and that no further comments were raised by other councils. Moreover, no concerns have been raised within the 'Access, Highway and Transport' section of this report in relation to the weight limit on this road.

8.4.3 As also set out in **Section 4** of my PoE the Buntingford Business Park also includes a Local Plan allocation that promotes even further expansion in this regard. Whilst this allocation was introduced prior to the introduction of the weight limit on the A507 it is evident that, based on the establishment of planned employment in this area, the district council consider this a logical location for this type of use that would likely require access by larger types of vehicles.

8.4.4 I consider therefore that the establishment of this consented and planned development is evidence that the district council considers Buntingford Business Park to be a suitable location for further expansion in this regard for this type of use. This is a logical conclusion in my opinion given the close proximity of the A10 which provides good access to wider higher order and strategic road network. Moreover, I also point out that the proposed employment subject to this appeal is located in close proximity to Buntingford Business Park and in this regard would also be provided with similar efficient access to the A10 through high quality connection to the A507.

8.5 Proposed development considerations

8.5.1 To note whilst there may be a proportion of light vehicles that would travel to the west on the A507 I consider it unlikely that significant numbers of heavy vehicles would route via this connection. The proposals are located, like Buntingford Business Park, in close proximity to the A10. This provides more immediate connection to the higher order road network when compared with the more constrained network of the A507 to the west. Thus, it is the very constrained nature of the A507 in this regard, combined with relative convenience of access to the A10, that would in fact deter traffic from using the route west of the site.

8.5.2 I also note that the LHA have also reviewed the impact of the proposal on the offsite network and have raised no concerns in this regard. This is further emphasised in the officer report (**CD 6.2**) which makes the following comment in the Transport Impact / Highway safety section:

"…The highway authority has not raised concerns with regard to impact of vehicle movements on the capacity of the highway network and as such this aspect of the proposals is not considered to be a concern by officers…"

8.6 Summary

8.6.1 As set out in this section the existing weight limit on the A507 is an 'access only' weight limit that does not therefore prevent access by larger vehicles. Notwithstanding this, the proposed employment is suitably positioned to the east of the A507 in close proximity to the A10 and in this regard heavy vehicles are more likely to use the higher order network as accessible to the east than travel to and from the west via a more convoluted route with tighter geometries. Moreover, existing consented and planned development at Buntingford Business Park also recognises that this area is suitable for HGV access. Thus, I consider no issues with the proposed point of access onto the A507 and its interaction with the weight limit on this road.

9 POLICY CONSIDERATIONS

9.1 Introduction

9.1.1 This section reviews each local policy referenced in RfR 1 in relation to the development proposals that pertain to Vehicle Access and Highway Safety. The policies / policy documents referenced are as follows:

- EHDC District Plan (**CD 5.1**) – TRA2 (specifically consideration a and b)
- Buntingford Community Area Neighbourhood Pan (**CD 5.2**) – BE2 (in reference to highway safety)
- Hertfordshire Local Transport Plan (**CD 10.3**) – Policy 5 (specifically consideration b, c, d, and f)

9.1.2 These policies are discussed in this section below.

9.1.3 To note given the recent update of the National Planning Policy Framework (NPPF) in August 2026 (**CD 5.11**) the policies as referenced in RfR 1 are no longer relevant. However, I consider that policies TR3 1.c., and TR6 of the new NPPF document are relevant to Vehicle Access and Highway Safety and have therefore provided response on this.

9.1.4 Where policies relate more to sustainable transport in RfR 1 these are discussed in more detail in Peter Blairs PoE. Furthermore, I have not provided response on character impacts as the proposals have been subject to landscape assessment that has not identified any significant issues.

9.2 Policy response

9.2.1 The identified relevant policies as identified at the start of this section have been summarised in **Table 9.1** below. In addition, a response to each policy as set out in this table has been provided.

POLICY DOCUMENT	RELEVANT POLICY	MY RESPONSE IN CONSIDERATION OF THIS POLICY
EHDC District Plan (**CD 5.1**)	*"Policy TRA2 Safe and Suitable Highway Access Arrangements and Mitigation* *Development proposals should ensure that safe and suitable access can be achieved for all users. Site layouts, access proposals and any measures designed to mitigate trip generation produced by the development should:*	Response to TRA2 (a) - As I have set out in this PoE the access proposals have been designed in consideration of appropriate design standards / road conditions and have been subject to an appropriate safety audit that has not identified any safety issues. This access design also prioritises access by sustainable modes. In addition, the inspector's decision in relation to the

POLICY DOCUMENT	RELEVANT POLICY	MY RESPONSE IN CONSIDERATION OF THIS POLICY
	(a) Be acceptable in highway safety terms; *(b) Not result in any severe residual cumulative impact;…"*	residential appeal confirmed that a safe crossing of the A10 could be provided as proposed. Thus, given the appellant continues to promote the same crossing design for the employment proposals as consistent with that proposed for the residential, the LPA and LHA have confirmed removal of their objection in this regard. Response to TRA2 (b) – Forecast development traffic impact (both in isolation and cumulatively) on the highway network has also been assessed as set out in the associated TA and is shown to be insignificant. Moreover, as discussed in **Section 8**, it was confirmed in the officer report (**CD 6.2**) relating to the proposals that officers considered vehicle impact to not be of concern.
Buntingford Community Area Neighbourhood Pan (**CD 5.2**)	*BE2: Proposals to upgrade, intensify or extend the following main industrial sites listed below and shown on the maps on pages 30 and 31* *1 The Watermill Industrial Estate* *2 Park Farm Industrial Estate* *3 Buntingford Business Park* *4 Silkmead Farm, Hare Street (Great Hormead Parish)* *5 Buttermilk Farm Agricultural Industry (Aspenden Parish)*	Response to BE2 – Highway safety already considered in response to district plan policy TRA2 (a) as set out above.

POLICY DOCUMENT	RELEVANT POLICY	MY RESPONSE IN CONSIDERATION OF THIS POLICY
	and other smaller employment sites will be permitted where they do not conflict with other policies in this Plan and provided that all the following criteria are met so that proposals: *…5 Do not adversely impact upon road safety…*	
Hertfordshire Local Transport Plan (**CD 10.3**)	*"Policy 5: Development Management* *The county council will to work with development promoters and the district and borough councils to:* … *b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.* *c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.* *d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of*	Response to Policy 5 b) – Already considered in response to district plan policy TRA2 (a) as set out above. Response to Policy 5 c) – Further details in relation to adopted roads and private roads will be set out at reserved matters stage and during detailed design. This would be subject to agreement with the LHA as appropriate. Response to Policy 5 d) – As set out above, in response to District Plan TRA2 (b), the proposals are not considered to have as significant impact, either on their own or cumulatively, on the offsite network. Furthermore, **Section 4** also sets out mitigation measures that are proposed in agreement with the LHA. Response to Policy 5 f) – I have set out previously in Section 6 of my PoE as submitted in relation to the residential proposals (**CD 15.7**) that existing precedence exists for access to be delivered via the A road network on, what I consider to

POLICY DOCUMENT	RELEVANT POLICY	MY RESPONSE IN CONSIDERATION OF THIS POLICY
	development is considered to be severe. … *f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*	be, higher order roads. Thus, I conclude that access on this more minor road (i.e. the A507) in close proximity to Buntingford is also appropriate. Furthermore, as I set out, in response to District Plan TRA2 (b), the impact on the network would not be significant in any case.
Updated NPPF (**CD 5.11**)	*TR3 1.c.* *"1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:* … *c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree [my emphasis] using a vision-led approach;* …"*	As I have set out in this PoE the access proposals have been designed in consideration of appropriate design standards and have been subject to an appropriate safety audit that has not identified any safety issues. This access design also prioritises access by sustainable modes. Forecast traffic impact on the highway network has also been assessed and is shown to be insignificant.
	TR6 *"1. Development proposals that are likely to generate significant amounts of*	As I have set out in **Section 5** of my PoE a comprehensive Transport Assessment and Travel Plan has been submitted with further

POLICY DOCUMENT	RELEVANT POLICY	MY RESPONSE IN CONSIDERATION OF THIS POLICY
	movement should be supported by: *a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and* *b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.* *2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).* *3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development*	supplementary submissions also provided in discussion with the LHA that have considered the sustainable vision of the proposals. Assessment work presented in these submissions, which considered the multimodal trip generation of the proposals, has confirmed no severe adverse impacts in the relevant peak hour periods. Furthermore, assessment has considered the cumulative impacts of an appropriate forecast horizon year. The Travel plan includes a number of measures to promote sustainable transport behaviour from the very outset. Moreover, the monitoring method allows the travel plan coordinator to tailor their approach within the defined framework to work towards meeting overall targets. To note the impacts of construction would be of a level far below that of the operational impacts of the proposals and therefore would also not be severe in terms of impact. Access to the site can also be managed, through an appropriate Construction Traffic Management Plan (CTMP), so as to be focussed away from residential areas and onto more appropriate routes such as from the A10. In addition, access to the site can also be restricted so that existing traffic peaks are avoided.

POLICY DOCUMENT	RELEVANT POLICY	MY RESPONSE IN CONSIDERATION OF THIS POLICY
	itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)). *4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."*	As I have set out in above in response to TR 3 1,c. the access proposals have been designed in consideration of appropriate design standards and have been subject to an appropriate safety audit that has not identified any safety issues. This access design also prioritises access by sustainable modes. Thus, in consideration of the above I consider the proposals have been reviewed in accordance with this policy and I confirm that the impact of the proposals in terms of transport is not severe.

Table 9.1 - Response to policy consideration

9.3 Summary

9.3.1 As I have set out in **Table 9.1** above the proposals are not in conflict with relevant local 'Vehicle Access and Highway Safety' policy as set out in RfR 1 or current national policy as set out in the NPPF.

9.3.2 Thus, there is no relevant policy in this regard that would prevent the proposals from being approved.

10 SUMMARY AND CONCLUSIONS

10.1.1 My PoE has provided response to each of the key identified 'Vehicle Access and Highway Safety' objections as raised by EHDC / the LHA, which, in summary, relate to concerns as to whether safe at grade crossing (as referenced in RfR1), and the associated proposed 40mph approach speed, can be implemented on the A10. In addition, my PoE also considers separate comment as brought forward by further interested parties that relates to the access via the A507 and subsequent interaction with the recently introduced weight limit on this road.

10.1.2 In summary I conclude the following:

- **A10 at grade crossing and proposed approach speed limit** – As I have set out in my PoE the at grade crossing and associated speed limit were considered as part of the recently upheld residential appeal for which I also provided evidence in relation to 'Vehicle Access and Highway Safety'. On consideration of the evidence within this appeal the inspector concluded that:

  "Overall, and for the above, reasons, I therefore conclude that ***the proposal would not cause unacceptable harm to highway safety [my emphasis]****. This relates to the proposed vehicular accesses, the operation of the Baldock roundabout,* ***the provision of a proposed toucan crossing (i.e. option 2 [my emphasis]*** *– see highway safety and active travel assessment below),* ***and the proposed 40mph zones on the A10 [my emphasis]*** *and Baldock Road. This is of course subject to the imposition of conditions and the completed planning obligation which would control matters of detail."*

  To note following this the 'option 2' design has been confirmed as the approved crossing solution for the residential proposals and therefore is also proposed for consideration as part of this appeal.

  Thus, it is evident that both the proposed crossing and A10 speed change have both now received prior approval as part of the residential proposals. To note given the at grade crossing was designed to cater for cumulative demand of both the residential and employment proposals with traffic models also presented to account for this I see no reason why the at grade crossing solution would not also continue to provide an appropriate crossing option for the employment proposals.

  Furthermore, I also note that, following confirmation of the upholding of the residential appeal, the LHA / EHDC have also now confirmed that they have removed objections in relation to the employment proposals including RfR 1 as of consideration in this PoE. Thus, I consider that this matter warrants no further consideration.

- **A507 access and subsequent interaction with weight limit on this road** – As I have set out in my PoE the existing weight limit on the A507 is an 'access only' weight limit that does not therefore prevent access by larger vehicles. Notwithstanding this the proposed employment is suitably positioned to the east of the A507 in close proximity to the A10 and in this regard heavy vehicles are more likely to use the higher order network as accessible to the east than travel to and from the west via a more convoluted route with tighter geometries. Moreover, existing consented and planned development at Buntingford Business Park also recognises that this area is suitable for HGV access. Thus, I consider no issues with the proposed point of access onto the A507 and its interaction with the weight limit on this road.

10.1.3 In consideration of the above I consider there are no Vehicle Access and Highway Safety reasons to withhold planning permission.

APPENDIX A LAND USE COMPONENTS PLAN

Site Boundary
Other Land in Applicant's Control
Employment
Green Infrastructure
Proposed Structural Planting
Infrastructure
Existing Vegetation Retained
'Buntingford Park'
SuDS (Indicative)
Indicative Structural Streets
Development Access
Potential Foul Water Pumping Station
Bus Stop (Indicative)
Mobility Hub (Indicative)
(inc EV Charging & Car Club)

MH

BALDOCK ROAD

A10

Buntingford Business Park

Reservoir (covered)

Pond

Mast

El Sub Sta

The Thicket

Thistley Vale

120m

125m

115m

110m

105m

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Client:

Hallam Land
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (South of Baldock Road)

Scale@ A3 :	Drawn:	Designed:	Approved:
1:2,500	ADW	SJP	SJP

0m — 100m

Drawing Number:	Revision:	Date:
HLM082/019	H	18.12.25

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@davidlock.com **davidlock.com**

DAVID LOCK ASSOCIATES

APPENDIX B ACCESS PROPOSAL (EMPLOYMENT IN ISOLATION)

N

INDICATIVE NORTH

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- Overrun Area
- Coloured Surface Treatment At Roundel/ Crossing
- Coloured Surface Treatment On Approach To Access



Village Gateway Feature

Change of surfacing to denote approach to roundabout access and to act as a gateway feature to the town entrance

Potential art work to provide gateway feature

Bus Lay-by

Potential art work to provide gateway feature

Change of surfacing to denote approach to roundabout access.

Parallel Crossing

Dragon's Teeth Arrangement at the Entrance

Change of surfacing to denote approach to roundabout access.

Bus Lay-by

Parallel Crossing

Raised Crossing

Toucan Crossings
Pedestrian guard railing to be provided if considered appropriate at detailed design stage

Dragon's Teeth Arrangement at the Entrance from the Roundabout

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)

20.0m

10 0 10 20 30 40 50
SCALE 1:1000 m

Rev	Date	Description	By	Apvd
P11	29.09.26	Amendments	SLW	JD
P10	13.05.26	Amendments	TL	JD
P9	07.05.26	Amendments	TL	JD
P8	15.04.26	Amendments	TL	JD
P7	31.03.26	Amendments	TL	JD
P6	06.02.25	Amendments	TL	JD
P5	06.01.25	Amendments	TL	JD
P4	11.12.25	Amendments	BT	JD
P3	01.04.25	Amendments	DL	JD
P2	12.06.24	Updated RLB	BT	RM
P1	21.02.24	Preliminary issue	JF	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
0010

REV:
P11

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

RIDGE

APPENDIX C CUMULATIVE ACCESS PROPOSALS (HORIZONTAL PLAN PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY)

INDICATIVE NORTH

Approximate earthworks required to accommodate road amendments to allow for forward visibility to roundabout approach. 1:3 surface grading shown to surrounding existing ground levels (minor adjustments may be required subject to detailed external levels design)

Potential art work to provide gateway feature

Visibility Splay 1

Change of surfacing to denote approach to roundabout access and to act as a gateway feature to the town entrance

Visibility Splay 3

Potential art work to provide gateway feature

Change of surfacing to denote approach to roundabout access.

Visibility Splay 2

Change of surfacing to denote approach to roundabout access.

Visibility Splay 4

Dragon's Teeth Arrangement at the Entrance with a Village Gateway Feature

Toucan Crossings
Pedestrian guard railing to be provided if considered appropriate at detailed design stage

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)

20.0m

Proposed 40mph speed limit

40

LEGEND

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

P15	14.10.26	Amendments	TL	JD
P14	13.05.26	Amendments	TL	JD
P13	15.04.26	Amendments	TL	JD
P12	10.03.26	Amendments	TL	JD
P11	06.02.25	Amendments	TL	JD
P10	06.01.26	Revision	TL	JD
P9	03.12.25	Revision	BT	JD
P8	22.08.25	Revision	DL	JD
P7	15.08.25	Revision	DL	JD
P6	08.04.25	Revision	DL	JD
P5	31.03.25	Revision	DL	JD
P4	20.03.25	Revision	BB	JD
P3	12.03.25	Revision	DL	JD
P2	03.02.25	Grading updated	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 023
REV: P15

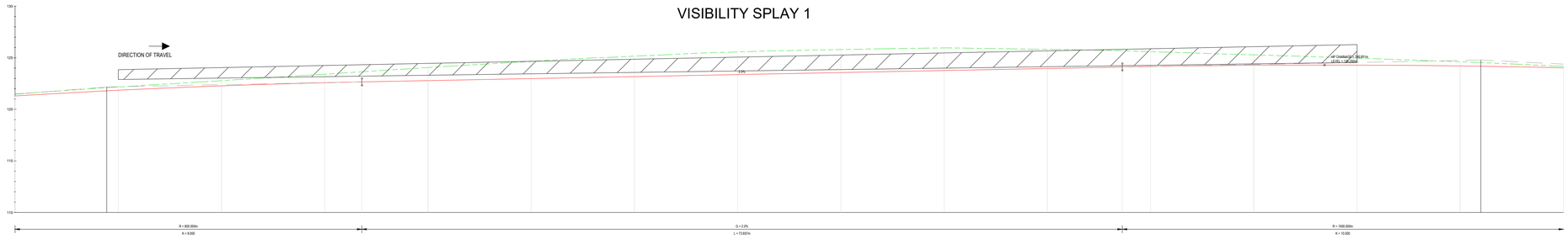
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

N

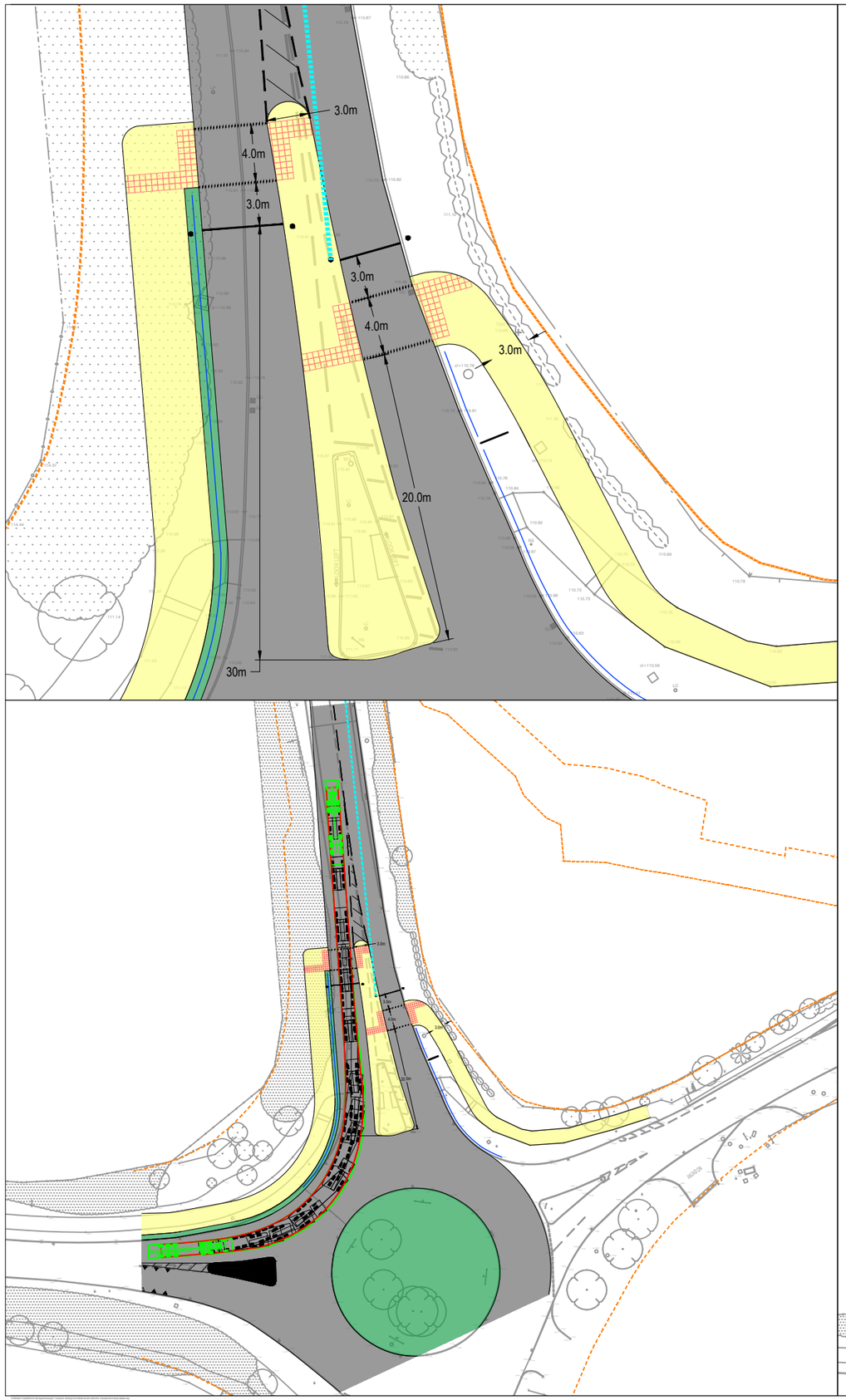
INDICATIVE NORTH

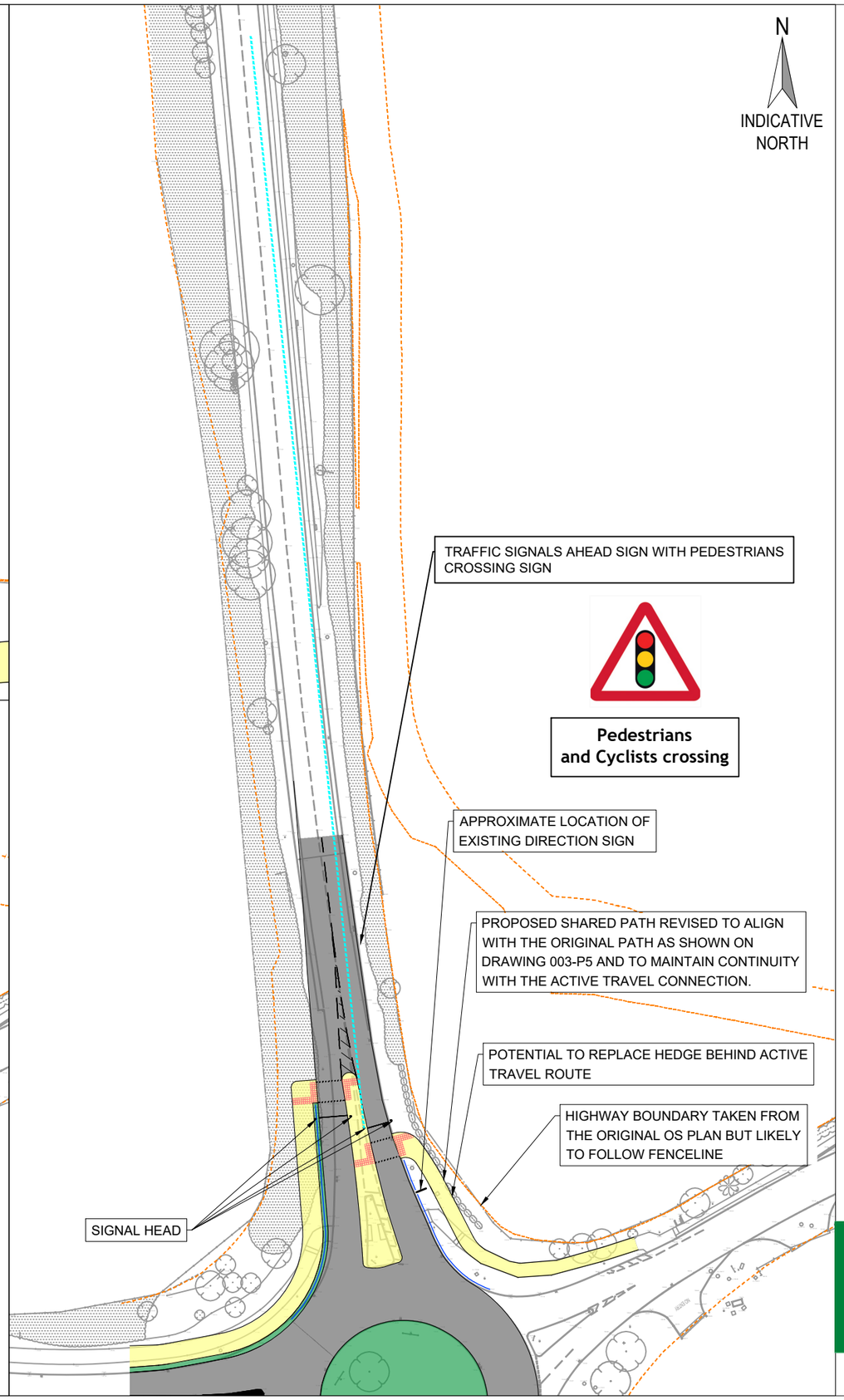
VISIBILITY SPLAY 1



| | | |

APPENDIX D A10 AT GRADE CROSSING





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

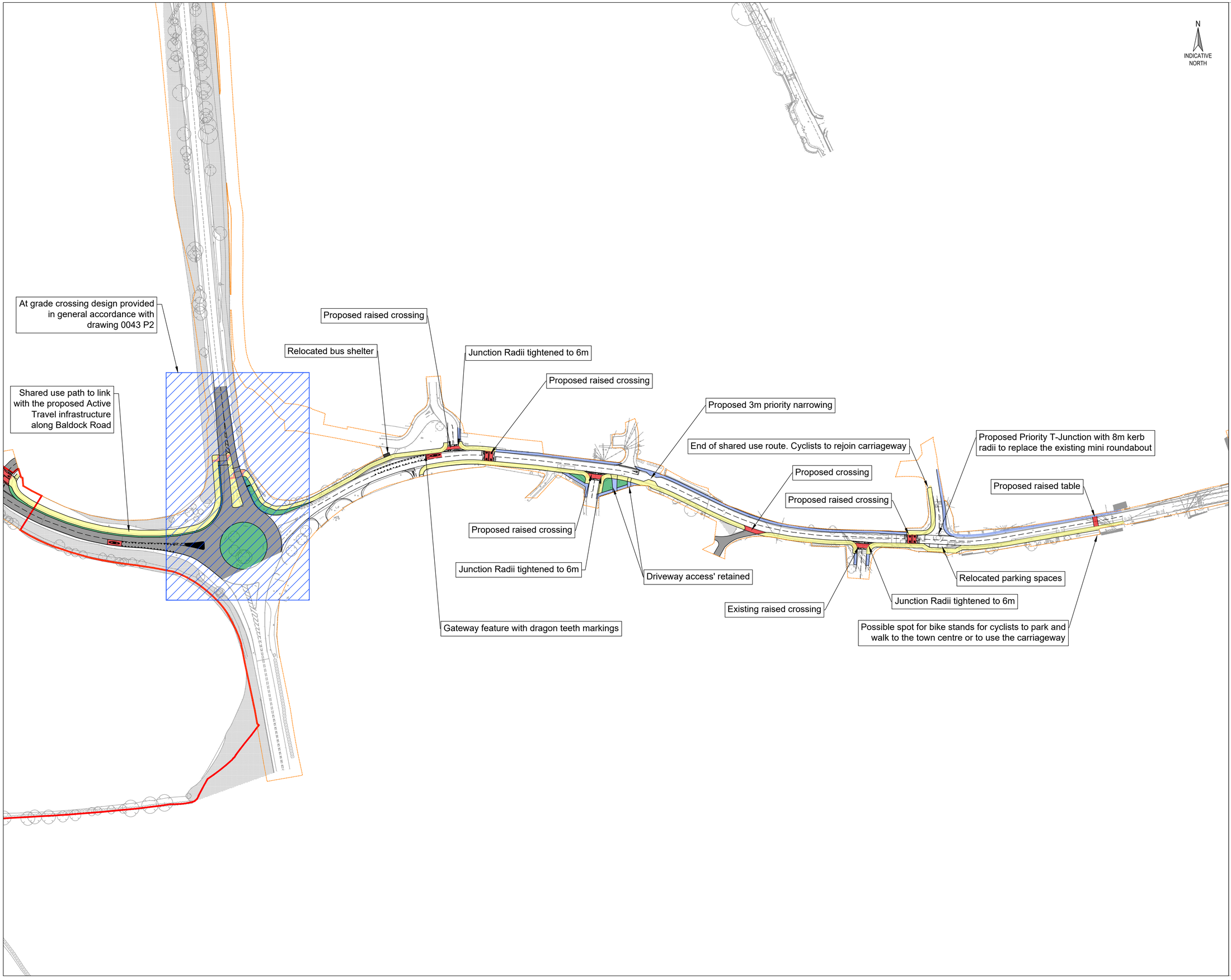
DRAWING No:
043

REV:
P2

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

RIDGE

APPENDIX E OFFSITE WORKS ON BALDOCK ROAD



LEGEND

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

Rev	Date	Description	By	Apvd
P1	15.10.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED OFFSITE WORKS ON BALDOCK ROAD

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
DO NOT SCALE

PROJECT REF:
23161

DRAWING No: 050

REV: P1

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

RIDGE

APPENDIX F LHA CONSULTATION POST SUBMISSION

Land South of A507, West of A10 Buntingford

Project No:	23161
Title:	Summary of Local Highway Authority consultation for employment site
Date:	26.10.26
Reference:	23161-RIDGE-XX-XX-TN-H-0020_P01
Client:	Hallam Land Management

Revision History

Prepared By	Approved By	Revision	Date
JD	JD	1.0	26.10.26

1. INTRODUCTION

1.1.1. Ridge, as acquirers of Jubb Consulting Engineers, has been retained by Hallam Land Management to provide transport and highways advice in relation to a proposed employment development on land to the west of Buntingford and within the district of East Hertfordshire.

1.1.2. A planning application has been submitted and validated on the 11th of July 2024 (planning application reference 3/24/1225/OUT).

1.1.3. The description of the 'Proposed Development' is as follows:

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

1.1.4. This technical note provides a summary of Local Highway Authority (LHA) consultation post submission of the application as supporting information relating to a planning appeal following subsequent confirmation of refusal on the 6th May 2026. The note has been produced for inclusion in subsequent transport proof of evidence relating to these proposals as produced by James Duffy.

1.1.5. To note in addition to consultation relating to the employment proposals, where relevant, reference is also made to consultation Jubb (now Ridge) has undertaken on behalf of the client in relation to the nearby residential led mixed use proposals at 'Land North of A507, West of A10 Buntingford' (Application Reference 3/24/0966/OUT) which received consent following appeal in September this year (Appeal Reference 6008238). This proposed development would share the same point of access on Baldock Road (except accessed from the north of the proposed roundabout) and the access strategy along Baldock Road across the A10 and into Buntingford has been designed to allow both the employment site and residential site to be delivered in tandem as well as individually.

1.1.6. Where key documents have been referred to in this summary these are listed as Core Documents (CD).

2. LHA CONSULTATION POST APPLICATION SUBMISSION

2.1. Response to LHA following submission

2.1.1. Following the receipt of the formal comment in June 2024 relating to the residential proposals an initial meeting was held with the LHA to discuss the content of this response on the 12th July 2024 (minutes included as **Appendix A**).

2.1.2. During this meeting it was agreed that technical notes will be provided for submission to key departments within HCC. Those of particular relevance to the employment application are set out below:

- It was agreed that a Technical Note (TN) be produced for submission to HCC's Speed Management Group (SMG) setting out the proposals to reduce traffic speeds at the site access and measures to enhance driver awareness of these lower speeds.

- It was agreed that a TN be produced for submission to HCC Strategic Transport Infrastructure Board (STIB) setting out the access strategy to allow them to consider the sites potential for access from the A road network (i.e. in this case the A507).

2.1.3. Following this, various TN submissions were issued to the LHA for consideration by the SMG and STIB. The latest versions of these TN's were issued to the LHA for consideration by the SMG on the 2nd October 2024, and STIB on the 3rd March 2025.

2.1.4. These TNs were included in a subsequent overall response note (Technical Note 12 – **CD 2.12**. **2.13**, **and 2.14**), produced by Jubb (now Ridge), as Appendix D (SMG) and Appendix E (STIB). This overall response note, which was issued to the LHA in June 2025 (i.e. the Jubb June 2025 response), also included a detailed response to each of the comments raised in the original 1st August 2024 LHA response in relation to the employment proposals (**Appendix B** and **CD 4.1**).

2.1.5. The key points set out in the Jubb June 2025 response were:

- **Connection for active modes** - That the transport strategy provides appropriate access for transport connection that prioritises sustainable modes (in particular) active modes in accordance with local policy. In addition, it was agreed that financial contributions would be provided to wider proposals related to 'Strand 2' requirements.

- **Public Transport access** – An appropriate strategy for bus access was agreed through provision of bus stops on Baldock Road.

- **Safety** – All elements of the proposed access strategy were subject to a safety audit based on an agreed brief as set out Appendix F of the Jubb June 2025 response. Furthermore, as set out in the designer's response, included as Appendix G of the Jubb June 2025 response, the subsequent Road Safety Audit (RSA) did not identify any safety concerns with the proposals.

- **Speed Changes** – Justification for proposed changes to signed speed in the vicinity of the proposals was set out in the TN included within Appendix D of the Jubb June 2025

response. This TN set out a relevant case study in Hitchin (also within the Hertfordshire highway authority boundary) where reduced signed speed such as that proposed on Baldock Road (i.e. from national speed limit to 30mph) had been agreed. In addition, the note also sets out that proposed gateway features; lighting and the introduction of active travel infrastructure would serve to provide indication to approaching drivers to reduce speeds in accordance with the proposed 30mph signage.

Whilst the SMG did not agree to reduce speeds to 30mph they did state in an email dated 23rd October 2024 (**Appendix C**) that a 40mph speed limit would be appropriate and made the following comment:

"The SMG would be minded to support a 40mph speed limit on Baldock Road, which will include the A10 roundabout (north and south approaches) and the short section east of the roundabout to the 30mph speed limit."

To note in accordance with SMG statement a 40mph speed limit has been applied on Baldock Road, and the A10. Furthermore, the access proposals have been designed to be in accordance with this signed speed.

- **Connection with the A Road (i.e. the A507)** – The Jubb June 2025 response included justification for the A road connection which was set out in a STIB note as included as Appendix E. This note set out that whilst the A507 is a classified A road it is not identified as a Primary route. In this regard traffic flows are also less than other higher order roads in the area. Furthermore, existing precedent already exists for access to be delivered to other much higher order A roads on the edge of towns (for example from the A505 near Royston and from the A10 at Neal Drive to the north of Buntingford).

- **Vehicle access** – The vehicle access points on Baldock Road has been designed to appropriate standards in consideration of the proposed signed speed (i.e. 40mph) with appropriate visibility provided to the junctions and active travel crossing points.

2.1.6. The conclusions of the Jubb June 2025 response (**CD 2.12, 2.13, and 2.14**) were as follows:

"…This TN sets out a response to each of the comments raised by the LHA in their response on the 1st August 2024. The document includes further detail that demonstrates how high quality sustainable access could be achieved to provide significant opportunity for trips to and from the employment proposals to be made by modes other than the private car. Moreover, the TN also sets out how appropriate vehicle access can be achieved with details also provided in the Transport Assessment that demonstrates that the offsite impact on the nearby highway network would be insignificant. As such, there are no highway or transportation reasons to prevent the proposals from being approved."

2.2. Further LHA correspondence following submission of Jubb June 2025 response

2.2.1. Following receipt of Jubb's (now Ridge) June 2025 response document a meeting was held on the 15th July 2025, in relation to the residential application, to agree an appropriate way forward. During this meeting the LHA confirmed that their key concern related to the location of the proposals in relation to the town and the A10 rather than any specific technical concern. In this regard the LHA confirmed that, whilst access was likely achievable, they could not confirm that there were special circumstances that would warrant consent for a site requiring access from the A road network.

2.2.2. Notwithstanding this, it was agreed that provision of further supporting information to address the remaining points as identified by the LHA would be beneficial to reduce the points of disagreement. The key changes (as specifically related to the employment proposals) and additional information identified as being required by the LHA were as follows:

- **Baldock Road (West of the A10)** - The LHA requested that the active travel corridor on the western side of the A10 from the site access along the northern side of Baldock Road, which was previously shown as a 2m footway and alongside separate 3m cycle route, instead be changed to a 4m shared pedestrian footway / cycleway with a 1m landscape strip. This would provide consistency with the approach proposed on the eastern side of the A10 that was already proposed as a shared pedestrian / cycleway into Buntingford.

  In addition, the LHA also requested details of the landscape proposals around the access so that the overall landscape impact could be considered.

- **Baldock Road (East of the A10)** - It was also requested that side road dimensions be reduced on the eastern side of the A10 on Baldock Road to aid crossing on the route of the proposed active travel corridor. In addition, further measures were also proposed by the applicant to include wider active travel connection turning onto Bowling Green Lane and a commitment to contribute to improved cycle parking at the Buntingford town centre car park access off this road.

- **Modelling** – The LHA confirmed approval to the modelling subject to clarification that a flare approach on the London Road / A10 junction was accurately modelled.

2.2.3. An email was sent on 22nd August 2025 (**CD 10.32**) in response to the above information requests with plans, and traffic modelling information provided as appropriate. This response also included a traffic light graded table response to each specific item as queried by the LHA in relation to the residential application, which evidently included overlap with the employment proposals given the shared connection on Baldock Road.

APPENDIX A MINUTES OF LHA MEETING DATED 12.07.24

Meeting Title:	Local Highway Authority (LHA) Meeting to discuss LHA comments dated the 19th June 2024
Attendees:	Sally Miller (SM) – Hallam Land Oliver Sowerby (OS) – Hertfordshire James Dale (JD) – Hertfordshire Steve Fraser-Lim (SF) – East Hertfordshire Reiss Sadler (RS) – Marrons
Meeting date, time & location	12/07/24 (10:00-11:00) Teams Meeting

Item	Description
1.0	Introductions
2.0	LHA Response Note (19th June 2024): • Baldock Way access considerations **Connection with A road** - **JD** confirmed that Jubb can contact the Hertfordshire County Council's Strategic Transport Issues Board (STIB) to outline the proposals for connection to Baldock Road (the A507). **JD** stated that, whilst the road is an A road, its character is one of more minor access than other A roads in the County. **OS** stated that he would provide the relevant contact for the STIB and suggested providing them with a short note outlining proposals for access. **JD** confirmed agreement to this. **Proposed speed reductions (Baldock Road / Throcking Lane) - JD** identified that whist existing speeds on Baldock Road and Throcking Lane were national speed limit the proposals are to alter the character of these roads to ensure slow traffic speeds. **JD** confirmed that whilst speed surveys have been undertaken that show speeds below the national speed limit designation these were still above 30mph, however, this is based on the existing road character which would change significantly. In addition, **JD** also mentioned proposals in Tring where reductions in signed speed had been agreed and **OS** also confirmed that he was aware of a site in Hitchin where this occurred. **OS** recommended contact with Hertfordshire Speed Management Group and the production of a short note setting out justification for reduced signed speed. **SM** confirmed that visuals / examples can be included in this note to set out how the street scene would change in accordance with the extension of the urban edge of Buntingford. **Lighting – JD** identified that details can be provided as to how sensitive lighting can be introduced on Baldock Road to further denote this extension to the town and to also ensure that active travel is an attractive option for users at all times of day.

Item	Description
	• Offsite walking and cycling **JD** reiterated **OS**'s approval of the provision of an additional bridge crossing and also stated that contact would be made with Hertfordshire County Council's Countryside and Rights of Way (CRoW) unit to discuss enhancements (through appropriate financial contribution) to the Public Rights of Way (PRoW) linking with Bowling Green Way. **OS** stated that the link from the proposed northern bridge may need improvement (e.g. lighting) to enhance perceived safety during nighttime periods. **JD** stated that this could be reviewed. **SM** also identified however that the more useful connection (other than Baldock Road) is across the existing footbridge to the south of Freman College given that this a more direct route and therefore Jubb will also investigate improvements on this route. . **OS** identified that Baldock Road should also be reviewed to see if active travel can be further enhanced. **JD** stated that whilst Baldock Road narrows as it goes into Buntingford there are further measures that could be introduced to make this a more attractive route for cycling including introduction of further traffic speed reduction/calming measures. It is understood that local residents are seeking reduced traffic speeds so this would be in accordance with these proposals. **SM** identified that the site is still positioned in a highly accessible area close to facilities as comparable to other areas in Buntingford. Moreover, the proposals have the added benefit of centrally located facilities within the heart of the new community. • Bus Access **JD** stated that the proposals are to discuss the diversion of buses into the site (and linkage with a high quality mobility hub) with the Passenger Transport Unit and noted that buses already pass along the frontage or in close proximity to facilitate this**. OS** has identified that he will discuss our proposals with the Passenger Transport Unit. **JD** suggests that Jubb provide details of the strategy in a short note to inform this discussion prior to setting up further discussions in relation to public transport. • Trip Rates **JD** pointed out that as the sustainable transport strategy is developed this further emphasises the fact that the proposals would have lower traffic generations. **OS** identified that he would like further consideration / justification of reductions set out. He mentioned that Local Centre adjustments were made but stated that it is difficult to agree the extent of these reductions without certainty of local centre mix. **RS** stated that he may be able to provide parameters in this regard to provide further information. **JD** also stated that Jubb would review this and provide further consideration / justification. **JD** stated that a review of journey to work census data indicated more sustainable travel (as a proportion) than was identified by the Hertfordshire mobile phone data as presented in **OS**'s response. **OS** stated that his general thoughts are that trip rates would need further consideration / justification. **JD** stated that this can be provided.

Item	Description
3.0	Process for further discussion with contacts within Hertfordshire: **OS** confirmed that he would provide details of relevant contacts for the following departments: • The Passenger Transport Unit • The Structures Team • The Speed Management Group • Hertfordshire County Council's CRoW unit • Hertfordshire County Council's STIB
4.0	Actions **OS** confirmed that he would provide contacts for the departments listed in **Section 3** of these minutes. This has been provided via email (dated 12th July 2024) following the meeting. In addition, **OS** stated that he would contact the Passenger Transport Unit following our meeting, although we suggest that Jubb first provide details of the proposed development public transport strategy prior to further discussion in this regard. **JD** agreed that he would provide a short note outlining the access strategy to Hertfordshire County Council's STIB. In addition, a further short note will be provided for the Speed Management Group setting out proposals to reduce speed at the points of access and to provide associated road character change to enhance driver awareness in this regard. In addition, **JD** confirmed that they would be in contact with Hertfordshire County Council's CRoW unit to discuss the potential for enhancement to existing PRoWs. In addition, liaison would be carried out with the Passenger Transport Unit to discuss bus connections. Whilst not mentioned in the meeting Jubb will also be in contact with Herfordshire's Structures Team as and when required. **SM** and **RS** confirmed that they will review the local centre uses to further inform trip generation as discussed in **Section 2**. In addition, they will also review examples proposed street scenes to provide input into the note to the Speed Management Group.

APPENDIX B LHA RESPONSE DATED 1ST AUGUST 2024

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning
East Herts District Council
Wallfields
Pegs Lane
Hertford
Hertfordshire
SG13 8EQ

District ref: 3/24/1255/OUT
HCC ref: EH/21612/2024
HCC received: 11 July 2024
Area manager: James Dale
Case officer: Adrian McHale

Location
Land South Of A507, West Of A10 Buntingford

Application type
Outline

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

Recommendation
Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

REASONS AND COMMENTS

HCC Highways does not consider that current access arrangements on to the A507 (Baldock Road) are safe for all road users and therefore represent an unacceptable impact on highway safety. HCC Highways also has concerns regarding the delivery of the sustainable infrastructure and travel plan that would be needed to ensure the site can be unlocked sustainably and avoid an unacceptable impact on the road network.

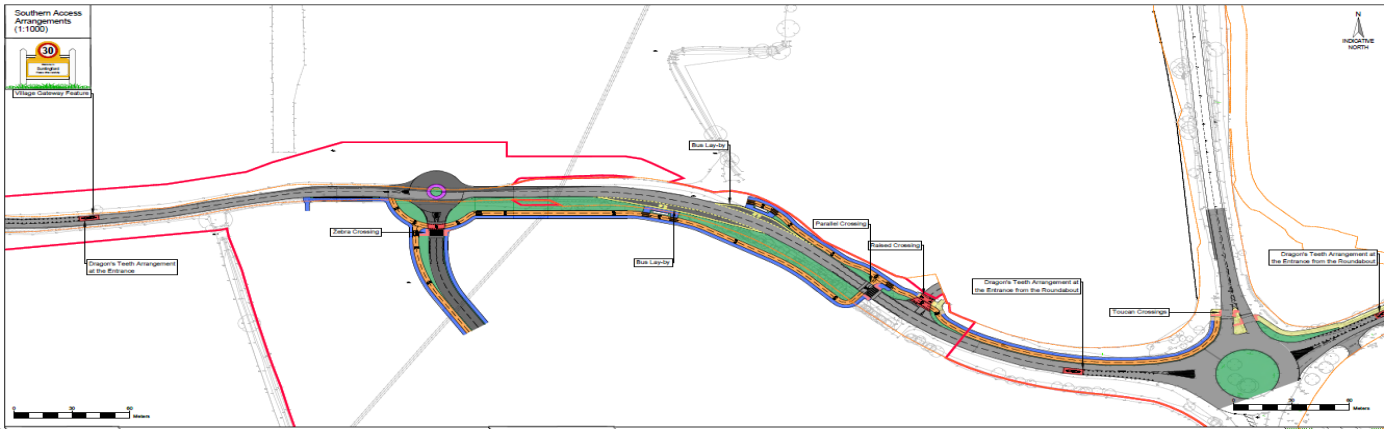
Introduction

Proposals have emerged to develop a site to the west of Buntingford and the strategic A10 for development of employment land (flexible use B2,B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new vehicle access with the A507 Baldock Road. An outline planning application (3/24/1255/OUT) has been submitted by Hallam Land Management, with

all matters reserved except for access. The application is supported by a Transport Assessment (Ref: 23161-TA-02, June 24) and a Framework Travel Plan (Ref: 23161-TA-02, June 24) prepared by Jubb Consulting Engineers Ltd. and HCC Highways has considered these documents in response to the planning application.

A507 Vehicular Access

As indicated it is proposed that the main vehicle access to the site would be a junction with the A507 Baldock Road. This junction is to take the form of a roundabout.



However, the A507, a Principle A Road, is subject currently to the National Speed limit (60mph) in this location and does not become subject to a 30mph speed limit until circa 600m east of the access, circa 125m east of the A10, in Buntingford when it is clear and naturally enforcing. The applicant/ Jubb proposes to relocate the 30mph speed limit sign circa 180m east of the proposed access to the site and reinforce it with 'Dragon Teeth' road markings. However, giving the nature of the road which is a sharp downhill in this location it is not considered that vehicles will naturally adhere to the proposed 30mph speed limit and the vehicle access would be unsafe. Furthermore, a roundabout access is unlikely to reduce vehicle speeds significantly prior to the proposed bus stops and toucan crossing to the east. Therefore, HCC's Speed Management Group (SMG) are unlikely to promote the TRO and thus the site could not be accessed safely.

Additionally, the relocation of the speed limit from within Butingford would necessitate a section of the 60mph A10 strategic link road and its roundabout with the A507 being subject to 30mph and this would be unsafe, unenforceable and unpractical for strategic traffic and would not be supported by the SMG either.

Baldock Road Looking West from Proposed Access



Baldock Road Looking East from Proposed Access



Cycle Access

Whilst the proposals along Baldock Road to the west of the A10 are generally good and can be refined in Reserved Matters, HCC has concerns about the details and deliverability of the proposed route within Buntingford. The route will be needed in entirety to unlock the site sustainably in line with the Policies promoted in HCC's Local Transport Plan (LTP) 4, May 2018.

Bus Access

Existing bus stops are slightly beyond what HCC would recommend at 500-600m walk, hower with the delay crossing the A507 and A10 this is considered too substantial to encourage sustainable travel by bus. However, the applicant is providing bus stops outside their site which could address this. Unfortunately the TA does not give details of how they would be served and HCC's PTU department considers that with the aforementioned access problems they will not be served.

Framework Travel Plan

A review of the Framework Travel Plan by HCC's Travel Plan team has indicated matters that need to be resolved before the plan can be approved.

- Details of Travel Plan Coordinator (TPC) and its duties are missing;
- Secondary contact details must be provided in case TPC leave;
- An statement from the senior management is required in case developer sell and leave to inform HCC who to going to be responsible for implementing the TP
- monitoring must be multi modal not only questionnaire;
- monitoring of the site must happen for 5 yeas post full occupation;
- TP document needs to be reviews annually for 5 years post full occupation;
- An evaluation and support fee of £1200 per annum for 5 year post full occupation needs to be secured via s106 legal agreement

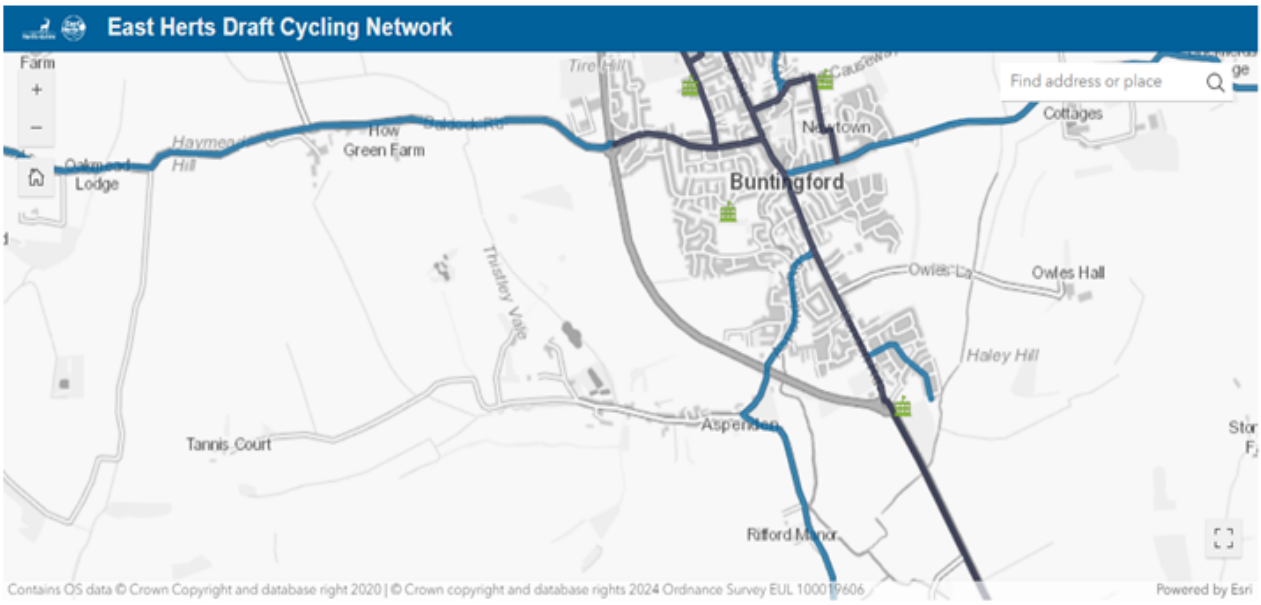
Contributions

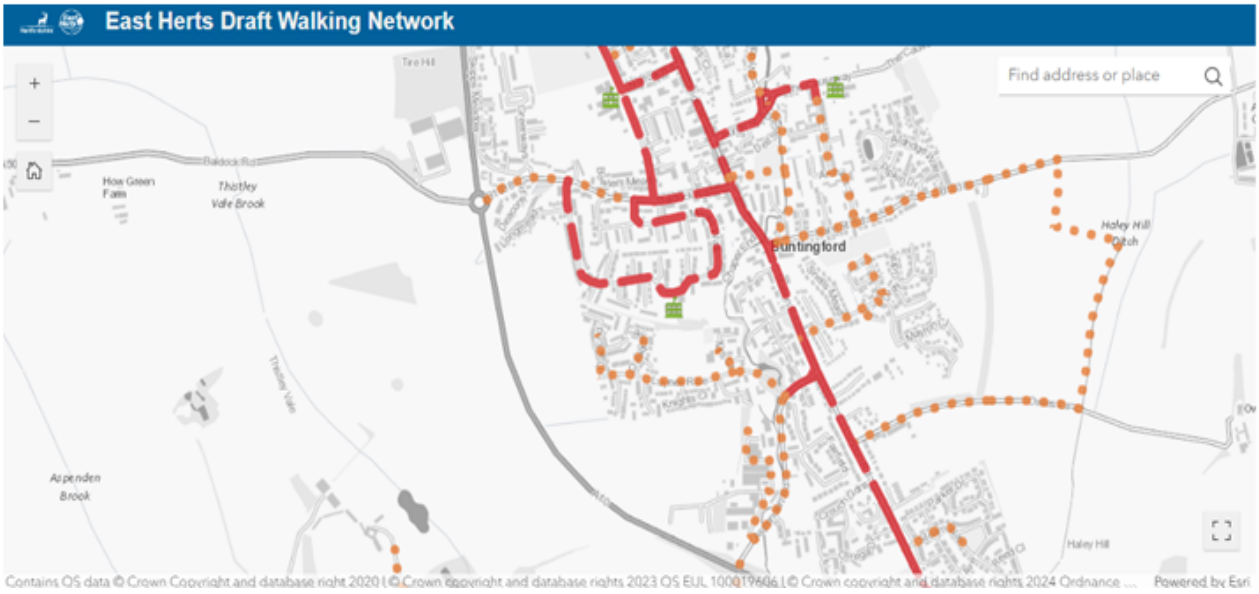
HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Where Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.

In the first instance HCC would envisage that immediate improvements to the surrounding pedestrian/cycle network and bus network improvements once agreed as with travel plan contributions are delivered via a S278 agreement or S106 agreement.

In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021). Strand 2 contributions should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area (subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF). This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

For the commercial element of the site of the proposed nature (assuming a 50/50 split between B2 and B8 uses) the TRICS database estimates that circa 587 employees would be on site which suggests that a contribution of up to £247,714 would be expected if the scheme were subsequently be approved. Both of which in accordance with the Toolkit would be index linked to SPONS Jan 2019. This would be allocated primarily to extension of the London Road Active travel scheme and the additional cycling and walking routes within Buntingford identified by EHDC in their emerging Local Cycling and Walking Improvement Plan (LCWIP).





Signed
Adrian McHale

1 August 2024

APPENDIX C LHA EMAIL ON 23RD OCTOBER 2024 CONFIRMING SPEED REDUCTION

James Duffy

From: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>
Sent: 23 October 2024 13:34
To: James Duffy; Raymond Lewis
Cc: James Dale; Sally Miller; Reiss Sadler; Fraser-Lim.Steve@eastherts.gov.uk; Tom Thornewill; Robert Handbury
Subject: RE: Land North of A507, west of A10 Buntingford

Hi James,

The SMG convened on Monday and discussed your proposals. The submission of your TN outlining the proposals and supporting ATC data was used to inform the SMG in our presentation to group members.

The SMG would be minded to support a 40mph speed limit Baldock Road, which will include the A10 roundabout (north and south approaches) and the short section east of the roundabout to the 30mph speed limit.

With reference to the northern access to Throcking Lane, once again, a short section of 40mph is supported from A10 junction to beyond the access, but it should be noted that the northern junction should consist of a change in priority at the proposed priority junction. To clarify, priority at the junction should be directly to/from the proposed development. This being due to traffic flows.

I did follow up comments made by the SMG with our team leader. With respect to your principal site access from Baldock Road, I note that the SMG is not presently content that a reduction to 30mph is justified on this section of road.

This may bring into question compliance with DMRB for horizontal/vertical visibility splays and also the proposed crossing points on Baldock Road.

However, I must reiterate that it is HCC policy (LTP4 Policy 5, Development Management) to *"Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals".* As a general point, it may not necessarily follow that views from the SMG will cause an objection from STIB to fall away.

I can also refer back to my original formal planning application response which sets this out in more detail.

Notwithstanding the above, I note of course our progress on bus planning issues. I acknowledge receipt of the RoW improvement TN which will also go to our Countryside, Rights of Way (CRoW) team for comment. From my first reading, I note positive points with respect to enhancing the existing network and following up points from our meeting.

We would be pleased to work with you on the aforementioned issues that can be taken forward and you can also let me know what further technical work could be undertaken to evidence the new access junction on Baldock Road in the light of the SMG comments.

Oliver

Hertfordshire

Oliver Sowerby
Senior Development Officer| Development Management| Environment & Infrastructure
Hertfordshire County Council
Farnham House, Stevenage, Postal Point: CHN213

APPENDIX G A507 WEIGHT LIMIT ORDER

HERTFORDSHIRE COUNTY COUNCIL

THE HERTFORDSHIRE (A507 CLOTHALL ROAD, BALDOCK, CLOTHALL AND RUSHDEN, A507 BALDOCK ROAD, RUSHDEN, COTTERED AND BUNTINGFORD) (7.5 TONNES WEIGHT LIMIT) ORDER 2023

NOTICE is given that the Hertfordshire County Council in order to improve road safety proposes under the Road Traffic Regulation Act 1984 to introduce a new 7.5 tonne weight limit on parts of Baldock, Clothall, Rushden, Cottered and Buntingford as specified in the Schedule to this Notice.

Documents giving more detailed particulars of the proposals may be inspected from 20 July 2023 during normal office hours, at Main Reception, Hertfordshire County Council, County Hall, Pegs Lane, Hertford, or may be viewed on-line at www.hertfordshire.gov.uk/trafficorders by selecting North Herts and looking at Ref: NH00323.

General enquiries relating to the proposals should be referred to the Highways Engineer concerned Miltiadis Nikolaidis tel: 01992 658157 or miltos.nikolaidis@hertfordshire.gov.uk

Objections to the proposals should be made **in writing** to TRO Services Team, Postal Point (CHO242), First Floor, East Link Corridor, County Hall, Pegs Lane, Hertford, Herts, SG13 8DN or tro.team@hertfordshire.gov.uk by 10 August 2023 stating the grounds on which they are made.

SCHEDULE: 7.5 tonnes weight limit – those sections of road listed below and as set out in the Order and accompanying plan - Parts of A507 Clothall Road, Baldock, Clothall and Rushden and A507 Baldock Road, Rushden, Cottered and Buntingford.

Consulting on this scheme is a statutory duty of the County Council. Any personal data you provide in responding to this Notice will be treated as confidential but will be shared with HCC Officers; County Councillors and contracted third parties who are involved in the statutory process. We will not share identifiable data with third parties outside of the statutory process. Guidance on your rights in respect of personal data are published in the Privacy Policy on our website, Hertfordshire.gov.uk

County Hall
Hertford
Herts SG13 8DN

20 July 2023
Scott Crudgington
Deputy Chief Executive & Executive Director (Resources)

HERTFORDSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

Date of Order:
Order No:

THE HERTFORDSHIRE (A507 CLOTHALL ROAD, BALDOCK, CLOTHALL AND RUSHDEN, A507 BALDOCK ROAD, RUSHDEN, COTTERED AND BUNTINGFORD) (7.5 TONNES WEIGHT LIMIT) ORDER 2023

The Hertfordshire County Council in exercise of their powers under Sections 1, 2 and 3 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act of 1984 hereby make the following Order:-

1. This Order may be cited as "The Hertfordshire (A507 Clothall Road, Baldock, Clothall and Rushden, A507 Baldock Road, Rushden, Cottered and Buntingford) (7.5 Tonnes Weight Limit) Order 2023" and shall come into operation on

2. Save as provided in Articles 3 and 4 of this Order no person shall, except upon direction of a police constable in uniform, cause or permit any heavy commercial vehicle (as defined in Section 138(1) of the Act of 1984) to enter or be in those lengths of A507 Clothall Road, Baldock, Clothall and Rushden, A507 Baldock Road, Rushden, Cottered and Buntingford between its junction with Wallington Road, Baldock and its junction with A10 Buntingford Bypass, Buntingford.

3. Nothing in Article 2 of this Order shall apply so as to prevent any person from causing or permitting any heavy commercial vehicle to enter or be in those lengths of road restricted by Article 2 to this Order for the purposes of access to any premises located in or directly adjacent to those lengths of restricted road.

4. Nothing in Article 2 of this Order shall apply so as to prevent any person from causing or permitting any heavy commercial vehicle to enter or be in those lengths of road restricted by Article 2 to this Order if the vehicle is being used:-

(a) in connection with any building operation or demolition in or adjacent to that length of road.
(b) the removal of any obstruction to traffic in that length of road.
(c) the maintenance, improvement or reconstruction of that length of road.
(d) the laying, erection, alteration or repair of any sewer, or of any main pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in paragraph 1(1) of the Telecommunications Code contained in Schedule 2 of the Telecommunications Act 1984 in or adjacent to that length of road.
(e) for fire and rescue service, police or ambulance purposes.
(f) in the service of the local authority or statutory water undertaker or water authority in pursuance of statutory powers or duties.
(g) for the purpose of loading or unloading goods directly to or from premises located in or directly adjacent to that length of road.

5. The Hertfordshire County Council in making this order are satisfied that this Order is required to prevent the likelihood of danger to persons or other traffic using the road.

6. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

7. The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other regulations made or having effect as if made under the act of 1984 or by any other enactment.

Signed:

Charlotte McKay
Assistant Chief Legal Officer

Dated:

STATEMENT OF REASONS

THE HERTFORDSHIRE (A507 CLOTHALL ROAD, BALDOCK, CLOTHALL AND RUSHDEN, A507 BALDOCK ROAD, RUSHDEN, COTTERED AND BUNTINGFORD) (7.5 TONNES WEIGHT LIMIT) ORDER 2023

Hertfordshire County Council is proposing to introduce a new weight limit restriction in parts of Baldock, Clothall, Rushden, Cottered and Buntingford.

The proposals will comprise of –

- '7.5 tonnes weight limit restriction' on parts of A507 Clothall Road, Baldock, Clothall and Rushden, A507 Baldock Road, Rushden, Cottered and Buntingford.

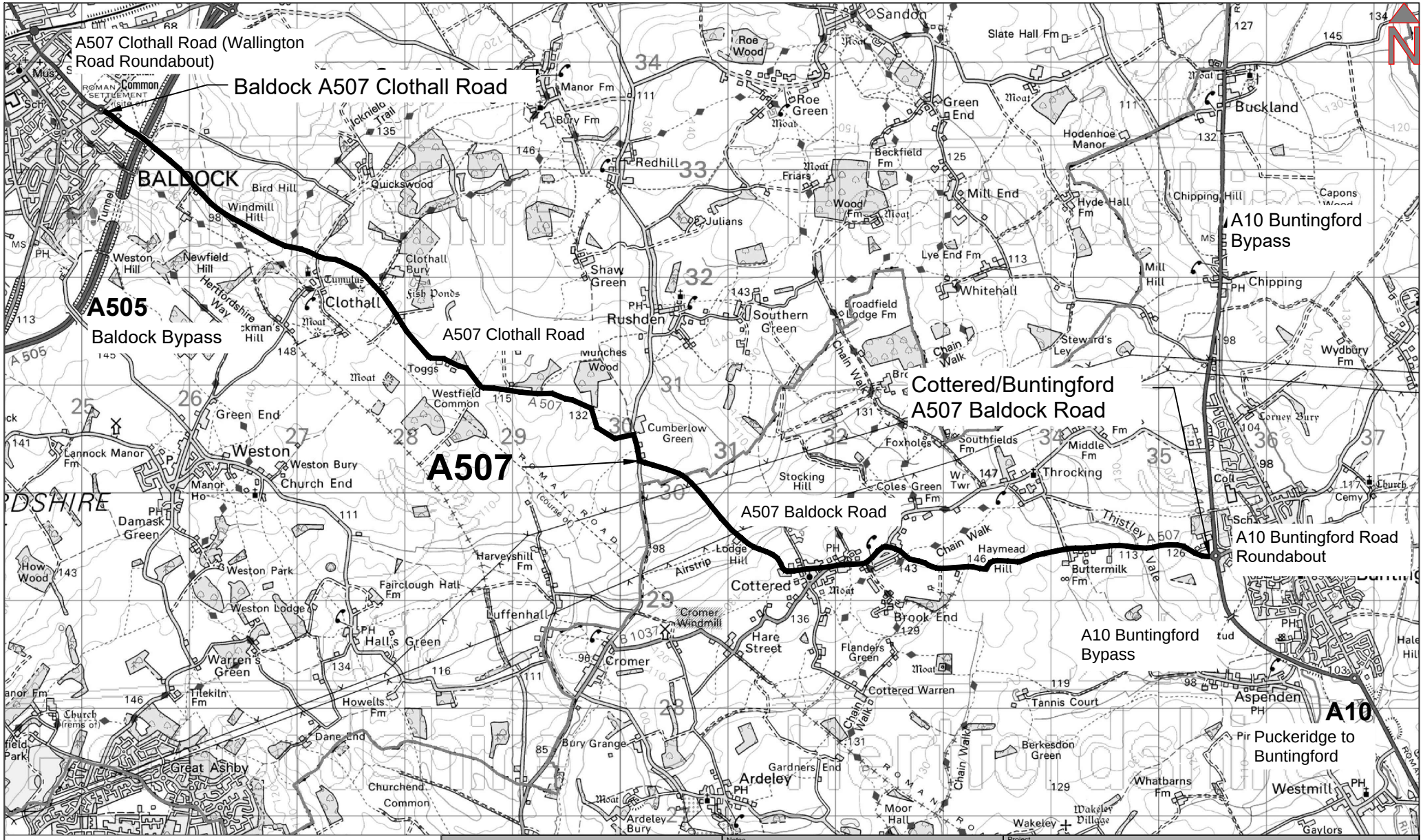
A weight limit ban for any vehicle above 7.5 tonnes across the A507, from its junction with Wallington Road roundabout, Baldock to the A10 Buntingford Road roundabout, Buntingford to minimise the disruption caused by HGV traffic, following representation to the Highways Cabinet Panel by local communities and to improve overall safety on the A507.

The road will still be used by HGV's for the purposes of access and for loading or unloading to premises in or adjacent to the restricted road.

Through the weight limit ban HGV traffic on the A507 will be minimised and the road will become much safer.

Therefore, having also considered the duty imposed under Section 122 Road Traffic Regulation Act 1984, it appears to the Highway Authority that it is necessary and expedient to make an Order in the interests of avoiding danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising, for preventing damage to the road or to any building on or near the road, for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property and for preserving or improving the amenities of the area through which the road runs.

The proposal has been subject to consultation with local and County Councillors representing the area and North Hertfordshire District Council and East Hertfordshire District Council. The local Police, Ambulance, Fire & Rescue Services, Aspenden Parish Council, Aston Parish Council, Ashwell Parish Council, Bygrave Parish Council, Bengeo Rural Parish Council, Cottered & Throcking Parish Council, Clothall with Luffenhall Parish Council, Datchworth Parish Council, Graveley Parish Council, Great Ashby Community Council, Great Munden Parish Council, Hertford Town Council, Little Munden Parish Council. Rushden & Wallington Parish Council, Sandon Parish Council, Thunderidge Parish Council, The Mundens (Sacombe) Parish Council, Walkern Parish Council, Ware Town Council, Watton at Stone Parish Council, Weston Parish Council, Westmill Parish Council. Wymondley Parish Council, Strategic Cycling Lead, Cycling Review, Forty-Plus Cycling Club East Herts, Watton Wheelers Cycling Club, Crescent Wheelers Cycling Club, Cheshunt & Ware U3A, Stevenage and North Herts CTC, Forty-Plus Cycling Club North Herts, Letchworth Velo Club, Royston Rockets BMX Racing Club, Cycle Club Ashwell, Stevenage Cycling Club, East Herts Footpath Society, East Herts Ramblers, Walking For Health – Puckeridge & Standon, Watton Ramblers, North Herts People First, Ramblers Association – North Herts/Stevenage, N.F.U, Transport Association, Road Haulage Association, National Highways, local business and residents are also being consulted.


A507 Clothall Road (Wallington Road Roundabout)
Baldock A507 Clothall Road
A505
Baldock Bypass
A507 Clothall Road
A507
A507 Baldock Road
Cottered/Buntingford
A507 Baldock Road
A10 Buntingford Bypass
A10 Buntingford Road Roundabout
A10 Buntingford Bypass
A10
Puckeridge to Buntingford
BALDOCK
Weston
Clothall
Rushden
Cottered
Ardeley
Great Ashby
Buckland
Chipping
Throcking
Aspenden
Westmill
Wakeley
Cromer
Sandon
Roe Wood
Roe Green
Redhill
Julians
Shaw Green
Southern Green
Whitehall
Mill End
Hodenhoe Manor
Green End
Slate Hall Fm
Beckfield Fm
Hyde Hall Fm
Lye End Fm
Broadfield Lodge Fm
Steward's Ley
Wydbury Fm
Capons Wood
Chipping Hill
Mill Hill
Munches Wood
Cumberlow Green
Westfield Common
Toggs
Green End
Weston Bury
Church End
Manor Ho
Lannock Manor Fm
Damask Green
Weston Park
Faircloughall Fm
Weston Lodge
Hall's Green
Warren's Green
Tilekiln Fm
Howells Fm
Dane End
Churchend Common
Bury Grange
Ardeley Bury
Moor Hall
Gardners End
Harveyshill Fm
Luffenhall
Cromer Windmill
Hare Street
Flanders Green
Brook End
Cottered Warren
Tannis Court
Berkesdon Green
Whatbarns Fm
Gaylors
Foxholes
Southfields Fm
Middle Fm
Stocking Hill
Coles Green Fm
Haymead Hill
Buttermill Fm
Lodge Hill
Airstrip
Thistley Vale
Corney Bury
Bird Hill
Windmill Hill
Quickswood
Newfield Hill
Hertfordshire Way
Clothall Bury
Fish Ponds
Manor Fm
Bury Fm
Friars Wood Fm
Chain Walk
Roman Road
Roman Road (course of)
Icknield Trail
Tunnel
Common Roman Settlement (site of)
Key:
Description:
Proposed 7.5 tonnes weight limit
Hertfordshire
County Hall
Pegs Lane
Hertford, Herts
SG13 8DN
www.hertfordshire.gov.uk/highways
Notes
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Approved S.Pearce
Approved Date 19/06/2023
Signature
Scale(s) N/A
Project
ITP180012-1
A507 Weight Limit Ban
A507 - Buntingford to Baldock
Sheet
PTRO - Consultation
Proposed Weight Limit Ban for any vehicle above 7.5 tonnes
Sheet 01 of 01
Project No. HC G-I180012-1
Sheet. No. 01
Revision 00