TECHNICAL NOTE

RIDGE

TN14 RESPONSE TO FURTHER LHA COMMENT - EMPLOYMENT

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED BY	REVIEWED BY
5.0	06.02.2025	23161 – Buntingford	JD	MG

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 3/24/1255/OUT), for an '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'. The latest associated land use components plan for this is set out in **Appendix A** of this Technical Note (TN).

1.1.3. Following receipt of this planning application the Local Highway Authority (LHA) provided a detailed response (dated 1st of August 2024), which was responded to by Jubb in early June 2025. After receipt of this response the LHA has provided further comment in relation to the application on the 4th August 2025 (**Appendix B**). This Technical Note (TN) therefore provides a response to this most recent set of LHA comment.

1.1.4. The scope of this TN is therefore as follows:

- **Section 2** – Summarises design discussions that have been held with the LHA in relation to the proposals and nearby linked residential led proposals to the north (planning application reference 3/24/0966/OUT) that have led to amendments to the access design and offsite mitigation on Baldock Road; and,
- **Section 3** – Sets out a response to each of the comments in the LHA response dated 4th August 2025 (**Appendix B**).

1.1.5. In addition, summary and conclusions are also included as **Section 4** of this TN.

2. CONSULTATION WITH LHA

2.1.1. It is noted that in tandem with the work carried out in relation to the employment proposals discussions have also been held with the LHA in relation to a further development to the north (planning application reference 3/24/0966/OUT) which is described as follows:

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

2.1.2. This application is linked to the employment proposals in that it would share the same proposed access albeit the proposed residential led development would be accessed from a connecting arm

to the north of the proposed roundabout whereas access for the employment proposals 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 has been designed to cater for both the employment proposals and residential proposals, and these applications can therefore be delivered in tandem or independently as individual developments.

2.1.3. As set out in **Section 1** Jubb has provided a response to initial comments raised by the LHA on the 1st August 2024, which included a revised pack of drawings. These drawings were subject to Road Safety Audit (RSA) with the associated agreed brief for this included as **Appendix C** of this TN. Furthermore, the subsequent RSA is included as **Appendix D**, which has been revised, following the LHAs 4th August 2025 comment (**Appendix B**), to also consider the proposed measures on Baldock Road on the eastern side of the A10 as included for in the original brief but not picked up by the auditor at the time of the original audit. It is noted that neither the previous nor revised RSA identified any specific safety concerns with the proposed access strategy, however, design considerations have been raised which are discussed in **Section 3** of this TN.

2.1.4. It should be noted that the RSA brief (**Appendix C**) and subsequent RSA audit (**Appendix D**) considered the transport strategy for both the residential and employment proposals, with the residential proposals providing further measures such as additional active travel bridge crossings on the A10. However, in relation to the employment proposals, the access strategy is specifically focused on the links to and along Baldock Road that connect into Buntingford, and associated speed changes on Baldock Road and the A10.

2.1.5. Following further consultation relating to the northern residential proposals a final access strategy for Baldock Road (i.e. east and west of the A10) was agreed, which further developed the strategy as put forward in the RSA brief and subsequent audit. This TN however considers the outstanding further considerations relating to the 4th August 2025 LHA note responding on the employment application (**Appendix B**) that refers to the previous access strategy as set out in the RSA brief (**Appendix C**).

2.1.6. A set of access plans are included within **Appendix E**, **F**, **G**, and **H** of this note which include for the further changes as agreed for the residential application, and subsequent changes to account for adjustments in consideration of the LHA comment, relating to the 4th August 2025 response, as discussed in **Section 3** below. The drawings are described as follows:

- Drawing 23161 010 P5 (**Appendix E**) – This sets out the details of the site access from the A507 Baldock Road for the employment proposals only. This is based on a compact roundabout with vehicle access provided from the south. The drawing also shows active travel connections up to and across the A10 on the A507 Baldock Road.
- Drawing 23161 023 P10 (**Appendix F**) – This drawing shows the cumulative access proposals which includes the northern arm linking the roundabout access to the residential access. In addition to the connections provided by the employment only access, this also includes an active travel corridor (i.e. a shared footway and cycleway) on the western side of the proposed northern arm. The drawing also shows active travel connections up to and across the A10 on the A507 Baldock Road, which are the same as those shown in Drawing 23161 010 P5 in **Appendix E**.
- Drawing 23161 035 P1 (**Appendix G**) – This drawing shows details of proposed speed restriction and signage on the A10 following further comment from the LHA in the 4th August 2025 response (**Appendix B**) which is discussed in further detail in **Section 3** below.

- Drawing 003 (P5) (**Appendix H**) – Sets out details of active travel corridor improvements on the eastern side of the A10 on and in the vicinity of Baldock Road.

2.1.7. To note, in addition to alterations made in response to LHA comment (i.e. for the Residential and Employment proposals), the following further amendments have also been made to the transport strategy to further enhance the proposals:

- Update to land use components plan (**Appendix A**) to include for a mobility hub specifically for the employment proposals. This mobility hub, which will be located in close proximity to the proposed Baldock Road bus stops, will further enhance the attractiveness for trips to be made to and from the site by sustainable modes. It is proposed that the 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.
- Further update to access plans, as shown in **Appendix E** and **Appendix F**, to include the following:
  - The introduction of coloured surfacing on approach to the access roundabout to alert drivers of the junction and to further emphasise the roundabout as a gateway feature.
  - The introduction of local art just west of the access junction, and either side of Baldock Road, to further emphasise the 'gateway feature' into the town.
  - Introduction of comment in relation to an existing direction sign, recently introduced to the north of the A10 roundabout, to state that this will be raised in height to achieve appropriate visibility for active travel users crossing the A10 via the proposed Toucan crossing facility.

3. LHA COMMENT AND RESPONSE

3.1.1. This section sets out response to each comment as raised by the LHA in their response note dated 4th August 2024 (**Appendix B**) in relation to the employment proposals.

3.1.2. The LHA comments are presented in blue below, with Ridge's response also shown in black text following each comment.

LHA Comment 1

"It is not considered the scope of the current Road Safety Audit (RSA) provided in support of the application sufficiently covers the full extent of the proposals. It is also considered that the road safety issues commented on by the RSA should be mitigated at this stage so they do not become road safety problems. HCC's active travel team also have numerous concerns over the designs for the active travel corridor.

HCC's road safety team considers that the current the current RSA is insufficient and identify a number of concerns:

- The Active Travel Connection to Buntingford Village Centre document was not reviewed during this Stage 1 Road Safety Audit, despite representing a significant portion of the scheme proposals.
- Based on local knowledge and comparisons with recent Buntingford active-travel projects, the varying proposals could introduce inconsistent guidance for pedestrians and cyclists.
- While Road Safety Audit is inherently a professional and subjective assessment, an initial review of the materials suggests there are safety aspects that local teams would customarily highlight at this stage.

Subsequently they recommend that a supplementary Stage 1 Road Safety Audit to ensure all active-travel elements and potential safety issues are fully examined."

Ridge Response to LHA Comment 1

3.1.3. It is noted that the scope of the audit was discussed and agreed in advance with the LHA and set out in an associated brief for the LHA. The details of the email discussion agreeing this is included as **Appendix I** with the associated brief also included as **Appendix C**.

3.1.4. Notwithstanding this, it is agreed that the original audit did not include the drawing (Drawing number 23161 003 P2) showing routes into Buntingford as set out in Appendix K of the original brief (**Appendix C**). On this basis the auditor was contacted to ensure that this drawing was also considered, and an updated Road Safety Audit was provided, which is included as **Appendix D** of this technical note.

3.1.5. To note the agreed brief and subsequent audit is based on the previous version of the access and offsite works design. These designs do not include for the further discussions undertaken relating to the residential proposals, which has led to further amendments to the access, and active travel connections on Baldock Road thereafter.

3.1.6. In addition, further amendments have been undertaken since the RSA audit in response to specific comments raised, on the 4th August 2025, in relation to the employment proposals, which are discussed in this TN.

3.1.7. The independent RSA did not identify any safety concerns with drawing 23161 003 P2 or any other drawings provided in the briefing pack. Notwithstanding this, the audit did identify some minor design comment in relation to drawing 23161 003 P2 which is set out below:

- Give way (paragraph 3.4 of the RSA) – The RSA states that give way marking should only be provided on one side of the carriageway narrowing arrangement east of Folly Lane. This has been updated with the latest drawing included as **Appendix H** of this TN, which now only has give way markings on one side (i.e. for eastbound movements).
- Parking at Bowling Green Lane (paragraph 3.5 of the RSA) – The RSA flags the parking to the south of the junction but acknowledges this as re-providing existing parking. Thus, no changes are required to the design in consideration of this.
- Lighting of crossings (paragraph 3.6 of the RSA) – The RSA points out that any crossing facilities would need appropriate lighting. Details of lighting can be provided at detailed design stage and therefore no amendments to the design are required at this stage in response to this.

3.1.8. The previous iteration of the RSA also made some minor design suggestions in Section 3 relating to the active travel crossing of the A10 to the north of the Baldock Road roundabout, which are reiterated in the updated RSA included in **Appendix D**. These comments were identified and

responded to in the Jubb response note provided in early June 2025 and are also discussed further below following further LHA comment (i.e. 'Ridge Response to LHA Comment 2').

LHA Comment 2

"Expanding on the last item the RSA identifies a number of Road Safety Issues in comments, such as the A10 being too long in this location to achieve safe speed reduction or the 'constant green effect' where drivers see the traffic green light and continue on to the roundabout without giving way resulting in collisions. These issues rather than being addressed in comments should be clearly highlighted as potential problems and mitigated before they become actual problems.

Ridge Response to LHA Comment 2

3.1.9. As set out in the comment the RSA makes minor design recommendations in relation to the approach to the A10 active travel crossing just north of the Baldock Road roundabout. These include countdown 40mph speed markers and signage providing prior warning of the approach to this crossing. In addition, the audit also recommends positioning the speed limit change further north to separate the driver consideration of speed change and the crossing facility.

3.1.10. In this regard it is proposed that the proposed 40mph speed signage at the northern arm of the Baldock Road junction be extended further north to include the Throcking Lane junction. Furthermore, signage is also proposed on the southbound carriageway between the Throcking Lane junction and Baldock Road roundabout to inform drivers of the proposed crossing just north of the Baldock Road roundabout. A drawing showing details of this signage strategy has been included as **Appendix G**.

3.1.11. It is noted that speed countdown markers have not been applied given that Chapter 3 (paragraph 8.2.6) of the Department of Transport 'Traffic Signs Manual' specifically recommends against the introduction of this type of signage:

"Countdown" signs giving advance indication of a change in the speed limit are not prescribed and must not be used, unless they have been authorised by the national authority. In England, there is a clear policy not to authorise these signs."

3.1.12. However, the extension of the speed limit and separate crossing sign should provide appropriate advanced warning in any case.

3.1.13. Given there is no formal crossing proposed to the south of the Baldock Road roundabout it is not proposed to extend the 40mph zone in advance of this area. It is also noted that the introduction of the access roundabout associated with the consented 'Land East of the A10 Buntingford' proposals (application number 3/23/1447/OUT) will serve to slow approaching vehicles in advance of the Baldock Road roundabout in any case.

3.1.14. It is noted that the RSA also identifies that control can be implemented to bring in additional red phases at the signals of the proposed A10 active travel crossing north of Baldock Road to prevent drivers from experiencing a constant green effect where they would expect the signal to show green and not pick up on red light changes. The introduction of these additional red phases, i.e. further to that relating to active travel users push button call, can be programmed into the signal control at this crossing.

LHA Comment 3

"The RSA suggests that as there are crossings elsewhere in the UK which are located on wider and faster roads in the UK, a crossing can operate safely in this location west of Buntingford.

However, HCC are sceptical of this response and have referred the RSA to our Road Safety Team and are awaiting their response. Its likely existing A10 vehicle speeds will be required to support their review.

Furthermore, if the crossing/ route cannot be used safely it won't encourage the mode shift we require and the site must be considered non policy compliant, a non sustainable location. Additionally, if flows and speeds on the A10 and A507 are too high, long crossing times may be encountered and as a result the crossing will be also ineffective.

Ridge Response to LHA Comment 3

3.1.15. It is noted that the brief of the RSA (**Appendix C**), which was agreed by the LHA (**Appendix I**), included a specific requirement to review the proposed at grade crossing of the A10 to the north of Baldock Road. Moreover, following the RSA, the assigned safety auditor who was approved as part of this brief, has identified no safety concerns with this crossing and has only recommended minor design considerations which are discussed above (see 'Ridge Response to LHA Comment 2').

3.1.16. Notwithstanding this Ridge have reviewed the locations of similar crossing points to provide further comfort to the LHA in this regard. These are set out as follows:

- A10 / A121 Winston Churchill Way / B198 Lieutenant Way (Cheshunt) – This junction is also located on the A10 and within Hertfordshire. The eastern arm (A121 Winston Churchill Way) includes a staggered crossing very similar to that proposed albeit is crossing a dual carriageway so four lanes of traffic need to be negotiated by the active travel users (**Figure 2.1**). This approach is also 40mph. A review of collision records at this crossing on the www.cyclestreets.net web site has not identified any specific collisions relating to active travel users at this crossing between the latest available five year period between 2019 and 2024.



Figure 2.1 – Extract showing Winston Churchill Way approach to A10 / A121 Winston Churchill Way / B198 Lieutenant Way junction (Source Google maps 2025)

- Cattlemarket roundabout, Newark – This junction is located on the A46 in Nottinghamshire. The eastern A46 arm includes a staggered crossing very similar to that proposed (**Figure 2.2**) and is subject to National speed limit. A review of collision records at this crossing on the www.cyclestreets.net web site has not identified any specific collisions relating to active travel users at this crossing between the latest available five year period between 2019 and 2024.



Figure 2.2 – Extract showing A46 approach to Cattlemarket roundabout (Source Google maps 2025)

3.1.17. It is also noted that the LHA provided, on the 23rd October 2024, the following associated response from the LHAs Speed Management Group, which confirmed support of speed changes on Baldock Road and the A10:

"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."

3.1.18. Thus, the proposed speed limit changes on the A10 are supported by the LHA. Moreover, the example of the Cattlemarket roundabout also demonstrates precedence of these crossings being introduced on national speed limit roads.

LHA Comment 4

"Drawing 23161 030 Rev P1: Baldock Road Roundabout – southern access

- Rather than the shared space at the crossing of the southern access road can segregation be maintained as it has been at the crossing of the A507.
- The crossing of the southern arm is located too far south and the desire line of pedestrians and cyclists is likely to be closer to the A507 junction.
- Given that the primary origin/destination of sustainable trips will be Buntingford and the buildings within the proposal site are also east of the southern access road the cycle track would be better on the eastern side of the access road. This may also help with forward visibility to and from the crossing which is likely to be encroached by vegetation in its existing location.

- Deflection on approaches to the site roundabout are considered insufficient, particularly those on the Baldock Road approaches, and will not encourage reduced speeds. Deflection should be in line with CD116.
- The crossing of the A507 should be located closer to the proposed bus stops on Baldock Road to encourage use of this mode.
- Given the higher speed nature of the A10 the crossing must be located at least 20m north of roundabout as required my DMRB CD116 and not the circa 12m currently shown.
- The location of the proposed southbound 60mph to 40mph speed limit change on the Northern A10 approach is too close to the Toucan crossing for vehicles to have slowed sufficiently by the time they reach it. Further, HCC RSA team comments are needed.

Ridge Response to LHA Comment 4

3.1.19. It is noted that these responses review the original drawing as presented in Appendix D of the RSA brief (**Appendix C**). Since then, as set out in **Section 2**, the access strategy has been amended in consideration of specific comment made by the LHA in relation to the northern residential application proposals. Notwithstanding this a response to each comment made by the LHA on this access is provided below in any case and where relevant refers to the new proposed design.

3.1.20. The response to each bullet is set out in order as follows:

- Bullet 1 – Following discussions and agreement in relation to the residential proposals, as discussed in **Section 2**, the segregation of the main cycleway / footway has now been removed. On this basis it is considered the crossing should also remain shared as shown in the plans within **Appendix E** and **F** to remain consistent.
- Bullet 2 – The main purpose of the southern crossing is to serve the employment rather than through movements and for this reason the crossing has been set back as appropriate as users would already be travelling south into the access road.
- Bullet 3 – The location of the cycle track on the western side is consistent with the residential application, which has the track on the western side to tie in with the proposed school and local centre. Therefore, the provision of this facility on the western side is most appropriate as this will encourage active travel movements between the two sites. Moreover, appropriate visibility is proposed to the active travel crossing on Baldock Road which is set out on the access plan. It is also noted that active travel connection is also provided further east within the site in any case at the proposed crossing point, where access into the site can be obtained, on the western side of the existing Buntingford Business Park access.
- Bullet 4 – A drawing setting out deflection is provided in **Appendix J**. This demonstrates that entry path radius does not exceed 70m on the identified key approaches in line with DMRB guidance document CD116 'Geometric design of roundabouts'.

  To note the central island has been adjusted to show a wider overrun area and smaller central island both in accordance with CD116. For consistency this change is shown both on the deflection drawing in **Appendix J** and also on the revised access plans (i.e. as shown in **Appendix E** and **Appendix F**).
- Bullet 5 – The position of the crossing on Baldock Road as been introduced to allow room for bus manoeuvre in advance of the crossing and is considered therefore to be in the most appropriate position, whilst being close enough to the bus stops to allow convenient

pedestrian access. There will also be direct access from the north of the site to the active travel route on the southern side of the road, which will also provide more direct connection to the southern (westbound) bus stop and the proposed crossing point west of Buntingford Business Park providing access to the northern (eastbound) bus stop.

- Bullet 6 – With reference to crossing positions it is noted that guidance within DMRB CD116 (paragraph 8.2.4) references requirements for pedestrian crossing junction distance separation as 'should' guidance:

  *"Non-staggered signal-controlled crossings **should [Ridge emphasis]** be sited either at 20 metres or more than 60 metres from the roundabout entry give way line.*

  NOTE 1 On the approach to the roundabout, a distance of 20 metres for a signal-controlled crossing can reduce the likelihood of drivers confusing the signal with one controlling flow into the roundabout and it leaves sufficient storage space for vehicles waiting to enter the roundabout.

  NOTE 2 On the exit, a distance of 20 metres reduces the likelihood that 'blocking back' can occur where traffic queues extend onto the circulatory carriageway and it helps to ensure that drivers are still travelling slowly as they approach the crossing.

  NOTE 3 Where the crossing is staggered, the part of the crossing on the entry arm can be within the 20 metres to 60 metres zone.

  …"

  DMRB document GG101 provides the following clarification in relation to 'Should' guidance:

  "The verb 'should' indicates advice expressed as a recommendation.

  Note: Recommendations with this verb form are good practice and can be varied without recourse to the departures process, but require justification and a safety risk assessment where the recommendation is not followed."

  It is considered that the positioning of the crossing provides a more direct route for active travel users. Moreover, the crossing has been subject to a safety audit as required with no safety concerns raised.

- Bullet 7 – As set out above ('Ridge Response to LHA Comment 2') the 40mph speed limit has now been extended to past Throcking Lane.

LHA Comment 5

"Drawing 23161 003 Rev P2: Active Travel connection to Buntingford village centre

- Eastbound bus stop immediately east of the A10: movement conflict between pedestrians and cycle users on the shared use footway as it passes the bus stop. Safety, particularly of bus passengers, should be considered. The 2024 Living Streets report on floating bus stops and bus stop boarders is informative in this regard. As a minimum, the bus shelter should either be set back from the shared use footway or visibility provided from within it to both directions along the shared use footway for the appropriate stopping sight distance.

- The Greenways bellmouth radii should be reduced in accordance with P&MPDG guidance to reduce turning speeds and put the crossing closer to the pedestrian and cycle desire line without making it unduly long. If the side road southbound traffic speeds are low enough this

junction may be suitable for introducing a continuous footway (see HCC Standard drawings HST-1100-50 and 51).

- The transition between the shared use footway and the residential road (Deacon Place cul-de-sac) carriageway should be considered more thoroughly than appears on the drawing.
- Have Crossings been Identified as complying with LTN 1/20 Table 10-2.
- The width of the road narrowing located just to the east of The Pyghtle must not be in the critical 3.2-3.9m range that is dangerous to cyclists.
- The continuous footway proposed across The Folly should be designed in accordance with HCC Standard drawings HST-1100-50 and 51.
- It is likely that cyclists will not use the proposed cycle stands located circa 100m from the village centre and instead continue to it. The interaction of cyclists and traffic needs to be considered and appropriate speed controls introduced.

Ridge Response to LHA Comment 5

3.1.21. It is noted that these responses review the original drawing as presented in Appendix K of the RSA brief (**Appendix C**). Since then, as set out in **Section 2**, the access strategy has been amended in consideration of specific comment made by the LHA in relation to the northern residential application proposals. Notwithstanding this, a response to each comment made by the LHA on this access is provided below in any case and where relevant refers to the new proposed design.

3.1.22. The response to each bullet is set out in order as follows:

- Bullet 1 – It is noted that, as shown in the extract in **Figure 3.1** below, there is significant available highway boundary on the landscape area to the north. Thus, there is space to introduce the bus shelter in this location to the back of the shared footway / cycleway and the exact detail can be provided at detailed design as part of S278 drawings issued post consent.



Figure 3.1 – Extract showing available highway, in orange boundary, north of bus stop location to introduced bus shelter

- Bullet 2 – Proposed amendments to the design of the Greenway junction, and other bell mouth junctions on route to central Buntingford, to narrow the road to reduce active travel crossing distance have already been included for in the latest proposals for Baldock Road to the east of the A10. These revisions were agreed in discussions with the LHA in relation to the Residential proposals and are included in the drawing as **Appendix H** of this TN.
- Bullet 3 – A crossing point is already provided to the east of Greenways (i.e. in advance of Deacon Place) to connect with the proposed shared pedestrian / cycleway to the north. On this basis further amendments to the proposals up to Deacon Place are not considered necessary nor appropriate.
- Bullet 4 – LTN1/20 Table 10-2 confirms that at the proposed parallel type crossings, east of Greenways and west of Bowling Green Lane some users may have more difficulty crossing for higher flow roads. However, it is noted that the proposed raised table features should provide further comfort for users in this regard through the lowering of traffic speeds.

  Furthermore, the proposed informal crossing east of the Pyghtle is at the proposed narrowing and therefore crosses only one lane with LTN1/20 Table 10-2 indicating that informal crossing types are acceptable for most users on a one lane crossing.

  It should also be noted that these crossing arrangements were presented and agreed as part of the residential application and have also been subject to third party safety audit which identified no safety concerns.
- Bullet 5 – Noted. The drawing in **Appendix H** now shows a narrowing of 3m which is therefore outside this range.
- Bullet 6 – Noted. The detail of this crossing can be reviewed further at detailed design stage in consideration of this guidance.
- Bullet 7 – Noted. A further raised table feature is proposed in this area as a gateway feature to the town centre. This raised table and raised tables proposed at the parallel crossings would be designed with a sinusoidal vertical deflection in consideration of the transition for cycle users and LTN1/20 guidance. It should also be noted that, following further discussions relating to the residential proposals, further shared footway / cycleway has been proposed into Bowling Green Lane (i.e. towards Buntingford's central public car park) with a contribution also proposed for further cycle parking in this area.

4. SUMMARY AND CONCLUSION

4.1.1. The above response to LHA highway comment demonstrates that the proposed access and active travel enhancements provide appropriate and high-quality connection. However, where further information or minor amendments are required, these have been set out as appropriate.

4.1.2. The response relating to the A10 signalised crossing also sets out that similar crossings have been introduced in other areas to provide safe crossing. Moreover, the crossing has been audited as part of the independent safety audit, with no safety concerns identified by the auditor. Notwithstanding this, further detail in relation to the signage strategy on approach to this crossing has now been included in the design in consideration of RSA comments.

4.1.3. Following this response and in consideration of previous technical submissions relating to the proposals it is evident that there are no reasons for highway refusal in this regard.

Appendix A Development 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

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Appendix B LHA response dated 4th August 2025

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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: 10 June 2025
Area manager: Roger Flowerday
Case officer: Adrian McHale

Location
Land South Of A507, West Of A10 Buntingford

Application type
Outline

Proposal
AMENDED 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

It is not considered the scope of the current Road Safety Audit (RSA) provided in support of the application sufficiently covers the full extent of the proposals. It is also considered that the road safety issues commented on by the RSA should be mitigated at this stage so they do not become road safety problems. HCC's active travel team also have numerous concerns over the designs for the active travel corridor.

HCC's road safety team considers that the current the current RSA is insufficient and identify a number of concerns:

- The Active Travel Connection to Buntingford Village Centre document was not reviewed during this Stage 1 Road Safety Audit, despite representing a significant portion of the scheme proposals.

- Based on local knowledge and comparisons with recent Buntingford active-travel projects, the varying proposals could introduce inconsistent guidance for pedestrians and cyclists.

- While Road Safety Audit is inherently a professional and subjective assessment, an initial review of the materials suggests there are safety aspects that local teams would customarily highlight at this stage.

Subsequently they recommend that a supplementary Stage 1 Road Safety Audit to ensure all active-travel elements and potential safety issues are fully examined.

Expanding on the last item the RSA identifies a number of Road Safety Issues in comments, such as the A10 being too long in this location to achieve safe speed reduction or the 'constant green effect' where drivers see the traffic green light and continue on to the roundabout without giving way resulting in collisions. These issues rather than being addressed in comments should be clearly highlighted as potential problems and mitigated before they become actual problems.

The RSA suggests that as there are crossings elsewhere in the UK which are located on wider and faster roads in the UK, a crossing can operate safely in this location west of Buntingford. However, HCC are sceptical of this response and have referred the RSA to our Road Safety Team and are awaiting their response. Its likely existing A10 vehicle speeds will be required to support their review.

Furthermore, if the crossing/ route cannot be used safely it won't encourage the mode shift we require and the site must be considered non policy compliant, a non sustainable location. Additionally, if flows and speeds on the A10 and A507 are too high, long crossing times may be encountered and as a result the crossing will be also ineffective.

The active travel team also comment as follows:

Drawing 23161 030 Rev P1: Baldock Road Roundabout – southern access

- Rather than the shared space at the crossing of the southern access road can segregation be maintained as it has been at the crossing of the A507.
- The crossing of the southern arm is located too far south and the desire line of pedestrians and cyclists is likely to be closer to the A507 junction.
- Given that the primary origin/destination of sustainable trips will be Buntingford and the buildings within the proposal site are also east of the southern access road the cycle track would be better on the eastern side of the access road. This may also help with forward visibility to and from the crossing which is likely to be encroached by vegetation in its existing location.
- Deflection on approaches to the site roundabout are considered insufficient, particularly those on the Baldock Road approaches, and will not encourage reduced speeds. Deflection should be in line with CD116.
- The crossing of the A507 should be located closer to the proposed bus stops on Baldock Road to encourage use of this mode.
- Given the higher speed nature of the A10 the crossing must be located at least 20m north of roundabout as required my DMRB CD116 and not the circa 12m currently shown.

- The location of the proposed southbound 60mph to 40mph speed limit change on the Northern A10 approach is too close to the Toucan crossing for vehicles to have slowed sufficiently by the time they reach it. Further, HCC RSA team comments are needed.

Drawing 23161 003 Rev P2: Active Travel connection to Buntingford village centre

- Eastbound bus stop immediately east of the A10: movement conflict between pedestrians and cycle users on the shared use footway as it passes the bus stop. Safety, particularly of bus passengers, should be considered. The 2024 Living Streets report on floating bus stops and bus stop boarders is informative in this regard. As a minimum, the bus shelter should either be set back from the shared use footway or visibility provided from within it to both directions along the shared use footway for the appropriate stopping sight distance.
- The Greenways bellmouth radii should be reduced in accordance with P&MPDG guidance to reduce turning speeds and put the crossing closer to the pedestrian and cycle desire line without making it unduly long. If the side road southbound traffic speeds are low enough this junction may be suitable for introducing a continuous footway (see HCC Standard drawings HST-1100-50 and 51).
- The transition between the shared use footway and the residential road (Deacon Place cul-de-sac) carriageway should be considered more thoroughly than appears on the drawing.
- Have Crossings been Identified as complying with LTN 1/20 Table 10-2.
- The width of the road narrowing located just to the east of The Pyghtle must not be in the critical 3.2-3.9m range that is dangerous to cyclists.
- The continuous footway proposed across The Folly should be designed in accordance with HCC Standard drawings HST-1100-50 and 51.
- It is likely that cyclists will not use the proposed cycle stands located circa 100m from the village centre and instead continue to it. The interaction of cyclists and traffic needs to be considered and appropriate speed controls introduced.

Signed
Adrian McHale

4 August 2025

Appendix C RSA Brief

Title: 23161 - TN10 Road Safety Audit Brief 2nd Issue

Date: May 2025

PROJECT SUMMARY	
Date:	May 2025
Document Reference:	23161 - TN10 Road Safety Audit Brief 2nd Issue
Prepared by:	James Duffy
On behalf of:	Jubb
Authorisation Sheet	
Project:	Land North and South of A507 and West of Buntingford
Report Title:	Site Access Audit Brief
Prepared by:	
Name:	James Duffy
Signed	
Organisation:	Jubb
Date:	May 2025
I approve the RSA brief and instruct the RSA to take place on behalf of the overseeing organisation:	
Name:	Oliver Sowerby / Adrian McHale
Signed:	Confirmed via email
Organisation:	Hertfordshire County Council
Date:	May 2025
GENERAL DETAILS	
Highway scheme name and road number:	Baldock Road, A10 and Throcking Lane
Type of scheme:	Site access by all modes
RSA stage:	Stage 1
Overseeing Organisation details:	Design organisation details:
Oliver Sowerby Senior Development Officer Development Management	James Duffy Associate Director Transport Planner Jubb

Environment & Infrastructure Hertfordshire County Council Farnham House Stevenage Postal Point: CHN213 Email: oliver.sowerby@hertfordshire.gov.uk	Kings Orchard, 1 Queen Street, Bristol, BS2 0HQ Email: j.duffy@jubb.uk.com
Police contact details:	Maintaining agent contact details
N/A	N/A
RSA team membership	
Julian Bartlett BEng (Hons), FCIHT, FSoRSA See attached CV (**Appendix A**)	Lyn Jones HNC, MCIHT, MSoRSA See attached CV (**Appendix A**) Or (dependent on availability) Ian Medd MCIHT FSoRSA See attached CV (**Appendix A**)
Terms of reference:	
N/A	
SCHEME DETAILS	
Scheme description / objective	

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

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

- A507 Baldock Road – This access provides a vehicle connection (in the form of a roundabout junction) and active travel connection (in the form of active travel links towards the A10) at a point located approximately 450m west of the A10. Access design allows a potential phased delivery of the access as follows:
    - Northern only access (**Appendix C**) – This access would be provided in the event of the residential development coming forward in isolation (potentially as a first phase or as a long term access should the employment proposals not receive consent). The access therefore includes a connecting arm to the north of the A10 only.

      The northern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just north of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below.

Active travel links would be provided connecting with the A10 on the northern side of the A507 Baldock Road in the form of segregated footway and cycleway, with a parallel crossing also provided across the existing access for Buntingford Business Park.

- Southern only access (**Appendix D**) – This access would be provided in the event of the employment development coming forward in isolation (potentially as a first phase or as a long term access should the residential proposals not receive consent). The access therefore includes a connecting arm to the south of the A10 only.

  The southern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just south of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below.

  Active travel links would be provided connecting with the A10, in the form of segregated footway and cycleway, in part on the southern side of A507 Baldock Road and further east crossing to the northern side. In addition, the proposals would include bus stops on the A507 (in the form of bus laybys) with an appropriate active travel crossing (i.e. a parallel crossing) provided on the A507 to link the eastbound and southbound bus stop / connect with proposed active travel routes linking with Buntingford. A parallel crossing will also be provided across the existing Buntingford Business Park access.

- Cumulative access (**Appendix E**) – This access would be provided to serve both the residential and employment access and essentially combines the Northern and Southern access (inclusive of vehicle, active travel and bus connection). In addition, a further active travel crossing (Toucan crossing) is provided just west of the vehicle access to accommodate crossing demand between the residential and employment proposals.

  Forward visibilities have been marked on the horizontal plan of the cumulative access included as **Appendix E** and, in effect, demonstrate achievement of visibility for the residential and employment only access given this is a combined drawing. In addition, at the request of the Local Highway Authority (LHA), a vertical visibility splay drawing has also been provided, and is included in **Appendix E**, to demonstrate that these visibilities are also achievable in the vertical plane. The forward visibilities are based on the introduction of a 40mph design speed (as discussed later in this brief) and in accordance with Hertfordshire County Council and Design Manual for Roads and Bridges design standards. In order to achieve forward visibility from the west of the access roundabout earthworks are required which are shown as red contour markings on the plan view design.

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

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

  - A parallel active travel bridge is proposed adjacent to the existing bridge providing an additional wider bridge crossing linking Public Right of Way (PRoW) 40 and 36 (**Appendix G)**. In addition, the existing bridge running parallel will also include upgraded architectural parapets with 1.4m hand rail height.

- An additional footbridge linking PRoW 41 and 35 **Appendix H**.

- Proposed improvements to PRoW (**Appendix I)** – Improvements to PRoW 35 on the eastern side of the A10 in the area marked red on the drawing (i.e. located just west of Norris Way) to include surfacing and potential inclusion of barrier provision near the existing drainage ditch. In addition, further PRoW improvements are proposed in the area marked yellow (i.e. to the west of Park Farm Industrial Estate) to include resurfacing, hedge cut back to allow a typical width of 2.5m, and introduction of Bollard lighting.

  Improvements are also proposed to PRoW 36 in the area marked in blue on the drawing which would include cut back of hedgerow to achieve a typical 3m width, introduction of bollard lighting and resurfacing.

  The drawing in **Appendix I** includes details of the location of the parallel active bridge and proposed footbridge for context.

  In addition, the design principles statement in **Appendix J** highlights the point of connection from the west, through the masterplan and linking with the bridge crossings, for active travel.

- Baldock Road improvements east of the A10 (**Appendix K**) which will be provided as part of residential and / or employment proposals – These improvements encompass:

  - Introduction of a staggered Toucan crossing on northern arm of the A10 / Baldock Road roundabout, which will also include for an appropriate refuge area. Please note Hertfordshire County Council have made the following comment in this regard:

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

  - Introduction of a widened active travel corridor route initially on the northern side of Baldock Road between the A10 and a point just east of Greenways, and then on the southern side between Greenways and a point approximately 100m west of the village centre.
  - Gateway feature at the entrance to Buntingford to mark the 30mph vehicle speed limit, which starts between the junctions with Deacons Place and Greenways;
  - Relocation of the bus shelter on the northern section of Baldock Road to provide for an improved active travel connection;
  - Raised crossing to facilitate the crossing of pedestrians and people with mobility impairment to the east of Greenways;
  - Raised crossing on Monks Walk (West);
  - Priority narrowing on Baldock Road to the east of the junction with The Pyghtle;
  - Change in texture/colour at The Folly by the junction with Baldock Road to further emphasise active travel movements to approaching drivers;
  - Raised crossing between Monks Walk (East) and Bowling Green Lane;
  - Relocation of parking spaces on Baldock Road opposite the junction with Bowling Green Lane, and conversion of the Bowling Green lane roundabout to a priority junction, in order to facilitate the circulation of active users.

Swept path analysis drawings have also been included as follows:

- **Appendix L** - This shows swept path analysis of the cumulative access proposals to demonstrate all movements for large vehicles are achievable. The swept path analysis is shown for a max legal artic as a

worst case assessment. It is likely however that the largest vehicles accessing the north arm would be buses as these will be diverted into the residential proposals.

- **Appendix M** – This shows the swept path analysis of the Throcking Lane access. Max legal artic swept paths are shown for vehicles still travelling between the east and west on Throcking Lane, In addition, buses are shown travelling between the development access and the east on Throcking Lane to allow for proposed diversion of buses through the site. Furthermore, a swept path movement of refuse vehicles turning left out of the site from the south is shown, which would be the largest vehicle that would require access from the proposals in this direction.
- **Appendix N** – This shows swept path analysis (based on a max legal artics) of the northern arm of the A10 / Baldock Road junction which would have reduced carriageway width to incorporate the enhanced active travel crossing point on the northern arm.

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

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

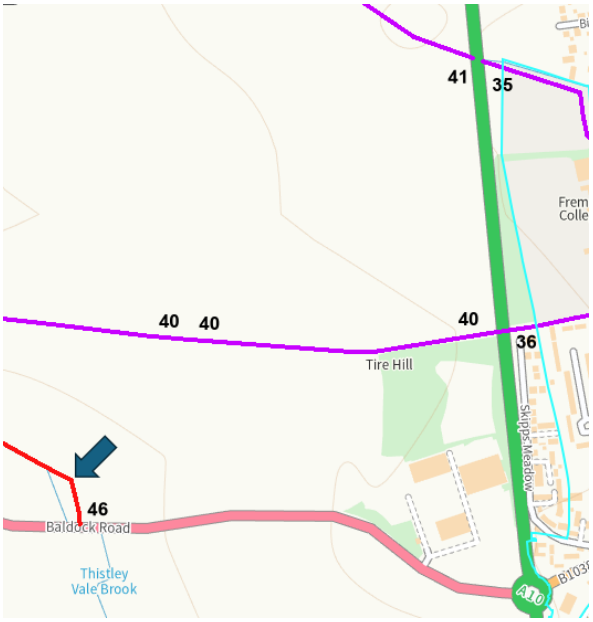


Figure 1 – Location of Byway 46

Design standards applied to the scheme design:

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

Design speeds:

Roads have been designed in accordance with the identified signed speed which is discussed in further detail below.

Speed limits:
Throcking Lane, A507 Baldock Road (i.e. west of the A10), and the A10 in the vicinity of the proposed access are subject to 'National' speed limit. In addition, a short section of Baldock Road, between the A10 and a point approximately 100m east of the A10, is currently signed as 'National' speed limit. Further east along Baldock Road (i.e. beyond the National speed limit signage) to the east of the A10, a 30mph signed speed is in place in accordance with the connection with the residential street network. An original proposal for reduced speeds (i.e. originally to 30mph) was proposed on Baldock Road and Throcking Lane for the following reasons: o Recorded speeds (i.e. in the range of 40mph) on Baldock Road and Throcking Lane in the vicinity of the site access, are already shown to be well below national speed limit levels. This is shown in the Automatic Traffic Count data included as **Appendix O,** which also includes a front summary sheet outlining recorded speeds and survey locations. o Existing precedence has already been provided at a development site in Hitchin (Planning Reference 18/01154/OP) where a reduction of speed limits from National speed limit to 30mph was agreed by the LHA where the site access was proposed. o The character of the road could also be changed to reflect the new 30mph designation to include gateway features; lighting; and the introduction of active travel infrastructure. This change in character would serve to provide indication to approaching drivers to reduce speeds in accordance with the proposed 30mph signage. Whilst the Speed Management Group (SMG) at the LHA has confirmed acceptance of a reduced speed this was only to the level of 40mph with the LHA providing the following response in an email dated 23rd October 2024: "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." In this regard, these 40mph speed limits have been introduced as part of the access design and are summarised in the drawings included as **Appendix C**, **Appendix D**, **Appendix E**, and **Appendix K**. "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." In this regard the proposed 40mph speed limit is introduced on Throcking Lane between the A10 and 200m to the west. From this point a 30mph speed limit is introduced where the road diverts from its existing alignment into the proposed residential community. This 30mph is also introduced from the west towards the newly introduced priority junction, with the introduction of this priority junction creating a traffic calming facility to further support this reduced speed. Just over 100m west of the Throcking Lane priority junction national speed limit is retained. Details of these speed limits are set out in the drawing included as **Appendix F**.
Existing traffic flows / queues:
Outlined in the Transport Assessment associated with the Residential application (document reference 23161-TA-01 v4) and Employment application (document reference 23161-TA-02 v2), which will be issued as separate documents to the appointed auditors with the audit brief.

Forecast traffic flows:
Outlined in the Transport Assessment associated with the Residential application (document reference 23161-TA-01 v4) and Employment application (document reference 23161-TA-02 v2), which will be issued as separate documents to the appointed auditors with the audit brief.
Pedestrian, cyclist and equestrian desire lines:
The key desire line would be to the east towards Buntingford.
Environmental constraints:
None identified in relation to the access proposals. Hedge removal / trimming on Baldock Road and Throcking Lane may need to be compensated by planting elsewhere, but this would be outside of identified highway works and visibility splays. Where planting is included in the highway verges, for landscaping purposes, this will also be set at low height to not interfere with appropriate vertical visibility.
LOCALITY
Description of locality:
Throcking Lane and the A507 Baldock Road to the west of the A10 are rural in character with the proposed developments being introduced on green field plots either side of the A507 Baldock Road. The A10 is a higher order road providing connection from between urban area areas such as Royston / Buntingford / Hertford, and London. East of the A10 is the residential street network of Buntingford, which also includes the aforementioned PRoW connections subject to improvement.
General description:
Throcking Lane, A507 Baldock Road, and Baldock Road are single carriageway roads running on an east west alignment. The A10 is also single carriageway in the vicinity of the site and runs on a north south alignment.
Relevant factors which may affect road safety:
• Two additional priority junctions introducing vehicle turning movements. • Additional vehicles on the local road network • Introduction of walking and cycling movements on the local road network. • Introduction of traffic calming and active travel infrastructure.
Collision data analysis:
Outlined in the Transport Assessment associated with the Residential application (document reference 23161-TA-01 v4) and Employment application (document reference 23161-TA-02 v2), which will be issued as separate documents to the appointed auditors with the audit brief.
Departures from standards:
N/A
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions:
N/A
Strategic decisions:
To assess the safety implications of the scheme, as set out in the drawings included as **Appendix C** to **Appendix I** and **Appendix K** to **Appendix N**, for all road users.

Appendix A Road safety auditor CVs

Julian Bartlett

BEng (Hons), FCIHT, FSoRSA
Past Member of CIHT Council 2013 - 2015
Past Chair SoRSA (Society of Road Safety Auditors)
2011 – 2013. Secretary SoRSA 2023 present

JBartlett Consulting Ltd
UK Company Number 8270647

Profile:

A Traffic Engineer, with broad experience of technical and managerial issues within the Traffic and Transportation fields, particular Road Safety Engineering. Secretary Society of Road Safety Auditors (2023 to present). Past Chair of Society of Road Safety Auditors (2011 to 2013) and Member of CIHT Council 2013,14 & 15; regularly speak on behalf of CIHT and AlderCross on Road Safety & SoRSA matters. Expert witness. Fellow of CIHT and the Society of Road Safety Auditors; passed annual review during 2024 as compliant with the requirements of GG119. Qualified and experienced Lead Auditor to the requirements of the Quality (ISO9001), Occupational Health & Safety (ISO45001) Standard and Environmental (ISO14001) Standard. Undertake third party certification and surveillance Audits to these standards on behalf of UKAS Accredited Certification Body.

Key Skills:

- Traffic and Transportation Engineer, particularly vulnerable road user issues;
- Road Safety Audit Team Leader to GG119, over 2000 road safety audits to date;
- Road Safety Strategy and Team Development;
- International Road Safety and Traffic Engineering experience
- Accredited for Terrorist Threat Assessment through CPNI;
- Project Manager and Team Leader;
- Private & Public Sector Transportation and Traffic Schemes;
- Business Development and Client Care; and
- Quality, Environmental & Health & Safety Management Systems

Employment History:

J Bartlett Consulting Ltd (2011 to date). I am a road safety and traffic engineer working in the UK and internationally. I have completed numerous road safety audits and crash prevention studies for City and County of Swansea as well as for Hydrock Consulting, JUBB Consulting Engineers, Connect Consultants, Pell Frischmann Consulting Engineers, Corun Associates, AECOM, Bellway and Persimmon Homes as well as several other private individuals, National Highways and Welsh Government.

Relevant Projects:

- **Various Road Safety Audits at all stages and for numerous clients including work on the UK TERN Trunk Road.**
- **Qatar Road Safety Project on behalf of TRL –** Approved by Ashghall to undertake road safety auditing and assessment of a significant proportion of the existing highway network across the Gulf Emirate of Qatar, including 1700km of link roads and 100 signalised and roundabout intersections. The results of these assessments forming a significant part of the development of the new Road Safety Auditing Standard for Qatar and also the introduction of the Road Safety Strategy for the Country. The project also included the assessment and remedial scheme design for 200 schools across Qatar as well as the formal safety auditing of number of the expressway projects currently under development, including Salwa Road Stage 2, Durkhan Central Section Stage 2, Al Bustan Project 7 Stage 1 and Preliminary Audits for Al Khor Expressway and Al Muntazah Road;
- **Middle East Experience** Approved by the Kingdom of Bahrain, United Arab Emirates & Kuwait to undertake road safety audit, undertaking numerous development led and infrastructure Audits on behalf of various clients, including Bahrain Marina and AMAS Social Housing, Diyar Al Murharraq Temporary Roads, Infrastructure Phase 12 and Habitat

- **PQAL.** Undertaken in the order of 300 UKAS accredited IMS audits on behalf of Peers and others for companies within varied sectors including construction, landscaping, manufacturing, recycling and re-use, financial services etc.

Senior Traffic Safety Engineer. Atkins (2009 - 2011):

Road Safety Auditor. City & County of Swansea (2009)

Traffic Engineering. Pell Frischmann (2008 - 2009)

Traffic Engineering. Mott MacDonald Group (2005 - 2008)

FaberMaunsell Ltd Road Safety And Traffic Engineering. (2004 - 2005)

AmeyMouchel Highways Agency Area 9: Road Safety and Traffic Engineering. (2002 - 2004)

WSP [Civils Ltd] Transportation: Road Safety Engineering and Traffic Management. (1999 - 2002)

Gwent Consultancy / Gwent County Council: Senior Assistant Engineer (1991 - 1999)

Qualifications:

Higher: BEng (Hons) Civil Engineering – University of Wales (Cardiff)
Additional: Fellow of the Chartered Institution of Highways and Transportation (FCIHT)
Fellow of Society of Road Safety Auditors (FSoRSA)

Traffic And Road Safety Engineering

RoSPA Road Safety Engineering (AiP) Course (10 days)

ITH International Road Safety Audit Forum (2 days)

The Passive Revolution Conference Cardiff

IHT Conference – Manual for Streets (Cardiff)

IHT Conference – IHT Collision Prevention & Reduction

CDM 2007 (1 day) CDM 2015 Changes Requirements (2 days)

Design Against Vehicle Bourn Threat (2 day CPNI Course)

CIHT Building Quality into your Design Solutions

3rd Annual International Road Safety Forum Abu Dhabi (3 days) November 2011.

2nd PIECE Expressways Conference Johor Bahru Malaysia (3 days) September 2013

Annual SoRSA two day Conference, (June 08, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20 (Virtual), 22, 23, 24)

Highways England Certificate of Competency Course (2 days) September 2016

The Safe System Approach: Managing for Better Road Safety Results (2 days) April 2017

Road Safety Audit – Keeping Up To Date – December 2019

Quality / Environmental / Health and Safety Audit

IRCA ISO 9001: Quality Management Systems Lead Auditor (5 days)

IRCA OSHAS 18001: Health and Safety Management Lead Auditor (5 days)

IRCA ISO 14001: Internal Environmental Management Auditor (2 days)

IRCA ISO 14001: Foundation in Environmental Management Systems

IoSH Managing Safely (4 days)

IoSH Working Safely (1 day)

ISO9001:2015 Update; ISO14001: 2015 Update; Annex SL Training January 2016

ISO45001: 2018 Transition Training (2 days) September 2018

Speaker:
AlderCross Road Safety Audit Seminar – Pontypridd, Leeds, London 2007.
Launch of IHT Guidelines for Road Safety Audit 2008.
SE IHT Branch Conference on Road Safety 2009.
CIHT South Wales Branch Seminar 2010.
Chair SoRSA Annual Conference 2011 and 2012.
Keynote Speaker IRF Road Safety Conference Abu Dhabi 2011.
Speaker PIECE Expressway Conference, Johor Bahru, Malaysia 2013
Collision Investigation Workshop Contributor SoRSA Conference 2014

Papers: 2009 to date

- Road Safety Audit, The European Directive and Other Developments 2009: Sands E and Bartlett JD,
- SoRSA Future Developments 2010: Bartlett JD.
- Road Safety Audit and Accident Investigation an Update 2010: Bartlett JD.
- Collision Investigation, Where are we Now 2011: Bartlett JD.
- Road Safety Audit – A History and Other Lessons Learned 2011 (Abu Dhabi): Bartlett JD.
- Road Safety Audit – Where We Are / Where Do We Go International Cooperation (Johor Bahru) 2013: Bartlett JD.

Continued Professional Development: This is core to my development as an engineer and I ensure that I keep up to date with my CPD requirements for all the sectors I work in.

Personal Details: Penllan Farm, Machen, Caerphilly, CFG83 8QE British National, Full UK driving licence. Car owner.

Compliance with GG119/20

Certificate of Competency in Road Safety Audit 2016
Fellow of Society of Road Safety Auditors Reviewed 2024

Random Sample of Road Safety Audits in last 12 months:

Scheme Name	Date	Leader / Member / Observer	Stage	Description of scheme
HMP Ford	Sept 24	Leader	1 / 2	New vehicle access and improved footway works to serve an existing prison facility
Manor Inn, Woolsery	October 24	Leader	3	Village Centre vulnerable road user improvements including footways, virtual traffic calming and new uncontrolled crossings
Bridgend Bus Hub Controlled Crossing	November 2024	Leader	1	Improved cycle and pedestrian facilities including Toucan Crossing to link new bus hub to town centre
Aldi Powerstation Rd Rugeley	November 2024	Leader	3	New access arm off existing 3 arm roundabout to serve food retail store, improved footways and uncontrolled crossing points
Old Gloucester Rd Cheltenham	November 2024	Leader	1	Give way residential junction improved footway and cycleway works and introduction of Toucan Crossing
Other Audits				
Caerlloi Development	April 24	Leader	2	Left in Left out improvemts for existing junction onto A40 dual carriageway to serve commercial recycling facility
Bodieve Wadebridge	October 24	Leader	1 / 2	Primary infrastructure, traffic calming, roundabout and junction provision for large housing development
Dumballs Road Cardiff	May 2024	Leader	1	Footway improvements, controlled crossing and vehicle access points to new student residential flats
Middlezoy Highway Improvements	July 2024	Leader	1 / 2	Village traffic calming including give way to oncoming vehicles carriageway narrowing's, and junction visibility improvements
Theale Fire Station	May 2024	Leader	4	Collision analysis for new emergency only fire station access to 5 arm signal controlled roundabout

Collision Investigation and Prevention Studies in last 24 months:

- Welsh Government Road Safety Grant for City and County of Swansea (January to March 2024) involved development of several collision investigation based proposed schemes. Work included statistical analysis of base crash data from Go Safe to form a ranked list of sites. More detailed investigation was undertaken on the top sites to include full statistical analysis and identification of common themes, from these results some preliminary design was undertaken with first year rates of return developed. These sites were then put forward to Welsh Government for funding. Schemes put forward were:
    - Gower Villages Collision Investigation
    - Owls Lodge Lane, Mumbles, Swansea
- Theale Fire Station Stage 4 Road Safety Audit including detailed collision analysis
- Aldi Development Diss Norfolf Road Safety Review – review of TTM and phasing as precontract works for retall store development

Continuing Professional development in last 24 months:

- Graham Feest Consultancy: Delivering The Safer Systems Approach (1 day) – 23 October 2023

- SoRSA Conference 2024 Manchester (2 days) – June 204
- Graham Feest Consultancy: Transport Traffic Safety Roads (1 day) – October 2024

Julian Bartlett

BEng (Hons), FCIHT, FSoRSA
Member of CIHT Council 2015
Past Chair SoRSA:
(Society of Road Safety Auditors)

Pen Portrait

Name: Julian David Bartlett
Date of Birth: 14th September 1966
Education: Degree in Civil Engineering, University of Wales (Cardiff) – 1991.
Memberships: Fellow of the Chartered Institute of Highways and Transportation (FCIHT); Fellow of the Society of Road Safety Auditors (FSoRSA); Past Chair Society of Road Safety Auditors, Honorary Sectary SoRSA 2023 - date
Training: RoSPA AiP Course (1997), Certificate of Competency in Road Safety Audit (2016)
Years of Experience: 24
International Experience: Republic of Ireland, Abu Dhabi, Qatar, Dubai, Kingdom of Saudi Arabia and Bahrain

Julian Bartlett in currently working as a specialist road safety engineer and auditor internationally and within the UK. He was previously a Senior Project Manager with several the UK's leading consulting engineers including, Atkins, Mott MacDonald, Amey, Mouchel and WSP. He is a specialist in collision investigation, preliminary scheme design and road safety audit. Julian was the Chair of the Society of Road Safety Auditors between 2011 and 2013 and has contributed to the development of HD19/03, HD19/15 as well as the Qatar Road Safety Audit Standard and Temporary Traffic Management documentation. Julian currently runs his own engineering consultancy specialising in traffic engineering and road safety solutions as well as quality, environmental and health and safety management systems.

Julian is a recognised expert in his field undertaking more than 3000 road safety audits (at all Stages 1, 2, 3 and 4) as well as numerous collision investigation studies during his 20 years in road safety engineering; most these being undertaken on the UK Trunk Road Network. In 2012 he completed an eight-month secondment with in Qatar where Julian was part of the team reviewing the road safety performance of 150 major intersections, 1700 km of high speed road and 200 school zones. Since leaving Qatar Julian has continued to work across the Middle East, in particular completing over 30 Road Safety Audits in Bahrain as well as a route collision study in the Kingdom of Saudi Arabia of 300km of dual three carriageway forming a major truck route to the Kuwait border.

Julian is an experienced team and project manager having delivered numerous high profile projects as well as managed the delivery of road safety for Highways Agency Area 9 West Midlands. He has also provided evidence to Public Inquiry and to Coroners Court within the UK.

Julian speaks regularly on behalf of the companies he has worked for as well as CIHT and SoRSA. He was the Keynote Speaker at the IRF International Road Safety Forum in Abu Dhabi in 2012. As Chair of SoRSA Julian hosted the annual two-day conference in Birmingham in June 2012, where in the order of 150 specialist road safety engineers from across the UK met and discuss issues within the specialisation. Julian continues to be active within the SoRSA committee and recently undertook a review of the Society, its goals and objectives for the future.

Julian also undertakes third party audits to the international standards ISO9001: Quality Management Systems; ISO14001: Environmental Management Systems, OHSAS18001 and ISO45001: Health and Safety Management Systems on behalf of as UKAS accreditation company. While specialising in the construction sector Julian has also audited numerous companies across the broad spectrum of industry within the UK.

JBartlett Consulting Ltd
UK Company Number 8270647

Lyn Jones
HNC, MCIHT, MSoRSA

Profile:

A Traffic Engineer, with broad experience of technical and managerial issues within the Traffic and Transportation fields, particular Road Safety Engineering. Member of the Society of Road Safety Auditors passed annual review for 2024.

Key Skills:

- Traffic and Transportation Engineer, particularly vulnerable road user issues;
- Road Safety Audit Team Leader to GG119;
- Road Safety Strategy and Team Development;
- Project Manager and Team Leader;
- Private & Public Sector Transportation and Traffic Schemes;
- Event Traffic Management and Vehicle Bourne Threat Assessments
- Business Development and Client Care;
- Highway Design;
- Procurement;
- Public Relations.

Employment History:

J Bartlett Consulting Ltd (2011 to date). Road safety and traffic engineer working in the UK and middle east with J Bartlett Consulting. Completed a number of road safety projects for both private and public sector clients.

Relevant Projects:

- **Various Road Safety Audits at all stages and for numerous clients including work on the UK TERN Trunk Road in England and Wales.**

Traffic Team Leader. City & County of Swansea (2006 - date): Responsible for the investigation and amelioration of accident clusters and route analysis. Procurement of Welsh Government Grant for Road Safety Improvements, Area Traffic Management Schemes. Accident reduction (performance indicator) Drafting of bids for external funding. Analysis of development portfolios, traffic assessments, Authority's only qualified Safety Auditor, Auditor for neighbouring Authorities. Responsible for financial management, investigated and implemented change in financial processes, event management, Systems Thinking, responsible for 6 Staff.

Consultant Road Safety Engineer. Cardiff City Council (2000 - 2005): Set up Road Safety Audit procurement for the Authority & Carried out Road Safety Audits (all stages) on every Civil scheme that the authority undertook (over 700 complete),Accident investigation, Liaison with Design & Client Function, liaison with external Consultants, Project Management to deliver numerous city wide infrastructure projects. (IKEA, Sports Village, CCFC Stadium) Outline Design of Traffic Management Schemes, detailed drawings, inspection for Section 38/278 works, liaison with developers and contractors, site supervision, event management planning, traffic management.

Asst. Engineer/Site Engineer. South Gloucestershire Engineering Consultancy (1999 - 2005) Supervisory role, Traffic Signal installation to major Bristol Ring Road Roundabout, Public Relations, Supervising Contractors, Supervising Traffic Management, Supervising Construction, Measurement, Site Administration. Liaison with statutory undertakers, Programming works, Design and

Estimating for Works Rolling Programme, Produce detailed quantities for interim payments, Safety Audit.

Business Manager. Ivor J Powell Ltd (1998 - 1999) Developed Strategic Business Plan based on rectifying the failings identified. Reorganisation of procedures and practices, Pricing structure, identified key product groups and increased purchasing power for increased profit margin, increased product variety in line with customer demand, changed culture of business, changed attitude of suppliers, ensured sourcing delivery and product always met demand for customer time scale, ensured outstanding payments were dealt with quickly, marketed the business effectively to reflect its history and standing, develop partnerships with customers. Communicate and develop rapport with customers on a one to one basis to overcome obstacles. |Organised and procured the restructuring/culture change of company. Key role to expand customer base. Relationship with clients built on mutual respect that was gained by ensuring their resource procurements were constantly met. Responsible for the preparation of all month end reports sales and purchase. Research economic and market frameworks. Continual assessment of customer service and satisfaction. Responsible for Budget monitoring, resource allocation and all Purchasing. Responsible for implementation of I.T., New Stock and price retrieval. Responsible for preparing reports for all matters of litigation, County Court, Magistrates, Liquidation. Responsible for preparation of all month end reports.

Neath Port Talbot Council. Senior Technician (1997 - 1998)

Harnison & Grearson Consulting Engineers (New Zealand) (1997)

Neath Port Talbot Council. Senior Technician (1997 - 1998)

Qualifications:

Higher: HNC Civil Engineering - Swansea Institute of Higher Education

Additional: Member of the Chartered Institution of Highways and Transportation (MCIHT)
Member of the Society of Road Safety Auditors (MSoRSA)

Traffic And Road Safety Engineering

RoSPA Road Safety Engineering (AiP) Course (10 days)	CIHT SoRSA Annual Conference 2016 2 days
ITH International Road Safety Audit Forum (2 days)	MAST Training – All Wales Safety Camera Partnership 2016
The Passive Revolution Conference Cardiff	TMS Road Safety Audit – Keeping Up to Date 2017 (2 Days)
IHT Conference – Manual for Streets (Cardiff)	Welsh Extreme Counter Terrorism Unit - Vehicle Mitigation Measures (1/2 Day)
IHT Conference – IHT Collision Prevention & Reduction	ICE Wales Urbanisation and Climate Change (1/2 Day)
CDM 2007 for Designers	CIHT SoRSA Annual Conference 2018 2 days TMS Collision Investigation Course 2019 2 days
Keeping Up To Date including Certificate of Competence in Road Safety Audit 2012	TMS Collision Road Safety Audit Keeping Up To Date Course 2022 2 days

Continued Professional Development: This is core to my development as an engineer and I ensure that I keep up to date with my CPD requirements for all the sectors I work in.

Personal Details:
British National, Full UK driving licence. Car owner.

Compliance with GG119 / 2020

Certificate of Competency in Road Safety Audit 2012
Member of Society of Road Safety Auditors Reviewed 2024
Sample of Road Safety Audits in last 24 months:

Scheme Name and Client	Date	Leader Member Observer	Stage	Description of scheme
Bridgend Bus Hub Controlled Crossing	November 2024	Member	1	Improved cycle and pedestrian facilities including Toucan Crossing to link new bus hub to town centre
Dumballs Road Cardiff	May 2024	Member	1	Footway improvements, controlled crossing and vehicle access points to new student residential flats
Penllegaer	October 24	Leader	3	Off carriageway cycling Active Travel Scheme
Residential development A483(T) Pen-y-banc Road Ammanford	May 2024	Member	1 / 2	Residential development access
Brondeg House	January 24	Leader	1 / 2	S278 and S38 works for residential development
HMP Ford	Sept 24	Member	1 / 2	New vehicle access and improved footway works to serve an existing prison facility
Other Audits				
Ynysallen	January 24	Leader	3	Off carriageway cycling Active Travel Scheme
Neath Abbey Drop Off	April 24	Leader	1	Parent drop off facility for school
Bridgend Bus Hub Controlled Crossing	November 2024	Leader	1	Improved cycle and pedestrian facilities including Toucan Crossing to link new bus hub to town centre
Old Gloucester Rd Cheltenham	November 2024	Member	1	Give way residential junction improved footway and cycleway works and introduction of Toucan Crossing
A483(T) Pen-Y-Banc Road, Ammanford	May 24	Member	1	Give way access to residential development

Collision Investigation and Prevention Studies in last 24 months:

- Welsh Government Road Safety Grant for City and County of Swansea (February and March 2024) involved development of several collision investigation based proposed schemes. Work included statistical analysis of base crash data from Go Safe to form a ranked list of sites. More detailed investigation was undertaken on the top sites to include full statistical analysis and identification of common themes, from these results some preliminary design was undertaken with first year rates of return developed. In particular collision reconstruction work with South Wales Police Collision Investigation Unit for pedestrian fatality on A4067:
    - A4067 Ynysforgan to Glais

Continuing Professional development in last 24 month

- Wales Road Safety Conference (1 Day) – October 2023
- Graham Feest Consultancy: Delivering The Safer Systems Approach (1 day) – October 2023
- In house CDM for Designers (1 day) – April 2024
- Graham Feest Consultancy: Transport Traffic Safety Roads (1 day) – October 2024

Ian Medd MCIHT FSoRSA
Curriculum Vitae

Year of Birth 1955

Qualifications Certificate in Road Safety Studies (Middlesex Polytechnic 1982)

Career to Date

1974 to 1978

Hampshire County Council (HCC) Traffic Engineering Technician latterly responsible for casualty database and report production

1978 to 1989

HCC Road Safety Officer responsible for ETP functions in various areas and latterly development of casualty led ETP programmes.

1989 to1992

HCC Safety Engineer carrying out data analysis, low-cost scheme design and implementation.

1992 to 2007

HCC Principal Safety Audit advisor. Responsible for development, management, and operation of RSA service, staff training, support, and advice. Development of Hants & IoW Safety Camera Partnership.

2007 to 2011 Service Manager Road user Audit and Performance

- Continued management and development of RSA service with a team of four.
- Team leader on over 1200 audits at all stages ranging from motorways to urban shared space schemes.
- Management of specific safety engineering programmes.
- Chair of Hants and IoW Safer Roads Partnership steering group and leading for HCC on enforcement matters.
- Representing HCC on highway safety including public enquiries.
- Managing development of HCC Non-Motorised Road User Audit system.
- Development of road safety policy for LTP3
- Monitoring and presentation of performance data against national and local targets.
- Member of working group developing HCC policy in relation to Manual for Streets.
- Branch learning and development group and standards committee member reviewing highway design standards.
- Speaker on various courses including RoSPA accident investigation course, National Police Traffic management course, Southampton University Transport Planning MSc. Also, numerous conferences.
- Contributor to various publications including CIHT Safety Audit guidelines (2008 and current) Quality audit guidelines CIHT/LTN2011, What goes wrong in Highway design TMS/AA.
- Founder member of CIHT Society of Road Safety Auditors, past chair and currently committee member

2011 to date. Following early retirement from HCC I work with a number of consultants on a wide range of road safety audit and engineering projects. I continue as a member of SoRSA committee and have spoken at national conference as well as continuing to speak at Southampton University.

Work Experience

Road safety and accident Investigation consultant with 10 years' experience, as detailed below:

1) General Road Safety Engineering Experience

- While employed at HCC, at various times I was involved in the identification of high risk sites, data analysis and subsequent scheme design of casualty reduction schemes. I managed the fatal collision investigation process and was responsible for the production of statistical reports to lead various programmes. Since retirement I have carried out a number of studies for individual sites mainly in association with development proposals.

2) Road Safety Audit Experience

- Completion of over 3000 road safety audits in UK, since 1992 covering all types of road layout and design.
- 117Road Safety Audits completed in 2024
- 108 Road Safety Audits completed in 2023
- 64 Road Safety Audits completed in 2022.
- 61 Road Safety Audits completed in 2021.
- **53** Road Safety Audits completed in 2020.
- 195 Road Safety Audits completed in 2019.
- 232 Road Safety Audits completed in 2018.

Relevant sample Audits

1	Scheme Type	Date	Audit Stage	Role TL/TM
Enfield town centre phase 2	Civic improvement scheme with enhanced cycle and pedestrian facilities	Sep2024	2	TM
Fosters estate Barnet	Refurbishment of large residential estate; Access improvements for all road user types	Dec 2024	1	TM
Cooksholme farm Littleworth	New development access in village setting.	Dec 2024	2	TM
Kingsley Hall Dagenham	Pedestrian and vehicular access improvements to refurbished residential development	Jan 2025	3	TM
Monkton Heathfield Taunton	Junction improvement schemes on A38 with enhanced cycle and pedestrian facilities as part of major development	Jan 2025	1	TM

3) Road Safety Engineering Projects and Accident Studies

Last 2 years

- M6/M69 junction 2. Analysis of 55 RTCs around the interchange to identify factors which could affect proposed signals upgrades. Sept 2023

- A20 Wrotham Kent between M20 and M26. Analysis of 42 RTCs to identify factors which could affect provision of new Industrial estate, particularly HGV movements. Nov 2024

More than 2 years

- Study of pedestrian movements around Ashton Gate stadium (Bristol City F.C.) before and after home games to identify actual and potential safety issues resulting from development of "Sporting Quarter" around the stadium. Apr 2022.

- M25 junction 26/A121 roundabout: Analysis of data to identify collision types and locations prior to capacity improvements on two approaches. Apr 2020.
- A3/A2030 roundabout Bedhampton: Analysis of data to identify collision types and locations prior to partial signalisation and provision of additional cycle facilities. Feb 2019
- A404/A4006 L.B. Brent: Analysis of data to identify collision types and locations prior to partial signalisation. Sept 2018
- Cranham Rd/ Wheelers Hill Little Waltham: Analyse data to identify high risk locations and common collision types along route.
- B686 Carlton Rd/ Hooton St Nottingham. Analysis of 10 collisions at the junction, 6 of which involved cyclists all travelling in the same direction. Identified measures to improve existing cycle facilities.

Training Experience including Continuing Professional Development (CPD)

Last 12 months

- Injury severity reporting and adjustments in STATS19 SoRSA (1hr)
- IHE How can AI improve road safety (1hr)
- SoRSA Annual Conference 2024 (12hrs)
- A journey through the STATS 19 update(1hr)

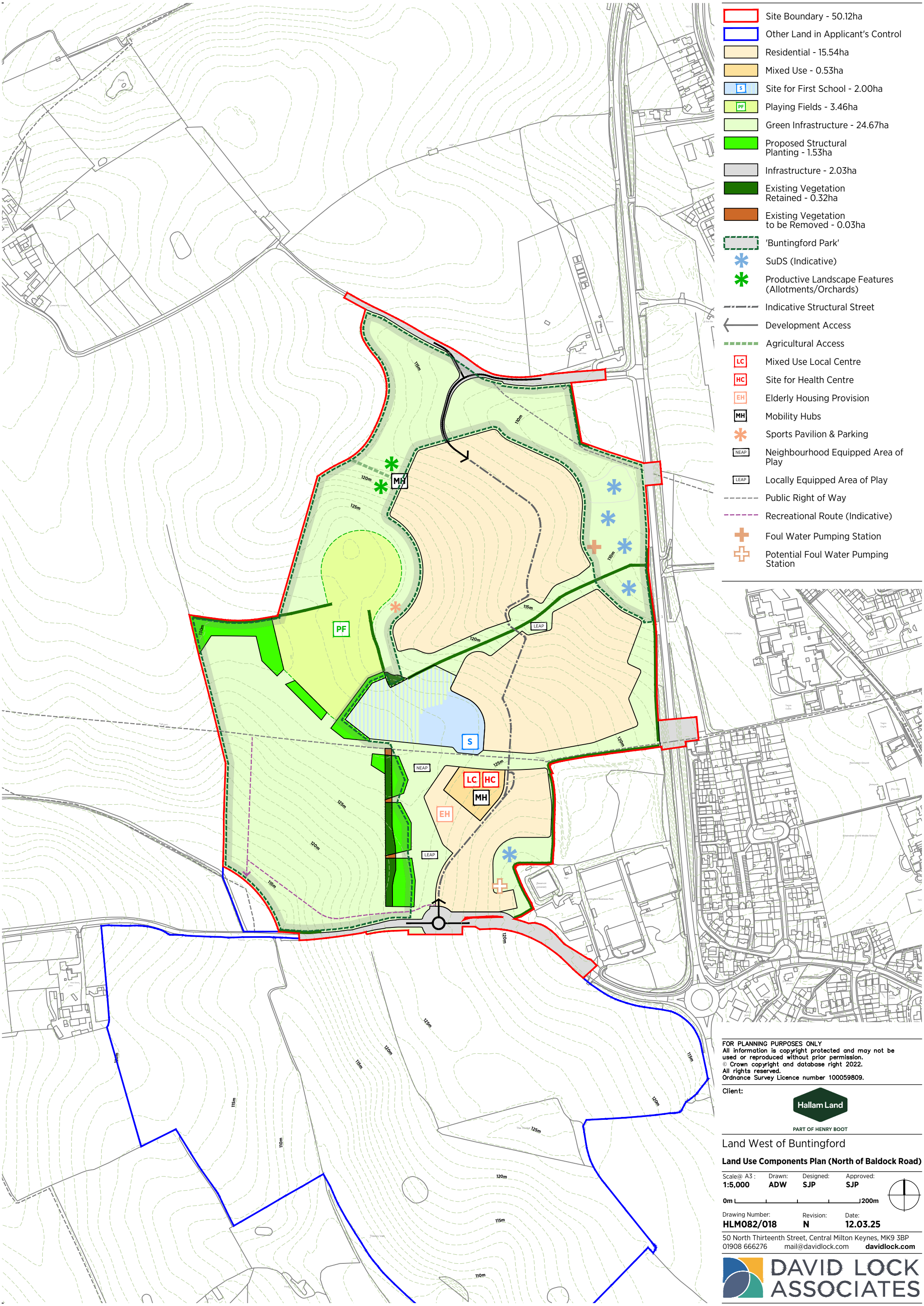
Over 12 months

- Department of Transport Accident investigation course (10 days) 1977

Compliance with DMRB Standard GG119 "Road Safety Audit"

Collision Investigation / Road Safety Engineering Experience	49 years
Road Safety Audit Experience	*Please refer to Section 2*
Collision Investigation / Road Safety Engineering work in last 2 years	*Please refer to Section 3*
10 days formal Collision Investigation or RSE Training	
• DoT Road Safety Engineering (AIP) – 2 Week Course	1977
CPD training in the last 12 months	*Please refer to Training Experience & CPD section*

Appendix B Land use components plans



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Client: Hallam Land
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

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

0m — 200m

Drawing Number:	Revision:	Date:
HLM082/018	N	12.03.25

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

DAVID LOCK ASSOCIATES

- 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

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Client: Hallam Land
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (South of Baldock Road)

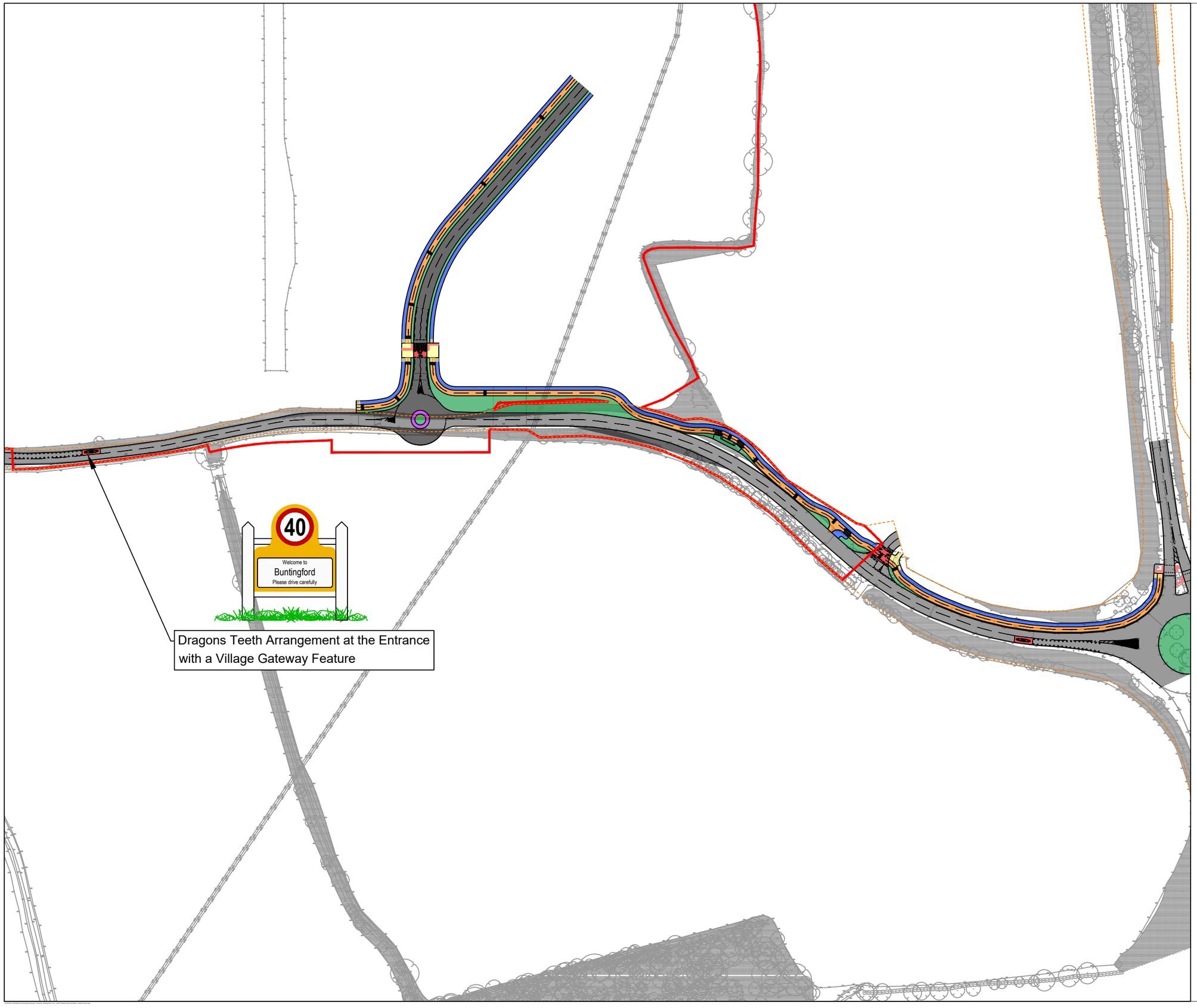
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1:2,500	ADW	SJP	SJP

0m — 100m

Drawing Number:	Revision:	Date:
HLM082/019	G	12.03.25

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01908 666276 mail@davidlock.com **davidlock.com**
DAVID LOCK ASSOCIATES

Appendix C A507 Baldock Road northern only access



Dragons Teeth Arrangement at the Entrance with a Village Gateway Feature

LEGEND

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

Rev	Date	Description	By	Apvd
P1	16.04.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT - NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:2000

PROJECT REF:
23161

STATUS:
N/A

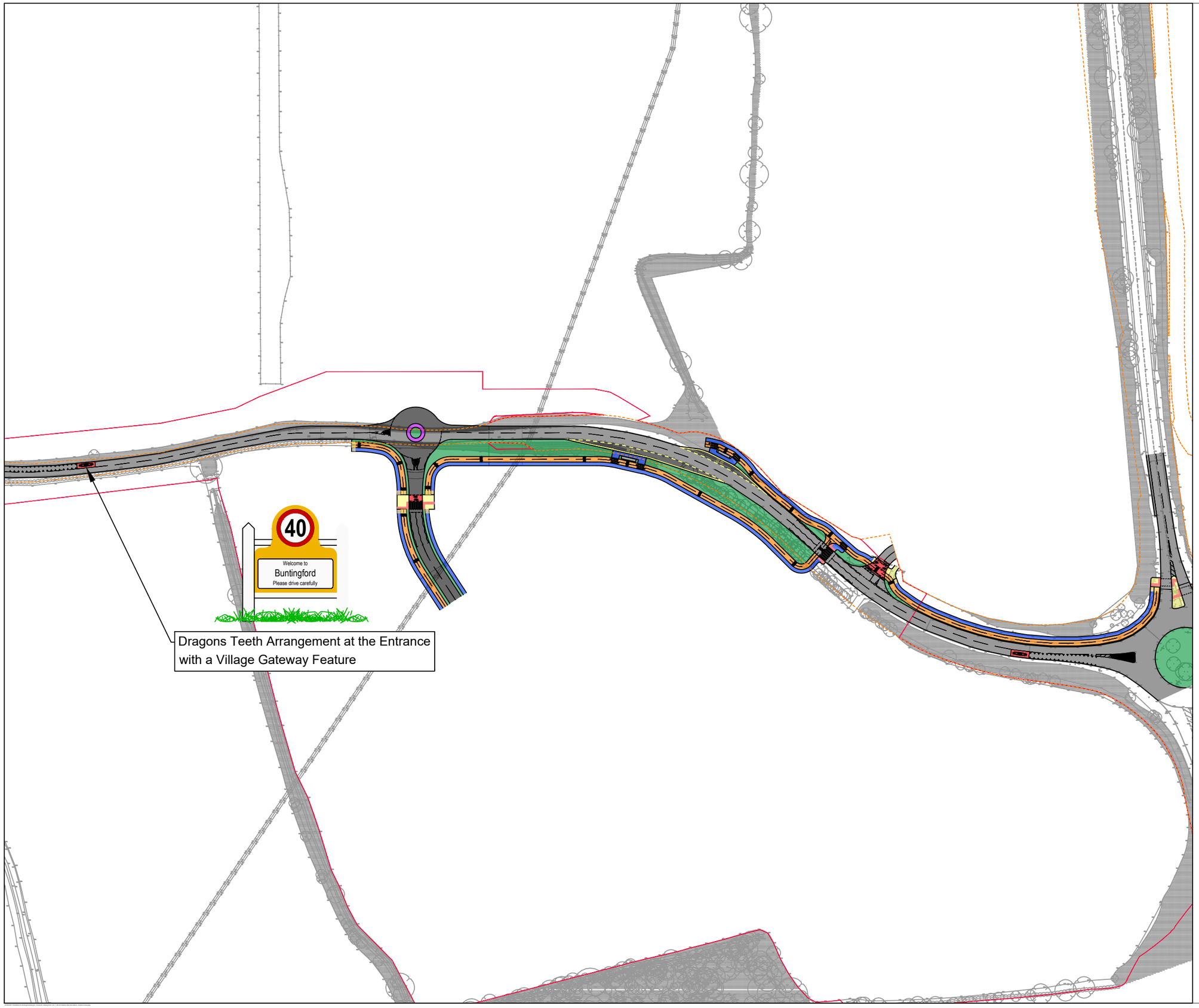
DRAWING No:
029

REV:
P1

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

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Appendix D A507 Baldock Road southern only access



LEGEND

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

Rev	Date	Description	By	Apvd
P1	16.04.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT - SOUTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:2000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
030

REV:
P1

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

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Appendix E A507 Baldock Road cumulative access (with forward visibility)

N

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)

Visibility Splay 1

Visibility Splay 2

Visibility Splay 3

Visibility Splay 4

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

Proposed 40mph speed limit

Proposed 40mph speed limit

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Cycleway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Existing Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area
- Visibility Splay (40mph, 1.5m x 120m)
- Forward Visibility Splay (40mph, 120m)
- Visibility Splay (30mph, 1.5m x 43m)

Rev	Date	Description	By	Apvd
P5	01.04.25	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

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
023

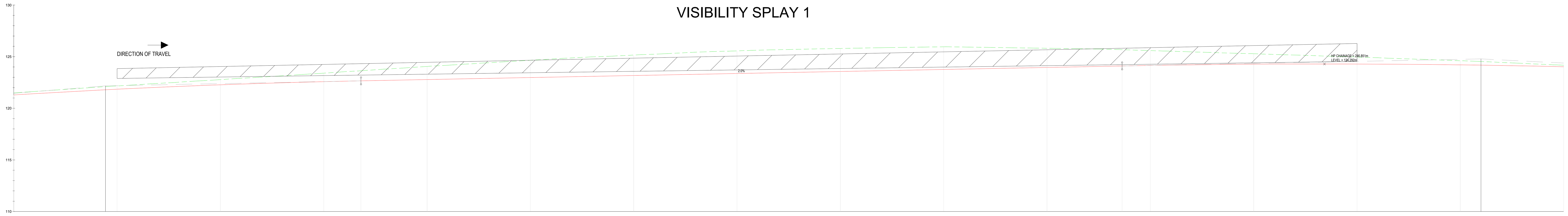
REV:
P5

Revision Referencing
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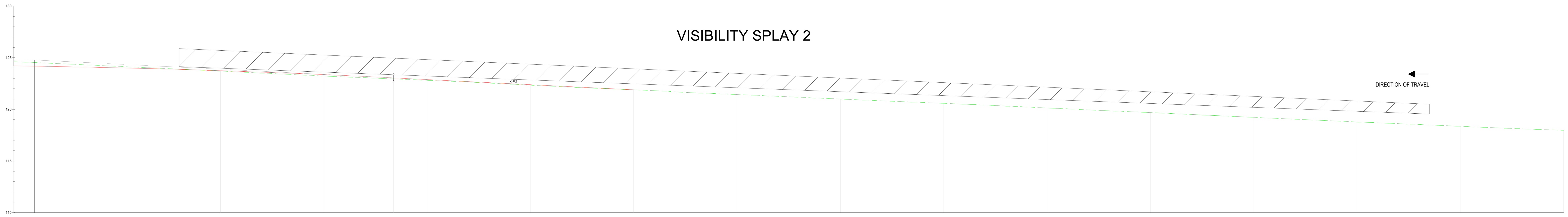
VISIBILITY SPLAY 1



VERTICAL GEOMETRY: R = 800.000m, K = 8.000 | G = 2.0%, L = 73.657m | R = 1000.000m, K = 10.000

EXISTING LEVELS	121.485	122.169	122.779	123.405	124.058	124.652	125.158	125.561	125.798	125.958	125.817	125.589	125.284	124.966	124.610	124.167
PROPOSED LEVELS		121.847	122.275	122.579	122.783	122.979	123.175	123.371	123.567	123.762	123.958	124.151	124.269	124.288	124.206	124.025
CHAINAGE	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	250.000	260.000	270.000

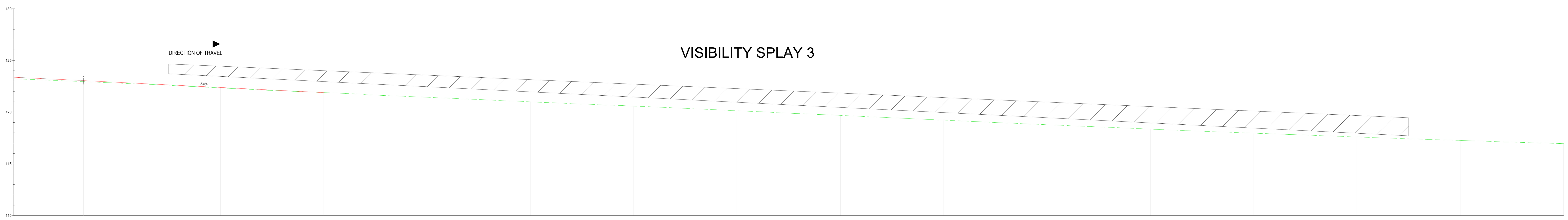
VISIBILITY SPLAY 2



VERTICAL GEOMETRY: R = 1000.000m, K = 10.000 | G = -5.0%, L = 23.259m

EXISTING LEVELS	124.610	124.167	123.702	123.228	122.811	122.338	121.888	121.432	120.995	120.579	120.128	119.684	119.224	118.779	118.354	117.964
PROPOSED LEVELS	124.206	124.025	123.743	123.362	122.885	122.386	121.888									
CHAINAGE	260.000	270.000	280.000	290.000	300.000	310.000	320.000	330.000	340.000	350.000	360.000	370.000	380.000	390.000	400.000	410.000

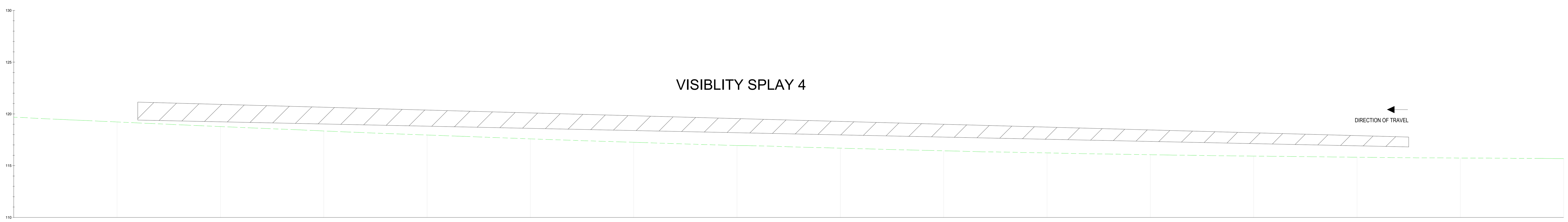
VISIBILITY SPLAY 3



VERTICAL GEOMETRY: R = 1000.000m, K = 10.000 | G = -5.0%, L = 23.259m

EXISTING LEVELS	123.228	122.811	122.338	121.888	121.432	120.995	120.579	120.128	119.684	119.224	118.779	118.354	117.964	117.590	117.261	116.950
PROPOSED LEVELS	123.228	122.811	122.338	121.888	121.432	120.995	120.579	120.128	119.684	119.224	118.779	118.354	117.964	117.590	117.261	116.950
CHAINAGE	290.000	300.000	310.000	320.000	330.000	340.000	350.000	360.000	370.000	380.000	390.000	400.000	410.000	420.000	430.000	440.000

VISIBLITY SPLAY 4



VERTICAL GEOMETRY

EXISTING LEVELS	119.684	119.224	118.779	118.354	117.964	117.590	117.261	116.950	116.692	116.439	116.237	116.061	115.924	115.818	115.738	115.683
PROPOSED LEVELS	119.684	119.224	118.779	118.354	117.964	117.590	117.261	116.950	116.692	116.439	116.237	116.061	115.924	115.818	115.738	115.683
CHAINAGE	370.000	380.000	390.000	400.000	410.000	420.000	430.000	440.000	450.000	460.000	470.000	480.000	490.000	500.000	510.000	520.000

LEGEND

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

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

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

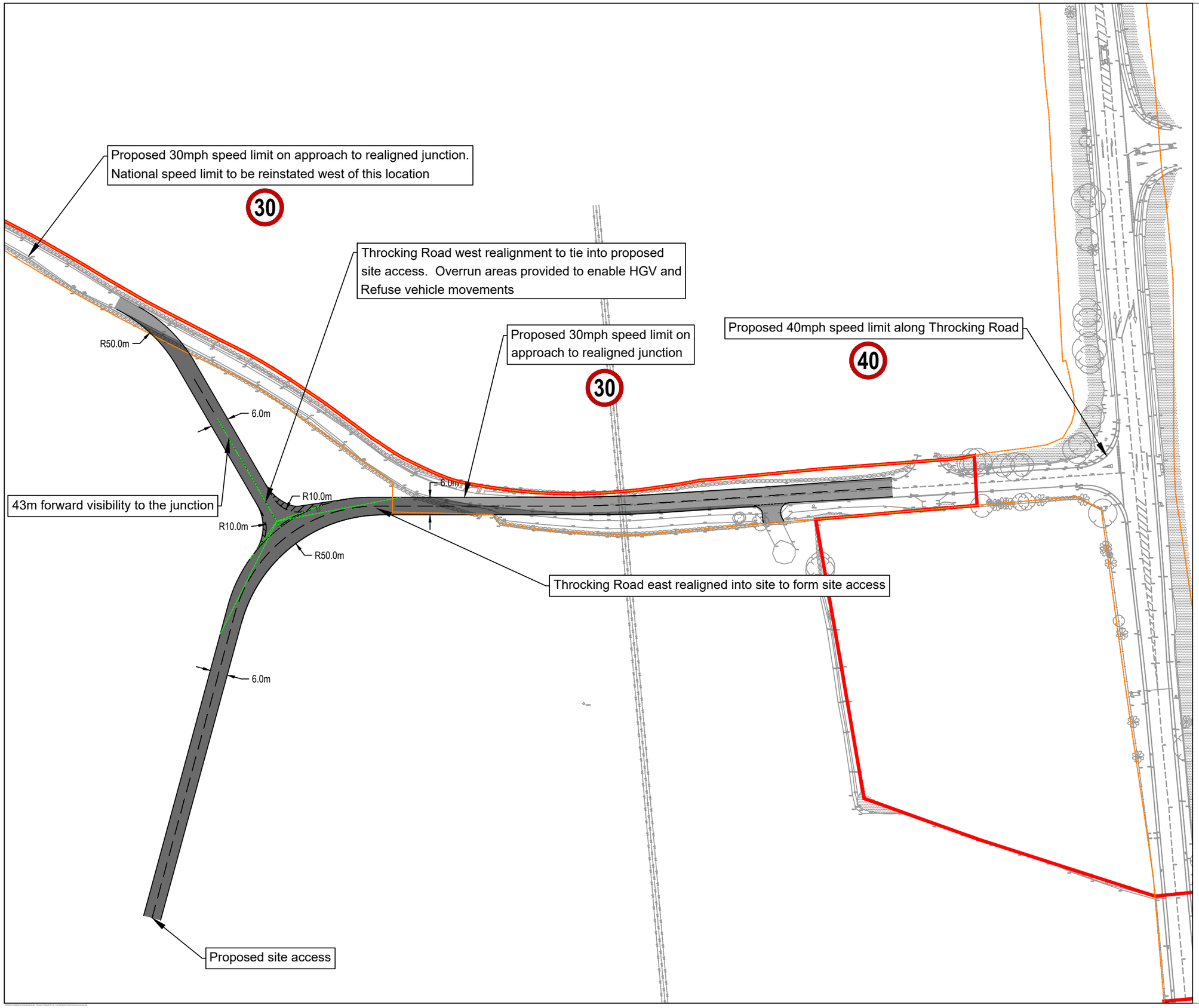
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NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 024
REV: P2

Revision Referencing
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Appendix F Throcking Lane northern access



LEGEND

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

Rev	Date	Description	By	Apvd
P3	16.04.25	Revision	DL	JD
P2	26.03.25	Revision	DL	JD
P1	13.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
NORTHERN PARCEL THROCKING LANE ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:1250

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
025

REV:
P3

Revision Referencing
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Appendix G Parallel active travel bridge

Concrete bankseat foundations

Reinforced earth ramp at 1:20

dense vegetation/trees

arable land

concrete

bridge

soil

grass

gravel

3.5

2.5

118.0

Rev	Date	Description	By	Apvd
P1	06.12.24	Preliminary issue	DL	JD

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing

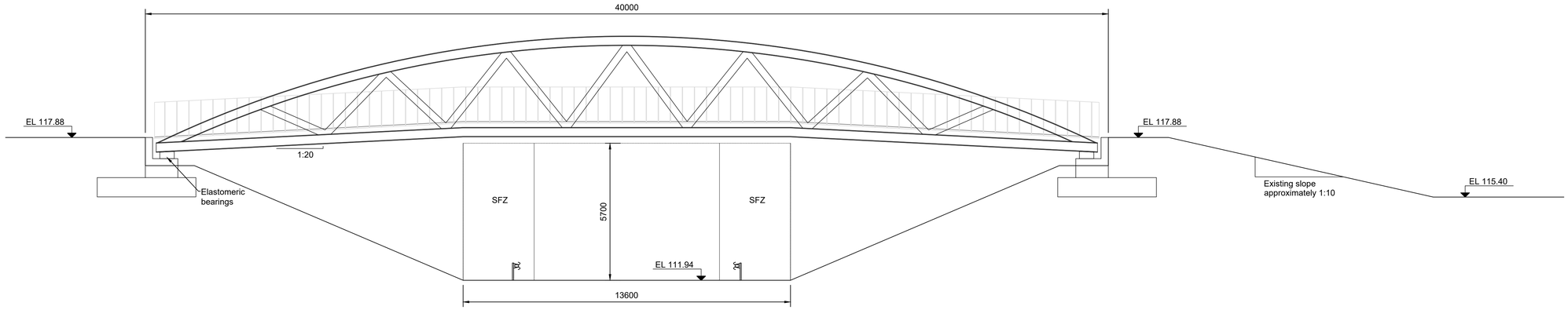
CLIENT:
Hallam Land Management

SCALE@A1:
NTS

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

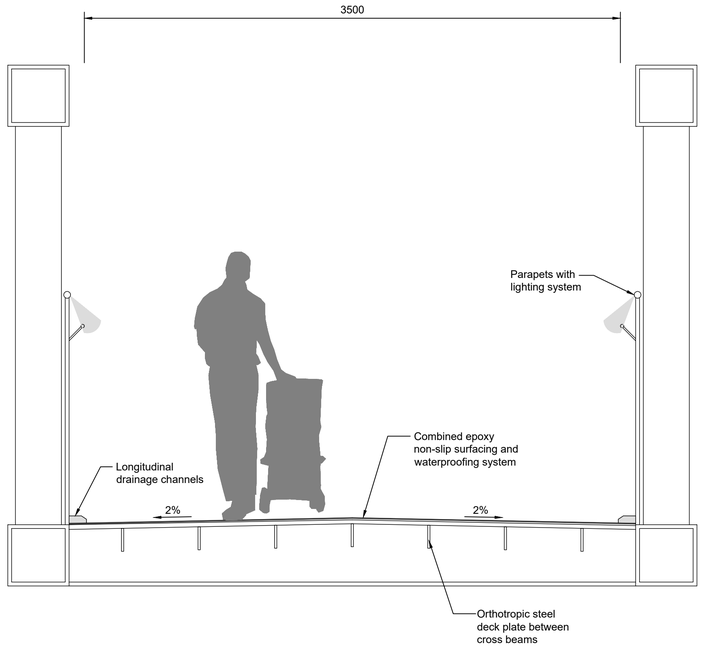
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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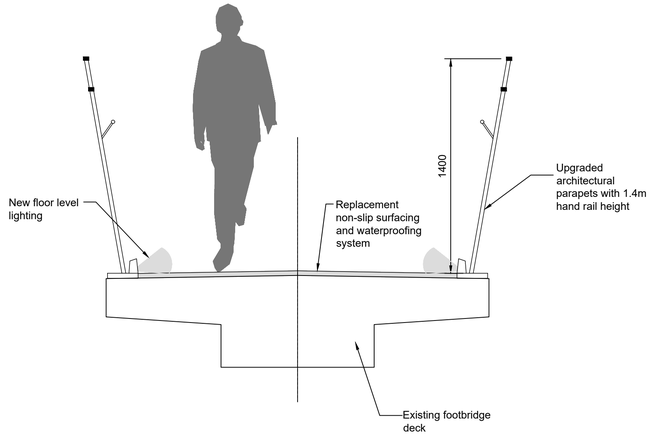
Elevation A-A

Scale, 1:100



B
-
Section

Scale, 1:20



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

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF:
23161

STATUS:
N/A

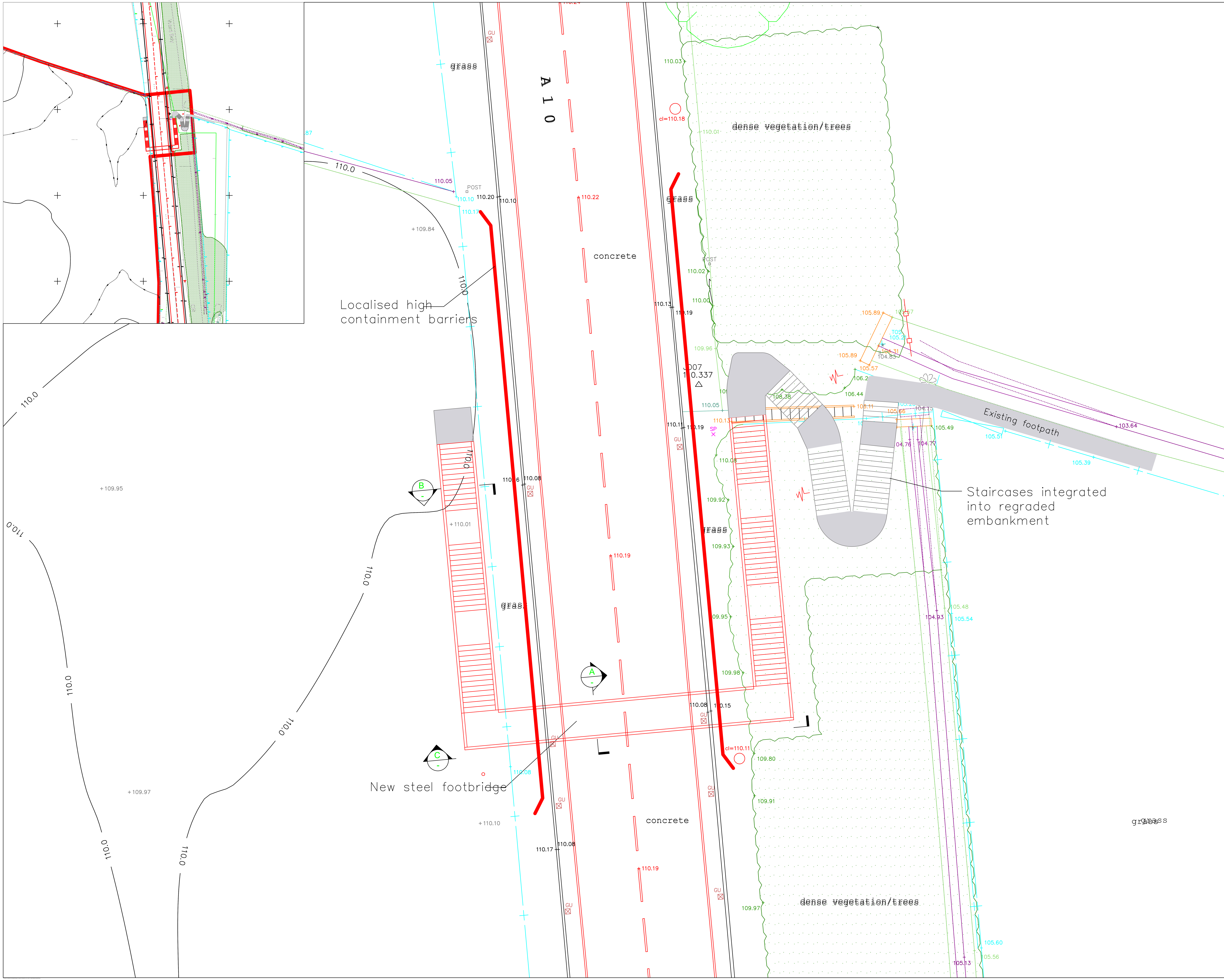
DRAWING No:
022

REV:
P2

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

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Appendix H Northern pedestrian bridge



P1	24.04.25	Preliminary issue	BB	JD
Rev	*Date*	*Description*	*By*	*Apvd*

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing

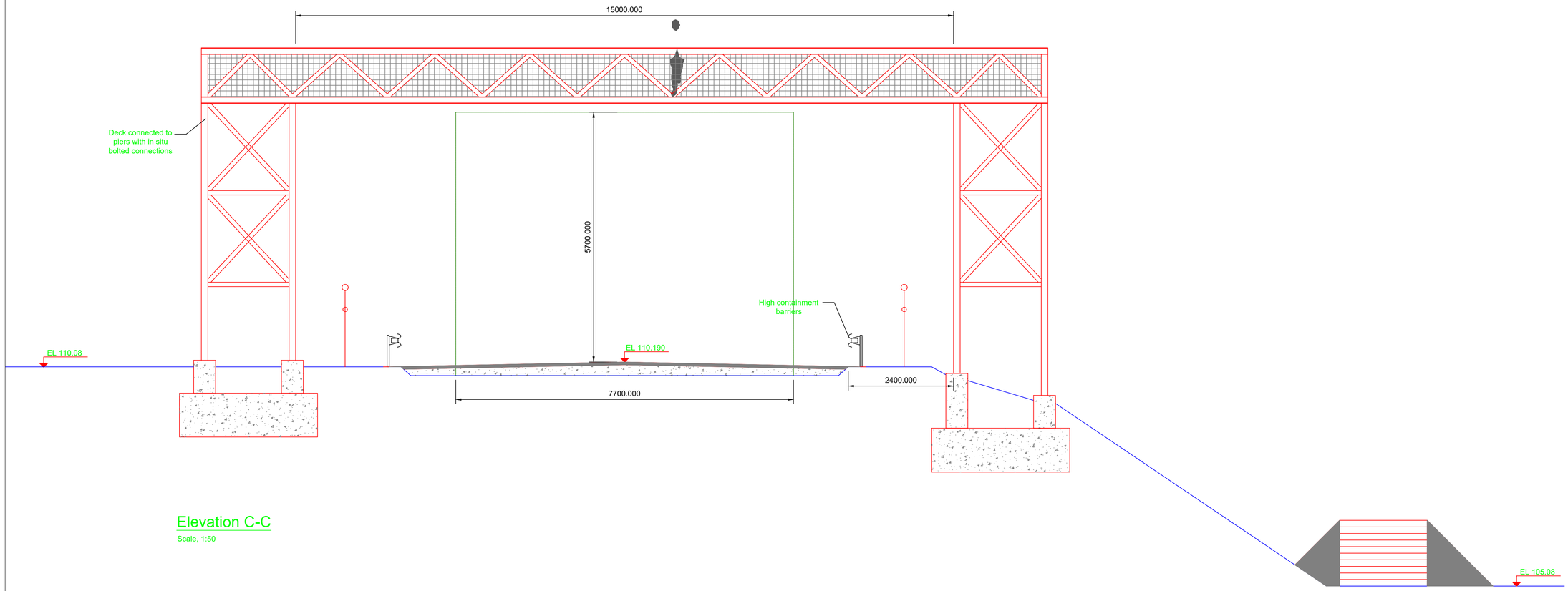
CLIENT:
Hallam Land Management

SCALE@A1:
1:100 and 1:1000

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

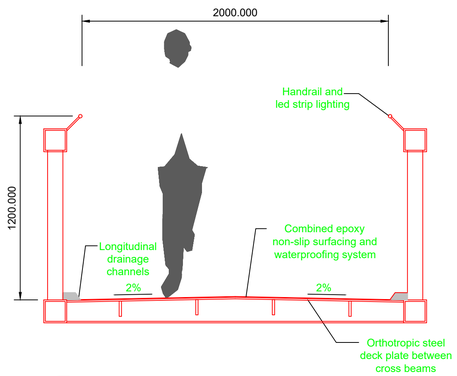
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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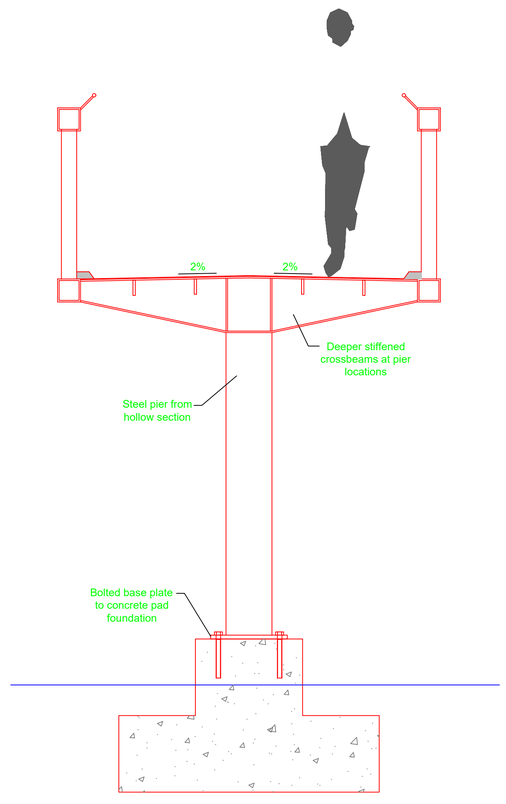
Elevation C-C

Scale, 1:50



A Section

Scale, 1:20



B Section

Scale, 1:20

Rev	Date	Description	By	Apvd
P1	24.04.25	Preliminary Issue	BB	JD

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
033

REV:
P1

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

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Appendix I Proposed improvements to PRoW

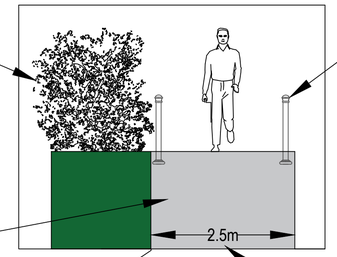
N
INDICATIVE NORTH

LEGEND
- Existing Path
- Hedge Area

Proposed Northern Footbridge

Proposed surfacing and potential inclusion of barrier provision near drainage ditch

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

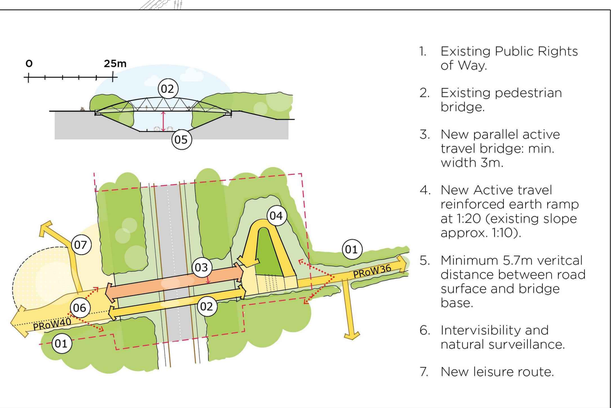


Bollard lighting

Existing surface to be resurfaced

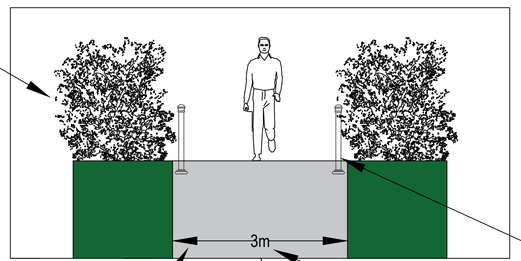
Typical 2.5m width

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



1. Existing Public Rights of Way.
2. Existing pedestrian bridge.
3. New parallel active travel bridge: min. width 3m.
4. New Active travel reinforced earth ramp at 1:20 (existing slope approx. 1:10).
5. Minimum 5.7m veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.

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



Bollard lighting

Typical 3m width

Existing surface to be resurfaced

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

Proposed additional bridge crossing alongside existing bridge

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

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED CROSS SECTIONS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0018
REV: P2

Revision Referencing
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Appendix J Movement and access principles (within Residential masterplan)

Movement and Access Principles

- Access and Movement Principles
- Public Rights of Way & Sustainable Travel
    - o Active Travel Bridge
- Street Design and Street Hierarchy
    - o Structural Street
    - o Secondary Streets
- Site Access
- Mobility Hubs

Access and Movement Principles

• Buntingford, Parkside is designed to encourage and facilitate active and sustainable transport movements.

• Movement networks are designed to be legible and navigable.

• Pedestrian and cycle networks must be connected, permeable and uninterrupted across the site, with convenient linkages to key spaces, uses, and surrounding areas.

• The movement network must be safe and accessible, with routes that are well-fronted and overlooked.

• A North-South Structural Street connects Baldock Road (A507) to Throcking Lane, both serving the development and acting as a central route for all transport modes.

• The structural street has been aligned to work with the landscape and topography. All streets, paths and connections must align with the terrain to minimise steep gradients.

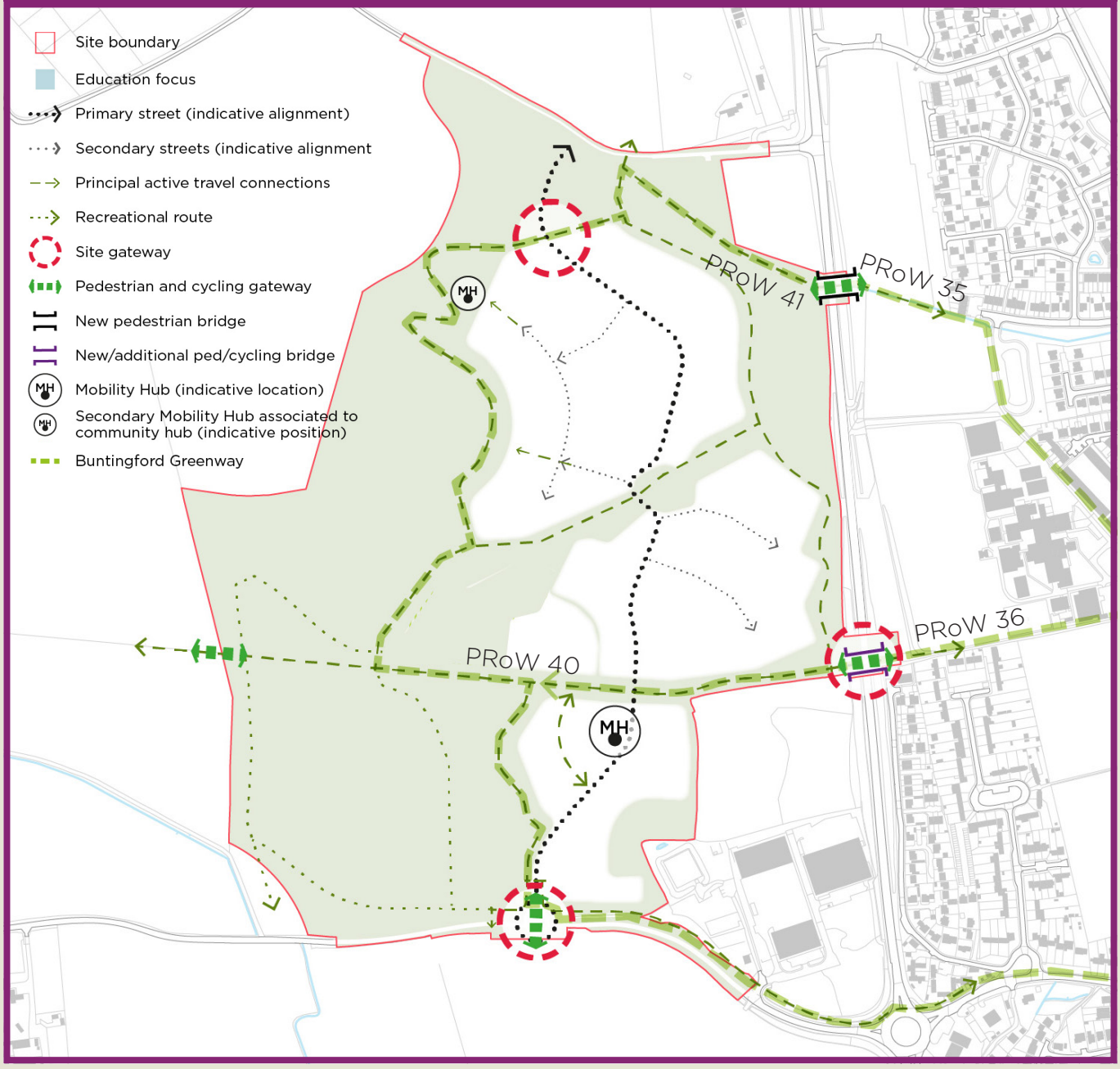
• Streets must be designed to serve both place and movement functions, complemented by traffic calming measures to reduce vehicle speeds and encourage the use of spaces.

• Streets are to be designed in compliance with standards acceptable and adoptable to the local highway authority.

• Streets should look to incorporate green features, such as SuDS, tree planting and landscaped verges, where appropriate.

• PRoWs are to be retained, improved, and integrated into the overall movement network.

Urban Design Principles Plan: Movement



Public Rights of Way & Sustainable Travel

• A new permeable network of pedestrian and cycling links.

• Connectivity between new and existing green infrastructure is achieved through the retention and incorporation of existing public rights of way.

• Links are to broadly follow the site topography to ease active travel movement.

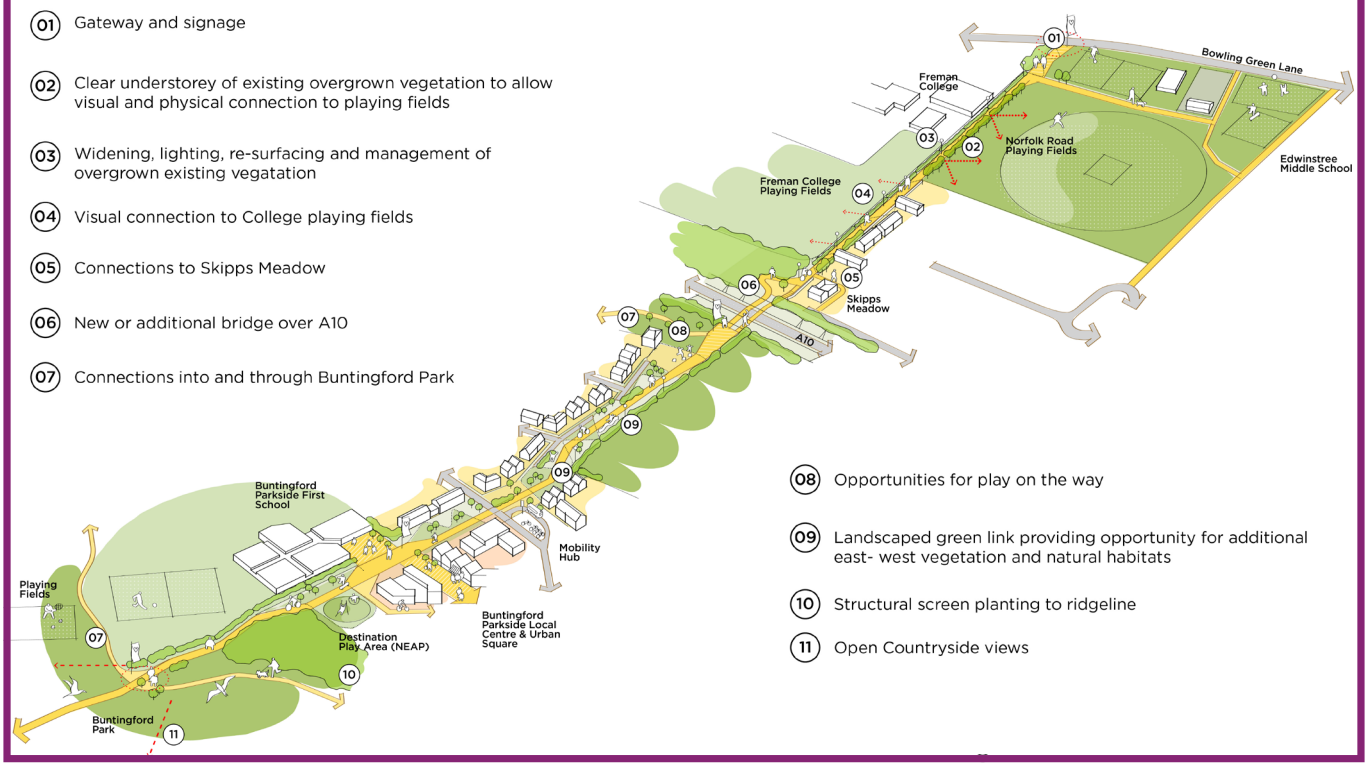
• To create attractive links and spaces that are well-overlooked by buildings within Buntingford, Parkside.

• Links to connect key open spaces accommodating a variety of activities.

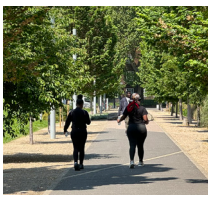
• A series of recreational routes within the new Buntingford Park.

• 'Buntingford Greenway' a green connection going from the new Buntingford Park to Buntingford Town Centre passing through the new development, consisting of existing and new active travel links. Landscaped and variable in width (see Urban Design Principles Plan : Movement on p.19).

Central Green Corridor Design Principles




Development access.


Walking and cycling.


Play-on-the-Way.


Planting.


SuDS.


Ecological Areas.

• A **Central Green Corridor**, running along PRoW 40 (see below) to provide:

- Development access
- SuDS
- Active travel
- Ecological area
- Planting
- Play-on-the-Way

• The corridor should feature pedestrian-level lighting, in agreement with Hertfordshire County Council.

• Given the original bridge's constrained width, a new parallel bridge will pair with the existing footbridge (in addition to improvements to existing footbridge).

• The **new parallel active travel bridge** will serve as an improved point of connection linking the focal point of the site to the centre of Buntingford, particularly Freman College and Edwinstree Middle School, and will improve connections between PRoWs 40 and 36. This will serve to complement the active travel connectivity along Baldock Road (A507) and will provide further opportunities for connection by active modes.

Cycing Infrastructure



Town Gateway





Cycle Priority



Traffic Calming Measures

• New parallel bridge should accord with the following specification:

- Use: Active travel.
- Width: Minimum 3m.
- Lighting: Yes, in agreement with Hertfordshire County Council Highways.
- Accessibility: Unobstructed height above a pedestrian of 2.3m from the surface level; wheelchair-accessible handrail; maximum 1 in 20 gradient (DfT Inclusive Mobility Guidance).
- Bridge parapets to help reducing traffic noise from the A10.

• The **existing pedestrian bridge** should:

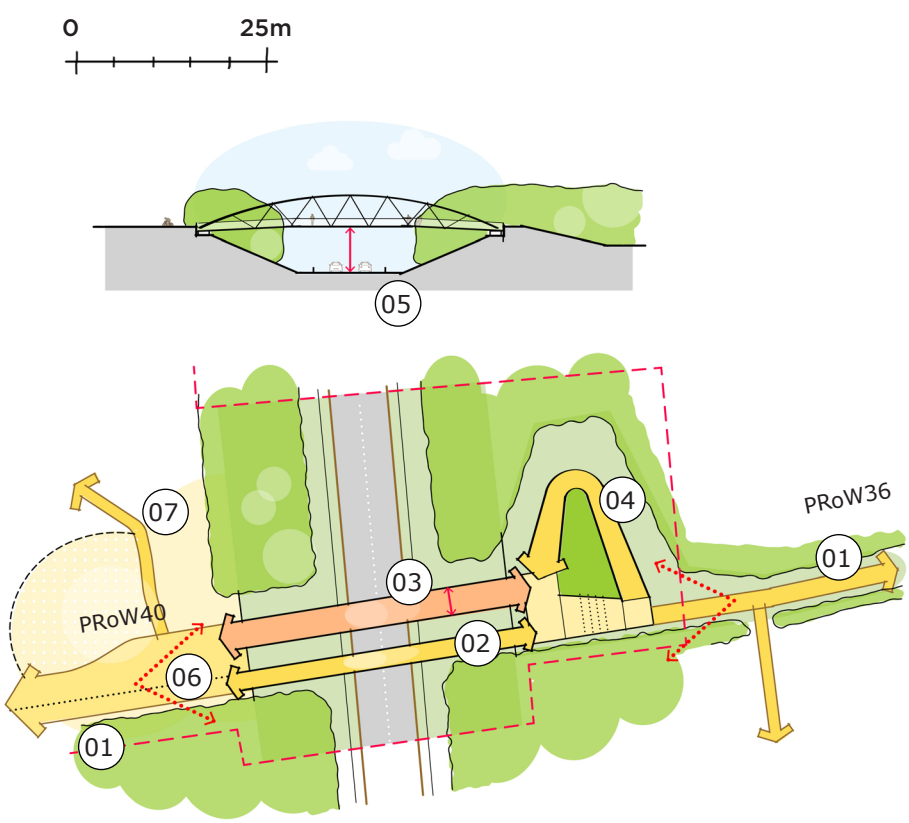
- Be resurfaced with non-slip and waterproof surfacing.
- Be upgraded with safe and high-quality architectural parapets (to help reducing traffic noise from the A10).
- Have new floor level lighting.

• Existing PRoW 36 on the eastern side of the A10 to be resurfaced, low level lighting added and hedges to be cut back to achieve a reasonable width.

• Existing PRoW 40 on the western side to be widened and improved (integrated in central green corridor).

• In addition, a further point of connection in the form of a footbridge is proposed

New parallel active travel bridge diagram



1. Existing Public Rights of Way.
2. Existing pedestrian bridge.
3. New parallel active travel bridge: min. width 3m.
4. New Active travel reinforced earth ramp at 1:20 (existing slope approx. 1:10).
5. Minimum 5.7m veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.

further north to provide enhanced connections to and from the north of Buntingford and provide a high quality connection for PRoW 41 across the A10.

• These routes will serve to enhance active travel connection for residents / visitors of the proposed community but also for existing residents of Buntingford who will have high quality access to the facilities proposed within the new development.



Active travel bridge over the A10 in Cheshunt (©Google).



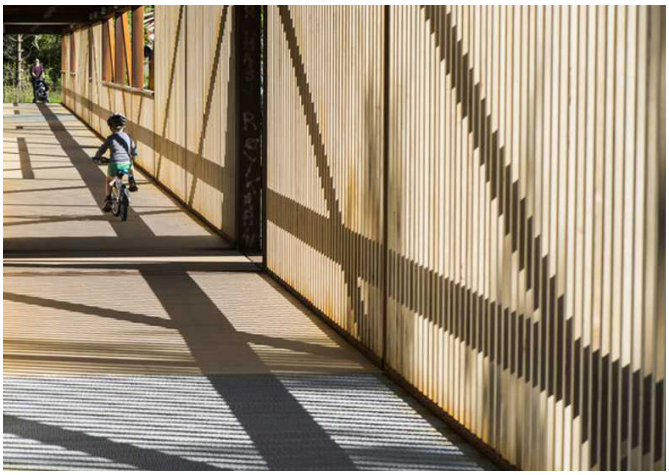
Active Travel Bridge in Stratford, London (© happypontist.blogspot.com)



Active Travel Bridge in Stratford, London



Active Travel Bridge in Northampton



Active Travel Bridge in Norway (© Rintala Eggertsson Architects)

Key Spaces and Places

Key Spaces and Places are areas identified in the proposal that are considered fundamental for the success of Buntingford, Parkside. Each grouping features a diagram which outlines a series of specific design principles relevant to that area. The locations of four key groupings are identified on the key plan below.

KS01 - Eastern Gateway

KS02 - Local Centre

KS03 - Central Key Space

KS04 - Community Hub and Northern Gateway

KS05 - Southern Gateway



Key Spaces and Places Location Plan

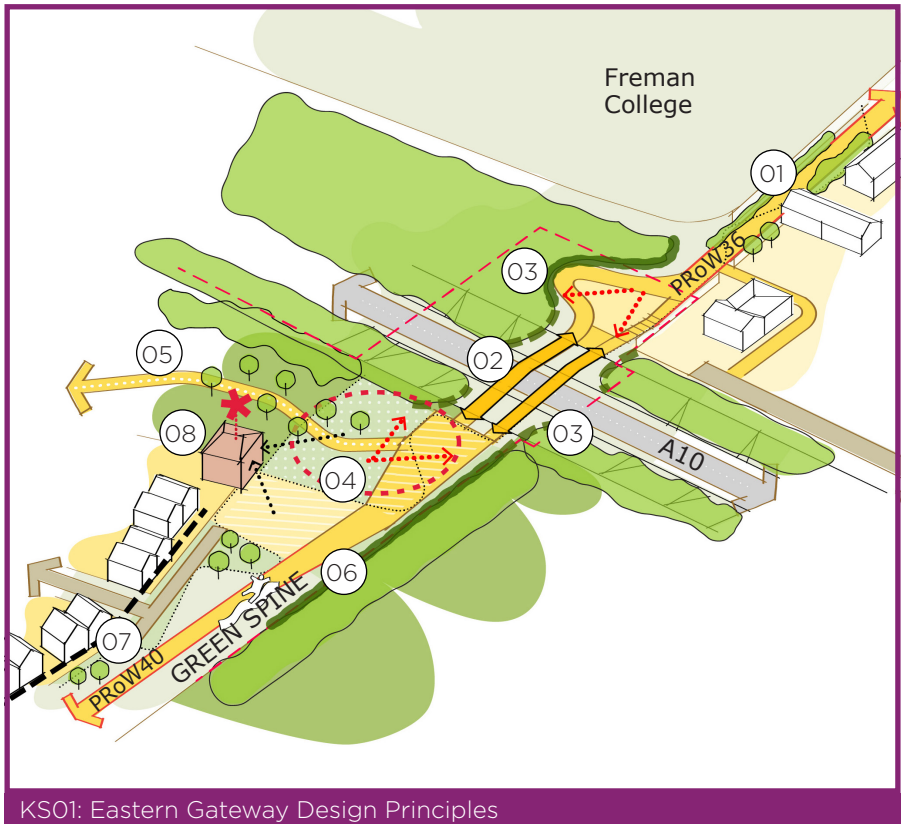
KS01: Eastern Gateway

1. The proposed active travel corridor - as part of the OSA02 Central Green Corridor (pp. 14-15) - offers active travel connections between Buntingford Town Centre and Buntingford, Parkside and incorporates existing Public Rights of Way. PRoW 36 is to be improved with enhanced surfacing, cutting back overhanging vegetation and adding sensitive lighting. PRoW 40 is to be integrated within the Central Green Corridor, providing access to Buntingford, Parkside with active travel links, Play-on-the-Way, new planting, SuDS, and new ecological areas.

2. A new active travel bridge, running parallel to the existing footbridge, will improve active travel connectivity across the A10 (PRoWs 36 and 40). The bridges will be safe, with welcoming parapets and lighting. (more details on the bridge on p.21).

3. Minimal vegetation clearance to facilitate the construction of the new bridge and gateway space.

4. On entry to Buntingford, Parkside, a new gateway space (shape indicative) provides a flexible, open, space facilitating connections across the A10 through to the local centre. The proportion between the size of the space and the surrounding building heights is to be designed to maintain a human scale and sense of enclosure.



KS01: Eastern Gateway Design Principles

5. Direct connection to the Buntingford Greenway walk from the gateway space. The walk is to be clearly signposted and lined by trees.

6. Additional line of vegetation along the site boundary to provide a welcoming and pleasant edge (acting as one of two frontages of the green corridor) and to provide a robust landscape boundary to the site edge.

7. Housing fronting onto the public space provides activity and natural surveillance. Vehicular access is to be sensitive of the proximity to the green corridor and mitigated by planting.

8. Marker building to be visible from all sides and bookmark the space. Provision of clear signage and opportunities for Play-on-the-Way.

KS04: Community Hub and Northern Gateway

1. 'Community Growing Hub' is to be located at the intersection of Throcking Lane with the Buntingford Greenway. The space is to feature a mobility hub, community food growing areas, enabling activity and engagement with nature. A pocket square will feature wayfinding, tree planting, seating, Play-on-the-Way and form part of a wider foraging trail.

2. The Mobility Hub has the potential to provide cycle parking, cycle hire, car club parking, and will be complemented by non-mobility components, such as onward travel information. Facilities are to be easily accessible by all and safe, with passive surveillance from adjacent homes, visible from the park and street.

3. Provision of food growing opportunities in the form of allotments and/or community orchards.

4. Structural planting will mitigate views from North-West, with openings to create glimpses to and allow for connections towards the open countryside.

5. The gateway of the site sits at the intersection of the structural street and Buntingford Greenway. It will feature traffic calming measures to prioritise active travel movement, a combination of soft and hard surfaces, and marker buildings. Marker buildings are to be dual-fronted and potentially higher than surroundings.



KS04: Community Hub and Northern Gateway Design Principles

6. Entrance to the site from Throcking Lane is to shift the vehicular priority into the development rather than through Throcking, with a parallel cycleway and footway within the development.

7. Buntingford Greenway is to be clearly signposted and visible from the site entrance and site gateway.

8. Buntingford Park North focuses on ecology and sustainable drainage with a more natural character. Residential frontages overlook onto park.

Appendix K Proposed improvements to Baldock Road (east of A10)





LEGEND

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

Rev	Date	Description	By	Apvd
P2	12.03.25	Revision	DL	JD
P1	17.07.23	Preliminary issue	MK	MG

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO BUNTINGFORD VILLAGE CENTRE

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
Refer to the Drawing

PROJECT REF:
23161

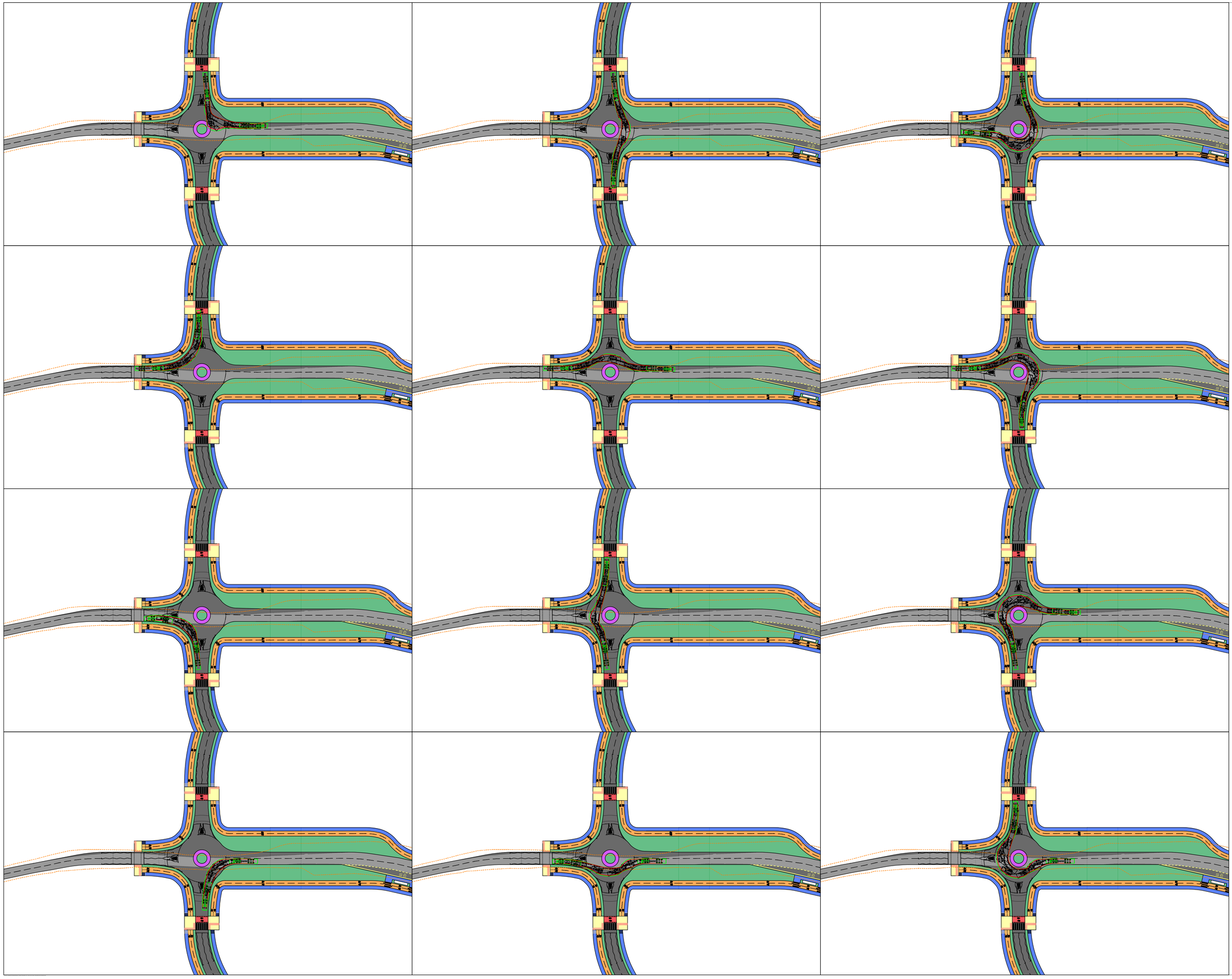
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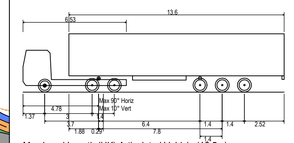
REV:
P2

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Appendix L Swept path analysis of A507 Baldock Road (cumulative access)





Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Description	By	Apvd
P1	31.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS - SWEPT PATH ANALYSIS HGV

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
1:1000

PROJECT REF:
23161

STATUS:
N/A

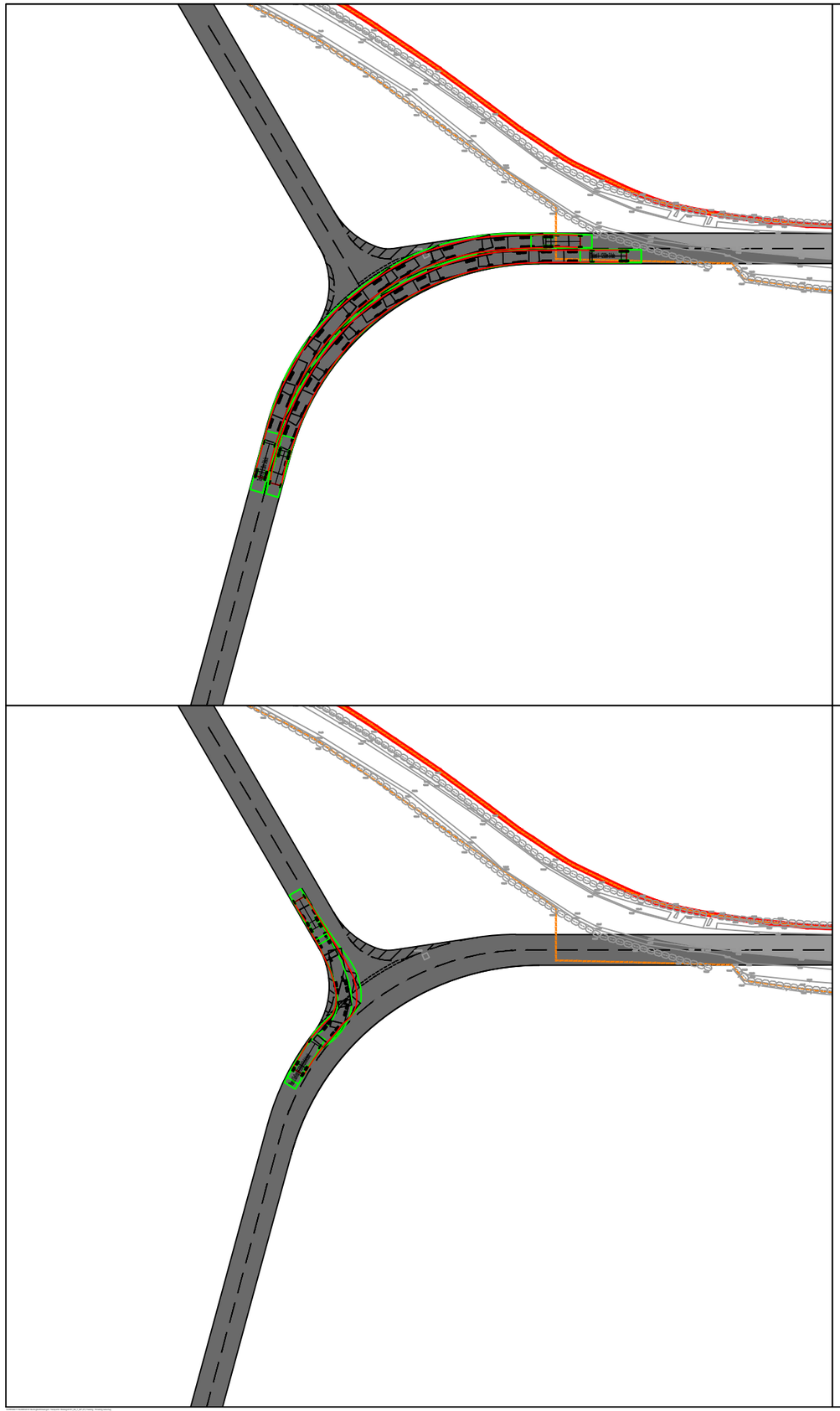
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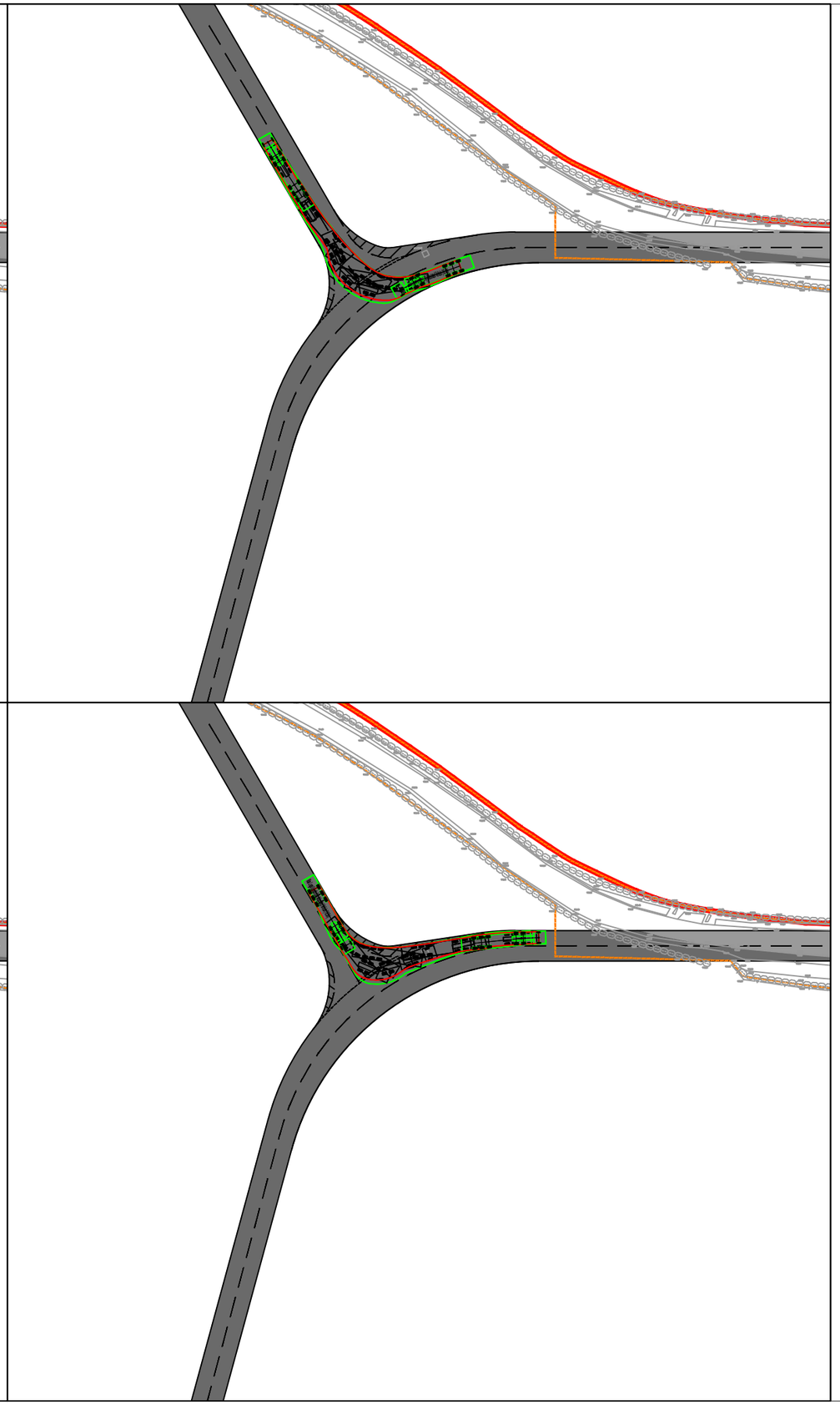
REV:
P1

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

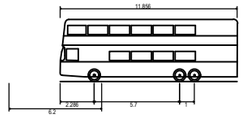
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Appendix M Swept path analysis of Throcking Lane



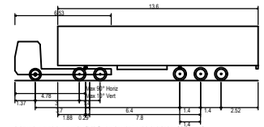


LEGEND



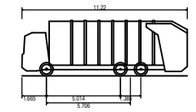
Trident II - 12.00m 3-Axle

Overall Length	11.856m
Overall Width	2.496m
Overall Body Height	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.363m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Description	By	Apvd
P1	25.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
THROCKING LANE - SWEPT PATH ANALYSIS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:1000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
0027

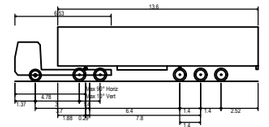
REV:
P1

Revision Referencing
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Appendix N A10 / A507 roundabout northern arm swept path analysis

LEGEND



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Description	By	Apvd
P1	26.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
A10/ A507/ Baldock Road - SWEPT PATH ANALYSIS HGV

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:1000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
0028

REV:
P1

Revision Referencing
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