TECHNICAL NOTE

RIDGE

TN15 RESPONSE TO FURTHER LHA COMMENT - EMPLOYMENT

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED BY	REVIEWED BY
2.0	11.03.2026	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 (now Ridge) in early June 2025.

1.1.4. After receipt of this response the LHA has provided further comment in relation to the application on the 4th August 2025, which was also responded to by Ridge in a technical note issued February 2026 (Reference TN14). The LHA has since provided further comment following issue of this note on the 27th February 2026 (**Appendix B**).

1.1.5. This TN therefore provides a subsequent further response to these latest set of LHA comments in **Section 2** below.

2. LHA COMMENT AND RESPONSE

2.1.1. This section sets out response to each comment as raised by the LHA in their response note dated 27th February 2026 (**Appendix B**) in relation to the employment proposals.

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

LHA Comment 1

"Toucan crossing on the A10

A signal controlled crossing positioned very close to the A10 roundabout entries and exits remains a fundamental concern. On the exit side in particular, a red phase would risk queues forming back onto the circulatory carriageway, with the associated blockage and collision risks. On the entry side, the proximity also interacts with the "constant green" behaviour that has been raised before. These points would need very careful consideration in the Road Safety Audit (RSA) and through supporting queue modelling."

Ridge Response to LHA Comment 1

2.1.3. To note signal crossing points such as this are commonly used across the UK and two examples have been set out in the previous response note TN14 where these have been introduced in similar locations. These locations are as follows:

- A10 / A121 Winston Churchill Way / B198 Lieutenant Way junction (on the eastern arm of Winston Churchill Way)
- Cattlemarket roundabout, Newark (on the eastern A46 approach)

2.1.4. The Department of Transport web site has been reviewed to ascertain traffic data on the roads where these crossings are introduced. This has been compared with count data as extracted for the A10 north of Baldock Road. A summary of this comparison is provided as **Table 2.1** below, which is based on the latest available manual count data.

LOCATION	DFT SURVEY SITE REFERENCE	AVERAGE DAILY TRAFFIC FLOWS (TWO WAY)
Eastern approach (Winston Churchill Way) to A10 / A121 Winston Churchill Way / B198 Lieutenant Way junction	99225 (2024 Manual Count Figures)	24,857
Eastern approach (A46) to Cattlemarket Roundabout, Newark	38739 (2024 Manual Count Figures)	30,045
A10 north of Ermine Street junction	78297 2019 Manual Count	9,527

Table 2.1 – Comparison of monitored Average Daily Traffic Flows

2.1.5. The figures in **Table 2.1** above demonstrate that the traffic flows in the vicinity of the comparison crossing locations are in fact much higher than the flows to the north of the Baldock Roundabout junction on the A10. Thus, comment raised in relation to the impact on traffic flows and junction interaction relating to the introduction of this type of crossing is not considered valid.

2.1.6. Furthermore, as set out in TN14 a review of the collision data in the vicinity of these comparison locations has not shown specific patterns that would identify a safety issue at these crossing points.

2.1.7. As set out previously in TN14 the crossing of the A10 has already been considered as part of the original safety audit as carried as part of these proposals. This safety audit was carried out based on a brief as agreed with the LHA.

2.1.8. To note the auditor has not raised any specific safety concern with this or any part of the assessed access strategy proposals. In addition, whilst a design point was raised in relation to the potential

for local drivers to assume, on approach to the roundabout entry / crossing, a 'constant green' for a crossing not in constant use, as the auditor identified, this can be mitigated through the introduction of additional red phases (i.e. in addition to those called by the active travel user) in the signal controller.

2.1.9. No specific design comment has been raised by the auditor in relation to exit movements from the roundabout. Furthermore, as set out in TN14 the location of the crossing at the exit arm is in accordance with 'Design Manual for Bridges' guidance.

2.1.10. Notwithstanding this, in consideration of the comment raised by the LHA relating to exiting movements it is proposed that the exit crossing be set back further (by approximately 5m) to a point approximately 15m from the roundabout exit. This setback is similar to the positioning of the exit crossing shown on the aforementioned eastern arm of the Cattlemarket roundabout in Newark. The revised access drawing showing this change is included as **Appendix C** of this TN, which also includes appropriate swept path analysis for large vehicles using the amended northbound exit. An extract has also been included below as **Figure 2.1** to indicate the amended exit queuing area.

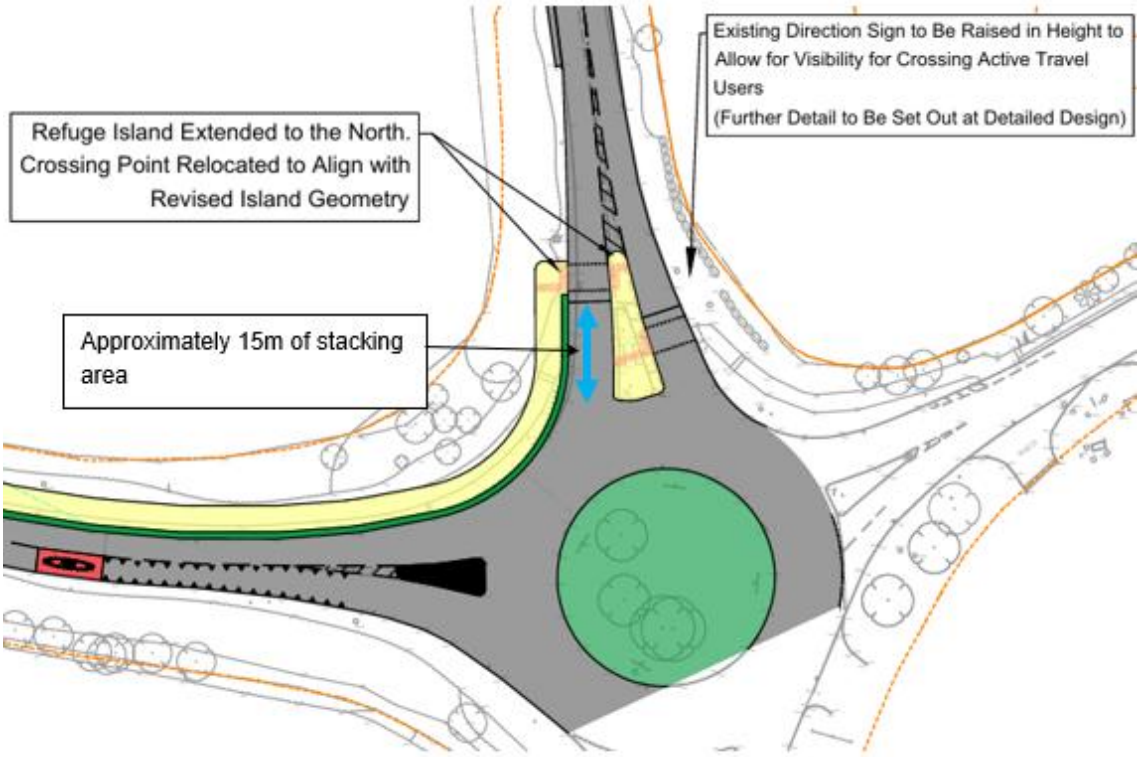


Table 2.1 – Extract showing increased setback on northbound exit relating to the A10 / Baldock Roundabout junction

2.1.11. To note the extension of the island has been achieved through widening of the exit lane and no amendments have been made to the vehicle entry that would impact junction modelling. Furthermore, the additional setback also still provides an effective balance in relation to provision of vehicle stacking space whilst maintaining a crossing position in accordance with the active travel user desire line.

LHA Comment 2

"Proposed extension of the 40mph limit

The proposal to move the 40mph limit roughly 1.1km north of Neale Drive, together with a crossing warning sign, also raises issues. There is currently and no proposed active frontage or meaningful change in roadside environment along this section of the A10, so it isn't clear how the reduced limit would be interpreted consistently by all road users or how it would remain logically justified.

We have seen on other routes that long, isolated 40mph sections in areas with limited frontage can lead to overtaking issues, greater speed variability, and in some cases a general disregard for subsequent speed limits further along a journey. When the environment does not reinforce the posted limit, predictable behaviour becomes harder to achieve, which has implications for every road user. This is presented in HCC Highways adopted Speed Management Strategy (Nov 2020).

https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/local-transpor t-plan-live/speed-management-strategy.pdf

Ridge Response to LHA Comment 2

2.1.12. To note the recent introduction of the Neal Drive connection has already provided a feature for drivers to consider on approach to Buntingford and to make necessary driving decisions to account for potential movement that could occur both out of the junction and into the junction. Thus, the extension of the speed limit to just north of this point is both appropriate and logical in that it further marks the new edge of Buntingford.

2.1.13. It is also noted that outline planning consent exists for residential development in this area (i.e. the Land to the North-west of Buntingford proposals) that would introduce housing on the A10 either side of the Neal Drive junction. A reserved matters application has also been submitted for these proposals (Planning Reference 3/25/1921/REM). The proposed layout of this site (alongside the original parameter plan), as set out in the latest Design and Access Statement Addendum dated December 2025, is extracted and set out in **Figure 2.2** below. This layout clearly shows the establishment of built form up to the A10.



Figure 2.2 – Proposed layout at Land to the North-west of Buntingford

2.1.14. In addition to the south of the Land to the North-west of Buntingford proposals there has also been a recent planning application submitted (Planning Reference 3/25/1494/CPO) for a Special Educational Needs School (i.e. the Land west of Bishop Way and east of the A10 Buntingford proposals). An extract of the location plan and proposed layout is provided as **Figure 2.3** and **Figure 2.4** respectively.



Figure 2.3 – Proposed location of Land west of Bishop Way and east of the A10 Buntingford proposals



Figure 2.4 – Proposed layout at Land west of Bishop Way and east of the A10 Buntingford proposals

2.1.15. It is therefore evident from the above that a change has already been made to the environment of the A10 in this area through the introduction of the Neale Drive connection and significant development built form is both consented and proposed in the area. Thus, it is considered that the change in speed limit is appropriate in consideration of these changes in the vicinity of the A10, and in consideration of future changes in terms of development adjacent.

LHA Comment 3

"Although these are distinct matters, they do interact. The combination of a signal controlled crossing positioned close to a roundabout, alongside a long and isolated 40mph section without supporting frontage, introduces inconsistency in how the corridor will be interpreted. That inconsistency increases risk and needs to be understood and addressed through the RSA and any further design work."

Ridge Response to LHA Comment 3

2.1.16. As set out above the introduction of signal-controlled crossing would be consistent with other similar types of crossing provided elsewhere in the UK. Furthermore, no safety concerns have been raised by the safety auditor when considering this crossing. Notwithstanding this, the crossing at the exit arm has been set back further from the roundabout, to provide further vehicle queuing space north of the roundabout, in consideration of LHA comment.

2.1.17. In addition, the response to LHA Comment 2 also sets out that changes to the A10 have already occurred and further development is planned which will also alter the frontage. In this regard it is evident that the 40mph speed limit change is logical in consideration of this existing and ongoing change.

2.1.18. Thus, the comments raised above would not present issues either individually nor cumulatively, and therefore, in consideration of this further submission as well as information provided in previous technical submissions there are no identifiable transport reasons as to why approval cannot be granted in relation to these proposals.

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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DAVID LOCK ASSOCIATES

Appendix B LHA response dated 27th February 2026

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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: 16 February 2026
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:

REASON AND COMMENTS

HCC Highways still has some road safety concerns regarding road safety and currently object.

Toucan crossing on the A10

A signal controlled crossing positioned very close to the A10 roundabout entries and exits remains a fundamental concern. On the exit side in particular, a red phase would risk queues forming back onto the circulatory carriageway, with the associated blockage and collision risks. On the entry side, the proximity also interacts with the “constant green” behaviour that has been raised before. These points would need very careful consideration in the Road Safety Audit (RSA) and through supporting queue modelling.

Proposed extension of the 40mph limit

The proposal to move the 40mph limit roughly 1.1km north of Neale Drive, together with a crossing warning sign, also raises issues. There is currently and no proposed active frontage or meaningful change in roadside environment along this section of the A10, so it isn't clear how the reduced limit would be interpreted consistently by all road users or how it would remain logically justified.

We have seen on other routes that long, isolated 40mph sections in areas with limited frontage can lead to overtaking issues, greater speed variability, and in some cases a general disregard for subsequent speed limits further along a journey. When the environment does not reinforce the posted limit, predictable behaviour becomes harder to achieve, which has implications for every road user. This is presented in HCC Highways adopted Speed Management Strategy (Nov 2020).

https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/local-transport-plan-live/speed-management-strategy.pdf

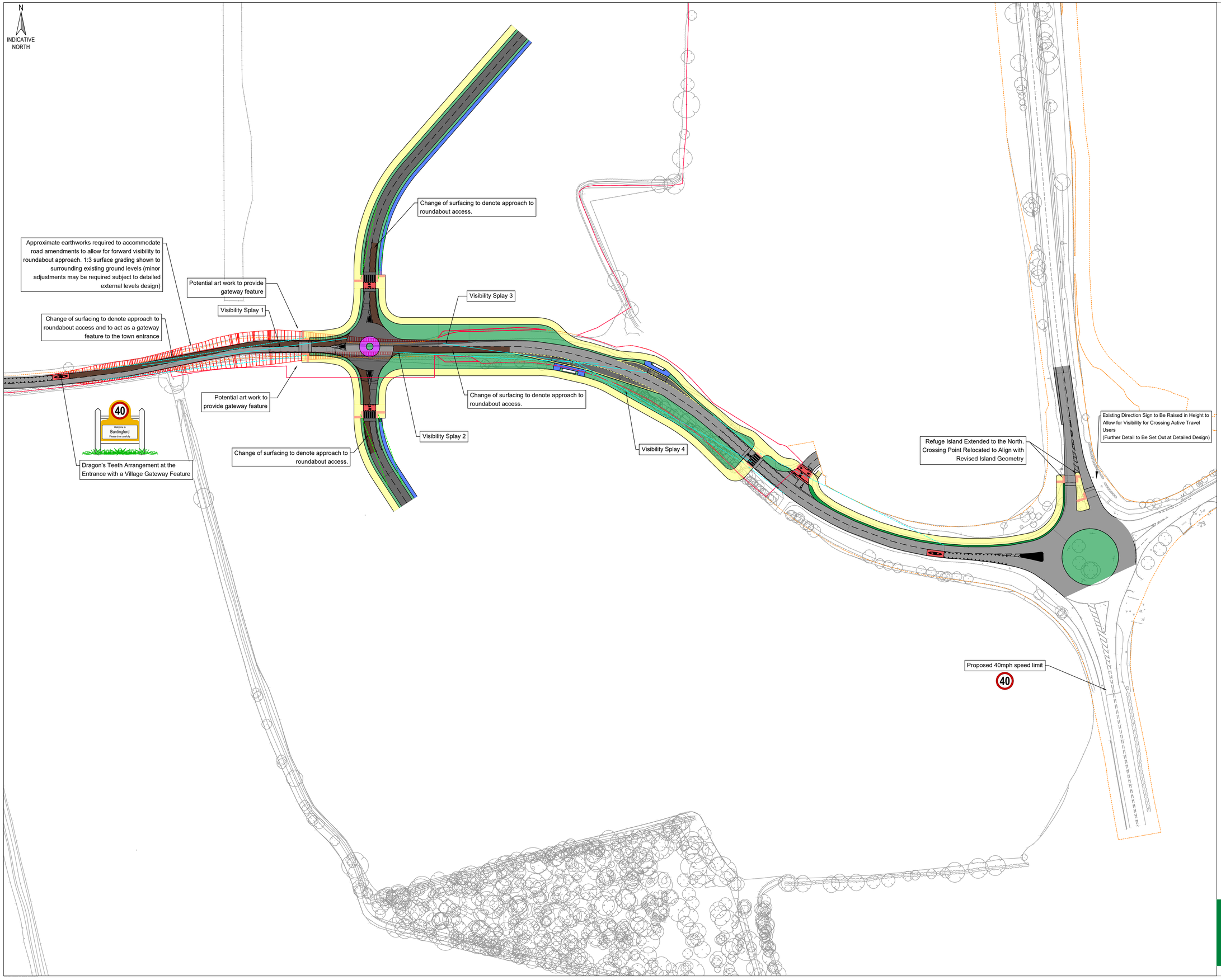
Interaction between the two issues

Although these are distinct matters, they do interact. The combination of a signal controlled crossing positioned close to a roundabout, alongside a long and isolated 40mph section without supporting frontage, introduces inconsistency in how the corridor will be interpreted. That inconsistency increases risk and needs to be understood and addressed through the RSA and any further design work.

Signed
Adrian McHale

27 February 2026

Appendix C Revised cumulative access plan (inclusive of further proposed crossing setback at A10 / Baldock Road Roundabout)



LEGEND

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

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

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
023

REV:
P12

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

RIDGE

N

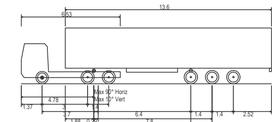
INDICATIVE NORTH

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

NO ENTRY

LEGEND

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



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	10.03.26	Preliminary Issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
A10/ BALDOCK ROAD ROUNDABOUT
NORTHERN ACCESS - HGV TRACKING

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 038
REV: P1

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

RIDGE