



# BuntingfordTownCouncil

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Paul Rogers,  
Strategy & Programme Manager,  
Highways Strategy & Implementation,  
Herts County Council,  
Farnham House,  
Six Hills Way,  
Stevenage, SG1 2ST.

1<sup>st</sup> November 2024.

Dear Paul,

## **Buntingford ATF Phase 2.**

Please accept this letter as the official response from Buntingford Town Council to the consultation for the ATF Phase 2 Scheme, Buntingford.

In principle, the Town Council welcomes potential investment in the town and the enhancement to the town centre environment. However, we do have concerns with the proposals in their current format which are outlined below. We ask that these concerns be subject to further debate and clarification before any final decision is made.

- The Council welcomes the introduction of a 20mph speed limit in this area of the Town. However, we are of the opinion that it would be beneficial to extend the 20mph zone to include Bowling Green lane, Freman Drive, Norfolk Road, Church Street, Wyddial Road and Vicarage Road, giving coverage to the whole town centre area.
- At present, large HGV's and trailed Farm vehicles travelling east or west on Baldock Road frequently cause congestion at the junction with the High Street and Baldock Road, especially if an equally large vehicle is travelling in the opposite direction. In fact, some of these vehicles already struggle to get around the bend at the end of the High Street. The proposed reduction in carriageway widths within the proposed scheme gives rise for concern that these large vehicles will cause even more congestion and a back log of traffic along Baldock Road and High Street/Station Road. The introduction of a 7.5 tonne weight limit (with access for delivery vehicles) from the Western end of Baldock Road (A10 roundabout) through the Town to Hare Street Road roundabout would go some way to mitigate this and the Town Council is of the opinion that this weight restriction will be necessary to significantly reduce the number of HGV's travelling through the Town. A weight limit would also prevent damage to the highway infrastructure (carriageway, footways, street furniture) and buildings, protect the character and environment of our Rural Town, reduce risks to vulnerable road users, including pedestrians and cyclists and reduce pollution. We are aware that enforcement agencies are unlikely to commit to any robust monitoring or action of the limit.

- The proposed scheme results in the loss of a significant number of parking spaces, this is one of the main objections from residents and is of serious concern to our Chamber of Commerce who see this as a significant negative impactful factor on their business viability. We would ask that the loss of 12 short stay parking bays along the East side is reviewed. A loading Bay is proposed outside of 10 and 8 High Street. - It would be preferable to not restrict this area to loading only at certain times and permit general short stay parking across the permitted time frame.
- There are currently two parking bays at the southern end of Market Hill next to the War Memorial. These bays are not marked on the plans, would it be possible to reinstate them.
- With regard to the proposed disabled parking outside of Attend to Health (27, High Street), which is currently general one hour parking. Would it be possible to leave these bays as general parking and make the two bays outside of the Chemist (29, High Street), one of which is currently disabled, to both disabled bays. As previously stated there is a significant loss of short stay parking within the scheme and as many permitted parking spaces as possible would be welcomed. It also has to be noted that Market Hill is closed on a Monday for the Charter Market, taking all of the parking on Market Hill away, leaving few alternatives.
- There has been much consternation amongst residents with regard to the loss of the tree outside of the Black Bull PH. Whilst we appreciate that there are plans to plant six new trees, which is welcomed, we ask if there is any possibility that the proposals could be amended to facilitate the retention of the existing tree. The loss of the tree is a key objection from the public and if a solution could be found this would go some way to addressing objections.
- It is requested that there is adequate drainage measures on the raised tables.
- It is requested that a directional sign indicating left to the High Street Car Park is placed just before the junction with Baldock Road.
- The area of carriage way outside of St Peter's Church is frequently used for funeral vehicles whilst a funeral is taking place at the church. The conversion of single line restrictions to double yellow line restrictions, except for loading at certain times, will cause significant issues for these vehicles. Could arrangements be put in place to permit official funeral vehicles to park on this stretch of road when a funeral is taking place at St Peter's Church.
- The installation of a signalised pedestrian crossing diagonally at the junction of the High Street and Baldock Road is welcomed. This is a much used unofficial crossing point which will significantly enhance the safety of pedestrians in this area.

We would greatly appreciate your consideration of the above points and we are very happy to further discuss these issues to seek compromise and sustainable solutions.

At present our members feel they cannot provide unreserved support for the proposals without further work on the areas highlighted, but remain committed to working with you should you deem it a viable path to progression.

Finally, we would ask that should the scheme be approved, to protect the High Street traders, disruption is kept to a minimum during construction and access to the High Street and Market Hill is maintained as much as possible.

Yours sincerely

Mrs Jill Jones  
Town Clerk

