


Road Safety Audit Response Report

Project details

Report title:	Lye Lane, Bricket Wood, Stage 1 RSA Response
Date:	05/06/24
Document reference and revision:	P2584 Stage 1 RSA Response
Prepared by:	Paul Mew Associates
On behalf of:	JD Rudkin (Builders) Ltd

Authorisation sheet

Project:	P2584
Report title:	Lye Lane, Bricket Wood, Stage 1 RSA Response
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Position:	Consultant
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Organisation:	Paul Mew Associates
Date:	05/06/24
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Name:	
Position:	
Signed:	
Organisation:	
Date:	

Introduction

The proposed development will 115 mixed (private and affordable) dwellings on land to the north of Bricket Wood, St Albans, Herts with a new site access junction and internal road layout. It will also provide a new pedestrian footway link south of the site to Bricket Wood village

This response document relates to a Stage 1 RSA carried out in respect of the proposals with a site visit carried out on 23/05/24. The Stage 1 RSA was prepared by The Safety Forum. The Stage 1 RSA Report document has the reference MG-SG-24-4422-RSA1.

Key personnel

Overseeing Organisation:	Hertfordshire County Council County Hall Pegs Lane Hertford SG13 8DQ
RSA team:	Mario Gatti / Siraj Gajja The Safety Forum Ltd PO Box 831 Godalming Surrey GU7 9HT
Design organisation:	Paul Hartfree Conisbee 1-5 Offord Street London N1 1DH

Road safety audit decision log

A copy of the Stage 1 RSA is attached in Appendix A of this report. The following table presents the Road safety audit decision log.

Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
<p>3.1 PROBLEM</p> <p>LOCATION: Lye Lane J/w West Riding Uncontrolled crossing points.</p> <p>SUMMARY: Insufficient pedestrian to driver intervisibility. Risk of vehicle to pedestrian type collisions. The proposed uncontrolled crossing point located along the north side of West Riding have a reduced visibility to the right due to the existing bend in the road, the trees and vegetation. This may increase the risk of vehicle to pedestrian type collisions if pedestrians cross the carriageway at this location.</p>	<p>The Audit Team recommend that the driver to pedestrian inter visibility is not compromised at this crossing point..</p>	<p>The Proposed uncontrolled Crossing has been moved approximately 8 metres back from the junction. This will allow a better intervisibility splay.</p> <p>The new uncontrolled pedestrian crossing near West Riding / Lye Lane Junction meets the intervisibility splay requirements of 43 m in line with Mfs 30mph speed limit at West Riding Road.</p> <p>The intervisibility splays are within the public highway ownership.</p> <p>Intervisibility splays will be kept clear of any impediments (planting / vegetation, fencing) over 0.6m above ground level that may restrict visibility at these locations. Pedestrian – vehicle intervisibilities of 43m (in line with Mfs SSD speeds can be achieved and are shown in the Revised drawings attached to this report 231436-CON-XX-00-SK-C-0004.</p>		
<p>3.2 PROBLEM</p> <p>LOCATION: Lye Lane J/w West Riding Uncontrolled crossing points.</p> <p>SUMMARY: Insufficient pedestrian to driver intervisibility. Risk of vehicle to pedestrian type collisions The proposed uncontrolled crossing point located along the south side of West Riding have a reduced visibility to the right due to the existing trees and vegetation located in the verge and also parked vehicles immediately adjacent to the proposed crossing point. This may increase the risk of vehicle to pedestrian type collisions if pedestrians cross the carriageway at this location.</p>	<p>The Audit Team recommend that the driver to pedestrian inter visibility is not compromised at this crossing point.</p>	<p>The Proposed uncontrolled Crossing has been moved approximately 8 metres back from the junction. This will allow a better intervisibility splay.</p> <p>The new uncontrolled pedestrian crossing near West Riding / Lye Lane Junction meets the intervisibility splay requirements of 43 m in line with Mfs 30mph speed limit at West Riding Road.</p> <p>The intervisibility splays are within the public highway ownership.</p> <p>Intervisibility splays will be kept clear of any impediments (planting / vegetation, fencing) over 0.6m above ground level that may restrict visibility at these locations. Pedestrian – vehicle intervisibilities of 43m (in line with Mfs SSD speeds can be achieved and are shown in the Revised drawings attached to this report 231436-CON-XX-00-SK-C-0004.</p>		

<p>3.3 PROBLEM</p> <p>LOCATION: Lye Lane Cross Sections A and B.</p> <p>SUMMARY: Pedestrian hazard on footway. The proposed cross sections A and B as shown on “ The Typical Cross Sections of Proposed Footway to Lye Lane” drawing show a gap at the rear of the retained footway. This may introduce a pedestrian hazard if they walk too close to this edge as they may slip into the gap and possible injury to themselves.</p>	<p>The Audit Team recommend that measures are implemented to remove the risk of pedestrians stumbling into these gaps.</p>	<p>Agreed. We are proposing a post and rail fence to the rear of the footpath where retaining depths exceed 600mm. This will need to be agreed with the local highway authority.</p> <p>Fixing details to be agreed at technical design stage.</p>		
<p>3.4 PROBLEM</p> <p>LOCATION: Lye Lane-Proposed uncontrolled crossing between Black Green Woods and St.Stephens Footpath 015.</p> <p>SUMMARY: Insufficient pedestrian to driver intervisibility. Risk of vehicle to pedestrian type collisions The proposed uncontrolled crossing point located along the west side of Lye Lane has a reduced visibility to the right due to the existing trees and vegetation located in the verge. Insufficient pedestrian to driver intervisibility at this location may increase the risk of vehicle to pedestrian type collisions</p>	<p>The Audit Team recommend that the driver to pedestrian inter visibility is not compromised at this crossing point.</p>	<p>This is an existing established informal crossing location between Black Green to the west and the accessible woodland to the east. The proposed footpath and improved informal crossing facility on Lye Lane results in better pedestrian to vehicle intervisibility looking to the right from the west side of the road than the existing arrangements.</p> <p>As can be seen from Appendix B the intervisibility splays to the right of the crossing are within the public highway ownership. The provision of a footpath extending to the south to West Riding will result in the removal of existing low-level vegetation in the existing highway verge/ditch which might otherwise impede visibility for people looking to the right when crossing Lye Lane at this location.</p> <p>Intervisibility splays will be kept clear of any impediments (planting / vegetation, fencing) over 0.6m above ground level that may restrict visibility at this location. Pedestrian – vehicle intervisibilities of 45m (in line with 85th %ile speeds can be achieved.</p>		
<p>3.5 PROBLEM</p> <p>LOCATION: General.</p> <p>SUMMARY: Tree branches encroaching the proposed Lye Lane footways may be hazardous to pedestrians. The low height of tree branches overhanging the proposed footways</p>	<p>The Audit Team recommend that overhanging trees and vegetation do not compromise the safe passage for pedestrians using these facilities along</p>	<p>Measures will be taken to make safe the pedestrian passage along lye lane.</p> <p>Trees and vegetation will be cut back to allow for clear walking routes.</p>		

<p>may introduce a hazard to pedestrians using the footways. Pedestrians could inadvertently walk into the branches and injure themselves, particularly during the hours of darkness.</p>	<p>Lye Lane.</p>			
<p>3.6 PROBLEM</p> <p>LOCATION: General along Lye Lane.</p> <p>SUMMARY: Possible kerb shyness resulting in drifting towards adjacent open ditches. The introduction of new continuous footways along Lye Lane may encourage drivers to move further away from the kerbs towards the other side of the carriageway. This may force opposing drivers to move toward the open ditches and with a risk of driving into the ditch, particularly during the hours of darkness.</p>	<p>The Audit Team recommend that good definition of the edge of the ditches are provided to warn drivers of the hazard. This may include a combination of edgelines, hazard marker posts and concrete setts as currently exists.</p>	<p>In areas where there is no kerb restraint to the carriageway, a vehicle restraint system will be included to prevent vehicles entering the ditch.</p> <p>This will need to be agreed with the local highway authority.</p>		
<p>3.7 PROBLEM</p> <p>LOCATION: Proposed Bricket Lodge Access.</p> <p>SUMMARY: Insufficient visibility splay may increase the risk of vehicle to vehicle pull out type collisions. The drawings provided show that the proposed give way markings are to be located behind the existing ditch. No visibility splays have been indicated on the General Arrangement drawings and there is no evidence on the site clearance drawings that the existing hedges within the visibility splay are to be removed. Insufficient visibility splays may increase the risk of vehicle to vehicle pull out type collisions.</p>	<p>The Audit Team recommend that the visibility splays at the junction are not compromised by any hedges or other obstructions.</p>	<p>Vehicle visibility splays of 47 m facing north (in line with 85th %ile speeds of 32.2 mph) can be achieved and are shown in the Revised drawings in 231436-CON-XX-00-SK-C-0001.</p> <p>Vehicle visibility splays of 45 m facing south (in line with 85th %ile speeds of 31.2 mph) can be achieved and are shown in the Revised drawings in 231436-CON-XX-00-SK-C-0001.</p> <p>Intervisibility splays will be kept clear of any impediments (planting / vegetation, fencing) over 0.6m above ground level that may restrict visibility at these locations. Pedestrian – vehicle intervisibilities of 47/45m (in line with 85th %ile speeds can be achieved and are shown in the Revised drawings attached to this report 231436-CON-XX-00-SK-C-0001.</p>		
<p>Comment; 1.13 It is unclear how the proposed low level inset solar street lighting will function and whether or not vehicle headlights will reflect these features. The Design Team should confirm that they will not create a distraction to drivers. This type of lighting may introduce a maintenance issue for the Local Highway Authority.</p>		<p>At this stage, we are proposing low level lighting to aid pedestrian visibility at night and to keep light disturbance to the adjacent environment to a minimum.</p> <p>Details of the lighting strategy will be developed in consultation and agreed with the highway authority and would be included in further detailed design plans for review in a Stage 2 RSA.</p>		

<p>Comment; 1.16 No Departures from Standard have been provided by the Design Team. However there are a number of locations along the Lye Lane footway proposals where the footway width is reduced to 1.2 m. The Design Team should confirm that this has been accepted by the Highway Authority together with any associated mitigation measures.</p>		<p>This is a drafting error, an annotation states 1.2m footpath and should read 2m. This has since been corrected and reissued to the RSA team.</p> <p>The planned footpath is uniform at 2m wide. There are 7 narrow sections around tree trunks where the footpath does not measure less than 1.5m. this can be seen in the revised plans attached to this report 231436-CON-XX-00-SK-C-0003-P04</p>		
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Design organisation and Overseeing Organisation statements

Include the following statements to be signed by the design organisation and the Overseeing Organisation.

Design organisation statement

<p>On behalf of the design organisation I certify that:</p> <p>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	
Signed	
Position:	
Organisation:	
Date:	

Overseeing Organisation statement

<p>On behalf of the Overseeing Organisation I certify that:</p> <p>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</p> <p>2) the agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	

Organisation:	
Date:	

APPENDIX A

Stage 1 RSA Report



LYE LANE BRICKET WOOD, ST ALBANS

PROPOSED RESIDENTIAL DEVELOPMENT AND ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

June 2024

MG-SG-24-4422-RSA1

Report title:	Lye Lane, Bricket Wood St Albans
Date:	03 June 2024
Document reference and revision:	MG-SG-24-4422-RSA1
Prepared by:	The Safety Forum
On behalf of:	Hertfordshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mario Gatti	Siraj Gajja		03 June 2024
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Paul Mew Associates	The Safety Forum Ltd
Unit 1, Plym House 21 Enterprise Way London SW18 1FZ	PO Box 831 Godalming Surrey GU7 9HT
Date: 03 June 2024	

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APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements and footway together with the formation of a passing bay at Lye Lane, Bricket Wood.
- 1.2 The highway proposals include: new access arrangements for a residential development at the former redundant country club. In addition , new lengths of footway are to be provided along Lye Lane from the south to Bricket Wood and also a new passing bay on Lye Lane. The site will provide up to 115 dwellings served by this new site access junction, with other existing vehicle accesses being stopped up.
- 1.3 The Stage 1 RSA was carried out at the request of Paul Mew Associates.
- 1.4 The Road Safety Audit Brief was supplied by Paul Mew Associates. The overseeing organisation is Hertfordshire County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out between 23rd May and 2nd June 2024 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Mario Gatti – Team Leader, MCIHT MSoRSA HE RSA Cert Comp
Siraj Gajia – Team Member, MCIHT MSoRSA RSA Certificate of Competence

The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).

- 1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 23rd May 2024, between 17.30 and 18.30 hours by all members of the Audit Team together. The weather was dry and sunny and the road surface was dry. Traffic conditions were light at all times.
- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A1.
- 1.12 There are a number of blocked gulleys along Lye Lane between the proposed development site and West Riding. These should be cleared to avoid flooding in the area.
- 1.13 It is unclear how the proposed low level inset solar street lighting will function and whether or not vehicle headlights will reflect these features. The Design Team should confirm that they will not create a distraction to drivers. This type of lighting may introduce a maintenance issue for the Local Highway Authority.
- 1.14 The Audit Team observed that vehicles tended to overrun the edge line and concrete setts adjacent to the ditches when allowing opposing vehicles to pass on the Lye Lane. This may still occur when the footway is installed and may result in vehicles mounting the footway. This may provide a maintenance issue for the Local Highway Authority if the footway construction is unable to accept the vehicle load.

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- 1.15 There are areas of the carriageway surfacing along Lye Lane ,and particularly across the M25 bridge, where the existing surfacing is in a poor condition and this should be addressed by the Local Highway Authority.
- 1.16 No Departures from Standard have been provided by the Design Team. However there are a number of locations along the Lye Lane footway proposals where the footway width is reduced to 1.2 m. The Design Team should confirm that this has been accepted by the Highway Authority together with any associated mitigation measures.
- 1.17 The Audit Team observed a vehicle parking in the area directly opposite the access to the play area along the west side of Lye Lane near Manor. The occupants crossed Lye Lane to access the play area.The proposed passing bay with its block paving gives the impression of being a parking layby and could be used as such and detract from its intended use as a passing place.
- 1.18 The Audit Team observed that extensive lengths of the edgeline along either side of Lye Lane were badly faded and should ideally be replaced to define the road edges.
- 1.19 There are a number of hazard marker posts along each side of Lye Lane that are damaged or missing. These should be replaced to ensure there is better definition of the edge of the carriageway and to act as a warning of the adjacent ditches.
- 1.20 A number of the footway tie ins are not easy to understand and the drawings should be made clearer for the next stage of audit. This is related to the footway tie in along West Riding, the tie in to the new footway from the West Riding into the north side of Lye Lane and at the St.Stephens footpath 15. A similar issue is also present at the proposed site access where the ditch is to be culverted. It is difficult to assess where the access ties in to the existing carriageway edge.
- 1.21 The Design Team to confirm whether there is a drawing error regarding the proposed headwall along the west footway of Lye Lane. The headwall appears to be beneath the proposed footway. This should be addressed for the next stage of Road Safety Audit.
- 1.22 There appears to be a drawing error at the proposed realignment of Lye Lane to the south of the motorway overbridge carriageway joint.There seems to be a kink in the carriageway which may present issues for drivers especially during the hours of darkness. The kink alignment should be addressed for the next stage of audit.

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Paul Mew Associates documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
231436-CON-XX-00-SK-C-0001	P03	General Arrangement Plan Sheet 1
231436-CON-XX-00-SK-C-0002	P03	General Arrangement Plan Sheet 2
231436-CON-XX-00-SK-C-0003	P03	General Arrangement Plan Sheet 3
231436-CON-XX-00-SK-C-0004	P03	General Arrangement Plan Sheet 4
231436-CON-XX-00-SK-C-0005	P03	Proposed Site Clearance Plan Sheet 1
231436-CON-XX-00-SK-C-0006	P03	Proposed Site Clearance Plan Sheet 2
231436-CON-XX-00-SK-C-0007	P03	Proposed Site Clearance Plan Sheet 3
231436-CON-XX-00-SK-C-0008	P03	Proposed Site Clearance Plan Sheet 4
231436-CON-XX-00-SK-C-0009	P03	Surface Water Drainage Proposal Sheet 1
231436-CON-XX-00-SK-C-0010	P03	Surface Water Drainage Proposal Sheet 2
231436-CON-XX-00-SK-C-0011	P03	Surface Water Drainage Proposal Sheet 3
231436-CON-XX-00-SK-C-0012	P03	Surface Water Drainage Proposal Sheet 4
231436-CON-XX-00-SK-C-0013	P03	Typical Section of Proposed Footway to Lye Lane
231436-CON-XX-00-SK-C-0014	P01	Typical Section of Proposed Passing Bay to Lye Lane

2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Lye Lane J/w West Riding Uncontrolled crossing points.

SUMMARY: Insufficient pedestrian to driver intervisibility. Risk of vehicle to pedestrian type collisions.

The proposed uncontrolled crossing point located along the north side of West Riding have a reduced visibility to the right due to the existing bend in the road, the trees and vegetation. This may increase the risk of vehicle to pedestrian type collisions if pedestrians cross the carriageway at this location.

RECOMMENDATION

The Audit Team recommend that the driver to pedestrian inter visibility is not compromised at this crossing point.

3.2 PROBLEM

LOCATION: Lye Lane J/w West Riding Uncontrolled crossing points.

SUMMARY: Insufficient pedestrian to driver intervisibility. Risk of vehicle to pedestrian type collisions

The proposed uncontrolled crossing point located along the south side of West Riding have a reduced visibility to the right due to the existing trees and vegetation located in the verge and also parked vehicles immediately adjacent to the proposed crossing point.

This may increase the risk of vehicle to pedestrian type collisions if pedestrians cross the carriageway at this location.

RECOMMENDATION

The Audit Team recommend that the driver to pedestrian inter visibility is not compromised at this crossing point.

3.3 PROBLEM

LOCATION: Lye Lane Cross Sections A and B.

SUMMARY: Pedestrian hazard on footway.

The proposed cross sections A and B as shown on “ The Typical Cross Sections of Proposed Footway to Lye Lane” drawing show a gap at the rear of the retained footway. This may introduce a pedestrian hazard if they walk too close to this edge as they may slip into the gap and possible injury to themselves.

RECOMMENDATION

The Audit Team recommend that measures are implemented to remove the risk of pedestrians stumbling into these gaps.

3.4 PROBLEM

LOCATION: Lye Lane-Proposed uncontrolled crossing between Black Green Woods and St.Stephens Footpath 015.

SUMMARY: Insufficient pedestrian to driver intervisibility. Risk of vehicle to pedestrian type collisions

The proposed uncontrolled crossing point located along the west side of Lye Lane has a reduced visibility to the right due to the existing trees and vegetation located in the verge.

Insufficient pedestrian to driver intervisibility at this location may increase the risk of vehicle to pedestrian type collisions

RECOMMENDATION

The Audit Team recommend that the driver to pedestrian inter visibility is not compromised at this crossing point.

3.5 PROBLEM

LOCATION: General.

SUMMARY:Tree branches encroaching the proposed Lye Lane footways may be hazardous to pedestrians.

The low height of tree branches overhanging the proposed footways may introduce a hazard to pedestrians using the footways. Pedestrians could inadvertently walk into the branches and injure themselves, particularly during the hours of darkness.

RECOMMENDATION

The Audit Team recommend that overhanging trees and vegetation do not compromise the safe passage for pedestrians using these facilities along Lye Lane.

3.6 PROBLEM

LOCATION: General along Lye Lane.

SUMMARY: Possible kerb shyness resulting in drifting towards adjacent open ditches.

The introduction of new continuous footways along Lye Lane may encourage drivers to move further away from the kerbs towards the other side of the carriageway. This may force opposing drivers to move toward the open ditches and with a risk of driving into the ditch, particularly during the hours of darkness.

RECOMMENDATION

The Audit Team recommend that good definition of the edge of the ditches are provided to warn drivers of the hazard. This may include a combination of edgelines, hazard marker posts and concrete setts as currently exists.

3.7 PROBLEM

LOCATION: Proposed Brocket Lodge Access.

SUMMARY: Insufficient visibility splay may increase the risk of vehicle to vehicle pull out type collisions.

The drawings provided show that the proposed give way markings are to be located behind the existing ditch. No visibility splays have been indicated on the General Arrangement drawings and there is no evidence on the site clearance drawings that the existing hedges within the visibility splay are to be removed. Insufficient visibility splays may increase the risk of vehicle to vehicle pull out type collisions.

RECOMMENDATION

The Audit Team recommend that the visibility splays at the junction are not compromised by any hedges or other obstructions.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: Mario Gatti
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signe 

Date: 2nd June 2024

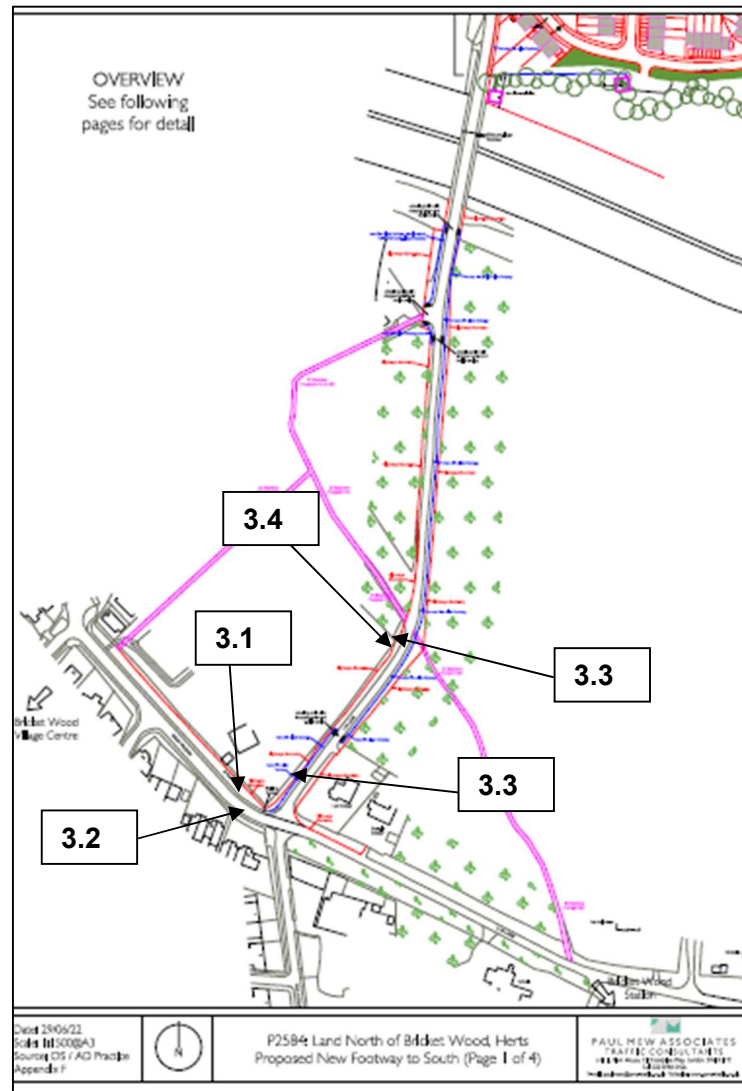
AUDIT TEAM MEMBER

Name: Siraj Gajia
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 2nd June 2024

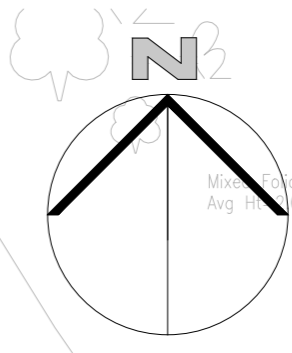
APPENDIX A: LOCATION PLAN



Road Safety Audit – Stage 1
Brocket Lodge, Lye Lane, Bricket Wood - St.Albans, Hertfordshire.
Proposed Residential Development and Access Arrangements.

231436-CON-XX-00-SK-C-0004
West Riding / Lye Lane Proposed Uncontrolled Crossing

St Stephens Footpath 015



- GENERAL NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS
 - DO NOT SCALE FROM THIS DRAWING IN EITHER PAPER OR DIGITAL FORM. USE WRITTEN DIMENSIONS ONLY.

- LEGEND**
- SITE BOUNDARY
 - HIGHWAY BOUNDARY (TRACED FROM HERTFORDSHIRE HIGHWAY BOUNDARIES AND LAND CHARGES FOR LYE LANE, BRICKET WOOD & PARK STREET LANE, DATED 15/06/2022.)
 - M25 MOTORWAY BELOW
 - PROPOSED FULL HEIGHT UPSTAND EDGE OF CARRIAGEWAY KERB.
 - PROPOSED VEHICLE CROSSOVER KERB WITH 25mm UPSTAND
 - PROPOSED PEDESTRIAN DROPPED KERB LAID FLUSH
 - PROPOSED TRANSITION KERB.
 - PROPOSED FOOTWAY EDGING KERB.
 - EXISTING KERB LINE GEOMETRY.
 - PROPOSED SELF BINDING GRAVEL FOOTWAY CONSTRUCTION
 - PROPOSED ASPHALT VEHICLE CROSSOVER CONSTRUCTION.
 - PROPOSED PERMEABLE BLOCK PAVING CARRIAGEWAY PASSING BAY.
 - PROPOSED PEDESTRIAN DROPPED KERB.
 - PROPOSED PEDESTRIAN DROPPED KERB WITH TACTILE BLISTER PAVING.
 - EXISTING DITCH TO BE CULVERTED AND BACKFILLED
 - EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.
 - PROPOSED SURFACE WATER DRAINAGE MANHOLE
 - PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT. CULVERT SIZE, GRADIENT, LEVELS AND SPECIFICATION TO BE CONFIRMED
 - PROPOSED SURFACE WATER HEADWALL
 - PROPOSED RETAINING AROUND EXISTING TREE TRUNKS. REFER TO SKETCH DETAIL DRAWING 231436-CON-XX-00-SK-C-0013
 - PROPOSED LOW LEVEL INSET SOLAR STREET LIGHTING TO BE INSTALLED FLUSH TO SURFACE IN 6m INTERVALS STAGGERED FROM FRONT TO BACK OF FOOTWAY. (LIGHTING TO BE IP67 WATERPROOF RATED, 150mm DIAMETER x 41mm DEPTH, 6000K DAY LIGHT WITH WHITE 210 LUMENS AND LITHIUM ION BATTERY. SPECIFICATION SUBJECT TO HCC APPROVAL.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

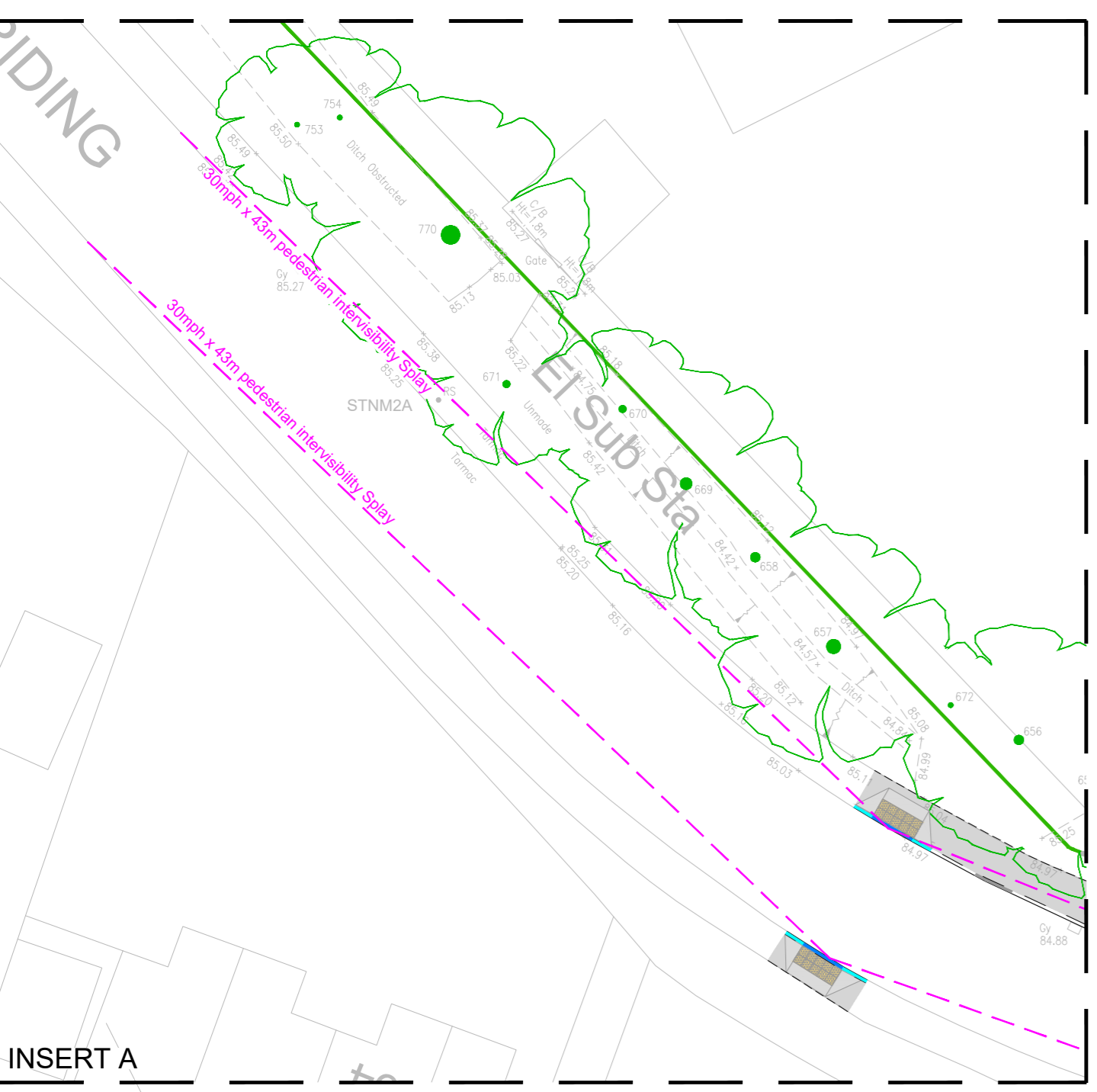
EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

PROPOSED PERMEABLE BLOCK PAVING CARRIAGEWAY PASSING BAY.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.



INSERT A

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

PROPOSED 2m WIDE FOOTWAY.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING INCOMING PIPE CONNECTIONS TO BE RETAINED.

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

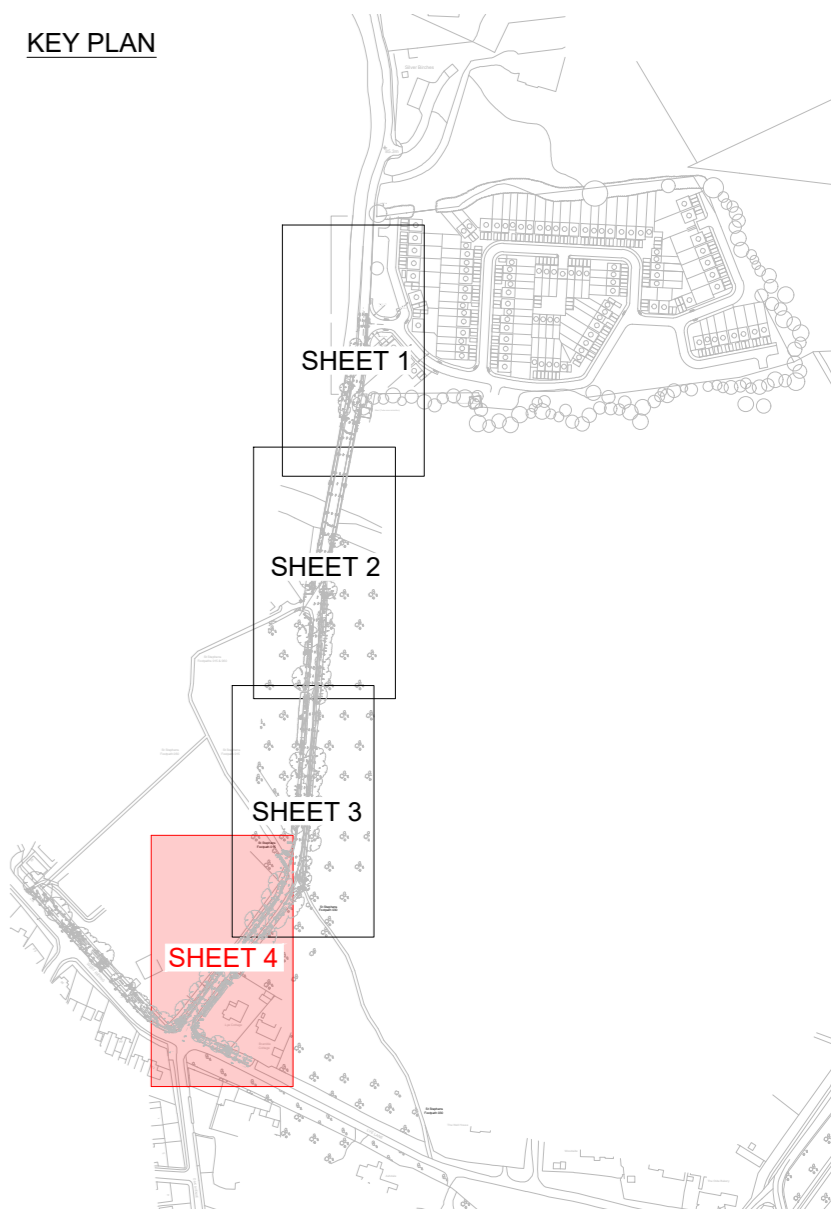
PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT. EXISTING CONCRETE HEADWALL TO BE RETAINED.

REFER TO INSERT A

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING WITH BLISTER TACTILE PAVING. REFER TO "INSERT A" ABOVE FOR CONTINUATION.

VISIBILITY SPLAYS AS TAKEN FROM PMA BRICKET LODGE, LYE LANE DRAWINGS P2584/RSA APPENDIX A AND APPENDIX B, DATED 04/06/2024.

- NOTES**
- ALL EXISTING SERVICES ARE TO BE LOCATED, IDENTIFIED AND PROTECTED PRIOR TO ANY WORKS.
 - STATUTORY UNDERTAKERS ARE TO BE CONSULTED WITH PRIOR TO ANY WORKS.
 - ALL PROPOSED WORKS ARE TO BE APPROVED BY THE LOCAL HIGHWAY AUTHORITY, AND THE LEAD LOCAL FLOOD AGENCY.



NOT FOR CONSTRUCTION

0 5 10
Meters 1:200

P04	05.06.24	REVISED FOOTWAY NOTE 2m WIDTH. PMA VISPLAYS ADDED.	NKR	PH
P03	07.05.24	REVISED FOLLOWING COMMENTS	NKR	PH
P02	15.04.24	REVISED FOLLOWING SITE VISIT DISCUSSIONS	NKR	PH
P01	04.03.24	ISSUED FOR REVIEW AND COMMENT	NKR	PH

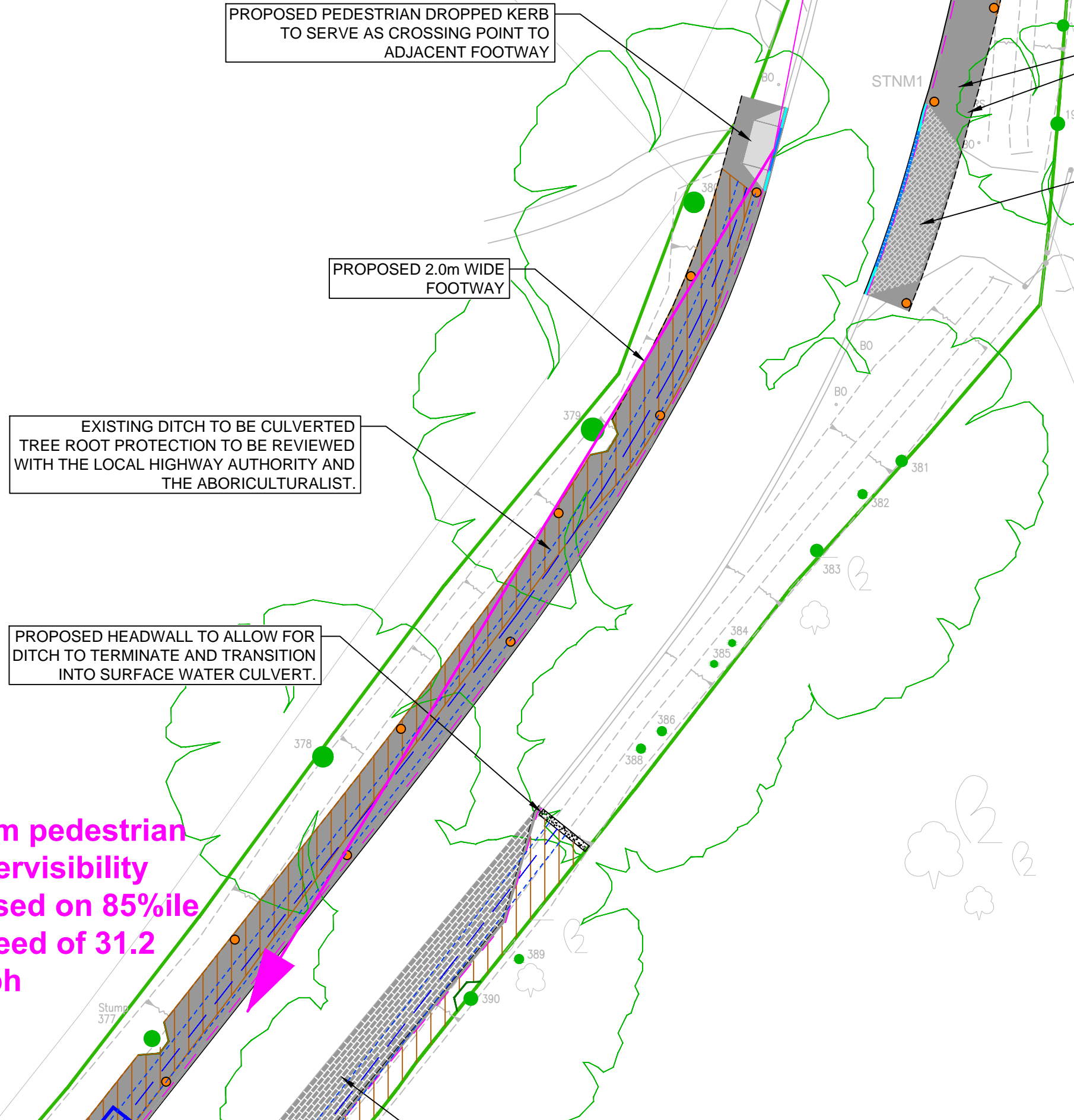
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Drawing Status PRE-PLANNING		Date	MAR 2024
Project LYE LANE, BRICKET WOOD ST ALBANS		Scale	1:200
Title GENERAL ARRANGMENT PLAN SHEET 4		Drawn	NKR
Drawing No 231436-CON-XX-00-SK-C-0004		Engineer	NKR
Revision P04		Project No	231436

Appendix B

Lye Lane / St. Stephens Footpath 015 Crossing Intervisibility Splay

PROTECTED DURING
THE DITCH.
THE PROPOSED FOOTWAY
IS TO BE PROTECTED WITH THE LOCAL
COUNCIL AND AN ARBORICULTURALIST.



PROPOSED PEDESTRIAN DROPPED KERB
TO SERVE AS CROSSING POINT TO
ADJACENT FOOTWAY

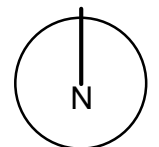
PROPOSED 2.0m WIDE
FOOTWAY

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED
WITH THE LOCAL HIGHWAY AUTHORITY AND
THE ARBORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR
DITCH TO TERMINATE AND TRANSITION
INTO SURFACE WATER CULVERT.

45m pedestrian
intervisibility
based on 85%ile
speed of 31.2
mph

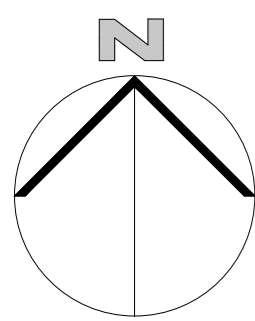
Date: 05/06/24
Scale: 1:200@A3
Source: Conisbee/PMA
Drawing No. P2584/RSA/B



P2584: Bricket Lodge, Lye Lane
Appendix B
Intervisibility Splay Looking Right at Proposed Uncontrolled Pedestrian Crossing Point - Lye Lane


PAUL MEW ASSOCIATES
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Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

231436-CON-XX-00-SK-C-0001
Bricket Lodge – Site Access Visibility Splay



GENERAL NOTES

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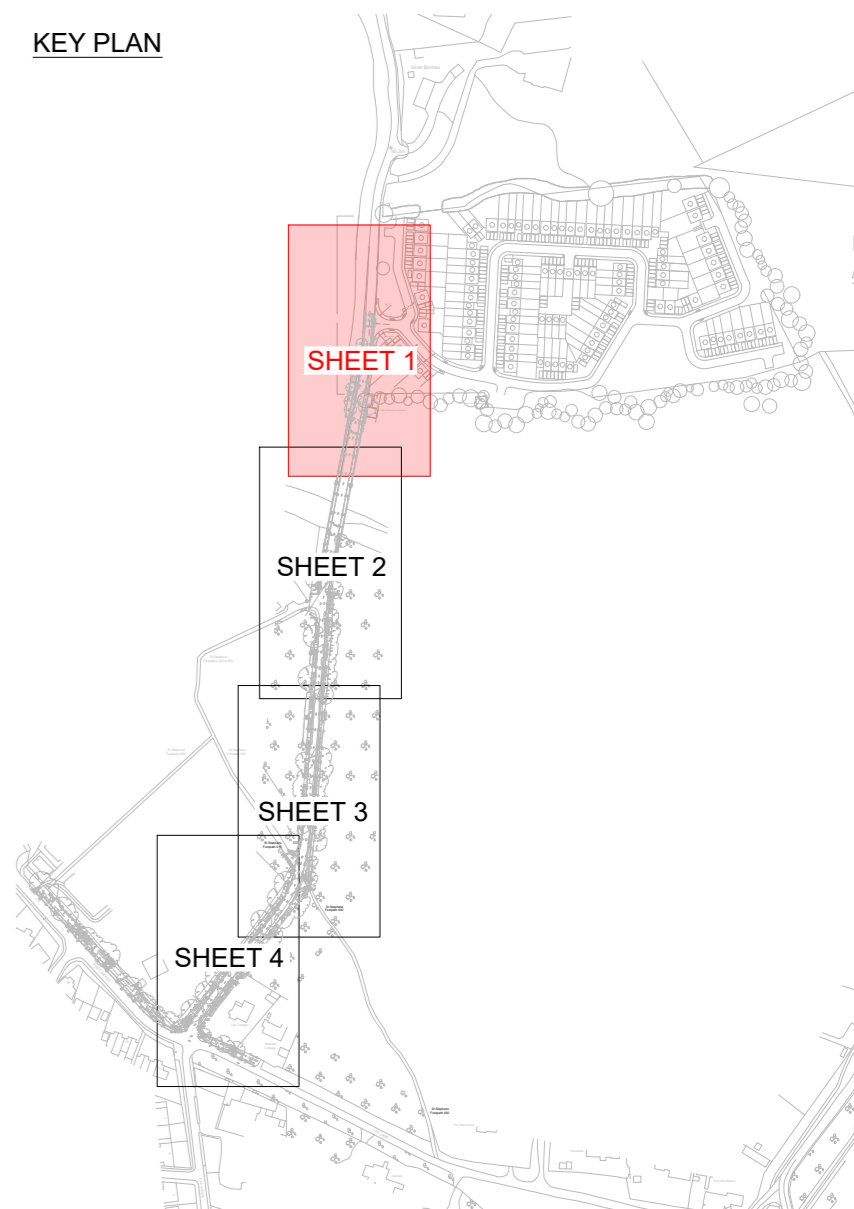
LEGEND

- SITE BOUNDARY
- HIGHWAY BOUNDARY (TRACED FROM HERTFORDSHIRE HIGHWAY BOUNDARIES AND LAND CHARGES FOR LYE LANE, BRICKET WOOD & PARK STREET LANE, DATED 15/06/2022.)
- M25 MOTORWAY BELOW
- PROPOSED FULL HEIGHT UPSTAND EDGE OF CARRIAGEWAY KERB.
- PROPOSED VEHICLE CROSSOVER KERB WITH 25mm UPSTAND
- PROPOSED PEDESTRIAN DROPPED KERB LAID FLUSH
- PROPOSED TRANSITION KERB.
- PROPOSED FOOTWAY EDGING KERB.
- EXISTING KERB LINE GEOMETRY.
- PROPOSED SELF BINDING GRAVEL FOOTWAY CONSTRUCTION
- PROPOSED ASPHALT VEHICLE CROSSOVER CONSTRUCTION.
- PROPOSED PERMEABLE BLOCK PAVING CARRIAGEWAY PASSING BAY.
- PROPOSED PEDESTRIAN DROPPED KERB.
- PROPOSED PEDESTRIAN DROPPED KERB WITH TACTILE BLISTER PAVING.
- EXISTING DITCH TO BE CULVERTED AND BACKFILLED
- EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ARBORICULTURALIST.
- PROPOSED SURFACE WATER DRAINAGE MANHOLE
- PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT. CULVERT SIZE, GRADIENT, LEVELS AND SPECIFICATION TO BE CONFIRMED
- PROPOSED SURFACE WATER HEADWALL
- PROPOSED RETAINING AROUND EXISTING TREE TRUNKS. REFER TO SKETCH DETAIL DRAWING 231436-CON-XX-00-SK-C-0013
- PROPOSED LOW LEVEL INSET SOLAR STREET LIGHTING TO BE INSTALLED FLUSH TO SURFACE IN 6m INTERVALS STAGGERED FROM FRONT TO BACK OF FOOTWAY. (LIGHTING TO BE IP67 WATERPROOF RATED, 150mm DIAMETER x 41mm DEPTH, 6000K DAY LIGHT WITH WHITE 210 LUMENS AND LITHIUM ION BATTERY. SPECIFICATION SUBJECT TO HCC APPROVAL.

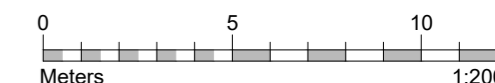
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KEY PLAN



NOT FOR CONSTRUCTION



P04	05.06.24	REVISED FOOTWAY NOTE 2m WIDTH. PMA VISPLAYS ADDED.	NKR	PH
P03	07.05.24	REVISED FOLLOWING COMMENTS	NKR	PH
P02	15.04.24	REVISED FOLLOWING SITE VISIT DISCUSSIONS	NKR	PH
P01	04.03.24	ISSUED FOR REVIEW AND COMMENT	NKR	PH
Rev	Date	Description	Drawn	Check

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Drawing Status PRE-PLANNING		Date	MAR 2024
Project LYE LANE, BRICKET WOOD ST ALBANS		Scale	1:200
Title GENERAL ARRANGMENT PLAN SHEET 1		Drawn	NKR
Drawing No 231436-CON-XX-00-SK-C-0001		Engineer	NKR
Revision P04		Project No	231436
		Revision	

VISIBILITY SPLAYS AS TAKEN FROM PMA BRICKET LODGE, LYE LANE DRAWINGS P2584/RSA APPENDIX A AND APPENDIX B, DATED 04/06/2024.

EXISTING DITCH TO BE BACKFILLED. NEW DRAINAGE SYSTEM TO BE PROPOSED AS PART OF FUTURE HIGHWAY WORKS AND AGREED WITH THE LOCAL HIGHWAY AUTHORITY / LLFA.

EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR NEW ROAD JUNCTION. PROPOSED DRAIN TO CONNECT ONTO EXISTING

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ARBORICULTURALIST.

PROPOSED PEDESTRIAN DROPPED KERB

PROPOSED NEW 2m WIDE FOOTWAY

10.0m kerb radius

2.0m footways

2.0m footway

10.0m kerb radius

5.5m carriageway

2.0m footway

EXISTING WALL ALONG PRIVATE ACCESS TO BE BROKEN DOWN TO ALLOW FOR PROPOSED FOOTWAY AND ROAD JUNCTION.

PROPOSED NEW 2m WIDE FOOTWAY.

EXISTING PRIVATE ACCESS TO BE REMOVED AND REPLACED WITH 2m WIDE FULL DEPTH FOOTWAY CONSTRUCTION.

Mast (Telecommunication)

FOOTWAY WIDTH TRANSITIONS FROM 2m TO 1.87m TO TIE INTO BRIDGE FOOTWAY AND AVOID CLASH WITH CRASH BARRIER.

PROPOSED NEW FOOTWAY TO TIE INTO EXISTING BRIDGE FOOTWAY.

2.4m x 45m sightline based on 88th %ile NB Speed of 31.2mph

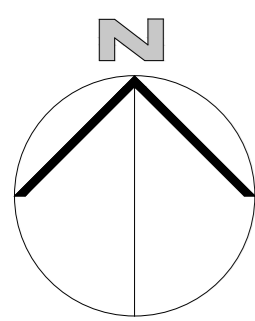
45m pedestrian intervisibility based on 85%ile speed of 31.2 mph

2.4m x 47m sightline based on 88th %ile SB Speed of 32.2mph

47m pedestrian intervisibility based on 85%ile speed of 32.2 mph

STN2

231436-CON-XX-00-SK-C-0003-P04
Lye Lane Footpath Error Correction Plan

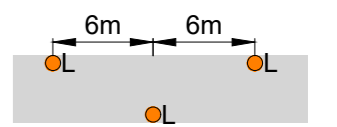


GENERAL NOTES

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LEGEND

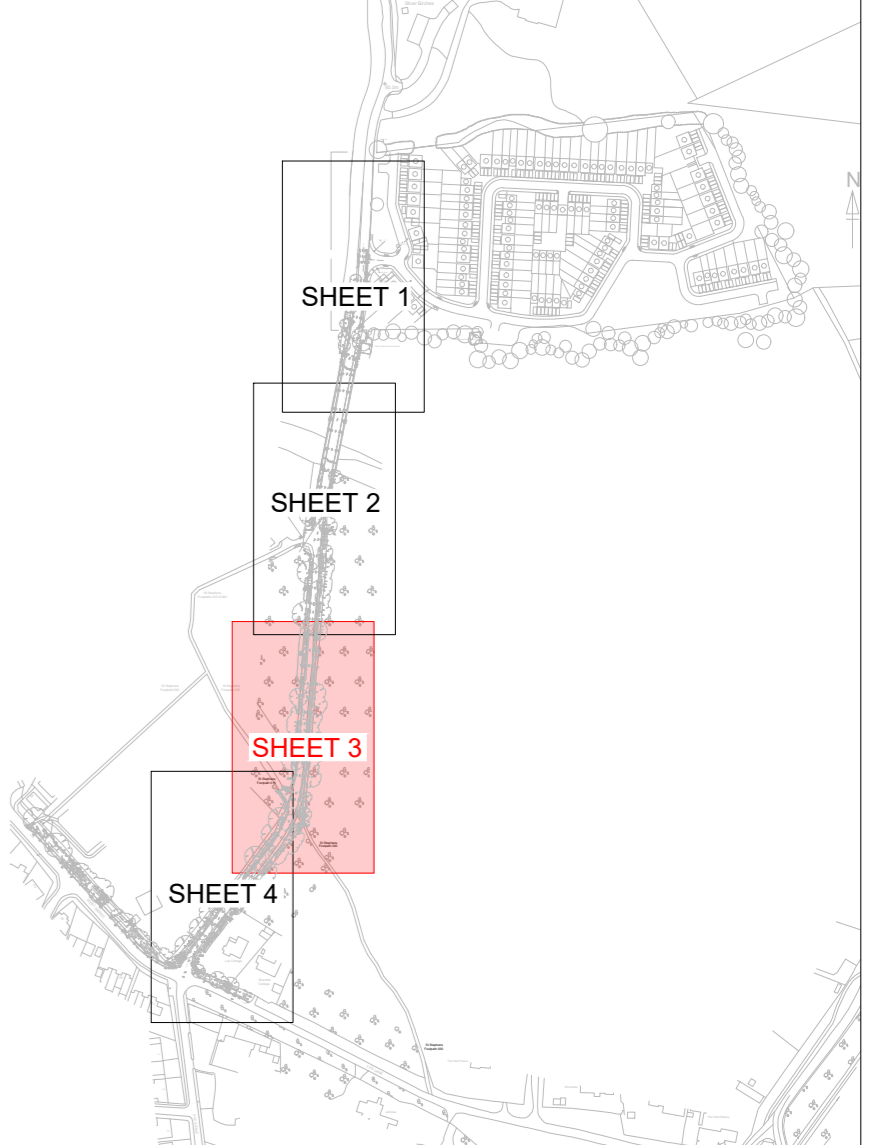
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- PROPOSED SURFACE WATER HEADWALL
- PROPOSED RETAINING AROUND EXISTING TREE TRUNKS. REFER TO SKETCH DETAIL DRAWING 231436-CON-XX-00-SK-C-0013
- PROPOSED LOW LEVEL INSET SOLAR STREET LIGHTING TO BE INSTALLED FLUSH TO SURFACE IN 6m INTERVALS STAGGERED FROM FRONT TO BACK OF FOOTWAY. (LIGHTING TO BE IP67 WATERPROOF RATED, 150mm DIAMETER x 41mm DEPTH, 6000k DAY LIGHT WITH WHITE 210 LUMENS AND LITHIUM ION BATTERY. SPECIFICATION SUBJECT TO HCC APPROVAL.



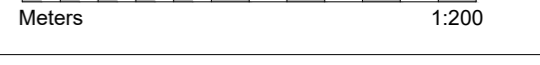
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P04	05.06.24	REVISED FOOTWAY NOTE 2m WIDTH. PMA VISPLAYS ADDED.	NKR	PH
P03	07.05.24	REVISED FOLLOWING COMMENTS	NKR	PH
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Drawing Status		Date	MAR 2024
PRE-PLANNING		Scale	1:200
Project		Drawn	NKR
LYE LANE, BRICKET WOOD ST ALBANS		Engineer	NKR
Title		Project No	231436
GENERAL ARRANGMENT PLAN SHEET 3		Revision	P04
Drawing No		231436-CON-XX-00-SK-C-0003	

St Stephens Footpath 015

St Stephens Footpath 030

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

PROPOSED NEW INTERMEDIATE SURFACE WATER MANHOLE REQUIRED FOR MAINTENANCE.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING LAMP POST AND PUBLIC FOOTPATH SIGNAGE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTWAY.

EXISTING PRIVATE ACCESS TO BE UPGRADED TO FULL DEPTH VEHICLE CROSSOVER IN LINE WITH LOCAL HIGHWAY AUTHORITY STANDARDS.

PROPOSED PEDESTRIAN DROPPED KERB TO SERVE AS CROSSING POINT TO ADJACENT FOOTWAY

PROPOSED 2m WIDE FOOTWAY

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

WOODBURY FIELD PLAYGROUND AND BLACK GREEN

Mixed Foliage Avg Ht=2.0m

STNM1

phens
h 015