

AtkinsRéalis



RSA Stage 1 Response Report

M Scott Properties Ltd

15 November 2023

LAND WEST OF WATLING STREET, PARK STREET, HERTFORDSHIRE

Notice

This document and its contents have been prepared and are intended solely as information for M Scott Properties Ltd and use in relation to Land West of Watling Street, Park Street, Hertfordshire.

AtkinsRéalis assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document history

Document title: RSA Stage 1 Response Report

Document reference: A5183 Watling St RSA1 response 151123

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0.1	Initial Draft	KW	CS	MC	SK	09/11/2023
1.0	Accepted Tracked Changes	KW	CS	MC	SK	10/11/2023
1.1	For issue	KW	CS	MC	SK	15/11/2023

Client signoff

Client	M Scott Properties Ltd
Project	Land west of Watling Street, Park Street, Hertfordshire
Job number	5153233

**Client
signature/date**



Contents

1.	Project Details	4
2.	Introduction	5
3.	Key Personnel	5
4.	Road safety audit decision log	6
5.	Design Organisation and Overseeing Organisation Statements	10

Tables

Table 1-1 - Project Details.....	4
Table 1-2 - Authorisation Sheet	4
Table 2-1 - Design Organisation Representatives	5
Table 3-1 - Key personnel	5
Table 4-1 - Road safety audit decision log.....	6
Table 5-1 - Design Organisation Statement.....	10
Table 5-2 - Overseeing Organisation Statement	10

Appendices

Appendix A: Proposed Site Access Plan

Appendix B: Swept Path Analysis



1. Project Details

Table 1-1 - Project Details

Report title:	RSA Stage 1 Response Report
Date:	09/11/23
Document reference and revision:	A5183 Watling St RSA1 response 151123 Version 1.1
Prepared by:	AtkinsRéalis
On behalf of:	M Scott Properties Ltd.

Table 1-2 - Authorisation Sheet

Project	Land West of Watling Street, Park Street, St Albans
Report title:	RSA Stage 1 Response Report
Prepared by:	
Name:	Kieron Warren / Connor Sullivan
Position:	Graduate Transport Planner / Assistant Engineer
Signature:	K. Warren / C. Sullivan
Organisation:	AtkinsRéalis Transportation, Cambridge
Date:	09/11/23
Approved by:	
Name:	Steve Katesmark
Position:	Technical Director
Signature:	S. Katesmark
Organisation:	AtkinsRéalis Transportation, London
Date:	10/11/2023

2. Introduction

This report presents the RSA Response to Stage 1 Road Safety Audit (RSA) carried out on 18 October 2023 covering the proposed priority junction on the A5183 Watling Street, St Albans, Hertfordshire, that will provide vehicular access for a planned residential development.

The details of representatives from Design Organisation who prepared the RSA response report is as follows:

Table 2-1 - Design Organisation Representatives

Membership	Name
Graduate Transport Planner	Kieron Warren
Assistant Engineer	Connor Sullivan
Principal Transport Planner	Matt Croot
Technical Director	Steve Katesmark

3. Key Personnel

Table 3-1 - Key personnel

Overseeing Organisation:	Highway Authority – Hertfordshire County Council
RSA team:	<p>Audit Team Leader: Mark Gregory BSc MSc MCIHT MSoRSA Senior Road Safety Engineer AtkinsRéalis Transportation, Chelmsford (Certificate of competency in RSA August 2013)</p> <p>Audit Team Member: Samantha Moores BSc (Hons) MCIHT MSoRSA Road Safety Consultant Atkins Réalis Transportation, Chelmsford (Certificate of competency in RSA October 2014)</p>
Design Organisation:	Kieron Warren - Graduate Transport Planner Connor Sullivan - Assistant Engineer Matt Croot - Principal Transport Planner Technical Director - Steve Katesmark

4. Road safety audit decision log

Table 4-1 - Road safety audit decision log

RSA Problem Ref.	Location	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Western side of Watling Street, both sides of proposed access	<p>Summary: Hazard to pedestrians and pedal cyclists</p> <p>The drawings show a 2m wide footway to the north of the access and 3m wide cycleway to the south of the access are proposed. During the site visit it was noted that at the proposed access location, the existing footway is a very narrow track.</p> <p>There is a considerable amount of vegetation at ground level and low hanging branches which could pose a hazard to pedestrians and pedal cyclists using the route with a risk of pedestrians tripping over or cyclists falling from their bikes. There is also a risk of users of the footway spilling into the carriageway, increasing the risk of collision with road users.</p>	It is recommended that vegetation clearance is undertaken to the north of the proposed access, extending to the existing section of clear footway, and to the south of the access to allow a clear route to the existing bus stop.	Recommendation accepted. Vegetation clearance to be undertaken prior to completion of the junction works to ensure access along the footway is clear. See proposed Site Access Plan in Appendix A		
2.2	Central island located on Watling Street to the	Summary: Risk of collisions with central island	It is recommended that swept path analysis is undertaken for all	Recommendation accepted. Tracking of an 18 tonne Rigid vehicle has been		



RSA Problem Ref.	Location	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	south of the proposed access	<p>It is noted on the swept path analysis that tracking has been provided for a Vulture 2225 refuse vehicle, and that this vehicle type can just make the right turn out of the access without colliding with the existing central island to the south of the access in Watling Street.</p> <p>However, this swept path analysis suggests that it is unlikely that a longer vehicle such as a large removal lorry would be able to make the right-turn without overrunning the kerb lines, increasing the risk of collisions with the island and injury to occupants of long vehicles.</p>	vehicles likely to use the access and that measures are undertaken such as relocating the island if manoeuvres cannot be undertaken within the kerb lines.	<p>undertaken and included in Appendix B of this document. This demonstrates that an 18T vehicle can turn right out of the access without colliding with the island. It is anticipated that access for 18T vehicles will only be required very infrequently. Furthermore, the existing traffic island has high containment kerbs to protect the island from vehicle overrunning.</p> <p>Nonetheless, the swept path analysis will be repeated at detailed design to confirm whether the traffic island requires modification or relocation.</p>		



RSA Problem Ref.	Location	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.3	Watling Street proposed access	<p>Summary: Trip hazard for pedestrians and cyclists</p> <p>It is noted from the drawings that no drop kerb crossing points are proposed to assist pedestrians and cyclists to cross the proposed access along the western side of Watling Street. This may result in a trip hazard for pedestrians, and cyclists may have to 'bump' their bicycles up and down the full height kerb, increasing the risk of injury.</p>	It is recommended that a drop kerb crossing point with tactile paving is provided at the mouth of the proposed access within the pedestrian desire line.	Recommendation accepted. Dropped kerb at the mouth of the site access to be included in the detailed design to provide a safe crossing point for pedestrians.		
2.4	Watling Street proposed access	<p>Summary: Risk of pedestrians/pedal cyclist collisions</p> <p>The drawings show 2m wide footway to the north of the access and 3m wide cycleway to the south of the proposed access. There are additional proposals (not subject to this stage 1 RSA) for a toucan crossing to be provided to the north of the proposed access near to the BP filling station.</p> <p>However, only a 2m wide footway is proposed on the northern side of the access along Watling Street and an internal pedestrian link is indicated on the illustrative plan for access to the toucan crossing from within the</p>	It is recommended that the provisions for pedal cyclists are reviewed to ensure route continuity from the south side of the proposed access, and that sufficient width be provided if the facility is intended to be for shared use to the north of the proposed access.	Internal layout includes provision for a 3m shared pedestrian and cycle path linking directly to the proposed toucan crossing across Watling Street. No shared use of the Watling Street footway between the site access junction and the Toucan crossing is therefore proposed. See proposed Site		



RSA Problem Ref.	Location	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
		development. Both pedestrian link and 2m footway do not appear of sufficient width to allow for a shared use facility for pedal cyclists to access the proposed toucan crossing. This may increase the risk of pedestrian/pedal cyclist collisions.		Access Plan in Appendix A		



5. Design Organisation and Overseeing Organisation Statements

Table 5-1 - Design Organisation Statement

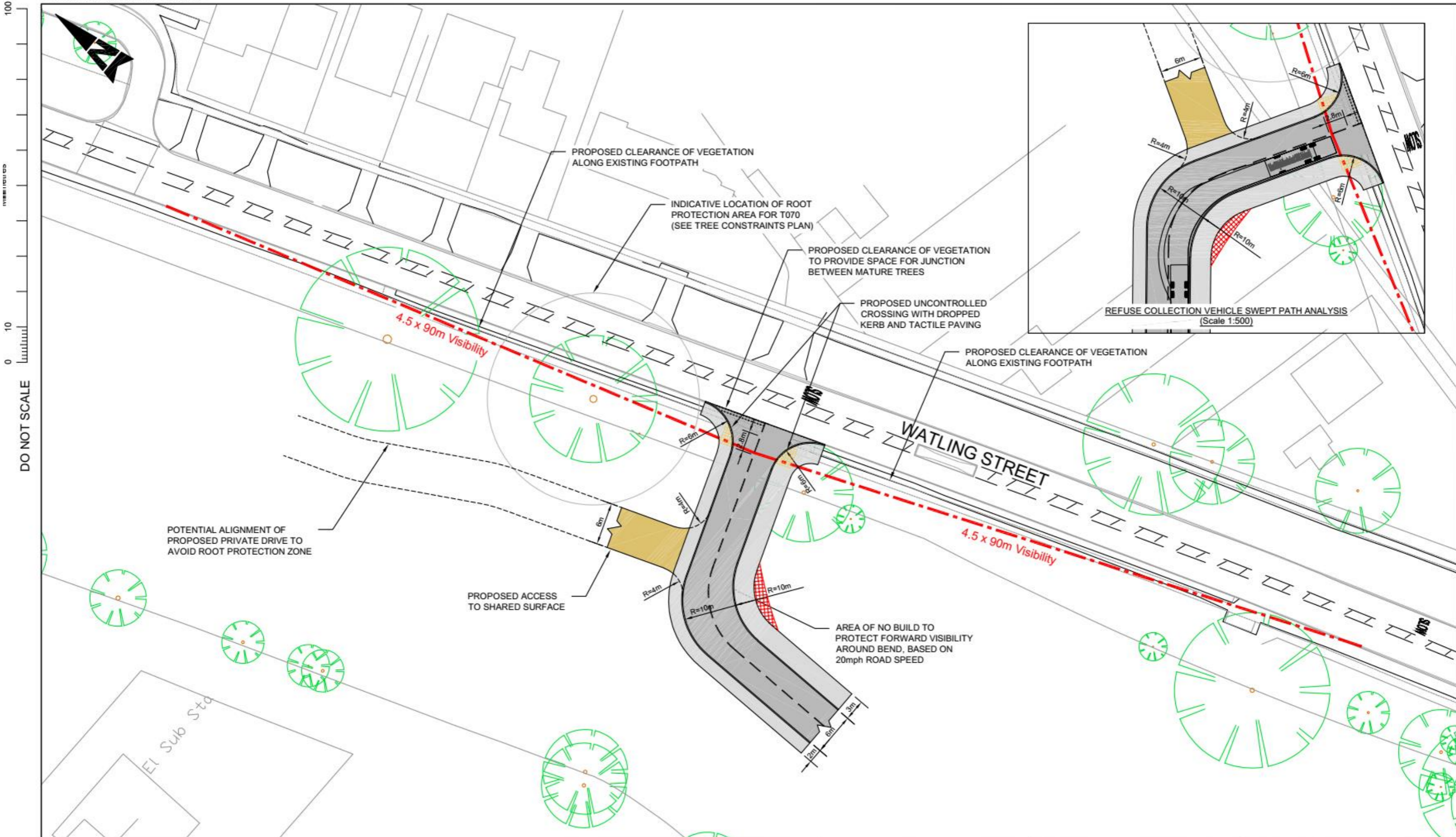
<p>On behalf of the Design Organisation, I certify that:</p> <p>1) The RSA actions identified in response to the road audit problems in this road safety have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Steve Katesmark
Signed:	
Position:	Technical Director
Organisation:	Atkinsréalis
Date:	15/11/23

Table 5-2 - Overseeing Organisation Statement

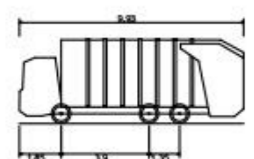
<p>On behalf of the Overseeing Organisation I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</p> <p>2) The agreed RSA actions will be progressed.</p>	
Name:	
Signed: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

Appendix A. Proposed Site Access Plan





DO NOT SCALE



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
 Overall Length 9.930m
 Overall Width 2.490m
 Overall Body Height 3.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 9.100m

- NOTES:**
- VISIBILITY SPY OF 90m HAS BEEN DRAWN TO ACCOMMODATE A 40MPH ROAD SPEED.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
FOOTWAY AND VISIBILITY SPY CHANGED	S0	P1.5	CLS	LB	CY	CY	14/01/22
LOCATION OF ACCESS ADAPTED/ ROOT PROTECTION AREA	S0	P1.4	CLS	LB	CY	CY	21/09/21
NOTES CHANGED & ADDED	S0	P1.3	CLS	LB	CY	CY	→/→/→
ACCESS LOCATION CHANGED	S0	P1.2	CLS	LB	CY	CY	→/→/→
DROPPED KERB & VEGETATION CLEARANCE ADDED	S0	P1.6	CLS	PJC	MC	MC	09/11/23

FOR INFORMATION

ATKINS
 Member of the SNC-Lavalin Group

5 Wellbrook Court
 Giron Road
 Cambridge
 Cambridgeshire
 CB3 0NA
 Tel: +44 (0)1223 276002
 Fax: +44 (0)1223 277529
 www.atkinsglobal.com

Copyright © SNC Lavalin (2019)

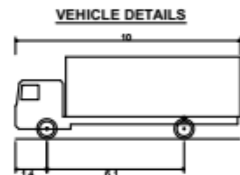
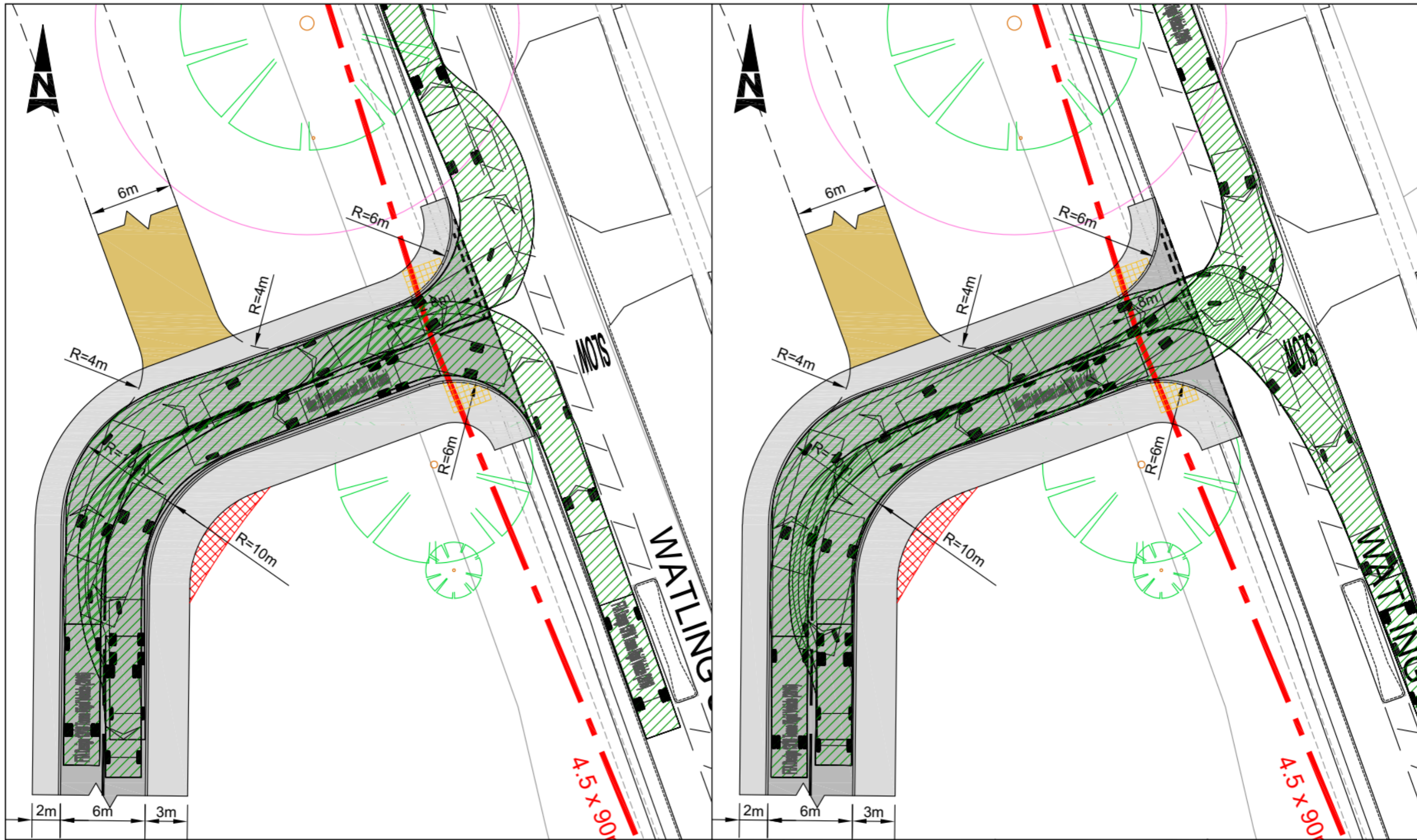
SCOTT PROPERTIES

Drawing Number	Project	Originator	Volume
5153233	PRKST	ATK	GEN
Project Title		Sheet	
PARK STREET ST ALBANS PROPOSED SITE ACCESS		1 of 1	
Original Size	Scale	Project Ref. No.	Rev
A3	1:500	5153233	P1.6

Appendix B. Swept Path Analysis



DO NOT SCALE



FTA Design 13/18 Tonne Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

Description	Status	Revision	Drawn	Checked	Reviewed	Authorized	Issue Date

ATKINS
 Member of the SNC-Lavalin Group
 5 Wellbrook Court
 Girton Road
 Cambridge
 Cambridgeshire
 CB3 0NA
 Tel: +44 (0)1223 276002
 Fax: +44 (0)1223 277529
 www.atkinsglobal.com

SCOTT PROPERTIES

Drawing Suitability		Status		Project Title	
FOR INFORMATION		S0		PARK STREET ST ALBANS	
Description				Drawing Title	
SWEPT PATH ANALYSIS				13/18 TONNE RIGID VEHICLE	
Drawing Number		Originator		Volume	
5153233		- ATK		- GEN -	
Project		PRKST		- DR - C - 000003	
Location		Type		Role	
A3		Scale: 1:250		Sheet: 1 of 1	
Original No.		Project Ref.		Rev	
5153233		5153233		P01.1	

AtkinsRéalis



Matt Croot
AtkinsRéalis
5 Wellbrook Court
Girton Road
Cambridge
Cambridgeshire
CB3 0NA

matt.croot@atkinsrealis.com

© AtkinsRéalis except where stated otherwise