

**The Causeway, Therfield
Hertfordshire**

**Proposed Priority Narrowing
and New Footway**

Stage 1 Road Safety Audit

February 2025

Table of Contents

1. Introduction
2. Items resulting from this Road Safety Audit
3. Additional Comments/Observations
4. Audit Team Statement

Appendices

- A. Problem Location Plan

Project / Document Details	
Date:	05/02/2025
Document reference and revision:	AC/TPA/0209241 B
Prepared by:	Alpha Highway Consultants Limited
Client	Hanson Services Limited
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	Hertfordshire County Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit originally carried out during August/September 2024 at the request of the design organisation, Transport Planning Associates Limited, 1 Giltspur Street, London EC1A 9DD.
- 1.2 The Road Safety Audit relates to proposed new footway and an associated priority narrowing on The Causeway, Therfield, Hertfordshire.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit originally took place at the offices of Alpha Consultants during August/September 2024 and included an examination of the following document:
- Drawing No. 2212-005 SK01
- 1.5 The Audit Team visited the site together on the morning of 23 August 2024. During the site visit the weather was partly cloudy and dry. The surfaces were also dry.
- 1.6 Section 3 of this report provides details of a further site visit undertaken during school term time in February 2025.
- 1.7 The terms of reference of the Audit are as described in GG 119 (formerly HD 19/15).
- 1.8 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.9 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

LOCAL ALIGNMENT

2.1 Problem

Location: Proposed priority narrowing

Summary: Risk to footway users if larger vehicles cannot safely negotiate the arrangement



Description:

In order for the proposed priority feature to operate safely, it will be important that the proposed arrangement can safely accommodate all vehicle types. Pedestrians could be at risk if, for example, a larger vehicle were to overrun the footway when proceeding from the give way point and through the narrowing.

Recommendation:

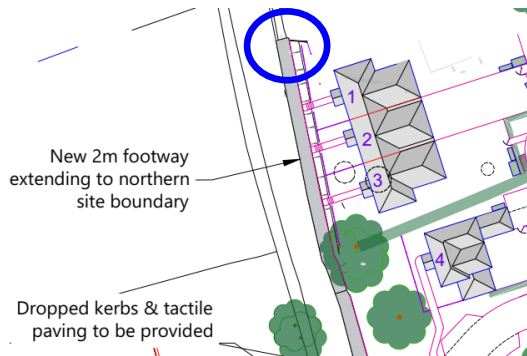
It is recommended that a swept path analysis is undertaken for the largest expected vehicle type, commencing at the give way point and subsequently negotiating the narrowing, in order to ensure that this manoeuvre can be safely undertaken.

WALKING, CYCLING AND HORSE RIDING

2.2 Problem

Location: Northern end of proposed footway

Summary: Potential risk to footway users when proceeding to/from the carriageway



Description:

It is presumed that pedestrians reaching the northern end of the new footway will need to join the carriageway at this point. They could be at increased risk of trips/falls if they have to negotiate full-height kerbing when joining/leaving the footway. They could also be at risk of being struck when stepping into the carriageway, if they do not have adequate visibility of any approaching southbound vehicles.

Recommendation:

It is recommended that dropped kerbing is provided at the northern end of the footway, in order to provide a safe transition to and from the carriageway. It should also be ensured that pedestrians will have sufficient visibility of any southbound vehicles whilst waiting to join the carriageway at this location.

GENERAL

2.3 Problem

Location: Existing private accesses

Summary: Potential damage to new footway and subsequent risk to footway users



Description:

It was noted during the site visit that there are two existing private vehicular accesses towards the southern end of the proposed footway. If a suitable means of access is not maintained, this could lead to vehicles causing damage to the new footway. This could in turn create a slip/trip hazard on the footway.

Recommendation:

It is recommended that dropped kerb vehicle crossover construction is provided as appropriate, in order to maintain a safe and suitable means of access to each property.

February 2025 Update: It is noted that the above has now been added to the latest drawing.

3. Additional Comments/Observations

- 3.1 The original site visit was undertaken during the school summer holiday in August 2024. It has been requested that a further site visit takes place during school term time, coinciding with the beginning or end of the school day.
- 3.2 A further site visit has subsequently been undertaken, which took place between 2:55pm and 3:40pm on 4 February 2025. The weather conditions were overcast, cold and dry. The surfaces were also dry.
- 3.3 An updated Drawing No. 2212-005 SK01 Revision B was provided to the Audit Team prior to the visit.
- 3.4 As expected, a number of parents/carers arrived by car to collect children from the nearby Therfield First School during the site visit. Some parked outside the school on The Causeway, although the majority parked on Police Row or Pedlars Lane.
- 3.5 Whilst those currently parking outside the school will need to adapt their parking behaviour to suit the new arrangement as appropriate, it is confirmed that the Audit Team does not have any further road safety concerns to raise as a result of this additional site visit.

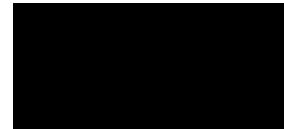
4. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

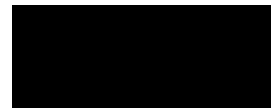


Date: 5 February 2025

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date: 5 February 2025

Appendix A

Problem Location Plan

A3

ORIGINAL
PLOT SIZE

New 2m footway
extending to northern
site boundary

Dropped kerbs & tactile
paving to be provided

Existing
residential
access

Existing
residential
access

Existing residential
access to be provided with
new dropped kerb across footway

Footway to be provided via
carriageway narrowing
Rear of footway to align
with highway boundary

Path (un)

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NOTES:

Swept path analysis has been undertaken to confirm that all vehicular accesses within & immediately adjacent to the works area will remain viable.

Rev	Date	Details	Drawn by	Checked by	Approved by
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Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

HANSON SERVICES LTD

PROJECT:

HILLCREST & TUSSOCKS
THE CAUSEWAY
THERFIELD

TITLE:

Proposed pedestrian
infrastructure improvements

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 03/02/25	DRAWN: TP	CHECKED: NH	APPROVED: NH
JOB NO: 2212-005	DRAWING NO: SK01	REVISION: B		



INDICATIVE