



Martin Grant Land

LONDON ROAD, HITCHIN

Designer's Response to Stage 1 Road Safety Audit





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Designer's Response to Stage 1 Road Safety Audit

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. UK0041258.0839

OUR REF. NO. RSA 1

DATE: JANUARY 2026

WSP in the UK

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QUALITY CONTROL

<i>Issue/revision</i>	<i>First issue</i>	<i>Revision 1</i>	<i>Revision 2</i>	<i>Revision 3</i>
Remarks				
Date	16/01/2026			
Prepared by	Charlie Wisdom			
Signature				
Checked by	Poson Gurung			
Signature				
Authorised by	David Dixon			
Signature				
Project number	UK0041258.0839			
Report number	RSA 1			
File reference				

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DRAWING 70056409-SK-006

1 INTRODUCTION

1.1 PREAMBLE

- 1.1.1. WSP have been appointed by Martin Grant Land (hereafter referred to as 'the Client') to provide highways and transportation advice in support of a planning application for the development of land at London Road, Hitchin (hereafter referred to as 'the site').
- 1.1.2. The proposed development will gain access via a compact roundabout on London Road. The proposed three-arm roundabout will be upgraded to a four-arm roundabout to provide new vehicular access into the proposed development.
- 1.1.3. This report provides WSP's response as a Design Organisation (DO) to the items raised in the RSA 1 document dated 4 November 2025, which is contained in **Appendix A**.
- 1.1.4. The RSA 1 report included in **Appendix A** results from the desktop study and site visit undertaken by Gateway RSE (29 October 2025).
- 1.1.5. The RSA 1 is based on the RSA Brief submitted by WSP to the audit team on 20 October 2025. The RSA1 Brief is contained in **Appendix B**.
- 1.1.6. This RSA 1 Designer's Response report was produced in accordance with the guidance and requirements contained in the Design Manual for Roads and Bridges (DMRB) GG 119: Road Safety Audit.
- 1.1.7. The Design Organisation has now discussed the Audit with the Overseeing Organisation and has agreed the way forward.
- 1.1.8. Updated versions of the drawings reflecting the findings of the RSA 1 and WSP's response in this report are included in **Appendix C**. The drawings include the following:
 - 700564090SK-006 revision E: *Proposed Site Access Roundabout – Option 2*

1.2 OVERSEEING ORGANISATION

1.2.1. The Overseeing Organisation under the requirements of DMRB GG 119 is Hertfordshire County Council (HCC).

1.2.2. Key personnel in HCC:

Manjinder Sehmi, Farnham House, Six Hills Way, Stevenage SG1 2ST,
highwaysresponse@environment.hertfordshire.gov.uk

1.3 DESIGN ORGANISATION

1.3.1. WSP in the UK, 6th Floor (North and East), Matrix House, Basing View, Basingstoke, RG21 4FF:

- David Dixon – Associate Director, WSP, david.dixon@wsp.com

1.4 RSA TEAM

Gateway RSE, Cheyenne House, West Street, Farnham, GU9 7EQ:

- Steve Giles BEng (Hons), Ieng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp – Senior Road Safety Engineer.
- Julian Smith Beng, MCIHT, MSoRSA - Senior Road Safety Engineer.

2 RSA 1 DECISION LOG

Table 2-1 – Road Safety Audit (Stage 1) Decision Log

RSA Problem (2.2.1)	Location Stopped up section of Mill Lane. Summary Inadequate servicing arrangements may lead to collisions arising from difficult reversing manoeuvres. Detail It is not clear how the residential properties taking access from the stopped-up section of Mill Lane will be serviced, including for refuse collection. Inadequate provision may result in long or difficult reversing manoeuvres by service/refuse vehicles, leading to collisions with non-motorised users or other vehicles.
RSA Recommendation	Clarify servicing arrangements for the residential properties taking access from the stopped-up section of Mill Lane, and prepare vehicle swept path analysis as appropriate.
Design Organisation Response	Problem accepted. It is anticipated that given the short distances along the stopped-up section of Mill Lane, that servicing can be accommodated from either the realigned Mill Lane or from London Road. However, to maintain access should a service vehicle need to enter this closed off section, the new T-Junction crossover has been adjusted to accommodate the movement of the largest anticipated vehicle. Swept path analysis of how the refuse vehicle would access the stopped-up section of Mill Lane is shown in drawing 700564090SK-006 revision E attached to this Designer's Response in Appendix C. The tracking shows a refuse vehicle having to use both sides of Mill Lane to make the appropriate manoeuvre and in doing so an additional visibility splay have been provided to enable visibility to any oncoming vehicles.
Overseeing Organisation Response	
Agreed RSA Action	

RSA Problem (2.2.3)	Location Mill Lane junction with new road. Summary Potential collisions due to obscured junction visibility. Detail Visibility splays are not shown for Mill Lane, where it will meet the new road. Inadequate visibility between minor and major road drivers could lead to vehicle turning collisions.
RSA Recommendation	Provide suitable junction visibility splays where Mill Road meets the new road.

Design Organisation Response	Problem accepted. Junction visibility splays are now provided for where Mill Lane meets the new road and have been illustrated in drawing 700564090SK-006 revision E attached to this Designer's Response in Appendix C. The visibility splays shown are 2.4m x 43m suitable for the 30mph design speed.
Overseeing Organisation Response	
Agreed RSA Action	

RSA Problem (2.2.4)	Location West and south arms of new roundabout. Summary Collisions due to large vehicles over-running traffic islands. Detail Swept path analysis indicates that larger vehicles turning left from into the new fourth arm of the roundabout appear to over-run traffic islands, which may lead to loss of control or vehicle/pedestrian collisions. The southern arm exit may also be a little narrow, although no swept path analysis has been provided for this manoeuvre.
RSA Recommendation	Swept path analysis should be rechecked and extended to the southern arm exit. If necessary, the proposed geometry should be adjusted to avoid over-running traffic islands and pedestrian/cycle areas.
Design Organisation Response	Problem accepted. The western exit has been reviewed and adjusted to accommodate the movement of the largest anticipated vehicle. The swept path analysis showing the refuse vehicle turning left into the new western arm of the roundabout has been reviewed and it has been demonstrated that the proposed layout can accommodate the movement. The revised swept path analysis is shown in WSP drawing 700564090SK-006 revision E in Appendix C. The southern exit has been reviewed and adjusted to accommodate the movement of the largest anticipated vehicle. Swept path analysis is now provided and demonstrates that the proposed layout can accommodate the movement.
Overseeing Organisation Response	
Agreed RSA Action	

RSA Problem (2.2.5)	Location Refuge island on north arm of roundabout. Summary Pedestrian trips/falls or collisions with vehicles. Detail The tactile paving rafts on the refuge island, as shown, do not align with the opposite tactile paving rafts. This could lead sight-impaired pedestrians into trips/falls, or confusion causing collisions with passing vehicles.
RSA Recommendation	Tactile paving rafts should be correctly aligned.
Design Organisation Response	Problem accepted. Tactile paving rafts are now correctly aligned.
Overseeing Organisation Response	
Agreed RSA Action	

RSA Problem (2.2.6)	Location Mill Lane/new road junction. Summary Absence of pedestrian facilities may lead to trips or falls. Detail No dropped kerbs or tactile paving are shown at the proposed junction between Mill Lane and the new road. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.
RSA Recommendation	Provide dropped kerbs and tactile paving at the Mill Lane/new road junction.
Design Organisation Response	Problem accepted. Dropped kerbs and tactile paving provided at the Mill Lane/new road junction and are illustrated in drawing 700564090SK-006 revision E attached to this Designer's Response in Appendix C.
Overseeing Organisation Response	
Agreed RSA Action	

3 DESIGN & OVERSEEING ORGANISATION STATEMENTS

3.1 DESIGN ORGANISATION STATEMENT

Table 3-1 – Design Organisation Statement

<i>On behalf of the Design Organisation, I certify that:</i> <i>1) RSA actions identified in response to the road safety audit problems in this Stage 1 Road Safety Audit have been discussed and agreed with the Overseeing Organisation.</i>	
Name	David Dixon
Job Title:	Associate Director
Design Organisation	WSP UK Ltd
Signature	
Date	12/01/2026

3.2 OVERSEEING ORGANISATION STATEMENT

Table 3-2 – Overseeing Organisation Statement

<i>On behalf of the Overseeing Organisation, I certify that:</i> <i>1) RSA actions identified in response to the road safety audit problems in this Stage 1 Road Safety Audit have been discussed and agreed with the Design Organisation; and</i> <i>2) The agreed RSA actions will be progressed</i>	
Name	
Job Title:	
Design Organisation	
Signature	
Date	

Appendix A

RSA 1 REPORT



LONDON ROAD, HITCHIN

Roundabout Modifications

Stage 1 Road Safety Audit

Overseeing Organisation: Hertfordshire County Council

November 2025



Road Safety Engineering

Project: London Road, Hitchin
Roundabout Modifications

Document: Stage 1 Road Safety Audit

Design Organisation: WSP

Overseeing Organisation: Hertfordshire County Council

Client: Martin Grant Homes

Gateway RSE ref: SG/JS/2510-05 RSA1 v1.0

Issue date: 4/11/2025

Status: Issued as v1.0

Authorised by: SG

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1 Introduction 1

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Appendix A: Items Considered by this RSA

Appendix B: Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at London Road (B656), Hitchin, within the District of North Herts and the County of Hertfordshire. The audit brief, provided by Robbie Arnold of WSP and dated 20th October 2025, describes the scheme as follows:

The development seeks consent for up to 41 dwellings, with all matters reserved except for means of access. The proposed site access will be achieved via a new fourth arm to the approved roundabout on London Road (B656), which will provide safe and efficient vehicular, pedestrian, and cycle connections to the existing network.

- 1.2 London Road is a 2-lane single carriageway road running broadly north to south, with a central hatched ghost island in the vicinity of the proposed roundabout. It is lit, with a footway/verge running along the east side and is subject to a 30mph speed limit.
- 1.3 This Road Safety Audit Team comprised Steve Giles and Julian Smith. The Audit consisted of a desktop study and a site visit, which was carried out between 11:15 and 11:45 on Wednesday 29th October 2025, when the weather was overcast and the road surface dry. Traffic, pedestrian, and cycle flows were moderate, and no congestion was observed. Construction of the 3-arm roundabout was ongoing.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.5 This Audit does not consider the previously approved 3-arm roundabout, which is presently under construction. For the purposes of this Stage 1 RSA of the fourth arm, it is treated as existing.
- 1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

- 1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

- 1.8 Personal Injury Collision (PIC) information was obtained by WSP from Hertfordshire County Council for the five-year period November 2019 to October 2024. It indicates that no PICs occurred at the location of the proposed roundabout.
- 1.9 One collision leading to serious injuries occurred at the London Road/Mill Lane junction just to the north of the proposed roundabout, in which a car turning right from Mill Lane collided with a motorcycle or cyclist. This junction will be closed as part of the scheme.

Previous Road Safety Audit(s)

- 1.10 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 Problem

Inadequate servicing arrangements may lead to collisions arising from difficult reversing manoeuvres.

Location: Stopped up section of Mill Lane

It is not clear how the residential properties taking access from the stopped-up section of Mill Lane will be serviced, including for refuse collection. Inadequate provision may result in long or difficult reversing manoeuvres by service/refuse vehicles, leading to collisions with non-motorised users or other vehicles.

Recommendation

Clarify servicing arrangements for the residential properties taking access from the stopped-up section of Mill Lane, and prepare vehicle swept path analysis as appropriate.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Potential collisions due to obscured junction visibility.

Location: Mill Lane junction with new road

Visibility splays are not shown for Mill Lane, where it will meet the new road. Inadequate visibility between minor and major road drivers could lead to vehicle turning collisions.

Recommendation

Provide suitable junction visibility splays where Mill Road meets the new road.

2.4 Problem

Collisions due to large vehicles over-running traffic islands.

Location: West and south arms of new roundabout

Swept path analysis indicates that larger vehicles turning left from into the new fourth arm of the roundabout appear to over-run traffic islands, which may lead to loss of control or vehicle/pedestrian collisions. The southern arm exit may also be a little narrow, although no swept path analysis has been provided for this manoeuvre.

Recommendation

Swept path analysis should be rechecked and extended to the southern arm exit. If necessary, the proposed geometry should be adjusted to avoid over-running traffic islands and pedestrian/cycle areas.

Walking, Cycling and Horse Riding

2.5 Problem

Pedestrian trips/falls or collisions with vehicles.

Location: Refuge island on north arm of roundabout

The tactile paving rafts on the refuge island, as shown, do not align with the opposite tactile paving rafts. This could lead sight-impaired pedestrians into trips/falls, or confusion causing collisions with passing vehicles.

Recommendation

Tactile paving rafts should be correctly aligned.

2.6 Problem

Absence of pedestrian facilities may lead to trips or falls.

Location: Mill Lane/new road junction

No dropped kerbs or tactile paving are shown at the proposed junction between Mill Lane and the new road. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide dropped kerbs and tactile paving at the Mill Lane/new road junction.

Road Signs, Carriageway Markings and Lighting

2.7 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

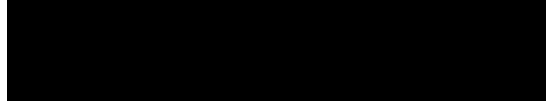
Signed:



Date: 4/11/2025

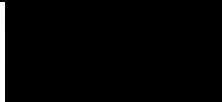
Audit Team Member(s)

Julian Smith
BEng, MCIHT, MSoRSA
Senior Road Safety Engineer



Signed:

Date: 4/11/2025



APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
70056409-SK-006	P03	WSP	Proposed Site Access Roundabout - Option 2

Additional/background information provided to the Audit Team

- Traffic and collision data provided as part of the Audit Brief

APPENDIX B

Location Plan(s)



Appendix B

RSA 1 BRIEF



London Road, Hitchin- RSA 1 Brief

DATE:	20 October 2025	CONFIDENTIALITY:	Restricted
SUBJECT:	Stage 1 RSA Brief		
PROJECT:	London Road, Hitchin	AUTHOR:	EG
CHECKED:	RA	APPROVED:	DD

Introduction

WSP has been appointed by Martin Grant Homes to provide transport consultancy services in support of an Outline Planning Application for the proposed residential development at Land at London Road, Hitchin, Hertfordshire. The development seeks consent for up to 41 dwellings, with all matters reserved except for means of access.

The proposed site access will be achieved via a new fourth arm to the approved roundabout on London Road (B656), which will provide safe and efficient vehicular, pedestrian, and cycle connections to the existing network. Hertfordshire County Council (HCC), the local highway authority has reviewed the proposed access in principle and confirmed that a Stage 1 Road Safety Audit (RSA) should be undertaken to assess the design and identify any potential safety issues prior to detailed approval.

Site Location Plan

The proposed development site is located on the eastern side of London Road (B656) approximately 1.6 km south of Hitchin town centre, within the St Ippolyts area. Access is proposed to be obtained from a new fourth arm to the approved roundabout on London Road permitted under planning application ref:

Figure 1 Site Location Plan



Stage 1 RSA Brief

ROAD SAFETY AUDIT BRIEF					
1. GENERAL DETAILS					
General Details					
Highway Scheme Name and Road Number	The proposed development will gain access via a compact roundabout on London Road (B656), which is designated as the classified B656 Secondary Distributor Road and is subject to a 30mph speed limit. The three-arm roundabout approved to support the Pound Farm development will be upgraded to a four-arm roundabout to provide the new vehicular access into the proposed development.				
Type of Scheme	New Roundabout Arm				
Road Safety Audit Stage	1 ☒	2 ☐	3 ☐	4 ☐	
	Interim ☐				
Terms of Reference					
<i>This Road Safety Audit is to be undertaken fully in accordance with DMRB GG 119 Road Safety Audit, as well as the contents of this Road Safety Audit Brief.</i>					
Overseeing Organisation Details					
Organisation (and Department) and Address		Hertfordshire County Council			
Name	Manjinder Sehmi	Tel No.		Email	highwaysresponse@environment.hertfordshire.gov.uk
Design Organisation Details					
Design Team (and Department) and Address		WSP, 6th Floor (North and East), Matrix House Basing View Basingstoke, RG21 4DZ United Kingdom			
Design Team Leader	David Dixon	Tel No.	+44 (0)1256 318661	Email	David.Dixon@wsp.com
Road Safety Audit Team Membership					
Road Safety Audit Team Leader	TBC				
Road Safety Audit Team Member	TBC				
Observer (if applicable)	TBC				
2. SCHEME DETAILS					
Scheme Description/Objective					
General					
Design Standard Applied to the Scheme Design	DMRB CD 116				

ROAD SAFETY AUDIT BRIEF		
Design Speeds	London Road (B656) is subject to a 30-mph speed limit.	
Speed Limits	30 mph	
Existing Traffic Flows and Queues	Included within Appendix A	
Forecast Traffic Flows	Trip generation forecast will be prepared as part of the TA.	
Pedestrian, cyclist and equestrian desire lines	Pedestrian and cycle access will be provided along the northern side of the new access arm. This will link directly to the existing footway/cycleway on London Road and nearby bus stops. The key pedestrian and cyclist movements are expected to include: ☐ North/ south pedestrian movement along London Road, ☐ Crossing movements at the roundabout to connect to the east-side shared path, ☐ Access between the development and adjacent residential areas.	
Environmental Constraints	N/A	
3. LOCALITY		
Description of Locality		
General Description		
Relevant factors which may affect road safety		
n/a		
4. ANALYSIS		
Collision Data Analysis		
Collision Analysis has been completed and included within Appendix B.		
Departures from Standard		
None known		
Previous road safety audit reports, road safety audit response reports and evidence of agreed actions		
None Known		
Strategic decisions		
None Known		
List of included documents and drawings		
Documents		
Document No.	Rev/Date	Title
Drawings		
Drawing No.	Rev/Date	Title

ROAD SAFETY AUDIT BRIEF			
70056409-SK-006	P03	PROPOSED SITE ACCESS ROUNDABOUT - OPTION 2	
5. CHECKLIST			
Tick all that are included and provide reasons for those that are not included			
Site location plan	☒	Scale layout plans	☒
Departures and relaxation from standards	☐	Construction/typical details	☐
Previous RSA reports	☐	Previous RSA response reports and evidence of agreed actions	☐
Collision data and collection data analysis	☒	Road traffic collision plot	☐
Traffic signal staging	☐	Traffic counts	☒
Speed surveys	☐	Pedestrian, cyclist and horse-riding desire lines and volumes	☐
Walking, cycling and horse-riding assessment and reviews	☐	Items outside the scope of the RSA/strategic decisions	☐
Other factors that may impact on road safety	☒	Design speeds/speed limits	☒
Design standards used	☒	Adjacent land uses	☐
Reasons for documents not included within this road safety audit brief			

Appendix A – Traffic Data

Traffic Counts Data

Traffic data has been obtained from Department for Transport (DfT) Count Point No. 56965, located along London Road near the site frontage. The most recent available Annual Average Daily Traffic flows are summarised in Table 2 below.

Table 2 DfT Count Point 56965 AADT (2022)

Direction	Cars & Taxis	Buses	LGVs	HGVs	Total AADT
Northbound	4,753	546	1,719	243	7,261
Southbound	3,440	604	1,402	193	5,639

The traffic volumes are typical of a secondary distributor road. The proposed development will result in a minimal increase in traffic and is not expected to materially impact the operational or safety performance of London Road or surrounding junctions.

Appendix B-

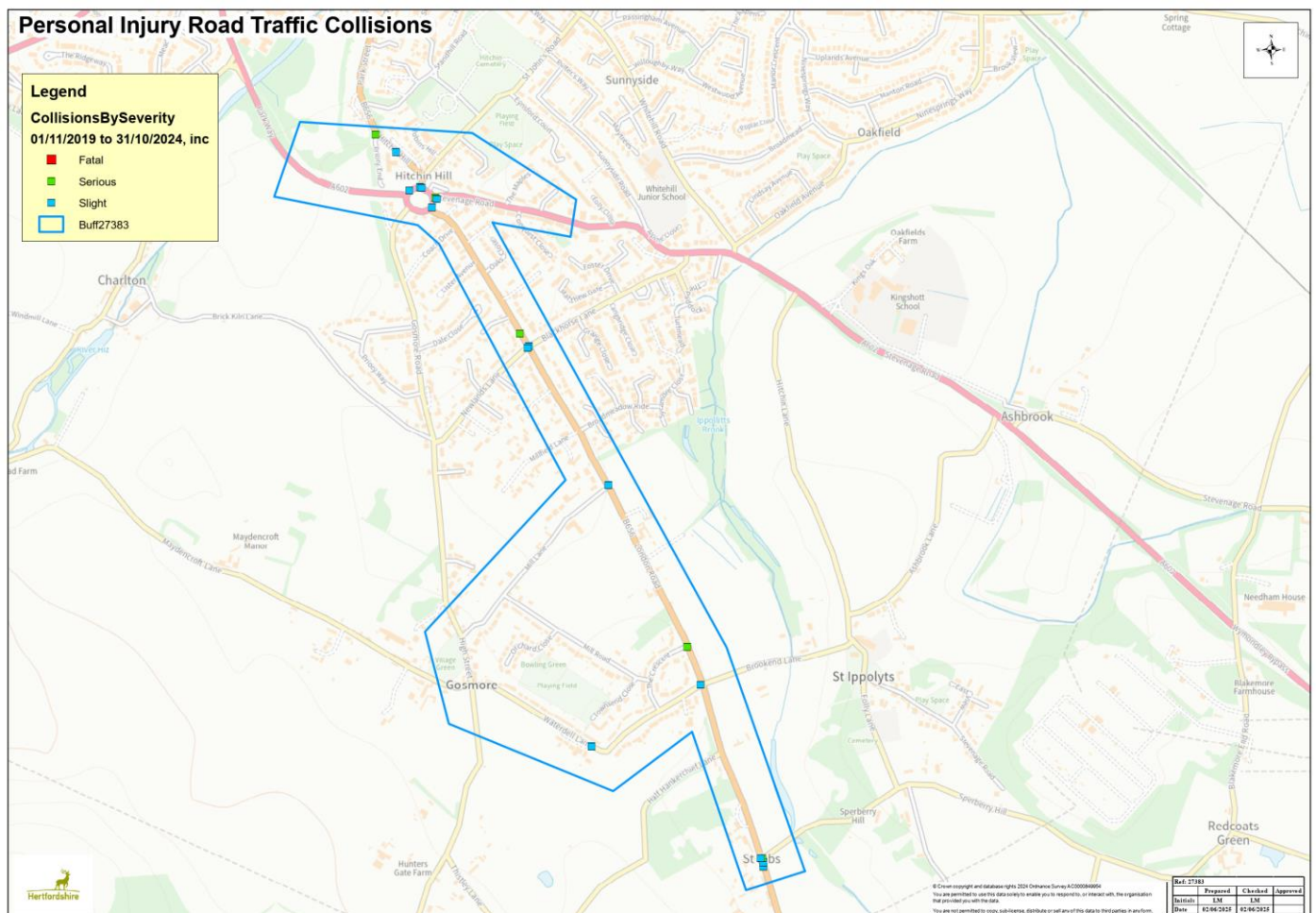
Collision Data

Personal Injury Accident (PIA) data has been obtained from Hertfordshire County Council for the five-year period between 1 November 2019 and 31 October 2024, which is the most recent data available. The locations of the recorded PIAs are illustrated in Figure B-1.

A total of 14 PIAs have been recorded within the study area. A total of 9 were classified as 'Slight' and 5 as 'Serious'. There have been no fatal accidents recorded within the past five years.

The serious incidents primarily involved vehicles turning at junctions and interactions with motorcyclists and cyclists. No collision clusters or recurring safety patterns were identified in the immediate vicinity of the proposed access point.

Figure B-1 – PIA Locations (2019–2024)



The details of each of the serious collisions have been summarised in Table 1 below.

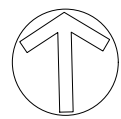
Table 1 Serious Collisions, PIA Data

Date	Severity	Site Reference / Description	Conditions	Vehicle / Casualty	Cause of Collision
04/11/20	Serious	B656 Hitchin Hill	Dry	Car / Motorcycle	Vehicle turned right; motorcyclist collided.
10/07/21	Serious	A602 / Hitchin Hill Roundabout	Dry	Car / Pedestrian	Vehicle struck pedestrian crossing carriageway.
13/03/22	Serious	London Road / Sperberry Hill	Dry	Car / Motorcycle	Vehicle turned left across path of motorcyclist.
25/09/23	Serious	London Road / The Crescent	Dry	Car / Motorcycle	Car turning right collided with motorcyclist.
08/05/24	Serious	London Road, Hitchin	Dry	Car / Cyclist	Car turning right struck cyclist.

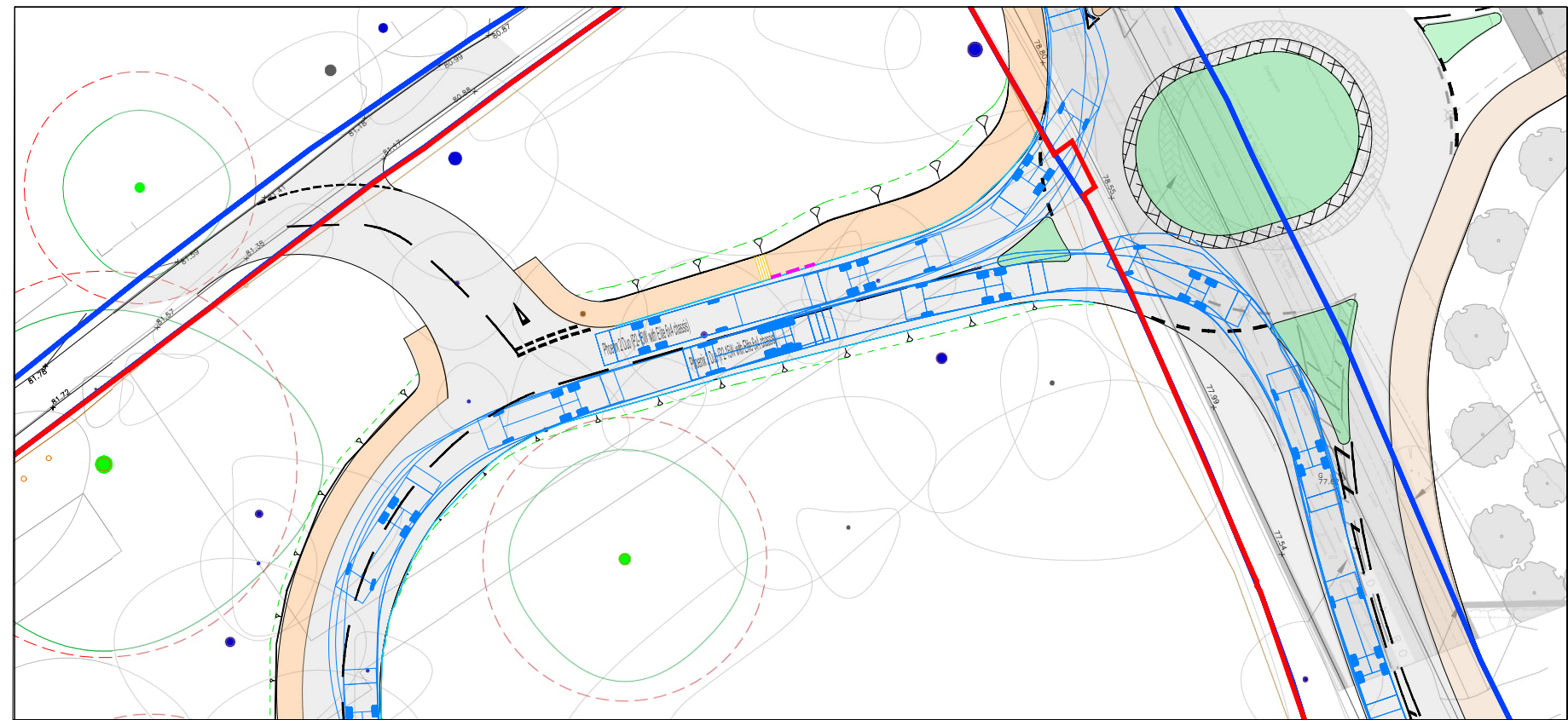
A review of the PIA data highlights that there are no existing road safety deficiencies within the site frontage. The introduction of a roundabout arm and pedestrian refuge islands is anticipated to improve road safety through reduced speeds and formalised crossing points.



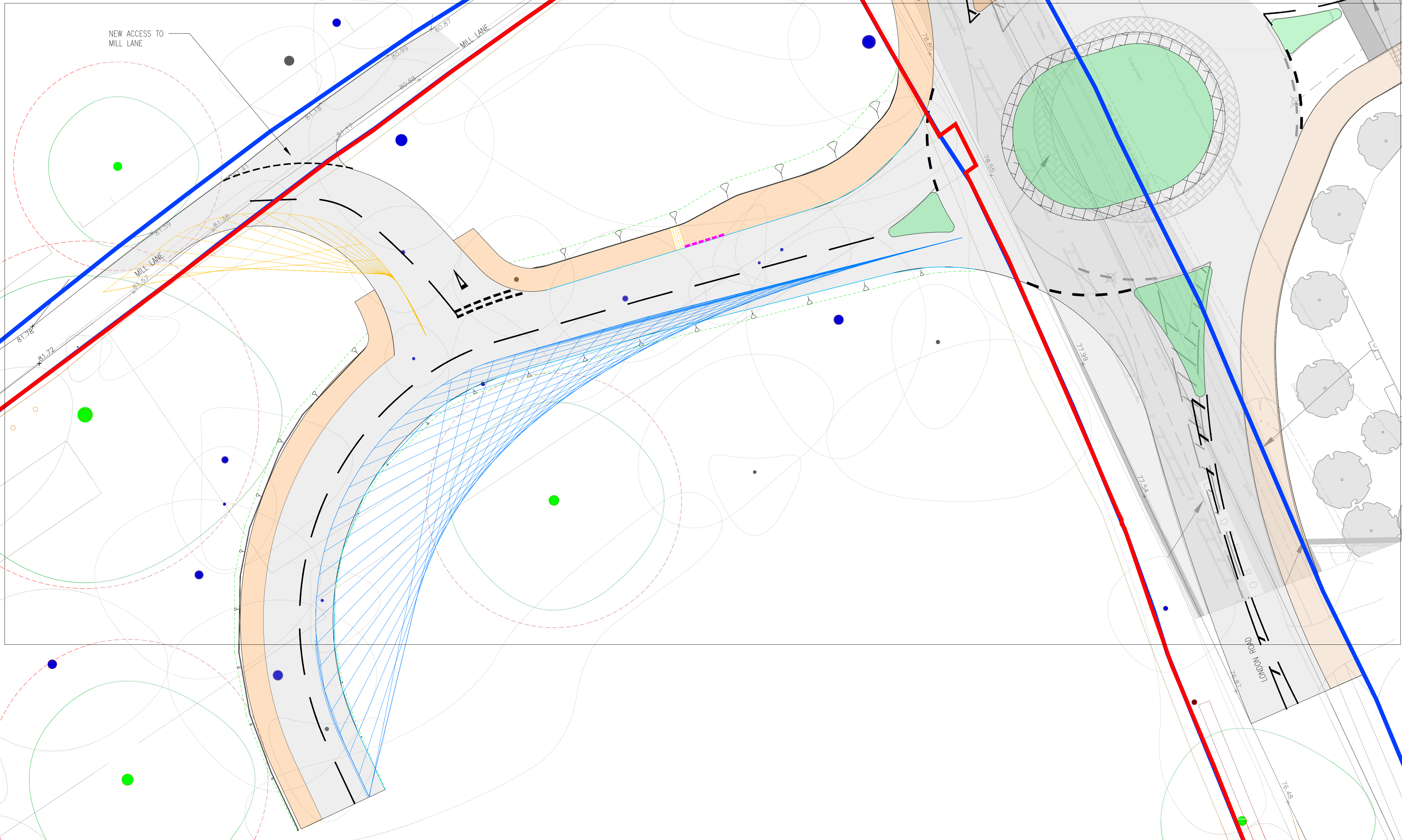
Appendix C- 70056409-SK-006 P03



INSET 1: VEHICLE TRACKING (REFUSE VEHICLE TRACKING) FOR WESTERN ARM



REFER TO INSET 1



EXISTING MILL LANE TO BE STOPPED UP

ACCURACY DISCREPANCIES POSSIBLE DUE TO EASTERN ACCESS DESIGN BASED ON ITRANSPORT PDF DRAWING. REFER TO DRAWING ITL9262-CA-024.

DO NOT SCALE

NOTE:

1. THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT BRIEF, UNDER THE CDM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BELOW. NO RESIDUAL RISKS HAVE BEEN IDENTIFIED. SHOULD THIS CONCEPT DRAWING ADVANCE TO THE PRELIMINARY DESIGN STAGE, THE DESIGNER WILL BE RESPONSIBLE FOR ENSURING THAT ADEQUATE INFORMATION IS ACQUIRED TO UNDERTAKE A MORE THOROUGH ASSESSMENT IN ACCORDANCE WITH THE REGULATIONS.

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KEY:

- PROTECTED CLASS A TREES
- PROTECTED CLASS A TREE ROOT PROTECTION ZONES
- NON PROTECTED TREES
- TITLE BOUNDARY
- HIGHWAY LAND BOUNDARY
- INDICATIVE PROPOSED GROUNDWORK EXTENTS FOR WESTERN ARM
- INDICATIVE PROPOSED HIGHWAY EXTENTS FOR WESTERN ARM
- PROPOSED FOOTWAY
- EXISTING FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED VEHICLE OVER-RUN
- PROPOSED CARRIAGEWAY VISIBILITY SPLAY FOR 30 MPH
- PROPOSED CARRIAGEWAY VISIBILITY SPLAY FOR 20 MPH
- PROPOSED DROPPED KERB
- PROPOSED CONDUITY TACTILE PAVING

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P03	30/07/2025	CW	MINOR AMENDMENTS	DDD	DDD
P02	24/07/2025	PG	COMMENTS ADDRESSED	PG	DDD
P01	04/07/2025	PG	FIRST ISSUE	PG	DDD
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



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CLIENT:

MARTIN GRANT HOMES

ARCHITECT:

SITE/PROJECT:

MILL LANE, HITCHIN

TITLE:

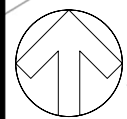
PROPOSED SITE ACCESS ROUNDABOUT
- OPTION 2

SCALE @ A1:	CHECKED:	APPROVED:
1:200	AFG	DDD
PROJECT NO:	DESIGNED:	DRAWN:
70056409	PG	PG
DATE:	DATE:	DATE:
July 25	July 25	July 25
DRAWING NO:	REV:	
70056409-SK-006	P03	
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Appendix C

DRAWING 70056409-SK-006





INSET 1: VEHICLE TRACKING (REFUSE VEHICLE TRACKING) FOR WESTERN ARM

SCALE @ A2 1:500

LOCATION 2

REMOVAL OF EXISTING
TRAFFIC ISLAND

PROPOSED BUS
STOP WITH BUS
CAGE SHELTER

PROPOSED PEDESTRIAN
CROSSING WITH 1.25m
WIDE PEDESTRIAN
REFUGE

TRAFFIC CALMING MEASURE -
VISUAL NARROWING WITH
ANTI-SKID COLOURED SURFACING
LOCATION 3

REFER TO INSET 1

NEW ACCESS TO MILL LANE

CORDUROY
TACTILE PAVING

PROPOSED BUS STOP
WITH BUS CAGE SHELTER

CORDUROY
TACTILE
PAVING

78.17

PROPOSED FOOTWAY TO
EXTEND TO NEW BUS STOP
ASSOCIATED WITH POUND
FARM PLANNING

EXISTING MILL LANE TO BE STOPPED UP

ACCURACY DISCREPANCIES POSSIBLE DUE TO EASTERN
ACCESS DESIGN BASED ON SDP PDF DRAWING. REFER
TO DRAWING E22-032-152 SHOWING POUND FARM
ACCESS ARRANGEMENT

BOLLARDS

PROPOSED OVER-RUN AREA

LIMIT OF
PROPOSED
BOUNDARY

DO NOT SCALE

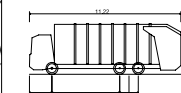
NOTE:

1. THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT BRIEF. UNDER THE CONDOMINIUM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE, 2016, NO RESIDUAL RISKS HAVE BEEN IDENTIFIED. SHOULD THIS CONCEPT DRAWING ADVANCE TO THE PRELIMINARY DESIGN STAGE, THE DESIGNER WILL BE RESPONSIBLE FOR ENSURING THAT AN ADEQUATE INVESTIGATION IS ACCORDING TO UNDERTAKE A MORE THOROUGH ASSESSMENT IN ACCORDANCE WITH THE REGULATIONS.

2. THIS DRAWING IS BASED ON INFORMATION EXTRACTED FROM TRANSPORT OFF DRAWING ITM 100-224-027A. IT MUST BE AWARE THAT ACCURACY CONCERNING ANY EXISTING DESIGN SHOULD BE TREATED WITH CAUTION AND VERIFIED ON SITE. UPDATES SHOULD BE MADE AS REQUIRED DURING THE DETAILED DESIGN PHASE.

KEY:

-  PROTECTED CLASS A TREES
-  PROTECTED CLASS A TREE ROOT PROTECTION ZONES
-  NON PROTECTED TREES
-  TITLE BOUNDARY
-  HIGHWAY LAND BOUNDARY
-  INDICATIVE PROPOSED GROUNDWORK EXTENTS FOR WESTERN SIDEWALK, PROPOSED HIGHWAY EXTENTS FOR WESTERN SIDEWALK
-  PROPOSED FOOTWAY
-  EXISTING FOOTWAY
-  PROPOSED CARRIAGEWAY
-  PROPOSED VEHICLE OVER-RUN
-  PROPOSED CARRIAGEWAY VISIBILITY SPLAY FOR 30 MPH
-  PROPOSED CARRIAGEWAY VISIBILITY SPLAY FOR 20 MPH
-  PROPOSED DROPPED KERB
-  PROPOSED COBROURGY TACTILE PAVING
-  RETIRED VEHICLE FORWARD VISIBILITY SPLAY
-  2.4m x 12m VISIBILITY SPLAY
-  2.4m x 12m TANGENTIAL VISIBILITY SPLAY
-  ACCESS ALIGNMENT WITH SGP
-  12'-0"=15'-0" POUND FUND
-  CEMENT ASPHALT



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.750m
Min Body Ground Clearance	0.300m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P05	09/01/2026	AM	AMENDMENTS FOR RSA	DD	DD
P04	19/11/2025	CW	AMENDMENTS FOR RSA	DD	DD
P03	30/07/2025	CW	MINOR AMENDMENTS	DD	DD
P02	24/07/2025	PG	COMMENTS ADDRESSED	PG	DD
P01	04/07/2025	PG	FIRST ISSUE	PG	DD
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



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CLIENT:

MARTIN GRANT LAND

ARCHITECT:

PROJECT:

MILL LANE, HITCHIN

TITLE:

PROPOSED SITE ACCESS ROUNDABOUT - OPTION 2

SCALE @ A2: 1:500		CHECKED: DDD		APPROVED: DDD	
PROJECT NO: 70056409		DESIGNED: AM	DRAWN: AM	DATE: January 26	
DRAWING NO: 70056409-SK-006					REV: P05

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