

Project Name	Ickleford Mill, Ickleford
Subject	Off-Site Highways Works Note
Reference	25232
Date	February 2026

1.1 Background to outline scheme

- 1.1.1 KMC has been appointed by Hill Residential to provide transport planning consultancy services in respect of the residential development at Ickleford Mill on land to the west of Arlesey Road and north of the River Oughton in Ickleford, Hitchin, Hertfordshire.
- 1.1.2 Outline Planning Permission (Ref: 17/01955/1) was granted in March 2024 by North Hertfordshire District Council for up to 71 dwellings with all matters reserved except means of access.
- 1.1.3 The principle of the development and the means of access from Arlesey Road have therefore been established.
- 1.1.4 The proposed means of access are detailed in drawing number E3631/700/E prepared by Wormald Burrows Partnership Limited. The drawing is referenced in several planning conditions as identified in the Decision Notice for the outline planning permission.
- 1.1.5 The approved drawing E3631/700/E incorporates:
- Vehicle access from Arlesey Road in the form of a T-junction
 - Footways of 2.0 metres in width along either side of the access road
 - An uncontrolled crossing point over Arlesey Road to the north of the access
 - A zebra crossing over Arlesey Road to the south of the access.
 - An emergency access from Arlesey Road in the north of the site almost opposite Laurel Way to provide access to the site in the event that there is surface water flooding of the main access
 - Formalised bus stops with raised kerbs and a shelter for the southbound stop and a raised kerb for the northbound stop.
- 1.1.6 The approved drawing is provided in **Appendix A**.

1.2 Detailed residential scheme

- 1.2.1 Hill Residential are bringing forward the detailed layout and reserved matters application associated with the outline consent. As part of those proposals, adjustments to the emergency access location are required in order to provide a more appropriate street layout within the site.
- 1.2.2 To facilitate the relocation of the emergency access, further changes to off-site highway works are proposed and details not included in the approved scheme are now included.
- 1.2.3 This note will be submitted in conjunction with a Section 73 application, which is being submitted alongside the reserved matters application.
- 1.2.4 It is noted that the consented scheme did not provide any details for how pedestrians might access the emergency access. No restrictions to prevent access were put forward and crossing facilities would likely be required as part of further detailed design stages.
- 1.2.5 It is also noted that no Stage 1 Road Safety Audit supported the proposals at the outline stage.
- 1.2.6 The principle of the changes to the access have been discussed with the highway authority. No in-principle objections were raised but a request for a Stage 1 Road Safety Audit to support the proposals was made.

1.3 Highway works design

- 1.3.1 The primary site access and new crossings to the south of the site as shown in the approved drawing E3631/700/E are not proposed to be altered as part of the scheme.
- 1.3.2 The site layout requires the relocation of the emergency access approximately 15 metres to the south of the position shown in the approved drawing. This is required in order to effectively use the site and provide homes within an appropriate street scene.
- 1.3.3 The proposed layout is presented in drawing number KMC25232/001 revision A provided in **Appendix B**.
- 1.3.4 The relocation of the emergency access to the south is considered appropriate. The purpose of the access is to provide an alternative means of access in emergency situation when the main access is not passable. It will only be used by vehicles in these situations. As such, aspects such as viability are not considered to be required given the specific situation under which the access may be used.
- 1.3.5 As with the approved layout, the emergency access may be used by pedestrians. Under the consented scheme, no detail to show how people may cross Arlesey Road was provided but the situation would have been assumed.
- 1.3.6 The development proposal seeks to address the omission of the formal crossing point by providing an uncontrolled crossing with dropped kerbs and tactile paving. The crossing is

located towards Laurel Way within the broad location of the original emergency access / crossing.

- 1.3.7 To provide pedestrian access to this location, a 2.0-metre-wide footway on the western side of Arlesey Road is incorporated within the design. This footway will link the crossing to the emergency access and provide a more appropriate place to cross, away from the pinch point at the river crossing.
- 1.3.8 The location of the new bus stop cage has been located further south to accommodate the crossing.
- 1.3.9 In order to formalise the pinch point / narrowing at the river crossing, traffic calming is proposed. This would result in drivers approaching from the south towards Ickleford giving way to drivers travelling from the north and leaving the village. The purpose of the proposal is to formalise a situation that already exists and further slow traffic in the area.

1.4 Stage 1 Road Safety Audit

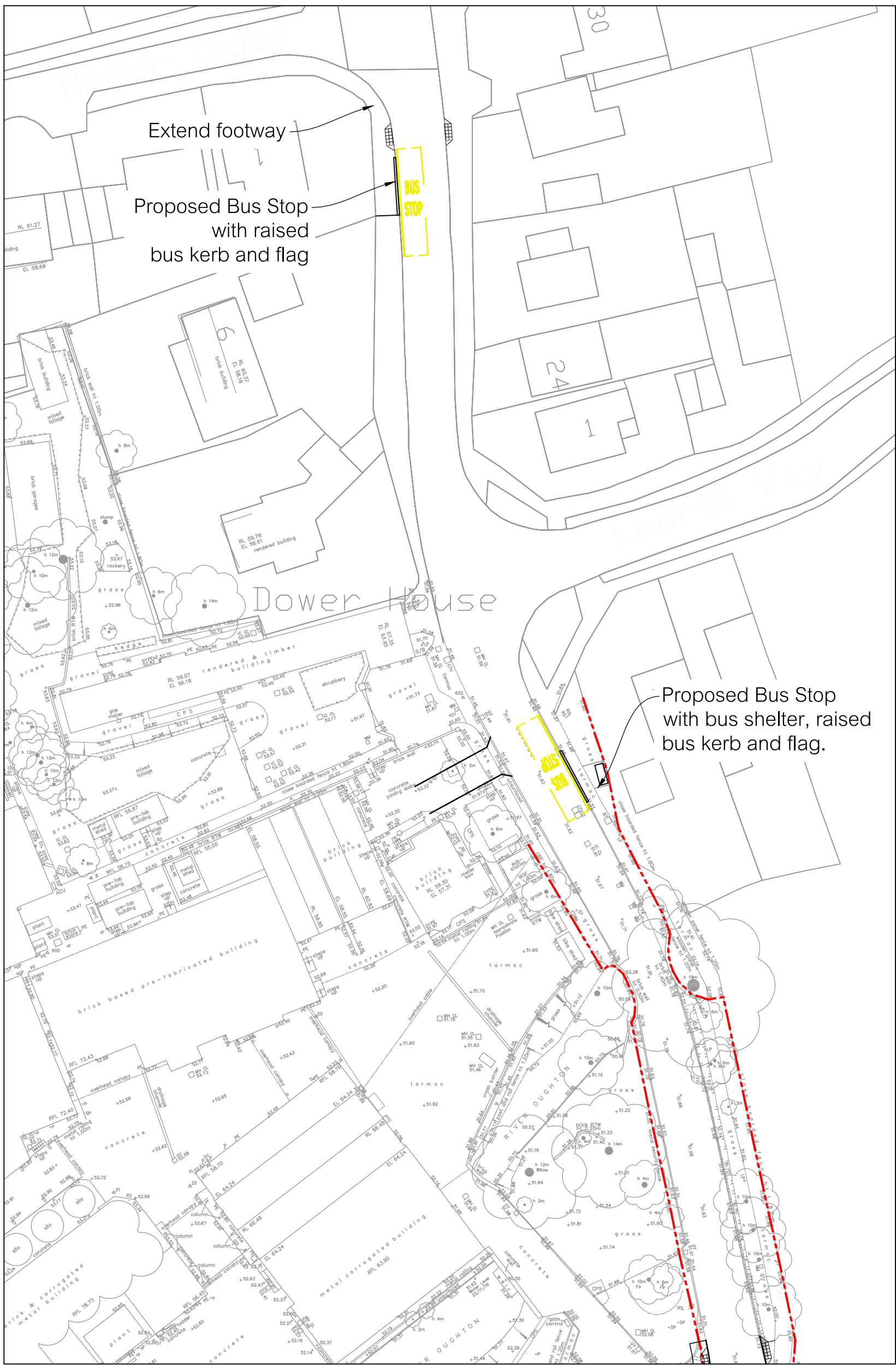
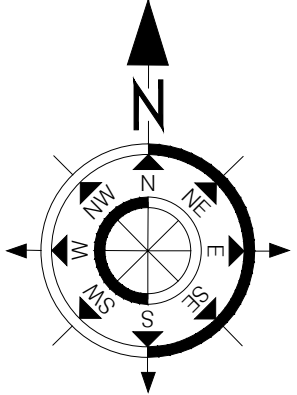
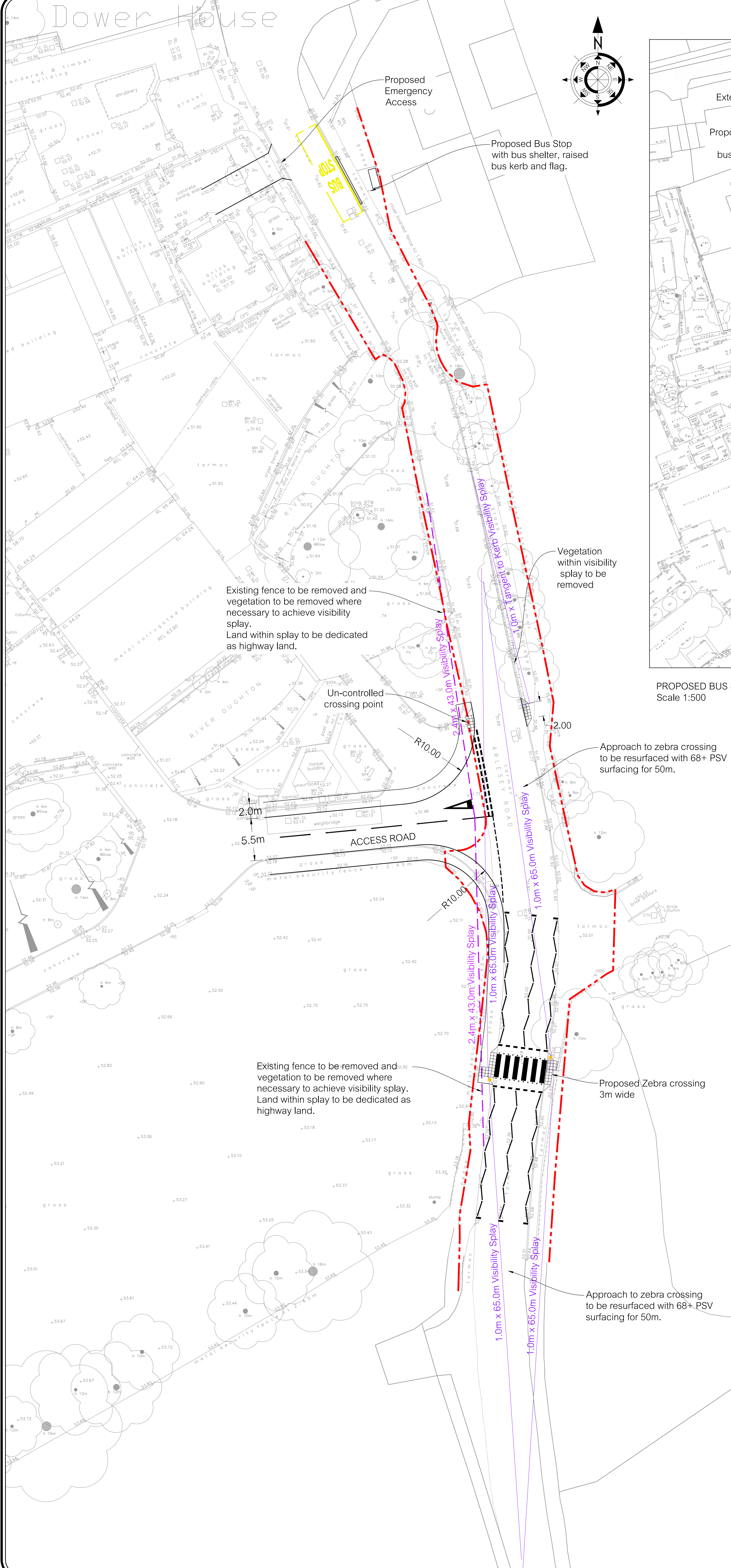
- 1.4.1 As requested by the highway authority, a Stage 1 Road Safety Audit of the works has been undertaken. The Stage 1 Road Safety Audit and Designer's Response is provided in **Appendix C**.
- 1.4.2 A number of the items raised such as vegetation clearance and street lighting are matters that should be dealt with through the detailed design of the highway works and technical approval process. Two items were raised which require further commentary.
- 1.4.3 The first relates to the forward visibility to the proposed traffic calming measure. Forward visibility splays have been added to the drawing which, considering the barrier structure at the river crossing as a constraint, results in forward visibility below the usual application of 30 mph distances. However, this situation already exists.
- 1.4.4 Drivers are observed to slow towards the pinch point before accelerating through once they are satisfied the ahead movement is clear. The proposal seeks to formalise this by prioritising movement away from the village. The drawing shows the achievable visibility which is considered to be appropriate for the situation on Arlesey Road.
- 1.4.5 The Stage 1 Road Safety Audit also raised concerns relating to the location of the crossing to the rear of the bus stop cage. This issue highlighted suggested limited visibility in situations where pedestrians cross whilst a bus is at the bus stop.
- 1.4.6 The situation highlighted relates to the consented scheme which was approved by the highway authority.
- 1.4.7 The frequency of the bus service is such that limited occurrences are likely and this relates to people crossing regardless of whether they have used the bus. At all other times the situation does not exist.

- 1.4.8 Locating the crossing to the rear of bus stop locations is a common approach and preferable to locating crossing away from bus stops, where their associated use is diminished, or to the front where the risk of a forward moving bus relative to a crossing is heightened.
- 1.4.9 The CIHT document Buses in Urban Developments (2018) identifies that bus stops should be located close to and on the exit side of crossings. Further, the highway authority has in January and February 2026 installed such arrangements in several locations on Penn Way in Letchworth Garden City.
- 1.4.10 The proposals are considered an improvement to the approved layout in formalising and added the crossing to the design to address the desire line formed by the emergency access.

1.5 Summary

- 1.5.1 Outline planning permission for a residential development was granted by North Hertfordshire District Council in 2024.
- 1.5.2 The proposal included access and highway works as detailed in the consented drawing number E3631/700/E.
- 1.5.3 Hill Residential are bringing forward the detailed layout and reserved matters application associated with the outline consent. As part of those proposals, adjustments to the emergency access location are required.
- 1.5.4 The development proposal seeks to address the omission of the formal crossing point by providing an uncontrolled crossing with dropped kerbs and tactile paving. A 2.0 metre wide footway on the western side of Arlesey Road is incorporated within the design.
- 1.5.5 As requested by the highway authority, a Stage 1 Road Safety Audit of the works has been undertaken.
- 1.5.6 Whilst problems have been identified in the RSA, the items raised can be addressed at the detailed design stage, are consistent with the existing situation or are common design approaches employed by the highway authority.
- 1.5.7 The proposals are considered an improvement to the approved layout in formalising and adding the crossing to the design to address the desire line formed by the emergency access.

Appendix A Approved Drawing



PROPOSED BUS STOP FORMALISATION LOCATIONS
Scale 1:500

KEY
--- HIGHWAY BOUNDARY

Rev	Description	Date	Drawn By	Checked By
E	Emergency access re-located.	24.05.17	ACC	ACC
D	Drawing notes added after Stage 1 Road Safety Audit. Bus stops added.	10.05.17	ACC	ACC
C	Zebra crossing visibility splay amended.	26.04.17	ACC	ACC
B	Zebra Crossing added	11.04.17	NJB	ACC
A	Access radius amended to 10m.	10.03.17	DTZ	ACC

Drawing Approval Status:-
N/A Section 104 N/A Section 38 ☒ Section 278

PRELIMINARY



Wormald Burrows Partnership Limited
Civil Engineering Consultants
12a - 18a Hitchin Street, Biggleswade, SG18 8AX
Tel: (01767) 317244 Fax: (01767) 315434
Web: www.wormburp.com
Email: engineer@wormburp.com

Project:
Bowman's Flour Mill
Icklesford
Hitchin

Drawing Description:
Proposed Means of Access

Client:

Jas Bowman & Sons Ltd
Flour Mill
Ariesey Road
Hitchin
SG5 3UN

Drawing Number:
E3631/700/E

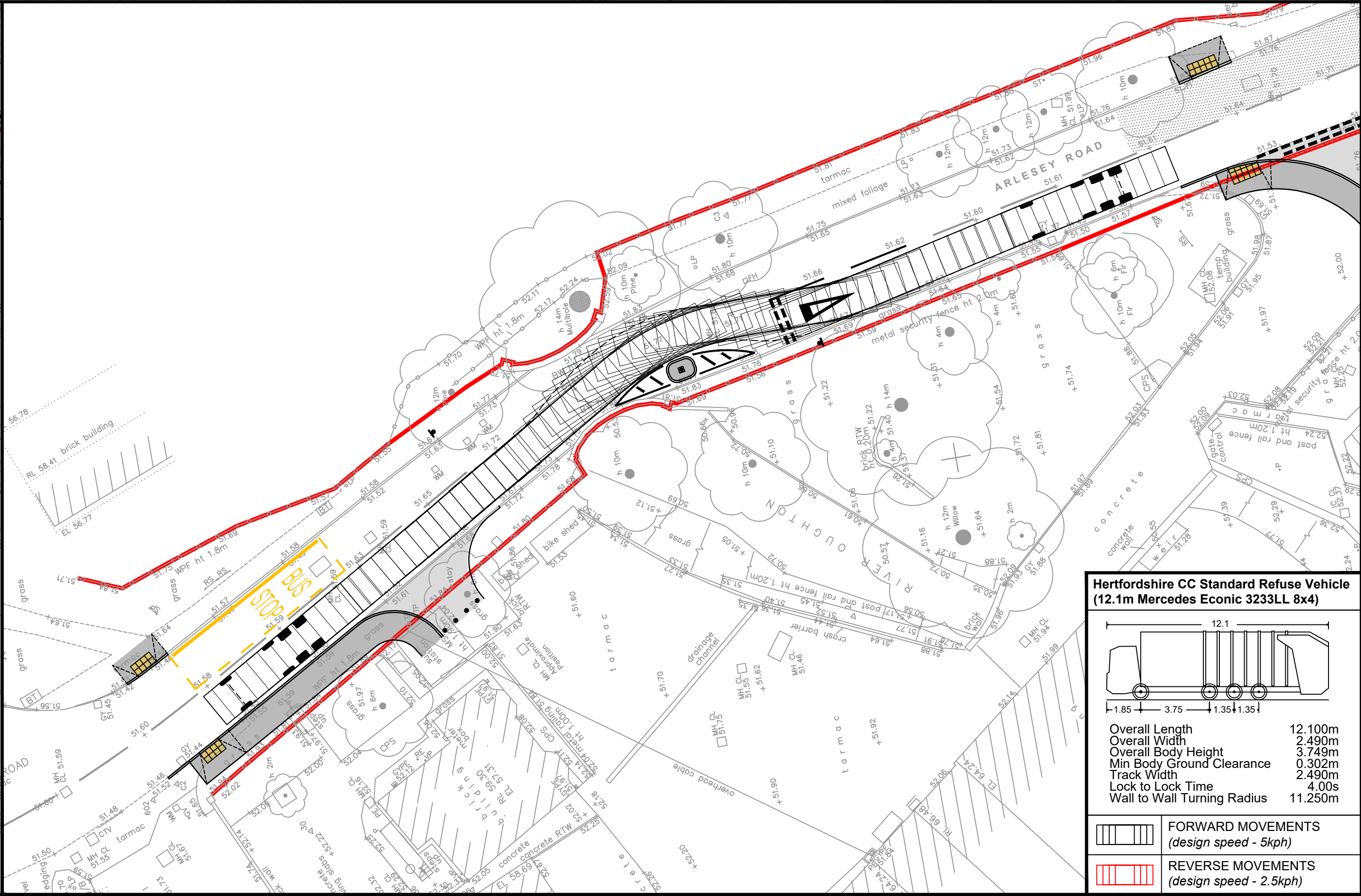
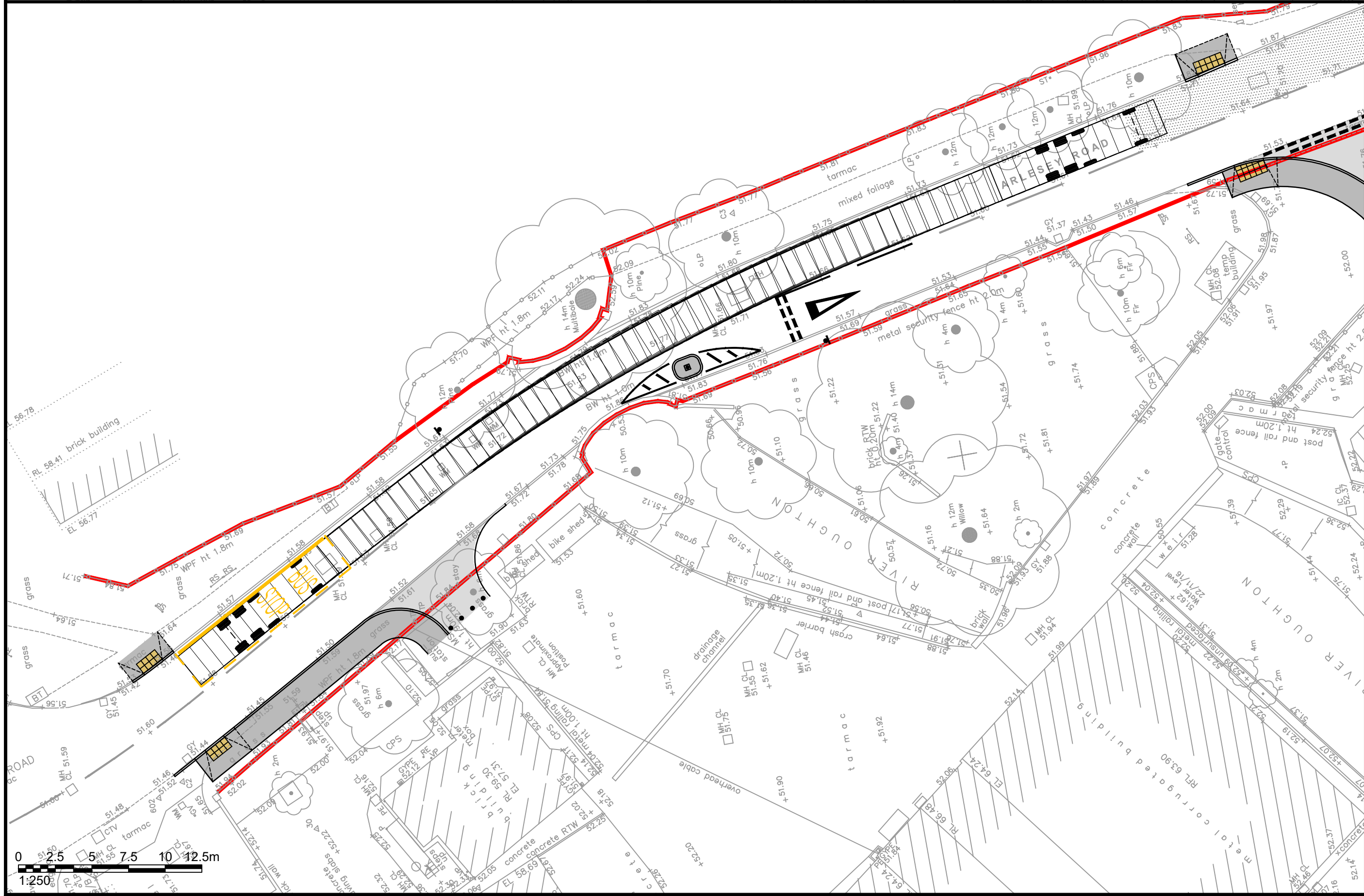
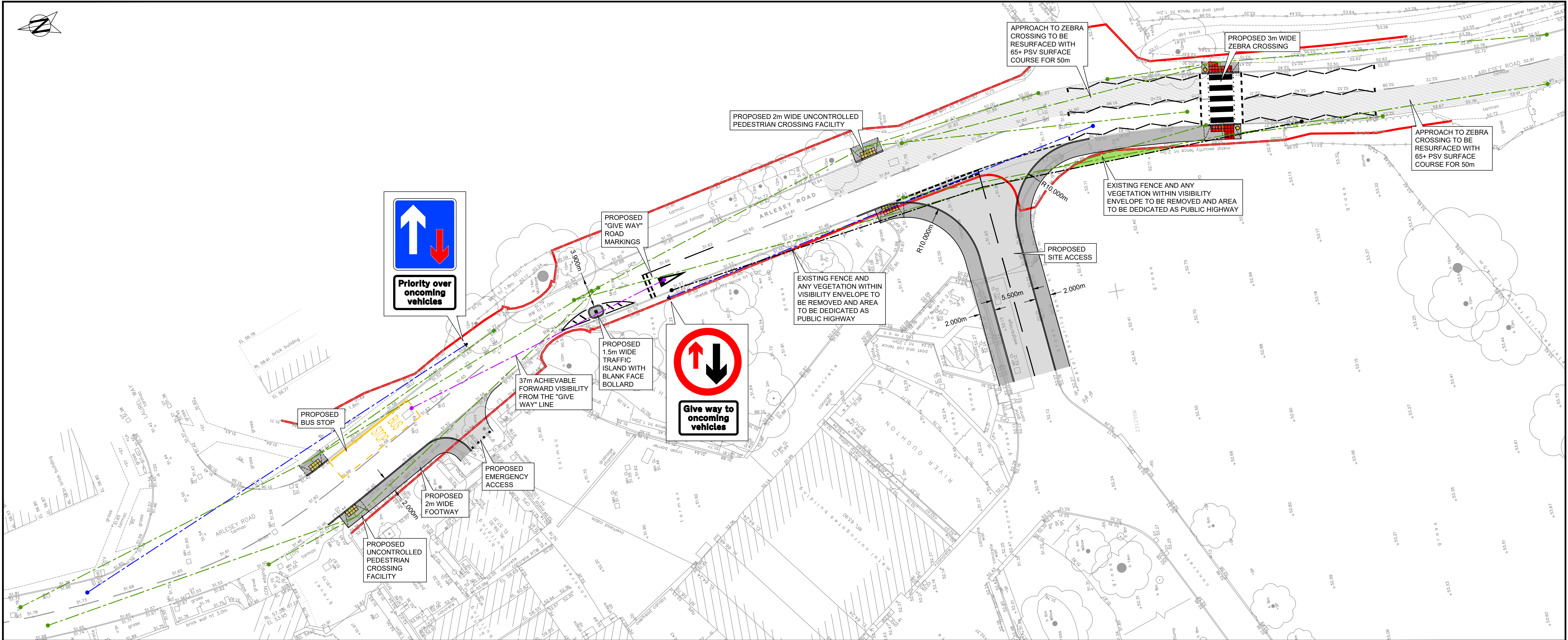
Scale:
1:250 @ A1
1:500 @A3

Drawn By:
ZS
Date:
29.11.16

Checked By:
KPS
Date:
08.02.17



Appendix B Off-Site Highway Works Drawing



NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.

KEY:

- HIGHWAY BOUNDARY
- 2.4m X 43m ACCESS VISIBILITY
- 43m VISIBILITY TO / FROM PEDESTRIAN CROSSINGS
- 60m FORWARD VISIBILITY TO ROAD SIGNS

REV	DATE	DESCRIPTION	DRN	CHKD	APPR

Issue Status

☐ CONCEPT	☐ CONSTRUCTION
☐ PRELIMINARY	☐ AS BUILT
☐ TENDER	☐ HAS FILE ISSUE

Client
Hill Residential Ltd

Project
Ickleford Mill, Ickleford, Hertfordshire

Drawing Title
Proposed Highway Improvements

Scale @ A1	Drwn	DW	Chkd	SM
1:250	Aprd	KMcM	Date	02.03.2026

Drawing Ref
KMC25232 / 002

Rev

Hertfordshire CC Standard Refuse Vehicle (12.1m Mercedes Econic 3233LL 8x4)

Overall Length	12.100m
Overall Width	2.430m
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	11.250m

FORWARD MOVEMENTS (design speed - 5kph)

REVERSE MOVEMENTS (design speed - 2.5kph)

kmc
transport planning

Appendix C Road Safety Audit and Designers Response

**ICKLEFORD MILL,
ARLESEY ROAD
ICKLEFORD,
HERTFORDSHIRE,**

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

KMC TRANSPORT PLANNING

FEBRUARY 2026



RKS
Associates

Project: Ickleford Mill, Arlesey Road, Ickleford, Hertfordshire
Proposed Highway Works

Client: KMC Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2143 - RSA 1

Issue date: 10th February 2026

Status: Final

Authorised by: VP/BN

© Copyright RKS Associates 2026



RKS
Associates



Contents

1	Introduction	1
2	Items Raised at Stage 1 Road Safety Audit	3
3	Audit Team Statement	5

Appendices

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
- Appendix B: Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works associated a proposed residential development on land to the west of Arlesey Road, Ickleford in North Hertfordshire. The proposed development forms part of the wider development site located on land to the west of Arlesey Road with the access provided via a reconfigured main site access onto Arlesey Road. The proposed development comprises the 55 residential dwellings with associated infrastructure improvements along Arlesey Road

1.2 The highway works subject to this Stage 1 Road Safety Audit comprise amendments to the existing bus stop location and pedestrian crossing facility on Arlesey Road, the provision of a 2-metre-wide footway along the western (development) side of Arlesey Road, the relocation of the emergency vehicle access further south, and the introduction of a traffic-calming feature at the existing pinch point on Arlesey Road.

1.3 Arlesey Road is a two-way single carriageway aligned in a north to south direction lit and locally subject to a 30mph speed limit with a grass verge/hedgerow along its western side and a continuous footway along its eastern side. The width of the carriageway on both the northbound and southbound approaches to bridge crossing a river on Arlesey Road narrows, creating a pinch point that results in informal one-way operation between opposing traffic movements.

1.4 KMC Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Stage 1 Road Safety Audit Brief prepared by KMC Transport Planning Reference: 25232 (January 2026);
- Wormald Burrows Partnership Drawing Number: E3631/700/E – Proposed Means of Access; and
- KMC Transport Planning Drawing Number: 25232-001 – Proposed Highway Improvements.

1.5 The main parties of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Overseeing Organisation	Hertfordshire County Council
Design Organisation	KMC Transport Planning

1.6 The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on Friday 6th February 2026 between the hours of 10am and 11am. The weather was overcast with intermittent rain, and the road surface was wet. Observations during the site inspection noted moderate to low traffic flows and low cycle or pedestrian flows travelling along Arlesey Road.



Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has been made aware that there are no Departures from Standard or previous Road Safety Audit conducted on the highway works.
- 1.9** All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10** The recommendations in this report are aimed at addressing the identified 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. 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.
- 1.11** The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

- 1.12** Publicly available Personal Injury Collision (PIC) data from the Crashmap UK website (www.crashmap.co.uk) for the five-year period up to December 2024 has been reviewed. The collision data indicates that two collisions have been recorded on Arlesey Road in the immediate vicinity of the proposed highway works. The collisions occurred in January and February 2024, both collisions involved two vehicles and resulted slight injury.

Traffic Data

- 1.13** No details relating to traffic data have been provided, however observations during the site inspection noted that traffic flows were moderate to low and vehicle speeds appear to conform to the posted speed limit of 30mph.



2 ITEMS RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water

Location: General

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions particularly during icy weather conditions.

Recommendation:

Ensure that adequate surface water drainage is provided, if necessary, provide additional drainage.

2.2 Problem:

Summary: Potential risk of head-on collisions associated with poor forward visibility

Location: *Proposed pinch point on Arlesey Road*

No details of forward visibility splays from the proposed pinch point on Arlesey Road have been provided, it is therefore not possible to determine whether drivers travelling in either direction will have adequate sight distance to observe oncoming traffic. This could increase the likelihood of head-on conflicts, sudden braking, or vehicles mounting the verge or footway to avoid collision with oncoming traffic

Recommendation:

It is recommended that forward visibility splays on both approaches to the proposed pinch point on Arlesey Road are provided and accord to current design standards for the posted speed limit, if necessary, amend the layout.

2.3 Problem:

Summary: Potential risk of loss of control or failing to give way collisions associated reduced carriageway width

Location: *Proposed priority one way operation on Arlesey Road*

There is concern that the proposed priority one-way operation on Arlesey Road is located within an area that is poorly illuminated and further compromised by overhanging vegetation. Consequently, the layout of the priority one-way operation may not be clearly visible to approaching drivers. This may increase the risk of drivers failing to give way to oncoming traffic or losing control due to sudden or late braking.

Recommendation:

It is recommended that the overhanging vegetation is cut back and lighting improved to ensure the layout of the priority one way operation is clearly visible to oncoming traffic.



- 2.4 Problem:**
Summary: Potential risk of collisions associated with inadvertent vehicle manoeuvres
Location: *Proposed emergency access on Arlesey Road*
- The proposed layout of the emergency access on Arlesey Road incorporates bollards to prevent unauthorised vehicular access. However, the proposed bollards are set-back and may encourage vehicles to perform inadvertent vehicle movements via the emergency access. This may increase the risk of collisions between vehicles reversing from the emergency access onto Arlesey Road and other road users travelling along Arlesey Road.
- Recommendation:**
It is recommended that the position of the bollards be reviewed and relocated closer to the carriageway to mitigate the risk of collisions associated with inadvertent vehicle manoeuvres.
- 2.5 Problem:**
Summary: Potential risk of pedestrian struck by passing traffic associated with poor visibility
Location: *Proposed uncontrolled pedestrian crossing across Arlesey Road*
- The proposed highway works include an uncontrolled pedestrian crossing located north of the southbound bus stop. Consequently, pedestrians alighting from buses at this stop may attempt to cross the carriageway immediately behind a stationary bus, where visibility of approaching northbound traffic on Arlesey Road may be restricted. This reduced forward visibility increases the likelihood of pedestrians stepping into the carriageway without seeing oncoming vehicles. The risk is heightened when northbound motorists travel through the road narrowing while a bus is still stopped, creating a potential conflict between pedestrians crossing and vehicles passing the bus.
- Recommendation:**
It is recommended that the location of the uncontrolled pedestrian crossing in relation to the southbound bus stop is reviewed to ensure visibility for pedestrians using the crossing is not compromised by a stationary bus, if necessary, amend the layout
- 2.6 Problem:**
Summary: Potential risk of collisions associated with incorrect sign
Location: *Proposed keep left sign on proposed buildout on Arlesey Road*
- The scheme drawings incorrectly indicate that a “keep left” sign mounted on a bollard is to be placed on the kerb build-out at the priority one-way section on Arlesey Road. Installing an incorrect sign in this location may mislead drivers and increase the risk of collisions, particularly where priority movements must be clearly understood.
- Recommendation:**
Ensure that the signage proposed at the priority one-way section on Arlesey Road is reviewed and corrected.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 Revision 2 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed:



Date: 10th February 2026

Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

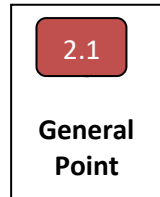
Signed:



Date: 10th February 2026



Appendix A





Appendix B

Issue N°	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions particularly during icy weather conditions.	Ensure that adequate surface water drainage is provided, if necessary, provide additional drainage.		
2.2	No details of forward visibility splays from the proposed pinch point on Arlesey Road have been provided, it is therefore not possible to determine whether drivers travelling in either direction will have adequate sight distance to observe oncoming traffic. This could increase the likelihood of head on conflicts, sudden braking, or vehicles mounting the verge or footway to avoid collision with oncoming traffic	It is recommended that forward visibility splays on both approaches to the proposed pinch point on Arlesey Road are provided and accord to current design standards for the posted speed limit, if necessary, amend the layout.		
2.3	There is concern that the proposed priority one way operation on Arlesey Road is located within an area that is poorly illuminated and further compromised by overhanging vegetation. Consequently, the layout of the priority one-way operation may not be clearly visible to approaching drivers. This may increase the risk of drivers failing to give way to oncoming traffic or losing control due to sudden or late braking.	It is recommended that the overhanging vegetation is cut back and lighting improved to ensure the layout of the priority one way operation is clearly visible to oncoming traffic.		
2.4	The proposed layout of the emergency access on Arlesey Road incorporates bollards to prevent unauthorised vehicular access. However, the proposed bollards are set-back and may encourage vehicles to perform inadvertent vehicle movements via the emergency access. This may increase the risk of collisions between vehicles reversing from the emergency access onto Arlesey Road and other road users travelling along Arlesey Road.	It is recommended that the position of the bollards be reviewed and relocated closer to the carriageway to mitigate the risk of collisions associated with inadvertent vehicle manoeuvres.		

Issue N°	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.5	The proposed highway works include an uncontrolled pedestrian crossing located north of the southbound bus stop. Consequently, pedestrians alighting from buses at this stop may attempt to cross the carriageway immediately behind a stationary bus, where visibility of approaching northbound traffic on Arlesey Road may be restricted. This reduced forward visibility increases the likelihood of pedestrians stepping into the carriageway without seeing oncoming vehicles. The risk is heightened when northbound motorists travel through the road narrowing while a bus is still stopped, creating a potential conflict between pedestrians crossing and vehicles passing the bus.	It is recommended that the location of the uncontrolled pedestrian crossing in relation to the southbound bus stop is reviewed to ensure visibility for pedestrians using the crossing is not compromised by a stationary bus, if necessary, amend the layout		
2.6	The scheme drawings incorrectly indicate that a “keep left” sign mounted on a bollard is to be placed on the kerb build out at the priority one way section on Arlesey Road. Installing an incorrect sign in this location may mislead drivers and increase the risk of collisions, particularly where priority movements must be clearly understood.	Ensure that the signage proposed at the priority one way section on Arlesey Road is reviewed and corrected.		

Project Name	Ickleford Mill, Ickleford
Subject	Designer's Response to Stage 1 Road Safety Audit
Reference	25232/N03
Date	February 2026

Introduction

The report provides a designer's response to the findings of the Stage 1 Road Safety Audit report (document reference VRP2143 - RSA 1), dated 10February 2026 which was completed by RKS Associates and should be read in conjunction with the report.

Items raised in Stage 1 Road Safety Audit

The Safety Audit raised items and provided corresponding recommendations. This designer's response follows the Audit's referencing system.

No.	Auditor's Comment	Auditor's Recommendation	Designer's Response
2.1	Summary: Potential collisions due to standing water Location: General No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions particularly during icy weather conditions.	Ensure that adequate surface water drainage is provided, if necessary, provide additional drainage.	The detailed design of the works will ensure that surface water drainage is assessed and appropriately catered for.
2.2	Summary: Potential risk of head-on collisions associated with poor forward visibility Location: Proposed pinch point on Arlesey Road No details of forward visibility splays from the proposed pinch point on Arlesey Road have been provided, it is therefore not possible to determine whether drivers travelling in either direction will have adequate sight distance to observe oncoming traffic. This could increase the likelihood of head on conflicts, sudden braking, or vehicles mounting the verge or footway to avoid collision with oncoming traffic	It is recommended that forward visibility splays on both approaches to the proposed pinch point on Arlesey Road are provided and accord to current design standards for the posted speed limit, if necessary, amend the layout.	The pinch point already exists on Arlesey Road where generally, drivers must pass give way informally. Drivers are observed to slow towards the pinch point before accelerating through once they are satisfied the ahead movement is clear. The proposal seeks to formalise this by prioritising movement away from the village. The drawing shows the achievable visibility which is considered to be appropriate for the situation on Arlesey Road.
2.3	Summary: Potential risk of loss of control or failing to give way collisions associated reduced carriageway width Location: Proposed priority one way operation on Arlesey Road	It is recommended that the overhanging vegetation is cut back and lighting improved to ensure the layout of the	Vegetation clearance to maximise visibility should be provided and will be detailed as part of the works and maintained by the highway authority.

	There is concern that the proposed priority one-way operation on Arlesey Road is located within an area that is poorly illuminated and further compromised by overhanging vegetation. Consequently, the layout of the priority one-way operation may not be clearly visible to approaching drivers. This may increase the risk of drivers failing to give way to oncoming traffic or losing control due to sudden or late braking	priority one way operation is clearly visible to oncoming traffic.	The street lighting in place will be reviewed and appropriate upgrades made as required as part of the detailed design.
2.4	Summary: Potential risk of collisions associated with inadvertent vehicle manoeuvres Location: Proposed emergency access on Arlesey Road The proposed layout of the emergency access on Arlesey Road incorporates bollards to prevent unauthorised vehicular access. However, the proposed bollards are set-back and may encourage vehicles to perform inadvertent vehicle movements via the emergency access. This may increase the risk of collisions between vehicles reversing from the emergency access onto Arlesey Road and other road users travelling along Arlesey Road.	It is recommended that the position of the bollards be reviewed and relocated closer to the carriageway to mitigate the risk of collisions associated with inadvertent vehicle manoeuvres.	The bollards will be moved closer to the emergency entrance and back of footway.
2.5	Summary: Potential risk of pedestrian struck by passing traffic associated with poor visibility Location: Proposed uncontrolled pedestrian crossing across Arlesey Road	It is recommended that the location of the uncontrolled pedestrian crossing in relation to the southbound bus stop is reviewed to ensure visibility for pedestrians using the crossing is not compromised by	The risk is acknowledged but the location of crossings relative to bus stops has some established principles. Crossings are located to the rear as it is unlikely that people will choose to cross with limited visibility. The bus services are infrequent so crossing use by non-passengers is

	The proposed highway works include an uncontrolled pedestrian crossing located north of the southbound bus stop. Consequently, pedestrians alighting from buses at this stop may attempt to cross the carriageway immediately behind a stationary bus, where visibility of approaching northbound traffic on Arlesey Road may be restricted. This reduced forward visibility increases the likelihood of pedestrians stepping into the carriageway without seeing oncoming vehicles. The risk is heightened when northbound motorists travel through the road narrowing while a bus is still stopped, creating a potential conflict between pedestrians crossing and vehicles passing the bus.	a stationary bus, if necessary, amend the layout.	less likely. Crossing in the front of the bus is less preferable given the higher likelihood of people being struck by a forward moving bus. Further, the principle of locating uncontrolled crossing to the rear of bus stops is an established approach undertaken by the highway authority. During January and February 2026, a number of such arrangements have been installed at Penn Way in Letchworth Garden City by the highway authority.
2.6	Summary: Potential risk of collisions associated with incorrect sign Location: Proposed keep left sign on proposed buildout on Arlesey Road The scheme drawings incorrectly indicate that a “keep left” sign mounted on a bollard is to be placed on the kerb build out at the priority one way section on Arlesey Road. Installing an incorrect sign in this location may mislead drivers and increase the risk of collisions, particularly where priority movements must be clearly understood.	Ensure that the signage proposed at the priority one way section on Arlesey Road is reviewed and corrected.	The drafting mistake has been corrected in the updated drawing the correct reference to keep right included.