



Stage 1 Road Safety Audit

Blacksmiths Lane, Reed

The Turney Trust

Prepared by:

SLR Consulting Limited

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SLR Project No. 406.V58297.00001

25 September 2026

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	25 September 2026	Ben Finch	Duncan Stuart	Ben Finch

Basis of Report

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1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA1) carried out on 25th September 2026. The RSA was carried out on behalf of The Turney Trust. The Overseeing Organisation for this RSA1 is Hertfordshire County Council (HCC).
- 1.2 A formal Audit Brief has not been provided to the Audit Team; however, the scope of the audit has been agreed with Patrick Lanaway of SLR Consulting on 27th August 2026.
- 1.3 This Road Safety Audit team was as follows:
- Ben Finch, BSc, MCIHT, MSoRSA
Audit Team Leader
Principal Transport Planner
SLR Consulting Ltd
- Duncan Stuart, BSc, MSc, MCIHT, MSoRSA, NH Approved Cert. Comp
Audit Team Member
Associate Director Transport Planner
SLR Consulting Ltd
- 1.4 A site visit was undertaken by the Audit Team on Wednesday 23rd September 2026, between 09:00 and 10:00, under clear and sunny weather conditions on a dry road surface.
- 1.5 A small amount of vehicle traffic was observed around the junction of Blacksmiths Lane and London Road. Low levels of pedestrian movement were also observed along Blacksmiths Lane. No cycle movements were observed.
- 1.6 The site location is identified at **Appendix A** of this report.
- 1.7 A table of documents submitted for this RSA1 can be found in **Appendix B**.

Development Proposals

- 1.8 The development proposals include the provision of 21 residential dwellings.
- 1.9 The development will be laid out such that two distinct, but linked, areas of housing will be provided, each having its own vehicular access provision onto Blacksmith's Lane.
- 1.10 Seven of the dwellings will be located on the parcel of the land on the western side of the overall development site, all of which will be affordable units. All of the 14 units on the parcel on the eastern side of the site will be private (market) units.
- 1.11 The scope of this RSA1 includes the proposed vehicular access.
- 1.12 The submitted design drawing has been annotated to show the locations of any problems identified during this RSA1. This plan can be found at **Appendix C**.



Previous Road Safety Audits

- 1.13 The Audit Team were not informed of any previous Road Safety Audits associated with the design proposals.

Departures from Standards

- 1.14 The Audit Team were not informed of any Departure from Standards associated with the design proposals.

Terms of Reference

- 1.15 The terms of reference of the Audit are as described in the Design Manual for Roads and Bridges GG119.
- 1.16 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. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.17 The Audit Team accepts that there may be alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of their responsibilities.
- 1.18 The Designer is advised to prepare a Road Safety Audit Decision Log. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.



2.0 Matters arising from this Stage 1 RSA

2.1 Problem 1

Location: Visibility Splays

Summary: Vegetation over spills into the visibility splay envelope, forming an obstruction to emerging visibility.

Failure to ensure visibility is kept clear of obstructions could result in side-swipe collisions between vehicles exiting the site and those travelling on the adjacent carriageway.

Recommendation

It is recommended that all vegetation within the extent of the visibility splays at both access points is maintained to a suitable height to ensure unobstructed visibility.

2.2 Problem 2

Location: Blacksmiths Lane junction with A10 London Road

Summary: The 30mph sign on the northern side of Blacksmiths Lane is obstructed on approach to the site, which could result in driver's failing to observe the change in speed limit. It is assumed by the Audit Team that this sign will be relocated to accommodate the new footway works.

Failure to ensure speed limit signage is correctly placed could result in collisions due to excessive speeds.

Recommendation

It is recommended that the identified sign be relocated to ensure full view on approach to the change in speed limit.



3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Ben Finch

Signed:



Position: Principal Transport Planner

Organisation: SLR Consulting Ltd

Date: 25 September 2026

Road Safety Audit Team Member

Name: Duncan Stuart

Signed:

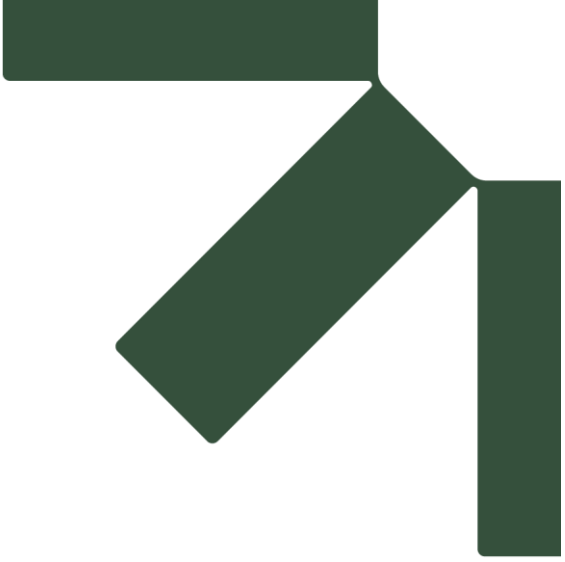


Position: Associate Director Transport Planner

Organisation: SLR Consulting Ltd

Date: 25 September 2026





Appendix A Site Location Plan

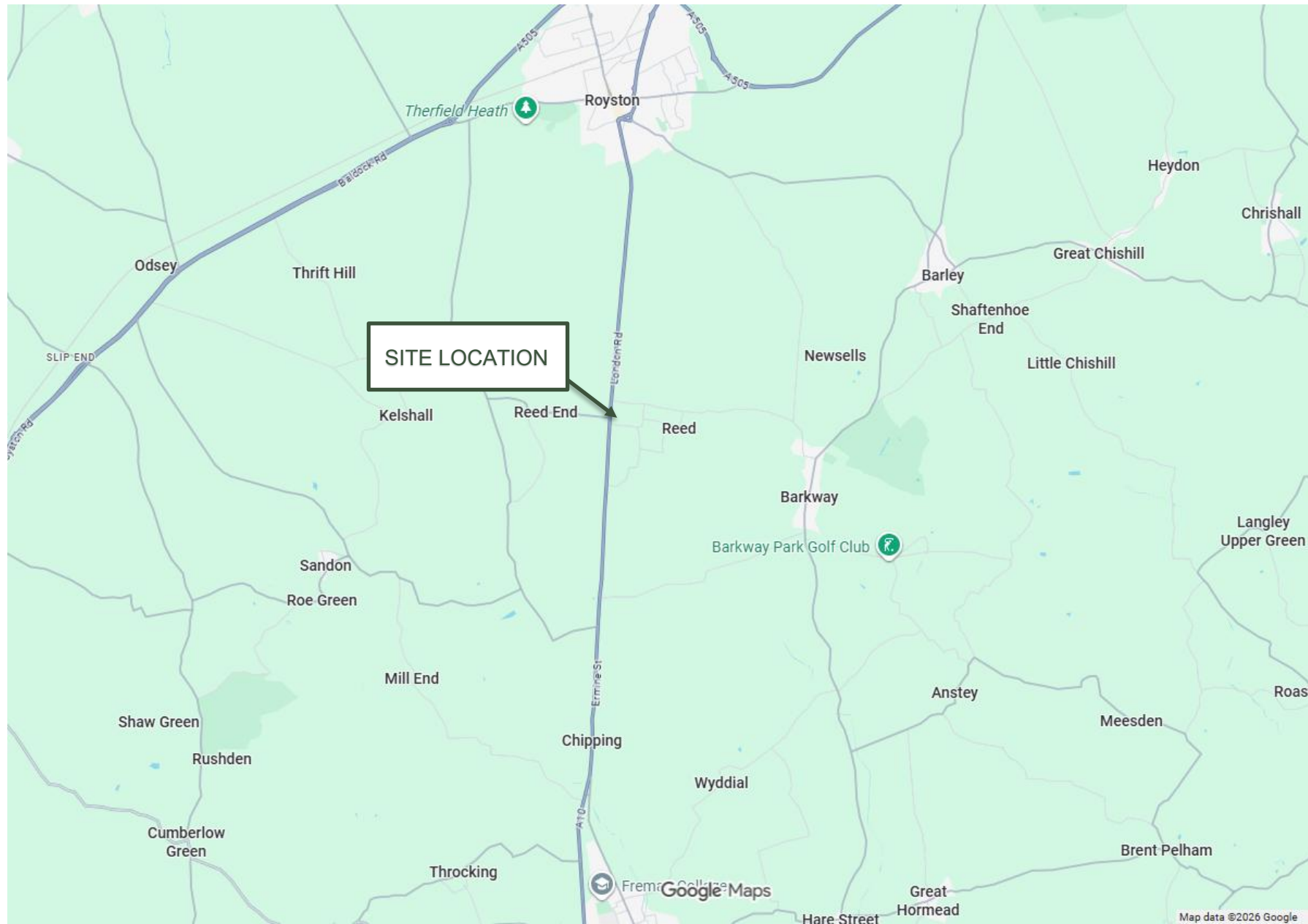
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Appendix B Submitted Documents

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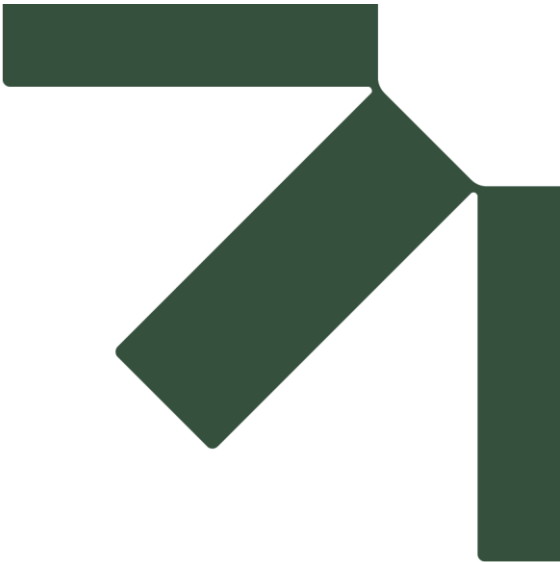
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Submitted Documents

Type	Document Title
Drawings	406.V58297.00001 010 Rev 2 – Site Access and Footpaths Location Plan PL(11)01 – Existing Site Plan PL(90)01 – Proposed Site Plan PL(21)08 – Proposed Street Scene, Site Sections and Bin/ Bike Stores





Appendix C Problem Location Plan

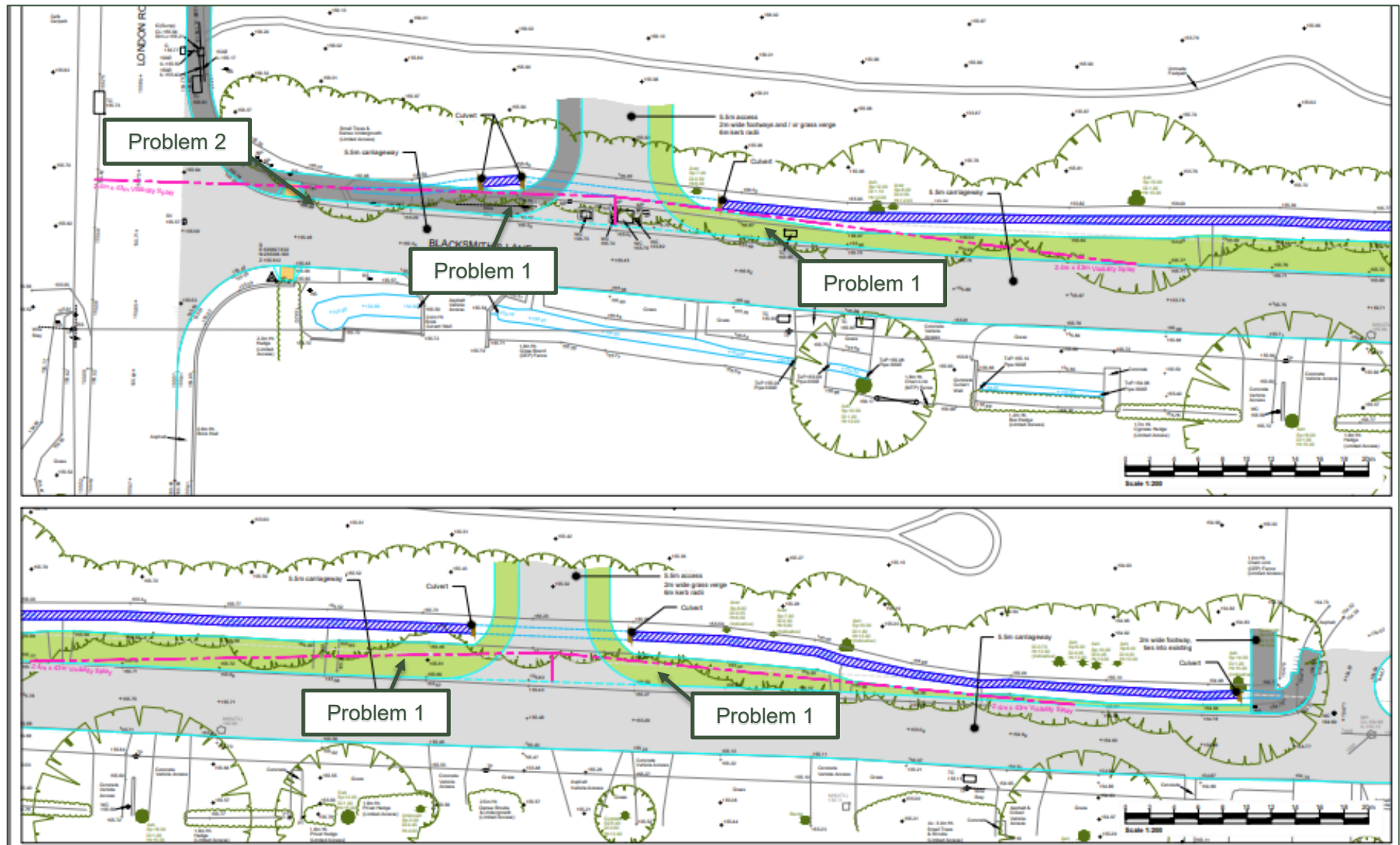
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