

A Planning Application by
BLAKENEY ESTATES LIMITED

In respect of
**Land East of Walnut Tree Road,
PIRTON**

Stage 1 Road Safety Audit Designer's Response

2210-050/DR/01 | November 2025



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Issue	AW	IB	RC	19 11 2025

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C	Swept Path Analysis of Fire Tender Vehicle – Hambridge Way
D	Swept Path Analysis of a 11.2m Refuse Collection Vehicle – Hambridge Way

1 Introduction

1.1 Transport Planning Associates has been commissioned by Blakeney Homes Limited to provide transport planning consultancy services in respect of a proposed residential development on Land East of Walnut Tree Road, Pirton ("**the Site**").

1.2 An outline planning application (Planning Reference: 25/02064/OP) was submitted in September 2025 for the Site, with the development description as follows:

Erection of up to 50 dwellings including affordable housing, together with amenity space, landscaping and all associated infrastructure and works (all matters reserved except means of access).

1.3 Transport Planning Associates supported the scheme with the creation of a Transport Assessment (Transport Planning Associates report reference: 2210-050/TA/01, dated July 2025) ("**TA01**"), providing details of the scheme including access design, highway impact and mitigation strategies to improve pedestrian and cycle provision. A formal response to this Transport Assessment from Hertfordshire County Council ("**HCC**"), the Highway Authority was received on the 10th October 2025.

1.4 Within this response, HCC requested that a Stage 1 Road Safety Audit ("**RSA**") be conducted for all off-site mitigation works and the site access. A subsequent RSA was undertaken by an independent specialist company, Alpha Consultants, to address the proposed mitigation works. A full copy of the RSA is contained in **Appendix A**.

1.5 The purpose of this Designer's Response is to review and comment on matters raised in the audit report.

2 Road Safety Audit Items Raised

Item 2.1

Location: Proposed crossing point / narrowing on Cotman End
Summary: Priority between opposing vehicles may be unclear to drivers
Description: It is understood that the proposals shown above will provide pedestrians with priority over vehicles. It is also noted that the carriageway will be narrowed to 3.7m, which would likely mean that one direction of traffic would need to give way to the other. However, a lack of clear priority between opposing vehicles could be confusing for drivers; potentially leading to instances of hesitation and/or head on conflict. .
Recommendation: It is recommended that the proposed arrangement is reviewed in light of the above concern. It may be beneficial to widen the carriageway, in order that opposing vehicles can safely continue past one another, whilst still being required to give way to pedestrians when necessary.
Design Organisation Response: The carriageway narrowing at the site access has been designed to provide priority to pedestrians utilising Footpath 5 over oncoming vehicles. When examining the updated trip rate analysis of the proposed development, over the peak hours, 27 vehicles leave the site and 9 enter in the morning and 9 leave and 15 enter in the evening peak. When examining the more robust AM vehicle movements, this can be broken down into nearly one car every 2 minutes exiting and one car every 6-7 minutes entering. These low levels of movement would not present a material issue by which vehicles are consistently at risk of head on collisions, providing ample time for cars to find a suitable time to manoeuvre into or out of the site. The introduction of the carriageway narrowing provides an opportunity for cars to reduce their speed that in turn increases safety of pedestrians utilising the crossing.

Item 2.2

Location: Emergency Access on Hambridge Way
Summary: Provision for access by larger emergency vehicles
Description: Whilst it is understood that the above access will typically be used by pedestrians and cyclists, the arrangement will need to provide sufficient space for access by emergency vehicles if and when required. The carriageway along Hambridge Way is narrow and safe access by larger emergency vehicles could be hindered if turning space is inadequate.
Recommendation: It is recommended that a vehicle swept path analysis is undertaken, in order to ensure that the proposed arrangement will be of sufficient size/layout to accommodate access by larger emergency vehicles when required.
Design Organisation Response: The emergency access has been revised to create a wider carriageway of 4.5m, as well as a wider radius on the bell mouth onto Hambridge Way. This arrangement means an 8m fire appliance, which is confirmed to be used by the local fire department in Hertfordshire for this area, can safely enter and egress the site using the emergency access and onto Hambridge way. The Swept Path Analysis can be viewed in Transport Planning Associates drawing 2210-050.SP03, contained in Appendix B . Further enhancement of the design of the access is not considered appropriate as it would result in a design that would be over engineered for the likely use.

Item 2.3

Location: Hambridge Way / Royal Oak Lane crossroads.
Summary: Junction narrowing / realignment and potential impact on vehicle swept paths
Description: The proposals at the above junction will involve a narrowing/realignment of the Hambridge Way arm, in order to accommodate improved pedestrian facilities. Whilst this may not necessarily cause issues, the alterations could make certain vehicle manoeuvres more onerous at this junction. This could potentially lead to an increased risk of conflict between opposing vehicle movements.
Recommendation: It is recommended that swept path analyses are undertaken, in order to ensure that the junction will still be of sufficient size/layout to safely accommodate all likely vehicle types and opposing movements.
Design Organisation Response: Swept path analysis of the junction with realignment has been undertaken, detailing a fire tender and refuse collection vehicle. The fire tender swept path is presented in Transport Planning Associates drawing 2210-050.SP05, contained in Appendix C whilst the Refuse collection vehicle is in Appendix D. Whilst there is some intrusion into the opposite carriageway for the refuse collection vehicle, this would have a negligible impact on highway safety, with the truck only manoeuvring when sufficient space is clear. The fire tender, whilst also intruding at times, would make whatever maneuver necessary to reach an emergency incident, with the drawings outlining that each vehicle is able to enter and exit Hambridge Way in a similar manner to the previous layout.

3 Summary

- 3.1 The recommendations contained within the audit report have been considered and responded to.
- 3.2 In summary, neither the audit report nor a review of the recommendations highlighted any material issues that could prevent the highway authority supporting the proposed site access solutions and off-site highways works.

APPENDIX A

**Development on Land East of
Walnut Tree Road, Pirton
Hertfordshire**

**Proposed Access Arrangements
and Associated Highway Works**

Stage 1 Road Safety Audit

November 2025

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1. Introduction
2. Items raised at this Road Safety Audit
3. Audit Team Statement

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- A. Problem Location Plans

Project / Document Details	
Date:	17/11/2025
Document reference and revision:	AC/TPA/1711251
Prepared by:	Alpha Highway Consultants Limited
Client:	Blakeney Estates 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 carried out during November 2025 at the request of the design organisation, Transport Planning Associates Limited, No.9 Journey Campus, Castle Park, Cambridge CB3 0AX.
- 1.2 The Audit relates to proposed residential development on land to the east of Walnut Tree Road, Pirton, Hertfordshire. The Audit has considered the following proposals:
- Proposed works on Cotman End, including provision of the main site access, and pedestrian crossing point/priority narrowing.
 - Proposed Emergency Access on Hambridge Way (to be utilised as a pedestrian/cycle access at all other times).
 - Proposed realignment and pedestrian crossing points at the Hambridge Way/Royal Oak Lane crossroads junction.
- 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 took place at the offices of Alpha Consultants during November 2025 and included an examination of the following documents:
- Stage 1 Road Safety Audit Brief (Ref: 2210-050/RSA 1)
 - Drawing No. 2210-050.PL01
 - Drawing No. 2210-050.PL02
 - Drawing No. 2210-050.PL03A
 - Indicative Site Location Plan
 - Transport Assessment (Ref: 2210-050/TA/01A)
 - Collision Plot
 - Development Traffic Flows AM
 - Development Traffic Flows PM
 - Total Traffic Flows AM (TF) 2030
 - Total Traffic Flows PM (TF) 2030
 - Raw Survey Data (Cotman End / Walnut Tree Road)
 - Raw Survey Data (Hambridge Way Crossroads)
 - Surveyed Traffic Flows AM
 - Surveyed Traffic Flows PM
- 1.5 The Audit Team visited the site on the afternoon of 13 November 2025. During the site visit, the weather conditions were partly cloudy and dry. The surfaces were also dry.

- 1.6 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 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.

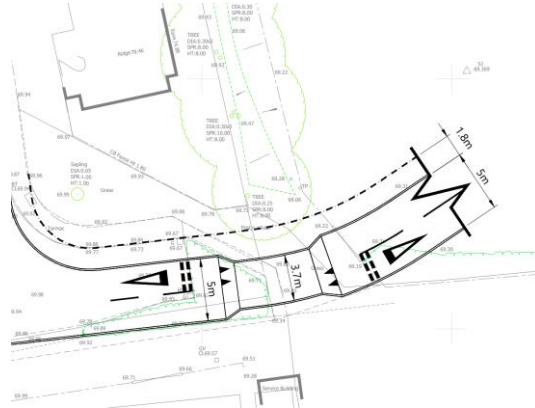
2. Items raised at this Road Safety Audit

LOCAL ALIGNMENT

2.1 Problem

Location: Proposed crossing point / narrowing on Cotman End

Summary: Priority between opposing vehicles may be unclear to drivers



Description:

It is understood that the proposals shown above will provide pedestrians with priority over vehicles. It is also noted that the carriageway will be narrowed to 3.7m, which would likely mean that one direction of traffic would need to give way to the other. However, a lack of clear priority between opposing vehicles could be confusing for drivers; potentially leading to instances of hesitation and/or head-on conflict.

Recommendation:

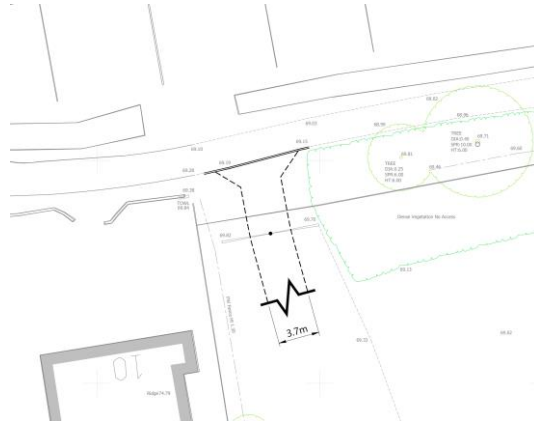
It is recommended that the proposed arrangement is reviewed in light of the above concern. It may be beneficial to widen the carriageway, in order that opposing vehicles can safely continue past one another, whilst still being required to give way to pedestrians when necessary.

JUNCTIONS

2.2 Problem

Location: Emergency Access on Hambridge Way

Summary: Provision for access by larger emergency vehicles



Description:

Whilst it is understood that the above access will typically be used by pedestrians and cyclists, the arrangement will need to provide sufficient space for access by emergency vehicles if and when required. The carriageway along Hambridge Way itself is narrow and safe access by larger emergency vehicles could be hindered if turning space is inadequate.

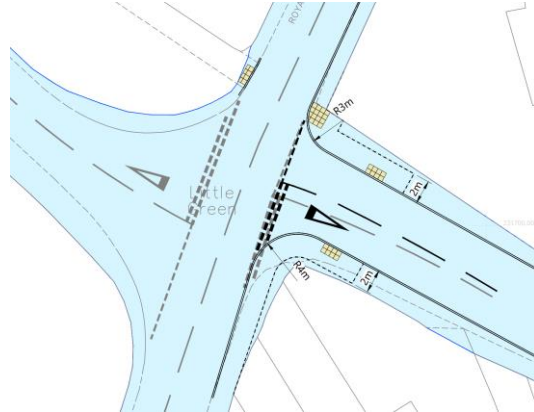
Recommendation:

It is recommended that a vehicle swept path analysis is undertaken, in order to ensure that the proposed arrangement will be of sufficient size/layout to accommodate access by larger emergency vehicles when required.

2.3 Problem

Location: Hambridge Way / Royal Oak Lane crossroads

Summary: Junction narrowing / realignment and potential impact on vehicle swept paths



Description:

The proposals at the above junction will involve a narrowing/realignment of the Hambridge Way arm, in order to accommodate improved pedestrian facilities. Whilst this may not necessarily causes issues, the alterations could make certain vehicle manoeuvres more onerous at the junction. This could potentially lead to an increased risk of conflict between opposing vehicle movements.

Recommendation:

It is recommended that swept path analyses are undertaken, in order to ensure that the junction will still be of sufficient size/layout to safely accommodate all likely vehicle types and opposing movements.

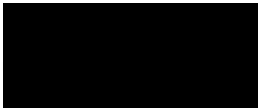
3. Audit Team Statement

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:

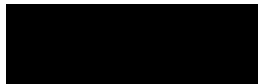


Date: 17 November 2025

AUDIT TEAM MEMBER

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

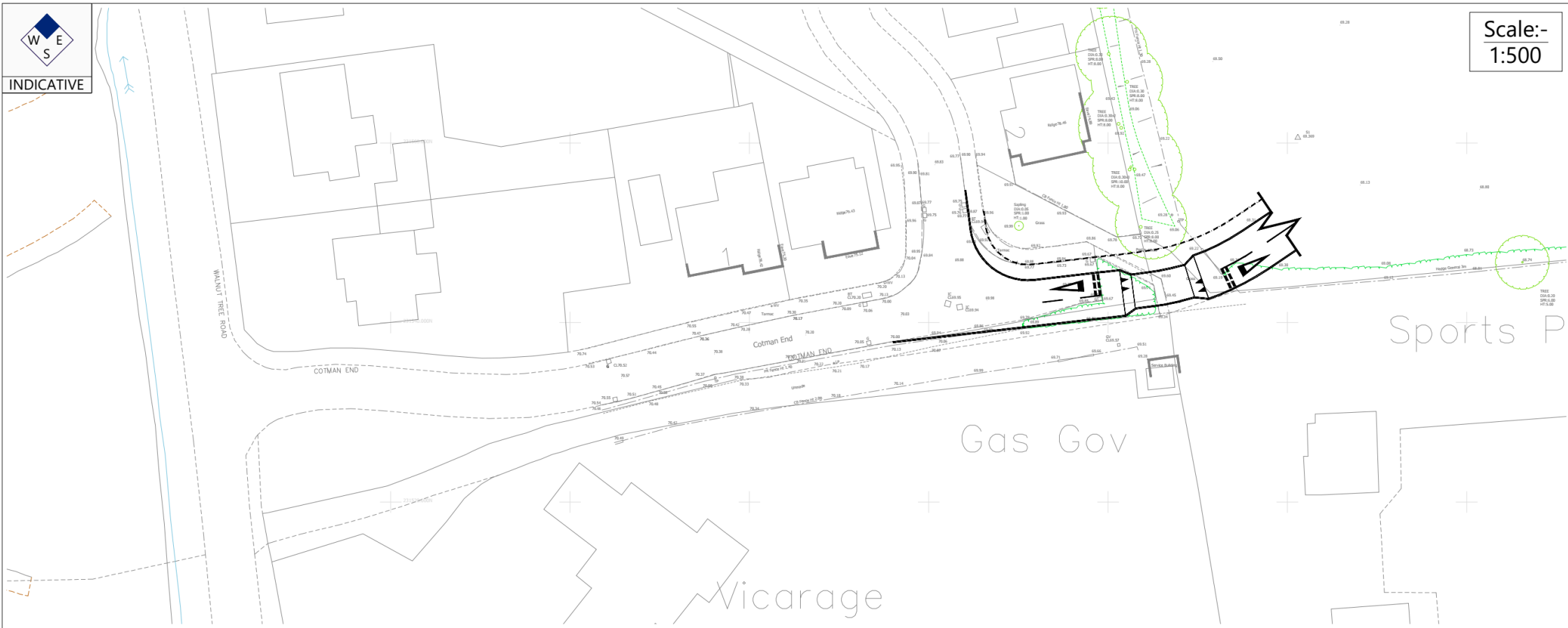
Signed:



Date: 18 November 2025

Appendix A

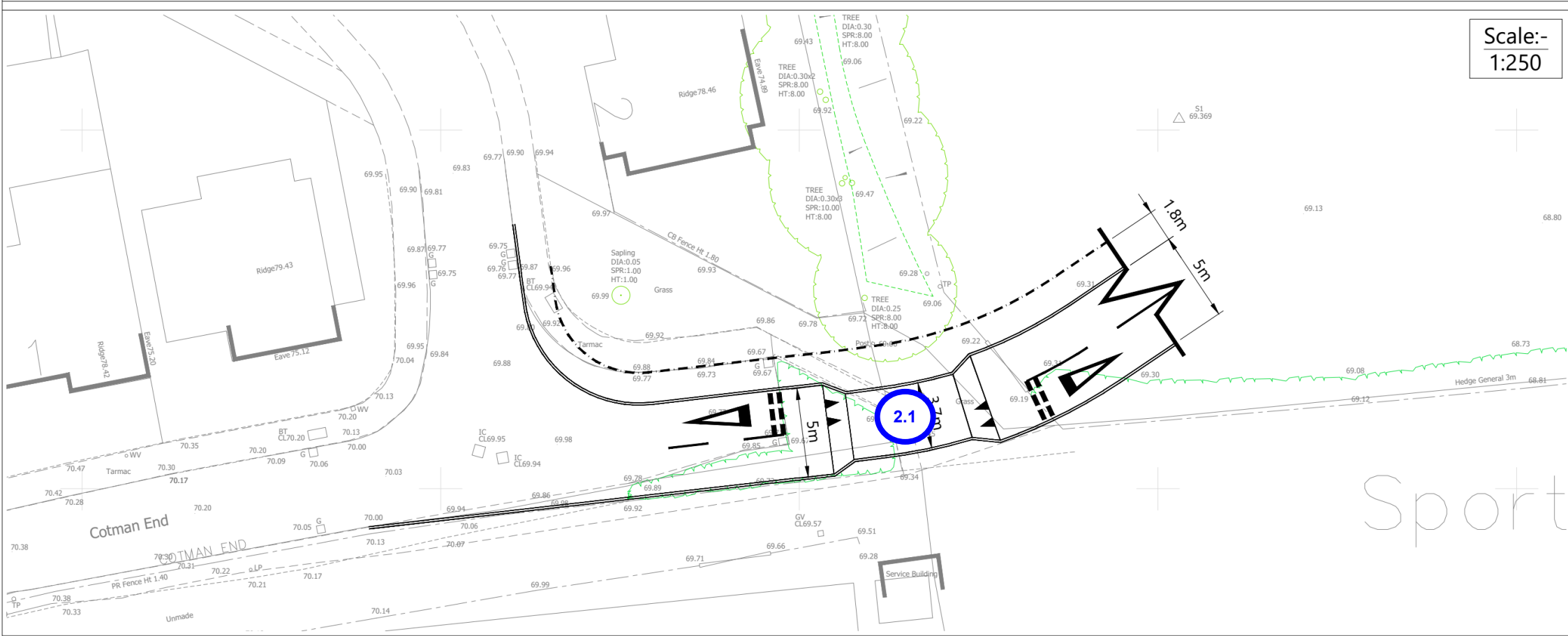
Problem Location Plans



Scale:-
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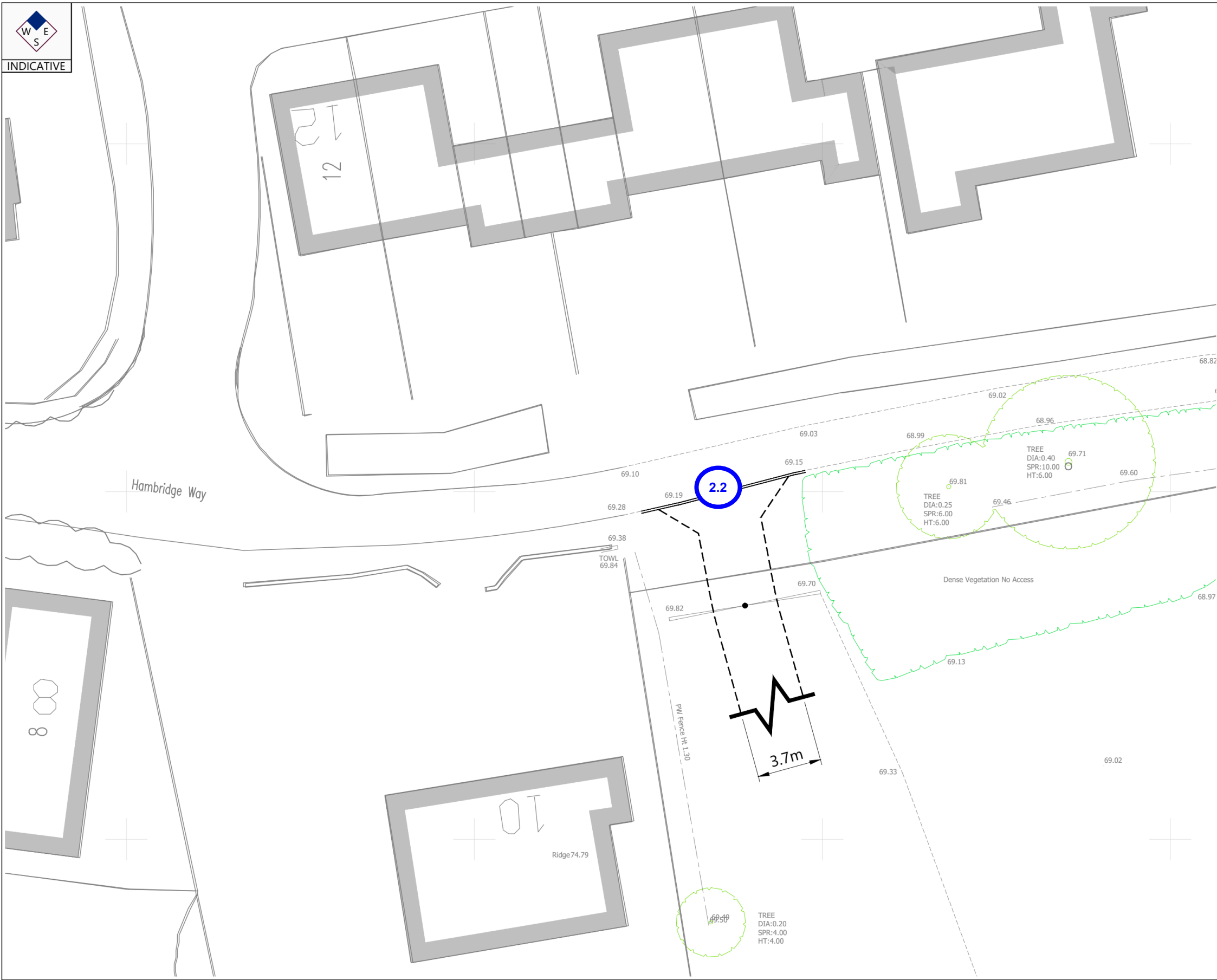
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Blakeney Estates Ltd

PROJECT:
**Land east of
Walnut Tree Road,
Pirton**

TITLE:
**Proposed
Access Road Extension**

STATUS:
PLANNING

SCALE @A3: As Shown	DATE: 10.07.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050	DRAWING NO: PL01	REVISION: -		



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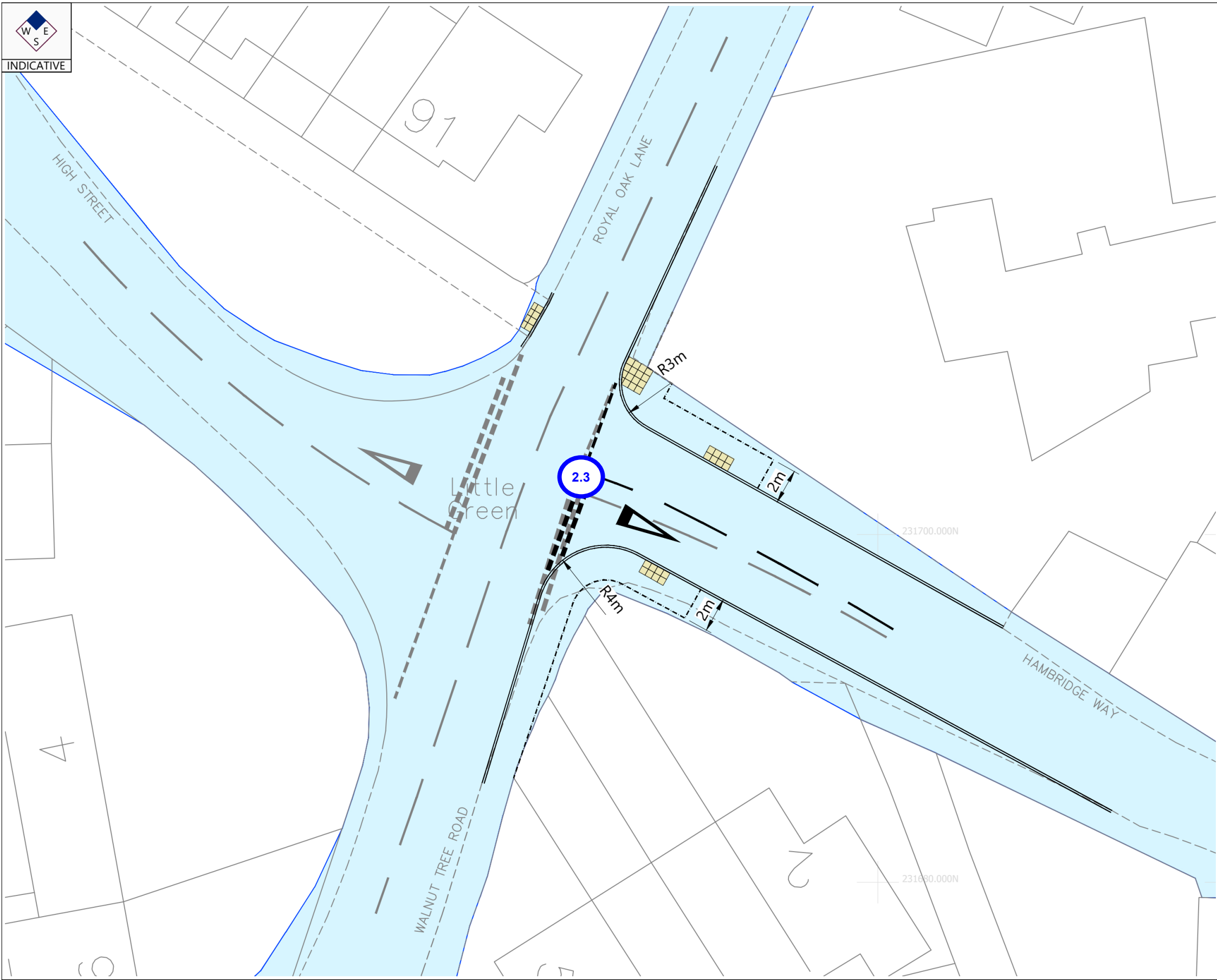
CLIENT:
Blakeney Estates Ltd

PROJECT:
**Land east of
Walnut Tree Road,
Pirton**

TITLE:
**Proposed
Hambridge Way
Emergency Access**

STATUS:
PLANNING

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PROJECT NO:	DRAWING NO:	REVISION:		
2210-050	PL02	-		



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4. Highway Boundary interpreted from information supplied by Hertfordshire County Council.

Key:

- Highway Boundary maintainable at Public Expense.

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A		22.07.25	Highway Boundary added / minor amendments	JA	IB	IB

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TITLE:

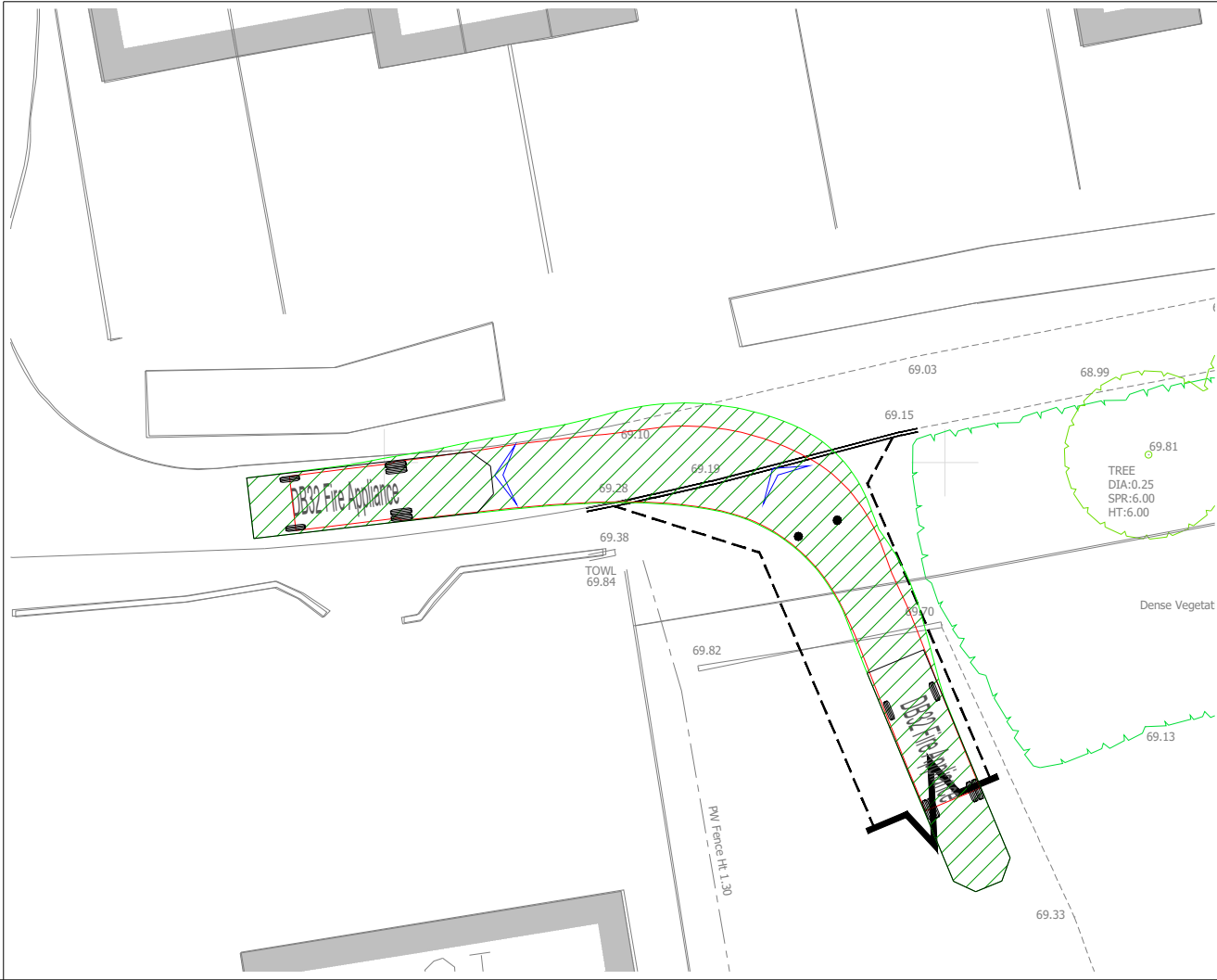
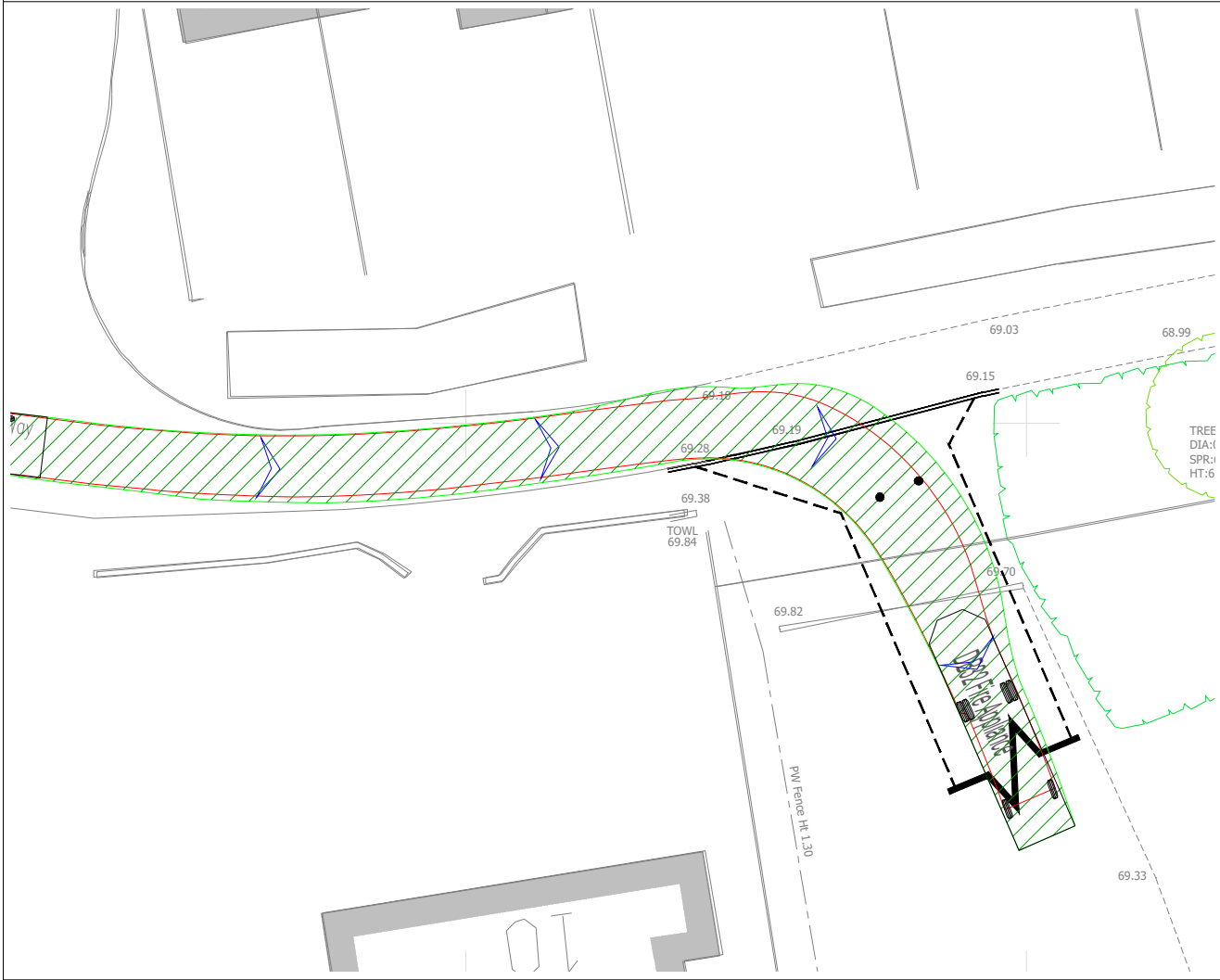
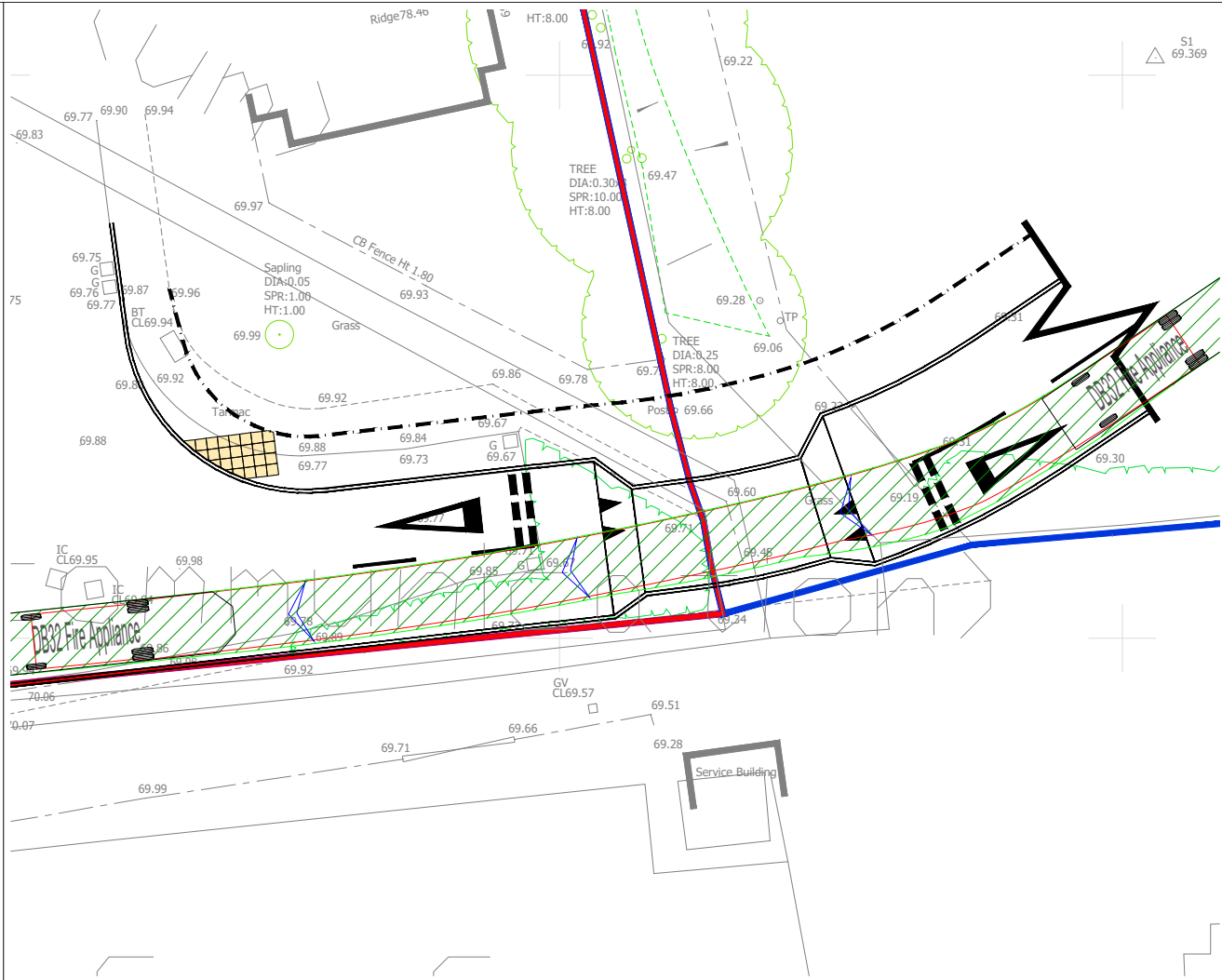
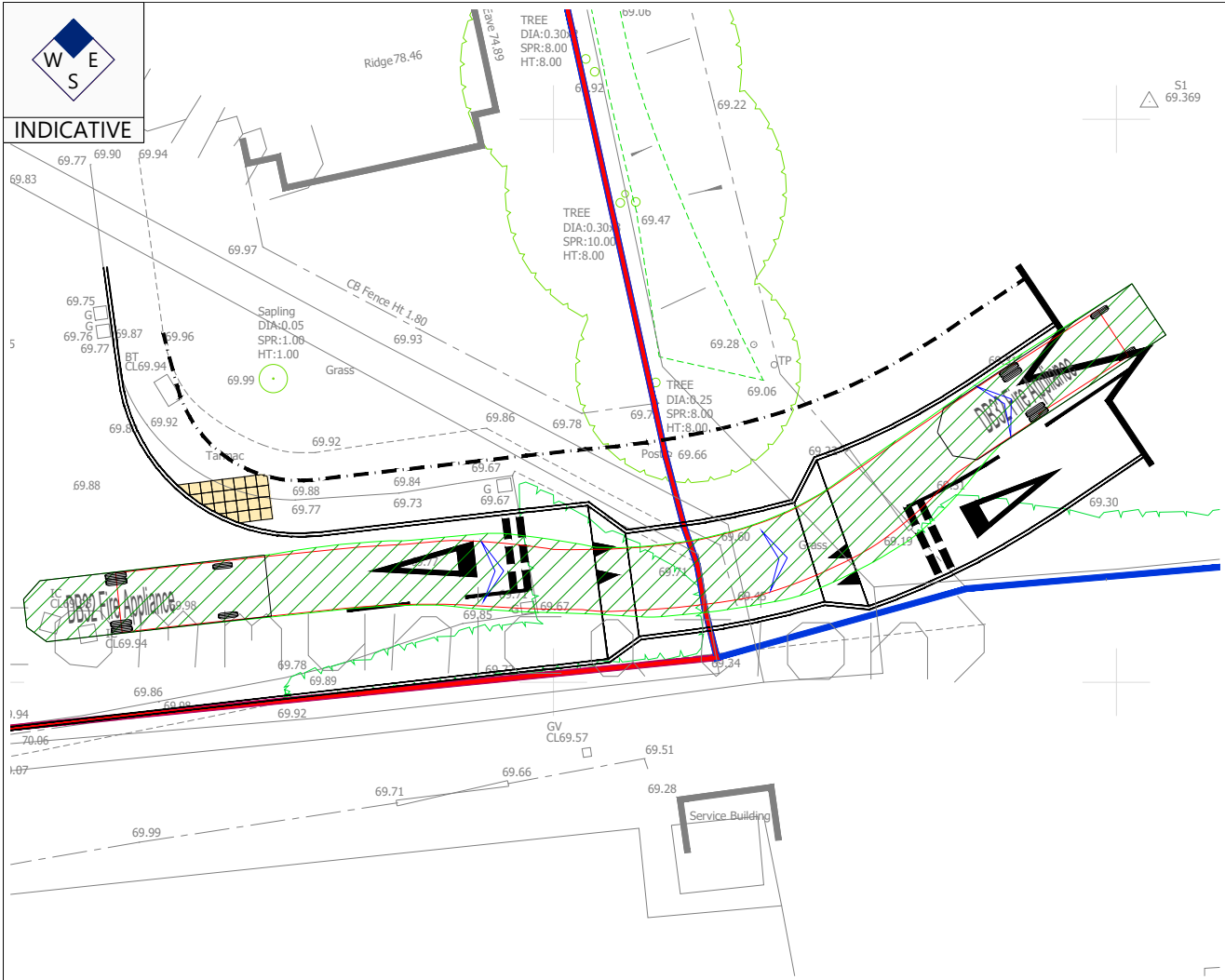
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STATUS:

PLANNING

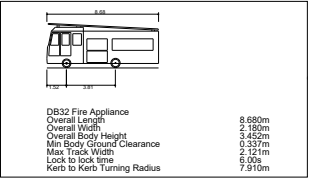
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PROJECT NO: 2210-050		DRAWING NO: PL03		REVISION: A

APPENDIX B



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 4. Swept Path Analysis of a 8.6m Fire Tender Vehicle (Autotrack Vehicle Reference No. N/A).



- Swept Path Key:**
- Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.

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CLIENT:

Blakeney Estates Ltd

PROJECT:

Land east of Walnut Tree Road, Pirton

TITLE:

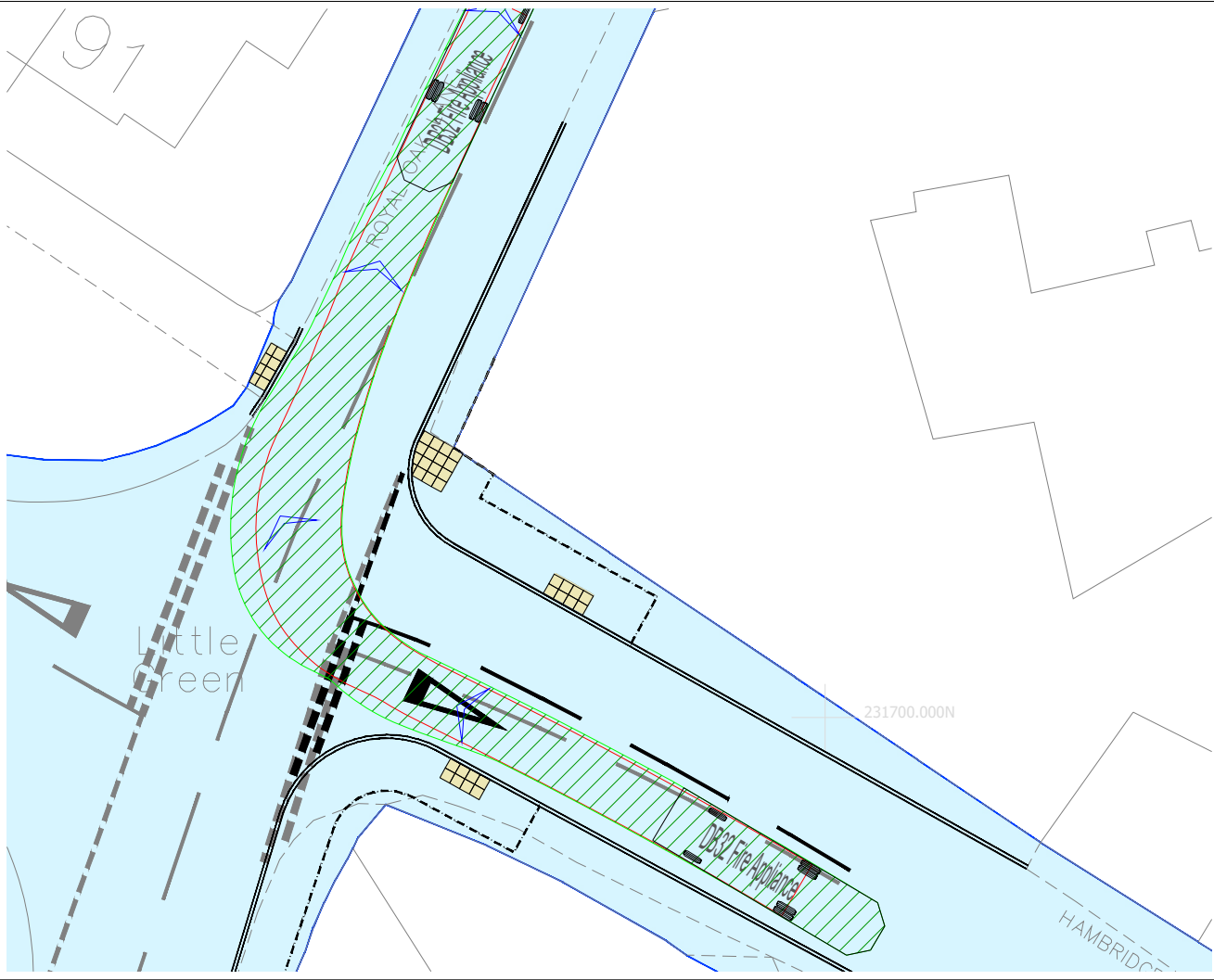
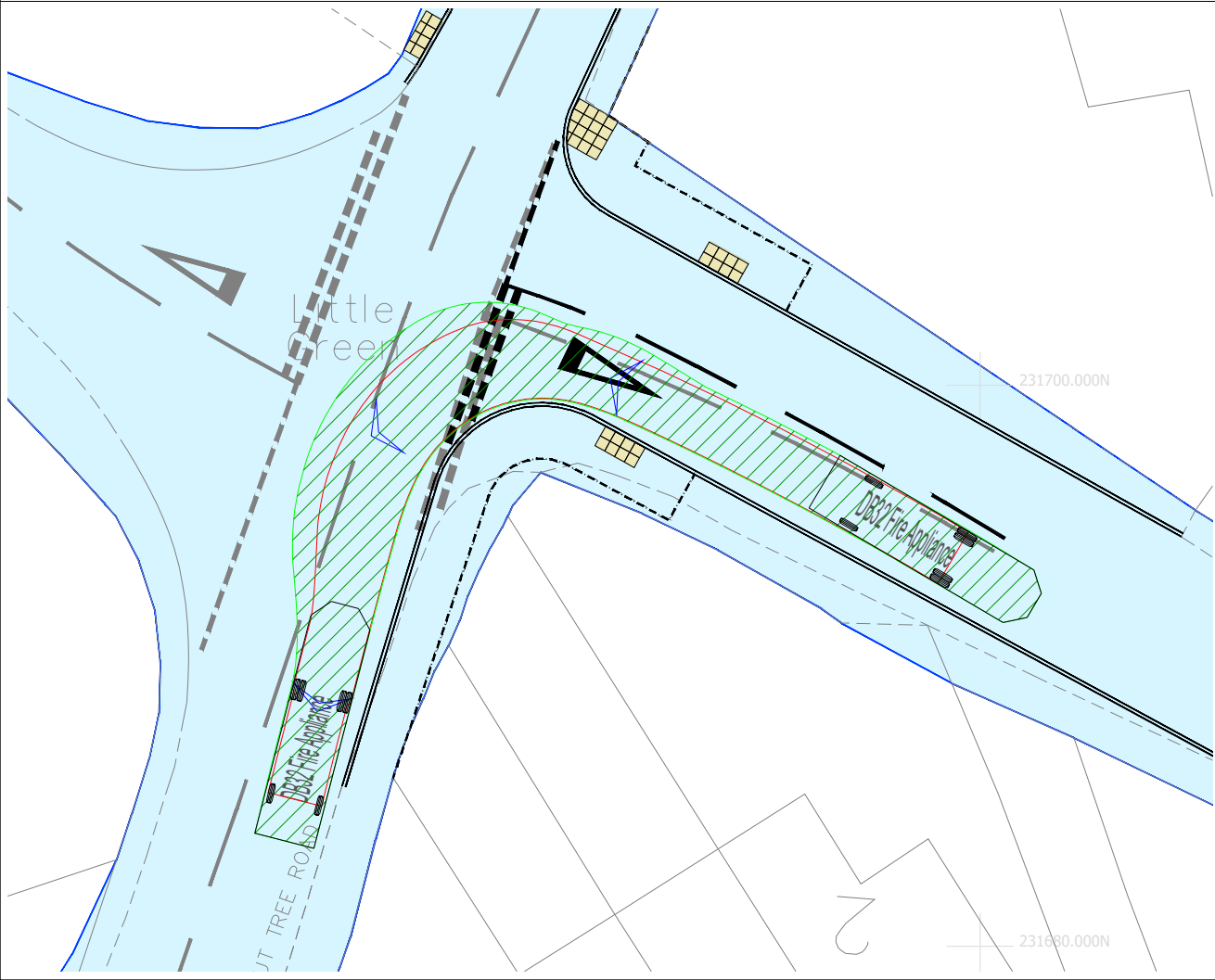
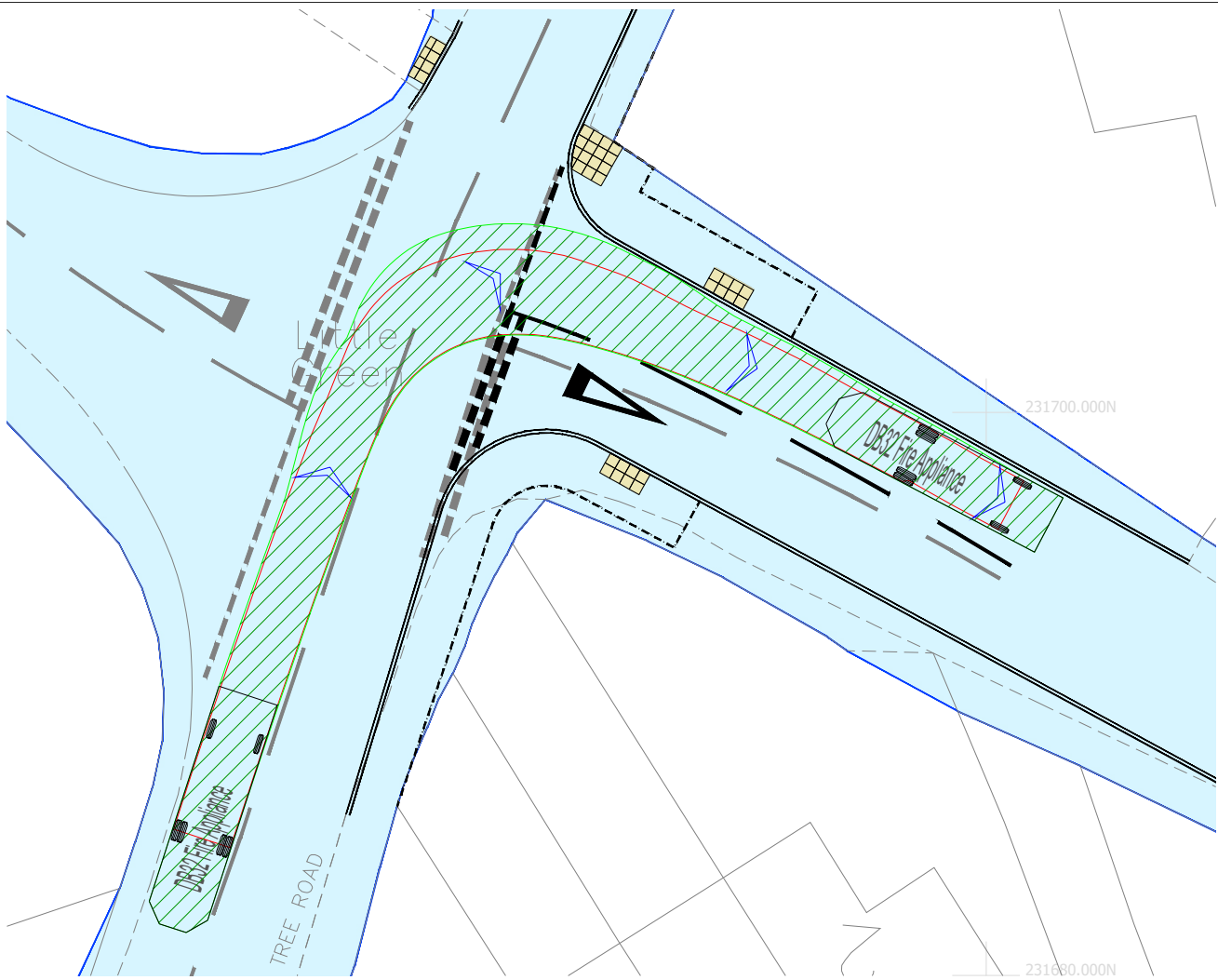
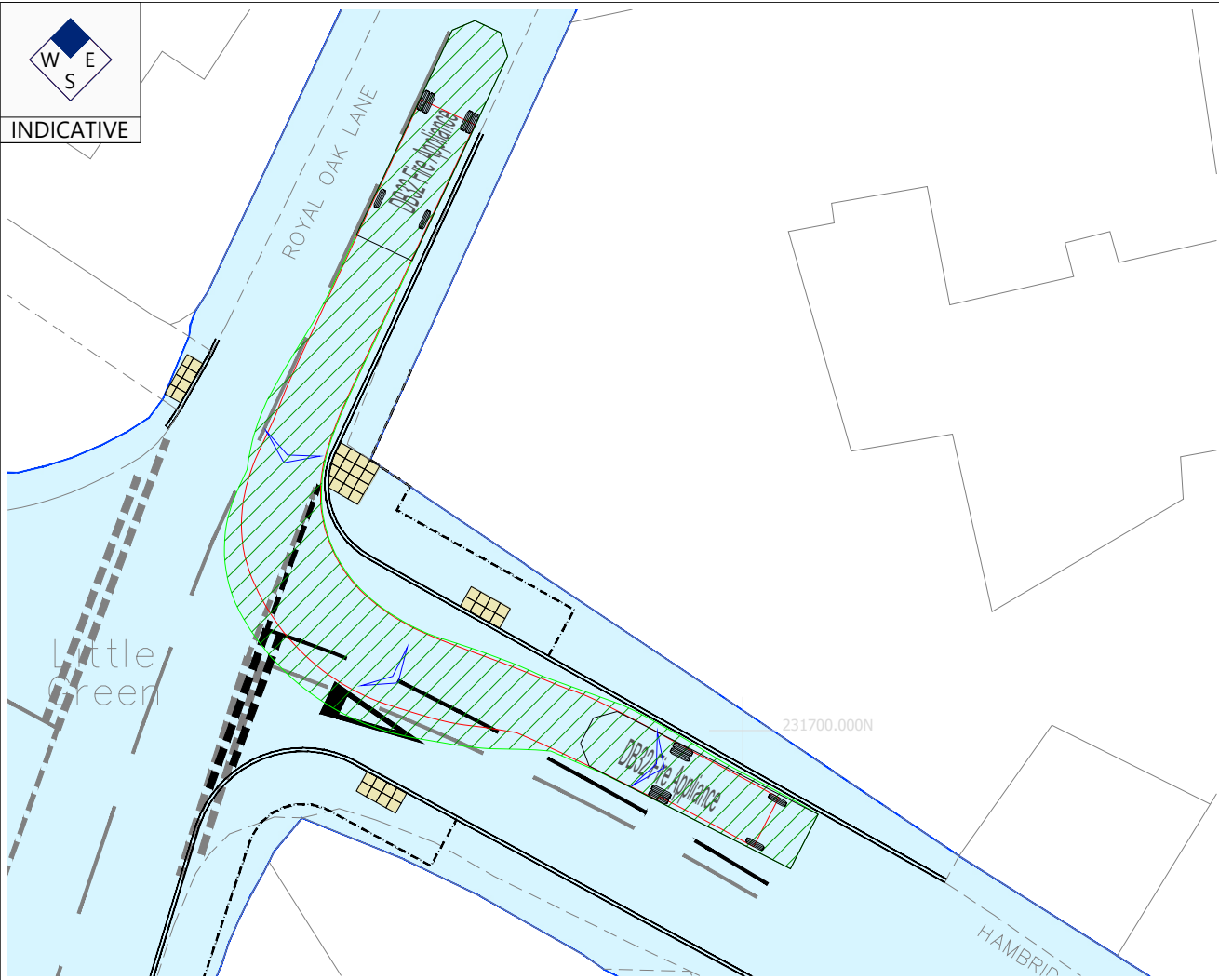
Swept Path Analysis of a Fire Tender Vehicle - Emergency Access

STATUS:

PLANNING

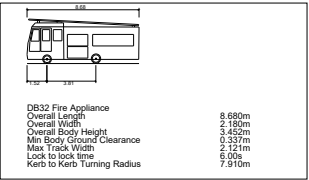
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APPENDIX C



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 4. Swept Path Analysis of a 8.6m Fire Tender Vehicle (Autotrack Vehicle Reference No. N/A).



- Swept Path Key:**
- Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.

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CLIENT:
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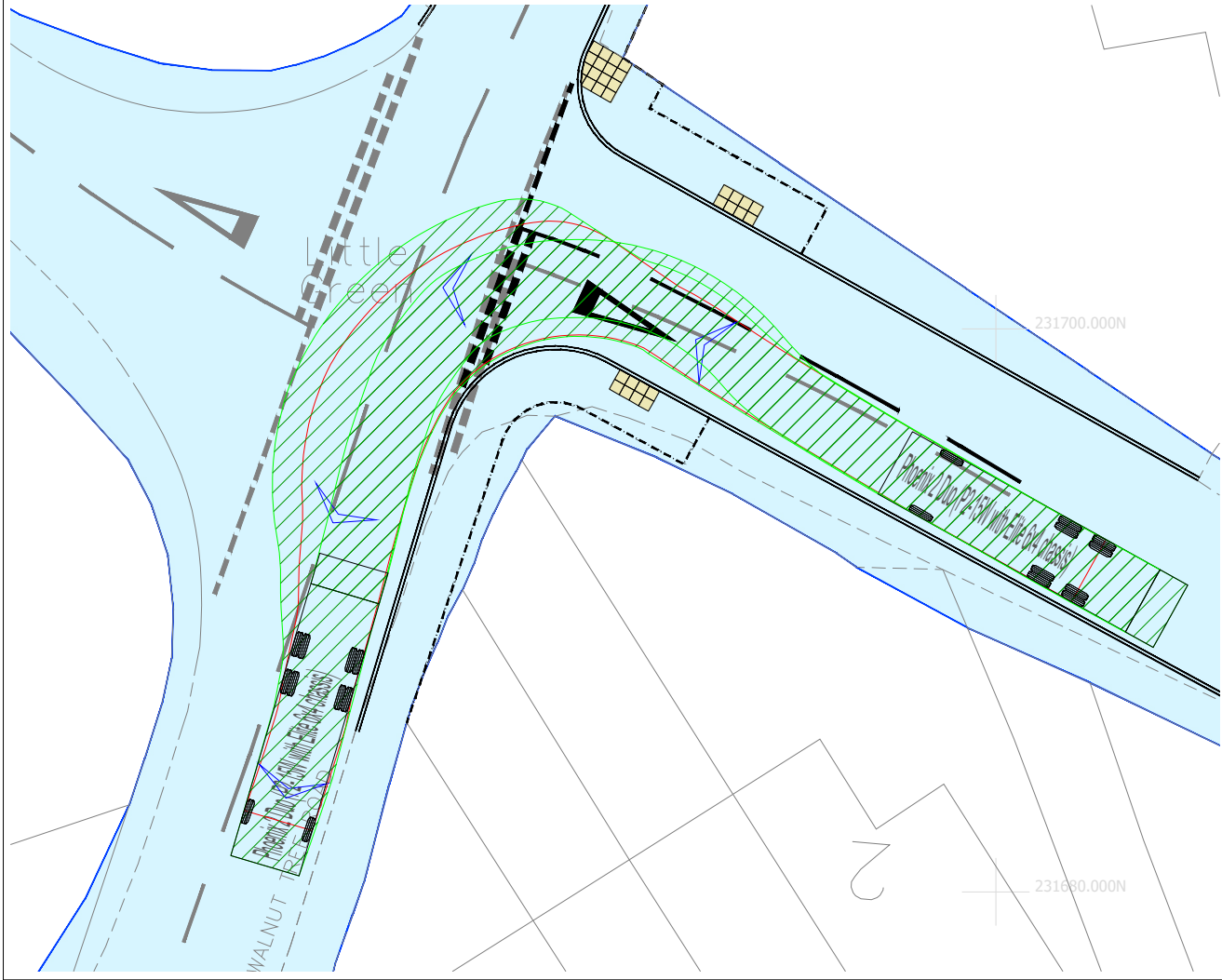
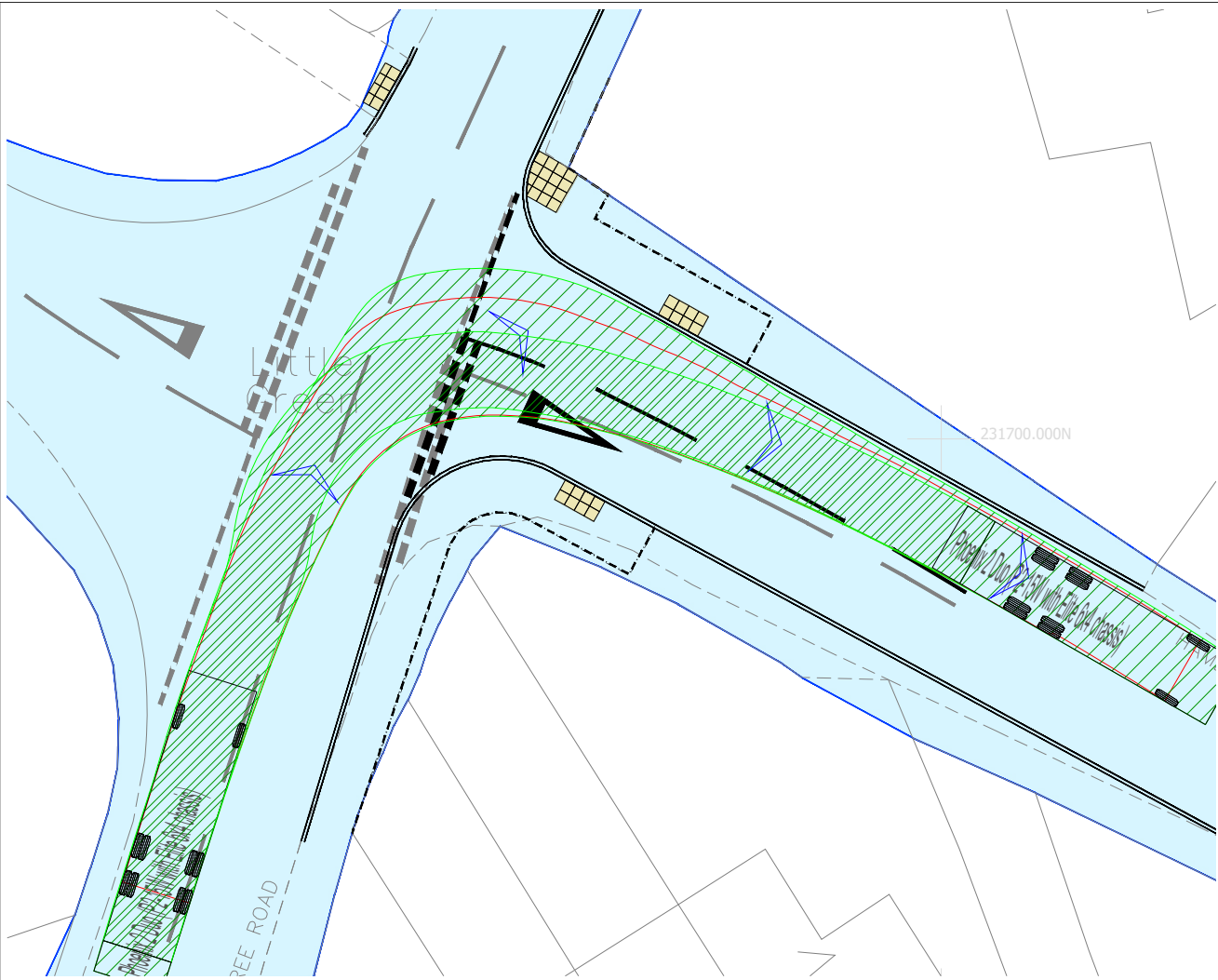
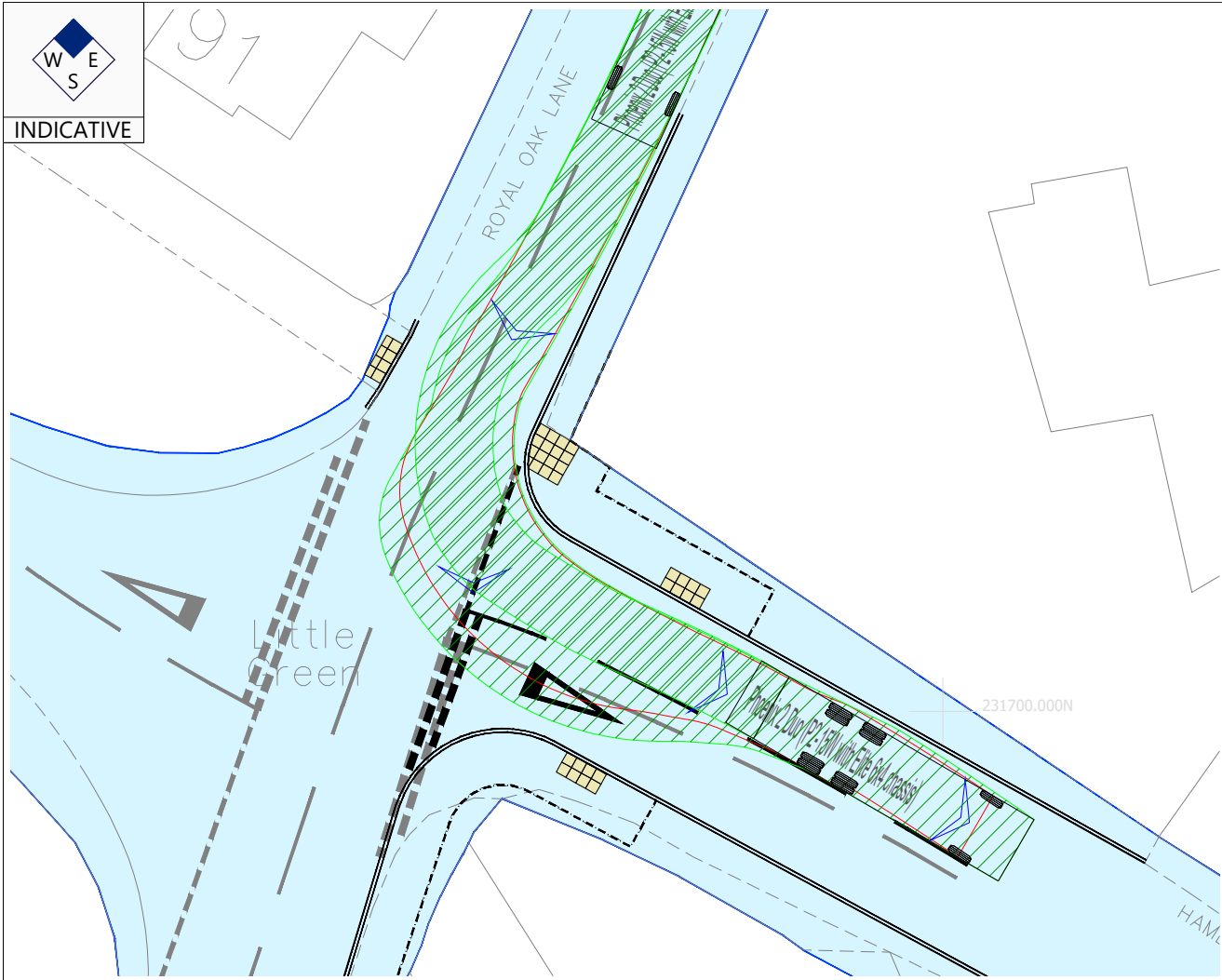
PROJECT:
Land east of Walnut Tree Road, Pirton

TITLE:
Swept Path Analysis of a Fire Tender Vehicle - Hambridge Way

STATUS:
PLANNING

SCALE @A3: 1:250	DATE: 19.11.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050		DRAWING NO: SP05		REVISION: -

APPENDIX D

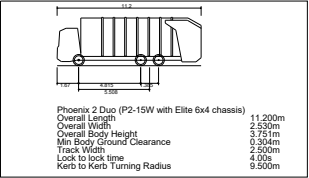


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Swept Path Key:

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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CLIENT:

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PROJECT:

Land east of
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Pirton

TITLE:

Swept Path Analysis of a
11.2m Refuse Collection Vehicle
- Hambridge Way

STATUS:

PLANNING

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	19.11.25	JA	AW	AW
PROJECT NO:	DRAWING NO:	REVISION:		
2210-050	SP04	-		