

Road Safety Audit Designers Response for: Westfield Solar Farm

7th August 2026

AMA Project Number: 300558

Supported by: Appendix A – Stage 1 RSA, Appendix B Site Access Design.

F1 Project Details

Table F1.1 Project Details

Report Title	Buntingford Munches Farm, Clothall – Solar Farm Primary Access S278
Date	02.07.26
Document reference and revision	MAL/BMFCS278/RSA1 Rev 0
Prepared by:	Neil Jones
On behalf of:	Meraki Alliance

Table F1.2 Authorisation Sheet

Project	Westfield Energy Conservation Park
Report Title	Buntingford Munches Farm, Clothall – Solar Farm Primary Access S278
Prepared by:	
Name	Izzy Theakston
Position	Senior Transport Planner
Signed	<i>I. Theakston</i>
Organisation	Andrew Moseley Associates
Date	07.08.26
Approved by	
Name	Sophie Dunhill
Position	Principal Transport Planner
Signed	<i>S. Dunhill</i>
Organisation	Andrew Moseley Associates
Date	07.08.26

F2 Introduction

The scheme submitted for Audit is the proposed site access for Westfield Energy Conservation Park which incorporates a Battery Energy Storage System (BESS), co-located ground-mounted solar farm, associated infrastructure, access, biodiversity enhancements and landscaping (the 'Proposed Development') on land south of A507 at Westfield Common, Hertfordshire ('the Site'). This designer's response report relates to Stage 1 of the RSA by Meraki Alliance (MAL/BMFCS278/RSA1 Rev 0).

A copy of the Stage 1 Road Safety Audit is attached at **Appendix A**.

This response report has been compiled by Izzy Theakston of Andrew Moseley Associates, who are the Transport Planners which have prepared the Transport Statement and Construction Traffic Management Plan as part of the planning application.

F3 Key Personnel

Table F3.1 Key Personnel

Overseeing Organisation	Hertfordshire County Council – Shamsul Huda
RSA Team	Meraki Alliance – Naomi Cook and Neil Jones
Design Organisation	Andrew Moseley Associates – Izzy Theakston

F4 Road Safety Audit Decision Log

Table F4.1 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1- 1 The proposed primary development assess is located in close proximity to an existing priority junction between the A507 and Cromer Heath. There are mature, high level hedgerows adjacent to the A507 and Cromer Heath which greatly reduces visibility between the two traffic flows when approaching the junction (see photos at Appendix A). Large vehicles travelling westbound along the A507, intending to enter the proposed development will turn	Ensure that visibility is improved between vehicles on the A507 and vehicles on Cromer Heath and consider the frequency of anticipated turning movements once the site access is open. In the event of this being a high frequency on opening but diminishing over time, consider a temporary speed reduction around the junction	As set out within the Transport Statement the busiest delivery period at the site occurs from months 6-8 with four HGV trips an hour. This results in one HGV movement every 15 minutes which is not considered to be a high frequency movement. When the full 18-month period of construction is considered, vehicle numbers are lower with an average of 2 HGV trips per hour. This results in one HGV movement every 30 minutes. When the site is open, the number of vehicle movements will be minimal. Maintenance vehicles are expected to visit the Site occasionally, typically no more than once per week. The A507 incorporates a sharp bend at this location, with highway signage located to the east of the bend recommending a speed of 20mph for vehicles travelling through the section, as illustrated below.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
left off the A507 and have very limited visibility of any vehicles travelling north along Cromer Heath. The A507 is subject to the national speed limit. Should a vehicle be approaching the junction along Cromer Heath at the same time a vehicle is turning into the site access from the A507, it could result in heavy, late braking manoeuvres due to the lack of visibility. This could then result in shunt type collisions with other traffic on the A507.		 The existing hedgerow will be cut back and maintained to the back of the adopted highway as shown above to ensure the visibility is not obstructed during the construction and operation of the site. As set out within the CTMP, signage will be located in the vicinity of the site access on the A507 during the construction period to make other drivers aware of the construction site entrance. The site access drawing has been updated to include signage to make drivers aware of the site entrance as shown in Appendix B. To the east of the site, the straight alignment of the A507 provides adequate forward visibility, enabling approaching drivers to clearly observe construction vehicles slowing in the vicinity of the A507/Cromer Heath junction and adjust their speed accordingly. It is also proposed to provide a 180 elliptical mirror at the northern side of the site access at the junction of Cromer Heath and the A507 sited at the optimal location to maximise visibility to allow vehicles travelling north on Cromer Heath to have improved visibility of construction vehicles on the A507. Construction vehicles on the A507 will also be able to have improved visibility of vehicles on Cromer Heath and give way as appropriate.		
1-2 The vehicle swept path drawings show that when an HGV is	Ensure drivers entering the site do not overrun the highway verges	As demonstrated by the vehicle swept path analysis submitted previously during the planning application and along with the RSA brief, HGVs turning left from the A507 into the site access are able to complete the manoeuvre		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
turning left off the A507, its nearside wheels are very close to the nearside verge. This area of verge is currently showing signs of vehicles overrun (see photo at Appendix A). There is a risk that overtime, HGVs could continue to overrun this section of highway verge when entering the site, resulting in mud and debris being brought onto the carriageway which could become a skid hazard for other road users.	and/or provide localised hardening of the verge	without overrunning the adjacent verge. Any existing evidence of verge overrun is therefore considered to reflect current vehicle movements at this location, including those associated with larger agricultural vehicles. Delivery drivers accessing the site will be briefed on the requirement to undertake this manoeuvre with due care and attention, ensuring that the verge is not overrun when turning from the A507 into the site. Furthermore, as set out within the Construction Traffic Management Plan (CTMP), all contractors and sub-contractors will be required to implement appropriate measures to control and minimise the generation and deposition of mud and dust associated with construction activities on the site. Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.		

F5 Design Organisation and Overseeing Organisation Statements

F5.1 Design Organisation Statement

On behalf of the design organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name	Izzy Theakston
Signed	<i>I. Theakston</i>
Position	Senior Transport Planner
Organisation	Andrew Moseley Associates
Date	07.08.26

F5.2 Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name	
Signed	
Position	
Organisation	
Date	

APPENDICES

Appendix A Stage 1 RSA

Appendix B Site Access Design



Appendix A
Stage 1 RSA



meraki alliance

Highways, Transportation & Safety Consulting

Buntingford Munches Farm, Clothall – Solar Farm Primary Access S278

Stage 1 Road Safety Audit

Buntingford Munches Farm, Clothall – Solar Farm Primary Access S278

Stage 1 Road Safety Audit

Report Title:	Buntingford Munches Farm, Clothall – Solar Farm Primary Access S278
Report Produced for:	AMA
Report Dated:	02 July 2026
Document Reference & Revision:	MAL/BMFCS278/RSA1 Rev 0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Neil Jones: 07737682487
On behalf of:	Hertfordshire County Council

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	01 July 2026	NJ
1	0	FINAL REPORT	02 July 2026	NJ/NC

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
I Theakston	AMA	Electronic	02 July 2026
-	Hertfordshire County Council	Electronic	02 July 2026
N Cook	Meraki Alliance Ltd	Electronic	02 July 2026

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by Izzy Theakston of AMA on behalf of Hertfordshire County Council. The scheme submitted for audit relates to a primary access to a solar farm from the A507, Buntingford.

The site is bordered to the northeast by the A507, which routes broadly east-west between Buntingford and Baldock, on the outskirts of Letchworth Garden City. The A507 is typically a 6m wide single carriageway road with no street lighting or footway provision within the vicinity of the site. The A507 is subject to the national speed limit (maximum 60mph) within the vicinity of the site. To the east, the A507 routes through the village of Cottered. There is a 30mph speed restriction in place through Cottered, with intermittent footway provision and some on-street parking within the vicinity of dwellings. As the A507 routes east of Cottered, the 30mph speed restriction is no longer in place. These road characteristics remain consistent along the A507 until it joins the A10 via a four-arm roundabout approximately 5km to the east of the site.

To the north of the site, the A507 routes through Cumberlow Green where there is a 90 degree turn and the A507 continues westwards towards Baldock. There are a few dwellings and agricultural access from the A507; however, the majority of its length is subject to the national speed limit and retains the characteristic of a rural A-road, with no footways or street lighting.

The S278 highway improvement works included with this Stage 1 RSA for the primary access are:

- Widening of an existing farm access to accommodate the Primary access for Solar Farm traffic (*the secondary access further to the north on the A507 is not included within this road safety audit*).

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Izzy Theakston of AMA on behalf of Hertfordshire County Council. The documents forming this RSA are listed in **Appendix 1**.

Overseeing Organisation: Hertfordshire County Council

Client: Lightrock Power

Design Organisation: AMA

1.2 Previous Road Safety Audits

The audit team have not been made aware of any previous road safety audits carried out on this scheme.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Neil Jones** BA DipTEDM FCIHT MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of Personal Injury Collision (PIC) data (2020-2024) for the adjacent highway network, as shown in **Figure 1**.

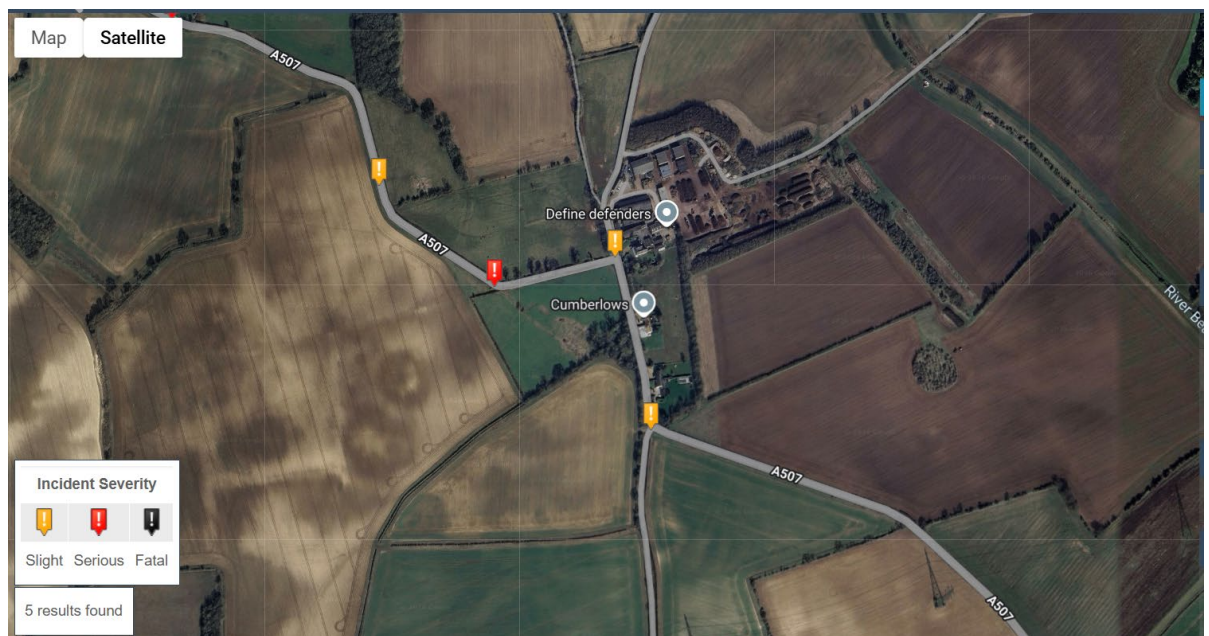


Figure 1: Collision Data

There has been one slight PIC recorded in the vicinity of the proposed primary access of the development, recorded in 2022 involving two vehicles and resulting in slight injuries. The details of the collision are unclear though it seems that a turning manoeuvre was being performed by one or both of the vehicles.

1.5 Departures or Relaxations from Standards

The audit team have not been made aware of any departures from standard in relation to this scheme.

1.6 Details of Site Visit

A site visit was undertaken on the afternoon of Tuesday 30 June between 13:00 hrs and 13:30 hrs. Whilst on site the weather was fine; the road surfaces were dry, and no incidents were noted. No pedestrian or cyclist movements were observed at the time of the site visit. Traffic flows were moderate and free flowing.

1.7 Items Outside the Scope of the Road Safety Audit

There were no items identified outside the scope of the road safety audit.

1.8 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix 1** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order 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 for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at the Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

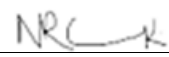
2.1 Road Safety Audit – Problems Stage 1

PROBLEM		1-1
Location:	Proposed primary site access	
Summary:	Risk of late braking manoeuvres resulting in shunt type collisions	
The proposed primary development assess is located in close proximity to an existing priority junction between the A507 and Cromer Heath. There are mature, high level hedgerows adjacent to the A507 and Cromer Heath which greatly reduces visibility between the two traffic flows when approaching the junction (see photos). Large vehicles travelling westbound along the A507, intending to enter the proposed development will turn left off the A507 and have very limited visibility of any vehicles travelling north along Cromer Heath. The A507 is subject to the national speed limit. Should a vehicle be approaching the junction along Cromer Heath at the same time a vehicle is turning into the site access from the A507, it could result in heavy, late braking manoeuvres due to the lack of visibility. This could then result in shunt type collisions with other traffic on the A507.		
		
RECOMMENDATION		
Ensure that visibility is improved between vehicles on the A507 and vehicles on Cromer Heath and consider the frequency of anticipated turning movements once the site access is open. In the event of this being a high frequency on opening but diminishing over time, consider a temporary speed reduction around the junction		

PROBLEM		1-2
Location:	A507 junction with Cromer Heath	
Summary:	Risk of verge overrun resulting in mud/debris being brought onto the highway	
The vehicle swept path drawings show that when an HGV is turning left off the A507, its nearside wheels are very close to the nearside verge. This area of verge is currently showing signs of vehicles overrun (see photo). There is a risk that overtime, HGVs could continue to overrun this section of highway verge when entering the site, resulting in mud and debris being brought onto the carriageway which could become a skid hazard for other road users. 		
RECOMMENDATION		
Ensure drivers entering the site do not overrun the highway verges and/or provide localised hardening of the verge		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NEIL JONES
SIGNED:	
POSITION:	PRINCIPAL ENGINEER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	02 JULY 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	02 JULY 2026

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
	RSA Brief	
23064	AMA Construction Traffic Management Plan	2
	Highways Technical Note	
AMA-23064-SK-001-3.3	Eastern Site Access Design	P09
23064	AMA Transport Statement	2
AMA-23064-ATR006	16.5m Articulated Service Vehicle Swept Path Analysis	P01

Appendix 2 – Problem Location Plan



Problem Location Plan

Problem 1-1

Problem 1-2

2.4m BY 145m VISIBILITY SPLAY TO TANGENT

4.5m x 145m Visibility Splay

2.4m x 70m Visibility Splay

2.4m BY 70m VISIBILITY SPLAY TO TANGENT

2.4m x 70m Visibility Splay

KEY:

Edge of Carriageway

P09	Updated Following HCC Comments	17.06.26	SA
P08	Updated Following Client Comments	17.02.26	ECT
P07	Updated Following Client Comments	02.02.26	ECT
P06	Updated Following HCC Comments	13.01.26	SA
P05	Updated Project Name	29.07.25	ECT
P04	Updated Site Layout	11.07.25	MHT
P03	Amendments following client comments	09.07.25	RW
P02	Amendments following client comments	14.05.25	CHJ
P01	Preliminary Issue	13.03.25	MHT



Project:

WESTFIELD ENERGY
CONSERVATION PARK

Client:

LIGHTROCK POWER

Drawing:

EASTERN SITE ACCESS DESIGN

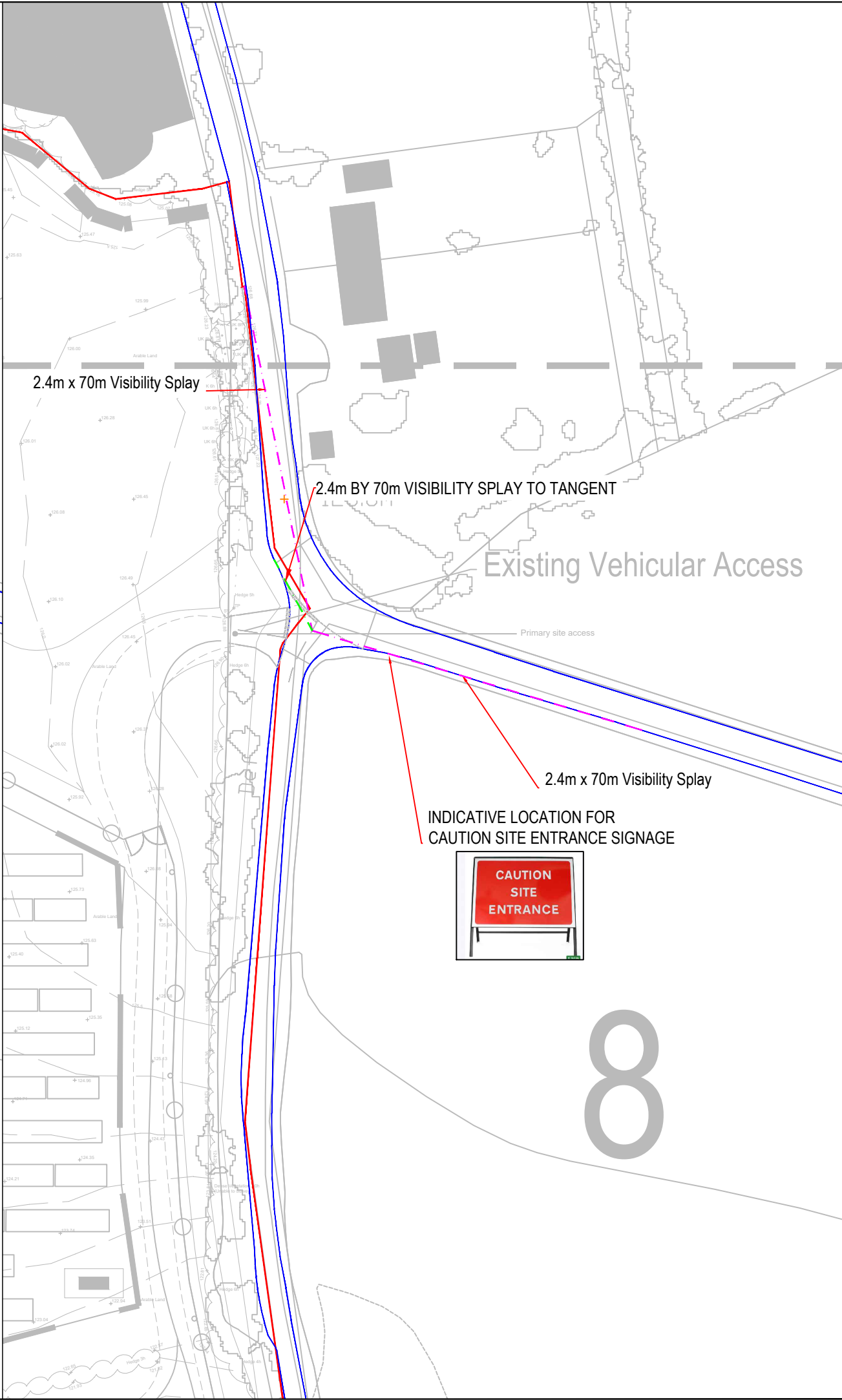
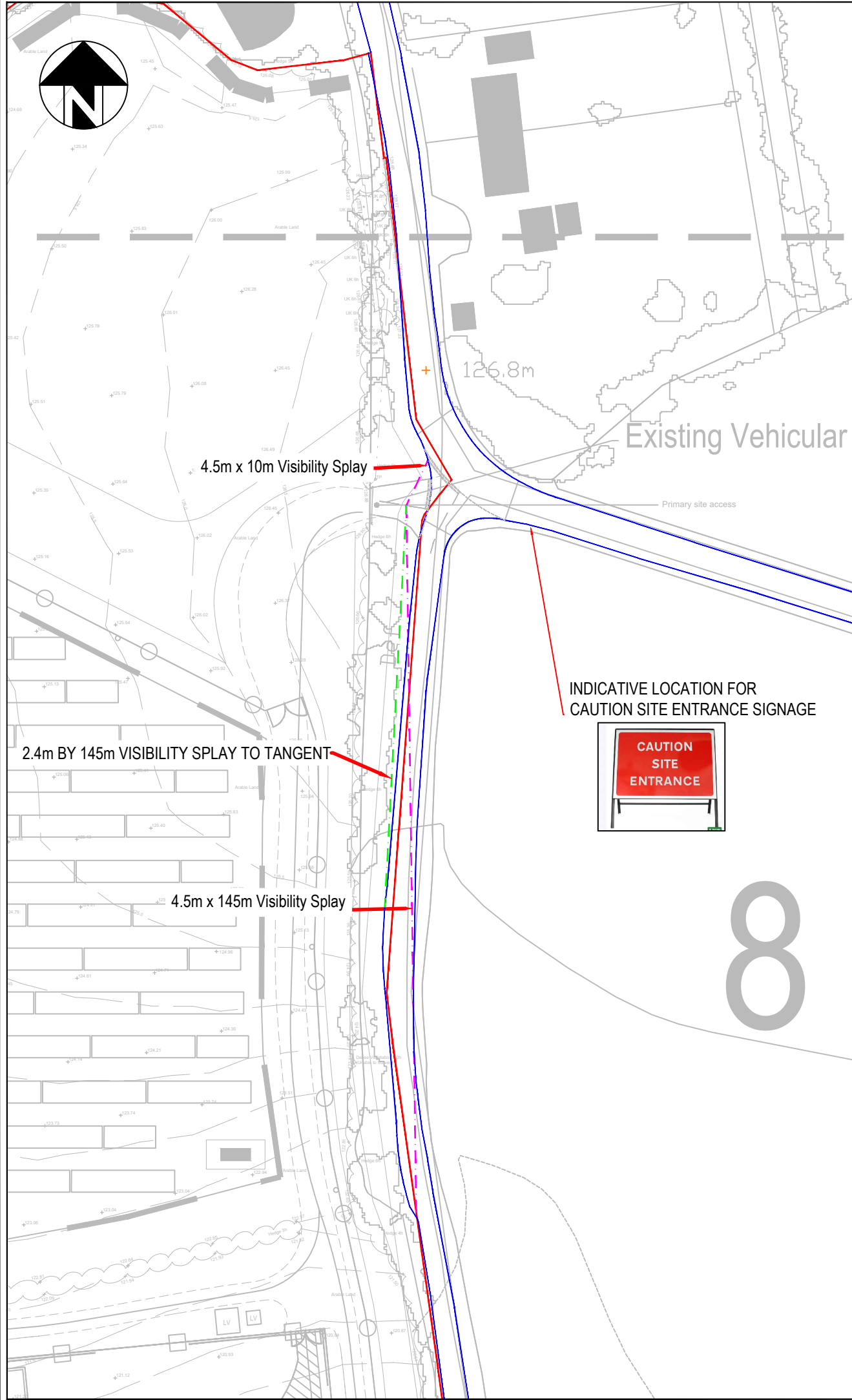
Drawn By: MHT Date: 11.07.2025

Checked: MHT Scale: 1:1000 Paper: A3

Drawing No. AMA-23064-SK-001-3.3 Rev: P09



Appendix B
Site Access Design



KEY:

- Edge of Carriageway
- Visibility Splay
- Visibility Splay
- Red line boundary

P10	Updated Following Stage 1 RSA	07.08.26	ECT
P09	Updated Following HCC Comments	17.06.26	SA
P08	Updated Following Client Comments	17.02.26	ECT
P07	Updated Following Client Comments	02.02.26	ECT
P06	Updated Following HCC Comments	13.01.26	SA
P05	Updated Project Name	29.07.25	ECT
P04	Updated Site Layout	11.07.25	MHT
P03	Amendments following client comments	03.07.25	RW
P02	Amendments following client comments	14.05.25	OHJ
P01	Preliminary Issue	13.03.25	MHT

AMA
ANDREW MOSELEY ASSOCIATES

Transport & Infrastructure Consultants
15 St Paul's Street
Second Floor
Leeds LS1 2JG
www.amatp.co.uk

Project:
WESTFIELD ENERGY CONSERVATION PARK

Client:
LIGHTROCK POWER

Drawing:
EASTERN SITE ACCESS DESIGN

Drawn By: MHT	Date: 11.07.2025	
Checked: MHT	Scale: 1:1000	Paper: A3
Drawing No. AMA-23064-SK-001-3.3	Rev. P10	