

Road Safety Audit Brief in Accordance with GG119

Scheme	P22-772 S6/2015/1342/PP
Site Location	Land to the northeast of King George V Playing fields, Northaw Road, Cuffley, Hertfordshire, EN6 4RD
Date	01/11/22
Stage	Stage 1/2

A) *Scheme drawings showing the full geographical extent of the scheme and including the areas beyond the tie-in points.*

- See drawings within folder

B) *Details of approved departures and relaxations from standards*

- No deviation from recognised standards, design complies with DMRB, Hertfordshire County Council Design Guide and manual for streets.

C) *General scheme details, to help give an understanding of the scheme and how the layout will operate, including design speeds, speed limits, traffic flows, forecast flows, queue lengths, non-motorised user flows and desire lines. Also details of any environmental constraints on the design.*

- ***Proposed Development*** – The development site is within walking and cycling distance to and from the village centre, approximately 0.6 km north of the site.
The development proposals comprise of 112 dwellings and associated infrastructure on the land to the northeast of King George V Playing Fields, Hertfordshire.

- **General Scheme Details** –

The specific improvements consist of a new north bound bus stop with associated kerbing, a new tactile uncontrolled pedestrian crossing and resurfacing works to the existing southbound bus stop.

- **Speed Limits** – Despite the 30mph speed limit in place, based on ATC survey data 85th percentile speeds of 39.5mph eastbound and 36.5mph Westbound on Northaw Road East require pedestrian visibility splays of 0.5m x 120m and are demonstrated as achievable to the nearside kerb in both the primary and secondary direction in drawing 'P22-772-92-BUS STOP S278 PEDESTRIAN VISIBILITY'.
- **Traffic Flows** – A traffic survey was conducted on the 10th July 2014 to establish average vehicle flows and speeds on Northaw Road East across the proposed site access. A TEMPRO growth rate factor has been applied to find 2018 results. The survey details an average 2-way vehicle flow of 2904 movements on Northaw Road East, full ATC survey data can be seen in 'Transport Assessment (Part 1) Traffic Figures'.
- **Forecast Traffic Flows** – The daily two-way flows from the site are expected to be a maximum of 83 vehicle trips two-way during the weekday AM peak hour and 76 vehicle trips two-way during the weekday PM Peak.
- **Non-motorised User Flows** – N/A

D) Any relevant factors which may affect road safety such as adjacent developments (existing or proposed), proximity of schools or retirement/care homes and access for emergency vehicles.

- N/A

E) For on-line schemes and at tie-ins, the previous 60 months accident data in the form of 'stick plots' and interpreted listings. The accident data should cover both the extent of the scheme and both sections of highway.

- Accident data has been attached. It shows that all the serious accidents can be attributed to driver or cyclist error rather than issues with the road layout. It is therefore anticipated that the proposed development would not exacerbate any existing highway safety concerns.

F) At Audit Stage 2 and 3, details of any changes introduced since the previous stage.

- N/A

G) A3 or A4 size plans using an appropriate scale for the Audit Team to mark up for inclusion in the Audit Report.

- N/A

H) Previous Road Safety Audit Reports, Exceptions Reports and a copy of the Interim Road Safety Audit File (where an Interim Road Safety Audit has taken place).

- A stage 1 Road Safety Audit was carried out on Tuesday 18th November 2014. The full report can be seen in 'Transport Assessment (Part 3) Appendix G'.

I) Contact details of the Maintaining Agent to whom any identified maintenance defects should be notified (by telephone and immediately confirmed in writing for serious defects) separately from the audit report.

- N/A

J) Details of the appropriate police contact

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K) Details of the RSA Team

- N/A.

Drawings

Title

P22-772 – 90 – BUS STOP S278 HIGHWAYS LAYOUT

P22-772 – 91 – BUS STOP S278 SURFACE FINISHES

P22-772 – 92 – BUS STOP S278 PEDESTRIAN VISIBILITY