



Indicative street section without parking or landscape features

Sandridgebury Lane open to motor vehicles

Simple modal filter introduced at the southern end of the path to prevent use by motor vehicles

Visibility can be achieved between give-way line and passing place beneath railway bridge

Priority working introduced ahead of narrowing

3.0m (min.) wide active travel corridor link northward

Arrangement incorporates space to allow refuse vehicles to turn around within the site

Simple modal filter introduced to prevent use by motor vehicles, could incorporate de-mountable bollard or locking gate to enable use by agricultural vehicles

Modal filter introduced at Sandridgebury Lane intersection with proposed development road

Sandridgebury Lane closed to motor vehicles

Two turning heads would be required in this area if Sandridgebury Lane was closed to motor vehicles

NOTES
 These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

P2	14/10/25	Post-submission update	AP
P1	04/02/25	Red line and active travel route updated	AP
REV	DATE	REVISION NOTE	BY

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 Birmingham · Bristol
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CLIENT
Hallam Land Management

PROJECT
 Land North of St. Albans

DRAWING TITLE
 Potential arrangement of Sandridgebury Lane to the west of the railway bridge

DRAWING ISSUE STATUS
INFORMATION
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 BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
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