



Zebra Crossing

Church Street, Rickmansworth Improvements and Street Lighting upgrade

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Introduction

We actively endeavour to reduce the number and severity of Personal Injury Collisions on our roads through the work of our highway safety engineering specialists. However, road safety involves a multi-agency approach, with engineering being only one part. This is why we also work with our road safety partners to educate and inform road users about what they can do to keep themselves and others safe on our roads.

We would of course like to address all road safety issues on our roads. However, because we do not have limitless core funding, we have to direct our resources to those areas where our work has the greatest potential to reduce the number and severity of collisions that occur.

Hertfordshire County Councillors have a limited Highway Locality Budget available to deal with or investigate some highway issues that local communities feel should be addressed, and which are not funded from other sources. Funds can be targeted at highway maintenance and improvements etc, however is not usually sufficient to deliver larger projects and must compete with other issues across the Division. In these cases in the past, we would then look to make an application for S.106 developer funding – mainly for construction phases, and this has been used to deliver pedestrian accessibility improvements in the Rickmansworth area (sometimes delivered in partnership with TRDC in the case of the new pedestrian island and footway improvements on London Road).

Since the introduction of CIL it has been more difficult to apply for this essential additional funding, and local improvement projects such as this one have been unable to progress any further than an aspiration.

I would confirm that the situation at Batchworth Bridge is not considered a road safety issue and therefore does NOT meet the intervention levels to trigger core casualty reduction investigation within HCC's core safety programme.

Any scheme that is taken forward would solely rely on other local budgets (which we have been investigating).

Location Plan

Location Plan Zebra Crossing A404 Church Street



Where Are We Now?

The zebra crossing at Church Street, Rickmansworth has been the subject of improvement in recent years, with the most noteworthy being the installation of 'zebrite' beacons and upgrade of existing lighting units to comply with standards current at the time.

1) Unfortunately, it was not possible to install floodlights here as can be seen on other crossings. As the zebra crossing is situated on the brow of the canal bridge, the highway construction is very thin and was unable to support the installation of taller posts due to the need for deeper foundations required for these.



Beacon post flange base fixing on central reserve



Beacon pole in footway; southbound carriageway

3) HLB funded trial holes indicated only 150mm (6.0") depth below the posts in the centre island. This is no-where close enough to provide posts taller than what is already there. You will see on site that these posts in the centre have bolt-down fixings. Depths at either side of the road are better and indicated some improvements can be made with better lighting.

4) Advanced warning signs are present on both approaches to the crossing; before the junction with Harefield Road and at the roundabout junction near Premier Inn.



5) No tactile paving is in place on the footway either side of the crossing of the crossing or on the central reservation.

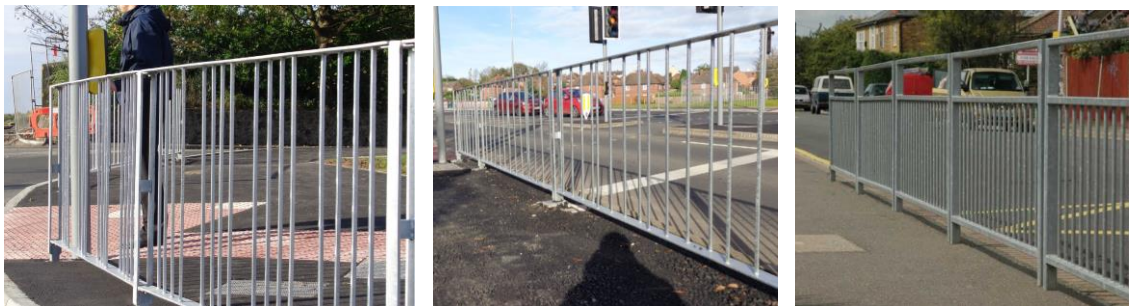


6) The existing standard pedestrian guard (SPG) rail located on the central reserve is actually set back further than most installations. The pedestrian reservoir is widened and the existing SPG is normal to the crossing so that drivers have a less restricted view of pedestrians waiting as can be seen in photos and Google images. The introduction of Visirail **may** offer some benefits though unlikely, and would need to be carefully evaluated.

Pedestrian Guardrail cannot be reduced in height as this compromises its safety characteristics, and pedestrians may be tempted to climb over them.



Visirail, a type of pedestrian guardrail that features offset vertical bars and see-through posts. Thanks to this design, pedestrians can be seen through the guardrail panels. In some designs, vertical bars up to 200mm below the top rail gives a window for children to have view of traffic movement.



7) The northbound carriageway has a vehicle restraint system on the nearside immediately in advance of the crossing area. The system contains a mesh barrier which can be seen below. A section of the mesh has been removed previously, using Members HLB, which has provided a clearer view between the vehicle restraint system for pedestrians and vehicles approaching the crossing.

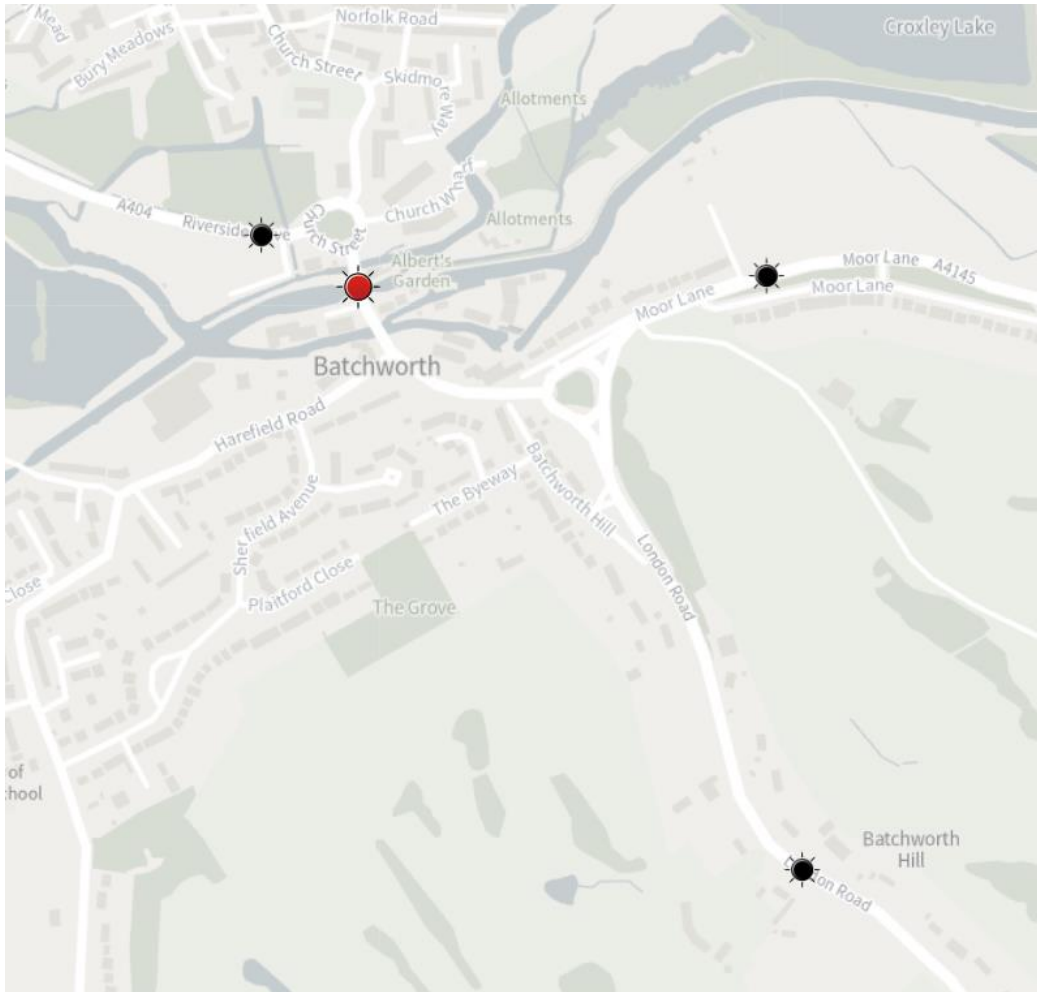




8) Carriageway markings are fairly regularly refreshed at this crossing to maintain them at an acceptable quality. The location has been submitted again for routine marking out of central budgets this year, although the full Countywide Programme has not been confirmed as yet. In the past, marking in between routine visits have been funded from Members HLB.

9) Marking speed limits on the road or erecting 30 mph repeater signs is not permitted on restricted roads (these are roads where there are street lights not more than 200 yards apart). Speed limit roundels on the road can ONLY be placed at the changes to the limit. In this case, on Riverside Drive. The other approaches would allow markings at Moor Lane and London Road where limit changes from 40mph, and shown by the black markers on the map below.





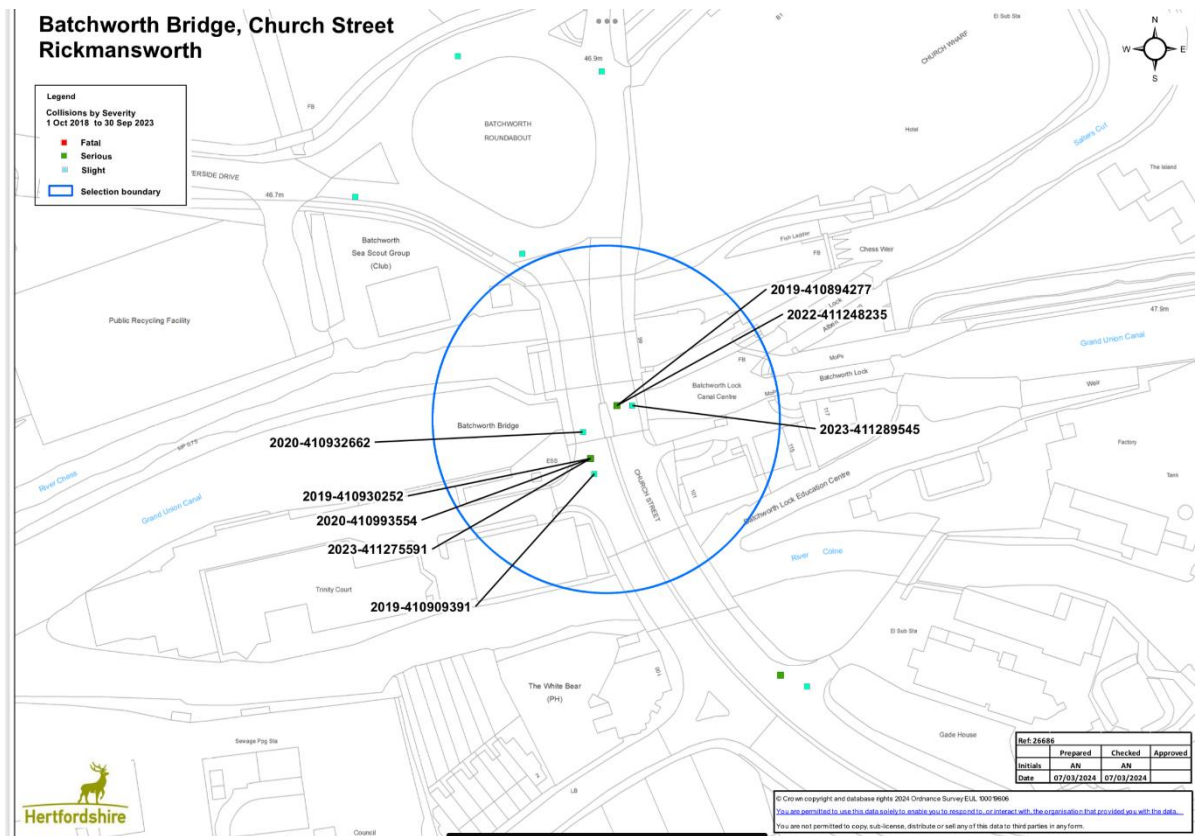
Collision Data

Prior to the improvement works to install Zebrite beacons in 2012, there were 7 personal injury collisions (in a five year period) of which **one** involved a pedestrian casualty.

Subsequent to the works there were 3 personal injury collisions (in a five year period), **none** of which involved pedestrians.

Recent data from the last 5 years has been pasted below. 8 records in total of which there were 2 pedestrian casualties and one cyclist.

Since HCC have been recording this type of data, there have been ZERO fatalities at this crossing.



What Can We Do Next?

HCC Cllr Reena Ranger has obtained quotes for upgrading the lighting on Batchworth Bridge of about £63,000.

This is to enhance the visibility of the area through increased level of lighting. The cost also includes removal of the existing 'Zebrite' Halo beacons, installation of traditional belisha beacons, footway repair, installation of coloured tactile paving and refreshing the lining.

Lining could include the addition of two SLOW markings as you enter Church Street from the roundabout at Premier Inn.

In the event that the delivery costs exceed any CIL allocation from BCC and/or TRDC, Cllr Ranger would consider supplementing any shortfall with Highway Locality Budget.

I reiterate my initial statement in that this location does not meet the intervention levels to trigger core casualty reduction investigation. If our bid for CIL funding is unsuccessful, and we are unable to raise funding via alternative routes, then this project will not progress to construction phases.

