



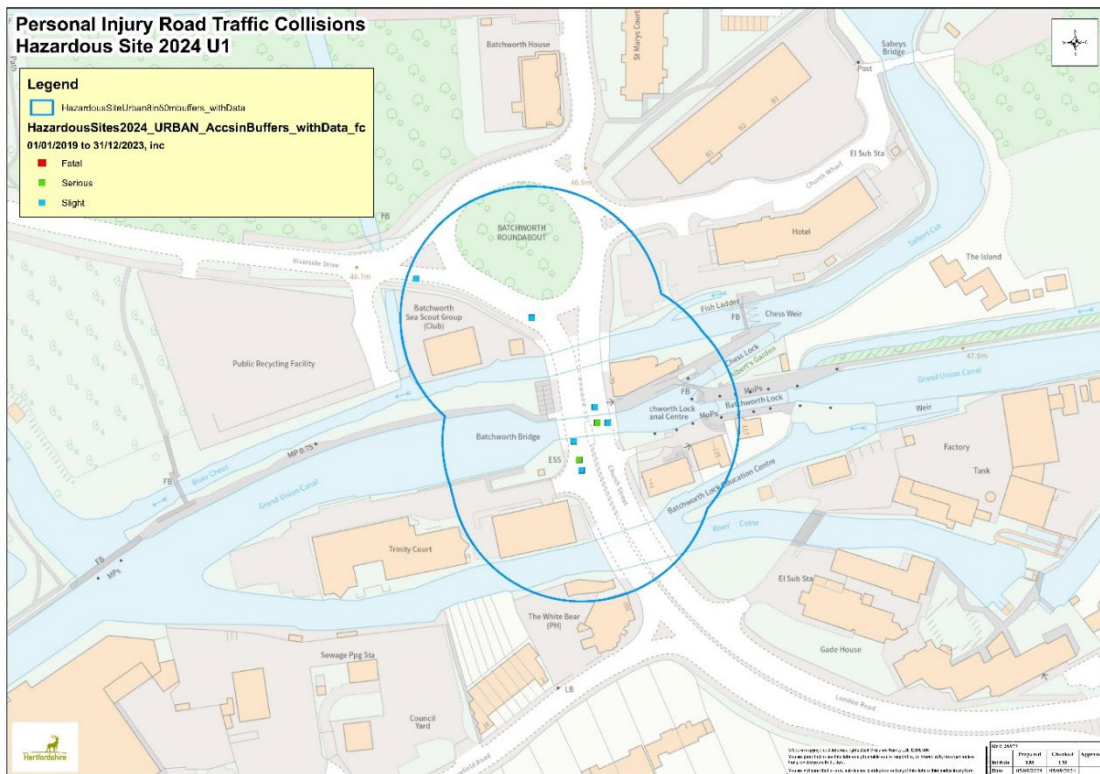
# **A404 Church Street Rickmansworth**

**Briefing Note**



# 1. Background

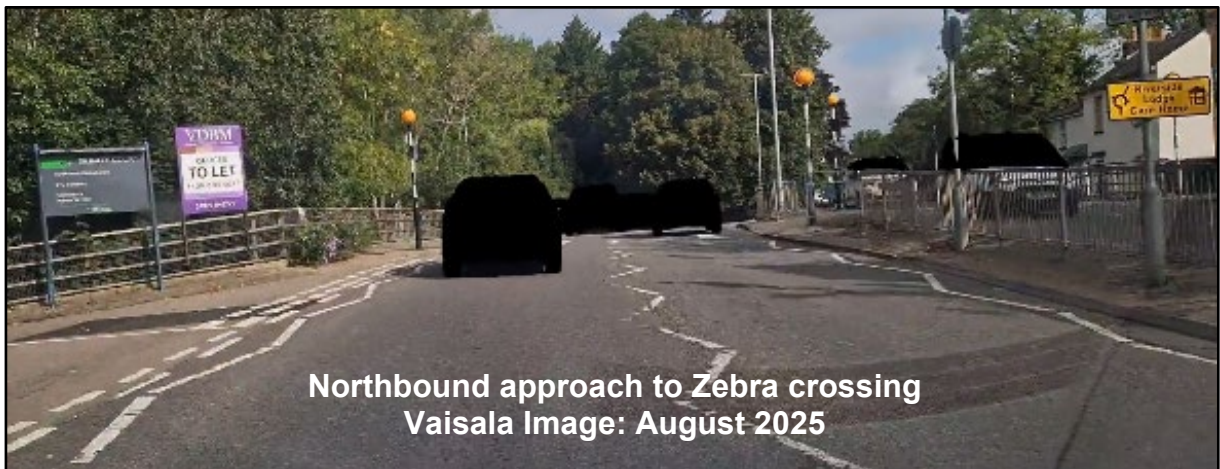
A404 Church Street, Rickmansworth has been identified as an urban site on the 2024/25 Hazardous Sites list, with eight or more injury collisions in five years within a 50-metre radius, using personal injury collision data (01/01/2019-31/12/2023) to determine any collision patterns or trends which could be addressed by the introduction of appropriate safety engineering measures.



During the study period associated with this investigation, a number of Covid 19 travel restrictions were imposed by national government during 2020. During the first lockdown a reduction of 60% in vehicle traffic flows was seen, and almost 40% reduction occurred during the second English lockdown. Alongside the reduction in vehicle traffic flows, the mean speed of traffic increased throughout the day to what would normally be experienced during night-time conditions. We have limited flow information on other active modes of travel, such as walking and cycling. However, we are aware that these increased significantly during the same periods.

The safety of the Zebra crossing, located on Church Street, Rickmansworth, has been a subject of concern to local residents for some time. Culminating in the submission of a petition to Hertfordshire County Council (HCC) requesting improvements in late 2024.

Some initial site investigation work has been commissioned by the Highway Locality team with trial holes dug to determine the construction depth available on the central island and a review of potential options for changes to the existing crossing beacons and enhanced crossing lighting.



## 2. Collision History and Analysis

During the five-year investigation period 01/01/2019-31/12/2023, 12 personal injury collisions were recorded within the area under investigation

These resulted in 16 casualties, the severity of which were recorded as 4 serious and 12 slight.

Year	Number of Collisions	Number of Casualties	Severity of Casualties		
			Fatal	Serious	Slight
2019	4	5	0	1	4
2020*	2	2	0	0	2
2021	0	0	0	0	0
2022	1	1	0	1	0
2023	5	8	0	2	6
<b>Total</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>12</b>

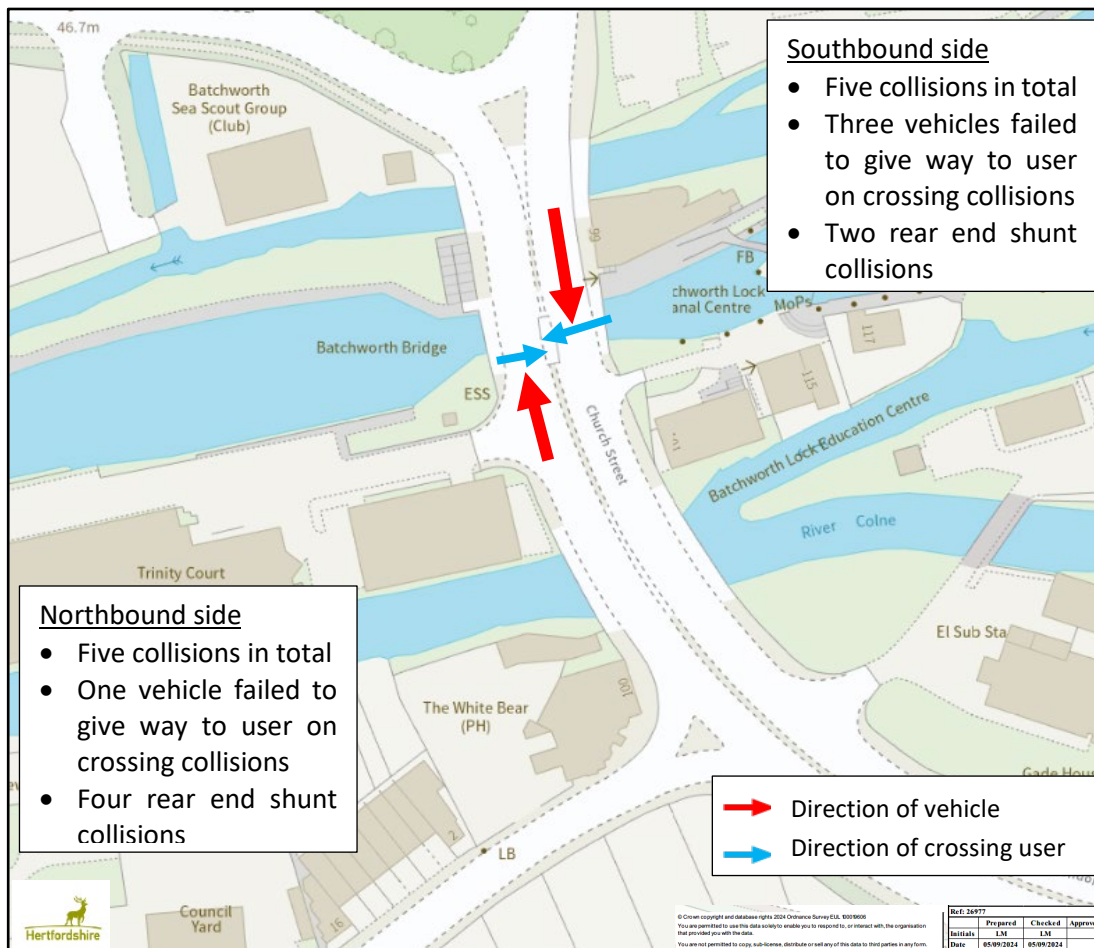
**Table 1: Collision severity per year**  
**\*Year 2020 data is affected by Covid**

10 of these collisions were associated with the Zebra crossing (five northbound traffic side, five southbound traffic side)

It should be noted that this crossing is the only remaining Zebra crossing on a dual carriageway in Hertfordshire and has a substantially higher rate of collisions compared to Zebra crossings also located on urban distributor roads but on single 2 lane carriageways.

The majority of the collisions involve rear end shunts this is where a vehicle, has stopped to allow pedestrians to cross at the Zebra crossing, and was hit by a following vehicle, resulting in vehicle occupant injuries.

Other personal injuries that have been recorded include where drivers have failed to give way to users on the Zebra crossing, particularly those on the southbound traffic side



### Zebra crossing northbound traffic side:

- Three were rear end shunt collisions where a vehicle had stopped or braked heavily to allow a pedestrian to cross and was struck by a following vehicle resulting in injuries to vehicle occupants.
- One incident involved a rear end shunt whereby a vehicle waiting for a pedestrian to cross was shunted into the pedestrian.
- One collision involved a vehicle failing to give way and striking a pedestrian using the crossing.
- In all five collisions the pedestrian was travelling eastwards from the nearside kerb to the central reserve.

### Zebra crossing southbound traffic side:

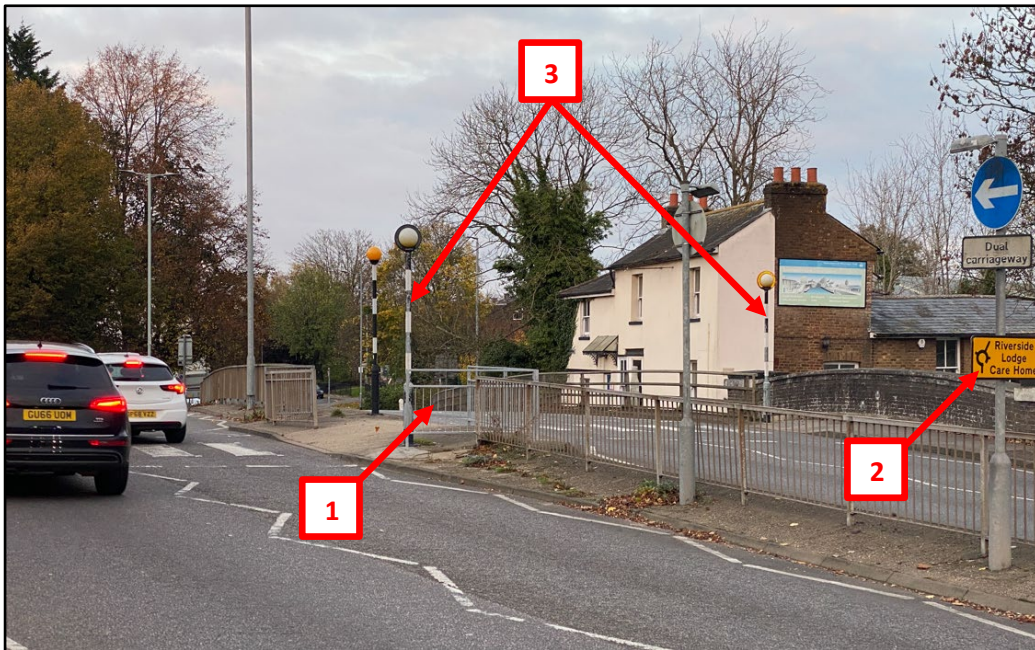
- Two incidences were rear end shunts where a vehicle had stopped or braked heavily to allow a pedestrian to cross and was struck by a following vehicle resulting in injuries to vehicle occupants.
- One collision involved a vehicle failing to give way and striking a pedestrian using the crossing.
- One collision involved a vehicle failing to give way and striking a cyclist (riding) using the crossing.
- One collision involved a vehicle failing to give way and striking an electric scooter rider using the crossing.
- All crossing users were travelling westward from the nearside kerb to the central reserve.

### 3. Recommendations

#### Interim measures

We believe that there are a number of the low-cost interim engineering measures which could be introduced to improve the existing visibility of the Zebra crossing:

- Removal of the end panel of guard railing on the central reserve “pen” for the zebra crossing (1).
- Removal of temporary “yellow / black” signage on central reserve (2).
- Replace the worn poles and beacons (3).



#### Further investigations Longer Term Options

Multiple teams from the Highway Service are now working collaboratively on early investigations to consider longer term options for the site, whilst reviewing the existing Church Street environment along with the opportunities and constraints this presents.

HCC Officers and the Local County Councillor will be investigating funding opportunities as part of this process.