

PETITIONS, TRAFFIC REGULATION ORDERS & LOCAL ISSUES

Report of the District Manager

1. PURPOSE OF REPORT

2. PETITIONS RECEIVED

- 2.1 No new petitions for the Joint Member Panel to consider have been received.

3. PETITIONS UPDATE

Petition – Courtlands Drive / A411 Hempstead Road junction

- 3.1 In June 2010 a petition was received from the residents in the Nascot Ward in respect of the Courtlands Drive junction with Hempstead Road.
- 3.2 The lead petitioner states in a covering letter dated 11th June 2010 that the residents are seeking an improved traffic flow at the junction. The petition has in excess of 100 signatures.
- 3.3 It was agreed with the Chairman and Vice Chairman of the JMP together with the County Member for the Nascot Ward that in order to give the petition full consideration that the petition be discussed outside the JMP meeting.
- 3.4 The petition was presented at a meeting held at Herts Highways Local Area Office on the evening of the 26th July. The County Member, Nascot Ward Councillors, Traffic Police, Watford Councils Arboriculturist, The Watford District Manager and Lead Assistant District Manager were all present at the meeting.
- 3.5 The lead petitioner presented a detailed plan of the junction and offered a number of junction improvement suggestions. These included reducing the current footpath width in order to introduce a filter lane for vehicles turning left out of Courtlands Drive and a dedicated lane for vehicles wishing to turn right from Courtlands Drive. The petitioner also requested that the visibility at the junction be improved and that the road markings be refreshed.

3.6 **RECOMMENDATION**

- 3.7 Officers agreed to undertake the cutting back of the trees and hedges to improve visibility and to refresh the keep clear and junction markings. These works have been carried-out and funded from the Local Category 2 budget.
- 3.8 In order for Members to fully consider the petition it was agreed that officers would provide Members with a cost of undertaking a 24 hour video survey of the junction. The survey would provide evidence of queue lengths in Courtlands Drive and pick up all vehicle, cyclist and pedestrian movements. The survey would also include analyses of the vehicle movements.
- 3.9 The estimated survey costs are £1,100.
- 3.10 Members agreed to fund the cost of a video survey from the Discretionary Fund, subject to confirmation of budgets. The survey was carried out on Wed 9th March 2011. Analyses of the survey information is underway and is expected to take several months. The key findings of the survey will be reported to the petitioner and to a future panel meeting.
- 3.11 Petition for permanent pedestrian crossing on Horseshoe Lane near northerly junction with Boundary Way.
- 3.12 In October 2010, a petition of 164 signatures was received from the residents of Boundary Way in the Woodside Ward.
- 3.13 The Lead petitioner explained in a covering letter the signatories are seeking a permanent pedestrian crossing on Horseshoe Lane near the northerly junction with Boundary Way to replace the school crossing patrol service which ceased 2 years ago. An accident involving a cyclist crossing the road here has heightened their concerns.
- 3.14 Many of the petitioners have children who attend Alban Wood Primary and Nursery school located the other side of Horseshoe Lane via Newhouse Crescent and The Brow.
- 3.15 At the November 2010 Joint Member Panel, members requested officers report on the junction issues for the January 2011 Panel.
- 3.16 Analyses of accident statistics for the latest 5 years of data reveal there have been no injury accidents along the stretch of Horseshoe Lane adjacent to Boundary Way.

- 3.17 There is a controlled toucan crossing outside Frances Coombe Academy which is some 120metres from the southern junction with Boundary Way and 270metres from the northern junction with Boundary Way and 290metres from where petitioners would like a new pedestrian crossing. Whilst this toucan provides a safe crossing point across Horseshoe Lane, the journey distance to Alban Wood School for those coming from northerly part of Boundary Way would increase by 320metres (from 550metres using the preferred crossing point to 870metres). Pedestrians coming from the southerly part would presumably prefer to use the existing toucan crossing as it is the shortest route.
- 3.18 A site inspection of the requested crossing position reveals there is enough footway space to locate a controlled crossing, though intervisibility between vehicles and pedestrians appears to be compromised by on street parking which would need to be subject to waiting restrictions. There is a temporary bus stop in close proximity to the requested crossing position. A feasibility study should be undertaken to check compliance with national design standards and the implications for the surrounding highway network and street furniture.
- 3.19 The school crossing patrol department have indicated to petitioners there are unlikely to be enough children on the Boundary Way estate to justify reinstating a school crossing patrol. The petitioners feel the number who are crossing and would cross here is substantial. A pedestrian count should be undertaken at the earliest opportunity to gauge level of usage.
- 3.20 At the Jan 2011 panel, members agreed to fund a pedestrian count out of Discretionary budget for 2010/11. The survey was carried out on Wednesday 16th Feb 2011 between 7am and 7pm.
- 3.21 The survey revealed 171 pedestrians crossed at or within 2 metres of the existing tactile area. 51 of the 171 were children. The peak hours when the greatest number of pedestrians crossed were 8 - 9am when 40 crossed and 3 - 4pm when 44 crossed.
- 3.22 A speed and volume count near the crossing point was carried out from 9th to 15th February 2011. The 85thile traffic speeds were 34-36mph. The 2 way flows measured during the peak hours were approx 700 which averages out to one vehicle every 5-6 seconds.
- 3.23 The survey results were discussed at the Officers Steering Group on 11th March 2011. It was discussed that as speeds were excessive and peak hour flows were high enough to afford little opportunity to cross, provision of a pedestrian crossing would improve the quality of life for residents and help to reduce traffic speeds in the absence of the traffic calming scheme designed in the early 2000s which never went ahead due to lack of funding. Officers agreed funding

should be sought for a feasibility study to establish if a feasible pedestrian crossing can be found. Officers agreed to submit a CS99 to apply for £4000 of S106 funds from the Alban Wood school development.

- 3.24 Should the S106 application be successful, the feasibility study will be commissioned, and the study findings will be reported back at a future panel meeting.

4. OBJECTIONS TO TRAFFIC REGULATION ORDERS

- 4.1 The one objection to the 20mph Limit north of Lammas Road to consider was overruled at the January 2011 panel meeting.
- 4.2 The TRO has now proceeded to sealing and will become effective on 21st March 2011.

5. RECOMMENDATIONS

- 5.1 Members are requested to note the information and provide any comments to the District Manager.

6. CONTACT OFFICERS

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