

Executive Summary

The Design Team (DT) of Hertfordshire Highways have been appointed by the Strategic Management Team (SMT) to undertake an investigation and feasibility stage 1 report into speeding and accessibility issues in the village of Ickleford, North Hertfordshire.

The aim and objectives of this feasibility study as set out by Hertfordshire Highways are as follows:

- To identify locations where traffic speed and volume is inappropriate and to make recommendations which contribute to the improvement of the study area based on the traffic data and accident data analysis.
- To identify possible locations where crossing points may be needed.
- To investigate new footway links for children and parents accessing the school and the shops via Chambers Lane near the public house.
- To investigate sections of footway where vegetation encroachment reduces footway widths.

The study options have been developed to be consistent with the following LTP targets:

- Mode share of journeys to school
- Speed limit compliance
- Accessibility

Traffic volume and speed surveys have been carried out together with pedestrian surveys. Personal injury accident data has been analysed and a number of site visits have been made at various times during the day.

The accident data over a 36 month period from 1st March 2005 to 29th February 2008 did not highlight any serious problems associated with the road layouts. There were 2 serious injury accidents and 13 slight injury accidents in the study area..

There are no accident clusters and vehicle speed was given as a contributory factor in only one of the accidents within the study area.

The feasibility study has highlighted that there is not an inherent accident problem on any of the roads within the village on Arlesey Road, Turnpike Lane or A600 Bedford Road and none of these roads are ranked in the Hertfordshire County Council Hazardous Sites List for 2007.

However, there are issues with traffic speeds recorded above the 30mph speed limit for these roads.

Traffic Speed Data - 5 - 11 December 2007

Location	Direction	Data	
		85 th %tile	average
Loc.1 - O/s no.119/121 Arlesey Road LC 36	northbound	38.5	32.8
	southbound	37	31.3
Loc.2 - At Traffic island LC21	northeastbound	34.7	29.5
	southwestbound	34.6	30.1
Loc.3 - O/S No.27 Turnpike Lane - LC9	northeastbound	37.8	32.6
	southwestbound	40.8	35.2
Loc .4 - A600 Bedford Road north of No.35 Bedford Road - LC 101	northbound	45.6	38.8
	southbound	44.5	37.8

The 85th %ile and average speeds obtained from the traffic surveys are shown above. The legally enforceable level for speed compliance, taking account of recognised tolerances, is 36mph in a 30mph speed limit (speed limit + 10% + 2mph). Using the normal highway design yardstick of 85th %ile speed (ie. the speed at which 85% of traffic travels at or below) it is clear that there is excessive speeding on the A600 Bedford Road and Turnpike Lane.

The speeds at the traffic island, where a high pedestrian movement takes place and where the school crossing patrol operates, are just below 35mph and although less than the 36mph cut off level for considering highway funding some form of speed reduction treatment is recommended. The school crossing patrol (SCP) operates at this location, and it can be quite difficult to encourage drivers to stop on both sides of the refuge. The patrol has to stand near the middle of the refuge and can only face traffic from one direction. This situation can be confusing to drivers and they may proceed through one side of the crossing point when the SCP is guiding children across the road. This is not an ideal scenario for the SCP at this pedestrian refuge location and can give rise to vehicular/pedestrian conflicts.

It is therefore worth considering this section for highway funding for improving accessibility across Arlesey Road, although a traffic signal controlled pedestrian crossing would not be justified, there are other alternatives that could be investigated and these are described below together with other proposals for works on A600 Bedford Road, Arlesey Road, Turnpike Lane and the footway Link between Chambers Lane and the village school.

The recommendations for highway works include:

A600 Bedford Road

- A vehicle activated sign to the north of the residential area and in the eastern verge. (£6000)
- A dropped crossing point with tactile paving to the south of Ryder Avenue. (£1500)
- Footway improvements. (£3000)
- Traffic Management. (£2000)

Arlesey Road

- The introduction of a series of speed cushions and a humped zebra crossing at the existing pedestrian refuge outside the school. This would also need the street lighting along Arlesey road to be investigated and possibly upgraded. (£52,000 – inclusive of £10,000 for lighting)
- A gate way feature at the bend near the Equestrian Centre, together with appropriate signage and lining. (£3000)
- Replacement of existing Haldo Bollards with new “Solalite” bollards. (£7000)

Turnpike Lane

- The introduction of a series of speed cushions along Turnpike Lane between A600 Bedford road and Arlesey Road mini roundabout. (£25,000)
- Street lighting improvements along Turnpike Lane to be improved so that it complies with illumination requirements for vertical features. (£10,000)
- Replacement of existing Haldo Bollards with new “Solalite” bollards. (£7000)
- Traffic Management. (£8000)

Arlesey Road South/Old Hale Way.

- Side out existing footways where necessary in addition to removal of vegetation encroachment of the existing footways. (£9000)

Chambers Lane

- Provide new gate at the playground end of the Right of Way within the Leisure Centre site, in addition to signing and a 2 metres wide bituminous footway with concrete edgings along Right of Way. (£17,000)
- Upgrade section of footway adjacent to Raymonds Cottages/Villas. (£4000)