



MOOR LANE, RICKMANSWORTH
PEDESTRIAN CROSSING IMPROVEMENTS

INVESTIGATION
REV A

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Project No: 1019736/003

December 2009

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1. OBJECTIVE

To design an improved pedestrian crossing point across the service road and main carriageway on Moor Lane, Rickmansworth, and a new pedestrian access from the crossing point to the Rickmansworth Public Golf Club car park.

2. BACKGROUND

This scheme is being funded from the Three Rivers Discretionary budget.

There is an existing uncontrolled pedestrian crossing at this location. This consists of dropped kerbs on both sides of the main carriageway as well as on both sides of the service road and a pedestrian refuge on the main carriageway.

3. SITE LOCATION

The site is located on A4145 Moor Lane, Rickmansworth near its junction with the London Road/Moor Lane roundabout. See Drawing M/1019736/003/001 for a location plan.

Moor Lane is used by a high volume of traffic throughout the day due to its proximity to Rickmansworth town centre. It is also a popular route for vehicles travelling between Rickmansworth, Watford and northwest London.

The crossing is used regularly by pedestrians travelling from Rickmansworth town centre and the residential properties on the other side of Moor Lane as well as the nearby golf clubs.

4. INVESTIGATION

A site visit was carried out during December 2009.

Uncontrolled Pedestrian Crossing

It was found that the existing crossing point does not follow current guidelines¹ for the installation of tactile paving.

In particular, the existing crossing on the service road is inappropriate, as tactile paving has been laid on the verge at a significant angle, making it difficult and unsafe to use as well as not compliant with the requirements of the Disability Discrimination Act (DDA). This crossing has a

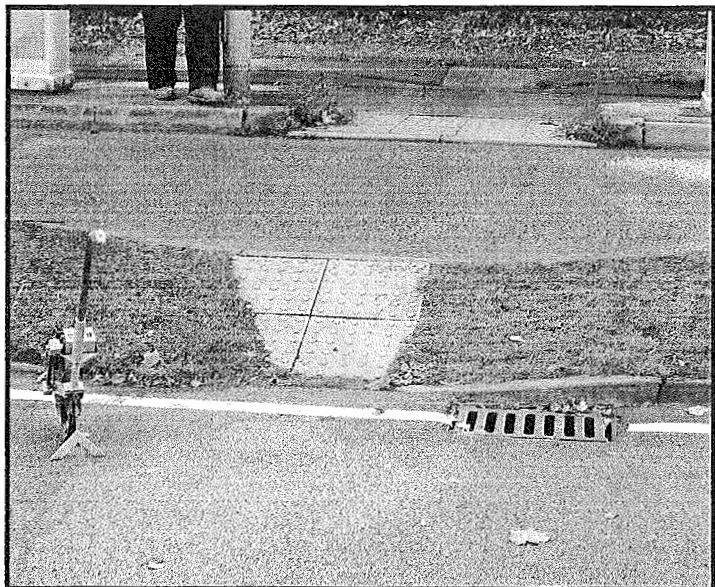


Photo 1: Existing crossing on Moor Lane.
Service road is shown in the foreground, main carriageway in the background

¹ Guidance on the use of Tactile Paving Surfaces. Department of Environment, Transport and the Regions, 1998

gradient of approximately 1 in 4 (27%), while the maximum gradient recommended by the guidelines is 1 in 12 (8%). Grass has also grown over the tactile paving almost completely covering one of the four pavers.

This site presents engineering difficulties due to the level difference between the main carriageway and the service road. The main carriageway is approximately 270mm higher than the service road and the verge is quite narrow between the two carriageways.

The current lane width on either side of the existing pedestrian refuge on the main carriageway is 3.0m. The existing carriageway width of the service road is 5.4m. The verge between the main carriageway and the service road is 1m wide.

Access to Car Park

It was requested to design a pedestrian access from the existing crossing point on Moor Lane directly to the car park of the Rickmansworth golf club. However, the site investigation found that there is a large controller box as well as other equipment above and below the ground directly behind the existing crossing. It is uncertain whether this equipment is still used, or who it belongs to, however it would be costly and require significant work to relocate this equipment.

It is believed that the land behind the existing fence line on the southern verge is owned by Three Rivers District Council. Consultation is currently underway with the Three Rivers District Council Environment Department regarding ownership of the land, and obtaining permission to build on this land.

It was observed that pedestrians currently walk along the southern verge and climb over the existing trip rail fencing approximately 15m west of the existing crossing point to access the golf club.

5. RECOMMENDATIONS

Uncontrolled Pedestrian Crossing

Due to the level difference between the main carriageway and the service road it is not possible to design a safe, DDA compliant uncontrolled crossing at the current location. To comply with the current Act, the ramp between the main carriageway and the service road should be no less than 3.25 metres. This will give a gradient of at least 1 in 12.

Several options were considered, however neither of these options is possible due to width restrictions.

First option: Ramped crossing – keep existing layout

The service road is currently open to two way traffic – the installation of a ramped crossing would reduce the carriageway width to approximately 3 metres. This would reduce the carriageway to one lane at this point. In addition, the location of the crossing is in too close proximity to the vehicle access of property number 19. This will create insufficient carriageway width to allow vehicles to turn in and out of the property.

Second option: Ramped footway

The construction of a ramped footway running parallel to the carriageway on the south side of the service road is not possible due to the location of the vehicle accesses for

property numbers 19 and 21. The new footway would reduce the carriageway width to just over 4 metres and the turning movements of vehicles in and out of these properties are compromised. The installation of a footway with the minimum recommended width² of 1.25 metres still does not allow enough space for vehicles to turn into/out of the properties.

Third option: Relocate existing crossing

It was considered whether it would be possible to relocate the existing crossing westwards (closer to the Moor Lane/London Road roundabout). This would place the crossing between property numbers 17 and 19, where there is a greater distance between the vehicle crossovers (almost 14 metres, compared with approximately 7.5 metres between the property numbers 19 and 21).

In this location, it was investigated whether a ramped crossing or a ramped footway could be installed. However, even with a ramped footway of minimum width, at the maximum gradient of 1 in 12, there is still insufficient space for vehicles to turn into and out of their properties.

Access to Car Park

Due to the location of the large controller box and other apparatus directly behind the existing crossing point it is not recommended to construct the access at this location as initially suggested.

It is recommended to extend the existing footway further west on the southern side of Moor Lane approximately 14 metres towards the Moor Lane/London Road roundabout. In association with this, it is recommended to remove railings from the existing trip rail fencing adjacent to the highway boundary. It appears that this railing is not located on highway land; therefore agreement from the landowner (believed to be Three Rivers District Council) would be required.

This proposal is shown in Drawing No. M/1019736/003/004.

The estimated construction cost of these works is: £1500.

This estimate does not include the cost of any traffic management.

No footway has been designed on land beyond the highway boundary. The existing grassed area beyond this point appears suitable for pedestrians to use to access the golf club. However, if required, and with agreement with Three Rivers District Council, it would be possible to extend the paved footway towards the golf club. The cost of this has not been included in the above estimate.

² Chapter 10. Roads in Hertfordshire . A guide for new developments. Hertfordshire County Council. 2001

6. CONCLUSION

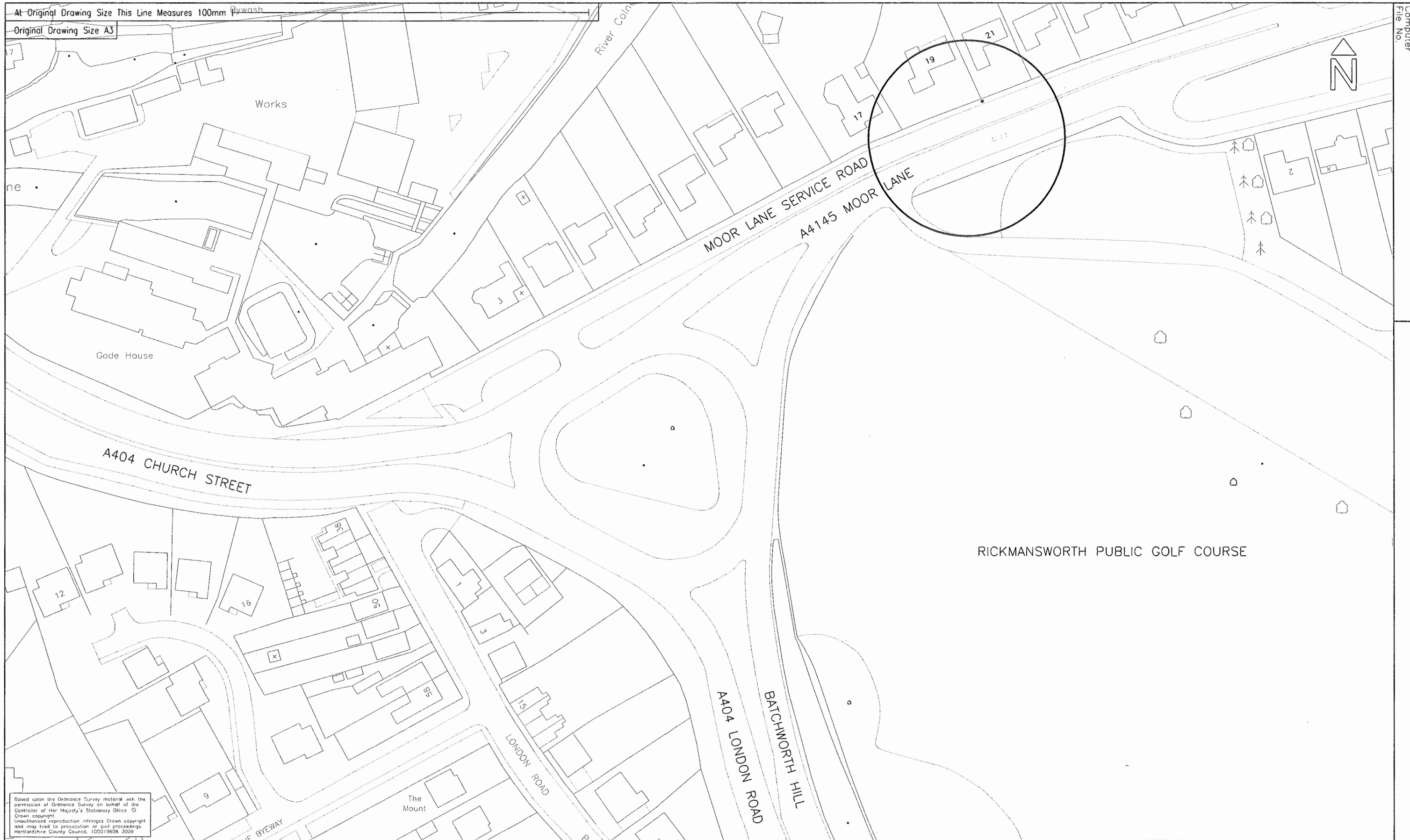
Uncontrolled Pedestrian Crossing

It is not possible to create a safe, DDA compliant uncontrolled crossing point at the existing location, due to space restrictions and existing vehicle accesses.

Access to Car Park

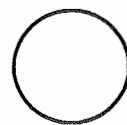
It is recommended to extend the existing footway on the southern side of Moor Lane westwards to create a safer access to the Rickmansworth golf club. It may be possible to extend this footway beyond the highway boundary towards the golf club if requested. However, this does not appear to be necessary and would require agreement from Three Rivers District Council.

End of report



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Notes

 Site Location

Revision with Dates	

Project No.		1019736/003	
CAD	Drawn	Checked	Approved
Initials	AW	AW	AW
Date	1/10	12/09	1/10
Sht No.		1 OF 1	
Scales		1:1000	

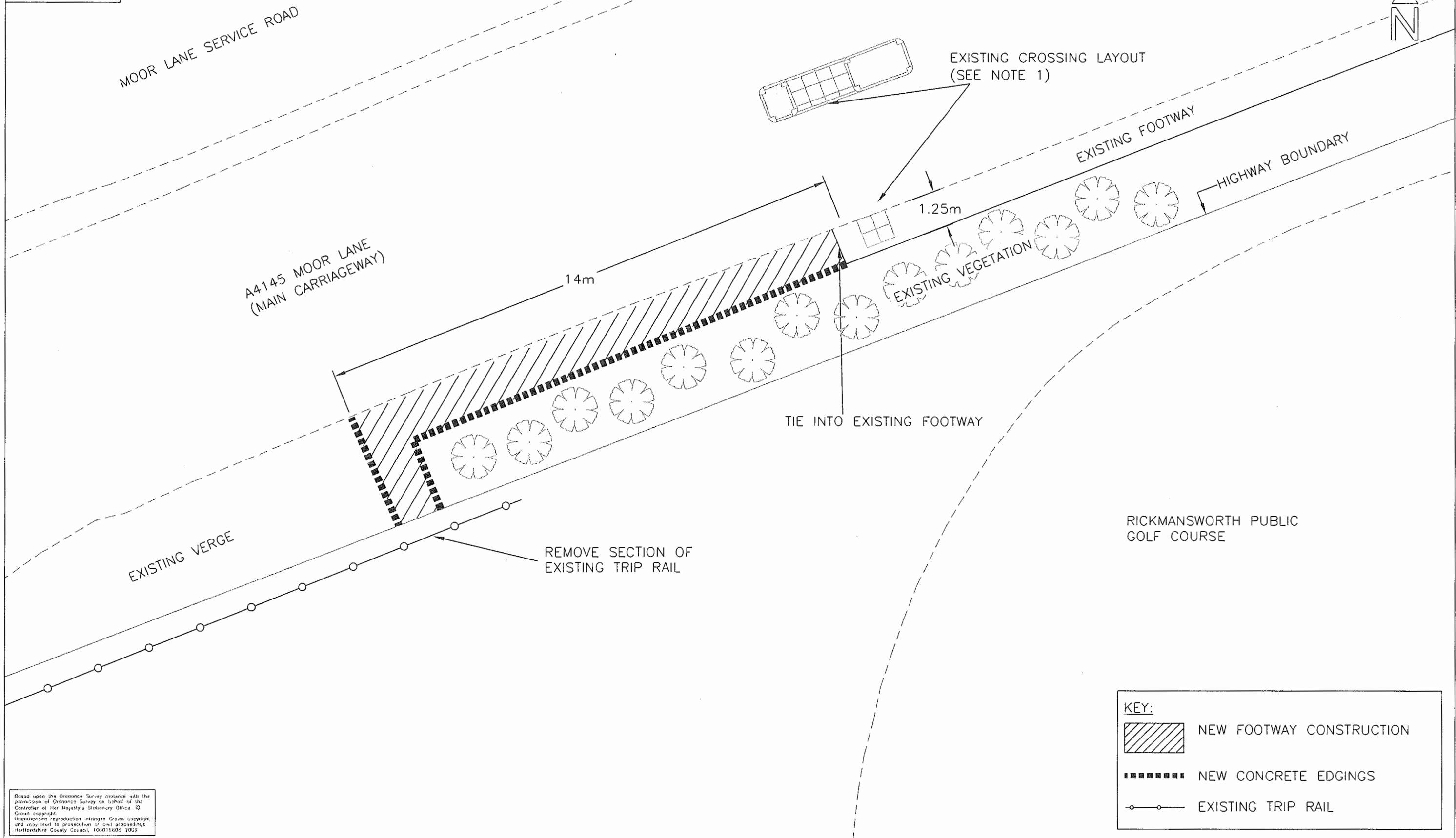
Drg. No.	M/1019736/003/001	Rev.	A
Project Title			
Moor Lane Pedestrian Crossing			
Drawing Title			
Location Plan			



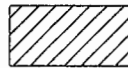

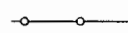
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KEY:

-  NEW FOOTWAY CONSTRUCTION
-  NEW CONCRETE EDGINGS
-  EXISTING TRIP RAIL


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Notes
 1. CURRENT TACTILE INSTALLATION AT THIS CROSSING DOES NOT MEET CURRENT GUIDELINES FOR TACTILE PAVING

Revision with Dates

Rev.	Date	Description

Project No. 1019736/003	Drg. No. M/1019736/003/004	Rev. A
Project Title Moor Lane Pedestrian Crossing		
Drawing Title Proposed Layout Rickmansworth Golf Club Pedestrian Access		
Sht No. 1 of 1	Scales 1:100	



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