

Report of the Transport Group for Kings Langley Annual Parish meeting:

The focus of the Transport Group, as a subset of the Parish Council, has been to work closely with Highways and Hertfordshire County Council to achieve a resolution of the issues below.

The current situation is as follows:

School Crossing: High Priority.

Implement a pedestrian crossing at key school times both morning and evening with a qualified 'Crossing Patrol Operative' at the junction of Rectory Lane to provide a safe crossing to the Primary school.

This is expected to be in operation for the September term.

Electronic Pedestrian Crossing: High Priority.

An application has been made by the Rectory Farm developer to install a traffic light crossing between Rectory Farm development and Rectory Lane which will support the safety aspects of the Primary School crossing and also reduce the speed at which vehicles accelerate leaving the village.

Ref: 22/00846/DRC.

Speed Indication Device: High Priority.

An additional Speed Indication is to be installed, funded jointly between Hertfordshire County Council and the Parish Council, the final location to be determined for maximum road safety impact.

Traffic Lights @ Nap and High Street Junction: High Priority.

With the advent of the Pre School at this junction point, the Parish Council is very concerned about the potential safety issues particularly as parents deliver and collect their children so close to this junction. The Council has been and will continue to monitor traffic incidents at this point and will react as appropriate.

A major incident occurred on the night of 08/04/22 resulting in significant damage to the Physio Clinic.

The implementation of this traffic control measure has now moved to the absolute top of the priority list. It is proposed that the junction be restructured to include a full traffic light and pedestrian crossing with a raised road flooring to slow traffic entering this junction from all four entrances thus enhancing safety and reducing speed.

High Street Pinch Point: High Priority.

Considerable time has been spent examining the various options to resolve this long-standing issue. The ultimate solution would involve losing some 8 parking spaces on the West side of the High Street or up to 11 parking spaces on the East side of the High Street. Neither is likely to be acceptable to residents or business owners without the addition of further parking which is not easily achieved.

The option now being considered by the Group is a compromise that has been implemented in other parts of the village. This is to single yellow line on the West side of the High Street from the Rose and Crown to Fred and Gingers and make this a 'No Parking' zone for key times both in morning and afternoon periods to relieve congestion. Likely times are 0800 to 1000 and 1400 to 1600, examination of traffic flows prior to the pandemic will influence these timings.

Vicarage Lane One Way System: High to Medium Priority.

Congestion on the lower part of Vicarage Lane was a major issue pre-pandemic and this was clearly demonstrated at a public meeting at which both Highways and Herts County Council were in attendance. The plan, therefore, is to undertake a full consultation and implement a 'pilot' between the Marwood Close and Five Acres close as soon as the necessary funding can be made available.

This has moved from a High priority category to Medium as fewer incidents of congestion have been reported during the pandemic.

Red Lion Lane congestion: Medium Priority.

Unlikely to obtain an agreement to fully double yellow line the Southside of the road, although this would be a highly desirable solution.

The intention therefore to pursue double yellow lining at key pinch points along the length of Red Lion Lane.

Although given Medium priority movement is expected on this issue in this calendar year.

Rucklers Lane Entrance, Yellow Lines: Medium Priority.

Cars parking close to the entrance of Rucklers Lane with the junction of A4251 pose a danger to cars entering the street. Proposed to double yellow line entrance back to approx. 10 meters back from the junction to offer a clear line of sight when entering and exiting the junction. Should have been included as part of the junction redevelopment.

Again, although given medium priority movement on this issue is expected in this calendar year.

Tow Path Completion: Low Priority.

Ongoing efforts to resurface the section of the Towpath from Red Lion Lane towards the village. Funding is an issue but although low priority again it is hoped this can be completed in this calendar year.

Additional Car Parking: Low Priority.

Consideration is being given to providing additional parking spaces, partly influenced by restrictions in the High Street as referenced in the 'Pinch Point' commentary. Again, during the pandemic, the pressure on the Nap carpark has not been as acute as pre-pandemic, hence the low priority.