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Julian Bond
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Your Ref: EH/003/13
27-Sep-2013

Dear Sir,

Re: Proposed traffic order for Waiting Restrictions at the junction of Musley Lane and Kiln House Close

Please accept this letter as a formal objection to the proposal in the document "EH 003 13 Various Roads, Prohibition of stopping and Restriction of Waiting" at <http://www.hertsdirect.org/docs/pdf/e/eh00313.pdf> This objection refers specifically to the proposed waiting restrictions in Schedule 1 of that document at the junction of Musley Lane and Kiln House Close.

My objection is that the proposal is excessive and inappropriate.

A freedom of information request (Please see https://www.whatdotheyknow.com/request/concerns_raised_regarding_incons#incoming-313932) resulted in this statement on 19 September 2012 from the Information Access Team: "Concern that pedestrians (especially disabled pedestrians) are affected by inconsiderate and dangerous parking at this particular junction.". It appears that this is the single concern raised from a member of the public regarding this junction. It appears to refer to parking of vehicles across the two drop kerbs on either side of the junction that provide a path for disabled pedestrians from New Road along Musley Lane. This is undoubtedly reasonable and does need to be addressed.

Where drop kerbs are placed for reasons of accessibility (as opposed to vehicular access to private property), the normal approach (as recommended by the TRRL) is for dimpled pavement slabs to be placed on the pavement side. And for a single white line to be placed on the road. This can be seen at the Musley Lane, New Road point opposite the Rifle Volunteer where it is effective in discouraging parking across the dropped kerb. The proposal though is for double yellow lines extending well beyond the drop kerbs. I haven't been able to find any other example in the area, of a dropped kerb for accessibility being protected with a double yellow line where the yellow line is not also there for traffic management.

So it appears that the proposal is not trying to deal with just the concern raised. It is also trying to improve vehicular safety at the junction by improving sight lines for vehicles crossing the junction. However this junction is a cul de sac to a cul de sac, is slow, quiet and does not have a safety issue for vehicles. So applying waiting restrictions for visibility is unnecessary.

For these reasons, I consider that the proposal is excessive in that it goes well beyond addressing the actual issue. That it is trying to also deal with a problem that does not actually exist. And that it is the wrong response to the actual problem.

I would recommend that the two drop kerbs are modified in line with TRRL recommendations with dimpled pavement and a single white line spanning just the

width of the drop. And that the proposal for Waiting Restrictions is dropped from the schedule of traffic orders.

Yours faithfully,

Julian Bond

cc: Jeanette Taylor