



County Hall, Pegs Lane, Hertford, Hertfordshire SG13 8DN

Mr J Thorpe  
Badgers  
1 Pondsides Cottages  
Graveley  
Herts.  
SG4 7LG

Our Ref:- G-S1600.24\_300\_Con.01

Date:- 15<sup>th</sup> July 2016

Dear Mr Thorpe,

**RE: Casualty Reduction Scheme; B197 High Street, Graveley junction with North Road**

Thank you for the comments from the Graveley Parish Council with regard to the Highways proposals for the above scheme.

In response to the issues you have raised, I will attempt to clarify how we have arrived at the current design.

The County Council has an obligation to fulfill its duties under the Road Traffic Regulations Act 1988 (section 39), which requires authorities to investigate known collision sites and develop appropriate measures to address the specific collision problems. The revised layout for the junction was designed as a casualty reduction scheme, following detailed analysis of the records of personal injury collisions held by the Police for this location. This analysis revealed that the predominant injury collision pattern at the junction involved a vehicle turning right into North Road, colliding with a vehicle travelling towards them from Graveley to the A1(M).

With regard to your concerns regarding the current layout of the junction:

- Only one collision involved a vehicle turning right out of North Road, colliding with a vehicle travelling from Graveley towards the A1(M).
- For only two of the collisions was the speed of the vehicle leaving Graveley considered as a potential contributory factor to the collision occurring.
- Whilst you have clearly identified potential issues related to the visibility available to drivers waiting to emerge from the side road at the junction, this issue has not been a contributory factor in the majority of the collisions that have occurred at the junction.

Based on this analysis, we feel that the proposed design will introduce the most appropriate changes to the layout, in order to reduce the future occurrence of collisions at the junction. The proposed realignment and refreshment of the lane markings, additional colour surfacing and additional reflector studs (particularly during poor visibility conditions), should enable motorists to more accurately assess the intentions of other road users approaching the junction. As is the case with all casualty reduction schemes, the effectiveness of these measures will be monitored after they have been installed.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'M. Wright', is positioned below the closing text.

Martin Wright  
Engineering Assistant  
Hertfordshire County Council Highways