



**NASH MILLS**  
PARISH COUNCIL

## Chambersbury Lane Residents Meeting June 2024

### Background

A meeting was held w/c 10/6/2024 to discuss issues at this location. The lane straddles both Nash Mills and Leverstock Green (LG)

Two Cllrs attended as residents and were not there to represent Nash Mills Parish Council but have since made the following notes that support an agenda item to bring to NMPC for consideration as some of the matters raised were pertinent to the parish and affect NMPC residents.

### Agenda Point

NMPC to consider if they wish to make any representation in relation to the items contained within this paper.

### Attendees

- Residents were mainly from the top end of Chambersbury Lane (Leverstock Green) and from Chambersbury between the top of Georgewood and Silverthorn Drive (i.e. CRA).
- Councillors attending were Cllr Andrew Williams (county councillor for the LG side of Chambersbury), Cllr Maddern (county councillor for the NM side of Chambersbury), and Cllrs Robin Bromham and Jonathan Gale (borough councillors LG).

### Main issues raised:

- Heavy traffic using the lane (deemed an unsuitable route)
- Heavy vehicles having to use the pavement to pass parked cars on Chambersbury Lane (CRA end)
- Speed of traffic at the LG end of the lane
- Edges of road at the top end of Chambersbury are damaged and have large holes so vehicles can't easily pull over and pass each other without risking damage
- Bottom end of Chambersbury - big issue with potholes as we know
- Unclear priorities at top end of the lane (signs hidden by foliage)
- 'Give Way' road markings do not allow space for another vehicle to easily go past if you are stopped right on the line
- Pedestrians crossing to / from Bunkers Park are at risk due to overgrown trees / hedges and the speed of vehicles

### In response to the above, Cllr Williams and Cllr Maddern shared the following information:

- Speed survey was carried out last year using a camera on a lamp post at the top end of the lane - results showed that 85% of the traffic is well within the 30mph speed limit. Residents were concerned that the camera used for the speed survey was in the wrong place as it was

too near a reduced width area where traffic is automatically slowing. Cllr Williams has already booked another survey for July to see if the results will be different.

- The 7.5-ton limit on local roads was introduced in the 1980s. It's actually a zone, rather than individual roads. The law states that restriction applies to vehicles starting their journey outside the zone unless they are delivering to, or collecting from, an address within the zone. However, if a business operates within the zone, they have the right to travel in any direction within the zone to reach their destination. So, the restriction would not apply to the builders' yard at the Denes (and presumably also wouldn't apply to coaches travelling from Abbots Hill).
  - It was stated that the HGV restriction zone is much bigger than Chambersbury Lane. It covers something like St Albans Hill, all the roads on the right of the dual carriageway (direction heading out to the M1) and the main road through Leverstock Green. So, a lorry shouldn't drive from the Industrial Estate to St Albans (for example) but can make deliveries, and businesses with premises (for example Watford Plant & Grab) can use all the roads all the time.
- As Cllr Maddern already mentioned, only the police can stop restricted vehicles from using a road within the zone and they would have to prove that they did not start / end their journey within the zone or have a business in the zone (as per the point above).
- There had been a discussion about the positions of priority signs in Chambersbury when the new road layout was introduced but they had to comply with the design code.

### **Potential solutions discussed**

- Resurfacing - Already agreed is Bedmond Road to North End for complete resurfacing. The rest was due to be patched. Cllr Maddern has asked Highways to look again, and it needs completely resurfacing down to the junction with Georgewood.
- Cutting back of trees / foliage to ensure signs can be seen - but this cannot be done in nesting seasons.
  - Another option is to consider persuading HCC to move the signs to the other side of the road as Andrew Williams had originally requested.
- Signs to show clearly where pedestrians cross to/from Bunkers Park to encourage drivers to slow down.
- Speed restriction tables (probably at the points where there are gates into Bunkers Park) - these are the raised platforms, rather than speed humps.
  - There was some discussion as to whether SANG funding could be available for these platforms as there is a safety issue about accessing the park on foot.
- Enforceable 20mph zones (this would also require a physical intervention (e.g. a raised table) to show the start of the zone and speed change requirement.

### **Budget information**

- Any solutions agreed would need to go into the next budget for funding in 25/26, including any funding from Cllrs Williams & Maddern's locality budget.
- Locality budget funding for 24/25 year is already allocated to safety measures outside the school in Bennetts End.
- Enforceable 20mph speed zones, there is currently funding for 45 of these within Herts County Council. The plan for our area is currently at number 51 in the priority list. If consultations for the first 45 result in them not going ahead, the Hemel project would move up the list for consideration (this is a larger area, not just Chambersbury).
  - This is much wider than Cllr Maddern's / Williams' remit and would cover much of Adeyfield, Nash Mills, Bennetts End, Leverstock Green etc.
  - The full list is 300+ of potential areas

### **Other options suggested by residents but unlikely to be possible**

- Stop heavy vehicles using the lane as there is concern that any resurfacing would be damaged - as above, this is unlikely to be an option due to the law on this topic. However, speed restriction tables at areas where pedestrians cross to Bunkers may discourage use of the lane by HGV drivers.
- Close Chambersbury Lane at Silverthorn Drive so that it's only accessible from either end but can't be used as a through road - not possible as there would be nowhere for large vehicles to turn if they had accessed the lane
- Width restrictions - not possible unless there is space for a large vehicle to turn around

### **Other considerations**

- While it is not illegal to park on the pavement in Dacorum, it is illegal to drive on a pavement or obstruct a pavement.
- Cllr Maddern has had an advisory 20mph zone created outside Nash Mills Primary School (with the flashing lights).
- If measures are successfully introduced to reduce traffic on Chambersbury Lane, then this could increase traffic / exacerbate problems in Bunkers Lane.
- If the junction of Bennetts End Road and St Albans Road (the dual carriageway) could be improved to reduce the queues, then perhaps more vehicles would use that route instead of the Chambersbury Lane (and other) rat runs.
- When Hemel Garden Communities is constructed, it will only make the problem worse. HCC need to develop strategies and implement solutions in advance of construction.

### **Additional Report**

<https://www.hemeltoday.co.uk/news/people/action-to-improve-road-safety-in-leverstock-green-hemel-hempstead-does-not-go-far-enough-4666969>

18/6/2024