

# Hertfordshire Highways

**ICKLEFORD PARISH PLAN PUBLIC MEETING**  
**ICKLEFORD VILLAGE HALL**  
**Wednesday 08 October 2008, 8pm**



## MINUTES

<b>PARISH COUNCIL &amp; HIGHWAYS ATTENDEE'S</b>	
<p>Philip Crowe, Chairman, Ickleford Parish Council Tim Stephenson, Traffic &amp; Transport sub-group, Ickleford Parish Council Miles Maxwell, Vice-Chairman, Ickleford Parish Council Ian Thompson, Hertfordshire Highways Aziza Jeppe, Hertfordshire Highways Design Team</p> <p>Approximately 150 residents were in attendance at the meeting</p>	
<b>1.0</b>	<b>INTRODUCTIONS</b>
	<ul style="list-style-type: none"><li>• IT introduced himself as the Strategy Development Manager for new works in villages, working for Hertfordshire County Council</li><li>• IT then introduced AJ who was the Senior Engineer on the scheme</li><li>• IT &amp; AJ work for Hertfordshire Highways which is a partnership between the County Council (client), Mouchel Parkman (Design Team) and Amey Lafarge (Works Team)</li></ul>
<b>2.0</b>	<b>THE PARISH PLAN PROCESS</b>
<b>2.1</b>	<p><u>Ickleford Parish Plan:</u></p> <ul style="list-style-type: none"><li>• The Parish Council completed their Parish Plan in June 2007</li><li>• This included a section on traffic and transport which listed key issues</li><li>• The survey that accompanied the plan stated that 86% of residents were particularly concerned about the speeds vehicles were travelling through the village</li><li>• The schemes and issues are identified by the Parish Plan not the County Council.</li></ul>
<b>2.2</b>	<p><u>Process:</u></p> <ul style="list-style-type: none"><li>• Each year all Parishes County wide are ranked against a number of criteria. Most ranking points are awarded where a parish plan has been completed and a survey has been carried out.</li><li>• There is not great resource for this work. Hertfordshire Highways are working with 2 new parishes each year, one of which is Ickleford.</li></ul>

3.0	<b>TIMESCALES</b>	
3.1	<p><u>Year 1 – 2008-09:</u></p> <ul style="list-style-type: none"> <li>• The County Council review the concerns identified in the Parish Plan and gives consideration to the issues highlighted with the funding that is available.</li> <li>• Complete a feasibility study with options and recommendations.</li> <li>• Parish Council to endorse study.</li> <li>• Consultation exercise to ascertain support.</li> <li>• Parish Council and Highways to produce leaflet to inform residents on progress</li> <li>• If schemes are supported carry on with design process and prepare contract documents.</li> <li>• Await budget confirmation for build of agreed schemes in 2009-10</li> <li>• <i>POST MEETING NOTE:- The results of the survey indicate that all the recommended schemes will proceed.</i></li> </ul>	
3.2	<p><u>Year 2 – 2009-10:</u></p> <ul style="list-style-type: none"> <li>• Assuming schemes are funded – projects to be built</li> <li>• It is likely this would be in the school summer holidays 2009 as some of the works are outside the school.</li> <li>• Carry out after speed, volume and pedestrian counts to compare with those taken before to show effectiveness.</li> </ul>	
4.0	<b>RECOMMENDATIONS</b>	
4.1	<p><u>Turnpike Lane:</u></p> <ul style="list-style-type: none"> <li>• Vehicle speeds were recorded for 7 days, 24 hours a day.</li> <li>• Average speeds between 7am and 7pm were between 35.3 and 37.2mph.</li> <li>• Speeds are high enough to justify further investigation and funding.</li> <li>• <b>Chicanes</b> were investigated, but the road width is not wide enough. It was noted that existing traffic islands had been hit on a number of occasions.</li> <li>• <b>Lighting and road markings</b> were considered as a standalone measure as they would enhance the visibility of the mini roundabout and islands. However, it was considered that these alone would not have the desired affect of reducing speeds.</li> <li>• <b>Speed Humps</b> that go right across the road were considered. These would reduce vehicle speeds but are not bus friendly so were discounted.</li> <li>• <b>Speed Cameras</b> could not be used as the accident level in the village is low. Cameras are only used where the reported accident rate is high.</li> <li>• <b>Speed Cushions</b> were considered and recommended. In Turnpike Lane 7 pairs are shown on the feasibility drawing approximately 70 – 80m apart. The exact locations will be confirmed on more detailed designs. These are made of rubber to limit noise and are 65mm in height. They are similar to cushions in Bedford Road, Letchworth. The recommended proposal also includes street lighting improvements.</li> </ul>	
4.2	<p><u>Arlesey Road (Turnpike Lane – Cadwell Bridge) traffic calming:</u></p> <ul style="list-style-type: none"> <li>• Average speeds of 36.1mph.</li> <li>• Options considered to reduce vehicle speeds were the same as Turnpike Lane. Speed cushions are also recommended for the same reasons.</li> <li>• Added concern was that chicanes could not be used due to visibility constraints on the road.</li> <li>• Feasibility drawings show 8 pairs of cushions approximately 70 – 80m apart. The exact locations will be confirmed on more detailed designs.</li> </ul>	

<p>4.3</p> <p>4.4</p> <p>4.5</p> <p>4.6</p>	<p><u>Arlesey Road zebra crossing</u></p> <ul style="list-style-type: none"> <li>• Pedestrian counts show 348 crossings on a school days in the vicinity of the crossing point near the school.</li> <li>• A raised zebra crossing on a flat top hump is proposed.</li> <li>• This will enhance and highlight the crossing location.</li> <li>• At present vehicle speeds are too fast on the approach to install a zebra crossing without traffic calming on the approach.</li> </ul> <p><u>Bedford Road:</u></p> <ul style="list-style-type: none"> <li>• Speeds on this road were high, between 37.1mph and 41.9mph between 7am and 7pm.</li> <li>• Traffic calming options are limited on this road as it is an 'A' road. Physical traffic calming on this road would be unsuitable.</li> <li>• A vehicle activated sign at the entrance to the 30mph zone from the Henlow direction is proposed. It is anticipated that this will reduce speeds but not to below 30mph.</li> <li>• Dropped kerbs are also proposed near Ryder Avenue to encourage pedestrians to cross in the safest place. Unfortunately the road and highway boundary is not wide enough to incorporate a traffic island in the middle of the road.</li> </ul> <p><u>Chambers Lane:</u></p> <ul style="list-style-type: none"> <li>• See statement in section 5.4</li> </ul> <p><u>Cadwell Bridge</u></p> <ul style="list-style-type: none"> <li>• The Parish Plan recommended a footpath to be built with traffic lights either side.</li> <li>• Unfortunately, the County Council can not access funding for such a project.</li> <li>• The Parish Council will continue to investigate other options.</li> </ul>	
<p>5.0</p>	<p><b>SUMMARY OF QUESTIONS AND ANSWERS RAISED AT THE MEETING</b></p>	
<p>5.1</p> <p>5.2</p> <p>5.3</p> <p>5.4</p>	<p><b>Explain 51, 000 vehicles per week? What does this tell the residents?</b> Speed and volume counting equipment were placed in Arlesey Road and Turnpike Lane for 7 days. These record vehicles speeds and count the numbers of vehicles. The vehicle counts showed that approximately 51, 000 vehicles use Arlesey Road and Turnpike Road in a one week period.</p> <p><b>How does the proposal of speed cushions affect motorists and vehicles?</b> The purpose of the speed cushions is to reduce the speed of vehicles and motorists. It is proposed to use cushions which are 65mm in height. These traffic calming features are less severe than road humps that cross the entire road. These are the lowest height cushions that are recommended to be used. These cushions are also being used because both Arlesey Road and Turnpike Lane are on a bus route.</p> <p><b>Why has Hertfordshire Highways not given any consideration to speed cameras?</b> Speed cameras are only used where there is an accident problem. Reported accidents in the village are low, therefore speed cameras can not be installed in Ickleford. More information on the speed camera criteria is on the Parish Council website.</p> <p><b>Why there are no recommendations for constructing a footpath along Chambers Lane as this is a more desired options than the one put forward by the design team?</b> The completed feasibility study did consider a new footway along Chambers Lane between the sports centre car park and Raymond Cottages. It was recommended that this option was not pursued. Third party land would be required to install a path as well as the removal of the hedgerow. Costs would be higher due to the elevation of the verge. It was recommended that the existing right of way footpath be upgraded linking the sports ground and school via Raymond Cottages.</p>	

5.5	<p><b>How does the speed cushions proposal cater for Emergency Vehicles?</b></p> <p>The Police, Ambulance and Fire Services were consulted as part of the feasibility study exercise. Wider based vehicles such as fire engines and ambulances can run either side of the cushions without having to traverse them.</p>	
5.6	<p><b>It was requested to investigate a system of traffic lights for Arlesey Road to slow traffic down</b></p> <p>The questioner had stated that he had seen a system in use in Spain. Current Department for Transport guidance does not allow for the use of traffic lights in this manner.</p>	
5.7	<p><b>Can the decision be delayed by a year? What the consequences are?</b></p> <p>The Parish Plans budget is small with the Highways Authority working with two parishes each year. There are other villages that are keen for improvements in their parish. Ickleford residents now had the opportunity to say 'yes' or 'no' to the proposals. If the majority consensus was against the proposals no further work would be carried out. It was highly unlikely that the Highways Authority could re-visit the issue in the foreseeable future if this was the case.</p> <p>The survey asked for a 'yes' or 'no' on each proposal. If some proposals were favoured, and others less so, a reduced package of measures could proceed.</p>	
5.8	<p><b>What is the percent of support that Hertfordshire Highways is looking for to take forward the schemes?</b></p> <p>No exact figure had been set, although both Highways and the Parish Council were looking for a 'majority consensus.' The results will be discussed and involve local councillors if necessary. The Parish Council will publish the results and the decisions on the Parish Council website.</p>	
5.9	<p><b>Why was Arlesey Road (Turnpike Lane towards Hitchin) not included in the Parish Plan?</b></p> <p>The Parish Council stated that this was not considered at the time the plan was being developed. However, Hertfordshire Highways agreed to record speeds and volumes to assess the situation. <i>POST MEETING NOTE:- Counts have been taken, awaiting results.</i></p>	