

**Datchworth Parish Council - Summary of meeting 19 March 2007 regarding -
Hertfordshire Highways Consultation About Datchworth Traffic Issues - December 2006**

Issue	Parish Council's View	Summary of Meeting 19 March 2007
<p>1 New gateway feature near the Bury Lane radio mast at the northern end of the village – <i>to draw driver attention to town (!!??) speed limit</i> and relocate 30 mph / national speed limit signing near the junction of Bury Lane and Hollybush Lane to the same location - <i>to highlight entrance into village</i> (There is no mention on the plan of removing the existing un-maintained feature between Bury Farm and the church)</p>	<p>Against - unnecessary - intrusion in open country - detrimental to rural views - HCC has been unable / unwilling to maintain the existing features - speed is not an issue as the bends are obvious and self regulating</p>	<p>Gateway feature to be where existing 30 mph signs are near Bury Farm. Relocate existing timber gateway feature to here and mount on it 30 mph sign with "Datchworth - please drive carefully through village" under - all with grey background - all subject to HH checking road classifications and to site meeting with reps of DPC.</p>
<p>2 Relocate 30 mph / national speed limit signing near the junction of Hollybush Lane and Bury Lane to near Pound Farm in Hollybush Lane west of All Saints School – <i>to incorporate the school into the 30 mph zone as part of the safety feature and to reinforce the speed limit and raise driver awareness</i> (There is no mention on the plan of where the change from 30mph to the national speed limit will take place in the lane between Hollybush Lane and Rectory Lane – i.e. in "Black Barn Lane")</p>	<p>Against - unnecessary - speed is not an issue as the nature of the lanes regulates this - the start and finish of any expanded 30mph area would need to include a much larger area to be logical and consistent</p>	<p>Agreed HH proposal but location of entry points to extended area to be identified. HH to mark up a map with their proposal and send to DPC (clerk) for comment. Also subject to site meeting with reps of DPC.</p>
<p>3 Provide dropped kerbs and tactile paving (the knobbly areas to assist the sight impaired) at the Bury Lane crossing point to the church footpath</p>	<p>In favour of dropping the kerbs - against tactile paving - urban and inappropriate</p>	<p>Not an issue as dropped kerbs and tactile paving exists. Therefore stay as is.</p>

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4 Protruding kerb (opposite Hawthorns 60 Bury Lane) to be laid flush with carriageway – to prevent vehicles overturning	In favour - long overdue	Agreed and welcomed. HH to action.
5 Provide junction warning signs and sub-plate marking at Bury Lane / Raffin Green Lane junction (see 06 on the plan for pictures of the signs)	Against - unnecessary - detrimental to rural views - junction is obvious from sign post - nature of the lane regulates use of junction - no accident record here - difficult but not a dangerous junction	See 6.
6 Provide junction warning signs and sub-plate markings either side of Bury Lane / Raffin Green Lane junction outside number 58 and 42 Bury Lane (see 06 on the plan for pictures of the signs)	Against - unnecessary - detrimental to rural views - junction is obvious from sign post - nature of the lane regulates use of junction - no accident record here	"SLOW" road marking agreed to north and south of Bury Lane / Raffin Green Lane junction but no pole mounted signs. HH to check if permissible without pole mounted signs

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<p>7 Move the start of the 30mph zone from the west to the east of the junction of Hawkins Hall Lane and Watton Road (towards Watton-at-Stone and near the southern end of “Boadicea’s Ride” where a previous un-maintained gateway feature exists) and provide a gateway feature with carriageway roundels and coloured road surface – <i>to draw driver attention to town (!!??) speed limit</i> (The plan incorrectly refers to relocating the existing Watton Road and Hawkins Hall Lane 30mph signs to Hawkins Hall Lane. This should be to Watton Road)</p>	<p>In favour of moving the 30mph zone - and of the gateway and carriageway features if HCC is committed to maintaining these - this is the only area of the village with a serious accident recorded in the data period used in HCC's report</p>	<p>Agreed. New 30 mph sign with "Datchworth - please drive carefully through village" under - all with grey background - to be mounted on existing timber gateway feature- subject to HH checking signing options on north side due to limited verge width and to site meeting with reps of DPC.</p>
<p>8 Provide “SLOW” markings on road either side of Bury Lane and Brookbridge Lane junction near Bury Lane electricity transformer and midway between the junction and the Hawkins Hall Lane / Nutcroft Junction – <i>to reduce vehicle speeds for bend and narrow carriageway width (near Paynters Green)</i>. (The plan incorrectly refers to the southbound approach in Hawkins Hall Lane. This should be northbound)</p>	<p>In favour</p>	<p>Agreed.</p>
<p>9 Provide road narrows signs and sub-plate marking at same locations as 8 above (see 09 on the plan for pictures of the signs)</p>	<p>Against - unnecessary - nature of the lane is obvious - an excess of signs would be detrimental to the rural nature of the village</p>	<p>Locations are problematical. Look at on site meeting. OK if signs can be sensibly located. HH to check boundary of highways dedication regarding hedge overhanging along boundary with The Little House.</p>

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10 Renew missing Raffin Green Lane road name sign	In favour - this should be routine maintenance by HCC	Done - leave as is.
11 Provide signage and sub-plate marking in Raffin Green Lane 50 yards to the east of its junction with Bury Lane (see 11 on plan for pictures of signs) and remark give way markings at mouth of junction – <i>to raise awareness of junction</i>	Against - unnecessary - detrimental to rural views - junction is obvious from sign post - nature of the lane regulates use of junction - no accident record here - difficult but not a dangerous junction	Agreed to leave as is but repaint give way line at junction.
12 Provide double yellow lines at the junction of Raffin Green Lane and Raffin Park (although not stated on the plan, the original HCC report says that this is to address an issue raised by local residents that vehicles parking at this junction impair visibility)	Against - this is a local issue which should be dealt with in other ways if routine parking by residents equals dangerous obstruction - would be grossly out of keeping with the rural nature of the area and unlikely to be enforced	No action at present.

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13 Renew existing 30mph signs to the east of the junction of Raffin Park with Raffin Green Lane	In favour - this should be routine maintenance by HCC	Agreed - but with better bases so they don't keep blowing over.
14 Hedge of 68 Bury Lane at the junction of Foldingshott and Bury Lane to be trimmed back – <i>to improve visibility</i>	Against if hedge is not encroaching on HCC land - if it is not this work would amount to increasing the visibility splay - not a high priority - no accident record here - difficult but not a dangerous junction	HH to check boundary of highway. If overhanging this will ask householder to cut back hedge.
Village cross-roads	Most prolific "other comment" on both questionnaires - more important than Bury Lane issues	HH to make a preliminary observation of traffic at this junction to ascertain need for fuller study / proposals. Noted that this may be difficult to justify as no record of injury accidents at this junction.