Scheme Name	**Improve Safety of Railway Underbridges on Brownlow Road and New Road** Walking	
Scheme Reference	21	
Problem References	CH18	Better signage required at Lower Kings Rd/Brownlow Rd
	B33	Width of carriageway underneath the railway bridges at Station Road / New Road and Lower Kings Road / Brownlow Road are hazardous to both cyclists and pedestrians
	W16	Footpaths do not provide a continuous network in the town centre (Berkhamsted)
Links to other UTP schemes:	17	

Context

Figure 1 Location Plan

The railway bridges are located adjacent to Berkhamsted Railway Station, linking Station Road (and the town centre) with residential areas in North Berkhamsted, including Bridgewater Road and New Road. Brownlow Road and New Road are connected on either side of the two bridges by Station Road in the south and White Hill in the north. White Hill is a narrow lane, with overflow parking along its entire length for Berkhamsted Railway Station users.

The bridge on Brownlow Road serves as the major highway route from Berkhamsted and surrounding districts to Berkhamsted Railway Station Car Park, providing access for cars,

bicycles and pedestrians to the adjacent car park entrance. Due to the priority junction geometry on Station Road, and the single file highway through the underbridge, congestion regularly builds up in all directions. In addition, the area is avoided by pedestrians and cyclists due to a lack of available light and space.

The bridge on New Road accommodates less traffic due to its location and height restriction. However, similar issues have been identified regarding lighting and safety for pedestrians and cyclists.

HGVs are restricted from using the two routes, as height restrictions are in place at both bridges (12 feet 3 inches at Brownlow Road and 8 feet 9 inches on New Road), along with narrow highway. **Figures 2** and **3** demonstrate the cross sections of both routes, including current footpath and highway widths.

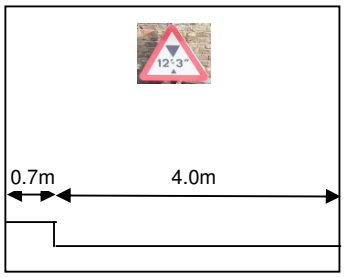

Figure 2 Brownlow Road

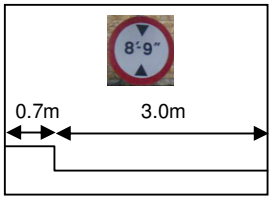

Figure 3 New Road

As a link between north and south Berkhamsted, the bridges are well positioned to provide a safe route for pedestrians and cyclists, whilst accommodating current traffic levels. Therefore, several options have been developed to improve the area, allowing improved accessibility and mode choice for residents and rail users.

Interventions have been developed to fulfil the following overarching LTP Objectives:

- Improve transport opportunities for all and achieve behavioural change in mode choice
- Enhance quality of life, health and the natural, built and historic environment for all residents
- Improve the safety and security of residents and other road users

Measures/Components			
Ref	Description	Assessment of Suitability	Cost
21.1	Provide signs on approach to bridges along Brownlow Road and New Road.	There is uncertainty regarding the current priority of traffic through both underbridges, causing unnecessary build up of traffic and an unsafe atmosphere for vulnerable road users. The proposal should improve awareness of the priority of traffic on all approaches.  Deliverability – Less than 1 year SIMPLE	£10,000 to £15,000
21.2	Provide one way gyratory through underbridges and White Hill (northbound through Brownlow Road bridge and southbound through New Road bridge)	The current highway layout lends itself to the proposal of a one way clockwise gyratory through the two bridges. As traffic levels are usually low on New Road, there is sufficient scope for the shift of southbound traffic onto this route. The measure would reduce congestion on Brownlow Road junction, but also improve safety for cyclists and pedestrians wishing to travel through the bridge. See **Figure 4.**  However, as the New Road bridge is restricted to 8 feet 9 inches in height, southbound HGV traffic would need to reroute via Bridgewater Road or New Road. Specific infrastructure would need to be in place to avoid HGVs attempting to route through New Road bridge.  The provision of one-way signs would be required at each bridge. NOT DELIVERABLE	
21.3	Provide improved lighting through underbridges as a safety feature for pedestrians and cyclists	The implementation of improved lighting would enhance the environment for vulnerable road users, but also improve the awareness of these users for car drivers. In addition, this measure would improve connectivity between the town centre and residential areas to the north of Berkhamsted Station, thus encouraging mode shift from the private car. Deliverability – less than 1 year SIMPLE	£6,000 to £8,000

21.4	If a one way gyratory is provided, include segregated cycle lane approaches on Brownlow Road and New Road	As the one way gyratory increases the availability of highway space along Brownlow Road and New Road, it is suitable to implement segregated cycle lanes on each approach. The measure would enhance the area for cyclists, but also improve safety and awareness. NOT DELIVERABLE	
21.5	Provide signs on approach to Brownlow Road / Bridgewater Road junction (from the north and west)	Following consultation, it was found that a number of HGVs attempt to turn around on approach to the railway bridge on Brownlow Road. To prevent this, and to improve the safety for pedestrians and cyclists at this location, it is proposed that signs are added on Bridgewater Road (west) and Brownlow Road (north) to provide information in advance of the bridge. Deliverability – Less than 1 year SIMPLE	£10,000 to £15,000

Supporting Evidence of Measures/Components

Preferred Option
The preferred option includes a combination of measures 21.1, 21.3 and 21.5. This option retains the current routes, but improves the operation through lighting, signage and road markings. As a result, the underbridges provide a safer environment for pedestrians and cyclists, thus enhancing connectivity between the town centre and residential areas to the north of the station. The gyratory and corresponding cycle facilities would improve the efficiency of the local highway network. However, the height restriction at New Road prevents the measure from being delivered.

Contribution to Objectives / Indicators	UTP Objectives	• Improve connectivity within and between local towns through a complete network of walking and cycling facilities • Address signage issues within the towns to enable effective and efficient navigation of the town • Reduce congestion in key traffic hotspots throughout the study area

Outline Cost Analysis of Preferred Option or Options		
Design and Implementation	**Est. Cost**	**Notes**
21.1	£10,000 to £15,000	
21.3	£6,000 to £8,000	
21.5	£10,000 to £15,000	
TOTAL COST FOR DELIVERY	**£26,000 to £38,000**	

Deliverability of Preferred Option	**Simple – 'quick win', could be delivered within1 year**
	~~Standard – could be delivered in 1 to 2 years, in line with IWP~~
	~~Complex – could not be delivered in 2 years, has some issues that require resolution before design~~
Delivery Issues	No delivery issues relating to measures 21.1, 21.3 and 21.5.

Other Information/Additional Notes:

Schemes shown in grey have been considered but are not deemed to be feasible and are not recommended to be progressed.

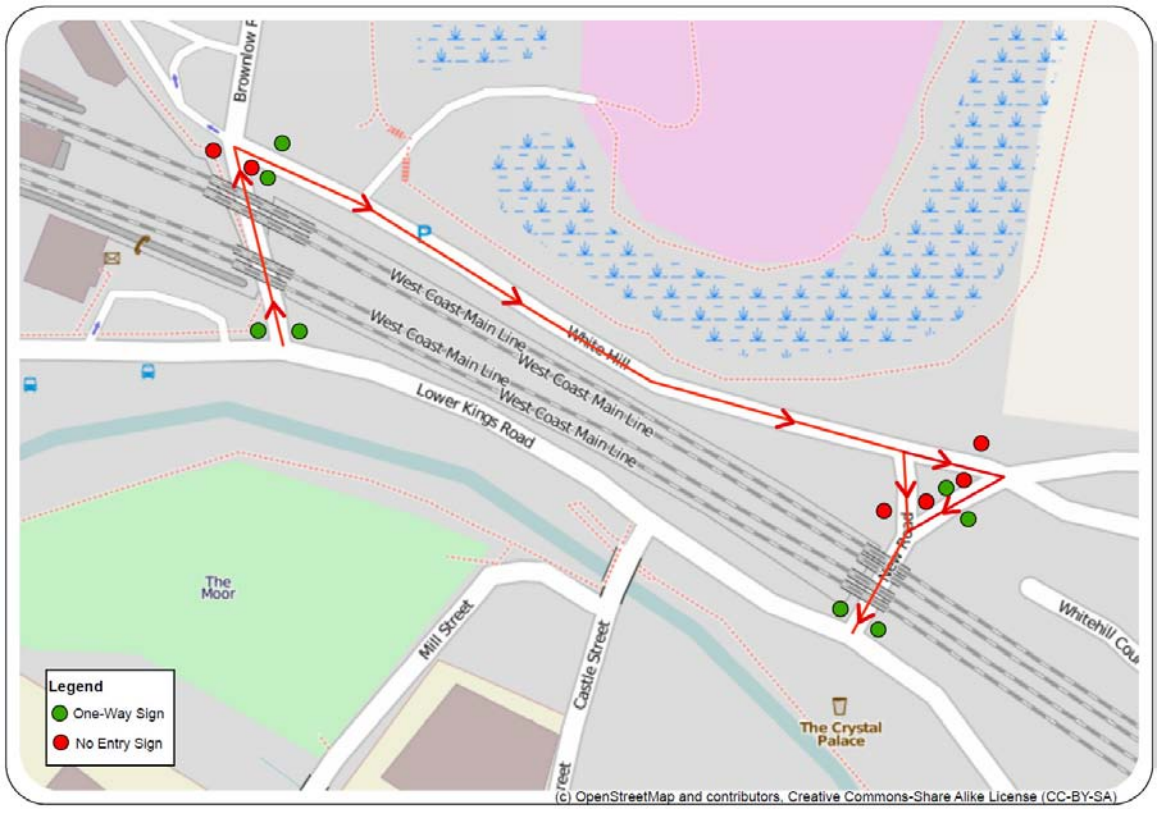

Figure 4 One-Way Gyratory and Associated Signage (Measure 21.2)

Scheme Name	**Improvements to Footpath 41 in Tring** Walking	
Scheme Reference	22	
Problem References	W8	Lack of crossing points on Silk Mill Way (especially near bus stops)
	W13	No pedestrian crossing on Brook St from Shugars Green to Silk Mill Way
	T04	Alternative route to Brook St required
Links to other UTP schemes:	33	

Context

Figure 1 Location Plan (Footpath 41)

Footpath 41 is located parallel to Brook Street in Tring (see **Figure 1**), providing access to the Town Centre. Measurements from site note the footpath width is 1.7m wide throughout. There is currently no crossing facility on Silk Mill Way, preventing pedestrians from crossing safely as part of Footpath 41. In addition, there is currently no crossing on Brook Street to allow pedestrian access to the footpath from the east.

Brook Street was highlighted throughout the consultation process as providing an unpleasant environment for cyclists. Footpath 41 was discussed as providing a viable alternative to Brook Street, subject to improving connectivity and addressing the number of pinch points in the link.

Interventions have therefore been developed to fulfil the following overarching LTP Objectives:

- Improve transport opportunities for all and achieve behavioural change in mode choice
- Improve the safety and security of residents and other road users

Measures/Components			
Ref	Description	Assessment of Suitability	Cost
22.1	Provide a zebra crossing on Brook Street between Shugars Green and Silk Mill Way	 *Figure 2 Brook Street Crossing Location* The proposed measure would improve connectivity within Tring, and encourage mode shift from the private car. In addition, speeding is currently an issue along Brook Street (see Scheme Proforma 33). The implementation of a pedestrian crossing should enhance the conditions for pedestrians, but also the awareness of drivers. A diagram of the layout and location is provided in **Figure 5**. It is recommended that provision of a zebra crossing is made following a pedestrian crossing assessment in accordance with LTN 1/95 to assess the most suitable facility for the conditions. Deliverability – 1 to 2 years **STANDARD**	£50,000 to £60,000
22.2	Provide zebra crossing on Silk Mill Way to connect Footpath 41	 *Figure 3 Silk Mill Way Crossing Location* Silk Mill Way dissects Footpath 41, as shown in **Figure 3**. It is therefore proposed that, in order to provide a continuous route through Tring, a zebra	£50,000 to £60,000

		crossing is provided at this location. This will improve facilities for pedestrians and encourage mode shift from the private car. A diagram of the layout and location is provided in **Figure 6**. It is recommended that provision of a zebra crossing is made following a pedestrian crossing assessment in accordance with LTN 1/95 to assess the most suitable facility for the conditions. Deliverability – 1 to 2 years STANDARD	
22.3	Upgrade Footpath 41 to shared use and improve pinch points	Provide signage to TSRGD diag. No. 956 and revise Footpath order accordingly to permit cycling between New Road and Tring Market on Footpath 41. The footpath width varies between 1.7m and 2.5m, which is deemed insufficient (as per 'Roads in Hertfordshire') for a shared use footway given the predicted level of cycle usage – the width should be at least 2.0m throughout. Remedial works will be required to widen the footway at certain points, especially at pinch points (if applicable). Refer to **Figure 7** for location of pinch points and footpath alignment. Appropriate wayfinding is required to direct cyclists to this link from Station Road and London Road in the south and from New Road and Icknield Way in the north. Deliverability – 1 to 2 years STANDARD	£50,000 to £60,000

Supporting Evidence of Measures/Components

Figure 4 Example Zebra Crossing

Preferred Option

It is recommended that all measures outlined above are progressed. Through the implementation of these measures, safe connectivity between Tring Town Centre and many of Tring's residential areas will be enhanced, with greater priority given to pedestrians, and a safer environment created for cyclists.

Contribution to Objectives / Indicators	UTP Objectives	• Improve connectivity within and between local towns through a complete network of walking and cycling facilities

Outline Cost Analysis of Preferred Option or Options		
Design and Implementation	**Indicative Cost**	**Notes**
22.1	£50,000 to £60,000	
22.2	£50,000 to £60,000	
22.3	£50,000 to £60,000	
TOTAL COST FOR DELIVERY	**£150,000 to £180,000**	

Maintenance Liability	~~High~~ ~~Medium~~ Low	

Deliverability of Preferred Option	~~Simple – 'quick win', could be delivered within1 year~~
	Standard – could be delivered in 1 to 2 years, in line with IWP
	~~Complex – could not be delivered in 2 years, has some issues that require resolution before design~~
Delivery Issues	*None*

Other Information/Additional Notes:

Figures 5 and **6** demonstrate the location and layout of the two proposed zebra crossings on Brook Street and Silk Mill Way.

Existing highway dimensions are based on OS mapping provided by HCC and / or site measurements. It is recommended further survey work is carried out to provide a full assessment of available widths during feasibility design.

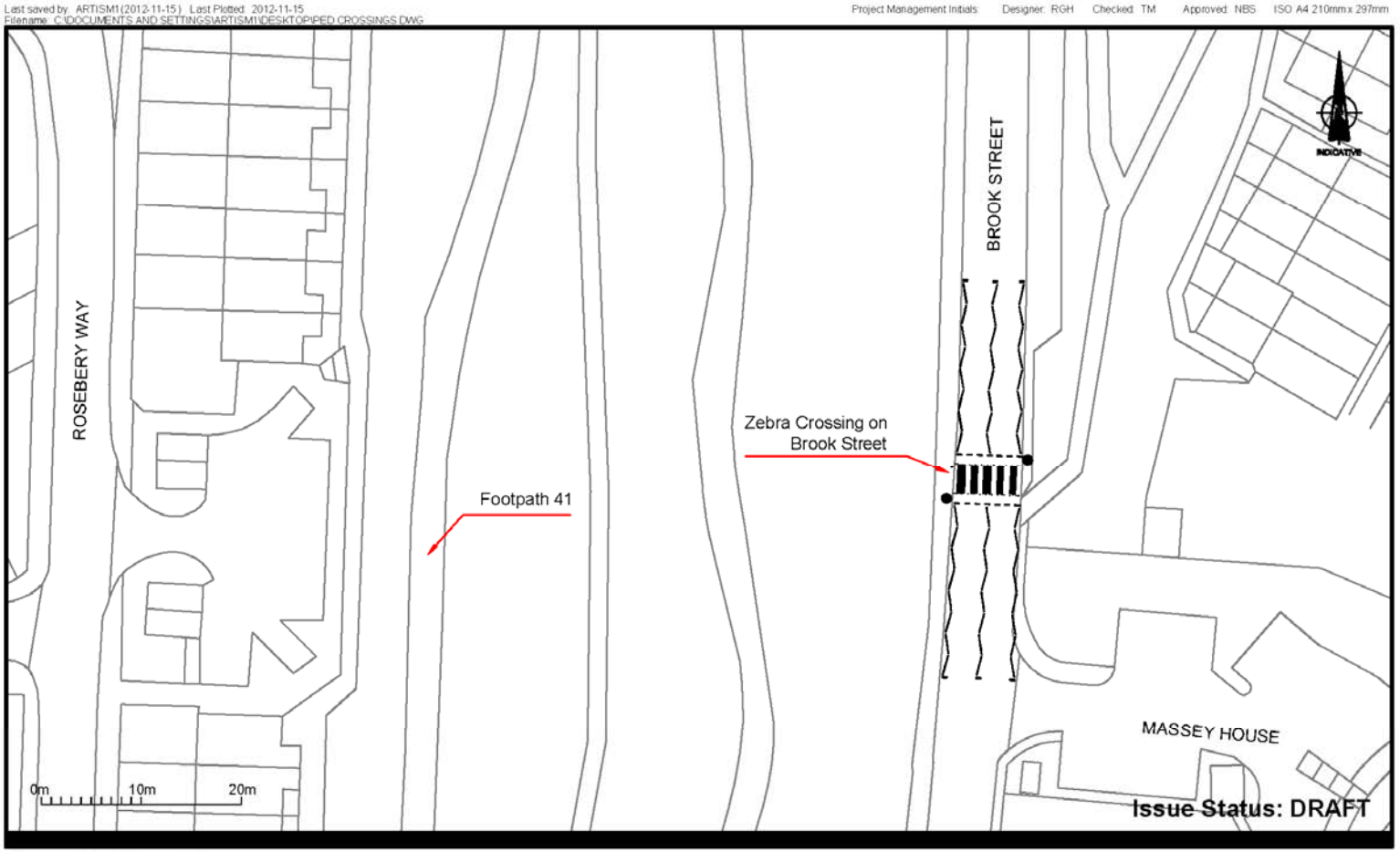

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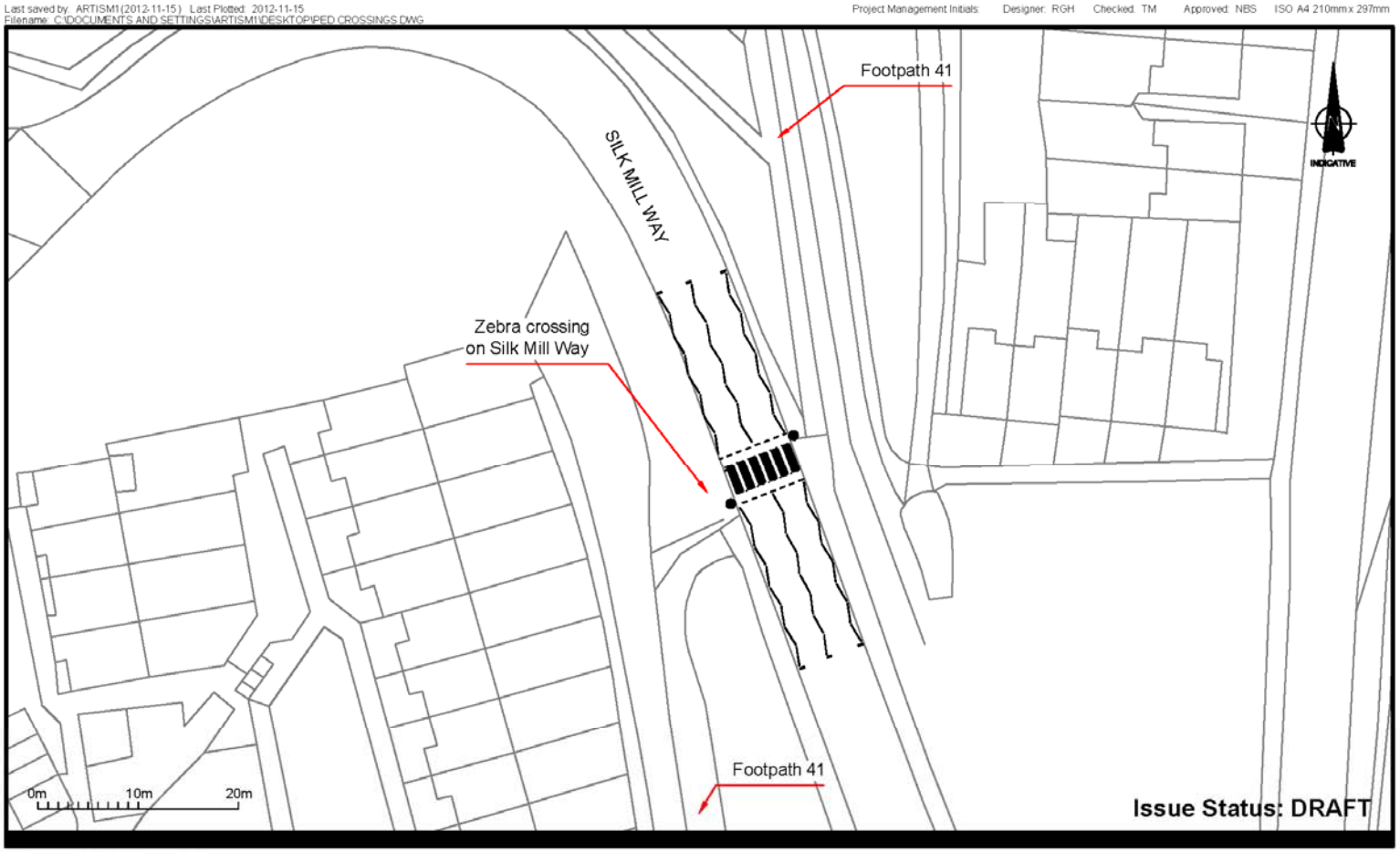
Figure 5 - Zebra crossing on Brook Street



Tring and Berkhamsted
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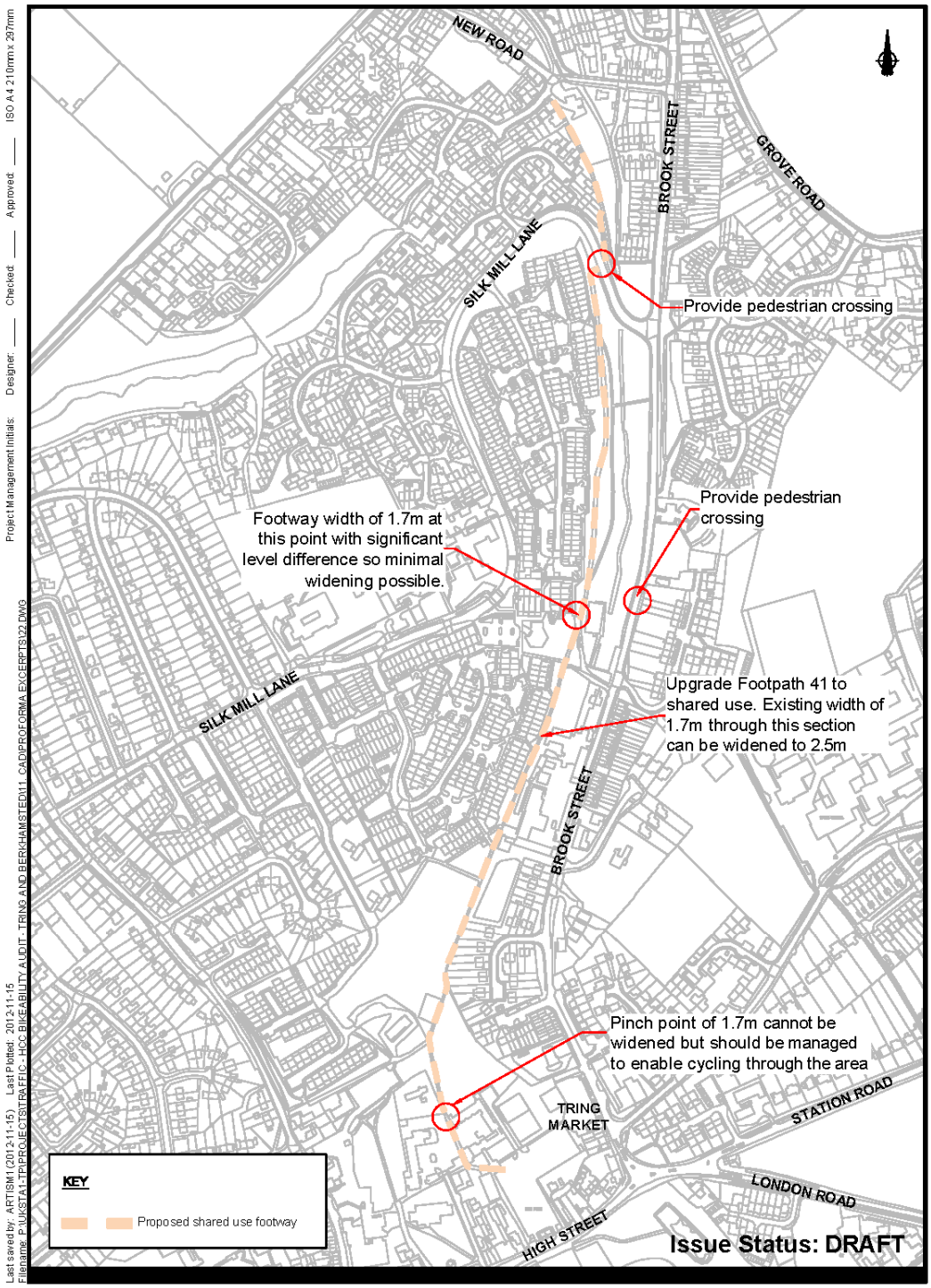
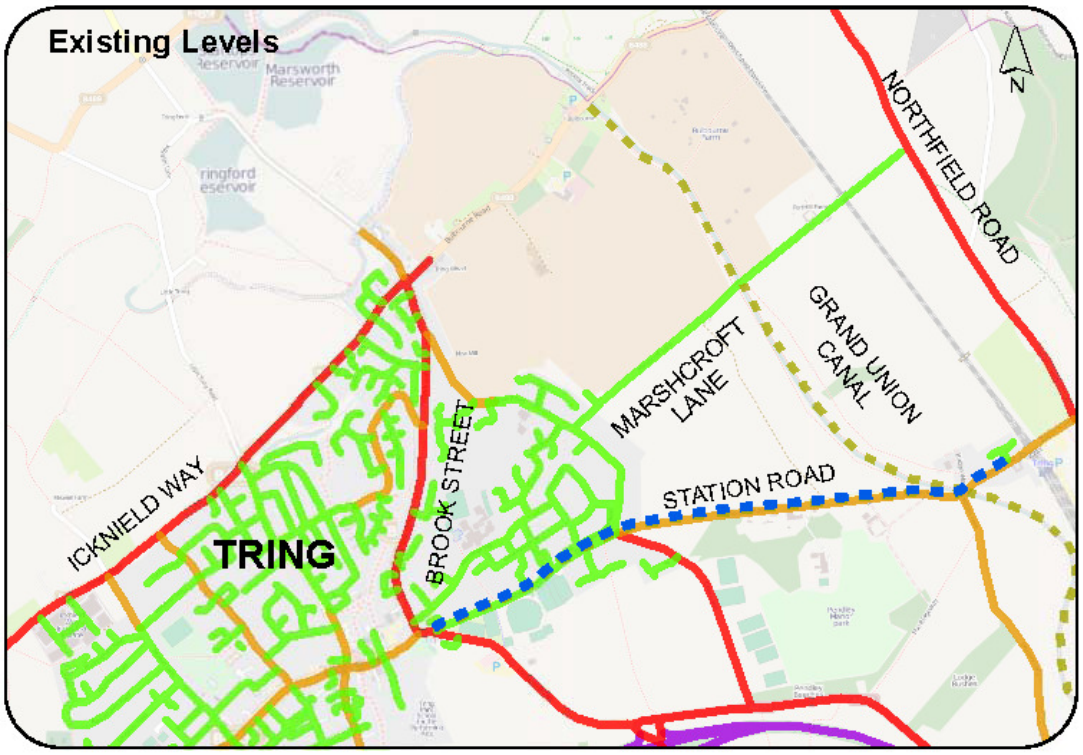
Hertfordshire County Council
Project No.: 60267074 Date: November 2012

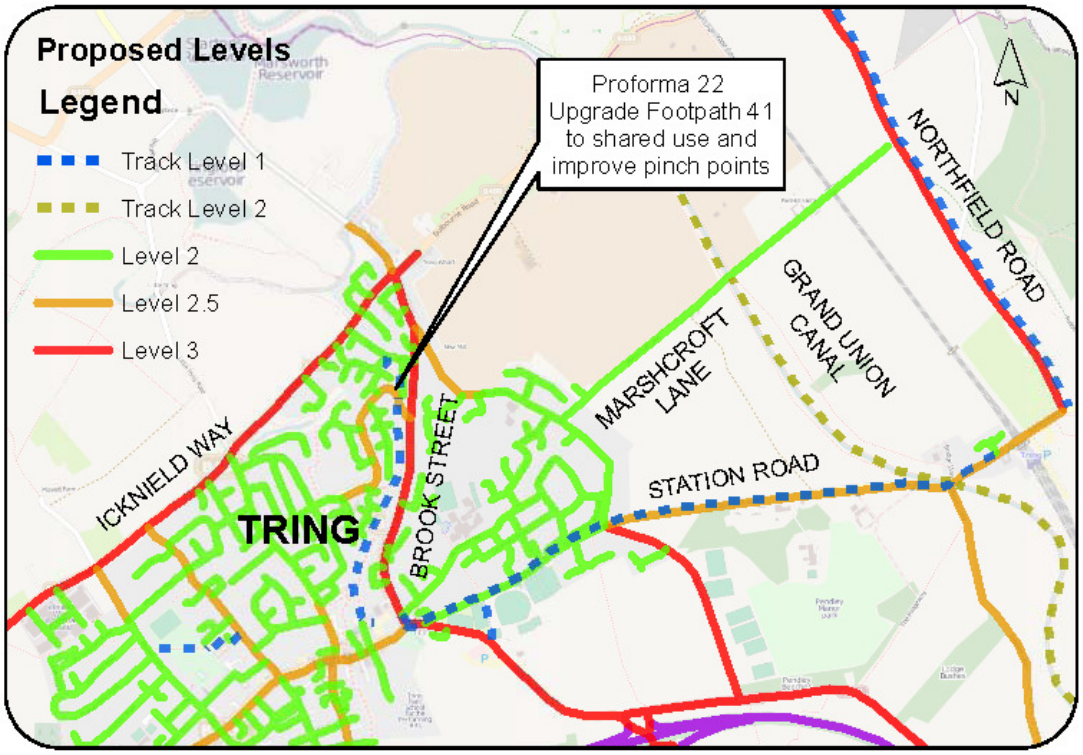
Figure 6 - Zebra crossing on Silk Mill Way



Tring and Berkhamsted
Urban Transport Plan
Hertfordshire County Council
Project No.: 60267074 Date: October 2012

Figure 7





Scheme Name	**Introduce a package of Smarter Measures to reduce reliance on the Private Car** Walking	
Scheme Reference	23	
Problem References	CH5	Much higher car ownership levels than Hertfordshire or UK
	CH6	High level of car commuters
	CH8	Charles St and Castle St school time congestion
	CH17	No car club in Tring or Berkhamsted
	T05	Lack of way finding for pedestrians and cyclists in Tring
	T10	Link to Tring Rugby Club site via Cow Lane is not cycle friendly with limited cycle parking
	T21	Problems for school children travelling to school by cycle are caused by congestion as a result of the number of pupils taken to school by car
	B14	Lack of way finding for pedestrians and cyclists
	B28	Changes to the education system in Berkhamsted may alter travel behaviour
	B34	Berkhamsted School provide limited facilities to enable pupils to cycle to school
	W15	Oddy Hill pedestrian route needs upgrading
	W16	Footpaths do not provide a continuous network
	PK5	Parking issues at peak times adjacent to schools and college
	PK10	Large number of vehicles stopping on Grove Rd at school peak times
	PK12	Future housing development will have to be internal due to town boundaries. Residential parking already at capacity
	PK15	High proportion of workers using cars
	PT6	Bus Mode Share in Tring decreased since 2001
	PT9	Lack of shuttle buses to schools
Links to other UTP schemes:	34, 10, 18	

Context

This scheme is intended to promote, implement and support a series of smarter choices measures which will encourage the use of sustainable modes of travel for residents and visitors to Tring, Northchurch and Berkhamsted and help to reduce the reliance on the private car for trip making purposes.

This scheme covers a broad range of interventions, from increasing awareness and educating young people, to providing the necessary infrastructure and services to enable people to make informed travel choices. The fact that all of these measures come under one scheme is in recognition of the fact that influencing people's travel behaviour requires a holistic approach, as opposed to implementing individual interventions in isolation. What's needed are low cost, high value schemes that make the best use of existing infrastructure, cut congestion and deliver health, community and environmental benefits.

Broadly speaking, smarter choices refer to 'soft' measures which help to cut car traffic and do not involve the building of 'hard' new transport infrastructure. These measures largely involve education and promotion of existing alternatives to the car, however, targeted complementary infrastructure (such as cycle lanes) can enhance and help 'lock in' the benefits

The need for this scheme became apparent from the outset of the development of the Urban Transport Plan, when stakeholder and public consultation indicated that residents and businesses in the towns wanted to tackle the adverse effects of car travel (congestion, safety concerns, reduced accessibility and noise and air pollution) and encourage more efficient, reliable and cleaner modes of travel. This scheme has therefore been tailored to deliver effective measures which will help to tackle the problems identified and encourage a modal shift towards more sustainable forms of travel.

This scheme is highly complementary in terms of the LTP3 and UTP objectives, as well as the wider national context (and in particular the Government's Local Sustainable Transport Fund). Interventions proposed as part of this scheme will help to fulfil the following overarching LTP Objectives:

- Improve transport opportunities for all and achieve behavioural change in mode choice
- Enhance quality of life, health and the natural, built and historic environment for all residents
- Improve the safety and security of residents and other road users

Likewise, this scheme will strongly contribute towards the objectives of this UTP to:

- Promote active travel modes throughout the study area to encourage active and healthy lifestyles
- Reduce congestion in key traffic hotspots throughout the study area
- Improve connectivity within and between local towns through a complete network of walking and cycling facilities.

The following sections provide more detail on the measures which will be taken forward through the UTP as part of the scheme.

Measures/Components			
Ref	Description	Benefits	Cost
23.1	Introduce more Workplace Travel Plans	Travel plans offer numerous benefits to individuals, employers and the wider community. Key benefits include: • Improved access for those without regular access to a car; • Improved employer image with employees, customers and the wider community; • Less traffic – good practise travel plans can reduce car driver trips by 15%; • Free up land under car parks for more productive use or use existing facilities more intensively; • Improved health and well-being of staff and residents.	£70,000 to £80,000 per annum

Details

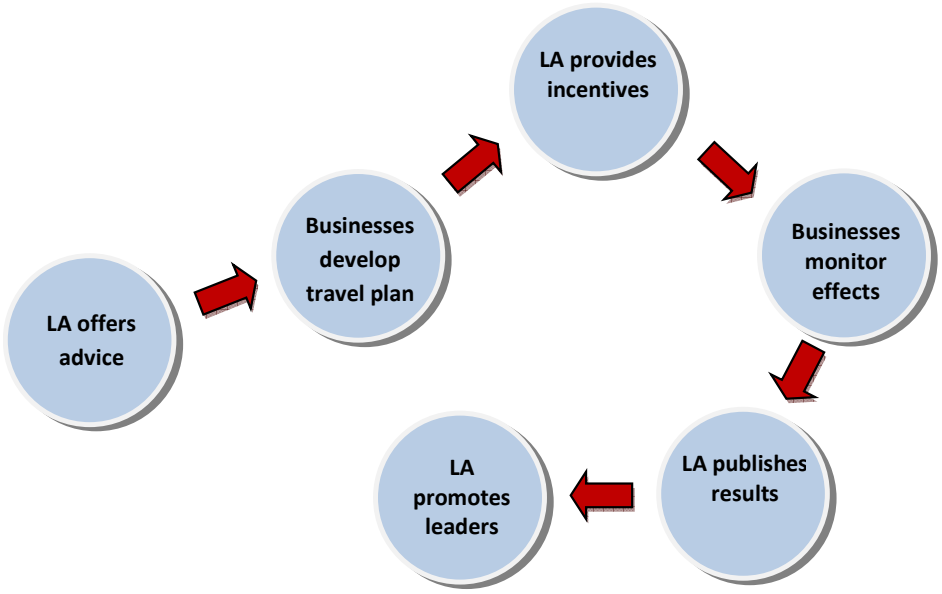
Travel plans can provide a catalyst for developers and employers to help shape sustainable transport in Tring and Berkhamsted.

Developer Travel Plans have to set out clear targets and require close monitoring and a credible enforcement regime to ensure their stated objectives and targets are being met. Most organisations require external guidance, encouragement and support to implement effective voluntary travel plans. Local authorities are in an ideal position to provide this kind of assistance.

- Developer Travel Plans:
  - Update and strengthen guidance regarding the preparation of travel plans as part of planning applications.
  - Develop clear guidance on how travel plans are to be monitored, secured and enforced.
  - Put in place resources to monitor travel plans and take enforcement action in case of non-compliance including penalty payments / measures if modal shift targets are not met.

- Voluntary Travel Plans:
  - Work with employers to develop and implement voluntary travel plan strategies for individual organisations as well as area wide strategies for the Industrial Estate and possibly the town centre.
  - Provide advice, assistance (e.g. post code plotting) and tools (e.g. travel surveys).
  - Provide incentives to employers that are prepared to regularly monitor travel plans through travel surveys. Incentives could, for example, include: setting up a closed group on a car share matching system free of charge; offering discounts on public transport tickets.

- Publish modal share results of travel surveys (league table).
- Recognise employers that lead on travel plans (awards) and promote their achievements.



Ref	Description	Benefits	Cost
23.2	Maintain and enhance School Travel Plans (STP's) – **See Scheme 34 for full details**	The main purpose of implementing school travel plans is to promote safe and healthy journeys to school. The key benefits of STP's include: • Reduces the number of school related vehicle trips; • Increases the safety of children travelling to and from school; • Improves the environment around schools; • Provides health benefits for children travelling to school; • Increases the number of cycling proficiency courses for school children.	See Scheme 34

Details

School Travel Plans play a key role in addressing the immediate issues of child safety and reducing congestion as well as embedding the principles of sustainable travel within the younger generations in Tring and Berkhamsted.

There are 9 state schools in Berkhamsted and 2 independent/ Private schools with only 1 of these without a STP in place. There are 5 state schools in Tring and 2 Independent/Private schools in Tring. Only one of these schools doesn't have a school travel plan and that is Francis House. (Berkhamsted and Tring Data Report December 2011). The main purpose of this measure therefore, is to maintain and deliver the objectives

set out in each School Travel Plan, but also to provide SMART (Specific, Measurable, Attainable, Realistic and Timely) targets for mode shift from the private car.			
Ref	Description	Benefits	Cost
23.3	Produce an integrated strategy for marketing sustainable modes	The marketing campaign would provide the following benefits: • Gain an understanding of why people do not travel (more) by sustainable modes; • Inform the development and implementation of other sustainable transport initiatives; • Support other sustainable initiatives; • Bring together various initiatives under one unifying brand that guides the appearance of messages and information on posters, events, websites etc.	£70,000 to £80,000 for campaign plus annual cost of £25,000 to £30,000

Details

This scheme is intended to provide an integrated strategy for increasing the marketing of sustainable modes within Tring, Northchurch and Berkhamsted. Most people have 'pro-environmental' attitudes, but don't behave the way they know would protect the environment because of a wide range of perceived and actual barriers. Behaviour change rarely occurs purely by providing new information. While education campaigns may be effective in raising awareness, the focus should be on achieving actual behaviour change.

The Marketing Campaign is intended to make existing and potential users aware that their travel needs can be satisfied by sustainable transport services currently offered in Tring and Berkhamsted. The Campaign would cover public transport, cycling, walking and car sharing. Rather than just trying to change people's attitudes to sustainable transport, the focus of the Marketing Campaign would be to change people's actual behaviour by understanding the barriers to people switching from the car to alternative modes of transport; by removing the barriers to a specific behaviour and by emphasising the increased benefits the target audience associates with by undertaking a specific behaviour.

The marketing campaign should:

- Develop a clear understanding of the desired change and the target groups of the Campaign.
- Identify the barriers to and benefits of travelling by alternative modes when compared to travelling by car.
- Link in with other sustainable transport initiatives to help overcome identified barriers.
- Develop a strategy that addresses barriers and benefits, and builds on new transport initiatives.
- Contain four strands covering public transport, cycling, walking and car sharing.
- Following detailed planning, could be implemented over a 4 year period to:
  - Run a regular programme of promotional activities (e.g. using advertising, public

relations and point of sale promotion to promote schemes such as Plus Bus, Explorer and the other discount and concessionary ticketing options).
- Make use of publicity to influence coverage of sustainable transport (i.e. creating news through competitions, awards, events, talks, surveys, issuing report / analysis / predictions)
- Employ tools such as clear, captivating and concise communication, prompts, public commitments, targeted incentives, norm appeals (including the use of 'opinion leaders' and 'trusted others') to change people's behaviour.
- Include central one-stop-shop web portal to give access to sustainable transport information.

It is hoped that through carrying out the scheme there will be the following benefits:

- Gain an understanding of why people do not travel (more) by sustainable modes.
- Inform the development and implementation of other sustainable transport initiatives.
- Support other sustainable transport initiatives.

Bring together various initiatives under one unifying brand that guides the appearance of messages and information on posters, events, websites etc.

Ref	Description	Benefits	Cost
23.4	Introduce Car Sharing and Car Club Schemes	The benefits of Car Sharing are: • Cost saving for both driver and passenger by sharing the cost of a car journey; • Reducing the number of vehicles on the road; • Reducing social exclusion by facilitating access for those that do not drive or have access to a car. The benefits of Car Clubs are: • Give access to a car for those who require a car only once or twice a week; • Reduce the number of miles driven by car; • Reduce the number of cars owned and parked; • Can offer financial savings to individuals and developers; • The vehicle fleet tend to be efficient and low polluting; • Freeing space for social interaction.	£70,000 to £80,000

Details

An area-wide car share matching service would enable employees and residents of Tring and Berkhamsted to use a secure, reliable and user-friendly way of finding car share partners particularly for regular commuter journeys to work as well as one off longer distance trips to destinations.

The scheme would define the strategy to attract car club operators to locate vehicles in

neighbourhoods across Tring and Berkhamsted.

The car share matching service would:

- Be internet-based to allow anybody with internet access to advertise or request lifts and search for matches.
- Be open to anyone and be of particular interest to those seeking to share a one off trip to, for example festivals, football matches or visiting friends / family over the weekend.
- The system would also be designed to set up closed groups, where matches are searched only amongst registered employees of a particular organisation, usually for commuter trips.
- As an incentive, the council should cover the cost of setting up closed groups for individual organisations or business parks if these organisations commit to develop a travel plan strategy and regularly monitor the modal share of employees' journey to work.
- The council would provide additional support to organisations in the form of briefing notes for managers, marketing flyers and posters, lunch time exhibitions and Q&A sessions in companies to promote use of the car share system

The Car Club Strategy would:

- Demonstrate the council's ambitions and help attract local investment from car club operators.
- Liaise with car club operators to understand their requirements for establishing car club operations in the area
- Identify areas in with the greatest potential to set up car clubs.
- Set out requirements to consider car clubs in new developments. If they are not viable at the time, the applicant should be required to ensure car clubs can be "retrofitted" in future years when more favourable conditions are emerging.
- Identify the financial and in-kind support the local authority will offer to attract car club operator, e.g. managing the process and covering the costs of implementing TRO's to provide on-street car club parking spaces.
- Develop the policy framework to support the establishment of car club operations, e.g. ensure relevant plans, policies and guidance documents support the concept of car clubs and create conditions conducive to setting up car clubs;
- Update guidance on development control travel plans to include references to car clubs; making use of S106 agreements to support car clubs;
- Define the roles and responsibilities of local authority staff (planning and development control officers, travel plan co-ordinator, TravelWise officer) in securing car clubs.

Supporting Evidence of Measures/Components

Preferred Option
The preferred option includes all measures 23.1, 23.2, 23.3 and 23.4. The combination of these measures will encourage and implement mode shift from the private car, and are vital in delivering the LTP Objective 'Improve transport opportunities for all and achieve behavioural change in mode choice' whilst optimising the current transport infrastructure throughout the study area.

Contribution to Objectives / Indicators	UTP Objectives	• Promote active travel modes throughout the study area to encourage active and healthy lifestyles

Outline Cost Analysis of Preferred Option or Options		
Design and Implementation	**Indicative Cost**	**Notes**
23.1	£70,000 to £80,000	Annual Cost
23.2	£70,000 to £80,000	Annual Cost – This has already been included within Scheme 34 (Safer Routes to Schools)
23.3	£95,000 to £110,000	Cost includes initial £70,000 to £80,000 for campaign development, plus annual cost of £25,000 to £30,000. Costing is based on ~£0.90 per person per year[1]. York spent around £0.70 per resident (includes inflation) on its Awareness Raising campaign targeting drivers (Source: 'Smarter Choices – Changing the Way we Travel', DfT, 2005, Chapter 7).
23.4	£70,000 to £80,000	Includes approximately £30,000 to develop Car Club Strategy and £40,000 to set up and manage a Car Share system (annually)
TOTAL COST FOR DELIVERY	**£235,000 to £270,000**	1st Year Cost (followed by £135,000 to £150,000 annually thereafter)

Maintenance Liability	~~High~~ ~~Medium~~ Low	

Deliverability of Preferred Option	**Simple – 'quick win', could be delivered within 1 year**
	~~Standard – could be delivered in 1 to 2 years, in line with IWP~~
	~~Complex – could not be delivered in 2 years, has some issues that require resolution before design~~

[1] Population of study area being 30,288 (taken from 2001 census information).

Delivery Issues	

Other Information/Additional Notes:

The deliverability suggests a 'quick win' (could be delivered within 1 year). It should be noted that the scheme should begin within 1 year, with a view to continue funding and development of all four measures throughout the UTP period.

Scheme Name	**Improvements at Footpath 39, Tring** Walking	
Scheme Reference	24	
Problem References	T08	No formal crossing exists on Station Road between footpath 39 and cycle track across playing fields to Tesco (lots of schoolchildren observed doing this movement at lunchtime)
	W31	No pedestrian facilities across London Road to farm shop (near Tesco, Tring)
	W38	Dunsley farm to Pound Meadow along London Road - no pavement. Pedestrians have to negotiate a very narrow sloping verge or walk in the road. Also, crossing to the farm from the opposite side of London Road is quite dangerous.
Links to other UTP schemes:		13

Context

Figure 1 - Footpath 39 Location Plan

The route between Tring School on Mortimer Hill and Tesco on London Road forms a key desire line, particularly for school children during the school lunch hour. Currently a good quality segregated cycle track is provided between London Road and Station Road adjacent

to Tring Park Cricket Club. An uncontrolled crossing is provided across Station Road, but no cycle route is provided on Footpath 39 to link to Mortimer Hill and Tring School.

At both Mortimer Hill and London Road, the location of street furniture causes obstructions both for cyclists and pedestrians. There is evidence of additional desire lines from worn grassed areas.

As part of work undertaken for Safer Routes to School for Tring School, investigations have previously been undertaken in to upgrading Footpath 39 to a shared use facility and providing an upgraded crossing on Station Road. However due to the existing widths (Footpath 39 is 2.5m at its narrowest point) and the number of pedestrians using the facility, this option was deemed unfeasible. An upgraded crossing is also not possible due to visibility splays on Station Road.

While it is not possible to formally upgrade the facility to allow for cycling, conditions can still be improved where possible to cater for pedestrians and the number of school children that currently use the route.



Figures 2 – 4 Existing segregated facility south of Station Road and Footpath 39

In addition, due to the existing footfall across London Road adjacent to the access junction for Tesco, there is support for the addition of an informal pedestrian crossing facility at this location to allow safe access to properties on the eastern side of London Road.

The options have been developed to fulfil the following overarching LTP Objectives:

- Improve transport opportunities for all and achieve behavioural change in mode choice

Measures/Components			
Ref	Description	Assessment of Suitability	Cost
24.1	Remove street clutter to improve conditions	Consider the relocation of street furniture (litter bins etc) to reduce obstacles for users, particularly adjacent to the zebra crossing on Mortimer Hill and at the access to the segregated facility on London Road. See **Figures 5 and 6.** Deliverability - Less than 1 year SIMPLE	£6,000 to £10,000

24.2	Informal crossing point on London Road adjacent to mini-roundabout with Tesco	Due to the existing footfall across London Road near to the access junction for Tesco, there is a requirement for a safe crossing in order to access the farm shop located to the east of London Road. It is proposed that an uncontrolled crossing point is provided adjacent to the mini-roundabout (at the location of the existing splitter island). In addition, it is also proposed to widen the existing footway on the eastern edge of London Road to 2 metres for a distance of approximately 8m. **Figure 8** provides full details regarding proposed alignments and design considerations.  Further investigation would be required during feasibility design to ensure sufficient widths are available to realise this option. Deliverability – 1 to 2 years STANDARD	£10,000 to £15,000
24.3	Footpath along the northern edge of London Road between Footpath 39 and Dunsley Farm	Due to the existing footfall between Pound Meadow and Dunsley Farm, there is support for an extension of the footpath along the northern edge of London Road to access the farm shop.  It is proposed that a 2m wide footway is provided along this section, in association with Measure 24.2. However, land-take would be required. **Figure 9** provides full details regarding proposed alignments and design considerations. Deliverability – 1 to 2 years STANDARD	£35,000 to £40,000

Supporting Evidence of Measures/Components

Figure 5 and 6 – Street furniture causing obstructions on Mortimer Hill, and worn grassed area at London Road.

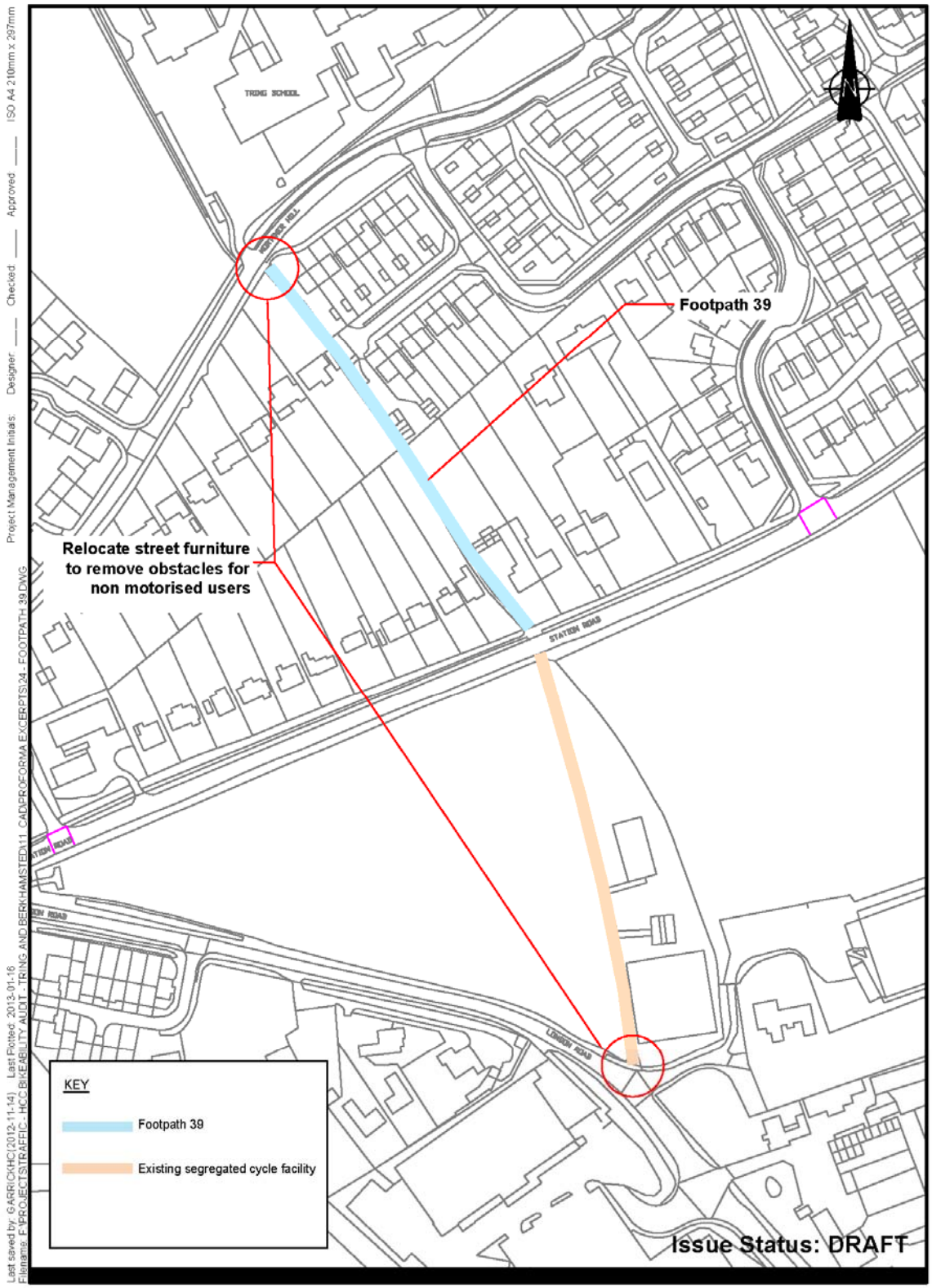


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Figure 7 - Remove obstacles for non-motorised users

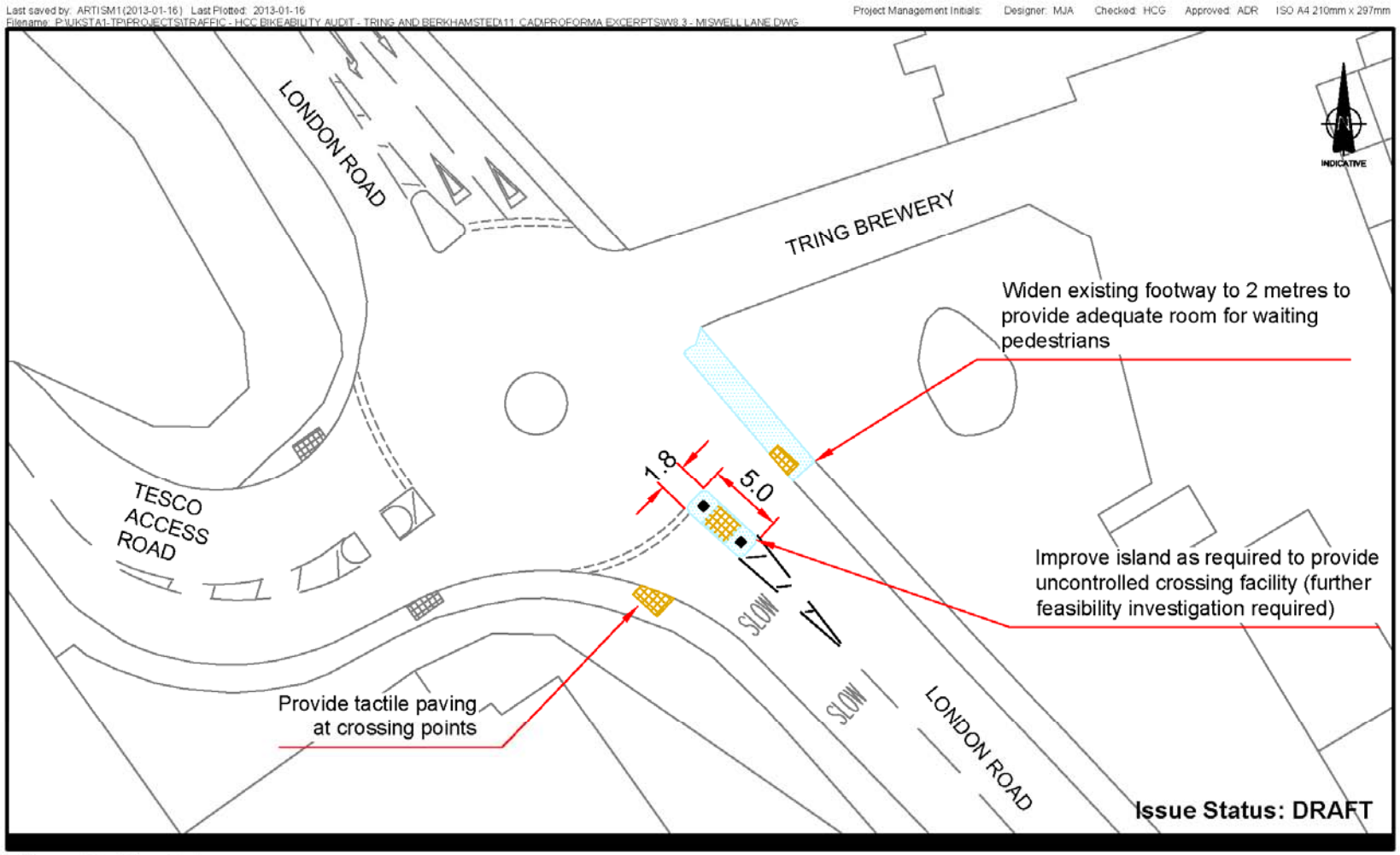

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Figure 8

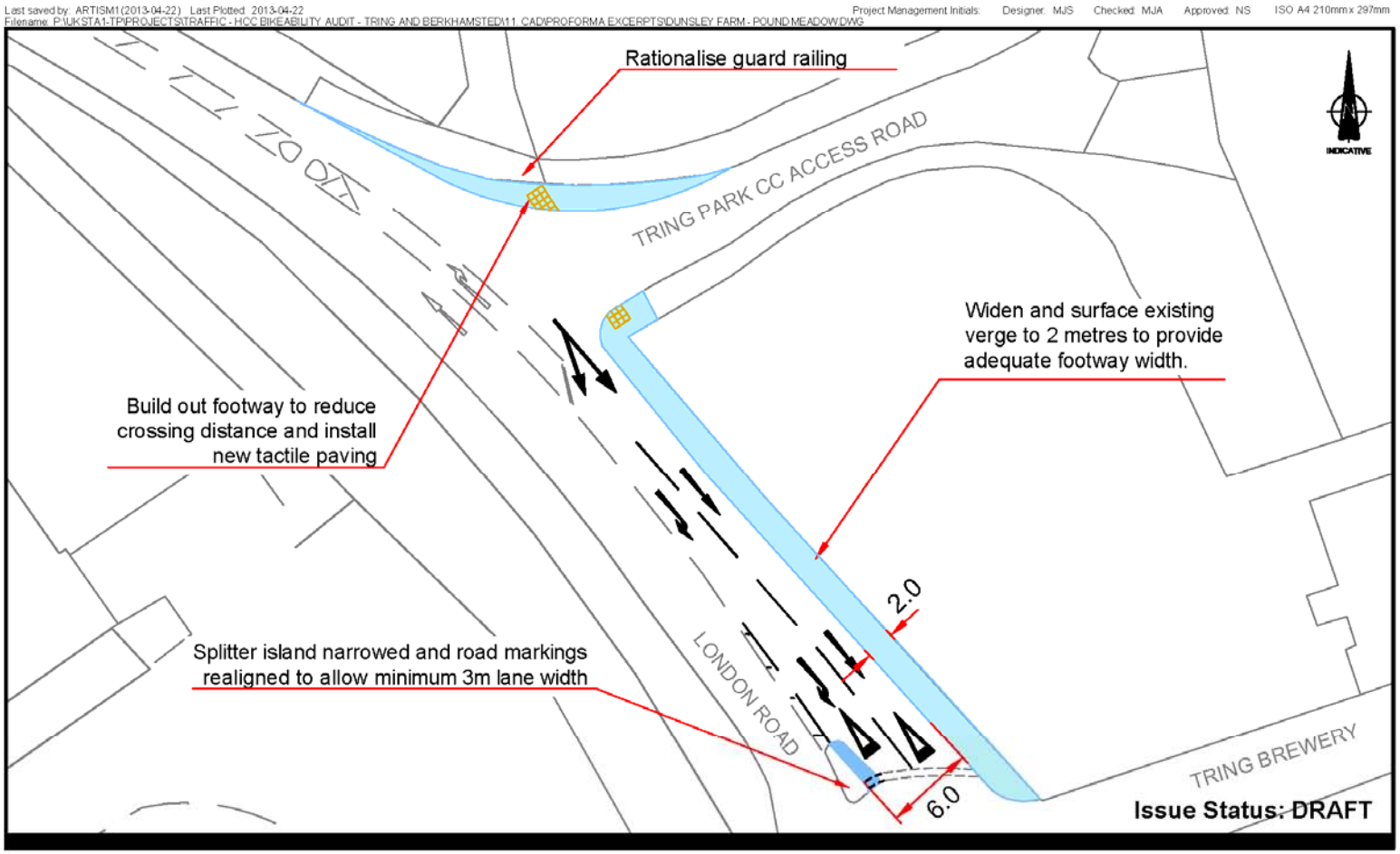

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Figure 9 - Footpath extension on London Road

Preferred Option
It is recommended that Schemes 24.1, 24.2 and 24.3 should be implemented to reduce clutter and improve the environment for non-motorised users. It is also recommended that, as part of the UTP annual review, further measures are reviewed. In particular, it has been noted that there is a pinch-point within the cycle route along London Road where the pedestrian splitter island is currently located adjacent to the Tesco supermarket entrance. It is recommended that sufficient space is provided for cyclists at this point. An additional measure may include the provision of lighting along Station Road adjacent to Footpath 39, as the area is currently unlit, and therefore unsafe for vulnerable road users.

Contribution to Objectives / Indicators	UTP Objectives	• Promote active travel modes throughout the study area to encourage active and healthy lifestyles

Outline Cost Analysis of Preferred Option or Options		
Design and Implementation	**Indicative Cost***	**Notes**
24.1	£6,000 to £10,000	
24.2	£10,000 to £15,000	
24.3	£35,000 to £40,000	
TOTAL COST FOR DELIVERY	**£51,000 to £65,000**	

*Costs provided by HCC

Maintenance Liability	~~High~~ ~~Medium~~ Low	

Deliverability of Preferred Option	~~Simple – 'quick win', could be delivered within1 year~~
	Standard – could be delivered in 1 to 2 years, in line with IWP
	~~Complex – could not be delivered in 2 years, has some issues that require resolution before design~~
Delivery Issues	Land take would be required to implement measure 24.3.

Other Information/Additional Notes:

Existing highway dimensions are based on OS mapping provided by HCC and / or site measurements. It is recommended further survey work is carried out to provide a full assessment of available widths during feasibility design.

Scheme Name	**Provide Safe Route to Goldfield School via Miswell Lane, Tring** Walking	
Scheme Reference	25	
Problem References	W10	Christchurch Rd - layout makes it difficult for pedestrians. Lack of crossing facilities.
	W18	No pedestrian crossing on Miswell Lane (north of Beaconsfield Rd). Lots of pupils cross road here.
Links to other UTP schemes:	34	

Context

Figure 1 Location Plan

Separating the residential areas of Tring, Miswell Lane forms a key crossing point for many residents to Tring Town Centre and pupils to Goldfield Infant School.

The specific crossing point is used by many children to access Goldfield Infants School, as it forms part of Footway 48 from Highfield Road. As a result, there is support for both a pedestrian crossing to be located here, allowing safe access to the school and surrounding locations, and a mixed use path for pedestrians and cyclists between Miswell Lane and Christchurch Road.

There is currently a dropped kerb on either side of Miswell Lane at this location. Due to the levels of traffic using this route and instances of excessive speed it is felt that a pedestrian crossing is the most effective solution.

A number of measures have therefore been developed in order to improve the crossing facility, and have been developed to fulfil the following overarching LTP Objectives:

- Improve transport opportunities for all and achieve behavioural change in mode choice
- Improve the safety and security of residents and other road users

Figure 2 Miswell Lane – existing route

Measures/Components			
Ref	Description	Assessment of Suitability	Cost
25.1	Upgrade Footpath 48 to a mixed use path for pedestrians and cyclists	Footpath 48 cuts across the recreational ground that is situated between Miswell Lane and Christchurch Road. The scheme would provide signage to TSRGD diag. No. 956 and revise Footpath order accordingly to permit cycling on Footpath 48. The footpath is currently 2.0m wide and would require some widening if it is to be deemed sufficient (as per 'Roads in Hertfordshire') for a shared use footway given the predicted level of cycle usage. Widening the facility to as wide as possible would be beneficial to all users (see **Figure 4**). The section next to the school is approximately 2.0m wide and cannot be widened. It is proposed that cyclists dismount through this section to reduce conflicts of footfall, width and blind 90º corners.  *Figure 2 – Playing fields* Deliverability – 1 to 2 years STANDARD	£45,000 to £50,000

25.2	Provide Build Outs on either side of Miswell Lane to replace current dropped kerb	Miswell Lane carriageway is 7.8m wide, providing sufficient space for a build out on its east side with priority movement from the south. As a result, visibility would be improved for pedestrians attempting to cross Miswell Lane from Goldfield School. In addition, the crossing distance would be reduced, and priority shifted towards vulnerable road users. Similarly to measure W8.2, guard rails would be required adjacent to the pavement build out, in order to encourage its use for pedestrians using Footpath 48. NOT DELIVERABLE	

Supporting Evidence of Measures/Components

See Figure 4, below

Preferred Option

The preferred option includes measure 25.1, in combination with the proposed zebra crossing and facilities included in **Scheme 34**. Implementing these measures would improve cycling access to Goldfield Infant School, but also improve safety at Miswell Lane.

Contribution to Objectives / Indicators	UTP Objectives	• Improve connectivity within and between local towns through a complete network of walking and cycling facilities

Outline Cost Analysis of Preferred Option or Options		
Design and Implementation	**Indicative Cost**	**Notes**
25.1	£45,000 to £50,000	
TOTAL COST FOR DELIVERY	**£45,000 to £50,000**	

Maintenance Liability	~~High~~ ~~Medium~~ Low	

Deliverability of Preferred Option	~~Simple – 'quick win', could be delivered within1 year~~
	Standard – could be delivered in 1 to 2 years, in line with IWP
	~~Complex – could not be delivered in 2 years, has some issues that require resolution before design~~
Delivery Issues	Consultation with local residents will be required in order to deliver the pedestrian crossing.

Other Information/Additional Notes:

Existing highway dimensions are based on OS mapping provided by HCC and / or site measurements. It is recommended further survey work is carried out to provide a full assessment of available widths during feasibility design.

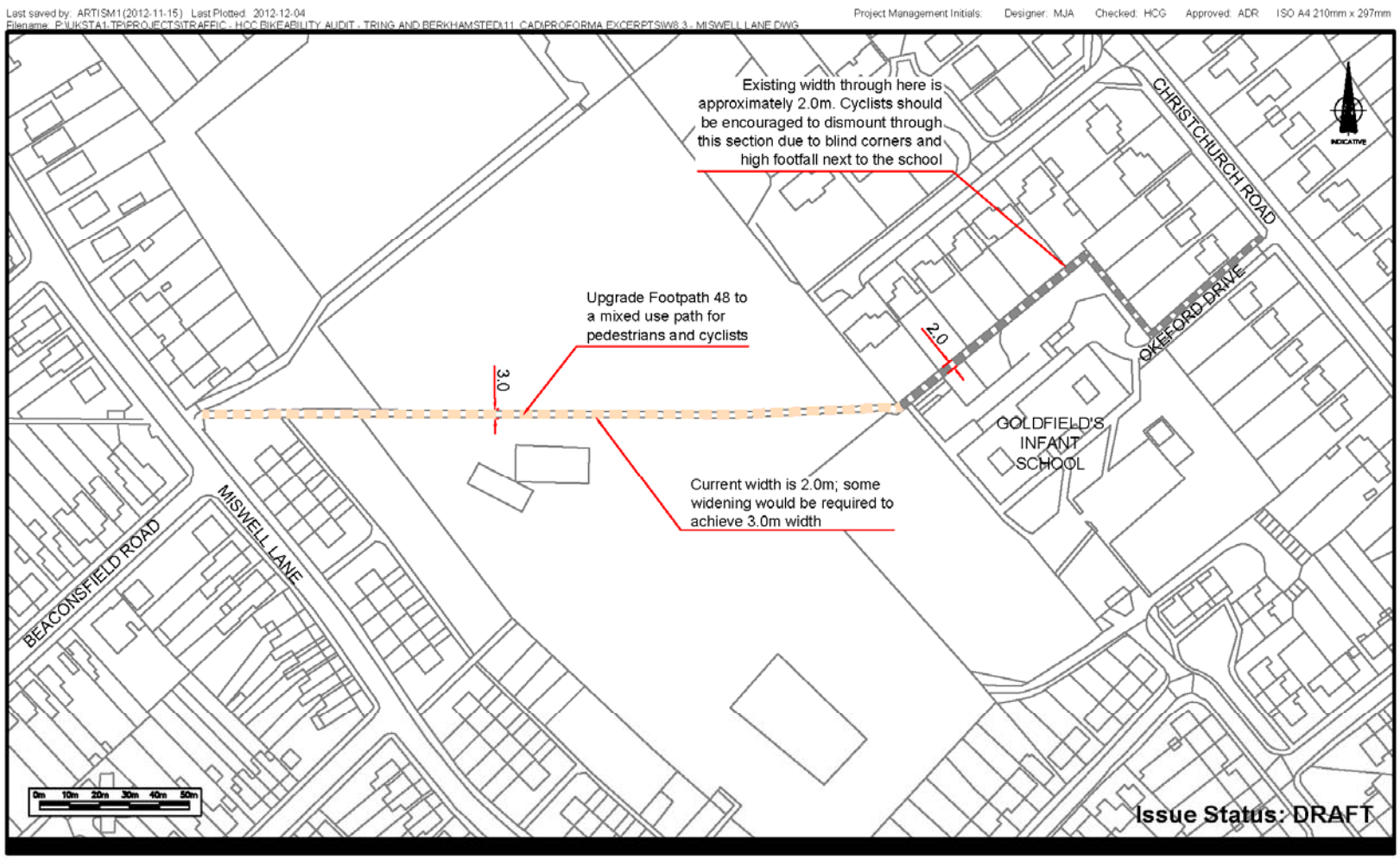

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Figure 4