Tring, Northchurch and Berkhamsted Urban Transport Plan - Vol 4 Consultation Event Responses

| Scheme | Scheme Description |
|--------|---|
| | Improve condition of canal towpath and access in Tring and Berkhamsted |
| | Improvements at Shootersway / Kingshill Way Junction |
| | Improve operation of Durrants Lane / High Street junction |
| | Enhancements to Berkhamsted Railway Station |
| | Improve operation of High Street / Kings Road Junction |
| 34 | Safer Routes to Schools |
| 19 | Improve operation of Billet Lane corridor between Gossoms End and Bridgewater Road |
| | Speed Management on Kings Road (between Shootersway and Berkhamsted High Street) |
| 5 | Traffic Calming and Extension of 20mph zone on the High Street, Berkhamsted |
| | Improvements along New Road corridor Northchurch (between High Street and South Bank Road) Gateways into Tring and Berkhamsted |
| 2 | Improve Access and Egress Signage for A41 Bypass |
| 29 | Speed Management on New Road (Northchurch) |
| 18 | Introduce Real Time Information |
| 12 | Link to Pitstone Village from Tring Station |
| 23 | Introduce a package of Smarter Measures to reduce reliance on the Private Car |
| 22 | Improvements to Footpath 41 in Tring |
| 35 | Speed Management on Icknield Way (Tring) |
| 6 | Review Parking on Beggars Lane to Improve Safety for Cyclists |
| 14 | Cycle Parking in Tring and Berkhamsted |
| | Review of parking information in town centres |
| | Enhancements to Tring Railway Station |
| | Cycle Track extension – Station Road / London Road / Brook Street, Tring |
| | Speed Management on London Road (Approaching Tring) |
| | Marketing of electric bikes in Tring and Berkhamsted |
| | Speed Management on Aylesbury Road (near Tring Gateway) |
| | Improve Safety of Railway Underbridges on Brownlow Road and New Road |
| | Improvements at Footpath 39, Tring |
| | Speed Management on Station Road (Tring) |
| | Speed Management on Brook Street (Tring) |
| | Cycle and Pedestrian Wayfinding, Tring and Berkhamsted |
| | Controlled Parking Zones (CPZs) |
| | Provide Safe Route to Goldfield School via Miswell Lane, Tring |
| | Provide Pedestrian Crossing on Northchurch High Street near Bell Lane |
| 27 | Improve Pedestrian Facilities along Icknield Way from Miswell Lane to Tring Industrial Estate |

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| Votes | Comments |
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| | Mini-roundabout would be more effective |
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| 31 | Zebra crossing on Hilltop Rd |
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| | How about all the bus stops? |
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| Mode of transport | Fully Opposed | Partially Or | No View | Partially Su | Fully Supp(N | lo Answer |
|-------------------|---------------|--------------|---------|--------------|--------------|-----------|
| walk | 4 | 16 | 11 | 16 | 41 | 20 |
| Cycle | 3 | 3 | 1 | 5 | 19 | 4 |
| Bus | 0 | 3 | 1 | 1 | 4 | 2 |
| Train | 13 | 2 | 6 | 8 | 11 | 13 |
| Car Driver | 16 | 12 | 10 | 17 | 29 | 17 |
| Car Passenger | 4 | 0 | 2 | 0 | 3 | 6 |
| Other | 1 | 0 | 1 | 0 | 1 | 5 |
| Total | 41 | 36 | 32 | 47 | 108 | 67 |

| Question 2 | | | | | | |
|-------------------|---------------|--------------|---------|--------------|------------|-----------|
| Mode of transport | Fully Opposed | Partially Op | No View | Partially Su | Fully Supp | No Answer |
| walk | 6 | 14 | 6 | 18 | 44 | 20 |
| Cycle | 2 | 2 | 2 | 3 | 21 | 5 |
| Bus | 1 | 3 | 0 | 1 | 4 | 2 |
| Train | 2 | 2 | 16 | 9 | 12 | 12 |
| Car Driver | 5 | 9 | 19 | 18 | 33 | 17 |
| Car Passenger | 1 | 0 | 5 | 0 | 3 | 6 |
| Other | 0 | 0 | 2 | 0 | 1 | 5 |
| Total | 17 | 30 | 50 | 49 | 118 | 67 |

| Question 3 | | | | | | |
|-------------------|---------------|--------------|---------|--------------|-------------|-----------|
| Mode of transport | Fully Opposed | Partially Or | No View | Partially Su | Fully Suppe | No Answer |
| walk | 4 | 16 | 14 | 17 | 36 | 21 |
| Cycle | 2 | 2 | 5 | 5 | 16 | 5 |
| Bus | 0 | 2 | 1 | 2 | 4 | 2 |
| Train | 4 | 3 | 18 | 5 | 8 | 15 |

| Car Driver | 6 | 12 | 24 | 13 | 26 | 20 |
|---------------|----|----|----|----|----|----|
| Car Passenger | 1 | 0 | 5 | 0 | 3 | 6 |
| Other | 0 | 0 | 2 | 0 | 1 | 5 |
| Total | 17 | 35 | 69 | 42 | 94 | 74 |

Question 4

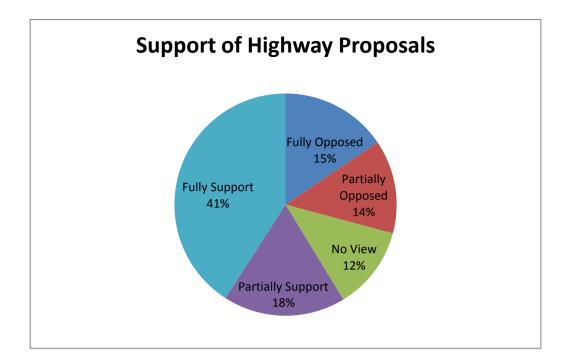
| Mode of transport | Fully Opposed | Partially Op | No View | Partially Su | Fully Suppo | No Answer |
|-------------------|---------------|--------------|---------|--------------|-------------|-----------|
| walk | 3 | 11 | 14 | 11 | 47 | 22 |
| Cycle | 1 | 0 | 7 | 5 | 17 | 5 |
| Bus | 0 | 1 | 1 | 2 | 5 | 2 |
| Train | 2 | 3 | 22 | 2 | 10 | 14 |
| Car Driver | 2 | 9 | 27 | 6 | 37 | 20 |
| Car Passenger | 1 | 0 | 6 | 0 | 2 | 6 |
| Other | 0 | 0 | 2 | 0 | 1 | 5 |
| Total | 9 | 24 | 79 | 26 | 119 | 74 |

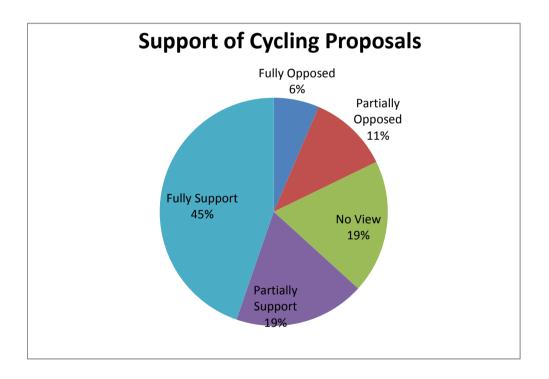
Question 5

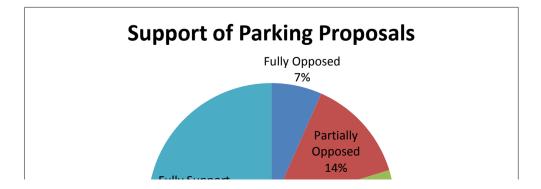
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|-------------------|---------------|--------------|---------|--------------|------------|-----------|
| Mode of transport | Fully Opposed | Partially Op | No View | Partially Su | Fully Supp | No Answer |
| walk | 3 | 11 | 8 | 17 | 61 | 8 |
| Cycle | 2 | 1 | 3 | 6 | 21 | 2 |
| Bus | 0 | 1 | 1 | 3 | 4 | 2 |
| Train | 1 | 0 | 17 | 5 | 28 | 2 |
| Car Driver | 1 | 6 | 21 | 15 | 52 | 6 |
| Car Passenger | 1 | 0 | 3 | 0 | 11 | 0 |
| Other | 0 | 0 | 1 | 0 | 7 | 0 |
| Total | 8 | 19 | 54 | 46 | 184 | 20 |
| | | | | | | |

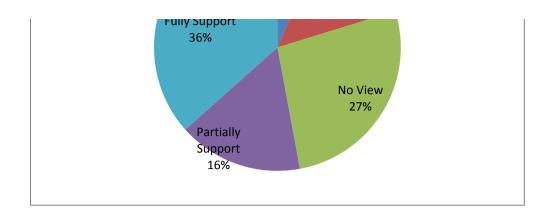
| Question 6 Mode of transport | Fully Opposed | Partially Or | No View | Partially Su | Fully Suppel | No Answer |
|---------------------------------|---------------|--------------|---------|--------------|--------------|-----------|
| walk | 3 | 14 | 10 | 21 | 39 | 21 |
| Cycle | 1 | 2 | 3 | 8 | 16 | 5 |
| Bus | 1 | 1 | 1 | 2 | 4 | 2 |
| Train | 2 | 1 | 14 | 11 | 11 | 14 |
| Car Driver | 3 | 8 | 18 | 21 | 32 | 19 |
| Car Passenger | 1 | 0 | 4 | 1 | 2 | 7 |
| Other | 0 | 0 | 1 | 1 | 1 | 5 |
| Total | 11 | 26 | 51 | 65 | 105 | 73 |

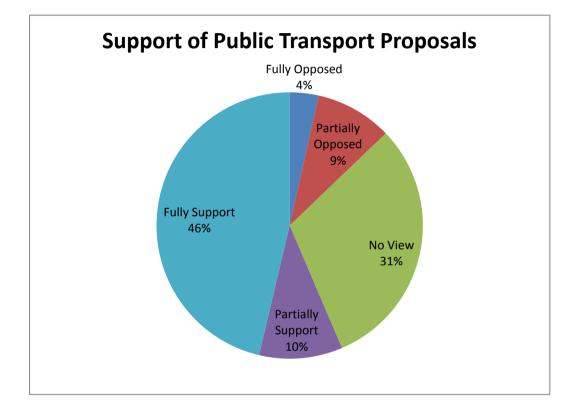
| No Answer | 67 | 67 | 74 | 74 | 20 | 73 |
|-------------------|-----|-----|----|-----|-----|-----|
| Fully Oppose | 41 | 17 | 17 | 9 | 8 | 11 |
| Partially Oppose | 36 | 30 | 35 | 24 | 19 | 26 |
| No View | 32 | 50 | 69 | 79 | 54 | 51 |
| Partially Support | 47 | 49 | 42 | 26 | 46 | 65 |
| Fully Support | 108 | 118 | 94 | 119 | 184 | 105 |
| question | 1 | 2 | 3 | 4 | 5 | 6 |

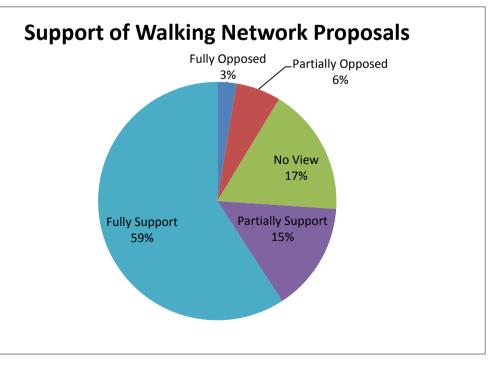


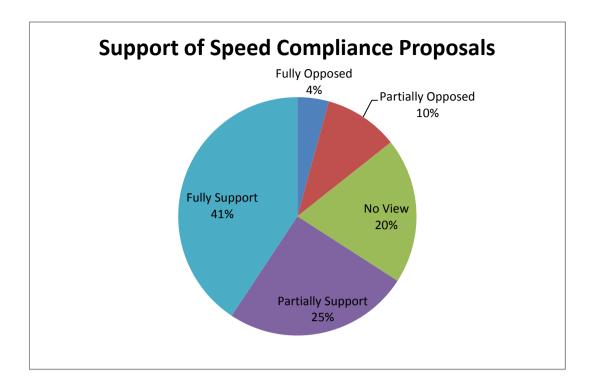


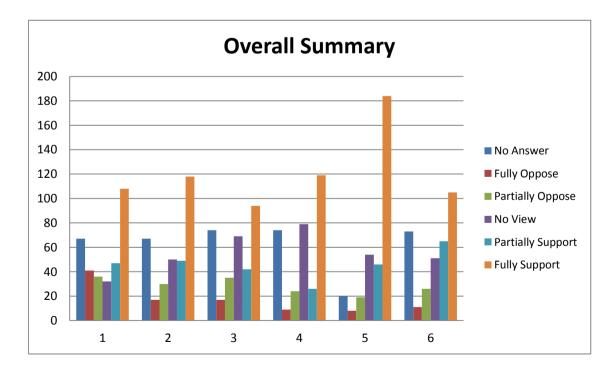




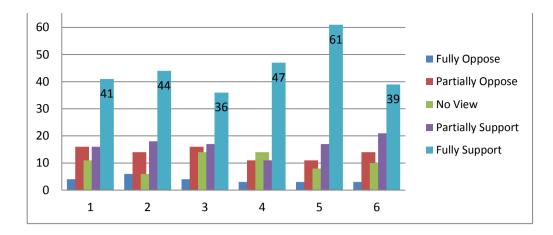


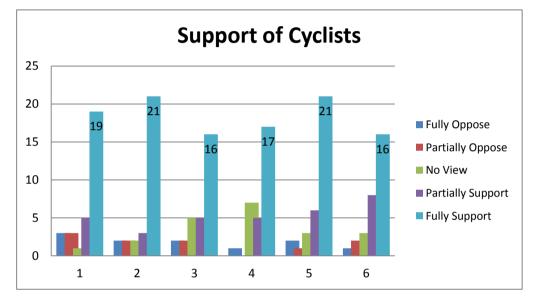


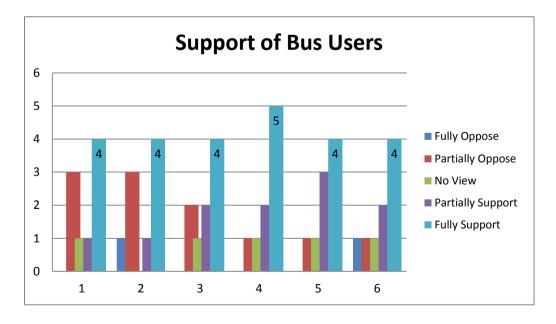




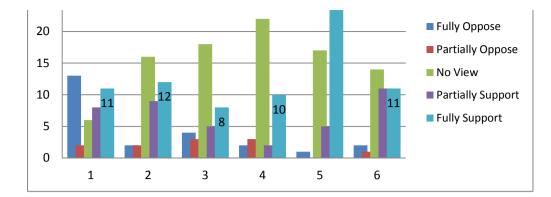


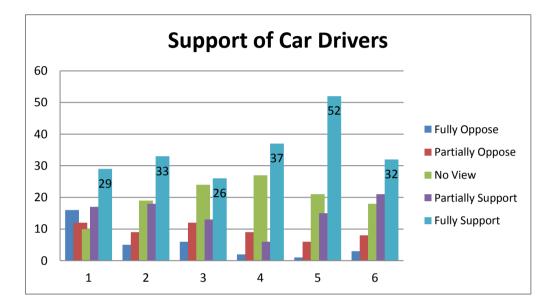












| Date | From | То | Regarding |
|------------|---|--|---|
| 19/02/2013 | Adrian Barham | AECOM and Herts CC Chief Legal Officer | Scheme 5 - requirement to extend 20mph zone to Gravel Path |
| 28/02/2013 | Jane Bernett (Savills P+R) | AECOM and HCC | Development proposals and associated New East-West Avenue |
| 26/02/2013 | Trenton Williams (Alan Baxter Integrated Design) | AECOM and HCC | Development proposals and associated New East-West Avenue |

| 01/02/2013 | Northchurch Parish Council | AECOM | General queries on document and schemes. Measures not included. |
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Content

The proposals apply the wrong test for determining whether the existing 20mph zone in Berkhamsted may be extended to adjacent streets. The zone could be extended if traffic calming measures were applied.

The proposals take into account irrelevant DfT TrafficMaster journey time data to derive speeds. For Gravel Path, insufficient data would be provided to ascertain a valid analysis. In addition, this should not be used to exclude areas from a Zone.

The proposals fail to take into consideration relevant STATS 19 accident data. This data clearly indicates a persistent accident problem along Gravel Path (examples provided). Therefore, appropriate traffic calming should be included within the proposals.

The proposals fail to consider a paper prepared by the Safer Gravel Path Action Group calling for proper consideration of the circumstances of Gravel Path.

The proposals fail to take account of 'Setting Local Speed Limits:Department for Transport circular 01/2013'. This replaces the previous circular from which the Speed Management Strategy is based.

Grand Union Investments (GUI) has an interest in strategic landholdings situated to the south of Berkhamsted and north of the A41. Alan Baxter & Associates produced a Transport Strategy including transport measures included within the UTP. The development proposal incorporates a new link road known as New East-West Avenue from Swing Gate Lane to Chesham Road. Savills request that they are notified of any following consultations or future drafts of the document.

Welcomes the Draft UTP, and supports Schemes 01, 04, 10, 18, 23 and 24.

There is the opportunity for the proposed development to make direct contribution to implementing some of these schemes, and to improving the towns transport network..

The proposed East West Avenue will provide greater benefit to the wider town, notably providing relief to the congested Kingshill Way and Kings Road. The UTP would benefit from considering the strategic improvements opportunities offered by creating the Avenue.

Section 2.2.1 - Northchurch population is incorrect

The link road between Northchurch New Road and Billet Lane is essential. 300 people signed a petition to DBC for the inclusion in the Core Strategy. The road would contribute to a clean air policy. Billet Lane bridges were also improved at a cost of £500,000 - is that to be wasted?

CH10 and CH11 - needs to specify which New Road

Table 4.6 - danger of cycling on Tring Rd, New Rd and Darrs Ln. This could be cured by a 20mph limit on the High Street near Bell Lane and Darrs Lane. Large, raised islands to also be implemented here as speed management.

Mini roundabout at Moore Road should be at the bottom of Durrants Lane.

20mph speed limit along Northchurch High Street.

No desire to widen bridge on New Road.

It is strongly suggested that the two bus stops on the A4251 near Durrants Lane should be cut into the pavement.

The pedestrian access on the A4251 to Dudswell is currently unsafe near its junction with Boswick Lane. An island refuge should be built near the old junction of Boswick Lane.

Parking area in Northchurch is incorrectly marked. Like to find additional spaces by converting nearby scrubland to a hard standing area.

Scheme 21 - specify that this is New Road, Berkhamsted

Agree with the speed management on New Road, Northchurch Do not believe in any adjustment of the vehicle priority at the junction New Road/High Street.

The Parish Council thought that the problems of Northchurch were not features sufficiently in the document and, in some cases, were totally ignored.

| AECOM Comments | New Issue? |
|---|---------------|
| The intial proposals were based primarily on the difficulty in providing successful speed management on a steep narrow route without creating safety issues for users other than the private car. On this basis, it was determined that the post-speed management speeds would still exceed that required to extend a 20mph zone. However, further analysis will be completed to understand and propose speed management on this route, with associated amendments to the UTP. | 15500: |
| Due to the timeframe and remaining funds for speeds surveys, none could be completed during the UTP development process, hence the document suggests that where speed management is proposed, full speed surveys would be required. It is understood that, due to the lack of data, TrafficMaster may not be the most suitable for rural roads. Therefore, proposals to be completed will also suggst that full speed surveys are completed to ensure that the plans are feasible. The initial proposals demonstrated that the TrafficMaster data (8th%ile speeds of 28mph to 35mph along Gravel Path) suggested that the existing speeds would be too high in order to provide a successful extension of the 20mph zone at this location. Significant traffic calming would be required to reduce these speeds by up to 10mph. The overarching criteria for the extension of a 20mph zone is the existing speeds and associated management. Once it was understood that the existing speeds did not match the criteria (without implementing associated speed management measures), no further analysis was completed. As proposals will be created for the UTP (based on the requirement for full speed surveys), accident data will be taken into account to understand the most suitable locations for speed management. The proposals for speed management will take into account this paper, as the | No |
| locations specified along Gravel Path will form the basis for speed management and safety measures. The updated circular was issued on 18th January 2013, the date on which the documents were submitted to HCC to upload onto the consultation webpage. Therefore, the changes demonstrated within the circular would not have been considered as part of scheme development. The document can now be reviewed in order to provide proposals for Gravel Path and to ensure that the correct criteria is referenced and used. | |
| The contact information from Savills has been added to the stakeholder distribution list for correspondence following completion of the UTP. | No |
| At the beginning of the UTP, objectives were identified to ensure that both the requirements of stakeholders and the general objectives of LTP3 are followed. LTP3 identifies the need to focus on improving the existing infrastructure as opposed to implementing new highway. As a result, the UTP proposals focus on the improved efficiency of existing highways, in addition to the provision of walking and cycling schemes. As a result, the East West Avenue would not fit with the objectives. However, further investigation may be required if the UTP proposals do not mitigate sufficiently against the existing and future congestion issues. | Yes |
| This will be updated for th Final UTP document. | No |

| This can be clarified within the documentation I A review of speeds and accidents at these locations could be completed to | No |
|--|-----|
| | No |
| | No |
| | No |
| | |
| A review of speeds and assidents at these locations could be completed to | |
| | |
| | |
| ascertain the need to reduce the speed limit. The crossing near Bell Lane was | |
| | Yes |
| The proposals suggest the preferred option - priority junction at Moore Road and | |
| signals at Durrants Lane. This provides the safest access to Westfield School, | |
| but also improves accessibility for cyclists and pedestrians. | No |
| | |
| Again, a review of speeds and accidents could be completed. Although, the initial | |
| | Yes |
| | No |
| This can be added as a measure into the UTP. Highway boundary will need to be | |
| | Yes |
| | 100 |
| This is a new issue. Further analysis will be required in order to include this issue | |
| | Yes |
| | 163 |
| Again, this is a new issue. Further consideration will be required before adding | |
| Again, this is a new issue. Further consideration will be required before adding | Vee |
| | Yes |
| This can be clarified within the documentation | No |
| | |
| | |
| This measure was 'greyed out' as not deliverable. | No |
| | |
| | |
| | |

| Date | From | То | Regarding |
|------------|-----------------|---|-----------------------------------|
| 30/01/2013 | Mike Locke | Richard Hill | Accident Data |
| 03/02/2013 | Mike Locke | Nick Secker | Gravel Path speeding issues |
| 03/02/2013 | Mike Locke | Nick Secker (originally sent to Gary Cox) | 20mph speed limit for Gravel Path |
| 07/02/2013 | Mike Locke | Nick Secker | Gravel Path speeding issues |
| 07/02/2013 | Mike Locke | Nick Secker | Gravel Path speeding issues |
| 07/02/2013 | Christine Locke | Nick Secker | Gravel Path speeding issues |
| 12/02/2013 | Christine Locke | Nick Secker | Gravel Path speeding issues |
| | | | |

| 26/02/2013 | Alan Story | Richard Hill | General comments on the UTP |
|------------|---------------------|--------------|-----------------------------|
| | | | |
| 26/02/2013 | Jenny Applestone | Richard Hill | General comments on the UTP |
| | | | |

| Feb-13 | Transition Town Berkhamsted | HCC and AECOM | General comments on the UTP |
|--------|--------------------------------|---------------|-----------------------------|
| | | | |

| 03/03/2013 | Clive Birch | Sanjay Patel | General comments on the UTP |
|------------|--------------|-------------------|-----------------------------|
| 28/01/2013 | John Flynn | Sanjay Patel | Controlled Parking Zones |
| 22/01/2013 | Meg Grant | UTP email address | Berkhamsted Schools |
| 24/01/2013 | John Cossins | UTP email address | Text error |

| 27/01/2013 | Simon Spurling | UTP email address | Kingshill Way / Shootersway |
|------------|-------------------------------------|-------------------|------------------------------|
| 31/01/2013 | David Wide | UTP email address | Scheme 06 |
| 10/02/2013 | Philip Scribbins | UTP email address | Bus frequency |
| 11/02/2013 | Aldbury Parish Council Pamela | UTP email address | Support for specific schemes |
| 20/02/2013 | McMenamin | UTP email address | Access to Ashlyns School |
| 28/02/2013 | Sheila and Peter Newland | UTP email address | General comments on the UTP |
| 01/03/2013 | Anne Nobbs | UTP email address | General comments on the UTP |
| | | | |

| 01/03/2013 | Shapland, Headteacher, Ashlyns School | UTP email address | General comments on the UTP |
|------------|---|-------------------|-----------------------------|
| 01/03/2013 | Westfield First School | Richard Hill | General comments on the UTP |
| 01/03/2013 | Natural England | Richard Hill | General comments on the UTP |
| 04/03/2013 | Berkhamsted Town Council | UTP email address | General comments on the UTP |

Content

Link to STATS19 website

The possibility of installing a fixed speed indicator/traffic counter on Gravel Path. The issues related to the Gateway proposals do not reflect those on Gravel Path. Vehicles speed down Gravel Path through unlit blind corners.

Could a site visit be arranged to inspect the whole length of the road.

I would value your advice on how best to mitigate against accidents along Gravel Path, due to the history of collisions at this location.

21 incidents on Gravel Path in the past 5 years.

You suggested that you might make more information available to me about the reliability and interpretation of Trafficmaster results. Could you apply the newly recommended (18th Jan 2013) DfT model to the data.

The problems on Gravel Path have continued for many years. The study offers a chance to remedy these issues.

We (Safer Gravel Path Action Group) requested action by Herts Highways to start investigating the problems on Gravel Path, and to consider taking action earlier than 2014.

It will not belong before an incident will result in very serious injury or even fatality. Failure to have taken preventative action would invite questions and criticism of the authorities involved.

Recent accidents detailed in email.

Herts Highways have responded to the accidents by placing reflective stickers on lamp posts. Road safet would improve with the introduction of a 20mph speed limit.

The costs related to accidents far outweighs that of measures to tackle these issues.

We would regard as credible and useful speed/traffic volume readings taken at a fixed point outside Willowbank and the Cedars.

The Trafficmaster data is useful but we wonder what is the size of the sample in relation to volume?

The use of police accident data would be useful in the analysis.

What actions can be taken on upper Gravel Path to reduce speeding and collisions?

The road is a gateway to Berkhamsted - could a review of its problems be based around that?

There are no Trafficmaster figures for the top of Gravel Path - the figures stop at Hunter's Park going North. Your Vol 2 Proforma 5. page 9.

I disagree entirely that "Trafficmaster records are very useful". If, as I believe, the records are based on vehicles using satnav systems then the speeds of the vast majority of traffic using Gravel Path will not be captured and the records will have very little relevance to the true situation.

Could I confirm that the 2011 85th percentile for Gravel Path, based on Trafficmaster figures, shows that a significant number of drivers are exceeding the 30 mph speed limit which currently extends from top to bottom of the road?

Highway Schemes - strongly support

Scheme 4 does not make provision for advanced stop lines

Cycling Schemes - strongly support

Parking Schemes - partly support

Scheme 15 - whilst resident/business objections may be presently experienced, additional consultation should continue to resolve these issues.

Scheme 17 - it is not clear why the deliverability of the scheme is 'Complex', whilst each of the preferred options are identified as 'Simple' or 'Standard'.

Public Transport Schemes - strongly support

Walking Schemes - strongly support

Speed Management Schemes - support

No mention is made between the UTP and the Active Travel Strategy. Figure 3.1 refers to Walking and Cycling Strategies that will be superceded by the ATS. Scheme 23 - it is unclear whether the scheme is interrelated to LSTF funding and

the dedicated post in HCC for delivery of funding.

All proposals that involve the provision of additional signs should include an exercise to review signage in an effort to reduce clutter.

Volume 1 p12 - Buses operate along Works Rd and service the industrial area on average every 10 minutes - Works Rd is in Letchworth not Berkhamsted! Volume 1 p13 - Trains are not direct to Watford High St - a change is necessary

at Watford Junction

Volume 2 - p37 We are in favour of a review of the traffic calming in the High Street but would emphasise the need for measures to be bus friendly. Berkhamsted High St is a high frequency bus corridor and we do not support vertical features on such routes as they have a disproportionate effect on larger vehicles such as buses. As a compromise solution, replacing the current humps with speed cushions, which a bus can straddle, would be preferable to sinusoidal humps.

Volume 2 - p184 The first bullet point still has Intalink with a capital 'L' The Intalink website gives real time info where available - this is not every stop

yet as suggested.

18.1 'IntaLink' facilities - this should be ePiP - as in Figure 2

18.2 'IntaLink' facilities - this should be ePiP

Local circular bus route should be investigated - as stated in previous feedback we are not in support of the circular bus route proposal. There have already been investigations made as part of the work undertaken by the consultant for the potential development at south Berkhamsted and we feel there are better options for any available funding.

Highways and Congestion - strongly support the proposals

Speed management Schemes - support schemes, particularly 29

Public Transport Schemes - we would like to see real time information provided at the following stops:

1. Berkhamsted Station (as proposed)

2. In the town centre (as proposed)

3. On each side of the road close to Northchurch shops

4. On either side of A4251 near Swing Gate Lane and the Esso garage.

5. On either side of Chesham Rd near Ashlyns School

Cycling Schemes - strongly support

Parking Schemes - TTB welcomes the absence of a new town centre car park within the UTP

Walking Schemes - one clear omission is at the junction between the Waitrose Car Park and Lower Kings Rd - this is a black spot for pedestrians.

We strongly promote the need for a crossing point around the junction of Chesham Rd and Hilltop Rd.

Additions required:

1. measures in Chesham Rd to improve safety. These include 20mph limit, additional traffic calming and warning signs.

2. Ped crossing at Chesham Rd/Hilltop Rd

3. Speed limits around all schools in Berkhamsted reduced to 20mph

4. Improvements made to the bus stop outside Ashlyns School on the south side of Chesham Rd.

5. HGV weight restrictions in Berkhamsted town centre at peak times

6. Improved conditions for pedestrians at junction Waitrose Car Park

p10 - Royal Mail no longer has a base in town. References to the towns wards are inaccurate.

p14 - incorrect information about frequency to Euston and Watford Junction Trains do not run to Watford High Street - a change is required at Watford Junction

As London bound trains all stop at Hemel, the frequency should be the same Average JT to Euston is 36 mins

p12 - there is no Works Rd

p13 - what frequency does more/less than 5 buses relate to hour/day?

Cow Lane should be a blue road - 500 service was withdrawn from here p13 - there is no cycle route along Westfield Rd/Durrants Lane and Shrublands

Rd

Manor Street Social Services no longer exists

p64 - incorrect label, should say Kingshill Way Gateway, Berkhamsted

p179 - La Gare is now Berkhamsted Fish Bar

Comments on Individual Proformas

1.1 - no reference to pedestrian crossing times. The pavement is narrow and cannot accommodate the number of pedestrians waiting to cross

1.2 - we are strongly against the building of a multi-storey car park. Can the junction at Waitrose be narrowed.

3.1 - could it be implemented sooner if S106 money from the Cowslip development were used?

4.4 - this scheme should be made a priority

5.4 - this should also be applied to Northchurch High Street

8 - concerned that the high price tag will result in the proposals never being implemented

9 - no costings?

11 - could the funding be used to help individuals or local organisations purchase electric bikes through a loan scheme?

15 - providing a multi-storey car park will increase the amount of traffic trying to enter the town centre. Resources and funding should be used to reduce demand for parking.

17 - could the council engage with London Midland to encourage commuter parking with off peak rates, price reductions for smaller cars?

18 - more bus stops with RTPI required (see above)

19 - pedestrian phase should be applied to all arms.

20 - the costings for Moore Rd seem extremely high.

21 - motorists rarely give way to pedestrians trying to cross at this junction

26 - a solution must be found for this issue as many pedestrians who cross at this point are school children and traffic speeds are routinely in excess of the speed limit.

29 - could consideration be made to the installation of flashing speed signs, speed cameras, additional school warning signs

30 - suggest the 20mph limit extended along Kings Rd adjacent to schools. Suggest the need for a Berkhamsted wide STP. The development of school walking and cycling maps for safe routes could be used

Should consideration be given to upgrading the zebra crossing to a signalised one, in light of the increased number of pupils at Bridgewater School.

Scheme 2 - suggest leaving current signage and adding temporary signage so that impact can be assessed.

Scheme 4 - a roundabout would be more effective. If signals were implemented, only in peak times.

Scheme 8 - what are the benefits of this scheme? What would a cycle warning sign achieve?

Scheme 10 - residents would not benefit from this

Scheme 11 - the topography may not justify the piecemeal schemes

Scheme 20 - the mini-roundabout was designed to allow vehicles to leave Moore Rd

Scheme 21 - for whose benefit is the lighting? Royal Mail is no longer in Berkhamsted

Queuing on Lower Kings Rd needs attention and is a serious omission. More cycle parking required at station

Yellow lining round corners - many minor accidents occur at the junctions of Charles St and Bridgewater Rd. The yellow lines at the corners need extending for safet reasons.

Concerned that CPZs have been abandoned.

Significant increase in commuter parking along Bridgewater Rd in recent years. With a mixture of school routes to Bridgewater School, commuter parking and residents trying to access/egress their drives, it is only a matter of time before a serious incident occurs.

Figure 9 of Proforma 10 - Berkhamsted School Kings Campus is incorrectly labelled.

34 - Berkhamsted Schools Travel Plan is not on the list

There are cycle racks and showers provided at the Castle St and Kings Rd sites. appeared to show a picture of Kings Road Berkhamsted on Page 267 whilst talking about access to the station in Tring.

Kingshill Way/shootersway' Mini Roundabout plse Your proposals conclude that a traffic light system is best here. Disagree strongly. I can guarantee that lights here will divert 'traffic light avoiding' traffic past Ashlyns school into the Beech Road /One Close Lane rat run The reasons you give for not using a mini rbout include lack of space, visibility, and pedestrian crossings. - At 20m on all 3 apprachces ramp the road - At the start of each 3 ramped sections provide zebra crossings for the occasional pedestrian. This will meet all possible pedestrian needs, with no pedestrain diversion required. It also removes pedestrians from the hub of the junction - As the approaches are ramped, traffic speed will be slowed to 20mph. This will allow a mini rbout to operate safely, even with the limited visibility. Introducing further road humps if you feel the traffic needs to be slowed further - With slower traffic speed then space required need be no more than Swinggate Lane /High St mini rbout which operates perfectly safely. KingsRoad/High St Junction Generally support proposal with exception of ASL for the eastbound High St approach. This will back queuing traffic back up to Prince Edward St Tesco junction and create more gridlock particularly at school run times. As a bike user congestion here is more important than ASL at the lights as its very difficult to cycle to the front of the queue anyway. I live in Wigginton so I have to drive or cycle to the station. When I drive I choose to park on Beggars Lane as the station car park is too expensive. The parked cars along Beggars Lane actually improve safety for cyclists, as vehicles have to slow down to pass. It is not reasonable to force commuters to change to a more costly or inconvenient option. The plan focuses on the frequency of buses in Tring within peak hours. There needs to be more emphasis on non-peak times and the poor frequency of existing bus routes.

There is a lack of footpaths for pedestrians within and around the Forge car park. Support for removing parking along Beggars Lane, more cycle parking at Tring Station, the cycle path to Pitstone and upgrading the towpath.

Concerned about students crossing the road at the Shootersway/Kingshill Rd junction. Also the traffic calming measures on Hilltop Rd are inadequate. The towpath being used for cycling should not be considered due to safety of pedestrians.

Feel stronngly that there should be a roundabout at the Kings Rd/Shootersway junction

Also find it important to retain the traffic bollards at the London Rd gateway and for speed limits for London Rd to Swing Gate Lane

Route User Hierarchy - no reference to the existing lorry ban in Tring.

Issue ID CH4 - Park Road, not Park Street

Why could the speed limit not be reduced on Northfield Rd? It would be ideal for RTPI to include delays to buses

There is a lack of buses on an evening on the Aylesbury to Watford route In September 2013, Ashlyns will be accepting a further 420 students and 30 members of staff.

Strongly support proposal for signalised junction at Shootersway, and should be prioritised to be delivered in 2013.

Also support 20mph limit on all roads outside schools in Berkhamsted Consideration should be given to providing an interschool bus service in the mornings and afternoons

Recommend that both Chesham Rd and Hilltop Rd be looked at urgently and measures put in place to reduce the speed limit and provide safe crossings.

No costings in scheme 9

Billet Lane junction should have pedestrian phase on all arms

Support many measures proposed. However, a number of them need to be accelerated to ensure implementation before the change to the local education system.

The potential for transport to have an adverse effect on sensitive habitats, through nitrogen deposition, should be recognised in the plan.

Lighting associated with transport schemes can also have an effect on biodiversity, and we would recommend this be considered in the development of the plan.

The largest employers are now Waitrose, Berkhamsted School, Capita Symonds. The plan should recognise proposals for large housing developments at New Lodge, Bank Mill Lane and Durrants Lane will be some distance from the town centre and will add to the number of cars used to drive and park in the town centre.

The signage on A41 should not be changed.

Traffic calming measures should be introduced from London Road to Swing Gate Lane

There is a need for speed management and reduced speed limit on Gravel Path. Section 8.45 refers to a regular bus service. This service should be enhanced for commuters to the station.

Safe footpaths are required on Kings Rd and Cross Oak Rd - currently narrow and unsafe.

Keeping the traffic bollards on London Rd gateway is strongly supported The towpath is currently of insufficient standard to be a main cycle route

New road crossings to be considered on Hilltop Road

Early implementation of school route improvements (before September 2014)

The implications of the multi-storey car park should be considered

The Manor St car parking is no longer available (Table 4.6, PK2)

A comprehensive review of yellow lines on junctions and white lines would improve parking and road safety.

| AECOM Comments | New Issue? |
|--|---------------|
| The STATS19 website will be used as part of the assessment of Gravel Path | |
| speeding | |
| | No |
| t is proposed that a new Scheme is created that covers Gravel Path. This will | |
| include 20mph zone extension, speed maangement measures and gateway features. | No |
| | |
| It would be useful to respond to Mike Locke regarding the use of TrafficMaster data, in addition to accident/speed data that has been collected. | No |
| | No |
| It is proposed that a new Scheme is created that covers Gravel Path. This will | No |
| include 20mph zone extension, speed maangement measures and gateway features. | No |
| | |
| HG to comment | |
| | |
| The document will require adjustments. May involve the proposal of the muti- storey car park, with further consultation required. | No |
| The document can be updated to Standard. | No |

| Reference to be made to the ATS within the UTP document. No This can be added to the text to ensure a review is completed No Document to be amended to reflect comments No This will need to be clarified by Jenny Applestone regarding feasibility and funding Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma Yes | | |
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| This is a new issue. There is scope to add this to the existing UTP, and would | | |
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| require a new Pro Forma Yes | | |
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| This is a new issue. There is scope to add this to the existing UTP, and would | |
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| require a new Pro Forma. However, consultation would strongly suggest | |
| opposition to this proposal due to the High Street providing the key access point | |
| for local business delivery. | Yes |
| This is a new issue. There is scope to add this to the existing UTP, and would | 100 |
| require a new Pro Forma | Yes |
| | 100 |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| | |
| Document to be amended to reflect comments | No |
| | |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| | |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| The geometric constraints mean that increased areas for factures is not | |
| The geometric constraints mean that increased space for footways is not | |
| possible at this junction. It is key to remove any unnecessary street clutter near | No |
| this junction. | No |
| There is support for improved parking conditions. We are looking to propose the | |
| car park as an option, allowing feedback to be provided during the consultation | No |
| period for this individual measure. | No |
| This can be examined | No |
| | 110 |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |
| | 100 |
| HG to comment | |
| Costings to be added | |
| | |
| HG to comment | |
| There is support for improved parking conditions. We are looking to propose the | |
| car park as an option, allowing feedback to be provided during the consultation | |
| period for this individual measure. | No |
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| | |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |
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| | |
| There may be scope for crossings to be provided elsewhere. However, geometric | |
| constraints are the main issue at this particular location. | No |
| | |
| It is recognised that the proposals should provide sufficient mitigation to speeds | |
| along New Road. If this doesn't work, further mitigation may be required. | |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |
| | |

| In 2010, a Stage 1 Feasibility Report was created for this junction. The results suggest that 85th%ile speeds aren't ideal for a mini-roundabout. In addition, a min-roundabout would operate over capacity, and there would be little provision for safe crossing for both pedestrians and cyclists. This will need to be | |
|---|----------|
| demonstrated in the proforma. | No |
| HG to comment | |
| HG to comment | |
| HG to comment | |
| the proposed improvements will provide sufficient space for vehicles to acces/egress Moore Rd as the minor arm. In addition, it will be safer for | |
| pedestrians to cross due the narrowing of the bell mouth. | No No |
| Pedestrians and cyclists. Document to be amended to reflect comments | No |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |
| As proposed | No |
| This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma | Yes |
| 80% of residents who responded from within the effected zones were in favour, but a similar proportion from neighbouring areas were against the proposals. | |
| BTC work on trying to improve parking and increase road safety in the town. Discussions with London Midland are ongoing regarding the parking charges. Aparking Discussion Forum has been set up to come up with viable and fundable schemes to increase parking availability. The Borough is also considering a multi- storey car park for the town. | |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |

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| In 2010, a Stage 1 Feasibility Report was created for this junction. The results | |
| suggest that 85th%ile speeds aren't ideal for a mini-roundabout. In addition, a | |
| min-roundabout would operate over capacity, and there would be little provision | |
| for safe crossing for both pedestrians and cyclists. This will need to be demonstrated in the proforma. | No |
| | NO |
| | |
| | |
| Scheme 6 to be discussed with HCC - might require additions to Pro Forma | |
| (need for public consultation / speed management etc) | No |
| | |
| Additional bus services would need to be funded from external sources outside of | |
| HCC. Funding opportunities would need to be examined. | No |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |
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| | |
| HG to comment | |
| In 2010, a Stage 1 Feasibility Report was created for this junction. The results | |
| suggest that 85th%ile speeds aren't ideal for a mini-roundabout. In addition, a | |
| min-roundabout would operate over capacity, and there would be little provision | |
| for safe crossing for both pedestrians and cyclists. This will need to be | NIS |
| demonstrated in the proforma. | No |
| HG to comment | |
| Document to be amended to reflect comments | No |
| Document to be amended to reflect comments | No |
| Associated speed management would be required, as existing speeds do not fit | - |
| criteria for reducing speed limit | No |
| This will need reviewing by public transport operators in liason with HCC | No |
| Additional bus services would need to be funded from external sources outside of | |
| HCC. Funding opportunities would need to be examined. | No |
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| Pedestrian access to Ashlyns school to be reviewed with associated measures. | Yes |
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| | |
| HG to comment | |
| This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma | Yes |
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| Document to be amended to reflect comments | No |
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| Document to be amended to reflect comments | No |
| It is proposed that a new Scheme is created that covers Gravel Path. This will include 20mph zone extension, speed maangement measures and gateway features. | Yes |
| Additional bus services would need to be funded from external sources outside of HCC. Funding opportunities would need to be examined. | No |
| This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma. Kings Rd footpath to be mitigated as part of | |
| Shootersway junction proposals HG to comment | Yes |
| HG to comment | |
| Pedestrian access to Ashlyns school to be reviewed with associated measures. | Yes |
| BTC work on trying to improve parking and increase road safety in the town. | |
| Discussions with London Midland are ongoing regarding the parking charges. Aparking Discussion Forum has been set up to come up with viable and fundable schemes to increase parking availability. The Borough is also considering a multi- | |
| storey car park for the town. Document to be amended to reflect comments | No |
| This is a new issue. There is scope to add this to the existing UTP, and would | |
| require a new Pro Forma | Yes |