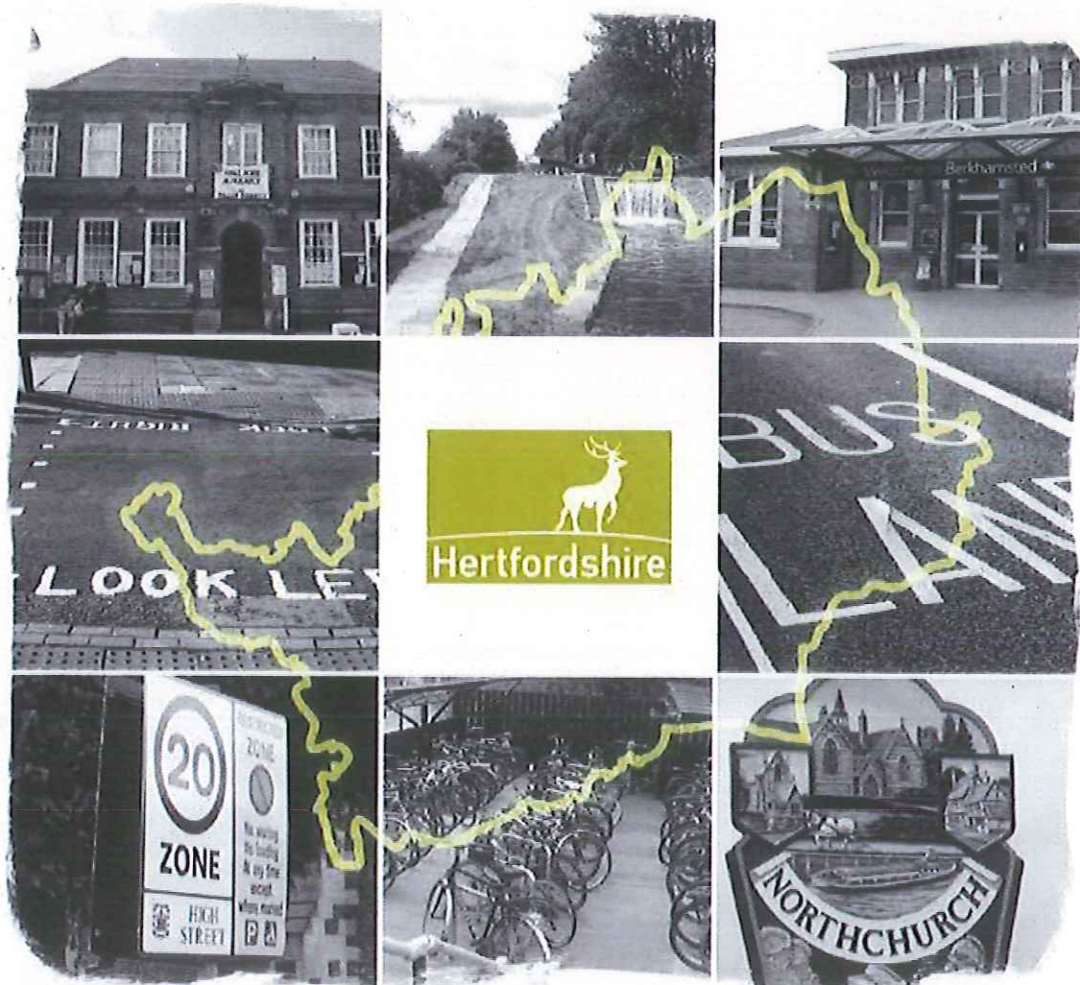


Tring, Northchurch and Berkhamsted Urban Transport Plan – Volume 5

Bikeability Cycle Audit Report



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Rev No	Comments	Checked by	Approved by	Date
1	DRAFT for Member and Officer Review	HCG	ADR	14.12.12
2	DRAFT for Public Consultation	HCG	ADR	17.12.12
3	FINAL for Member and Officer Approval	SRB	ADR	15.05.13

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Reference R\60267074\F\3

Date Created January 2013

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Executive Summary

Executive Summary

Context

This study was commissioned by Hertfordshire County Council in its role as local transport authority, in line with the Tring, Northchurch and Berkhamsted Urban Transport Plan. The purpose of the Bikeability audit is to investigate the current provision for cycling in the study area with the objective of determining the shortfalls in cycle facility provision. A number of general and detailed recommendations for improvements were then developed.

Berkhamsted is the main town within the UTP boundary, with a historic market town centre located along the B4251 London Road. To the northwest of Berkhamsted, connected by the B4251, lies Tring, which is largely an affluent residential community, with a busy town centre. Both towns fall within the administrative district of Dacorum. Specific provision for cyclists is limited within both towns. Berkhamsted is characterised by steep inclines which has posed a major barrier to cycling. Journeys by bicycle are lower than both the County and National averages in both towns, despite their compact nature.

This Document

The initial steps involved at Stage 1 included an audit of the existing cycle network, providing an assessment against the level of cycling skill required to use it safely, based on the three levels of training in the National Standard for Cycle Training (Bikeability). A range of information from primary and secondary sources has also been compiled, analysed and coordinated, alongside engagement with various stakeholder parties to identify a number of key issues for cycling within the study area.

From this, a number of interventions were then developed, some focusing wholly on cycling, with other measures included in multi-modal schemes as part of the wider UTP process. Some general measures include extensions of 20mph speed limits, improvements to wayfinding and cycle parking, alongside improving connectivity to existing facilities. Additional localised schemes are proposed at a number of locations, including junction improvements, provision of advanced stop lines, footpath upgrades and enhancements to the canal towpath to both attract cyclists and improve comfort and safety. A cost range has been developed by HCC for each scheme together with an estimate of deliverability timescales. Cycle schemes were then ranked against HCC's cycle ranking criteria in order to give a priority for implementation.

Through the implementation of proposed schemes, it is envisaged that many existing barriers to cycling can be eradicated, with greater accessibility to routes through a mixture of increased awareness and infrastructure improvements.

1 Bikeability Cycle Audit Report

1 Bikeability Cycle Audit

1.1 Overview

Hertfordshire County Council (HCC), in partnership with Dacorum Borough Council (DBC), has appointed AECOM to undertake the development of the Urban Transport Plan (UTP) for Tring, Northchurch and Berkhamsted. The purpose of the UTP is to develop a range of schemes and interventions, across all modes of transport that address existing problems throughout the study area.

As part of the UTP for Tring, Northchurch and Berkhamsted, a Bikeability Cycle Audit has been undertaken. The aim of the audit is to breakdown the existing network into a set of cycle performance levels in order to determine the shortfalls in cycle facility provision. A range of measures will then be developed to address the issues identified. The development of the Bikeability Cycle Audit has been closely aligned with the Urban Transport Plan. As such, the programme for the Bikeability Cycle Audit follows the key stages of the UTP, to ensure an integrated plan is developed. These stages are summarised below:

Stage 1 (complete)

- Data and Policy Review
- Consultation (Officer, Member and Stakeholder Workshops)
- Determination of priority issues
- Delivery of Stage 1 UTP Report + Bikeability Report

Stage 2 (complete)

- Review of cycling issues and development of interventions

Stage 3

- Completion of Draft UTP to include Bikeability Report
- Review of UTP + Bikeability Report

Stage 4

- Public Consultation

Stage 5

- Delivery of Final UTP
- Adoption of UTP

1.2 Bikeability

Bikeability is the national cycle instruction programme based on the National Standard for Cycle Training, replacing the Cycling Proficiency standard. The programme is delivered by qualified instructors and training is assessed against three levels:

- Level 1 covers basic bike handling skills and is delivered in a traffic-free environment, such as a playground
- Level 2 is taught on quiet roads but in real traffic conditions and covers simple manoeuvres and road sense
- Level 3 covers more complex situations and equips the cyclist to handle a wide range of traffic conditions and road layouts.

The objective of the Bikeability Cycle Audit is to map all roads within the Tring and Berkhamsted urban area against these Bikeability levels to identify key issues for cycling. This includes an assessment of off-carriageway routes and cycle tracks including bridleways and towpaths where required; refer to Table 1.1.

Table 1.1 - Bikeability Cycle Audit Levels

Level 1	Traffic free off-carriageway routes where cycling is permitted – suitable for all cycling levels.
Level 2	Roads / cycle tracks suitable for cyclists at Bikeability level 2.
Level 2.5 (off peak)	During off peak times there are some roads that are quiet and safe for Level 2 cyclists. However, at peak times these roads are busy and unsafe and only suitable for Level 3 cyclists. These roads are classified Level 3 at the identified peak times and Level 2 at all others.
Level 3	Roads only suitable for cyclists at Bikeability level 3.
Level 3+	Roads not recommended for cycling.

Overview plans showing the Bikeability levels for Tring, Northchurch and Berkhamsted are shown in Figures 1 and 2 at the end of this section.

Stakeholder engagement is a key component of the Bikeability Cycle Audit, to help identify the key issues and constraints for cycling throughout Tring and Berkhamsted. Stakeholders are the key drivers in the audit process, possessing the best knowledge of issues in the local area. The ultimate aims of the Bikeability Cycle Audit, to fulfil objectives of the UTP, include:

- Improving conditions to encourage a local modal shift to cycling
- Identifying issues and barriers to cycling
- Identifying any synergies or conflicts with other transport issues in the plan area

1.3 Bikeability Document Review

To inform the Bikeability Cycle Audit process, a review of existing documentation was undertaken to identify the key issues that have been recorded prior to this study. The key documents that have been reviewed include:

- Hertfordshire County Council Local Transport Plan, 2011
- Hertfordshire County Council Cycling Strategy, 2007
- Roads in Hertfordshire: Highway Design Guide, 2011
- Dacorum Council Cycling Strategy, 2009.

The policies, strategies and guidance reviewed provide a background to the issues identified as part of the stakeholder consultation. Potential schemes, to be identified in Stage 2, will take into account the existing information reviewed in this document.

1.3.1 Hertfordshire County Council Local Transport Plan (LTP)

Hertfordshire County Council's LTP states that *'the County Council will promote cycling through infrastructure improvements and softer measures...to encourage modal shift to sustainable forms of transport including cycling'*.

This includes the following Council commitments to cycling:

- Improving cycling infrastructure
- Cycle training (Bikeability)
- Marketing and promotion
- Stakeholder engagement
- Wider engagement (partnerships with other agencies, including Sustrans)
- Planning (the integration of cycling into land use development)
- Targeting and Monitoring.

1.3.2 Hertfordshire County Council Cycling Strategy / Roads in Hertfordshire: Highway Design Guide

HCC's Cycling Strategy (2007) builds on the cycling policy set out in HCC's 'Long Term Strategy' and in the LTP. Its core purpose is to encourage more people to use cycling more often as a convenient, quick, healthy and sustainable form of transport for short journeys. Two headline objectives have been identified from this strategy.

- More people cycling more often as a convenient, quick, healthy and sustainable form of transport for short journeys
- More people cycling more often as an activity that contributes positively to the primary shared local transport objectives.

The HCC Cycling Strategy identifies broad approaches to improving cycling provision, facilities and infrastructure. The strategy notes that low cycle numbers have been noted in Hertfordshire with the following issues recognised as key contributors to the low levels:


- In towns with low cycling numbers, cycling is often seen as unusual or even eccentric, whereas in towns with higher usage it is seen as normal
- Cyclists often feel vulnerable on roads they share with only motorised vehicles and drivers not used to coping with them may fail to moderate behaviour
- Towns with low cycle numbers may ignore the needs of cyclists as the contribution they make is not seen as significant or recognised at all
- Unrealistic ideas can be developed by staff dealing with planning, education and highways where they have no experience or training in providing for cyclists.

The success of the Bikeability Cycle Audit, the Urban Transport Plan (UTP) and subsequent implemented schemes will be determined by an understanding of these issues and provision of facilities that meet these challenges.

The HCC Cycling Strategy has a number of key aims that strive to address low cycle numbers and promote cycling. An important component to the delivery of higher cycle numbers is the role of a cycle network that links major towns and destinations with '*signed, safe, direct and continuous cycle routes*'.

The development of any cycle facilities and infrastructure is to follow the five core principles of convenience, accessibility, safety, comfort, and attractiveness and to be in accordance with the 'hierarchy of provision', shown in Table 1.2.

Table 1.2 – Hierarchy of provision

<p>Consider First</p> 	Traffic reduction – to reduce competition for road space
	Speed reduction – to reduce the speed differential between different modes
	Tackle problem sites – junction treatment, hazard site treatment, traffic management
	Redistribution of the carriageway (bus/cycle lanes, widened nearside lanes etc)
	Segregation of cyclists from other traffic – Cycle lanes, cycle tracks constructed by reallocation of carriageway space, cycle tracks away from roads
Consider Last	Conversion of footways/footpaths to un-segregated shared use cycle tracks alongside the carriageway

The HCC Cycling Strategy core principles and hierarchy of provision are similar to those outlined in the Local Transport Note 2/08 'Cycle Infrastructure Design' (LTN 2/08), published by DfT in October 2008.

The Roads in Hertfordshire: Highway Design Guide 3rd Edition also proposes interventions based on these principles and in addition there is a requirement to assess traffic flow and speed to provide appropriate facilities.

Further to the HCC Cycling Strategy, the HCC Roads in Hertfordshire Design Guidance notes that the design of the most appropriate infrastructure needs to take account of the type(s) of cyclist expected to use it. During Stage 2 of the Bikeability Cycle Audit, the elements from the design guidance, strategies and policies, as discussed here, will be considered when approaching scheme design and ranking.

1.3.3 Dacorum Borough Council Cycle Strategy (2009)

As part of an integrated approach to transport, Dacorum Borough Council produced a Cycle Strategy, 2009. This advisory document formed the basis for obtaining funding from various sources and to provide cycle input towards the Tring and Berkhamsted UTP. The document seeks to ensure that provision is made for cyclists at existing and new locations to an acceptable standard. The strategy's main objectives align with those of the Hertfordshire Cycling Strategy, 2007:

- Develop a safe, convenient, efficient and attractive transport infrastructure to encourage and facilitate cycling
- To maximise cycling as a safe, convenient and enjoyable means of transport.

As part of the strategy, existing routes and proposals for new routes and facilities were identified. This followed extensive discussions with local cycling groups. Important facilities were allocated Priority 1 with other schemes as Priority 2. The routes are also divided into Strategic (i.e. linking the main settlements) and Local (predominantly within towns) routes.

The strategic routes identified were:

- Regional Route 66 is planned to largely follow the canal between Aylesbury, Tring, Hemel Hempstead and Watford
- Northfield Road (Pitstone, Aylesbury Vale to Tring Station).

Berkhamsted

The local issues identified within the cycle strategy were:

1. Inclines – height range from 110m to 160m above sea level – therefore 50 metres variance in levels across the town – some locations are too steep to propose realistic cycle measures
2. The High Street is traffic calmed but remains traffic dominated
3. Concerns over conflict along the Grand Union Canal towpath between cyclists and other users
4. Little cycle specific provision throughout the town
5. Limited cycle parking provision
6. Requirement to provide quieter routes parallel to the High Street and tow path.

Tring

The local issues identified within the cycle strategy were:

1. Finding an alternative route to Brook Street (the main problem identified)

2. Provision of a link between Pitstone to Tring Station, utilising the Tring Gateway Station Project
3. Lack of signing to existing cycle parking

1.4 Key Issues from Bikeability Cycle Audit

A number of issues have been identified as a direct result of grading roads and tracks during the Bikeability Cycle Audit assessment. The issues for each town are summarised below:

1.4.1 Tring

- The main route through Tring in a north to south direction is currently via Brook Street which is graded at Level 3
- Access to Tring from the south is exclusively by Level 3 routes unless via Beggars Lane and Station Road
- The High Street, Western Road and Icknield Way offer the only direct routes from east to west and these have been classed as Level 3 routes
- There is currently no designated route between Pitstone and Tring Station.

1.4.2 Berkhamsted

- The Grand Union Canal tow path should be considered Level 2 due to the hazard of the adjacent water and potential conflicts with other users
- Accessing the areas to the north-east or south-west of the High Street requires users to take roads that have significant gradients. These have been classed as Level 2.5 or 3 due to the combination of gradients and associated hazards for cyclists using them
- The area to the north-west of the station, centred on Spring Field Road, is not accessible from New Road.

The full Bikeability assessment of roads and off-road facilities in Tring, Berkhamsted and Northchurch are shown in Figures 1 and 2.

Figure 1 – Berkhamsted Bikeability levels

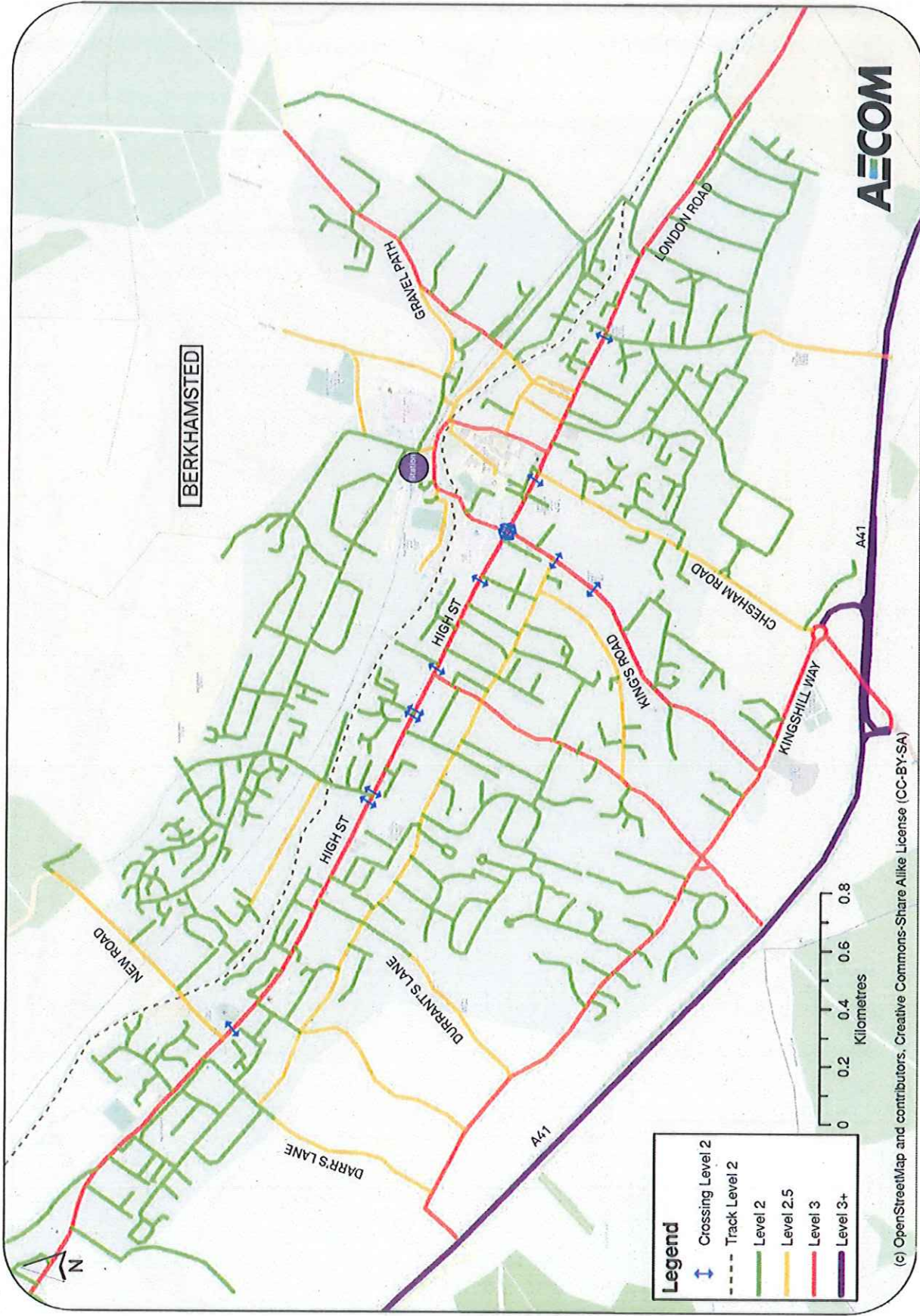
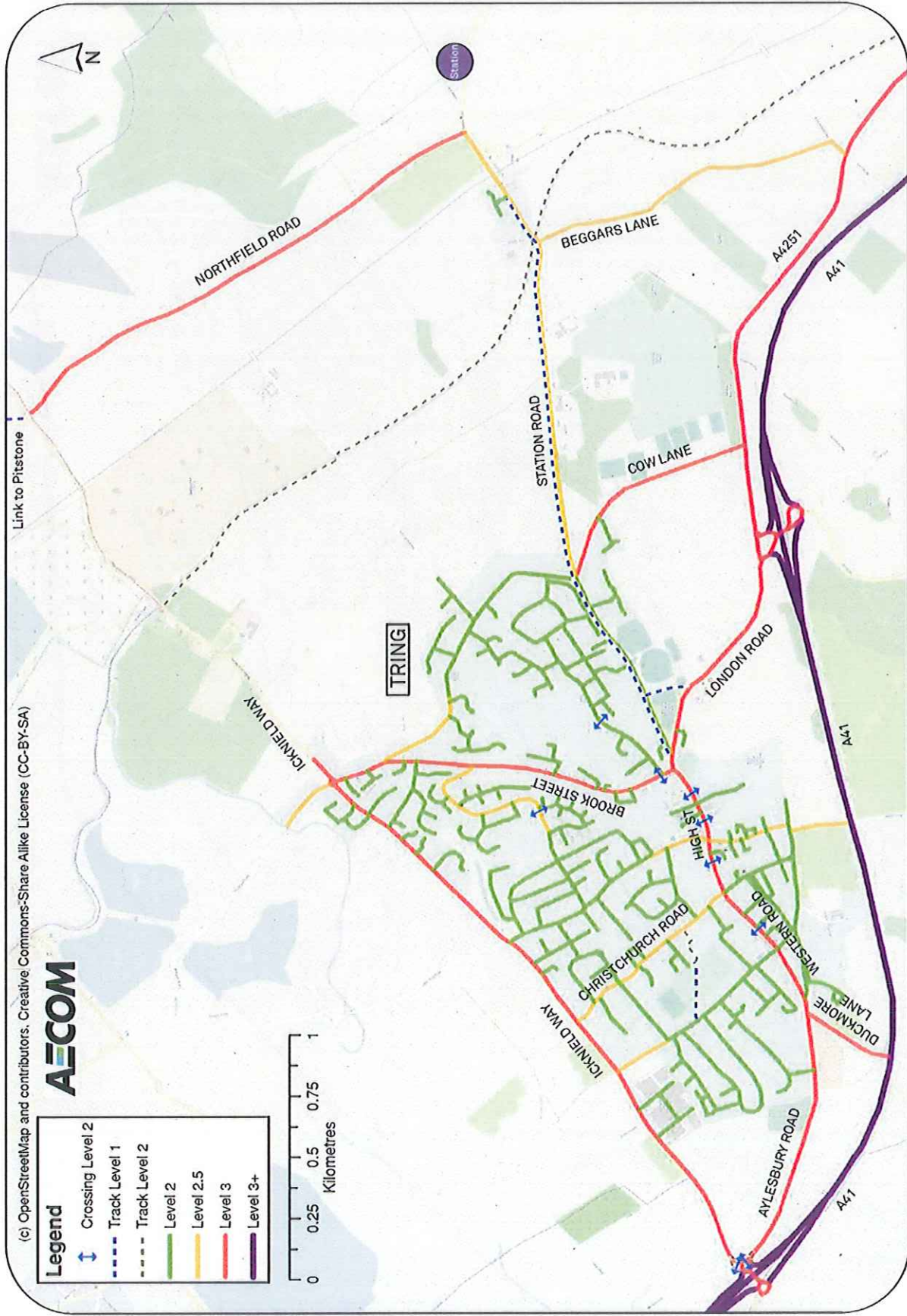


Figure 2 – Tring Bikeability levels



2 Stakeholder Consultation

2 Stakeholder Consultation

2.1 Methodology

Consultation with local stakeholder groups forms the key driver for Stage 1 of the Bikeability Cycle Audit process, in line with the Urban Transport Plan. This was to identify the main perceived issues for cycling; fully understand the barriers for cyclists in the urban areas and gain agreement for the proposed Bikeability Cycle Audit levels. The following key stakeholders were identified by HCC:

- Local County Council and Borough Council Members
- Appropriate County and Borough Council Officers
- Buckinghamshire County Council
- Tring and Berkhamsted Cycle Campaign
- Sustrans
- Cyclist Touring Club
- CycleHerts
- Canal & River Trust
- Chilterns Conservation Board.

Through liaising with the above groups, the following additional interest groups were also identified:

- Transition Town Berkhamsted
- Dacorum Cycle Training
- West Herts Cycle Training.

To gain firsthand knowledge of the local issues an onsite stakeholder meeting was held on 21 June 2012, to cycle to the main areas of concern and identify problems within the Tring, Northchurch and Berkhamsted.

Following this meeting, further cycle related issues were identified at the Wider Stakeholder Workshop, as outlined in the Urban Transport Plan.

Liaison with stakeholders took place throughout the Bikeability Stage 1 process, and a number of issues were also identified through email and telephone correspondence with stakeholders.

2.2 Consultation Responses

2.2.1 Stakeholder On-site Meeting

A stakeholder meeting was held on-site on 21 June 2012 to identify the main barriers to cycling in Tring, Northchurch and Berkhamsted. The focus of the meeting was on high level strategy issues, routing and linkages rather than short term maintenance issues.

Representatives from a number of local interest groups attended including Tring and Berkhamsted Cycle Campaign, Transition Town Berkhamsted, the Canal & River Trust alongside Hertfordshire County Council.

A number of sites were visited throughout the meeting to discuss the prevalent issues, including Berkhamsted Station, the canal towpath, Berkhamsted High Street, Swing Gate Lane, Chesham Road, Shootersway / Kingshill Way / Kings Road Junction and Durrants Lane.

The following issues were identified through the on-site meeting:

Berkhamsted

- The canal towpath is in a poor condition – in particular the link between Cow Roast marina and Tring;
- Gravel Path is hazardous for cyclists due to inclines – predominantly on the ascent
- Additional cycle parking and signage to parking is required at Berkhamsted Station and there is a requirement for improved access to platforms within the station
- Brownlow Rail Bridge presents difficulties due to the narrow carriageway and footway
- Cycle parking provision is limited in the High Street
- Horizontal and vertical traffic calming measures and surface treatments in the High Street make conditions difficult for cyclists
- Gradients to the south of the High Street are often too steep to realistically promote cycling as links to schools; alternative options should be explored
- Shootersway / Kingshill Way / Kings Road junction presents an issue for cyclists due to vehicle speeds and junction geometry. The existing cycle by-pass is not used
- An alternative Level 2 link to the south side of Kingshill Way should be explored between Chesham Road and Kings Road
- Cycle signing and wayfinding is generally poor – improvements are required to link to the Chilterns Cycleway and local signage.

Tring

- An alternative Level 2 link to Brook Street is required between the High Street and Icknield Way and;
- A link between Tring School and Station Road is required through the upgrade of Footpath 39.

A full record of the on-site meeting minutes is included in Appendix A.

2.2.2 Wider Stakeholder Workshop

A wider stakeholder workshop was undertaken as part of the Urban Transport Plan on 4 July 2012 at Berkhamsted Civic Centre. The workshop provided an opportunity for stakeholders to discuss the overarching transport issues in the three towns. Full details of the workshop are provided in the Urban Transport Plan Stage 1 Report.

The workshop also provided an additional opportunity for stakeholders to raise their concerns for cycling within Tring, Berkhamsted and Northchurch. From the group workshops and further discussions a number of additional cycling issues were identified:

- Durrants Lane / High Street Junction is unsafe for cyclists
- Access to Tring Station and wayfinding requires improvement
- Insufficient cycle parking at Tring Station
- Traffic speeds and densities create an unsafe environment for cyclists
- Cycle signage / wayfinding is generally poor

- A safer route between Pitstone and Tring Station is required - Northfield Road is not pleasant for cyclists
- Improved co-ordination with schools is required to promote cycling as a viable alternative to the car
- An alternative route to Berkhamsted High St is required suitable for a Bikeability Level 2 cyclist.

2.2.3 Additional Correspondence

Further issues have been identified through ongoing liaison with stakeholders via email and telephone correspondence.

- A4251 out of Berkhamsted in both Tring and Hemel Hempstead directions is poor for cyclists
- There is scope to improve links to Chilterns Cycleway and Ashridge Cycle Routes. Use of these routes needs to be encouraged
- Minor road crossings on the Station Road cycle path in Tring present unnecessary hazards for cyclists.

Full details of all additional correspondence are found in Appendix B.

From the problems identified throughout the consultation process alongside those documented in previous strategies and sources, a long list of issues was developed. This is shown in Table 2.1. The issues identified are then validated and prioritised in Section 3.

Table 2.1 – Long List of Issues

Issue/Problem	Source
Berkhamsted	
No safe access for cyclists from High Street to Durrants Lane	MWL Westfield Parents
Potholes on Ashby Road	Public Exhibition
Irregular edges hazardous for cyclists on High Street	Public Exhibition
Cycle Lane required extending on London Road	Public Exhibition
Conflict with fast vehicles on Tring Road, New Road and Darrs Lane	Public Exhibition
Very muddy towpath on canal prevents cycling	Public Exhibition
Widening of London Rd for cycle lane has created speeding and hazardous conditions	Public Exhibition
Cycle path on A41 is too hazardous to use - speeding vehicles	Public Exhibition
No cycle parking on High Street West	Public Exhibition
No dedicated cycle routes in Berkhamsted	Public Exhibition
Not enough cycle facilities, current facilities are poor quality	Berkhamsted Transport Programme
River Park Cycle Route does not provide a continuous route	Berkhamsted Transport Programme
Narrow roads on gateways into Berkhamsted means conflict between cyclists and drivers	Berkhamsted Transport Programme
Lack of wayfinding for pedestrians and cyclists	Site Observations (AECOM)
High Street traffic calmed but remains traffic dominated	Dacorum Cycle Strategy, 2009
Concerns over conflict along Grand Union Canal towpath between cyclists and other users	Dacorum Cycle Strategy, 2009
Inclines – height range from 110m to 160m above sea level – therefore 50 metres variance in levels across the town – some areas too steep to propose realistic cycle measures	Dacorum Cycle Strategy, 2009
Little cycle specific provision throughout the town	Dacorum Cycle Strategy, 2009
Limited cycle parking	Dacorum Cycle Strategy, 2009
Requirement to provide quieter routes parallel to the High Street and tow path	Dacorum Cycle Strategy, 2009
Alternative route to High Street (via Durrants Road, Shrublands Road and Charles Street) have lots of resident parking	Site Observations (AECOM)
Cycle parking is of poor quality and sporadic in the town centre	Site Observations (AECOM)
Towpath west of Berkhamsted Station is in bad condition - but no current stakeholder takes responsibility	Members Workshop
Access to platforms is difficult for cyclists due to the lack of lifts and wheeling channels	Bikeability on-site meeting
Access from the north side to the south side of the railway line is precarious due to the narrow, confusing nature of Brownlow Road and is hazardous to cycling	Bikeability on-site meeting
Horizontal and vertical traffic calming measures within the High Street has perhaps created an increasingly difficult environment for cyclists	Bikeability on-site meeting
Merits of alternative alignments questioned due to the requirement to access them via difficult gradients	Bikeability on-site meeting

Issue/Problem	Source
Changes to the education system in Berkhamsted may alter travel behaviour with increased traffic to Ashlyn's School recognised as a potential issue	Bikeability on-site meeting
Cycle bypass at Shooters Way / Kingshill Way is never used, the alignment is poor and it creates a maintenance issue as debris collects in the cut through	Bikeability on-site meeting
Canal & River Trust have undertaken a condition audit of the whole towpath network which indicates that the section in question between the Cow Roast Marina and Tring is poor	Bikeability on-site meeting
Cycling on Gravel Path is hazardous, especially on the ascent and becomes a Level 3+ due to its steep ascent and subsequent slow speed of cyclists on the narrow carriageway	Bikeability on-site meeting
Incorrect cycle parking locations at Berkhamsted Station	Stakeholder Workshop
Very muddy towpath on canal can prevent cycling	Wider UTP Workshop
Canal & River Trust have undertaken a condition audit of the whole towpath network which indicates that the section in question between the Cow Roast Marina and Tring is poor	Bikeability on-site meeting
Lack of wayfinding for pedestrians and cyclists	Site Observations (AECOM)

Issue/Problem	Source
Tring	
Existing cycleway on Station Rd does not run the complete length to Tring Station	Tring Transport Plan
Link needed between Pitstone to Tring Station, utilising the Tring Gateway Station Project	Dacorum Cycle Strategy, 2009
Lack of signing to cycle parking	Dacorum Cycle Strategy, 2009
Alternative route required to Brook Street	Dacorum Cycle Strategy, 2009
Link to Tring Rugby Club site via Cow Lane is not cycle friendly with limited cycle parking	Site Observations (AECOM)
Cycle parking is at, or close to, capacity at Tring Station and will require expansion in the future	Site Observations (AECOM)
Cycle track maintenance is poor on link between Tring Station and London Road, with some surface issues. This can deter cyclists from using the facility.	Site Observations (AECOM) / Stakeholder Consultation
No formal crossing on Station Road between footpath 39 and cycle track across playing fields to Tesco (lots of schoolchildren observed doing this movement at lunchtime)	Site Observations (AECOM)
Brook Street is narrow and hazardous to cyclists. Alternative routes of Grove Road and Frogmore Street / Dundale Road require improvements	Site Observations (AECOM)
Link to Tring Rugby Club site via Cow Lane is not cycle friendly with limited cycle parking	Site Observations (AECOM)
Cycle parking at Western Road shops required	Site Observations (AECOM)
Cycle track on Station Road ends at its junction with London Road	Site Observations (AECOM)

Issue/Problem	Source
Crossing of Brook Street if difficult via Zebra crossing with poor link to market	Site Observations (AECOM)
Northfield Road link to Pitstone is currently hazardous with no cycle facilities and high vehicle speeds	Site Observations (AECOM)
Parking present on Beggars Lane for people using the Station - road is a cycle route and could cause conflicts	Site Observations (AECOM)
Alternative route required to Brook Street	Dacorum Cycle Strategy, 2009
Brook Street is narrow and hazardous to cyclists. Alternative routes of Grove Road and Frogmore Street / Dundale Road require improvements	Site Observations (AECOM)
Speeding is an issue in Tring making conditions not conducive to cycling	A Transport Plan for Tring and District
Northfield Road link to Pitstone is currently hazardous with no cycle facilities and high vehicle speeds - carriageway condition is poor. Particularly hazardous during the AM peak with vehicles speeding to get to the station	Wider UTP Workshop / Site Observations (AECOM)
Lack of signing to cycle parking	Dacorum Cycle Strategy, 2010
Lack of wayfinding for pedestrians and cyclists	Site Observations (AECOM)
Lack of cycle parking at Tring Station	Stakeholder Workshop

3 Issue Prioritisation

3 Issue Prioritisation

3.1 Issue rationalisation

The stakeholder consultation process, outlined in Section 2, provided an opportunity to gain detailed local knowledge of the cycling issues in Tring and Berkhamsted and supplemented the existing evidence base.

Through this exercise it was possible to identify and collate a comprehensive record of the cycling issues in Tring, Northchurch and Berkhamsted (see Appendix C for the long list of issues). Having gathered this information, it was necessary to refine and validate the issues to ensure they are still relevant. In addition issues that fell in to certain categories were grouped; for example, cycle parking, wayfinding or routing.

Additionally, certain issues required further investigation to confirm their validity. These were predominantly speed related issues and are addressed as part of the wider UTP process.

Table 3.1 provides the grouped and validated list of issues, Figures 3 and 4 display these locations within the study area. The issues were not ranked in order but were listed in high and low priority groups. From this it was possible to prioritise these issues, which will lead to the development of issue resolution at Stage 2.

Issues given top priority (Priority 1 issues) were rated as such as they were consistently highlighted by stakeholders, through several consultations, as significant problems that impact on the ability to cycle in Tring, Northchurch and Berkhamsted. These issues present opportunities for pragmatic solutions which would result in improvements to conditions for cycling.

Those issues given a Priority 2 score were rated as such as there was less emphasis during stakeholder consultation on these issues, they were identified through site observations, or there may be less scope to provide practical improvements.

A number of issues were classified as 'Not Valid.' Predominantly these issues were identified as part of previous consultations between 2006 and 2010 and are either no longer applicable or have now been rectified. Other issues have been investigated during site investigations and stakeholder meetings and deemed not to be applicable. Full details of validated issues can be found in Appendix C.

Table 3.1 – Prioritised issues

	Issues
Priority 1 Issues	Alternative alignment to Berkhamsted High Street required to attract cyclists
	Berkhamsted High Street is traffic dominated - 20mph could be extended
	Condition of the towpath at certain locations (north of Cow Roast and in the proximity of Waitrose, Berkhamsted) requires improvement
	Durrants Lane / High Street junction
	Provision of cycle parking poor in Berkhamsted High Street
	Shootersway / Kingshill Way junction
	Brook Street is a hostile environment for cyclists. An alternative alignment is required
	Cycle link to Pitstone development required to meet future cycle growth. Alignments require investigation
	Formal crossing on Station Road at link to Tring school to remove missing cycle link
	Secure cycle parking capacity at Tring station has been exceeded and requires expansion
	Issues
Priority 2 Issues	Connectivity for cyclists and pedestrians from Spring Field Road to New Road is poor
	Access to station platforms and facilities is limited at Berkhamsted
	Gravel path is difficult to negotiate for cyclists due to the gradient, speed and geometry
	King's Road / High Street junction in Berkhamsted lacks cycle provision
	Commuter parking on Beggars Lane conflicts with use of road as cycle route
	London Road and Tring Road, to the east and west of Berkhamsted lack dedicated cycle facilities
	Pedestrian and cycle movements around Berkhamsted are limited by poor wayfinding
	Provision of parking at Berkhamsted Station is not considered in the best location
	Secondary schools in Berkhamsted have limited facilities to encourage pupils to cycle to school
	Cycle parking in Tring town centre is adequate but may need increasing with improved access facilities
	Gradients can discourage cycling in Berkhamsted - measures required to alleviate
	No cycle link and parking present along Cow Lane to Tring Rugby Club and associated sports facilities
	Signing of cycle routes in and around Tring is limited and does not encourage people to cycle
	Station Road cycle path abruptly ends at London Road with no onward facilities
	Cycle parking at key shopping locations is required
	Worn surfacing / poor condition cycle track between Tring Station and London Road
	Narrow roads on gateways into Berkhamsted cause conflicts between cyclists and drivers
	Rail bridges (Station Road, Brownlow Road) create a pinchpoint for cyclists

Figure 3 – Berkhamsted Issues

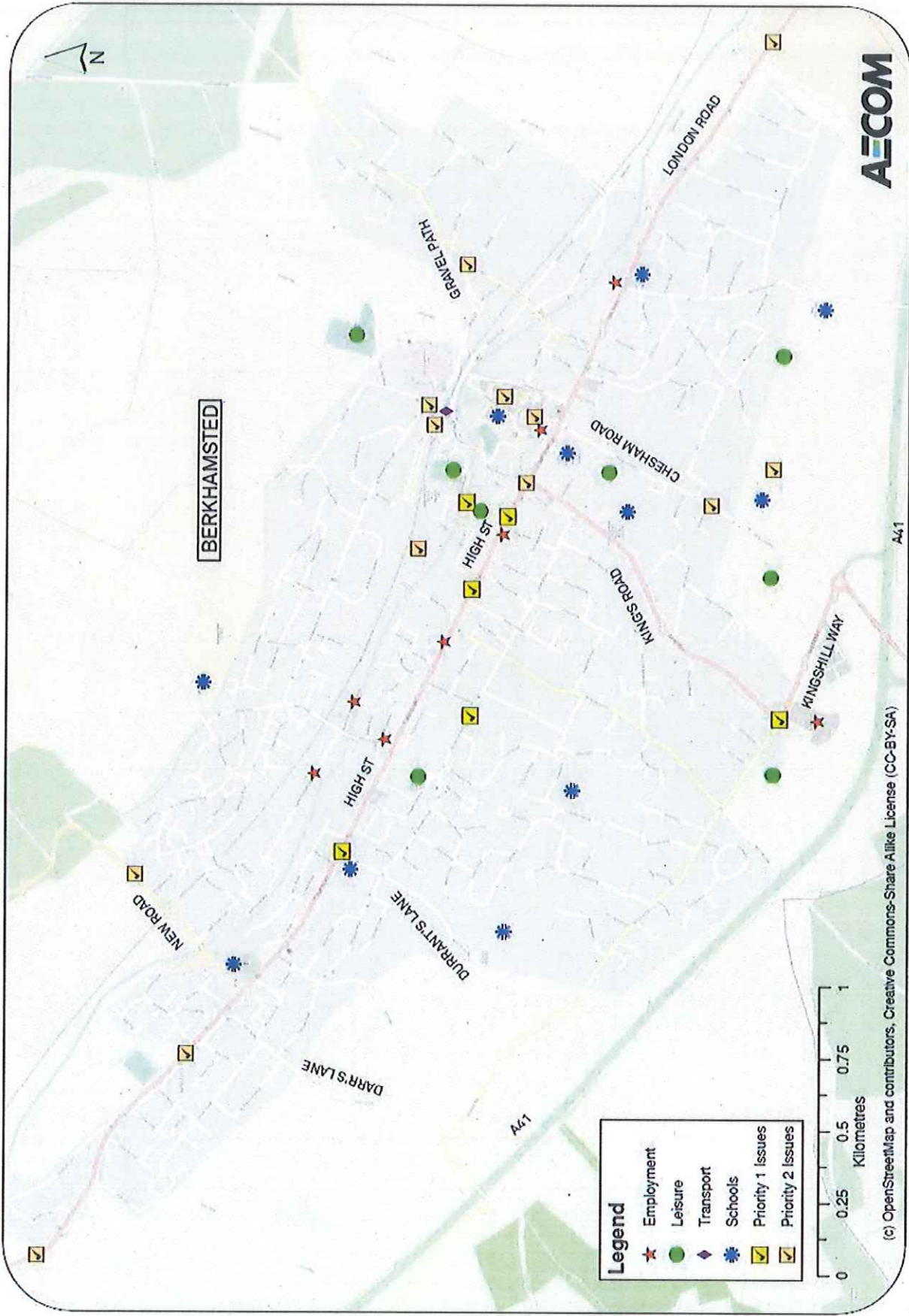
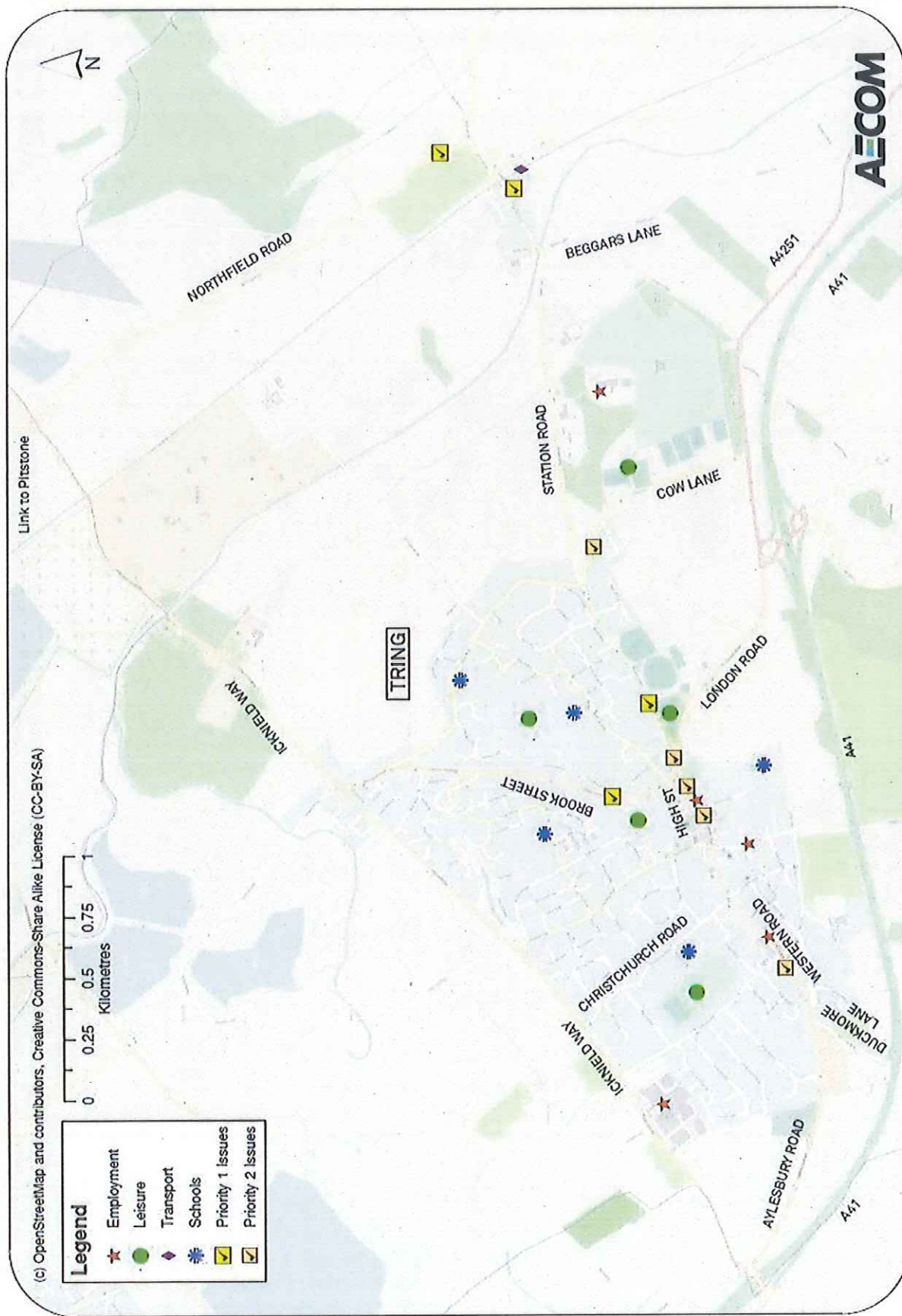


Figure 4 – Tring Issues



4 Development of Measures

4 Development of Measures

4.1 Issue Resolution

A range of information from primary and secondary sources has been compiled, analysed and coordinated, alongside engagement with various interested parties to create a list of issues to be addressed at Stage 2. A number of issues have been considered most important and this has resulted in the identification of Priority 1 issues as detailed in the table below:

Table 4.1 – Priority 1 issues

Issue
Alternative alignment to Berkhamsted High Street required to attract cyclists.
Berkhamsted High Street is traffic dominated - 20mph could be extended.
Condition of the towpath at certain locations (north of Cow Roast and in the proximity of Waitrose, Berkhamsted) requires improvement.
Durrants Lane / High Street junction.
Provision of cycle parking poor in Berkhamsted High Street.
Shootersway / Kingshill Way junction.
Brook Street is a hostile environment for cyclists. An alternative alignment is required.
Cycle link to Pitstone development required to meet future cycle growth. Alignments require investigation.
Formal crossing on Station Road at link to Tring school to remove missing cycle link.
Secure cycle parking capacity at Tring station has been exceeded and requires expansion.

4.2 Interventions

The issues identified in Stage 1 of the Bikeability Cycle Audit have been further investigated to produce a set of interventions aimed at providing an improved cycle network for Tring, Northchurch and Berkhamsted, in line with the UTP. The development of the measures has been undertaken in collaboration with HCC to ensure that attainable and realistic solutions are taken forward.

As part of the UTP process, scheme proformas have been developed to create a structure for the delivery and implementation of transport schemes over the life of the plan. The use of proformas allows issues to be collated into a framework that deals with similar characteristics or spatial distribution, and to provide relevant measures to resolve these issues. **Refer to Volume 2 of the Urban Transport Plan for proformas outlining cycle interventions.**

All transport issues and problems identified as part of the UTP and Bikeability Cycle Audit were grouped according to theme or location and a proforma developed accordingly. Issues from the Bikeability Cycle Audit have been covered by proformas; however, a number of issues were also included into non-specific cycling proformas. For example, the issues at Shootersway / Kingshill Way junction and Durrants Lane / High Street junction have been addressed in Highways and Congestion proformas. Additionally, a number of schemes have been developed as part of the UTP process, some of which are not included in the Priority 1 issues list and have been developed in response to transport issues identified outside of the Bikeability Cycle Audit process.

The proformas suggest a preferred option based on a combination of measures and are categorised by their deliverability and cost. For schemes that have an impact on cycling, the preferred option is placed into the HCC Cycle Ranking list to determine how the scheme ranks within Tring, Northchurch and Berkhamsted and amongst county wide schemes.

HCC's Cycle Ranking list (refer to Appendix D for full list) scores schemes on the following measures:

- Potential detractors to cycling (i.e. speed, hilliness and accidents)
- Potential trip generators\attractors (i.e. distance to shops, schools in the proximity)
- Potential Users (number of residential properties in proximity, school pupils in the area)
- Other Considerations (National Cycle Network, missing link, implementation issues)

Table 4.2 illustrates how the Priority 1 Issues scored within the HCC Cycle Ranking list for Tring and Berkhamsted and the proforma that relates to this (see Table 4.4). It should be noted that the ranking as outlined in Table 4.2 shows how the measures rank within the study area only, so a ranking of 1 within Tring and Berkhamsted does not mean it is the highest priority within Hertfordshire.

Table 4.2 – Priority 1 issues, Proformas and Ranking

Issue	Proforma	HCC Cycle Ranking List
Berkhamsted High Street is traffic dominated - 20mph could be extended.	05	1
Condition of the towpath at certain locations (north of Cow Roast and in the proximity of Waitrose, Berkhamsted) requires improvement.	09	2 and 19
Durrants Lane / High Street junction.	20	3 and 5
Brook Street is a hostile environment for cyclists. An alternative alignment is required.	22	6
Cycle link to Pitstone development required to meet future cycle growth. Alignments require investigation.	12	7
Secure cycle parking capacity at Tring station has been exceeded and requires expansion.	07	9
Alternative alignment to Berkhamsted High Street required to attract cyclists.	09	11
Formal crossing on Station Road at link to Tring school to remove missing cycle link.	24	13
Shootersway / Kingshill Way junction.	04	16
Provision of cycle parking poor in Berkhamsted High Street.	14	*

***Note:** Cycle parking has not been included in the HCC Cycle Ranking List as it is regarded as a quick win with separate funding sources

4.3 Additional schemes from the HCC Cycle Ranking List

A number of schemes have been identified as part of the UTP Stage 1 process that include cycling issues not considered in the Priority 1 issues by the Bikeability Cycle Audit. These schemes form part of the UTP Stage 2 process and involve issues that encompass wider transportation measures as their primary reason for consideration. However, there are measures within the schemes that involve cycle provision, as shown in Table 4.3 and available in Volume 2 of the UTP.

Table 4.3 – Additional measures from the HCC Cycle Ranking List

Measure	Proforma	HCC Cycle Ranking List
Billet Lane - Gossoms End to Bridgewater Road cycle link, Berkhamsted	19	4
Removal of existing inadequate cycle facilities in vicinity of gateways, Tring and Berkhamsted	08	8
Berkhamsted Train Station cycle improvements	17	10
Removal of Cycle Bypass at Darrs Lane, Berkhamsted	08	11
New Road Corridor South Bank Road to High Street , Northchurch – cycle improvements	03	12
Extend cycle facility on London Road to connect to Tring Town Centre	13	14
Canal Access point at Bridge 143 Rose Bridge, Berkhamsted	09	15
Reconfigure Kingshill Way gateway, Berkhamsted to improve conditions for cyclists	08	17
Inter- Urban Route – Provision of inter-urban cycle facilities connected to Gateways in Tring and Berkhamsted	08	18
Reconfigure Northchurch gateway to improve conditions for cyclists, Berkhamsted	08	20
Provision of an off-carriageway cycle facility linking Icknield Way Roundabout to Tring town centre	28	21

4.4 Cycling Improvements schemes and the UTP

Table 4.4 provides an overview of all cycle improvements interventions within the UTP; this includes both cycle specific schemes, and multi-modal schemes that offer benefits for cycling. Refer to the Proforma Schemes within Volume 2 of the UTP for full details of the intervention proposed.

Table 4.4 – Cycling Improvements schemes and the UTP

Scheme	Proforma Scheme ID	Measure ID	Measure Description
Improve operation of High Street / Kings Road junction, Berkhamsted	01	01.1	Update MOVA signal timings
		01.2	Provide ASLs on all four approaches
Improvements along New Road corridor between High Street and South Bank Road, Northchurch	03	03.1	HGV weight limit restriction
		03.3	Cycling and walking link to canal towpath
		03.4	Cycle link between Springfield Road and New Road
Improvements at Shootersway / Kingshill Way Junction, Berkhamsted	04	04.3	Remove cycle bypass at junction
		04.4	Replace priority junction with signals
Traffic Calming and Extension of 20mph zone on the High Street, Berkhamsted	05	05.1	Investigate use of improved materials
		05.2	ASLs at signals
		05.3	Cycle logos at strategic locations
		05.4	Extend 20mph zone
Review Parking on Beggars Lane, Tring to Improve Safety for Cyclists	06	06.1	Increase parking restrictions along Beggars Lane
Tring Station Improvements	07	07.1	Introduce extra cycle parking in existing locations and on eastern side of railway in the vehicle car park
		07.2	Improve security of existing cycle parking
		07.4	Improve cycling conditions at Station Road bridge
Gateways into Tring and Berkhamsted	08	08.2	Provide cyclist warning signs in vicinity of gateways
		08.3	Reconfigure Northchurch and Kingshill Way gateways
		08.4	Remove green/cycle logos (edge of c-way)
		08.5	Provide Inter-urban cycle facilities

Scheme	Proforma Scheme ID	Measure ID	Measure Description
Improve condition of canal towpath and access in Tring and Berkhamsted	09	09.1	Towpath surface - Cow Roast to Station Road, Tring
		09.2	Berkhamsted Town Centre condition
		09.3	Access point - Park Street, Berkhamsted
		09.4	Access point - Bridge 135, Berkhamsted
		09.5	Access point - St John Well's Lane, Berkhamsted
		09.6	Access point - Bridge 143, Berkhamsted
		09.7	Billet Lane towpath improvements, Berkhamsted
		09.8	Access via New Road, Berkhamsted
		09.9	Wayfinding
Cycle and Pedestrian Wayfinding, Tring and Berkhamsted	10	10.1	Improve route signage in Berkhamsted
		10.2	Improve route signage in Tring
		10.3	Improve route signage at Berkhamsted Station
		10.4	Improve route signage at Tring Station
		10.5	Chilterns Cycleway
		10.6	Inter-Urban Routes
		10.7	Personal Travel Plan mapping
Marketing of electric bikes in Berkhamsted	11	11.2	Marketing of electric bicycle hire scheme
Link to Pitstone Village from Tring Station	12	12.2	Off-road link to Pitstone via Northfield Road
		12.3	Marshcroft Lane link from Pitstone to Tring Station
		12.4	Associated Marketing of Pitstone Link
Cycle Track extension – Station Road / London Road / Brook Street, Tring	13	13.1	Extend segregated cycle track to Brook Street
		13.3	Provide an alternative alignment via High Street
		13.4	Improve link to High Street via market
		13.5	Zebra crossing at Brook St (to market)
		13.6	Shared facility during maintenance

Scheme	Proforma Scheme ID	Measure ID	Measure Description
Cycle Parking in Tring and Berkhamsted	14	14.1	Provide cycle parking at key locations
		14.2	Improved security of existing cycle parking
		14.3	Replace wooden cycle racks in Berkhamsted
		14.4	Signage to cycle parking
Enhancements to Berkhamsted Railway Station	17	17.4	Cycle parking locations
Improve operation of Billet Lane corridor between Gossoms End and Bridgewater Road, Berkhamsted	19	19.1	Upgrade junction signals to MOVA
		19.3	Shared facility between canal towpath and junction with Gossoms End
		19.5	ASLs at signals
		19.6	Upgrade guard railings at signals
		19.7	Informal Crossing on Billet Lane
Improve operation of Durrants Lane / High Street junction, Berkhamsted	20	20.1	Traffic signals with toucan crossing
		20.2	Replace Moore Road roundabout with priority junction
Improve safety of railway underbridges on Brownlow Road and New Road, Berkhamsted	21	21.1	Provide signs on approach to bridges
		21.3	Improved lighting through underbridges
		21.5	Provide signs on approach to Brownlow Road / Bridgewater Road junction
Improve operation of Brook Street corridor, Tring	22	22.3	Upgrade Footpath 41 to shared use
Introduce a package of Smarter Measures to reduce reliance on the Private Car	23	23.1	Workplace Travel Plans
		23.3	Integrated Strategy for marketing sustainable modes
Provide crossing on Station Road between footpath 39 and playing fields to Tesco - subject to 1/95 assessment, Tring	24	24.1	Remove street clutter
Provide Safe Crossing on Miswell Lane, north of junction with Beaconsfield Road, Tring	25	25.1	Upgrade Footpath 48 to shared use

Scheme	Proforma Scheme ID	Measure ID	Measure Description
Speed management on Aylesbury Road, Tring	28	28.3	Off-carriageway cycle facility linking Icknield Way with Tring Town Centre
Speed management on New Road, Berkhamsted	29	29.1	20mph speed limit between High Street and canal
Safer Routes to Schools	34	34.1	Maintain and enhance School Travel Plans (STP's)
		34.2	Cycle parking at schools
		34.5	Install formal Crossing Point on Bridgewater Road
		34.6	Associated Marketing of Sustainable Travel to School
		34.10	Connect Toucan crossing at Billet Lane with shared use footpath on north side of High Street

4.5 Measures not included within Proposals

During scheme development, all options and measures were explored in order to ascertain the most appropriate solution to issues identified during Stage 1 of the Bikeability Cycle Audit. Where multiple options were assessed against feasibility and cost, the most appropriate solutions were selected based on the benefits each option delivered. Table 4.5 outlines the schemes that have been removed from the final proposals, and associated reasons for exclusion. For most, an alternative measure has been preferred to offer greater benefits. Others were removed as they would not fit criteria during a full feasibility assessment (e.g. visibility constraints, lack of support from key stakeholders). As a result, the most appropriate range of schemes have been proposed, providing maximum benefit to transport users throughout the study area of Tring, Northchurch and Berkhamsted.

Table 4.5 – Measures not taken forward

Scheme	Associated Measure	Reasons
Improvements at Shootersway / Kingshill Way Junction, Berkhamsted	Replace priority junction with an offset mini-roundabout	Insufficient visibility on approach
	Change priorities at junction to relieve congestion on Shootersway, whilst reducing average speeds on Kings Road	Insufficient visibility on approach
Traffic Calming and Extension of 20mph zone on the High Street, Berkhamsted	Redistribute carriageway to improve conditions for cyclists	May increase speeds and be detrimental to other modes
Tring Station Improvements	Sign cyclists through the station subject to bridge width / parapet height / NR permissions	Formalising this arrangement may lead to conflict with pedestrians.
Gateways into Tring and Berkhamsted	Remove central islands at London Road Gateway, Berkhamsted	May increase collision risk with right turning vehicles
Improve condition of canal towpath and access in Tring and Berkhamsted	Access via Shaftesbury Court	Land acquisition and access rights issues

Scheme	Associated Measure	Reasons
Link to Pitstone Village from Tring Station	On-road link to Pitstone via Northfield Road	Speeds are high and would only cater for the most confident cyclists
	Reduce Northfield Road speed limit to 40mph	Existing speed is too high for new reduced limit to be enforced
Cycle Track extension – Station Road / London Road / Brook Street, Tring	Provide shared use footway from Station Road to Brook Street	Alternative proposal preferred as shared use to be used only if no alternative is available
Enhancements to Berkhamsted Railway Station	Provide wheeling channels and improved access to platforms for cyclists	London Midland does not support this proposal

4.6 Revision of Bikeability Levels

With the development of the schemes in place, a revision to the Bikeability levels within Tring, Northchurch and Berkhamsted can be undertaken, showing how proposals plug the gaps in the existing provision. This takes into account the development of all schemes, regardless of where they sit within the HCC Cycle Ranking list, and would result in the 'best case scenario' for the areas. Improvements, such as the 20mph enhancement to the Berkhamsted High Street area and associated traffic calming measures, can result in sections of Level 3 routes being upgraded to Level 2.5 or lower. Where there are off-carriageway facilities, such as along Aylesbury Road in Tring, sections of Level 3 may remain but have an alternative route adjacent to these roads.

Figures 5 and 6 demonstrate the changes in designation of links within the study area, showing noticeable improvements from the development of schemes in Stage 2 of the Bikeability Cycle Audit and UTP.

Figure 5 – Tring Revised Bikeability Cycle Audit levels

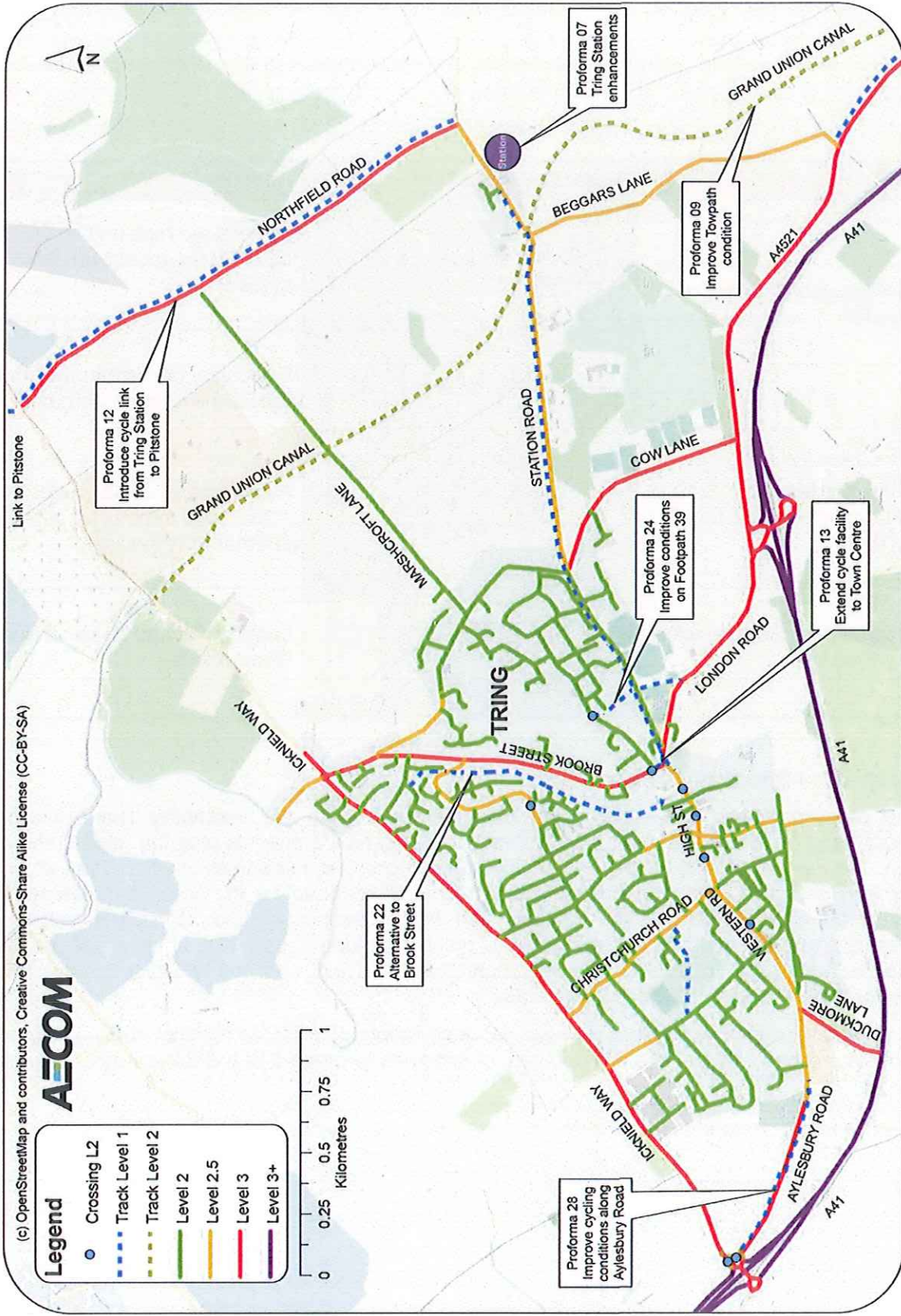
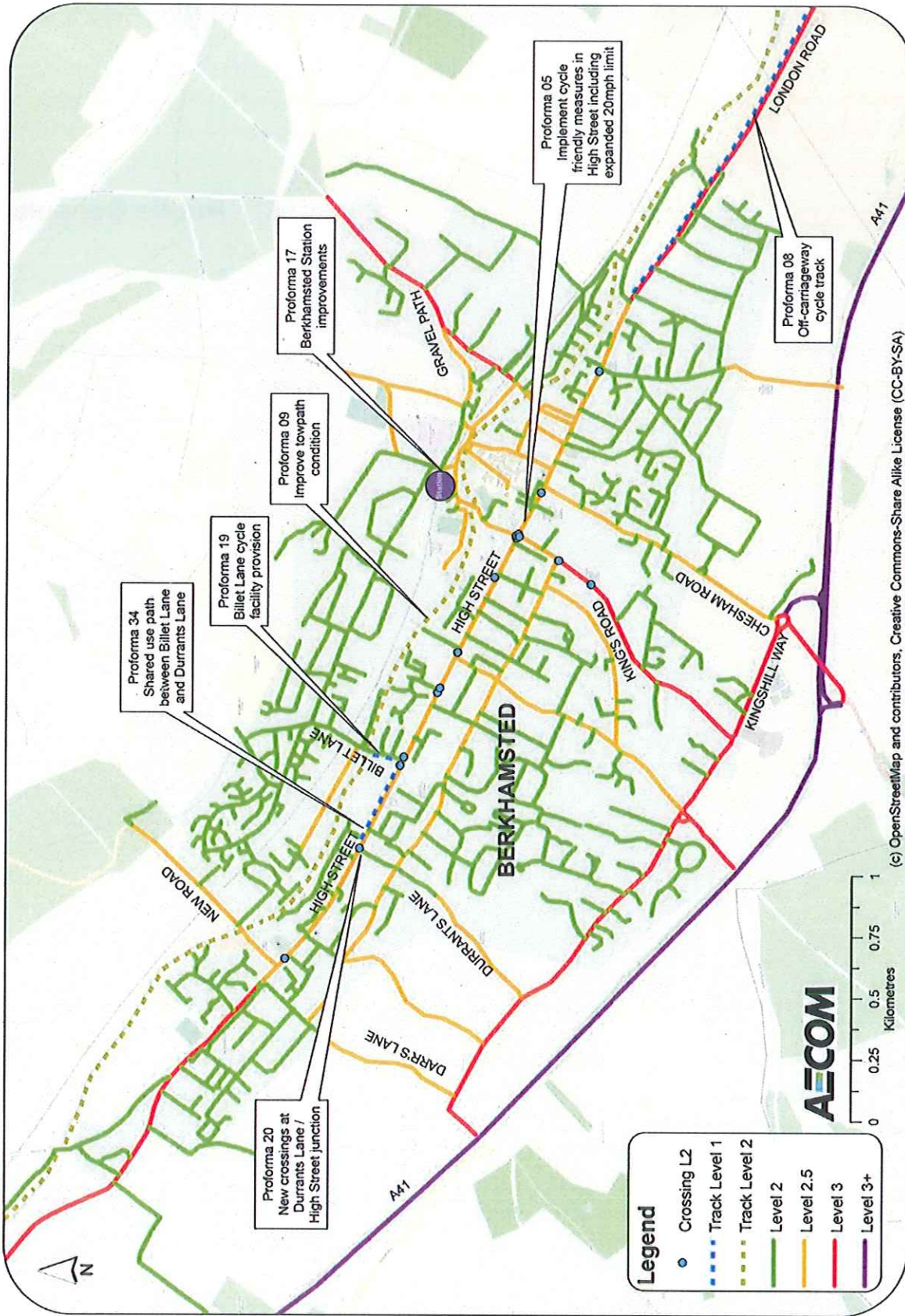


Figure 6 – Berkhamsted Revised Bikeability Cycle Audit levels



5 Public Consultation

5 Public Consultation

5.1 Public Consultation

The public consultation for Urban Transport Plan and Bikeability Audit took place between the 21 January 2013 and 1 March 2013 with a public consultation exhibition taking place on Saturday 26 January at Berkhamsted Civic Centre. The exhibition was well attended, with over 100 residents, including a number of council members and stakeholders sharing their views (Figure 5.1). There was support for many of the measures, particularly upgrading the canal towpath, and improvements to the Shooterway Way / Kingshill Junction and Durrants Lane / High Street Junction. In general, the majority of measures were well received with residents keen to see schemes realised in the near future.

Figure 5.1 – Public Consultation Exhibition at Berkhamsted Civic Centre

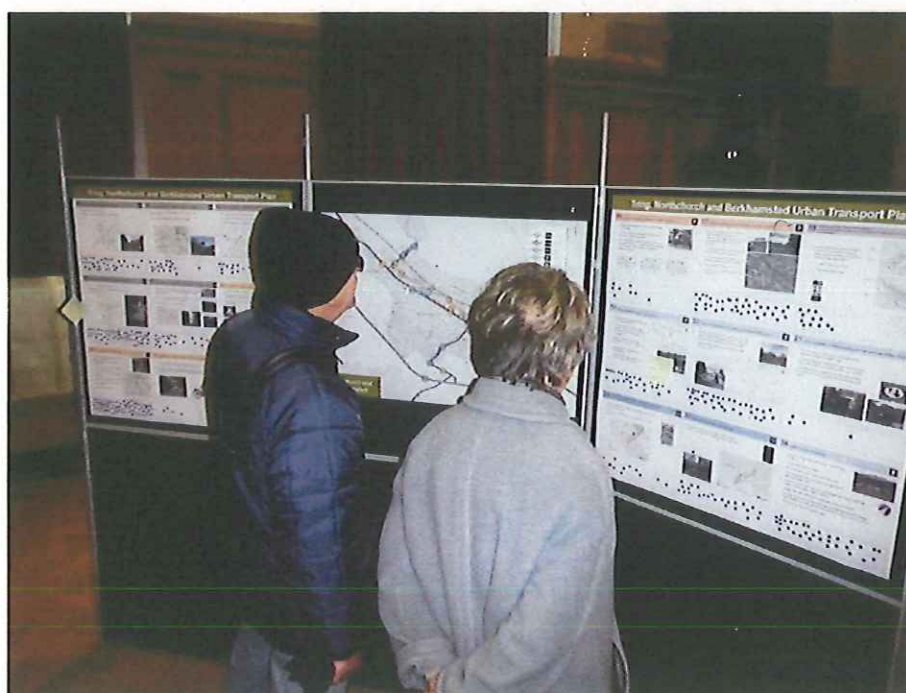


Figure 5.2 shows in general, there was support for cycling measures, with 64% of residents either fully or partially supporting the proposals. Full details of the responses to cycling measures in the public consultation can be found in Appendix F. The predominant items raised by respondents included:

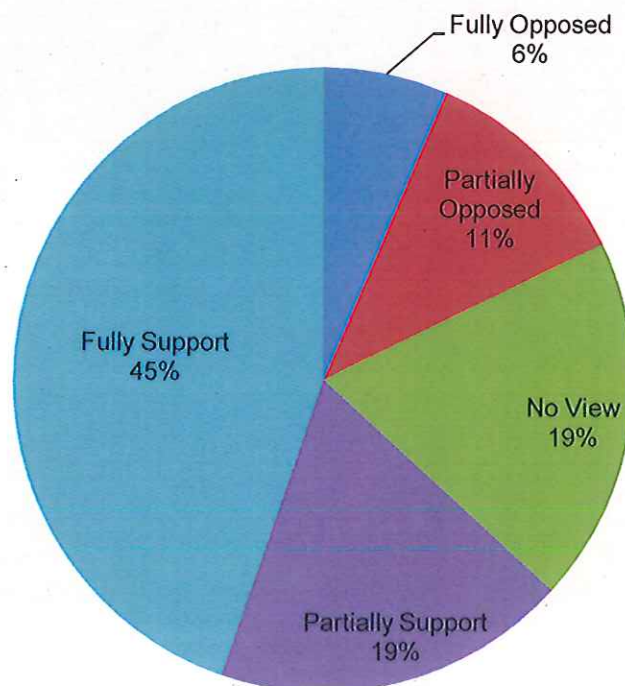
- Concerns regarding the use of the towpath for cycling and the impact on pedestrians and anglers. The Canal & River Trust have been involved throughout the UTP process and are in support of the promotion of the towpath as a cycle route. However, following public consultation, the towpath

will be promoted as a shared space, with pedestrian priority signage added to reinforce this message.

- Changes to cycle parking in the Forecourt at Tring Station having a detrimental impact on access to Fog Cottages. Following public consultation and a site meeting with London Midland, additional locations for cycle parking have been identified at the station, with measures proposed to mitigate the impact to Fog Cottage residents.
- Concern from some residents that the topography within Berkhamsted was a significant barrier to the promotion of cycling within the town.

The items raised by the consultation have been analysed and where appropriate scheme measures amended accordingly (refer to Volume 2 report for proformas).

Figure 5.2 - Support for Cycling Measures



6 Conclusions

6 Conclusions

6.1 Conclusions

The Bikeability Cycle Audit Report has been undertaken in alignment with the UTP and has produced a number of schemes to be progressed following the completion of the UTP. The cycling issues highlighted as part of Stage 1 of the Bikeability Cycle Audit have identified schemes that have been incorporated into the wider UTP process. Conversely, schemes identified within Stage 2 of the UTP have sought to address cycling issues as part of wider transport initiatives. This report demonstrates the development of schemes from initial identification via stakeholder comments, through issue prioritisation to scheme development within the UTP process.

The initial scoping exercise created a base point of Bikeability levels within the study area. As mentioned above, the improvements to the network via the development of the schemes has created a revised set of Bikeability levels that can be achieved through the implementation of the proposed prioritised measures.

As this Bikeability Cycle Audit feeds directly into the UTP process, the development of scheme proformas have been aligned with the progression of the UTP through Stages 4 and 5. Public consultation in Stage 4 attempted to obtain approval for the schemes within the wider public sphere with the aim of final UTP delivery and adoption in Stage 5. This will provide schemes that will improve cycling facilities in Tring, Northchurch and Berkhamsted over the next 20 years.

7 Appendices

7 Appendices

7.1 Appendices

The following appendices collate the information gathered as part of this Bikeability study.

Appendix A: Stakeholder Consultation meeting minutes

Appendix B: Consultation Responses

Appendix C: Existing Issues Long List

Appendix D: HCC Cycle Ranking List for Tring, Northchurch and Berkhamsted

Appendix E: Overview of Cycling Improvements schemes in the UTP

Appendix F: Public Consultation Responses

Refer to Volume 2 of the Urban Transport Plan for Scheme Proformas for cycle improvement measures.

Appendix A – Stakeholder Consultation meeting minutes

Project:	Bikeability Cycle Audit	Job No/Ref:	60267074
Purpose:	Stakeholder Meeting – Cycling Issues	Date held:	21 June 2012
Held at:	Berkhamsted (on site)	Made by:	Helena Garrick
Present:	Anne Nobbs (AN) – TBCC John Justice (JJ) – TBCC Phil Wareham (PW) – TBCC Wendy Conian (WC) – Transition Town Berkhamsted James Clifton (JC) – Canal & River Trust Alyson Fricker (AF) – Herts Highways Helena Garrick (HG) – AECOM Mark Artis (MA) – AECOM Campbell Oliver (CO) – AECOM	Apologies: David Burt - HCC Jeremy Buckman – TBCC Peter Bate – Sustrans Distribution: All invitees	
No.	Item	Action By	
Introductions. HG outlined the purpose of the meeting – to identify the main barriers to cycling in Berkhamsted and Tring and to recognise the major issues. The focus of the meeting was to be on high level strategy issues / routing / linkages rather than short term maintenance issues.			
1.	Canal Towpath	JC	
a.	JJ highlighted that areas of the towpath were in a poor condition – in particular the link between Cowroast marina and Tring.		
b.	JC emphasised that the Canal & River Trust welcome and encourage cyclists (subject to them abiding by towpath Code of Conduct and signing a t permit). The Canal & River Trust have undertaken a condition audit of the whole towpath network which indicates that the section in question between the Cow roast Marina and Tring is poor. JC to provide AECOM with information on audit and schemes.		
c.	JJ noted that while some sections of the towpath are poor, there are sections that have good surfacing. JC responded by saying that the surface treatments have been improved where possible (through tar, spray and chipping) but funding is limited.		
d.	JC noted that there is a section of the central Berkhamsted towpath that has been identified to be upgraded with potential funding from Berkhamsted Town Council and Waitrose.		
e.	MA suggested that the issue of conflict between users of the towpath is manageable and does not generally discourage its use for cycling. However PW noted the conflicting needs of cyclists, walkers and anglers requires deeper consideration.		

f.	WC identified that the Safer Route to Schools programme seeks to use the towpath as a viable alternative to the High Street. Martin Sears at HCC may be able to assist with this information. PW raised concerns of any proposals seeking to use canal towpaths as an alternative to any on-road or segregated/unsegregated cycle route provision; due to the risk of water and unlit conditions.	
g.	HG raised the question of the Bikeability level of the towpath, suggesting that it is a Level 2 track rather than a Level 1 as shown on the Bikeability plan. WC agreed that due to the surfacing, number of users and risk of water, it should be classed as Level 2. This was accepted by the group.	
2.	Gravel Path	
a.	JJ and JC stressed that cycling on Gravel Path is hazardous, especially on the ascent. JJ notes that New Road is a better alternative due to its wider carriageway. JJ proposed that Gravel Path becomes a Level 3+ due to its steep ascent and subsequent slow speed of cyclists on the narrow carriageway. AN added that there had been recent coverage in the local press regarding the collision problem and speeds on Gravel Path.	
3.	Berkhamsted Rail Station	
a.	AF and AN noted that access to platforms is difficult for cyclists due to the lack of lifts and wheeling channels.	
b.	Cycle parking is well used at the front of the station. There is extra cycle parking within the vehicle car park at the rear of the station. Signs have now been installed to direct cyclists to the additional parking.	
c.	Agreed by all that access from the north side to the south side of the railway line is precarious due to the narrow, confusing nature of Brownlow Road and is hazardous to cycling. AF noted that a similar arrangement existed at Park Street, where improvements had been made. AF to forward details to HG.	AF
d.	WC noted that she has used the station as an alternative to Brownlow Road but been confronted by station staff for using this route.	
4.	High Street, Berkhamsted	
a.	Upon arrival in the High Street, the group found that cycle parking was limited and dispersed. All agreed that more dedicated cycle parking is required along the High Street.	
b.	MA suggested that the High Street has issues regarding traffic volumes and speeds. JJ suggested that the environment is acceptable to a Level 3 cyclist.	
c.	AF noted that the horizontal and vertical traffic calming measures within the High Street has perhaps created an increasingly difficult environment for	

	cyclists. The surface quality (including cobbled parking areas) was also not conducive to cycling.	
d.	General consensus was reached that improvements to the High Street would be welcomed but the route would always be a Level 3 road if on-carriageway.	
e.	PW suggested central cycle lanes to provide cyclists with priority. HG suggested that logos may increase awareness to motorists.	
f.	Alternative alignments were discussed but the merits of these were questioned. WC suggested that the High Street should be used as the main route, as access to the alternative alignments is difficult due to gradients. JJ suggests that rat-running exists along the alternative alignments, citing Charles Street as an example.	
g.	Chesham Road was visited to look at the issues of the one way street with traffic calming and high traffic speeds/low cycle speeds. It was suggested that the route is unwelcoming for cyclists and does not promote cycling as an option to access Ashlyns School (WC/AN). PW suggested average speed cameras to deter excessive motorist speed; AF noted this may not be viable.	
5.	Links to Schools	
a.	Education in Berkhamsted is potentially changing to a two tier system (WC). Review of Safer Routes to Schools programmes should be undertaken in light of this. WC noted that adding two year groups to Ashlyns School will increase traffic volumes around the school, notably on Chesham Road and Hilltop Road / Beech Drive / Three Close Lane.	
b.	Swing Gate Lane was visited to illustrate issues of gradient and links to schools. HG to contact Martin Sears at HCC for school catchment areas.	HG
6.	Gradients	
a.	The general consensus from the group is that gradients have a huge impact on travel choices in Berkhamsted, and as such implementation of specific cycle infrastructure on steep gradients may be futile.	
7.	Shootersway / Kingshill Way / Kings Road Junction	
a.	JJ noted that wide junction geometry and high speeds make the area difficult for cyclists. Link to Ashlyns School could be improved with dedicated cycle facilities.	
b.	Currently Kingshill Way is subject to national speed limit restrictions east of the cemetery, where it becomes 30mph and is not conducive to cycling at Level 2. The footway on the north side of Kingshill Way is well used by school children and it was suggested that it could provide a high quality shared use facility, if safe links to Kings Road and Chesham Road could be established.	

c.	The current cycle bypass is never used, the alignment is poor and it creates a maintenance issue as debris collects in the cut through.	
8.	Tring	
a.	The group consensus is that Tring is generally pleasant to cycle around however there are a number of existing issues, including the Footpath 41 link, Brook Street and Footpath 39 link to Tring school (AN, PW)	
b.	PW and AN to discuss identify with colleagues at TBCC regarding Tring and forward information when available.	
	AN / PW to pass on information from Tring Transport Plan if possible.	AN / PW
9.	Other Comments	
a.	JC noted that road maintenance is poor and the nearside 1 metre frequently has debris. PW and JJ added that cycle bypasses are never cleaned and are also hazardous in their current locations along High Street and at the junction of Shootersway and King's Road.	
b.	PW noted that cyclists are regarded with antagonism by both pedestrians and drivers. It was reiterated that the key is to make road conditions more conducive to cycling as any other solution is unsustainable.	
c.	MA raised the issue of wayfinding and signing within Berkhamsted and Tring, suggesting that the level of signing provision is below what is required to promote cycling successfully. JJ noted that the Chiltern Cycleway has an issue of the lack of signing and missing signs.	
d.	PW asked for more information regarding the timescales for cycle measures in the next 2-3 years. HG suggested that HCC could provide the best information on the transport programme for Tring and Berkhamsted.	DB

Appendix B – Consultation responses

Name	Organisation	Date	Response
Danny Bonnett	Transition Town Berkhamsted	25.05.12	<p>Most people say that Berkhamsted is too hilly to cycle. There are less steep ways of getting to the top of the hills, and we tried to develop those in the strategy. We also looked at quieter ways of getting along the valley bottom, such as the towpath, and other quieter roads.</p> <p>Thinking of a route that included Bridgewater Road, and potentially Brimstone Walk in order to get into the heart of Northchurch in a safer environment that would be good for kids getting to school (i.e. getting to St Marys from the Bridgewater Estate, or from older kids getting from Northchurch towards Ashlyns).</p> <p>A4251 out of Berkhamsted in both Tring and Hemel directions is poor for cyclists. Towards Hemel it would be a simple upgrade to the footpath to make this shared use. There is a suitable quiet road alternative from Little Heath Lane on to Hemel, so it is only a stretch of footpath about 1 mile long that needs conversion in order to allow safe cycling in all weathers (Bulbeggars Lane to Little Heath Lane is the minimum required). In the Tring direction there is a similar stretch between Dudswell (Wharf Lane) and the road to Aldbury (Newground Road) a total of about 800m, that would need to be made cycle friendly before there is a complete safe route as far as Tring town centre.</p>
Judy Ewart	TBCC	25.05.12	<p>Top of Kings Rd/ Shootersway/Kingshill Way</p> <p>"Black spot" which we identified was children crossing en masse at Chesham Rd/ Hilltop Rd.</p>
Francis Whitaker	Dacorum CC (SPAR Officer (Strategic Planning))	30.05.12	<p>Given Berkhamsted is a valley town this is not conducive to encouraging cycling/walking even though it is a relatively compact settlement. What can be done to limit this issue?</p> <p>Focus on key potential journeys e.g. to the town centre, schools (esp. secondary schools), employment areas and railway stations. The latter is particularly important in both towns.</p> <p>Traffic calming measures along the High Street and safety of bikers in Berkhamsted town centre.</p> <p>Relationship of tow path and role in promoting cycling?</p> <p>Leisure journeys to the Ashridge Estate are important.</p>
Angela Lynch	Dacorum Cycle Training	11.06.12	<p>Bourne End towards Berkhamsted - Up hill with no overtaking for vehicles alongside road narrows in places - Cyclists often nearly run off road due to impatient motorists on uphill stretch</p> <p>Splitter island / road narrows create a pinch point for cyclists and can be hazardous</p> <p>Pointless cycle lane on approach to Berko from Hemel - poor facility rarely used - motorists expect cyclists to be using facility</p>
Annette Weiss	Chilterns Conservation Board	19.06.12	<p>The Chilterns Cycleway Sustainable Gateways project (a Local Sustainable Transport Fund Bid) = £868,000 DfT funding for a 3 year project to increase car-free tourist travel from gateway towns in the Chilterns. Tring/Berkhamsted identified as gateway hub. The project will remove some of the barriers to cycling mentioned in your Dacorum Cycling Strategy, by having some electric bikes available at key locations and through improving link routes from the town centres to the Chilterns Cycleway.</p>

Name	Organisation	Date	Response
			Much more should be made of the Chilterns Cycleway and of the Ashridge Cycle routes and the opportunities they present- these only get a mention at the end of the document under 'Rest of Dacorum Schemes' (without any explanation of what they are), lumped together with footpath conversions! This is a huge opportunity missed, both the Chilterns Cycleway and the Ashridge Cycle routes are vital strategic connecting routes- linking town centres and railway stations with other villages, visitor attractions and the wider countryside. They are not stand-alone routes, but have been specifically designed to link into the wider network. The Chilterns Cycleway is signposted and some of the Ashridge Cycle routes are also signed which is important for attracting a wider range of visitors, as lack of signage is a barrier for some.
Martin Sears	Herts Highways	19.06.12	<p>The use of the towpath within our Safer Routes to School project at Westfield First is dependent upon gaining permission for a permitted route through Shaftesbury Court Residential Home, and that is by no means certain.</p> <p>Our Project was lead by a forum at the school and one member of that forum, Wendy Conian, is a keen cyclist and made me aware of the 'wish list' of the Tring and Berkhamsted cycle users, as far as Traffic Management in Berkhamsted is concerned and was very keen for our Project to consider cycle issues which were not necessarily associated to our brief.</p>
Peter Bate	Sustrans	28.06.12	<p>A. Tring</p> <p>1. Beggars Lane I think I would class this as level 3. It is narrow, winding and used a rat run.</p> <p>2. Linking the Pitstone industrial area and housing to the station A key thing to do. I agree with the level 2.5 rating although the NW end approaching the roundabout could be a three.</p> <p>3. Brook Street This road needs a complete rethink for all users. The pavement is very narrow, there is HGV access, there is on street parking</p> <p>4. Level 3 roads I think in these cases a path of the style of the Station Road cycle path is needed</p> <p>5. Station Road cyclepath - Minor road crossings It would be so much better if this path did not give way at minor road crossings.</p> <p>B. Berkhamsted</p> <p>1. Don't forget the increased popularity of electric bikes that make the hills melt away.</p>

Name	Organisation	Date	Response
Phil Wareham	TBCC	28.06.12	<p>I'm always concerned when there's a proposal to use canal towpaths as an alternative to any on-road or segregated/unsegregated cycle route provision; the proximity of water will always poses its own safety hazard, even under the best of cycling conditions (hard to define! - I can amplify as required). Under any normal definition of adverse conditions, towpath cycling conditions will always fare worse to a greater extent - for example, when in darkness.</p> <p>There was animated discussion on the changing scene on the canal towpath over recent years including, I believe, comments about anglers being concentrated where there are wider waterside grass verges ... some anglers have even abandoned canalside fishing and taken refuge at the reservoirs. The issue of "my silent cyclist's approach" persists and there is a marked reluctance among many cyclists, especially novices, to rely on voiced announcement of their approach - and of course if the walkers are walkman'ned, it all gets a bit tricky. So I suggest MA's comment bears deeper consideration.</p>
Chris Faires	HCC	06/07/2012	<p>In addition to the gradient issue in Berkhamsted, there is a lack of alternative east-west routes to the High Street. Quiet road solutions should be considered if suitable routes can be identified.</p> <p>Additional bike storage is to be encouraged, as the High Street is a well-used shopping destination.</p> <p>However, engineering solutions to the High Street may have a detrimental effect on overall traffic levels, and any proposed should have impact assessments.</p> <p>Origin and destination surveys should be considered to determine routes which improvements can achieve an increase in cycling, aimed at commuters and schoolchildren (and teachers!)</p> <p>Additional signage was requested. Design considerations should be as unobtrusive as possible. Watford Borough Council have recently installed blue direction signs underneath street name plates, and the DFT have agreed that these type of signs can show cycled destinations with a estimated time. This would be an innovative way of showing residents the advantages to cycling around the town.</p>
James Clifton	Canal & River Trust	04/07/2012	<p>I note one of the conclusions is that the canal towpath is in poor condition, but has the potential to be a good route for both cycling and walking if improvements are made.</p> <p>We welcome this – and would highlight the steps that have already been taken to work towards this.</p> <p>I met Martin Seers in connection with using a short section of towpath to help Westfield schoolchildren keep off the main road. He and I also discussed the potential to use the towpath in the opposite direction, linking to Bridgewater School via Billet Lane where it crosses the canal. We upgraded a section of towpath – towards Northchurch several years ago with s.106 money and it appears to be still in good condition.</p> <p>I am working with the Berkhamsted Town Council to secure funding for towpath improvements on the stretch between Castle Street to Waitrose. We have some, but need more to cover the cost.</p>
Christopher Townsend	Dacorum Borough Council	19/09/12	<p>Cyclists not using the cycle path on Station Road. The road is 60mph and this creates a considerable risk. Investigation is needed as to why cyclists are doing this; e.g. is there a problem with the cycle path?</p>

Appendix C – Existing Issues Long List

Problem ID	Issue/Problem	Source	Validation	Priority
B01	No safe access for cyclists from High St to Durrants Ln	MWL Westfield Parents	Busy and quick route makes it difficult for all users to enter or leave Durrants Lane	Valid
B02	Potholes on Ashby Road	Public Exhibition	Carriageway surface does not have extensive potholes from site observations	Not valid
B03	Irregular edges can cause for cyclists on High Street	Public Exhibition	Carriageway is visibly different to footway environment	Not valid
B04	Cycle Lane required extending on London Road	Public Exhibition	Cycle Route currently stops as London Road becomes High Street	Valid
B05	Conflict on Tring Road, New Rd and Darrs Lane due to excessive speed	Public Exhibition	Speed surveys required	Requires investigation
B06	Very muddy towpath on canal can prevent cycling	Public Exhibition	Condition survey of towpath available from The Canal & River Trust	Valid
B07	Widening of London Rd for cycle lane has created speeding and hazardous conditions	Public Exhibition	Speed surveys required but cycle facilities could be improved	Requires investigation
B08	Cycle path on A41 is too hazardous to use - speeding vehicles	Public Exhibition	There is no cycle path on the A41 – the solid white line is an edge of carriageway marking. A41 is not to be encouraged as a cycle route	Not valid
B09	No cycle parking on High Street West	Public Exhibition	Cycle parking is sporadic throughout Berkhamsted	Valid
B10	No dedicated cycle routes in Berkhamsted	Public Exhibition	Bikeability Cycle Audit provides evidence	Valid
B11	Not enough cycle facilities, current facilities are poor quality	Berkhamsted Transport Programme	Accepted	Valid
B12	River Park Cycle Route does not provide a continuous route	Berkhamsted Transport Programme	Towpath to be pursued as route alignment through here	Not valid
B13	Narrow roads on gateways into Berkhamsted means conflict between cyclists and drivers	Berkhamsted Transport Programme	Accepted	Valid
B14	Lack of wayfinding for pedestrians and cyclists	Site Observations (AECOM)	No Route signs in town centres	Valid
B15	High Street traffic calmed but remains traffic dominated	Dacorum Cycle Strategy, 2009	Accepted	Valid
B16	Concerns over conflict along Grand Union Canal towpath between cyclists and other users	Dacorum Cycle Strategy, 2009	Discussed at Bikeability on-site meeting and not recognised as a major issue	Not valid
B17	Inclines – height range from 110m to 160m above sea level – therefore 50 metres variance in levels across the town – some areas too steep to propose realistic cycle measures	Dacorum Cycle Strategy, 2009	Accepted	Valid
B18	Little cycle specific provision throughout the town	Dacorum Cycle Strategy, 2009	Accepted	Valid
B19	Limited cycle parking	Dacorum Cycle Strategy, 2009	Cycle parking is sporadic throughout Berkhamsted	Valid

Problem ID	Issue/Problem	Source	Validation	Priority
B20	Requirement to provide quieter routes parallel to the High Street and tow path	Dacorum Cycle Strategy, 2009	Narrow residential roads prevent cyclists using alternative to High Street	Valid
B21	Alternative route to High Street (via Durrants Road, Shrublands Road and Charles Street) have lots of resident parking	Site Observations (AECOM)	Narrow residential roads prevent cyclists using alternative to High Street	Valid
B22	Cycle parking is of poor quality and sporadic in the town centre	Site Observations (AECOM)	Cycle parking is sporadic throughout Berkhamsted	Valid
B23	Towpath west of Berkhamsted Station is in bad condition - but no current stakeholder takes responsibility	Members Workshop	Noted that the Canal & River Trust are the stakeholder responsible and aware of towpath condition	Valid
B24	Access to platforms is difficult for cyclists due to the lack of lifts and wheeling channels	Bikeability on-site meeting	Accepted. Also insufficient cycle parking at front of Berkhamsted Station	Valid
B25	Access from the north side to the south side of the railway line is precarious due to the narrow, confusing nature of Brownlow Road and is hazardous to cycling	Bikeability on-site meeting	Accepted, although due to the physical constraints, the existing provision of some facilities, and the costs and disruption that would be caused to provide any scheme.	Valid
B26	Horizontal and vertical traffic calming measures within the High Street has perhaps created an increasingly difficult environment for cyclists.	Bikeability on-site meeting	Accepted	Valid
B27	Merits of alternative alignments questioned due to the requirement to access them via difficult gradients	Bikeability on-site meeting	Narrow residential roads prevent cyclists using alternative to High Street	Valid
B28	Changes to the education system in Berkhamsted may alter travel behaviour with increased traffic to Ashlyn's School recognised as a potential issue	Bikeability on-site meeting	Requires further investigation subject to outcome of the changes which may affect their eligibility for consideration under the Safer Routes to School programme.	Valid
B29	Cycle bypass at Shooters Way / Kingshill Way is never used, the alignment is poor and it creates a maintenance issue as debris collects in the cut through	Bikeability on-site meeting	Review of junction required	Valid
B30	The Canal & River Trust have undertaken a condition audit of the whole towpath network which indicates that the section in question between the Cow Roast Marina and Tring is poor.	Bikeability on-site meeting	Agreed at on site meeting	Valid
B31	Cycling on Gravel Path is can be hazardous, especially on the ascent and becomes a Level 3+ due to its steep ascent and subsequent slow speed of cyclists on the narrow carriageway	Bikeability on-site meeting	Noted but level is to be set at Level 3 due to characteristics	Valid
B32	Location of cycle racks at the back of Berkhamsted station is not convenient (cyclists need to navigate under hazardous rail bridge from south side of railway to access them) - further racks should be considered at the front of the station - where they are fully utilised.	Stakeholder Workshop	Insufficient cycle parking at front of Berkhamsted Station	Valid
B33	Width of carriageway underneath the railway bridges at Station Road / Whitehill and Lower Kings Road / Brownlow Road are hazardous to both cyclists and pedestrians	Wider UTP Workshop	Narrow pinch points for all users	Valid

Problem ID	Issue/Problem	Source	Validation	Priority
B35	The potential to provide a link between New Road and Spring Field Road needs to be explored as connectivity for cyclists on the north side of the High St is poor	Wider UTP Workshop	Limited connectivity currently, as shown by the Bikeability Cycle Audit	Valid
B36	An alternative route suitable for a Level 1 / 2 cyclists needs to be explored just north of the High St using Stag Lane to access towpath and potential shared use	Wider UTP Workshop	Connectivity to towpath is poor and requires access improvements, however there is limited scope to provide Bikeability Level 1/2 facilities on the High St west of Stag Lane.	Valid
T01	Existing cycleway on Station Rd does not run the complete length to Tring Station	Tring Transport Plan	Cycle track runs from London Road to Tring Station and includes informal crossing at Clarke's Spring	Not valid
T02	Link needed between Pitstone to Tring Station, utilising the Tring Gateway Station Project	Dacorum Cycle Strategy, 2009	Routes to be decided either via Northfield Road or other suitable links	Valid
T03	Lack of signing to cycle parking	Dacorum Cycle Strategy, 2010	Observed on site visits	Valid
T04	Alternative route required to Brook Street	Dacorum Cycle Strategy, 2009	Brook Street has a number of characteristics including parking, speed and traffic volumes that can create conflicts for cyclists.	Valid
T05	Lack of wayfinding for pedestrians and cyclists	Site Observations (AECOM)	Observed on site visits - directions to parking are limited	Valid
T06	Cycle parking is at, or close to, capacity at Tring Station and will require expansion in the future	Site Observations (AECOM)	Observed on site visits - cycle parking over spilling to railings	Valid
T07	Cycle track maintenance is poor on link between Tring Station and London Road, some surface issues	Site Observations (AECOM)	Worn surfacing and debris / leaf fall issues could deter people using the track	Valid
T08	No formal crossing on Station Road between Footpath 39 and cycle track across playing fields to Tesco (lots of schoolchildren observed doing this movement at lunchtime)	Site Observations (AECOM)	Formal crossing and designation of footpath 39 could improve facilities here	Valid
T09	Brook Street is narrow and hazardous to cyclists. Alternative routes of Grove Road and Frogmore Street / Dundale Road require improvements	Site Observations (AECOM)	Alternative route required	Valid
T10	Link to Tring Rugby Club site via Cow Lane is not cycle friendly with limited cycle parking	Site Observations (AECOM)	No parking or link to the sports venue	Valid
T11	Cycle parking at Western Road shops required	Site Observations (AECOM)	Observed on site visits	Valid
T12	Cycle track on Station Road ends at its junction with London Road	Site Observations (AECOM)	Limited connectivity to Tring centre from Station Road	Valid
T13	Crossing of Brook Street if difficult via Zebra crossing with poor link to market	Site Observations (AECOM)	Observed on site visits	Valid
T14	Northfield Road link to Pitstone is currently hazardous with no cycle facilities and high vehicle speeds - carriageway condition is poor. Particularly hazardous during the AM peak with vehicles speeding to get to the station	Site Observations (AECOM)	Routes to be decided either via Northfield Road or other suitable links	Valid
T15	Parking present on Beggars Lane for people using the Station - road is a cycle route and could cause conflicts	Site Observations (AECOM)	Observed on site - mainly during work days and can cause issues with cycle route operation	Valid
T16	Bridge by Tring Station - Narrow and presents issues for cyclists	Wider UTP Workshop	Improvements may be limited by physical constraints	Valid

Problem ID	Issue/Problem	Source	Validation	Priority
T17	Signage / wayfinding from Tring Station to town is poor / confusing / incorrect. Link and signage to off carriageway facility needs improving.	Wider UTP Workshop	Observed on site	Valid
T18	Speeding is an issue in Tring making conditions not conducive to cycling	A Transport Plan for Tring and District	Speed surveys required to validate	Requires investigation
T19	Secure parking is Tring Station is limited with limited CCTV coverage of parking spaces	A Transport Plan for Tring and District	Observed on site visits - cycle parking over spilling to railings	Valid
T20	Parking spaces in town centre are provided but will require expansion to meet demand. Parking at sports facilities are limited and not secure.	A Transport Plan for Tring and District	Parking in the town centre is adequate but required at sports facilities	Valid
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.	A Transport Plan for Tring and District	Requires further investigation and review of Safe Routes to Schools programme	Valid
T22	Lack of cycle parking at Tring Station	Stakeholder Workshop	Observed on site visits - cycle parking over spilling to railings	Valid

Appendix D – HCC Cycle Ranking List

Tring, Northchurch and Berkhamsted Cycling Ranking List December 2012				
Reference Number and Description	Length of Route (KM)	Area of Buffer (SqKM)	Ranking Score out of 100	Ranking
5- Berkhamsted High Street - Implement cycle friendly measures in the High Street	0.6	1.0	52.3	1
9.2 - Berkhamsted Town Centre Towpath condition	2.3	2.3	46.2	2
34.10 - Durrants Lane / High Street Junction - Shared Used Path between Durrants Lane and Billet Lane	0.4	0.8	43.8	3
19 - Billet Lane - Gossoms End to Bridgewater Road	0.0	0.5	40.2	4
20.1 - Durrants Lane / High Street Junction Signalised Junction	0.0	0.5	40.2	5
22.3 - Upgrade Footpath.41 to shared used	1.2	1.5	39.4	6
12 - Introduce cycle route from Tring Station to Pitstone	4.6	3.7	30.9	7
8.3 - Gateways Remove green / cycle logos from edge of carriageway markings as part of maintenance programme	0.0	0.5	30.4	8
7 - Enhancements to Tring Railway Station	0.1	0.5	29.7	9
17 - Berkhamsted Train Station	0.0	0.5	29.5	10
8.3 - Gateways Removal of Cycle Bypass at Darrs Lane	0.0	0.5	26.7	11
3 - New Road Corridor South Bank Road to High Street	0.5	0.9	24.7	12
24 - Footpath 39 - Station Road / Mortimer Road	0.2	0.7	21.4	13
13 - Extend cycle facility on London Road to connect to Town Centre	2.3	2.3	14.7	14
9.6 - Canal Access point at Bridge 143 Rose Bridge	0.1	0.6	11.4	15

4 - Shooters Hill Way Junction	0.0	0.5	10.0	16
8.2 - Gateways Reconfigure Kingshill Way gateway to improve conditions for cyclists	0.0	0.5	9.1	17
8.4 - Inter Urban Route Provision of inter-urban cycle facilities connected to Gateways	0.9	1.2	6.4	18
9.1 - Improvement of towpath surface condition – Cow Roast to Station Road	0.6	1.0	6.0	19
8.2 - Gateways Reconfigure Northchurch gateway to improve conditions for cyclists	0.0	0.5	3.4	20
28.3 - Provision of an off-carriageway cycle facility linking Icknield Way Roundabout to Tring town	0.8	1.2	3.2	21

Appendix E – Overview of Cycling Improvements schemes in the UTP

Scheme	Scheme ID	Measure ID	Measure Description	Phasing / Timescale* / Cost* (*Subject to availability of funding sources)			Lead Partner	Key Partner (Stakeholder)	Potential Funding Sources	Links to Other Schemes	Key Risks (Technical / Feasibility)
				Year 1* (Simple)	Year 2* (Standard)	Years 3 to 5 (Complex)					
Improve operation of High Street / Kings Road junction	01	01.1	Update MOVA signal timings	£4000 - £6,000			HCC	Dacorum BC	LTP	02, 05, 08, 16	Junction modelling and traffic counts required
		01.2	Provide ASLs on all four approaches	£4000 - £6,000			HCC	Dacorum BC	LTP		None
Improvements along New Road corridor between High Street and South Bank Road	03	03.1	HGV weight limit restriction		TBC		HCC	Dacorum BC	LTP		Replacement routes for HGVs
		03.3	Cycling and walking link to canal towpath		£2,000 - £4,000		HCC	Dacorum BC	LTP/Dacorum BC/LSTF	02, 09, 23, 26, 29	None
		03.4	Cycle link between Springfield Road and New Road			£100,000 - £150,000	HCC	Dacorum BC	LTP/Dacorum BC/LSTF		None
		04.3	Remove cycle bypass at junction		£10,000 - £15,000		HCC	Dacorum BC	LTP/S106		None
Improvements at Shootersway / Kingshill Way Junction	04	04.4	Replace priority junction with signals			£350,000 - £400,000	HCC	Dacorum BC	LTP/S106	2	Temporary TRO, site investigation, Road Safety Audit
		05.1	Investigate use of improved materials		£140,000 - £150,000		HCC	Dacorum BC	LTP		Berkhamsted High Street within Berkhamsted Conservation Area
Traffic Calming and Extension of 20mph zone on the High Street, Berkhamsted	05	05.2	ASLs at signals		£6,000 - £8,000		HCC	Dacorum BC	LTP	01, 08, 10, 14, 15, 19, 20, 26	
		05.3	Cycle logos at strategic locations	£1,000 - £2,000			HCC	Dacorum BC	LTP		
		05.4	Extend 20mph zone		TBC		HCC	Dacorum BC	LTP		TRO required
		06.1	Increase parking restrictions along Beggars Lane		£4,000 - £6,000		HCC	Dacorum BC	LTP	None	Further consultation required
Review Parking on Beggars Lane to Improve Safety for Cyclists	06	07.1	Introduce extra cycle parking in existing locations and on eastern side of railway in the vehicle car park	£25,000 - £30,000			HCC	London Midland	LSTF/London Midland		Liaison with London Midland / Fog Cottage Residents Required
		07.2	Improve security of existing cycle parking	£15,000 - £20,000			HCC	London Midland	LSTF/London Midland	12, 14	None
Enhancements to Tring Railway Station	07	07.4	Improve cycling conditions at Station Road bridge		£2,000 - £4,000		HCC				None
		08.2	Provide cyclist warning signs in vicinity of gateways		TBC		HCC	Dacorum BC	LTP		
Gateways into Towns	08	08.3	Reconfigure Northchurch and Kingshill Way gateways		£15,000 - £20,000		HCC	Dacorum BC	LTP	28	None
		08.4	Remove green/cycle logos (edge of c-way)		£4,000 - £6,000		HCC	Dacorum BC	LTP		None
		08.5	Provide Inter-urban cycle facilities			£400,000 - £450,000	HCC	Dacorum BC	LTP		None

Scheme	Scheme ID	Measure ID	Measure Description	Phasing / Timescale* / Cost* (*Subject to availability of funding sources)			Lead Partner	Key Partner (Stakeholder)	Potential Funding Sources	Links to Other Schemes	Key Risks (Technical / Feasibility)
				Year 1* (Simple)	Year 2* (Standard)	Years 3 to 5 (Complex)					
Improve condition of canal towpath	09	09.1	Towpath surface - Cow Road to Station Road		TBC		Canal & River Trust	Dacorum BC	Tring Town Council	03, 10, 12, 19	Liaison with the Canal and River Trust throughout. Access to towpath during construction will need to be considered.
		09.2	Berkhamsted Town Centre condition		TBC		Canal & River Trust	Dacorum BC	Waitrose / Towpath Frontages		
		09.3	Access point - Park Street			TBC	HCC	Dacorum BC	Towpath Frontages		
		09.4	Access point - Bridge 135		TBC		Canal & River Trust	Dacorum BC	Towpath Frontages		
		09.5	Access point - St John Well's Lane			TBC	Canal & River Trust	Dacorum BC	Towpath Frontages		
		09.6	Access point - Bridge 143		TBC		Canal & River Trust	Dacorum BC	Towpath Frontages		
		09.7	Billet Lane towpath improvements		TBC		Canal & River Trust	Dacorum BC	Towpath Frontages / Northchurch Parish Council		
		09.8	Access via New Road		TBC		Canal & River Trust	Dacorum BC	Towpath Frontages		
		09.9	Wayfinding	TBC			HCC	Canals and Rivers Trust	LTP		
Review signage on the cycle and pedestrian network	10	10.1	Improve route signage in Berkhamsted		£15,000 - £20,000		HCC	Dacorum BC	LTP	07, 08, 09, 12, 17	Location of signing subject to confirmation by utility suppliers and landowners
		10.2	Improve route signage in Tring		£10,000 - £15,000		HCC	Dacorum BC	LTP		
		10.3	Improve route signage at Berkhamsted Station	£25,000 - £30,000			HCC	Dacorum BC	LTP		
		10.4	Improve route signage at Tring Station	£25,000 - £30,000			HCC	Dacorum BC	LTP		
		10.5	Chilterns Cycleway		£20,000 - £25,000		HCC	Dacorum BC	LTP		
		10.6	Inter-Urban Routes	£25,000 - £30,000			HCC	Dacorum BC	LTP		
		10.7	Personal Travel Plan mapping	TBC							
		11.2	Marketing of electric bicycle hire scheme			Not established at this stage	Wokingham Borough Council	Dacorum BC	LSTF		
Introduce electric bikes and associated marketing	11	12.2	Off-road link to Pitstone via Northfield Road			TBC	HCC	Bucks CC / Dacorum BC	S106 / LSTF	07, 10, 14	Land acquisition
		12.3	Marshcroft Lane link from Pitstone to Tring Station			£100,000 - £150,000	HCC	Bucks CC / Dacorum BC	S106 / LSTF		Access through farmland
		12.4	Associated Marketing of Pitstone Link	£2,000 - £4,000			HCC	Bucks CC / Dacorum BC	S106 / LSTF		None

Scheme	Scheme ID	Measure ID	Measure Description	Phasing / Timescale* / Cost* (*Subject to availability of funding sources)			Lead Partner	Key Partner (Stakeholder)	Potential Funding Sources	Links to Other Schemes	Key Risks (Technical / Feasibility)
				Year 1* (Simple)	Year 2* (Standard)	Years 3 to 5 (Complex)					
Extend cycle facility in Tring from London Road to connect to town centre	13	13.1	Extend segregated cycle track to Brook Street			£20,000 - £25,000	HCC	Dacorum BC	LTP		Land take/confirmation of highway boundary
		13.3	Provide an alternative alignment via High Street	£15,000 - £20,000			HCC	Dacorum BC	LTP	10, 22	Land take/confirmation of highway boundary
		13.4	Improve link to High Street via market			£20,000 - £25,000	HCC	Dacorum BC	LTP		Land take/confirmation of highway boundary
		13.5	Zebra crossing at Brook St (to market)			£40,000 - £55,000	HCC	Dacorum BC	LTP		Land take/confirmation of highway boundary
		13.6	Shared facility during maintenance		£6,000 - £8,000		HCC	Dacorum BC	LTP		None
Provide cycle parking clusters at key trip generators	14	14.1	Provide cycle parking at key locations	£8,000 - £10,000			HCC	Dacorum BC	LTP		Location of cycle parking subject to utility locations and highway boundary
		14.2	Improved security of existing cycle parking	£15,000 - £20,000			HCC	Dacorum BC	LTP	05, 07, 15	
		14.3	Replace wooden cycle racks in Berkhamsted	£10,000 - £15,000			HCC	Dacorum BC	LTP		
		14.4	Signage to cycle parking	£2,000 - £4,000			HCC	Dacorum BC	LTP		
Enhancements to Berkhamsted Railway Station	17	17.4	Cycle Parking locations	£2,000 - £4,000			HCC	Dacorum BC	LTP/London Midland		Consultation with London Midland
Improve operation of Billet Lane corridor between Gossoms End and Bridgewater Road	19	19.1	Upgrade junction signals to MOVA		£40,000 - £45,000		HCC	Dacorum BC	LTP		Junction modelling and traffic counts required
		19.3	Shared facility between canal towpath and junction with Gossoms End		£4,000 - £6,000		HCC	Dacorum BC	LTP/LSTF	20, 34	None
		19.5	ASLs at signals			£4,000 - £6,000	HCC	Dacorum BC	LTP		None
		19.6	Upgrade guard railings at signals		< £2,000		HCC	Dacorum BC	LTP		None
		19.7	Informal Crossing on Billet Lane		£4,000 - £6,000		HCC	Dacorum BC	LTP		None
Improve operation of Durrants Lane / High Street junction	20	20.1	Traffic signals with toucan crossing			£200,000 - £250,000	HCC	Dacorum BC	LTP		Junction modelling and consultation. Land take.
		20.2	Replace Moore Road roundabout with priority junction			£150,000 - £200,000	HCC	Dacorum BC	LTP	05, 19, 34	Require public consultation

Scheme	Scheme ID	Measure ID	Measure Description	Phasing / Timescale* / Cost* (*Subject to availability of funding sources)			Lead Partner	Key Partner (Stakeholder)	Potential Funding Sources	Links to Other Schemes	Key Risks (Technical / Feasibility)
				Year 1* (Simple)	Year 2* (Standard)	Years 3 to 5 (Complex)					
Improve safety of railway underbridges on Brownlow Road and New Road	21	21.1	Provide signs on approach to bridges	£10,000 - £15,000			HCC	Dacorum BC	LTP	17	None
		21.3	Improved lighting through underbridges	£6,000 - £8,000			HCC	Dacorum BC	LTP		None
		21.5	Provide signs on approach to Brownlow Road / Bridgewater Road junction	£10,000 - £15,000			HCC	Dacorum BC	LTP		None
Improve operation of Brook Street corridor	22	22.3	Upgrade Footpath 41 to shared use		£50,000 - £60,000		HCC	Dacorum BC	LTP/LSTF	33	None
Introduce a package of Smarter Measures to reduce reliance on the Private Car	23	23.1	Workplace Travel Plans	£70,000 - £80,000 per annum			HCC	Dacorum BC	LSTF/LEP	10, 18, 34	Funding Sources
		23.3	Integrated Strategy for marketing sustainable modes	£25,000 - £30,000 per annum (plus £70,000 - £80,000 for campaign development)			HCC	Dacorum BC	LSTF		Funding Sources
Provide crossing on Station Road between footpath 39 and playing fields to Tesco - subject to 1/95 assessment	24	24.1	Remove street clutter	£6,000 - £10,000			HCC	Dacorum BC	LTP	13	None
Provide Safe Crossing on Miswell Lane, north of junction with Beaconsfield Road	25	25.1	Upgrade Footpath 48 to shared use		£45,000 - £50,000		HCC	Dacorum BC	LTP/LSTF	34	None
Speed management on Aylesbury Road	28	28.3	Off-carriageway cycle facility linking Icknield Way with Tring Town Centre		£100,000 - £150,000		HCC	Dacorum BC	LTP	08	Land acquisition
Speed management on New Road	29	29.1	20mph speed limit between High Street and canal		£8,000 - £10,000		HCC	Dacorum BC	LTP	03	Speed Surveys

Scheme	Scheme ID	Measure ID	Measure Description	Phasing / Timescale* / Cost* (*Subject to availability of funding sources)			Lead Partner	Key Partner (Stakeholder)	Potential Funding Sources	Links to Other Schemes	Key Risks (Technical / Feasibility)
				Year 1* (Simple)	Year 2* (Standard)	Years 3 to 5 (Complex)					
Safer Routes to Schools	34	34.1	Maintain and enhance School Travel Plans (STP's)	Existing Programme			HCC	Dacorum BC	LTP/LSTF	03, 15, 19, 23, 24, 25	Speed Surveys
		34.2	Cycle parking at schools		£6,000 - £10,000 (per school)		HCC	Dacorum BC	LTP/LSTF/SRTS		Speed Surveys
		34.5	Install formal Crossing Point on Bridgewater Road		£60,000 - £70,000		HCC	Dacorum BC	LTP/LSTF/SRTS		Speed Surveys
		34.6	Associated Marketing of Sustainable Travel to School	£10,000 - £15,000 per annum		HCC	Dacorum BC	LTP/LSTF/SRTS	LTP/LSTF/SRTS		
		34.10	Connect toucan crossing at Billet Lane with shared use footpath on north side of High Street		£40,000 - £45,000		HCC	Dacorum BC	LTP/LSTF/SRTS		Speed Surveys

Appendix F – Public Consultation Responses

Comments on Cycling Proposals	AECOM Response
<p>The wooden cycle stands are quite nice - they'd be fine if someone used creosote once a year! Shootersway/ Kings Rd junction is AWFUL for bikes. The footpath on the London Rd A4251 should be made a bike path - ideal route for this use.</p>	<p>The wooden cycle racks are in poor condition, provide insufficient capacity and require ongoing maintenance.</p> <p>Shootersway / Kings Road junction has been earmarked from improvements (Proforma 4).</p> <p>The footway on London Road has been proposed to be made shared used as per Proforma 8.5</p>
<p>Cyclists are in the minority and it is very unlikely the number will increase. The proposals will make little difference.</p>	<p>Opinions noted.</p>
<p>Can we see about resurfacing cycle path down Station Road (grove to canal)?</p>	<p>Surfacing improvements are suggested in proforma 13.6</p>
<p>Any safety improvement is welcome. BUT>>>Electric bikes will not improve safety.</p>	<p>Electric bicycles whilst not improving safety will assist in alleviating the problems caused by topography in Berkhamsted.</p>
<p>11 - No do not support. 12 - Marketing - waste of money, do not support 13.6 - try maintaining the surface as it is terrible and put some lights in. The cyclists using it use the whole carriageway anyhow making it dangerous for cyclist.</p>	<p>Opinions noted.</p>
<p>I oppose most of the proposals for cycle network enhancement while cyclists continue to flout the rules of the road and are not obliged to insure or protect themselves. Please do not put forward lines for cyclists at traffic lights as this will put cyclists at risk and slow traffic at junctions.</p>	<p>Opinions noted.</p> <p>Advanced stop lines at junctions are implemented to allow cyclists to get ahead of vehicles and to give them greater priority on the approach. The space an ASL provides for cyclists reduces the risk to them by providing specific facilities. Provision of ASLs will not serve to slow vehicles as signal timings will be amended to accommodate the revised stop line locations.</p>
<p>The canal path in Berkhamsted between the stretch from Billet Lane Bridge to The Moor (Mill Lane) is in a shocking condition - lots of potholes, puddles and mud - which acts as a deterrent to both walking and cycling along it. The canal path is a brilliant asset, but the path is in need of urgent repair.</p>	<p>Considered as part of proposals</p>
<p>I presume the idea of removing the traffic islands at the London Rd gateway to Berkhamsted are not happening. These act as traffic calming to an extent but much further measures are needed to reduce traffic speed through London Road to Swing Gate Lane to protect cyclists, pedestrians and turning traffic. Proforma 9/10 The towpath through Berkhamsted is not wide enough for widespread encouragement of cyclists. In addition any improvements to surfaces must be hard finished to prevent deterioration found throughout the route through Berkhamsted, in the main caused by cyclists. The speed of cyclists and their frequent lack of consideration for pedestrians must be addressed particularly at weekends when the towpath is extensively used by 'off road' type cycles. In short the towpath should not be promoted as a main cycle route.</p>	<p>Removal of traffic islands on London Road is not to be progressed (this is greyed out in the proforma to indicate it is not deliverable).</p> <p>HCC is working in co-ordination with CRT to ensure Towpath surfacing proposals are suitably hard wearing, in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority. The emphasis is on providing a shared use facility along the tow path, rather than a cycle path.</p>
<p>Cycle paths and pedestrians do not mix well</p>	<p>HCC is working in co-ordination with CRT to ensure Towpath surfacing proposals are suitably hard wearing, in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority. The emphasis is on providing a shared use facility along the tow path, rather than a cycle path.</p>

Comments on Cycling Proposals	AECOM Response
In particular I strongly support 8, fully support 14	Opinions Noted.
Ignores topography of Berkhamsted, narrow roads and lack of safe footpaths. Towpath is not wide enough to accommodate cyclists and pedestrians. Currently a widely used local amenity, it is not suitable for a main cycle route.	Topography is highlighted in our proposals as the major barrier to cycling in Berkhamsted. HCC is working in co-ordination with CRT to ensure improvements benefit all users. Signage is to be proposed to ensure cyclists give pedestrians priority.
Support cycling as an option as a keen cyclist but Berkhamsted cycling is for experienced and fit cyclists. Steep, narrow roads with lots of cars and cycle paths that cannot accommodate anything other than proficient cyclists (and don't ask about potholes).	Noted.
Many of the roads proposed as cycle routes are steep, narrow and dangerous. Is 'Bikeability' a serious option in Berkhamsted? Also, using the tow path as a cycle route is beset with problems; e.g. no one seems to have considered the anglers.	The issue of topography is highlighted in the proposals and no new cycle routes are proposed where this is a significant barrier to cycling. Bikeability is an assessment of the existing network against the national cycle standards - where appropriate the level has been selected to highlight where the topography can create a hazardous environment for cyclists (e.g. Gravel Path is a Level 3 as uphill cycling is challenging and downhill vehicles speeds can create an unpleasant environment for cyclists). We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.
Canal towpath is not owned by Herts CC. It is a shared resource for barge owners, pedestrians and cyclists and is not capable of becoming a main cycle route. The predominant cycle users are on off-road type of bike and have little regard for other users and consistently damage the surface Please not too many signs!!	We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority. Signing proposals will be developed holistically to reduce clutter and ensure signage is only proposals where necessary
Support for measures to improve the safety of and to encourage additional cycling in the towns. Given limited availability of funding, suggest the electric bike scheme should be given lower priority over safety and routing measures.	Noted. Schemes are ranked to ensure those with greatest priority are earmarked for funding opportunities first.
Cycling in Berkhamsted is difficult because of the steep hills	Noted.
Totally inadequate and ignores the realities of the topography.	Noted.
Towpath is not wide enough for cyclists and walkers. Hills will always preclude cycling as a utility means of transport in Berkhamsted.	We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.
In year 1 34% of money is earmarked to improve cycle routes. Where is the evidence to suggest residents will make use of these schemes. I have no confidence that cycling will increase with these minimal changes. See below for big plan.	The proposals are in line with HCC's Local Transport Plan objectives to encourage sustainable modes of transport. Improvements to conditions for cyclists will serve to encourage cycling.
canal towpaths not wide enough to be main routes for both pedestrians and cyclists	We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.

Comments on Cycling Proposals	AECOM Response
T08 Tring - I agree that we need a zebra crossing across Station Road from Pound Meadow footpath.	Feasibility study undertaken by HCC has deemed this option unviable owing to site lines and visibility splays
In an ideal world it would be lovely if we could all cycle everywhere but Berkhamsted is extremely hilly with high numbers of ageing population.	Noted.
Towpath is not wide enough to accommodate cyclists and pedestrians. Currently a widely used local amenity, it is not suitable for a main cycle route.	We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.
In favour of scheme 7, provided access to Fog Cottages is not impeded. In favour of scheme 12.2.	Noted.
More can be done to increase safe cycle networks	Schemes developed were the result of ongoing coordination with members, officers and stakeholders to ensure we addressed the major barriers to cycling in the towns.
In favour of scheme 7, provided access to Fog Cottages is not impeded.	Ongoing liaison with London Midland to agree most appropriate location for additional parking - requirement to maintain access to Fog Cottages has been noted and recommendations will be amended accordingly.
Too many hills in Berkhamsted.	Noted.
It would be great to have a cycle path shared with pedestrians on the pavement by the A41 between Berkhamsted and Bourne End. This really only needs a sign and drop kerb on the 3 field entrances that cross the pavement.	This is included in Proforma 8.
Oppose Scheme 7.1 as we live in 5 Fog Cottages and can confirm it is already completely jammed at peak times causing it to be difficult to even exit our lane and pass cyclists. Scheme 7.2 I may have a small problem with the lighting being too bright from our house but otherwise it would be fine	Ongoing liaison with London Midland to agree most appropriate location for additional parking - requirement to maintain access to Fog Cottages has been noted and recommendations will be amended accordingly.
Steep hills and general topography of Berkhamsted are ignored. Canal towpath not wide enough to accommodate cyclists and pedestrians safely & not suitable for main cycle route. Retention of bollards at Gateway strongly supported.	We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.
Yes, but I really think an alternative main cycle route through the town (other than the tow path) needs to be found. Tow path is not passable all year and often not wide enough to accommodate cyclists and pedestrians together	An alternative route to the High Street was discussed in detail with local stakeholders who accepted there were limited viable alternatives other than the towpath, owing to topography, residential parking or rat running. We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.
Scheme 7 - any additional cycle racks at Tring Station should be on the car park side of the bridge. Forecourt is already far too congested and access to Fog cottages must be kept clear (scheme 7). Don't think cycle path on canal would work for commuting when dark which is when most needed (Scheme 12).	Comment noted. We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.
It often feels that cyclists have to go a long way out of their way if they are less than confident on some roads. If that way is also lonely, they will not use it. When considering inter-urban routes, please consider that Tring cyclists will wish to get to Aylesbury (Bucks) too.	Shared use footway is proposed on Aylesbury Road to connect to existing facility at Icknield Way Roundabout.

Comments on Cycling Proposals	AECOM Response
<p>Volume 2 Proforma 9 - Improve condition of canal towpath and access in Tring and Berkhamsted To reduce the use of cars, we would advocate the improvement of the towpaths and the creation of a map to identify possible alternative off road route around the town. Volume 2 Proforma 11 - Marketing of electric bikes in Tring and Berkhamsted We would support the investigation into the marketing of electric bikes, a great number of our students cycle to school, as evidenced in our own survey conducted by our travel plan group of the Hilltop Road access (attached). Volume 2 Proforma 14 - Cycle Parking in Tring and Berkhamsted We would support the use of storage facilities for bikes, as referred to in V2 Proforma 11, many of our students cycle to school but if there was safe storage for bikes on the High Street, this may encourage other students to cycle and walk.</p>	<p>We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority. Personal travel planning and mapping is proposed as part of Proforma 10</p>
<p>Most significant improvement for cyclists would be reduction in traffic speeds in town and on feeder roads</p>	<p>Various traffic speeds measures have been proposed as part of Schemes 28 - 33</p>
<p>08 This cannot possibly be regarded as a priority when there so many more urgent issues to be dealt with. What is seen as the benefit of this scheme? How can the cost of removing logos be justified? What would a cycle warning sign (Gravel Path) achieve? 09 Agree 10 A wasteful use of scarce funds AC residents of the town, who know where the station etc is, would not benefit from this. 11 Dependent upon how widespread usage is likely to be, bearing in mind the topography of the town and the lack of roads wide enough for safe cycle lanes. A survey should be conducted on potential use of electric bicycles and in fact all cycling by schoolchildren, employees and commuters. The topography of the town and lack of potential for safe cycle tracks may not justify the piecemeal schemes proposed in relation to cycling. 14 Agree</p>	<p>Schemes are ranked to ensure those with greatest priority are earmarked for funding opportunities first. Cycle warning signs act to highlight the presence of cyclists to motorists. Wayfinding and signage is crucial to ensure a comprehensive network for cyclists is developed.</p>
<p>Generally fine as far as they go (support better signing, improved access and parking facilities) but do need more specific cycleways - universal 20mph zone would assist safety for cyclist and pedestrian.</p>	<p>Various traffic speeds measures have been proposed as part of Schemes 28 - 33</p>
<p>I am concerned that some schemes are over-priced, such that they might not go ahead. In particular, the work to the town gateways, and the inter-urban cycle routes between BKM and Hemel and BKM and Tring. The shared pedestrian and cycle route proposal needs to have the specifications reduced so that they stand a chance of going ahead. This is scheme 08.5.</p>	<p>To be discussed with HCC to ensure costs ranges are accurate</p>
<p>Yes, specifications should not be excessively demanding to cause schemes to be unaffordable.</p>	<p>To be discussed with HCC to ensure costs ranges are accurate</p>
<p>In Figure 9 of Proforma 10 entitled 'Berkhamsted Wayfinding', Berkhamsted School Kings Campus (on Kings Road) is incorrectly shown as 'Berkhamsted College' and our Preparatory School opposite, with the vehicular entrance from Doctors Commons Road does not even feature on the map. We would like to see the plans include TROs on our zigzags in Castle Street and Doctors Commons Road. In B34 Berkhamsted School's Travel Plan had been omitted from the list. B34.1 incorrectly states that Berkhamsted School does not provide cycle racks or showers for those wishing to cycle to School. There are in fact cycle racks at our Castle Street and Kings Road sites and showers are also provided. The School has also carried out Bikeability training. The lack of safe cycling routes to the schools is of concern and is a more likely reason that only a small minority of pupils choose to cycle to school.</p>	<p>The proformas will be amended to reflect the comments</p>
<p>I realise that available funds and existing road configurations severely limit improvements for walkers and cyclists. However, I am very disappointed to see no reference whatever (apart from mention of the hazards of attempting to cycle on Gravel Path) to possible remedies to excessive car speeds on Gravel Path which result in a considerable number of collisions and very numerous near misses. The 85 percentile criterion would rule out the imposition of a 20mph zone but I understand that this criterion is not now recommended by the DfT. Poor standards of driving on Gravel Path subject cyclists and pedestrians to daily stress and risk of injury; why has this issue been ignored in the draft when the problem has repeatedly been brought to the attention of Berkhamsted and Dacorum council?</p>	<p>Following feedback from numerous stakeholders, further assessment of Gravel Path will be completed</p>
<p>Bike lanes & access need to be carefully designed - 9 times out of 10 they are designed by someone who has never cycled and are total waste of money! If you made the footpath on the London Rd A4251 into a 2-way bike path it would solve all your problems on this route for minimal cost, and it would improve safety and make it easier for cyclists and drivers.</p>	<p>London Road shared use footway is proposed in Proforma 8.</p>

Comments on Cycling Proposals	AECOM Response
<p>Tring in Transition Steering group have filled in this questionnaire. We believe that all schemes should encourage reduction in fossil-based fuels and reduction in carbon emissions. We have put the main projects that relate to Tring into our priority order: 1. Real time passenger info at 4 bus stops 2. Cycle route Tring Station to Pitstone 3. Provision of foot/cycleway Icknield Way to Ind Estate 4. Improve cycling access and cycle parking at Tring Station 5. Refurbishment and extension of Station Road cycleway, Tring 6. Review of Beggars Lane parking 7. Safer routes to school for Goldfield School 8. Improvement to footpath 41 9. Improvement to footpath 39, crossing Station Road 10. Improvement to footpath 48 to Goldfield School Traffic calming on Aylesbury Road 12. Traffic calming on Brook Street 13. Traffic calming on London Road We also support a new footway from Pound Meadow along North side of London Road, to the bus stop on same side.</p>	<p>The footway on London Road would need adding to Proforma 24. There is already a measure to provide an informal crossing from Tesco to Dunkley Farm</p>
<p>We have no objection to more cycle racks being provided in the large car park at Tring Station but as residents of Fog Cottages we will object completely to any proposal to add more facilities to the forecourt area. We have spent countless hours objecting to this proposal in the past. Residents of Fog Cottages are permanently inconvenienced by traffic filling the forecourt and blocking their access. We have problems currently with our rubbish being collected because the access is blocked by thoughtless motorists, cyclists and bikers. We cannot drive out of our road in the evening because the forecourt is blocked. It is not only residents that will be inconvenienced the whole of the West Coast mainline may not run properly because it is a major access point for large railway vehicles, a point which seem to be completely alien to anyone in planning. At least the residents of Fog Cottages are given a cursory mention in this proposal. It would have made a refreshing change if someone had actually bothered to ask the situation before going to print.</p>	<p>Options in the Forecourt to be discussed with HCC / London Midland to ensure Fog Cottage resident's views are taken on board. Additional provision to the east of the station to be emphasised.</p>
<p>Scheme 03.4. Very strongly support pedestrian and cycle path (NOT vehicular) connecting Springfield Road to New Road. I will use such a path a lot to get to shops, post office etc at Northchurch, rather than having to use my car to drive via Billet Lane. Scheme 08. Okay but please do NOT add to the signage clutter already present in so many parts of Berkhamsted. Scheme 09.1. Very strongly support all of scheme 09, but particularly 09.1, which will hugely improve ability to get around Berkhamsted on foot using the canal path.</p>	<p>Propose repair of broken sign off A41 to Berkhamsted</p>
<p>Scheme 10. Okay but please do NOT add to the signage clutter already present in so many parts of Berkhamsted. Scheme 11. Do not support, not good use of funds. Scheme 10.5, Figure 6 on page 103, showing two poles with 5 separate signs.</p>	<p>Formal crossing on Billet Lane is not deliverable due to visibility constraints.</p>
<p>Plan focuses on increasing walking, cycling and bus travel but ignores the topography that leads to high car use in Berkhamsted. Limited bus timetable also ignored and a bus within 400m is little use if it is a stiff uphill climb. Cycling is limited to the very fit. The hill factor has been ignored for walkers. Walking into town requires safe footpaths - currently non-existent or excessively narrow in many places.</p>	<p>See feedback for mode based comments.</p>
<p>Cycling in Berkhamsted necessitates a very high level of fitness, rise and fall up being at least a couple of hundred feet across the town; due to extent of traffic cycling is generally quite awkward and width of roads, coupled to potholes makes this even more difficult. Canal paths although improving is not wide enough for any volumes of riders and walkers. Walking is also impacted due to the steep valley and roads that Berkhamsted sits in. The car is therefore fundamental means of transport for most Berkhamsted residents with inadequate parking and traffic light use slowing the flow of traffic and contributing to congestion problems.</p>	
<p>How could anyone who has walked the territory continue to insist that cycling and walking are viable transport alternatives? This totally neglects the facts that preferred routes such as Chesham Road which is shown as a 2.5 Bikeability route is, in fact, steep, narrow and dangerous. Some of the cost projections are horrendous; e.g. the plan to spend £875,000 on promoting cycling. If the scheme were to attract 100 extra cyclists (which is far from guaranteed), this works out at £8,750 per cyclist. There must be better ways of spending our money. After all, we have arguably the worst roads in the country (which, coincidentally, provide potentially fatal conditions for cyclists).</p>	<p>The UTP team have visited Tring and Berkhamsted on numerous occasions for site visits and auditing, including an on-site meeting with cycling stakeholders to identify the predominant issues for cycling in the two towns.</p> <p>The national cycle audit levels are based on the level of confidence of the cyclists. Chesham Road was given a 2.5 ranking owing to the hazards caused by the gradients in terms of cyclists speeds when compared to the speeds on vehicles.</p> <p>Schemes have been developed in line with LTP objectives to increase and promote sustainable modes of transport.</p>

Comments on Cycling Proposals	AECOM Response
<p>I think potential cyclists/ walkers would be attracted to an upgraded canal tow path from Northchurch to Berkhamsted Bridge 144. It should be wide enough to accommodate a pedestrian path and a cycle path. The surface should be tarmac. There should be good lighting throughout the length. Once this is built we have a good, safe, attractive route for people who live in the valley bottom to get to the shops and station using a bike or walking. Certainly if I was still travelling to work every day then a good cheap way of getting to the station everyday would be excellent. The question of topography cannot be fixed. The Electric Bike idea may go some way to resolve this issue.</p>	<p>We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.</p>
<p>It takes no account of the topography of the town which is ill suited to cycling or walking the town containing steep hills and narrow streets. The towpath is too narrow to be used by too many walkers and cyclists; it is already congested at weekends now. People will always need to use cars in this town to take children to different schools and to reach the station</p>	<p>We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.</p>
<p>To try to increase the cycle usage of the narrow canal towpaths is also appalling with the wretched walker having to stop every couple of minutes to let the cyclists through. As I have mentioned before Berkhamsted is very hilly and you have to be super fit and YOUNG to be able to cycle up and down hills all day.</p>	<p>We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.</p>
<p>The topography in Berkto is a major complication. Support improving cycle network but canal Path needs to be wider.</p>	<p>Noted.</p>
<p>The narrowness of the canal towpath is impractical for dual use. One can normally not hear the approach cyclist and it easy for an accident to occur.</p>	<p>We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. Signage is to be proposed to ensure cyclists give pedestrians priority.</p>
<p>1. In the forecourt of Tiring station drivers park their cars and use it as a waiting point to drop and collect me- this is unacceptable. If it were in London that this was happening, every driver would receive a ticket. It is completely uncontrolled and needs correcting immediately as this clearly affects the residents of Fog Lane and Network rail to constantly need access to and from the station. I cannot stress enough the importance of this. 2. The proposed idea of doubling the size of the bike shed next to the ticket office is absolutely unreasonable and clearly no thought has been given to the residents of Fog Lane. It is already difficult coming in and out of our lane, there are bikes parked outside of the allocated area as it is, it would be better to make use of the car park (east of the track) by placing a ticket machine there and bike shed, surely there is enough room that side of the station. 3. Again, I must stress that drivers are taking for granted that they can park up anywhere in the forecourt of Tiring station, we must have bollards by the entrance of Fog Lane, this is a must. We need to have cameras to issue tickets to those who use the station to park up (using the forecourt as a pick up and drop off).</p>	<p>To be coordinated with HCC / London Midland to ensure proposals do not have an adverse impact on For Cottage residents.</p>
<p>Focuses on increasing walking, cycling & bus travel but ignores topography that leads to high car use in Berkhamsted. Cycling limited to the very fit. Towpath not wide enough to take cyclists & pedestrians - widely used local amenity not a suitable main cycle route.</p>	<p>London Road east of Swing Gate Lane new issue?</p>
<p>Broadly speaking I am in favour of this report - I support measures to reduce car use and increase walking and cycling and reduce danger to pedestrians. My criticism is mainly that there could be more ambition in some areas such as public transport and cycling where I think more effort could be made to find dedicated cycle routes through and around Berkhamsted. My main concern is that funding will not be forthcoming for the schemes as suggested - perhaps the £3m that is earmarked for the multi storey car park could be diverted to funding the sustainable measures in this report</p>	<p>Opinions Noted.</p>
<p>I broadly supported the proposals and have confidence that the Aecom team's proposals have been put together with sustainability and practicality for all road users in mind. I have therefore decided to tick 'Fully Support' for each of the groups of schemes, even though I know there were areas that were still 'up for discussion' at the exhibition. People were making valid comments at the time which will, I'm sure, be taken into account with these consultation comments. I will email some additional specific comments.</p>	<p>Opinions Noted.</p>
<p>Towpath between Bridge 146 Sharpes Lane, Bourne End -> lock 59 (downstream) - less than 100 metres. Terribly muddy for lengthy periods across whole width - one part often can't avoid walking in 2' of mud. Towpath - rather than the (very noisy) A4251 - encourages WALKING (using the road, the very narrow footpath under railway bridge by Hemel Station is positively dangerous if large vehicle, with huge mirrors, transiting at the road width is too small for them to be other than close to the kerb.) Cycle Lanes must not be like the mad VERY SHORT stretch on A4251 by ESSO Garage; ideally, physical separation from vehicles will encourage more use as it will be safer.</p>	<p>Opinions Noted.</p>

Comments on Cycling Proposals	AECOM Response
<p>Cycling safety and access measures are welcome but needs further improvement and you should not let London Midland block the proposal for better access to platforms and trains: connecting rail and cycle is an important part of a national strategy. Canal towpath needs improvement to support cycles and pedestrians - it is rutted and muddy now. Connecting Tring to Berkhamsted with a dedicated cycleway would be very welcome. The same could be done to Patten End. Highway maintenance needs to improve - not only is this better for existing car traffic but also is safer for cyclists. Paul de Hoest, Dacorum Green Party.</p>	<p>Maintenance to be completed outside of UTP.</p>
<p>Thanks for doing such an excellent plan. I am concerned that some of the measures are a bit over-priced, so won't ever get funded. Would it be possible to review the specification of some of the walking and cycling measures to be sure we can get as many of them as possible? I'd be happy to help, or get others from Transition Town Berkhamsted to help too. Danny Bonnett.</p>	<p>Costs have been developed by HCC, and include preliminaries, design and construction. We will confirm that costs are accurate with HCC.</p>
<p>Promoting the canal towpath for cycling is not ideal. Has an inter urban route been considered (without using the towpath)?</p>	<p>We are working in co-ordination with CRT to ensure proposals are in line with CRT guidance. All proposals have been developed working closely with cycle stakeholders to ensure the best options are proposed for cycle routes.</p>



AECOM