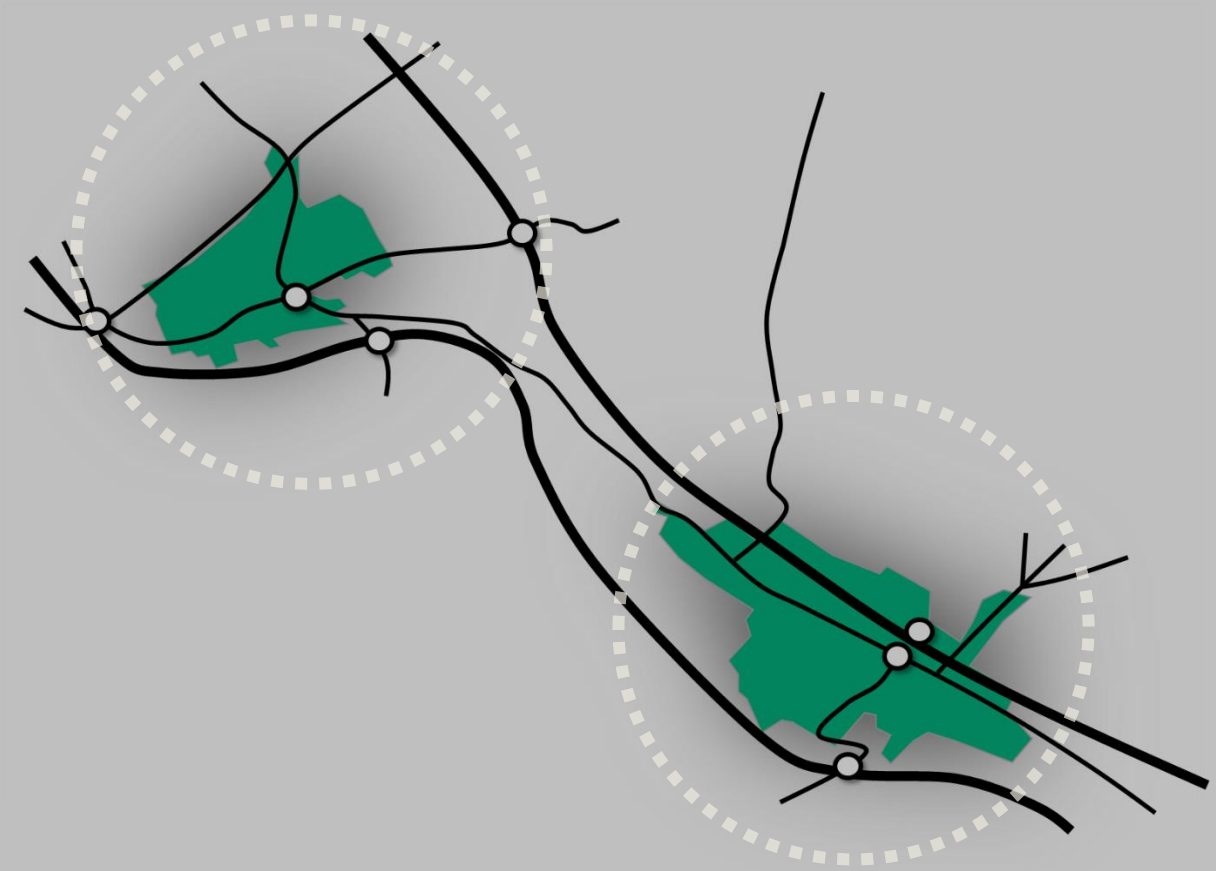


Appendix C

Intervention Proforma - Berkhamsted

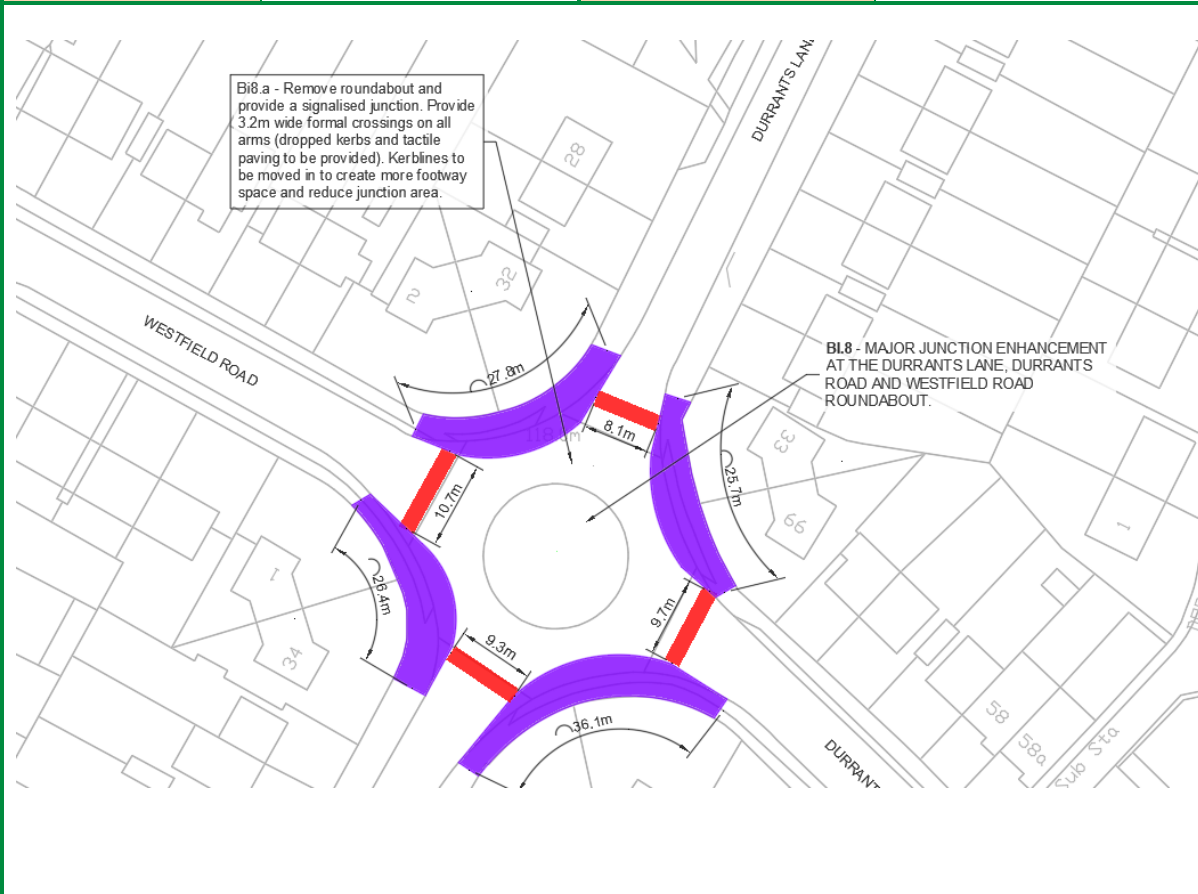


Intervention Proforma

Intervention ID(s):	Bi6	Intervention Name(s):	Minor junction enhancement at the junction of Durrants Lane and Shootersway
Intervention Description(s)	<p>Bi6.a Add a 2m wide footway on the southern side of Shootersway along the extents of the new development.</p> <p>Bi6.b Include an informal crossing point east of the junction in order to connect the new southern footway with the existing footway on the eastern side of Durrants Lane. Another informal crossing west of the junction could be added in order to connect the new southern footway with the existing northern path along Shootersway (which would also have to be built into a proper footway). Dropped kerbs and tactile paving to be provided at crossing points.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£ 75,853	Associated Development(s):	Land East of Darr's Lane, Rossway Farm
Source	Transport Study	Timescale	2026-2032
Notes	<p><i>Exact location of crossings and footway subject to development access locations</i></p>		

Intervention Proforma

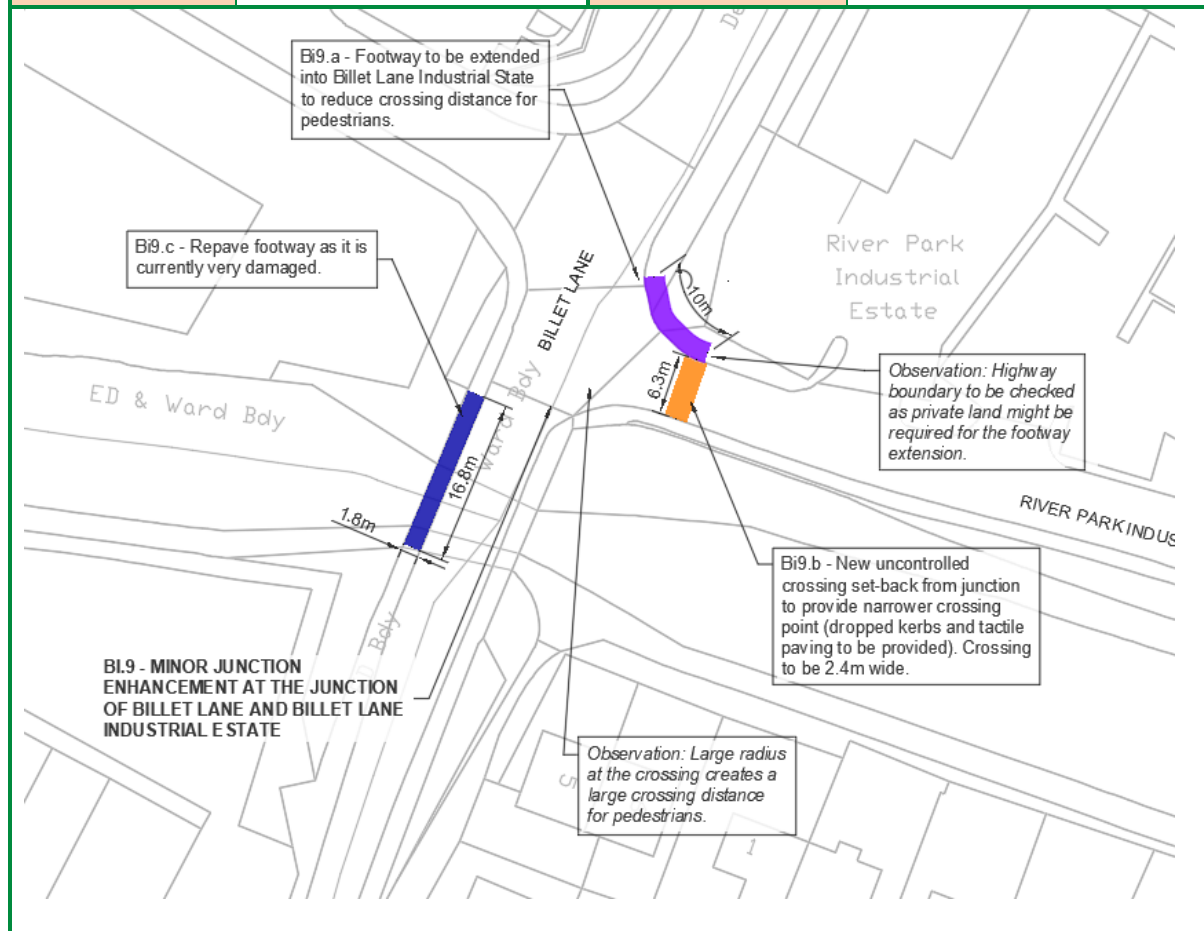
Intervention ID(s):	Bi8	Intervention Name(s):	Major junction enhancement at the Durrants Lane, Durrants Road and Westfield Road roundabout
Intervention Description(s)	Bi8.a Remove roundabout and provide a signalised junction. Provide 3.2m wide formal crossings on all arms (dropped kerbs and tactile paving). Kerblines to be moved in to create more footway space and reduce junction area.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£1,161,428	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	Traffic flows, roundabout capacity, queues and swept paths to be reviewed.
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Intervention Proforma

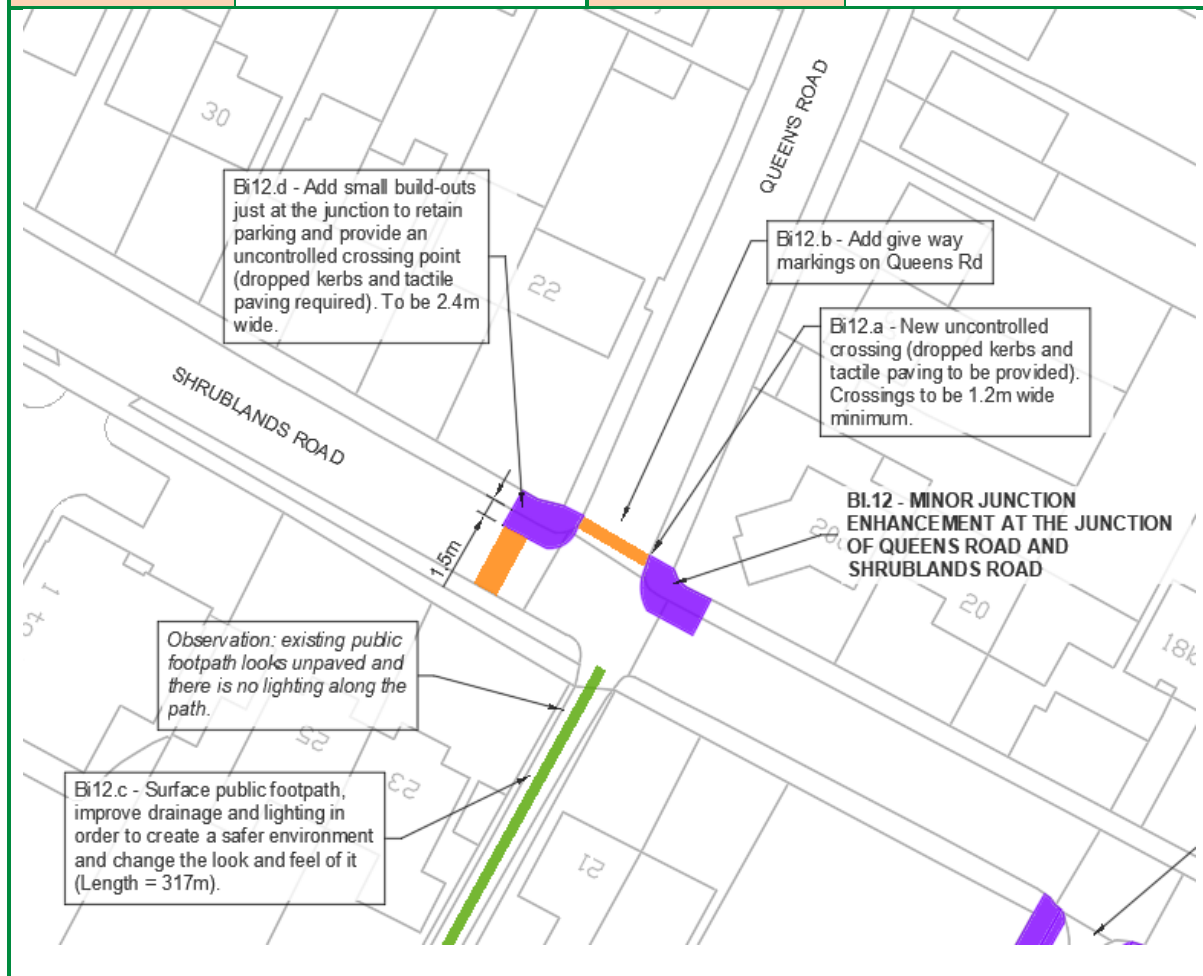
Intervention ID(s):	Bi9	Intervention Name(s):	Minor junction enhancement at the junction of Billet Lane and Billet Lane industrial estate
Intervention Description(s)	<p>Large radius at the crossing creates a large crossing distance for pedestrians.</p> <p>Bi9.a The northern footway at the junction could be extended a bit further into Billet Lane Industrial Estate to reduce crossing distance (increase safety) - Highway boundary to be checked as private land might be required for this.</p> <p>Bi9.b Tactile paving at the crossing and dropped kerbs would be required. Crossing to be 1.2m wide minimum.</p> <p>Bi9.c Improve footway paving on western side of bridge as it appears to be very damaged.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B3
Estimated Cost(s):	£41,935	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	
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Intervention Proforma

Intervention ID(s):	Bi12	Intervention Name(s):	Minor junction enhancement at the junction of Queen's Road and Shrublands Road
Intervention Description(s)	Bi12.a Add tactile paving at the crossing along Queens Road. Bi12.b Add give way markings at Queen's Road. Bi12.c Surface public footpath between Shrublands Road and Greenway, improve lighting and drainage - create a safer environment for pedestrians and change the look and feel of it. Bi12.d Add small buildouts on Shrublands Road (just at the junction as to retain parking) and provide informal crossing across Shrublands Road. Tactile paving and dropped kerbs required. New crossings to be 1.2m wide minimum.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£238,247	Associated Development(s)	Cumulative
Source	Transport Study	Timescale	-



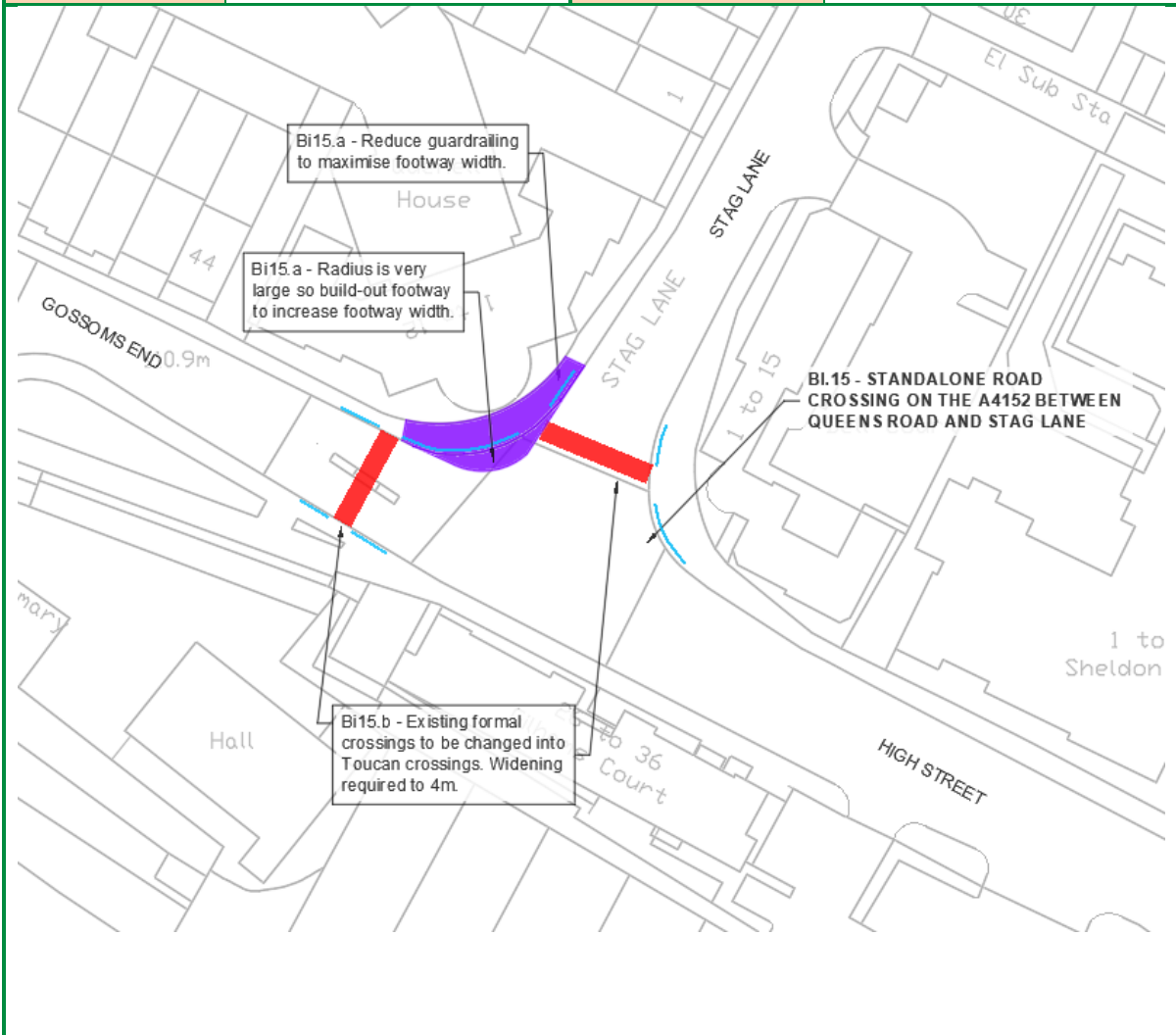
Notes	
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Intervention Proforma

Intervention ID(s):	Bi13	Intervention Name(s):	Minor junction enhancement at the junction of Shrublands Avenue and Shrublands Road
Intervention Description(s)	Bi13.a Remove 30mph and 20mph zone road signs on Shrublands Avenue (at junction), as Shrublands Road will be included within the 20mph zone. Bi13.b Provide a 5.75m carriageway at Shrublands Avenue and build-out the rest with an uncontrolled crossing (tactile paving and dropped kerbs required). Repave existing footway.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£133,616	Associated Development(s) :	Cumulative
Source	Transport Study	Timescale	-
Notes			

Intervention Proforma

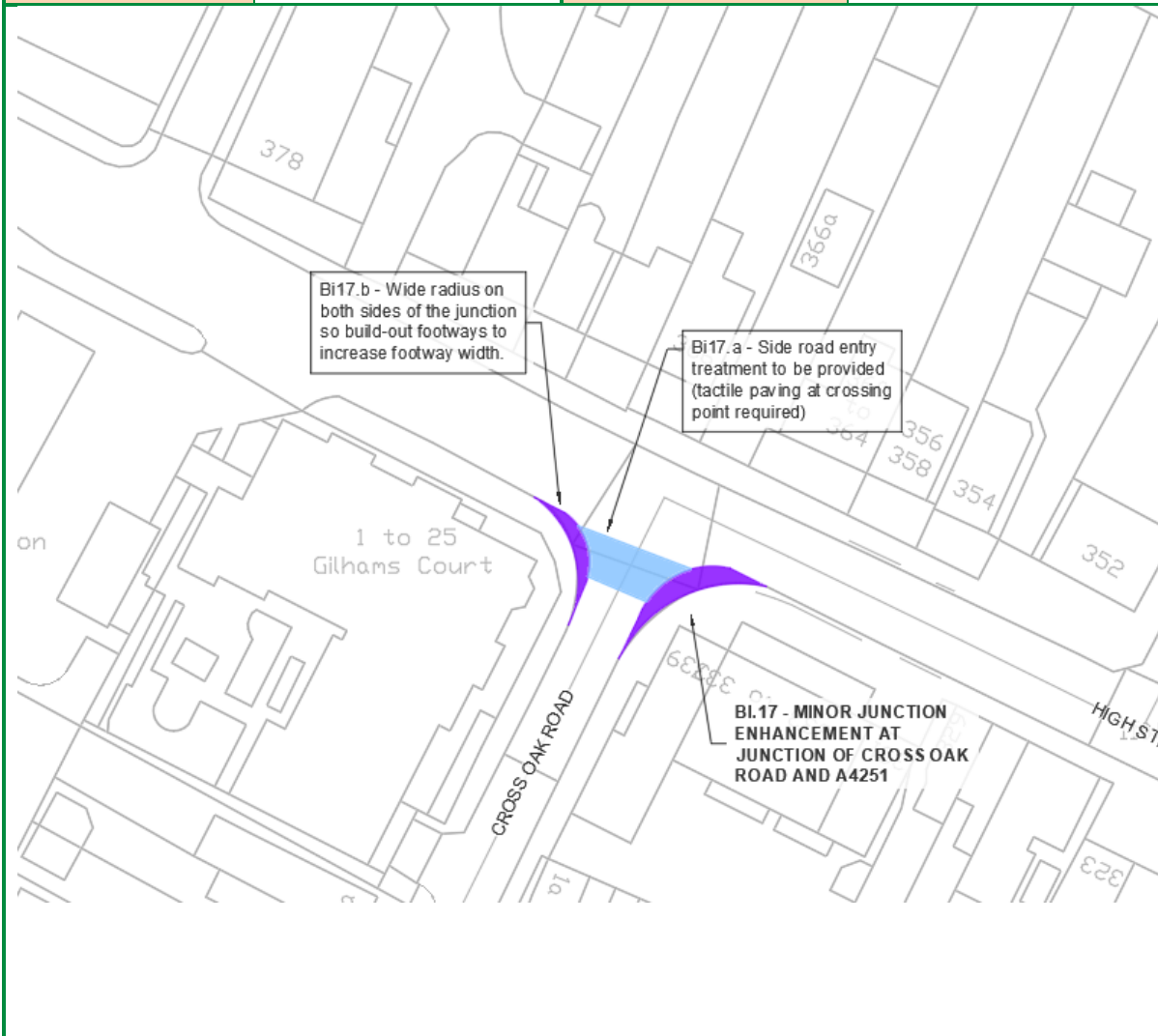
Intervention ID(s):	Bi15	Intervention Name(s):	Standalone road crossing on the A4521 between Queens Road and Stag Lane
Intervention Description(s)	Bi15.a Reduce guardrailing to maximise footway width. Bi15.b Existing crossings on the A4251 and on Stag Lane to be changed to a Toucan crossing. This would require widening existing crossings to a minimum of 4m. Bi15.c Buildout at junction with Stag Lane to increase footway width (existing radius are too large). Bi15.d Resurface carriageway and remove metallic studs.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£328,900	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	
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Intervention Proforma

Intervention ID(s):	Bi17	Intervention Name(s):	Minor junction enhancement at junction of Cross Oak Road and A4251
Intervention Description(s)	Bi17.a Side road entry treatment using block paving. Add tactile paving at the uncontrolled crossing at Cross Oak Road. Bi17.b Wide radius at entry/exit points from Cross Oak Road - could add footway build-outs to increase footway width.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£61,669	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



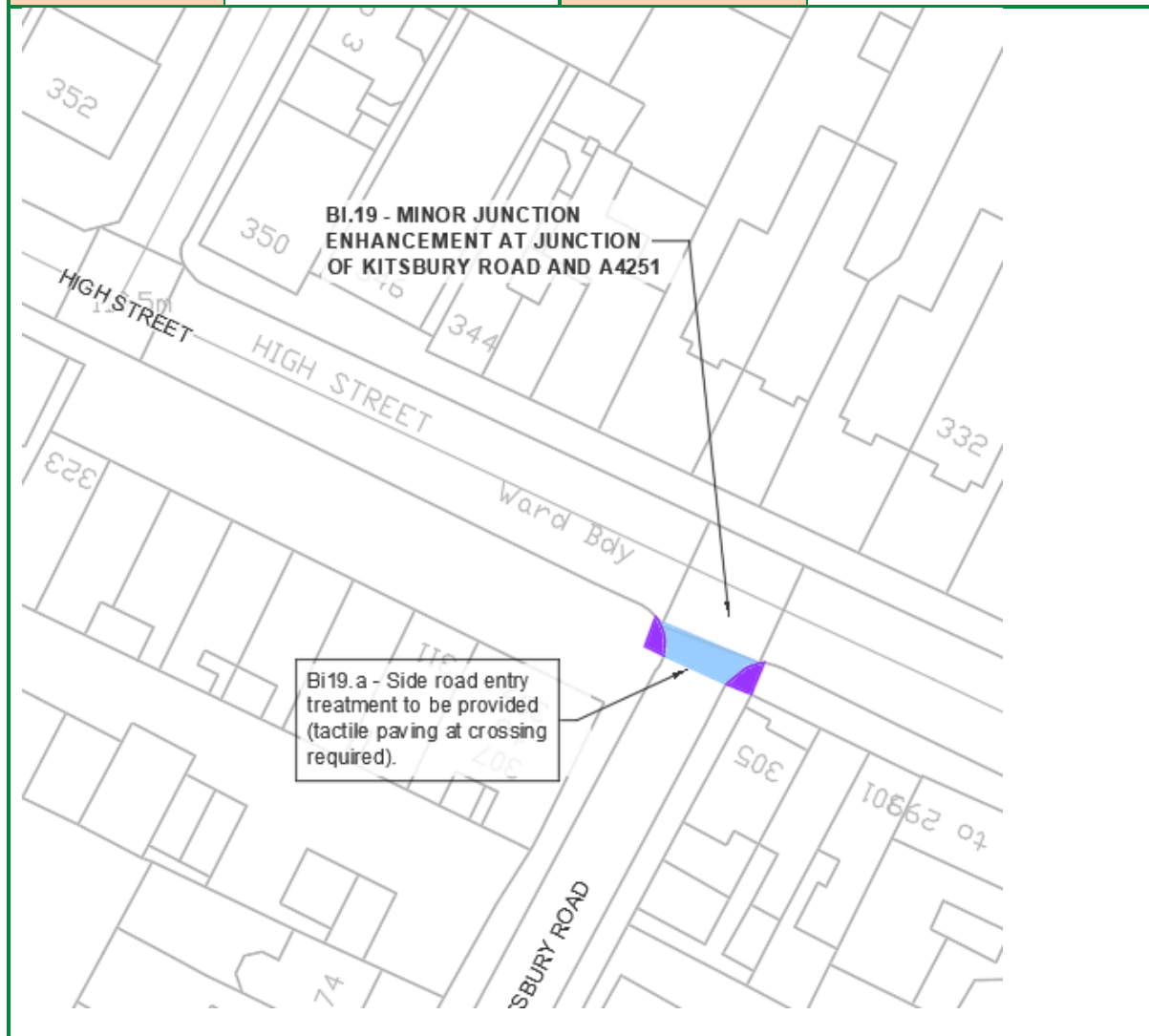
Notes	
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Intervention Proforma

Intervention ID(s):	Bi18	Intervention Name(s):	Minor junction enhancement at junction of Cross Oak Road and Shrublands Road
Intervention Description(s)	Bi18.a Add informal crossing points at Shrublands Road (west of the junction), Cross Oak Road (south of the junction) and at Charles St (east of the junction). Provision of dropped kerbs and tactile paving at these locations is required. Existing constraint include Church access and very flat footways.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£92,503	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-
Notes			

Intervention Proforma

Intervention ID(s):	Bi19	Intervention Name(s):	Minor junction enhancement at junction of Kitsbury Road and A4251
Intervention Description(s)	B19.a Entry treatment. Add tactile paving at existing crossing.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£20,556	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	
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Intervention Proforma

Intervention ID(s):	Bi20	Intervention Name(s):	Minor junction enhancement at junction of Kitsbury Road and Charles Street
Intervention Description(s)	Bi20.a Provide informal crossing points at Kitsbury Road (both sides of the junction). Dropped kerbs and tactile paving to be provided. Bi20.b Refresh road markings.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£46,252	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-
Notes	<i>Existing constraints include flat footways and narrow lanes.</i>		

Intervention Proforma

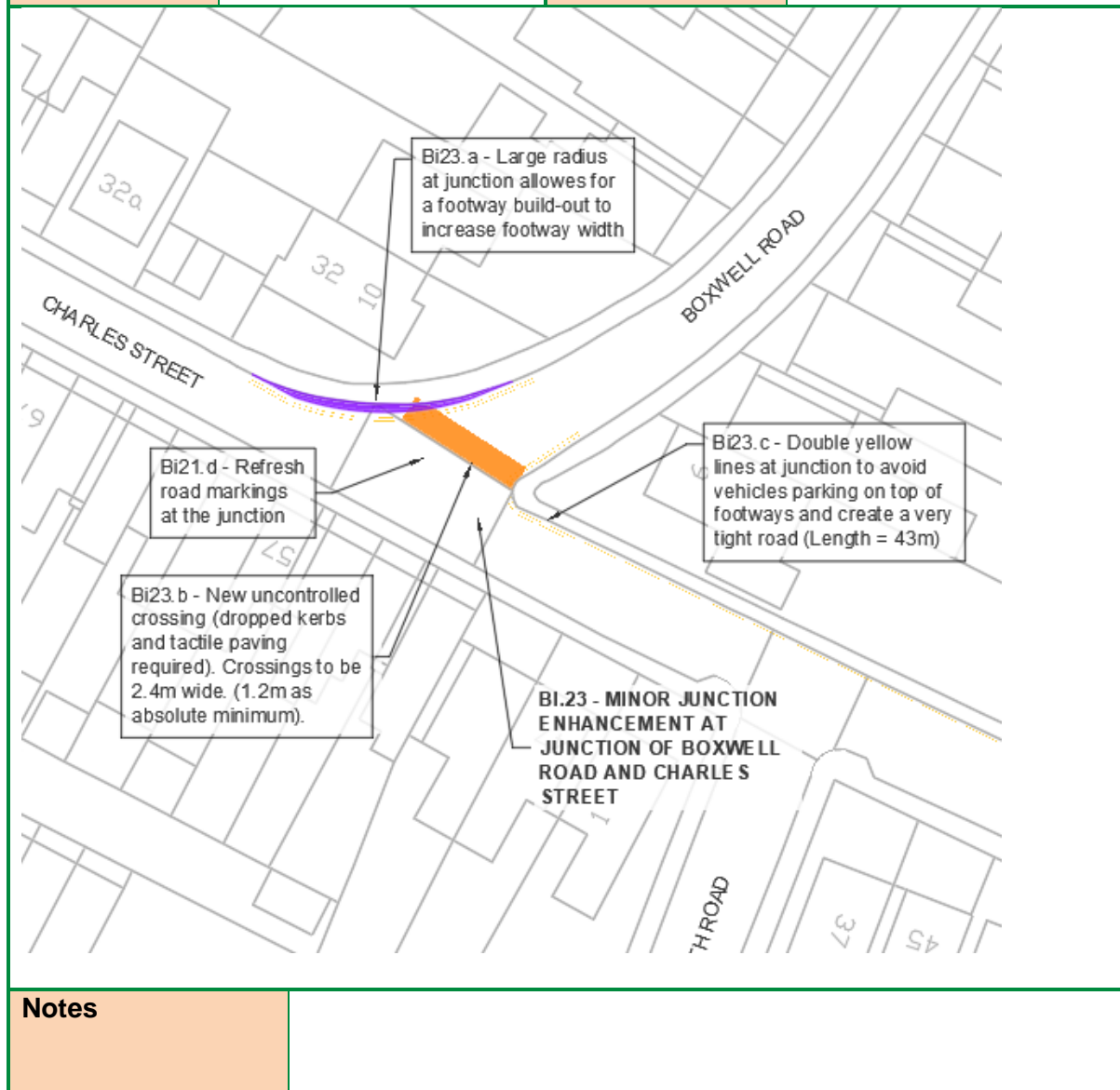
Intervention ID(s):	Bi21	Intervention Name(s):	Minor junction enhancement at junction of St John's Well Lane and A4251
Intervention Description(s)	<p>Bi21.a Provide tactile paving at the existing crossing at St. John's Well Lane (including at central refuge).</p> <p>Bi21.b Provide tactiles and dropped kerb for a new informal crossing on the A4251, just west of the roundabout.</p> <p>Bi21.c Add another crossing point east of the roundabout on the A4251, including a central refuge, bollards, tactile paving and dropped kerbs.</p> <p>Bi21.d Refresh road markings.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3, B4
Estimated Cost(s):	£102,781	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-
<p>The map illustrates the proposed interventions at the junction of St John's Well Lane and A4251. Key features include High Street CR, St John's Well Lane, and a roundabout. Orange shaded areas indicate the locations of the interventions. Callouts provide detailed descriptions for each intervention: Bi21.a (tactile paving at existing crossing), Bi21.b (new crossing west of roundabout), Bi21.c (new crossing east of roundabout), and Bi21.d (refresh markings at junction).</p>			
Notes			

Intervention Proforma

Intervention ID(s):	Bi22	Intervention Name(s):	Minor junction enhancement at junction of Boxwell Road and A4251
Intervention Description(s)	Bi22.a Provide tactile paving at the existing crossing point on Boxwell Road. Bi22.b Refresh road markings.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3, B4
Estimated Cost(s):	£25,695	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-
Notes			

Intervention Proforma

Intervention ID(s):	Bi23	Intervention Name(s):	Minor junction enhancement at junction of Boxwell Road and Charles Street
Intervention Description(s)	Bi23.a Add buildout on western side of junction as radius is very large and this narrows crossing for pedestrians. Bi23.b Add an uncontrolled crossing across Boxwell Road with tactile paving and dropped kerbs. Bi23.c Add double yellow lines at junction (tight road if vehicles are parked on both sides) Bi23.d Refresh road markings at junction		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£61,669	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



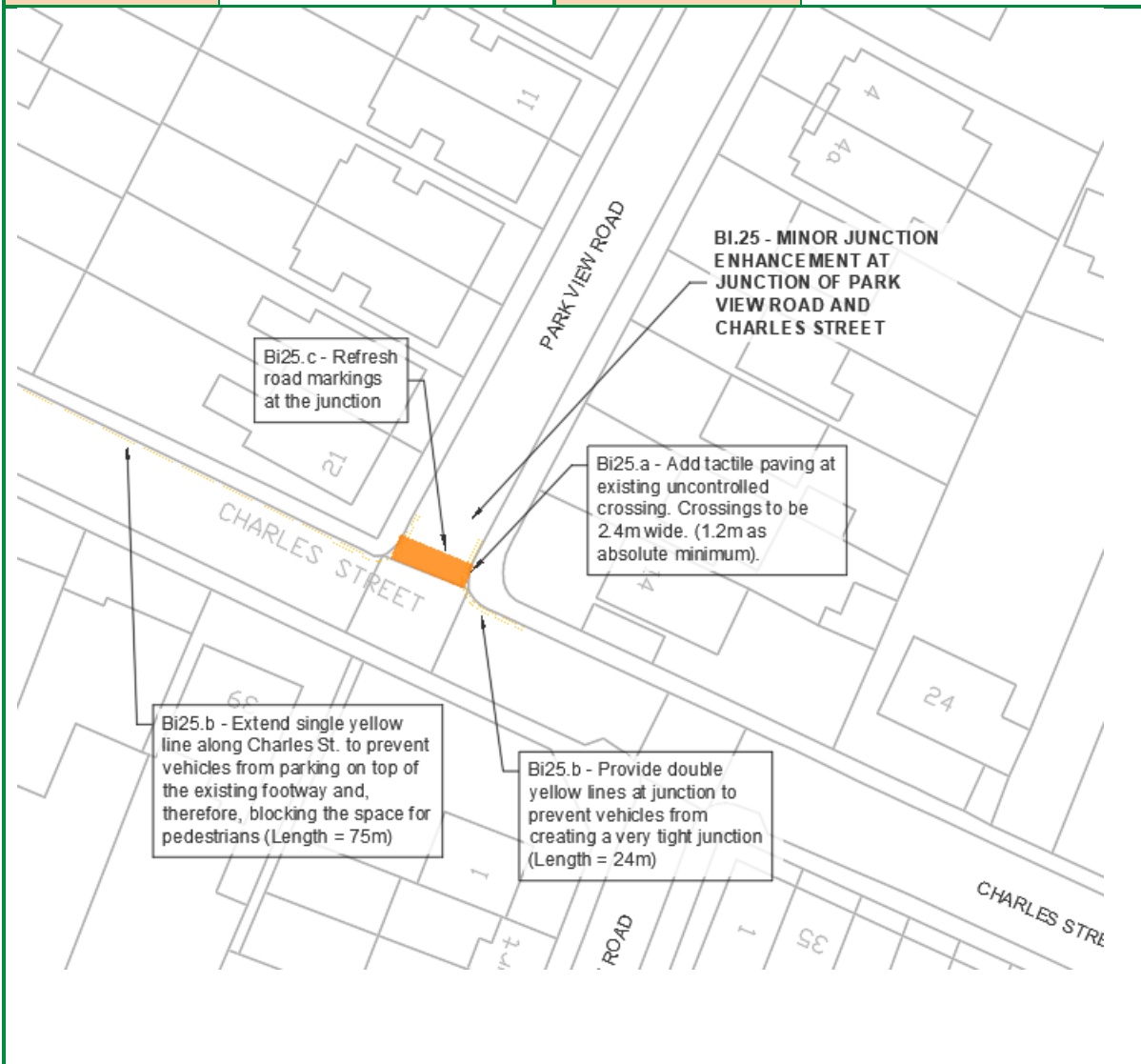
Notes

Intervention Proforma

Intervention ID(s):	Bi24	Intervention Name(s):	Minor junction enhancement at junction of Park View Road and A4251
Intervention Description(s)	Bi24.a Entry treatment using block paving. Provide tactile paving at the existing crossing point on Park View Road. Bi24.b Remove 30mph and 20mph zone road sign on Park View Road, south of the junction.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£25,695	Associated Development(s)	Cumulative
Source	Transport Study	Timescale	-
Notes			

Intervention Proforma

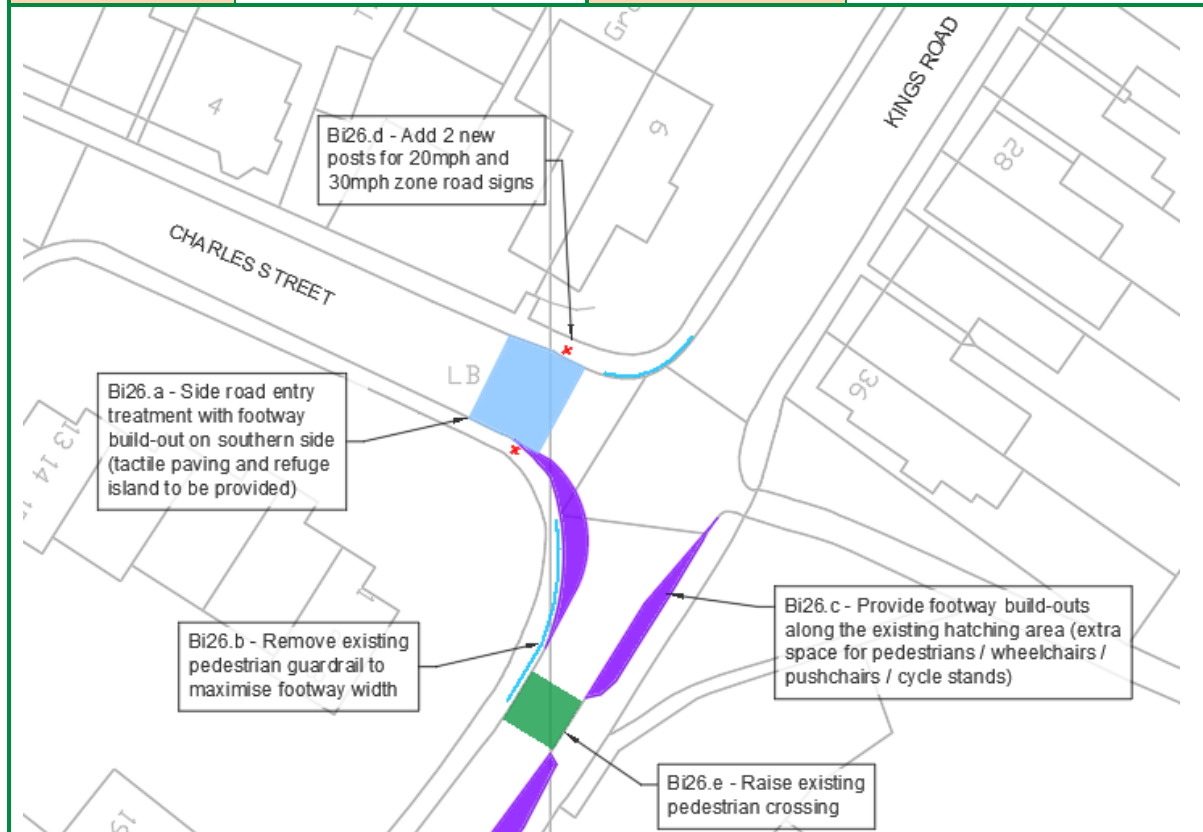
Intervention ID(s):	Bi25	Intervention Name(s):	Minor junction enhancement at junction of Park View Road and Charles Street
Intervention Description(s)	Bi25.a Provide tactile paving on existing crossing point at Park View Road. Bi25.b Provide double yellow lines at junction. Extend single yellow line from junction to the west on Charles St (vehicles parking on top of existing footway so no space for pedestrians). Bi25.c Refresh road markings at junction		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£35,973	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



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Intervention Proforma

Intervention ID(s):	Bi26	Intervention Name(s):	Minor junction enhancement at the junction of Charles Street and A416
Intervention Description(s)	<p>Bi26.a Provide an entry treatment at Charles St. with build-outs (increase footway width at junction) including tactile paving and a central refuge.</p> <p>Bi26.b Remove PGR to maximise footway width.</p> <p>Bi26.c Provide a footway build-out on the eastern side of the A416, along the existing hatching area (extra space for pedestrians entering / exiting the park + pushchairs/wheelchairs and provide some cycle stands). Maintain guardrail close to the park's entrance for safety.</p> <p>Bi26.d Add 20mph zone road sign on the entry to Charles St from the A416. Add 30mph road sign on Charles St at the exit lane into the A416.</p> <p>Bi26.e Raise crossing at Kings Road.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£107,920	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



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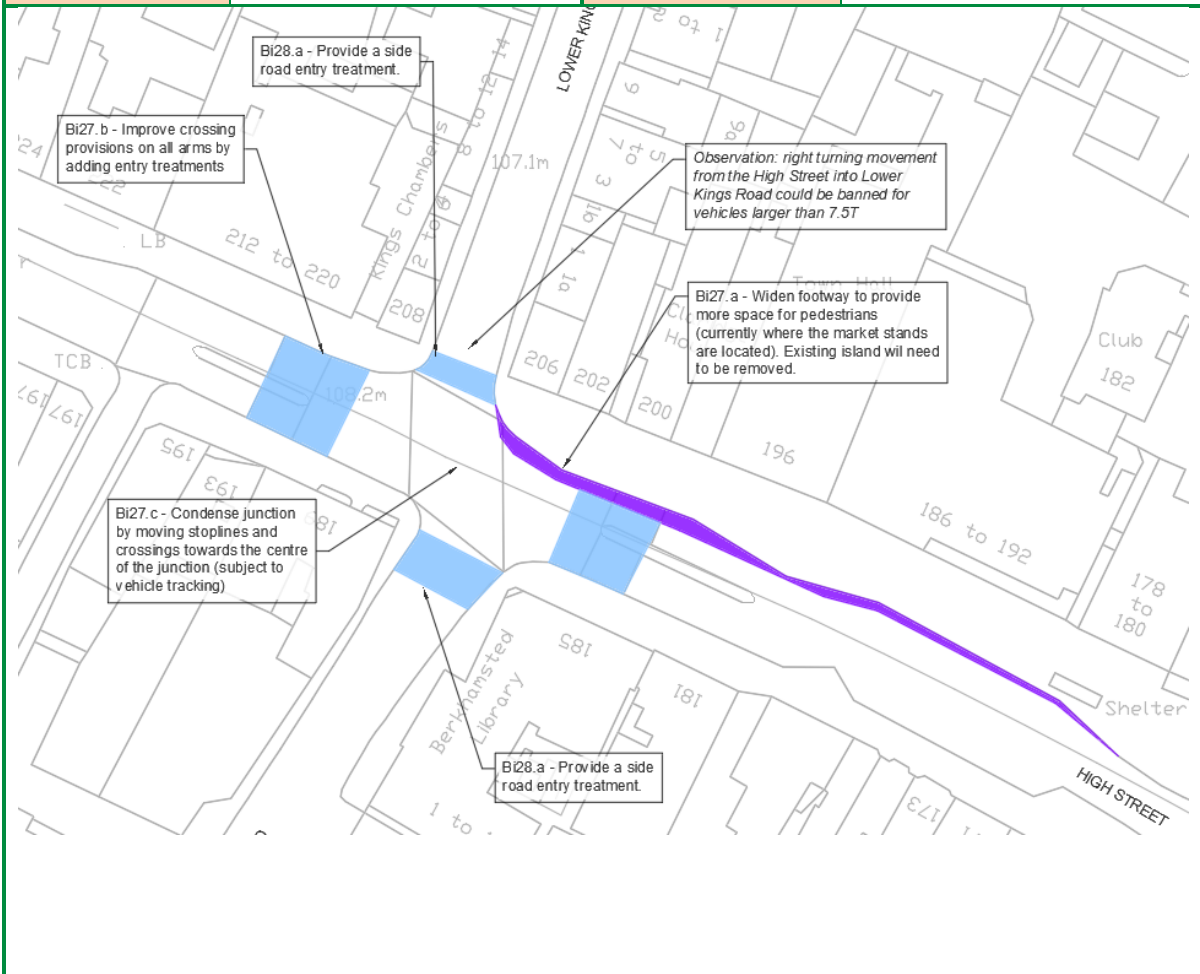
Intervention Proforma

Intervention ID(s):	Bi27	Intervention Name(s):	Major junction enhancement at the junction of A4241, A416 and Lower Kings Road - B-Hive improvements
Intervention Description(s)	Bi27.a Widen footways or islands (widen footway on the northern side of the A4152, east of the junction). Bi27.b Improve crossing provisions (entry treatments on all arms). Bi27.c Condense the junction moving stoplines and crossings towards centre of junction - subject to vehicle tracking. Observation: Right turn movement from High St into Lower Kings Road could be banned for vehicles larger than 7.5T.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3, B4
Estimated Cost(s):	£195,284	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-
<p>The map shows the intersection of Lower Kings Road and High Street. Key features include: <ul style="list-style-type: none"> Bi27.a: Widen footway on the northern side of the A4152, east of the junction. Bi27.b: Improve crossing provisions on all arms by adding entry treatments. Bi27.c: Condense junction by moving stoplines and crossings towards the centre of the junction (subject to vehicle tracking). Bi28.a: Provide a side road entry treatment at two locations. Observation: Right turning movement from the High Street into Lower Kings Road could be banned for vehicles larger than 7.5T. </p>			
Notes	<p><i>This is akin to the 'B-Hive' scheme commissioned by the Town Council.</i></p> <p><i>Observation: Right turn movement from High St into Lower Kings Road could be banned for vehicles larger than 7.5T</i></p>		

Any enhancement to traffic signals should consider the potential for active priority for buses. This should comprise more sophisticated traffic signals which assign additional green time to arms of the junction when buses are approaching, thus reducing delays for buses.

Intervention Proforma

Intervention ID(s):	Bi28	Intervention Name(s):	Major junction enhancement at the junction of A4241, A416 and Lower Kings Road - alternative 'watered down' version including removal of some road space to widen footways on junction corners
Intervention Description(s)	Bi28.a Entry treatment at Lower Kings Road and the A416 (block paving construction).		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3, B4
Estimated Cost(s):	£195,284	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



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Intervention Proforma

Intervention ID(s):	Bi29	Intervention Name(s):	Major junction enhancement at junction of Lower Kings Road and Brownlow Road (nr Berkhamsted Station)
Intervention Description(s)	Bi29.a Provide 2 new uncontrolled crossings to create a more direct and safer route to the train station for pedestrians. Remove existing tactiles. Crossings to be 1.2m wide minimum. Bi29.b Provide dropped kerbs and tactile paving at existing crossing points at the station's forecourt. Crossings to be 1.2m wide minimum.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3
Estimated Cost(s):	£102,781	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-
<p><i>Observation: Existing constraints include not enough space to provide a normal roundabout and no information on existing traffic flows.</i></p> <p>Bi29. b - Provide dropped kerbs and tactile paving at existing crossing points at the stations forecourt. Crossings to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Bi29. a - Provide new uncontrolled crossings to create a direct and safe route to the train station for pedestrians. Remove existing tactiles. Crossings to be 2.4m wide. (1.2m as absolute minimum).</p>			
Notes	Site visit observations: - Structures are owned by network rail - Through the tunnel nearest the rail station (Lower Kings Road/Brownlow Road) – footway 0.8m wide, carriageway 3.65m wide, height restriction 3.7m (or 12'-3") - Existing arrangement only accommodates shuttle working (priority give way) - Through the tunnel further east from the rail station (Whitehill/Station Road) – footway 0.6m wide, carriageway 3m		

wide, height restriction 8'-9")

- Footway along the northern side of Lower Kings Road, between the two tunnels, ranges from 1.4 to 1.6m wide.
- Some (albeit limited) opportunities to widen the footway along the northern side of Lower Kings Road, potentially through widening footways.
- Clear benefits to safety by signalling the junction, but doesn't do much for pedestrian or cycle provision.
- You couldn't just signalise the Lower Kings Road/Brownlow Road junction as you couldn't accommodate traffic queuing through the tunnel on the southbound junction approach (as this would create exit blocking for traffic going northbound). You would have to make the link through the tunnel one way.
- Potential to make the easternmost tunnel a model filter, suitable for only pedestrians and cyclists, though this would increase traffic through the Lower Kings Road/Brownlow Road tunnel
- Potential to build out and reshape the geometry of the junction on the south-eastern corner of the Whitehall/Brownlow Road junction, which would provide better footways around the junction, but constraint through the tunnel remains.

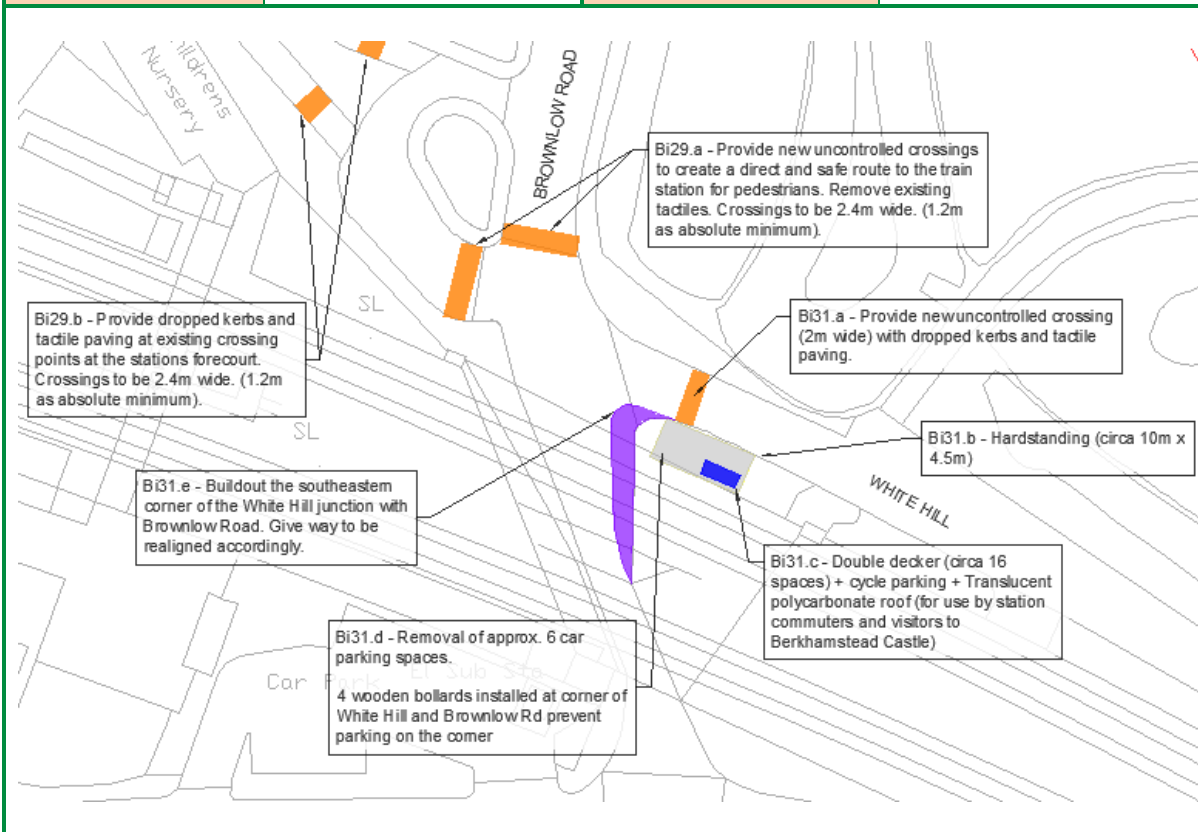
Without any flow data it is very difficult to provide recommendations. This is a full-on standalone study in itself, and likely to be politically sensitive given proximity to the rail station.

Intervention Proforma

Intervention ID(s):	Bi30	Intervention Name(s):	Major junction enhancement at Brownlow Road and Bridgewater Road Roundabout
Intervention Description(s)	Bi30.a Widen existing crossings at the junction to provide clearer and safer routes to/from train station. Crossings to be 1.2m wide minimum.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3
Estimated Cost(s):	£61,669	Associated Development(s) :	Cumulative
Source	Transport Study	Timescale	-
Notes	<i>Constraints - Not enough space to provide a normal roundabout.</i>		

Intervention Proforma

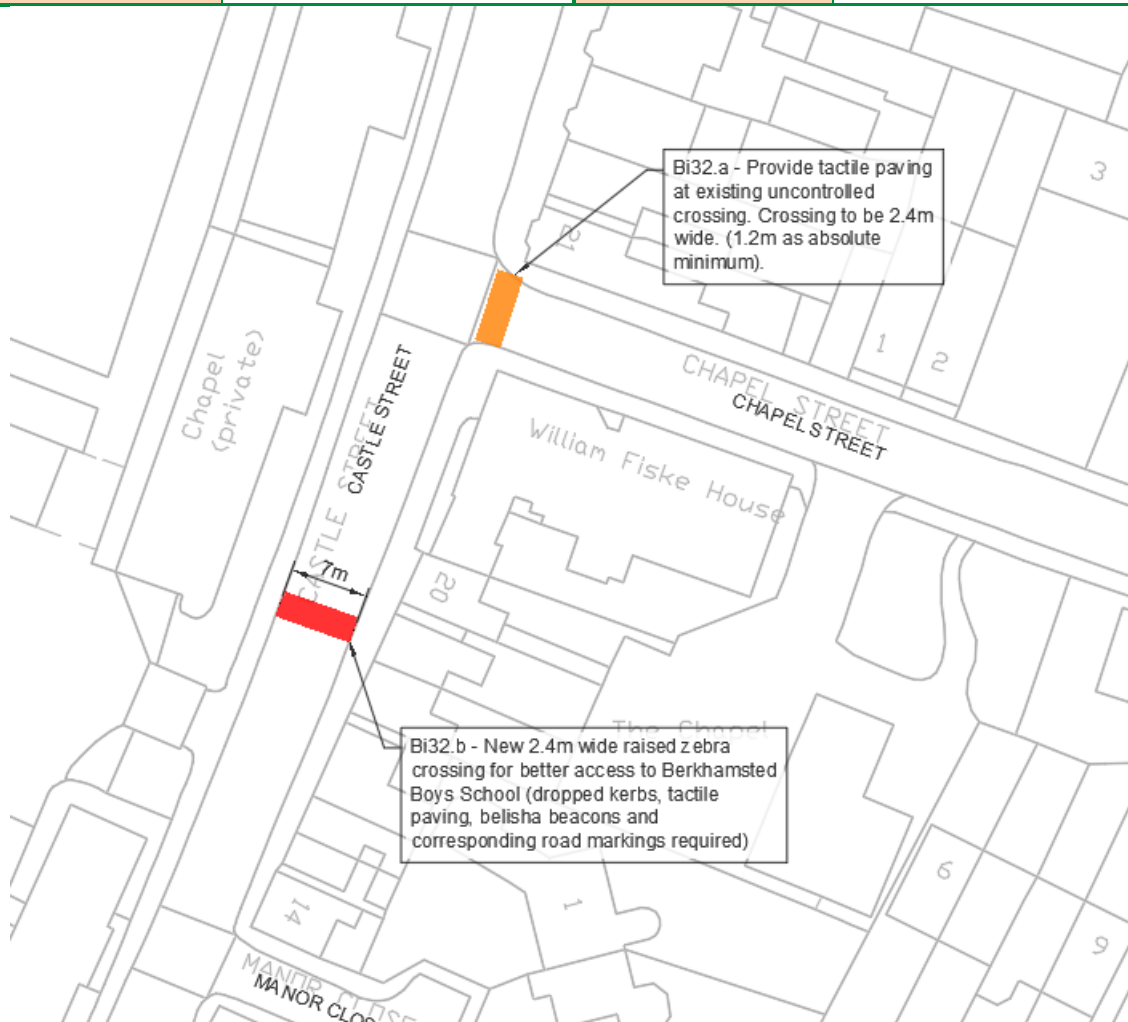
Intervention ID(s):	Bi31	Intervention Name(s):	Cycle Parking at Berkhamsted Station
Intervention Description(s)	<p>Bi31.a - Provide new uncontrolled crossing (2m wide) with dropped kerbs and tactile paving.</p> <p>Bi31.b - Hardstanding (circa 10m x 4.5m)</p> <p>Bi31.c - Double decker (circa 16 spaces) + cycle parking + Translucent polycarbonate roof</p> <p>Bi31.d - Removal of approx. 6 car parking spaces. 4 wooden bollards installed at corner of White Hill and Brownlow Rd prevent parking on the corner.</p> <p>Bi31.e - Buildout the southeastern corner of the White Hill junction with Brownlow Road. Give way to be realigned accordingly.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£183,978	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	
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Intervention Proforma

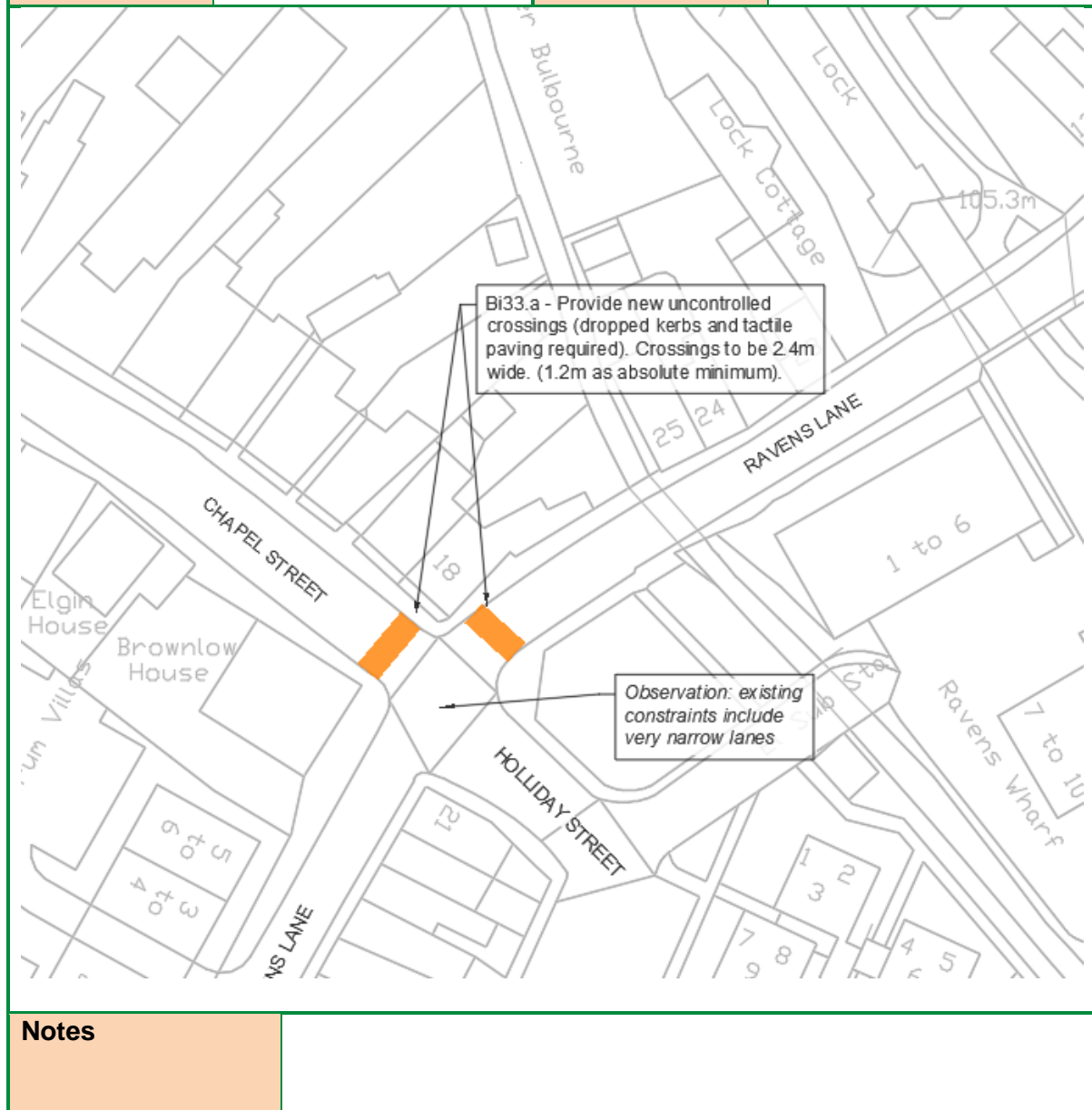
Intervention ID(s):	Bi32	Intervention Name(s):	Minor junction enhancement at junction of Castle Street and Chapel Street
Intervention Description(s)	Bi32.a Add tactile paving at the existing crossings (dropped kerbs) on Chapel St. Bi32.b Provide a 2.4m raised zebra crossing south of the junction for better access to Berkhamsted Boys School, including dropped kerbs, belisha beacon, tactile paving and corresponding road markings.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£143,894	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes

Intervention Proforma

Intervention ID(s):	Bi33	Intervention Name(s):	Minor junction enhancement at junction of Chapel Street and Ravens Lane
Intervention Description(s)	Bi33.a Provide dropped kerbs and tactile paving at Ravens Lane for an informal crossing (just north of the junction). Provide another informal crossing a Chapel St. (just west of the junction).		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£61,699	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes

Intervention Proforma

Intervention ID(s):	Bi34	Intervention Name(s):	Minor junction enhancement at junction of A4251 and Three CI Lane
Intervention Description(s)	B34.a Entry treatment by providing block paving at the crossing on Three CI Lane.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£20,556	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	
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Intervention Proforma

Intervention ID(s):	Bi35	Intervention Name(s):	Minor junction enhancement at A4251 and Victoria Street roundabout
Intervention Description(s)	Bi35.a Entry treatment by providing block paving at the crossing on Victoria Street.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£20,556	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-



Notes	
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Intervention Proforma

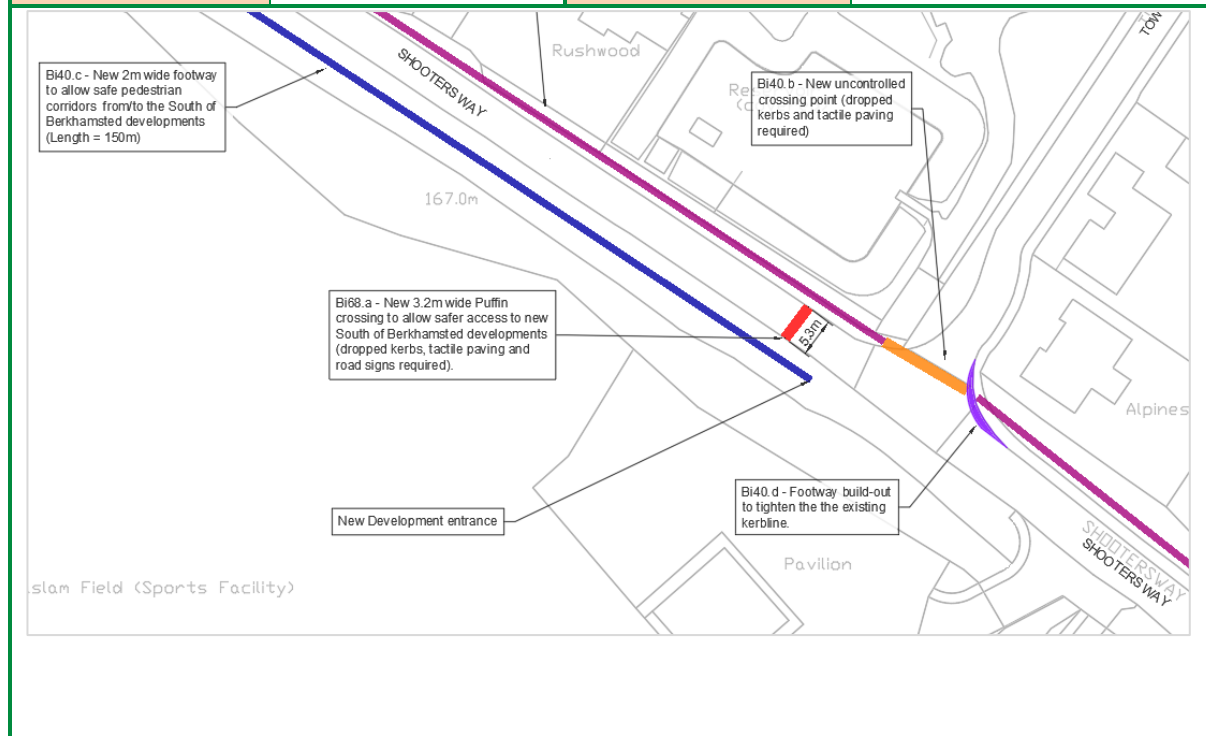
Intervention ID(s):	Bi36	Intervention Name(s):	Minor junction enhancement at Shootersway and Cross Oak Road roundabout
Intervention Description(s)	Bi36.a Add a crossing point at Cross Oak Road with a central refuge, dropped kerbs and tactile paving. Bi36.b Add a 20mph zone road sign on the entry lane to Cross Road and a 30mph sign on the exit lane on Cross Road. Bi36.c Refresh road markings.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£30,834	Associated Development(s)	South of Berkhamsted (small site), British Film Institute, Haslam Playing Fields
Source	Transport Study	Timescale	2025-2033
<p>The map illustrates the proposed intervention at the junction of Shootersway and Cross Oak Road. Key features include:</p> <ul style="list-style-type: none"> Bi36.a: A new uncontrolled crossing point with a central refuge, dropped kerbs, and tactile paving, with a minimum width of 1.2m. Bi36.b: Addition of 20mph and 30mph zone road signs at the junction. Bi36.c: Refreshing of road markings at the junction. 			
Notes			

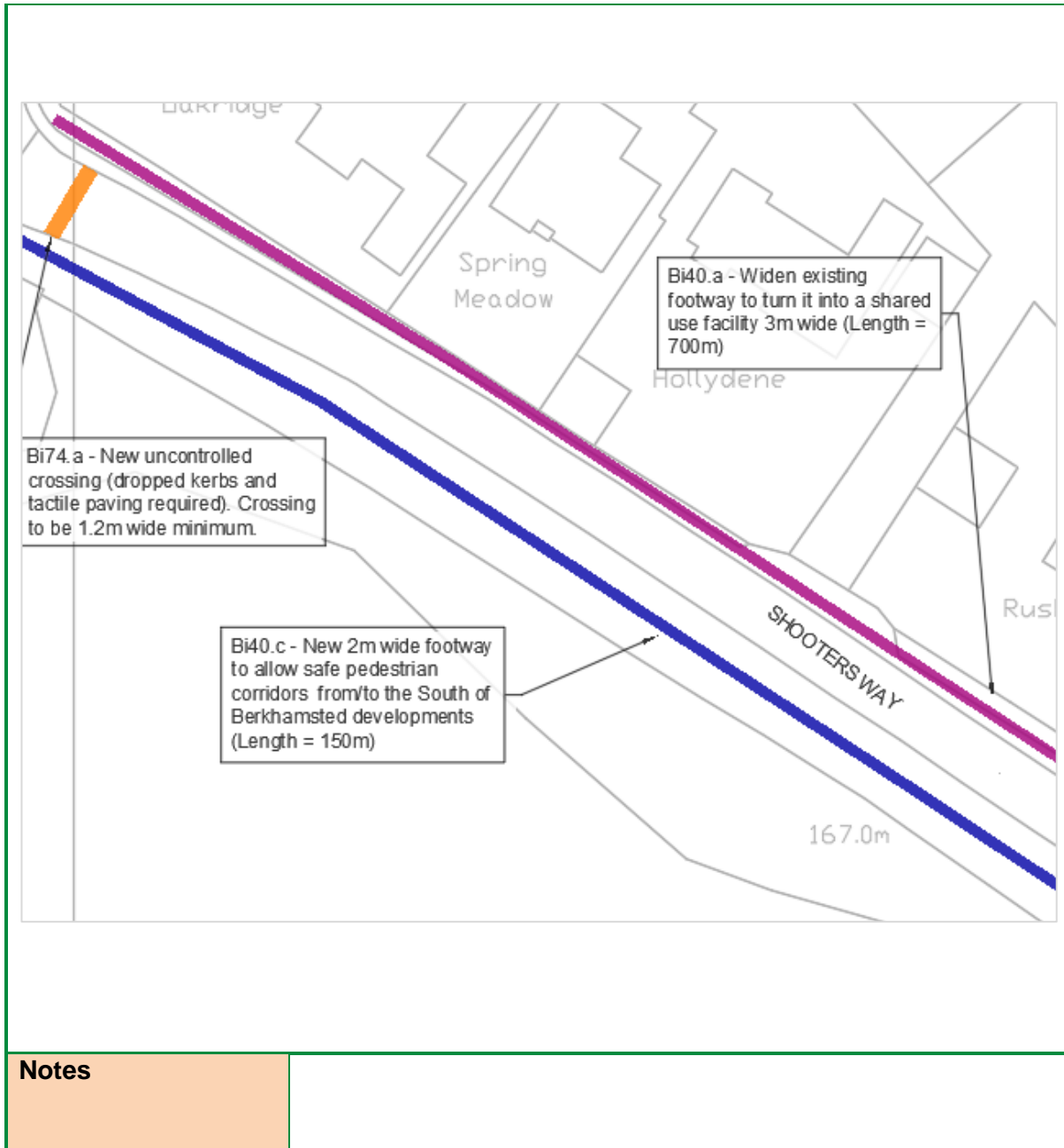
Intervention Proforma

Intervention ID(s):	Bi37	Intervention Name(s):	Minor junction enhancement at Chesham Road and A416 roundabout
Intervention Description(s)	Bi37.a Widen existing uncontrolled crossing on Chesham Road and provide tactile paving, just north of the roundabout. Improve signage to warn drivers of cyclists crossing. Bi37.b Refresh road markings.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£46,252	Associated Development(s):	South of Berkhamsted (small site), British Film Institute, Haslam Playing Fields
Source	Transport Study	Timescale	2025-2033
Notes			

Intervention Proforma

Intervention ID(s):	Bi40	Intervention Name(s):	Footway/Cycleway route improvement between Shootersway/Cross Oak Road and Chesham Road/Ashlyns Grove
Intervention Description(s)	<p>Bi40.a Existing footway to be widened and turned into a shared use facility between the junction with Cross Oak Road and the junction with Oxfield Close.</p> <p>Between the junction with the A416 and the roundabout with Chesham Road, widen existing footway on northern side of Shootersway and provide a shared use facility.</p> <p>Bi40.b Provide a new uncontrolled crossing at Tower Close junction (1.2m wide minimum).</p> <p>Bi40.c Provide a new 2m wide footway on the southern side of Shootersway from the junction with Cross Oak Road and just west of Tower Close junction.</p> <p>Bi40.d Footway build-out to tighten the existing kerbline at Tower Close.</p> <p>Bi36a, Bi36b and Bi36c Bi37a and Bi37b Bi68.a Bi74.a</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£524,184	Associated Development(s):	South of Berkhamsted (small site), British Film Institute, Haslam Playing Fields
Source	Transport Study	Timescale	2025-2033





Intervention Proforma

Intervention ID(s):	Bi41	Intervention Name(s):	Minor junction enhancement at junction of Swing Gate Lane and Upper Hall Park
Intervention Description(s)	Bi41.a Entry treatment on Upper Hall Park and maintain existing uncontrolled crossing. Provide block paving. Bi41.b Refresh road markings.		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£25,695	Associated Development(s):	South of Berkhamsted Development (1)
Source	Transport Study	Timescale	2025-2033
Notes			

Intervention Proforma

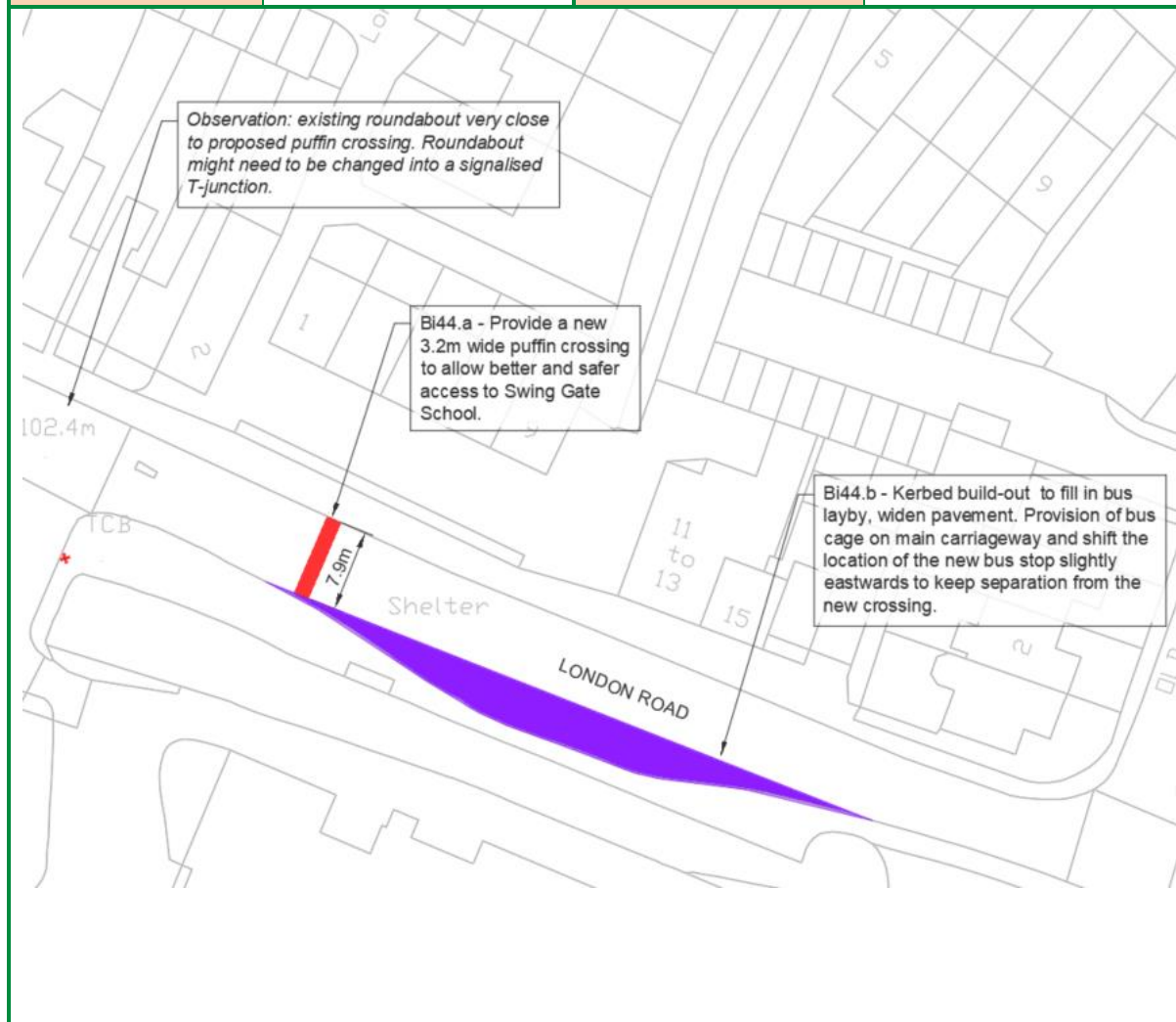
Intervention ID(s):	Bi42	Intervention Name(s):	Minor junction enhancement at junction of Swing Gate Lane and Hillside Gardens
Intervention Description(s)	<p>Bi42.a Raised table across whole junction. Swing Gate Lane is very steep at this point, so a raised table will encourage drivers to reduce their speed, increasing safety for pedestrians in the area.</p> <p>Bi42.b Provide an informal crossing point at Hillside Gardens, including tactile paving. Crossing to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Bi42.c Provide footway build-outs at junction to aid the speed reduction.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£195,284	Associated Development(s):	South of Berkhamsted Development (1)
Source	Transport Study	Timescale	2025-2033
<p>Bi42 a - Raised table across the whole junction to encourage drivers to lower their speed</p> <p>Bi42 b - New uncontrolled crossing (tactile paving required). Crossing to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Bi42 c - Provide footway build-outs at junction to aid the speed reduction.</p> <p>Observation: Swing Gate Lane is very steep at this point, so traffic calming measures should be implemented to encourage drivers to reduce speed.</p>			
Notes	<p>Consideration needs to be given to appropriate traffic calming for buses. Horizontal deflection may be preferable to vertical deflection.</p>		

Intervention Proforma

Intervention ID(s):	Bi43	Intervention Name(s):	Minor junction enhancement at junction of Swing Gate Lane and Woodlands Avenue
Intervention Description(s)	<p>Bi43.a Raised table across whole junction. Swing Gate Lane is very steep at this point, so a raised table will encourage drivers to reduce their speed, increasing safety for pedestrians in the area.</p> <p>Bi43.b Provide an informal crossing point at Woodlands Avenue, including tactile paving. Crossing to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Bi43.c Provide footway build-outs at junction to aid the speed reduction. Vehicle tracking required.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£182,437	Associated Development(s):	South of Berkhamsted (1)
Source	Transport Study	Timescale	2025-2033
<p>Observation: Swing Gate Lane is very steep at this point, so traffic calming measures should be implemented to encourage drivers to reduce speed.</p> <p>Bi43.b - New uncontrolled crossing (tactile paving required). Crossing to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Bi43.c - Provide footway build-outs at junction to aid the speed reduction. Vehicle tracking required.</p> <p>Bi43.a - Raised table across the whole junction to encourage drivers to lower their speed</p>			
Notes	<p>Consideration needs to be given to appropriate traffic calming for buses. Horizontal deflection may be preferable to vertical deflection.</p>		

Intervention Proforma

Intervention ID(s):	Bi44	Intervention Name(s):	Standalone road crossing on A4251 outside Swing Gate School
Intervention Description(s)	<p>Bi44.a Provide a 3.2m wide puffin crossing on the A4251, east of the roundabout and west of the bus stop, to allow better and safer access to Swing Gate School. Provide dropped kerbs, tactile paving and pedestrian crossing signs.</p> <p>Bi44.b Kerbed build-out to fill in bus layby, widen pavement. Provision of bus cage on main carriageway and shift the location of the new bus stop slightly eastwards to keep separation from the new crossing.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£123,338	Associated Development(s):	South of Berkhamsted Development (1)
Source	Transport Study	Timescale	2025-2033

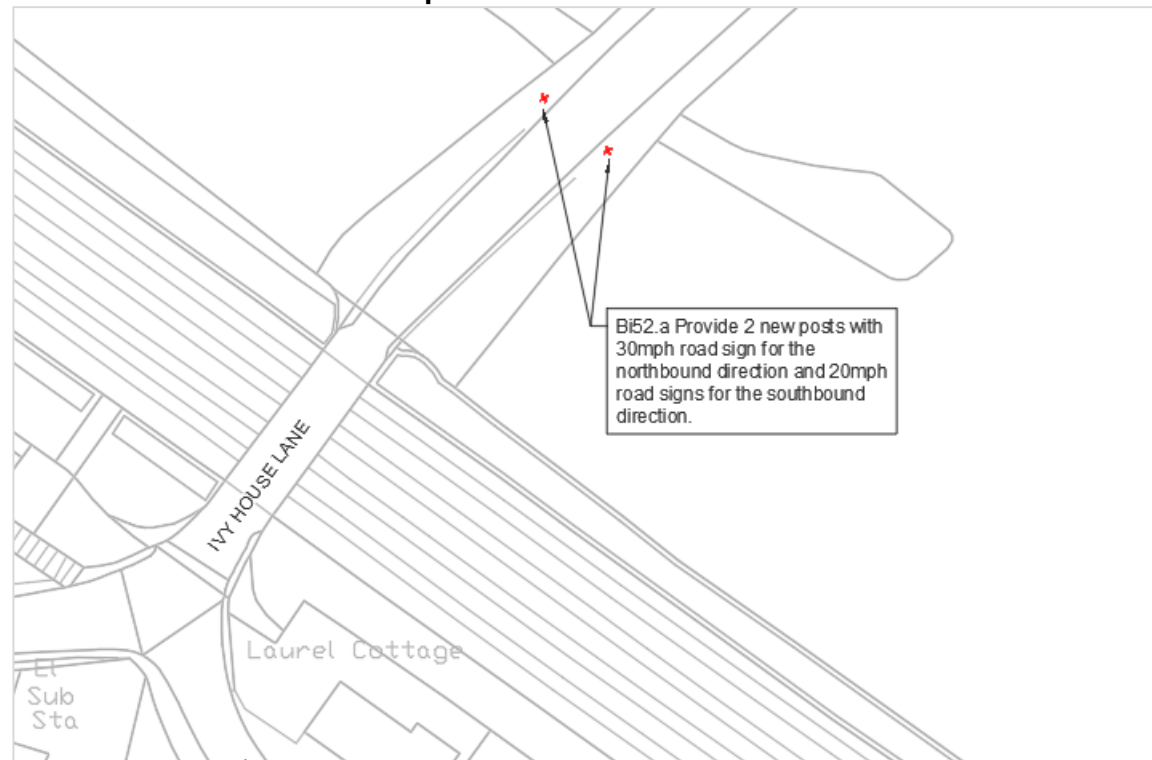


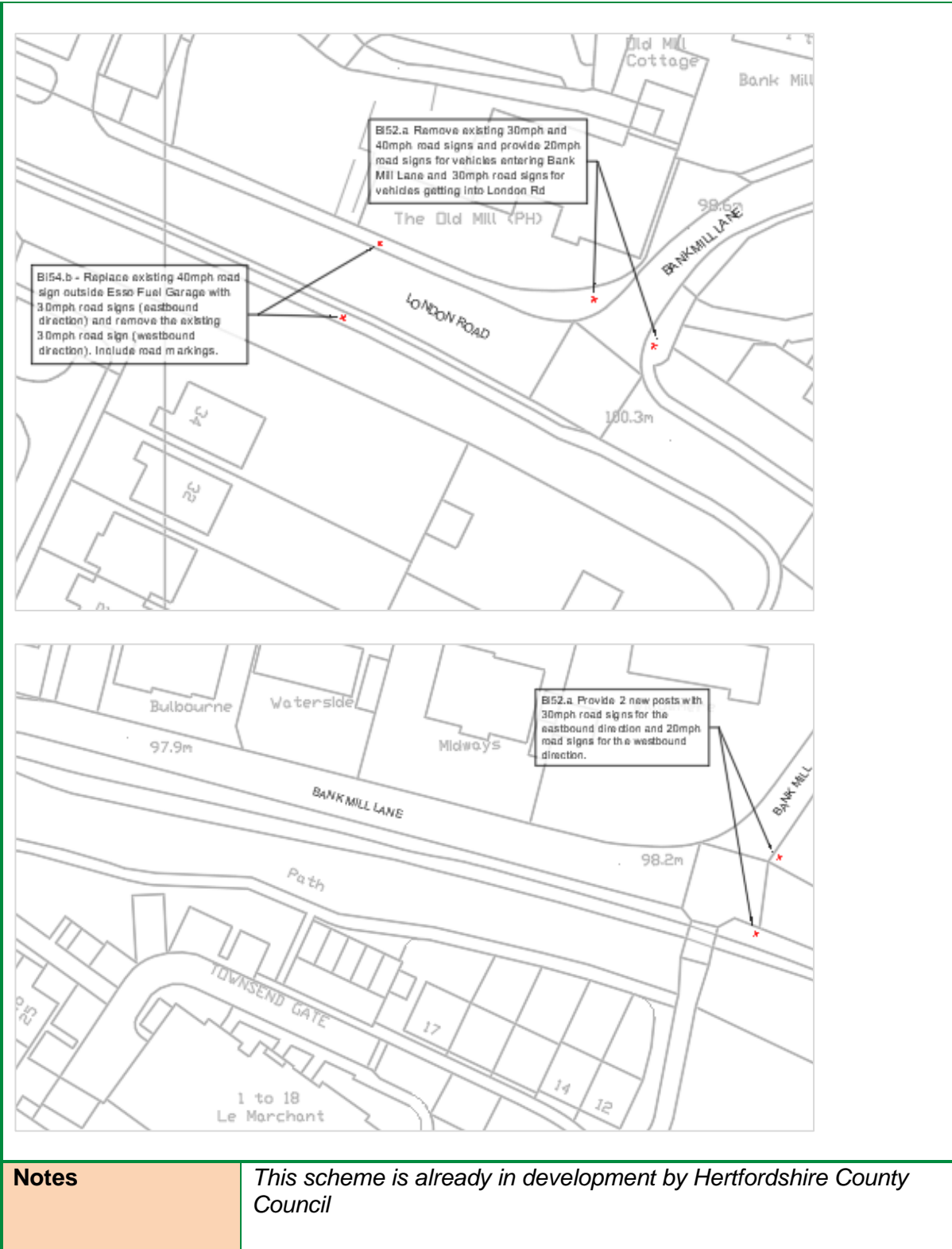
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Intervention Proforma

Intervention ID(s):	Bi52	Intervention Name(s):	20mph zone bounded by A4251 N, Mill Street Castle Street, Station Road, Ellesmere Road, Bank Mill Lane
Intervention Description(s)	<p>Bi52.a Provide the following road signs at the following locations:</p> <ul style="list-style-type: none"> - entry to Castle St and Station Road from Lower Station Road: provide 20mph road signs and 30mph road signs for the exit into Lower Kings Road; - south of St. Michaels Church in Ivy House Lane (after entrance to private property): provide 20mph road signs for vehicles travelling southbound and 30mph road signs for the northbound direction; - just north of the existing bridge on Gravel Path: provide 20mph road signs for vehicles travelling southbound and 30 mph road signs for vehicles travelling northbound; - entry to Bank Mill Lane from London Road: provide 20mph road signs for traffic entering Bank Mill Lane and 30mph road signs for traffic getting into London Road 		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3
Estimated Cost(s):	£16,445	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-

This intervention has been implemented



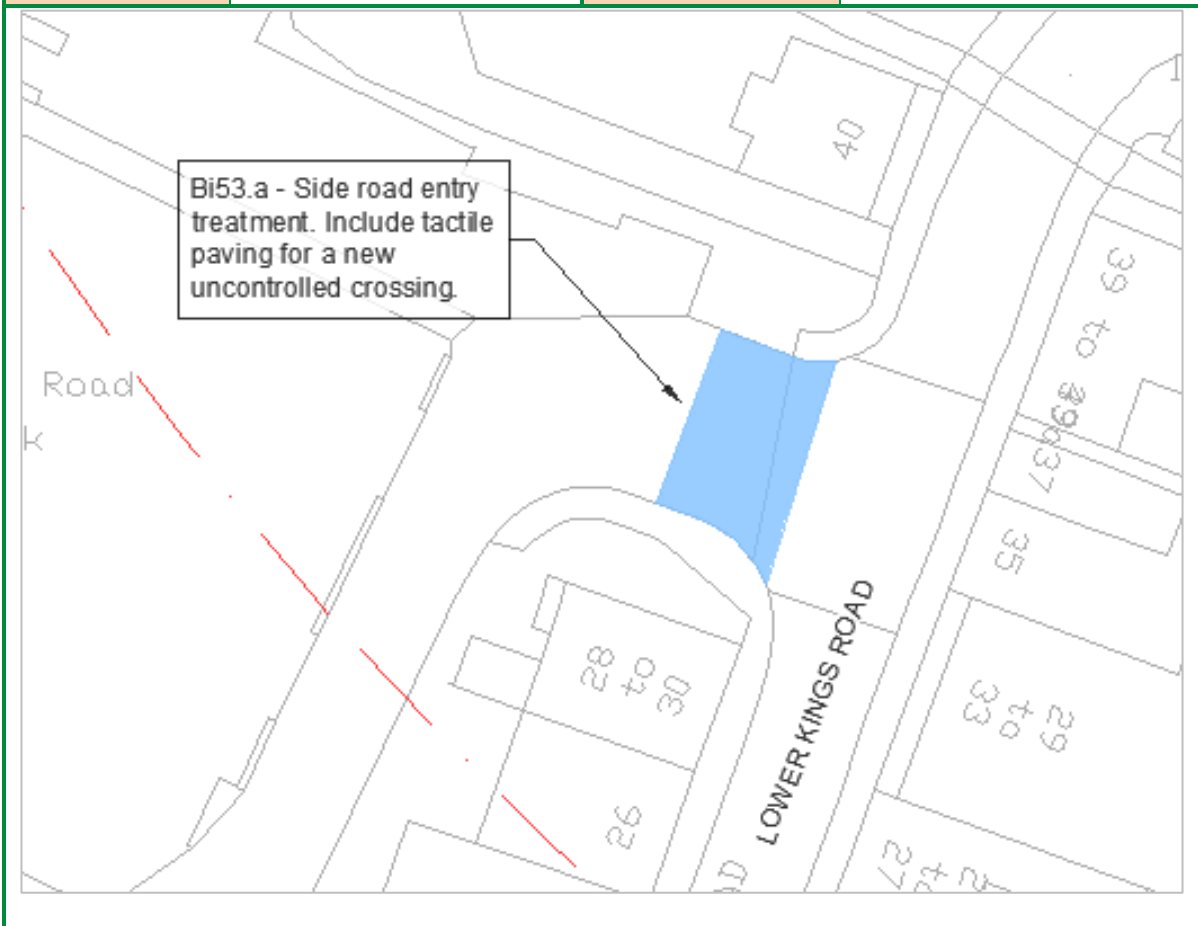


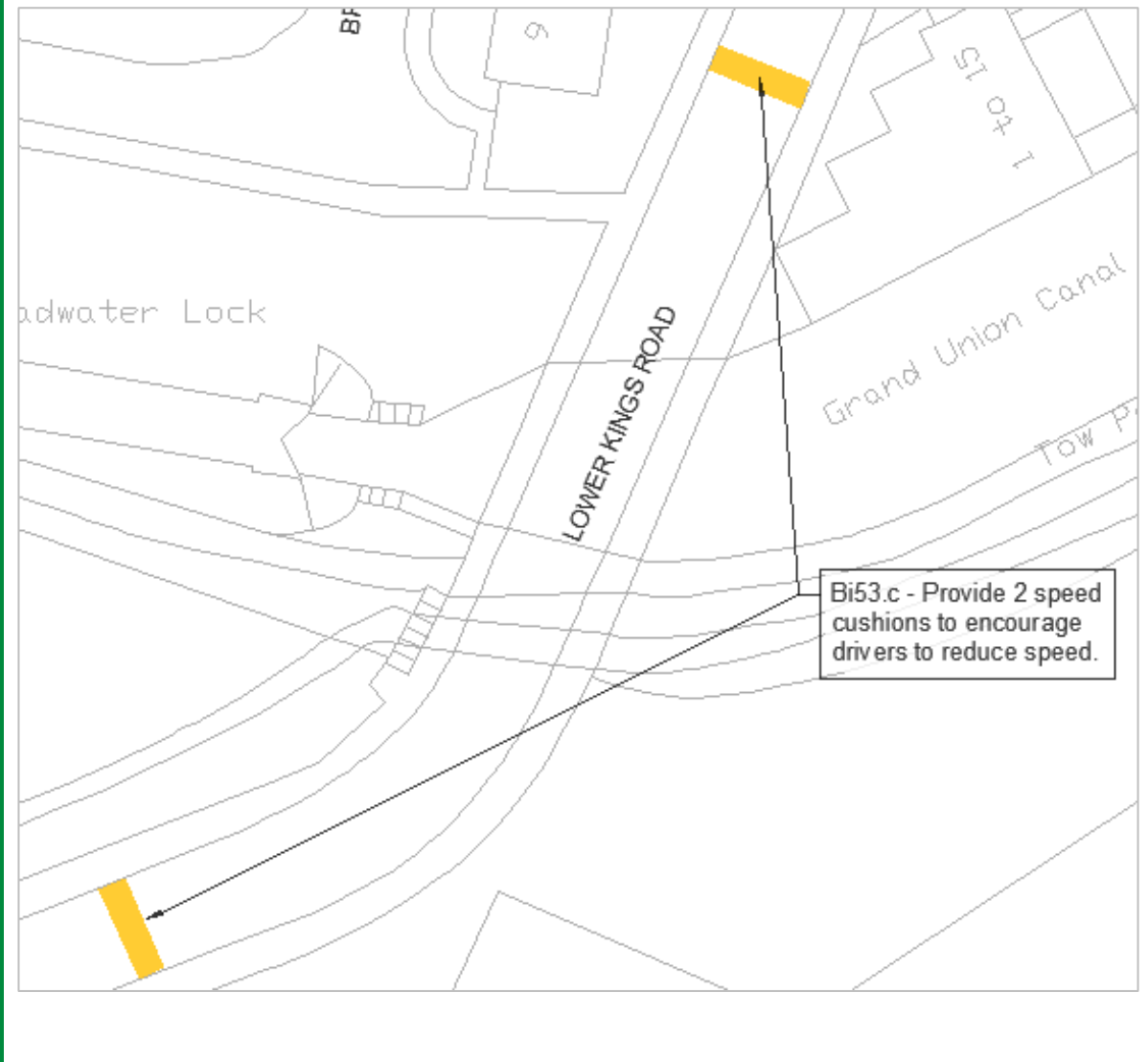
Notes

This scheme is already in development by Hertfordshire County Council

Intervention Proforma

Intervention ID(s):	Bi53	Intervention Name(s):	20mph zone along a short section of A4251 and Lower Kings Road
Intervention Description(s)	<p>Bi53.a Provide an entry treatment at the junction of Lower Kings Road and Waitrose entrance to car park. Include an uncontrolled crossing with dropped kerbs and tactile paving.</p> <p>Bi53.b Provide an entry treatment at the junction of Lower Kings Road and Broadwater</p> <p>Bi53.c Provide speed cushions before and after the bridge.</p> <p>Bi53.d Provide an uncontrolled crossing with a refuge island west of Berkhamsted Station. Dropped kerbs, tactile paving and bollards required. Crossings to be 2.4m wide.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£143,894	Associated Development(s)	Cumulative
Source	Transport Study	Timescale	-





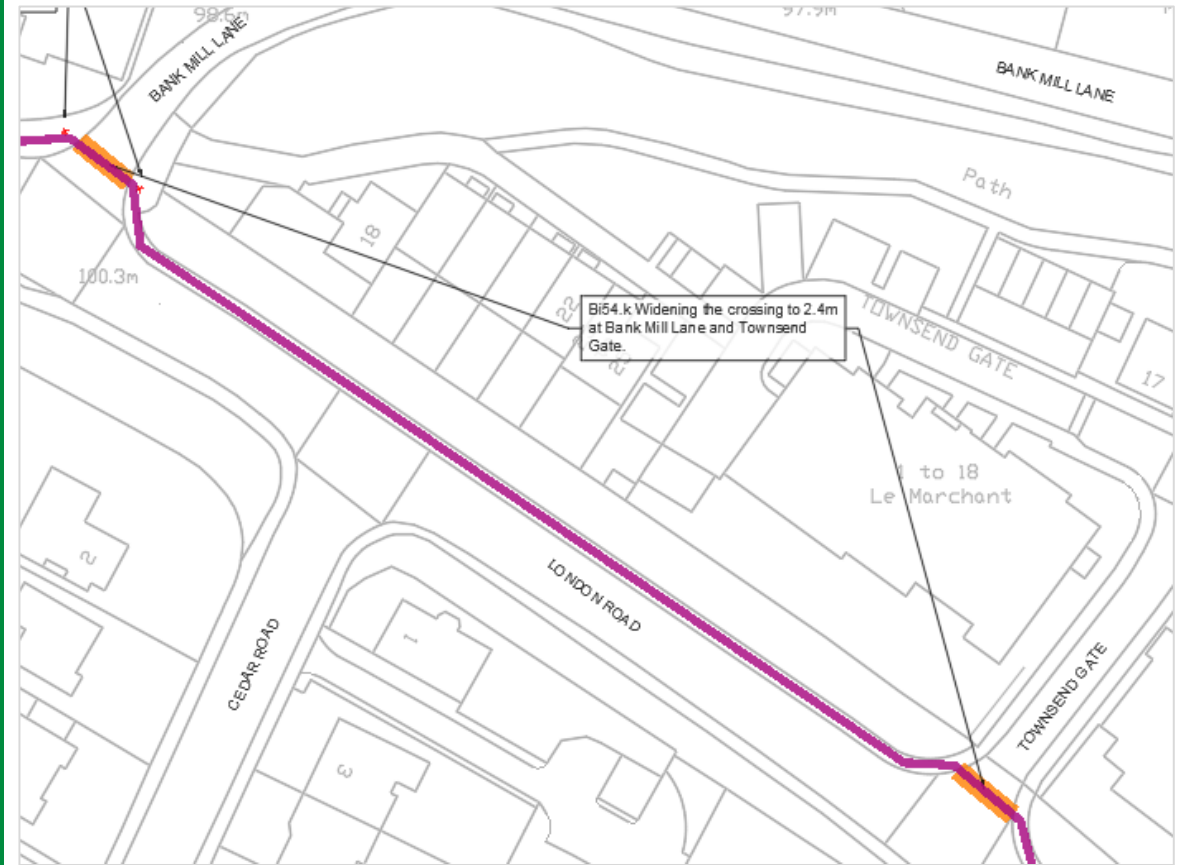
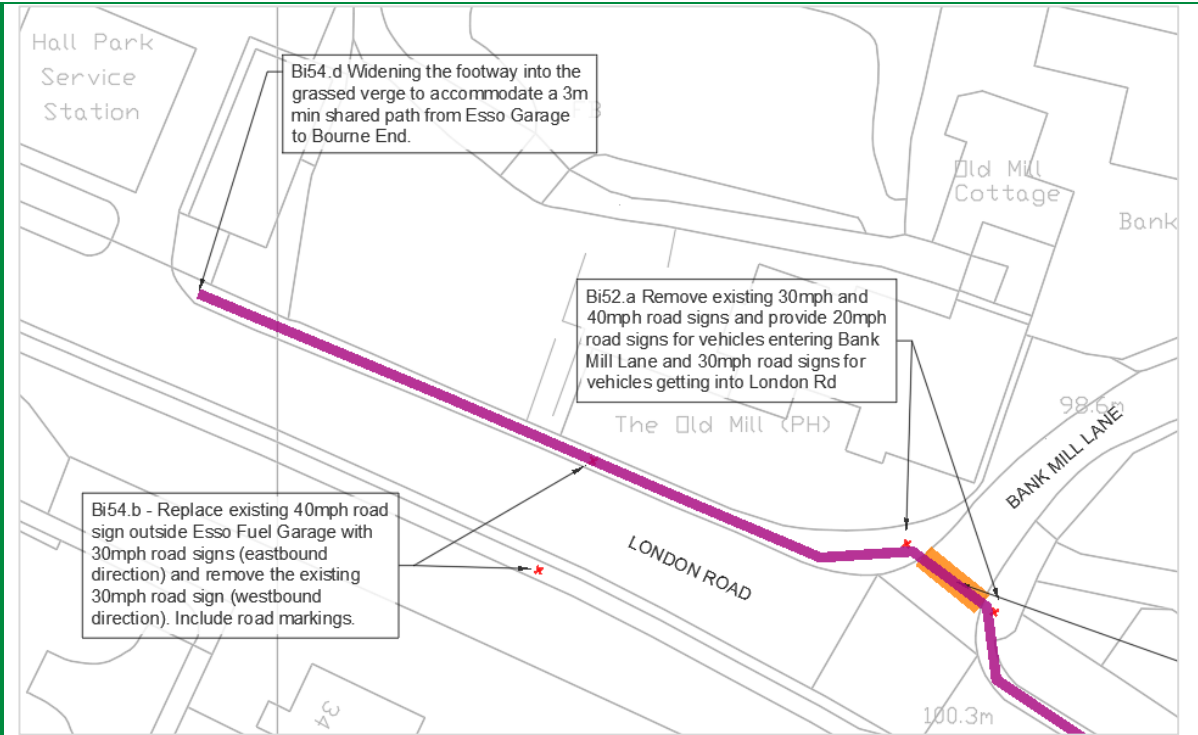
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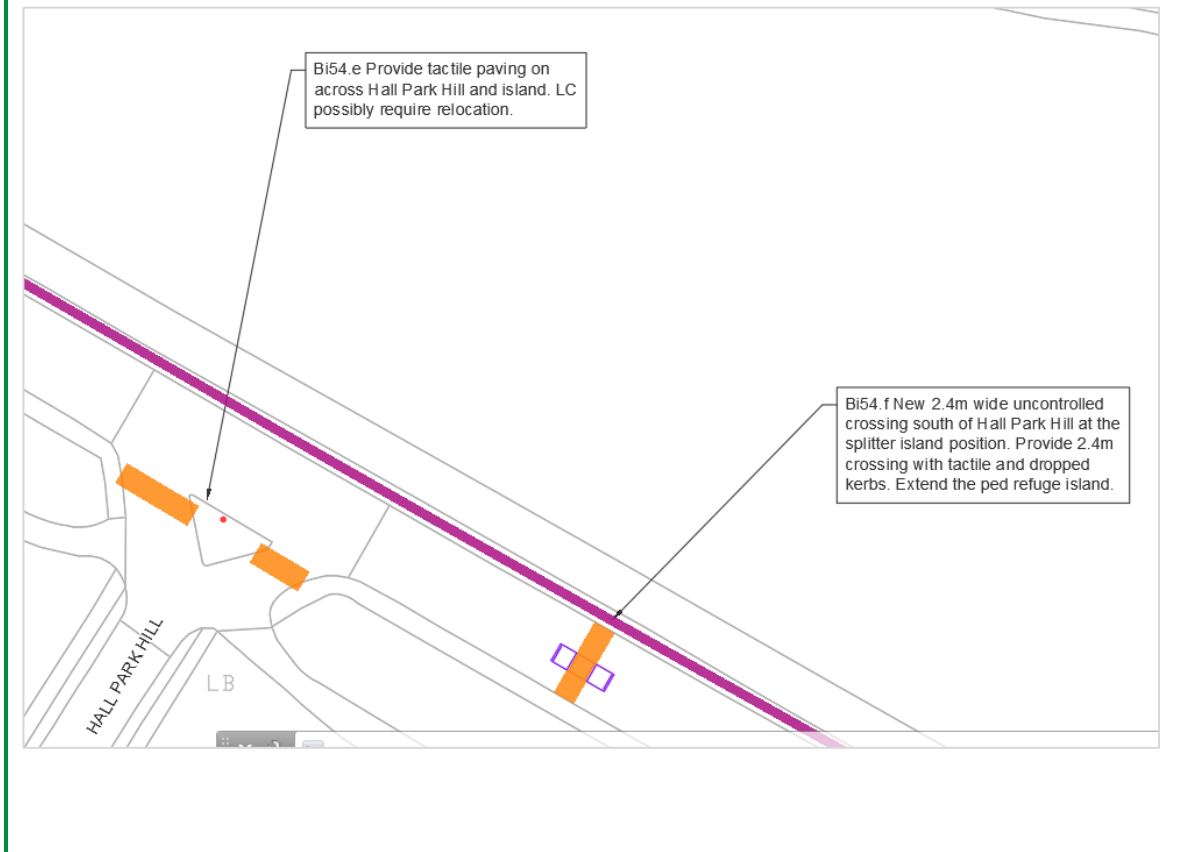
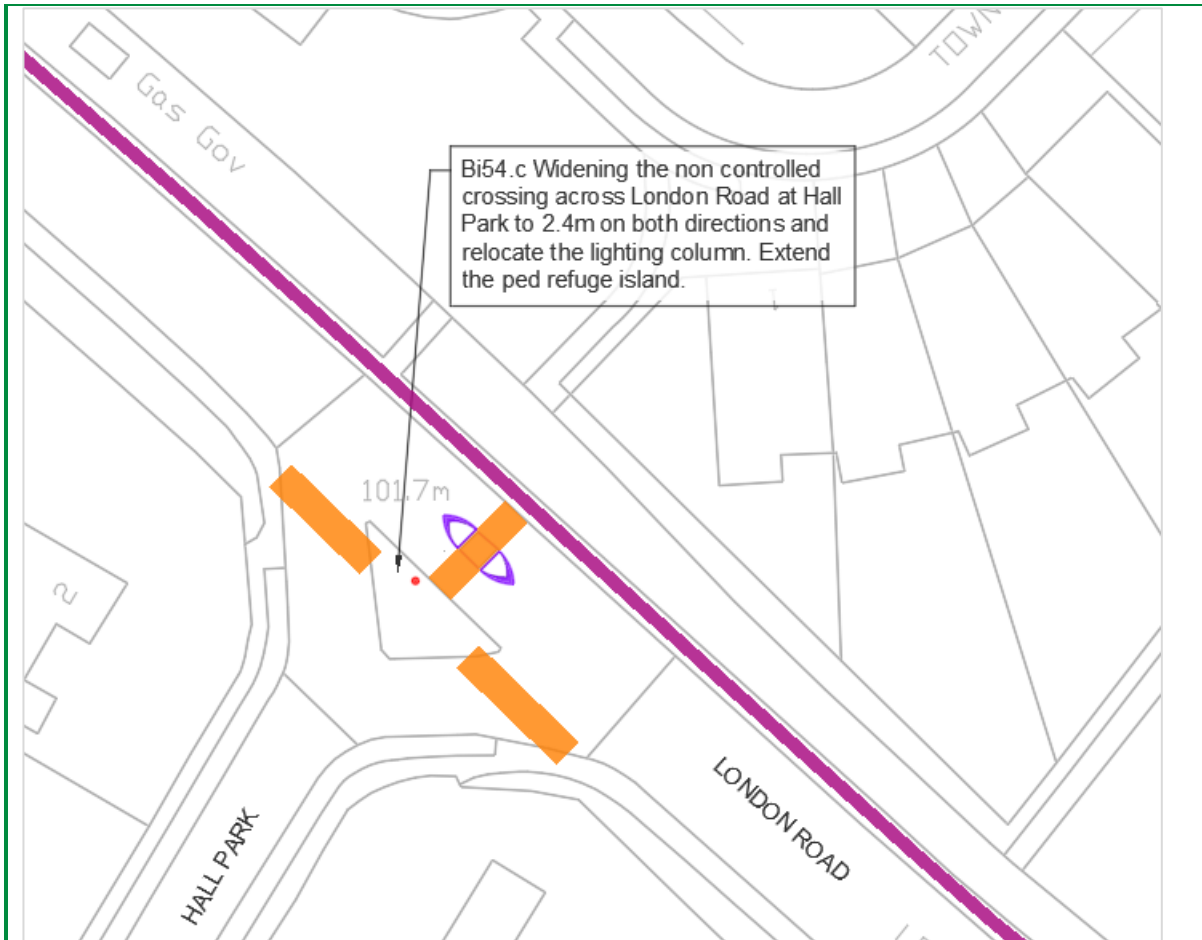
This would be subject to recorded vehicle speeds falling below the required threshold for implementing 20mph speed limits as specified in HCC's Speed Management Study

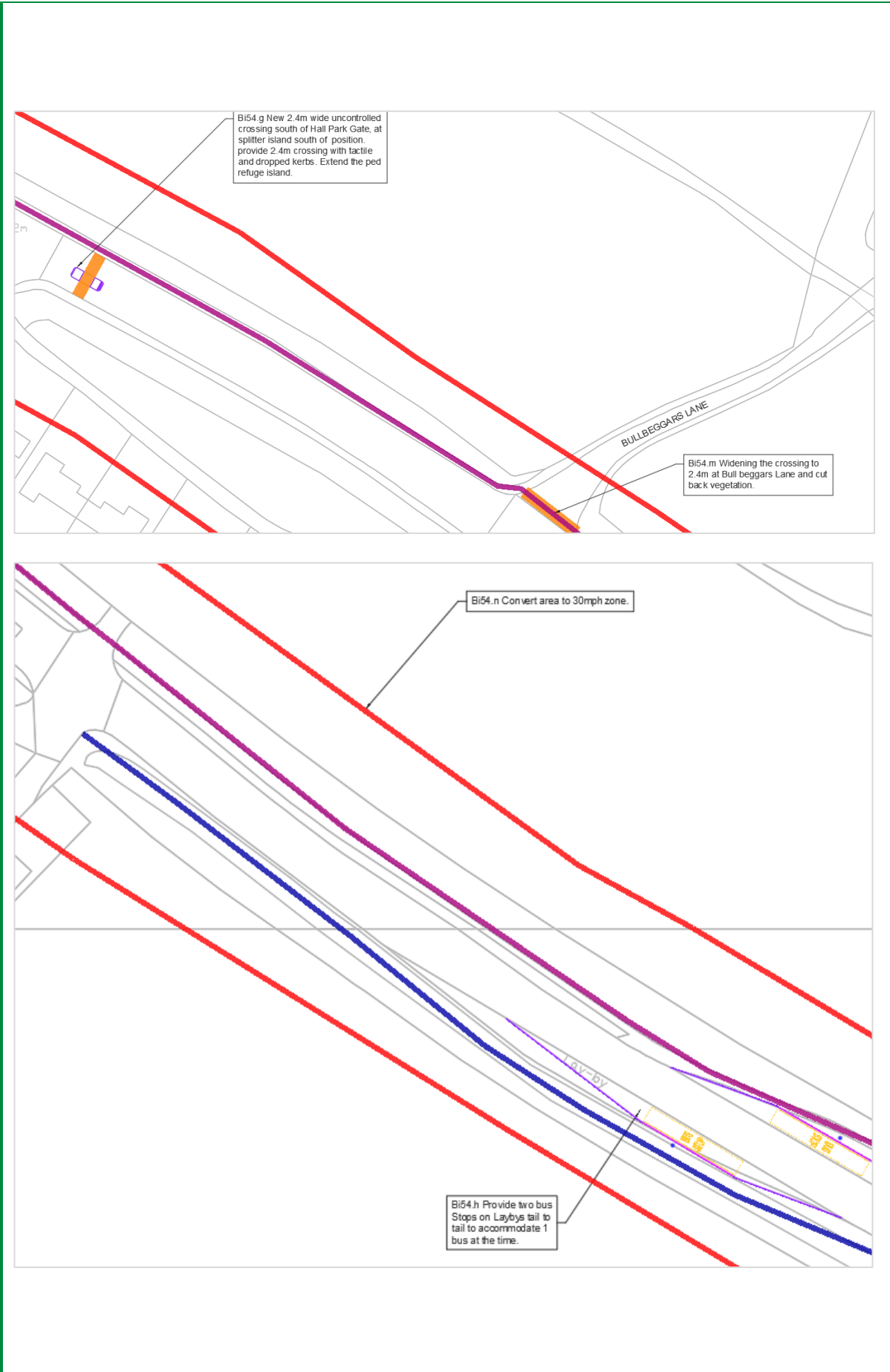
Consideration needs to be given to appropriate traffic calming for buses. Horizontal deflection may be preferable to vertical deflection.

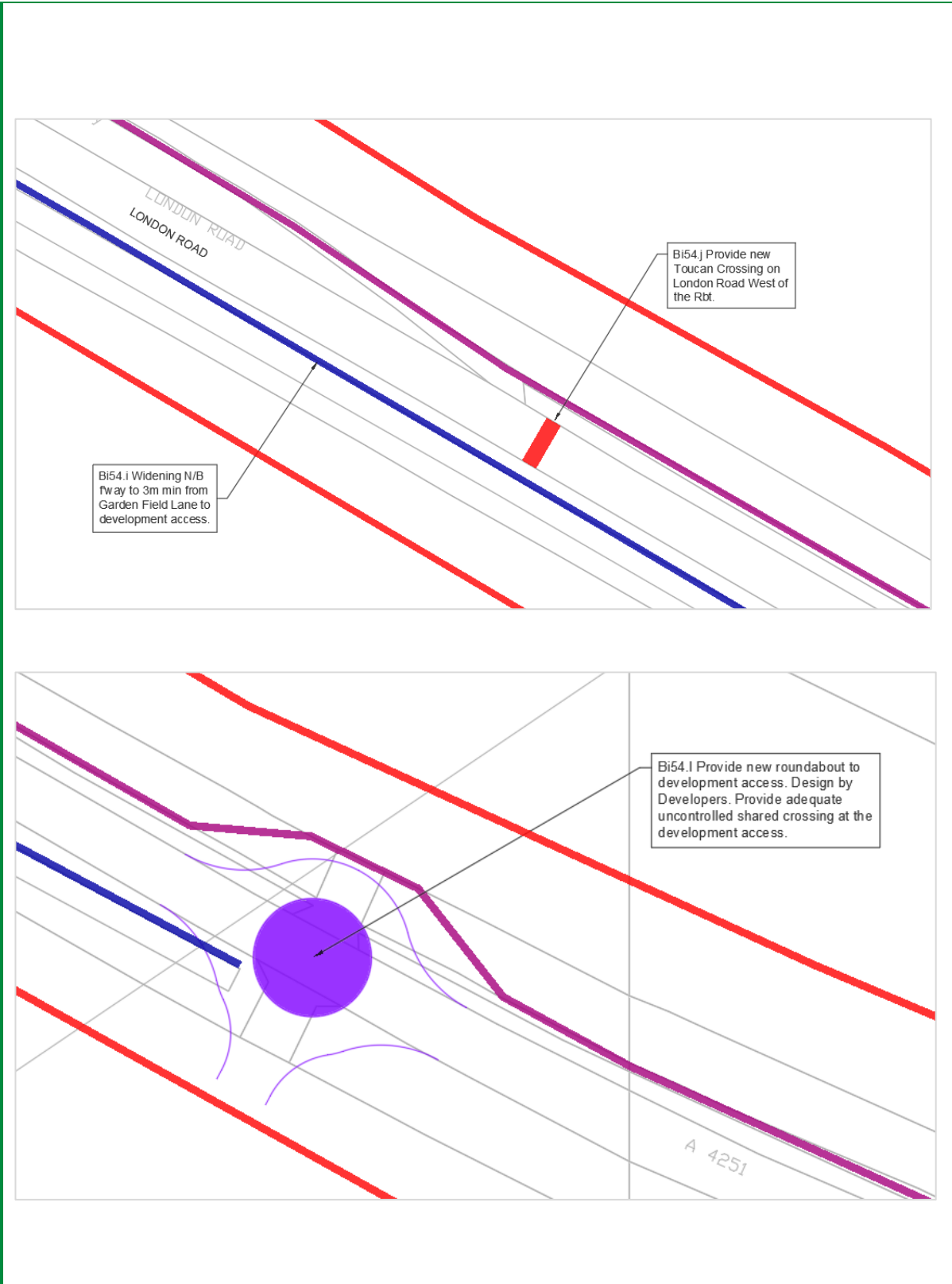
Intervention Proforma

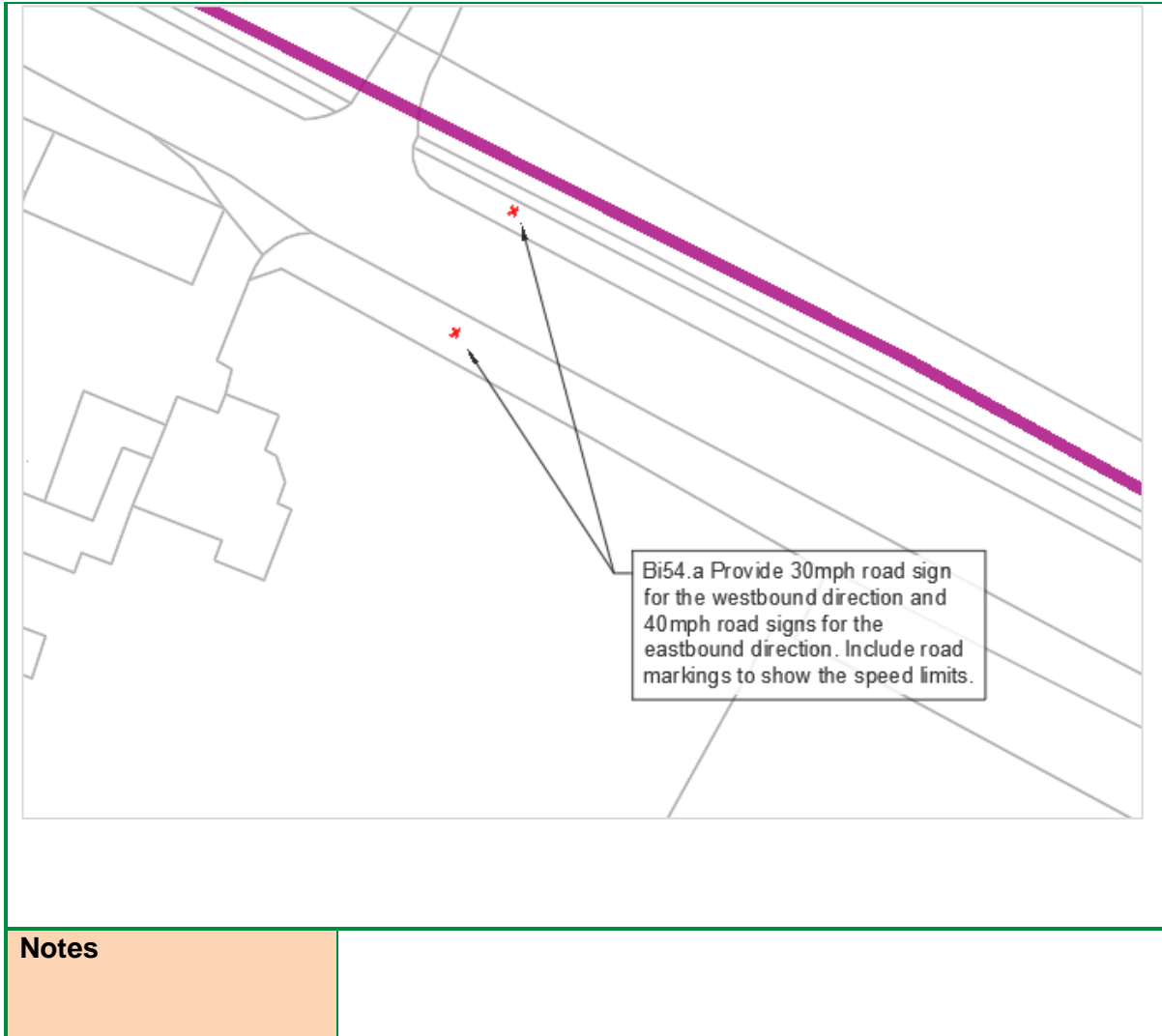
Intervention ID(s):	Bi54	Intervention Name(s):	30mph speed limit along London Road between Broadway Farm and Esso Fuel Garage (reduced from 40mph)
Intervention Description(s)	<p>Bi54.a Provide 30mph road sign at Broadway Farm on London Road for vehicles travelling westbound and 40mph road signs for the eastbound direction.</p> <p>Bi54.b Replace existing 40mph road sign outside Esso Fuel Garage with 30mph road signs (eastbound direction) and remove the existing 30mph road sign (westbound direction). Include road markings.</p> <p>Bi54.c Widening the non-controlled crossing across London Road at Hall Park to 2.4m on both directions and relocate the lighting column. Extend the ped refuge island.</p> <p>Bi54.d Widening the footway into the grassed verge to accommodate a 3m min shared path from Esso Garage to Bourne End.</p> <p>Bi54.e Provide tactile paving on across Hall Park Hill and island. LC possibly require relocation.</p> <p>Bi54.f New 2.4m wide uncontrolled crossing south of Hall Park Hill at the splitter island position. Provide 2.4m crossing with tactile and dropped kerbs. Extend the ped refuge island.</p> <p>Bi54.g New 2.4m wide uncontrolled crossing south of Hall Park Gate, at splitter island south of position. provide 2.4m crossing with tactile and dropped kerbs. Extend the ped refuge island.</p> <p>Bi54.h Provide two bus Stops on Laybys tail to tail to accommodate 1 bus at the time.</p> <p>Bi54.i Widening N/B footway to 3m min from Garden Field Lane to development access.</p> <p>Bi54.j Provide new Toucan Crossing on London Road West of the Roundabout.</p> <p>Bi54.k Widening the crossing to 2.4m at Bank Mill Lane and Townsend Gate.</p> <p>Bi54.l Provide new roundabout to development access. Design by Developers. Provide adequate uncontrolled shared crossing at the development access.</p> <p>Bi54.m Widening the crossing to 2.4m at Bull beggars Lane and cut back vegetation.</p> <p>Bi54.n Convert area to 30mph zone.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£2,939,544	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	-











Intervention Proforma

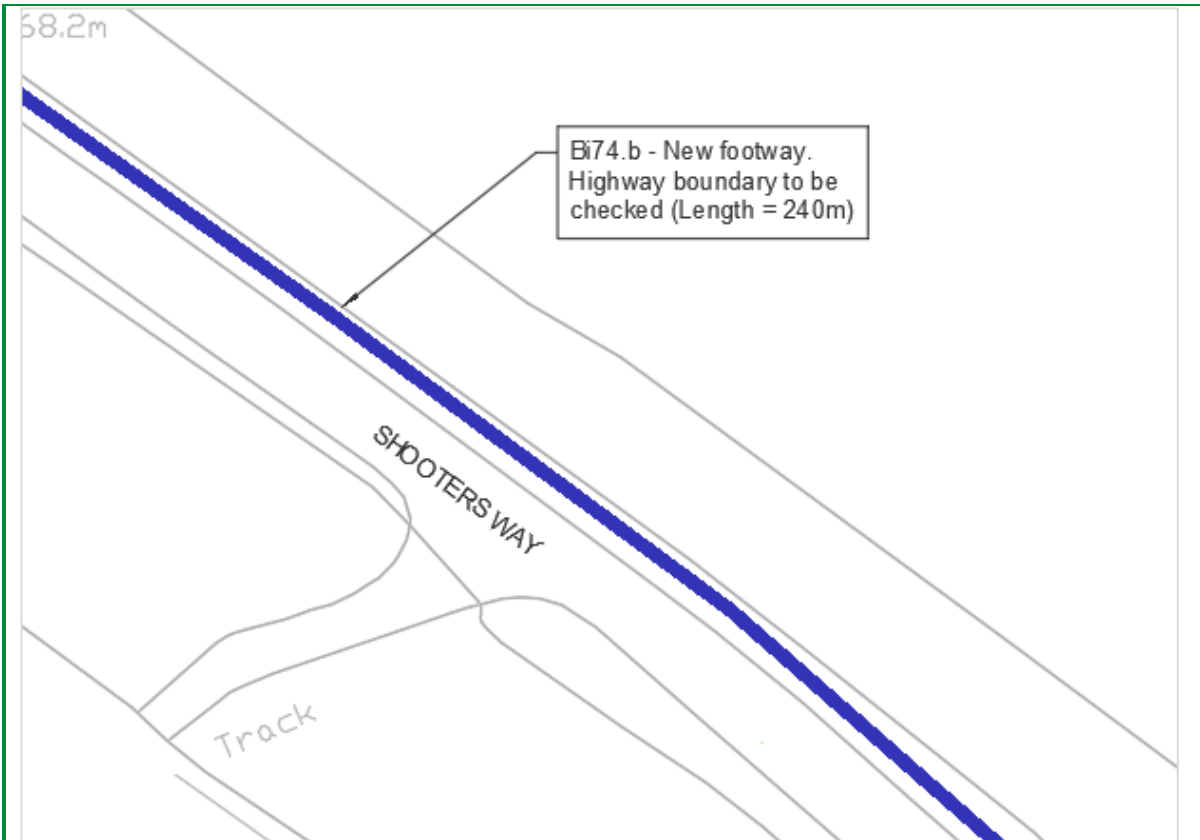
Intervention ID(s):	Bi68	Intervention Name(s):	Standalone crossings on Shootersway near South of Berkhamsted (2-4) development
Intervention Description(s)	Bi68.a Provide a 3.2m wide Puffin crossing on Shootersway west of the junction with Tower Close. Provide tactile paving, dropped kerbs, roads signs and signals apparatus. This crossing will connect the existing footway with the proposed 2m wide footway on the southern side of Shootersway (Bi40).		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£123,338	Associated Development(s):	South of Berkhamsted (small site), British Film Institute, Haslam Playing Fields
Source	Transport Study	Timescale	2025-2033
Notes			

Intervention Proforma

Intervention ID(s):	Bi69	Intervention Name(s):	Standalone crossings on Shootersway near West of Berkhamsted development
Intervention Description(s)	Bi69.a Provide a 3.2m wide Puffin crossing on Shootersway east of the junction with Bell Lane. Provide tactile paving, dropped kerbs and roads signs. This crossing will connect existing footway with a proposed 2m wide footway on the southern side of Shootersway.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£123,338	Associated Development(s):	Land East of Darr's Lane, Rossway Farm, Blagberry Gardens
Source	Transport Study	Timescale	2025-2032
Notes			

Intervention Proforma

Intervention ID(s):	Bi74	Intervention Name(s):	Shootersway Corridor Intervention
Intervention Description(s)	<p>Bi40.a Existing footway to be widened and turned into a shared use facility from the junction with Cross Oak Road until the junction with Oxfield Close.</p> <p>From the junction with the A416 until the roundabout with Chesham Road, widen existing footway on northern side of Shootersway and provide a shared use facility.</p> <p>Bi40.b Provide a new uncontrolled crossing at Tower Close.</p> <p>Bi40.c Provide a new 2m wide footway on the southern side of Shootersway from the junction with Cross Oak Road and just west of Tower Close junction.</p> <p>Bi68.a Provide a 3.2m wide Puffin crossing on Shootersway west of the junction with Tower Close. Provide tactile paving, dropped kerbs, roads signs and signals apparatus.</p> <p>Bi74.a Provide an informal crossing just east of the roundabout with Cross Oak Road (dropped kerbs and tactile paving required).</p> <p>Bi74.b Provide a new footway along the northern side of Shootersway between Bell Lane and Durrants Lane.</p> <p>Bi6.a Add a 2m wide footway on the southern side of Shootersway along the extents of the new development.</p> <p>Bi6.b Include an informal crossing point east of the junction in order to connect the new southern footway with the existing footway on the eastern side of Durrants Lane. Another informal crossing west of the junction could be added in order to connect the new southern footway with the existing northern path along Shootersway (which would also have to be built into a proper footway). Dropped kerbs and tactile paving to be provided at crossing points.</p> <p>Bi69.a Provide a 3.2m wide Puffin crossing on Shootersway east of the junction with Bell Lane. Provide tactile paving, dropped kerbs and roads signs.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£129,504	Associated Development(s):	Land East of Darr's Lane, Rossway Farm, Blagberry Gardens
Source	Transport Study	Timescale	2025-2032



Notes

Highway Boundary to be checked.

Intervention Proforma

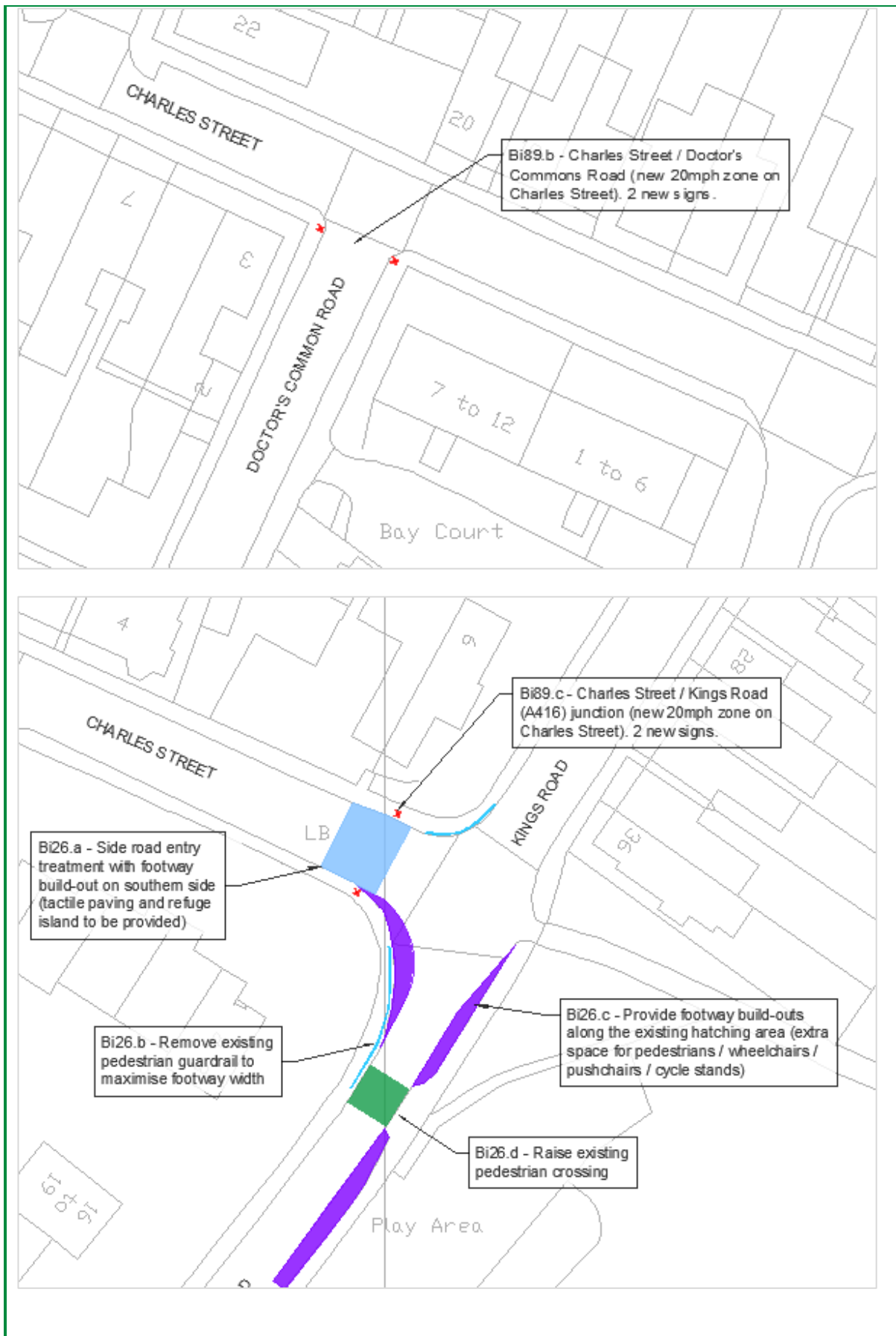
Intervention ID(s):	Bi75	Intervention Name(s):	Durrants Lane Corridor Intervention
Intervention Description(s)	<p>Bi75.a Widen the existing footpath on the eastern side of Durrants Lane. There are currently some maintenance issues - grass to be cut back to maximise footway width.</p> <p>Bi75.b Provide dropped kerbs and tactile paving at the entrance of Egerton-Rothesay School to create an informal crossing. To be 2.4m wide</p> <p>Bi75.c Add give way markings and refresh existing ones.</p> <p>Observation: Radii could be tightened but would depend on whether buses/coaches turn into the school.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£82,225	Associated Development(s):	Land East of Darr's Lane, Rossway Farm, Blagberry Gardens
Source	Transport Study	Timescale	2025-2032
<p>Bi75.c - Add give way markings at the junction and refresh existing ones.</p> <p>Observation: Radii could be tightened but would depend on whether buses/coaches turn into the school.</p> <p>Bi75.a - Widen existing footway and cut back vegetation to maximise footway width (Length = 5.5m). Highway boundary to be checked.</p> <p>Bi75.b - New uncontrolled crossing set-back from junction to reduce crossing width (dropped kerbs and tactile paving required). Crossing to be 2.4m wide.</p>			
Notes	<p><i>Observation: Radii could be tightened but would depend on whether buses/coaches turn into the school</i></p>		

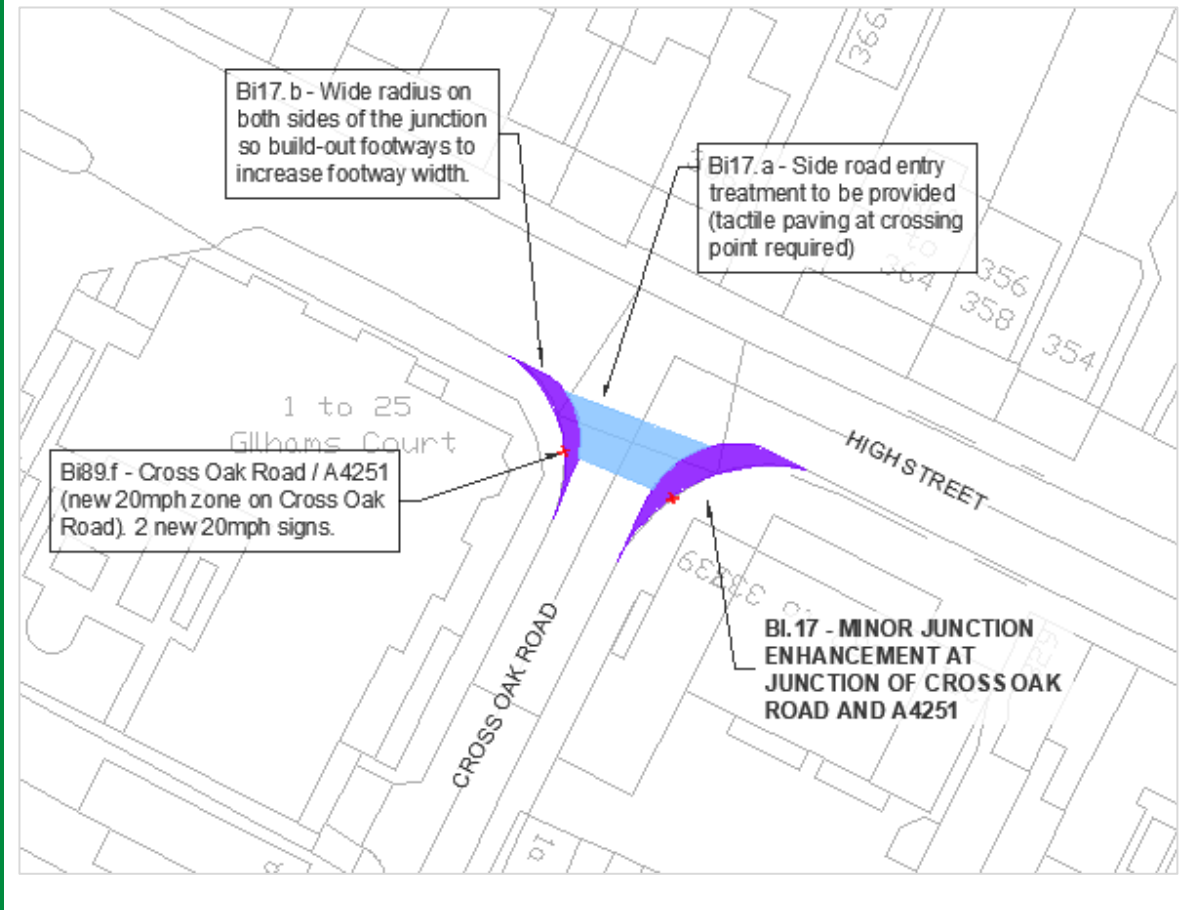
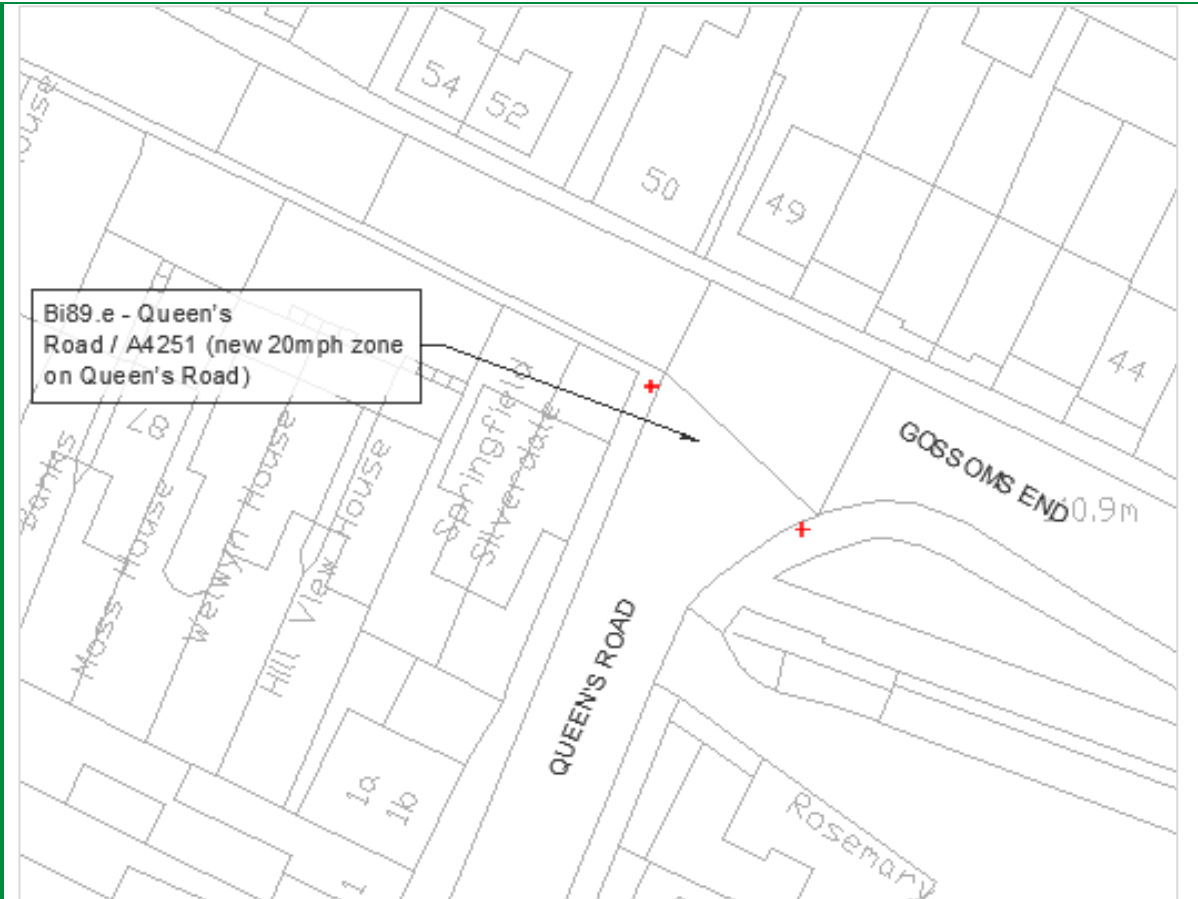
Intervention Proforma

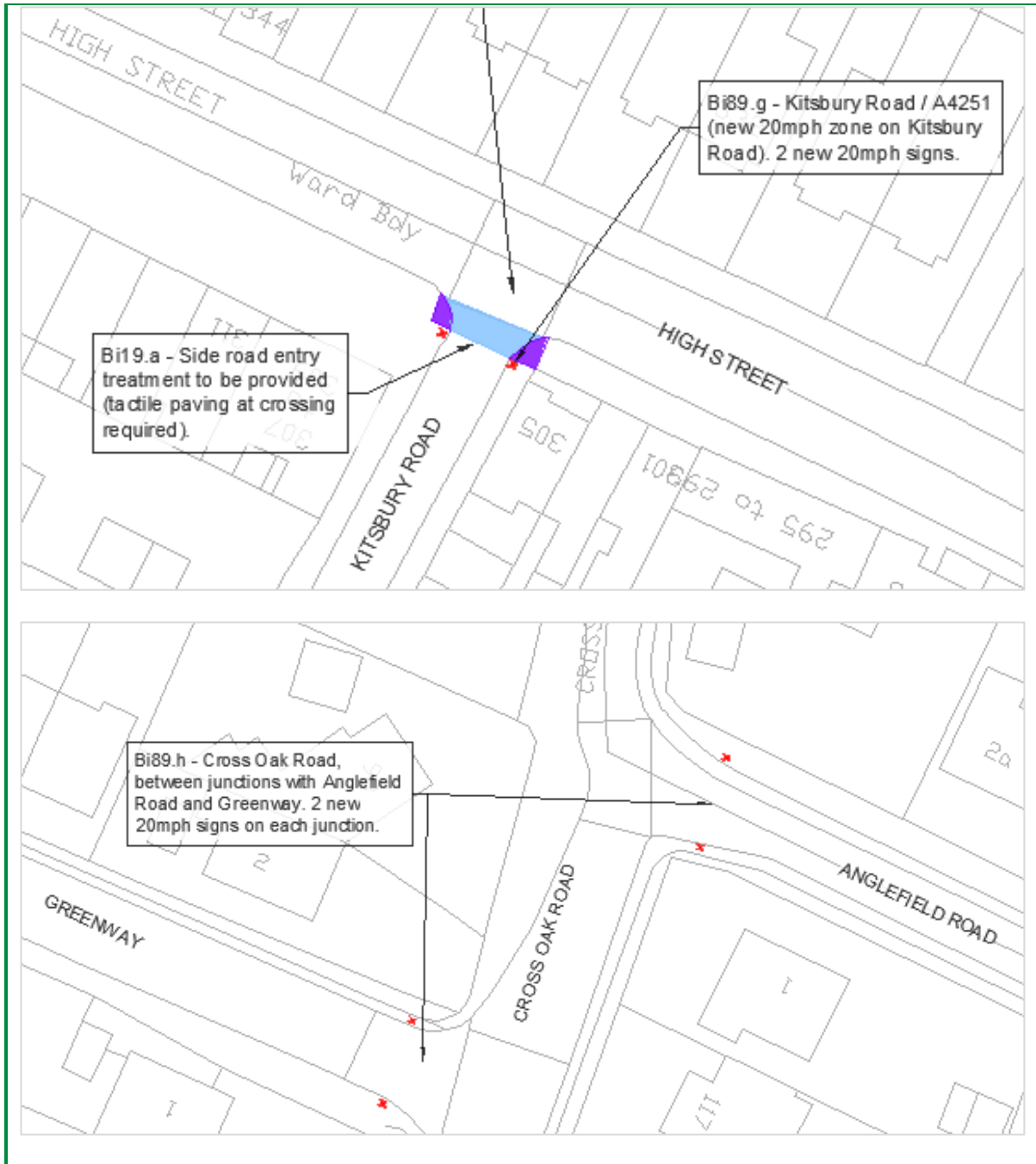
Intervention ID(s):	Bi76	Intervention Name(s):	Bell Lane Corridor Intervention
Intervention Description(s)	Bi76.a Provide a footway on the western side of Bell Lane to provide access to new developments and create a pedestrian corridor. Bi76.b New uncontrolled crossing at Bell Lane, next to junction with Shootersway (dropped kerbs and tactile paving required). 1.2m wide as absolute minimum.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£278,332	Associated Development(s):	Land East of Darr's Lane, Rossway Farm, Blagberry Gardens
Source	Transport Study	Timescale	2025-2032
<p>Notes</p> <p><i>Observation: Proposals dependant on Darr's Lane development. There is currently no scope to do anything based on current layout (with major hedgerow and ecological loss).</i></p>			

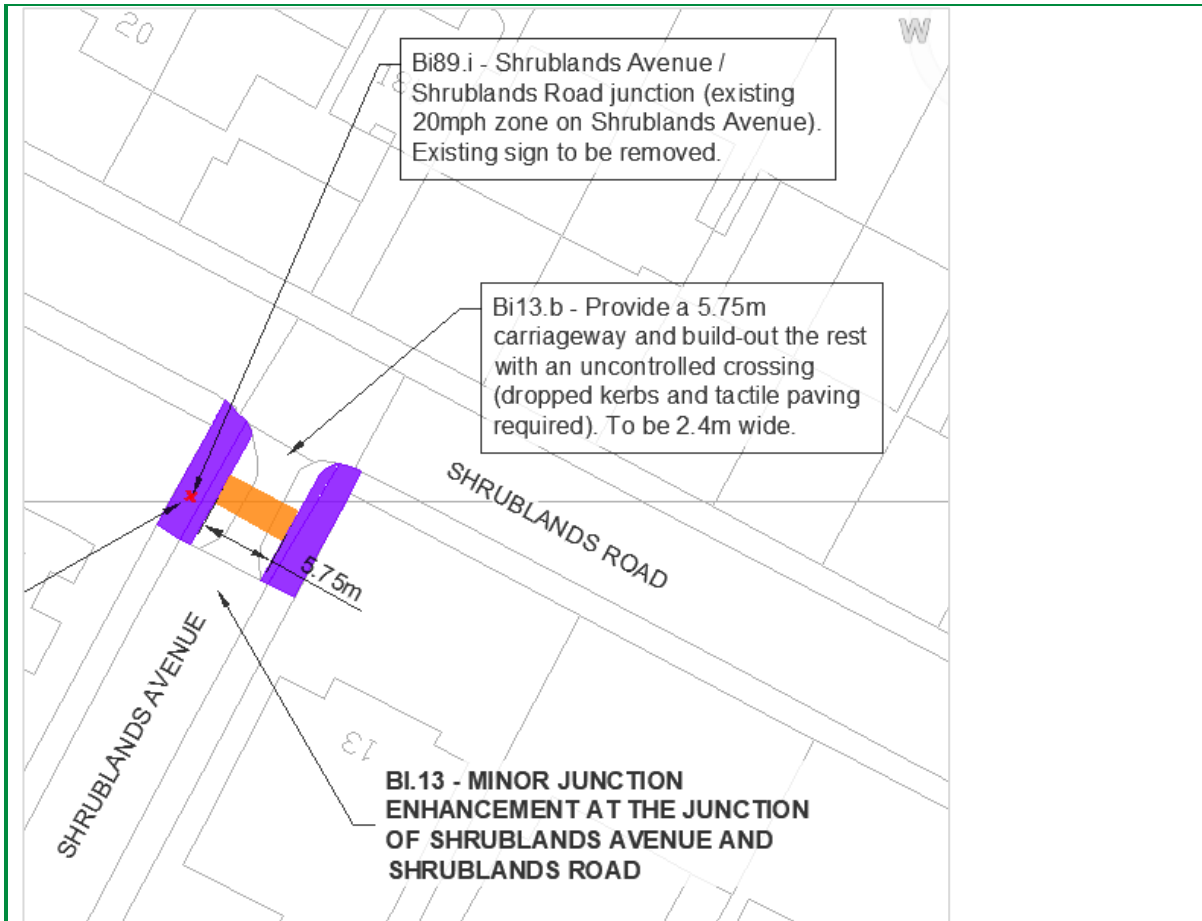
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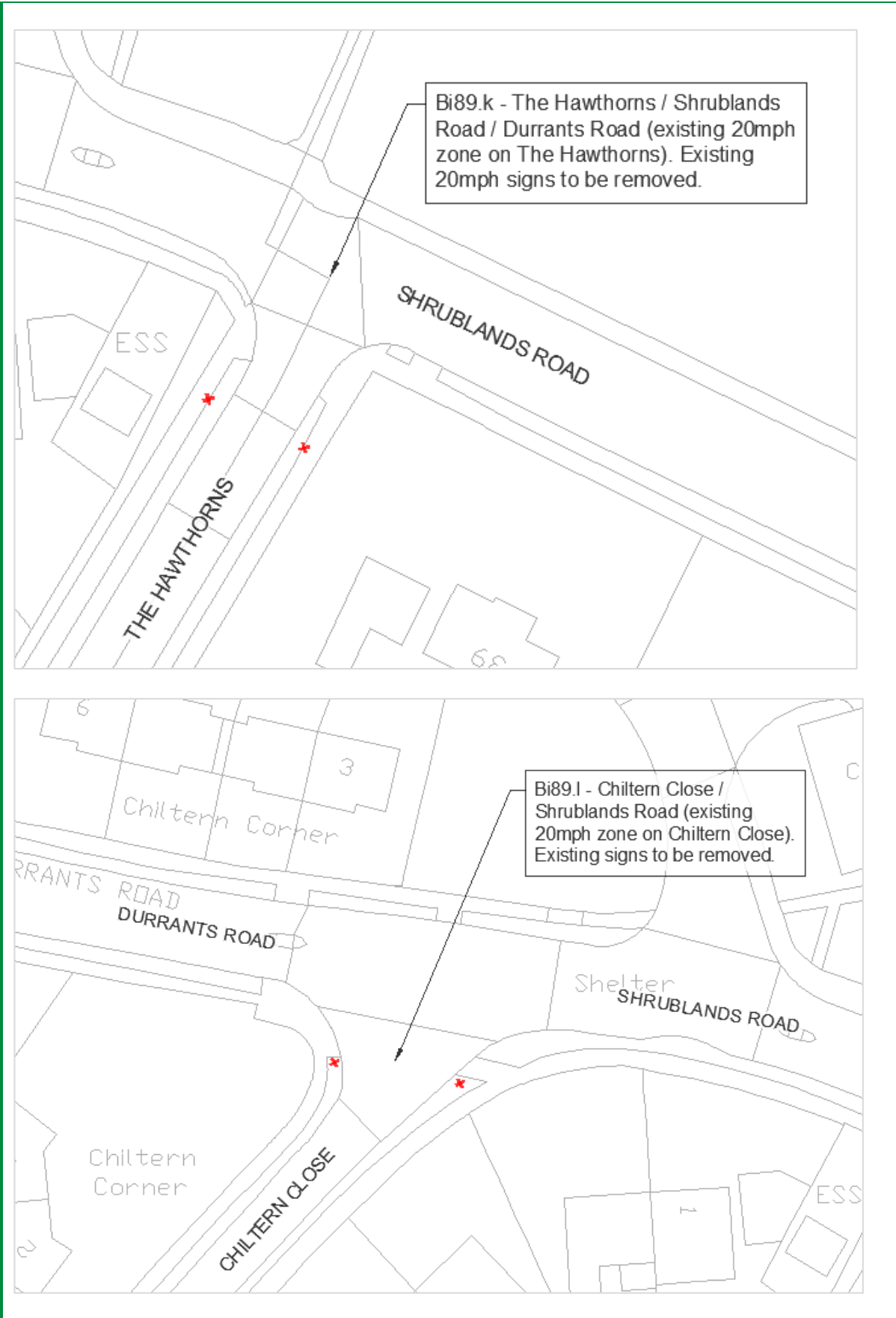
Intervention ID(s):	Bi89	Intervention Name(s):	Expansion of Shrublands 20mph zone
Intervention Description(s)	Bi89a Expand the existing 20mph zone which covers the Shrublands residential area to incorporate Durrants Road east of Durrants Lane, Douglas Gardens, Shrublands Road, Queen's Road, West Road, Cross Oak Road, Charles Street, Kitsbury Road, Boxwell Road, Park View Road, North Road, Anglefield Road, Montague Road, Cowper Road, Torrington Road, Doctor's Common Road, Graemes Dyke Road, Greystoke Close, Kilfillan Gardens and any additional minor side roads and cul-de-sacs within this area.		
Town / Interurban	Berkhamsted	Interaction(s)	B2, B4
Estimated Cost(s):	£46,252	Associated Development(s) :	Cumulative
Source	Transport Study	Timescale	-
<p>The map illustrates the proposed intervention area. It shows a residential street network with Kilfillan Gardens running vertically and Graemes Dyke Road running horizontally. The intersection is marked with two red 'x' symbols. A callout box points to this junction, stating: 'Bi89.a - Kilfillan Gardens / Graemes Dyke Road junction (new 20mph zone on Kilfillan Gardens). 2 new 20mph signs.' Other labeled areas include Kilfillan House to the west, Sandiford to the east, and Languard to the east of Sandiford.</p>			

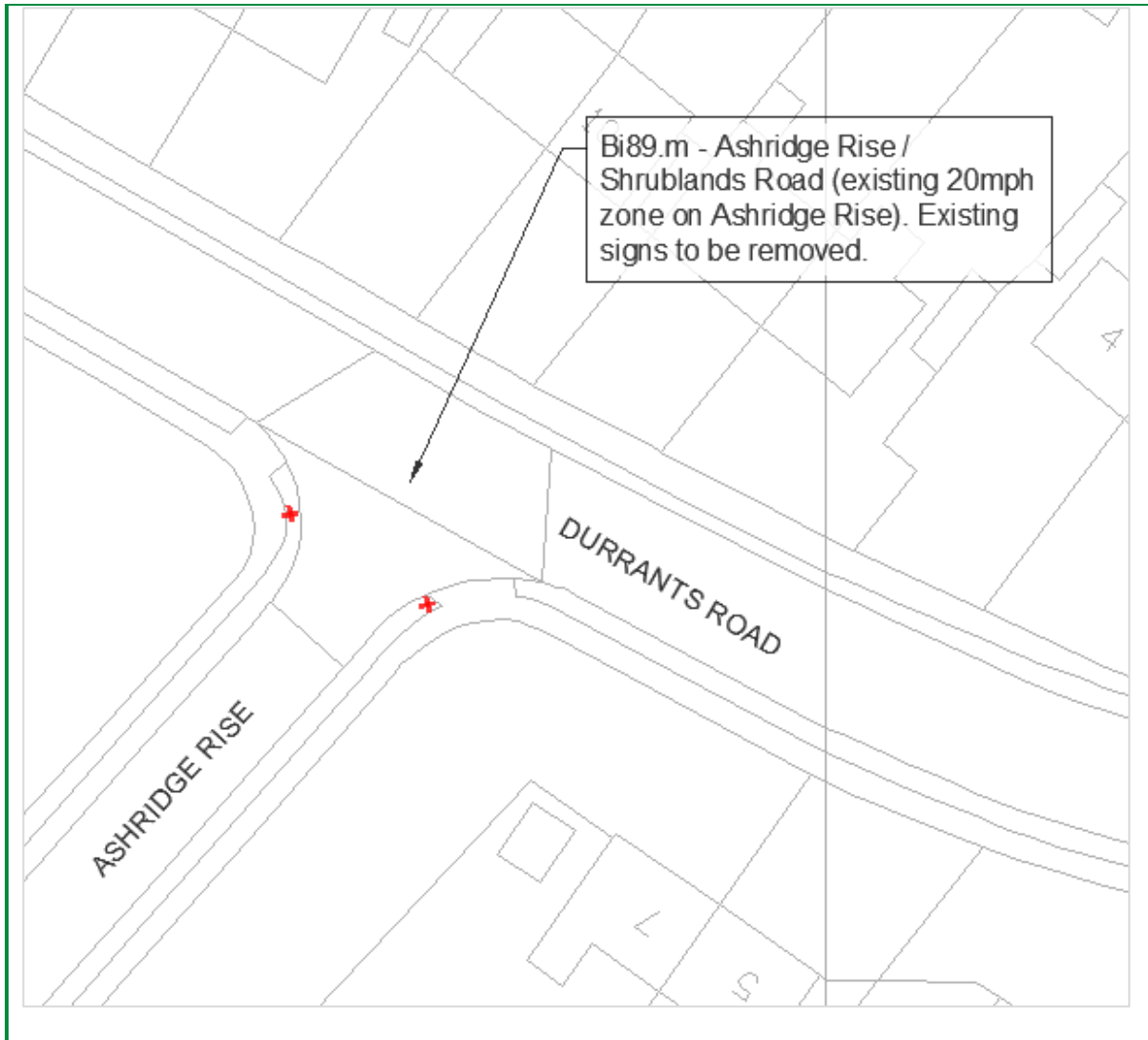


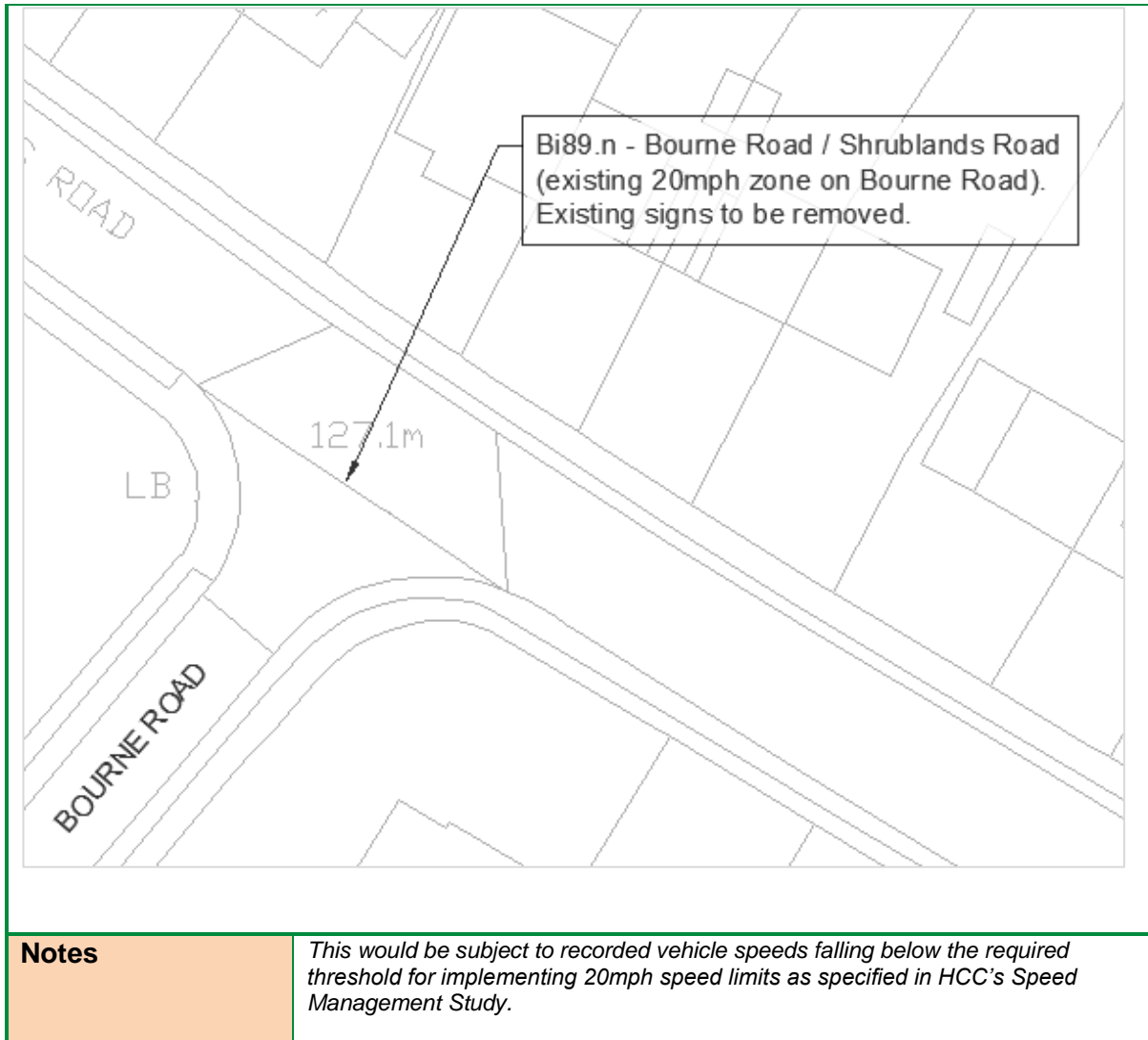










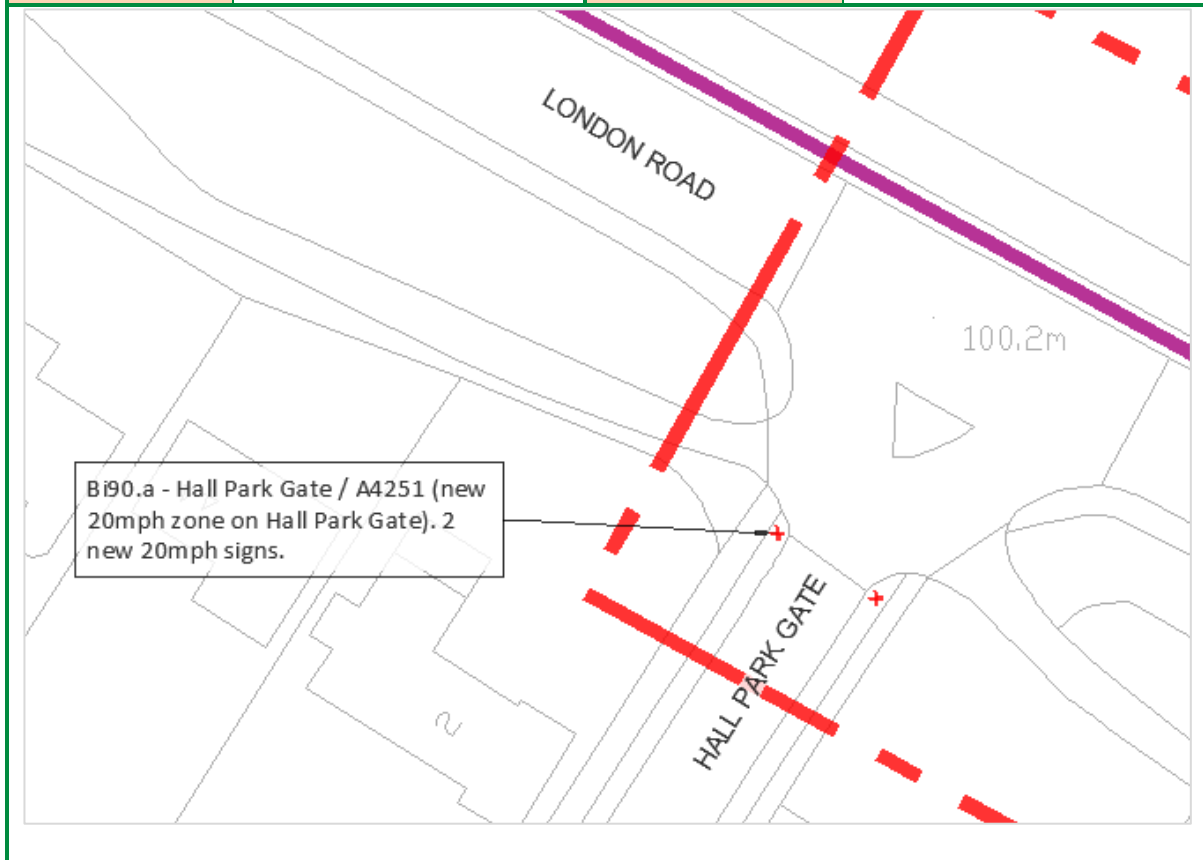


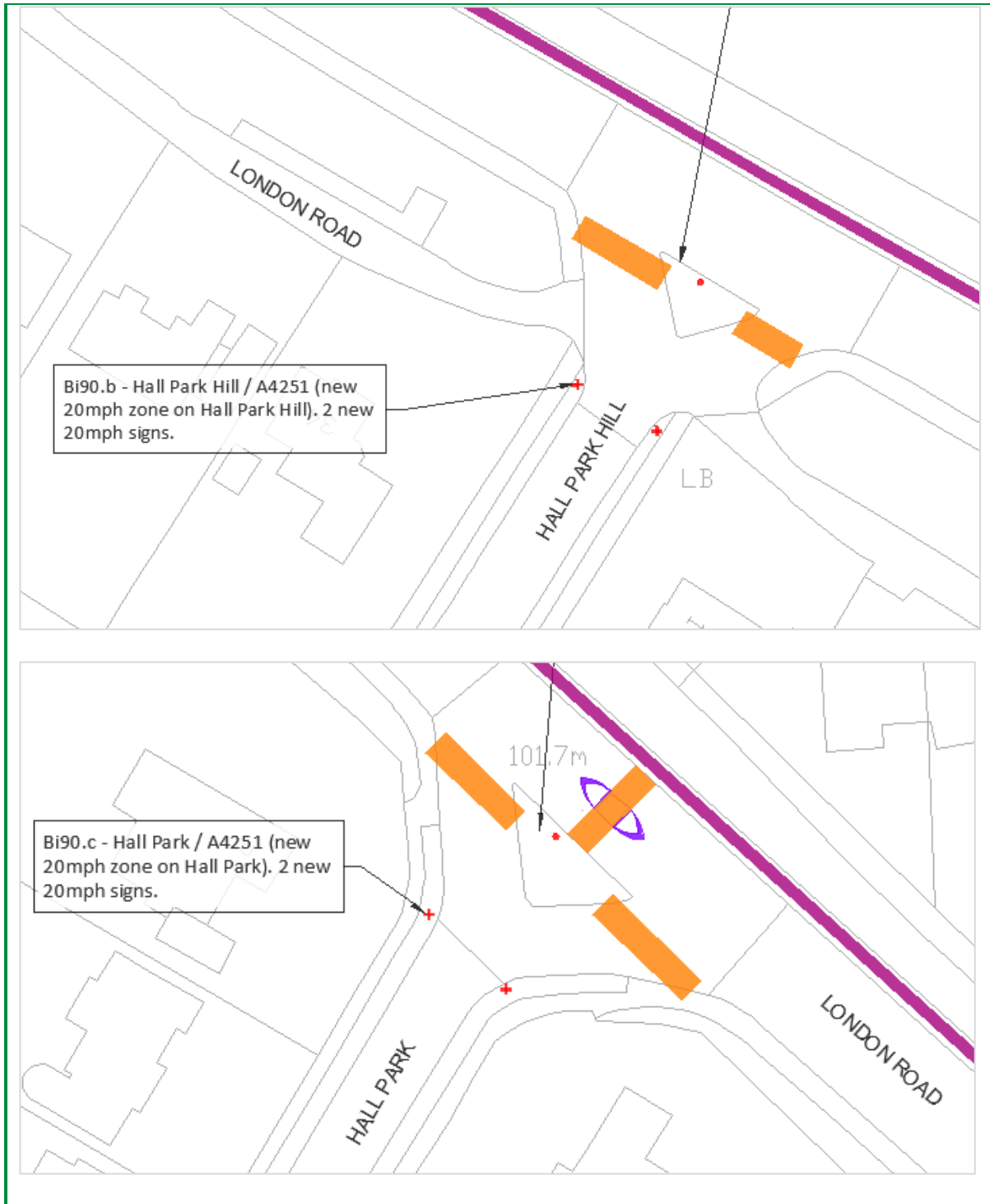
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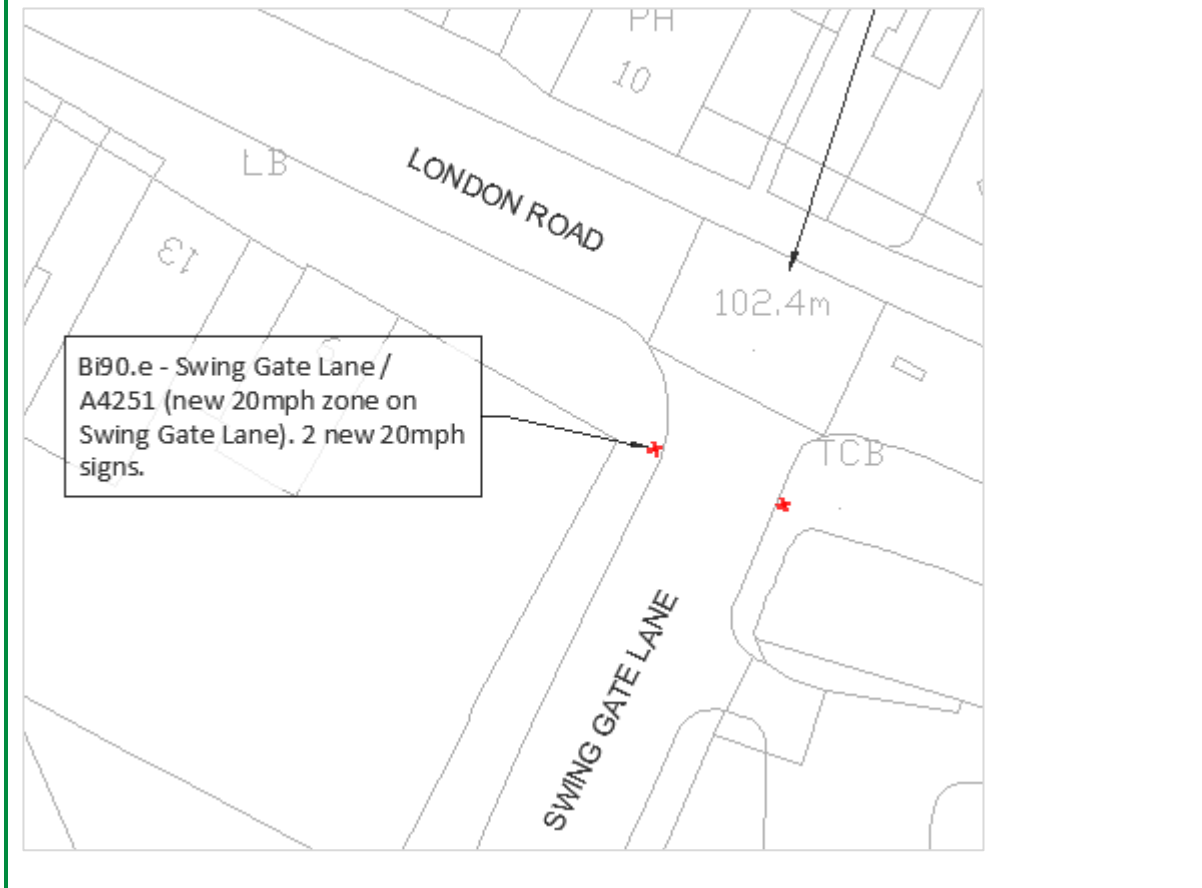
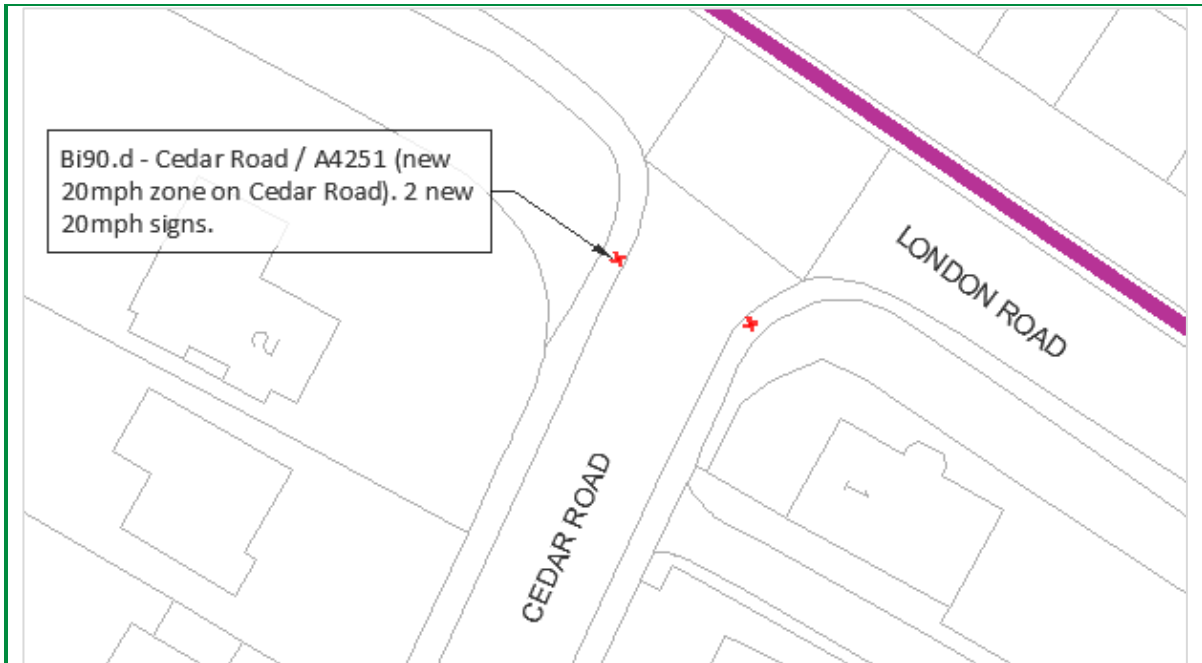
This would be subject to recorded vehicle speeds falling below the required threshold for implementing 20mph speed limits as specified in HCC's Speed Management Study.

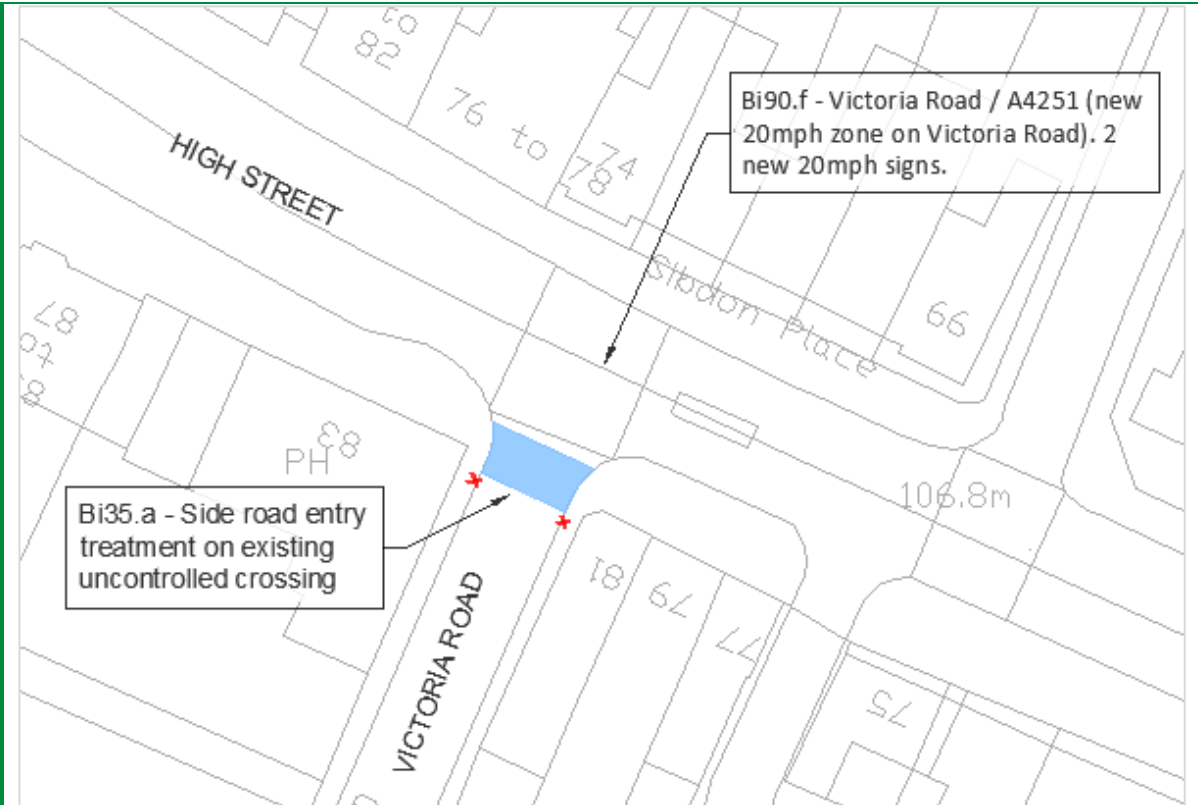
Intervention Proforma

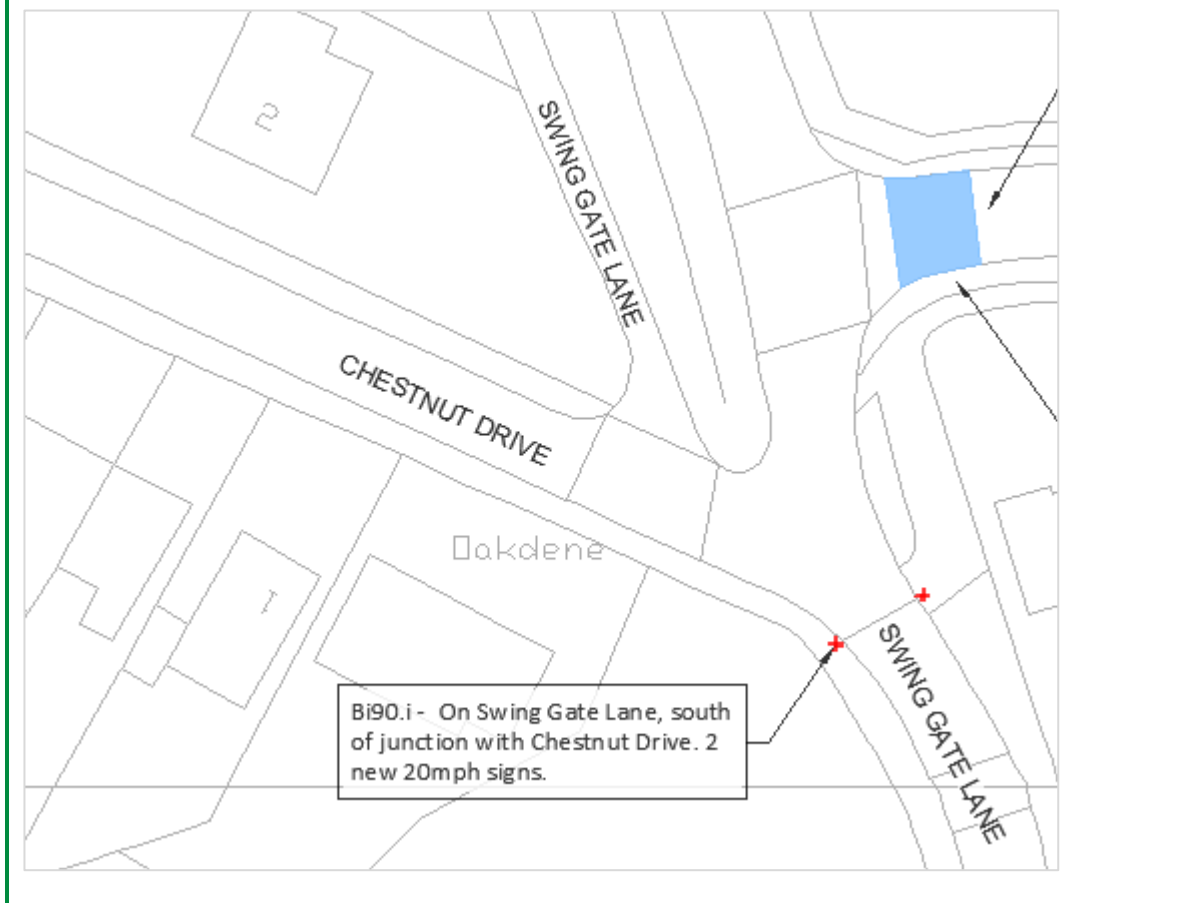
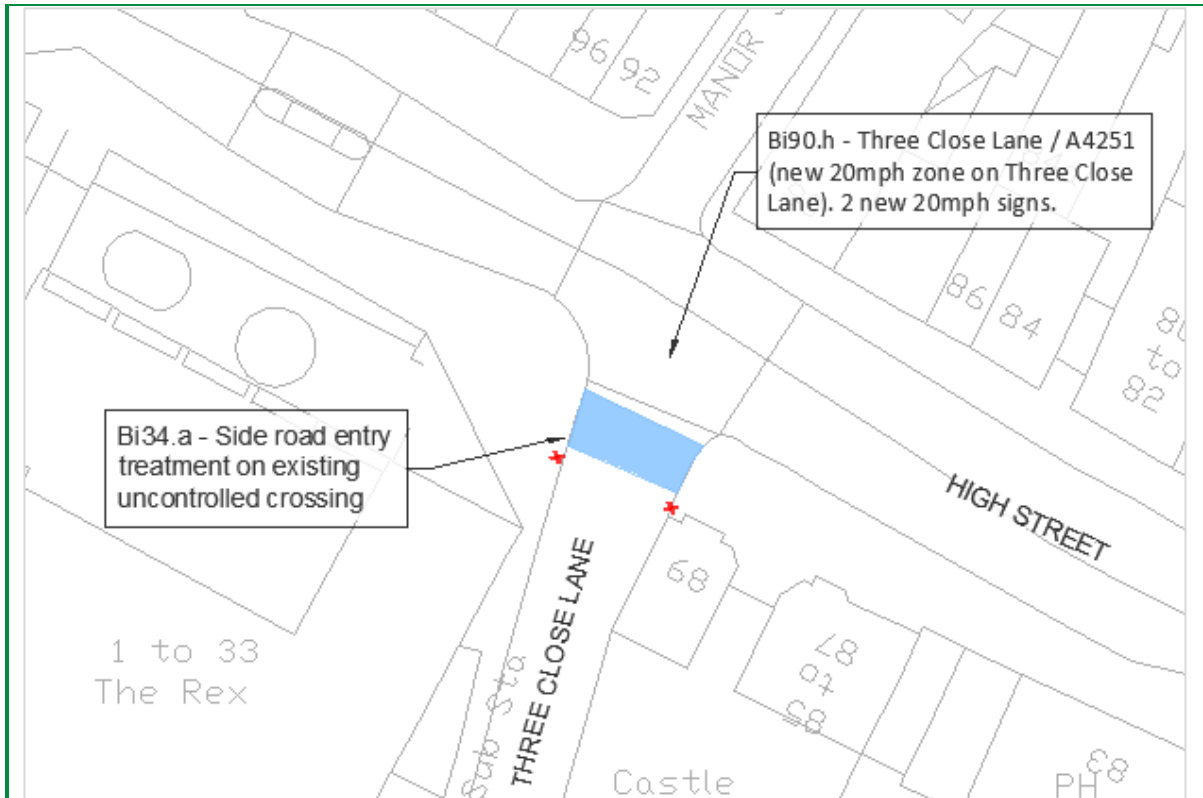
Intervention ID(s):	Bi90	Intervention Name(s):	New 20mph speed limit area covering southern Berkhamsted residential area
Intervention Description(s)	Bi90a New 20mph speed limit area covering Hall Park Gate, Hall Park Hill, Hall Park, Upper Hall Park, Fieldway, Cedar Road, Hillside Gardens, Swing Gate Lane, Lombardy Drive, Woodlands Avenue, Briar Way, Hazel Road, Cheshunt Drive, Coram Close, Holly Drive, Curtis Way, Greene Walk, Victoria Road, Highfield Road, Beech Drive, Three Close Lane		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B2, B3
Estimated Cost(s):	£51,391	Associated Development(s) :	Cumulative, South of Berkhamsted 1
Source	Transport Study	Timescale	2024-2032

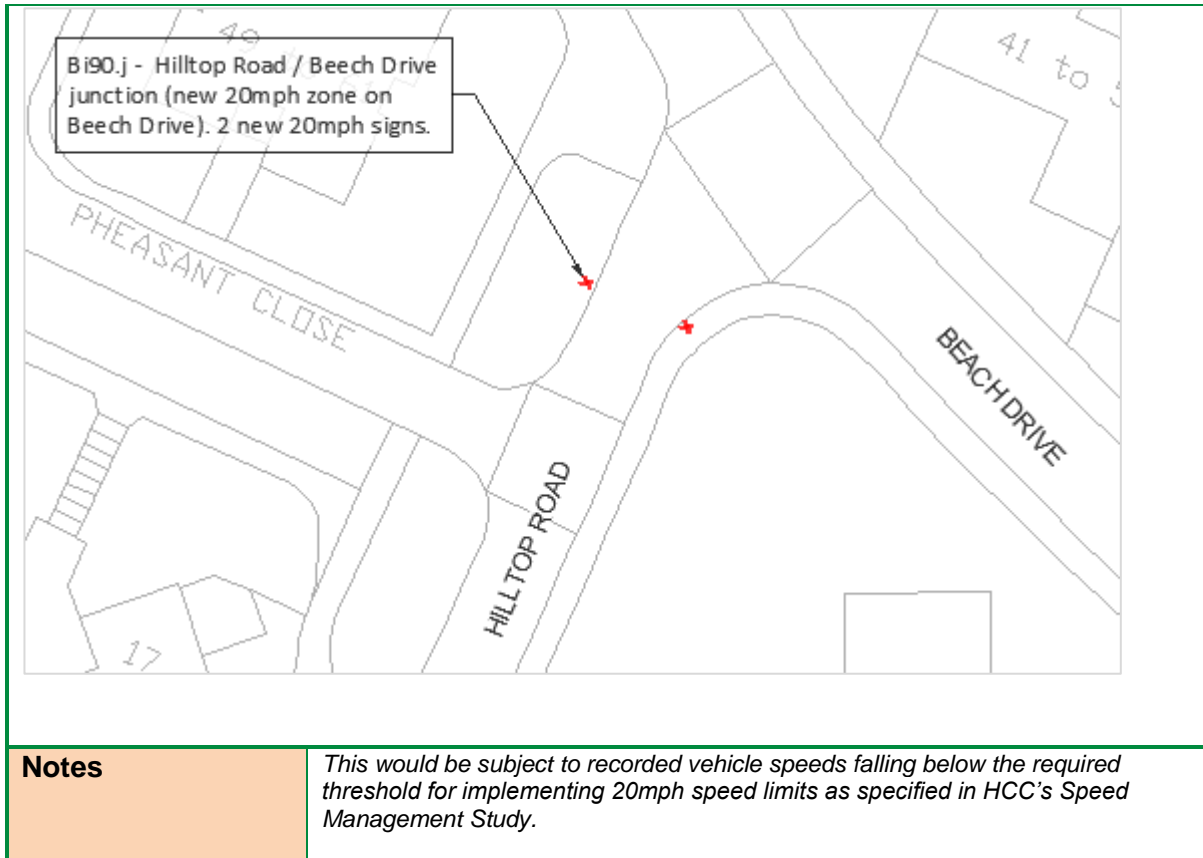






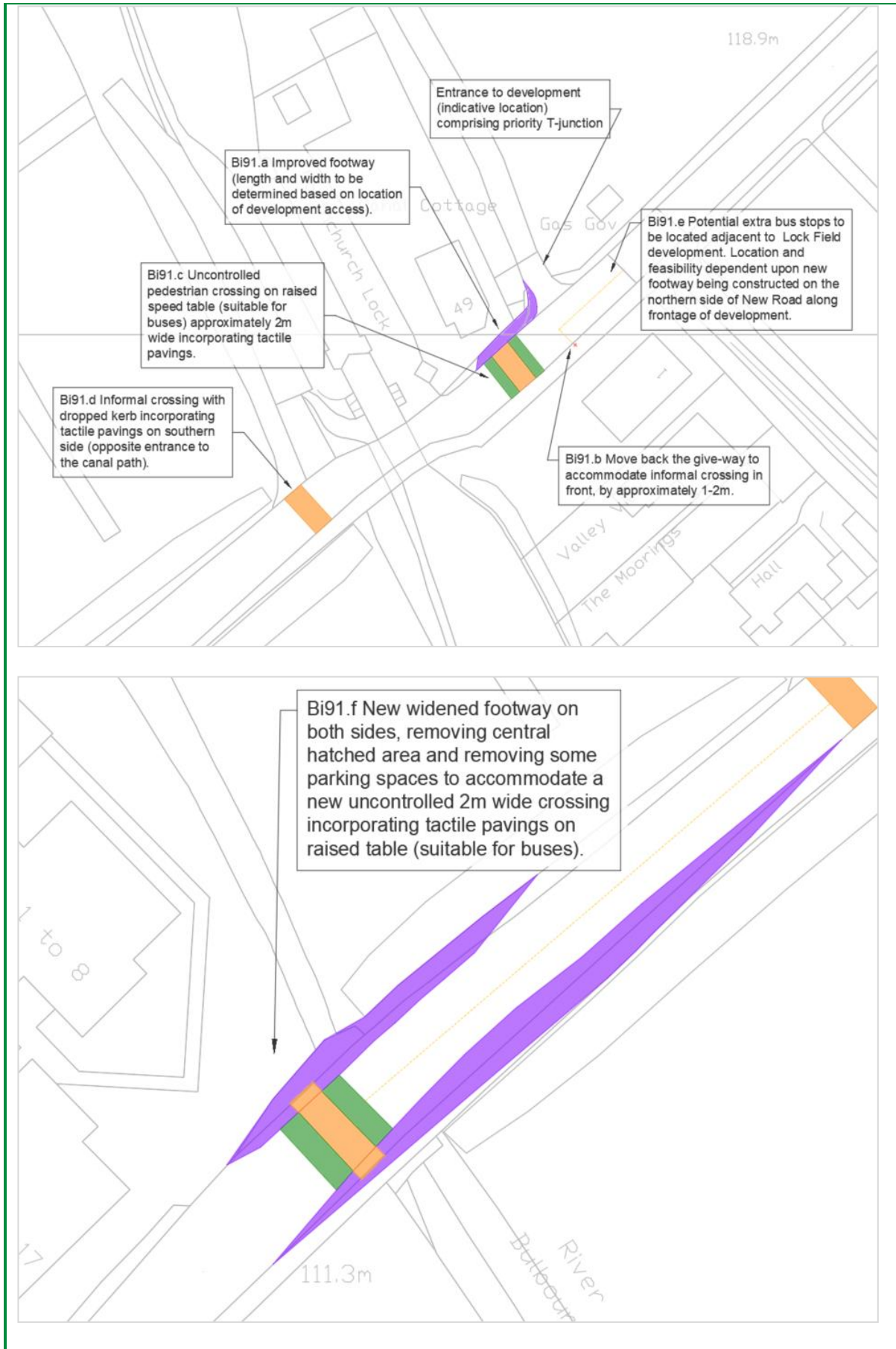






Intervention Proforma

Intervention ID(s):	Bi91	Intervention Name(s):	Footway and bus improvements to New Road near entrance to proposed Lock Field development
Intervention Description(s)	<p>Bi91.a Improved footway (length and width to be determined based on location of development access).</p> <p>Bi91.b Move back the give-way line to accommodate informal crossing in front, approximately 1-2m.</p> <p>Bi91.c Uncontrolled pedestrian crossing on raised speed table (suitable for buses) approximately 2m wide incorporating tactile pavings.</p> <p>Bi91.d Informal crossing with dropped kerb incorporating tactile pavings on southern side (opposite entrance to the canal towpath).</p> <p>Bi91.e Potential extra bus stops to be located adjacent to Lock Field development. Location and feasibility dependent upon new footway being constructed on the northern side of New Road along frontage of the development and further discussion with HCC.</p> <p>Bi91.f New widened footway on both sides, removing central hatched area and removing some parking spaces to accommodate a new uncontrolled 2m wide crossing incorporating tactile pavings on raised table (suitable for buses).</p> <p>Bi91.g New widened footway on both sides, removing central hatched area and removing some parking spaces to accommodate a new informal crossing on raised table (suitable for buses)</p>		
Town / Interurban	Berkhamsted	Interaction(s)	Near B2
Estimated Cost(s):	£106,650	Associated Development(s):	Lock Field development
Source	Transport Study	Timescale	2025-2028





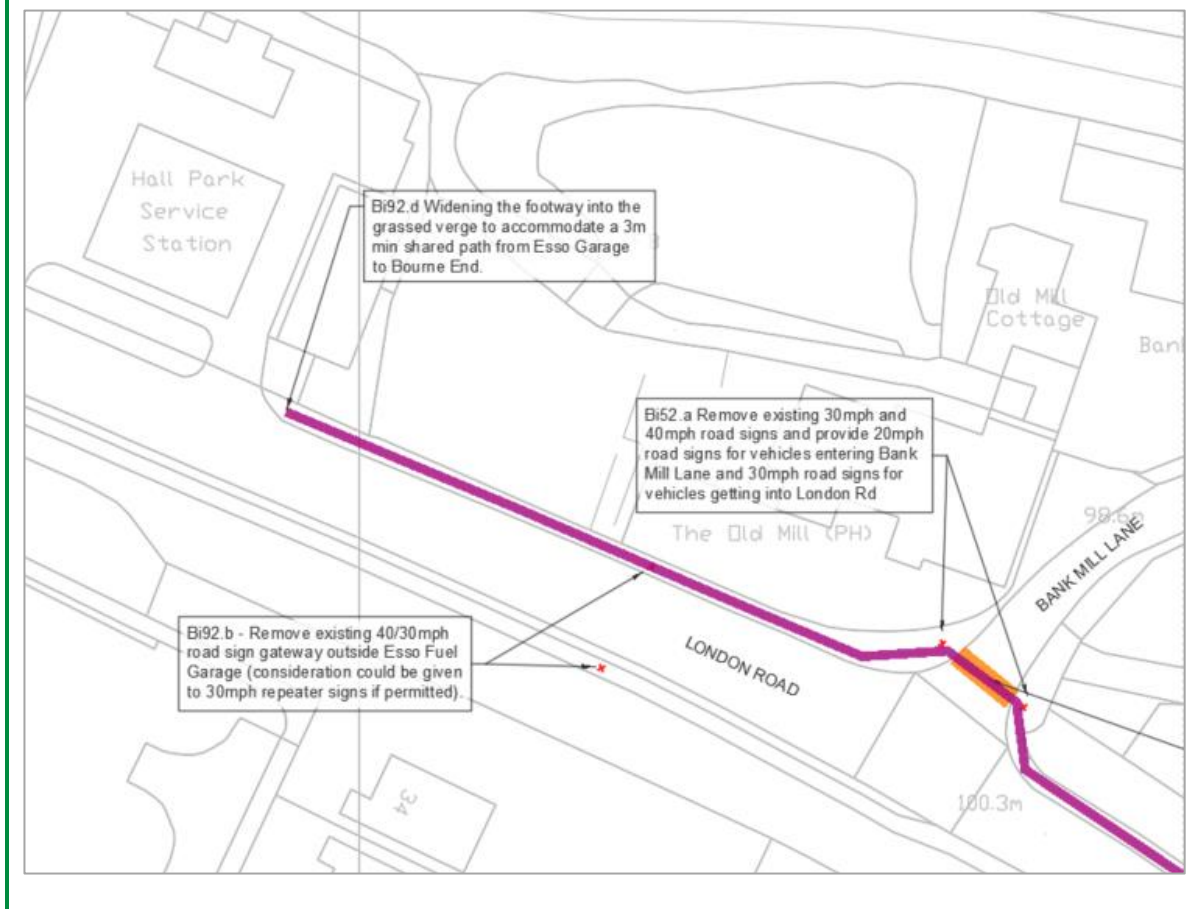
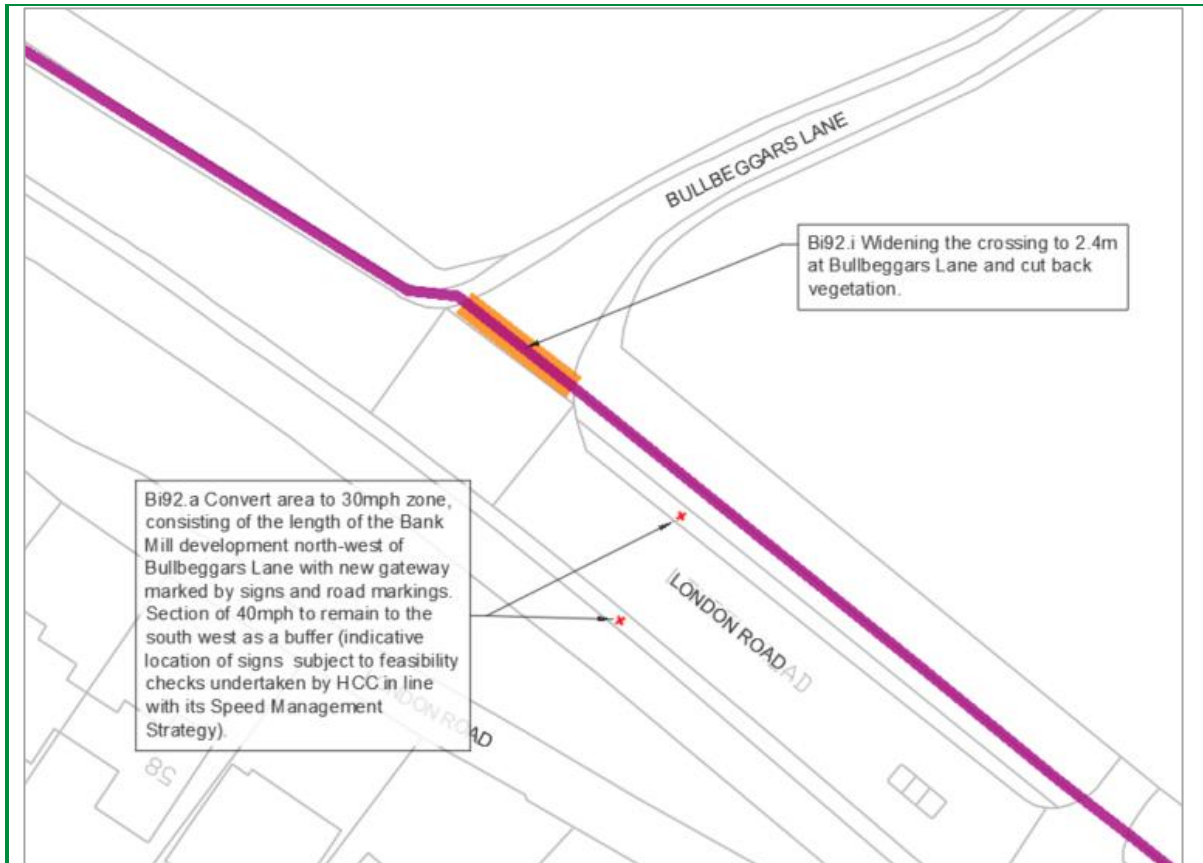
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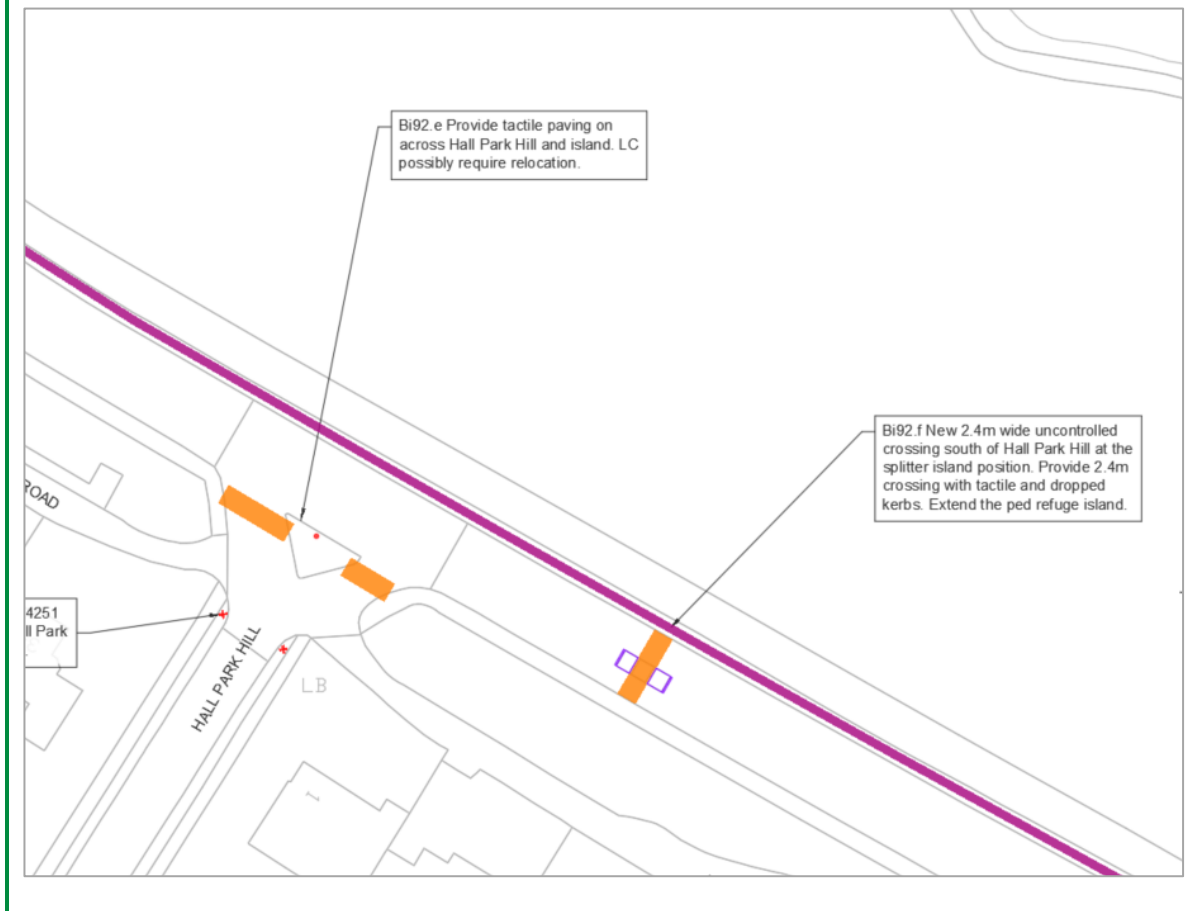
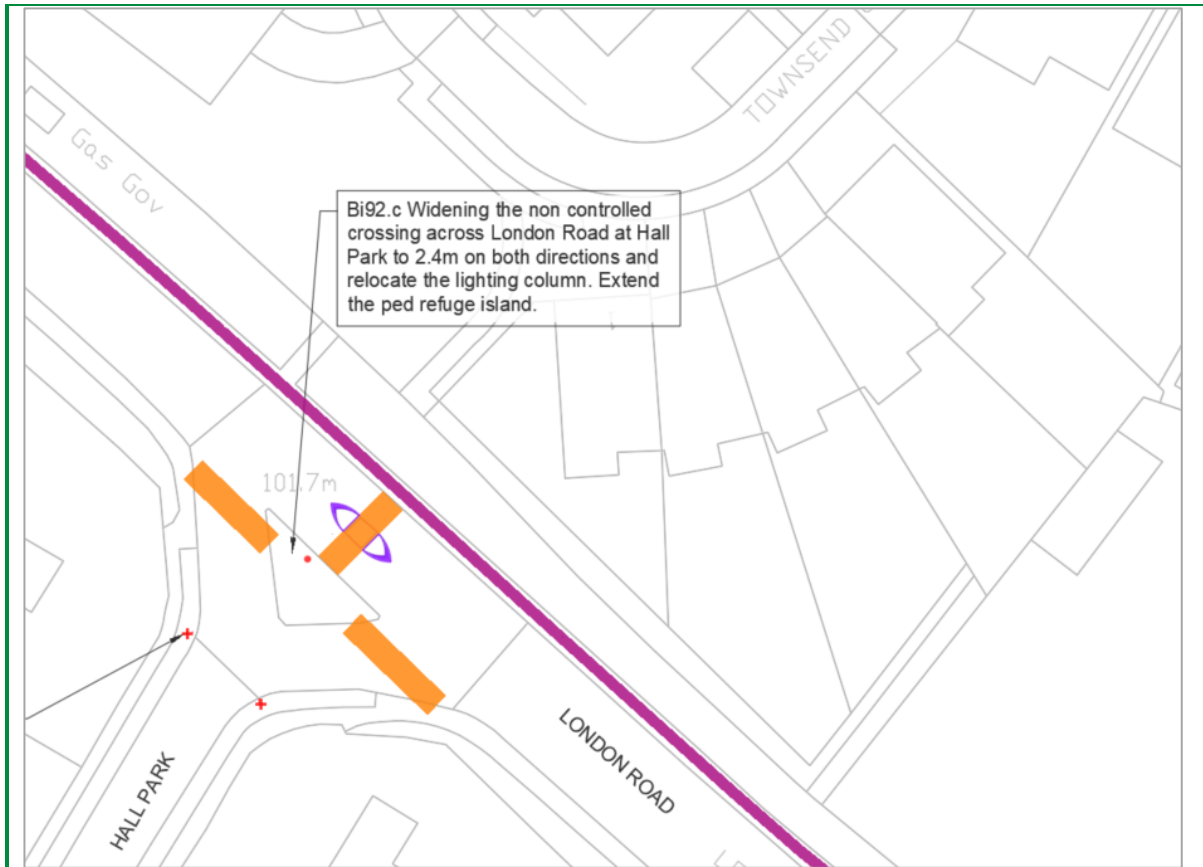
The requirement for additional bus stops will need to be discussed with HCC.

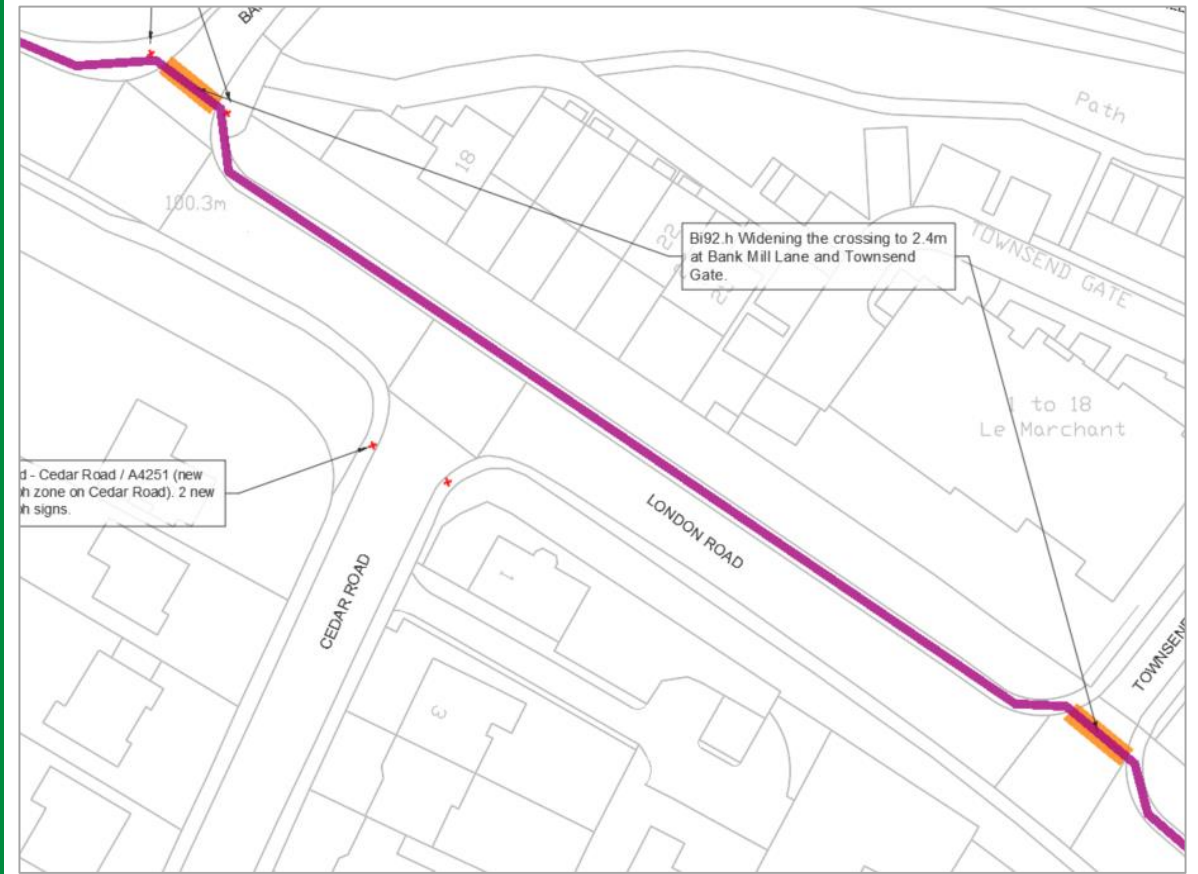
Consideration will need to be given to potential displacement of car parking if spaces are removed to accommodate additional crossings.

Intervention Proforma

Intervention ID(s):	Bi92	Intervention Name(s):	30mph speed limit along London Road between Broadway Farm and Esso Fuel Garage (reduced from 40mph)
Intervention Description(s)	<p>Bi92.a Convert area to 30mph zone, consisting of the length of the Bank Mill development north-west of Bullbeggars Lane with new gateway marked by signs and road markings. Section of 40mph to remain to the south west as a buffer.</p> <p>Bi92b - Remove existing 40/30mph road sign gateway outside Esso Fuel Garage (consideration could be given to 30mph repeater signs if permitted)</p> <p>Bi92.c Widening the non-controlled crossing across London Road at Hall Park to 2.4m on both directions and relocate the lighting column. Extend the ped refuge island.</p> <p>Bi92.d Widening the footway into the grassed verge to accommodate a 3m min shared path from Esso Garage to Bourne End.</p> <p>Bi92.e Provide tactile paving on across Hall Park Hill and island. LC possibly require relocation.</p> <p>Bi92.f New 2.4m wide uncontrolled crossing south of Hall Park Hill at the splitter island position. Provide 2.4m crossing with tactile and dropped kerbs. Extend the ped refuge island.</p> <p>Bi92.g New 2.4m wide uncontrolled crossing south of Hall Park Gate, at splitter island south of position. provide 2.4m crossing with tactile and dropped kerbs. Extend the ped refuge island.</p> <p>Bi92.h Widening the crossing to 2.4m at Bank Mill Lane and Townsend Gate.</p> <p>Bi92.i Widening the crossing to 2.4m at Bullbeggars Lane and cut back vegetation.</p>		
Town / Interurban	Berkhamsted	Interaction(s)	B1, B3
Estimated Cost(s):	£792,000	Associated Development(s):	Bank Mill development and South of Berkhamsted 1 development
Source	Transport Study	Timescale	2025-2033



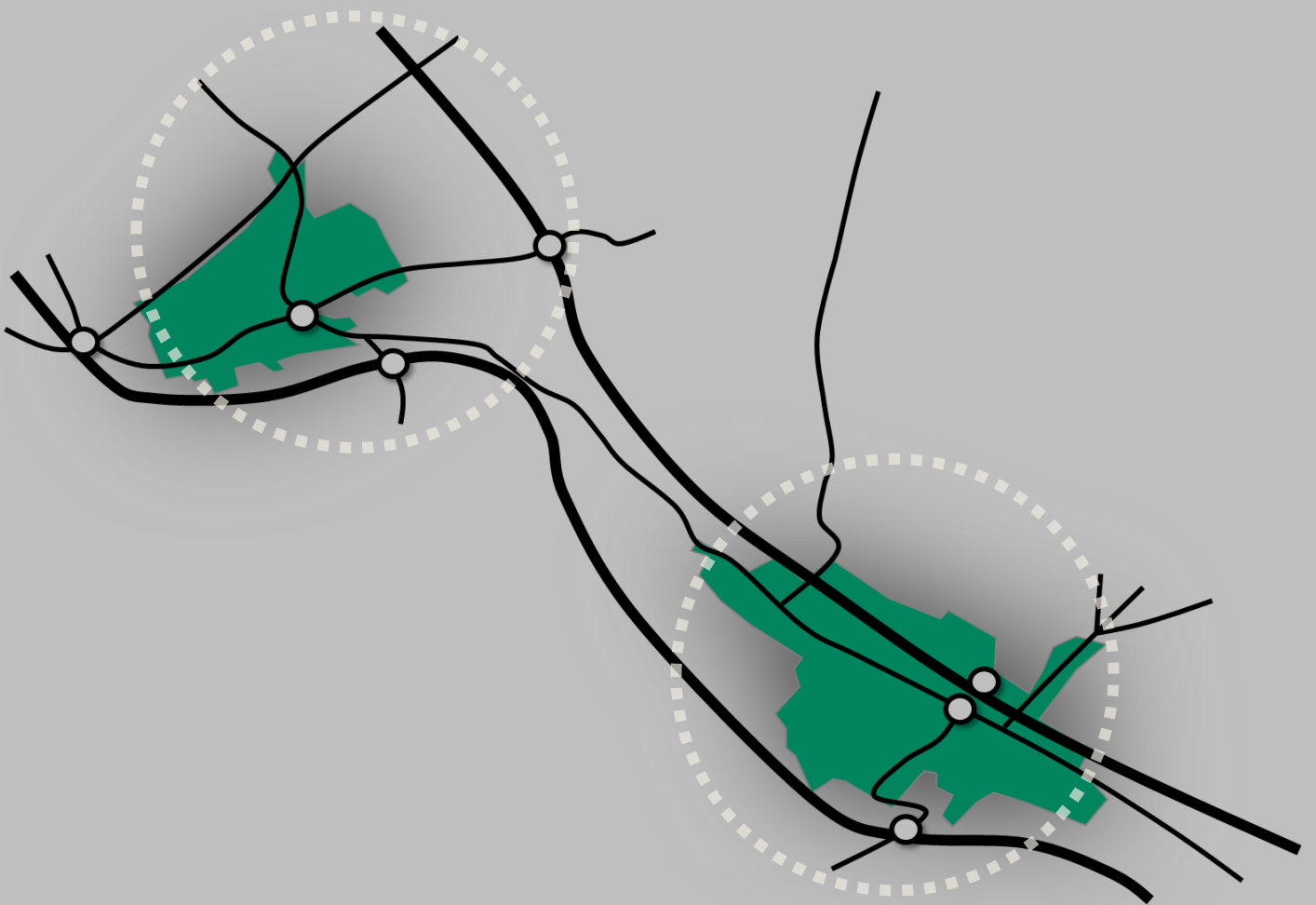




Notes	Consideration could be given to designating Bank Mill Lane on the northern side of the development as a Quiet Way. At this stage it is unclear as to the proposed access arrangements for the development, however intensification of this road by vehicles should be avoided.
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Appendix D

Intervention Proforma - Tring

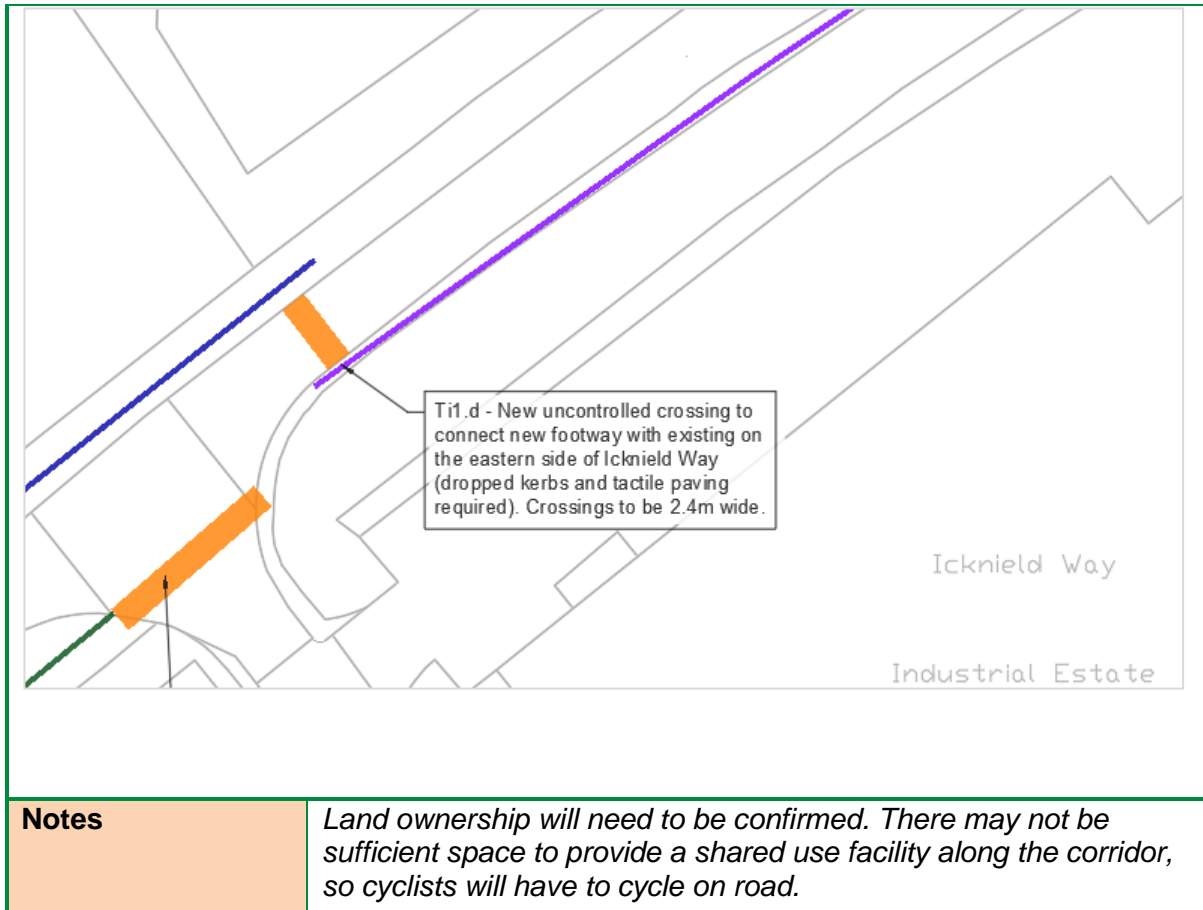


Intervention Proforma

Intervention ID(s):	Ti1	Intervention Name(s):	Footway/cycleway route improvement along Icknield Way between the A41 roundabout and Icknield Way Industrial Estate
Intervention Description(s)	<p>Ti1.a Widen the existing sections of cycle lane between The Holloway and Icknield Way and Aylesbury Road to 3m and provide a shared use facility. This is to provide continuity for pedestrians.</p> <p>Ti1.b Provide an informal crossing for pedestrians/cyclists where the two existing cycle tracks end, just north-east of the A41 roundabout. Add tactile paving and dropped kerbs. Crossings to be 2.4m wide.</p> <p>Ti1.c Provide a new 2m wide footway along Icknield Way on the western side (where the existing path is) up to the junction with Icknield Way Industrial Estate.</p> <p>Ti1.d Provide an informal crossing just north of the junction with Icknield Way Industrial Estate to connect with the existing footway on the eastern side of Icknield Way. Crossings to be 2.4m wide.</p>		
Town / Interurban	Tring	Interaction(s)	T6, T8, T9, T10
Estimated Cost(s):	£164,500	Associated Development(s)	West Tring
Source	Transport Study	Timescale	

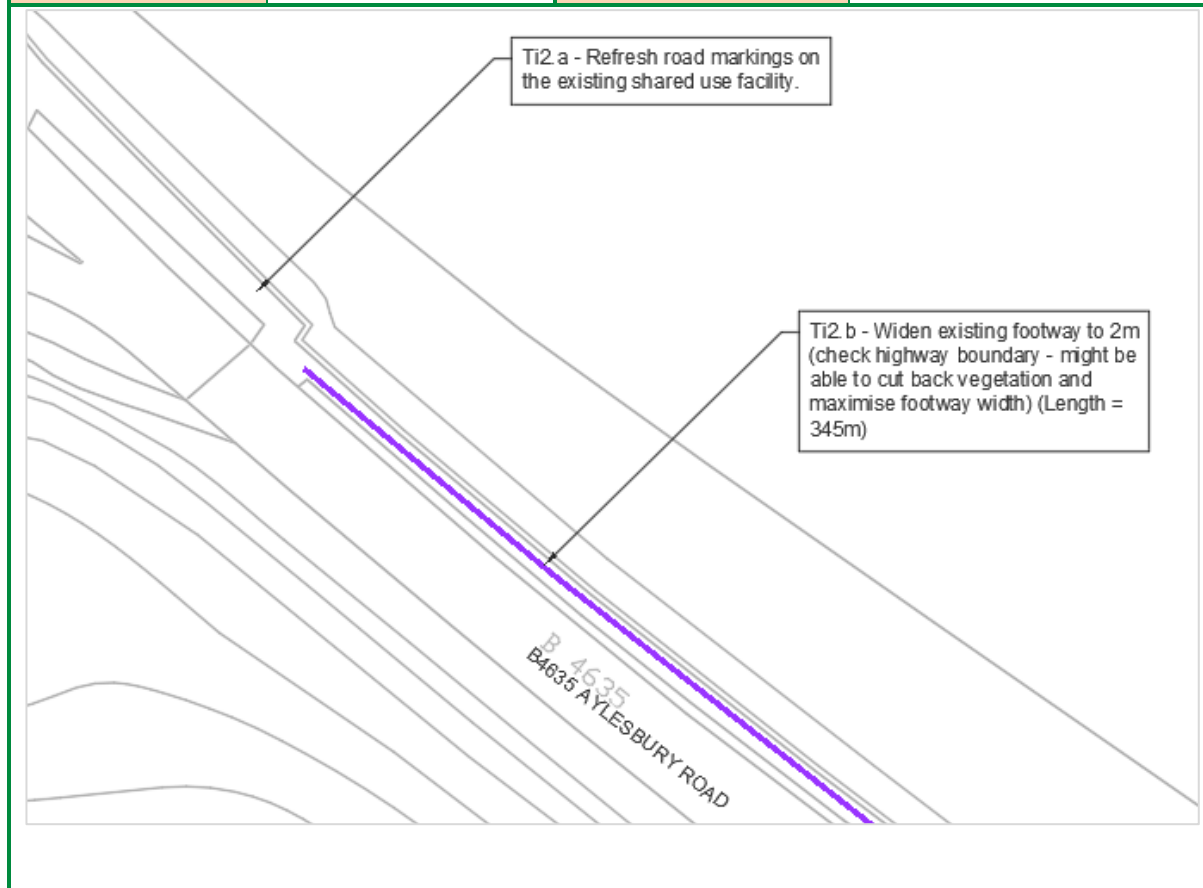
The map illustrates the proposed interventions along Icknield Way. Key features include:

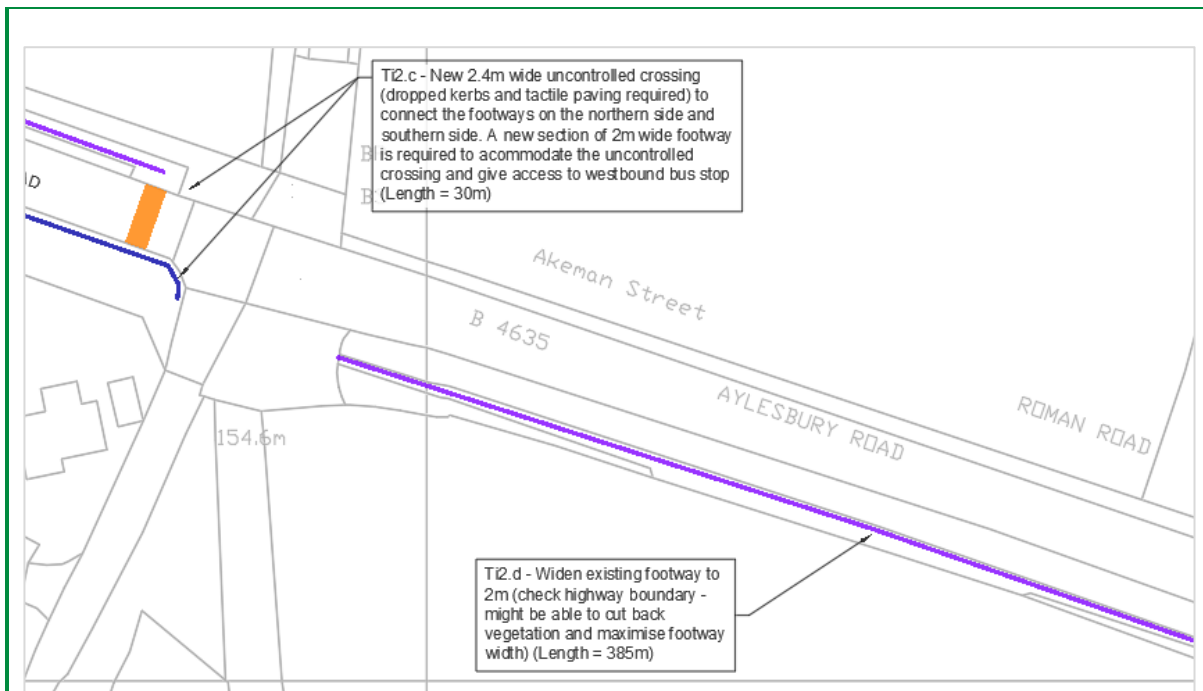
- Ti1.a:** A pink highlighted section of the cycle lane between The Holloway and Aylesbury Road, intended for widening to 3m and providing a shared use facility (45m length).
- Observation:** A point on the road where the shared use facility ends, with a note that cyclists should travel on-road from this point.
- Ti1.b:** A new uncontrolled crossing (2.4m wide) with dropped kerbs and tactile paving, located just north-east of the A41 roundabout.
- Ti1.c:** A new 2m wide footway (605m length) along the western side of Icknield Way, extending to the junction with Icknield Way Industrial Estate.



Intervention Proforma

Intervention ID(s):	Ti2	Intervention Name(s):	Footway/cycleway route improvement along Aylesbury Road between the A41 roundabout and Donkey Lane
Intervention Description(s)	<p>Ti2.a Refresh road markings for the shared use facility close to the A41 roundabout.</p> <p>Ti2.b Widen existing footway to 2m on the northern side of Aylesbury road (maintenance issue).</p> <p>Ti2.c Provide a new 2.4m wide uncontrolled crossing where the Drayton Manor Lodge bus stop is (northbound direction). A new section of 2m wide footway is required on the southern side to accommodate the new crossing and provide access to the westbound bus stop.</p> <p>Ti2.d Widen existing footway to 2m on the southern side of Aylesbury road between the Drayton Manor Lodge bus stop and the existing uncontrolled crossing just south of the junction with Donkey Lane.</p> <p>Ti2.e Provide new tactiles for the uncontrolled crossing just south of the junction of Aylesbury road and Donkey Lane. Crossings to be 2.4m wide.</p>		
Town / Interurban	Tring	Interaction(s)	T6
Estimated Cost(s):	£173,500	Associated Development(s):	West Tring
Source	Transport Study	Timescale	





Notes

This section of road is expected to accommodate a vehicle access to the West of Tring development. This could take the form of a priority T-junction or roundabout. Ti1 proposals may therefore need to be amended to tie in with new junction arrangements and there will need to be suitable crossing provision for pedestrians and cyclists at the new junction. Furthermore, it is recommended that bus stops (served by the 500 and 61 services) are upgraded as part of the West of Tring development

Check land ownership/highway boundary

Intervention Proforma

Intervention ID(s):	Ti6	Intervention Name(s):	Standalone crossing on Western Road (B4635) near Park Road junction
Intervention Description(s)	Ti6.a Provide a 2.4m wide raised zebra crossing on Western Road, outside house number 129, just west of the bus stop. Provide tactile paving, dropped kerbs, road markings and belisha beacons.		
Town / Interurban	Tring	Interaction(s)	T6
Estimated Cost(s):	£15,000	Associated Development(s):	West Tring
Source	Transport Study	Timescale	
<p>The map shows a street layout with a red rectangle highlighting the proposed zebra crossing on Western Road (B4635). The crossing is located near the junction with Park Road. Callout boxes provide specific details for each intervention: Ti6.a (zebra crossing), Ti6 (standalone crossing), and Ti42.b (newposts and speed signs).</p>			
Notes	<i>The crossing will have a gradually raised gradient to enable buses to safely travel over it.</i>		

Intervention Proforma

Intervention ID(s):	Ti7	Intervention Name(s):	Standalone crossing on Western Road (B4635) near Miswell Lane junction
Intervention Description(s)	Ti7.a Remove existing informal crossing on B4635, just north of the junction with Miswell Lane and provide a zebra crossing (tactile paving, dropped kerbs and belisha beacons to be provided).		
Town / Interurban	Tring	Interaction(s)	T6, T8
Estimated Cost(s):	£15,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
<p>Ti7.a - Remove existing uncontrolled crossing and provide a new zebra crossing (tactile paving, dropped kerbs, belisha beacons and road markings required)</p> <p>9.a - Side road entry treatment. Provide tactile paving a new uncontrolled crossing.</p> <p>reservation: carriage-way of the</p> <p>MISWELL LANE</p> <p>B4636 WESTERN ROAD</p> <p>76</p> <p>66</p> <p>70</p> <p>PI</p> <p>shelter</p>			
Notes	Too close to the junction for a signalised crossing - would need to signalise whole junction.		

Intervention Proforma

Intervention ID(s):	Ti8	Intervention Name(s):	Minor junction enhancement at the junction of Miswell Lane and Goldfield Road
Intervention Description(s)	Pavement condition at the junction is quite poor (potholes and cracks). Ti8.a Entry treatment at Goldfield Road. Provide an informal crossing at Goldfield Road with dropped kerbs and tactile paving. Recommendation: Carriageway to be resurfaced at the junction.		
Town / Interurban	Tring	Interaction(s)	T6, T8, T9, T10
Estimated Cost(s):	£25,000	Associated Development(s):	West Tring
Source	Transport Study	Timescale	
Notes			

Intervention Proforma

Intervention ID(s):	Ti9	Intervention Name(s):	Minor junction enhancement at the junction of Miswell Lane and Beaconsfield Road
Intervention Description(s)	Ti9.a Side road entry treatment.		
Town / Interurban	Tring	Interaction(s)	T6, T8, T9
Estimated Cost(s):	£10,000	Associated Development(s):	West Tring
Source	Transport Study	Timescale	2024-2026
Notes			

Intervention Proforma

Intervention ID(s):	Ti12	Intervention Name(s):	Minor junction enhancement at the junction of Miswell Lane and Highfield Road
Intervention Description(s)	Ti12.a Provide a side roads entry treatment with block paving. Add tactile pavings for a new uncontrolled crossing.		
Town / Interurban	Tring	Interaction(s)	T2, T4, T5
Estimated Cost(s):	£10,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
Notes			

Intervention Proforma

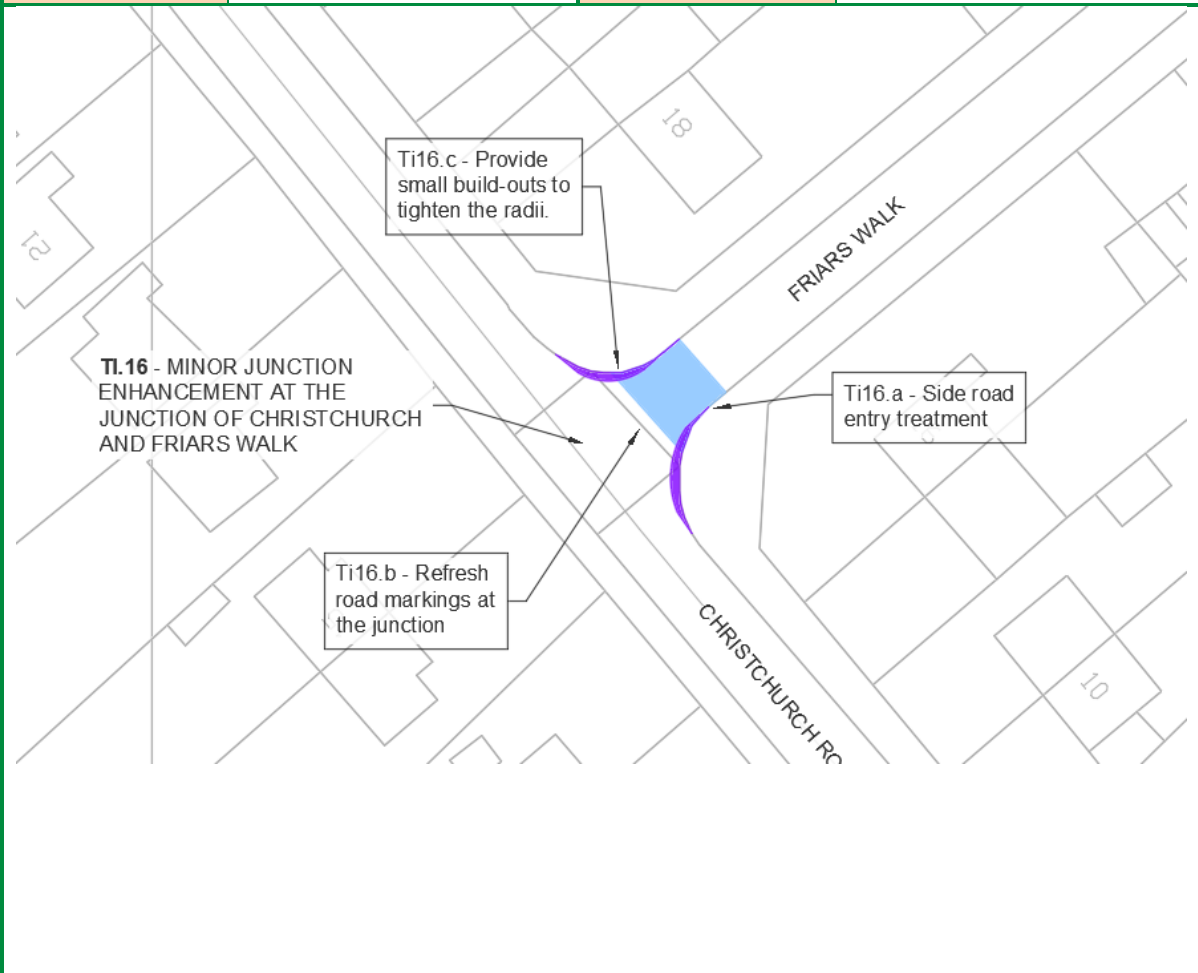
Intervention ID(s):	Ti14	Intervention Name(s):	Major junction enhancement at the Western Road, Christchurch Road, High Street and Langdon Street roundabout
Intervention Description(s)	Ti14.a Signalise existing junction. Existing uncontrolled crossings to be replaced by formal crossings (tactile paving and dropped kerbs required). Ti14.b Remove existing island on High St. and provide a 1m footway buildout on the northern side. Recommendation: Pavement condition survey on all arms.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T8
Estimated Cost(s):	£30,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
Notes			

Intervention Proforma

Intervention ID(s):	Ti15	Intervention Name(s):	Minor junction enhancement at the junction of Christchurch Road and Goldfield Road
Intervention Description(s)	Ti15.a Provide entry treatment and maintain the uncontrolled crossing.		
Town / Interurban	Tring	Interaction(s)	T6, T8, T10
Estimated Cost(s):	£10,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
<p>The map illustrates the proposed intervention location. It shows a network of roads including Christchurch Road and Goldfield Road. A blue shaded area at the junction of Christchurch Road and Goldfield Road is labeled 'T1.15 - MINOR JUNCTION ENHANCEMENT AT THE JUNCTION OF CHRISTCHURCH AND GOLDFIELD ROAD'. A side road entry treatment is also indicated near the junction, labeled 'T15.a - Side road entry treatment'. The map also shows the location of Temperance Hall to the east of the junction.</p>			
Notes			

Intervention Proforma

Intervention ID(s):	Ti16	Intervention Name(s):	Minor junction enhancement at the junction of Christchurch Road and Friars Walk
Intervention Description(s)	Ti16.a Entry treatment at Friars Walk (block paving). Replace damaged tactiles with new ones. Ti16.b Refresh road markings Ti16.c Provide small build-outs to tighten the radii.		
Town / Interurban	Tring	Interaction(s)	T6, T8, T10
Estimated Cost(s):	£22,500	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	



Notes	
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Intervention Proforma

Intervention ID(s):	Ti17	Intervention Name(s):	Minor junction enhancement at the Frogmore Street/Dundale Road and Friars Walk
Intervention Description(s)	Ti17.a Side road entry treatment and new uncontrolled crossing at Friars Walk (tactile paving required). Crossing to be 1.2m wide minimum. Ti17.b Provide another crossing point across Frogmore St north of the junction to connect the existing pub. Crossing to be 2.4m wide. Ti17.c Refresh road markings on Friars Walk.		
Town / Interurban	Tring	Interaction(s)	T8
Estimated Cost(s):	£42,500	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
Notes			

Intervention Proforma

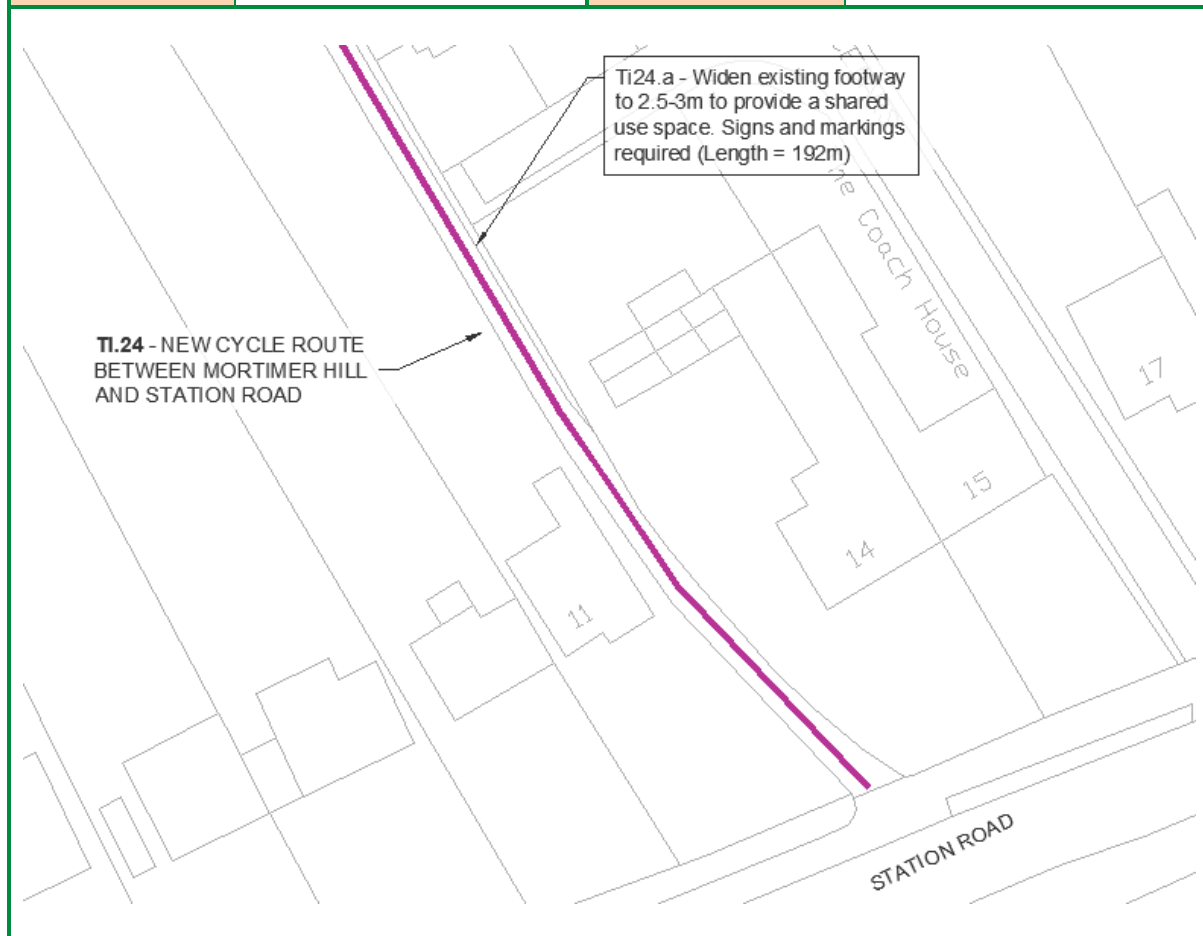
Intervention ID(s):	Ti18	Intervention Name(s):	New cycle route between Dundale Road and Little Tring Road
Intervention Description(s)	<p>Ti18.a Provide a 1.5m wide one-way segregated cycle lane (southbound direction) between the junction of Little Tring Road with B488 and the entrance to the fields (approximately 265m north from the B488 junction) - along the existing neglected footpath. Appropriate signs and markings required.</p> <p>Observation: there is not enough space to provide a shared use facility along Little Tring Road. Highway boundary to be reviewed.</p>		
Town / Interurban	Tring	Interaction(s)	T6, T8, T10
Estimated Cost(s):	£39,750	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
Notes			

Intervention Proforma

Intervention ID(s):	Ti19	Intervention Name(s):	Minor junction enhancement at the junction between Icknield Way and Dundale Road/Little Tring Road - informal crossing including dropped kerbs (some existing provision)
Intervention Description(s)	Ti19.a Provide an uncontrolled crossing for cyclists across Icknield Way to connect with Little Tring Road (include dropped kerbs). Crossing to be 2.4m wide.		
Town / Interurban	Tring	Interaction(s)	T6, T8, T10
Estimated Cost(s):	£10,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
<p>The map shows a network of roads. A green line represents the proposed crossing for cyclists across Icknield Way. An orange rectangle highlights the area for minor junction enhancement at the junction of Icknield Way and Dundale Road/Little Tring Road. Labels include B488, GP, and callouts for Ti19.a and Ti.19.</p>			
Notes			

Intervention Proforma

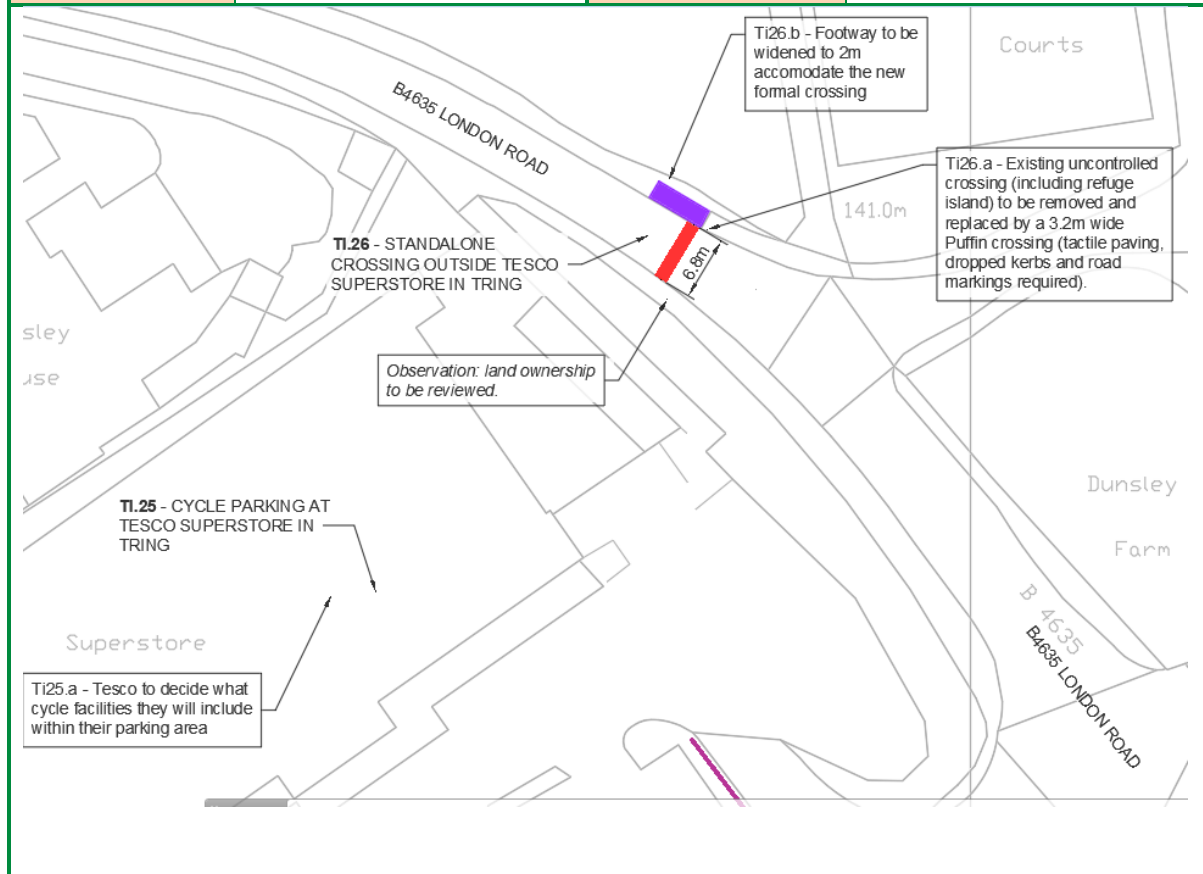
Intervention ID(s):	Ti24	Intervention Name(s):	New cycle route between Mortimer Hill and Station Road
Intervention Description(s)	<p>Site visit observations:</p> <ul style="list-style-type: none"> - Existing footway with scope to be widened - No street lighting - There is only an uncontrolled crossing where it meets the cycle route on Station Road - Several segregated cycle routes to tie into at Station Road, including one through Tring Park (2m pedestrian side, 1.5m cycle side). <p>Ti24.a Widen existing footway to 2.5-3m along the path to provide a shared use space. Signs and markings required.</p>		
Town / Interurban	Tring	Interaction(s)	T5, T7, T8
Estimated Cost(s):	£57,600	Associated Development(s) :	Cumulative
Source	Transport Study	Timescale	



Notes	
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Intervention Proforma

Intervention ID(s):	Ti26	Intervention Name(s):	Standalone crossing outside Tesco Superstore in Tring
Intervention Description(s)	Ti26.a Remove existing uncontrolled crossing on B4635 and provide a new 3.2m wide puffin crossing. This would require dropped kerbs, tactile paving and widening the footways. Ti26.b Footway on the northern side of B4635 to be widened to 2m to accommodate the new formal crossing.		
Town / Interurban	Tring	Interaction(s)	T5, T7, T8
Estimated Cost(s):	£30,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	



Notes	<p><i>Consideration could be given to implementing a Toucan crossing which would tie in with the cycle route across Pound Meadow and if additional cycle parking was provided at Tesco. Cyclists would however need to dismount if entering via the existing pedestrian ramp access as this would not be suitable for shared use. Alternatively, a section of shared use footway/cycleway could be designated between the crossing and Tesco vehicle access however a suitable and safe crossing facility that would enable cyclists to join/exit the road entrance to Tesco</i></p>
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would be required. There may not be sufficient visibility around the bend of the road to provide a suitable crossing

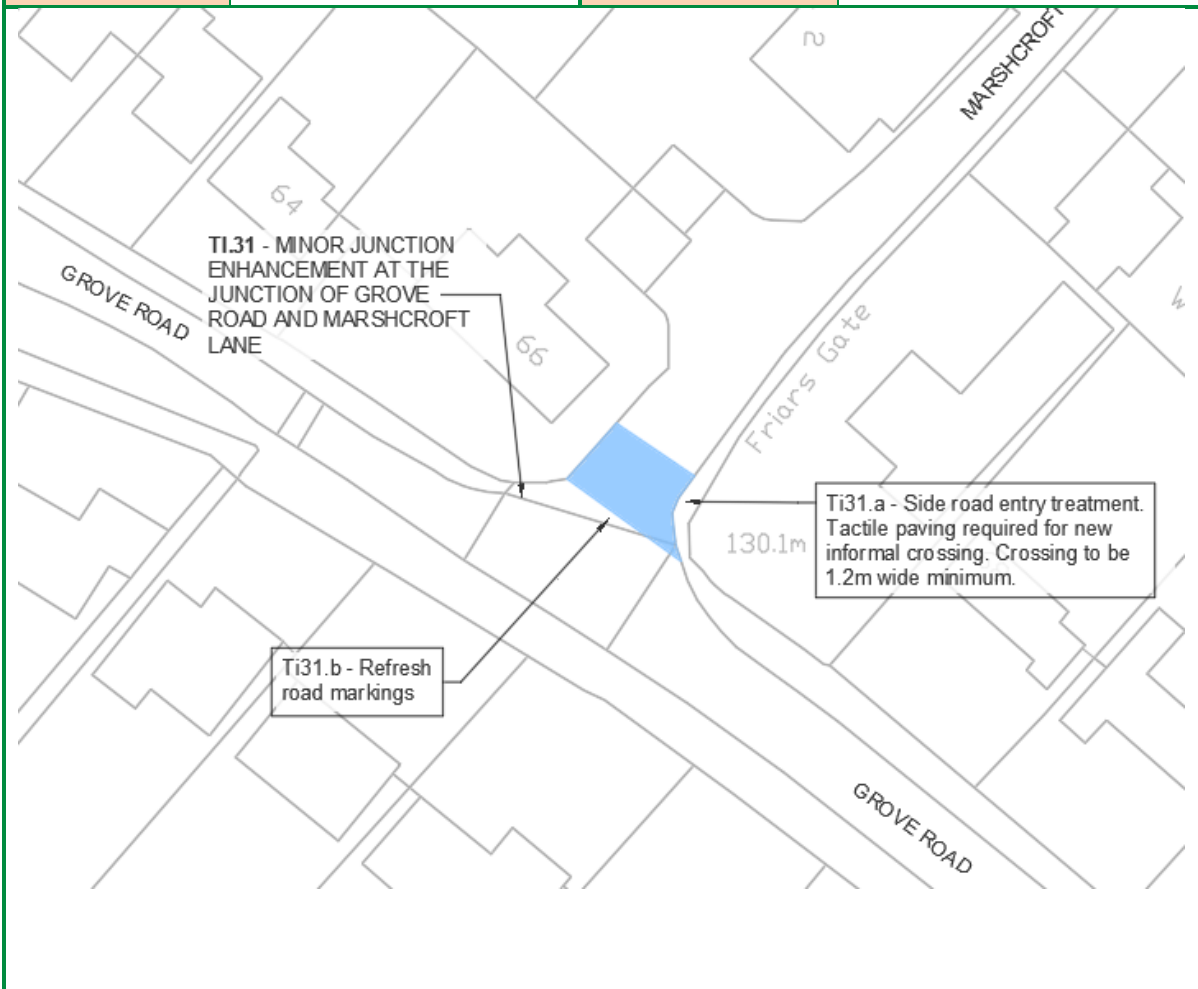
Check land ownership.

Intervention Proforma

Intervention ID(s):	Ti28	Intervention Name(s):	Standalone crossing on Brook Street near Hunters Close
Intervention Description(s)	Ti28.a Provide a 2.4m zebra crossing next to the entrance/exit to Hunters Close. Tactile paving, dropped kerbs, belisha beacons and appropriate road markings and signs to be provided.		
Town / Interurban	Tring	Interaction(s)	T7, T8
Estimated Cost(s):	£15,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	2024-2032
<p>TI.28 - STANDALONE CROSSING ON BROOK STREET NEAR HUNTERS CLOSE</p> <p>6.9m</p> <p>Ti28.a - New 2.4m wide zebra crossing next to the entrance/exit from Hunters Close. Tactile paving, dropped kerbs, belisha beacons and road markings and signs required.</p> <p>Gas Gov</p> <p>El S</p> <p>96</p> <p>98</p>			
Notes			

Intervention Proforma

Intervention ID(s):	Ti31	Intervention Name(s):	Minor junction enhancement at the junction of Grove Road and Marshcroft Lane
Intervention Description(s)	Ti31.a Entry treatment at Marshcroft Lane and informal crossing with tactile paving. Crossing to be 1.2m wide minimum. Ti31.b Refresh road markings.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T98 T10
Estimated Cost(s):	£12,500	Associated Development(s):	East of Tring (1)
Source	Transport Study	Timescale	2027-2036



Notes	
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Intervention Proforma

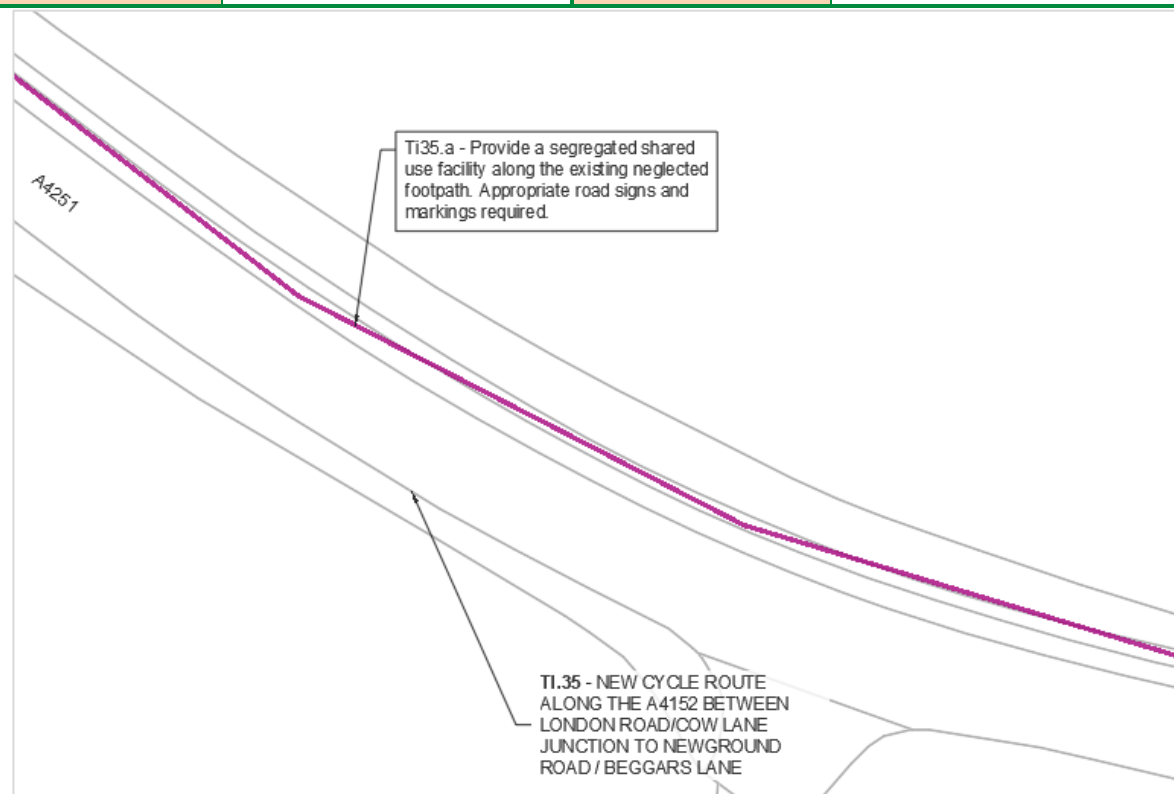
Intervention ID(s):	Ti32	Intervention Name(s):	Minor junction enhancement at the crossroads of Station Road, Grove Road and Cow Lane
Intervention Description(s)	Ti32.a Provide tactile paving at central refuge and crossing points on Grove Road. Ti32.b Refresh road markings. Ti32.c Add 20mph and 30mph signs at Station Road, just west of the junction with Grove Road. Ti32.d Provide an informal crossing point across Station Road west of the junction with Grove Road. Crossing to be 2.4m wide.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T8, T10
Estimated Cost(s):	£30,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
<p>TI.32 - MINOR JUNCTION ENHANCEMENT AT THE CROSSROADS OF STATION ROAD, GROVE ROAD AND COW LANE</p> <p>Ti32.a - Provide tactile paving at the existing uncontrolled crossing (central refuge island and eastern tactile are missing)</p> <p>Ti32.d - New uncontrolled crossing (dropped kerbs and tactile paving required). Crossing to be 2.4m wide.</p> <p>Ti32.c - Add 20mph road signs for vehicles travelling westbound and 30mph road signs for vehicles travelling eastbound</p> <p>Ti32.b - Refresh road markings at the junctions</p> <p>134.2m</p> <p>133.5m</p> <p>STATION ROAD</p> <p>GROVE ROAD</p> <p>COW LANE</p>			
Notes			

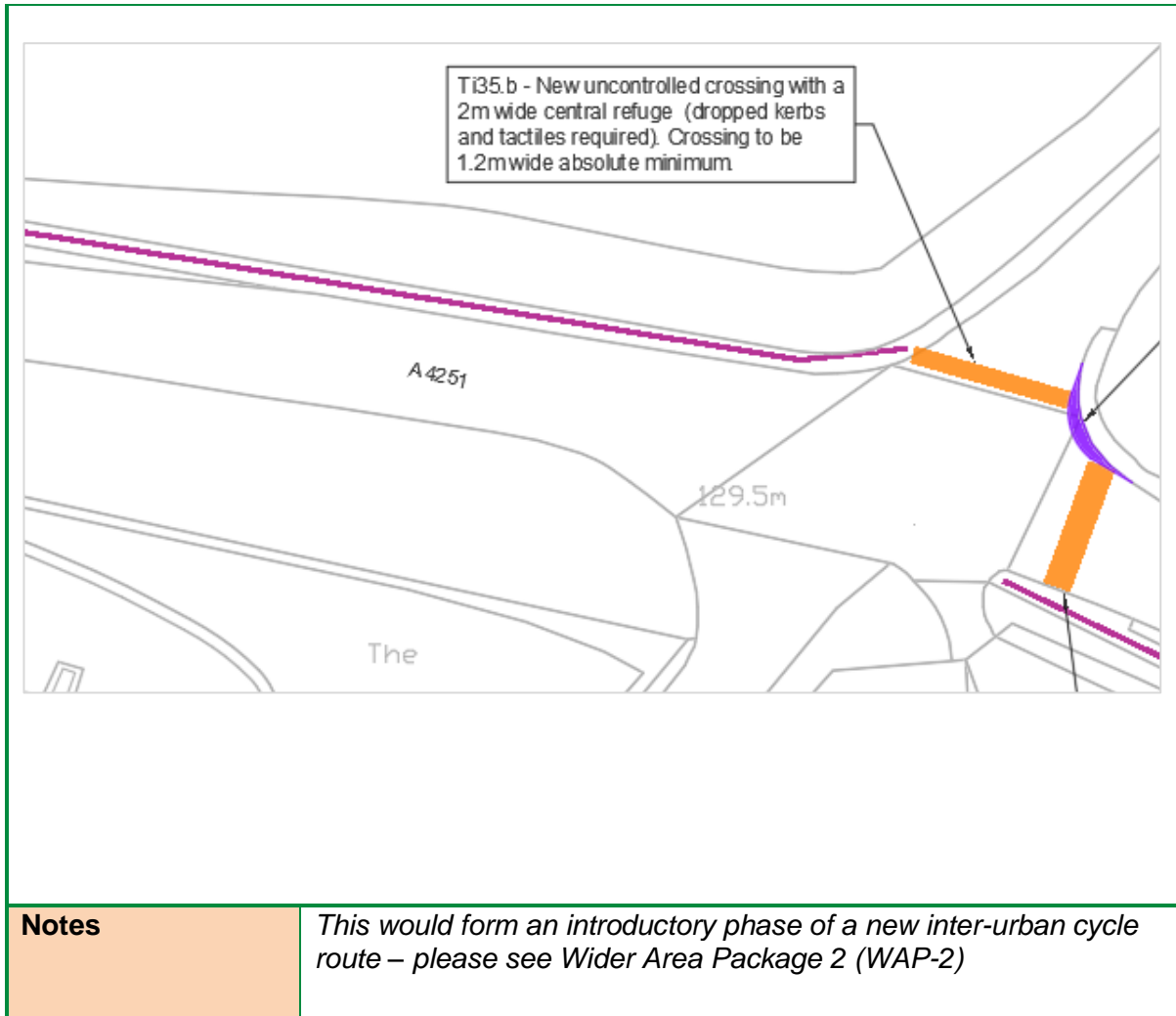
Intervention Proforma

Intervention ID(s):	Ti34	Intervention Name(s):	Footway/cycleway route improvement along the A4251 between Tesco Superstore and London Road/Cow Lane junction
Intervention Description(s)	<p>Ti34.a Provide a segregated shared facility on the northern side of the A4251 from the junction with Cow Lane and along the existing path - widen to 2.5-3m. Provide appropriate shared use signs and road markings (surface colour treatment for cycle lane).</p> <p>Ti34.b Provide a 4m wide toucan crossing across B4635 in between the eastbound and westbound “Tesco” bus stops. Dropped kerbs, tactile paving and road markings required.</p> <p>Ti34.c Turn the existing footway on the southern side of the B4635 up to Tesco Superstores into a shared use facility.</p>		
Town / Interurban	Tring	Interaction(s)	T5, T7, T8
Estimated Cost(s):	£380,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	2024-2031
<p>The diagram illustrates the proposed route improvement along the A4251. Key features include:</p> <ul style="list-style-type: none"> Ti34.b: A new 4m wide toucan crossing across B4635, with a 7.8m width indicated. Ti34.a: Widening of the existing footpath to 2.3-3m along the A4251, with a length of 800m. Ti34.c: Conversion of an existing footway into a shared use facility, with a length of 300m. Other labels: '147.6m' indicating a distance along the route, 'B4635 LONDON ROAD', and an observation that the highway boundary needs to be reviewed. 			
Notes	Check land ownership/highway boundary.		

Intervention Proforma

Intervention ID(s):	Ti35	Intervention Name(s):	New cycle route along the A4251 between London Road/Cow Lane junction to Newground Road/Beggars Lane
Intervention Description(s)	<p>Check land ownership / highway boundary</p> <p>Ti35.a Provide a shared use facility along the northern side of the A4251. Existing road signs might be a constraint. Provide appropriate shared use signs and road markings.</p> <p>Ti35.b Provide dropped kerbs and tactile paving at the junction with Newground Road for both a new uncontrolled crossing. Include a 2m wide refuge island. Crossing to be 1.2m wide as absolute minimum.</p>		
Town / Interurban	Tring	Interaction(s)	T7, T8
Estimated Cost(s):	£20,000	Associated Development(s)	Cumulative
Source	Transport Study	Timescale	



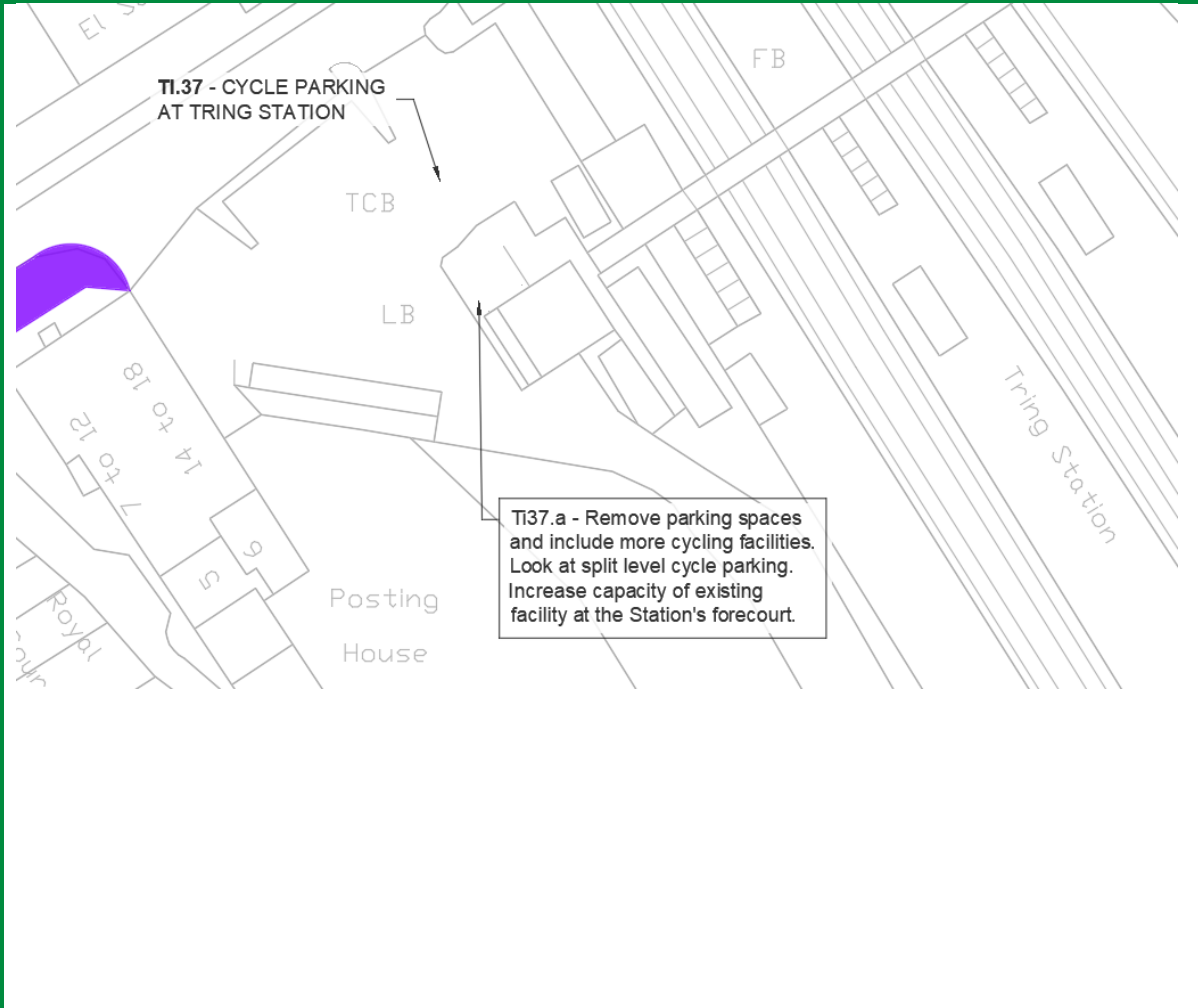


Intervention Proforma

Intervention ID(s):	Ti36	Intervention Name(s):	Minor junction enhancement at the junction of Station Road and Bridge Way
Intervention Description(s)	Ti36.a Provide an uncontrolled crossing point across Station Road for better access to Bridge Way from the southern footway. Crossing to be 2.4m wide. Ti36.b Repave existing footway at the entrance of Bridge Way (Current paving is very damaged).		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T10
Estimated Cost(s):	£20,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
<p>The map shows the junction of Station Road and Bridge Way. A 12.5m wide crossing area is highlighted in orange, and a repaved footway area is highlighted in purple. Callout boxes describe the interventions: Ti36.a (new uncontrolled crossing) and Ti36.b (repaving footway).</p>			
Notes			

Intervention Proforma

Intervention ID(s):	Ti37	Intervention Name(s):	Cycle parking at Tring Station
Intervention Description(s)	Ti37.a Remove parking spaces and include more cycling. Look at split level cycle parking. Increase capacity of existing facility at the Stations forefront.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T10
Estimated Cost(s):	£10,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	



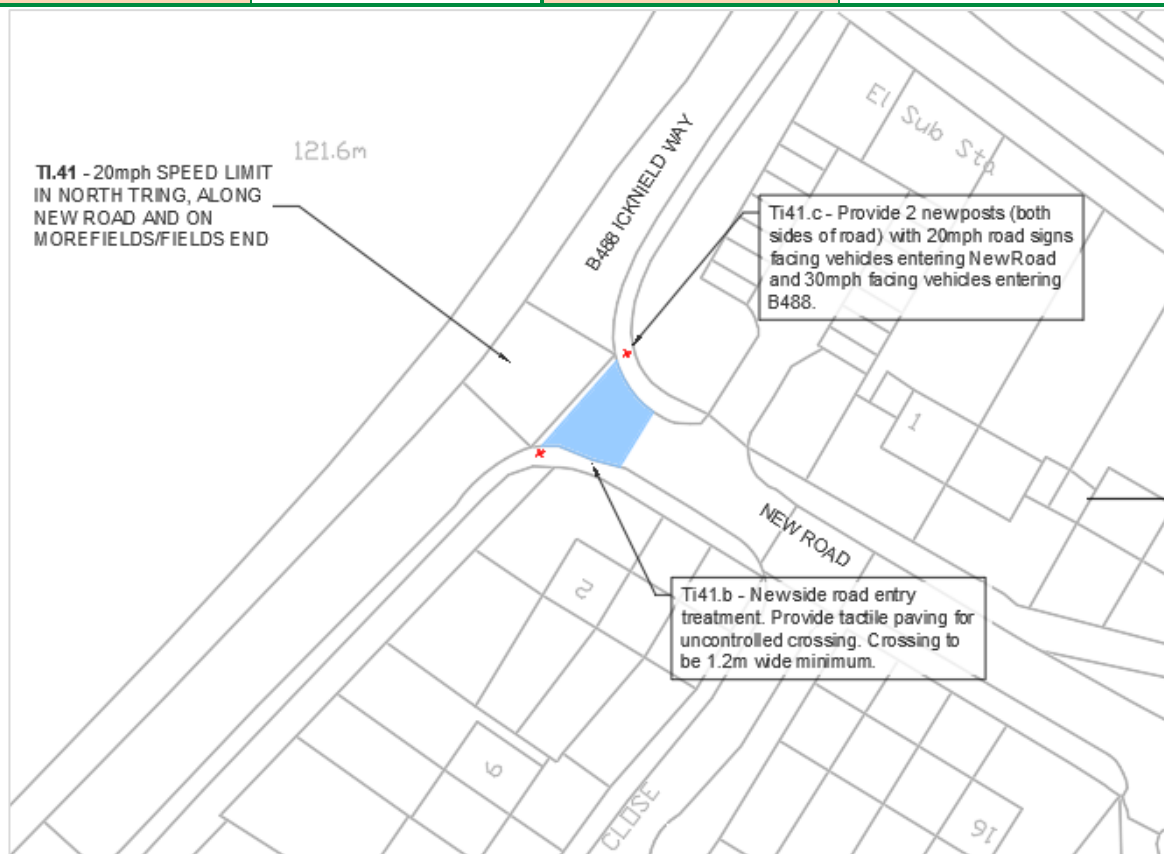
Notes	
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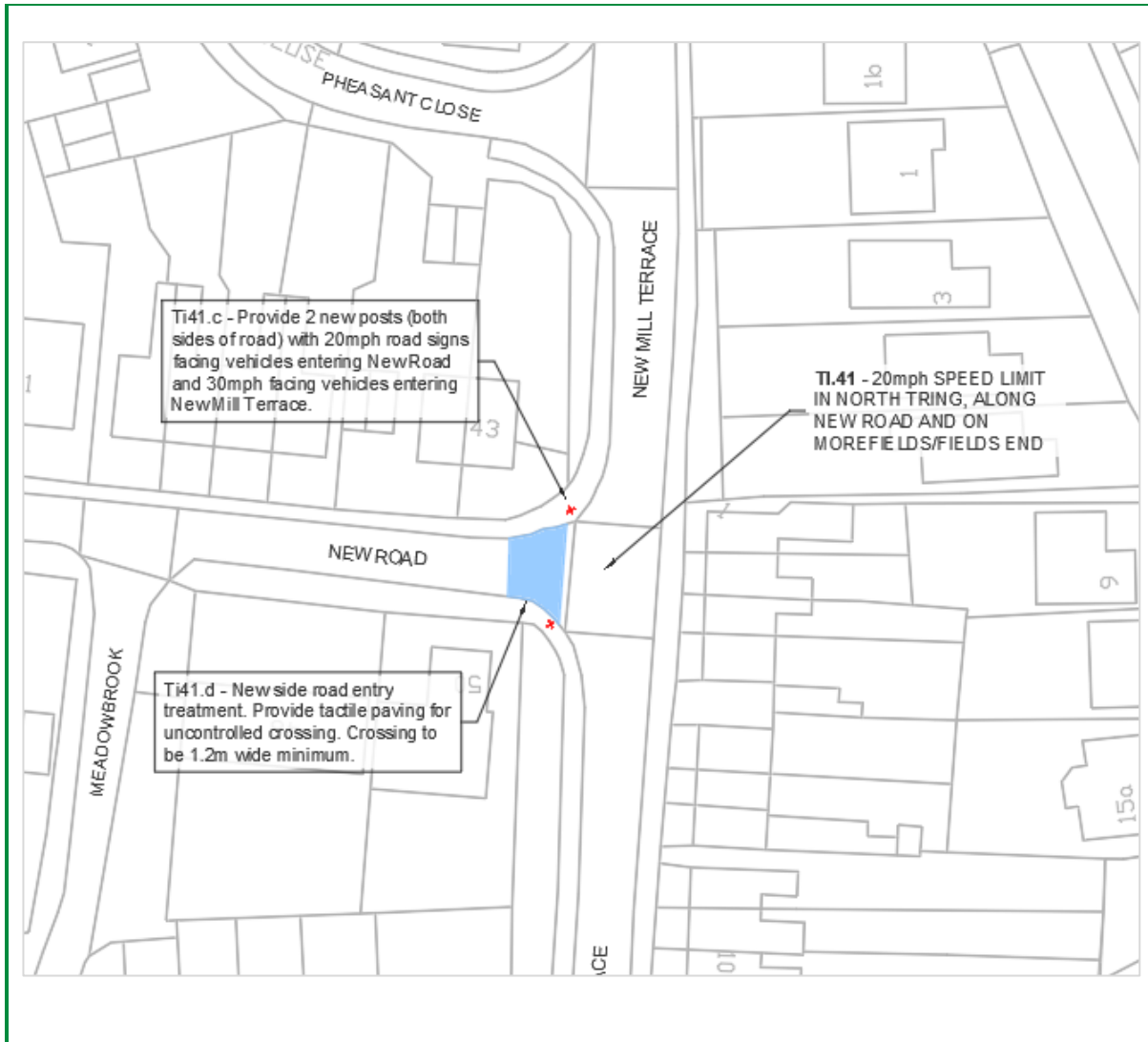
Intervention Proforma

Intervention ID(s):	Ti38	Intervention Name(s):	New cycle route alongside Station Road (within East of Tring 2 development) between Grove Road junction and the Grand Union Canal
Intervention Description(s)	<p>Ti38.a Enhance existing shared use facility on the northern side of Station Road - repave existing facility, provide colour surface treatment for cycle lane, provide road markings to differentiate pedestrian side and cycle lane (incl. cycle logos).</p> <p>Observation: From the junction with the Court Theatre up to the Grand Union Canal, the existing shared use facility narrows and becomes non-segregated. Instead of providing a lane for pedestrians and a cycle lane, the existing footway becomes a shared use facility.</p>		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T10
Estimated Cost(s):	£5,000	Associated Development(s):	East of Tring (2)
Source	Transport Study	Timescale	2027-2036
<p>The diagram shows a plan view of Station Road. A pink dashed line represents the 'NEW CYCLE ROUTE ALONGSIDE STATION ROAD (WITHIN EAST OF TRING 2 DEVELOPMENT) BETWEEN GROVE ROAD JUNCTION AND THE GRAND UNION CANAL'. A grey dashed line represents the 'Enhance existing shared use facility on the northern side of Station Road by repaving (existing pavement looks very damaged), providing a surface colour treatment for the cycle lane and adding markings and cycle logos to show the pedestrian/cyclists segregation (Length - 1400m)'. A callout points to a 'Highway boundary to be reviewed'. The road is labeled 'STATION ROAD'.</p>			
Notes	<p><i>This section of road is expected to accommodate at least one vehicle access to the East of Tring development. Junctions could take the form of a priority T-junction or roundabout. Ti38 proposals may therefore need to be amended to tie in with new junction arrangements and there will need to be suitable crossing provision for pedestrians and cyclists at the new junction. Consideration could be given to provide a 'Copenhagen Crossing' which gives priority to pedestrians and cyclists when crossing the minor side road at a junction.</i></p>		

Intervention Proforma

Intervention ID(s):	Ti41	Intervention Name(s):	20mph speed limit in north Tring, along New Road and on Morefields/Fields End
Intervention Description(s)	<p>Ti41.a Add 20mph zone signs on the entry to New Road from B488. Add 30mph road sign on the exit to B488. Two new posts.</p> <p>Ti41.b Side road entry treatment at the junction of New Road/ B488. Provide tactile paving for uncontrolled crossing. Crossing to be 1.2m wide minimum.</p> <p>Ti41.c Add 20mph zone signs on the entry to New Road from New Mill Terrace and 30mph road sign on the exit to New Mill Terrace. Two new posts.</p> <p>Ti41.d Side road entry treatment at the junction of New Mill Terrace / New Road. Provide tactile paving for uncontrolled crossing. Crossing to be 1.2m wide minimum.</p>		
Town / Interurban	Tring	Interaction(s)	T6, T7, T8, T10
Estimated Cost(s):	£50,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	



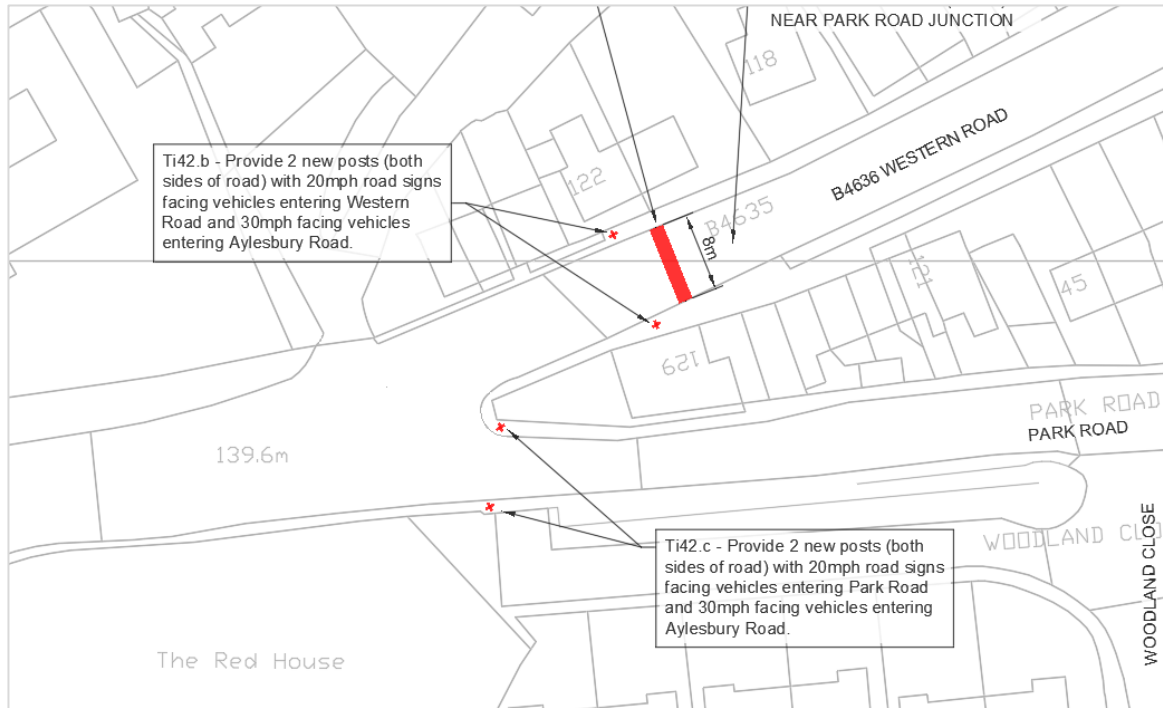
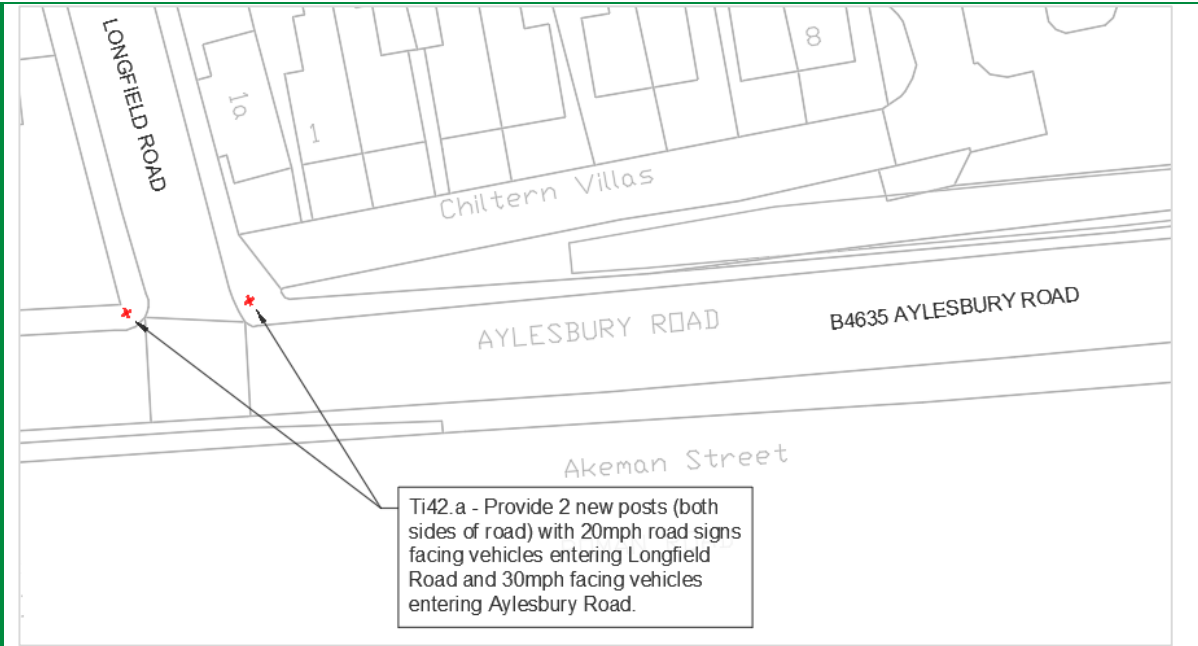


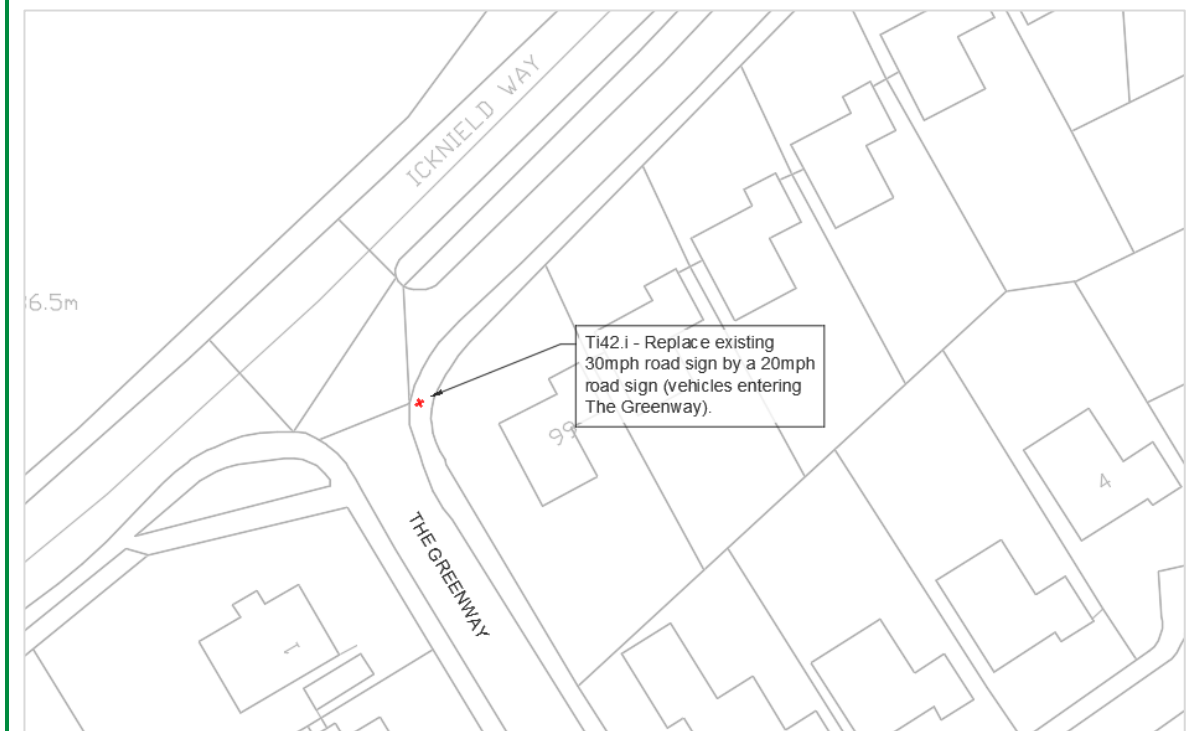
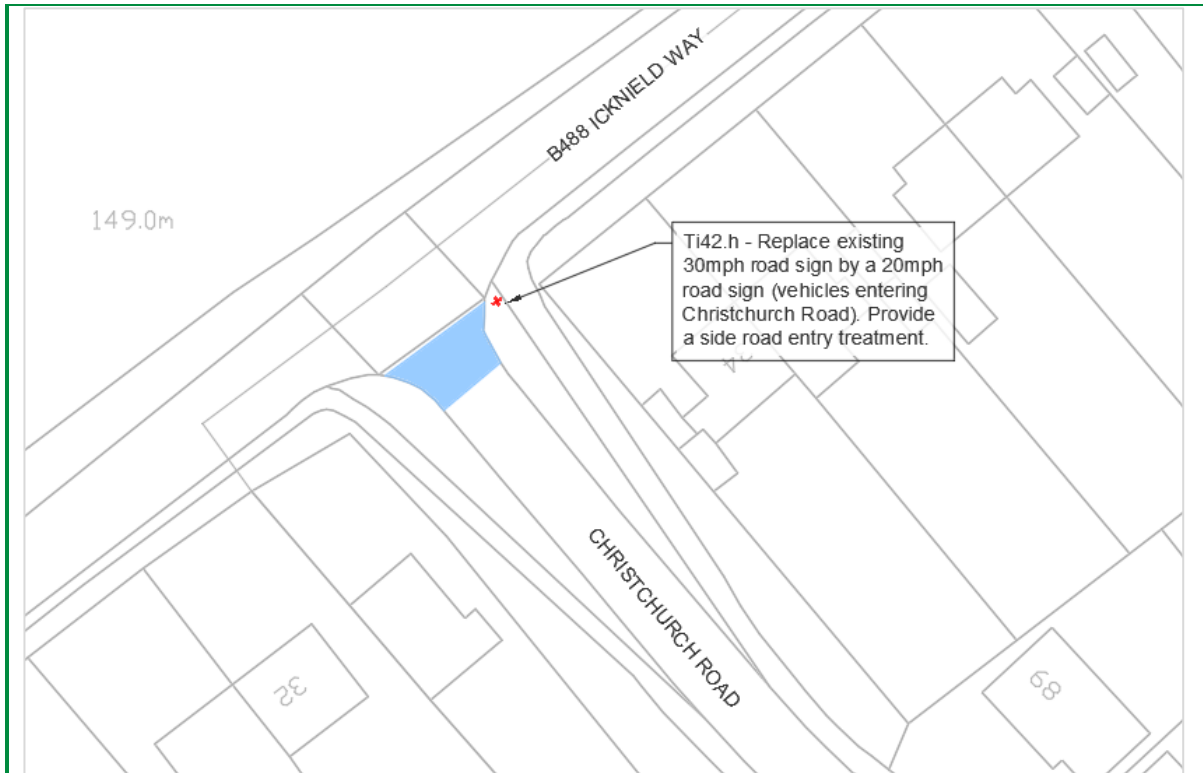
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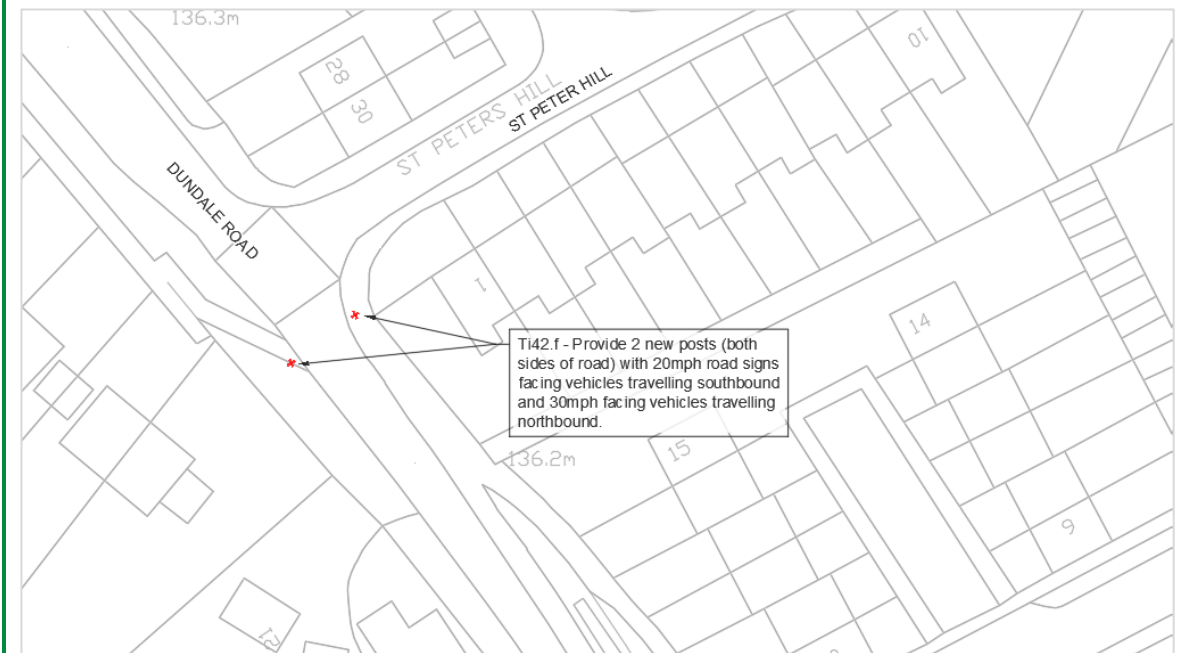
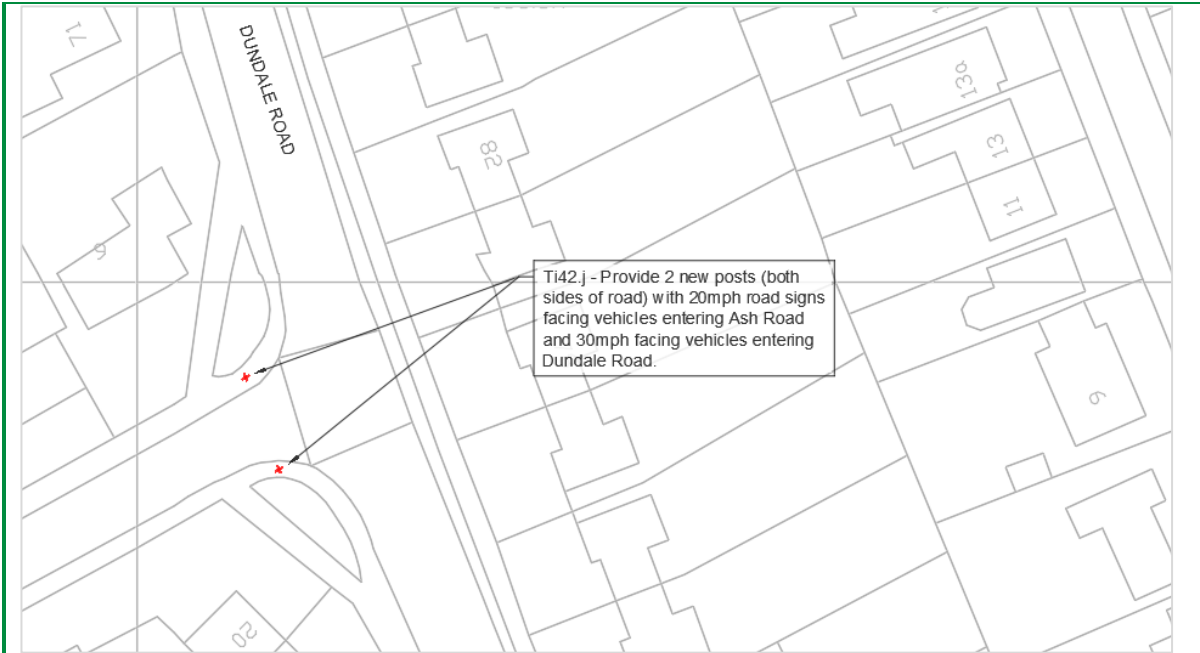
This would be subject to recorded vehicle speeds falling below the required threshold for implementing 20mph speed limits as specified in HCC's Speed Management Study.

Intervention Proforma

Intervention ID(s):	Ti42	Intervention Name(s):	20mph speed limit in eastern and central Tring, along Dundale Road, Ickniel Way, beyond Highfield Road and Beaconsfield Road, Aylesbury Road, Park Road and Mansion Drive
Intervention Description(s)	<p>Ti42.a - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles entering Longfield Road and 30mph facing vehicles entering Aylesbury Road.</p> <p>Ti42.b - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles entering Western Road and 30mph facing vehicles entering Aylesbury Road.</p> <p>Ti42.c - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles entering Park Road and 30mph facing vehicles entering Aylesbury Road.</p> <p>Ti42.d - Replace existing 30mph signs by 20mph signs for vehicles entering Park Road and provide 30mph road signs facing vehicles entering Hastoe Lane.</p> <p>Ti42.e - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles entering High Street and 30mph facing vehicles exiting High Street.</p> <p>Ti42.f - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles travelling southbound and 30mph facing vehicles travelling northbound.</p> <p>Ti42.g - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles entering Miswell Lane (will become one-way street).</p> <p>Ti42.h - Replace existing 30mph road sign by a 20mph road sign (vehicles entering Christchurch Road). Provide a side road entry treatment.</p> <p>Ti42.i - Replace existing 30mph road sign by a 20mph road sign (vehicles entering The Greenway).</p> <p>Ti42.j - Provide 2 new posts (both sides of road) with 20mph road signs facing vehicles entering Ash Road and 30mph facing vehicles entering Dundale Road.</p>		
Town / Interurban	Tring	Interaction(s)	All
Estimated Cost(s):	£50,000	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	
This intervention has been implemented			





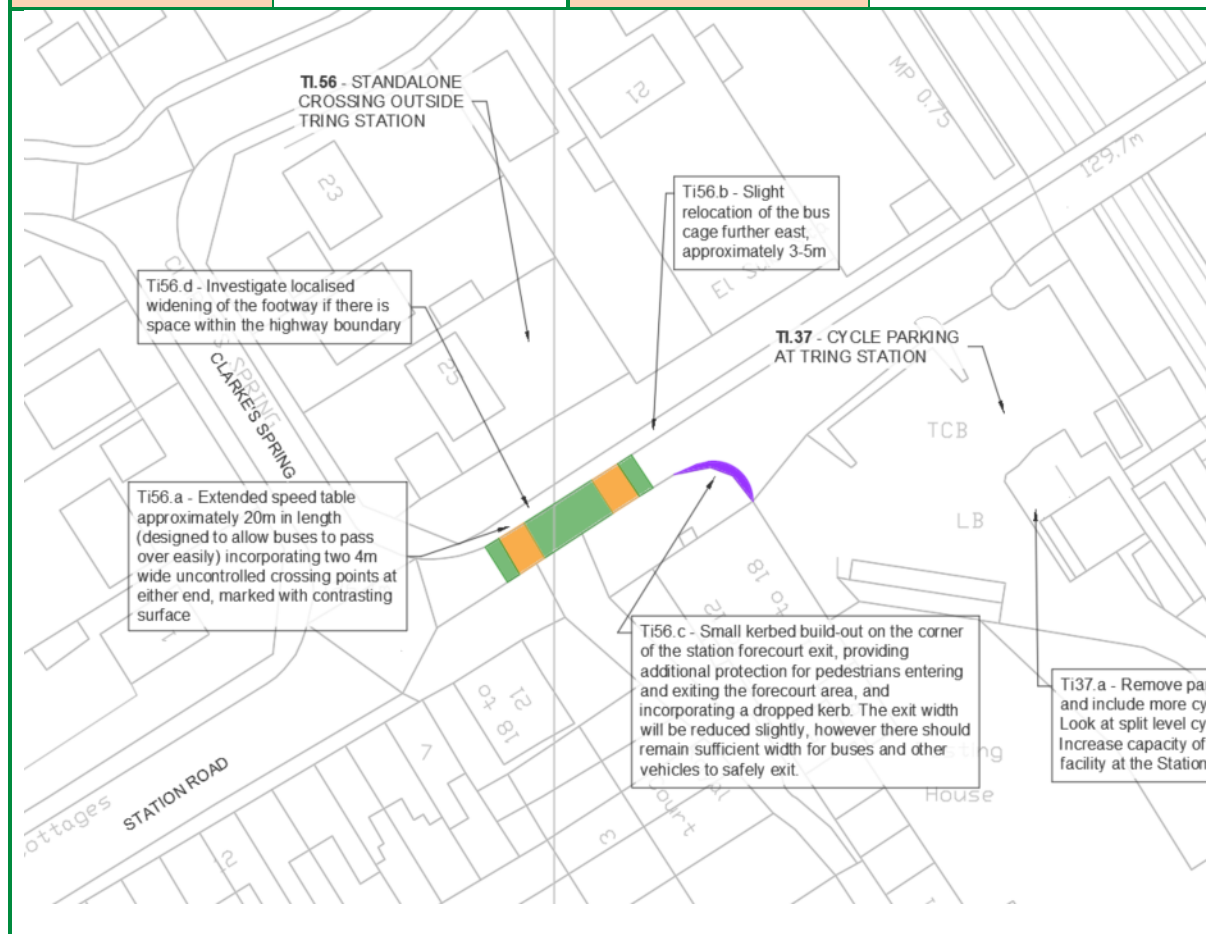


Notes

This scheme is already in development by Hertfordshire County Council

Intervention Proforma

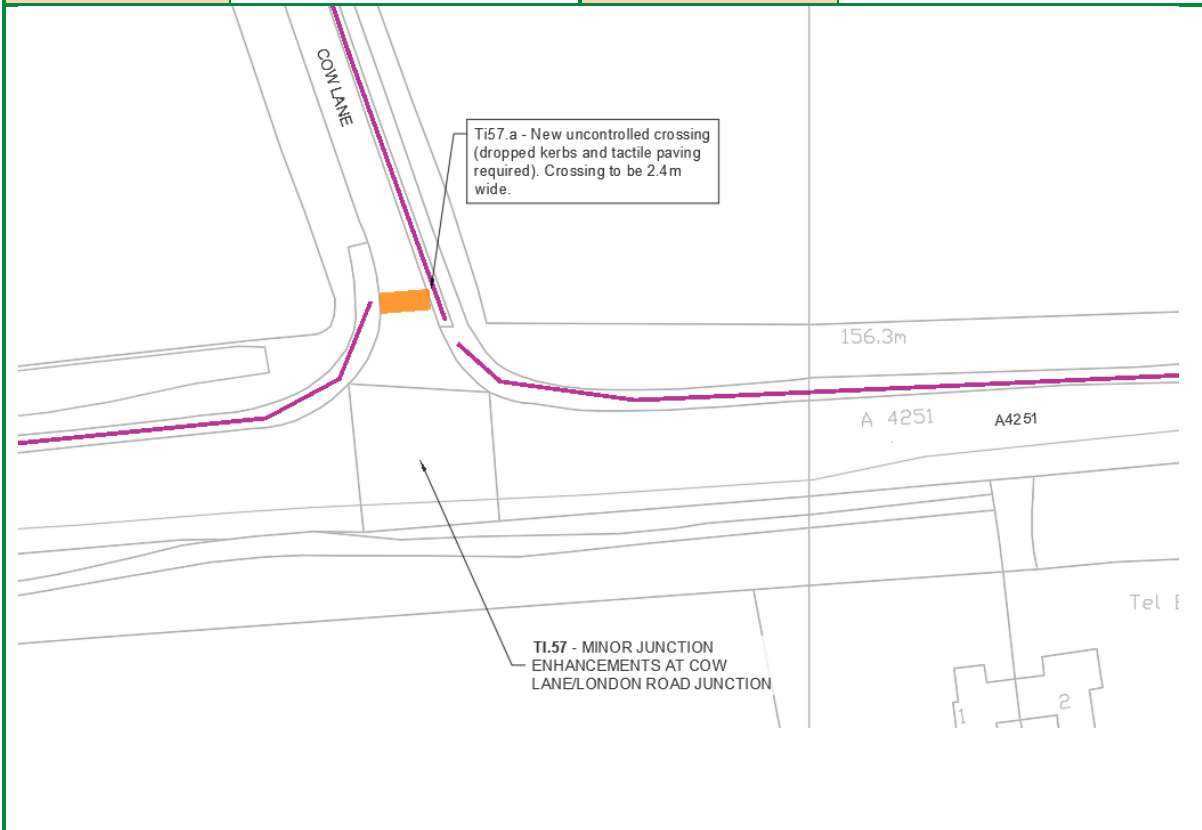
Intervention ID(s):	Ti56	Intervention Name(s):	Crossing and footway enhancements adjacent to Tring station forecourt
Intervention Description(s)	<p>Ti56.a Extended speed table approximately 20m in length (designed to allow buses to pass over easily) incorporating two 4m wide uncontrolled crossing points at either end, marked with contrasting surface.</p> <p>Ti56.b Slight relocation of the bus cage further east, approximately 3-5m.</p> <p>Ti56.c Small kerbed build-out on the corner of the station forecourt exit, providing additional protection for pedestrians entering and exiting the forecourt area, and incorporating a dropped kerb. The exit width will be reduced slightly, however there should remain sufficient width for buses and other vehicles to safely exit.</p> <p>Ti56.d Investigate localised widening of the footway if there is space within the highway boundary.</p>		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T10
Estimated Cost(s):	£61,669	Associated Development(s):	Cumulative
Source	Transport Study	Timescale	



Notes	
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Intervention Proforma

Intervention ID(s):	Ti57	Intervention Name(s):	Minor junction enhancements at Cow Lane/London Road junction
Intervention Description(s)	Ti57.a Dropped kerbs for both footways either side of Cow Lane and tactile paving (new uncontrolled crossing point). Crossing to be 2.4m wide.		
Town / Interurban	Tring	Interaction(s)	T5, T7, T8
Estimated Cost(s):	£10,000	Associated Development(s):	Dunsley Farm
Source	Transport Study	Timescale	2024-2031



Notes	
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Intervention Proforma

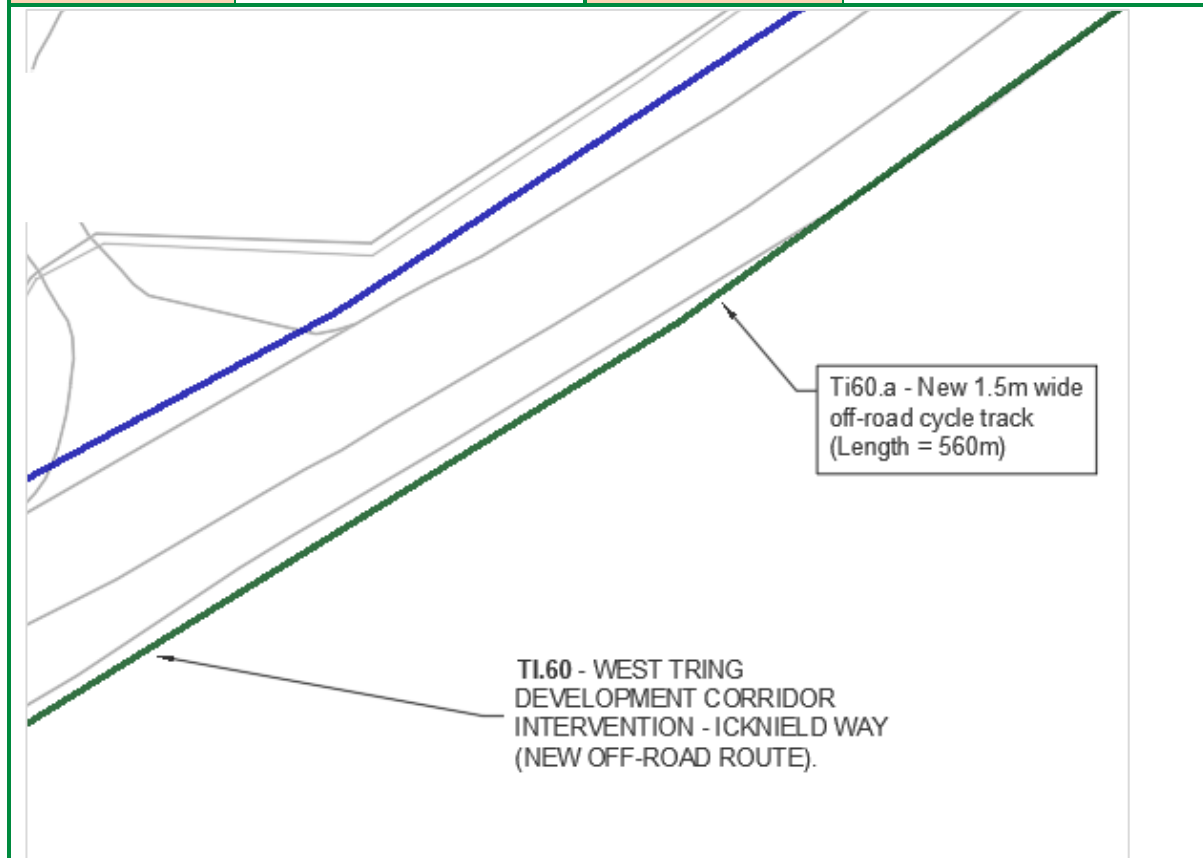
Intervention ID(s):	Ti58	Intervention Name(s):	Improvements to existing footway alongside Icknield Way between Miswell Lane and Icknield Way industrial estate
Intervention Description(s)	<p>Ti58.a Widen to 2m (or 1.5m if 2m is not possible) and repave existing footway along the southern side of Icknield Way, between the northern and southern accesses to Icknield Way Industrial State.</p> <p>Ti58.b Widen existing uncontrolled crossing to 2.4m on the north-eastern entrance to Icknield Way Industrial State.</p> <p>Ti58.c Widen to 2m and repave existing footway between the northern access to Icknield Way Industrial State and Miswell Lane. There are maintenance issues - grass growing on the footway. Cut back vegetation to maximise footway width.</p>		
Town / Interurban	Tring	Interaction(s)	T6, T8, T9, T10
Estimated Cost(s):	£79,320	Associated Development(s):	Miswell Lane
Source	Transport Study	Timescale	2024-2032
<p>The map shows the layout of Icknield Way and its intersections. Three intervention areas are highlighted: Ti58.a (purple line, 120m), Ti58.b (orange rectangle at an uncontrolled crossing), and Ti58.c (purple line, 168m). A north-south road is labeled '161.0m'.</p>			
Notes	Check land ownership / highway boundary		

Intervention Proforma

Intervention ID(s):	Ti59	Intervention Name(s):	Minor junction enhancement at the junction of Miswell Lane and B4635
Intervention Description(s)	Ti59.a Entry treatment using block paving. Tactile paving to provide an uncontrolled crossing.		
Town / Interurban	Tring	Interaction(s)	T6, T8
Estimated Cost(s):	£10,000	Associated Development(s):	West Tring
Source	Transport Study	Timescale	2024-2026
<p>The map displays a street network with 'MISWELL LANE' labeled. A blue shaded area at a junction indicates the proposed intervention. A red shaded area nearby indicates a damaged carriageway. Two text boxes with arrows pointing to the map provide specific details about the intervention and the current state of the road.</p>			
Notes			

Intervention Proforma

Intervention ID(s):	Ti60	Intervention Name(s):	West Tring Development Corridor Intervention - Icknield Way
Intervention Description(s)	<p>A new off-road route to link with the footway/cycleway in Tring Hill, Bucks</p> <p>Ti60.a Provide a 1.5m wide off-road cycle track along the southern side of Icknield Way between the A41 roundabout and Icknield Way Industrial State.</p> <p>Ti60.b New uncontrolled crossing across the southern access to Icknield Way Industrial State (dropped kerbs required for cyclists). Crossing to be 2.4m wide.</p> <p>Existing constraints:</p> <ul style="list-style-type: none"> - Highway boundary needs to be reviewed to check if there is enough space for this provision. - It is likely that large amounts of vegetation would need to be removed. - Road signs might need to be relocated to accommodate the cycle track. - Expensive intervention 		
Town / Interurban	Tring	Interaction(s)	T6, T8, T9, T10
Estimated Cost(s):	£99,000	Associated Development(s):	West Tring
Source	HCC	Timescale	2024-2026

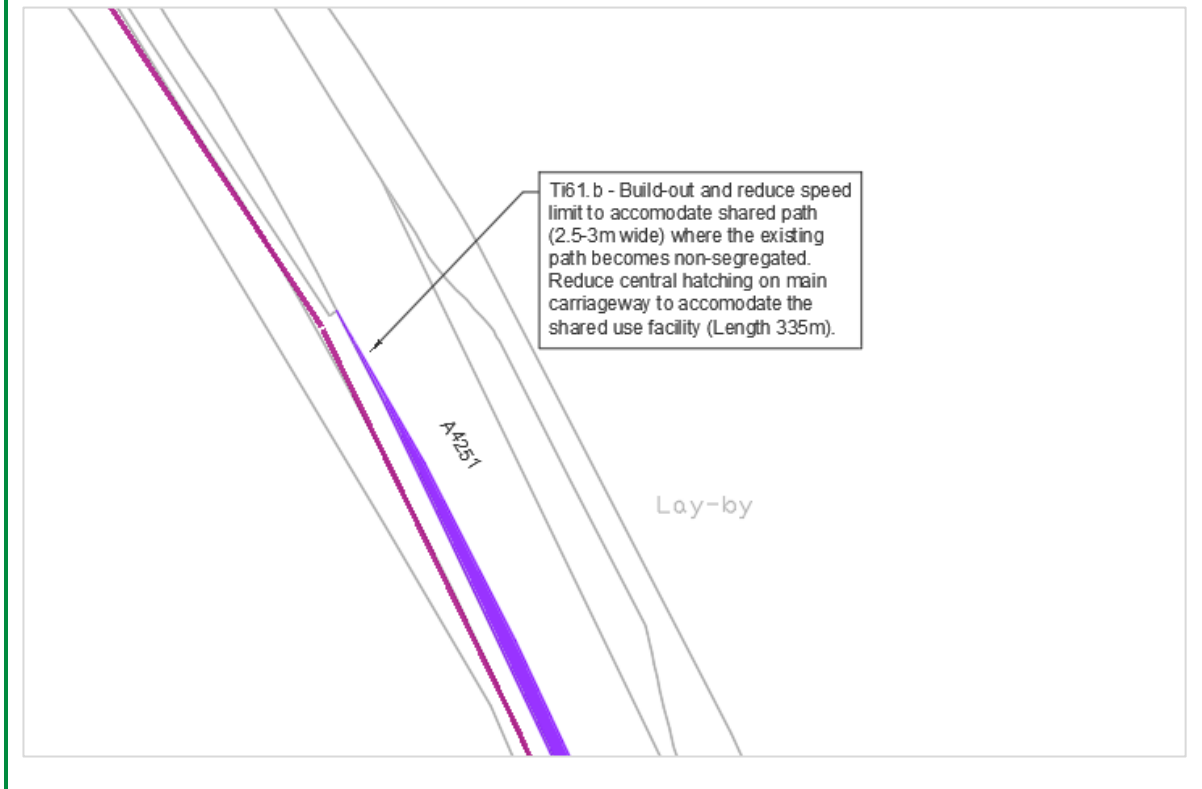
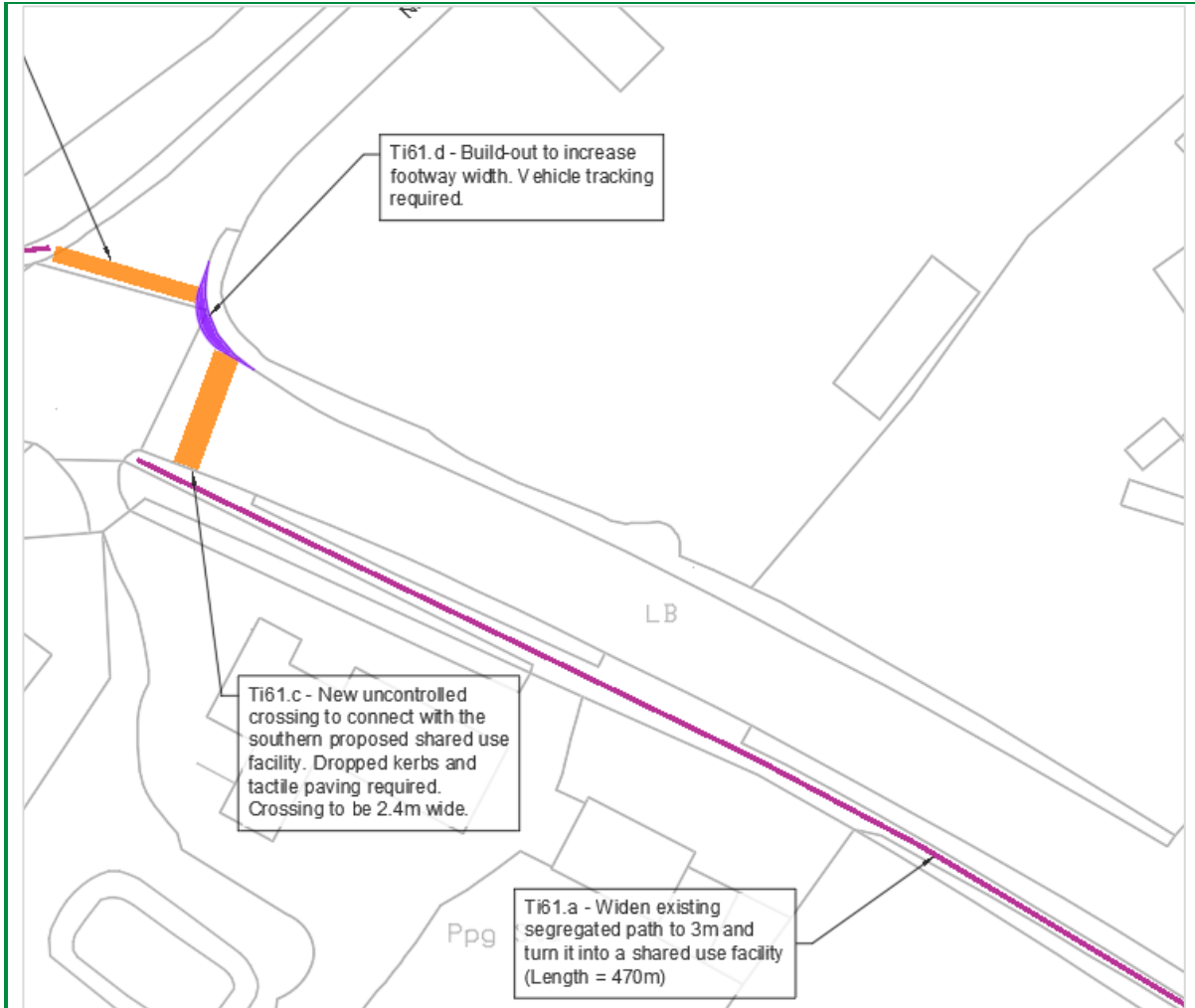


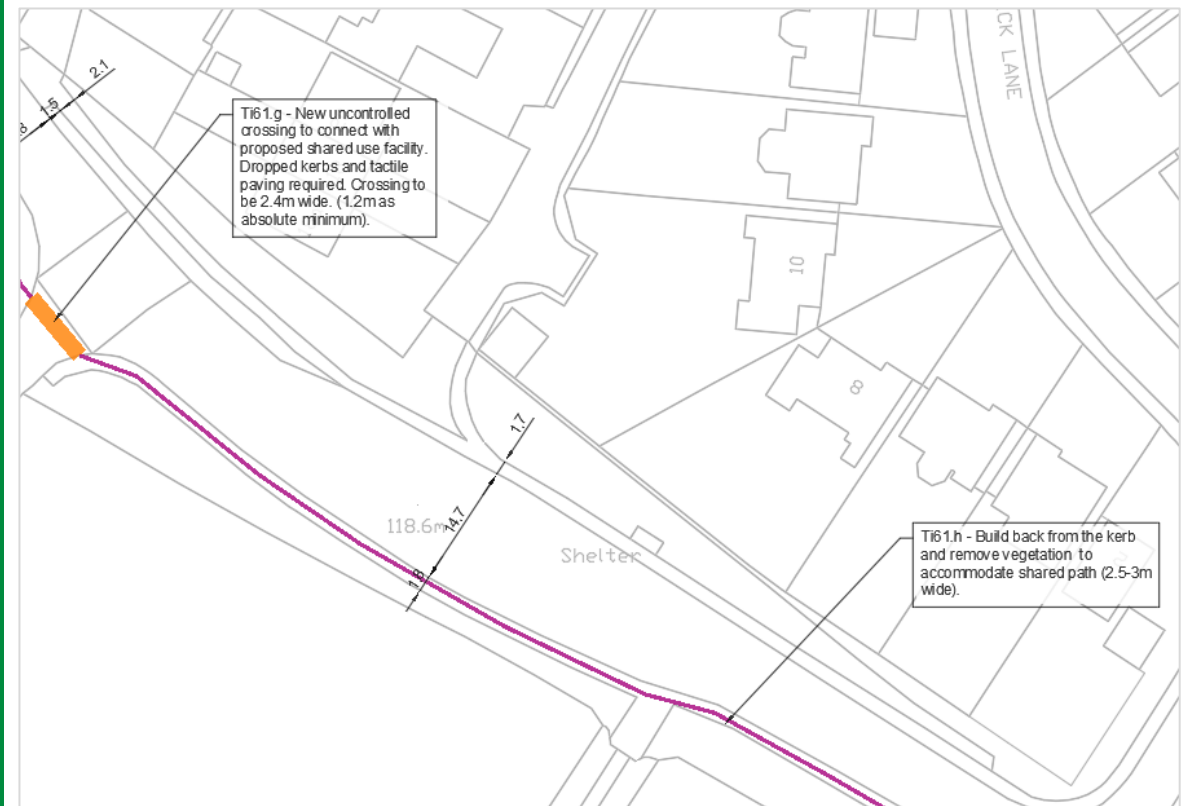
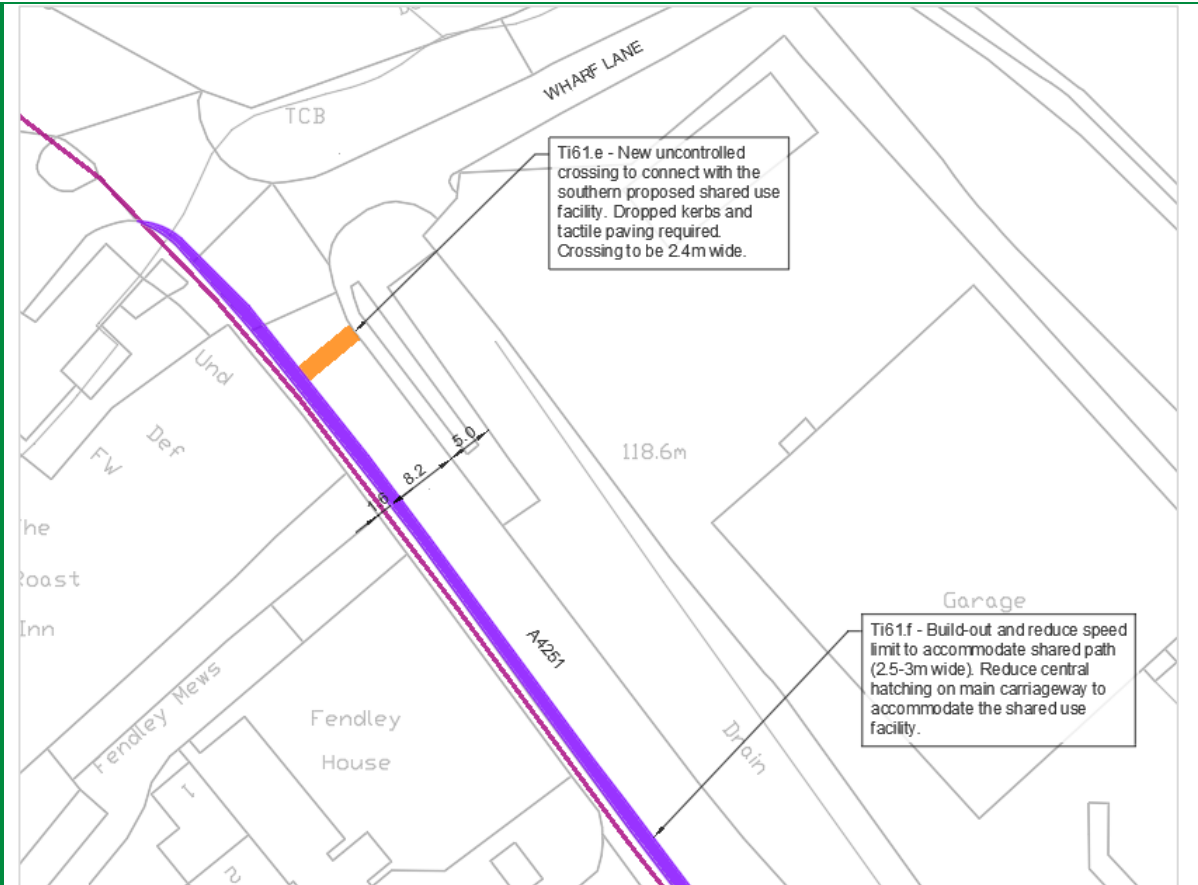


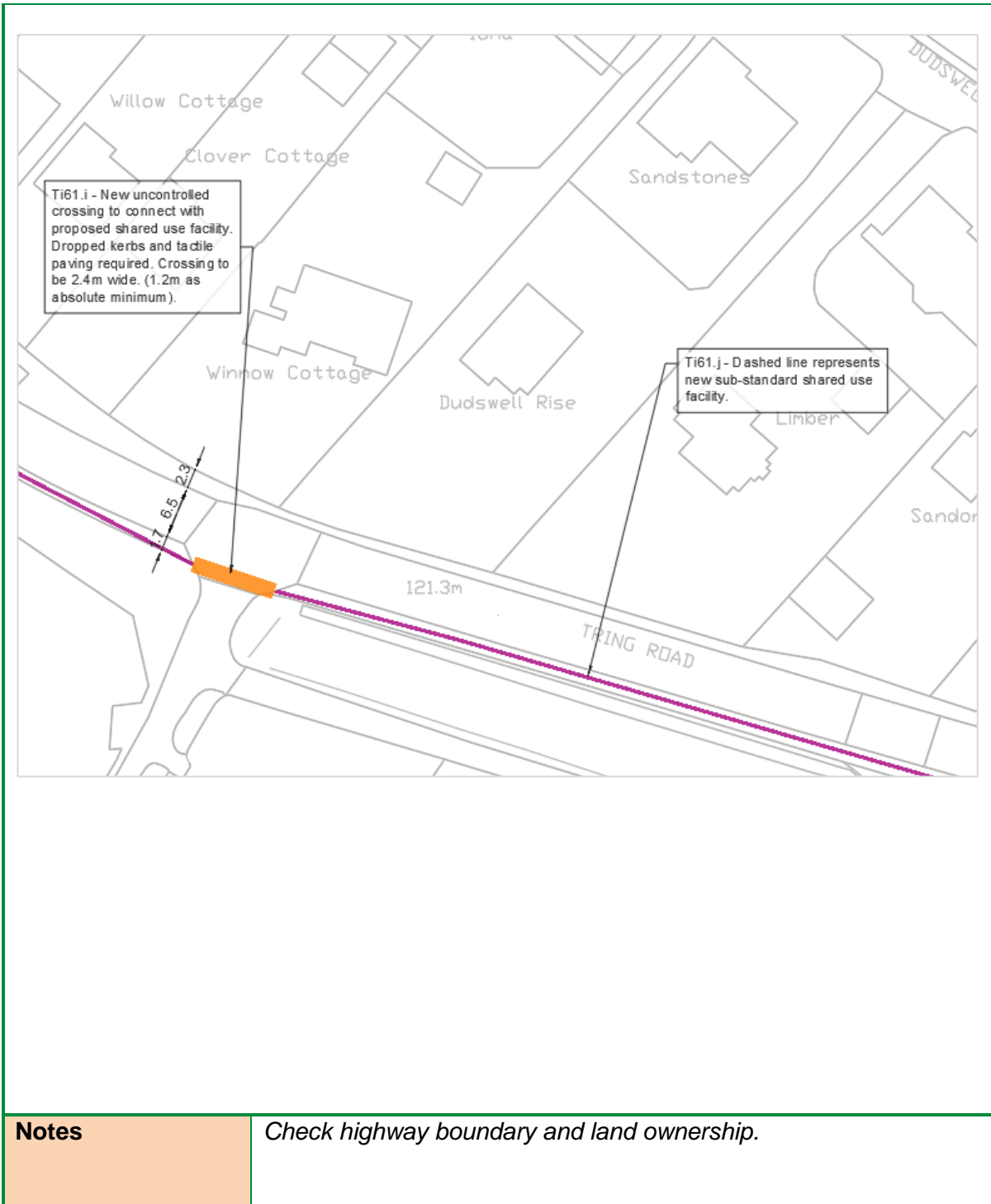
Notes	<p><i>This section of road is expected to accommodate a vehicle access to the West of Tring development. This could take the form of a priority T-junction or roundabout. Ti1 proposals may therefore need to be amended to tie in with new junction arrangements and there will need to be suitable crossing provision for pedestrians and cyclists at the new junction.</i></p>
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Intervention Proforma

Intervention ID(s):	Ti61	Intervention Name(s):	Segregated cycle/footway along A4251 from Tring to Northchurch along existing neglected footway
Intervention Description(s)	<p>Ti61.a Widen to 2.5m-3m existing segregated footway on the southern side of the A4251 from the junction with Newground Road and convert it into a shared use facility.</p> <p>Ti61.b Buildout and reduce speed limit to accommodate shared path (2.5-3m) where the existing path becomes non-segregated until the Cow Roast Inn old pub. Reduce central hatching on main carriageway to accommodate the shared use facility.</p> <p>Ti61.c New uncontrolled crossing 4m wide. Dropped kerbs and tactile paving required.</p> <p>Ti61.d Build-out at junction with Newground Road. Vehicle tracking required.</p> <p>Ti61.e - New uncontrolled crossing to connect with the southern proposed shared use facility. Dropped kerbs and tactile paving required. Crossing to be 2.4m wide.</p> <p>Ti61.f - Build-out and reduce speed limit to accommodate shared path (2.5-3m wide). Reduce central hatching on main carriageway to accommodate the shared use facility.</p> <p>Ti61.g - New uncontrolled crossing to connect with proposed shared use facility. Dropped kerbs and tactile paving required. Crossing to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Ti61.h - Build back from the kerb and remove vegetation to accommodate shared path (2.5-3m wide).</p> <p>Ti61.i - New uncontrolled crossing to connect with proposed shared use facility. Dropped kerbs and tactile paving required. Crossing to be 2.4m wide. (1.2m as absolute minimum).</p> <p>Ti61.j - New sub-standard shared use facility.</p>		
Town / Interurban	Tring	Interaction(s)	T5, T7, T8
Estimated Cost(s):	£437,000	Associated Development(s)	:
Source	HCC Transport Study	Timescale	







Intervention Proforma

Intervention ID(s):	Ti62	Intervention Name(s):	Segregated cycle/footway along Cow Lane beside existing hardstanding
Intervention Description(s)	<p>Ti62.a Provide a shared use facility using the existing footway on the eastern side of Cow Lane. Widen existing path to 3m to accommodate cyclists and pedestrians. Road markings and signs to be used.</p> <p>Ti62.c Provide an uncontrolled crossing just south of the junction of Cow Lane/ entrance to Tring Squash Club. Dropped kerbs and tactile paving required. Crossing to be 2.4m wide.</p>		
Town / Interurban	Tring	Interaction(s)	T7, T8
Estimated Cost(s):		Associated Development(s):	Dunsley Farm
Source	HCC	Timescale	2024-2031
<p>The map shows Cow Lane running diagonally from the top-left to the bottom-right. A pink line indicates the proposed segregated cycle/footway along the eastern side of the road. An orange line indicates a new uncontrolled crossing just south of the junction with Station Road. Key locations labeled include Cow Lane Farm, Lodge, Squash Club, and Stand. Two callout boxes provide details: one for the crossing (Ti62.c) and one for the shared use facility (Ti62.a).</p>			
Notes	<p><i>Sports clubs willing to replace hedge with fence to increase highway land space. Link to town centre in one direction and Station Road segregated path. Check highway boundary</i></p>		

Intervention Proforma

Intervention ID(s):	Ti64	Intervention Name(s):	Cycle routes around Wilstone
Intervention Description(s)	<p>Ti64.a New off-road cycle track on the northern side of B489 between access to houses east of P E Mead and Sons Farmshop and Wiggles Lane, for cyclists travelling southbound.</p> <p>Observations:</p> <ul style="list-style-type: none"> - Existing vegetation would need to be cut back to provide space for the cycle track. - Highway boundary / land ownership to be reviewed to make sure there is enough space within the highway boundary. - Expensive intervention. - Existing constraint on the southern side of B489 is the access to private land. 		
Town / Interurban	Tring	Interaction(s)	T6, T8, T10
Estimated Cost(s):	£40,200	Associated Development(s):	
Source	Transport Study	Timescale	
Notes			

Intervention Proforma

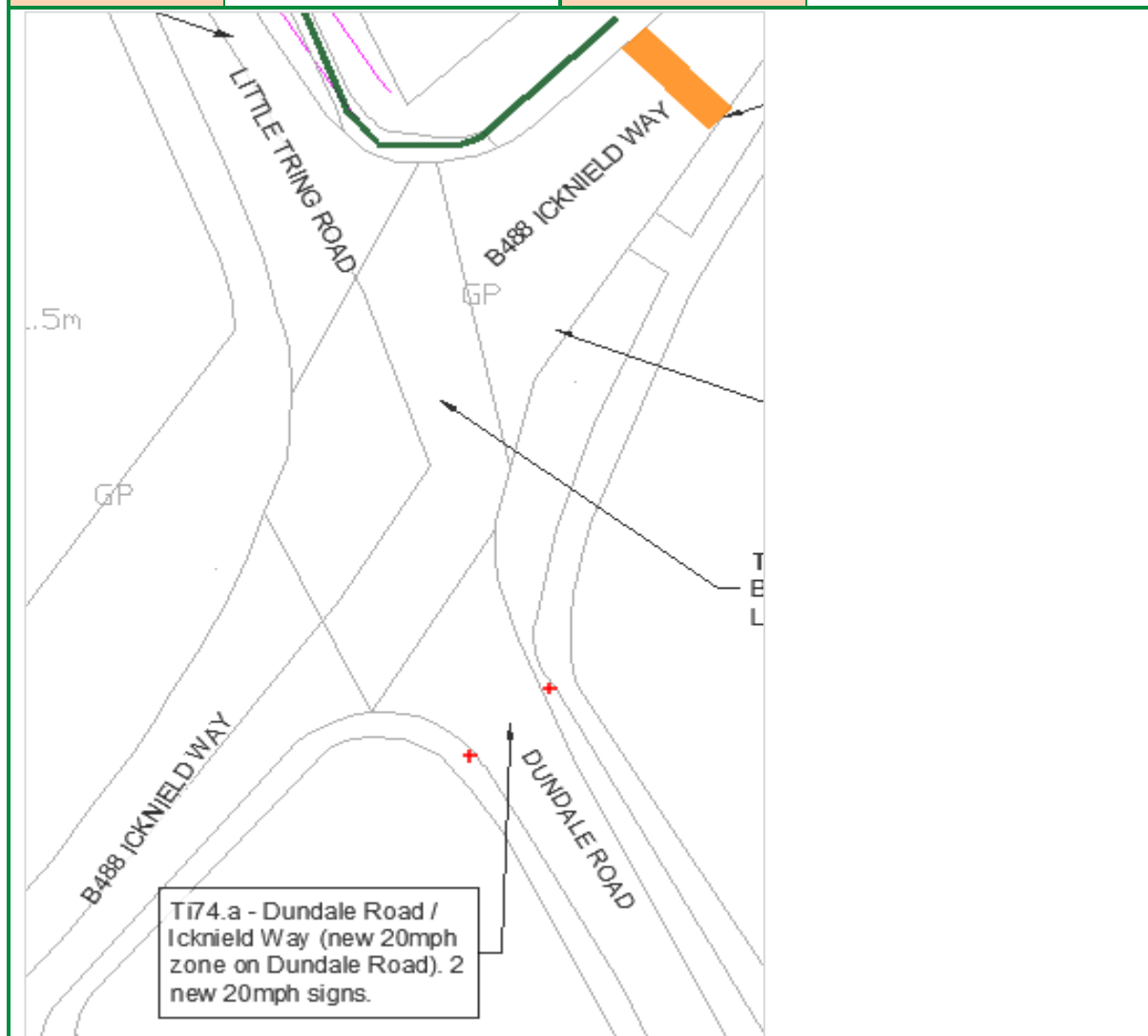
Intervention ID(s):	Ti68	Intervention Name(s):	Grove Road Corridor Intervention
Intervention Description(s)	Ti31, Ti32 Ti68.a Provide an uncontrolled crossing across Grove Road between Grove Gardens and Bunyan Close to create a safer access onto the footway on the northern side of Grove Road. Dropped kerbs and tactile paving required. Crossing to be 2.4m wide. Ti68.b Widen existing footway to 2m on the northern side of Grove Road (maintenance issue - cut back vegetation to maximise footway width) between Grove Gardens and house number 30.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T8, T10
Estimated Cost(s):	£43,400	Associated Development(s):	
Source	Transport Study	Timescale	
<p>Ti.68 - GROVE ROAD CORRIDOR INTERVENTION</p> <p>30.1m</p> <p>131.3m</p> <p>GROVE ROAD</p> <p>GROVE GARDENS</p> <p>BUNYAN CLOSE</p> <p>27</p> <p>Ti68.a New uncontrolled crossing to provide a safer access onto the existing footway on the northern side of Grove Road (dropped kerbs and tactile paving required). Crossing to be 2.4m wide.</p> <p>Ti68.b Widen existing footway to 2m by cutting back vegetation to maximise footway width (Length = 142m)</p>			
Notes			

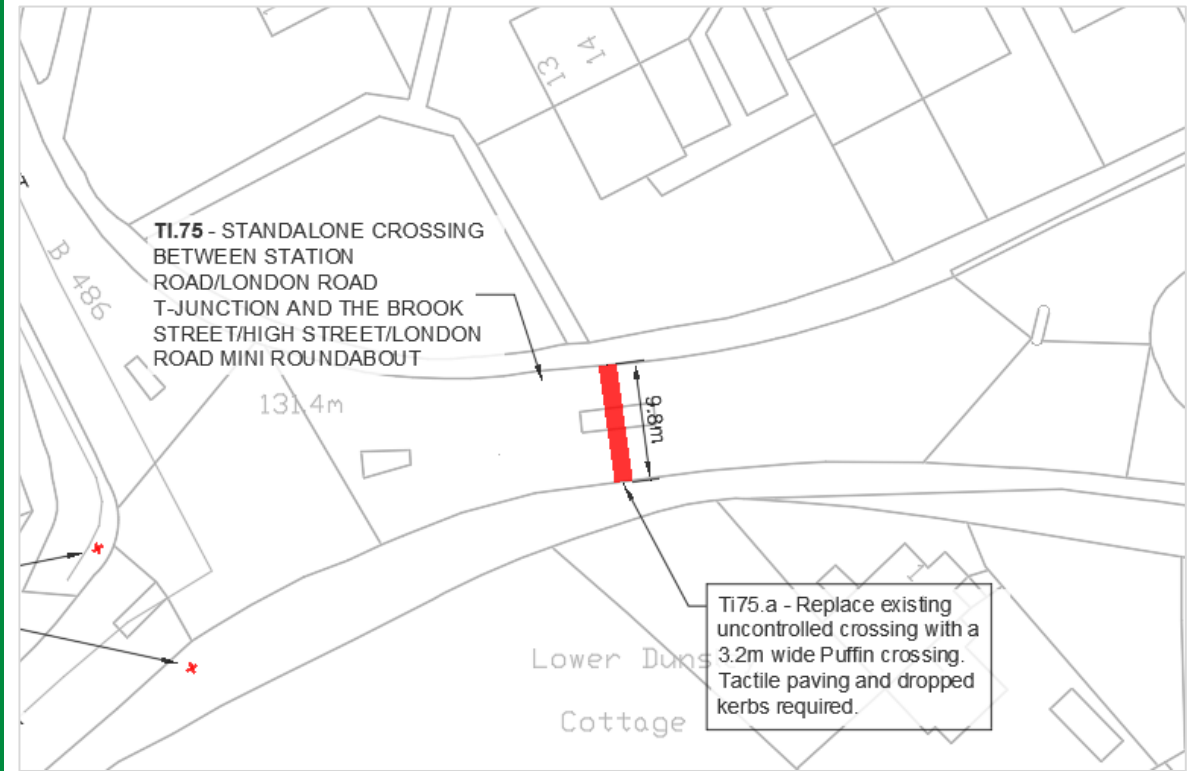
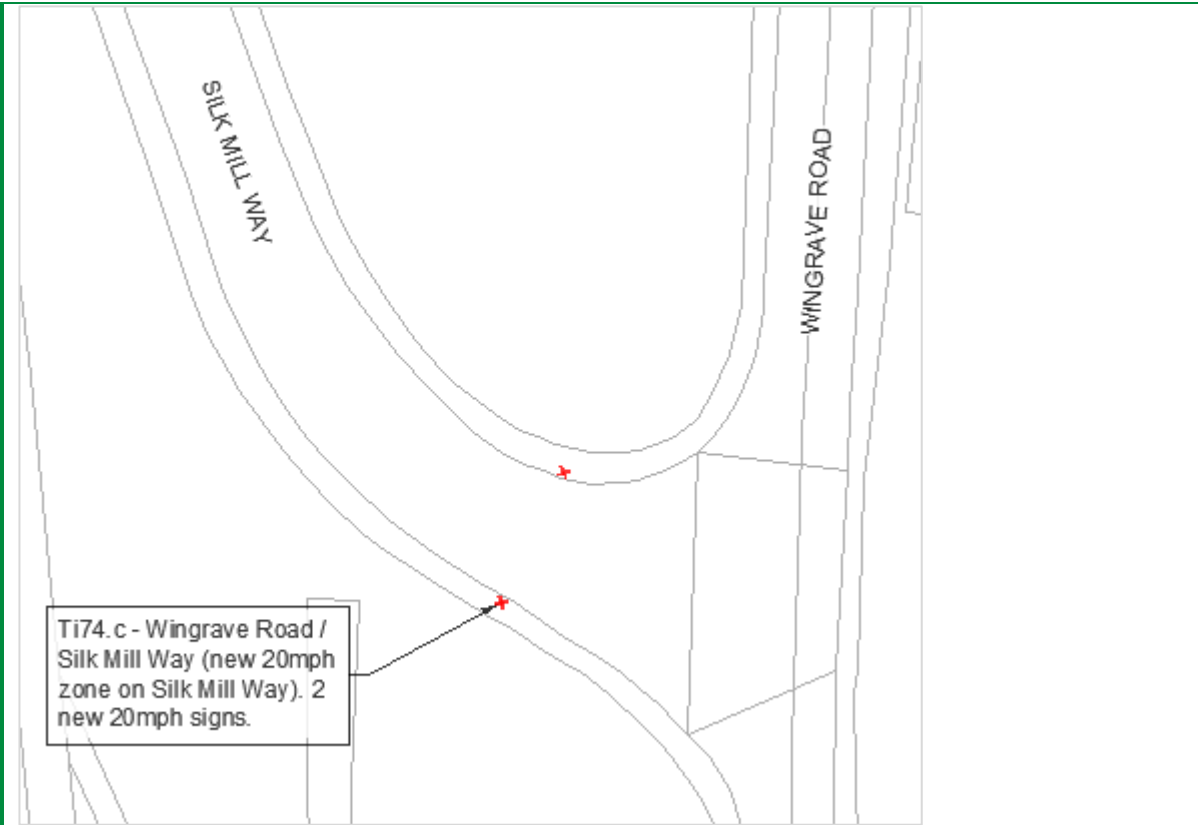
Intervention Proforma

Intervention ID(s):	Ti70	Intervention Name(s):	Marshcroft Lane Corridor Intervention
Intervention Description(s)	Existing constraints: narrow carriageway towards the junction with Grove Road. No space for widening where existing houses are. Marshcroft Lane Bridge is very narrow - only space for 1 vehicle. Ti70.a Once the developments are being built, existing carriageway to be widened and new footways to be built.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T8, T10
Estimated Cost(s):	£10,000	Associated Development(s):	
Source	Transport Study	Timescale	
<p>The diagram illustrates the Marshcroft Lane corridor intervention. It shows a road layout with a central section labeled 'MARSHCROFT LANE'. Annotations include: 'TI.70 - MARSHCROFT LANE CORRIDOR INTERVENTION' pointing to the road area; 'TI70.a - Carriageway to be widened to allow two-way traffic and new footways to be provided.' pointing to a specific section of the road; and an 'Observation' box stating: 'Existing constraints include very narrow existing carriageway, no space for widening where existing houses are, Marshcroft Lane Bridge is very narrow so does not allow two-way traffic over it. Interventions depend on the developments.'</p>			
Notes			

Intervention Proforma

Intervention ID(s):	Ti74	Intervention Name(s):	20mph speed limit in north-east Tring, east of Dundale Road to Brook Street in the west, bounded just inside Ickniel Way in the north and High Street in the south.
Intervention Description(s)	Ti74 Extension of the HCC-developed 20mph speed limit area to cover the remaining section of Dundale Road, Silk Mill Way, Nathaniel Walk, Eight Acres, Drummond Ride, Manor Road, Faversham Close, St Peter's Hill, Meadow Close, Kingsley Walk.		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T8, T10
Estimated Cost(s):	£15,417	Associated Development(s) :	Cumulative
Source	Transport Study	Timescale	





<p>Notes</p>	<p><i>This would be subject to recorded vehicle speeds falling below the required threshold for implementing 20mph speed limits as specified in HCC's Speed Management Study.</i></p>
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Intervention Proforma

Intervention ID(s):	Ti75	Intervention Name(s):	Standalone crossing between Station Road/London Road T junction and the Brook Street/High Street/London Road mini roundabout
Intervention Description(s)	Ti75.a Replace the existing uncontrolled crossing which is situated between the Station Road T-junction and the Brook Street roundabout with a Puffin crossing. Tactile paving and dropped kerbs required (minimum width 3.2m).		
Town / Interurban	Tring	Interaction(s)	T5, T6, T7, T8, T10
Estimated Cost(s):	£60,000	Associated Development(s):	East of Tring (1)
Source	Transport Study	Timescale	
<p>Ti75 - STANDALONE CROSSING BETWEEN STATION ROAD/LONDON ROAD T-JUNCTION AND THE BROOK STREET/HIGH STREET/LONDON ROAD MINI ROUNDABOUT</p> <p>131.4m</p> <p>9.8m</p> <p>Ti75.a - Replace existing uncontrolled crossing with a 3.2m wide Puffin crossing. Tactile paving and dropped kerbs required.</p> <p>B 486</p> <p>Lower Duns Cottage</p>			
Notes			