

Scheme Name	Improve condition of canal towpath and access in Tring and Berkhamsted	
	Cycling and walking	
Scheme Reference	09	
Problem References	B06	Very muddy towpath on canal can prevent cycling
	B11	Not enough cycle facilities, current facilities are poor quality
	B14	Lack of wayfinding for pedestrians and cyclists in Berkhamsted
	B23	Towpath west of Berkhamsted Station is in bad condition
	B27	Merits of alternative alignments questioned due to the requirement to access them via difficult gradients
	B30	British Waterways have undertaken a condition audit of the whole towpath network which indicates that the section in question between the Cow Roast Marina and Tring is poor.
Links to other UTP schemes:	03, 10, 12, 19	

Context



Location Plan

The Grand Union is Britain’s longest canal, linking London to Birmingham. The canal passes through the centre of Berkhamsted and to the east of Tring. The canal offers traffic free routing for cyclists and pedestrians. This facility should be promoted as a ‘shared space’ and a viable and safe alternative to the High Street through Berkhamsted for cyclists. It should also be promoted as a route to onward destinations such as Tring and Hemel Hempstead.

A towpath is situated along the canal which is maintained by the Canal & River Trust (replacing British Waterways from July 2012). This towpath forms an important route for walking and cycling through Berkhamsted and beyond. Concerns have been raised regarding the quality of the surfacing along the towpath through Berkhamsted and towards Tring. The area alongside Cow Roast marina was highlighted to be of particular concern with a narrow towpath, uneven surfacing and overhanging foliage.



Figure 1 – Poor Towpath condition in Berkhamsted

Access to the towpath is limited due to the nature of the footpaths and routes to the canal. Current access points are shown in **Figure 2**.

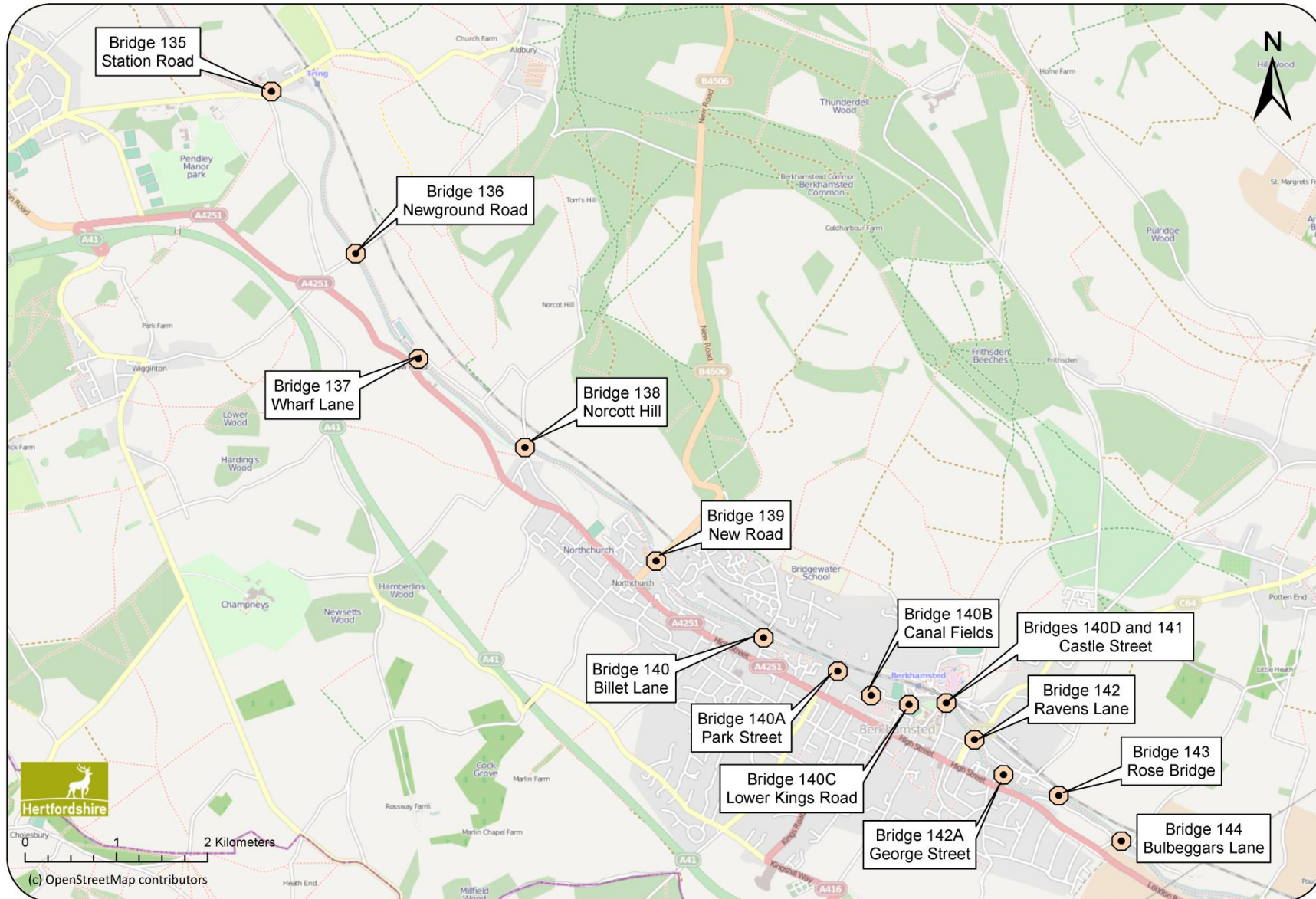
The Canal & River Trust has conducted a survey of the condition of the towpath throughout its network with ratings from 'Very Good' through to 'Bad.' Analysis of the data has highlighted sections of the network that are considered 'Poor' or 'Bad'. This survey was carried out in 2005 and 2011.

Cycling is encouraged along the towpath in Berkhamsted with the Chilterns Cycleway running alongside the canal between Bridge 138 and Bridge 140D. Typical widths along this section are between 0.8m and 1.2m for the path with widths of 2.5m on average from 'the hedge to the water's edge' (Towpath Design, Canal & River Trust 2012).

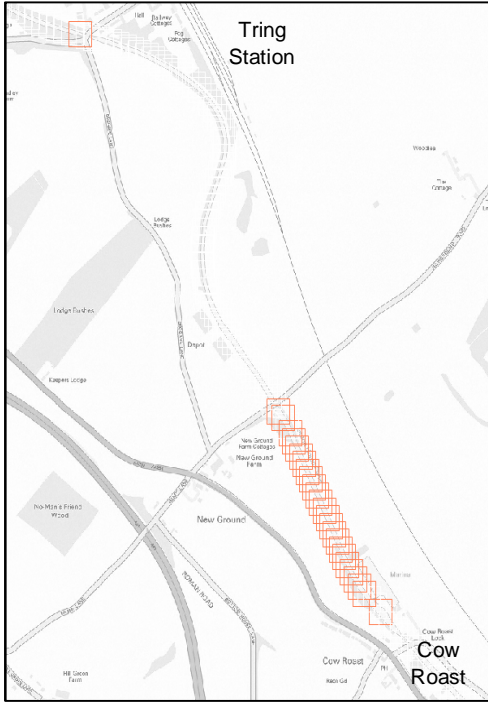
The options below have been developed to fulfil the following overarching LTP Objectives:

- Improve transport opportunities for all and achieve behavioural change in mode choice;
- Enhance quality of life, health and the natural, built and historic environment for all residents
- Reduce transport's contribution to greenhouse gas emissions and improve its resilience

Figure 2 - Bridges across the Grand Union Canal




(c) OpenStreetMap contributors


Measures/Components			
Ref	Description	Assessment of Suitability	Cost
09.1	Improvement of towpath surface condition – Cow Roast to Station Road, Tring	<p>An upgrade to the towpath surface to the north of the Cow Roast Marina is required to enable cyclists to use the towpath through the section between Cow Roast and Tring for a distance of approximately 2 kilometres. A further, isolated section, below Bridge 135 at Station Road, Tring is also required to be investigated to improve conditions.</p> <p>Figure 3 shows the sections recorded as ‘Poor’ or ‘Bad’ according to the Canal & River Trust survey. Surfacing in accordance with the Canal & River Trust’s design guidance should be considered. Figure 10 shows the NCN guidelines for provision of paths next to canals. Local Transport Note 1/12 also recognises that a new substandard facility is better than none at all. The Towpath Design (2012) document, produced by the Canal & River Trust should also be referred to when considering provision of improvements on the towpath.</p>	£30,000 to £40,000
		 <p style="text-align: center;"><i>Figure 3– Excerpt from GIS</i></p>	




		Deliverability - 1 to 2 years STANDARD	
09.2	Berkhamsted Town Centre condition	<p>The towpath through the centre of Berkhamsted, between Castle Street and New Road, has an increased amount of footfall due to its proximity to shopping, leisure venues and residential areas. Typical widths through this section are 1.2m for the footpath with a total towpath width of approximately 2.5m throughout. During site visits, poor condition of the towpath was recognised throughout this section (see Figure 1). Whilst certain points have been identified by the Canal & River Trust's condition survey, these areas may be prone to quicker erosion due to the higher usage. It is recommended that this section is reviewed and improvements made where required (Figure 11). Improvement works are scheduled to be undertaken for the section between Waitrose Footbridge 140b and Castle Street Bridge 141 in 2013.</p> <p>Deliverability - 1 to 2 years STANDARD</p>	£30,000 to £40,000

09.3	Access Point: Park Street, Berkhamsted	<p>Access improvements at Bridge 140A at Park Street to link to the High Street in Berkhamsted. This would require the removal of the cycling prohibition sign at the Park Street entrance and the upgrade of the wooden footbridge across the River Bulbourne. This does not belong to the Canal & River Trust and the owner would need to be established in order to progress with proposals.</p> <p>The bridge would require widening to 3.0m if possible to allow for the 1.0m recommended minimum horizontal clearance between the cyclist dynamic envelope and the surrounding structure, as specified in LTN 2/08.</p>  <p><i>Figure 2 – Existing access to Park Street</i></p> <p>Deliverability – more than 2 years COMPLEX</p>	£50,000 to £75,000
09.4	Access Point: Bridge 135, Tring	<p>Provide an improved link to Tring via Bridge 135 at Station Road, Tring. There are limited geometric changes that can be carried out at this location due to the presence of steps leading up from the canal to Station Road. However, access could be improved by the provision of a wheeling channel (Figure 9).</p>	£30,000 to £40,000

		 <p><i>Figure 3 – Existing access to Bridge 135 from Towpath</i></p> <p>Deliverability - 1 to 2 years STANDARD</p>	
09.5	Access Point: St. John Well's Lane, Berkhamsted	<p>Towpath access is limited in Berkhamsted town centre and the provision of access at St. John Well's Lane would benefit users who access Waitrose Car Park. The existing bridge is too narrow to allow shared use and this would have to be improved to a minimum 3.0m. Due to the proximity to Park Street, this option may be best as a complementary measure to Scheme 9.3.</p>  <p><i>Figure 4 – Existing access at St. John Well's Lane</i></p> <p>Deliverability – more than 2 years COMPLEX</p>	£150,000 to £180,000
09.6	Access Point: Bridge 143 - Rose Bridge, Berkhamsted	<p>To complement the access arrangements through the centre of Berkhamsted, an access point should be established at Rose Bridge on Bank Mill, at the eastern extent of the town. The existing layout has a suitable ramp on the north side of the canal but the access to the south of</p>	£150,000 to £180,000

		<p>the bridge requires improvement. A sharp turn is required to access and exit the bridge on the southern side; and surface and visibility improvements may make the route more attractive.</p>  <p style="text-align: center;"><i>Figure 5 – Rose Bridge, Bank Mill</i></p> <p>Deliverability – more than 2 years COMPLEX</p>	
09.7	Billet Lane, Berkhamsted Towpath Improvements	<p>A 2.3 kilometre section of towpath between Bridge 138 at Dudswell Lane and Lock 50 adjacent to Moore Road was upgraded in 2009 utilising funding from the Canal & River Trust, HCC and Northchurch Parish Council. This included widening to 1.5 metres and surface condition improvements.</p> <p>In order to connect to this facility, it is proposed to upgrade the towpath for the 350 metre section between Billet Lane and Lock 50. This will serve to provide a good facility from Billet Lane, through Northchurch and onwards to Tring.</p> <p>Additionally it is proposed to improve the access at Billet Lane. The provision of a suitable access has been considered as part of the Scheme proforma 19.</p> <p>Deliverability - 1 to 2 years STANDARD</p>	£30,000 to £40,000
09.8	Access via New Road	Access to New Road has been considered as part of the Scheme proforma 03.	
09.9	Wayfinding	A signage scheme indicating linkages to key destinations within Berkhamsted and Tring would benefit all users on the towpath. The existing signage should be rationalised in collaboration	£8,000 to £10,000

		<p>with the Canal & River Trust to ensure that messages are consistent at key decision points. Signing the towpath as an alternative route to the High Street should be pursued with signage indicating key local destinations and utilising time or distances to these locations. For example, signing the Station via the towpath from New Road or Billet Lane with cycling specific routing.</p> <p>This would need to be developed in coordination with the Canal & River Trust, to ensure the design and layout meets their corporate design criteria and complements the existing provision.</p> <table border="1" data-bbox="639 779 1198 1191"> <tr> <td>Key destinations to be signed from the towpath could include: Berkhamsted</td> </tr> <tr> <td>Berkhamsted Castle</td> </tr> <tr> <td>Berkhamsted Station</td> </tr> <tr> <td>Chilterns Cycleway at Dudswell</td> </tr> <tr> <td>Chilterns Cycleway at Newground Road</td> </tr> <tr> <td>Northchurch</td> </tr> <tr> <td>Town Centre Shopping</td> </tr> </table> <table border="1" data-bbox="639 1227 1198 1435"> <tr> <td>Tring</td> </tr> <tr> <td>Pitstone</td> </tr> <tr> <td>Tring Station</td> </tr> <tr> <td>Town Centre</td> </tr> </table> <p><i>Table 1 – Destinations from the Towpath</i></p> <p>The Chilterns Cycleway passes along the towpath between Dudswell Lane, Northchurch, and Castle Street, Berkhamsted and should be integrated into any proposed wayfinding. See Scheme 10 for area wide cycle signage.</p>	Key destinations to be signed from the towpath could include: Berkhamsted	Berkhamsted Castle	Berkhamsted Station	Chilterns Cycleway at Dudswell	Chilterns Cycleway at Newground Road	Northchurch	Town Centre Shopping	Tring	Pitstone	Tring Station	Town Centre	
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		 <p><i>Figure 6 – Example of existing wayfinding on the towpath</i></p>	
09.10	Access via Shaftesbury Court	<p>Deliverability – less than 1 year SIMPLE</p> <p>As part of Westfield First Primary School Safer Routes to School report, the option to provide a route for pedestrians and cyclists through Shaftesbury Court has been considered.</p> <p>It is proposed to construct a new footpath within Shaftesbury Court with security gates (subject to legal agreement). This will open up a route for parents and pupils from the New Road area of Northchurch who will be able to use the Grand Union Canal towpath to have a safe route to school, using only controlled crossing points or off road sections. Figure 12 shows an indicative arrangement as set out in the Safer Routes to School Feasibility Report.</p> <p>Following further investigation by HCC this link has been deemed not feasible due to land ownership issues, required agreements with Shaftesbury Court and the removal of trees required to realise the proposal.</p> <p>NOT DELIVERABLE</p>	
9.11	Pedestrian Priority Signing	<p>In order to promote the canal towpath as a shared space to be utilised by both pedestrians and cyclists, it will be necessary to provide pedestrian priority signage at key points. This will reinforce the message that cyclists need to give way to pedestrians and other users of the towpath. Signs</p>	£2,000 to £4,000

should be sited at key pinch points.



In addition to priority signing, the Canal & River Trust launched a campaign in 2012 to 'Share the Space, Drop Your Pace'. The considerate towpath campaign asks everyone to follow The Greenway Code for Towpaths which encourages considerate, safe and courteous use of London's towpaths. Although the campaign focuses on London's towpaths, the guidance is applicable everywhere in the country. Since its launch in summer 2012, it has been very positively received by a wide range of groups such as The Royal Parks, Lee Valley Regional Park Authority, the Corporation of London at Hampstead Heath and Sustrans, as well as several local authorities. Utilising this campaign in Tring and Berkhamsted would help to reinforce the message that the towpath should be considered as a 'shared space.'



Deliverability – less than 1 year **SIMPLE**

Supporting Evidence of Measures/Components

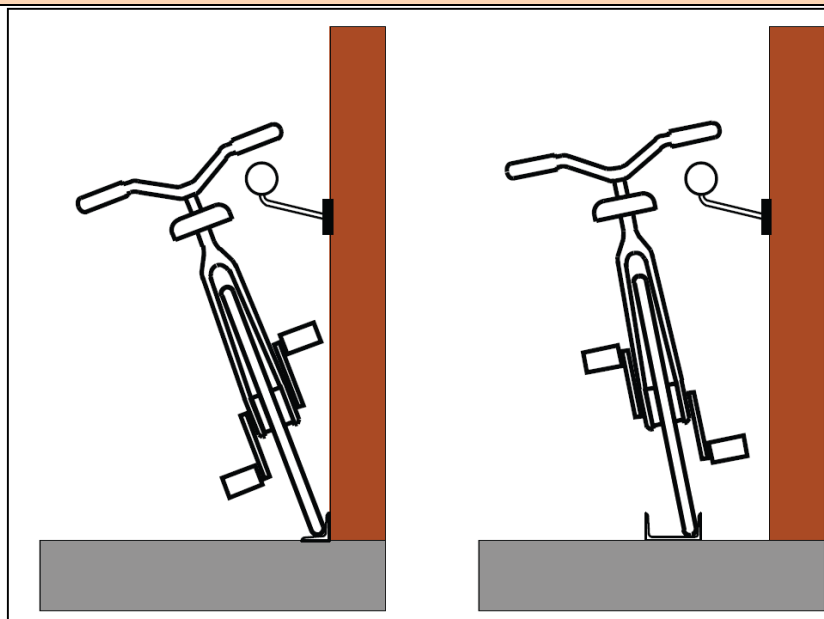


Figure 9 – Typical wheeling ramp installations – LTN 2/08 Figure 10.12

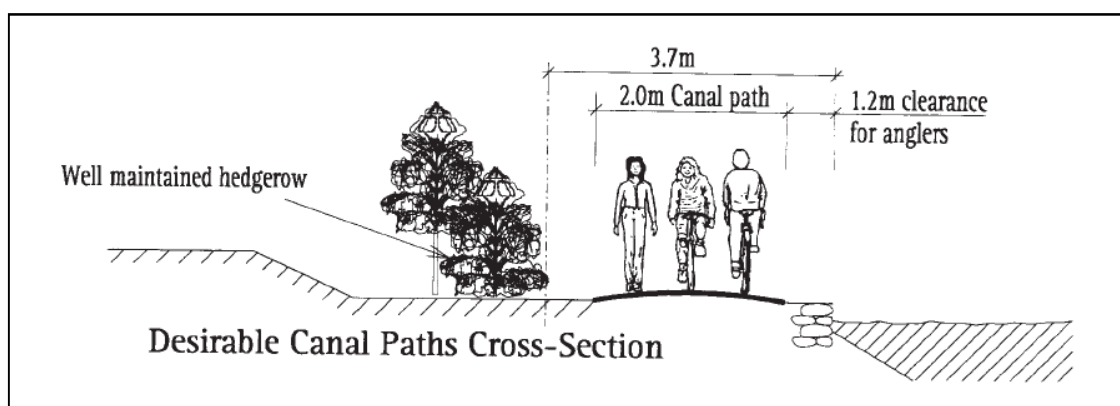


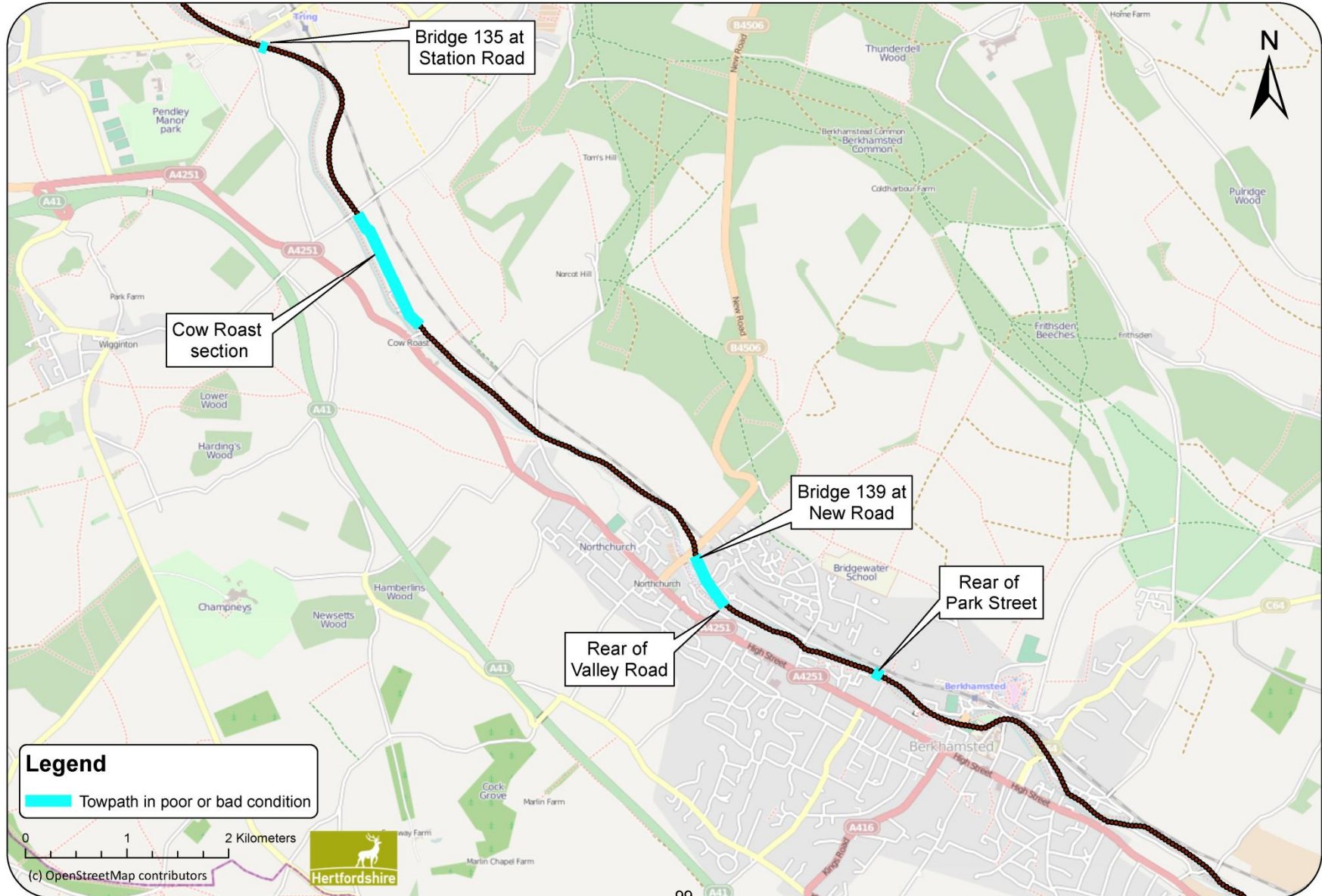
Figure 10 – Extract from NCN Guidelines on the provision of canal towpaths

Further information on the provision of facilities on the Towpath are given in 'Towpath Design', British Waterways (2012). HCC do not have dedicated design guidance for the towpath and the Roads in Hertfordshire design guidance does not cover this type of facility.

Tring, Northchurch and Berkhamsted UTP
Scheme Proforma 09



Figure 11 - Towpath Condition



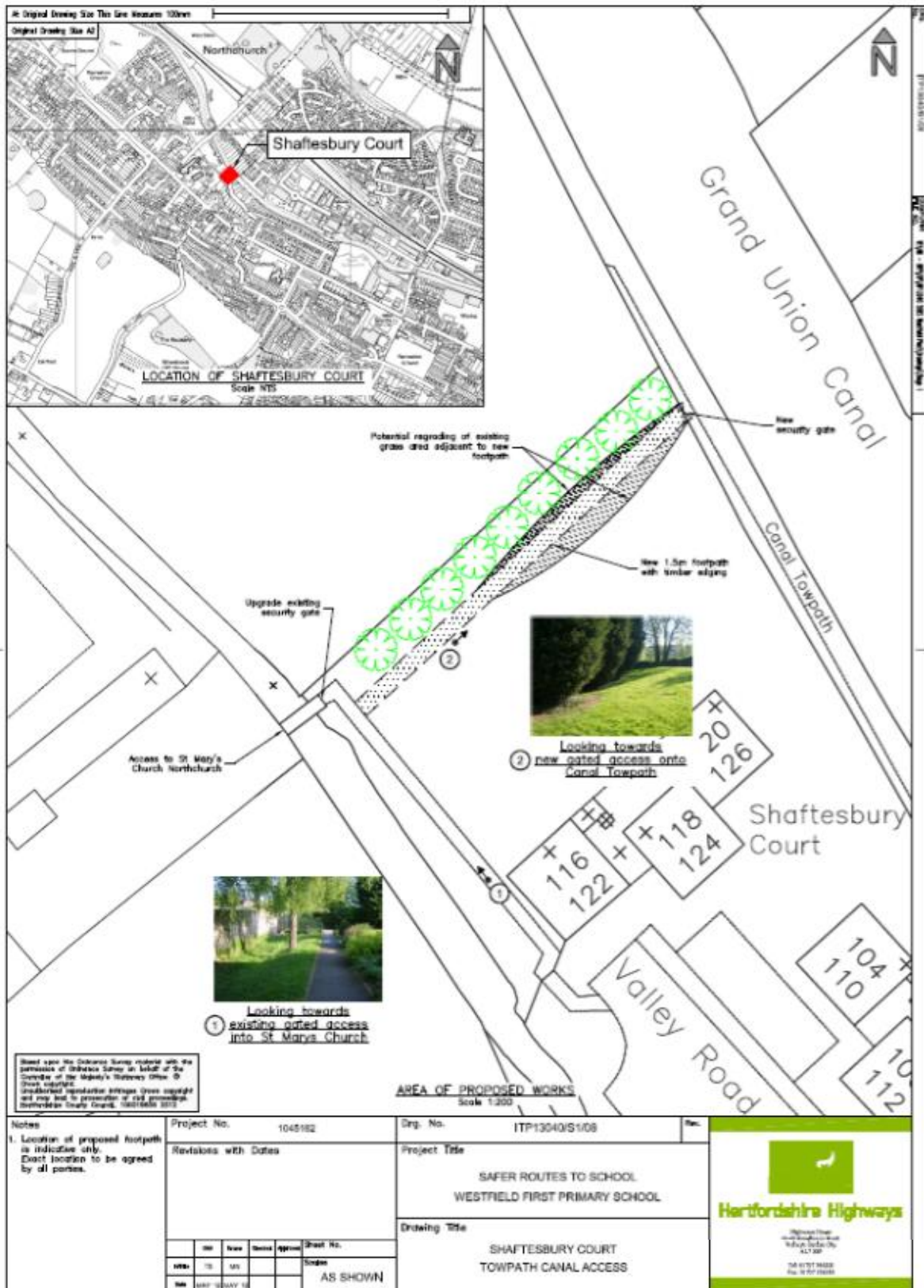


Figure 12 – Proposed Link to Towpath via Shaftesbury Court



Preferred Option

It is recommended that improvements to towpath condition, 09.1 and 09.2, are taken forward with 09.2 taking priority as the potential for modal shift here is greater due to the proximity of the town centre. Access to the towpath should be improved and wayfinding should be used to promote and enhance the towpath. Pedestrian priority signage as per 09.11 is key in promoting the towpath as a shared space. This will allow the towpath to become a viable and attractive alternative to the High Street for journeys through Berkhamsted and improve this vital Bikeability Level 2 facility.

Contribution to Objectives / Indicators	UTP Objectives	<ul style="list-style-type: none"> • Improve connectivity between transport modes to allow for greater transport flexibility • Promote active travel modes throughout the study area to encourage active and healthy lifestyles • Improve connectivity within and between local towns through a complete network of walking and cycling facilities
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Outline Cost Analysis of Preferred Option or Options

Design and Implementation	Indicative Cost*	Notes
09.1	£30,000 to £40,000	Priority 1
09.2	£30,000 to £40,000	Priority 1
09.3	£50,000 to £75,000	Priority 2
09.4	£30,000 to £40,000	Priority 2
09.5	£150,000 to £180,000	Priority 2
09.6	£150,000 to £180,000	Priority 2
09.7	£30,000 to £40,000	Priority 2
09.8	See Proforma 03	Priority 2
09.9	£8,000 to £10,000	Priority 1
09.11	£2,000 to £4,000	Priority 1
TOTAL COST FOR DELIVERY	£70,000 to £94,000	(Priority 1 measures only)

*Costs provided by the Canal & River Trust.

Maintenance Liability	High Medium Low	On-going maintenance required in co-ordination with Canal & River Trust
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Deliverability of Preferred Option	Simple – ‘quick win’, could be delivered within 1 year
	Standard – could be delivered in 1 to 2 years, in line with IWP
	Complex – could not be delivered in 2 years, has some



	issues that require resolution before design
Delivery Issues	Liaison with the Canal & River Trust is required throughout to ensure the deliverables are achievable.

Other Information/Additional Notes:

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

Scheme Name	Cycle and Pedestrian Wayfinding, Tring and Berkhamsted	
	Cycling	
Scheme Reference	10	
Problem References	B11	Not enough cycle facilities, current facilities are poor quality
	B14	Lack of wayfinding for pedestrians and cyclists in Berkhamsted
	B20	Requirement to provide quieter routes parallel to the High Street and tow path
	B21	Alternative route to High Street (via Durrants Road, Shrublands Road and Charles Street) have lots of resident parking
	T03	Lack of signing to cycle parking
	T17	Signage / wayfinding from Tring Station to town is poor / confusing / incorrect. Link and signage to off carriageway facility needs improving.
	B27	Merits of alternative alignments questioned due to the requirement to access them via difficult gradients
	W16	Footpaths do not provide a continuous network in the town centre (Berkhamsted)
	W17	4 pathways lacking signs where the A41 cut walking routes
	W30	Poor signage to St Murtha's Methodist Church, Tring
Links to other UTP schemes:	07, 08, 09, 12, 17	

Context

Successful cycle and pedestrian networks rely on the implementation of various forms of infrastructure. The provision of a signing system that caters for utility and recreational travel is important in the delivery of infrastructure that meets the DfT's five key design criteria (LTN 2/08):

- Convenience
- Accessibility
- Safety
- Comfort
- Attractiveness

The Chilterns Cycleway is a 170 mile (274 km) circular route in the Chilterns Area of Outstanding Natural Beauty, linking attractions, market towns and places of interest. It is extensively signed through Berkhamsted. In addition, there are partially signed local circular rides around Tring and Berkhamsted and unsigned inter-urban cycle routes (see **Figure 1**).

The Grand Union Canal offers traffic free routing for cyclists and pedestrians, and this facility should be promoted as a viable and safe alternative to the High Street through Berkhamsted and as a route to onward destinations such as Tring and Hemel Hempstead (see Scheme Proforma 09).

Signing can enhance trip experiences for pedestrians and cyclists, performing an informative and reassuring role in the urban environment. A holistic approach should be undertaken to

cater for pedestrians and cyclists.

The cycling and walking networks in and around Tring and Berkhamsted are generally poorly signed. Whilst cycling is a low participation activity in Tring and Berkhamsted, the provision of facilities are aimed at increasing the level of use. Providing an adequate overlay of cycle signing and wayfinding will enhance the existing and proposed network of cycle routes and facilities.

In addition, pedestrian route signage is limited throughout the urban areas, with little information regarding routes to key destinations, and associated journey times. People would be more inclined to walk or cycle if accurate journey time was available, reducing the reliance on the car, whilst fulfilling a number of objectives outlined in Hertfordshire's LTP3.

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

The following measures are therefore proposed to enhance the environment for walkers and cyclists, and to encourage mode shift from the private car. Measures are in line with key destinations and decision points (**Figures 2 and 3**) and proposed bikeability levels as per **Figures 4 and 5**.

Tring, Northchurch and Berkhamsted UTP
Scheme Proforma 10

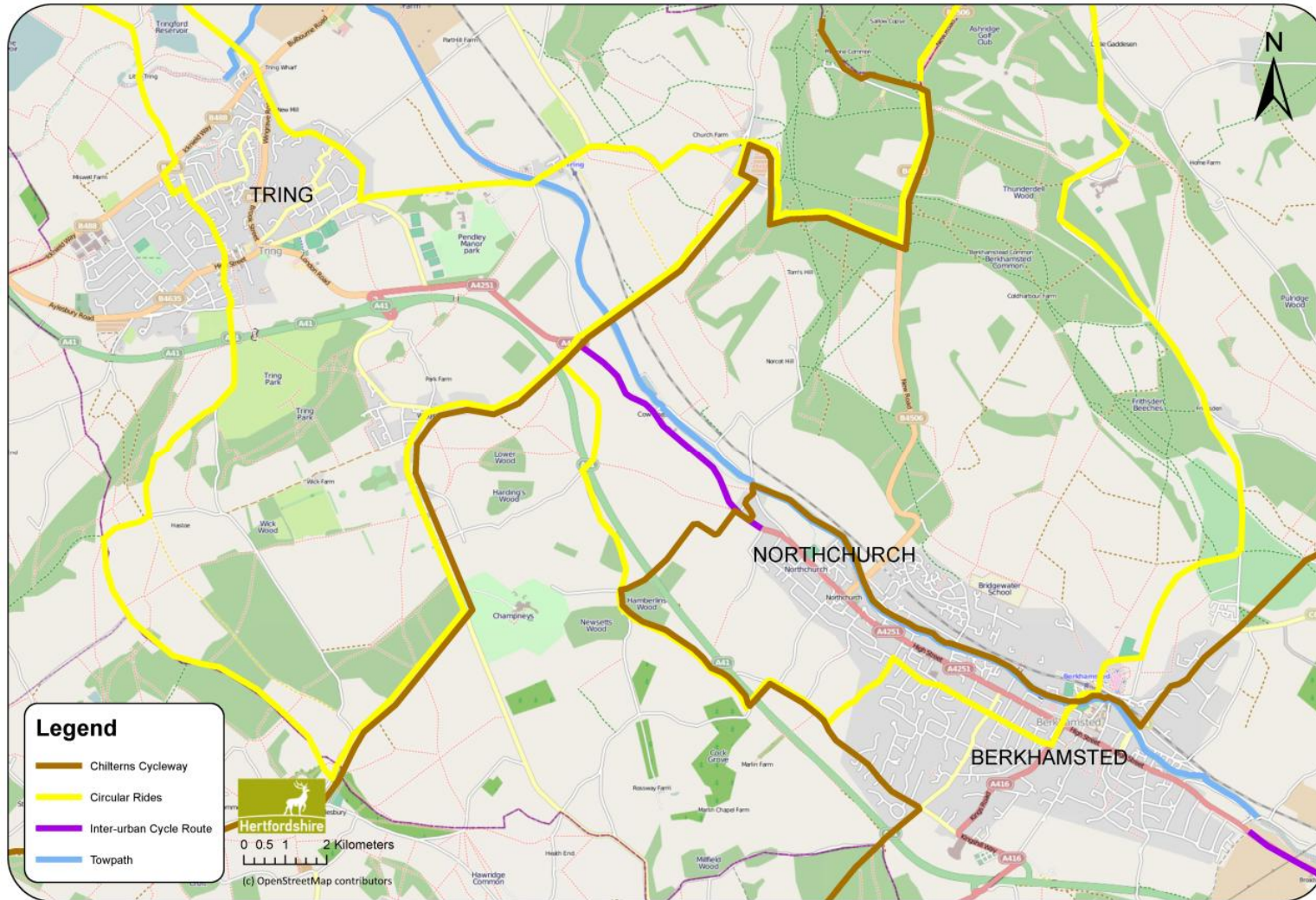


Figure 1 – Existing cycle routes in Tring and Berkhamsted

Tring, Northchurch and Berkhamsted UTP
Scheme Proforma 10

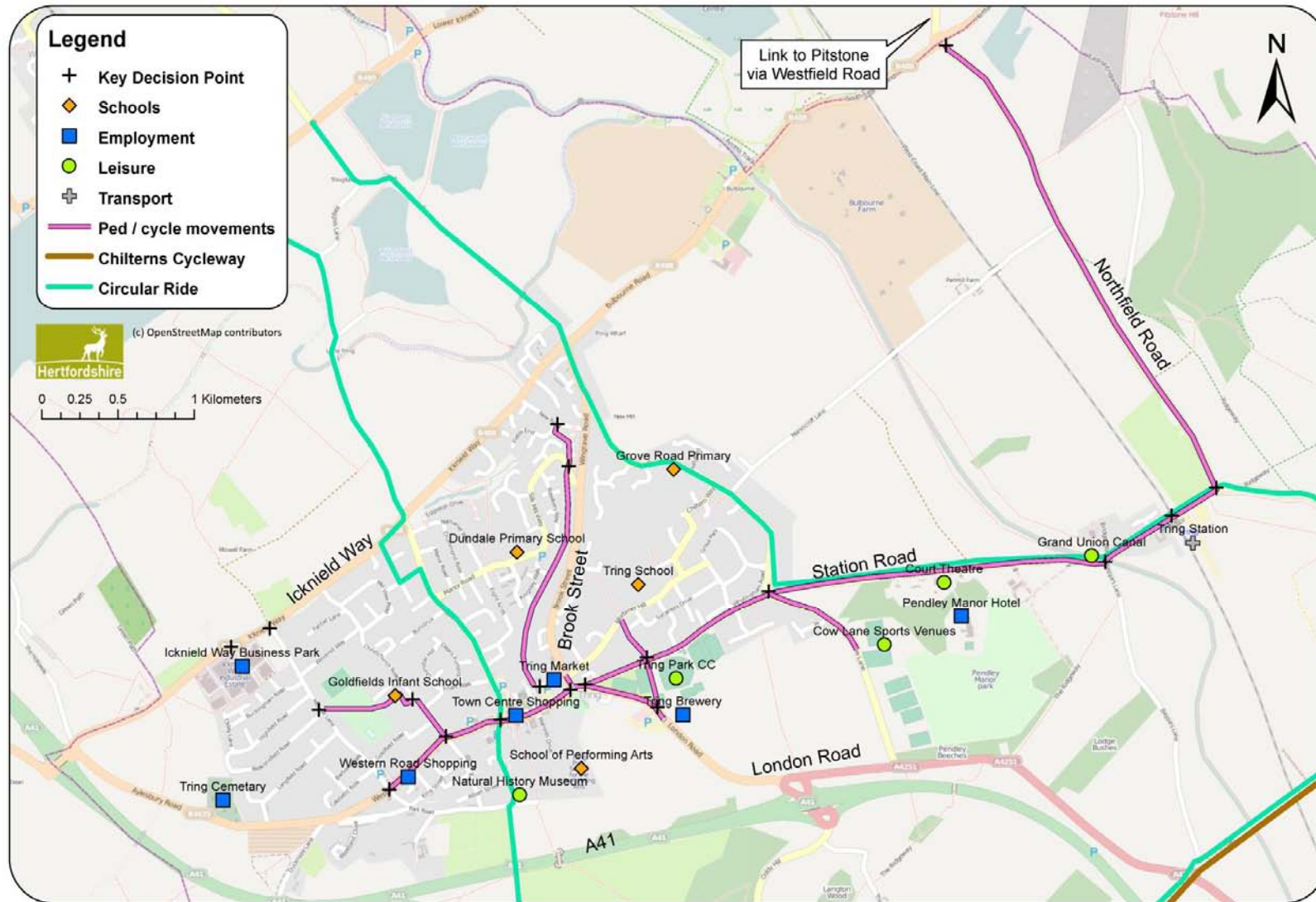


Figure 2 – Tring Wayfinding

Tring, Northchurch and Berkhamsted UTP
Scheme Proforma 10



AECOM

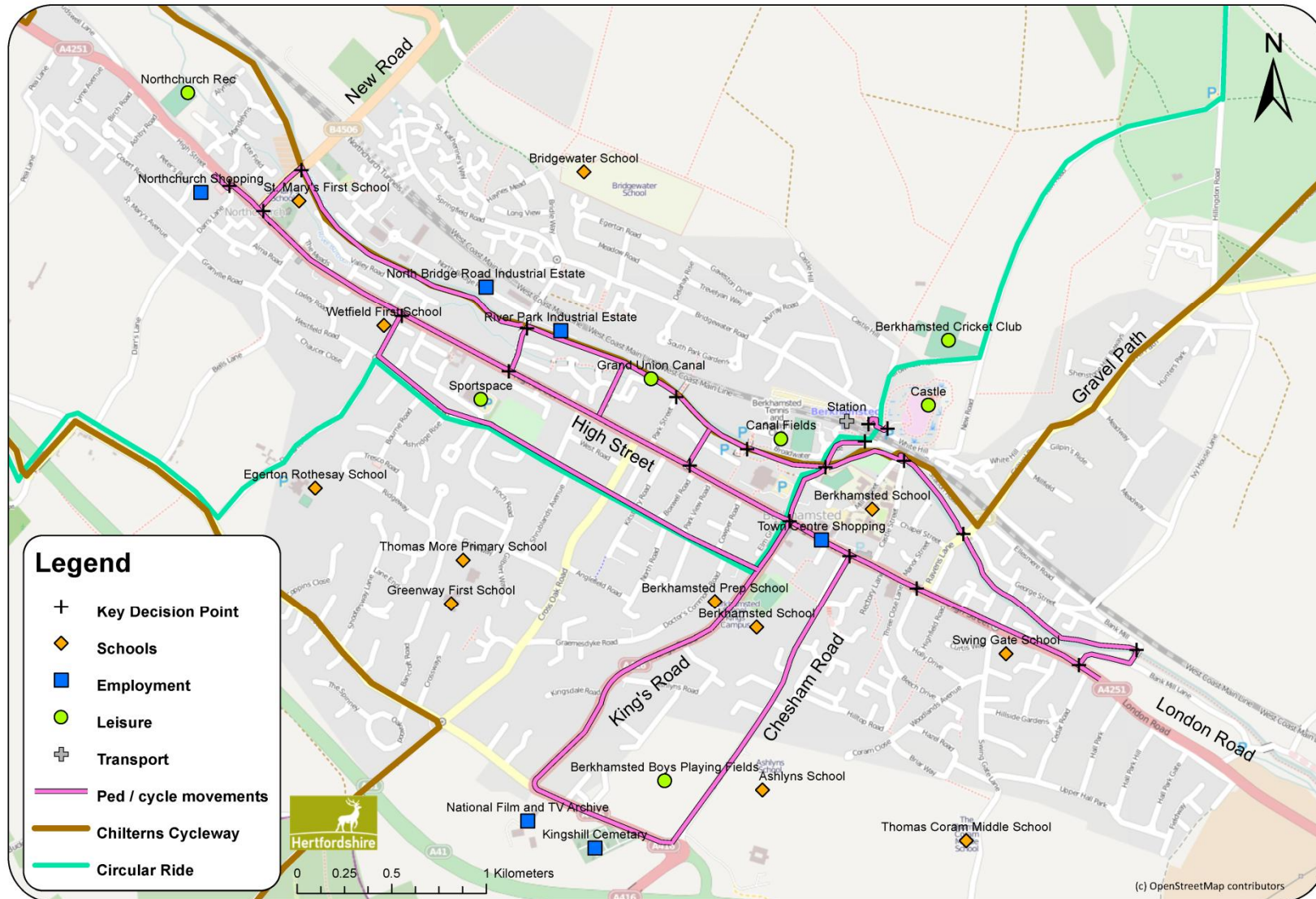


Figure 3 – Berkhamsted Wayfinding

Tring, Northchurch and Berkhamsted UTP Scheme Proforma 10

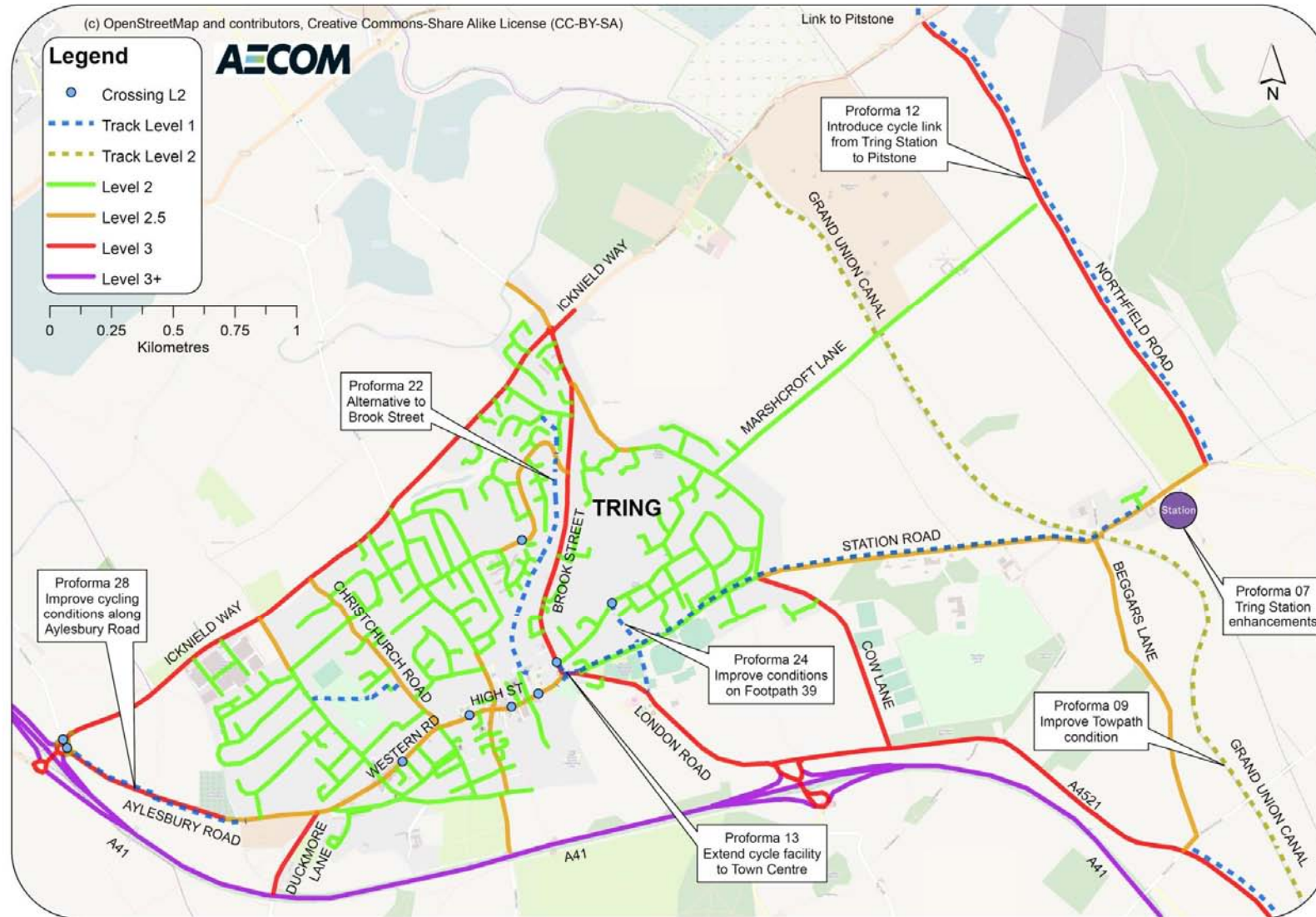




Figure 4 – Tring Bikeability Levels

Tring, Northchurch and Berkhamsted UTP
Scheme Proforma 10



Figure 5 – Berkhamsted Bikeability Levels

Measures/Components			
Ref	Description	Assessment of Suitability	Cost
10.1	Improve Cycle and Pedestrian Route Signage in Berkhamsted	<p>Wayfinding in Berkhamsted should cater for both pedestrians and cyclists. An indicative layout of potential signing locations for Berkhamsted has been considered (Figure 3). Signing should be provided at all key decision points, transport interchanges and in the vicinity of schools, large employment and leisure facilities.</p> <p>Cycle route signing is designated under the Traffic Signs Regulations and General Directions, 2002 and takes the form of blue signing with distances or times to destinations as required (Figure 6). Signage and street name plates have been integrated in Watford to minimise street clutter, and a similar approach could be adopted in Tring and Berkhamsted (Figure 7).</p> <div style="text-align: center;">  <p><i>Figure 6 - Example of cycle signing</i></p>  <p><i>Figure 7 – Example of integrated pedestrian signing</i></p> </div> <p>Pedestrian wayfinding kiosks or minilith products, such as those used in Legible London (Figure 11), could also be installed in Berkhamsted to provide information to pedestrian and cycle users. These could provide more detailed information on places of interest etc than existing street signing to minimise street clutter.</p> <p>Owing to the size of the town, a simple, manageable wayfinding strategy should be developed, highlighting key destinations.</p> <p>Key destination points that could be considered for</p>	£15,000 to £20,000

		<p>signing are listed in Table 1:</p> <table border="1" data-bbox="588 331 1246 640"> <thead> <tr> <th><i>Destination</i></th> <th><i>Type</i></th> </tr> </thead> <tbody> <tr><td>Ashlyns School</td><td>Education</td></tr> <tr><td>Berkhamsted School</td><td>Education</td></tr> <tr><td>Berkhamsted Station</td><td>Transport</td></tr> <tr><td>Grand Union Canal</td><td>Recreation</td></tr> <tr><td>Greenway First School</td><td>Education</td></tr> <tr><td>Northchurch Shopping</td><td>Commercial</td></tr> <tr><td>Sportspace Berkhamsted</td><td>Recreation</td></tr> <tr><td>Town Centre Shopping</td><td>Commercial</td></tr> </tbody> </table> <p style="text-align: center;"><i>Table 1 – Key destinations in Berkhamsted</i></p> <p>This list is not exhaustive but should be considered in a hierarchical manner so that information is disclosed progressively and provided in a simple, clear format.</p> <p>Deliverability - 1 to 2 years STANDARD</p>	<i>Destination</i>	<i>Type</i>	Ashlyns School	Education	Berkhamsted School	Education	Berkhamsted Station	Transport	Grand Union Canal	Recreation	Greenway First School	Education	Northchurch Shopping	Commercial	Sportspace Berkhamsted	Recreation	Town Centre Shopping	Commercial	
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10.2	Improve Cycle and Pedestrian Route Signage in Tring	<p>Similarly to Berkhamsted, key decision points and trip generators need to be considered to develop an integrated strategy (see Table 2). An indicative layout of potential signing locations for Tring has been considered and is shown in Figure 2.</p> <table border="1" data-bbox="588 1189 1246 1431"> <thead> <tr> <th><i>Destination</i></th> <th><i>Type</i></th> </tr> </thead> <tbody> <tr><td>Grand Union Canal</td><td>Recreation</td></tr> <tr><td>Pitstone</td><td>Residential</td></tr> <tr><td>Town Centre</td><td>Commercial</td></tr> <tr><td>Tring Market</td><td>Commercial</td></tr> <tr><td>Tring School</td><td>Education</td></tr> <tr><td>Tring Station</td><td>Transport</td></tr> </tbody> </table> <p style="text-align: center;"><i>Table 2 – Tring key destinations</i></p> <p>This list is not exhaustive but should be considered in a hierarchical manner so that information is disclosed progressively and provided in a simple, clear format.</p> <p>Deliverability - 1 to 2 years STANDARD</p>	<i>Destination</i>	<i>Type</i>	Grand Union Canal	Recreation	Pitstone	Residential	Town Centre	Commercial	Tring Market	Commercial	Tring School	Education	Tring Station	Transport	£10,000 to £15,000				
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Tring School	Education																				
Tring Station	Transport																				



10.3	Improve Cycle and Pedestrian Route Signage at Berkhamsted Station	<p>Berkhamsted station is a key arrival point for the 'Chilterns Gateway Town' and onward signing from here is necessary to enable consistent linkages to key local destinations. This should incorporate any information provided as part of Scheme Proforma 10.1. Onward journeys to key destinations such as schools, leisure venues, local attractions and the town centre should be included.</p> <p>Information kiosks / pedestrian miniliths close to the cycle parking and pedestrian exits at Berkhamsted station would enable users to choose routes based on available infrastructure. The key destinations to sign from Berkhamsted Station are:</p> <ul style="list-style-type: none"> • Town Centre • Berkhamsted Castle • Northchurch • Chilterns Cycleway • Grand Union Canal <p>Deliverability – Less than 1 year SIMPLE</p>	£25,000 to £30,000
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<p>10.4</p>	<p>Improve Cycle and Pedestrian Route Signage at Tring Station</p>	<p>Tring station is also a key arrival point for the ‘Chilterns Gateway Town’ and onward signing from here is necessary to enable consistent linkages to key local destinations. The existing signage is adequate to link to established local settlements but there is a lack of information for the towpath and the link to Pitstone. Once a preferred route has been established to link Pitstone (via either the towpath or Northfield Road (Scheme Proforma 12), adequate signing should be provided. Sign rationalisation is needed to eliminate duplication and confusion and minimise street clutter.</p> <div data-bbox="737 734 1098 1146" data-label="Image"> </div> <p style="text-align: center;"><i>Figure 8 – Signing outside Tring Station</i></p> <p>Additionally the signage to direct cyclists from the station on to the off-carriageway facility on the northern side of Station Road needs to be reviewed, with the provision of ‘Cyclists Dismount’ signs assessed to ensure they are only used where essential.</p> <p>Information kiosks / pedestrian miniliths close to the cycle parking and pedestrian exits at Tring station would enable users to choose routes based on available infrastructure (Figure 11). The key destinations to sign from the station are:</p> <ul style="list-style-type: none"> • Tring town centre • Pitstone • Aldbury • Grand Union Canal • Chilterns Cycleway <p>Deliverability – Less than 1 year SIMPLE</p>	<p>£25,000 to £30,000</p>
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<p>10.5</p>	<p>Chilterns Cycleway</p>	<p>The Chilterns Cycleway is a well signed route throughout Berkhamsted and on the outskirts of Tring. However, the signage level should be reviewed to ensure there are no gaps in the network. An audit of all Chilterns Cycleway signing would highlight where gaps exist. The provision of the route should be enhanced through the successful promotion of the route within Tring and Berkhamsted.</p> <div data-bbox="703 642 1134 1149" data-label="Image"> </div> <p style="text-align: center;"><i>Figure 9 – Towpath signing, Berkhamsted</i></p> <div data-bbox="580 1252 1254 1760" data-label="Image"> </div> <p style="text-align: center;"><i>Figure 10 – Signing at Castle Road, Berkhamsted</i></p> <p>Deliverability - 1 to 2 years STANDARD</p>	<p>£21,000 to £25,000</p>
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10.6	Inter urban routes	<p>Linkages between Tring and Berkhamsted could be improved for cyclists with better signing indicating available facilities. For example, there is an existing link to Tring Station from A4251 Tring Road via a short stretch of the Chilterns Cycleway and Beggars Lane. However, there is little signing from Wharf Lane to Newground Road where there is potential to provide shared use facilities adjacent to Tring Road (see Scheme Proforma 08).</p> <p>Providing better inter-urban signing will inform and enhance the route for cyclists to surrounding towns on direct traffic routes.</p> <p>Deliverability – Less than 1 year SIMPLE</p>	£22,000 to £30,000
10.7	Personal Travel Plan mapping	<p>Personal Travel Planning (PTP) is an approach to delivering targeted information directly to travellers, to help them make sustainable travel choices. It seeks to overcome habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars.</p> <p>The provision of a local area map for Tring and Berkhamsted, detailing the local routes available by sustainable methods, could be produced to inform residents and visitors of their options. This multi-modal mapping could bring together the elements of this proforma and could provide details of quieter routes for cyclists and more direct routes in line with the Bikeability Levels (see Figures 4 and 5). This will highlight to users that much of the existing network is currently suitable for cycling.</p> <p>Deliverability – Less than 1 year SIMPLE</p>	£5,000 to £6,000

Supporting Evidence of Measures/Components



Figure 11 – Typical Wayfinding product (Legible London)

Preferred Option

It is recommended that all measures (10.1 – 10.7) are progressed as they can provide significant benefits to the cycling and walking infrastructure in Tring and Berkhamsted. It is recommended that the signing of cycling and pedestrian facilities is undertaken in line with the delivery and implementation of other UTP schemes to ensure consistency and promotion. The delivery of the signing schemes should take a coordinated approach to ensure that signing is consistent and interlinked. Signing of the towpath will promote this as an alternative route to the High Street for Bikeability Level 2 cyclists.

Through the implementation of these measures, in addition to improved cycle links and pedestrian crossings, connectivity between key destinations by foot and by bike will be improved throughout the study area. These measures will assist in the shift of priority from the private car to healthier, sustainable short journeys, promoted by the use of PTP maps and information.

Contribution to Objectives / Indicators	UTP Objectives	<ul style="list-style-type: none"> • Promote active travel modes throughout the study area to encourage active and healthy lifestyles • Improve connectivity within and between local towns through a complete network of walking and cycling facilities
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Outline Cost Analysis of Preferred Option

Design and Implementation	Indicative Cost*	Notes
10.1	£15,000 to £20,000	
10.2	£10,000 to £15,000	
10.3	£25,000 to £30,000	
10.4	£25,000 to £30,000	
10.5	£21,000 to £25,000	
10.6	£22,000 to £30,000	
10.7	£5,000 to £6,000	
TOTAL COST FOR DELIVERY	£123,000 to £156,000	

*Costs provided by HCC

Maintenance Liability	High Medium Low	
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Deliverability of Preferred Option	Simple—‘quick win’, could be delivered within 1 year
	Standard – could be delivered in 1 to 2 years, in line with IWP
	Complex—could not be delivered in 2 years, has some issues that require resolution before design
Delivery Issues	Potential land ownership issues.

Other Information/Additional Notes:

Location of signing subject to confirmation by utility suppliers and landowners.

In addition to the above measures, it is proposed that Hertfordshire County Council's Rights of Way Improvement Plan (RoWIP) should be followed when implementing improvements to the Rights of Way network throughout the study area (Area 9). The RoWIP provides a set of Core Actions that should be completed via a variety of funding opportunities.