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

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

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

Votes	Comments
75	
61	Mini-roundabout would be more effective
37	
36	
33	
31	Zebra crossing on Hilltop Rd
26	
26	
24	
23	
22	
19	
13	
12	How about all the bus stops?
11	
11	
10	
10	
8	
8	
8	
7	
6	
6	
5	
5	
4	
4	
2	
2	

Not included on presentation material due to material constraints

Any other comments	AECOM Comments
I support schemes 34.3 and 25. My children go to Goldfield Infant School and crossing at Miswell Lane is dangerious. These schemes [illegible]	
In Figure 9 of Proforma 10 entitled 'Berkhamsted Wayfinding', Berkhamsted School Kings Campus (on Kings Road) is incorrectly shown as 'Berkhamsted College' and our Preparatory School opposite, with the vehicular entrance from Doctors Commons Road does not even feature on the map. We would like to see the plans include TROs on our zigzags in Castle Street and Doctors Commons Road. In B34 Berkhamsted School's Travel Plan had been omitted from the list. B34.1 incorrectly states that Berkhamsted School does not provide cycle racks or showers for those wishing to cycle to School. There are in fact cycle racks at our Castle Street and Kings Road sites and showers are also provided. The School has also carried out Bikeability training. The lack of safe cycling routes to the schools is of [illegible]	The proformas will be amended to reflect the [illegible]
I fully support that implementation of a crossing on Miswell Lane. It would mean my child could walk to school indpendently adn safely. Even now, when I walk them to school crossing this road is dangerous, especially if you have a bruggy and another child walking.. cars often park very close to the park entrance making visibility very poor.. It would be beneficial on weekends and at other times outside school [illegible]	
The description of Scheme 6 is economical with the truth. There is plenty of opposition. This has absolutely nothing to do with road safety for cyclists and is aimed squarely at penalising commuters who are desperate to save on Â£6.50/day parking charges. There are similar 'free' parking areas around the castle in Berkhamsted, the difference is they don't have a paranoid councillor who has spent the last 5 years campaigning for this type scheme. This has only been possible since the Joint Highways Committee of Dacorum & Herts CC was suspended, firstly because they always voted this scheme down and secondly because the councillor effectively pressures HH staff into [illegible]	Scheme 6 to be discussed with HCC - might require additions to Pro Forma (need for public [illegible]
Dear Sir, I work near Tring Station and rely on the parking in Beggars Lane. On Â£6/hr I can't afford petrol let alone parking charges, [illegible]	Scheme 6 to be discussed with HCC - might require additions to Pro Forma (need for public [illegible]
1) Please stop wasting public money, I want lower taxes not the third rate services. 2) I cycle daily on beggars lane (scheme 6) and this will encourage the nutters who do 60mph in the middle section to do 60mph in the western (parking) section. This scheme worsens road [illegible]	Scheme 6 to be discussed with HCC - might require additions to Pro Forma (need for public [illegible]
I support this bid for a safer crossing on Miswell Lane. The traffic is often fast moving and the parked cars make the visibility poor. I [illegible]	
Berkhamsted - I am very concerned that the document and proposals have not mentioned the expansion to Ashlyns School - 250 additional children (ages 11-13) will attend from September. Major traffic calming measures, safe crossings and additional public bus services [illegible]	Pedestrian access to Ashlyns school to be [illegible]
Tinkering with signage will add some value. However, the big problem is commuter parking. There is sufficient parking at the station car park but the exorbitant charges force non-locals to park anywere else - impacting both residents and shoppers. Until the station car park can be made economically more attractive this problem is insoluble. Perhaps the council should purchase the car park? The town is clearly unable to absorb any more residents - given the fundamental limitations in infrastructure and town design. The proposal on new [illegible]	Discussions with London Midland to reiterate concerns about the price they charge for parking are ongoing. A Parking Discussion Forum including resident and business representatives continue to meet and try to come up with viable and fundable schemes to increase Parking availability in the town. The Borough Council is also considering A multi-storey car park for the town that may help [illegible]
There are two areas that are not covered in the transport plan: Lower Kings Road, Berkhamsted: often there is queuing traffic from Waitrose car park entrance backing out onto Lower Kings Road from both the railway station and main High Street traffic lights directions. Darrs Lane, Northchurch: this road is used as a cut through to and from the A41 via Shootersway. Whilst it is a 30mph zone, speeding traffic is a problem. I would suggest traffic calming measures are needed between the bend at the lower end of Darrs [illegible]	Further analysis is required regarding Darrs Lane and the potential to propose speed management infrastructure. VMS signs for [illegible]
I realise that available funds and existing road configurations severely limit improvements for walkers and cyclists. However, I am very disappointed to see no reference whatever (apart from mention of the hazards of attempting to cycle on Gravel Path)to possible remedies to excessive car speeds on Gravel Path which result in a considerable number of collisions and very numerous near misses. The 85 percentile criterion would rule out the imposition of a 20mph zone but I understand that this criterion is not now recommended by the DfT. Poor standards of driving on Gravel Path subject cyclists and pedestrians to daily stress and risk of injury; why has this issue been [illegible]	Following feedback from numerous stakeholders, further assessment of Gravel Path [illegible]
The Safer Gravel Path Action Group has been campaigning for improvements to road and pedestrian safety on Gravel Path, Berkhamsted. There is no mention of it in the plan- very disappointing. The road is very narrow in parts and some drivers have a tendency to speed- not a good combination. Whitehill is a popular walking route to the station but there is not a safe place to cross from the Gravel Path pavement. Recently the road has seen several accients including demolition of a lamppost by a car - the same one twice!! The road is winding/ narrow/ steep in parts with many concealed driveways. By the time car users have negotiated the parked car hazards on Ravens Lane and [illegible]	Following feedback from numerous stakeholders, further assessment of Gravel Path [illegible]
I was not able to attend the exhibition in berkhamsted on 26th January but as a resident of Miswell lane, tring, living in close proximity to the proposed site of the pedestrian crossing set out in item 25 of the draft plan, I would be interested to receive further details of any impact the parking restrictions associated with a zebra crossing would have on the ability for me to park outside my house. If there was to be a direct impact, could we expect to receive any formal notification of alteration to parking amenity in advance of highway alterations? [illegible]	A public notice will be sent out, with details of the pedestrian crossing, before construction to allow feedback from local stakeholders and [illegible]
The range and scope of the travel document is very good however the recent change to school make up in Berkhamsted does not feature significantly. In particular Ashlyns school will increase by 50% and pedestrian crossings plus traffic calming are needed to avoid future [illegible]	Pedestrian access to Ashlyns school to be [illegible]
We need a commuter bus service into London. There isn't anything and the trains are too expensive. Bike lanes & access need to be carefully designed - 9 times out of 10 they are designed by someone who has never cycled and are total waste of money! If you made the footpath on the London Rd A4251 into a 2-way bike path it would solve all your problems on this route for minimal cost, and it would improve [illegible]	London Road shared use footway is proposed in [illegible]
The council has heard submissions on the need to include Gravel Path in the 20mph zone that extends from the High Street. Current DOT [illegible]	

Completed Date	Are you male or female?	Which age group are you in?	How do you travel to work/school at the moment? (Please tick as many as you would use for different parts of the journey)	highway network? Opinions	highway network? Additional comments	AECOM Comments		cycle network? Opinions	cycle network? Additional comments
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Tring, Northchurch and Berkhamsted Urban Transport Plan. Vol 4: Online Questionnaire Responses

Question 1

Mode of transport	Fully Opposed	Partially Op	No View	Partially Su	Fully Suppo	No Answer
walk	4	16	11	16	41	20
Cycle	3	3	1	5	19	4
Bus	0	3	1	1	4	2
Train	13	2	6	8	11	13
Car Driver	16	12	10	17	29	17
Car Passenger	4	0	2	0	3	6
Other	1	0	1	0	1	5
Total	41	36	32	47	108	67

Question 2

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

Question 3

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

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

Question 4

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

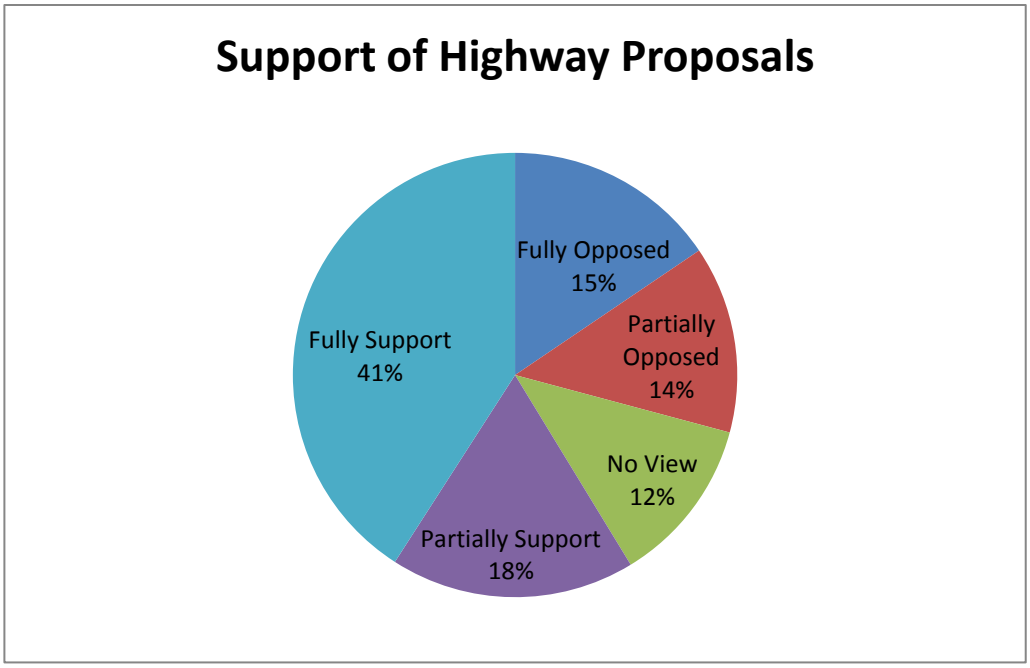
Question 5

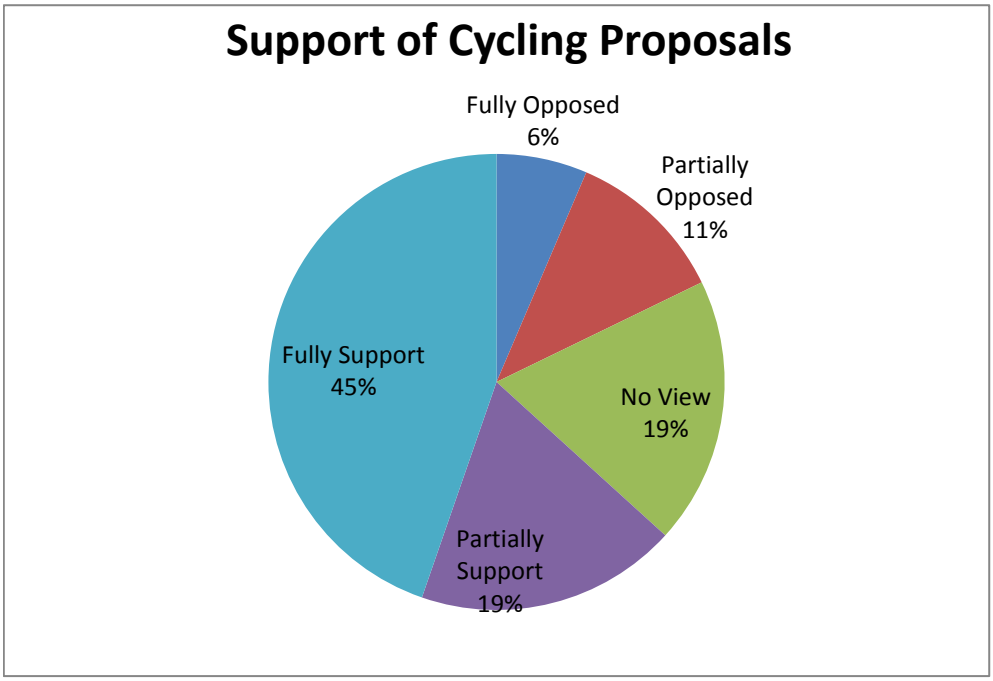
Mode of transport	Fully Opposed	Partially Op	No View	Partially Su	Fully Suppo	No Answer
walk	3	11	8	17	61	8
Cycle	2	1	3	6	21	2
Bus	0	1	1	3	4	2
Train	1	0	17	5	28	2
Car Driver	1	6	21	15	52	6
Car Passenger	1	0	3	0	11	0
Other	0	0	1	0	7	0
Total	8	19	54	46	184	20

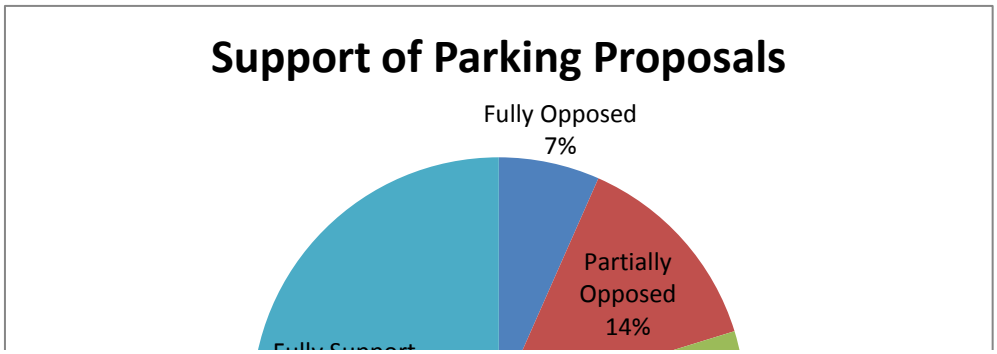
Question 6

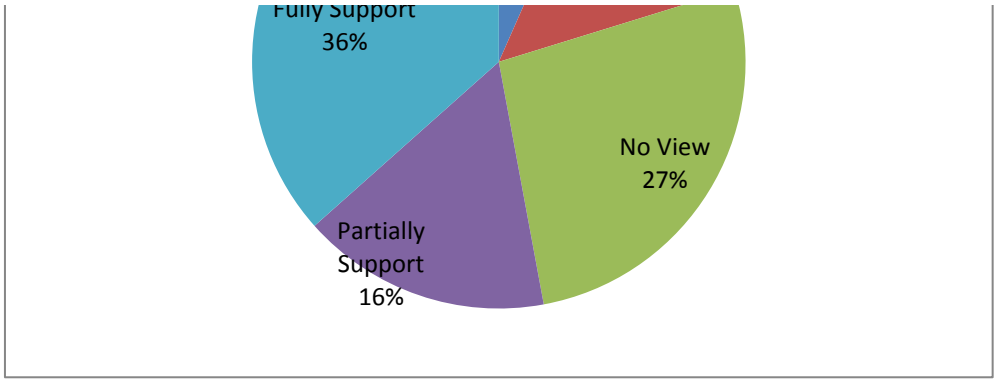
Mode of transport	Fully Opposed	Partially Op	No View	Partially Su	Fully Suppo	No Answer
walk	3	14	10	21	39	21
Cycle	1	2	3	8	16	5
Bus	1	1	1	2	4	2
Train	2	1	14	11	11	14
Car Driver	3	8	18	21	32	19
Car Passenger	1	0	4	1	2	7
Other	0	0	1	1	1	5
Total	11	26	51	65	105	73

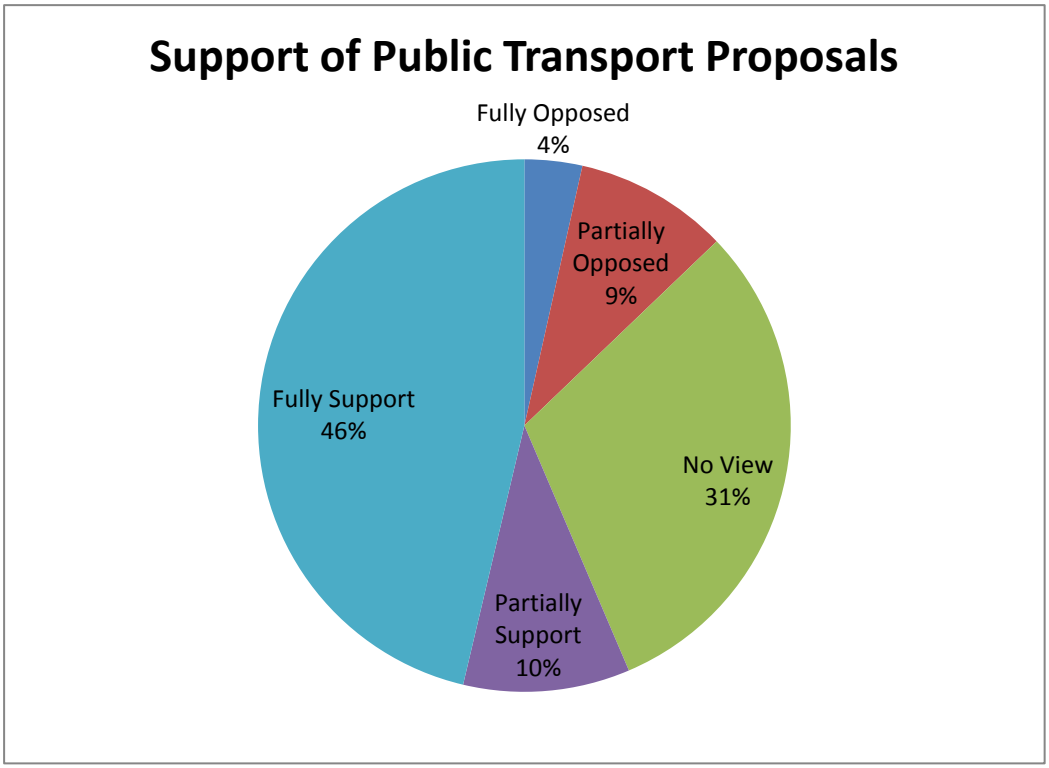
No Answer	67	67	74	74	20	73
Fully Oppose	41	17	17	9	8	11
Partially Oppose	36	30	35	24	19	26
No View	32	50	69	79	54	51
Partially Support	47	49	42	26	46	65
Fully Support	108	118	94	119	184	105
question	1	2	3	4	5	6

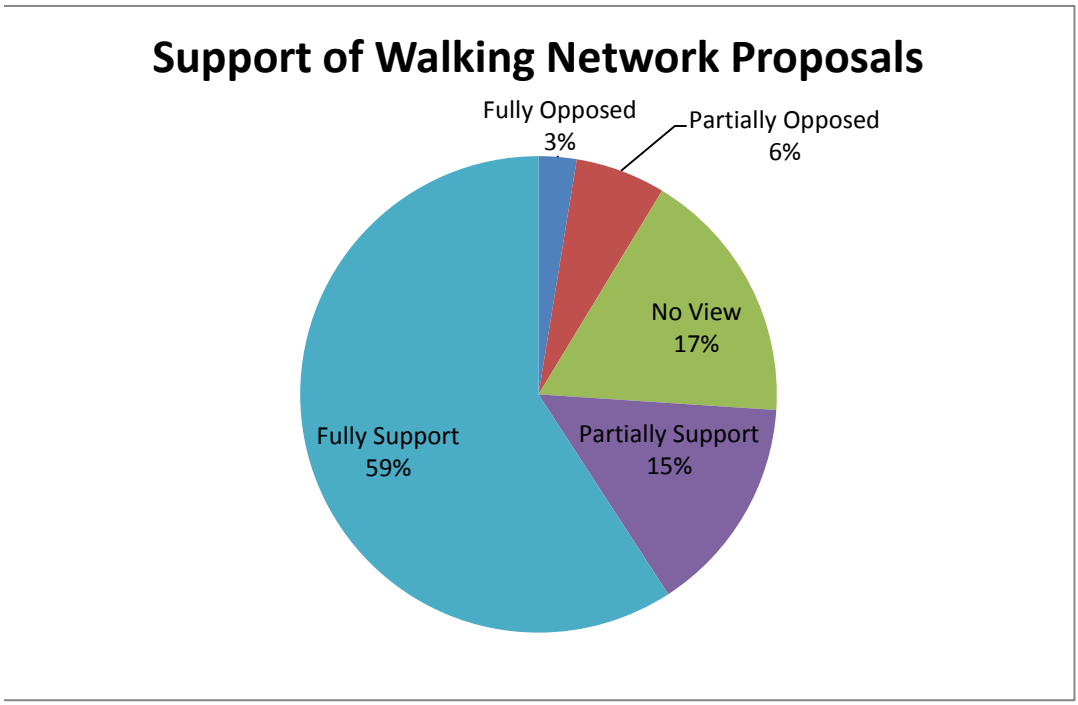

Support of Highway Proposals
Fully Opposed
15%
Partially
Opposed
14%
No View
12%
Partially Support
18%
Fully Support
41%

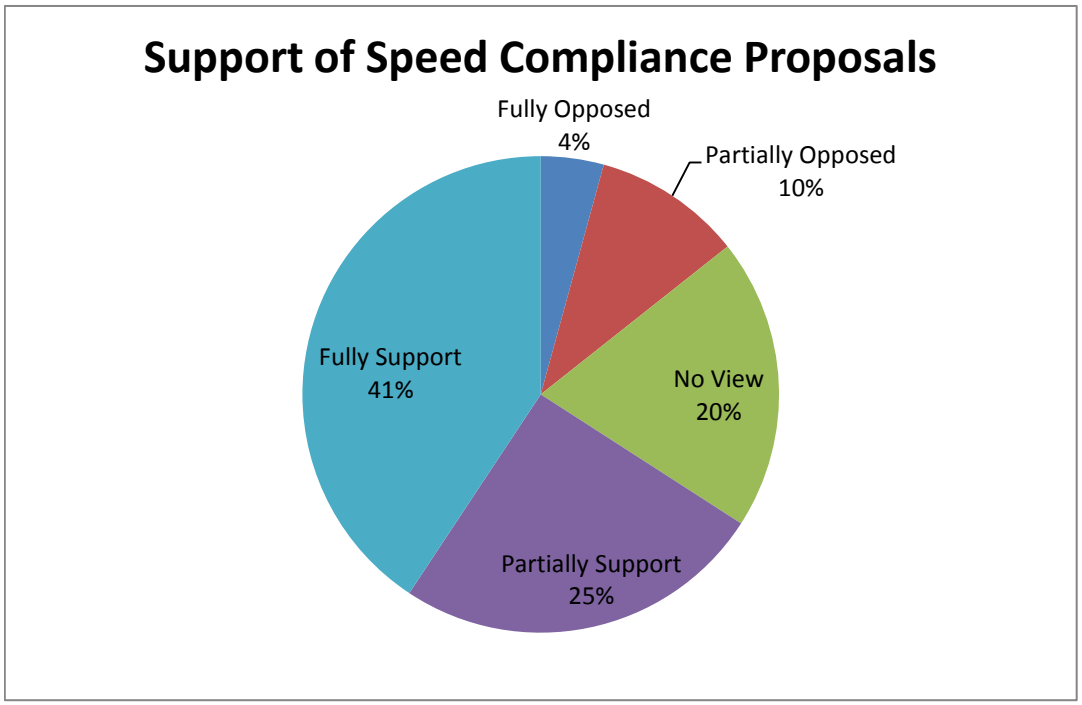

Support of Cycling Proposals
Fully Opposed
6%
Partially
Opposed
11%
No View
19%
Partially
Support
19%
Fully Support
45%

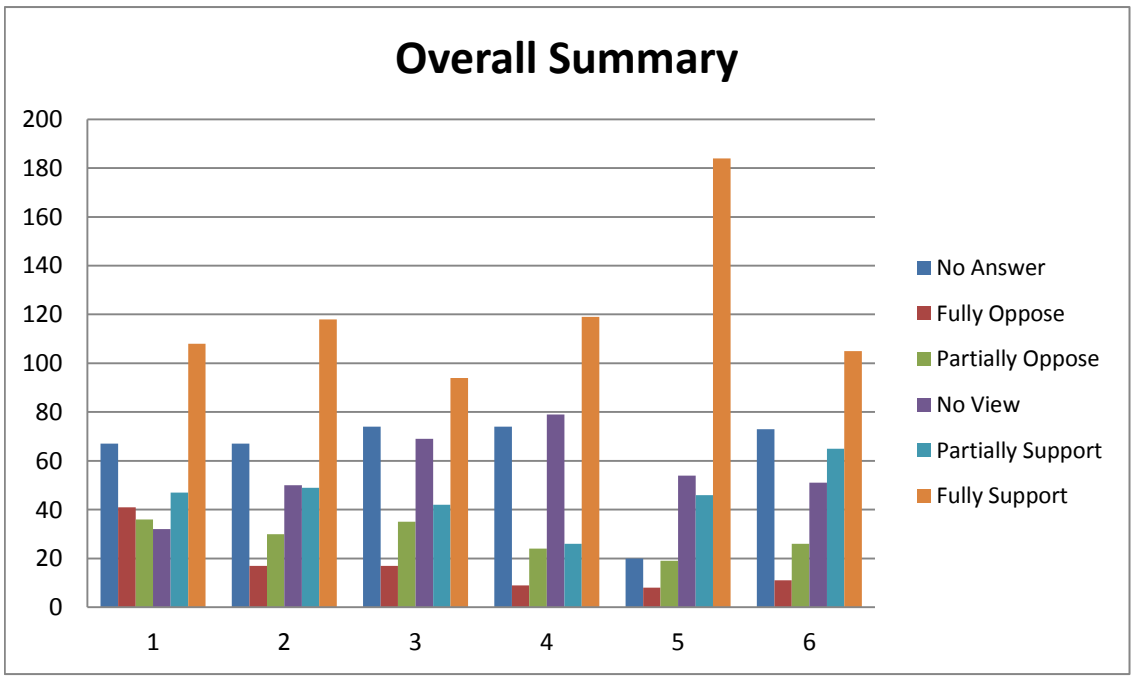

Support of Parking Proposals
Fully Opposed
7%
Partially
Opposed
14%


Fully Support
36%
No View
27%
Partially
Support
16%

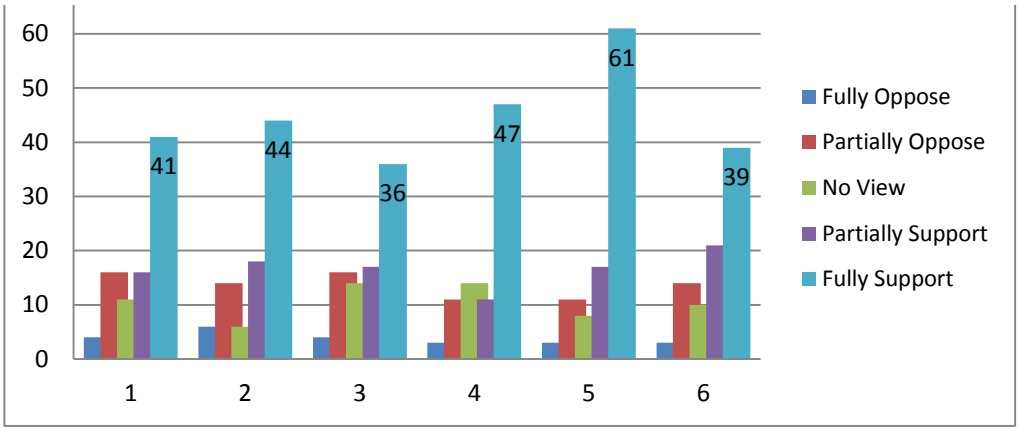

Support of Public Transport Proposals
Fully Opposed
4%
Partially
Opposed
9%
Fully Support
46%
No View
31%
Partially
Support
10%

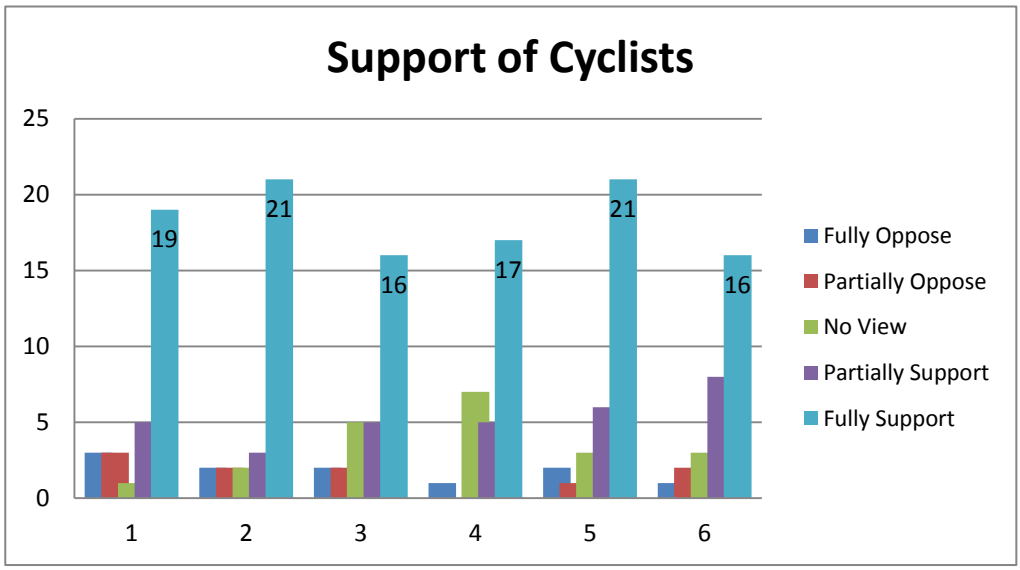

Support of Walking Network Proposals
Fully Opposed
3%
Partially Opposed
6%
No View
17%
Fully Support
59%
Partially Support
15%

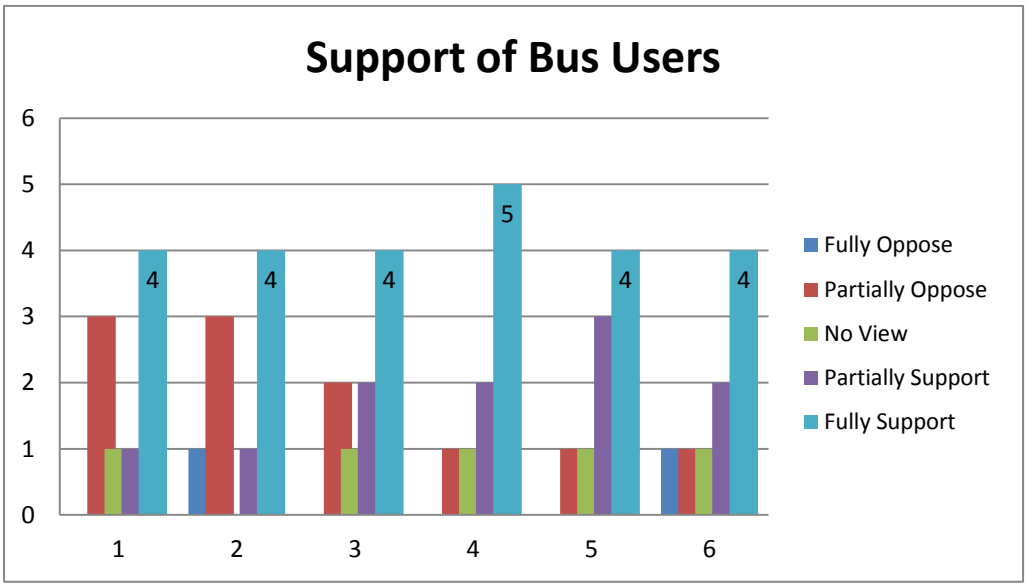

Support of Speed Compliance Proposals
Fully Opposed
4%
Partially Opposed
10%
No View
20%
Partially Support
25%
Fully Support
41%


Overall Summary
200
180
160
140
120
100
80
60
40
20
0
1
2
3
4
5
6
No Answer
Fully Oppose
Partially Oppose
No View
Partially Support
Fully Support

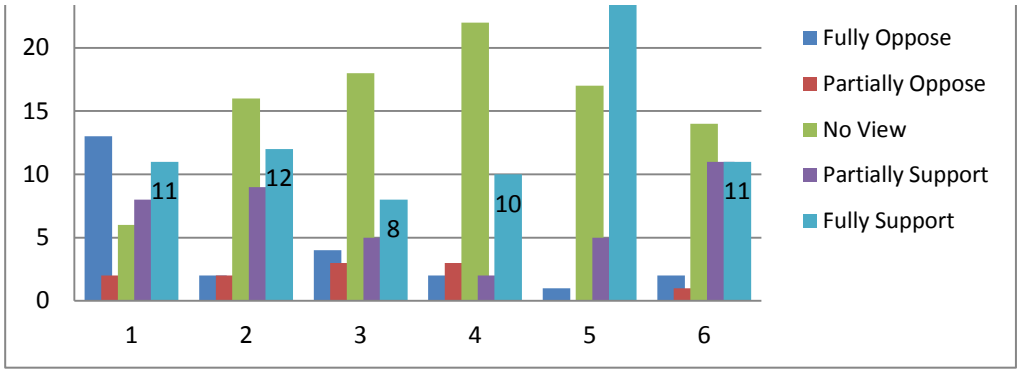

Support of Walkers
70

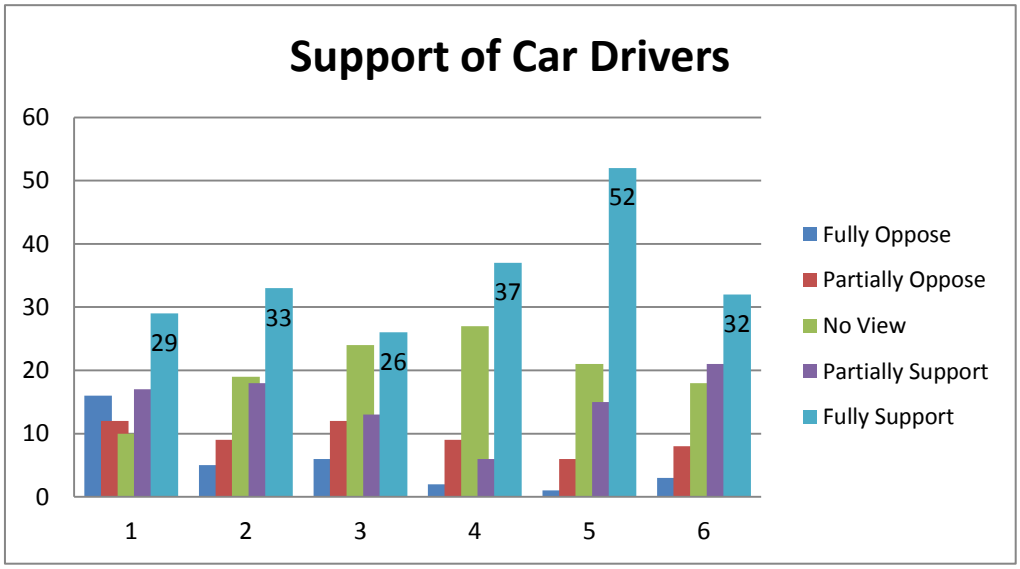

60
50
40
30
20
10
0
41
44
36
47
61
39
1
2
3
4
5
6
Fully Oppose
Partially Oppose
No View
Partially Support
Fully Support


Support of Cyclists
25
20
15
10
5
0
19
21
16
17
21
16
1
2
3
4
5
6
Fully Oppose
Partially Oppose
No View
Partially Support
Fully Support


Support of Bus Users
6
5
4
3
2
1
0
4
4
4
5
4
4
1
2
3
4
5
6
Fully Oppose
Partially Oppose
No View
Partially Support
Fully Support


Support of Train Users
30
25
28


20
15
10
5
0
11
12
8
10
11
1
2
3
4
5
6
Fully Oppose
Partially Oppose
No View
Partially Support
Fully Support


Support of Car Drivers
60
50
40
30
20
10
0
29
33
26
37
52
32
1
2
3
4
5
6
Fully Oppose
Partially Oppose
No View
Partially Support
Fully Support

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

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

Content
The proposals apply the wrong test for determining whether the existing 20mph zone in Berkhamsted may be extended to adjacent streets. The zone could be extended if traffic calming measures were applied.
The proposals take into account irrelevant DfT TrafficMaster journey time data to derive speeds. For Gravel Path, insufficient data would be provided to ascertain a valid analysis. In addition, this should not be used to exclude areas from a Zone.
The proposals fail to take into consideration relevant STATS 19 accident data. This data clearly indicates a persistent accident problem along Gravel Path (examples provided). Therefore, appropriate traffic calming should be included within the proposals.
The proposals fail to consider a paper prepared by the Safer Gravel Path Action Group calling for proper consideration of the circumstances of Gravel Path.
The proposals fail to take account of 'Setting Local Speed Limits:Department for Transport circular 01/2013'. This replaces the previous circular from which the Speed Management Strategy is based.
Grand Union Investments (GUI) has an interest in strategic landholdings situated to the south of Berkhamsted and north of the A41. Alan Baxter & Associates produced a Transport Strategy including transport measures included within the UTP. The development proposal incorporates a new link road known as New East-West Avenue from Swing Gate Lane to Chesham Road. Savills request that they are notified of any following consultations or future drafts of the document.
Welcomes the Draft UTP, and supports Schemes 01, 04, 10, 18, 23 and 24.
There is the opportunity for the proposed development to make direct contribution to implementing some of these schemes, and to improving the towns transport network..
The proposed East West Avenue will provide greater benefit to the wider town, notably providing relief to the congested Kingshill Way and Kings Road.
The UTP would benefit from considering the strategic improvements opportunities offered by creating the Avenue.
Section 2.2.1 - Northchurch population is incorrect

The link road between Northchurch New Road and Billet Lane is essential. 300 people signed a petition to DBC for the inclusion in the Core Strategy. The road would contribute to a clean air policy. Billet Lane bridges were also improved at a cost of £500,000 - is that to be wasted?
CH10 and CH11 - needs to specify which New Road
Table 4.6 - danger of cycling on Tring Rd, New Rd and Darrs Ln. This could be cured by a 20mph limit on the High Street near Bell Lane and Darrs Lane. Large, raised islands to also be implemented here as speed management.
Mini roundabout at Moore Road should be at the bottom of Durrants Lane.
20mph speed limit along Northchurch High Street.
No desire to widen bridge on New Road.
It is strongly suggested that the two bus stops on the A4251 near Durrants Lane should be cut into the pavement.
The pedestrian access on the A4251 to Dudswell is currently unsafe near its junction with Boswick Lane. An island refuge should be built near the old junction of Boswick Lane.
Parking area in Northchurch is incorrectly marked. Like to find additional spaces by converting nearby scrubland to a hard standing area.
Scheme 21 - specify that this is New Road, Berkhamsted
Agree with the speed management on New Road, Northchurch
Do not believe in any adjustment of the vehicle priority at the junction New Road/High Street.
The Parish Council thought that the problems of Northchurch were not features sufficiently in the document and, in some cases, were totally ignored.

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

This can be clarified within the documentation	No
A review of speeds and accidents at these locations could be completed to ascertain the need to reduce the speed limit. The crossing near Bell Lane was not feasible due to geometric constraints.	Yes
The proposals suggest the preferred option - priority junction at Moore Road and signals at Durrants Lane. This provides the safest access to Westfield School, but also improves accessibility for cyclists and pedestrians.	No
Again, a review of speeds and accidents could be completed. Although, the initial assessment suggests that a 20mph limit could not be managed at this location.	Yes
This measure was 'greyed out' as not deliverable.	No
This can be added as a measure into the UTP. Highway boundary will need to be reviewed.	Yes
This is a new issue. Further analysis will be required in order to include this issue and associated measure within the UTP.	Yes
Again, this is a new issue. Further consideration will be required before adding this particular issue and associated measure into the UTP proposals.	Yes
This can be clarified within the documentation	No
This measure was 'greyed out' as not deliverable.	No

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

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

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

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

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

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

Content
Link to STATS19 website
The possibility of installing a fixed speed indicator/traffic counter on Gravel Path. The issues related to the Gateway proposals do not reflect those on Gravel Path. Vehicles speed down Gravel Path through unlit blind corners.
Could a site visit be arranged to inspect the whole length of the road.
I would value your advice on how best to mitigate against accidents along Gravel Path, due to the history of collisions at this location.
21 incidents on Gravel Path in the past 5 years.
You suggested that you might make more information available to me about the reliability and interpretation of Trafficmaster results. Could you apply the newly recommended (18th Jan 2013) DfT model to the data.
The problems on Gravel Path have continued for many years. The study offers a chance to remedy these issues.
We (Safer Gravel Path Action Group) requested action by Herts Highways to start investigating the problems on Gravel Path, and to consider taking action earlier than 2014.
It will not belong before an incident will result in very serious injury or even fatality. Failure to have taken preventative action would invite questions and criticism of the authorities involved.
Recent accidents detailed in email.
Herts Highways have responded to the accidents by placing reflective stickers on lamp posts. Road safet would improve with the introduction of a 20mph speed limit.
The costs related to accidents far outweighs that of measures to tackle these issues.
We would regard as credible and useful speed/traffic volume readings taken at a fixed point outside Willowbank and the Cedars.
The Trafficmaster data is useful but we wonder what is the size of the sample in relation to volume?
The use of police accident data would be useful in the analysis.
What actions can be taken on upper Gravel Path to reduce speeding and collisions?
The road is a gateway to Berkhamsted - could a review of its problems be based around that?
There are no Trafficmaster figures for the top of Gravel Path - the figures stop at Hunter's Park going North. Your Vol 2 Proforma 5. page 9.

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

Could I confirm that the 2011 85th percentile for Gravel Path, based on Trafficmaster figures, shows that a significant number of drivers are exceeding the 30 mph speed limit which currently extends from top to bottom of the road?
Highway Schemes - strongly support
Scheme 4 does not make provision for advanced stop lines
Cycling Schemes - strongly support
Parking Schemes - partly support
Scheme 15 - whilst resident/business objections may be presently experienced, additional consultation should continue to resolve these issues.
Scheme 17 - it is not clear why the deliverability of the scheme is 'Complex', whilst each of the preferred options are identified as 'Simple' or 'Standard'.

Public Transport Schemes - strongly support
Walking Schemes - strongly support
Speed Management Schemes - support
No mention is made between the UTP and the Active Travel Strategy. Figure 3.1 refers to Walking and Cycling Strategies that will be superceded by the ATS.
Scheme 23 - it is unclear whether the scheme is interrelated to LSTF funding and the dedicated post in HCC for delivery of funding.
All proposals that involve the provision of additional signs should include an exercise to review signage in an effort to reduce clutter.
Volume 1 p12 - Buses operate along Works Rd and service the industrial area on average every 10 minutes - Works Rd is in Letchworth not Berkhamsted!
Volume 1 p13 - Trains are not direct to Watford High St - a change is necessary at Watford Junction
Volume 2 - p37 We are in favour of a review of the traffic calming in the High Street but would emphasise the need for measures to be bus friendly. Berkhamsted High St is a high frequency bus corridor and we do not support vertical features on such routes as they have a disproportionate effect on larger vehicles such as buses. As a compromise solution, replacing the current humps with speed cushions, which a bus can straddle, would be preferable to sinusoidal humps.
Volume 2 - p184 The first bullet point still has Intalink with a capital 'L' The Intalink website gives real time info where available - this is not every stop yet as suggested. 18.1 'IntaLink' facilities - this should be ePiP - as in Figure 2 18.2 'IntaLink' facilities - this should be ePiP
Local circular bus route should be investigated - as stated in previous feedback we are not in support of the circular bus route proposal. There have already been investigations made as part of the work undertaken by the consultant for the potential development at south Berkhamsted and we feel there are better options for any available funding.
Highways and Congestion - strongly support the proposals
Speed management Schemes - support schemes, particularly 29
Public Transport Schemes - we would like to see real time information provided at the following stops:
1. Berkhamsted Station (as proposed)
2. In the town centre (as proposed)
3. On each side of the road close to Northchurch shops
4. On either side of A4251 near Swing Gate Lane and the Esso garage.
5. On either side of Chesham Rd near Ashlyns School
Cycling Schemes - strongly support
Parking Schemes - TTB welcomes the absence of a new town centre car park within the UTP
Walking Schemes - one clear omission is at the junction between the Waitrose Car Park and Lower Kings Rd - this is a black spot for pedestrians.
We strongly promote the need for a crossing point around the junction of Chesham Rd and Hilltop Rd.
Additions required:
1. measures in Chesham Rd to improve safety. These include 20mph limit, additional traffic calming and warning signs.
2. Ped crossing at Chesham Rd/Hilltop Rd
3. Speed limits around all schools in Berkhamsted reduced to 20mph
4. Improvements made to the bus stop outside Ashlyns School on the south side of Chesham Rd.

5. HGV weight restrictions in Berkhamsted town centre at peak times
6. Improved conditions for pedestrians at junction Waitrose Car Park
p10 - Royal Mail no longer has a base in town. References to the towns wards are inaccurate.
p14 - incorrect information about frequency to Euston and Watford Junction
Trains do not run to Watford High Street - a change is required at Watford Junction
As London bound trains all stop at Hemel, the frequency should be the same
Average JT to Euston is 36 mins
p12 - there is no Works Rd
p13 - what frequency does more/less than 5 buses relate to hour/day?
Cow Lane should be a blue road - 500 service was withdrawn from here
p13 - there is no cycle route along Westfield Rd/Durrants Lane and Shrublands Rd
Manor Street Social Services no longer exists
p64 - incorrect label, should say Kingshill Way Gateway, Berkhamsted
p179 - La Gare is now Berkhamsted Fish Bar
Comments on Individual Proformas
1.1 - no reference to pedestrian crossing times. The pavement is narrow and cannot accommodate the number of pedestrians waiting to cross
1.2 - we are strongly against the building of a multi-storey car park. Can the junction at Waitrose be narrowed.
3.1 - could it be implemented sooner if S106 money from the Cowslip development were used?
4.4 - this scheme should be made a priority
5.4 - this should also be applied to Northchurch High Street
8 - concerned that the high price tag will result in the proposals never being implemented
9 - no costings?
11 - could the funding be used to help individuals or local organisations purchase electric bikes through a loan scheme?
15 - providing a multi-storey car park will increase the amount of traffic trying to enter the town centre. Resources and funding should be used to reduce demand for parking.
17 - could the council engage with London Midland to encourage commuter parking with off peak rates, price reductions for smaller cars?
18 - more bus stops with RTPI required (see above)
19 - pedestrian phase should be applied to all arms.
20 - the costings for Moore Rd seem extremely high.
21 - motorists rarely give way to pedestrians trying to cross at this junction
26 - a solution must be found for this issue as many pedestrians who cross at this point are school children and traffic speeds are routinely in excess of the speed limit.
29 - could consideration be made to the installation of flashing speed signs, speed cameras, additional school warning signs
30 - suggest the 20mph limit extended along Kings Rd adjacent to schools.
Suggest the need for a Berkhamsted wide STP.

The development of school walking and cycling maps for safe routes could be used
Should consideration be given to upgrading the zebra crossing to a signalised one, in light of the increased number of pupils at Bridgewater School.
Scheme 2 - suggest leaving current signage and adding temporary signage so that impact can be assessed.
Scheme 4 - a roundabout would be more effective. If signals were implemented, only in peak times.
Scheme 8 - what are the benefits of this scheme? What would a cycle warning sign achieve?
Scheme 10 - residents would not benefit from this
Scheme 11 - the topography may not justify the piecemeal schemes
Scheme 20 - the mini-roundabout was designed to allow vehicles to leave Moore Rd
Scheme 21 - for whose benefit is the lighting?
Royal Mail is no longer in Berkhamsted
Queuing on Lower Kings Rd needs attention and is a serious omission.
More cycle parking required at station
Yellow lining round corners - many minor accidents occur at the junctions of Charles St and Bridgewater Rd. The yellow lines at the corners need extending for safet reasons.
Concerned that CPZs have been abandoned.
Significant increase in commuter parking along Bridgewater Rd in recent years.
With a mixture of school routes to Bridgewater School, commuter parking and residents trying to access/egress their drives, it is only a matter of time before a serious incident occurs.
Figure 9 of Proforma 10 - Berkhamsted School Kings Campus is incorrectly labelled.
34 - Berkhamsted Schools Travel Plan is not on the list
There are cycle racks and showers provided at the Castle St and Kings Rd sites.
appeared to show a picture of Kings Road Berkhamsted on Page 267 whilst talking about access to the station in Tring.

Kingshill Way/shootersway' Mini Roundabout plse Your proposals conclude that a traffic light system is best here. Disagree strongly. I can guarantee that lights here will divert 'traffic light avoiding' traffic past Ashlyns school into the Beech Road /One Close Lane rat run The reasons you give for not using a mini rbout include lack of space, visibility, and pedestrian crossings. - At 20m on all 3 appraohces ramp the road - At the start of each 3 ramped sections provide zebra crossings for the occasional pedestrian . This will meet all possible pedestrian needs, with no pedestrain diversion required. It also removes pedestrians from the hub of the junction - As the approaches are ramped , traffic speed will be slowed to 20mph. This will allow a mini rbout to operate safely , even with the limited visibility. Introducing further road humps if you feel the traffic needs to be slowed further - With slower traffic speed then space required need be no more than Swinggate Lane /High St mini rbout which operates perfectly safely. KingsRoad/High St Junction Generally support proposal with exception of ASL for the eastbound High St approach. This will back queuing traffic back up to Prince Edward St Tesco junction and create more gridlock particularly at school run times. As a bike user , congestion here is more important than ASL at the lights as its very difficult to cycle to the front of the queue anyway .
I live in Wigginton so I have to drive or cycle to the station. When I drive I choose to park on Beggars Lane as the station car park is too expensive. The parked cars along Beggars Lane actually improve safety for cyclists, as vehicles have to slow down to pass. It is not reasonable to force commuters to change to a more costly or inconvenient option.
The plan focuses on the frequency of buses in Tring within peak hours. There needs to be more emphasis on non-peak times and the poor frequency of existing bus routes.
There is a lack of footpaths for pedestrians within and around the Forge car park.
Support for removing parking along Beggars Lane, more cycle parking at Tring Station, the cycle path to Pitstone and upgrading the towpath.
Concerned about students crossing the road at the Shootersway/Kingshill Rd junction. Also the traffic calming measures on Hilltop Rd are inadequate.
The towpath being used for cycling should not be considered due to safety of pedestrians.
Feel stronngly that there should be a roundabout at the Kings Rd/Shootersway junction
Also find it important to retain the traffic bollards at the London Rd gateway and for speed limits for London Rd to Swing Gate Lane
Route User Hierarchy - no reference to the existing lorry ban in Tring.
Issue ID CH4 - Park Road, not Park Street
Why could the speed limit not be reduced on Northfield Rd?
It would be ideal for RTPI to include delays to buses
There is a lack of buses on an evening on the Aylesbury to Watford route
In September 2013, Ashlyns will be accepting a further 420 students and 30 members of staff.
Strongly support proposal for signalised junction at Shootersway, and should be prioritised to be delivered in 2013.

Also support 20mph limit on all roads outside schools in Berkhamsted
Consideration should be given to providing an interschool bus service in the mornings and afternoons
Recommend that both Chesham Rd and Hilltop Rd be looked at urgently and measures put in place to reduce the speed limit and provide safe crossings.
No costings in scheme 9
Billet Lane junction should have pedestrian phase on all arms
Support many measures proposed. However, a number of them need to be accelerated to ensure implementation before the change to the local education system.
The potential for transport to have an adverse effect on sensitive habitats, through nitrogen deposition, should be recognised in the plan.
Lighting associated with transport schemes can also have an effect on biodiversity, and we would recommend this be considered in the development of the plan.
The largest employers are now Waitrose, Berkhamsted School, Capita Symonds.
The plan should recognise proposals for large housing developments at New Lodge, Bank Mill Lane and Durrants Lane will be some distance from the town centre and will add to the number of cars used to drive and park in the town centre.
The signage on A41 should not be changed.
Traffic calming measures should be introduced from London Road to Swing Gate Lane
There is a need for speed management and reduced speed limit on Gravel Path.
Section 8.45 refers to a regular bus service. This service should be enhanced for commuters to the station.
Safe footpaths are required on Kings Rd and Cross Oak Rd - currently narrow and unsafe.
Keeping the traffic bollards on London Rd gateway is strongly supported
The towpath is currently of insufficient standard to be a main cycle route
New road crossings to be considered on Hilltop Road
Early implementation of school route improvements (before September 2014)
The implications of the multi-storey car park should be considered
The Manor St car parking is no longer available (Table 4.6, PK2)
A comprehensive review of yellow lines on junctions and white lines would improve parking and road safety.

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

Reference to be made to the ATS within the UTP document.	No
This can be added to the text to ensure a review is completed	No
Document to be amended to reflect comments	No
Document to be amended to reflect comments	No
Document to be amended to reflect comments	No
This will need to be clarified by Jenny Applestone regarding feasibility and funding	Yes
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes
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This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes

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

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

In 2010, a Stage 1 Feasibility Report was created for this junction. The results suggest that 85th%ile speeds aren't ideal for a mini-roundabout. In addition, a min-roundabout would operate over capacity, and there would be little provision for safe crossing for both pedestrians and cyclists. This will need to be demonstrated in the proforma.	No
Scheme 6 to be discussed with HCC - might require additions to Pro Forma (need for public consultation / speed management etc)	No
Additional bus services would need to be funded from external sources outside of HCC. Funding opportunities would need to be examined.	No
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes
HG to comment	
In 2010, a Stage 1 Feasibility Report was created for this junction. The results suggest that 85th%ile speeds aren't ideal for a mini-roundabout. In addition, a min-roundabout would operate over capacity, and there would be little provision for safe crossing for both pedestrians and cyclists. This will need to be demonstrated in the proforma.	No
HG to comment	
Document to be amended to reflect comments	No
Document to be amended to reflect comments	No
Associated speed management would be required, as existing speeds do not fit criteria for reducing speed limit	No
This will need reviewing by public transport operators in liason with HCC	No
Additional bus services would need to be funded from external sources outside of HCC. Funding opportunities would need to be examined.	No

Pedestrian access to Ashlyns school to be reviewed with associated measures.	Yes
HG to comment	
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes
Document to be amended to reflect comments	No
Document to be amended to reflect comments	No
It is proposed that a new Scheme is created that covers Gravel Path. This will include 20mph zone extension, speed maangement measures and gateway features.	Yes
Additional bus services would need to be funded from external sources outside of HCC. Funding opportunities would need to be examined.	No
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma. Kings Rd footpath to be mitigated as part of Shootersway junction proposals	Yes
HG to comment	
HG to comment	
Pedestrian access to Ashlyns school to be reviewed with associated measures.	Yes
BTC work on trying to improve parking and increase road safety in the town. Discussions with London Midland are ongoing regarding the parking charges. Aparking Discussion Forum has been set up to come up with viable and fundable schemes to increase parking availability. The Borough is also considering a multi-storey car park for the town.	
Document to be amended to reflect comments	No
This is a new issue. There is scope to add this to the existing UTP, and would require a new Pro Forma	Yes