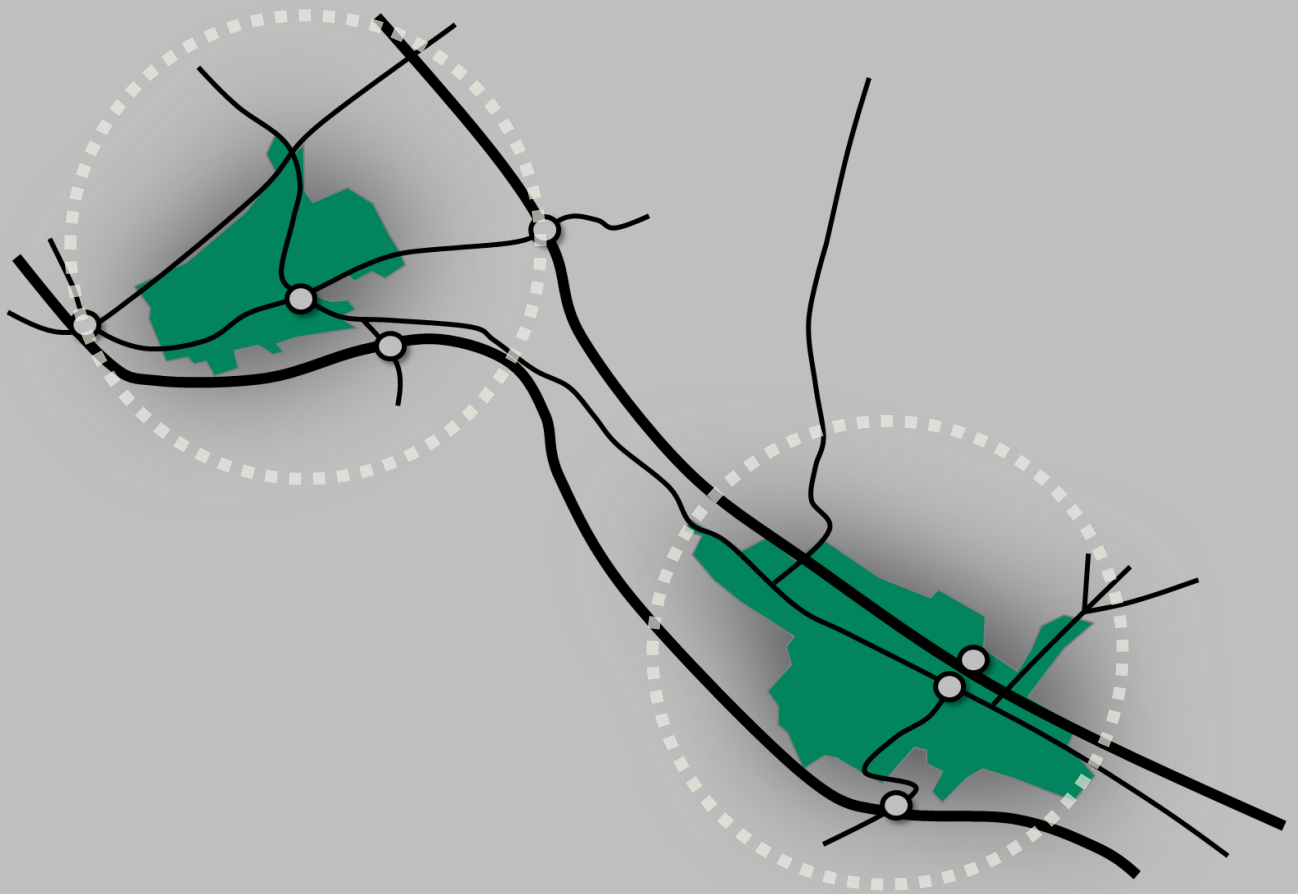


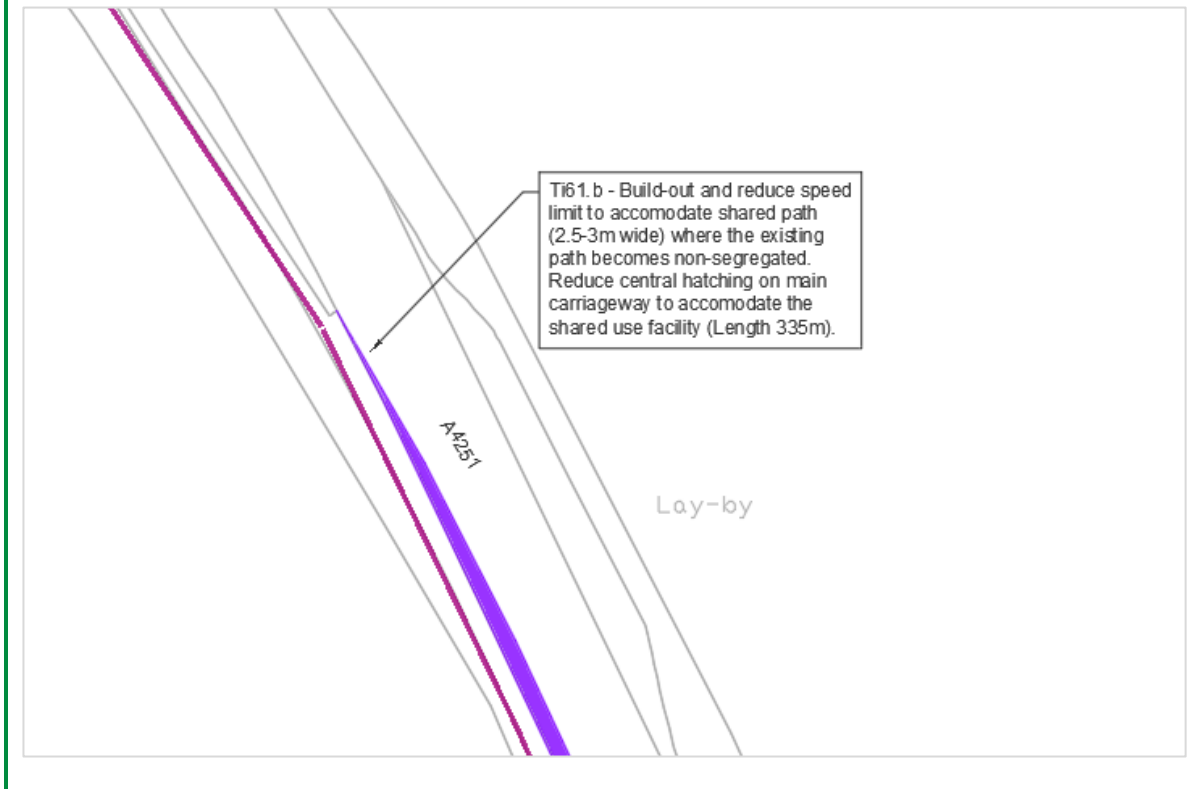
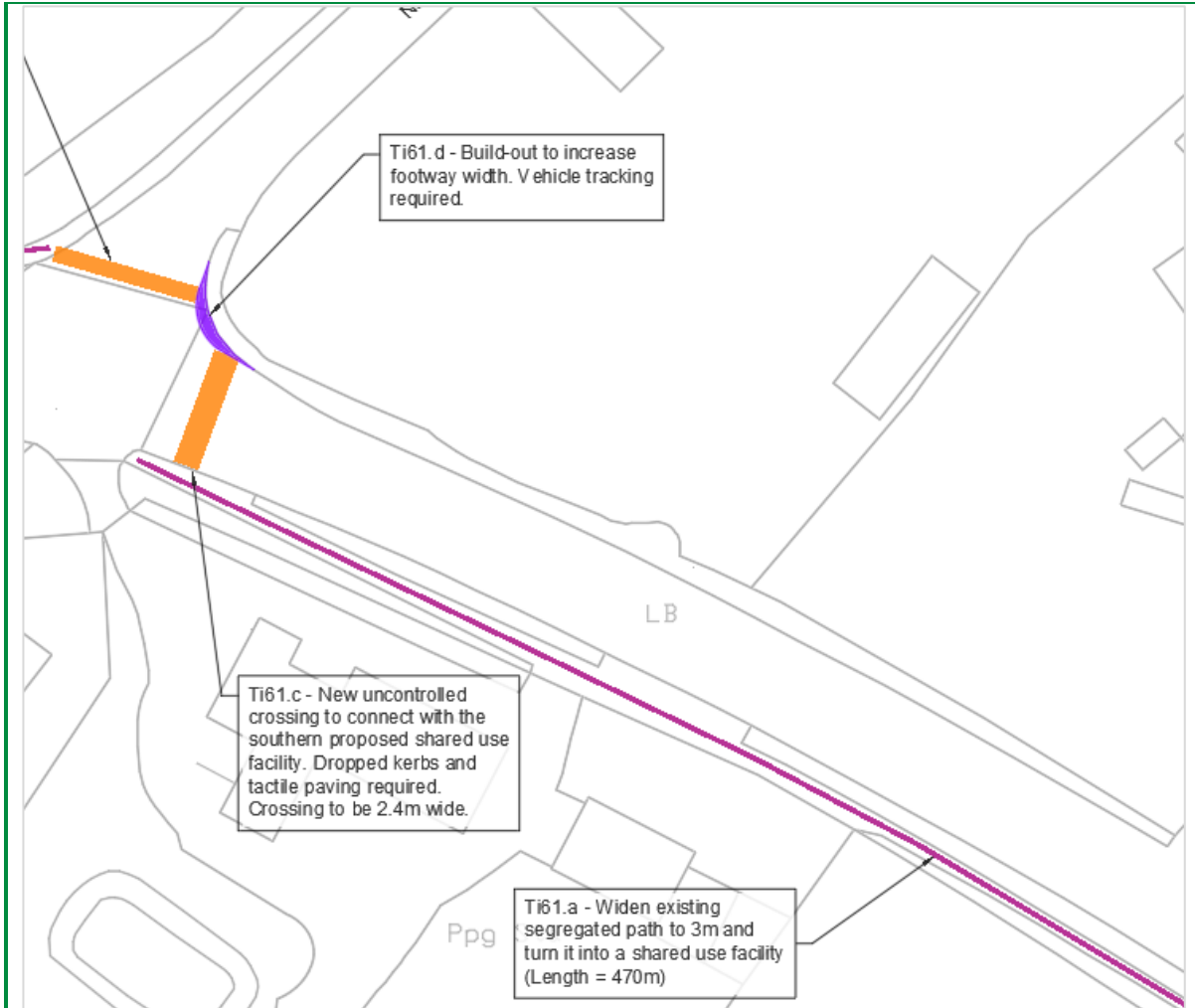
Appendix E

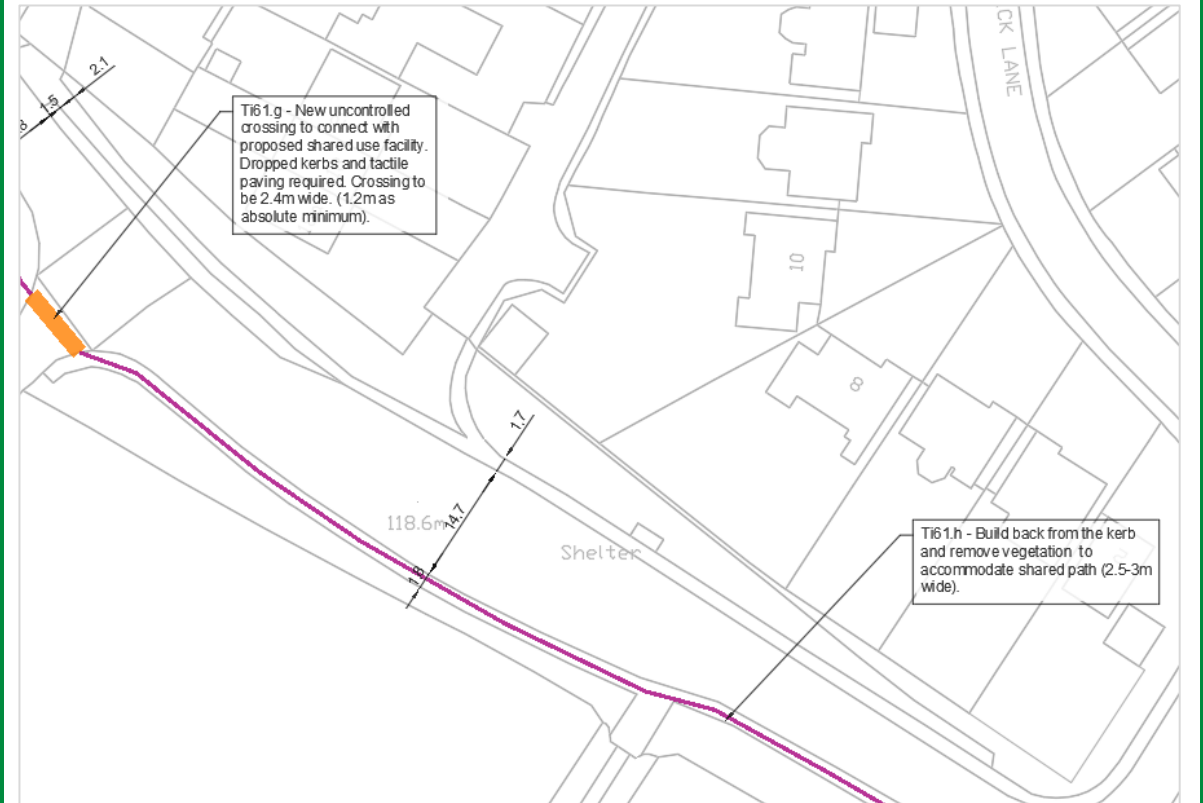
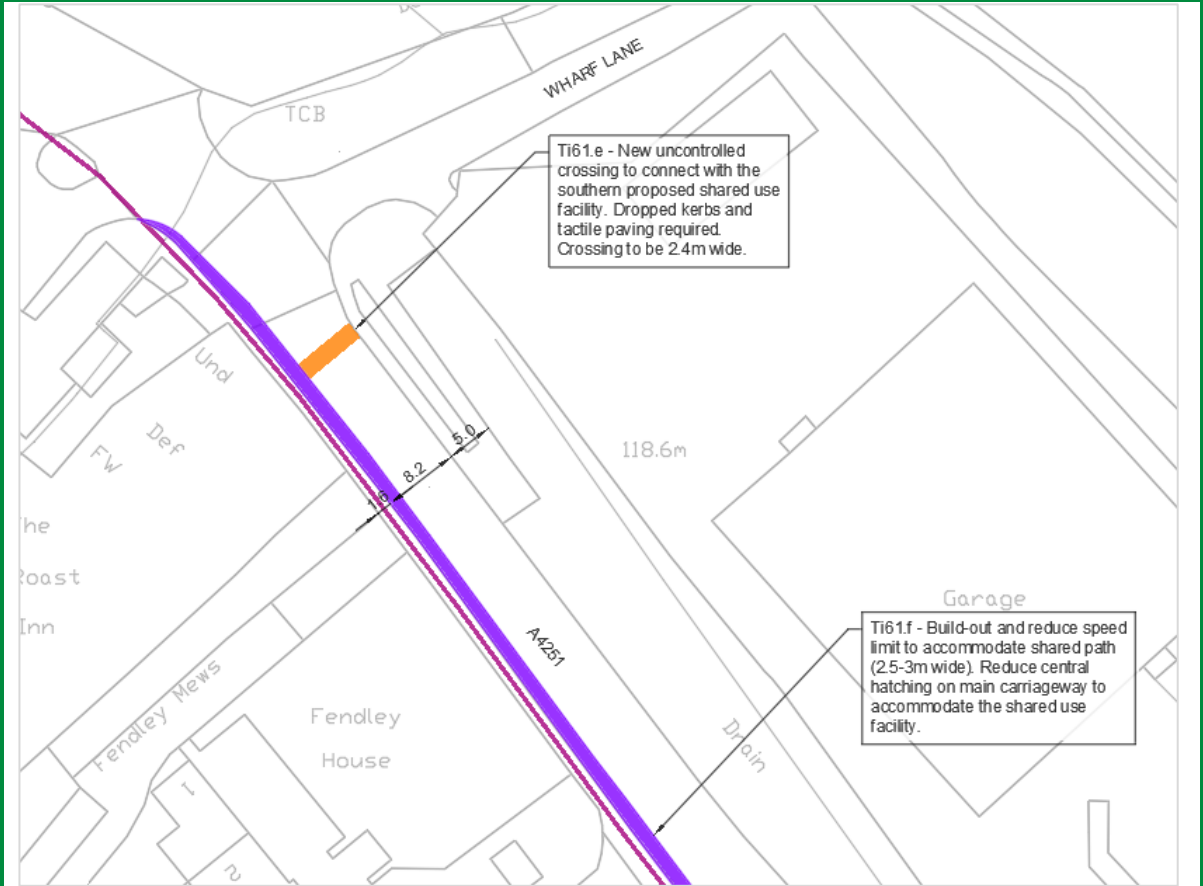
Intervention Proforma – Wider Area

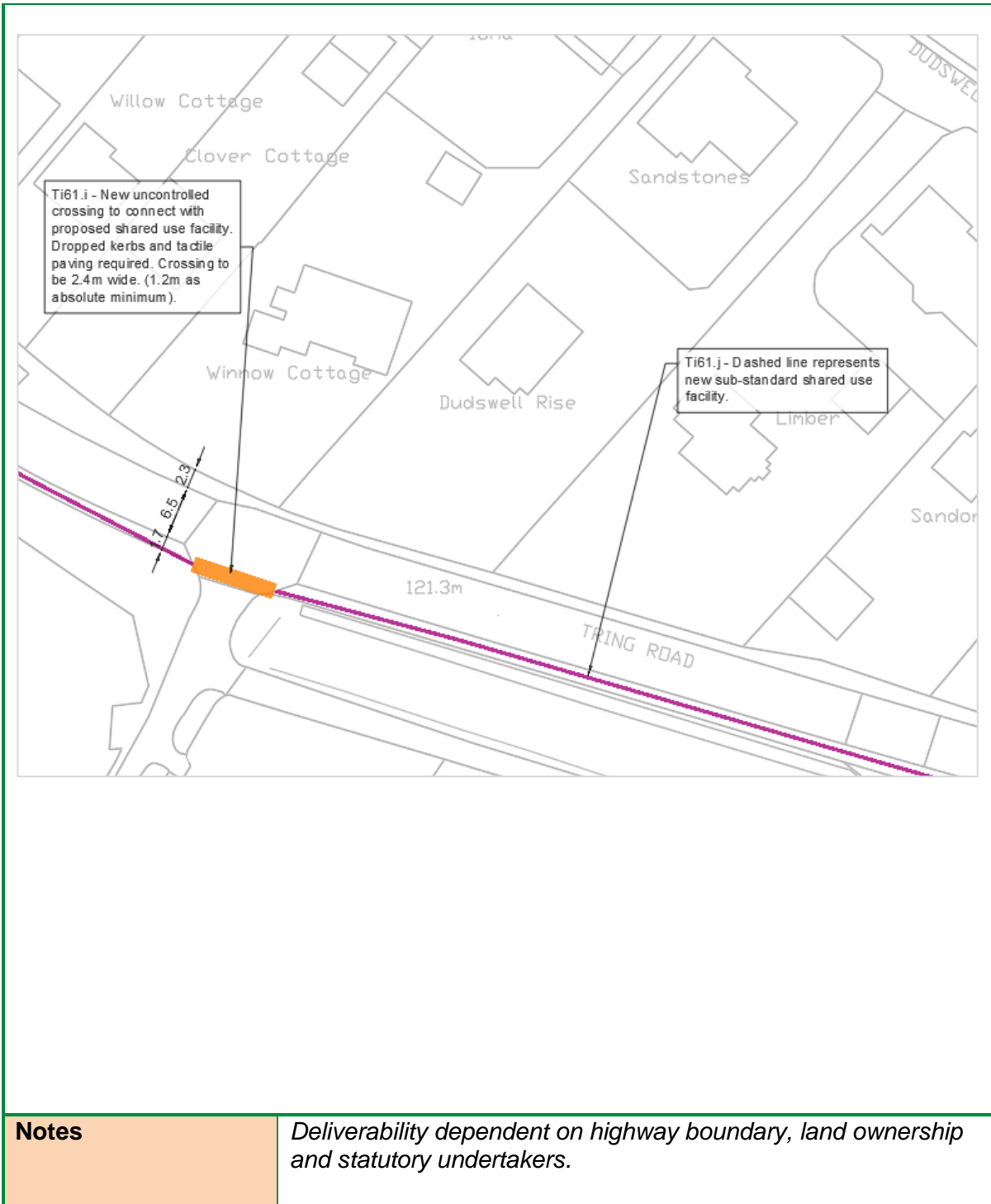


Intervention Proforma

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):	£898,308	Associated Development(s):	No strongly associated development
Source	-	Timescale	-

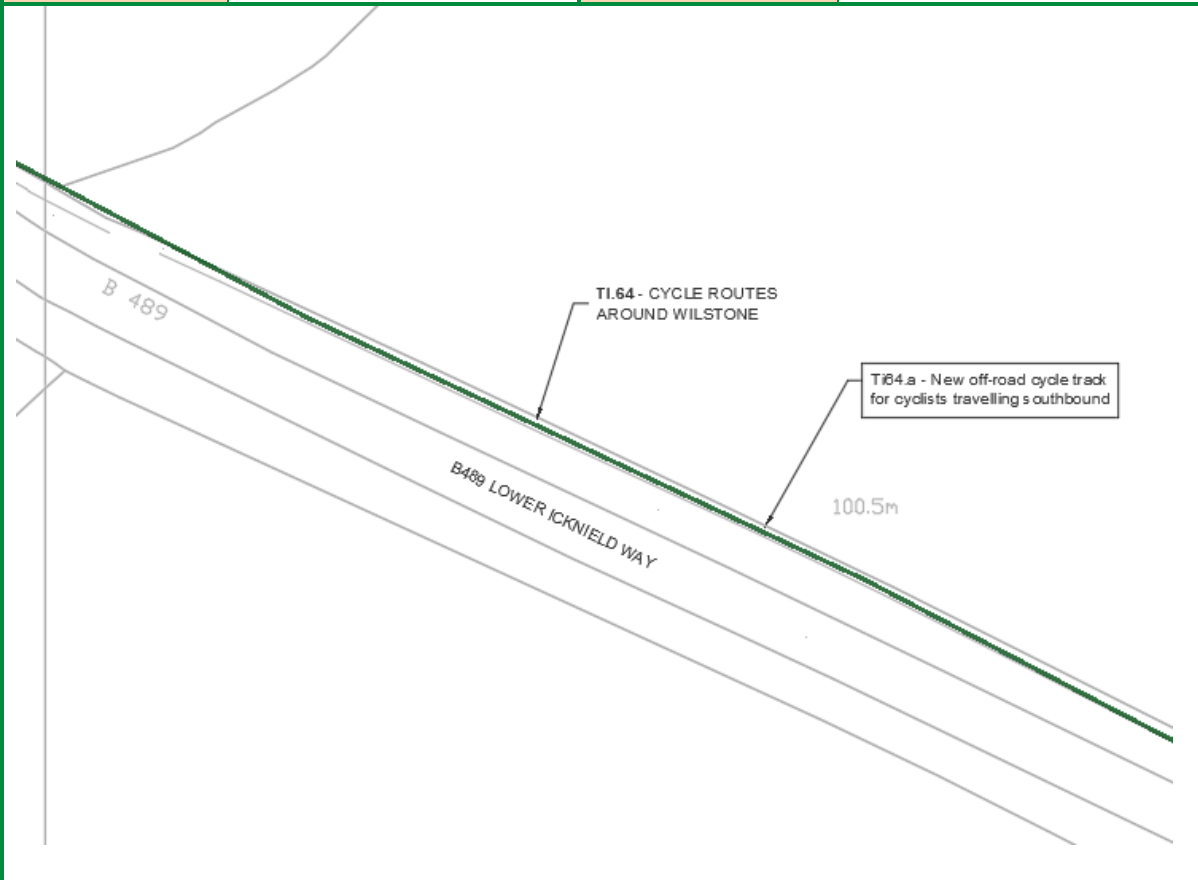






Intervention Proforma

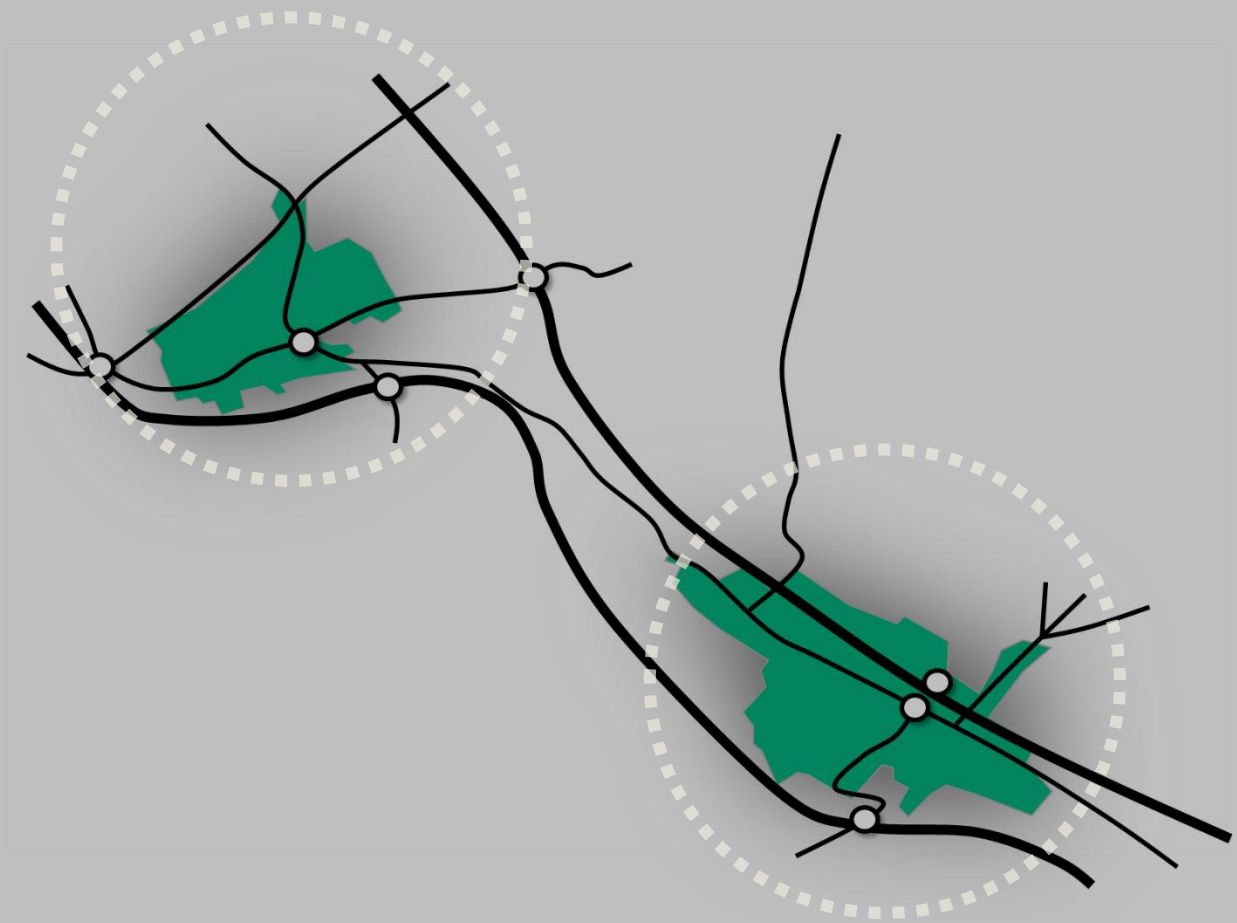
Intervention ID(s):	Ti64	Intervention Name(s):	Cycle routes around Wilstone
Intervention Description(s)	Ti64.a New off-road cycle track on the northern side of B489 between access to houses east of P E Mead and Sons Farmshop and Wiggles Lane, for cyclists travelling southbound. Observations: - Existing 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):	£82,636	Associated Development(s):	No strongly associated development
Source	Transport Study	Timescale	-



Notes	
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Appendix F

Intervention Assessment Framework



Methodology

Step 1 - Assess interventions according to their expected impact against the seven Transport Strategy objectives. Score range +2 to -2. Interventions which do not meet an objective or could work against an objective will be assigned a lower score.

Step 2 - Assess interventions according to their perceived affordability, judged according to the predicted cost. Score range +2 to 0. More expensive interventions or those which may be deemed less affordable (i.e. with fewer likely funding options) will be assigned a lower score.

Step 3 - Assess interventions according to their potential deliverability. Score range +2 to 0. More complex and higher risk interventions will be assigned a lower score.

Berkhamsted – assessment of interventions against objectives and supporting criteria

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
SP-B1 - Spatial Package Berkhamsted 1 - West of Berkhamsted Shootersway Corridor	Bi6	Minor junction enhancement at the junction of Durrants Lane and Shootersway	1	1	1	1	0	0	1	2	2	9	5	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (linked to development) and feasible as it presents fewer perceived challenges and risks.
	Bi69	Standalone crossings on Shootersway near West of Berkhamsted development	1	1	1	2	0	0	1	1	2	9	5	This intervention scores positively against most of the objectives and because of its scale is predicted to be reasonably affordable (linked to proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi74	Shootersway Corridor Intervention	1	1	1	1	0	0	1	1	1	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (linked to development) and potentially feasible subject to more detailed investigations.
	Bi75	Durrants Lane Corridor Intervention	1	1	1	1	0	0	1	1	1	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (linked to development) and potentially feasible subject to more detailed investigations.
	Bi76	Bell Lane Corridor Intervention	1	1	1	1	0	0	1	1	1	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (linked to development) and potentially feasible subject to more detailed investigations.
SP-B2 - Spatial Package Berkhamsted 2 - Durrants Road-Shrublands Road-Charles	Bi8	Major junction enhancement at the Durrants Lane, Durrants Road and Westfield Road roundabout	0	1	1	1	0	0	1	0	0	4	43	This intervention scores positively and neutrally against the objectives. Because of its scale there is some uncertainty around affordability (it is not strongly linked to any proposed development) and feasibility would need to be determined through more detailed investigations.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
Street Corridor	Bi12	Minor junction enhancement at the junction of Queen's Road and Shrublands Road	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi13	Minor junction enhancement at the junction of Shrublands Avenue and Shrublands Road	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi18	Minor junction enhancement at junction of Cross Oak Road and Shrublands Road	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi20	Minor junction enhancement at junction of Kitsbury Road and Charles Street	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi23	Minor junction enhancement at junction of Boxwell Road and Charles Street	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi25	Minor junction enhancement at junction of Park View Road and Charles Street	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Bi26	Minor junction enhancement at the junction of Charles Street and A416	1	0	1	1	0	0	1	2	2	8	11	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi89	Expansion of Shrublands 20mph zone	2	0	0	0	1	0	2	2	2	9	5	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.
	Bi67	Provide Pedestrian Crossing facilities on Greenway, Berkhamsted	UTP scheme no.43											
SP-B3 - Spatial Package Berkhamsted 3 - A4251 North West of Town Centre	Bi15	Standalone road crossing on the A4521 between Queens Road and Stag Lane	1	0	1	1	0	0	1	1	2	7	27	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi17	Minor junction enhancement at junction of Cross Oak Road and A4251	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi19	Minor junction enhancement at junction of Kitsbury Road and A4251	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
SP-B4 - Spatial Package Berkhamsted 4 - Town Centre High Street	Bi21	Minor junction enhancement at junction of St John's Well Lane and A4251	1	0	0	1	1	0	1	2	2	8	11	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi22	Minor junction enhancement at junction of Boxwell Road and A4251	1	0	0	1	1	0	1	2	2	8	11	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi24	Minor junction enhancement at junction of Park View Road and A4251	1	0	0	1	1	0	1	2	2	8	11	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi34	Minor junction enhancement at junction of A4251 and Three Cl Lane	1	0	0	1	1	0	1	2	2	8	11	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi35	Minor junction enhancement at A4251 and Victoria Street roundabout	1	0	0	1	1	0	1	2	2	8	11	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
SP-B5 - Spatial Package Berkhamsted 5 - Town Centre Crossroads	Bi27	Major junction enhancement at the junction of A4241, A416 and Lower Kings Road - B-Hive improvements	2	1	2	1	1	0	2	0	1	10	1	This intervention scores positively against the majority of objectives. Because of its scale there is less certainty around affordability (it is not linked to any proposed development although it is in a prominent, strategically important town centre location) and feasibility would need to be determined through further, more detailed investigations.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Bi28	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	2	1	1	1	1	0	2	1	1	10	1	This intervention scores positively against the majority of objectives. Because of its scale there is less certainty feasibility which would need to be determined through further, more detailed investigations. It is potentially more affordable (it is not linked to any proposed development although it is in a prominent, strategically important town centre location).
SP-B6 - Spatial Package Berkhamsted 6 - Station Area	Bi29	Major junction enhancement at junction of Lower Kings Road and Brownlow Road (nr Berkhamsted Station)	2	1	1	1	0	0	1	0	0	6	40	This intervention scores positively or neutrally against the objectives and because of its scale there is less certainty around its affordability and feasibility.
	Bi30	Major junction enhancement at Brownlow Road and Bridgewater Road Roundabout	2	1	1	1	0	0	1	0	0	6	40	This intervention scores positively or neutrally against the objectives and because of its scale there is less certainty around its affordability and feasibility.
	Bi31	Cycle Parking at Berkhamsted Station	1	1	1	2	0	0	1	1	1	8	11	This intervention scores positively or neutrally against the objectives and but is potentially affordable (subject to further discussions with the train operating company) and feasible (subject to more detailed checks).
	Bi32	Minor junction enhancement at junction of Castle Street and Chapel Street	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.
	Bi33	Minor junction enhancement at junction of Chapel Street and Ravens Lane	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not linked to any proposed development) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Bi52	20mph zone bounded by A4251 N, Mill Street, Castle Street, Station Road, Ellesmere Road, Bank Mill Lane	2	0	0	0	1	0	1	2	2	8	11	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.
	Bi53	20mph zone along a short section of A4251 and Lower Kings Road	2	0	0	0	1	0	1	2	2	8	11	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.
SP-B7 - Spatial Package Berkhamsted 7 - South of Berkhamsted - Shootersway Corridor	Bi36	Minor junction enhancement at Shootersway and Cross Oak Road roundabout	1	1	1	1	0	0	1	2	2	9	5	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible.
	Bi37	Minor junction enhancement at Chesham Road and A416 roundabout	1	1	1	1	0	0	1	2	2	9	5	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible.
	Bi40	Footway/Cycleway route improvement between Shootersway/Cross Oak Road and Chesham Road/Ashlyns Grove	1	1	1	1	0	0	1	1	1	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is potentially associated with development sites) and feasible (although subject to more detailed investigations around extent of highway land).
	Bi68	Standalone crossings on Shootersway near South of Berkhamsted (2-4) development	1	2	2	1	0	0	1	1	2	10	1	This intervention scores positively against most of the objectives. Because of the nature and scale of the intervention, it is potentially affordable (linked to proposed development) and feasible.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
SP-B8 - Spatial Package Berkhamsted 8 - Southern Berkhamsted	Bi41	Minor junction enhancement at junction of Swing Gate Lane and Upper Hall Park	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is potentially associated with development) and feasible.
	Bi42	Minor junction enhancement at junction of Swing Gate Lane and Hillside Gardens	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is potentially associated with development) and feasible.
	Bi43	Minor junction enhancement at junction of Swing Gate Lane and Woodlands Avenue	1	0	0	1	0	0	1	2	2	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is potentially associated with development) and feasible.
	Bi44	Standalone road crossing on A4251 outside Swing Gate School	1	0	1	1	0	0	1	1	2	7	27	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (although it is not strongly associated with any particular development site) and feasible.
	Bi73	London Road Corridor Intervention	1	1	1	1	0	0	1	0	1	6	40	This intervention scores positively and neutrally against the objectives. Because of its scale and interactions, it is potentially less affordable (and not strongly associated with any particular development site) and feasibility would need to be determined through more detailed investigations.
	Bi90	New 20mph speed limit area covering southern Berkhamsted residential area	2	0	0	0	1	0	1	2	2	8	11	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Berkhamsted)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Bi92	30mph speed limit along London Road between Broadway Farm and Esso Fuel Garage (reduced from 40mph)	2	1	0	0	1	0	1	1	2	8	11	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, particularly regarding the location of the 30/40mph speed limit signs.
SP-B9 - Spatial Package Berkhamsted 9 - Billet Lane	Bi9	Minor junction enhancement at the junction of Billet Lane and Billet Lane industrial estate	1	1	1	1	0	0	1	2	2	9	5	This intervention scores positively and neutrally against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible.
	B64	Improve operation of Billet Lane corridor between Gossoms End and Bridgewater Road	<i>UTP scheme no.9</i>											
SP-B10 - New Road	Bi91	Footway and bus improvements to New Road near entrance to proposed Lock Field development	1	2	1	2	0	0	1	2	2	11	1	This intervention scores positively and neutrally against the objectives. The intervention has potential to improve sustainable transport options to proposed development sites in Berkhamsted.

Tring – assessment of interventions against objectives and supporting criteria

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Tring)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
SP-T1 - Spatial Package Tring 1 - West of Tring	Ti1	Footway/cycleway route improvement along Icknield Way between the A41 roundabout and Icknield Way Industrial Estate	1	1	1	1	0	0	1	1	1	7	21	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is associated with proposed development) and feasible as it presents fewer perceived challenges and risks.
	Ti2	Footway/cycleway route improvement along Aylesbury Road between the A41 roundabout and Donkey Lane	1	1	1	1	0	0	1	1	1	7	21	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is associated with proposed development) and feasible as it presents fewer perceived challenges and risks.
	Ti58	Improvements to existing footway alongside Icknield Way between Miswell Lane and Icknield Way industrial estate	1	1	1	1	0	0	1	1	1	7	21	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is associated with proposed development) and feasible as it presents fewer perceived challenges and risks.
	Ti60	West Tring Development Corridor Intervention - Icknield Way	1	2	1	1	0	0	1	1	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is associated with proposed development) and feasible as it presents fewer perceived challenges and risks.
SP-T2 - Spatial Package Tring 2 - Gateway to Tring Town Centre West	Ti6	Standalone crossing on Western Road (B4635) near Park Road junction	1	0	1	1	0	0	1	1	2	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.
	Ti7	Standalone crossing on Western Road (B4635) near Miswell Lane junction	1	0	1	1	0	0	1	1	2	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Tring)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Ti8	Minor junction enhancement at the junction of Miswell Lane and Goldfield Road	1	0	1	1	0	0	1	2	2	8	12	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be more affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.
	Ti14	Major junction enhancement at the Western Road, Christchurch Road, High Street and Langdon Street roundabout	0	0	1	1	1	0	1	0	0	4	34	This intervention scores positively or neutrally against the objectives however because of its scale there is less certainty around its potential affordability (it is not associated with any particular development site) and feasibility would also be subject to more detailed investigations. There may not be sufficient local support for the scheme.
SP-T3 - Spatial Package Tring 3 - Gateway to Tring Town Centre East	Ti75	Standalone crossing between Station Road/London Road T junction and the Brook Street/High Street/London Road mini roundabout	1	0	1	1	1	0	1	1	1	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not strongly associated with development) and feasible as it presents fewer perceived challenges and risks.
SP-T4 - Spatial Package Tring 4 - Town Centre Fringe	Ti15	Minor junction enhancement at the junction of Christchurch Road and Goldfield Road	1	0	1	1	0	0	1	2	2	8	12	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.
	Ti16	Minor junction enhancement at the junction of Christchurch Road and Friars Walk	1	0	1	1	0	0	1	2	2	8	12	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.
	Ti17	Minor junction enhancement at the Frogmore Street/Dundale Road and Friars Walk	1	0	1	1	0	0	1	2	2	8	12	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Tring)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	T55	Provide improved Pedestrian Crossing facilities on Frogmore Street Tring	<i>UTP scheme no.45</i>											
SP-T5 - Spatial Package Tring 5 - Dundale Road-Little Tring Road	Ti18	New cycle route between Dundale Road and Little Tring Road	1	0	2	1	0	0	1	1	1	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti19	Minor junction enhancement at the junction between Icknield Way and Dundale Road/Little Tring Road - informal crossing including dropped kerbs (some existing provision)	1	0	1	1	0	0	1	2	2	8	12	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.
SP-T6 - Spatial Package Tring 6 - Sustainable Modes Access to Tesco	Ti26	Standalone crossing outside Tesco Superstore in Tring	1	2	2	1	0	0	1	1	2	10	1	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is associated with proposed development and would link two key destinations) and most likely to be feasible as it presents fewer perceived challenges and risks.
SP-T7 - Spatial Package Tring 7 - Southern Gateway to Tring	Ti34	Footway/cycleway route improvement along the A4251 between Tesco Superstore and London Road/Cow Lane junction	1	2	2	1	0	0	1	1	1	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti35	New cycle route along the A4251 between London Road/Cow Lane junction to Newground Road/Beggars Lane	1	1	2	1	0	0	1	1	1	8	12	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (although it is not strongly associated with any particular development site) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Tring)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Ti57	Minor junction enhancements at Cow Lane/London Road junction	1	1	1	1	0	0	1	2	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it can be associated with development) and feasible as it presents fewer perceived challenges and risks.
SP-T8 - Spatial Package Tring 8 - Active Mode Route to the Station	Ti24	New cycle route between Mortimer Hill and Station Road	1	0	1	2	0	0	1	1	1	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti36	Minor junction enhancement at the junction of Station Road and Bridge Way	1	0	0	1	0	0	1	2	2	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti38	New cycle route alongside Station Road (within East of Tring 2 development) between Grove Road junction and the Grand Union Canal	1	1	2	2	0	0	1	1	1	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is strongly associated with development, being located within or adjacent to a development site) and feasible as it presents fewer perceived challenges and risks (assuming land can be made available)
	Ti56	Crossing and footway enhancements adjacent to Tring station forecourt	1	0	0	2	0	0	1	1	2	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with development) and feasible as it presents fewer perceived challenges and risks.
SP-T9 – Spatial Planning Tring 9 – Tring Station Enhancements	Ti43	Enhancements to Tring Railway Station	UTP scheme no.45											
SP-T10 - Spatial Package Tring 10 - Miswell Lane	Ti9	Minor junction enhancement at the junction of Miswell Lane and Beaconsfield Road	1	1	1	1	0	0	1	2	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is associated with development) and feasible as it presents fewer perceived challenges and risks.

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Tring)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
	Ti12	Minor junction enhancement at the junction of Miswell Lane and Highfield Road	1	1	1	1	0	0	1	2	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti59	Minor junction enhancement at the junction of Miswell Lane and B4635	1	1	1	1	0	0	1	2	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is associated with development) and feasible as it presents fewer perceived challenges and risks.
SP-T11 - Spatial Package Tring 11 - Grove Road	Ti31	Minor junction enhancement at the junction of Grove Road and Marshcroft Lane	1	1	1	1	0	0	1	2	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti32	Minor junction enhancement at the crossroads of Station Road, Grove Road and Cow Lane	1	1	1	1	0	0	1	2	2	9	3	This intervention scores positively against most of the objectives and because of its scale is predicted to be affordable (it is associated with development) and feasible as it presents fewer perceived challenges and risks.
	Ti68	Grove Road Corridor Intervention	1	2	2	2	0	0	1	1	1	10	1	This intervention scores positively against most of the objectives and because of its scale is predicted to be more affordable (it is associated with proposed development) and most likely to be feasible as it presents fewer perceived challenges and risks.
SP-T12 - Spatial Package Tring 12 - Brook Street	Ti28	Standalone crossing on Brook Street near Hunters Close	1	0	1	1	0	0	1	1	2	7	21	This intervention scores positively or neutrally against the objectives and because of its scale is predicted to be affordable (although it is not associated with development) and feasible as it presents fewer perceived challenges and risks.

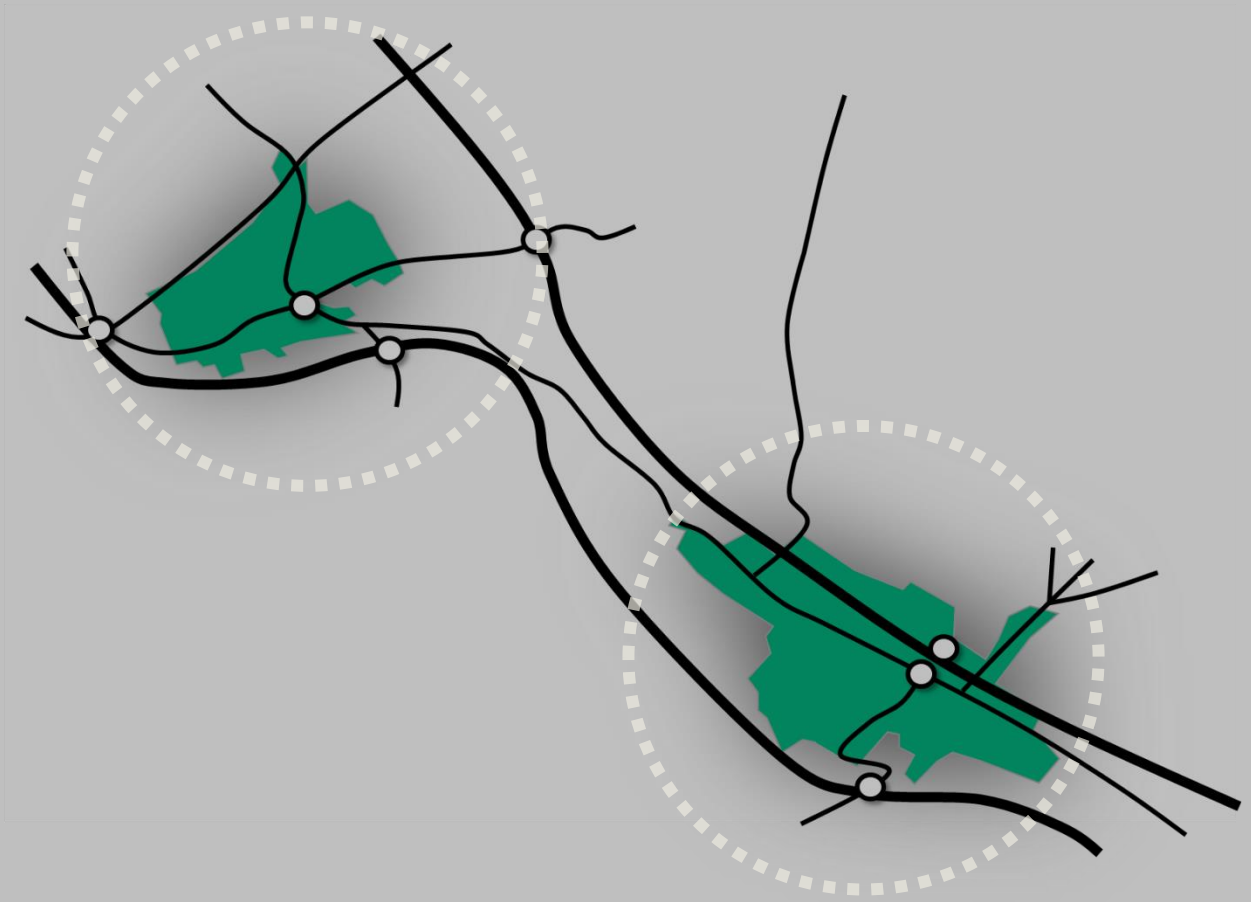
Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK (Tring)	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
SP-T13 - Spatial Package Tring 13 - 20mph speed limit	Ti41	20mph speed limit in north Tring, along New Road and on Morefields/Fields End	2	0	0	0	1	0	1	2	2	8	12	This intervention scores positively and neutral against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.
	Ti42	20mph speed limit in eastern and central Tring, along Dundale Road, Icknield Way, beyond Highfield Road and Beaconsfield Road, Aylesbury Road, Park Road and Mansion Drive	2	0	0	0	1	0	1	2	2	8	12	This intervention scores positively and neutral against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.
	Ti74	20mph speed limit in north-east Tring, east of Dundale Road to Brook Street in the west, bounded just inside Icknield Way in the north and High Street in the south.	2	0	0	0	1	0	1	2	2	8	12	This intervention scores positively and neutral against the objectives. Because of the nature and scale of the intervention, it is potentially more affordable and feasible, however further investigations in line with HCC's Speed Management Strategy would be required, including whether additional traffic calming measures would need to be implemented.

Wider Area – assessment of interventions against objectives and supporting criteria

Package	Intervention No.	Intervention Options	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Affordability	Engineering Feasibility	TOTAL	RANK	Notes
			Deliver positive environmental outcomes	Support sustainable growth in Berkhamsted and Tring	Expand and enhance the existing sustainable transport network throughout the towns, including new developments	Improve accessibility to key locations in Berkhamsted and Tring	Protect and enhance the natural and built environment within these historic market towns	Utilise technology to improve the transport network	Enhance the health and wellbeing of the communities in Berkhamsted and Tring					
WAP-1 – Wider Area Package 1 - Wilstone Active Mode Connection	Ti64	Cycle routes around Wilstone	1	0	2	0	0	0	0	1	0	4	2	This intervention scores positively against a limited number of objectives however generally impacts are envisaged to be neutral. It's modest scale could make it more affordable (although it is not strongly linked to any proposed development) although more detailed engineering feasibility checks may determine that it is a more complex intervention.
WAP-2 – Wider Area Package 2 – Tring-Northchurch Cycle Route	Ti61	Segregated cycle/footway along A4251 from Tring to Northchurch along existing neglected footway	1	0	2	1	0	0	1	0	0	5	1	This intervention scores positively against some of the objectives. It will be a significant intervention in scale and potentially complexity, although sufficient verge may exist which could be make it a relatively simple intervention to bring forward. It is not strongly linked to any proposed development. More detailed engineering feasibility checks will be required.
WAP 3 – Wider Area Package 3 -	UTP no.12	Cycle route from Tring Station to Pitstone	<i>UTP scheme no.12</i>											

Appendix G

Intervention Estimated Costs – Berkhamsted and Tring



Estimated cost breakdown for Berkhamsted Interventions

Excludes: Inflation from July 2020; Value Added Tax (VAT); Land Acquisition; Client's direct costs; Any adoption fees and commuted sums that would be payable; Utilities / drainage diversions (as these are unknown)

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price
SP-B1	Bi6	Minor junction enhancement at the junction of Durrants Lane and Shootersway	£36,900	£9,225	£13,838	£5,996	£9,894	£75,853
SP-B1	Bi69	Standalone crossings on Shootersway near West of Berkhamsted development	£60,000	£15,000	£22,500	£9,750	£16,088	£123,338
SP-B1	Bi74	Shootersway Corridor Intervention	£63,000	£15,750	£23,625	£10,238	£16,892	£129,504
SP-B1	Bi75	Durrants Lane Corridor Intervention	£40,000	£10,000	£15,000	£6,500	£10,725	£82,225
SP-B1	Bi76	Bell Lane Corridor Intervention	£135,400	£33,850	£50,775	£22,003	£36,304	£278,332
SP-B2	Bi8	Major junction enhancement at the Durrants Lane, Durrants Road and Westfield Road roundabout	£65,000	£141,250	£211,875	£91,813	£151,491	£1,161,428
SP-B2	Bi12	Minor junction enhancement at the junction of Queen's Road and Shrublands Road	£115,900	£28,975	£43,463	£18,834	£31,076	£238,247
SP-B2	Bi13	Minor junction enhancement at the junction of Shrublands Avenue and Shrublands Road	£65,000	£16,250	£24,375	£10,563	£17,428	£133,616
SP-B2	Bi18	Minor junction enhancement at junction of Cross Oak Road and Shrublands Road	£45,000	£11,250	£16,875	£7,313	£12,066	£92,503
SP-B2	Bi20	Minor junction enhancement at junction of Kitsbury Road and Charles Street	£22,500	£5,625	£8,438	£3,656	£6,033	£46,252
SP-B2	Bi23	Minor junction enhancement at junction of Boxwell Road and Charles Street	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price	
SP-B2	Bi25	Minor junction enhancement at junction of Park View Road and Charles Street	£17,500	£4,375	£6,563	£2,844	£4,692	£35,973	
SP-B2	Bi26	Minor junction enhancement at the junction of Charles Street and A416	£52,500	£13,125	£19,688	£8,531	£14,077	£107,920	
SP-B2	Bi89	Expansion of Shrublands 20mph zone	£22,500	£5,625	£8,438	£3,656	£6,033	£46,252	
SP-B2	Bi67	Provide Pedestrian Crossing facilities on Greenway, Berkhamsted	<i>Refer to Urban Transport Plan</i>						
SP-B3	Bi15	Standalone road crossing on the A4521 between Queens Road and Stag Lane	£160,000	£40,000	£60,000	£26,000	£42,900	£328,900	
SP-B3	Bi17	Minor junction enhancement at junction of Cross Oak Road and A4251	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669	
SP-B3	Bi19	Minor junction enhancement at junction of Kitsbury Road and A4251	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556	
SP-B4	Bi21	Minor junction enhancement at junction of St John's Well Lane and A4251	£50,000	£12,500	£18,750	£8,125	£13,406	£102,781	
SP-B4	Bi22	Minor junction enhancement at junction of Boxwell Road and A4251	£12,500	£3,125	£4,688	£2,031	£3,352	£25,695	
SP-B4	Bi24	Minor junction enhancement at junction of Park View Road and A4251	£12,500	£3,125	£4,688	£2,031	£3,352	£25,695	
SP-B4	Bi34	Minor junction enhancement at junction of A4251 and Three Cl Lane	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556	
SP-B4	Bi35	Minor junction enhancement at A4251 and Victoria Street roundabout	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556	

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price	
SP-B5	Bi27	Major junction enhancement at the junction of A4241, A416 and Lower Kings Road – ‘B-Hive’ improvements	£95,000	£23,750	£35,625	£15,438	£25,472	£195,284	
SP-B5	Bi28	Major junction enhancement at the junction of A4241, A416 and Lower Kings Road - <u>alternative ‘lighter touch’ version of Bi27</u> including removal of some road space to widen footways on junction corners	£95,000	£23,750	£35,625	£15,438	£25,472	£195,284	
SP-B6	Bi29	Major junction enhancement at junction of Lower Kings Road and Brownlow Road (nr Berkhamsted Station)	£50,000	£12,500	£18,750	£8,125	£13,406	£102,781	
SP-B6	Bi30	Crossing enhancements at Brownlow Road and Bridgewater Road Roundabout	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669	
SP-B6	Bi31	Cycle Parking at Berkhamsted Station	£89,500	£22,375	£33,563	£14,544	£23,997	£183,978	
SP-B6	Bi32	Minor junction enhancement at junction of Castle Street and Chapel Street	£70,000	£17,500	£26,250	£11,375	£18,769	£143,894	
SP-B6	Bi33	Minor junction enhancement at junction of Chapel Street and Ravens Lane	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669	
SP-B6	Bi52	20mph zone bounded by A4251 N, Mill Street Castle Street, Station Road, Ellesmere Road, Bank Mill Lane	<i>Being Implemented</i>						
SP-B6	Bi53	20mph zone along a short section of A4251 and Lower Kings Road	£70,000	£17,500	£26,250	£11,375	£18,769	£143,894	

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price
SP-B7	Bi36	Minor junction enhancement at Shootersway and Cross Oak Road roundabout	£15,000	£3,750	£5,625	£2,438	£4,022	£30,834
SP-B7	Bi37	Minor junction enhancement at Chesham Road and A416 roundabout	£22,500	£5,625	£8,438	£3,656	£6,033	£46,252
SP-B7	Bi40	Footway/Cycleway route improvement between Shootersway/Cross Oak Road and Chesham Road/Ashlyns Grove	£255,000	£63,750	£95,625	£41,438	£68,372	£524,184
SP-B7	Bi68	Standalone crossings on Shootersway near South of Berkhamsted (2-4) development	£60,000	£15,000	£22,500	£9,750	£16,088	£123,338
SP-B8	Bi41	Minor junction enhancement at junction of Swing Gate Lane and Upper Hall Park	£12,500	£3,125	£4,688	£2,031	£3,352	£25,695
SP-B8	Bi42	Minor junction enhancement at junction of Swing Gate Lane and Hillside Gardens	£95,000	£23,750	£35,625	£15,438	£25,472	£195,284
SP-B8	Bi43	Minor junction enhancement at junction of Swing Gate Lane and Woodlands Avenue	£88,750	£22,188	£33,281	£14,422	£23,796	£182,437
SP-B8	Bi44	Standalone road crossing on A4251 outside Swing Gate School	£60,000	£15,000	£22,500	£9,750	£16,088	£123,338
SP-B8	Bi90	New 20mph speed limit area covering southern Berkhamsted residential area	£25,000	£6,250	£9,375	£4,063	£6,703	£51,391
SP-B8	Bi92	30mph speed limit along London Road between Broadway Farm and Esso Fuel Garage (reduced from 40mph)	£440,000	£110,000	£132,000	£44,000	£66,000	£792,000
SP-B9	Bi9	Minor junction enhancement at the junction of Billet Lane and Billet Lane industrial estate	£20,400	£5,100	£7,650	£3,315	£5,470	£41,935

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price	
SP-B9	Bi64	Improve operation of Billet Lane corridor between Gossoms End and Bridgewater Road	<i>Refer to Urban Transport Plan</i>						
SP-B10	Bi91	Footway and bus improvements to New Road near entrance to proposed Lock Field development	£59,250	£14,812.50	£17,775	£5,925	£8,887.50	£106,650	

Estimated cost breakdown for Tring Interventions

Excludes: Inflation from July 2020; Value Added Tax (VAT); Land Acquisition; Client's direct costs; Any adoption fees and commuted sums that would be payable; Utilities / drainage diversions (as these are unknown)

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price
SP-T1	Ti1	Footway/cycleway route improvement along Icknield Way between the A41 roundabout and Icknield Way Industrial Estate	£164,500	£41,125	£61,688	£26,731	£44,107	£338,150
SP-T1	Ti2	Footway/cycleway route improvement along Aylesbury Road between the A41 roundabout and Donkey Lane	£173,500	£43,375	£65,063	£28,194	£46,520	£356,651
SP-T1	Ti58	Improvements to existing footway alongside Icknield Way between Miswell Lane and Icknield Way industrial estate	£79,320	£19,830	£29,745	£12,890	£21,268	£163,052
SP-T1	Ti60	West Tring Development Corridor Intervention - Icknield Way	£99,000	£24,750	£37,125	£16,088	£26,544	£203,507
SP-T2	Ti6	Standalone crossing on Western Road (B4635) near Park Road junction	£15,000	£3,750	£5,625	£2,438	£4,022	£30,834
SP-T2	Ti7	Standalone crossing on Western Road (B4635) near Miswell Lane junction	£15,000	£3,750	£5,625	£2,438	£4,022	£30,834

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price	
SP-T2	Ti8	Minor junction enhancement at the junction of Miswell Lane and Goldfield Road	£25,000	£6,250	£9,375	£4,063	£6,703	£51,391	
SP-T2	Ti14	Major junction enhancement at the Western Road, Christchurch Road, High Street and Langdon Street roundabout	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669	
SP-T3	Ti75	Standalone crossing between Station Road/London Road T junction and the Brook Street/High Street/London Road mini roundabout	£60,000	£15,000	£22,500	£9,750	£16,088	£123,338	
SP-T4	Ti15	Minor junction enhancement at the junction of Christchurch Road and Goldfield Road	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556	
SP-T4	Ti16	Minor junction enhancement at the junction of Christchurch Road and Friars Walk	£22,500	£5,625	£8,438	£3,656	£6,033	£46,252	
SP-T4	Ti17	Minor junction enhancement at the Frogmore Street/Dundale Road and Friars Walk	£42,500	£10,625	£15,938	£6,906	£11,395	£87,364	
SP-T4	Ti55	Provide improved Pedestrian Crossing facilities on Frogmore Street Tring	<i>Refer to Urban Transport Plan</i>						
SP-T5	Ti18	New cycle route between Dundale Road and Little Tring Road	£39,750	£9,938	£14,906	£6,459	£10,658	£81,711	
SP-T5	Ti19	Minor junction enhancement at the junction between Icknield Way and Dundale Road/Little Tring Road - informal crossing including dropped kerbs (some existing provision)	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556	
SP-T6	Ti26	Standalone crossing outside Tesco Superstore in Tring	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669	

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price
SP-T7	Ti34	Footway/cycleway route improvement along the A4251 between Tesco Superstore and London Road/Cow Lane junction	£80,000	£95,000	£142,500	£61,750	£101,888	£781,138
SP-T7	Ti35	New cycle route along the A4251 between London Road/Cow Lane junction to Newground Road/Beggars Lane	£20,000	£5,000	£7,500	£3,250	£5,363	£41,113
SP-T7	Ti57	Minor junction enhancements at Cow Lane/London Road junction	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556
SP-T8	Ti24	New cycle route between Mortimer Hill and Station Road	£57,600	£14,400	£21,600	£9,360	£15,444	£118,404
SP-T8	Ti36	Minor junction enhancement at the junction of Station Road and Bridge Way	£20,000	£5,000	£7,500	£3,250	£5,363	£41,113
SP-T8	Ti38	New cycle route alongside Station Road (within East of Tring 2 development) between Grove Road junction and the Grand Union Canal	£5,000	£1,250	£1,875	£813	£1,341	£10,278
SP-T8	Ti56	Crossing and footway enhancements adjacent to Tring station forecourt	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669
SP-T9	Ti43	Enhancements to Tring Railway Station	<i>Combination of various measures could cost in excess of £1m but delivered over the course of the Local Plan period</i>					
SP-T10	Ti9	Minor junction enhancement at the junction of Miswell Lane and Beaconsfield Road	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556
SP-T10	Ti12	Minor junction enhancement at the junction of Miswell Lane and Highfield Road	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556
SP-T10	Ti59	Minor junction enhancement at the junction of Miswell Lane and B4635	£10,000	£2,500	£3,750	£1,625	£2,681	£20,556

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price	
SP-T11	Ti31	Minor junction enhancement at the junction of Grove Road and Marshcroft Lane	£12,500	£3,125	£4,688	£2,031	£3,352	£25,695	
SP-T11	Ti32	Minor junction enhancement at the crossroads of Station Road, Grove Road and Cow Lane	£30,000	£7,500	£11,250	£4,875	£8,044	£61,669	
SP-T11	Ti68	Grove Road Corridor Intervention	£43,400	£10,850	£16,275	£7,053	£11,637	£89,214	
SP-T12	Ti28	Standalone crossing on Brook Street near Hunters Close	£15,000	£3,750	£5,625	£2,438	£4,022	£30,834	
SP-T13	Ti41	20mph speed limit in north Tring, along New Road and on Morefields/Fields End	£50,000	£12,500	£18,750	£8,125	£13,406	£102,781	
SP-T13	Ti42	20mph speed limit area in central and western Tring	<i>Being Implemented</i>						
SP-T13	Ti74	20mph speed limit in north-east Tring, east of Dundale Road to Brook Street in the west, bounded just inside Icknield Way in the north and High Street in the south.	£50,000	£12,500	£18,750	£8,125	£13,406	£102,781	

Estimated cost breakdown for Wider Area Packages

Excludes: Inflation from July 2020; Value Added Tax (VAT); Land Acquisition; Client's direct costs; Any adoption fees and commuted sums that would be payable; Utilities / drainage diversions (as these are unknown)

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price
WAP-1	Ti64	Active Mode connection to Wilstone	£40,200	£10,050	£15,075	£6,533	£10,779	£82,636

Spatial Package	Intervention no.	Intervention Name	Base Costs	Traffic Management	Main Contractor	Professional Fees @ 10%	Contingency @ 15%	Total Cost at July 2020 Price
WAP-2	Ti61	Segregated cycle/footway along A4251 from Tring to Northchurch along existing neglected footway	£437,000	£109,250	£163,875	£71,013	£117,171	£898,308
WAP3	UTP 12	Cycle route from Tring Station to Pitstone	<i>Refer to Urban Transport Plan scheme no.12</i>					