

# Technical Note

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Project:	<b>Tring, Berkhamsted and Northchurch UTP</b>	Job No:	<b>60265513</b>
Subject:	<b>Stakeholder Workshop Notes of Discussion</b>		
Prepared by:	<b>Richard Hill</b>	Date:	<b>5<sup>th</sup> July 2012</b>
Approved by:	<b>Nick Secker</b>	Date:	<b>6<sup>th</sup> July 2012</b>

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## Introduction

Hertfordshire County Council (HCC) in joint partnership with Dacorum Borough Council (DBC) has appointed AECOM to undertake the development of the Urban Transport Plan (UTP) for Tring, Northchurch and Berkhamsted. The purpose of this UTP will be to develop a range of schemes and interventions that will address existing problems throughout the three urban areas, taking into consideration the development options and locations over the next 20 years. In consideration of the objectives and key issues, many modes and areas of transport have been considered.

As part of the UTP development, a number of workshops were required in order to develop a list of current issues and potential solutions regarding transport problems throughout the study area. These include Officer, Member and Stakeholder Workshops. This note focuses primarily on the findings of the Stakeholder Workshop, held on 4<sup>th</sup> July 2012 at Berkhamsted Civic Hall.

## Methodology

The client working group (Hertfordshire County Council and Dacorum Borough Council) with the assistance of AECOM compiled a stakeholder list of 120 representatives. These representatives included town councillors, clerks of parish councils, and representatives of local businesses, transport lobby groups, and residents' groups. A complete list of stakeholders can be seen in **Appendix A**. AECOM was responsible for drafting and distributing the invitation to all 120 stakeholders inviting them to the workshop event in Berkhamsted. The invitations provided a brief outline of the event indicating that delegates were to take part in group discussions. A copy of the letters can be seen in **Appendix B**.

Prior to the event, AECOM arranged those stakeholders that were attending into two mixed groups so that representatives from a variety of organisations were in each group, the aim being to stimulate discussion from a variety of view points. Each group was facilitated by AECOM moderators; members of the client team scribed comments onto flip charts. The intention of these groups was to provide the stakeholders with a platform at which they could discuss the issues of the study area as they perceive them and determine potential solutions to the transport provision within Tring, Berkhamsted and Northchurch in an open forum.

The workshop event started with a 45 minute presentation providing a background to the study. A copy of the presentation slides is shown in **Appendix C**. Following the presentation, delegates had a short coffee break before breaking off into the discussion groups. The workshop groups lasted approximately 1 hour 30 minutes, consisted of approximately 10 delegates and each group was facilitated by a moderator working from a discussion guide. The two groups worked from the same discussion guide and members of the client team scribed comments onto flip charts. The aim of the workshops was to identify how the perceived existing and future transport issues associated with the three urban areas and its development proposals could be tackled and to develop and discuss potential solutions to overcome the identified issues. All suggested problems and solutions were listed on a group specific flip chart.

In order to gauge perceived problem severity, once problems had been identified, delegates were then asked to 'spend' 5 stickers on the problems where they would like to see money spent. Delegates could 'spend' their stickers as they saw fit, spending all their stickers on one problem or spreading them across a number of different problems. Following this prioritisation exercise (those problems with the most stickers being viewed as the most desired for resolution), the discussion turned to identifying

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possible solutions to the problems identified. Following lunch, a summary of the all the group discussions was presented back to the delegates with information on the next stages of the study. This was followed by a question and answer session.

It should be highlighted at this point that the views given at the stakeholder workshop were not necessarily based on facts but attendees perceptions of the transport system and the issues associated with it. It is for the ongoing study work, using the outputs of the stakeholder workshop sessions to ensure the necessary work is done to substantiate these perceptions. The issues highlighted will be addressed as part of the ongoing study work. It is possible that some of the outcomes of the UTP study work will determine that it is peoples' perceptions that need to be addressed rather than infrastructure or provision of transport but this will be reported within the UTP.

## Group Discussion Findings

### Group 1

During the introduction to the group discussion, each stakeholder was asked to rate transport throughout the study area, irrespective of mode or town. The feedback suggested that, even though difficult to measure transport in areas that differ a great deal in terms of mode, geology and infrastructure, transport in general could be rated as 5/10. **Table 1** provides the issues and potential solutions that were discussed:

**Table 1: Group 1 Identification of Issues**

Transport Issue	Score	Transport Solution
<b>Highways / Congestion Areas</b>		
Excessive speeds through Northchurch High Street	1	Extension of 20mph zone along High Street to include Northchurch
Congestion within Berkhamsted town centre	3	
High level of reported accidents (and near misses) during recent years throughout Berkhamsted		
Speeding is a general issue throughout the urban areas of Tring, Berkhamsted and Northchurch	4	Extension of 20mph zone to cover all urban areas within the study area
Durrants Lane / High Street junction: <ul style="list-style-type: none"> <li>- High traffic levels;</li> <li>- Conflicts between transport modes;</li> <li>- Located adjacent to Westfield School;</li> <li>- Identified as a main issue within Westfield's School Travel Plan;</li> <li>- Poor road conditions;</li> <li>- Lack of pedestrian facilities and crossing points;</li> <li>- Unsafe route for cyclists.</li> </ul> These combined issues suggest that the junction requires improvement for all modes, with a focus on safe access to the	3	

school.		
Poor highway condition throughout the urban areas		
Northchurch centre congestion (resulting in poor air quality)		Raised crossing areas and rearrange road layout to encourage lower speeds
No requirement for the proposed Link Road between New Road and Spring Field Road, as this would increase congestion on Billet Lane <sup>1</sup>	6	
Through traffic not utilising the A41 bypass creating congestion <sup>2</sup>		Improved signage along A41 bypass to allow for improved access points into Berkhamsted, and also to reduce through trips along the High Street
HGV loading on High Street		Improved management including specific times and locations for loading within the urban area
A41 access and egress is currently incorrect due to the location of signs into Berkhamsted centre		Improve signage along A41 to shift town centre traffic onto correct routes
Traffic signals at Kings Hill / High Street junction has peak hour congestion, and is not pedestrian friendly	2	Improve signal times to allow for longer pedestrian phase, but also reduce congestion along High Street
<b>Public Transport and Accessibility</b>		
High proportion of local workers using private cars, using public parking and creating congestion		<ul style="list-style-type: none"> <li>- Increased use of travel plans, car clubs and car share schemes</li> <li>- Subsidised public transport for local employees</li> <li>- Shared use of private car parking facilities</li> <li>- Local Recruitment policies</li> </ul>
Bus usage not met by current timetabling	3	<p>A review of the following is required in order to improve bus patronage in the study area:</p> <ul style="list-style-type: none"> <li>- Travel costs;</li> <li>- Real-time information introduction;</li> <li>- Accessibility and travel patterns (i.e. commuter, school, shoppers at different times of the day)</li> </ul>
Lack of shuttle buses to schools	1	
Railway parking charges are inappropriate for local users		A review of parking charges is required, with the potential of short-term parking

<sup>1</sup> The link road is a topic of ongoing discussion, with public consultation suggesting an overwhelming argument against the requirement and feasibility for the route.

<sup>2</sup> This requires analysis into journey origin and destination to determine whether congestion on Berkhamsted is caused primarily by internal or external trips

		areas and subsidised parking.
<b>Cycling</b>		
Access to Tring Station by bike	1	
Gradient of highway throughout Berkhamsted does not encourage mode shift to cycling		Introduction of electric bikes with encouragement of investment opportunities
Incorrect cycle parking locations at Berkhamsted station	3	Move parking facilities from rear of station to open space near taxi parking area
Insufficient cycle parking at Tring Station	3	Provide additional parking on both sides of railway
Traffic speeds and density creates unsafe environment for cyclists	3	Increase cycle priority along key routes to raise awareness and improve safety for cyclists
Lack of cycle routes throughout the study area	3	Provide specified cycling routes and connectivity between routes along with improved wayfinding through information and signage.
<b>Walking</b>		
No safe crossing point on Miswell Lane near Goldfield School	2	Provide safe crossing point near Beaconsfield Road
Confusion regarding crossing facilities along Berkhamsted High Street		Remove pelican crossings and replace with zebra crossings. The raised areas currently work well and should be maintained.

Group 2

Similarly to Group 1, the stakeholders were invited to provide an overarching score for transport throughout the study area. The score varied between 3/10 and 5/10, suggesting that there are clear areas for improvement across all areas and modes. **Table 2** demonstrates the feedback from Group 2, in terms of their concerns for the areas, and potential improvements to transport within the urban areas of Tring, Berkhamsted and Northchurch.

**Table 2: Group 2 Identification of Issues**

Transport Issue	Score	Transport Solution
<b>Highways / Congestion Areas</b>		
The main restraint for transport improvement in Berkhamsted is topography, preventing the use of modes other than the car.		Provision of electric bicycles
Charles Street and Castle Street contain congestion during the school peaks as they are used as school drop-off areas	2	

Berkhamsted High Street is crowded due to on street parking, resulting in residential area rat running	3	Multi-storey car parks in town centre
Kings Road / High Street junction is a congestion hotspot for car users		
Confusion regarding car parking locations	2	Improved information and signage regarding the location of town centre car parks
Billet Lane junction is a source of congestion		Consider improving left turn capacity into Billet Lane
Commuter parking on residential or country lanes to avoid station parking costs	3	Review parking costs and encourage car share schemes
Parking restrictions in town	1	Review parking charges during off peak and weekends for both town centres
Bridge at Tring Station is unsafe (there has been recent fatalities) and difficult to navigate for pedestrians and cyclists	2	Improve accessibility to station and across bridge for pedestrians and cyclists
Commuter parking off Station Road and New Road	1	Assess parking costs at station. Consider peak hour parking restrictions.
The Safer Routes to School projects at The Thomas Coram Middle School have been a success		Use this to improve accessibility to other schools within the study area
Berkhamsted school congestion due to student parking	7	Encourage mode shift through School Travel Plans (a 2 tier system may improve congestion issues)
New Road / Spring Field Road Link is not required		Provide a cycle link instead of a highway link
		General: Extend 20mph zone, whilst retaining traffic calming measures
A41 signage directs all Berkhamsted traffic through the town centre		Investigate improvements to A41 signage to reduce through traffic and congestion in the town centre
<b>Public Transport and Accessibility</b>		
Berkhamsted Station is a general issue regarding transport for several modes.	1	
Other than Service 500, other bus routes are poor in terms of frequency and reliability		
Route 354 frequency needs to be improved		
Tring Station bus frequency is too low, and the final service is too early (18:18)		
Poor connectivity between modes	1	Provision of park and ride facilities needs reviewing

Poor information for bus services		Improve marketing and consider RTP1
Circular route needs improving	3	Increase bus frequency
Poor connectivity between Tring and Buckinghamshire – particularly to Aylesbury for young people	2	Consider improved bus services between the counties
Access to nearest hospital is poor	1	Improve bus frequency to hospitals, and improve signage to hospital parking
No car club in Tring or Berkhamsted		Provision of a car club, particularly in Berkhamsted could be a real benefit.
<b>Cycling</b>		
Not enough cycle paths in Tring	2	Extension and connectivity of cycle paths throughout Tring
Signage / wayfinding from Tring Station to town is poor / confusing / incorrect. Link and signage to off carriageway facility needs improving.	2	Improve signage directly from station car park and improve link continuity
Northfield Road link to Pitstone is hazardous with no cycle facilities and high vehicle speeds - carriageway condition is poor. Particularly hazardous during the AM peak with vehicles speeding to get to the station		Consider pavement improvements / resurfacing and additional measures to make cycling safer
Location of cycle racks at the back of Berkhamsted station is not convenient (cyclists need to navigate under hazardous rail bridge from south side of railway to access them)		Further racks should be considered at the front of the station - where they are fully utilised
Berkhamsted School provide no facilities to enable pupils to cycle to school - no racks / showers / compulsory blazers mean even those pupils who would like to cycle are unable to.		Liaise with schools to improve facilities and market the benefits of cycling
There is no continuous safe route through Berkhamsted town centre for Bikeability Level 1 or 2 cyclists		An alternative route suitable for a Level 1 / 2 cyclists should be explored north of the High St
<b>Walking</b>		
Poor towpath condition	5	Upgrade condition of path to encourage route for cycling and walking (developer and business contribution)
The two railway bridges located on Station Road have no pedestrian facilities	1	

## Future Pressures

The two groups understood that a number of smaller housing developments have been proposed for the urban areas over the coming years. However, the large development of 180 homes allocated at Durrants Lane / Shootersway was seen as a main source of potential future issues on the transport network. It was argued that the development requires a bus service to pass this site and into the town centre, along with additional measures to reduce the impact it has on the current transport levels.

The New Lodge development application was also discussed.

## Conclusions

Following the identification of issues throughout the study area, an activity was completed whereby stakeholders chose where they would most like interventions to occur, based on the full list demonstrated in **Tables 1** and **2**. The following issues were perceived to be the main concern for the stakeholders:

- School parking causing peak hour congestion;
- The proposed link road between New Road and Spring Field Road is widely criticised as a waste of money and a potential source of additional congestion on Billet Lane;
- The canal towpath is in poor condition, but has the potential to be a good route for both cycling and walking if improvements are made;
- Speeding is an issue throughout the urban areas, with many supporting the view of an extended 20mph zone;
- Congestion on Berkhamsted High Street is deemed as a major issue, but could be resolved through a variety of measures relating to improved parking directions, signal timings and HGV loading times;
- The junction at Durrants Lane / High Street is a major safety concern for both cyclists and pedestrians;
- Commuter parking on side roads and country lanes;
- Cycle parking at both Tring and Berkhamsted Stations requires a review, with additional capacity at Tring, and a relocation of current provision at Berkhamsted.

As a result of the stakeholder workshop, and ongoing validation of issues throughout the study area, a list of priority issues will be produced, with corresponding intervention details.

## Appendix A

## Appendix A – Stakeholder List

<b>NAME</b>	<b>ORGANISATION</b>
Mohamed Fawzi	Dacorum District Manager
Alison King	Dacorum Borough Council
John Gavin	Dacorum Borough Council
Keith Dove	Luton Borough Council
Paul Cook	Central Bedfordshire Council
Annabelle Waterfield	The Woodside Centre
Brian Jackson	Hertfordshire CTC
Christine Wheeler	Hertfordshire Society for the Blind
Cllr Denise Rance	Dacorum Borough Council
Cllr Nick Hollinghurst	Dacorum Borough Council
David Weston	Ramblers Association
Guy Dangerfield	Passenger Focus
Guy Patterson	Chiltern Society
Heather Allen	Dacorum Information Centre
Michael Nidd	CPRE - The Hertfordshire Society
John Boielle (Secretary)	Tring Cycling Campaign
John Featherstone	British Horse Society
John McBride	Hertfordshire Chamber of Commerce
John Whalen	Hertfordshire Association of Architects
Keith Dyall	Railfuture
Kevin Fitzgerald	CPRE The Hertfordshire Society
Liz Needham	South Herts Motorcycle Action Group
Margaret Collier	Watford & Three Rivers FOE
Marion Ohlendorf	Institute of Directors
Maria Mauro	University Of Hertfordshire
Mr Trevor Mills	British Cycling Federation
Pam Mann	SPOKES South West Herts
Cllr David Collins	Hertfordshire Association of Parish and Town Councils
Peter Southworth	Hertfordshire CTC Western Section
Phil D Wadey	British Horse Society-Hertsmere

Nigel Agar	Ramblers Association
Rick Sanderson	CPRE-The Herts Society
Jeremy Buckman	SPOKES-SW Herts Cycling Group
Spokes	SPOKES Cycling Group
Tom May	Health Improvement Advanced Practitioner
Trevor Magner	British Motorcyclists Federation Herts and Essex
Trevor Magner	British Motorcyclists Federation
Victor Brooks	Water End & Upper Gade Valley Conservation Society
West Herts PCT	West Herts PCT
Norman Jones	Hertfordshire Local Access Forum
Tim Theaker	Bedfordshire & Hertfordshire Health Authority
Julie Attree	Dacorum Mind
Colin White	The Chilterns AONB
Annette Weiss	The Chilterns AONB
Ron Cowie	Berkhamsted and District Chamber of Commerce
Paul Jenkins	Berkhamsted Business Leaders
Vivianne	Tring Together
Kate Leahy	Hertfordshire County Council
	National Trust South East
Sue Collings	Tring School
Mark Steed	Berkhamsted Collegiate School
Mike Saunders	Berkhamsted Constabulary
	Berkhamsted Fire and Rescue
Jane Randrup	Tring Community Partnership
Graham Cox	Berkhamsted Community Partnership
Paul Crosland	Berkhamsted Citizens Association
Rebecca Dengler	Buckinghamshire County Council
Anne	Tring and Berkhamsted Cycle Campaign
Peter Bate	Sustrans
John Metcalf	CycleHerts
Danny Bonnett	Transition Town Berkhamsted
Angela Lynch	Dacorum Cycle Training
David Puddifoot	West Herts Cycle Training
	Children Young People's Plan
	Watford Mencap
Alan Kirkdale	Highways Agency
Gordon Telling	Freight Transport Association
	Natural England

Innes Jones	Environment Agency
Anna Kozłowska	Institute of Logistics and Transport
Katherine Fletcher (SEA contact)	English Heritage
Martin Dean	Road Haulage Association
Simon Hesselberg	Royal Association In Aid Of Deaf People
Steve Rodrick	Chief Officer- Chilterns Conservation Board
Tony Potter	Highways Agency
	Commission for Integrated Transport
Neil Owen	British Waterways
Mr C M Williams	Bucks County Council
	South Bucks Council
Matt Clayson	TGM Group
C D Day	Red Rose Travel Ltd
D.Richmond	Richmond's Coaches
David Shelley (Chair)	Centrebus
Dean Sullivan	Sullivan Buses
Derek Noakes	National Express East Anglia
Geraint Hughes	c2c Rail & National Express East Anglia
Matthew Keyte	Mullany's Coaches
Larry Heyman	First Capital Connect
Lee Millard	First Capital Connect
Maria Mauro	Uno
Mr Michael Finn	Uno
Ken Hargreaves	Arriva The Shires & Essex
Peter Bradley	TfL
Phil Shafe	Metroline Travel Ltd
Susan Reynolds	Reynolds Diplomat Coaches
T Hunt	Reg's Coaches Ltd
Terry McIntyre	Golden Boy Coaches
Gerard Burgess	London Midland
David Burt	Hertfordshire Highways
Francis Whittaker	Dacorum BC
Jenny Applestone	Dacorum BC

Paul Trustram	Herts Highways
Mike Jarrett	Herts Highways
Muthiah Gunarajah	Herts CC
James Dale	Herts CC
Penny Hearn	Tring Town Council
Michael Hicks	Tring Town Council
Alan Fantham	Dacorum BC
Julie Laws	Berkhamsted Town Council
Ian Reay	Hertfordshire County Council
Sanjay Patel	Hertfordshire County Council
Sarah Bowie	Hertfordshire Highways
	Northchurch Parish Council
Ted Dyer	CARAB
Wendy Conian	Transition Town Berkhamsted
Emma Norrington	Transition Town Berkhamsted
David Lloyd	Dacorum BC
Andrew Freeman	Hertfordshire Highways
Naima Ihsan	Herts County Council
James Clifton	British Waterways
Gary Cox	Dacorum BC
Mike Locke	Safer Gravel Path Action Group
John Justice	Tring and Berkhamsted Cycling Campaign
Christopher Townsend	
Brian Worrell	Chiltern Harness Driving Club
Helen Cole	Goldfield Infant School
Ann Walker	Beds & Herts Paramedic NHS Trust
Marion Ohlendorf	Institute of Directors
Rick Sanderson	CPRE-The Herts Society
Anna Mangini	Hertfordshire Local Access Forum
Julie Attree	Dacorum Mind
Sue Collings	Tring School
Mark Steed	Berkhamsted Collegiate School

## Appendix B

## Appendix B -



### **YOUR VIEWS ARE NEEDED TO HELP DEVELOP THE TRING, BERKHAMSTED & NORTHCHURCH URBAN TRANSPORT PLAN**

Hertfordshire County Council has commissioned a study to develop an Urban Transport Plan for Tring, Berkhamsted and Northchurch. As part of the study, consideration will be given to how best to manage the differing requirements of transport users in the towns, whilst encouraging sustainable travel options where possible and practical. AECOM has been commissioned to lead this study. The study is aimed at ensuring that a sustainable transport strategy for the area is developed which has the support of the agencies involved and local businesses, organisations and residents.

In order to help to develop the likely transport requirements of the study area, the economic and social issues in the area need to be understood and its current and future transport problems and constraints identified. To gather a detailed picture we are consulting the businesses, organisations and people living and working in the area, and are setting up a workshop for the study. The workshop will assist with the identification of problems and the consideration of possible solutions.

We would like to invite you to the workshop which is to be held on **Wednesday 4<sup>th</sup> July 2012** at **Berkhamsted Civic Centre** (<http://goo.gl/maps/Ls4a>). Tea and coffee will be served from 9.45am for a 10am start. Initially, a presentation will be given to provide details about the study, its aims and a summary of the progress to date. Following a short break, discussion groups will be held, covering a range of issues which will help develop the strategy. Lunch will be provided around 12.30pm. After lunch, there will be a question and answer session. The workshop is expected to end around 2.00pm.

If you could respond to the following project e-mail address ([TBNUJP.europe@aecom.com](mailto:TBNUJP.europe@aecom.com)) indicating whether you can or cannot attend it would be appreciated. We hope to have a broad range of interests present on the day to ensure we are able to discuss all of the issues. However, if you are not able to attend please send your comments and thoughts on the current transport provision within the towns and any aspirations or thoughts you have to improve it in the future, and we will ensure these are put forward on the day. If you can respond **by Friday 25<sup>th</sup> June 2012** it would be appreciated.

If you are part of an organisation and feel that you are not the appropriate person to represent it, please pass the information onto the relevant person. I look forward to seeing you at the workshop.

Yours sincerely,

Nick Secker  
AECOM - Associate Director

## Appendix C

Appendix C -

# Tring and Berkhamsted Urban Transport Plan and Bikeability Study

## Wider Stakeholder Workshop

Nick Secker, AECOM

4<sup>th</sup> July 2012




### Agenda

9:45am – 10:00am	ARRIVE	Refreshments Available
10:00am – 10:45am	PRESENTATION	An introduction to the Urban Transport Plan for Tring, Northchurch and Berkhamsted and Bikeability Study
10:45am – 11:00am	COFFEE BREAK	
11:00am – 12:15pm	WORKSHOP	Break into groups to discuss current and future transport issues, and potential solutions in the urban areas
12:15pm – 1:00pm	LUNCH	
1:00pm – 2:00pm	PRESENTATION	A short presentation of group feedback from the workshops, including a question and answer session
		Thank you and close

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### Purpose of this workshop

- To discuss transport issues affecting Tring, Berkhamsted and Northchurch:
  - What are the most important issues to you?
- To understand the aspirations for the area and discuss potential transport interventions
- Outline UTP approach and timescales
  - Ongoing development of the process (including timeline)

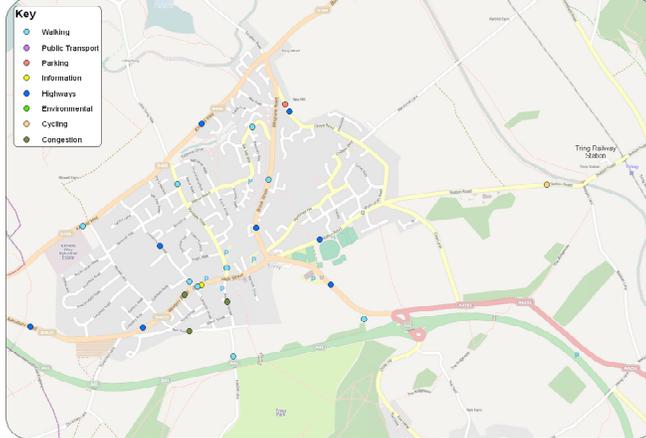
This is your chance to have your say in what we are doing!

### Aim of the UTP

- The UTP will meet the requirements to:
  - Consider the strategies and aspirations for the towns, as set out in current plans
  - Examine schemes not delivered from the previous Transport Programme, which meet LTP3 criteria
  - Assess potential schemes against delivery group criteria and likely funding opportunities
  - Reflect current UTP guidance (Build on this and include approach and consultation)
- The UTP will therefore provide:
  - A coherent strategy to enable Tring, Berkhamsted and Northchurch to operate and grow in a sustainable way.
  - A specific examination of the ability to manage traffic movements and encourage sustainable travel in the towns.

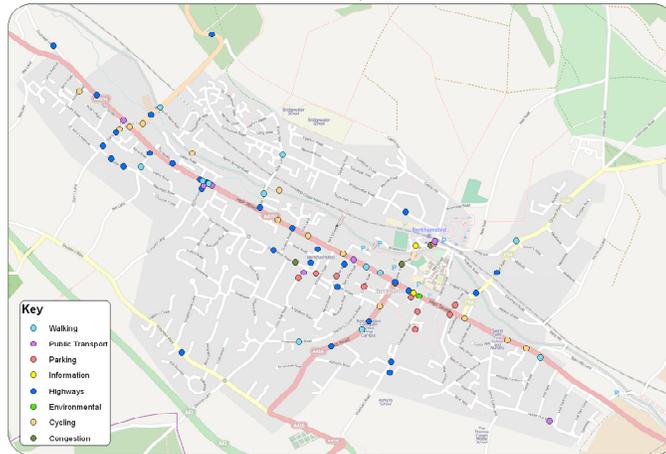
### Study Area

Tring Transport Problems



### Study Area

Berkhamsted Transport Problems



## UTP Approach

### Stage 1 – Identification of Issues

Identified through consultation workshops with officers, members and key stakeholders

### Stage 2 – Option Generation and Appraisal

A list of possible interventions will be developed to address key issues, and then agreed with officer steering group

### Stage 3 – Draft Strategy development

Draft UTP including Key Issues, Interventions, Implementation Plan and Route User Hierarchy

### Stage 4 – Public Consultation

Consultation period of 6 weeks allowing public to provide feedback on Draft UTP

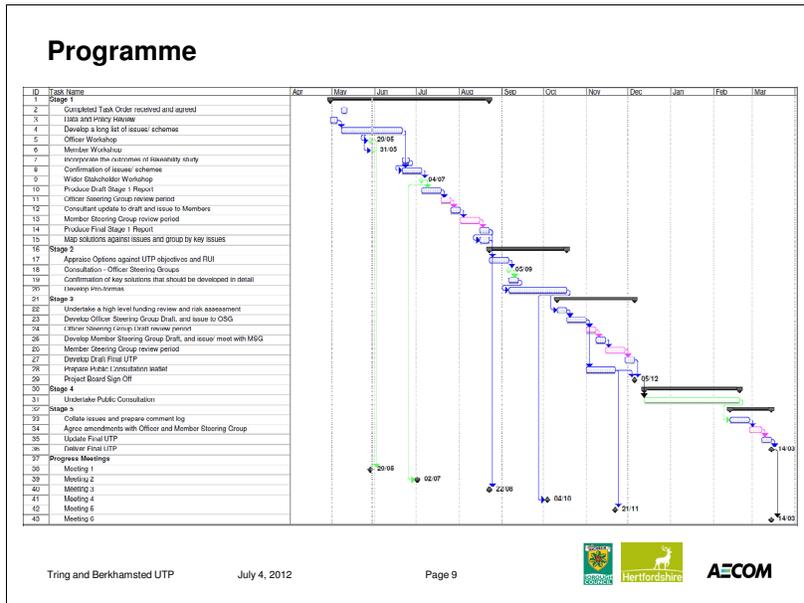
### Stage 5 – Final Strategy development

Agreement of amendments to plan based on consultation period, followed by adoption of the Plan

### Stage 6 – Final document completion

## Bikeability Study

- Audit of roads and routes in Tring and Berkhamsted to identify accessibility problems and barriers
- Based on 3 core levels of Bikeability:
  - Level 1: covers basic bike handling skills in a traffic-free setting
  - Level 2: taught on quiet roads but in real traffic conditions
  - Level 3: covers complex situations, traffic conditions and road layouts
- Extensive site surveys to classify roads and tracks
- On-site Stakeholder meeting and document review
- Issues recorded to open dialogue of potential solutions
- Feeds into the UTP Stage 1 Report

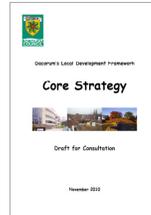
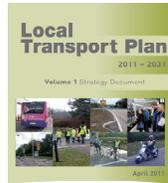


### Stage 1 – Existing Work

- As part of Stage 1 we have reviewed the work undertaken to date, including:
  - Tring and Berkhamsted Transport Programme (2002/03)
  - Public Exhibition to identify transport issues (2006)
  - Recommendations for schemes
- This process has also included a review of policy and guidance which will form a material consideration for the development of the UTP.

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## Stage 1 – Current Policy and Guidance



- Walking Strategy
- Cycling Strategy
- Bus Strategy
- Rail Strategy
- Interlink Strategy
- Speed Management
- Road Safety
- RoWIP
- SMoTS

- Hertfordshire 2021 Corporate Plan
- HISS
- IURS
- West Herts Area Plan
- UTP Guidance
- Data Report

- Dacorum draft Core Strategy
- LDF (transport) Evidence Base
- Dacorum Cycling Strategy
- B'hamsted Place Strategy
- Tring Place Strategy
- B'hamsted Town Centre Strategy
- Tring Town Centre Strategy
- B'hamsted Transport Programme
- Tring Transport Programme



## Stage 1 - Data

A wide variety of data is required to help establish the existing transport situation in Tring and Berkhamsted. This includes:

- A range of survey data relating to the vehicles, cyclists and pedestrians using the highway network
- The number of vehicles using car parks
- Journey time information throughout the urban areas
- Public transport routing and timetable information
- Existing and future developments in the area



## Bikeability Audit

- Site visits and on-site stakeholder meeting complete
- Long list of issues identified for discussion at Stage 1
- Bikeability Audit maps have been produced



## Stage 1 – Long List of Transport Issues

- Based upon the information and sources available, a long list of transport issues affecting the towns has been compiled.
- These issues have been categorised by mode and theme (accessibility, congestion etc) and their individual locations mapped.
- Broad problems such as excessive vehicle speeds, low priority for cyclists, HGV traffic and issues around pedestrian crossings have emerged.
- We are keen to capture any additional issues in the list and begin to explore and validate these.

### Current issues...

#### Walking

- Pedestrians need to be given greater priority
- Lack of pedestrian links to key destinations
- More suitable and numerous crossing facilities need to be provided
- Signage and wayfinding could be improved



### Current issues...

#### Cycling

- Lack of dedicated routes for cyclists – what routing does exist is poorly promoted
- Lack of facilities at key destinations including parking and advanced stop lines
- Urban areas are traffic dominated, creating unpleasant environments for cycling
- Gradients discourage cycling, especially in Berkhamsted



**Current issues...**

**Public Transport**

- Location of some bus stops requires review due to poor visibility and dangerous overtaking
- Bus reliability and frequency could be improved
- Connectivity between public transport modes could be enhanced e.g. better co-ordinated arrival times, real time information
- Challenge to increase bus patronage and reduce the reliance on the car



**Current issues...**

**Highways**

- Congestion on Berkhamsted High Street (specifically Kings Rd junction)
- Durrants Lane/High Street junction
- Congestion on Billet Lane junction
- Congestion/poor visibility/speeding vehicles at Kingshill Way/Shootersway junction
- Excessive vehicle speeds reported as being a problem in both towns



### Current issues...

#### Parking

- Heavy demand for commuter parking at Tring and Berkhamsted stations
- HGV parking/loading in town centres during peak hours
- Residential areas used as parking for town centres
- Commuters using country lanes for parking instead of station parking
- Unclear directions to town centre parking



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### Current issues



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### Focus Group Discussion

What do you consider to be the main issues for:

- Walking
- Cycling
- Public transport
- Highways and parking



### Focus Group Discussion

- What are the aspirations for the area?
  - Improve access to services and facilities
  - Maintain and enhance the natural and built heritage of the towns
  - Encourage sustainable travel, reducing the reliance on the car
  - Support the economic vitality of the towns
  - Examine the patterns of localised and longer distance commuting
- How can we help to meet these aspirations through improvements to the transport network?
  - Closer integration between sustainable modes and infrastructure
  - Increased use of softer measures - travel planning, marketing etc
  - Demand management measures
  - Localised improvements or corridor wide strategies?

## Development of Transport Options (Interventions)

There are a number of interventions which can help us tackle transport issues in Tring, Berkhamsted and Northchurch. Some ideas include:

- Promotion of sustainable transport through demand management measures including Travel Plans and car clubs
- Exploring bus priority measures and real time information
- Extension of the 20mph zone to roads surrounding the High Street
- Improving pedestrian safety at key junction locations
- Improving access to rail stations by walking, cycling and public transport
- Easing traffic congestion through improved junction layouts and signal timings

## This Workshop

### What happens now

- i. Break into focus groups
- ii. Discuss the issues in more detail and establish priorities
- iii. Talk through some possible solutions and prioritise these
- iv. Lunch
- v. Feedback session to talk through the outcomes of focus groups, including the scoring of possible solutions

Thank you for your support today

Any further questions?

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