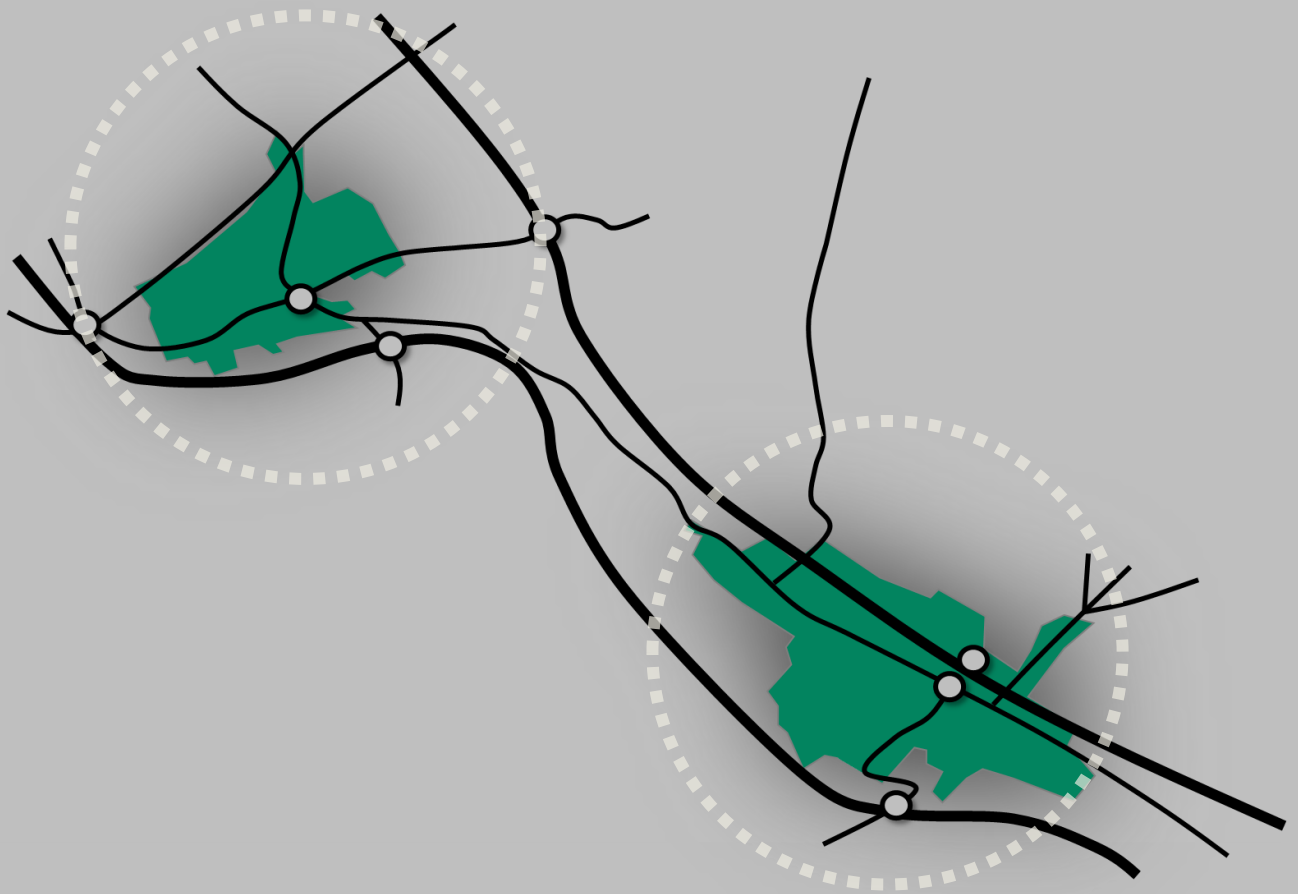


Appendix A

Challenge Audit - Berkhamsted



Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

| | |
|----------------|----|
| Interaction ID | B1 |
|----------------|----|

Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (**Error! Reference source not found.** [Interaction ID B1]; **Error! Reference source not found.**; **Error! Reference source not found.**; **Error! Reference source not found.**) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). An issue has been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary

Key summary points from the audit of Interaction ID B1 are discussed below:

- absence of cycling facilities and dedicated infrastructure on streets (such as off-cycle cycle track, bike lockers)
- absence of cycle priority at junctions
- lack of traffic calming measures
- lack of pedestrian crossings, and the ones that exist are often worn or degraded

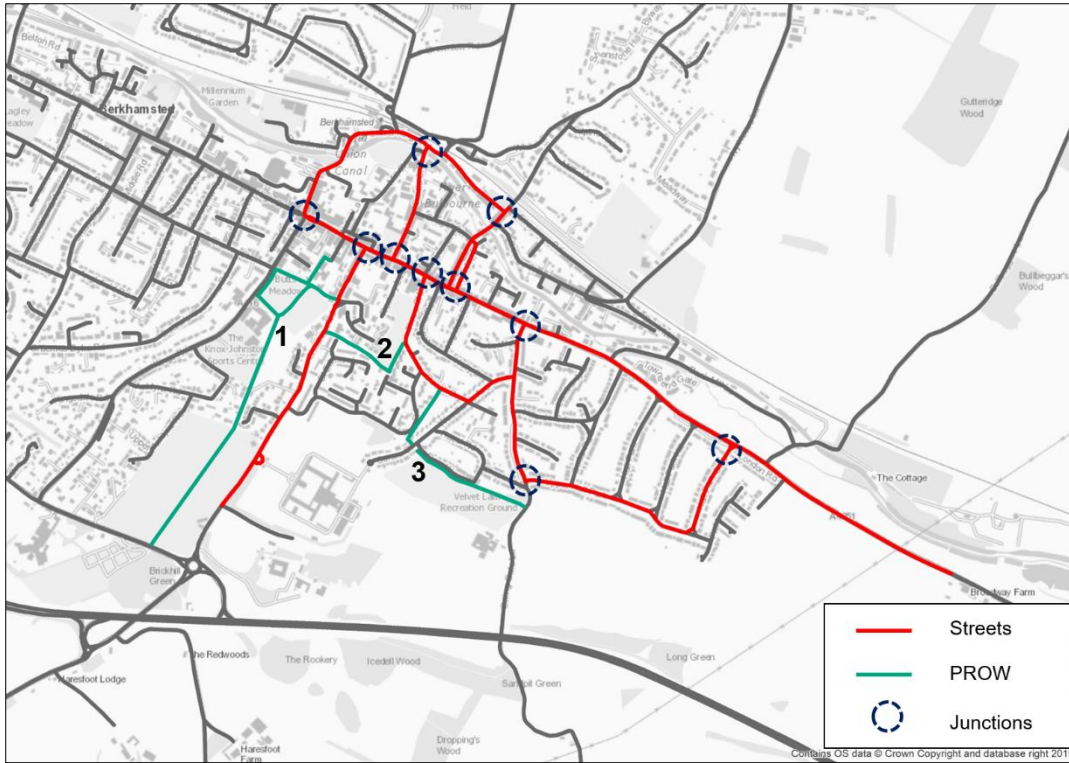


Figure 1: Interaction B1



Table 1: Audit – Public Rights of Way

| Public Rights of Way | | |
|---|--|------------------|
| Name / short description: Footpath to the west of Chesham Road (and other paths connecting near the Town Centre) (1) | | Issue RAG |
| What is the footpath constructed from? | Mostly grass, but in some places it is metalled | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | No. Gate to access the path from Kingshill Way. Stairs to access footpath from Chesham Road. | G |
| Is the footpath signposted? | Yes, from the A416. Not from other entrances | A |
| Are there any restrictions as to which users can use the footpath? | Footpaths so only pedestrians. The unmetalled surfaces may be unsuitable if they are wet or boggy. At the access from Chesham Road there are steps or a narrow ramp which would make it unsuitable for wheelchair users or pushchairs. | R |
| Is the footpath on a significant slope? | Slight slope | A |
| Is the footpath lit? | Partially, more in the north towards the town centre | A |
| Name / short description: Footpath between Chesham Road and Three Close Lane (2) | | Issue RAG |
| What is the footpath constructed from? | Some parts dirt and some parts metalled (such as steps at accesses) | A |
| Is the footpath physically | Bordered either side by houses, intermittent hedges. Steps to access footpath from Chesham Road and Three | A |

| | | |
|--|--|------------------|
| constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Close Lane which would restrict some users, particularly wheelchair users and pushchairs. There is a ramp at the beginning from Chesham Road but there appear to be slight steps beyond that. There is no ramp from the Three Close, just steep steps. | |
| Is the footpath signposted? | No | R |
| Are there any restrictions as to which users can use the footpath? | Steps to access the footpath from Chesham Road and Three Close Lane, which is will not be accessible for all | R |
| Is the footpath on a significant slope? | Yes, steps and ramp on a steep slope to access footpath from Chesham Road, and steep steps (no ramp) from Three Close Lane, therefore making the footpath inaccessible for some users including wheelchair users and pushchairs. | R |
| Is the footpath lit? | Yes, partially | G |
| Name / short description: Footpath from Swing Gate Lane to Woodlands Avenue (3) | | Issue RAG |
| What is the footpath constructed from? | Dirt/gravel and metalled (at Swing Gate Lane access) | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Hedge to the northern boundary of the footpath | A |
| Is the footpath signposted? | Yes at both Swing Gate Lane and Briar Way | G |
| Are there any restrictions as to which users can use the footpath? | Footpath for pedestrians | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |


Table 2: Audit – Streets


| Streets | | |
|---|---|------------------|
| Name / short description: London Road (A4251) to Lower Kings Road | | Issue RAG |
| Is street lighting present? | Partially, from Garden Field Lane to Lower Kings Road. | A |
| Are footways provided on both sides of the road? | Partially, from Garden Field Lane to Lower Kings Road. From Garden Field Lane south-eastwards the footway is only on one side of the road | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without | No | G |


| Streets | | |
|--|---|----------|
| stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | <p>Short section by Esso Petrol Station of which the road markings are faded, otherwise no provision. Evidence of cycling on pavements</p>  <p>Google Earth 2020/09/16</p> | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | <p>Lamppost, section of high street with benches, trees, plants, bus stops, restaurants/cafes with tables outside, bins, cycle parking , cars parked on footpath, and other instances of street furniture</p>  <p>Google Earth 2020/09/16</p> | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes | G |

| Streets | | |
|---|---|---|
| Is roadside parking present? | Yes, in marked bays off main carriageway and some on the carriageway | A |
| Do cars park fully on the road or is there evidence of pavement parking? | In marked bays and there is some evidence of pavement parking, with some cars overhanging the parking bays provided onto the footway  | A |
| Is the carriageway width restricted due to parked cars? | Yes, including marked sections as shown below  | A |
| Are parking restrictions in place? | Yes, mixture of double yellow lines and single yellow lines. Beyond the high street there are no restrictions but also no parked cars | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Mostly signalised pedestrian crossings (some are part of junctions and some are standalone), dropped kerbs and pedestrian islands. Along the High Street, dropped kerbs are provided at the junctions with other roads.  | G |

| Streets | | |
|--|---|-----|
| Is any form of traffic calming in place? | Yes, raised tables as part of pedestrian crossings along high street. | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus shelter (at Town Hall and Swing Gate Lane stops), time table, flags, bus layby. Electronic Passenger Information Point near Town Hall. | G |
| Is this a bus route? | The 29, 30, 31, 354, 500, 501, 532 run along the High Street. The 500 is the only frequent service | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Some laybys, some within traffic lane (marked bays) | G |
| Do width constraints (including parked cars) impede bus movement? | In places, yes | A |
| Is traffic calming 'bus friendly'? | Speed bumps may cause issues for buses | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Berkhamsted Town Centre, Library, Restaurants, Café's, shops, Tesco Metro, St Peter's Church, The Rex Cinema, Swing Gate School | N/A |
| Are there cycle parking facilities available? | There are multiple instances of cycle parking bollards/stands along the high street which are perhaps informal as well as more formal Sheffield stands outside the Civic Centre, both shown below | A |


| Streets | | |
|---|--|-------------------------|
| |  | |
| <p>Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc?</p> | <p>There could be forward visibility issues due to lorries and delivery vehicles stopping along the side of the road</p> | G |
| <p>Are there any significant maintenance issues, e.g. footway surface broken?</p> | <p>Some pedestrian crossings and bus stops are hard paved (this is in the town centre). Some lane markings worn.</p> | G |
| <p>Name / short description: Station Road, Ravens Lane and Holliday Street</p> | | <p>Issue RAG</p> |
| <p>Is street lighting present?</p> | <p>Yes</p> | G |
| <p>Are footways provided on both sides of the road?</p> | <p>Yes on Ravens Lane and Holliday Street, no on Station Road</p> | A |

| Streets | | |
|---|---|---|
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Yes along Holliday Street, particularly on the western side, possibly on parts of Ravens Lane | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | <p>Wheelie bins on Holliday Street, potted plants on Ravens Lane, lampposts, pub with on-street seating, traffic signs</p>  <p><small>Google Earth</small></p> | A |
| Is the road/footway on a significant slope? | On Ravens Lane there is a slope, particularly in the northern section, which becomes more significant the further north | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No crossings but no clear desire lines/destinations | A |
| Is roadside parking present? | Yes, extensively on Station Road, in some places on both sides of the road | R |


| Streets | | |
|--|--|---|
| |  | |
| Do cars park fully on the road or is there evidence of pavement parking? | Some evidence of pavement parking, but most parking appears to be fully on the carriageway | A |
| Is the carriageway width restricted due to parked cars? | Yes, on each road for large sections | R |
| Are parking restrictions in place? | Yes, alternating between double yellow lines and single yellow lines | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No clear crossings. At junctions with other roads along its length, there are dropped kerbs. | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | R |
| Is this a bus route? | No | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |

| Streets | | |
|---|--|------------------|
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Small parade of shops on Ravens Lane, pub on Station road | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Slightly narrow road at points and road markings are deteriorated in some places, with the central line markings faded | A |
| Name / short description: Lower Kings Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway | No | G |

| Streets | | |
|--|---|---|
| constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, street furniture near train station, signage, trees | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, pedestrian island near train station but no formal crossing | A |
| Is roadside parking present? | Yes, in marked bays away from the road | G |
| Do cars park fully on the road or is there evidence of pavement parking? | In marked bays | G |
| Is the carriageway width restricted due to parked cars? | Some | A |

| Streets | | |
|--|--|---|
| |  | |
| Are parking restrictions in place? | Some. Single yellow lines along the length | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs, across the road and also along the road at junctions | A |
| Is any form of traffic calming in place? | Pedestrian island near station | A |
| Is this a bus route? | The 354 and 532 services run along this road (the 354 is the only frequent bus) | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Within traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | Yes | G |
| Are there any bus priority measures evident? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable | A |

| Streets | | |
|--|---|------------------|
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Berkhamsted Station, small parade of shops | N/A |
| Are there cycle parking facilities available? | Yes at Berkhamsted Station, underneath the railway arches behind the car park | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Castle Street | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Yes, particularly on the eastern side | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |

| Streets | | |
|--|---|---|
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts and bollards | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No key destinations, no crossings provided | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | G |
| Is the carriageway width restricted due to parked cars? | Yes  | A |
| Are parking restrictions in place? | Double yellow lanes along whole length (apart from where parking bays are). Restrictions near Berkhamsted Boys School | G |
| What form do crossings take – are | Dropped kerbs at junction with A4251. At junctions along the road, dropped kerbs are provided | A |

| Streets | | |
|--|---|-----|
| dropped kerbs provided as an absolute minimum? | | |
| Is any form of traffic calming in place? | No | R |
| Is this a bus route? | The 532 service runs along Castle Street (quite infrequently) | A |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | In places yes | A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | A |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Berkhamsted Boys School, Berkhamsted Sixth Form | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed | No | G |

| Streets | | |
|--|--|------------------|
| entrances (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | No, small area of hard paving at junction with A4251 | G |
| Name / short description: Upper Hall Park and Hall Park Gate | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, trees | A |
| Is the road/footway on a significant slope? | Not on Upper Hall Park, which is mostly flat, but Hall Park Gate is on a significant slope | R |


| Streets | | |
|--|---|-----|
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations, both are residential street | G |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | G |
| Is the carriageway width restricted due to parked cars? | In places | A |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossings, both are quiet residential roads. At junctions along Upper Hall Park and Hall Park Gate there are dropped kerbs for pedestrians | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | R |
| Is this a bus route? | No bus routes along these roads | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | N/A |
| Do width constraints (including | N/A | N/A |

| Streets | | |
|---|-----------------------------|-----------|
| parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No clear destinations | N/A |
| Are there cycle parking facilities available? | No, quiet residential roads | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No marking of lanes on road | A |
| Name / short description: Swing Gate Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly | A |
| Is the width of the footway constrained, i.e. would two pedestrians | No | G |

| Streets | | |
|--|--------------------------------------|---|
| be unable to pass each other without stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, road signs | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Dropped kerbs near Swing Gate School | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | A |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | Near Swing Gate School, yes | G |


| Streets | | |
|--|---|-----|
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs. At some junctions along the road there are dropped kerbs | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable | A |
| Is this a bus route? | The 354 service runs along Swing Gate Lane | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | In places | A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Swing Gate School | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for | No | G |

| Streets | | |
|--|---|------------------|
| any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Some uneven road surfaces | A |
| Name / short description: Woodlands Avenue, Beech Drive and Three Close Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, although for a large section of Three Close Lane it is only on one side, and on the other side the footway is narrow. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Along Three Close Lane slightly constrained | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, benches, | A |
| Is the road/footway on a | Yes, on all roads | A |

| Streets | | |
|---|--|-----|
| significant slope? | | |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No key destinations | N/A |
| Is roadside parking present? | Yes | R |
| Do cars park fully on the road or is there evidence of pavement parking? | <p>Evidence of extensive pavement parking, particularly on Beech Drive where it is on both sides of the road, constraining the road and the pavement</p>  | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs. At junctions along the road there are dropped kerbs | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real | No marking for bus stops, no flags or road markings at all | R |

| Streets | | |
|---|--|-----|
| time information, bus shelter, seating? | | |
| Is this a bus route? | The 354 service run along part of Swing Gate Lane/Woodlands Avenue/Beech Drive | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Not marked | R |
| Do width constraints (including parked cars) impede bus movement? | Yes | R |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | The Rex Cinema at the junction of Three Close Lane and High Street | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No delineation of lanes | A |

| Streets | | |
|--|---|-----------|
| Name / short description: Chesham Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | No | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Yes, towards High Street on both sides of the road | A |
| Is there provision for cycle facilities (on-road or off-road)? | No. This is a one-way road in part which might impede some cyclist routing options. | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Bollards, lampposts, parking restriction signage | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Some, not that many crossings | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is | Fully on the road | A |

| Streets | | |
|---|--|---|
| there evidence of pavement parking? | | |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Parking restrictions near Ashlyns School. Single yellow lines near High Street | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and pedestrian island (at junction with A416). No dropped kerbs along the footway as it crosses junctions. | A |
| Is any form of traffic calming in place? | Yes, along the one-way section of the road near Priory Gardens by building out footway.  | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags, timetables | A |
| Is this a bus route? | The 354 service runs along Chesham Road from the junction with Hilltop Road to A416 | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane, marked bays | A |
| Do width constraints (including | No | G |


| Streets | | |
|---|---|-----|
| parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | Traffic calming is on the section of Chesham Road without a bus route | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Ashlyns School, Chesham Fields Pavillion | N/A |
| Are there cycle parking facilities available? | Cycle sheds at Ashlyns School | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Some visibility issues in the one-way section. Dense vegetation may impede visibility | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Chesham Road is a one-way single lane from the High Street to Hill Top Road which may constrain some movements. | A |

Table 3: Audit – Junctions


| Junctions | | |
|---|-----------------------|-----------|
| Name / short description: Lower Kings Road/Kings Road/High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, | Signalised crossroads | N/A |

| Junctions | | |
|---|---|------------------|
| roundabout etc)? | | |
| Are there provisions for pedestrians crossing at the junction? | Raised hard paved table on A4251 arms. Signalised pedestrian crossings on all arms. Red tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Some deterioration of road markings and general condition | A |
| Name / short description: Station Road/Castle Street | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, | Deterioration in road markings | A |

| Junctions | | |
|---|---------------------------------------|-----------|
| pavement deterioration, signage? | | |
| Name / short description: Castle Street/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs with red tactile paving | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Slight deterioration of road markings | A |
| Name / short description: Three Close Lane/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs tactile paving | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |

| Junctions | | |
|---|--|------------------|
| Is there adequate signage on the junction approaches? | Some. | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Some on the road and the tactile paving appears to be worn  | A |
| Name / short description: Ravens Lane/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with High Street being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and tactile paving | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Slight deterioration of road markings, tactile paving worn / broken particularly the kerbs | A |
| Name / short description: Swing Gate Lane/ High Street (A4251) | | Issue RAG |

| Junctions | | |
|--|--|------------------|
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs, signalised pedestrian crossing. | A |
| Are there provisions for cyclists crossing at the junction? | No clear facilities for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No | G |
| Name / short description: Hall Park Gate/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |

| Junctions | | |
|---|---|------------------|
| |  | |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | No | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Some. | A |
| Name / short description: Chesham Road/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised turning (Chesham Road is one-way in this section, with vehicles travelling away from the High Street) | N/A |
| Are there provisions for pedestrians crossing at the junction? | Raised entrance (hard-paved) to be level with pavement Kerbs and tactile paving in Chesham Road | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |

| Junctions | | |
|---|--|---|
| Is there adequate signage on the junction approaches? | Some, but A4251 (High Street) is busy with signs | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | <p>No road markings over hard-paved area</p>  <p>Google Earth ©2020 Google</p> | R |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

| | |
|-----------------------|----|
| Interaction ID | B2 |
|-----------------------|----|

Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions
(Error! Reference source not found. Interaction ID B2, Figure 2 ;Table 4;

Table 5;

Table 6) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). An issue has been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary

Key summary points from the audit of Interaction ID B2 are discussed below:

- absence of cycling facilities and dedicated infrastructure on streets (such as off-cycle cycle track, bike lockers)
- significant levels of pavement parking, especially near train station
- road markings can be worn and in some cases completely worn away
- several rural lanes where visibility and width of the road can be constrained
- lack of bus services in residential areas

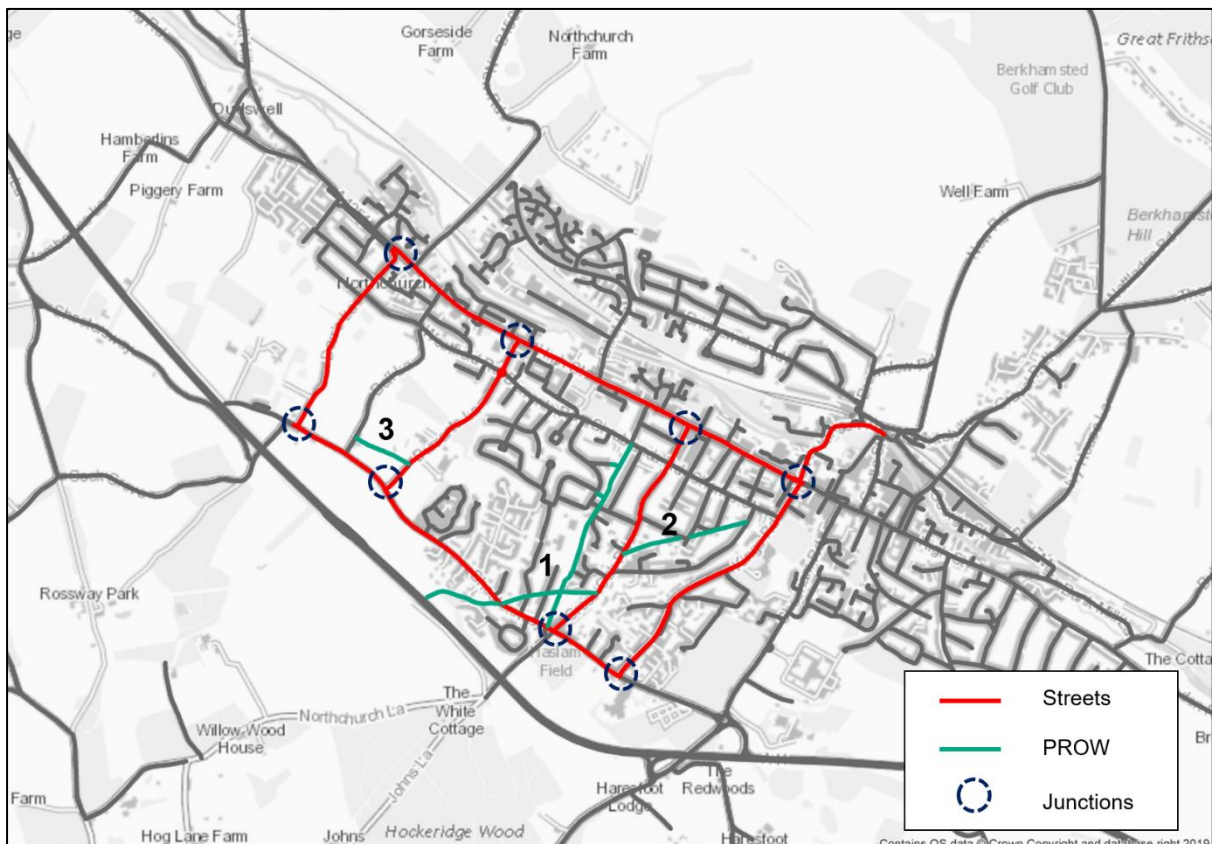




Figure 2: Interaction 8



Table 4: Audit - Public Rights of Way


| Public Rights of Way | | Issue RAG |
|---|--|------------------|
| Name / short description: Footpath parallel to Cross Oak Road (including diagonal footpath from Shootersway to Cross Oak Road) (1) | | Issue RAG |
| What is the footpath constructed from? | Metalled surface | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Bordered either side by fences/vegetation which may encroach on the path. Metal arch barriers at entrances at Crossways. Metal barrier near entrance on Gilbert Way. | A |
| Is the footpath signposted? | Yes, at every entrance | G |
| Are there any restrictions as to which users can use the footpath? | Footpath, so only for pedestrians. Multiple no cycling signs at the entrances to the footpath | A |
| Is the footpath on a significant slope? | Yes | A |
| Is the footpath lit? | No | R |
| Name / short description: Footpath between Cross Oak Road and Doctor's Commons Road (2) | | Issue RAG |
| What is the footpath constructed from? | Metalled surface | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Bordered either side by fences (beyond which are houses). Metal arch barriers at entrance on Cross Oak Road | A |
| Is the footpath signposted? | Yes. More signage might be needed as the footpath crosses roads (such as Montague Road) | A |
| Are there any restrictions as to which users can use the footpath? | Footpath, so only for pedestrians. No cycling signs at entrance to footpath from Cross Oak Road, North Road and Doctor's Commons Road | A |
| Is the footpath on a significant slope? | No | A |
| Is the footpath lit? | Yes | G |
| Name / short description: Footpath between Bell Lane and Durrants Lane (3) | | Issue RAG |
| What is the footpath | Gravel | A |


| Public Rights of Way | | |
|--|---|---|
| constructed from? | | |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Quite a narrow footpath at points, at Bell Lane the entrance is narrow between a fence and a wall | A |
| Is the footpath signposted? | Yes | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. The gravel surface may make it inaccessible for some | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |


Table 5: Audit - Streets

| Streets | | |
|--|---|-----------|
| Name / short description: A4251 from Darr's Lane to Lower Kings Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, short sections without | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Towards Darr's Lane the width of footway is restricted, but towards Lower Kings Road and the town centre the footways are wide enough | A |
| Is there provision for cycle facilities (on-road or off-road)? | No. Evidence of Sheffield stands and cycling on pavement.  | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs, bins, flowerbeds, trees, tables outside cafes/restaurants (along the High Street), Sheffield stands cycle parking  | A |
| Is the road/footway on a significant slope? | No | G |



| Streets | | |
|---|--|---|
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, crossings provided along the road, more so at the High Street | G |
| Is roadside parking present? | Yes, in marked bays mostly | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road. Some delivery vans which park on the pavement | A |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | Parking restrictions not in place for the whole section of road, but there are some sections of double yellow lines and single yellow lines. | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Mostly signalised pedestrian crossings (some are part of junctions and some are standalone), dropped kerbs and pedestrian islands. Where the footway meets junctions along the road, there are dropped kerbs to enable crossing.  | G |
| Is any form of traffic calming in place? | Raised speed bumps in the town centre and radar speed sign near junction with The Meads  | G |

| Streets | | |
|--|--|-----|
| |  | |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus shelters at Kings Road, Durrants Lane, Midcot Way and Darr's Lane stops, timetables, bus flags, bus laybys (only in town centre stops) | G |
| Is this a bus route? | The 29, 30, 354, 500 and 501 services run, but only the 500 provides a frequent service | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Some are in laybys, some are within the traffic lane in marked bays | A |
| Do width constraints (including parked cars) impede bus movement? | In places | A |
| Is traffic calming 'bus friendly'? | Speed bumps may cause issues for buses | R |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | High street with many shops, cafes and restaurants, Waitrose and M&S on or just behind the High Street, Shell fuel garage, Gossoms End Elderly Care Unit, Westfield School and Nursery | N/A |
| Are there cycle parking facilities available? | Some cycle parking in form of Sheffield stands on the footway | A |



| Streets | | |
|---|--|-------------------------|
| |  | |
| <p>Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc?</p> | <p>There could be forward visibility issues due to lorries and delivery vehicles stopping along the side of the road</p> | A |
| <p>Are there any significant maintenance issues, e.g. footway surface broken?</p> | <p>Some pedestrian crossings and bus stops are hard paved (this is in the town centre). Some lane markings worn.</p> | A |
| <p>Name / short description: Lower Kings Road</p> | | <p>Issue RAG</p> |
| <p>Is street lighting present?</p> | <p>Yes</p> | G |
| <p>Are footways provided on both sides of the road?</p> | <p>Yes</p> | G |
| <p>Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road?</p> | <p>No</p> | G |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No</p> | R |
| <p>Is there provision for horse riding?</p> | <p>No</p> | A |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>Lampposts, street furniture near train station, signage, trees</p> | A |


| Streets | | |
|---|---|---|
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, pedestrian island near train station but no formal crossing | A |
| Is roadside parking present? | Yes, in marked bays away from the road | G |
| Do cars park fully on the road or is there evidence of pavement parking? | In marked bays | G |
| Is the carriageway width restricted due to parked cars? | Some  | A |
| Are parking restrictions in place? | Some. Single yellow lines along the length | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs, across the road and also along the road at junctions | A |
| Is any form of traffic calming in place? | Pedestrian island near station | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable | A |
| Is this a bus route? | The 354 and 532 services run along this road (the 354 is the only frequent bus) | G |
| Are bus stops accommodated in | Within traffic lane | R |


| Streets | | |
|--|--|------------------|
| laybys or within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | Yes | G |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Berkhamsted Station, small parade of shops | N/A |
| Are there cycle parking facilities available? | Yes at Berkhamsted Station, underneath the railway arches behind the car park | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: A416/Kings Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, although towards Shootersway there is only one footway | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Yes, near Shootersway narrow sections of footway and towards Ashlyns Road to accommodate for parking spaces or widening of the carriageway | R |


| Streets | | |
|---|--|---|
| |  | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs, bus signs, bollards, bins | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, crossings between Berkhamsted Girls School and Berkhamsted Prep School | G |
| Is roadside parking present? | Yes in marked bays or over chevroned / hatched section  | A |
| Do cars park fully on the road or is there evidence of | Fully on the road | G |


| Streets | | |
|--|---|-----|
| pavement parking? | | |
| Is the carriageway width restricted due to parked cars? | Slightly | A |
| Are parking restrictions in place? | Single yellow lines near A4251 | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised pedestrian crossings. Along the footway at junctions dropped kerbs are provided for crossing | G |
| Is any form of traffic calming in place? | Traffic calming near Berkhamsted Girls School – extended footways | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | R |
| Is this a bus route? | No buses run along Kings Road | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Berkhamsted Library, Kings Road Church, Butt's Meadow Recreation Ground, Berkhamsted Prep School, Berkhamsted Girls School, Knox Johnston Sports Centre | N/A |
| Are there cycle parking facilities available? | Potentially at Schools | A |
| Is forward visibility for any users restricted, e.g. concealed | Blind curve | A |

| Streets | | |
|--|--|-------------------------|
| <p>entrances (excluding private residential properties), blind turns etc?</p> |  | |
| <p>Are there any significant maintenance issues, e.g. footway surface broken?</p> | <p>Some lane markings and general road markings worn</p> | A |
| <p>Name / short description: Cross Oak Road</p> | | <p>Issue RAG</p> |
| <p>Is street lighting present?</p> | <p>Yes</p> | G |
| <p>Are footways provided on both sides of the road?</p> | <p>No towards Denny's Lane, yes towards A4251</p>  | A |
| <p>Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road?</p> | <p>In places there is no footway/footway is constrained</p> | R |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No. Sections of priority traffic calming might impact cyclist route planning.</p> | R |
| <p>Is there provision for horse riding?</p> | <p>No</p> | A |

| Streets | | |
|--|---|---|
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs, bollards, bins | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations | A |
| Is roadside parking present? | Yes, quite prevalent down the length of the road | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking at various points along the road  | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Yes, some areas of double yellow lines | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs in some places. There are dropped kerbs at most junctions along the footway. | A |
| Is any form of traffic calming in place? | Two raised extended tables (hard paved) near junction with A4251. Section of single lane and priority over incoming vehicles and speed bumps (some hard paved). Another give-way/priority traffic calming | G |



| Streets | | |
|--|---|-----|
| |  | |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus route along a short section of Cross Oak Road near A4251 | R |
| Is this a bus route? | The 532, 502 and 354 services run along a short section of Cross Oak Road from High Street to Shrublands Road | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | Yes | R |
| Is traffic calming 'bus friendly'? | Bus does not run along section with traffic calming | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | All Saints Church | N/A |
| Are there cycle parking facilities available? | No | R |

| Streets | | |
|---|--|-------------------------|
| <p>Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc?</p> | <p>Yes, where the road becomes narrow and at the priority/give way traffic calming, there are blind turns</p>  | A |
| <p>Are there any significant maintenance issues, e.g. footway surface broken?</p> | <p>Narrow lane in some parts Some areas with uneven surface/small sections of road have been resurfaced Some hard paved raised tables Road markings are quite worn in places</p> | A |
| <p>Name / short description: Durrants Lane</p> | | <p>Issue RAG</p> |
| <p>Is street lighting present?</p> | <p>In parts, but not along the whole road, particularly not in the more rural sections to the south</p> | A |
| <p>Are footways provided on both sides of the road?</p> | <p>In parts, the rest of the road has a footway along one side of the road</p> | A |
| <p>Is the width of the footway constrained, (i.e. would two pedestrians be able to pass each other without stepping into the road)?</p> | <p>No</p> | G |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>Shared use path from Shootersway towards Egerton Rothesay School</p> | A |
| <p>Is there provision for horse riding?</p> | <p>No</p> | A |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>Lampposts, traffic signs and cars encroaching on pavement (in the north of the road towards A4251)</p> | A |
| <p>Is the road/footway on a significant slope?</p> | <p>Yes</p> | A |
| <p>Are crossings provided along</p> | <p>Yes, crossings near Westfield School and Nursery No crossing by Egerton Rothesay School</p> | A |

| Streets | | |
|--|---|---|
| desire lines/adjacent to local destinations such as shops, schools etc? | | |
| Is roadside parking present? | Yes, in bays off the main carriageway | A |
| Do cars park fully on the road or is there evidence of pavement parking? | <p>Evidence of pavement parking. The bays in which cars park are very similar to the pavement which could create confusion about where the parking bay ends.</p>  | R |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Parking restrictions near Westfield School and Egerton Rothesay School | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised crossing at junction with A4251 for all three arms. Dropped kerbs outside Westfield School. Dropped kerbs along footway towards A4251. | A |
| Is any form of traffic calming in place? | No. There could be issues with speeding along the more rural section of Durrants Lane. | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | One bus stop opposite Westfield School, which has a bus shelter and a bus timetable. Rest of the road is not served by a bus | A |
| Is this a bus route? | The 354 runs on Durrants Lane between High Street and Westfield Road | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within traffic lane | R |
| Do width constraints (including parked | No | G |

| Streets | | |
|--|--|------------------|
| cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Westfield First School and Nursery, Egerton Rothesay School | N/A |
| Are there cycle parking facilities available? | At Westfield School | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No centre line marking in some of the rural section of Durrants Lane | A |
| Name / short description: Darr's Lane | | Issue RAG |
| Is street lighting present? | Street lighting in more urban areas but not in rural areas | A |
| Are footways provided on both sides of the road? | Towards the A4251 footways are mostly provided on both sides of the road. In the rural sections there is no footway provision on either side | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | In some places the width of the footway is constrained | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, | Lampposts, electricity poles, bollards | A |

| Streets | | |
|--|---|-----|
| e.g. lamp columns, traffic signs and other street furniture? | | |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | One crossing provided to access small parade of shops at Northchurch High Street South, dropped kerbs and pedestrian island. | A |
| Is roadside parking present? | Yes, a few vehicles | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | G |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerb with a pedestrian island. Dropped kerbs along footway towards A4251 in more urban area. | A |
| Is any form of traffic calming in place? | No. In the more rural sections of Darr's Lane there could be issues with speeding. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | One bus stop near the small parade of shops with a bus layby, shelter, bus flag and timetable No bus service along Darr's Lane | A |
| Is this a bus route? | No | R |
| Are bus stops accommodated in laybys or within the traffic lane? | Bus stop near High Street is in a layby | G |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |

| Streets | | |
|---|--|------------------|
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Small parade of shops at junction with A4251 | N/A |
| Are there cycle parking facilities available? | Cycle parking racks provided at the small parade of shops | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Quite rural single lane road towards Shootersway which might create visibility issues  | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | As the road becomes a single rural lane there are no road markings | A |
| Name / short description: Shootersway from A416 to Darr's Lane | | Issue RAG |
| Is street lighting present? | Yes from Elizabeth II Avenue to A416 | A |
| Are footways provided on both sides of the road? | No, although in some parts there is a footway on one side of the road. Between Durrants Lane and Darr's Lane there is no footway provision | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Footway is constrained in some places with vegetation encroaching onto it  | A |


| Streets | | |
|--|---|-----|
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, bins | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations and no crossings | R |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | N/A | N/A |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossings. Along the footway, there are dropped kerbs at junction entrances. | R |
| Is any form of traffic calming in place? | No. There could be issues with speeding on Shootersway. | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes serve Shootersway | R |
| Is this a bus route? | No | R |


| Streets | | |
|---|---|-----|
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Shootersway Playing Field. Predominantly residential area | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |

Table 6: Audit - Junctions

| Junctions | | |
|---|---|-----------|
| Name / short description: Lower Kings Road/Kings Road/High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised crossroads | N/A |
| Are there provisions for pedestrians crossing at the junction? | Raised hard paved table on A4251 arms. Signalised pedestrian crossings on all arms. Red tactile paving. | A |
| Are there provisions for | No provision for cyclists | R |

| | | |
|--|--|------------------|
| cyclists crossing at the junction? | | |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Some deterioration of road markings and general condition | A |
| Name / short description: Kings Road (A416)/Shootersway/Kingshill Way (A416) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes, signalised pedestrian crossings on two arms (Kingshill Way and Kings Road). Red tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Good signage on Kingshill Way approach arm, other arms less signage (but road markings) | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No, seems to have recently been resurfaced/repainted | G |
| Name / short description: A4251/Cross Oak Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and signalised pedestrian crossing on the A4251 to the east of the junction | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the | No signage | R |

| | | |
|--|---|------------------|
| junction approaches? | | |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No | G |
| Name / short description: Shootersway/Cross Oak Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | On Cross Oak Road, dropped kerb and island. Limited provision on other arms | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings are quite worn and road surface is uneven  | A |
| Name / short description: A4251/Durrants Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes, signalised crossings on each arm and red tactile paving dropped kerbs. Island in A4251 | G |

| | | |
|---|--|-------------------------|
| |  | |
| <p>Are there provisions for cyclists crossing at the junction?</p> | <p>No provision for cyclists</p> | <p>R</p> |
| <p>Is there adequate signage on the junction approaches?</p> | <p>Some signage, traffic lights are visible</p> | <p>A</p> |
| <p>Are there significant maintenance issues e.g. road markings, pavement deterioration, signage?</p> | <p>A4251 centre line marking worn</p> | <p>A</p> |
| <p>Name / short description: Shootersway/Durrants Lane</p> | | <p>Issue RAG</p> |
| <p>What is the type of junction (signalised, un-signalised, roundabout etc)?</p> | <p>Un-signalised T junction with Shootersway being the major arm</p> | <p>N/A</p> |
| <p>Are there provisions for pedestrians crossing at the junction?</p> | <p>No</p> | <p>R</p> |
| <p>Are there provisions for cyclists crossing at the junction?</p> | <p>No provision for cyclists</p> | <p>R</p> |
| <p>Is there adequate signage on the junction approaches?</p> | <p>Some, road markings on Shootersway</p> | <p>A</p> |
| <p>Are there significant maintenance issues e.g. road markings, pavement deterioration, signage?</p> | <p>No, recently updated</p> | <p>G</p> |

| Name / short description: A4251/Darr's Lane | | Issue RAG |
|--|---|------------------|
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with A4251 being major lane | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage but not extensive | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly worn | A |
| Name / short description: Shootersway/Darr's Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with Shootersway being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage but not extensive | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road marking slightly worn | A |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

| | |
|-----------------------|----|
| Interaction ID | B3 |
|-----------------------|----|

Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions
(**Error! Reference source not found.**Interaction ID B3 Figure 3, Table 7;

Table 8;

Table 9) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). An issue has been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary

Key summary points from the audit of Interaction ID B3 are discussed below:

- absence of cycling facilities and dedicated infrastructure on streets (such as off-cycle cycle track, bike lockers)
- significant levels of pavement parking
- lack of adequate crossing facilities (often just dropped kerbs)
- traffic calming present
- lack of bus stop at key employment site (Billet Lane)





Figure 3: Interaction B3



Table 7: Audit - Public Rights of Way


| Public Rights of Way | |
|---|-------|
| Name / short description: Footpath from Swing Gate Lane to Woodlands Avenue (1) | Issue |


| Public Rights of Way | | RAG |
|---|---|------------------|
| What is the footpath constructed from? | Dirt/gravel and metalled (at Swing Gate Lane access) | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Hedge to the northern boundary of the footpath | A |
| Is the footpath signposted? | Yes at both Swing Gate Lane and Briar Way | G |
| Are there any restrictions as to which users can use the footpath? | Footpath for pedestrians | G |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |
| Name / short description: Grand Union Canal Towpath (from Lower Kings Road to Billet Lane) (2) | | Issue RAG |
| What is the footpath constructed from? | Dirt/gravel | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Yes, the canal borders the path to the North. | A |
| Is the footpath signposted? | No | R |
| Are there any restrictions as to which users can use the footpath? | Stairs to access the footpath from Lower Kings Road which is not accessible for wheelchair users, pushchairs, and other users. Cyclists are not able to use the path | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |

Table 8: Audit - Streets


| Streets | | Issue RAG |
|--|---|-----------|
| Name / short description: A4251 (Billet Lane to Broadway Farm) | | |
| Is street lighting present? | Partially, from Garden Field Lane to Billet Lane | A |
| Are footways provided on both sides of the road? | Partially, from Garden Field Lane to Lower Kings Road. From Garden Field Lane south-eastwards the footway is only on one side of the road | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | <p>Short section by Esso Petrol Station, otherwise no provision Evidence of cycling on pavements</p>  | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | <p>Lamppost, section of high street with benches, trees, plants, bus stops, restaurants/cafes with tables outside, bins, cycle parking, cars parked on footpath, and other instances of street furniture</p>  | A |

| Streets | | |
|--|---|---|
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes | G |
| Is roadside parking present? | Yes, in marked bays off main carriageway and some on the carriageway | A |
| Do cars park fully on the road or is there evidence of pavement parking? | In marked bays and there is some evidence of pavement parking, with some cars overhanging the parking bays provided onto the footway  | A |
| Is the carriageway width restricted due to parked cars? | Yes, including marked sections as shown below  | A |
| Are parking restrictions in place? | Yes, mixture of double yellow lines and single yellow lines. Beyond the high street there are no restrictions but also no parked cars | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Mostly signalised pedestrian crossings (some are part of junctions and some are standalone), dropped kerbs and pedestrian islands Along the High Street, dropped kerbs are provided at the junctions with other roads. | G |

| Streets | | |
|--|---|-----|
| |  | |
| Is any form of traffic calming in place? | Yes, raised tables as part of pedestrian crossings along high street. | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus shelter (at Town Hall and Swing Gate Lane stops), time table, flags, bus layby. Electronic Passenger Information Point near Town Hall. | G |
| Is this a bus route? | The 29, 30, 31, 354, 500, 501, 532 services run along the High Street. The 500 is the only frequent service | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Some laybys, some within traffic lane (marked bays) | G |
| Do width constraints (including parked cars) impede bus movement? | In places, yes | A |
| Is traffic calming 'bus friendly'? | Speed bumps may cause issues for buses | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, | Berkhamsted Town Centre, Library, Restaurants, Café's, shops, Tesco Metro, St Peter's Church, The Rex Cinema, Swing Gate School, Waitrose and M&S on or just behind the High Street, Shell fuel garage, Gossoms End Elderly Care Unit | N/A |

| Streets | | |
|--|--|------------------|
| places of worship? | | |
| Are there cycle parking facilities available? | <p>There are multiple instances of cycle parking bollards/stands along the high street which are perhaps informal as well as more formal Sheffield stands outside the Civic Centre, both shown below</p>  | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | <p>There could be forward visibility issues due to lorries and delivery vehicles stopping along the side of the road</p> | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | <p>Some pedestrian crossings and bus stops are hard paved (this is in the town centre). Some lane markings worn.</p> | G |
| Name / short description: Chesham Road | | Issue RAG |
| Is street lighting present? | <p>Yes</p> | G |
| Are footways provided on | <p>No</p> | A |

| Streets | | |
|---|---|---|
| both sides of the road? | | |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Yes, towards High Street on both sides of the road | A |
| Is there provision for cycle facilities (on-road or off-road)? | No. This is a one-way road in part which might impede some cyclist routing options. | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Bollards, lampposts, parking restriction signage | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Some, not that many crossings | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | A |
| Is the carriageway width restricted due to parked cars? | Yes | R |

| Streets | | |
|--|--|-----|
| Are parking restrictions in place? | Parking restrictions near Ashlyns School. Single yellow lines near High Street | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and pedestrian island (at junction with A416). No dropped kerbs along the footway as it crosses junctions. | A |
| Is any form of traffic calming in place? | Yes, along the one-way section of the road near Priory Gardens by building out footway.  | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags, timetables | A |
| Is this a bus route? | The 354 service runs along Chesham Road from the junction with Hilltop Road to A416 | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane, marked bays | A |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | Traffic calming is on the section of Chesham Road without a bus route | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local | Ashlyns School, Chesham Fields Pavillion | N/A |

| Streets | | |
|---|---|-----------|
| destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | | |
| Are there cycle parking facilities available? | Cycle sheds at Ashyns School | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Some visibility issues in the one-way section. Dense vegetation may impede visibility | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Chesham Road is a one-way single lane from the High Street to Hill Top Road which may constrain some movements. | A |
| Name / short description: Swing Gate Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |



| Streets | | |
|--|---|---|
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, road signs | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Dropped kerbs near Swing Gate School | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | A |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | Near Swing Gate School, yes | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs. At some junctions along the road there are dropped kerbs | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, | Bus flag, timetable | A |

| Streets | | |
|--|--|-----|
| real time information, bus shelter, seating? | | |
| Is this a bus route? | The 354 service runs along Swing Gate Lane | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | In places | A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Swing Gate School | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Some uneven road surfaces | A |

| Streets | | |
|---|---|------------------|
| Name / short description: Upper Hall Park | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, trees | A |
| Is the road/footway on a significant slope? | No | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations, residential street | G |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | G |


| Streets | | |
|--|--|-----|
| Is the carriageway width restricted due to parked cars? | In places | A |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossings, quiet residential road. At junctions along Upper Hall Park there are dropped kerbs for pedestrians | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | R |
| Is this a bus route? | No bus routes along these roads | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | N/A |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, | No clear destinations | N/A |

| Streets | | |
|---|---|------------------|
| places of worship? | | |
| Are there cycle parking facilities available? | No, quiet residential road | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No marking of lanes on road | A |
| Name / short description: Ravens Lane/Station Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes on Ravens Lane, no on Station Road | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Potentially but it is unclear | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs | Potted plants on Ravens Lane, lamppost, pub with outside seating, bins, traffic signs | A |


| Streets | | |
|---|--|---|
| Streets and other street furniture? |  | |
| Is the road/footway on a significant slope? | On Ravens Lane there is a slope, particularly in the northern section, which becomes more significant the further north | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No crossings but no clear desire lines/destinations | A |
| Is roadside parking present? | <p>Yes, extensively on Station Road, in some places on both sides of the road</p>  | R |
| Do cars park fully on the road or is there evidence of pavement parking? | Some evidence of pavement parking, but most parking appears to be fully on the carriageway | A |
| Is the carriageway width restricted due to parked cars? | Yes, on each road for large sections | R |
| Are parking restrictions in place? | Yes, alternating between double yellow lines and single yellow lines | G |

| Streets | | |
|--|--|-----|
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No clear crossings. At junctions with other roads along its length, there are dropped kerbs. | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | R |
| Is this a bus route? | No | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Small parade of shops on Ravens Lane, pub on Station Road | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. | No | G |

| Streets | | |
|--|--|------------------|
| concealed entrances (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Slightly narrow road at points and road markings are deteriorated in some places, with the central line markings faded | A |
| Name / short description: Bridgewater Road (and short section of Brownlow Road) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Mostly, although it is narrow in parts on Bridgewater Road to the east | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts, post box, overall quite clear footways | G |
| Is the road/footway on a significant slope? | The western section of Bridgewater Road is on a slope | A |

| Streets | | |
|--|---|---|
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations, but zebra crossing at the end of Bridgewater Road near Billet Lane, and dropped kerbs and pedestrian islands along the length | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Some evidence of pavement parking  | A |
| Is the carriageway width restricted due to parked cars? | In places, not extensive | A |
| Are parking restrictions in place? | Some areas with double yellow lines, some areas with single yellow lines and some areas with no restrictions. Towards Berkhamsted Station there is no stopping between 8.30am – 6.30pm Mon-Sat, to stop commuters parking along this road | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and pedestrian islands, as well as zebra crossing. Along the footways dropped kerbs are provided at junctions along the length of the road. | G |
| Is any form of traffic calming in place? | Speed cushions at intervals along the road. | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable, marked bus stop on main carriageway | A |
| Is this a bus route? | The 354 runs along Bridgewater Road and Brownlow Road frequently | G |
| Are bus stops accommodated | Within traffic lane, bus stops are marked on the road | A |

| Streets | | |
|--|---|------------------|
| in laybys or within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | In places, yes | A |
| Is traffic calming 'bus friendly'? | Speed cushions are more bus-friendly than speed bumps, but may still cause an issue | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No clear destinations on the road itself, but Billet Lane Industrial Estate and Station Road are nearby | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Quality of road is fairly good, road markings not worn | G |
| Name / short description: Billet Lane (from A4251 to Bridgewater Road) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on | Partially | A |


| Streets | | |
|---|---|-----|
| both sides of the road? | | |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, mobile phone mast and associated equipment near Industrial Estate, other signage, and railings on railway bridge | A |
| Is the road/footway on a significant slope? | Yes on a slope | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, lack of formalised crossing near Billet Lane Industrial Estate (currently dropped kerbs, no tactile paving)  | A |
| Is roadside parking present? | No | G |
| Do cars park fully on the | N/A | N/A |

| Streets | | |
|---|--|-----|
| road or is there evidence of pavement parking? | | |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Double yellow lines near Billet Lane Industrial Estate | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised pedestrian crossing at junction with A4251. Along footways there are dropped kerbs at junctions along the length of the road. | G |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes serve Billet Lane | R |
| Is this a bus route? | The 354 runs along Billet Lane | G |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops on Billet Lane | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, | Billet Lane Industrial Estate, River Park Industrial Park | N/A |


| Streets | | |
|--|---|---|
| shops, healthcare facilities, places of worship? | | |
| Are there cycle parking facilities available? | At Billet Lane Industrial Estate | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No, road appears to recently have been resurfaced | G |

Table 9: Audit - Junctions

| Junctions | | |
|--|--|------------------|
| Name / short description: Swing Gate Lane/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs, signalised pedestrian crossing. | A |
| Are there provisions for cyclists crossing at the junction? | No clear facilities for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No | G |
| Name / short description: Ravens Lane/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with High Street being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and tactile paving | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance | Slight deterioration of road markings, tactile paving worn / broken particularly the kerbs | A |

| Junctions | | |
|---|--|------------------|
| issues e.g. road markings, pavement deterioration, signage? | | |
| Name / short description: Lower Kings Road/Brownlow Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with Lower Kings Road being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs with tactile paving. No provision for cyclists | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | <p>Road markings very worn and hard to follow. Narrow tunnel under the railway which is a give way – this could be a pinch point and could cause queuing onto Lower Kings Road as well as visibility issues</p>  | R |
| Name / short description: Brownlow Road/Bridgewater Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini roundabout | N/A |
| Are there provisions for pedestrians | Dropped kerbs, tactile paving, pedestrian islands. | A |

| Junctions | | |
|--|--|------------------|
| crossing at the junction? | | |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings worn but still legible, although arrows around mini-roundabout are very faint. Appear to have been re-painted in May 2015, but imagery at April 2019 shows the markings to be very worn. | A |
| Name / short description: Chesham Road/ High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised turning (Chesham Road is one-way in this section, with vehicles travelling away from the High Street) | N/A |
| Are there provisions for pedestrians crossing at the junction? | Raised entrance (hard-paved) to be level with pavement Kerbs and tactile paving in Chesham Road | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some, but A4251 (High Street) is busy with signs | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No road markings over hard paved area | R |

| Junctions | | |
|--|--|------------------|
| |  | |
| Name / short description: A4251/Billet Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised T junction with A4251 (Gossoms End) being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Signalised pedestrian crossings on each arm. Dropped kerbs and tactile paving on Billet Lane arm and eastern A4251 arm. Dropped kerbs, tactile paving and island on western A4251 arm. | G |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists however they could use the signalised crossings | A |
| Is there adequate signage on the junction approaches? | No clear signage, but traffic lights are visible | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings worn but still usable | A |
| Name / short description: Billet Lane/Bridgewater Road/Spring Field Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini roundabout | N/A |
| Are there provisions for pedestrians | No provisions on the roundabout itself, zebra crossing slightly down on Bridgewater Road beyond Bridle Way junction. | A |

| Junctions | | |
|--|----------------------------|---|
| crossing at the junction? | | |
| Are there provisions for cyclists crossing at the junction? | No provisions for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No | G |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

| | |
|-----------------------|----|
| Interaction ID | B4 |
|-----------------------|----|

Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions
(**Error! Reference source not found.**Interaction ID B4, Figure 4, Table 10;

Table 11; Table 12) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). An issue has been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary

Key summary points from the audit of Interaction ID B4 are discussed below:

- absence of cycling facilities and dedicated infrastructure on streets (such as off-cycle cycle track, bike lockers)
- significant levels of pavement parking
- lack of bus services between key locations
- several rural lanes where visibility and width of the road can be constrained
- road markings worn in places

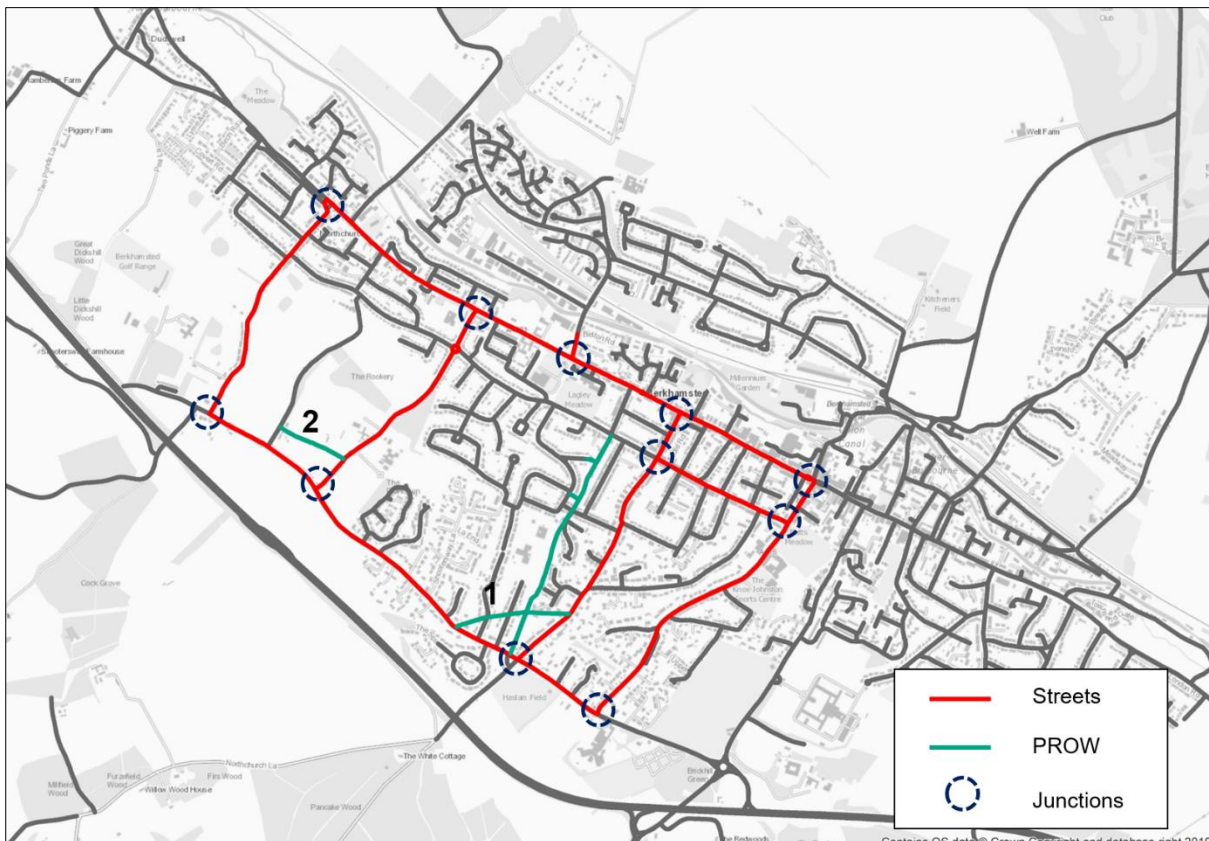




Figure 4: Interaction B4



Table 10: Audit - Public Rights of Way


| Public Rights of Way | | |
|---|--|------------------|
| Name / short description: Footpath parallel to Cross Oak Road (including diagonal footpath from Shootersway to Cross Oak Road) (1) | | Issue RAG |
| What is the footpath constructed from? | Metalled surface | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Bordered either side by fences/vegetation which may encroach on the path. Metal arch barriers at entrances at Crossways. Metal barrier near entrance on Gilbert Way. | A |
| Is the footpath signposted? | Yes, at every entrance | G |
| Are there any restrictions as to which users can use the footpath? | Footpath, so only for pedestrians. Multiple no cycling signs at the entrances to the footpath | A |
| Is the footpath on a significant slope? | Yes | A |
| Is the footpath lit? | No | R |
| Name / short description: Footpath between Bell Lane and Durrants Lane (2) | | Issue RAG |
| What is the footpath constructed from? | Gravel | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Quite a narrow footpath at points, at Bell Lane the entrance is narrow between a fence and a wall | A |
| Is the footpath signposted? | Yes | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. The gravel surface may make it inaccessible for some | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |

Table 11: Audit - Streets


| Streets | | |
|--|--|-----------|
| Name / short description: A4251 from Darr's Lane to Lower Kings Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, short sections without | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Towards Darr's Lane the width of footway is restricted, but towards Lower Kings Road and the town centre the footways are wide enough | A |
| Is there provision for cycle facilities (on-road or off-road)? | No. Evidence of Sheffield stands and cycling on pavement.  | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs, bins, flowerbeds, trees, tables outside cafes/restaurants (along the High Street), Sheffield stands cycle parking | A |

| Streets | | |
|---|--|---|
| |  | |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, crossings provided along the road, more so at the High Street | G |
| Is roadside parking present? | Yes, in marked bays mostly | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road. Some delivery vans which park on the pavement | A |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | Parking restrictions not in place for the whole section of road, but there are some sections of double yellow lines and single yellow lines. | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Mostly signalised pedestrian crossings (some are part of junctions and some are standalone), dropped kerbs and pedestrian islands. Where the footway meets junctions along the road, there are dropped kerbs to enable crossing. | G |


| Streets | | |
|--|--|----------|
| |  | |
| Is any form of traffic calming in place? | <p>Raised speed bumps in the town centre and radar speed sign near junction with The Meads</p>   | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | <p>Bus shelters at Kings Road, Durrants Lane, Midcot Way and Darr's Lane stops, timetables, bus flags, bus laybys (only in town centre stops)</p> | G |
| Is this a bus route? | <p>The 29, 30, 31, 354, 500, and 501 services run, but only the 500 provides a frequent service</p> | G |
| Are bus stops accommodated in laybys or | <p>Some are in laybys, some are within the traffic lane in marked bays</p> | A |


| Streets | | |
|--|--|-----|
| within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | In places | A |
| Is traffic calming 'bus friendly'? | Speed bumps may cause issues for buses | R |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | High street with many shops, cafes and restaurants, Waitrose and M&S on or just behind the High Street, Shell fuel garage, Gossoms End Elderly Care Unit, Westfield School and Nursery | N/A |
| Are there cycle parking facilities available? | Some cycle parking in form of Sheffield stands on the footway  | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | There could be forward visibility issues due to lorries and delivery vehicles stopping along the side of the road | A |
| Are there any significant | Some pedestrian crossings and bus stops are hard paved (this is in the town centre). Some lane markings worn. | A |


| Streets | | |
|---|---|------------------|
| maintenance issues, e.g. footway surface broken? | | |
| Name / short description: Billet Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Partially | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, mobile phone mast and associated equipment near Industrial Estate, other signage, and railings on railway bridge | A |
| Is the road/footway on a significant slope? | Yes on a slope | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, lack of formalised crossing near Billet Lane Industrial Estate (currently dropped kerbs, no tactile paving) | A |


| Streets | | |
|--|--|-----|
| |  | |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | N/A | N/A |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Double yellow lines near Billet Lane Industrial Estate | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised pedestrian crossing at junction with A4251. Along footways there are dropped kerbs at junctions along the length of the road. | G |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes serve Billet Lane | R |
| Is this a bus route? | The 354 runs along Billet Lane | G |
| Are bus stops accommodated in laybys or | No bus stops on Billet Lane | R |



| Streets | | |
|--|--|------------------|
| within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Billet Lane Industrial Estate, River Park Industrial Park | N/A |
| Are there cycle parking facilities available? | At Billet Lane Industrial Estate | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Road appears to recently have been resurfaced | G |
| Name / short description: A416/Kings Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, although towards Shootersway there is only one footway | A |


| Streets | | |
|--|---|---|
| <p>Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road?</p> | <p>Yes, near Shootersway narrow sections of footway and towards Ashlyns Road to accommodate for parking spaces or widening of the carriageway</p>  <p><small>Google Earth</small></p> | R |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No</p> | R |
| <p>Is there provision for horse riding?</p> | <p>No</p> | A |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>Lamposts, traffic signs, bus signs, bollards, bins</p> | A |
| <p>Is the road/footway on a significant slope?</p> | <p>Yes</p> | A |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>Yes, crossings between Berkhamsted Girls School and Berkhamsted Prep School</p> | G |
| <p>Is roadside parking present?</p> | <p>Yes in marked bays or over chevroned / hatched section</p> | A |

| Streets | | |
|--|---|-----|
| |  | |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | G |
| Is the carriageway width restricted due to parked cars? | Slightly | A |
| Are parking restrictions in place? | Single yellow lines near A4251 | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised pedestrian crossings. Along the footway at junctions dropped kerbs are provided for crossing | G |
| Is any form of traffic calming in place? | Traffic calming near Berkhamsted Girls School – extended footways | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | R |
| Is this a bus route? | No buses run along Kings Road | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including | N/A | N/A |


| Streets | | |
|---|---|-----------|
| parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Berkhamsted Library, Kings Road Church, Butt's Meadow Recreation Ground, Berkhamsted Prep School, Berkhamsted Girls School, Knox Johnston Sports Centre | N/A |
| Are there cycle parking facilities available? | Potentially at Schools | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Blind curve  | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Some lane markings and general road markings worn | A |
| Name / short description: Cross Oak Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on | No towards Denny's Lane, Yes towards A4251 | A |

| Streets | | |
|--|--|---|
| <p>both sides of the road?</p> |  <p><small>Google Earth ©2018 Google</small></p> | |
| <p>Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road?</p> | <p>In places there is no footway/footway is constrained</p> | R |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No. Sections of priority traffic calming might impact cyclist route planning.</p> | R |
| <p>Is there provision for horse riding?</p> | <p>No</p> | A |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>Lampposts, traffic signs, bollards</p> | A |
| <p>Is the road/footway on a significant slope?</p> | <p>Yes</p> | A |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No clear destinations</p> | A |

| Streets | | |
|--|---|---|
| Is roadside parking present? | Yes, quite prevalent down the length of the road | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking at various points along the road  | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Yes, some areas of double yellow lines | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs in some places. There are dropped kerbs at most junctions along the footway. | A |
| Is any form of traffic calming in place? | Two raised extended tables (hard paved) near junction with A4251. Section of single lane and priority over incoming vehicles and speed bumps (some hard paved). Another give way/priority traffic calming  | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, | Bus route along a short section of Cross Oak Road near A4251 | R |

| Streets | | |
|--|--|-----|
| bus shelter, seating? | | |
| Is this a bus route? | The 532, 502 and 354 services run along a short section of Cross Oak Road from High Street to Shrublands Road | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | Yes | R |
| Is traffic calming 'bus friendly'? | Bus does not run along section with traffic calming | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | All Saints Church | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | <p>Yes, where the road becomes narrow and at the priority/give way traffic calming, there are blind turns</p>  <p style="font-size: small;">Google Earth 2022/2023</p> | A |
| Are there any significant maintenance | Narrow lane in some parts Some areas with uneven surface/small sections of road have been resurfaced | A |



| Streets | | |
|---|--|------------------|
| issues, e.g. footway surface broken? | Some hard-paved raised tables Road markings are quite worn in places | |
| Name / short description: Durrants Lane | | Issue RAG |
| Is street lighting present? | In parts, but not along the whole road, particularly not in the more rural sections to the south | A |
| Are footways provided on both sides of the road? | In parts, the rest of the road has a footway along one side of the road | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | Shared use path from Shootersway towards Egerton Rothesay School | A |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs and cars encroaching on pavement (in the north of the road towards A4251) | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, crossings near Westfield School and Nursery No crossing by Egerton Rothesay School | A |
| Is roadside parking present? | Yes, in bays off the main carriageway | A |

| Streets | | |
|--|---|---|
| Do cars park fully on the road or is there evidence of pavement parking? | <p>Evidence of pavement parking. The bays in which cars park are very similar to the pavement which could create confusion about where the parking bay ends.</p>  | R |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Parking restrictions near Westfield School and Egerton Rothesay School | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised crossing at junction with A4251 for all three arms. Dropped kerbs outside Westfield School. Dropped kerbs along footway towards A4251. | A |
| Is any form of traffic calming in place? | No. There could be issues with speeding along the more rural section of Durrants Lane. | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | One bus stop opposite Westfield School, which has a bus shelter and a bus timetable. Rest of the road is not served by a bus | A |
| Is this a bus route? | The 354 runs on Durrants Lane between High Street and Westfield Road | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |

| Streets | | |
|--|--|------------------|
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Westfield First School and Nursery, Egerton Rothesay School | N/A |
| Are there cycle parking facilities available? | At Westfield School | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No centre line marking in some of the rural section of Durrants Lane | A |
| Name / short description: Darr's Lane | | Issue RAG |
| Is street lighting present? | Street lighting in more urban areas but not in rural areas | A |
| Are footways provided on both sides of the road? | Towards the A4251 footways are mostly provided on both sides of the road. In the rural sections there is no footway provision on either side | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without | In some places the width of the footway is constrained | A |

| Streets | | |
|--|--|---|
| stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity poles, bollards | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | One crossing provided to access small parade of shops at Northchurch High Street South, dropped kerbs and pedestrian island. | A |
| Is roadside parking present? | Yes, a few vehicles | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road | G |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerb with a pedestrian island. Dropped kerbs along footway towards A4251 in more urban area. | A |


| Streets | | |
|--|---|-----|
| Is any form of traffic calming in place? | No. In the more rural sections of Darr's Lane there could be issues with speeding. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | One bus stop near the small parade of shops with a bus layby, shelter, bus flag and timetable No bus service along Darr's Lane | A |
| Is this a bus route? | No | R |
| Are bus stops accommodated in laybys or within the traffic lane? | Bus stop near High Street is in a layby | G |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Small parade of shops at junction with A4251 | N/A |
| Are there cycle parking facilities available? | Cycle parking racks provided at the small parade of shops | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), | Quite rural single lane road towards Shootersway which might create visibility issues | A |

| Streets | | |
|---|---|------------------|
| blind turns etc? |  | |
| Are there any significant maintenance issues, e.g. footway surface broken? | As the road becomes a single rural lane there are no road markings | A |
| Name / short description: Shootersway from A416 to Darr's Lane | | Issue RAG |
| Is street lighting present? | Yes from Elizabeth II Avenue to A416 | A |
| Are footways provided on both sides of the road? | No, although in some parts there is a footway on one side of the road. Between Durrants Lane and Darr's Lane there is no footway provision | A |
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | Footway is constrained in some places with vegetation encroaching onto it  | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs | Lampposts, bins | A |

| Streets | | |
|--|---|-----|
| and other street furniture? | | |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations and no crossings | R |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | N/A | N/A |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossings. Along the footway, there are dropped kerbs at junction entrances. | R |
| Is any form of traffic calming in place? | No. There could be issues with speeding on Shootersway. | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes serve Shootersway | R |
| Is this a bus route? | No | R |
| Are bus stops accommodated in laybys or | No bus stops | R |

| Streets | | |
|--|---|------------------|
| within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Shootersway Playing Field. Predominantly residential area | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Charles Street | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |

| Streets | | |
|---|--|---|
| Is the width of the footway constrained, i.e. would two pedestrians be able to pass each other without stepping into the road? | In some parts, yes | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, bollards, post-box, electricity box, cars parking on pavement | A |
| Is the road/footway on a significant slope? | Yes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations, crossing near the junction with A416 | A |
| Is roadside parking present? | Yes, extensively | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Lots of pavement parking | R |


| Streets | | |
|--|--|-----|
| |  | |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Yes, double yellow lines and single yellow lines in places. All areas without parking restrictions have cars parked | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and pedestrian island, however not that many crossings. Along the footway dropped kerbs are provided at junctions along the length of the road | A |
| Is any form of traffic calming in place? | No | R |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Charles Street is not served by buses | R |
| Is this a bus route? | No bus route runs along Charles Street | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |


| Streets | | |
|---|--|-----|
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Small parade of shops at junction of Charles Street and Kitsbury Road | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Road markings can be worn, no centre line marking along most of the road | A |


Table 12: Audit - Junctions


| Junctions | | |
|--|-----------------------|------------------|
| Name / short description: Lower Kings Road/Kings Road/High Street (A4251) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, | Signalised crossroads | N/A |

| | | |
|---|---|------------------|
| roundabout etc)? | | |
| Are there provisions for pedestrians crossing at the junction? | Raised hard paved table on A4251 arms. Signalised pedestrian crossings on all arms. Red tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Some deterioration of road markings and general condition | A |
| Name / short description: Kings Road (A416)/Shootersway/Kingshill Way (A416) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes, signalised pedestrian crossings on two arms (Kingshill Way and Kings Road). Red tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Good signage on Kingshill Way approach arm, other arms less signage (but road markings) | A |
| Are there significant maintenance issues e.g. road markings, pavement | No, seems to have recently been resurfaced/repainted | G |

| | | |
|---|---|-----------|
| deterioration, signage? | | |
| Name / short description: Charles Street/A416 | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Partially signalised T junction (traffic lights on Kings Road arm)  | A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and island on Charles Street Arm. No pedestrians crossing on A416 arm. Kerbs, tactile pavement and signalized pedestrian crossing on King Road arm | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Give way sign partially obscured by hedge | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings are worn but still readable | A |
| Name / short description: Charles Street/Cross Oak Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction, with a stop line from Charles Street and Cross Oak Road being the major road, opposite a T junction with Shrublands Road | N/A |
| Are there provisions for pedestrians | No | R |

| | | |
|--|---|------------------|
| crossing at the junction? | | |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | On Charles Street there is. Less so on Cross Oak Road | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings are slightly worn. Solid stop line is worn which could confuse drivers  | R |
| Name / short description: A4251/Cross Oak Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and signalised pedestrian crossing on the A4251 to the east of the junction | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No signage | R |
| Are there significant maintenance issues e.g. road | No | G |

| | | |
|--|--|------------------|
| markings, pavement deterioration, signage? | | |
| Name / short description: Shootersway/Cross Oak Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | On Cross Oak Road, dropped kerb and island. Limited provision on other arms | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings are quite worn and road surface is uneven  | A |
| Name / short description: A4251/Billet Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised T junction with A4251 (Gossoms End) being the major arm | N/A |
| Are there provisions for pedestrians | Signalised pedestrian crossings on each arm. Dropped kerbs and tactile paving on Billet Lane arm and eastern A4251 arm. Dropped kerbs, tactile paving and island on western A4251 arm. | G |

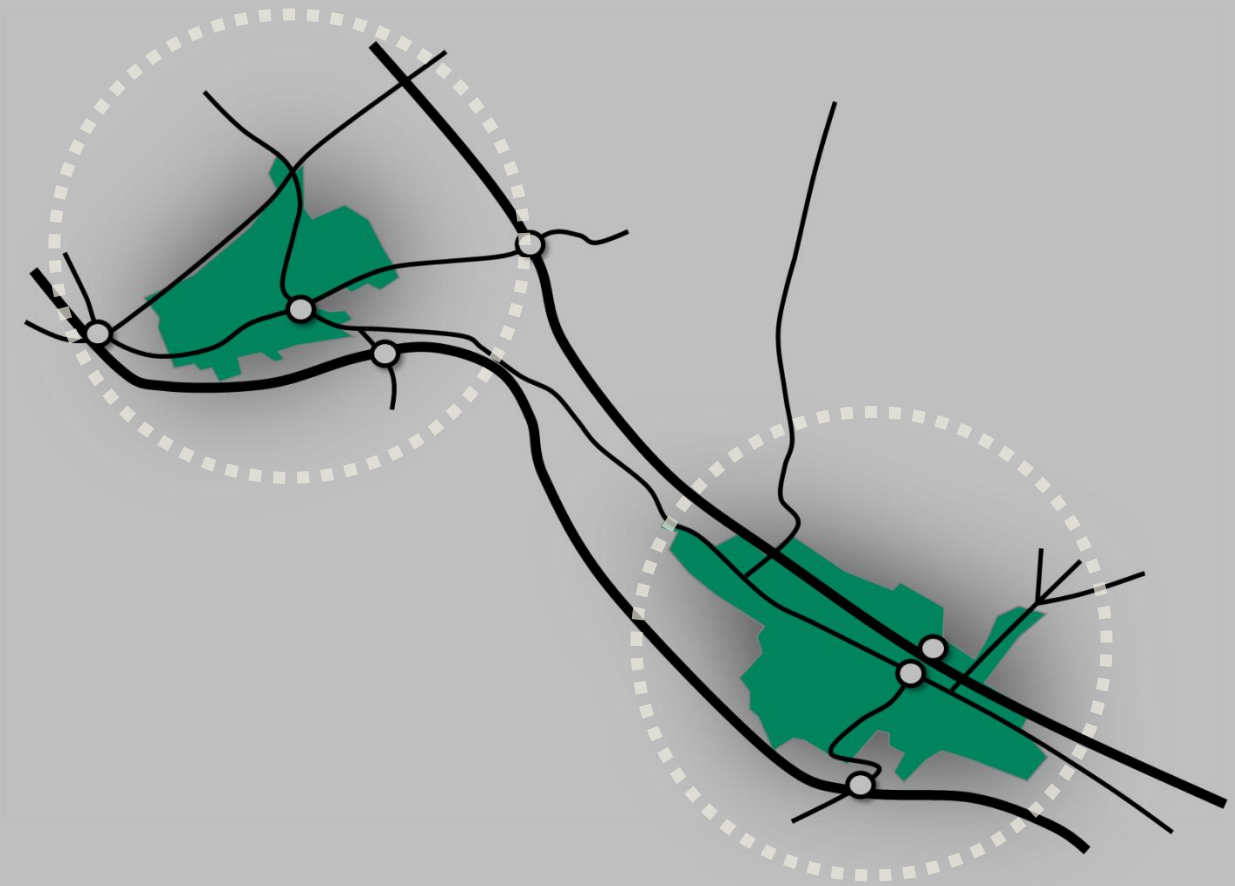
| | | |
|--|---|------------------|
| crossing at the junction? | | |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists however they could use the signalised crossings | A |
| Is there adequate signage on the junction approaches? | No clear signage, but traffic lights are visible | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings worn but still usable | A |
| Name / short description: A4251/ Durrants Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes, signalised crossings on each arm and red tactile paving dropped kerbs. Island in A4251  | G |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage, traffic lights are visible | A |
| Are there significant | A4251 centre line and other road markings worn | A |

| | | |
|---|--|-------------------------|
| <p>maintenance issues e.g. road markings, pavement deterioration, signage?</p> | | |
| <p>Name / short description: Shootersway/Durrants Lane</p> | | <p>Issue RAG</p> |
| <p>What is the type of junction (signalised, un-signalised, roundabout etc)?</p> | <p>Un-signalised T junction with Shootersway being the major arm</p> | <p>N/A</p> |
| <p>Are there provisions for pedestrians crossing at the junction?</p> | <p>No</p> | <p>R</p> |
| <p>Are there provisions for cyclists crossing at the junction?</p> | <p>No provision for cyclists</p> | <p>R</p> |
| <p>Is there adequate signage on the junction approaches?</p> | <p>Some, road markings on Shootersway</p> | <p>A</p> |
| <p>Are there significant maintenance issues e.g. road markings, pavement deterioration, signage?</p> | <p>No, recently updated</p> | <p>G</p> |
| <p>Name / short description: A4251/Darr's Lane</p> | | <p>Issue RAG</p> |
| <p>What is the type of junction (signalised, un-signalised, roundabout etc)?</p> | <p>Un-signalised T junction with A4251 being major lane</p> | <p>N/A</p> |
| <p>Are there provisions for pedestrians crossing at the junction?</p> | <p>No</p> | <p>R</p> |
| <p>Are there provisions</p> | <p>No provision for cyclists</p> | <p>R</p> |

| | | |
|--|---|------------------|
| for cyclists crossing at the junction? | | |
| Is there adequate signage on the junction approaches? | Some signage but not extensive | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly worn | A |
| Name / short description: Shootersway/Darr's Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with Shootersway being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage but not extensive | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road marking slightly worn | A |

Appendix B

Challenge Audit - Tring



Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

| | |
|----------------|----|
| Interaction ID | T1 |
|----------------|----|

Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (Figure 1 [Interaction ID T1]; Table 1; Table 2; Table 3) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). Issues have been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary:

Key summary points from the audit of Interaction ID T1 are discussed below:

- lack of pedestrian crossings, particularly at key junctions
- pedestrian and cyclist facilities are sometimes limited, with the route to the station being unlit and narrow in places
- car parking in places blocks the footway.

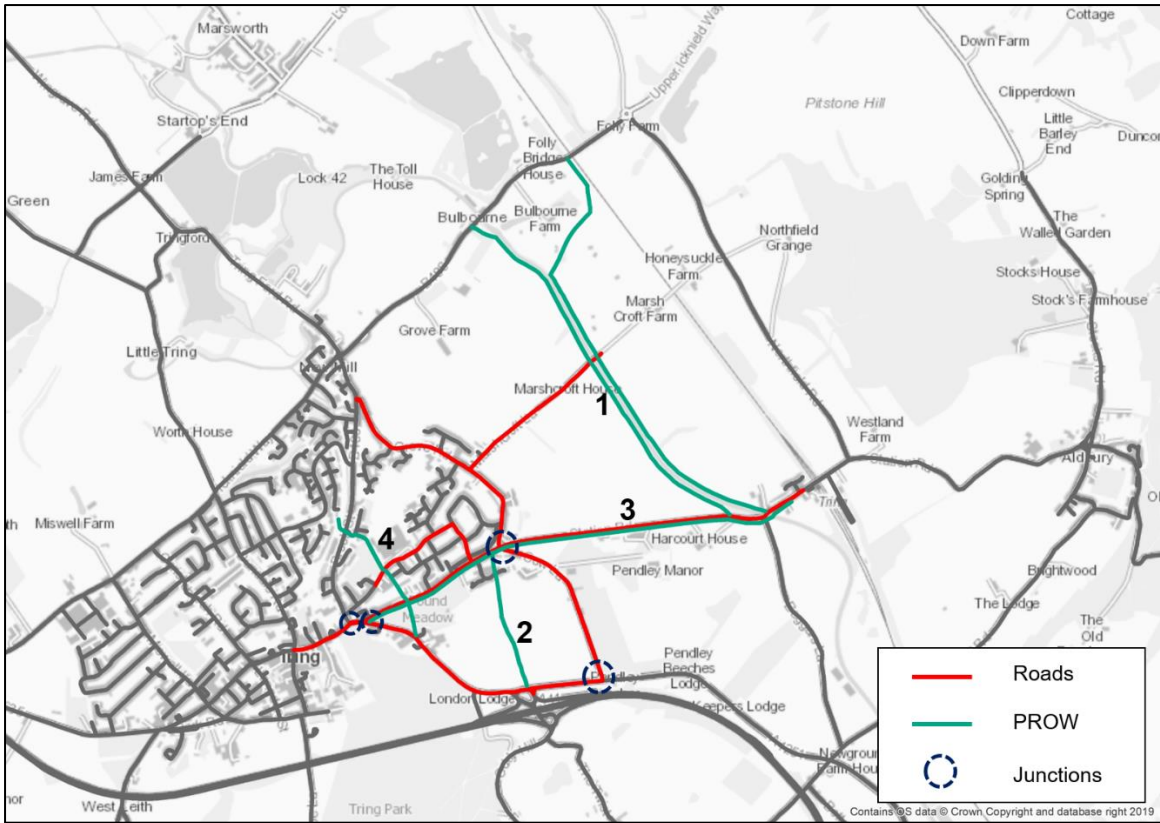



Figure 1: Map of area included in Interaction ID T1

Table 1: Audit – Public Rights of Way


| Public Rights of Way | | |
|---|---|-----------|
| Name / short description: Grand Union Canal Towpath between Bulbourne Road, Marshcroft Lane, and Station Road | | Issue RAG |
| What is the footpath constructed from? | Dirt/gravel path | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Vegetation on one side, the canal on the other, which creates a narrow footway. Stairs at Station Road access | A |
| Is the footpath signposted? | Yes, from Marshcroft Lane, Station Road and Bulbourne Road | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Ground could become muddy when after adverse weather and therefore potentially unusable for wheelchair users and pushchairs. Isolated and unlit so perception of safety could also restrict some users. | R |
| Is the footpath on a significant slope? | No. | G |

| | | |
|--|---|------------------|
| Is the footpath lit? | No | R |
| Name / short description: Footpath between Station Road and A4251 | | Issue RAG |
| What is the footpath constructed from? | Near Station Road it is a dirt/gravel path Near A4251 the footpath runs along the edge of a field | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Near Station Road, there are houses either side of the footpath. Near A4251 there is a hedge to one side of the path and a wire fence to the other side. Gate at entrance to footpath on Station Road and metal gate at the A4251 access | A |
| Is the footpath signposted? | Yes from Station Road and A4251 | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. The section of the footpath through the field, might become quite muddy and be unsuitable for wheelchair users and pushchairs | R |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |
| Name / short description: Shared use path alongside Station Road | | Issue RAG |
| What is the footpath constructed from? | Metalled but condition varies  Mortimer Rise – dropped kerbs Hawkwell Drive – dropped kerbs and yellow tactile paving Grove Park – dropped kerbs and yellow tactile paving Grove Road – dropped kerbs and yellow tactile paving Clarke’s Spring – dropped kerbs | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent | Shared path for cyclists and pedestrians, so may be some conflicts between modes. Fairly narrow, particularly in eastern section, which does not have any lane markings. In places only on one side of the road. No clear barriers. | A |

| | | |
|--|--|------------------|
| property boundaries etc? | | |
| Is the footpath signposted? | Cycle route sign from the station towards the town centre. Shared use (cyclists and pedestrians) sign at Clarkes Spring and at various intervals along route. Small sign at beginning of path (B4635/Brook St roundabout). | A |
| Are there any restrictions as to which users can use the footpath? | Shared path for cyclists and pedestrians | G |
| Is the footpath on a significant slope? | Slight incline | A |
| Is the footpath lit? | Partially, from Tring town centre to junction with Cow Lane is lit, however the more isolated section further east towards the station is not. | R |
| Name / short description: Footpath from London Road to Brook Street | | Issue RAG |
| What is the footpath constructed from? | Metalled Across Station Road – dropped kerbs and yellow tactile paving Across Mortimer Hill – raised zebra crossing, red tactile paving | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | From London Road to Station Road path is not constrained. From Station Road to Mortimer Hill footpath is between residential developments so is fairly constrained. From Mortimer Hill to Brook Street path is not constrained London Road access – metal barriers at entrance Mortimer Hill accesses – metal barriers at entrance Shugars Green access – metal barrier at entrance | A |
| Is the footpath signposted? | No | R |
| Are there any restrictions as to which users can use the footpath? | Shared path for cyclists and pedestrians along its length, clearly signed | G |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | Partially – between Station Road and London Road | A |

Table 2: Audit – Streets

| Streets | | |
|---|---|------------------|
| Name / short description: Station Road from Tring to Tring Station | | Issue RAG |
| Is street lighting present? | Only between junction with London Road and Cow Lane | R |
| Are footways provided on both sides of the road? | No only on one side | A |
| Is the width of the footway | No | G |


| | | |
|---|--|----------|
| <p>constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road?</p> | | |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>Yes, shared use path. Quality of the path surface varies along its length.</p> | <p>G</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No. No crossing outside Tring railway station.</p>  | <p>R</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Fully on the road, no evidence of pavement parking</p> | <p>G</p> |
| <p>Is the carriageway width</p> | <p>Slightly restricted near Tring railway station</p> | <p>A</p> |

| | | |
|--|--|-----|
| restricted due to parked cars? | | |
| Are parking restrictions in place? | Near Tring railway station there are single/double yellow lines, aside from that no parking restrictions | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs only, sometimes with yellow tactile paving | A |
| Is any form of traffic calming in place? | No. There may be some issues with speeding on this route between Grove Road to Beggars Lane | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable provided | A |
| Is this a bus route? | The 387, 389, 397 and 500 run along Station Road (not that frequent) | G |
| Are bus stops accommodated in laybys or within the traffic lane? | In the traffic lane – only the bus stop at Tring Station is marked | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming ‘bus friendly’? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring railway station | N/A |
| Are there cycle parking | Yes, 120 spaces at the railway station covered and located near the main station entrance. | G |

| | | |
|--|---|------------------|
| facilities available? | | |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Cow Lane | | Issue RAG |
| Is there street lighting present? | In the northern section of Cow Lane there is street lighting, but to the south there is not | A |
| Are footways provided on both sides of the road? | Only one on one side, apart from a short section immediately south of Pendley Manor where there is provision on both sides for approximately 70m. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No | G |

| | | |
|--|--|---|
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No – only one destination (Tring Rugby Football Club) | A |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking outside residential dwellings | A |
| Is the carriageway width restricted due to parked cars? | Yes, in one instance outside a residential dwelling | A |
| Are parking restrictions in place? | No | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossing provision along this road | R |
| Is any form of traffic calming in place? | No | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable. Bus stop to the south of Cow Lane, in section of national speed limit road, is on highway verge with no safe pedestrian route to access it. | R |
| Is this a bus route? | The 387, 397 and 500 run along Cow Lane (not frequent) | G |
| Are bus stops accommodated in laybys or within the traffic lane? | In the traffic lane, not marked | R |
| Do width constraints (including | No | G |

| | | |
|--|---|------------------|
| parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring Rugby Football Club | N/A |
| Are there cycle parking facilities available? | No | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: London Road from Cow Lane junction to Station Road junction | | Issue RAG |
| Is there street lighting present? | Yes, from the junction with the A41 towards the town centre | G |
| Are footways provided on both sides of the road? | Only on one side of the road. Busy road south of Tring, might not be suitable for walking | A |

| | | |
|--|--|----------|
| |  | |
| <p>Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road?</p> | <p>No</p> | <p>G</p> |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No</p> | <p>R</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>Yes, by Tesco superstore. No crossing near bus stop by Cow Lane, which may impede crossing.</p> | <p>A</p> |


| | | |
|--|--|-----|
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | N/A | N/A |
| Is the carriageway width restricted due to parked cars? | N/A | N/A |
| Are parking restrictions in place? | No, but fast-moving traffic road so vehicles would be unlikely to need to park | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerb with tactile paving and island crossing by Tesco superstore. Dropped kerb at vehicular entrance to Tesco. | A |
| Is any form of traffic calming in place? | Island Crossing by Tesco superstore. Speeding may be an issue on this road. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable | A |
| Is this a bus route? | The 194, 207, 287, 297, 500 and 501 run along this route. 500 is the only frequent service. | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Two bus stops in laybys, the rest within the traffic lane | A |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming ‘bus friendly’? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations | Tesco superstore, Tring Brewery Co | N/A |

| | | |
|--|--|------------------|
| on the interactions, for example schools, shops, healthcare facilities, places of worship? | | |
| Are there cycle parking facilities available? | Covered cycle parking at Tesco superstore located near to the store entrance. | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | A |
| Name / short description: Marshcroft Lane from Grove Road to Grand Union Canal | | Issue RAG |
| Is street lighting present? | No | R |
| Are footways provided on both sides of the road? | No, on neither side of the road | R |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No footway | R |
| Is there provision for cycle facilities (on-road or off-road)? | No, although it is a quiet lane which might be more suitable for cyclists. Narrow road with uneven surface at point. | A |
| Is there provision for horse riding? | No, although it is a quiet lane which might be more suitable for horse riders | A |


| | | |
|--|---|---|
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No footway | R |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, but the road does not appear to have any key destinations | G |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement/side of road parking | A |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No formalised crossings | R |
| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, | No bus stops | A |

| | | |
|--|--|------------------|
| bus shelter, seating? | | |
| Is this a bus route? | No buses along this road | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | N/A |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Narrow rural lane – overgrown hedges could cause visibility issues | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Low quality single lane rural road, with housing fronting onto the road at the junction of Grove Road. If the development East of Tring is to be granted planning permission, then this road would need to be upgraded to provide pedestrian footway from the development towards the west to link up with other footways. | R |
| Name / short description: Grove Road | | Issue RAG |

| | | |
|---|---|---|
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes, although in some sections the footway is only on one side, for example at Grove Road Primary School. | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No, apart from the section of the east side of the road directly south of the junction with Wingrave Road. | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No – there are some barriers alongside the pavement near Grove Road Primary School to stop inappropriate crossing | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking on several occasions, in some cases blocking the footway entirely. | R |
| Is the carriageway | Yes | R |


| | | |
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| <p>width restricted due to parked cars?</p> | | |
| <p>Are parking restrictions in place?</p> | <p>Parking restrictions near Grove Road Primary School</p> | G |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerbs provided near Grove Road Primary School Dropped kerbs and yellow tactile paving at the entrance to Hollyfield</p> | A |
| <p>Is any form of traffic calming in place?</p> | <p>Yes, some speed bumps and traffic calming outside Grove Road Primary School</p>  | A |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>There does not appear to be any provisions for the bus stop</p> | R |
| <p>Is this a bus route?</p> | <p>The 389 runs along Grove Road (not frequently)</p> | G |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | R |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>In some places</p> | A |
| <p>Is traffic calming 'bus friendly'?</p> | <p>Speed cushions are bus friendly</p> | G |

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| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Grove Road Primary School | N/A |
| Are there cycle parking facilities available? | Cycle racks at the primary school | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway of inconsistent quality, uneven and degraded in places | R |
| Name / short description: Mortimer Hill/Grove Park | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for | No | R |

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| cycle facilities (on-road or off-road)? | | |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts, post-boxes, benches and bus stops | A |
| Is the road/footway on a significant slope? | On a slight slope which becomes more significant towards the west | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Zebra crossing outside Tring School  | G |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of parking on grass verge beside pavement and cars hanging over footway in bay parking spaces opposite exit for Tring School | A |
| Is the carriageway width restricted due to parked cars? | Yes | A |
| Are parking restrictions in place? | Outside Tring School, no stopping Mon-Fri 8am-5pm on entrance markings | A |
| What form do crossings take | Zebra crossing, dropped kerbs (yellow tactile paving) | G |

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| – are dropped kerbs provided as an absolute minimum? | | |
| Is any form of traffic calming in place? | Traffic calming outside Tring School | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag and timetable Bus stops nearest to Grove Park junction are unmarked | A |
| Is this a bus route? | The 387 and 397 run along Mortimer Hill and Grove Park | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Bus stops within the traffic lane, not marked on the road | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming ‘bus friendly’? | Speed bump may cause an issue for buses | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring School | N/A |
| Are there cycle parking facilities available? | Cycle parking at Tring School | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding | No | G |

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| private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Road markings slightly worn | A |
| Name / short description: B4635/High Street | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Yes, the road forms the main high street in Tring, so cafes and restaurants have outside tables and shops have outside displays and stands. There are also bins, signs, benches and lampposts obstructing the footway. | A |
| Is the road/footway on a significant slope? | Slight slopes | A |
| Are crossings provided along desire lines/adjacent to local | Yes, several raised zebra crossings along the High Street | G |

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| destinations such as shops, schools etc? | | |
| Is roadside parking present? | There are parking bays available alongside the road, but no evidence of parking on the roadside outside of these | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Yes | G |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Yes, double yellow lines along the whole road | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Raised zebra crossings, dropped kerbs | G |
| Is any form of traffic calming in place? | Raised zebra crossings which will reduce speed | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | <p>Seating, bus stop bay, bus flag and timetable. At one bus stop (Church Square) there is sheltered seating</p>  <p>Google Earth ©2020</p> | G |
| Is this a bus route? | The 50, 61, 61A, 164, 387, 389, 397, 500 and 501 run along the High Street. The 500 is the only frequent service. | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Within laybys | G |
| Do width constraints (including parked cars) impede bus movement? | No | G |


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| Is traffic calming 'bus friendly'? | Speed bumps might cause an issue | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Multiple destinations along the high street including restaurants, shops, coffee shops, market, library pharmacies, police station and town council | N/A |
| Are there cycle parking facilities available? | Cycle parking in Tring town centre | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No. This surface is block paved rather than a metalled surface. There is no delineation of the lanes along this stretch of road. | A |

Table 3: Audit – Junctions

| Junctions | | |
|--|---|------------------|
| Name / short description: Grove Road/Station Road/Cow Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Two priority T-junctions on opposite sides of Station Road | A |
| Are there provisions for pedestrians crossing at the junction? | Provision across Grove Road, continuation of cycle path towards station. No provision across Cow Lane and there appear to be some desire lines through grass on eastern side of Cow Lane. Dropped kerb on south western side of Station Road, but | R |

| | | |
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| | otherwise no provision of a crossing across Station Road, which is the major road of both junctions. | |
| Are there provisions for cyclists crossing at the junction? | Dropped kerbs for cyclists as part of cycle path | A |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Cow Lane markings are worn | A |
| Name / short description: Station Road/B4635 | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Priority T-junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly deteriorated | A |
| Name / short description: Brook Street/London Road Roundabout | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini-roundabout | N/A |

| | | |
|--|---|------------------|
| Are there provisions for pedestrians crossing at the junction? | There is a small pedestrian island with dropped kerbs on the London Road arm, aside from that there are no others. There are barriers around the edge of the roundabout to prevent pedestrians crossing across the roundabout | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly worn | A |
| Name / short description: Cow Lane/London Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junctions, with filter lane from London Road into Cow Lane | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Surface is uneven and markings are completely worn out (no give way markings) | R |

| | | |
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| |  <p>Google Earth</p> | |
| Name / short description: Brook Street/Mortimer Hill | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and yellow tactile paving on Mortimer Hill. Zebra crossing with red tactile paving on Brook Street | G |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | No give way sign on approach from Mortimer Hill | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Markings slightly worn but still readable and in good condition | G |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

| | |
|-----------------------|----|
| Interaction ID | T2 |
|-----------------------|----|

Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (Figure 1 [Interaction ID T2]; Table 1; Table 2; Table 3) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). Issues have been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary:

Key summary points from the audit of Interaction ID T2 are discussed below:

- road markings and road surfaces of poor quality
- lack of pedestrian crossings
- lack of cycling facilities available
- car parking blocks the footway and plants encroaching the highway verge in places

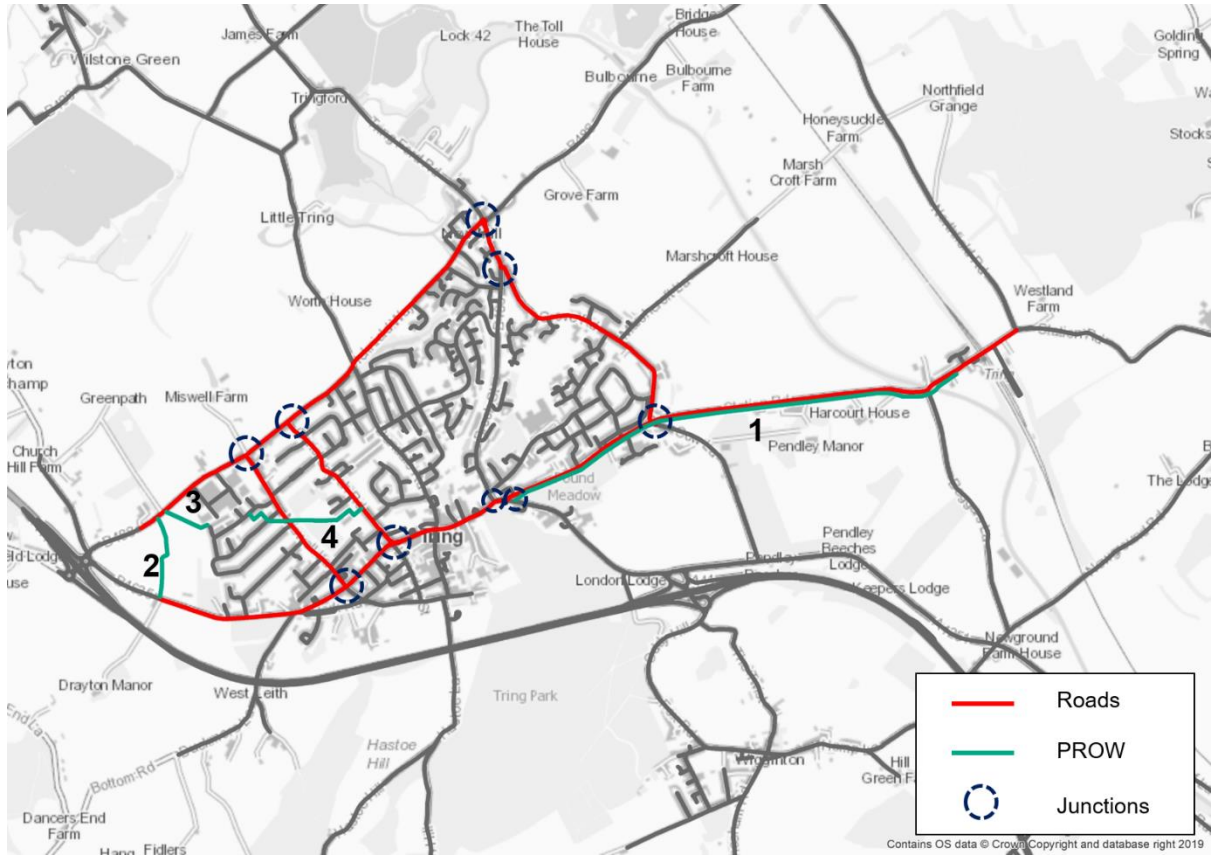



Figure : Interaction 2

Table 4: Audit – Public Rights of Way


| Public Rights of Way | | Issue RAG |
|--|---|-----------|
| Name / short description: Station Road shared use path | | |
| What is the footpath constructed from? | <p>Metalled but condition varies</p>  <p>Mortimer Rise – dropped kerbs Hawkwell Drive – dropped kerbs and yellow tactile paving Grove Park – dropped kerbs and yellow tactile paving Grove Road – dropped kerbs and yellow tactile paving Clarke’s Spring – dropped kerbs</p> | A |

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| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Shared path for cyclists and pedestrians, so may be some conflicts between modes. Fairly narrow, particularly in eastern section, which does not have any lane markings. In places only on one side of the road. No clear barriers. | A |
| Is the footpath signposted? | Cycle route sign from the station towards the town centre. Shared use (cyclists and pedestrians) sign at Clarkes Spring and at various intervals along route. Small sign at beginning of path (B4635/Brook St roundabout). | A |
| Are there any restrictions as to which users can use the footpath? | Shared path for cyclists and pedestrians | G |
| Is the footpath on a significant slope? | Slight incline | A |
| Is the footpath lit? | Partially, from Tring town centre to junction with Cow Lane is lit, however the more isolated section further east towards the station is not. | R |
| Name / short description: Footpath between Icknield Way and Aylesbury Road | | Issue RAG |
| What is the footpath constructed from? | Dirt/gravel | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | No, hedge to one side but does not constrain it. Footpath entrance from Icknield Way is directly from the road / highway verge where there is no section of footway. | A |
| Is the footpath signposted? | Yes from Aylesbury Road but not from Icknield Way | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Grass / mud path so unsuitable for wheelchair users and pushchairs. | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | A |
| Name / short description: Icknield Way to Okeley Lane Footpath | | Issue RAG |
| What is the footpath constructed from? | Across a field, grass | A |
| Is the footpath physically constrained, e.g. by encroaching | No | G |

| | | |
|---|---|------------------|
| vegetation, adjacent property boundaries etc? | | |
| Is the footpath signposted? | Yes from both Icknield Way and Okeley Lane. Metal gate at Icknield Way entrance | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. If the ground becomes boggy or wet this might cause an issue and be unsuitable for wheelchair users and pushchairs. | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | A |
| Name / short description: Highfield Road to Christchurch Road | | Issue RAG |
| What is the footpath constructed from? | Metalled surface | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Between Highfield Road and Miswell Lane the footpath is bordered by properties either side. Towards Christchurch Road the footpath is bordered by Goldfield Infants and Nursery School to the south which constrains the footpath Metal arch barrier at entrance on Highfield Road Bin at entrance on Miswell Lane | A |
| Is the footpath signposted? | Yes | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Metalled surface means it is suitable for most people | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |


Table 5: Audit – Streets

| Streets | | |
|--|---|------------------|
| Name / short description: Station Road | | Issue RAG |
| Is street lighting present? | Only between junction with London Road and Cow Lane | R |
| Are footways provided on both sides of the road? | No only on one side | A |
| Is the width of the footway constrained, | No | G |

| | | |
|---|--|----------|
| <p>i.e. would two pedestrians be unable to pass each other without stepping into the road?</p> | | |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>Yes, shared use path. Quality of the path surface varies along its length.</p> | <p>G</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No. No crossing outside Tring railway station.</p>  | <p>R</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Fully on the road, no evidence of pavement parking</p> | <p>G</p> |
| <p>Is the carriageway width restricted due</p> | <p>Slightly restricted near Tring railway station</p> | <p>A</p> |


| | | |
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| to parked cars? | | |
| Are parking restrictions in place? | Near Tring railway station there are single/double yellow lines, aside from that no parking restrictions | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs only, sometimes with yellow tactile paving | A |
| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable provided | A |
| Is this a bus route? | The 387, 389, 397 and 500 services run along Station Road, all of which are fairly infrequent | G |
| Are bus stops accommodated in laybys or within the traffic lane? | All stops are within the traffic lane and none of them are marked on the road | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming ‘bus friendly’? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring railway station | N/A |
| Are there cycle parking facilities available? | Yes, 120 spaces at the train station covered and located near the station main entrance. | G |

| | | |
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| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Grove Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes, although in some sections the footway is only on one side, for example at Grove Road Primary School. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No, apart from the section of the east side of the road directly south of the junction with Wingrave Road. | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | A |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts | A |
| Is the road/footway | No | G |

| | | |
|---|---|---|
| on a significant slope? | | |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No – there are some barriers alongside the pavement near Grove Road Primary School to stop inappropriate crossing | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking on several occasions, in some cases blocking the footway entirely. | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Parking restrictions near Grove Road Primary School | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs provided near Grove Road Primary School Dropped kerbs and yellow tactile paving at the entrance to Hollyfield | A |
| Is any form of traffic calming in place? | Yes, some speed bumps and traffic calming outside Grove Road Primary School  | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, | There does not appear to be any provisions for the bus stop | R |


| | | |
|--|--|--------------|
| real time information, bus shelter, seating? | | |
| Is this a bus route? | The 389 service runs along Grove Road (not frequently) | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | In some places | A |
| Is traffic calming 'bus friendly'? | Speed cushions are bus friendly | G |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Grove Road Primary School | N/A |
| Are there cycle parking facilities available? | Cycle racks at the primary school | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway of inconsistent quality, uneven and degraded in places | R |
| Name / short description: Icknield Way | | Issue |

| | | RAG |
|---|---|-----|
| Is street lighting present? | Yes, from Icknield Way Industrial Estate to Wingrave Road | A |
| Are footways provided on both sides of the road? | No. Provided on one side of the road for most of the road, and for some sections there are no footways on either side, particularly towards the west. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In places, yes. Sections of the footway appear informal and degraded. | R |
| Is there provision for cycle facilities (on-road or off-road)? | No, evidence of cycling on the road | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes to access development north of Icknield Way, near Chapel Meadow Lack of crossing at the roundabout with Wingrave Road, this could be a desire line | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Cars tend to park in marked bays off the road, or on the grassy verge | A |
| Is the carriageway | No | G |



| | | |
|---|--|---|
| width restricted due to parked cars? | | |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised pedestrian crossing Dropped kerbs at roads that access Icknield Way | G |
| Is any form of traffic calming in place? | <p>Yes, just past Icknield Way Industrial Estate, traffic calming (Dragon's Teeth) to reduce speed to 40. More traffic calming (Dragon's Teeth) near Icknield Green to reduce speed to 30. These markings are worn and in poor condition. Speeding may be an issue on this road.</p>  | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes stop on Icknield Way | R |
| Is this a bus route? | The 387, 389 and 397 services run along Icknield Way between Christchurch Road to Icknield Way, but do not stop | A |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops on Icknield Way | R |
| Do width constraints (including parked cars) impede bus movement? | No | R |

| | | |
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| Is traffic calming 'bus friendly'? | No traffic calming on the section of Icknield Way the bus runs along | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Icknield Way Industrial Estate, Tring Corinthians Football Club | N/A |
| Are there cycle parking facilities available? | At Icknield Way Industrial Estate | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway is of varying condition along its length. Road markings can be worn and surface of road is sometimes uneven | A |
| Name / short description: B4635 (High Street) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without | No | G |

| | | |
|--|--|---|
| stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | A |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Yes, the road forms the main high street in Tring, so cafes and restaurants have outside tables and shops have outside displays and stands. There are also bins, signs, benches and lampposts obstructing the footway. | A |
| Is the road/footway on a significant slope? | Slight slopes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, several raised zebra crossings along the High Street | G |
| Is roadside parking present? | There are parking bays available alongside the road, but no evidence of parking on the roadside outside of these | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Yes | G |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Yes, double yellow lines along the whole road | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Raised zebra crossings and dropped kerbs | G |
| Is any form of traffic calming in place? | Raised zebra crossings which will reduce speed | G |


| | | |
|---|---|------------|
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Seating, bus stop bay, bus flag and timetable. At one bus stop (Church Square) there is sheltered seating</p>  | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 50, 61, 61A, 164, 387, 389, 397, 500 and 501 services run along the High Street. The 500 is the only frequent service.</p> | <p>G</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within laybys</p> | <p>G</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>No</p> | <p>G</p> |
| <p>Is traffic calming 'bus friendly'?</p> | <p>Speed bumps might cause an issue, although most appear to not be too high</p> | <p>A</p> |
| <p>Are there any bus priority measures evident?</p> | <p>No</p> | <p>R</p> |
| <p>Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship?</p> | <p>Multiple destinations along the high street including restaurants, shops, coffee shops, market, library pharmacies, police station and town council</p> | <p>N/A</p> |
| <p>Are there cycle parking facilities available?</p> | <p>Cycle parking in Tring town centre</p> | <p>A</p> |
| <p>Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential</p> | <p>No</p> | <p>G</p> |

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| properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | No. This surface is block paved rather than a metalled surface. There is no delineation of the lanes along this stretch of road. | G |
| Name / short description: B4635 (Western Road/Aylesbury Road) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Sometimes. In the more urban sections, closer to the town centre, footways on both sides of the road. Towards A41 which is more rural there is a footway on only one side of the road. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In some places, such as near Longfield Road where the pavement narrows and the verge has overgrown onto the footway. | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs, cycle parking, adverts outside businesses, bollards | R |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes in some places, however the street is lacking pedestrian crossings outside Rothschild House Surgery and other key destinations | A |

| | | |
|---|---|----------|
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of pavement parking which blocks the footway</p>  | <p>R</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Yes, sections of single yellow lines , but there are some sections with no parking restrictions.</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Zebra crossing, dropped kerbs at junctions and a pedestrian island at some too.</p>  | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>Dragons teeth as the road becomes 30mph, just west of Donkey Lane. There is also a raised speed bump (with a zebra crossing) and sections of road narrowing</p> | <p>G</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flag, timetable, bench, bus shelter</p> | <p>G</p> |

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| Is this a bus route? | The 50, 61, 61A, 164. 387, 389, 397, 500 and 500 services run along this road. The 500 is the only frequents service. | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Within traffic lane, but marked on the road | A |
| Do width constraints (including parked cars) impede bus movement? | In places, yes | A |
| Is traffic calming 'bus friendly'? | Speed bumps and road narrowing may cause issues | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Parade of shops and businesses, pubs, Rothschild House Surgery, small industrial area (just off Miswell Lane), Tring Cemetery | N/A |
| Are there cycle parking facilities available? | Yes, opposite The Anchor Pub, near Rothschild House Surgery. 4 spaces, not covered. | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Road markings can be worn, quality of footway surface varies | A |
| Name / short description: Wingrave Road (short section between Grove Road and Icknield Way) | | Issue RAG |
| Is street lighting present? | Yes | G |

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|---|--|---|
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | There is evidence of vehicles parking over the pavement in some sections | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lamppost, bins | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, but the street is a short section of road with no evident destinations | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking, but parking bay lines are over the pavement | R |


| | | |
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| |  <p>Google Earth</p> | |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Double yellow lines in some sections</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerbs and pedestrian island crossing near junction with Icknield Way. Along the footway there are dropped kerbs at the entrances of Sutton Close and Elizabeth Drive</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flags, timetables and bus shelter</p> | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 run along this section of Road</p> | <p>A</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | <p>R</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>In places</p> | <p>A</p> |

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| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Surface uneven, and there is no central road marking line | A |
| Name / short description: Christchurch Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without | In some places the footway is narrow due to encroaching vegetation | A |

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| stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity posts | A |
| Is the road/footway on a significant slope? | Slight slope which becomes more significant towards the south leading up to the mini-roundabout with High Street / Western Road / Langdon Street and again on the section near Friars Walk. | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No formalised crossings along this road. Dropped kerbs outside rear entrance for Bishops Wood Church of England Junior School. | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Some evidence of pavement parking | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Some areas of double yellow lines. Parking restrictions outside Bishops Wood Church of England Junior School and Goldfield Infants' and Primary School. | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs with tactile paving. Where residential streets join Christchurch Road there are dropped kerbs across the junctions (in some cases, but not all). | A |
| Is any form of traffic calming in place? | No | A |

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| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetables | A |
| Is this a bus route? | There is a short section from Mill View Road (south) to Icknield Way where the 387, 389 and 397 services run | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane with no markings on the highway | R |
| Do width constraints (including parked cars) impede bus movement? | In some places, particularly in the southern section, buses would likely have to travel in the wrong side of the road for some parts. This has potential to cause queuing that backs onto the mini-roundabout with Western Road / High Street / Langdon Street. | R |
| Is traffic calming 'bus friendly'? | No traffic calming | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Bishops Wood Church of England Primary School, Goldfield Infants and Nursery School, and some small shops | N/A |
| Are there cycle parking facilities available? | At the primary schools | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant | There are uneven road surface and footways, and some of the road markings are worn, with the centre line not always present | A |

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| maintenance issues, e.g. footway surface broken? | | |
| Name / short description: Miswell Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, there is a short section without a footway on one side towards Icknield Way | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Yes in places, particularly towards Icknield Way | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity poles, traffic signs | A |
| Is the road/footway on a significant slope? | Slight slope | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | There is one zebra crossing between the footpath and Miswell Lane Recreational Area, but no others, with none near the small parade of shops | A |
| Is roadside parking present? | Yes, some in marked bays, some not | A |
| Do cars park fully on the | Evidence of pavement parking | R |

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| <p>road or is there evidence of pavement parking?</p> | | |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes, in some places there are cars parked on either side of the road which reduces the width of the carriageway. Also at junction with Icknield Way and section of road before junction is too narrow. A bus queuing at the junction would block the other side of the road for oncoming vehicles, as shown in the image below.</p>  | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Some sections of double yellow lines</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>There is a zebra crossing and at intervals along Miswell Lane where other roads join there are dropped kerbs at the junctions</p> | <p>G</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flag, timetable</p> | <p>A</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 services run along Miswell Lane</p> | <p>G</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | <p>R</p> |
| <p>Do width constraints (including parked cars)</p> | <p>Yes, parked cars restrict the width of the road in places</p> | <p>A</p> |

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| impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Parade of shops near junction with High Street and Miswell Lane Recreation Facility | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No centre line marking, and towards Icknield Way surface is uneven with potholes | A |


Table 6: Audit – Junctions

| Junctions | | |
|--|---|------------------|
| Name / short description: Grove Road/Station Road/Cow Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Two priority T-junctions on opposite sides of Station Road | A |
| Are there provisions for pedestrians | Provision across Grove Road, continuation of cycle path towards station. No provision across Cow Lane and there appear to be some desire lines through grass on eastern side of Cow Lane. Dropped kerb on south western side of Station | R |

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| crossing at the junction? | Road, but otherwise no provision of a crossing across Station Road, which is the major road of both junctions. | |
| Are there provisions for cyclists crossing at the junction? | Dropped kerbs for cyclists. | A |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Cow Lane markings are worn | A |
| Name / short description: Station Road/B4635 | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Priority T-junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly deteriorated | A |
| Name / short description: Brook Street/High Street (B4635)/London Road (B4635) | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini-roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | There is a small pedestrian island with dropped kerbs on the London Road arm, aside from that there are no others. There are barriers around the edge of the roundabout to prevent pedestrians crossing across the roundabout | R |
| Are there provisions for | No | R |

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| cyclists crossing at the junction? | | |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly worn | A |
| Name / short description: Wingrave Road/Grove Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and pedestrian island with tactile paving | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No, markings and road surface recently redone | G |
| Name / short description: Icknield Way/Wingrave Road/Tringford Road/Bulbourne Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Icknield Way. Dropped kerbs, pedestrian island and yellow tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the | Some signage, but there could be more. No provision for cyclists | R |

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| junction approaches? | | |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings at arms slightly worn, no road markings on roundabout itself | A |
| Name / short description: Ickniel Way/Christchurch Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and yellow tactile paving across Christchurch Road. No provision for cyclists | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Junction markings quite worn, uneven road surface | A |
| Name / short description: Ickniel Way/Miswell Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction, opposite a private un-signalised T-junction onto Ickniel Way | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerb on pavement, no provision for cyclists | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Signage can be obscured by hedging on Miswell Lane | A |
| Are there significant | Road markings completely worn away and road surface in poor condition on Miswell Lane | R |

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| maintenance issues e.g. road markings, pavement deterioration, signage? |  Google Earth 24/07/2015 | |
| Name / short description: High Street (B4635)/Western Road (B4635)/Christchurch Road/Langdon Street | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini-roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Western Road. Dropped kerbs, pedestrian islands and yellow tactile paving. On High Street there is a raised hard-paved table for pedestrians to cross (there is evidence of this) but no markings | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Lane markings have been re-painted fairly recently, but surface is uneven and varying (High Street is hard-paved but the rest is metalled surface). The mini roundabout itself is worn and needs to be repainted. | A |
| Name / short description: B4635/Miswell Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction, opposite T-junction with Chapel Street, the B4535 being the major road | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |

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| <p>Is there adequate signage on the junction approaches?</p> | <p>Some signage, but could be more</p> | <p>A</p> |
| <p>Are there significant maintenance issues e.g. road markings, pavement deterioration, signage?</p> | <p>Markings completely worn away; road surface is uneven with distinct holes</p> | <p>R</p> |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

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| Interaction ID | T3 |
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Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (Figure 1 [Interaction ID T3]; Table 1; Table 2; Table 3) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). Issues have been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary:

Key summary points from the audit of Interaction ID T3 are discussed below:

- footways are worn and narrow in places
- significant lack of cyclist facilities
- car parking over footway
- narrow roads, sometimes unsuitable for buses.

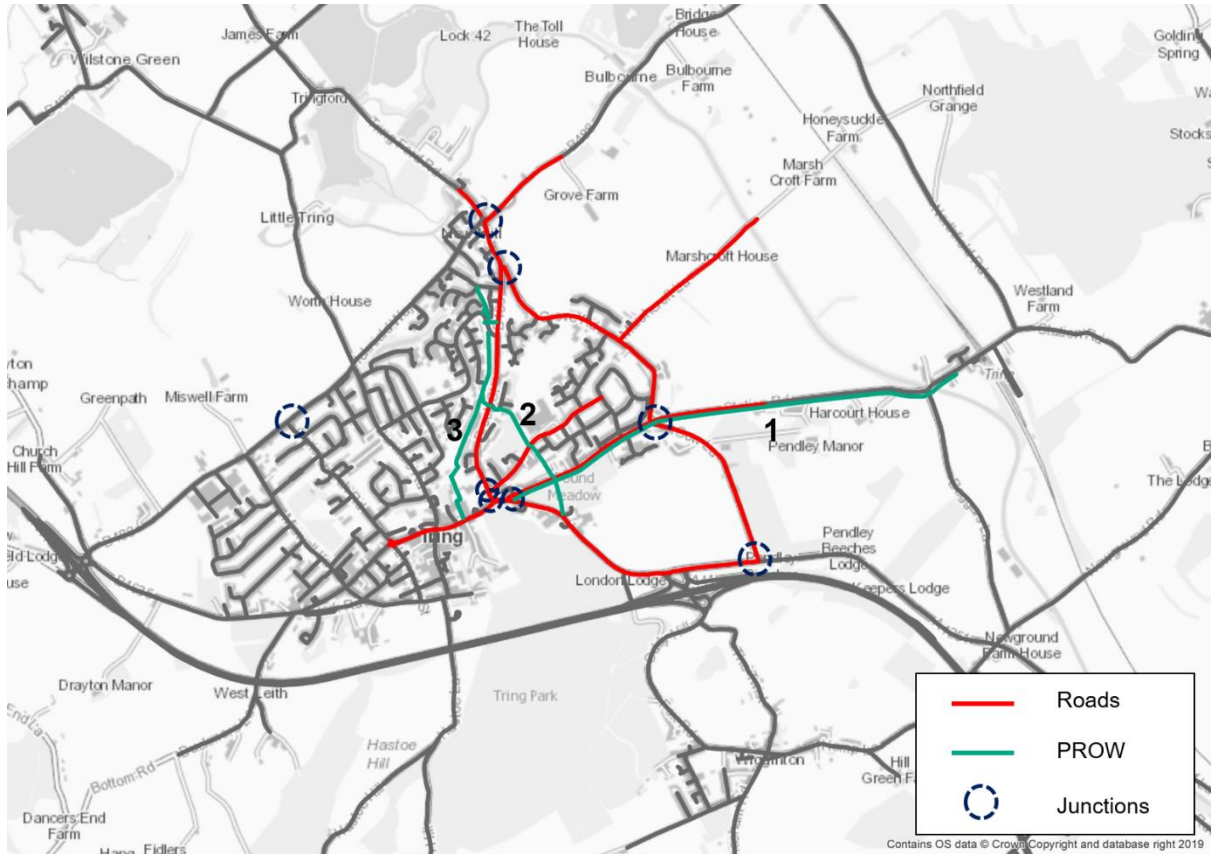



Figure 2: Interaction 3

Table 7: Audit – Public Rights of Way

| Public Rights of Way | | Issue RAG |
|--|---|-----------|
| Name / short description: Shared use path alongside Station Road | | |
| What is the footpath constructed from? | <p>Metalled but condition varies</p>  <p>Mortimer Rise – dropped kerbs Hawkwell Drive – dropped kerbs and yellow tactile paving Grove Park – dropped kerbs and yellow tactile paving Grove Road – dropped kerbs and yellow tactile paving Clarke’s Spring – dropped kerbs</p> | A |

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| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Shared path for cyclists and pedestrians, so may be some conflicts between modes. Fairly narrow, particularly in eastern section, which does not have any lane markings. In places only on one side of the road. | A |
| Is the footpath signposted? | Cycle route sign from the station towards the town centre. Shared use (cyclists and pedestrians) sign at Clarkes Spring and at various intervals along route. Small sign at beginning of path (B4635/Brook St roundabout). | A |
| Are there any restrictions as to which users can use the footpath? | Shared path for cyclists and pedestrians | G |
| Is the footpath on a significant slope? | Slight incline | A |
| Is the footpath lit? | Partially, from Tring town centre to junction with Cow Lane is lit, however the more isolated section further east towards the station is not. | R |
| Name / short description: Footpath from London Road to Brook Street | | Issue RAG |
| What is the footpath constructed from? | Metalled Across Station Road – dropped kerbs and yellow tactile paving Across Mortimer Hill – raised zebra crossing, red tactile paving | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | From London Road to Station Road path is not constrained. From Station Road to Mortimer Hill footpath is between residential developments so is fairly constrained. From Mortimer Hill to Brook Street path is not constrained London Road access – metal barriers at entrance Mortimer Hill accesses – metal barriers at entrance Shugars Green access – metal barrier at entrance | A |
| Is the footpath signposted? | No | R |
| Are there any restrictions as to which users can use the footpath? | Shared path for cyclists and pedestrians along its length, clearly signed | G |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | Partially – between Station Road and London Road | A |
| Name / short description: Footpath alongside Brook Street/Wingrave Road from Icknield Way to B4635 | | Issue RAG |
| What is the footpath constructed from? | Metalled surface Dropped kerbs at New Road/Morefields No dropped kerbs at Silk Mill Way Ends in The Forge Car Park | A |

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| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Footpath follows the course of a small brook, so constrained by the water At various points across the path there are properties backing onto the path, or encroaching vegetation At Icknield Way metal arch barriers at entrance At New Road metal arch barriers at entrance | A |
| Is the footpath signposted? | From Icknield Way and New Road | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Lack of dropped kerbs at crossings means it might not be accessible for all, particularly wheelchairs users, pushchairs, and those with mobility impairments. | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | In some places | A |

Table 8: Audit – Streets


| Streets | | |
|---|--|------------------|
| Name / short description: Station Road from Pendley Manor to London Road | | Issue RAG |
| Is street lighting present? | Only between junction with London Road and Cow Lane | R |
| Are footways provided on both sides of the road? | No only on one side | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | Yes, shared use path. Quality of the path surface varies along its length. | G |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, | No | G |

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| traffic signs and other street furniture? | | |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No | R |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road, no evidence of pavement parking | G |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs only, sometimes with yellow tactile paving | A |
| Is any form of traffic calming in place? | No. There may be some issues with speeding on this route between Grove Road to Beggars Lane | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable provided | A |
| Is this a bus route? | The 387, 389, 397 and 500 services run along Station Road, all of which are fairly infrequent | A |
| Are bus stops accommodated in laybys or | All stops are within the traffic lane and only the bus stop at Tring Station is marked | R |

| | | |
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| within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Pendley Manor | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Cow Lane | | Issue RAG |
| Is street lighting present? | In the northern section of Cow Lane there is street lighting, but to the south there is not | A |
| Are footways provided on both sides of the road? | Only one on one side, apart from a short section immediately south of Pendley Manor where there is provision on both sides for approximately 70m. | A |

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| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No | G |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No – only one destination (Tring Rugby Football Club) | A |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking outside residential dwellings | A |
| Is the carriageway width restricted due to parked cars? | Yes, in one instance outside a residential dwelling | A |
| Are parking restrictions in place? | No | G |


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| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossing provision along this road | R |
| Is any form of traffic calming in place? | No | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable. Bus stop to the south of Cow Lane, in section of national speed limit road, is on highway verge with no safe pedestrian route to access it. | A |
| Is this a bus route? | The 387, 397 and 500 run along Cow Lane (not frequent) | A |
| Are bus stops accommodated in laybys or within the traffic lane? | All bus stops in the traffic lane, some not marked | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming ‘bus friendly’? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring Rugby Football Club | N/A |
| Are there cycle parking facilities available? | No | A |
| Is forward visibility for any users restricted, e.g. concealed | No | G |

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| <p>entrances (excluding private residential properties), blind turns etc?</p> | | |
| <p>Are there any significant maintenance issues, e.g. footway surface broken?</p> | <p>No</p> | <p>G</p> |
| <p>Name / short description: London Road from Cow Lane to Station Road</p> | | <p>Issue RAG</p> |
| <p>Is street lighting present?</p> | <p>Yes, from the junction with the A41 towards the town centre</p> | <p>G</p> |
| <p>Are footways provided on both sides of the road?</p> | <p>Only on one side of the road. Busy road south of Tring, might not be suitable for walking</p>  | <p>A</p> |
| <p>Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road?</p> | <p>No</p> | <p>G</p> |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No</p> | <p>R</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along</p> | <p>No</p> | <p>G</p> |


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| footways, e.g. lamp columns, traffic signs and other street furniture? | | |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, by Tesco superstore. No crossing near bus stop by Cow Lane, which may impede crossing | A |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | N/A | N/A |
| Is the carriageway width restricted due to parked cars? | N/A | N/A |
| Are parking restrictions in place? | No, but fast-moving traffic so vehicles would be unlikely to need to park | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerb and island crossing by Tesco superstore. Dropped kerb at vehicular entrance to Tesco. | A |
| Is any form of traffic calming in place? | Island Crossing by Tesco superstore. Speeding may be an issue on this road. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable | A |
| Is this a bus route? | The 194, 207, 287, 297, 500 and 501 services run along this route. 500 is the only frequent service. | G |
| Are bus stops accommodated | Two bus stops in laybys, the rest within the traffic lane | A |

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| in laybys or within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tesco superstore, Tring Brewery Co | N/A |
| Are there cycle parking facilities available? | Covered cycle parking at Tesco superstore located near to the store entrance. | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | A |
| Name / short description: B4635 (High Street) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |

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| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Yes, the road forms the main high street in Tring, so cafes and restaurants have outside tables and shops have outside displays and stands. There are also bins, signs, benches and lampposts obstructing the footway. | A |
| Is the road/footway on a significant slope? | Slight slopes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, several raised zebra crossings along the High Street | G |
| Is roadside parking present? | No (although there are parking bays alongside the road) | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Yes | G |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Yes, double yellow lines along the whole road | G |

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| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Raised zebra crossings and dropped kerbs | G |
| Is any form of traffic calming in place? | Raised zebra crossings which will reduce speed | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Seating, bus stop bay, bus flag and timetable. At one bus stop (Church Square) there is sheltered seating  | G |
| Is this a bus route? | The 50, 61, 61A, 164, 387, 389, 397, 500 and 501 services run along the High Street. The 500 is the only frequent service. | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Within laybys | G |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | Speed bumps might cause an issue, although most appear to not be too high | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Multiple destinations along the high street including restaurants, shops, coffee shops, market, library pharmacies, police station and town council | N/A |
| Are there cycle parking facilities available? | Cycle parking in Tring town centre | A |

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| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No. This surface is block paved rather than a metalled surface. There is no delineation of the lanes along this stretch of road. | A |
| Name / short description: Mortimer Hill | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts, post-boxes, benches and bus stops | A |
| Is the road/footway | On a slight slope which becomes more significant towards the west | A |


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| <p>on a significant slope?</p> | | |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>Zebra crossing outside Tring School</p>  | <p>G</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of parking on grass verge beside pavement and cars hanging over footway in bay parking spaces opposite exit for Tring School</p> | <p>A</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>A</p> |
| <p>Are parking restrictions in place?</p> | <p>Outside Tring School, no stopping Mon-Fri 8am-5pm on entrance markings</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Zebra crossing, dropped kerbs (yellow tactile paving)</p> | <p>G</p> |
| <p>Is any form of traffic calming in place?</p> | <p>Traffic calming outside Tring School</p> | <p>G</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flag, timetable and bench Bus stops nearest to Grove Park junction are unmarked</p> | <p>A</p> |
| <p>Is this a bus route?</p> | <p>The 387 and 397 services run along Mortimer Hill</p> | <p>G</p> |

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| Are bus stops accommodated in laybys or within the traffic lane? | Bus stops within the traffic lane, not marked on the road | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | Speed bump may cause an issue for buses | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring School | N/A |
| Are there cycle parking facilities available? | Cycle parking at Tring School | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Road markings slightly worn | A |
| Name / short description: Marshcroft Lane from Grove Road to Grand Union Canal | | Issue RAG |
| Is street lighting present? | No | R |
| Are footways provided on | No, on neither side of the road | R |

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| both sides of the road? | | |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No footway | R |
| Is there provision for cycle facilities (on-road or off-road)? | No, although it is a quiet lane which might be more suitable for cyclists. Narrow road with uneven surface at point. | A |
| Is there provision for horse riding? | No, although it is a quiet lane which might be more suitable for horse riders | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No footway | R |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, but the road does not appear to have any key destinations | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement/side of road parking | A |
| Is the carriageway width restricted due to parked cars? | Yes | R |



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| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No formalised crossings | R |
| Is any form of traffic calming in place? | No. People may speed down the quiet road. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops | A |
| Is this a bus route? | No buses along this road | R |
| Are bus stops accommodated in laybys or within the traffic lane? | N/A | N/A |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming ‘bus friendly’? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | A |
| Is forward visibility for | Narrow rural lane – overgrown hedges could cause visibility issues | A |

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| any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Low quality single lane rural road, with housing fronting onto the road at the junction of Grove Road. If the development East of Tring is to come forward this road will need to be upgraded. | R |
| Name / short description: Grove Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes, although in some sections the footway is only on one side, for example at Grove Road Primary School. | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No, apart from the section of the east side of the road directly south of the junction with Wingrave Road. | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts | A |
| Is the road/footway on a significant slope? | No | G |

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| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No – there are some barriers alongside the pavement near Grove Road Primary School to stop inappropriate crossing</p> | <p>A</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of pavement parking on several occasions, in some cases blocking the footway entirely.</p> | <p>R</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Parking restrictions near Grove Road Primary School</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerbs provided near Grove Road Primary School Dropped kerbs and yellow tactile paving at the entrance to Hollyfield</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>Yes, some speed cushions and traffic calming outside Grove Road Primary School</p>  | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information,</p> | <p>There does not appear to be any provisions for the bus stop</p> | <p>R</p> |


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| bus shelter, seating? | | |
| Is this a bus route? | The 389 service runs along Grove Road infrequently | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | In some places | A |
| Is traffic calming 'bus friendly'? | Speed cushions are bus friendly | G |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Grove Road Primary School | N/A |
| Are there cycle parking facilities available? | Cycle racks at the primary school | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway of inconsistent quality and uneven and degraded in places | R |
| Name / short description: Wingrave Road/Brook Street | | Issue RAG |

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| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Partially, some areas with footways both sides the rest of the road has just one footway | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | There is evidence of vehicles parking over the pavement in some sections | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, bins, parked cars, traffic signs | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No crossing outside Silk Mill Industrial Estate. | R |
| Is roadside parking present? | Yes | R |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking blocking the footway opposite Pheasant Close | R |


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| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Some sections of double yellow lines near Silk Mill Industrial Estate and Town Centre</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Zebra crossing near Mortimer Hill Dropped kerbs, tactile paving, and pedestrian island Dropped kerbs across entrances to roads joining Wingrave Road/Brook Street</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flags, timetable, in places bus shelter</p>  | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 run along this road from Icknield Way to Silk Mill Way</p> | <p>A</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | <p>R</p> |
| <p>Do width constraints</p> | <p>Yes, opposite New Road</p> | <p>R</p> |

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| (including parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Silk Mill Industrial Estate | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Entrance to Silk Mill Industrial Estate is quite hidden | R |
| Are there any significant maintenance issues, e.g. footway surface broken? | The road is of varying standard, and to the north the surface is uneven and worn. In some parts road markings are worn and no centre line | A |
| Name / short description: Tringford Road (between Icknield Way and Bulbourne Court) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | For the majority of the section, but just before Bulbourne Court it is only on one side | A |
| Is the width of the footway constrained, i.e. would two pedestrians be | No | G |

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| unable to pass each other without stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity poles, parked cars | R |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No clear destinations so no crossings | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking | R |
| Is the carriageway width restricted due to parked cars? | Yes – as the photo shows, parked cars can create issues | R |

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| <p>Are parking restrictions in place?</p> | <p>Some areas of double yellow lines</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerb and pedestrian island at roundabout with Icknield Way Dropped kerbs at entrances to other streets</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>No bus stops on this road</p> | <p>R</p> |
| <p>Is this a bus route?</p> | <p>The 50, 164 and 207 services run along Tringford Road</p> | <p>G</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>No bus stops on this road</p> | <p>N/A</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>Parked cars will impede bus movements</p> | <p>R</p> |
| <p>Is traffic calming ‘bus friendly’?</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Are there any bus priority measures evident?</p> | <p>No</p> | <p>R</p> |

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| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Surface is of varying quality and can be uneven | A |
| Name / short description: Bulbourne Road (between Icknield Way and Farm Access) | | Issue RAG |
| Is street lighting present? | In the urban areas yes, but in the rural areas no | A |
| Are footways provided on both sides of the road? | In the urban areas there are two footways, in the rural areas there is only one | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Yes in places, particularly in the more rural section the footway is narrow with the verge encroaching it | R |

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| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No</p> | <p>R</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No clear destinations so no crossings</p> | <p>A</p> |
| <p>Is roadside parking present?</p> | <p>No</p> | <p>G</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Is the carriageway width</p> | <p>No</p> | <p>G</p> |


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| restricted due to parked cars? | | |
| Are parking restrictions in place? | Double yellow lines near Icknield Way roundabout, otherwise no restrictions | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and pedestrian island at Icknield Way roundabout | A |
| Is any form of traffic calming in place? | No. There could be some issues with speeding along this road. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops on this section of Bulbourne Road | R |
| Is this a bus route? | The 50, 61, 61A and the 164 services run along here infrequently | G |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | N/A |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking | No | A |

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| facilities available? | | |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway surface can be uneven and worn in places. Road markings readable. | A |

Table 9: Audit – Junctions

| Junctions | | |
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| Name / short description: Icknield Way/Wingrave Road/Tringford Road/Bulbourne Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Icknield Way. Dropped kerbs, pedestrian island and yellow tactile paving. No provision for cyclists | A |
| Are there provisions for cyclists crossing at the junction? | Some signage, but there could be more. No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage, could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings at arms slightly worn, no road markings on roundabout itself | A |
| Name / short description: Wingrave Road/Grove Road | | Issue |

| | | RAG |
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| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and pedestrian island with tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No, markings and road surface recently redone | G |
| Name / short description: Grove Road/Station Road/Cow Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Two priority T-junctions on opposite sides of Station Road each other | A |
| Are there provisions for pedestrians crossing at the junction? | Provision across Grove Road, continuation of cycle path towards station. No provision across Cow Lane and there appear to be some desire lines through grass on eastern side of Cow Lane. Dropped kerb on south western side of Station Road, but otherwise no provision of a crossing across Station Road, which is the major road of both junctions. | R |
| Are there provisions for cyclists crossing at the junction? | Dropped kerbs for cyclists. | A |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance | Cow Lane markings are worn | A |

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| issues e.g. road markings, pavement deterioration, signage? | | |
| Name / short description: Cow Lane/London Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junctions, with filter lane from London Road into Cow Lane | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Surface is uneven and markings are completely worn out (no give way markings)  | R |
| Name / short description: Station Road/B4635 | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Priority T-junction | N/A |
| Are there provisions for pedestrians | No | R |

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| crossing at the junction? | | |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes, could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly deteriorated | A |
| Name / short description: Brook Street/London Road Roundabout | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | There is a small pedestrian island with dropped kerbs on the London Road arm, aside from that there are no others. There are barriers around the edge of the roundabout to prevent pedestrians crossing across the roundabout | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly worn | A |
| Name / short description: Brook Street/Mortimer Hill | | Issue RAG |
| What is the type of junction (signalised, | Un-signalised T junction | N/A |

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| un-signalised, roundabout etc)? | | |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and yellow tactile paving on Mortimer Hill. Zebra crossing on Brook Street | G |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | No give way sign on approach from Mortimer Hill | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Markings slightly worn but still readable and in good condition | G |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

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| Interaction ID | T4 |
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Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (Figure 1 [Interaction ID T4]; Table 1; Table 2; Table 3) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). Issues have been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary:

Key summary points from the audit of Interaction ID T4 are discussed below:

- pedestrian crossings and footways often worn and narrow
- parked cars obstructing the footway
- parked cars obstructing the road
- some issues with vehicular visibility.

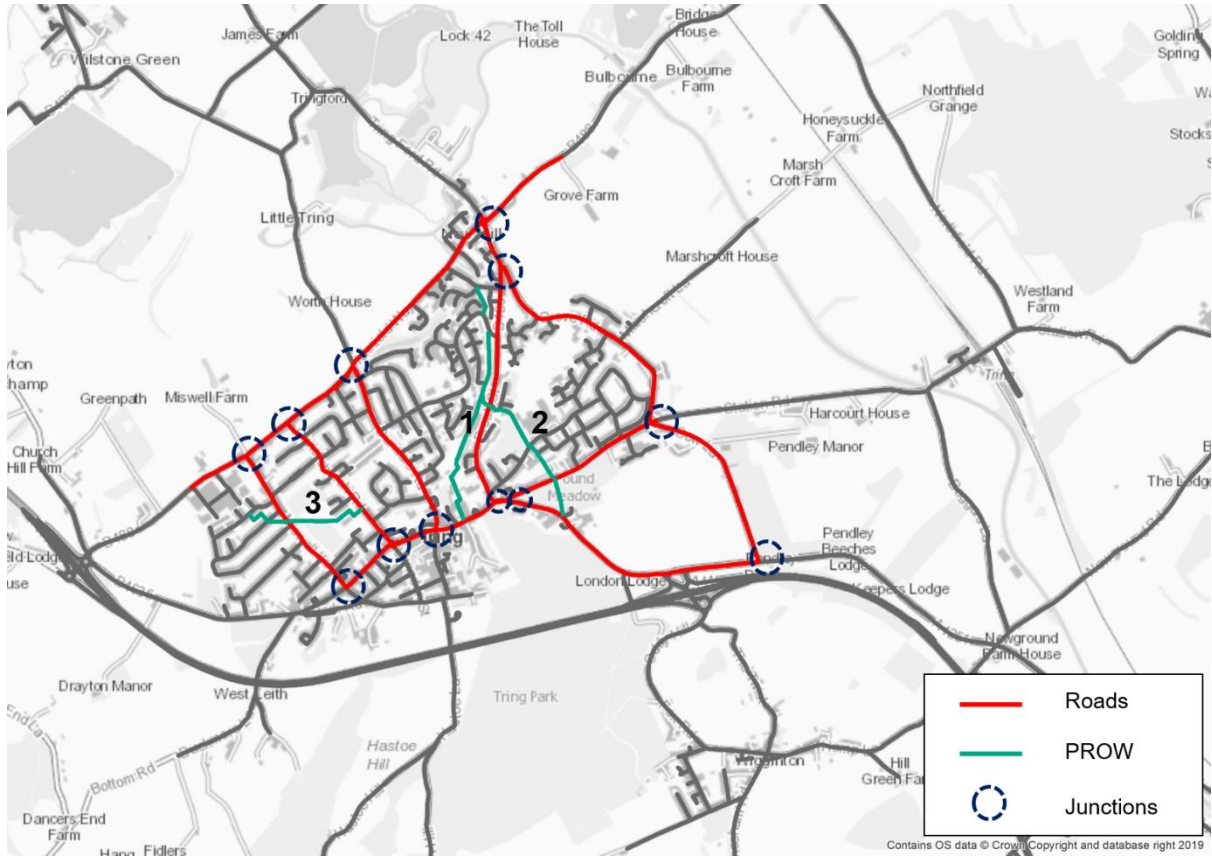


Figure 3: Interaction 4

Table 10: Audit – Public Rights of Way

| Public Rights of Way | | Issue RAG |
|--|--|-----------|
| Name / short description: Footpath alongside Brook Street/Wingrave Road from Icknield Way to B4635 | | |
| What is the footpath constructed from? | Metalled surface Dropped kerbs at New Road/Morefields No dropped kerbs at Silk Mill Way Ends in The Forge Car Park | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Footpath follows the course of a small brook, so constrained by the water At various points across the path there are properties backing onto the path, or encroaching vegetation At Icknield Way metal arch barriers at entrance At New Road metal arch barriers at entrance | A |
| Is the footpath signposted? | From Icknield Way and New Road | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Lack of dropped kerbs at crossings means it might not be accessible for all, particularly wheelchairs users, pushchairs, and those with mobility impairments. | A |
| Is the footpath on a significant slope? | No | G |

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| Is the footpath lit? | In some places | A |
| Name / short description: Footpath from London Road to Brook Street | | Issue RAG |
| What is the footpath constructed from? | Metalled Across Station Road – dropped kerbs and yellow tactile paving Across Mortimer Hill – raised zebra crossing, red tactile paving | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | From London Road to Station Road path is not constrained. From Station Road to Mortimer Hill footpath is between residential developments so is fairly constrained. From Mortimer Hill to Brook Street path is not constrained London Road access – metal barriers at entrance Mortimer Hill accesses – metal barriers at entrance Shugars Green access – metal barrier at entrance | A |
| Is the footpath signposted? | No | R |
| Are there any restrictions as to which users can use the footpath? | Shared path for cyclists and pedestrians along its length, clearly signed | G |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | Partially – between Station Road and London Road | A |
| Name / short description: Highfield Road to Christchurch Road | | Issue RAG |
| What is the footpath constructed from? | Metalled surface | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Between Highfield Road and Miswell Lane the footpath is bordered by properties either side. Towards Christchurch Road the footpath is bordered by Goldfield Infants and Nursery School to the south which constrains the footpath Metal arch barrier at entrance on Highfield Road Bin at entrance on Miswell Lane | A |
| Is the footpath signposted? | Yes | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Metalled surface means it is suitable for most people | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | R |


Table 11: Audit – Streets

| Streets | | |
|---|--|------------------|
| Name / short description: Station Road from London Road to Cow Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | No only on one side | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | Yes, shared use path. Quality of the path surface varies along its length. | G |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No | G |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No | R |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road, no evidence of pavement parking | G |
| Is the carriageway | Slightly | A |

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| width restricted due to parked cars? | | |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs only, sometimes with yellow tactile paving | A |
| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable provided | A |
| Is this a bus route? | The 387, 389, 397 and 500 services run along Station Road, all of which are fairly infrequent | G |
| Are bus stops accommodated in laybys or within the traffic lane? | All stops are within the traffic lane and none of them are marked on the road | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances | No | G |

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| (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Cow Lane | | Issue RAG |
| Is street lighting present? | In the northern section of Cow Lane there is street lighting, but to the south there is not | A |
| Are footways provided on both sides of the road? | Only one on one side, apart from a short section immediately south of Pendley Manor where there is provision on both sides for approximately 70m. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No | G |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No – only one destination (Tring Rugby Football Club) | A |
| Is roadside parking present? | No | G |


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| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking outside residential dwellings | A |
| Is the carriageway width restricted due to parked cars? | Yes, in one instance outside a residential dwelling | A |
| Are parking restrictions in place? | No | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossing provision along this road | R |
| Is any form of traffic calming in place? | No | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetable. Bus stop in the southern section of Cow Lane, in section of national speed limit road, is on highway verge with no safe pedestrian route to access it. | A |
| Is this a bus route? | The 387, 397 and 500 services run along Cow Lane infrequently | G |
| Are bus stops accommodated in laybys or within the traffic lane? | All bus stops in the traffic lane, some not marked on the road | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tring Rugby Football Club | N/A |

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| Are there cycle parking facilities available? | No | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: London Road from Cow Lane to Station Road | | Issue RAG |
| Is street lighting present? | Yes, from the junction with the A41 towards the town centre | G |
| Are footways provided on both sides of the road? | Only on one side of the road. Busy road south of Tring, might not be suitable for walking  | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |



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| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | No | G |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, by Tesco superstore. No crossing near bus stop by Cow Lane, which may impede crossing | A |
| Is roadside parking present? | No | G |
| Do cars park fully on the road or is there evidence of pavement parking? | N/A | N/A |
| Is the carriageway width restricted due to parked cars? | N/A | N/A |
| Are parking restrictions in place? | No, but fast-moving traffic so vehicles would be unlikely to need to park | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerb and island crossing by Tesco superstore. Dropped kerb at vehicular entrance to Tesco. | A |
| Is any form of traffic calming in place? | Island crossing by Tesco superstore. Speeding may be an issue on this road. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable | A |
| Is this a bus route? | The 194, 207, 287, 297, 500 and 501 services run along this route. 500 is the only frequent service. | G |
| Are bus stops accommodated | Two bus stops in laybys, the rest within the traffic lane | A |

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| in laybys or within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Tesco superstore, Tring Brewery Co | N/A |
| Are there cycle parking facilities available? | Covered cycle parking at Tesco superstore located near to the store entrance. | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | A |
| Name / short description: Grove Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes, although in some sections the footway is only on one side, for example at Grove Road Primary School. | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No, apart from the section of the east side of the road directly south of the junction with Wingrave Road. | G |


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| Is there provision for cycle facilities (on-road or off-road)? | No | A |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Some lampposts | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No – there are some barriers alongside the pavement near Grove Road Primary School to stop inappropriate crossing | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking on several occasions, in some cases blocking the footway entirely. | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Parking restrictions near Grove Road Primary School | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs provided near Grove Road Primary School Dropped kerbs and yellow tactile paving at the entrance to Hollyfield | A |
| Is any form of traffic calming in place? | Yes, some speed cushions and traffic calming outside Grove Road Primary School | A |

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| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>There does not appear to be any provisions for the bus stop</p> | <p>R</p> |
| <p>Is this a bus route?</p> | <p>The 389 service runs along Grove Road (not frequently)</p> | <p>A</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | <p>R</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>In some places</p> | <p>A</p> |
| <p>Is traffic calming 'bus friendly'?</p> | <p>Speed cushions are bus friendly</p> | <p>G</p> |
| <p>Are there any bus priority measures evident?</p> | <p>No</p> | <p>R</p> |
| <p>Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship?</p> | <p>Grove Road Primary School</p> | <p>N/A</p> |
| <p>Are there cycle parking facilities available?</p> | <p>Cycle racks at the primary school</p> | <p>G</p> |
| <p>Is forward visibility for any users restricted,</p> | <p>No</p> | <p>A</p> |

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| e.g. concealed entrances (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway of inconsistent quality and uneven and degraded in places | R |
| Name / short description: Wingrave Road/Brook Street | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Partially, some areas with footways both sides, the rest of the road has just one footway | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | There is evidence of vehicles parking over the pavement in some sections | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, parked cars, traffic signs | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No crossing outside Silk Mill Industrial Estate. | R |


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| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>R</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of pavement parking blocking the footway opposite Pheasant Close</p>  <p>Google Earth</p> | <p>R</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Some sections of double yellow lines near Silk Mill Industrial Estate and Town Centre</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Zebra crossing near Mortimer Hill Dropped kerbs, tactile paving, and pedestrian island Dropped kerbs across entrances to roads joining Wingrave Road/Brook Street</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flags, timetable, in places bus shelter</p>  <p>Google Earth</p> | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 services run along this road from Icknield Way to Silk Mill Way</p> | <p>A</p> |
| <p>Are bus stops accommodated</p> | <p>Within the traffic lane</p> | <p>R</p> |

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| in laybys or within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | Yes, opposite New Road | R |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Silk Mill Industrial Estate | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | Entrance to Silk Milk Industrial Estate is quite hidden | R |
| Are there any significant maintenance issues, e.g. footway surface broken? | The road is of varying standard, and to the north the surface is uneven and worn. In some parts road markings are worn and there is no centre line | A |
| Name / short description: Bulbourne Road (between Icknield Way and Farm Access) | | Issue RAG |
| Is street lighting present? | In the urban areas yes, but in the rural areas no | A |
| Are footways provided on both sides of the road? | In the urban areas there are two footways, in the rural areas there is only one | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | Yes in places, particularly in the more rural section the footway is narrow with the verge encroaching it | R |

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| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>No</p> | <p>R</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No clear destinations so no crossings</p> | <p>A</p> |
| <p>Is roadside parking present?</p> | <p>No</p> | <p>G</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>No</p> | <p>G</p> |

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| Are parking restrictions in place? | Double yellow lines near Icknield Way roundabout, otherwise no restrictions | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and pedestrian island at Icknield Way roundabout | A |
| Is any form of traffic calming in place? | No. There could be some issues with speeding along this road. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops on this section of Bulbourne Road | R |
| Is this a bus route? | The 50, 61, 61A and the 164 services run along here infrequently | G |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | N/A |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential) | No | G |

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| properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway surface can be uneven and worn in places. Road markings readable. | A |
| Name / short description: Icknield Way | | Issue RAG |
| Is street lighting present? | Yes, from Icknield Way Industrial Estate to Wingrave Road | A |
| Are footways provided on both sides of the road? | No. Provided on one side of the road for most of the road, and for some sections there are no footways on either side, particularly towards the west. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In places, yes. Sections of the footway appear informal and degraded. | R |
| Is there provision for cycle facilities (on-road or off-road)? | No, evidence of cycling on the road | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes to access development north of Icknield Way, near Chapel Meadow Lack of crossing at the roundabout with Wingrave Road, this could be a desire line | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there | Cars tend to park in marked bays off the road, or on the grassy verge | A |


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| evidence of pavement parking? | | |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | No | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Signalised pedestrian crossing Dropped kerbs at roads that access Icknield Way | G |
| Is any form of traffic calming in place? | Yes, just past Icknield Way Industrial Estate, traffic calming (Dragon's Teeth) to reduce speed to 40. More traffic calming (Dragon's Teeth) near Icknield Green to reduce speed to 30. These markings are worn and in poor condition. Speeding may be an issue on this road.  | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes stop on Icknield Way | R |
| Is this a bus route? | The 387, 389 and 397 services run along Icknield Way between Christchurch Road to Icknield Way, but do not stop | A |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops on Icknield Way | R |
| Do width constraints (including parked cars) impede bus movement? | No | R |

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| Is traffic calming 'bus friendly'? | No traffic calming on the section of Icknield Way the bus runs along | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Icknield Way Industrial Estate, Tring Corinthians Football Club | N/A |
| Are there cycle parking facilities available? | At Icknield Way Industrial Estate | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway is of varying condition along its length. Road markings can be worn and surface of road is sometimes uneven | A |
| Name / short description: Christchurch Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In some places the footway can be narrow due to encroaching vegetation | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |


| | | |
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| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity posts | A |
| Is the road/footway on a significant slope? | Slight slope which becomes more significant towards the south leading up to the mini-roundabout with High Street / Western Road / Langdon Street and again on the section near Friars Walk. | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No formalised crossings along this road. Dropped kerbs outside rear entrance for Bishops Wood Church of England Junior School. | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Some evidence of pavement parking | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Some areas of double yellow lines. Parking restrictions outside Bishops Wood Church of England Junior School and Goldfield Infants' and Primary School. | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs with tactile paving. Where residential streets join Christchurch Road there are dropped kerbs across the junctions (in some cases, but not all) | A |
| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetables | A |
| Is this a bus route? | There is a short section from Mill View Road (south) to Icknield Way where the 387, 389 and 397 services run | A |
| Are bus stops accommodated | Within the traffic lane with no markings on the highway | R |

| | | |
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| in laybys or within the traffic lane? | | |
| Do width constraints (including parked cars) impede bus movement? | In some places, particularly in the southern section, buses would likely have to travel in the wrong side of the road for some parts. This has potential to cause queuing that backs onto the mini-roundabout with Western Road / High Street / Langdon Street. | R |
| Is traffic calming 'bus friendly'? | No traffic calming | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Bishops Wood Church of England Primary School, Goldfield Infants and Nursery School, and some small shops | N/A |
| Are there cycle parking facilities available? | At the primary schools | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | There are uneven road surfaces and footways, and some of the road markings are worn, with the centre line not always present | A |
| Name / short description: Miswell Lane | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, there is a short section without a footway on one side towards Icknield Way | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other | Yes in places, particularly towards Icknield Way | A |

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| without stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity poles, traffic signs | A |
| Is the road/footway on a significant slope? | Slight slope | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | There is one zebra crossing between the footpath and Miswell Lane Recreational Area, but no others, with none near the small parade of shops | A |
| Is roadside parking present? | Yes, some in marked bays, some not | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of pavement parking | R |
| Is the carriageway width restricted due to parked cars? | Yes, in some places there are cars parked on either side of the road which reduces the width of the carriageway. Also at junction with Icknield Way and section of road before junction is too narrow. A bus queuing at the junction would block the other side of the road for oncoming vehicles, as shown in the image below. | R |


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| <p>Are parking restrictions in place?</p> | <p>Some sections of double yellow lines</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>There is a zebra crossing and at intervals along Miswell Lane where other roads join there are dropped kerbs at the junctions</p> | <p>G</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flag, timetable</p> | <p>A</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 services run along Miswell Lane</p> | <p>G</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | <p>R</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>Yes, parked cars restrict the width of the road in places</p> | <p>A</p> |
| <p>Is traffic calming 'bus friendly'?</p> | <p>N/A</p> | <p>N/A</p> |
| <p>Are there any bus priority measures evident?</p> | <p>No</p> | <p>R</p> |
| <p>Are there other local destinations on the interactions,</p> | <p>Parade of shops near junction with High Street, Miswell Lane Recreation Facility</p> | <p>N/A</p> |

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| for example schools, shops, healthcare facilities, places of worship? | | |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No centre line marking, towards Icknield Way surface is uneven with potholes | A |
| Name / short description: B4635 (High Street) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Yes, the road forms the main high street in Tring, so cafes and restaurants have outside tables and shops have outside displays and stands. There are also bins, signs, benches and lampposts obstructing the footway. | A |
| Is the road/footway on | Slight slopes | A |


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| a significant slope? | | |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, several raised zebra crossings along the High Street | G |
| Is roadside parking present? | No (although there are parking bays alongside the road) | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Yes | G |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Yes, double yellow lines along the whole road | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Raised zebra crossings and dropped kerbs | G |
| Is any form of traffic calming in place? | Raised zebra crossings which will reduce speed | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Seating, bus stop bay, bus flag and timetable. At one bus stop (Church Square) there is sheltered seating  | G |
| Is this a bus route? | The 50, 61, 61A, 164, 387, 389, 397, 500 and 501 services run along the High Street. The 500 is the only frequent service. | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Within laybys | G |

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| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming 'bus friendly'? | Speed bumps might cause an issue, although most appear to not be too high | A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Multiple destinations along the high street including restaurants, shops, coffee shops, market, library pharmacies, police station and town council | N/A |
| Are there cycle parking facilities available? | Cycle parking in Tring town centre | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No. This surface is block paved rather than a metalled surface. There is no delineation of the lanes along this stretch of road. | A |
| Name / short description: B4635 (Western Road) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | For the majority of the road. In the more urban sections, closer to the town centre, footways on both sides of the road | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities | No | R |

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| (on-road or off-road)? | | |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, traffic signs, cycle parking, adverts outside businesses, bollards | R |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes in some places, however the street is lacking pedestrian crossings outside Rothschild House Surgery and other key destinations | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road for the majority of vehicles | G |
| Is the carriageway width restricted due to parked cars? | Yes. For the majority of the road on one side, and in some places on both sides of the road, such as immediately west of Miswell Lane junction. | R |
| Are parking restrictions in place? | Yes, sections of single yellow lines and some sections with no parking restrictions | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Zebra crossing, dropped kerbs at junctions and a pedestrian island at some too. | A |

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| <p>Is any form of traffic calming in place?</p> | <p>Yes, there is a raised speed bump (with a zebra crossing) and sections of road narrowing</p> | <p>G</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flag, timetable, bench, bus shelter</p> | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 50, 61, 61A, 164, 387, 389, 397, 500 and 500 services run along this road. The 500 is the only frequents service.</p> | <p>G</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within traffic lane, but marked on the road</p> | <p>A</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>In places, yes</p> | <p>A</p> |
| <p>Is traffic calming 'bus friendly'?</p> | <p>Speed bumps and road narrowing may cause issues</p> | <p>A</p> |
| <p>Are there any bus priority measures evident?</p> | <p>No</p> | <p>R</p> |
| <p>Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship?</p> | <p>Parade of shops and businesses, pubs, Rothschild House Surgery, small industrial area (just off Miswell Lane)</p> | <p>N/A</p> |
| <p>Are there cycle parking facilities available?</p> | <p>Yes, opposite The Anchor Pub, near Rothschild House Surgery. 4 spaces. The facilities are not covered.</p> | <p>G</p> |

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| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Road markings can be worn, quality of footway surface varies | A |
| Name / short description: Dundale Road/Frogmore Street | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Mostly, short section with footway on only one side of the road | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In some places yes, particularly towards the town centre. In some parts vegetation encroaches onto the footway | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, street signs | A |
| Is the road/footway on a significant slope? | Long sloped section where Frogmore Street and Dundale Road meet, steep in places, but otherwise fairly flat | A |
| Are crossings provided along desire lines/adjacent to local destinations | Crossing outside car park formed of dropped kerbs and yellow tactile paving. There is no crossing outside M&S Foodhall or other nearby shops | A |


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| such as shops, schools etc? | | |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of cars parking along the majority of the road, although most cars are parking entirely on the road  | A |
| Is the carriageway width restricted due to parked cars? | Yes, although this is usually in wider sections of the road | A |
| Are parking restrictions in place? | Double yellow lines along Frogmore Street and some sections of Dundale Road near junctions | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs and yellow tactile paving. Along Dundale Road where other roads join, dropped kerbs at junctions are provided | A |
| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | There are no bus stops located along both roads | R |
| Is this a bus route? | The 387, 389 and 397 services run along Dundale Road between Manor Road and Ash Road but there are no bus stops on Dundale Road. | A |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including | In places, yes | A |

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| parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | M&S Foodhall, some shops near to the high street, pub, café, pharmacy, Bishop Wood Church of England Junior School, and Frogmore Street Car Park | N/A |
| Are there cycle parking facilities available? | Cycle parking at Dolphin Square in the form of uncovered racks | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | In the narrow section of Frogmore Street, visibility may be reduced around corners, and on the hill where the two roads connect which is also on a curve | A |
| Are there any significant maintenance issues, e.g. footway surface broken? | Narrow road at some point, particularly on Frogmore Street, and road markings are worn and not always clear across both roads. | A |


Table 12: Audit – Junctions

| Junctions | | |
|---|--|------------------|
| Name / short description: Icknield Way/Wingrave Road/Tringford Road/Bulbourne Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Icknield Way. Dropped kerbs, pedestrian island and yellow tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |

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| Is there adequate signage on the junction approaches? | Some signage, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings at arms slightly worn, no road markings on roundabout itself | A |
| Name / short description: Grove Road/Station Road/Cow Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Two priority T-junctions on opposite sides of Station Road each other | A |
| Are there provisions for pedestrians crossing at the junction? | Provision across Grove Road, continuation of cycle path towards station. No provision across Cow Lane and there appear to be some desire lines through grass on eastern side of Cow Lane. Dropped kerb on south western side of Station Road, but otherwise no provision of a crossing across Station Road, which is the major road of both junctions. | R |
| Are there provisions for cyclists crossing at the junction? | Dropped kerbs for cyclists. | A |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Cow Lane markings are worn | A |
| Name / short description: Cow Lane/London Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junctions, with filter lane from London Road into Cow Lane | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for | No | R |

| | | |
|--|---|------------------|
| cyclists crossing at the junction? | | |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Surface is uneven and markings are completely worn out (no give way markings)  | R |
| Name / short description: Station Road/B4635 | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T-junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes, could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly deteriorated | A |
| Name / short description: Brook Street/High Street (B4635)/London Road (B4635) | | Issue RAG |

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| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrian/cyclist crossing at the junction? | There is a small pedestrian island with dropped kerbs on the London Road arm, aside from that there are no others. There are barriers around the edge of the roundabout to prevent pedestrians crossing across the roundabout | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings slightly worn | A |
| Name / short description: Wingrave Road/Grove Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and pedestrian island with tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No, markings and road surface recently redone | G |

| Name / short description: Frogmore Street/High Street | | Issue RAG |
|---|---|-----------|
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction opposite another un-signalised T junction, with the High Street being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs with red tactile paving | A |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Some signage but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | This section of road is hard paved and the give way markings are worn.  | A |
| Name / short description: Dundale Road/Icknield Way | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with Icknield Way being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and pedestrian island over Dundale Road with yellow tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |

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| Is there adequate signage on the junction approaches? | Sufficient signage | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings are worn and the footway is narrow, uneven and degraded | A |
| Name / short description: High Street (B4635)/Western Road (B4635)/Christchurch Road/Langdon Street | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini-roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Western Road. Dropped kerbs, pedestrian islands and yellow tactile paving. On High Street there is a raised hard-paved table for pedestrians to cross (there is evidence of this) but no markings | A |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Lane markings have been re-painted fairly recently, but surface is uneven and varying (High Street is hard-paved but the rest is metalled surface) | A |
| Name / short description: Christchurch Road/Icknield Way | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with Icknield Way being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and yellow tactile paving across Christchurch Road. | A |
| Are there provisions for cyclists | No provision for cyclists | R |

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| crossing at the junction? | | |
| Is there adequate signage on the junction approaches? | Some signage but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Junction markings quite worn, and the road surface is fairly uneven | A |
| Name / short description: B4635/Miswell Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction, opposite T-junction with Chapel Street, the B4535 being the major road | N/A |
| Are there provisions for pedestrians crossing at the junction? | No | R |
| Are there provisions for cyclists crossing at the junction? | No | R |
| Is there adequate signage on the junction approaches? | Some signage, but could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Markings completely worn away; road surface is uneven with distinct holes | R |
| Name / short description: Icknield Way/Miswell Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction, opposite a private un-signalised T-junction onto Icknield Way | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerb on pavement | R |

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| <p>Are there provisions for cyclists crossing at the junction?</p> | <p>No provision for cyclists</p> | <p>R</p> |
| <p>Is there adequate signage on the junction approaches?</p> | <p>Signage can be obscured by hedging on Miswell Lane</p> | <p>A</p> |
| <p>Are there significant maintenance issues e.g. road markings, pavement deterioration, signage?</p> | <p>Road markings completely worn away and road surface in poor condition on Miswell Lane</p>  <p>Google Earth 2010/2008</p> | <p>R</p> |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

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| Interaction ID | T5 |
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Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (Figure 1 [Interaction ID T5]; Table 1; Table 2; Table 3) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). Issues have been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary:

Key summary points from the audit of Interaction ID T5 are discussed below:

- footways worn in some places
- parked cars obstructing the footway
- parked cars obstructing the road
- lack of provisions for cyclists

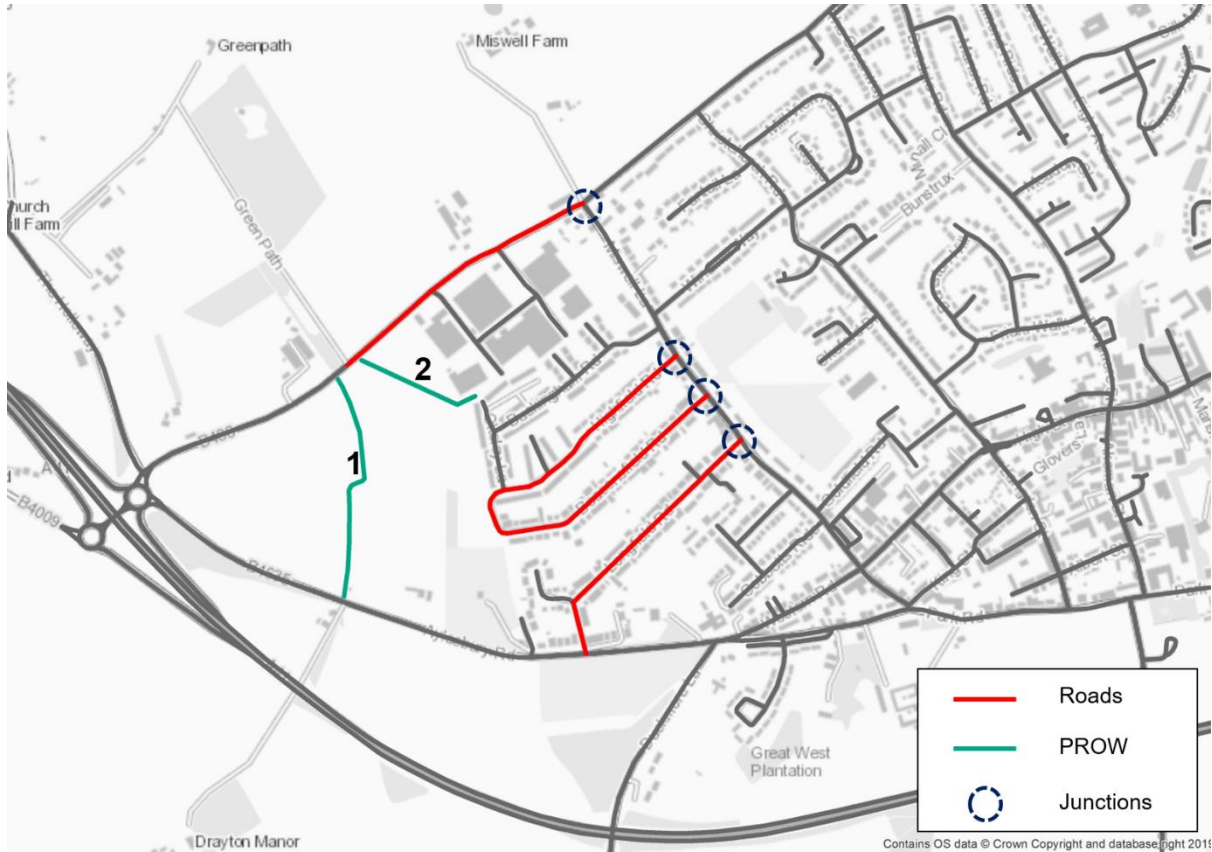


Figure 4: Interaction 5


Table 13: Audit – Public Rights of Way

| Public Rights of Way | | |
|---|--|-----------|
| Name / short description: Footpath between Icknield Way and Aylesbury Road | | Issue RAG |
| What is the footpath constructed from? | Dirt/gravel | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | No, hedge to one side but does not constrain it. Footpath entrance from Icknield Way is directly from the road / highway verge where there is no section of footway. | A |
| Is the footpath signposted? | Yes from Aylesbury Road but not from Icknield Way | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. Grass / mud path so unsuitable for wheelchair users and pushchairs. | A |
| Is the footpath on a significant slope? | No | G |

| | | |
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| Is the footpath lit? | No | A |
| Name / short description: Icknield Way to Okeley Lane Footpath | | Issue RAG |
| What is the footpath constructed from? | Across a field, grass | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | No | G |
| Is the footpath signposted? | Yes from both Icknield Way and Okeley Lane. Metal gate at Icknield Way entrance | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. If the ground becomes boggy or wet this might cause an issue and be unsuitable for wheelchair users and pushchairs. | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | A |

Table 14: Audit – Streets

| Streets | | |
|--|--|------------------|
| Name / short description: Icknield Way (Green Path to Miswell Lane) | | Issue RAG |
| Is street lighting present? | Only for a short section near Miswell Lane, the rest of the section is unlit | A |
| Are footways provided on both sides of the road? | No, only on one side of the road | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In places, yes. Sections of the footway appear informal and degraded. | R |
| Is there provision for cycle facilities (on-road or off-road)? | No, cyclists would have to cycle on the carriageway | R |


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| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No crossing outside Icknield Way Industrial Estate, but there is possibly no need for a crossing</p> | <p>A</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Cars park on the verge</p> | <p>A</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>No</p> | <p>G</p> |
| <p>Are parking restrictions in place?</p> | <p>No</p> | <p>A</p> |
| <p>What form do crossings take – are dropped</p> | <p>There are no crossings across Icknield Way, but there are dropped kerbs at entrances to Icknield Way Industrial Estate.</p> | <p>A</p> |

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| kerbs provided as an absolute minimum? | | |
| Is any form of traffic calming in place? | Yes, Dragons Teeth near entrance of Icknield Way Industrial Estate as speed limit changes to 40mph. Speeding may be an issue on this section of road. | G |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus stops on Icknield Way | R |
| Is this a bus route? | No | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops on Icknield Way | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Icknield Way Industrial Lane | N/A |
| Are there cycle parking facilities available? | At Icknield Way Industrial Estate | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private | No | G |

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| residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway surface is uneven and broken in places. Road markings are worn but still readable. | A |
| Name / short description: Highfield Road/Beaconsfield Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No but it is of a poor quality | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity poles, bins The surface on the footway is worn with potholes in places, which would cause difficulty for wheelchair users and pushchairs | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations | No key destinations on these roads | N/A |

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| such as shops, schools etc? | | |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Evidence of parking on the pavement | R |
| Is the carriageway width restricted due to parked cars? | Yes, in places | R |
| Are parking restrictions in place? | Double yellow lines at junctions with Miswell Lane | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | No crossings. Dropped kerbs along footways where appropriate. | A |
| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes serve these roads, no bus stops | R |
| Is this a bus route? | No buses serve these roads | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local | No | N/A |


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| destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | | |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway is uneven and worn in places | A |
| Name / short description: Longfield Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |

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| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>Lampposts, electricity poles</p> | <p>A</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No crossing outside the Scout Hall</p> | <p>A</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>R</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of pavement parking frequently along the road</p> | <p>R</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes, particularly the middle section where cars are parked on both sides, as shown in image below</p>  | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Double yellow lines at junction with Miswell Lane</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerbs at junction with Miswell Lane. Along the footways there are dropped kerbs where appropriate.</p> | <p>A</p> |


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| Is any form of traffic calming in place? | No | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | No bus routes serve Longfield Road | R |
| Is this a bus route? | No buses serve this road | R |
| Are bus stops accommodated in laybys or within the traffic lane? | No bus stops | R |
| Do width constraints (including parked cars) impede bus movement? | N/A | N/A |
| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Scout Hall | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), | No | G |

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| blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | No road markings along whole length of road | A |

Table 15: Audit – Junctions

| Junctions | | |
|--|---|------------------|
| Name / short description: Icknield Way/Miswell Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction, opposite a private un-signalised T-junction onto Icknield Way | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerb on pavement | R |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Signage can be obscured by hedging on Miswell Lane | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings completely worn away and road surface in poor condition on Miswell Lane  | R |
| Name / short description: Highfield Road/Miswell Lane | | Issue RAG |
| What is the type of junction | Un-signalised T junction | N/A |

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| (signalised, un-signalised, roundabout etc)? | | |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs for pedestrians. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No signage | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road surface is uneven | A |
| Name / short description: Beaconsfield Road/Miswell Lane | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs with yellow tactile paving and zebra crossing on Miswell Lane with tactile paving | G |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No signage | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No | G |
| Name / short description: Longfield Road/Miswell Lane | | Issue RAG |

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| <p>What is the type of junction (signalised, un-signalised, roundabout etc)?</p> | <p>Un-signalised T junction</p> | <p>N/A</p> |
| <p>Are there provisions for pedestrians crossing at the junction?</p> | <p>Dropped kerbs for pedestrians.</p> | <p>A</p> |
| <p>Are there provisions for cyclists crossing at the junction?</p> | <p>No provision for cyclists</p> | <p>R</p> |
| <p>Is there adequate signage on the junction approaches?</p> | <p>No signage</p> | <p>R</p> |
| <p>Are there significant maintenance issues e.g. road markings, pavement deterioration, signage?</p> | <p>Surface is uneven and road markings completely worn away. Dropped kerbs are uneven and worn, unsuitable for wheelchair users and pushchairs.</p>  <p>Google Earth</p> | <p>R</p> |

Berkhamsted and Tring Sustainable Transport Study

Stage 3 – Challenges

Interaction Audit

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| Interaction ID | T6 |
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Introduction:

This note discusses the high level audit undertaken of public rights of way, streets and junctions (Figure 5 [Interaction ID T6]; Table 16; Table 17; Table 18) using online tools. It is the current intention to supplement these desktop checks at a later date with on-site observations.

'Issues' identified during the audit have been appraised and marked R (Red – a notable issue), A (Amber – a potential issue) or G (Green – unlikely to be an issue). Issues have been determined by professional judgement according to whether the existing facilities:

- are considered to be sub-standard;
- could cause difficulty or risk the safety of pedestrians, cyclists and buses; or
- could discourage users from travelling on foot, by bike or on a bus along the interaction.

This audit is intended to act as a marker for informing Stage 4 optioneering which could seek to address the issue, if feasible, as part of an intervention.

Summary:

Key summary points from the audit of Interaction ID T6 are discussed below:

- lack of quality, continuous footpath provision
- lack of provisions for cyclists
- bus services can be quite infrequent
- road markings are quite worn in places
- parked cars obstruct both the road and the footway.

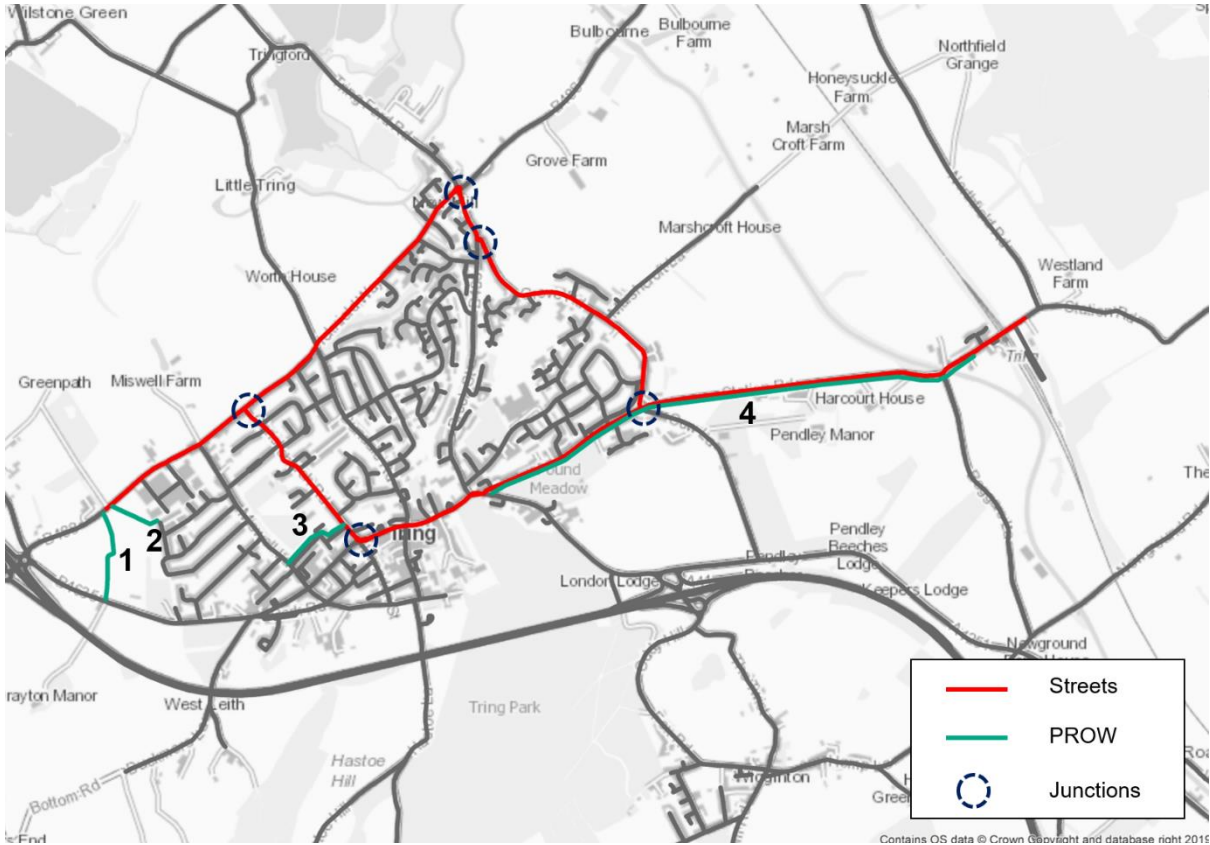


Figure 5: Interaction 6

Table 16: Audit - Public Rights of Way

| Public Rights of Way | | |
|---|--|-----------|
| Name / short description: Footpath between Icknield Way and Aylesbury Road (1) | | Issue RAG |
| What is the footpath constructed from? | Dirt/gravel | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | No, hedge to one side but does not constrain it. Footpath entrance from Icknield Way is directly from the road / highway verge where there is no section of footway. | A |
| Is the footpath signposted? | Yes from Aylesbury Road but not from Icknield Way | A |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians | A |

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| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | A |
| Name / short description: Icknield Way to Okeley Lane Footpath (2) | | Issue RAG |
| What is the footpath constructed from? | Across a field, grass | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | No | G |
| Is the footpath signposted? | Yes from both Icknield Way and Okeley Lane | G |
| Are there any restrictions as to which users can use the footpath? | Footpath so only for pedestrians. If the ground becomes boggy or wet this might cause an issue and be unsuitable for wheelchair users and pushchairs. | A |
| Is the footpath on a significant slope? | No | G |
| Is the footpath lit? | No | A |
| Name / short description: Goldfield Road/Christchurch Road (shortcut for pedestrians) (3) | | Issue RAG |
| What is the footpath constructed from? | Metalled footway alongside road | G |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | Properties at one side of footpath and the road at the other side. No clear barriers. | A |
| Is the footpath signposted? | N/A not a designated footpath | N/A |
| Are there any restrictions as to which users can use the footpath? | No | G |
| Is the footpath on a significant slope? | No | A |



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| Is the footpath lit? | Yes, street is lit | G |
| Name / short description: Station Road shared use path | | Issue RAG |
| What is the footpath constructed from? | <p>Metalled but condition varies</p>  <p>Mortimer Rise – dropped kerbs Hawkwell Drive – dropped kerbs and yellow tactile paving Grove Park – dropped kerbs and yellow tactile paving Grove Road - dropped kerbs and yellow tactile paving Clarke’s Spring – dropped kerbs</p> | A |
| Is the footpath physically constrained, e.g. by encroaching vegetation, adjacent property boundaries etc? | <p>Shared path for cyclists and pedestrians, so may be some conflicts between modes. Fairly narrow, particularly in eastern section, which does not have any lane markings. In places only on one side of the road.</p> | A |
| Is the footpath signposted? | <p>Cycle route sign from the station towards the town centre. Shared use (cyclists and pedestrians) sign at Clarkes Spring and at various intervals along route. Small sign at beginning of path (B4635/Brook St roundabout).</p> | A |
| Are there any restrictions as to which users can use the footpath? | <p>Shared path for cyclists and pedestrians</p> | G |
| Is the footpath on a significant slope? | <p>Slight incline</p> | A |
| Is the footpath lit? | <p>Partially, from Tring town centre to junction with Cow Lane is lit, however the more isolated section further east towards the station is not.</p> | R |


Table 17: Audit - Streets

| Streets | |
|---|------------------|
| Name / short description: Station Road | Issue RAG |

| | | |
|--|--|----------|
| <p>Is street lighting present?</p> | <p>Only between junction with London Road and Cow Lane</p> | <p>A</p> |
| <p>Are footways provided on both sides of the road?</p> | <p>No only on one side</p> | <p>A</p> |
| <p>Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road?</p> | <p>No</p> | <p>G</p> |
| <p>Is there provision for cycle facilities (on-road or off-road)?</p> | <p>Yes, shared use path. Quality of the path surface varies along its length.</p> | <p>G</p> |
| <p>Is there provision for horse riding?</p> | <p>No</p> | <p>A</p> |
| <p>Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture?</p> | <p>No</p> | <p>G</p> |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No. No crossing outside Train railway station</p>  <p><small>Google Earth © 2023 Google</small></p> | <p>R</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |


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| Do cars park fully on the road or is there evidence of pavement parking? | Fully on the road, no evidence of pavement parking | G |
| Is the carriageway width restricted due to parked cars? | Slightly restricted near Tring railway station | A |
| Are parking restrictions in place? | Near Tring Station there are single/double yellow lines, aside from that no parking restrictions | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs only. Along footways there are dropped kerbs across junctions. | A |
| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flags and timetable provided | A |
| Is any form of traffic calming in place? | No | A |
| Is this a bus route? | The 387, 389, 397 and 500 run along Station Road (not that frequent) | G |
| Are bus stops accommodated in laybys or within the traffic lane? | In the traffic lane – only the bus stop at Tring Station is marked | R |
| Do width constraints (including parked cars) impede bus movement? | No | G |
| Is traffic calming ‘bus friendly’? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example | Tring railway station | N/A |

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| schools, shops, healthcare facilities, places of worship? | | |
| Are there cycle parking facilities available? | Yes, 120 spaces at the train station covered and located near the station main entrance. | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | No | G |
| Name / short description: Grove Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes, although in some sections the footway is only on one side, for example at Grove Road Primary School. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | No, apart from the section of the east side of the road directly south of the junction with Wingrave Road. | G |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along | Some lampposts | A |

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| <p>footways, e.g. lamp columns, traffic signs and other street furniture?</p> | | |
| <p>Is the road/footway on a significant slope?</p> | <p>No</p> | <p>G</p> |
| <p>Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc?</p> | <p>No – there are some barriers alongside the pavement near Grove Road Primary School to stop inappropriate crossing</p> | <p>A</p> |
| <p>Is roadside parking present?</p> | <p>Yes</p> | <p>A</p> |
| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of pavement parking on several occasions, in some cases blocking the footway entirely.</p> | <p>R</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Parking restrictions near Grove Road Primary School</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerbs provided near Grove Road Primary School Dropped kerbs and yellow tactile paving at the entrance to Hollyfield</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>Yes, some speed bumps and traffic calming outside Grove Road Primary School</p>  | <p>A</p> |

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| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | There does not appear to be any provisions for the bus stop | R |
| Is this a bus route? | The 389 service runs along Grove Road (not frequently) | G |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane | R |
| Do width constraints (including parked cars) impede bus movement? | In some places | A |
| Is traffic calming 'bus friendly'? | Speed cushions are bus friendly | G |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Grove Road Primary School | N/A |
| Are there cycle parking facilities available? | Cycle racks at the primary school | G |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | A |

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| Are there any significant maintenance issues, e.g. footway surface broken? | Footway of inconsistent quality, uneven and degraded in places | R |
| Name / short description: Wingrave Road (short section between Grove Road and Icknield Way) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | There is evidence of vehicles parking over the pavement in some sections | A |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lamppost, bins | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No, but the street is a short section of road with no evident destinations | A |
| Is roadside parking present? | Yes | A |


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| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Evidence of pavement parking, but parking bay lines are over the pavement</p>  <p>Google Earth</p> | <p>R</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>Yes</p> | <p>R</p> |
| <p>Are parking restrictions in place?</p> | <p>Double yellow lines in places</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Dropped kerbs and pedestrian island crossing near junction with Icknield Way. Along the footway there are dropped kerbs at the entrances of Sutton Close and Elizabeth Drive</p> | <p>A</p> |
| <p>Is any form of traffic calming in place?</p> | <p>No</p> | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Bus flags, timetables and bus shelter</p> | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 services run along this section of Road</p> | <p>A</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within the traffic lane</p> | <p>R</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>In places</p> | <p>A</p> |

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| Is traffic calming 'bus friendly'? | N/A | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | No | N/A |
| Are there cycle parking facilities available? | No | R |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Surface uneven, and there is no central road marking line | A |
| Name / short description: Christchurch Road | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without | In some places footway can be narrow due to encroaching vegetation | A |

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| stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts, electricity posts | A |
| Is the road/footway on a significant slope? | Slight slope which becomes more significant towards the south leading up to the mini-roundabout with High Street / Western Road / Langdon Street and again on the section near Friars Walk. | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | No formalised crossings along this road. Dropped kerbs outside rear entrance for Bishops Wood Church of England Junior School | A |
| Is roadside parking present? | Yes | A |
| Do cars park fully on the road or is there evidence of pavement parking? | Some evidence of pavement parking | R |
| Is the carriageway width restricted due to parked cars? | Yes | R |
| Are parking restrictions in place? | Some areas of double yellow lines. Parking restrictions outside Bishops Wood Church of England Junior School and Goldfield Infants' and Primary School. | A |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Dropped kerbs with tactile paving. Where residential streets join Christchurch Road there are dropped kerbs across the junctions (in some cases, but not all) | A |
| Is any form of traffic calming in place? | No | A |


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| Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating? | Bus flag, timetables | A |
| Is this a bus route? | There is a short section from Mill View Road (south) to Icknield Way where the 387, 389 and 397 services run | A |
| Are bus stops accommodated in laybys or within the traffic lane? | Within the traffic lane, not marked | R |
| Do width constraints (including parked cars) impede bus movement? | In some places | A |
| Is traffic calming 'bus friendly'? | No traffic calming | N/A |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Bishops Wood Church of England Primary School, Goldfield Infants and Nursery School, and some small shops | N/A |
| Are there cycle parking facilities available? | At the primary schools | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |

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| Are there any significant maintenance issues, e.g. footway surface broken? | There are sections of uneven road surfaces and footways, and some of the road markings are worn, with the centre line not always present | A |
| Name / short description: Icknield Way | | Issue RAG |
| Is street lighting present? | Yes, from Icknield Way Industrial Estate to Wingrave Road | A |
| Are footways provided on both sides of the road? | No. Provided on one side of the road for most of the road, and for some sections there are no footways on either side, particularly towards the west. | A |
| Is the width of the footway constrained, i.e. would two pedestrians be unable to pass each other without stepping into the road? | In places, yes. Sections of the footway appear informal and degraded. | R |
| Is there provision for cycle facilities (on-road or off-road)? | No, there is evidence of cycling on the road | R |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Lampposts | A |
| Is the road/footway on a significant slope? | No | G |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes to access development north of Icknield Way, near Chapel Meadow Lack of crossing at the roundabout with Wingrave Road, this could be a desire line | A |
| Is roadside parking present? | Yes | A |

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| <p>Do cars park fully on the road or is there evidence of pavement parking?</p> | <p>Cars tend to park in marked bays off the road, or on the grassy verge</p> | <p>A</p> |
| <p>Is the carriageway width restricted due to parked cars?</p> | <p>No</p> | <p>G</p> |
| <p>Are parking restrictions in place?</p> | <p>No</p> | <p>A</p> |
| <p>What form do crossings take – are dropped kerbs provided as an absolute minimum?</p> | <p>Signalised pedestrian crossing Dropped kerbs at roads that access Icknield Way</p> | <p>G</p> |
| <p>Is any form of traffic calming in place?</p> | <p>Yes, just past Icknield Way Industrial Estate, traffic calming (Dragon's Teeth) to reduce speed to 40. More traffic calming (Dragon's Teeth) near Icknield Green to reduce speed to 30mph. These markings are worn and in poor condition. Speeding may be an issue on this road.</p>  | <p>A</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>No bus routes stop on Icknield Way</p> | <p>R</p> |
| <p>Is this a bus route?</p> | <p>The 387, 389 and 397 services run along Icknield Way between Christchurch Road to Icknield Way, but do not stop</p> | <p>A</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>No bus stops on Icknield Way</p> | <p>R</p> |
| <p>Do width constraints</p> | <p>No</p> | <p>R</p> |

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| (including parked cars) impede bus movement? | | |
| Is traffic calming 'bus friendly'? | No traffic calming on the section of Icknield Way the bus runs along | G |
| Are there any bus priority measures evident? | No | R |
| Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship? | Icknield Way Industrial Estate, Tring Corinthians Football Club | N/A |
| Are there cycle parking facilities available? | At Icknield Way Industrial Estate | A |
| Is forward visibility for any users restricted, e.g. concealed entrances (excluding private residential properties), blind turns etc? | No | G |
| Are there any significant maintenance issues, e.g. footway surface broken? | Footway is of varying condition along its length. Road markings can be worn and surface of road is sometimes uneven | A |
| Name / short description: B4635 (High Street) | | Issue RAG |
| Is street lighting present? | Yes | G |
| Are footways provided on both sides of the road? | Yes | G |
| Is the width of the footway constrained, i.e. would two pedestrians be | No | G |

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| unable to pass each other without stepping into the road? | | |
| Is there provision for cycle facilities (on-road or off-road)? | No | A |
| Is there provision for horse riding? | No | A |
| Are there notable obstructions along footways, e.g. lamp columns, traffic signs and other street furniture? | Yes, the road forms the main high street in Tring, so cafes and restaurants have outside tables and shops have outside displays and stands. There are also bins, signs, benches and lampposts obstructing the footway. | A |
| Is the road/footway on a significant slope? | Slight slopes | A |
| Are crossings provided along desire lines/adjacent to local destinations such as shops, schools etc? | Yes, several zebra crossings along the High Street | G |
| Is roadside parking present? | There are parking bays available alongside the road, but no evidence of parking on the roadside outside of these | G |
| Do cars park fully on the road or is there evidence of pavement parking? | Yes | G |
| Is the carriageway width restricted due to parked cars? | No | G |
| Are parking restrictions in place? | Yes, double yellow lines along the whole road | G |
| What form do crossings take – are dropped kerbs provided as an absolute minimum? | Raised zebra crossings , dropped kerbs | G |

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| <p>Is any form of traffic calming in place?</p> | <p>Raised zebra crossings act as speed bumps</p> | <p>G</p> |
| <p>Where there are bus stops, what facilities are provided, e.g. basic bus flag, timetable, real time information, bus shelter, seating?</p> | <p>Seating, bus stop bay, bus flag and timetable. At one bus stop (Church Square) there is sheltered seating</p>  <p><small>Google Earth ©2020</small></p> | <p>G</p> |
| <p>Is this a bus route?</p> | <p>The 50, 61, 61A, 164, 387, 389, 397, 500 and 501 services run along the High Street. The 500 is the only frequent service.</p> | <p>G</p> |
| <p>Are bus stops accommodated in laybys or within the traffic lane?</p> | <p>Within laybys</p> | <p>G</p> |
| <p>Do width constraints (including parked cars) impede bus movement?</p> | <p>No</p> | <p>G</p> |
| <p>Is traffic calming 'bus friendly'?</p> | <p>Speed bumps might cause an issue</p> | <p>A</p> |
| <p>Are there any bus priority measures evident?</p> | <p>No</p> | <p>R</p> |
| <p>Are there other local destinations on the interactions, for example schools, shops, healthcare facilities, places of worship?</p> | <p>Multiple destinations along the high street including restaurants, shops, coffee shops, market, library pharmacies, police station and town council</p> | <p>N/A</p> |
| <p>Are there cycle parking facilities available?</p> | <p>Cycle parking in Tring town centre</p> | <p>A</p> |
| <p>Is forward visibility for any users restricted, e.g. concealed entrances</p> | <p>No</p> | <p>G</p> |

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| (excluding private residential properties), blind turns etc? | | |
| Are there any significant maintenance issues, e.g. footway surface broken? | No. This surface is block paved rather than a metalled surface. There is no delineation of the lanes along this stretch of road. | G |

Table 18: Audit - Junctions

| Junctions | | |
|--|---|------------------|
| Name / short description: Station Road/Grove Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | A |
| Are there provisions for pedestrians crossing at the junction? | Provision across Grove Road, continuation of cycle path towards station. Dropped kerb on south western side of Station Road, but otherwise no provision of a crossing across Station Road, which is the major road of the junction. | R |
| Are there provisions for cyclists crossing at the junction? | Provision across Grove Road as part of the cycle path, no provision across Station Road | A |
| Is there adequate signage on the junction approaches? | Yes, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No | G |
| Name / short description: Wingrave Road/Grove Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction | N/A |
| Are there provisions for pedestrians | Dropped kerbs and pedestrian island with tactile paving. | A |

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| crossing at the junction? | | |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | No | R |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | No, markings and road surface recently redone | G |
| Name / short description: Wingrave Road/Icknield Way/Bulbourne Road/Tringford Road | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Icknield Way. Dropped kerbs, pedestrian island and yellow tactile paving. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage, but there could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Road markings at arms slightly worn, no road markings on roundabout itself | A |
| Name / short description: High Street (B4635)/Western Road (B4635)/Christchurch Road/Langdon Street | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised mini-roundabout | N/A |
| Are there provisions for pedestrians crossing at the junction? | Yes on all arms except Western Road. Dropped kerbs, pedestrian islands and yellow tactile paving. On High Street there is a raised hard-paved table for pedestrians to cross (there is evidence of this) but no markings | A |
| Are there provisions for | No provision for cyclists | R |

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| cyclists crossing at the junction? | | |
| Is there adequate signage on the junction approaches? | Yes | G |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Lane markings have been re-painted fairly recently, but surface is uneven and varying (High Street is hard-paved but the rest is metalled surface) | A |
| Name / short description: Christchurch Road/Icknield Way | | Issue RAG |
| What is the type of junction (signalised, un-signalised, roundabout etc)? | Un-signalised T junction with Icknield Way being the major arm | N/A |
| Are there provisions for pedestrians crossing at the junction? | Dropped kerbs and yellow tactile paving across Christchurch Road. | A |
| Are there provisions for cyclists crossing at the junction? | No provision for cyclists | R |
| Is there adequate signage on the junction approaches? | Some signage, could be more | A |
| Are there significant maintenance issues e.g. road markings, pavement deterioration, signage? | Junction markings quite worn, and the road surface is fairly uneven | A |

