



3 May 2013

AECOM  
Colmore Plaza  
Colmore Circus Queensway  
Birmingham B4 6AT

by email

### **Urban Transport Plan Consultation**

Berkhamsted Town Council has the following comments on the draft UTP.

They include the views of the Parking and Parking Management Forum made up of councillors and representatives of residents, business and others across the town. The Council also supports comments on the draft document made by the Youth Town Council and Westfield School.

#### **General**

- The 2001 census data is out of date and the report should be updated with reference to the 2010 census data. In particular Royal Mail is no longer an employer in the town. The largest employers now are probably Waitrose, Berkhamsted School, Capita Symonds and, soon to be, Marks and Spencer.
- The Town Council supports schemes that will encourage and enable more pedestrians and cycling as a means of transport. However, the nature of Berkhamsted as a valley town with steep roads and footpaths into the town centre can mitigate against such modes of travel for many residents, shoppers and commuters.
- The Plan should recognise proposals for large housing developments at New Lodge, Bank Mill Lane and Durrants Lane will be some distance for the town centre and which are likely to add to the number of cars used to drive and park in the town centre and at the station.

#### **Highways and Congestion**

- Scheme 2: Improve access and egress signage at A41 by-pass. The signage to Berkhamsted should not be changed at the Bourne End turn-off of the A41. Also the change in signage at the Tring exit should not take place before Scheme 4 (Improvements at Shootersway/Kingshill Way junction) is complete, as this junction is already highly congested.
- Scheme 4. Improvements at Shootersway/Kingshill Way junction. This junction is in urgent need of enhancement particularly to relieve hold ups in Shootersway and particularly a pedestrian crossing to facilitate pedestrian movement between Shootersway and Kingshill Way. Ashlyns School will soon be significantly increasing in size and many pupils will need to cross Kings Road at this junction. Also, the amount of traffic at this junction will be increased substantially by the development of 180 houses at the Egerton Rothesay School site on Durrants Lane planned for 2014/15.
- The residential development at Bank Mill Lane, with more traffic turning onto or off London Road emphasises that traffic calming measures should be introduced from London Road to Swing Gate Lane, particularly to protect cyclists, pedestrians and turning traffic.

### **Speed Limit**

- Speed reduction measures proposed on Kings Roads are welcomed. We request the same measures are applied on the other entrances to the town from Northchurch and from Bourne End.
- Gravel Path is a fairly narrow, steep road with sharp bends. A number of drivers speed along this stretch of road. We welcome the proposal that Gravel Path below the railway bridge should be added to the Town's 20mph zone. But there is a need for further calming measures along the whole of the road from the top of Gravel Path to Millfield and for an island to enable pedestrians to cross the road safely to the footpath, which is on one side of the road only.

### **Public Transport**

- Section 8.45 refers to a regular bus service. This is every 30 minutes and not sufficiently regular to support commuters to the station and should be improved and co-ordinated to encourage bus use, including to the station.
- A sustainable transport proposal for a 'round the town' bus service to the station, to reduce the number of local residents who drive into town to school, shop, work or commute should be considered.

### **Cycling and Walking**

- Some busy roads into town currently do not have safe footpaths for some or their entire route, including Kings Road and Cross Oak Way. Such roads should be identified and safe footpaths included in the plan.
- For a considerable number of families whose journeys involve taking children to different schools around the town then going to the station, town centre, or A41 for work, walking and cycling around the town are unlikely to be a solution.
- Keeping the traffic bollards at London Road Gateway is strongly supported. There have been serious accidents there in the past and central bollards are frequently crushed by speeding traffic. Pedestrians use the islands for safe crossing from the bus stops and footpaths. Improvements to kerb lowering to align with traffic islands for safe crossing for pedestrians are suggested.
- The towpath needs substantial upgrading if it is to accommodate cyclists and pedestrians. The towpath is currently of insufficient standard to be a main cycle route.
- Areas around all the schools are hazardous at the beginning and end of school day. Safe pedestrian and cycling routes to school are therefore an imperative. This should be addressed as part of an integrated approach to the UTP alongside and at the same time as those agreed within the Safer Routes to School programme. This would provide a fully integrated package of works that will achieve efficiencies of scale and budget and bring maximum benefit and safety to the children walking and cycling to school across the town.
- If possible these measures should be brought in before the commencement of the next school year when the school admissions system changes and there will be additional pupils attending primary schools. Crucially, September 2014 is when the school is due to take its first Year 5 intake. This is the year when most children in Berkhamsted first walk to school on their own.

Berkhamsted Youth Town Council considered the Urban Transport Plan and will be writing to you separately, including a request for

- New road crossings to be considered at Hilltop Road where pupils cross to access entrances to Ashlyns School. The Town Council strongly supports this suggestion.

The Town Council also supports proposals made by Westfield School that the UTP should seek to deliver further safety measures for pupils across the town, particularly:

- A dedicated, safe crossing point across the High Street for pupils to get to the school.
- Early implementation of those measures in Proformas 5, 19, 20 and 34 which relate to the cycle route and carriageway changes along High Street between Billet Lane and Durrants Lane and the Moore Road/ Durrants Lane crossing.

#### **Parking**

- The implications of a possible Multi Storey Car Park being considered by Dacorum Borough Council should be included in the plan (e.g. car park signage and junction improvements, particularly on Lower Kings Road)
- The Manor Street car park (Table 4.6, PK2) is no longer available – having been redeveloped for housing.
- The railway station car park is not adequately signposted.

A comprehensive review of double yellow lines on junctions and white lines would improve parking and road safety. This review should consider derogation from standards where possible as these are not main roads and include:

- Parking at some street junctions, including at the junction of Charles Street and North Road, Kitsbury Road and Charles Street that cause visual obstruction.
- Assessing existing white and double yellow lines in streets closest to the station, with an objective to reduce lines to create extra, but safe parking.
- Minimising the visual obstruction and inconsiderate parking, with white lines across driveways, such as Bridgewater Road and wider lengths of double yellow lines on corners and in Murray Road.
- Pave a car length of green area at the east end of Chapel Street to create an off road parking area.
- Reduce the length of double yellow lines and remove the 1-hour restriction on Castle Street to avoid those residents having to move to park around the corner in an already congested Chapel Street.

Yours sincerely,

Gary Cox  
Town Clerk