

Pitstone to Tring Cycle Route

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Background & Introduction

1. £100k S106 contribution handed from Bucks CC to Herts “for the provision of a cycle footway link from the roundabout on B488 Tring Station”
2. Refund date 10/06/2024
3. Feasibility work commenced in 2015
4. Meeting with Parish, Bucks CC & cycle groups 2018

Scheme extents

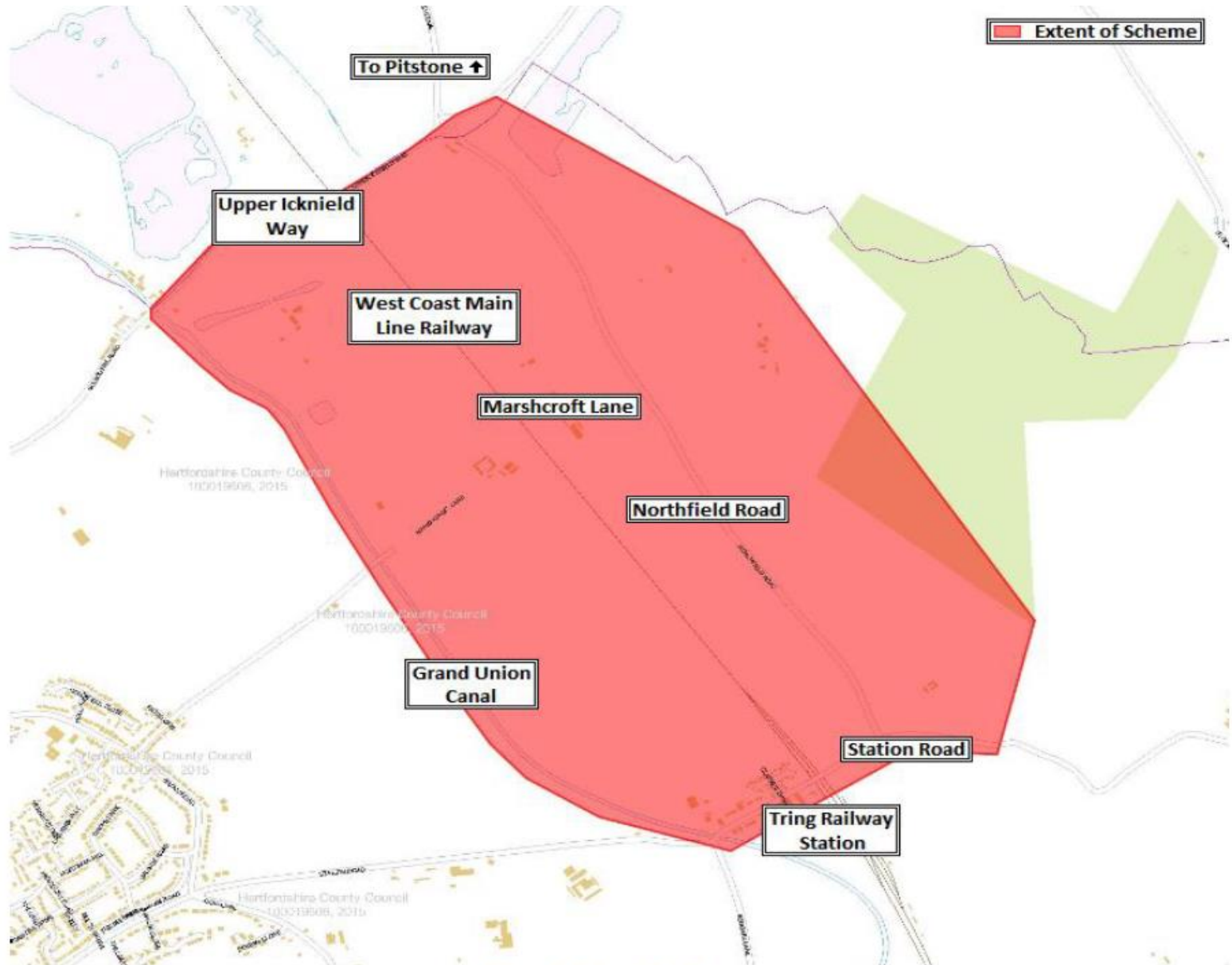
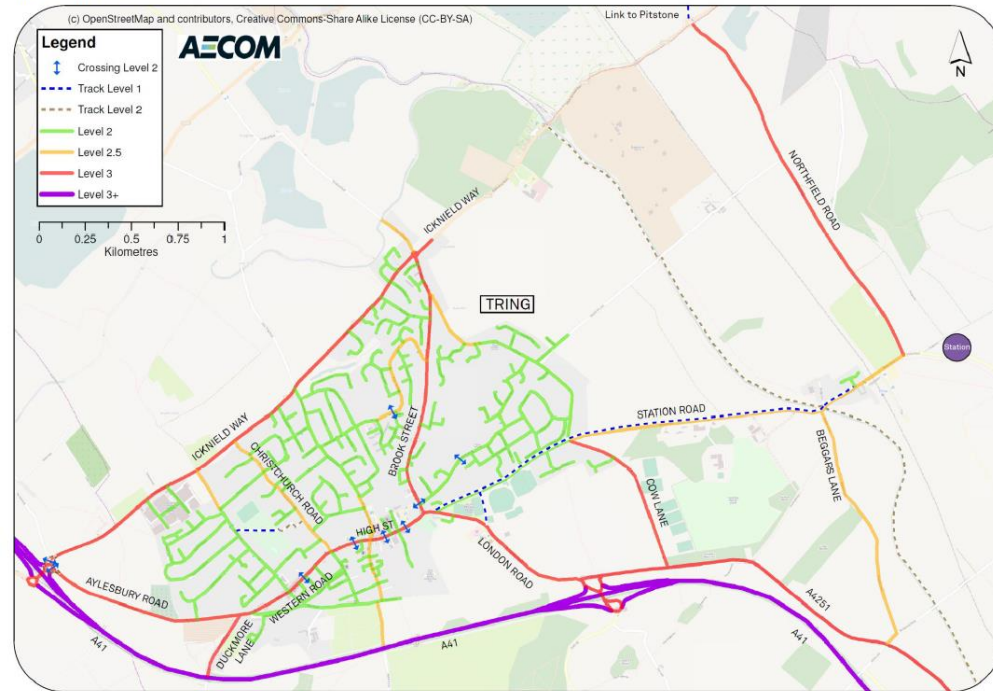


Figure 1: Extent of scheme

Bikeability Cycle Audit (2013)

- The aim of the audit is to breakdown the existing network into a set of cycle performance levels in order to determine the shortfalls in cycle facility provision.
- Bikeability levels for Northfield road is **level 3**.

Figure 2 – Tring Bikeability levels



Bikeability levels

Table 1.1 - Bikeability Cycle Audit Levels

Level 1	Traffic free off-carriageway routes where cycling is permitted – suitable for all cycling levels.
Level 2	Roads / cycle tracks suitable for cyclists at Bikeability level 2.
Level 2.5 (off peak)	During off peak times there are some roads that are quiet and safe for Level 2 cyclists. However, at peak times these roads are busy and unsafe and only suitable for Level 3 cyclists. These roads are classified Level 3 at the identified peak times and Level 2 at all others.
Level 3	Roads only suitable for cyclists at Bikeability level 3.
Level 3+	Roads not recommended for cycling.

Technical Feasibility Study (2015)

- Five options:

1. Shared footway and Cycleway off carriageway

2. Cycle lanes on carriageway

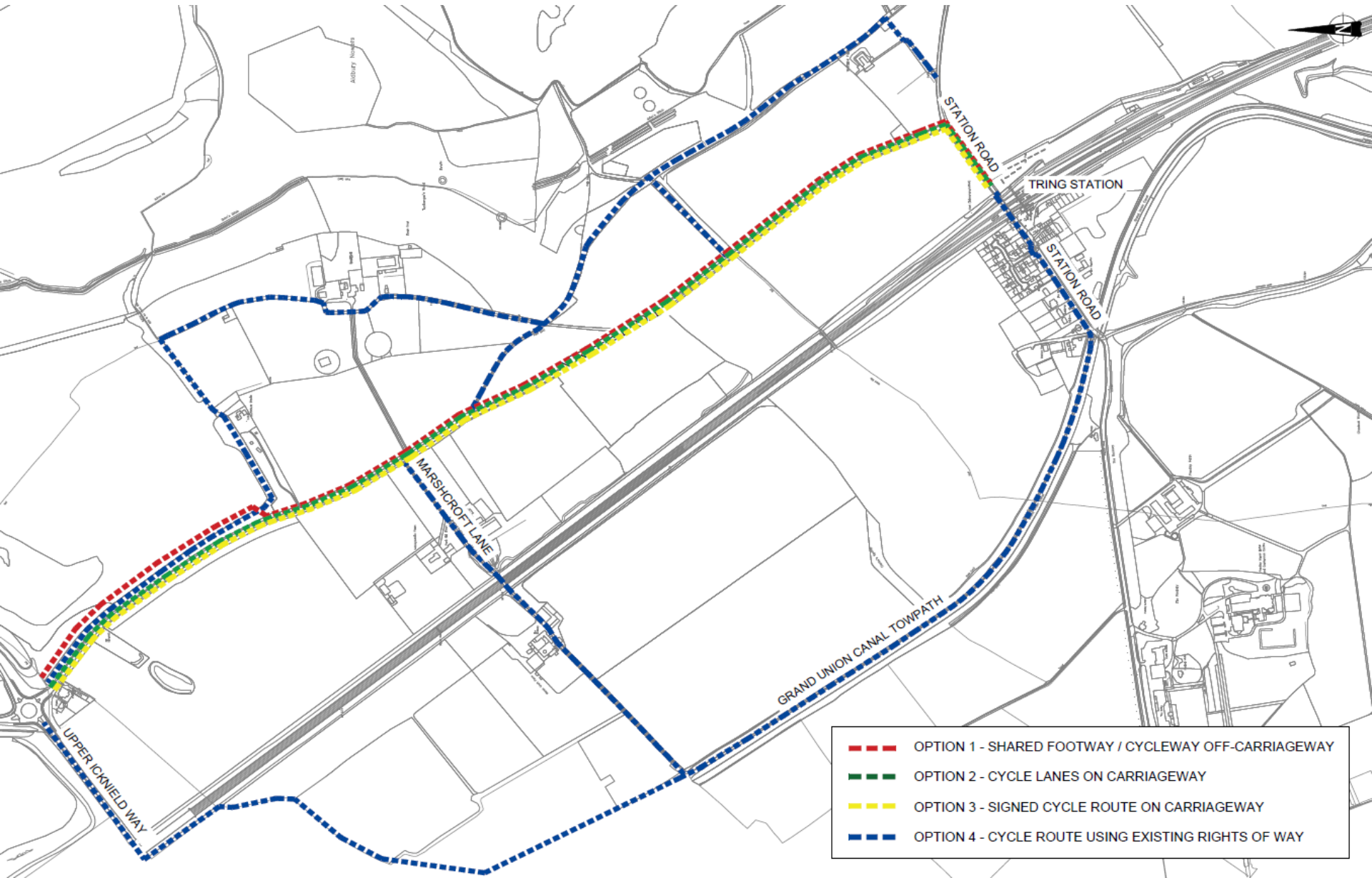
3. Signed cycle route on carriageway

4. Cycle route utilising existing rights of way

5. Do nothing

- Option 1 was preferred as it will provide a more direct route that is visible to others highway users and more appeal to end users.
- Option 1 will require purchasing of private land
- Option 1 will cost in the region of £1,284,000 + VAT

Options



- OPTION 1 - SHARED FOOTWAY / CYCLEWAY OFF-CARRIAGEWAY
- OPTION 2 - CYCLE LANES ON CARRIAGEWAY
- OPTION 3 - SIGNED CYCLE ROUTE ON CARRIAGEWAY
- OPTION 4 - CYCLE ROUTE USING EXISTING RIGHTS OF WAY

Speed & Volume Traffic Data

Traffic Survey Locations

- Legend**
- Ad-Hoc Surveys**
- <all other values>
 - ▲ ANPR
 - ▲ Bluetooth
 - Bus Stop
 - Bus Survey
 - Cordon
 - Cyclists
 - HCC loop
 - Interview
 - Pedestrian
 - Police Survey
 - Queues
 - Sub-Con
 - Veh Reg
 - ▲ Video jct count
 - journey
 - manual direction
 - ▲ manual junction
 - parking
 - queues
 - radar
 - s+v
 - voidir



**Highest 85th Percentile
(7days): 34 mph**

**Highest Mean Avg (7days):
30**

**Highest 85th Percentile
(7days): 57 mph**

Highest Mean Avg (7days): 49

Volume: ~ 5500 vehicles

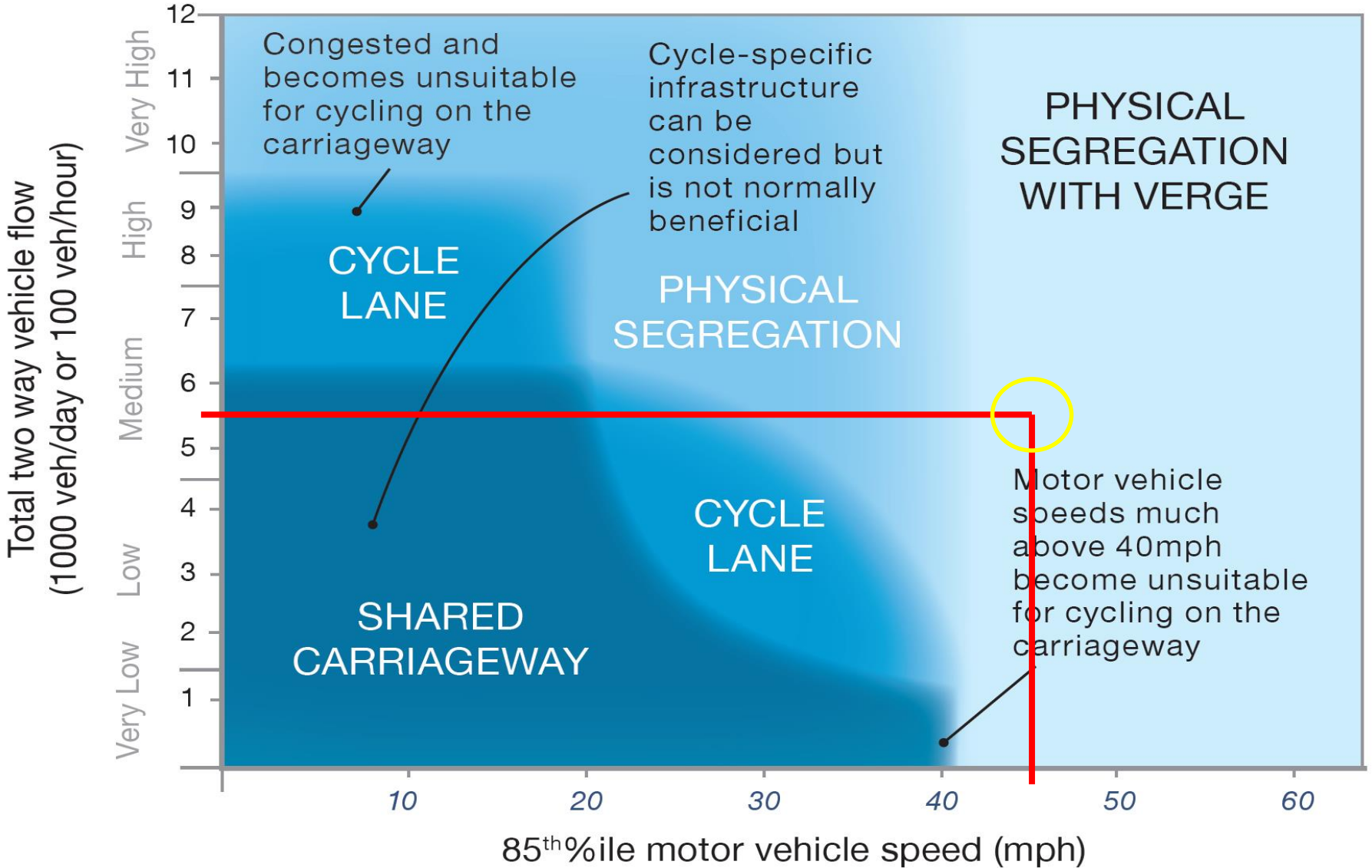
**Highest 85th Percentile
(7days): 52 mph**

Highest Mean Avg (7days): 44

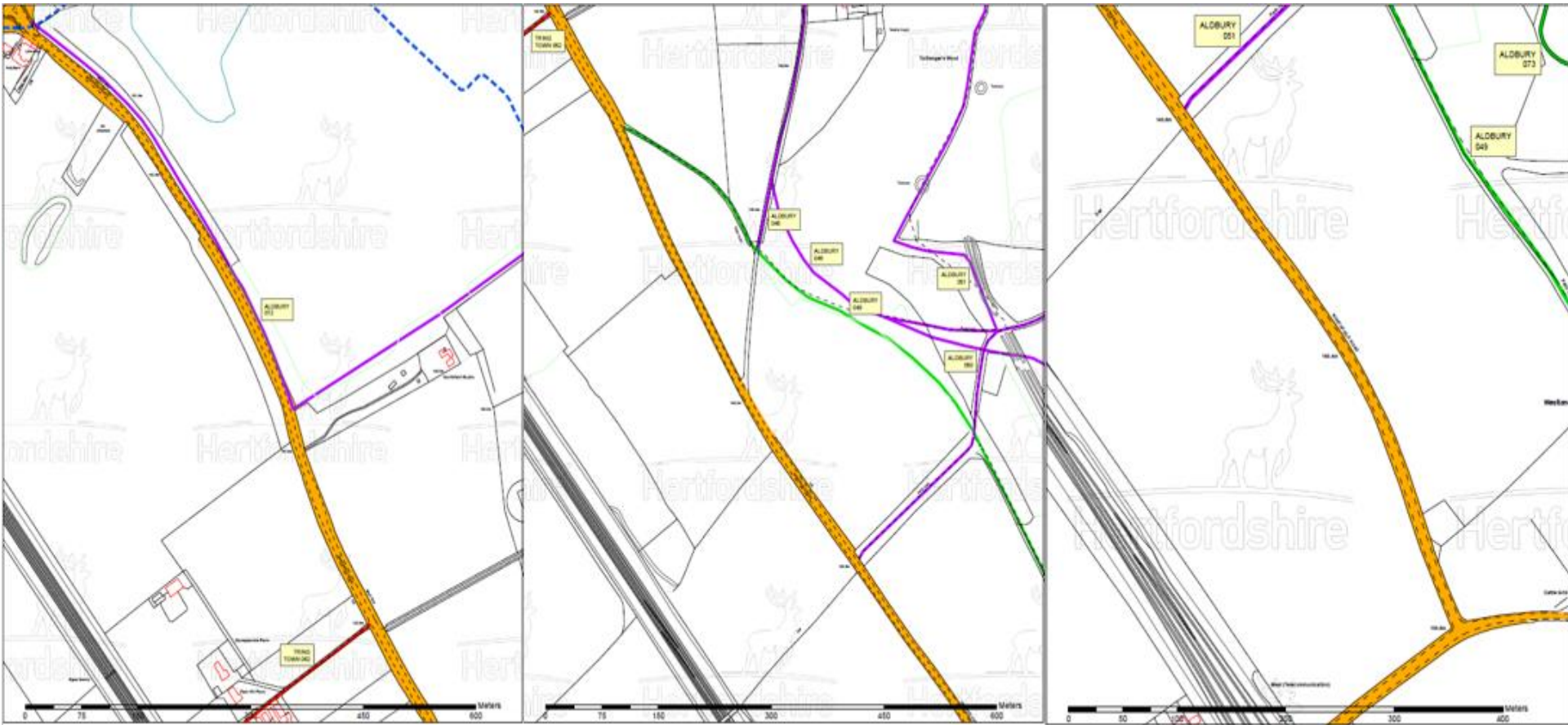


Prepared	Checked	Approved
Date	DD	DD
Author	Initials	Initials

Cycle Design – Sustrans Guidance

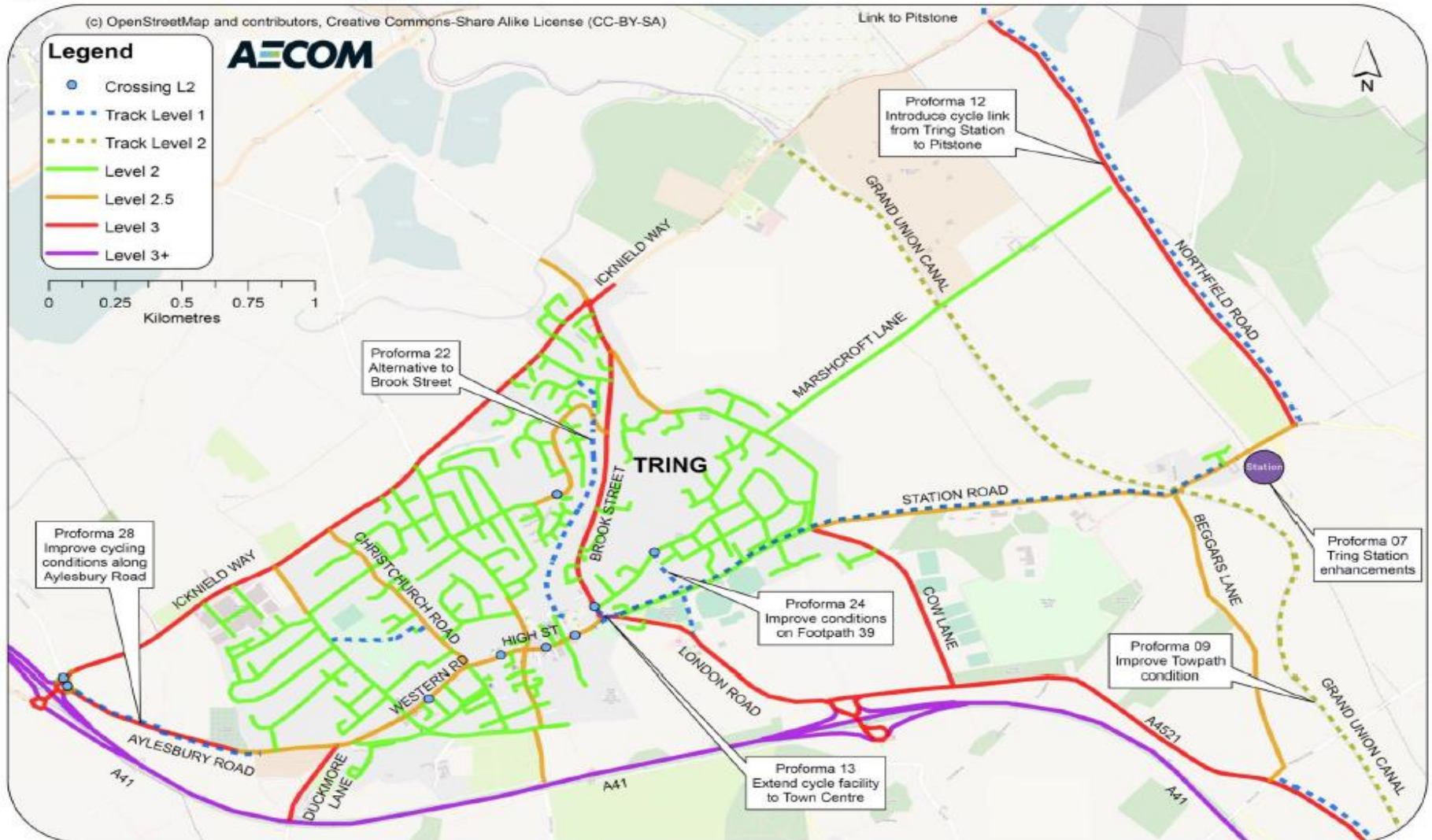


Highway Boundary

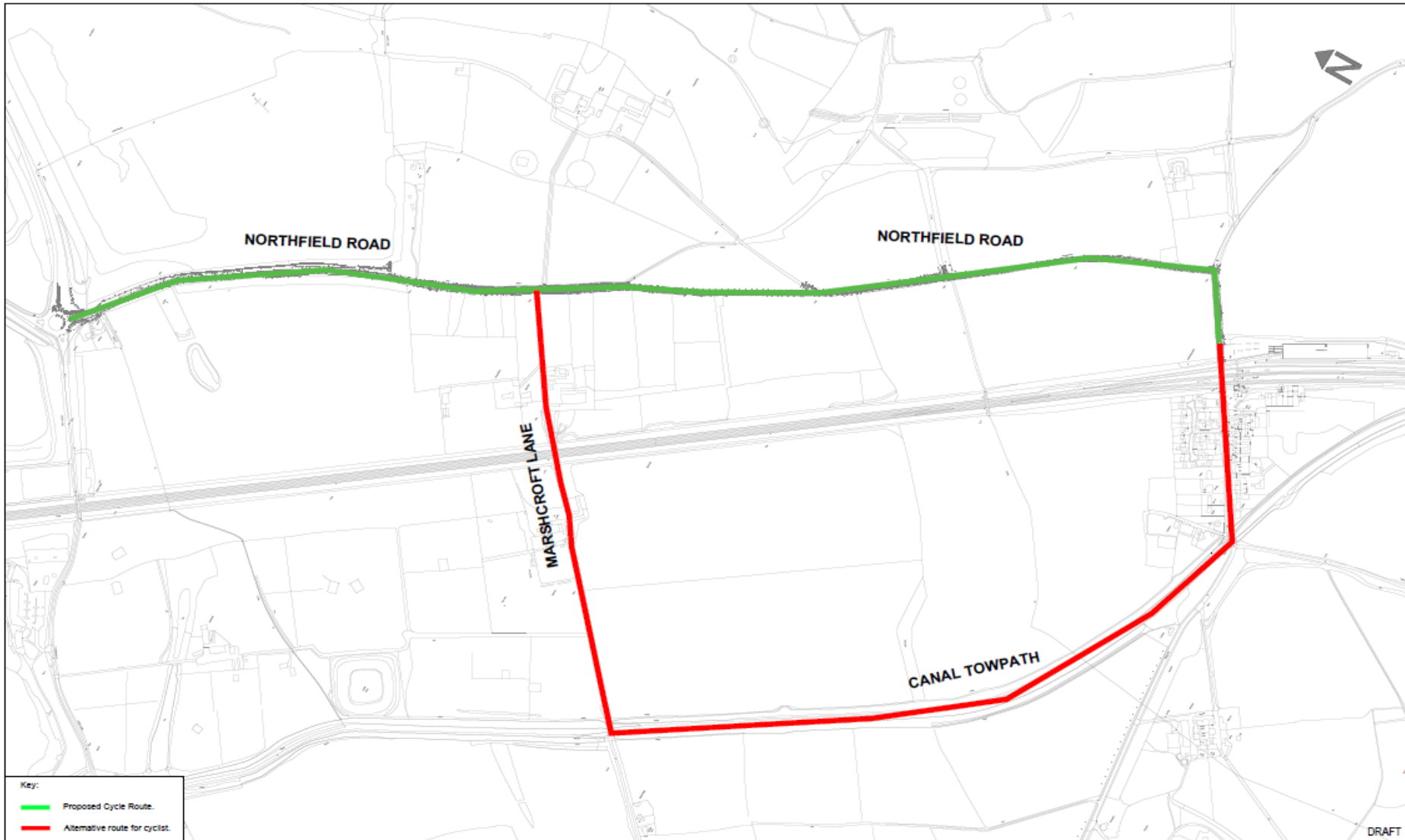


Bikeability Audit option 1

Figure 5 – Tring Revised Bikeability Cycle Audit levels



Alternative Route



Key:

- Proposed Cycle Route.
- Alternative route for cyclist.

DRAFT

Number	Description	Number	Description



COUNTY HALL
Rural Hub
01942 55335

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Design	Author	Approved Date

ITP15035
Pitstone to Tring Cycle Route
Tring

Proposed Layout
Sheet 1 of 1

Sheet No.	Revision
01	RD

HC G-1503.55

Meeting with Parish Council – July 2018

- Presented option along Marshcroft Lane/towpath, which we heard would not be used and shouldn't be pursued.
- Reduction in speed along the Northfield Road was brought up but due to it not meeting the Speed management strategy it cannot be implemented along the route.
- Low cost carriageway marking.
- Possible survey to be produced for demands for cycle improvement on the area and near Tring station.
- Attendees suggested vegetation clearance for improved visibility.

Vegetation Clearance



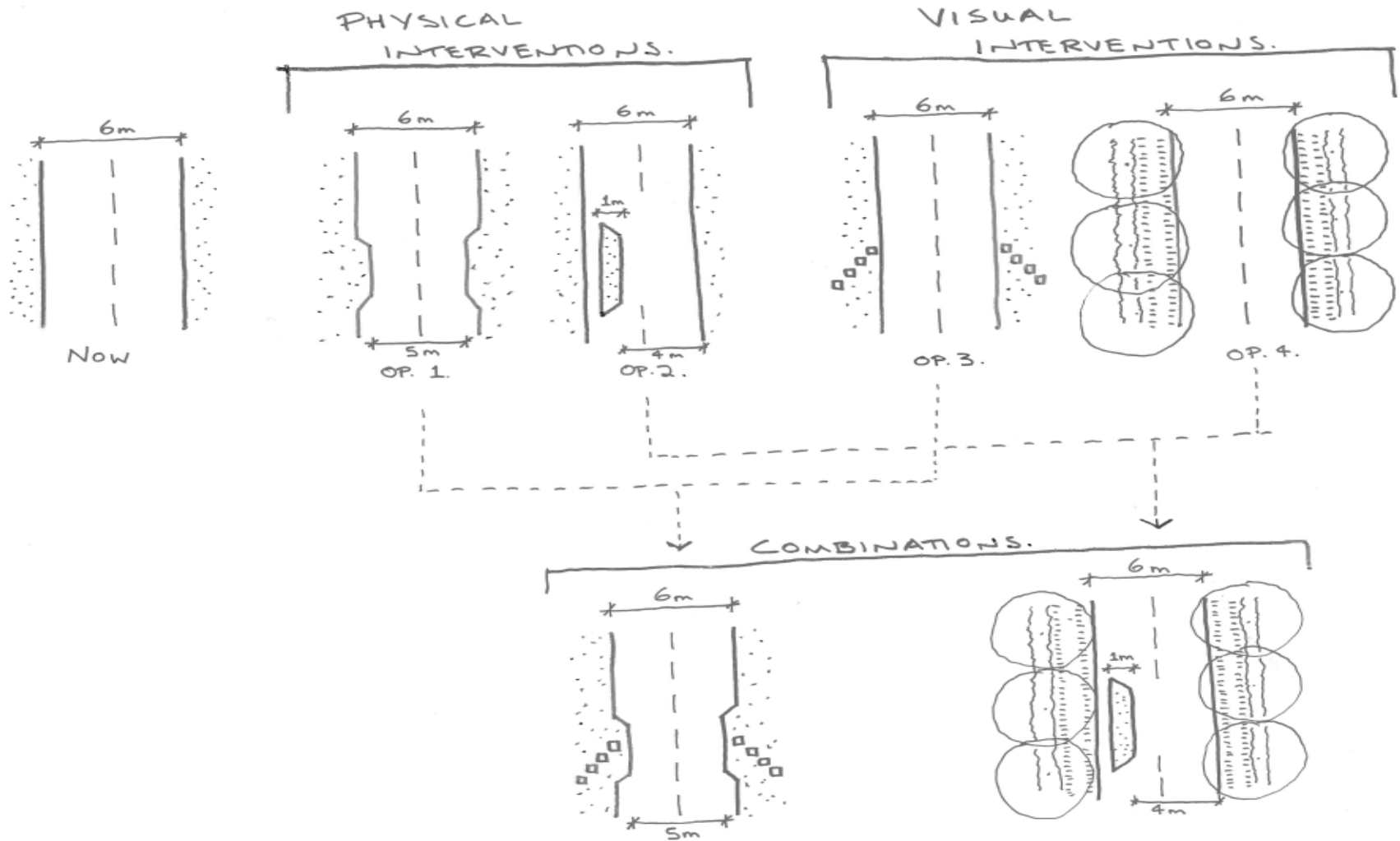
Road Safety Audit

- To reduce the speed limit the proposal should be assessed against the HCC Speed Management Strategy. It is unlikely to happen given the profile of the road but if so, reduction may only be to 50mph.
- Both side of Northfield Road is densely vegetated.
- The amount of light is restricted on Northfield Road between Upper Ickniel Way & Marshcroft Lane due to the dense vegetation.

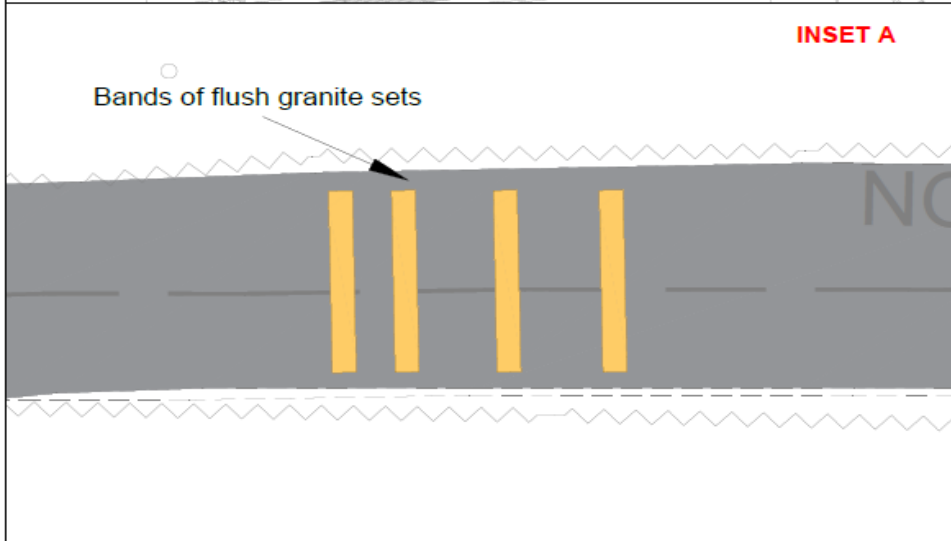
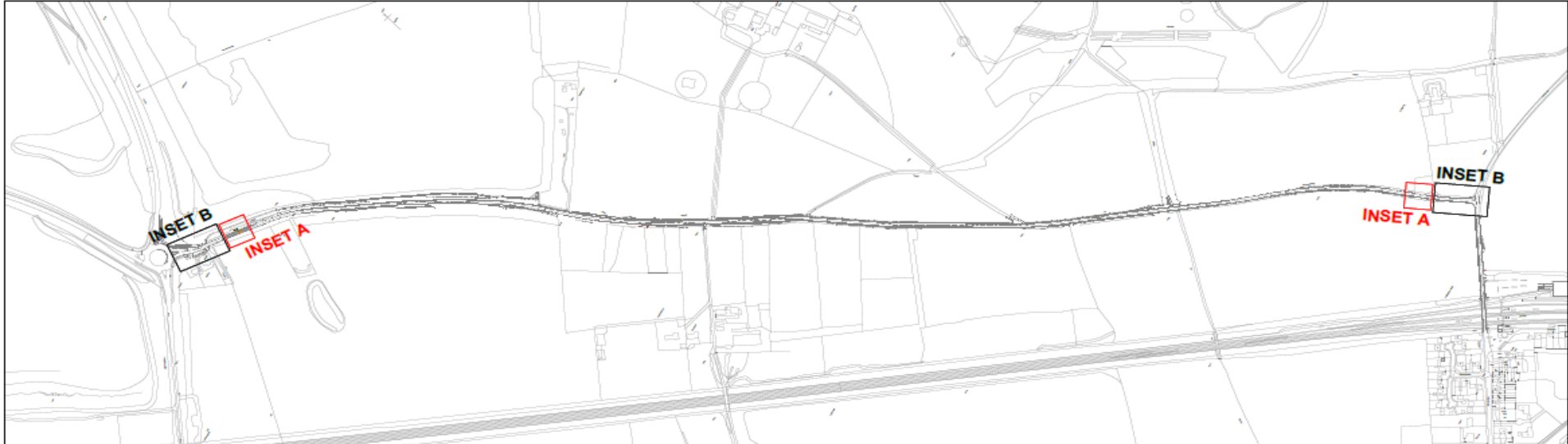
Additional design required

- In addition to civil design, cycle route would require:
 - Drainage design
 - Lighting design
 - Signage design

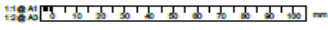
Physical interventions for speed reduction, ARUP landscape architect



Drawing 2



Consultation



Revised	Author	Date	Revision

DRAWING IN PROGRESS



COUNTY HALL
Pige Lane
Harford, Harb
SO13 3BN
Phone: 01962 555555

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Client:	Designer:	Checker:	Approved/Issued:
N.Limbu	N.Limbu	-	-
Signature:	Signature:	Signature:	Signature:
			NTS

Project:	ITP150035-1
Location:	Pitstone to Tring Cycle Route
Sheet:	Tring
Scale:	
Consultation	
Sheet	Sheet 1 of 1
Drawn by:	
Checked by:	
Drawn:	HC G-11503.57
Sheet No:	001
Revision:	000

Discussion & next steps

- Further investigation work?
- Funding opportunities
- Options for remainder of s106 funding
 - Towpath/community bus/cycle facilities at station/gateway features
- Dialogue with Bucks CC

Thank you



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www.hertfordshire.gov.uk

