

HERTFORD AND WARE URBAN TRANSPORT PLAN

November 2010



Appendix F - Short Term Proformas / Appendix G - Medium Term Proformas

APPENDIX F

Scheme Ref	Location	Scheme Description	Timescale
BEN1a	Byde Street, Bengoe	Closure Option 1 - Temporary Trial Closure of Byde Street	MEDIUM
BEN1b	Byde Street, Bengoe	Enforcement of existing access restriction	MEDIUM
BEN3	Byde Street, Bengoe	Closure Option 2 - Do Nothing	SHORT
CPK1	study area wide	Parking review and strategy to discourage long stay parking (linked to PTM5 Park and Ride)	SHORT
CPK2	Ware Road and roads to the south	Provide formal parking bays as there is space for this	MEDIUM
CPK3	Bengoe Street and streets through Upper and Lower Bengoe	Provide formal parking bays as there is space for this	MEDIUM
CPK4	High Oak Road, Collett Road and New Road	Parking improvements due to the residential nature of this area it maybe appropriate to undertake some narrowing of the carriageway or other traffic calming measures to reduce average speeds and make parking in the road safer.	MEDIUM
CPK5	Area surrounding Hertford Regional College	Introduction of peak hour Controlled Parking Zones (CPZ)	LONG
CYC21	A414 London Road adjacent to Foxholes	Toucan A414	SHORT
CYC23	Mead Lane Pedestrian Level Crossing	Improvements to the current pedestrian level crossing approaches to provide better access for cycles (via Rowley's Road) and pedestrians from areas of Hertford to the south.	MEDIUM
CYC24	Hertford East Station	Cycle storage provision	MEDIUM
CYC25	Hertford North Station	Cycle storage provision	SHORT
CYC26	Ware Station	Cycle storage provision	SHORT
CYC27	Parliament Square	Cycle storage provision	SHORT
CYC28	Mill Bridge	Cycle storage provision	SHORT
CYC29	County Council Offices	Cycle storage provision	SHORT
CYC30	Bluecoats	Cycle storage provision	SHORT
CYC31	Fore Street	Cycle storage provision	SHORT
CYC32	Hartham Leisure Centre	Cycle storage provision	MEDIUM
CYC33	Wodson Park Leisure Centre	Cycle storage provision	SHORT
CYC34	Kibes Lane Ware	Cycle storage provision	SHORT
CYC35	Ware Priory	Cycle storage provision	SHORT
CYC40	Area Wide	Cycle town-wide rental scheme	LONG
CPM1	Bramfield Road - North Road - Hertford North Station - Hertingfordbury	Cycle and Pedestrian Route 1	LONG
CPM2	Pinehurst - Foxholes - Simon Balle School	Cycle and Pedestrian Route 2	MEDIUM

Short Term measures (highlighted) in this section.

Medium Term measures shown in Appendix G.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.

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Scheme Ref	Location	Scheme Description	Timescale
CPM3	Hertford North Station - Bengeo - Hartham Leisure Centre - Mead Lane	Cycle and Pedestrian Route 3	SHORT
CPM4	Hertford East Station - A119 - Hertford Regional College - Ware Station - Crane Mead (underneath Viaduct Road)	Cycle and Pedestrian Route 4	MEDIUM
CPM5	Ware Town Centre - Westmill Road - Wodson Park Sports Centre	Cycle and Pedestrian Route 5	MEDIUM
CPM6	Welwyn Road - St Andrew Primary - Sele School - Hertford North Station	Cycle and Pedestrian Route 6	LONG
CPM7	Hertford Town Centre	Cycle and Pedestrian Route 7	SHORT
CPM8	Hertford Castle footpath upgrade	Cycle and Pedestrian Route 8	SHORT
CPM9	Ware Station - Presdales School - Rush Green - Pinehurst - Stanstead Road	Cycle and Pedestrian Route 9	MEDIUM
CPM10	Hertford North station - Hertford Town Centre - Council Offices - Horns Mill Road - Brickenden Lane	Cycle and Pedestrian Route 10	MEDIUM
CPM11	Chauncy School - GSK - Ware Town Centre	Cycle and Pedestrian Route 11	MEDIUM
CPM12	Wodson Park Sports Centre - Ware Town centre	Cycle and Pedestrian Route 12	MEDIUM
CPM13	Tower Road - Ware Town Centre	Cycle and Pedestrian Route 13	SHORT
CPM14	Ware Town Centre - Musley Hill - Tower Road	Cycle and Pedestrian Route 14	SHORT
CPM15	Wadesmill Road - Bowling Road (Ware east - west route)	Cycle and Pedestrian Route 15	SHORT
CPM16	Hertford - Ware via river path	Cycle and Pedestrian Route 16	LONG

Short Term measures (highlighted) in this section.

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Scheme Ref	Location	Scheme Description	Timescale
CPM17	Ware town centre - widbury hill (west Ware)	Cycle and Pedestrian Route 17	SHORT
CPM18	Bengeo - Mead Lane	Cycle and Pedestrian Route 18	SHORT
FRT1	Area Wide	Advisory Route Signs on Main Roads to implement HGV route strategy	SHORT
FRT4	Parliament Square	Fore Street / Parliament Square loading restriction amendments	MEDIUM
FRT5	Ware High Street	Loading Restrictions on Ware High Street - restriction amendments to improve flow	MEDIUM
FRT6	Foxholes to Caxton Hill	Relocate road block to allow freight to access Caxton Hill via Foxholes Employment Area	MEDIUM
HWY2	Amwell End - Ware	Amwell End - Station Road, Ware one way loop	MEDIUM
HWY3	Hertford Town Centre	Close Hertford town centre streets to motorised traffic except buses, cycles, taxis, loading (at specific times) at Market Street/The Wash and Fore Street	MEDIUM
HWY4	Ware High Street	Ware High Street - DfT style mixed priority route treatment	LONG
HWY10	Rush Green Roundabout	Rush Green - widen circulatory carriageways and tackle garage exit	LONG
HWY11	Parliament Square	Traffic signals introduced at the roundabout of Parliament Square/ Gascoyne Way/ Hale Road (Pegs Lane) to allow regulation of traffic exiting Parliament Square and prevent excess queuing due to the predominant flow along A414 with signal bus priority to encourage mode shift	LONG
HWY13	Hertingfordbury Road	Signalise junction of Hertingfordbury Road (A414) with Campfield Road	MEDIUM
HWY17	Baldock Street A1170	Signalise Baldock Street junction with B1004 (linked to Bus Priority)	LONG
HWY19	Hertford	Variable Message Signing (VMS) for car parking and other congestion issues	MEDIUM
HWY20	Hertford	UTC Control - linking signals	MEDIUM
HWY21	Hertford A414 junction with B1197	Signalise to regulate traffic flows	LONG
HWY22	Hertford A414 junction with Cross Lane	Signalise to regulate traffic flows	LONG
HWY23	Hertford A414 junction with Thieves Lane	Signalise to regulate traffic flows	LONG
HWY24	Hagsdell Road, Hertford	Traffic Calming/Speed limit review	LONG
HWY25	North Road, Hertford	Traffic Calming/Speed limit review	LONG
HWY26	Welwyn Road, Hertford	Traffic Calming/Speed limit review	LONG

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Scheme Ref	Location	Scheme Description	Timescale
HWY27	Railway Place, Hertford	Traffic Calming/Speed limit review	LONG
HWY28	Hoe Lane, Ware	Traffic Calming/Speed limit review	LONG
HWY29	Park Road, Ware	Traffic Calming/Speed limit review	LONG
MDL1	Mead Lane employment area	Mead Lane Masterplan	MEDIUM
MDL2	Mead Lane employment area	Improved general access via a new circulatory link from Mill Road to the north of the station on the sidings land to create associated interchange facility	MEDIUM
MDL3	Mead Lane employment area	Sustainable Development on Mead Lane site - low car/ car free with shared emergency access and highway access fronting existing station building	MEDIUM
MDL4	Mead Lane employment area	Mead lane car parking review	MEDIUM
MDL5	Mead Lane employment area	Level crossing improvements for cycle and pedestrian use	MEDIUM
PTM1	Hertford Bus Station	Hertford Bus Station improvements	MEDIUM
PTM2	Hertford East Station	Hertford East station Improvements/bus interchange (linked to Mead Lane)	LONG
PTM3	Hertford North Station	Hertford North Station Improvements (bus and cycle interchange)	MEDIUM
PTM4	Ware Station	Ware station Improvements (improved access, cycle and bus interchange)	MEDIUM
PTM5	Undetermined	Park and Ride Facility (including interchange for School Bus and Coach services, layover and drop off "kiss and ride" facility and act as hub between two towns). Would require appropriate associated bus priority (including HOV lanes on A414) and area wide parking strategy (CPK1)	LONG
PTM5a	Undetermined	Study to investigate possible locations	SHORT
PTM6	A119 between Hertford and Ware	A119 Quality Bus corridor between Hertford and Ware including Bus Lane and bus gate on Ware Road	MEDIUM
PTM8	Hertford East Station	Bus Route Diversion to Hertford East Station (linked to Mead Lane Masterplanning)	MEDIUM
PTM9	Wodson Park Sports Centre	Bus Route Diversion to Wodson Park Sports Centre, Ware	MEDIUM
PTM10	Hertford East Station or P&R site	Additional Bus Layover facilities in Hertford (either at Hertford East/Mead Lane or at proposed Park and Ride)	MEDIUM
PTM11	A119 North Road / Welwyn Road	A119 North Road / Welwyn Road Quality Bus Corridor	MEDIUM
PTM12	Baldock Street A1170	Bus/HOV lanes or corridor improvements at Baldock Street A1170	LONG

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Scheme Ref	Location	Scheme Description	Timescale
PTM13	Rush Green Roundabout	Rush Green roundabout Bus Priority Scheme	LONG
PTM14	Ware High Street	High Street Ware bus corridor scheme	SHORT
PTM15	Star Street/ Bridgefoot	Star Street/Bridgefoot junction improvement/signalisation to allow buses to turn right	LONG
PTM16	Watton Road/Wadesmill Road/A602	Improved bus corridor on A1170 Wadesmill Road / B1004 Watton Road / A602	LONG
PTM19	Fore Street Hertford	Improved bus priority on Fore Street Hertford	MEDIUM
PTM21	Area Wide	RTPI system	MEDIUM
PTM22	County Council Offices, Hertford	More direct service of bus routes to County Hall	MEDIUM
PTM24	Area Wide	Bus stop improvements	LONG
PTM25	Area Wide	Bus priority at signalised junctions (inc Old Cross) - PROMPT/SPRINT hurry call	MEDIUM
PTM26	Area Wide	Comprehensive review of all bus routes	MEDIUM
PTM27	County Council Offices, Hertford	New Bus Interchange at County Hall	SHORT
PED21	Where Maidenhead Street crosses Bull Plain via a speed table.	Crossing improvements (part of route 7)	MEDIUM
PED22	Crossing widths at the mini roundabout outside Hertford East railway station are very wide.	Replacement with signals to improve crossing widths and also offer a greater degree of protection from HGVs (links to Mead Lane Master plan improvements)	MEDIUM
PED23	The pedestrian approach to Hartham Common and Leisure Centre from Cowbridge / Hartham Lane is poor quality and footways are narrow.	New Crossing facilities	LONG
PED24	Indeterminate priority between pedestrians and motorists where Railway Street crosses Market Street via a speed table.	Shared surface mixed priority treatment (part of Walking Route 7)	SHORT
PED25	Mill Bridge, Old Cross and St Andrew Street junction.	Part of Old Cross Junction Improvements to retain signalised junction and provide shared surface (minimal kerb upstand) to encourage pedestrian crossing/movement, slow traffic and follow DfT Mixed Priority route treatment to make part of town	MEDIUM
PED27	There is no footway on Trapstyle Road until just before the first cul-de-sac.	Install Footway	SHORT

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Scheme Ref	Location	Scheme Description	Timescale
PED28	Wengeo Lane	Provision of footways	LONG
PED29	Watton Road near Wengeo Lane/Page Hill	Provision of crossing	SHORT
PED31	Gascoyne Way east of Hale Road/Pegs Lane Roundabout	Provision of TOUCAN crossing	MEDIUM
PED32	Gascoyne Way - Bluecoats Roundabout	Provision of TOUCAN crossing	MEDIUM
PED33	Gascoyne Way - St Andrew Street	Refurbishment of under passes at St Andrew Street to include better sight lines where possible	LONG
PED34	Gascoyne Way - Hale Road Junction	Refurbishment of under passes at Hale Rd to include better sight lines where possible	MEDIUM
PED36	Hale Road adj to School and Police Station	Crossing point on Hale Road between the school and the Police Station	MEDIUM
PED37	Ware High Street	Follow DfT Guidance shared surface mixed priority treatment	LONG
PED38	Amwell End - Ware	Introduction of pedestrian crossing facilities next to the level crossing to the Council car park	LONG
SMT2	study area wide	Study area car pool/car share scheme	MEDIUM
SMT3	study area wide	Car clubs	MEDIUM
SMT4	study area wide	Personalised travel planning (such as Mead Lane)	MEDIUM
SMT5	study area wide	Provide Sustainable transport information (maps/website etc)	MEDIUM

Short Term measures (highlighted) in this section.

Medium Term measures shown in Appendix G.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Parking Review and Strategy - Study Area Wide.

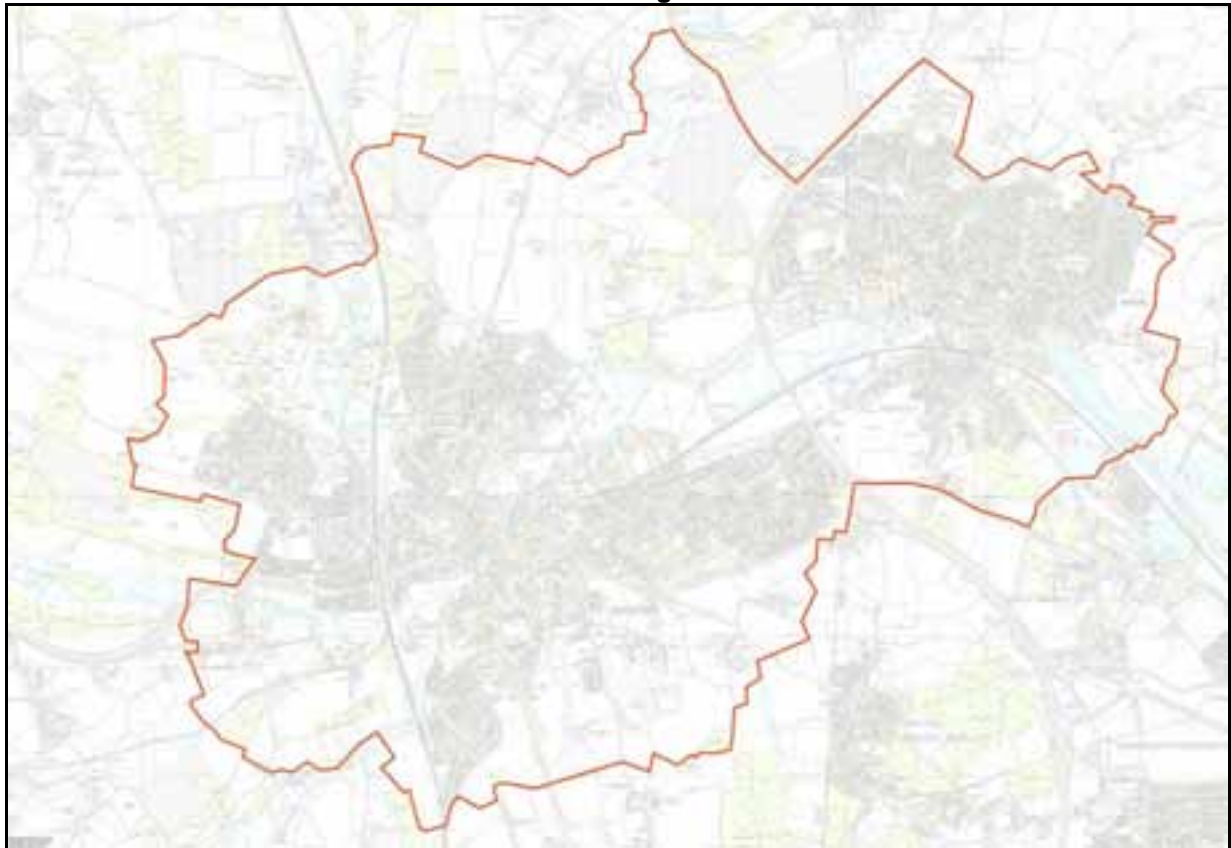
Scheme ID Number: CPK1

Scheme Summary:

Commence review and strategy development in the short term to then be linked to delivery of medium / longer term schemes such as Park and Ride and bus priority. Key aspects to review (focus on Hertford):

- Utilisation of parking spaces
- Pricing regime
- Discourage long stay parking (i.e. commuting trips) to promote / cause switch to sustainable travel modes
- Continue to make short-stay leisure and shopping trips attractive and viable

Scheme Diagram:



Links to Other UTP/LTP Schemes:

- Park and Ride PTM5
- Bus priority measures PTM19, PTM14, PTM11, PTM6, PTM23, PTM25, PTM16, PTM12
- Town Centre access restrictions HWY3, FRT2, FRT3, FRT4, FRT5
- Other car parking schemes i.e. CPK2, CPK3, CPK4, CPK5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Excludes cost of study and strategy development
- Cost is for implementation of signage update (e.g. long to short stay) operations

ESTIMATED TOTAL COST: £50,000



Estimated Operating Costs:

Covered by revenue

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓	✓		
Medium				✓	
Low					✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Not design process		

Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Depends upon aspirations of EHC
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?		N	
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP 16
UTP objectives 2, 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

Timing for development of a suitable parking strategy that meets sustainable transport objectives in line with the LTP and UTP while meeting the aims of EHC parking strategy which is currently being developed.

Further Actions Required:

- Consider relationship to LDF and East Herts car parking strategy
- Consult with EHC on proposed strategy

Other Information / Additional Notes

Any parking strategy should address implications on travel habits as well as revenue implications, trader / town centre vitality, operations and links to other transport schemes, such as Park and Ride.

EHC have started work on a parking review and strategy for all of East Herts.



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Controlled Parking Zones – Hertford Regional College Area

Scheme ID Number: CPK5

Scheme Summary: Introduction and enforcement of residents parking scheme within the Area surrounding Hertford Regional College.

This scheme is intended to combat parking issues and conflicts between students and local residents. A residents parking scheme is envisaged to promote alternative travel choices such as bus, cycle, rail and walking for college users.

Links to Other UTP/LTP Schemes:

CPM4, PTM6

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Signage and lining
- Promotion of TRO

ESTIMATED TOTAL COST: £25,000

Estimated Operating Costs:

Enforcement costs – traffic warden salaries

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					
Medium	✓	✓	✓	✓	✓
Low					

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Discourage pavement parking issues	Residents parking permit scheme	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 16
UTP objective 5

Programme/Delivery Risks (include brief description for overcoming where possible):

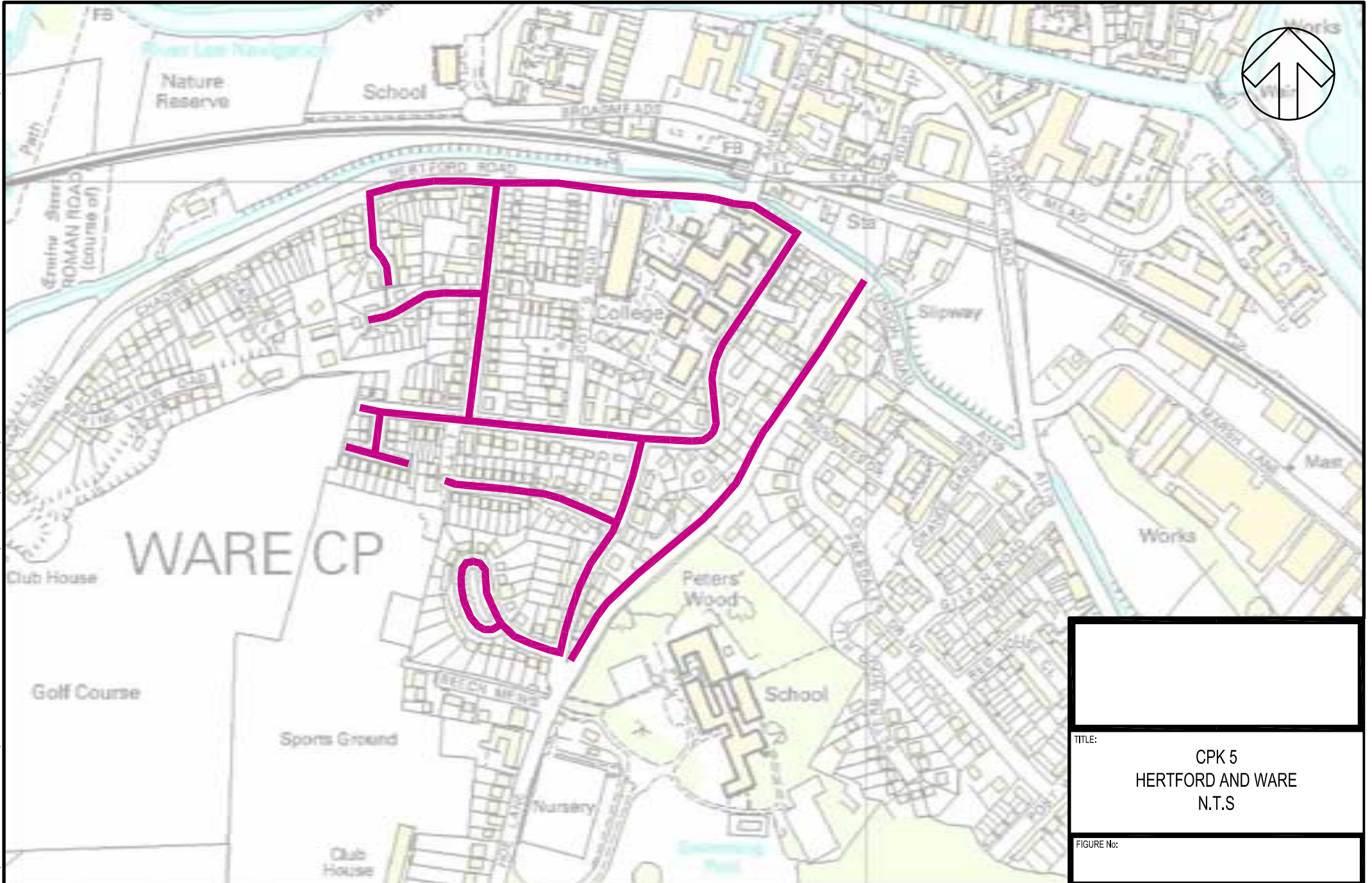
Successful promotion of a TRO – liaise with college and undertake survey of parking
Consult local residents and devise scheme in consultation with EHC

Further Actions Required:

Parking survey

Other Information / Additional Notes

EHC has responsibility for parking enforcement and its procedures would need to be complied with.



TITLE:	CPK 5 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 3

Scheme ID Number: CPM3

Scheme Summary: Hertford North Station – Bengoe – Hertford Town Centre

Combined cycling and walking improvements providing connections between the Bengoe residential area and Hertford North railway station as well as across Hartham Common to the leisure centre and on to Mead Lane employment area. The scheme is consistent with work being undertaken by Groundwork Hertfordshire for the Rights of Way unit.

Key elements:

- Signed on-street sections along residential streets, including Port Vale, Nelson Street and Bye Street.
- Upgrade of route along Beane Road to provide 3m wide segregated route.
- Improved bridge crossings and 3.0m wide surfacing into Mead Lane area.

Links to Other UTP/LTP Schemes:

PED26, CPK3
BEN 1

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- On-street signage costs only.
- New construction alongside Beane Road.
- Bridge upgrades.

ESTIMATED TOTAL COST: £550,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Shared paths	Segregation and / or sufficient width	Y
Cycle use of bridge	Upgrade width and parapet height	Y



Deliverability Constraints:

Comments

Can the scheme be delivered without third party involvement?		N	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		Common land
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP 13
UTP Objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

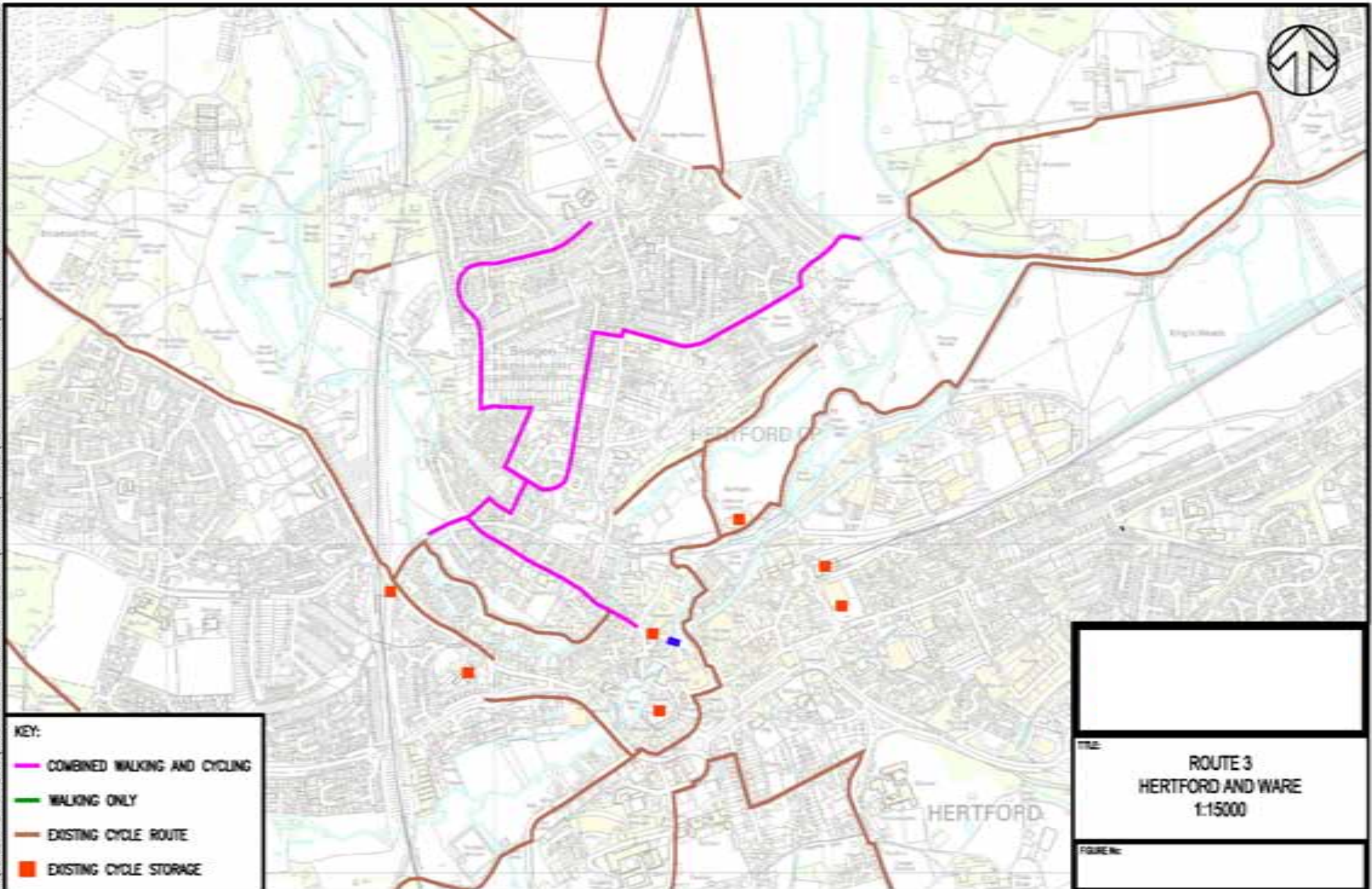
- Potential Objections from land owners and British Waterways
- Early liaison with owner of Hartham Common and British Waterways responsible for bridge structures – to avoid delay to programme delivery.
- Steep Byde and Nelson Streets

Further Actions Required:

Check land ownership and bridge structure constraints on Hartham Common.

Other Information / Additional Notes

Consider scheme delivery in co-ordination with Bengoe 'rat-running' scheme (BEN1).





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 17

Scheme ID Number: CPM17

Scheme Summary: Ware Town Centre – Widbury Hill (West Ware) via Star Street

- Provide on-street cycle lanes where sufficient width along Star Street to the edge of Ware.
- Upgrade side road crossing points along footways with tactile paving and drop kerbs where required.

Links to Other UTP/LTP Schemes:

CPM14, HWY4

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- On-street signage and lining
- Footway improvements and crossing provision at side road junctions

ESTIMATED TOTAL COST: £175,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					
Medium	✓	✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
On-street parking conflicts	Regularise parking where possible	Y
Road width constraints	On road route where possible	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

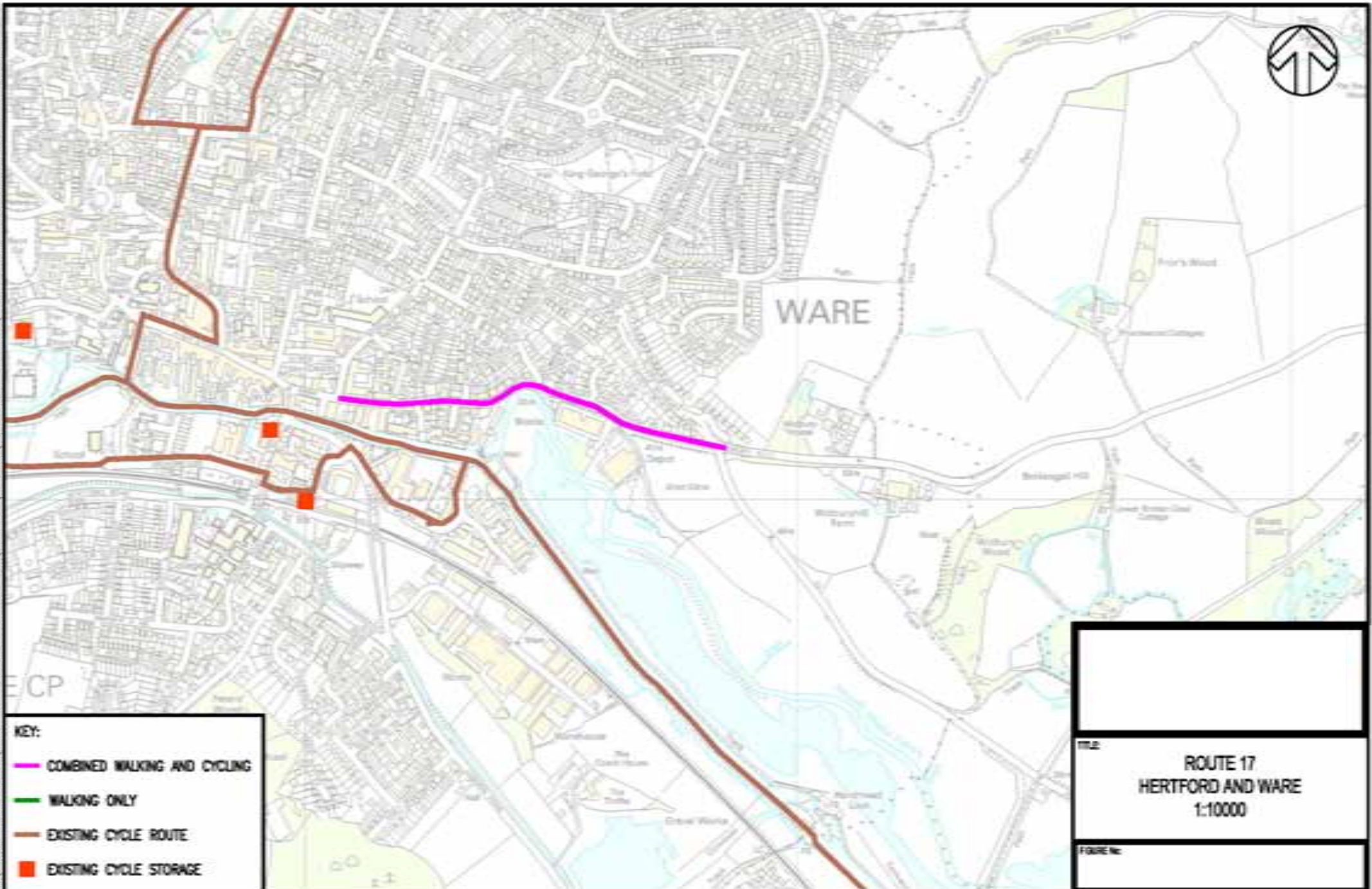
Parking on-street along Star Street may restrict deliverability of on-road cycle improvements

Further Actions Required:

Survey parking patterns

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 15

Scheme ID Number: CPM15

Scheme Summary: Wadesmill Road to Bowling Road (Ware East – West Route) via The Bourne, Collett Road and Musley Lane.

On-street signed route along, The Bourne, Collett Road and Musley Lane, with improved crossing of New Road, providing an alternative route to the High Street for east-west movements across Ware. This route passes through a 20mph zone, which is conducive for cycling and gradients are acceptable for cycling. Cyclists could be encouraged to use this route in preference to the High Street if appropriate signage is provided.

Proposed raised table and/or Toucan crossing of New Road/Musley Lane junction with Collett Road as a shared surface through junction to allow cyclist and pedestrian priority and reduced vehicle speeds on approach. The form of crossing would be dependent upon traffic speeds and volumes. A survey would be undertaken in order to determine this.

This scheme links to other cycle and pedestrian routes CPM14 and CPM13 and CPM12 and existing leisure routes along High Oak Road.

Scheme Diagram:

Photo showing existing location – junction of New Road with Collett Road



Links to Other UTP/LTP Schemes:

CPM14, CPM13, CPM12

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

On-street signage and lining

ESTIMATED TOTAL COST: £175,000

Estimated Operating Costs:

None



User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					
Medium	✓	✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Crossing New Road	Raised table/toucan	Y
One way section	Contra flow cycle lane	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13 and 14
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

TROs for contra-flow cycle lane may be required for one way section, on Collett Road between its junctions with High Oak Road and New Road, if delivered as an on road route.

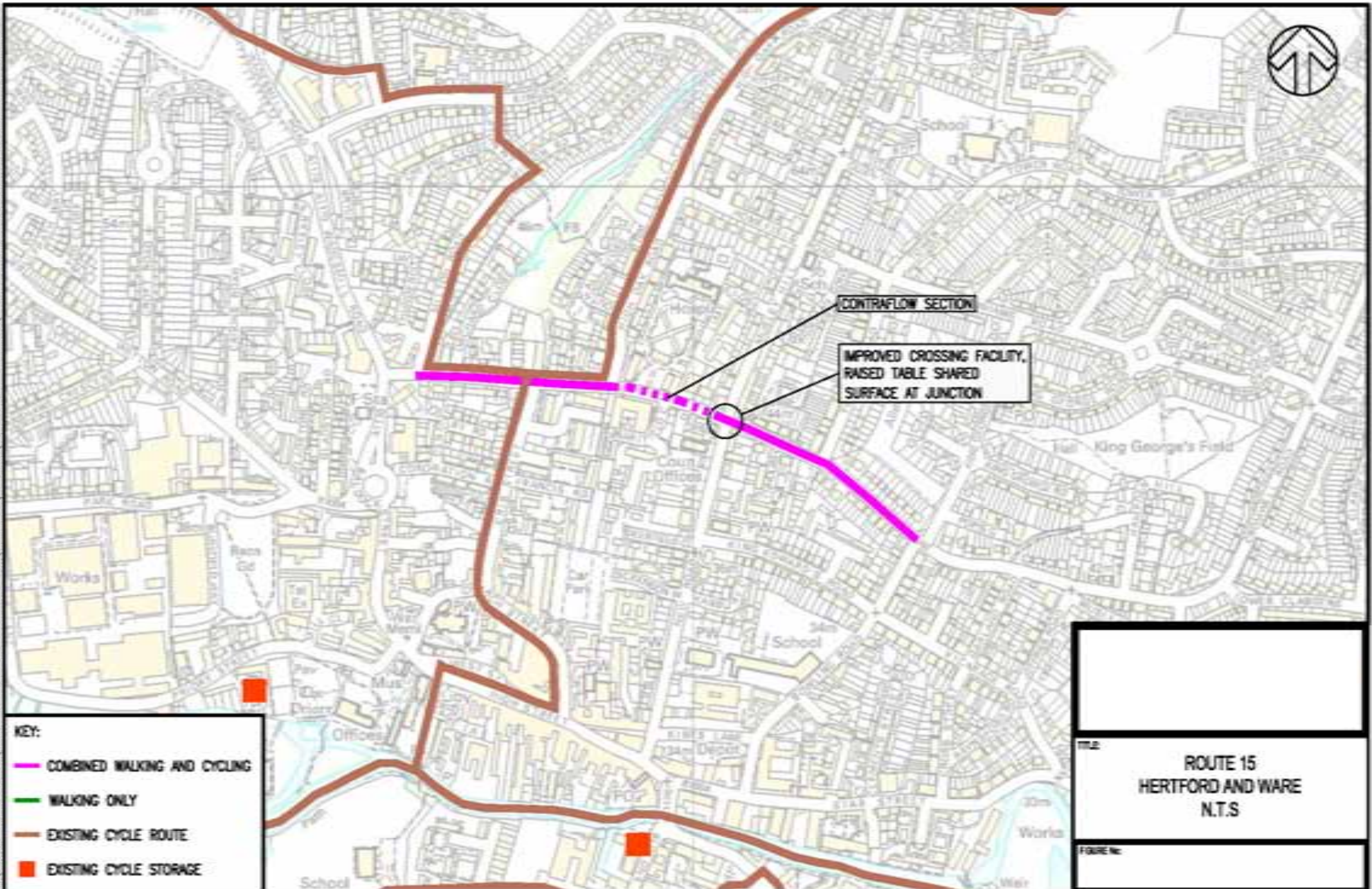
TROs may be required to formalise parking (or additional enforcement of existing)
Safety audit required for contra flow section and raised table/toucan crossing

Further Actions Required:

Public consultation of local residents
Surveys to determine traffic flow and vehicle speeds at New Road/Collett Road junction.
Key stakeholder consultation – emergency services etc.

Other Information / Additional Notes

Parts of the scheme e.g. the proposed contra – flow cycle lane on Collett Road are subject to a safety audit.





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 14

Scheme ID Number: CPM14

Scheme Summary: Ware Town Centre – Musley Hill – Tower Road

- Cycle route signed along New Road and Musley Hill, subject to a safety audit, linking the northern residential areas of Ware to the High Street area. This scheme is linked to the proposed parking formalisation scheme on New Road, High Oak road and Collett Road (CPK4) and Musley Hill to improve cycle safety.
- Alternatively the route could be along the quieter High Oak Road and Crib Street or Bowling Road and Trinity Road as shown in the diagram. It should also be noted that High Oak Road is already classified as an existing leisure route.
- The improvements include upgrading footways where required, dropped kerbs and tactile paving.
- The route is likely to be largely an advisory signposted on road route, with car parking restricted to one side of the road only where necessary.

Links to Other UTP/LTP Schemes:

CYC34, CPK4

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- On-street signage and lining
- Minor footway works and parking regularisation

ESTIMATED TOTAL COST: £150,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
On-street parking / cycling conflict	Specified parking bays	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

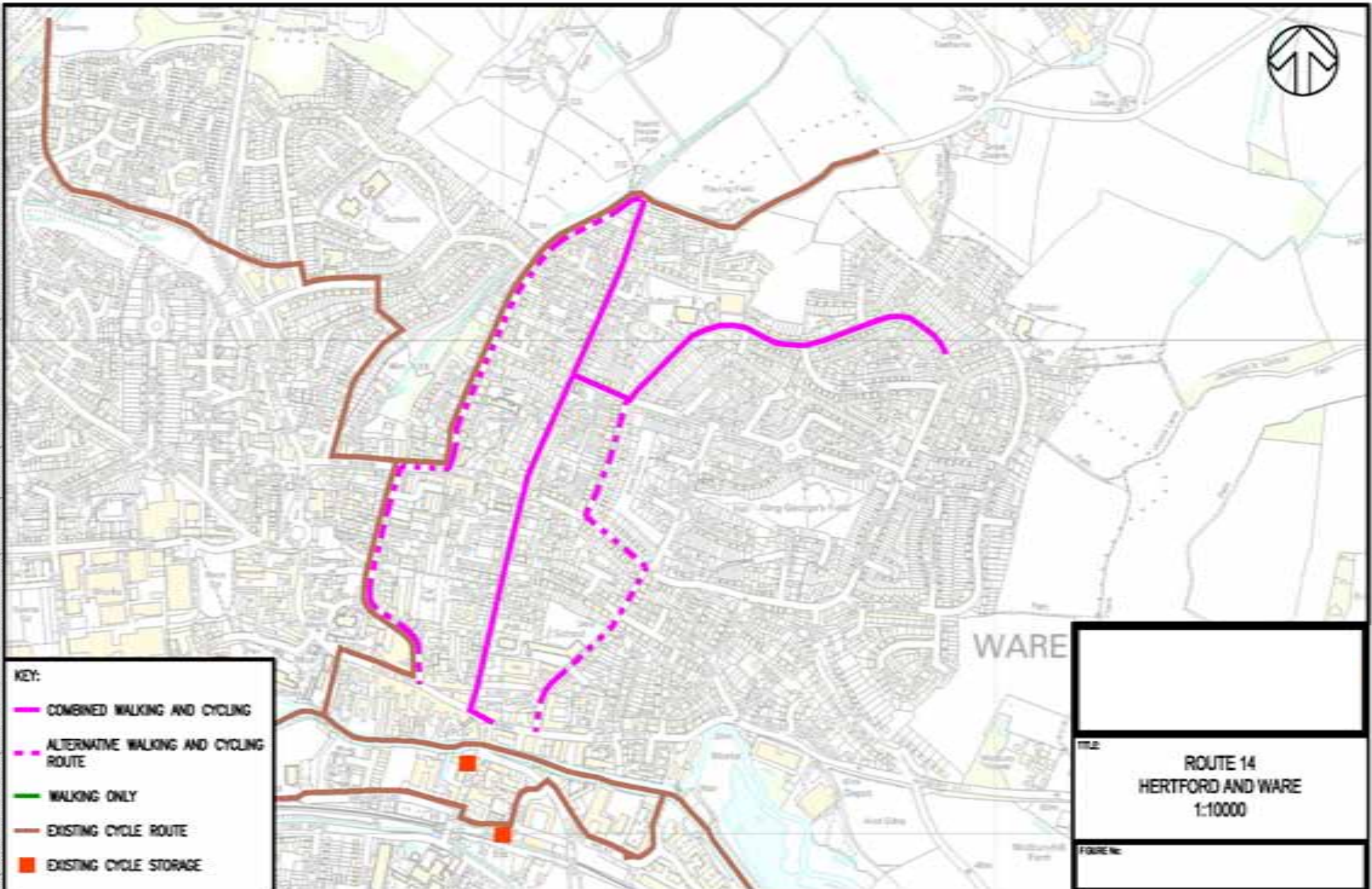
TRO and parking regularisation on Musley Hill and New Road – consult with residents at an early stage as some properties do not have off street parking.

Further Actions Required:

Survey parking provision and utilisation and consider parking strategy for New Road and Musley Hill as well as use of TRO

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 13

Scheme ID Number: CPM13

Scheme Summary: Tower Road - Ware Town Centre

- On-street signed route between Northeast residential areas of Ware and the town centre
- Include upgraded TOUCAN crossing on Star Street

Links to Other UTP/LTP Schemes:

PTM14, PTM15

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- On-street signage and lining
- TOUCAN on Star Street

ESTIMATED TOTAL COST: £100,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Crossing Star Street	TOUCAN	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

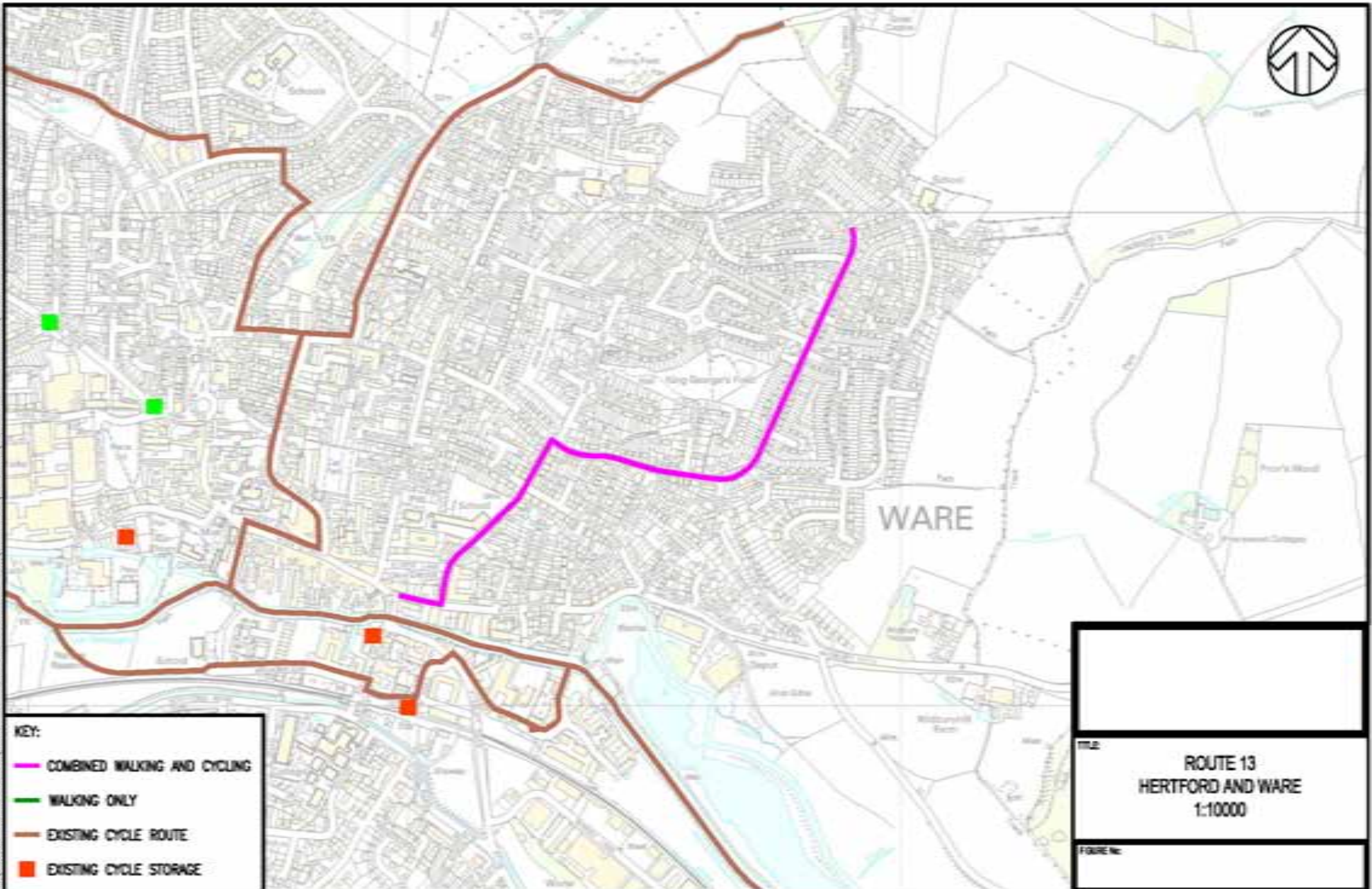
Consultation with residents required

Further Actions Required:

None

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 8

Scheme ID Number: CPM8

Scheme Summary: Hertford Castle footpath upgrade

Improvements to North Road footway and St Andrew Street footway and cycle measures as well as improving the route through Hertford Castle and onto Castle Street. These measures would compliment the recent upgrade to the pedestrian route along North Road which forms part of the existing pedestrian route connecting Hertford North station, the town centre, the bus station and Hertford East station.

At the western end of the proposed route, CPM8 connects to an existing cycle facility which terminates that the junction of Cross Lane with North Road.

The route crosses a bridge which may need improved surfacing and lining work. Improved surfacing may also be required on the section of the route through the grounds of Hertford Castle.

Links to Other UTP/LTP Schemes:

HWY9, PED25, PED33, PED31

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Signage, surfacing and lining
- New surfacing over existing width

ESTIMATED TOTAL COST: £250,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
River crossing	Check and upgrade bridge if necessary	Y
On-street cycling on St Andrew Street	Advisory cycle lanes	Y



Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Liaison with Hertford Town Council as Hertford Castle is a Scheduled Monument
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13 and 14
UTP objectives 3, 4, 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Delivery Risks

- Land outside of HCC control
- Potential objections from British Waterways in relation to bridge upgrades

Delivery / Programme Risks

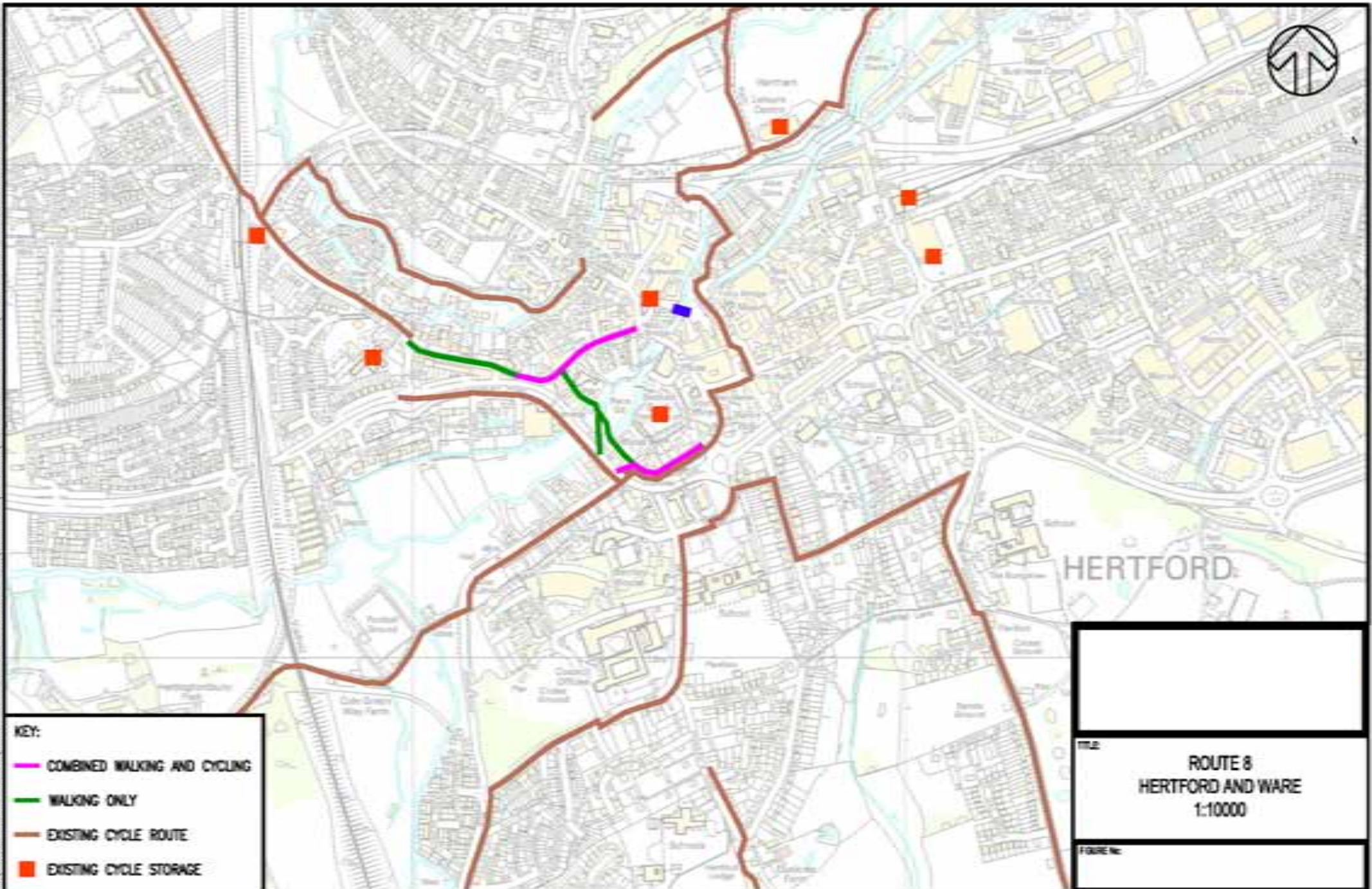
- Access to land
- Bridge upgrade
- TRO on St Andrew Street

Further Actions Required:

- Consult with British Waterways at an early stage
- Check land ownership
- Consider further feasibility of on-street cycle measures to St Andrew's Street

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 7

Scheme ID Number: CPM7

Scheme Summary: Hertford Town Centre

This scheme builds on the existing pedestrian and cycle routes within the town centre to improve contra-flow cycle lanes, upgrade footpaths and bridge lining work and surfacing where necessary.

Includes linkages to new Sainsbury's and cycle parking provision.

Upgrade signage and improved legibility of TRO's for cycle measures.

Links to Other UTP/LTP Schemes:

In particular HWY3 and PED25, PTM19

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Signage and lining on carriageway
- Upgrade footway widths
- Sections of cycle lane

ESTIMATED TOTAL COST: £250,000 (excl new Sainsbury's Bridge over River Lea)

Estimated Operating Costs:

None, part of highways maintenance budget

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Legibility of cycle routes	Upgrade signage and surfacing	Y
Contraflow cycle lane on Fore Street	Reduce traffic via PTM19/HWY3	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N	Liaison with Hertford Town Council as Hertford Castle is a scheduled monument
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14

Programme/Delivery Risks (include brief description for overcoming where possible):

Delivery Risks

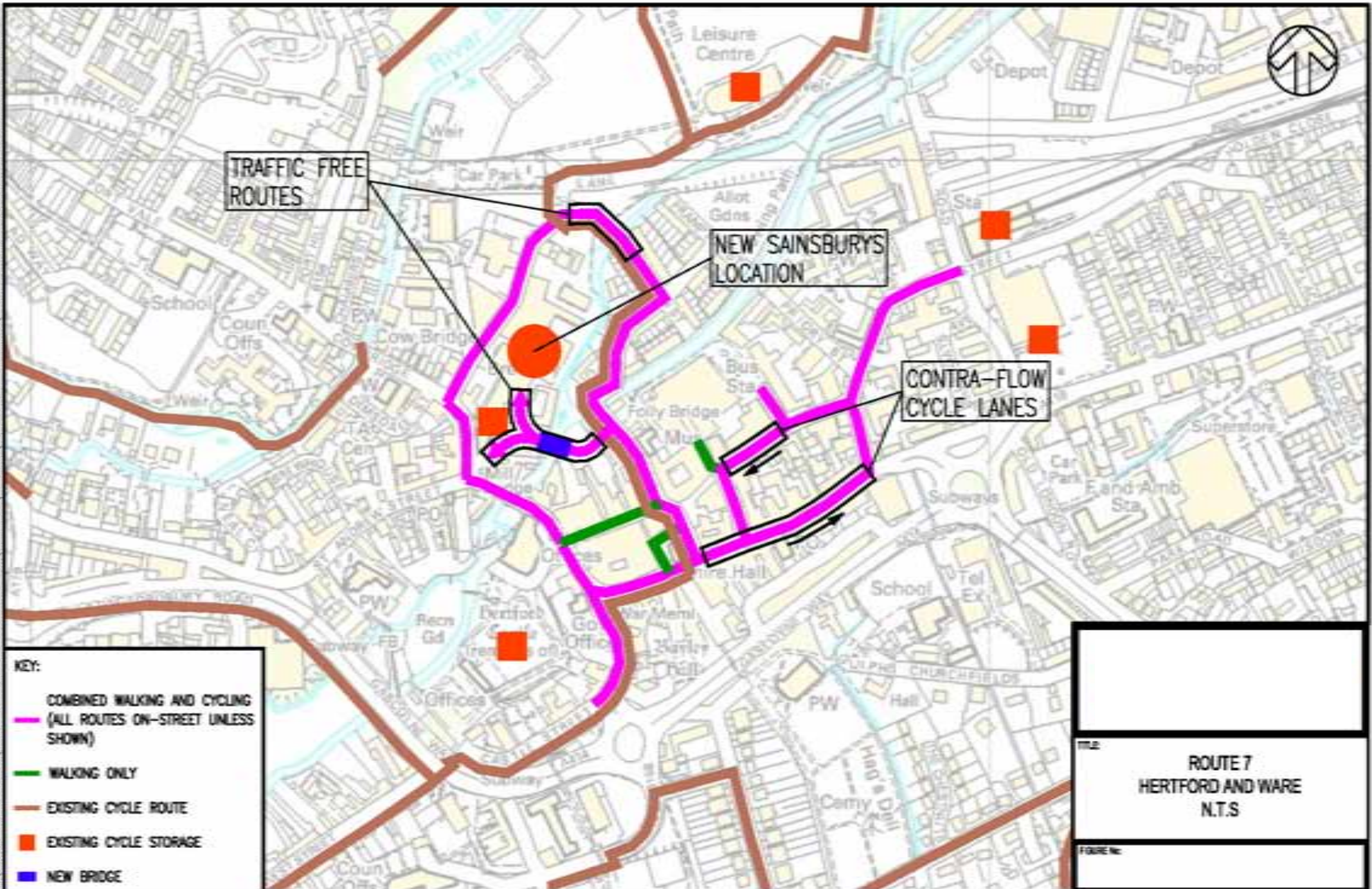
- Possible need for further TRO's in town centre
- Limitations of bridge upgrade and potential objections from British Waterways
- Third party involvement required e.g. Sainsbury's.

Further Actions Required:

- Consult British Waterways re any bridge works required
- Check TRO's
- Consider impacts on car parking

Other Information / Additional Notes

Part of the route from Hartham Common through the town centre forms part of NCN61 route





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 18

Scheme ID Number: CPM18

Scheme Summary: Bengoe – Mead Lane

Provides connections between Bengoe residential areas towards Mead Lane employment areas across Hartham Common, including:

- New cycle bridge between Mead Lane and Hartham Common to remove existing stepped facility.
- 3.0m shared use paths where possible across Hartham Common and widening towpath between Mead Lane and Hertford Lock where possible.
- This scheme compliments the recent upgrade to the Right of Way from St Leonards Road into Hartham Common and connects existing walking/cycling routes across Hartham Common.

Links to Other UTP/LTP Schemes:

CYC24, PED23, CPM16, MDL1, MDL2, MDL3, MDL4, MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- 3.0m wide shared use paths where possible
- Upgrade of bridges

ESTIMATED TOTAL COST: £200,000-500,000 (depending upon bridge upgrade requirements)

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
After dark cycling / walking	Provide lighting where acceptable	Y
River crossings	Replace/upgrade existing bridges to remove steps and allow cycling where possible	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?		N
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

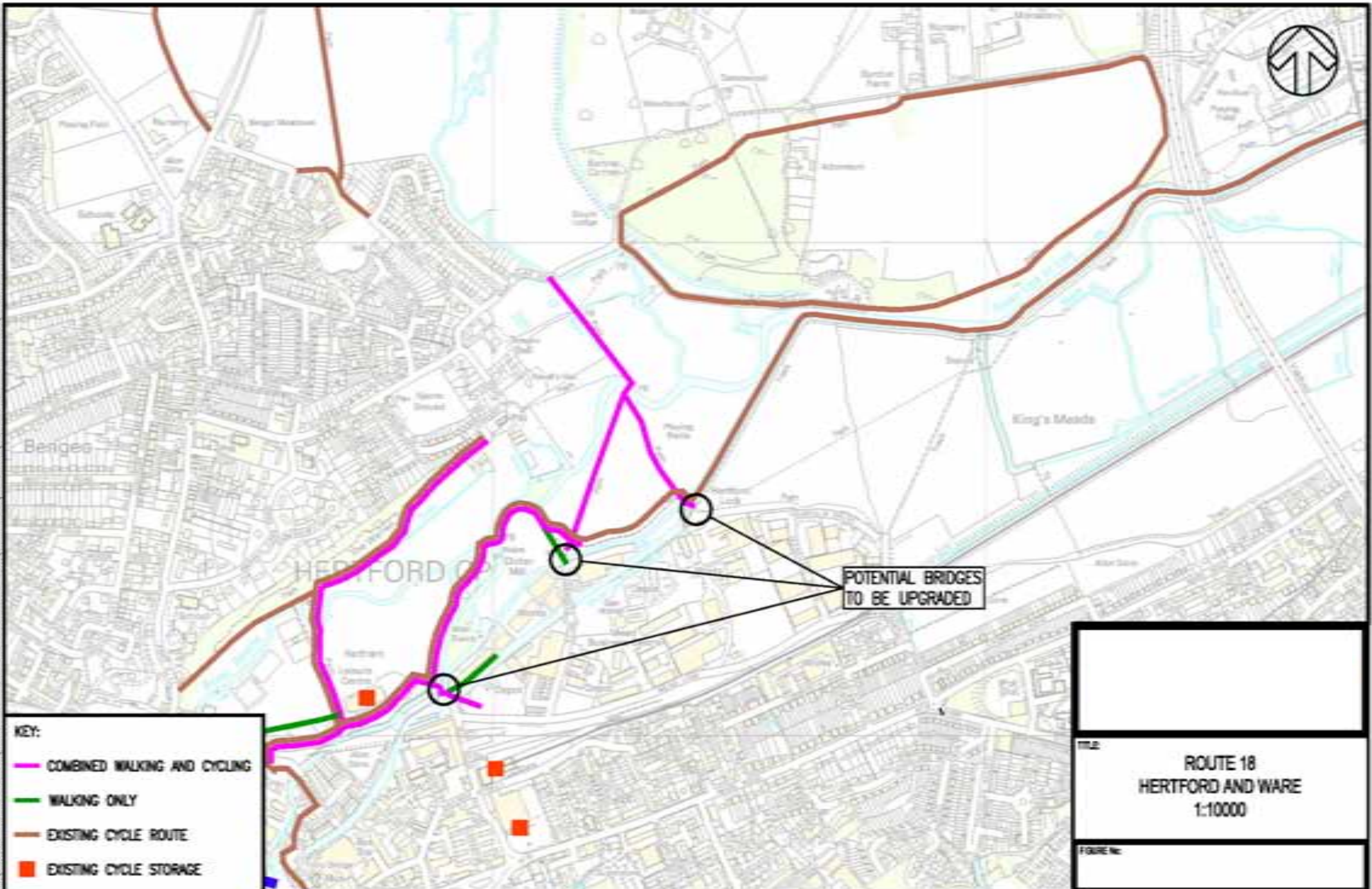
- Land ownership – speak to landowner
- Possible constraints on lighting across Hartham Common (Policy ENV23 Light Pollution and Floodlighting of the East Herts Local Plan, 2007 needs to be taken into consideration to ensure there is no conflict with its provisions).
- Bridge upgrades – liaise with British Waterways and consider through Mead Lane development brief and consultation with landowners

Further Actions Required:

Liaise with landowners and British Waterways re bridge structures
Consult with EHC on lighting proposals

Other Information / Additional Notes

Key to sustainability of Mead Lane development





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Toucan A414 (A414 London Road adjacent to Foxholes)

Scheme ID Number: CYC21

Scheme Summary:

Provide staggered controlled Toucan crossing point over A414 to connect the Foxholes residential area and business park with schools and employment areas to the south of the A414. Part of cycle and pedestrian route CPM2. The siting and form of the crossing would be subject to a survey to determine traffic speeds and flow volumes on A414. A safety audit would also be required to determine implementation.

Links to Other UTP/LTP Schemes:

CPM2

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Toucan infrastructure purchase costs £100,000
 Installation costs of staggered TOUCAN crossing £100,000
 Splitter island construction and barriers £75,000
 Traffic surveys (Before and After) £1,000
 Safety audit £5,000
 Consultation £4,000
 Lining work and warning signs £5,000
 Traffic modelling £5,000
 Traffic management for installation £5,000

ESTIMATED TOTAL COST: £300,000

Estimated Operating Costs:

electricity supply costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Severance of A414	TOUCAN crossing provision	Y
Nature of A414 vehicle speeds	High level signal heads and anti-skid	Y
Congestion	Route already congested so limited additional impact	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14

Programme/Delivery Risks (include brief description for overcoming where possible):

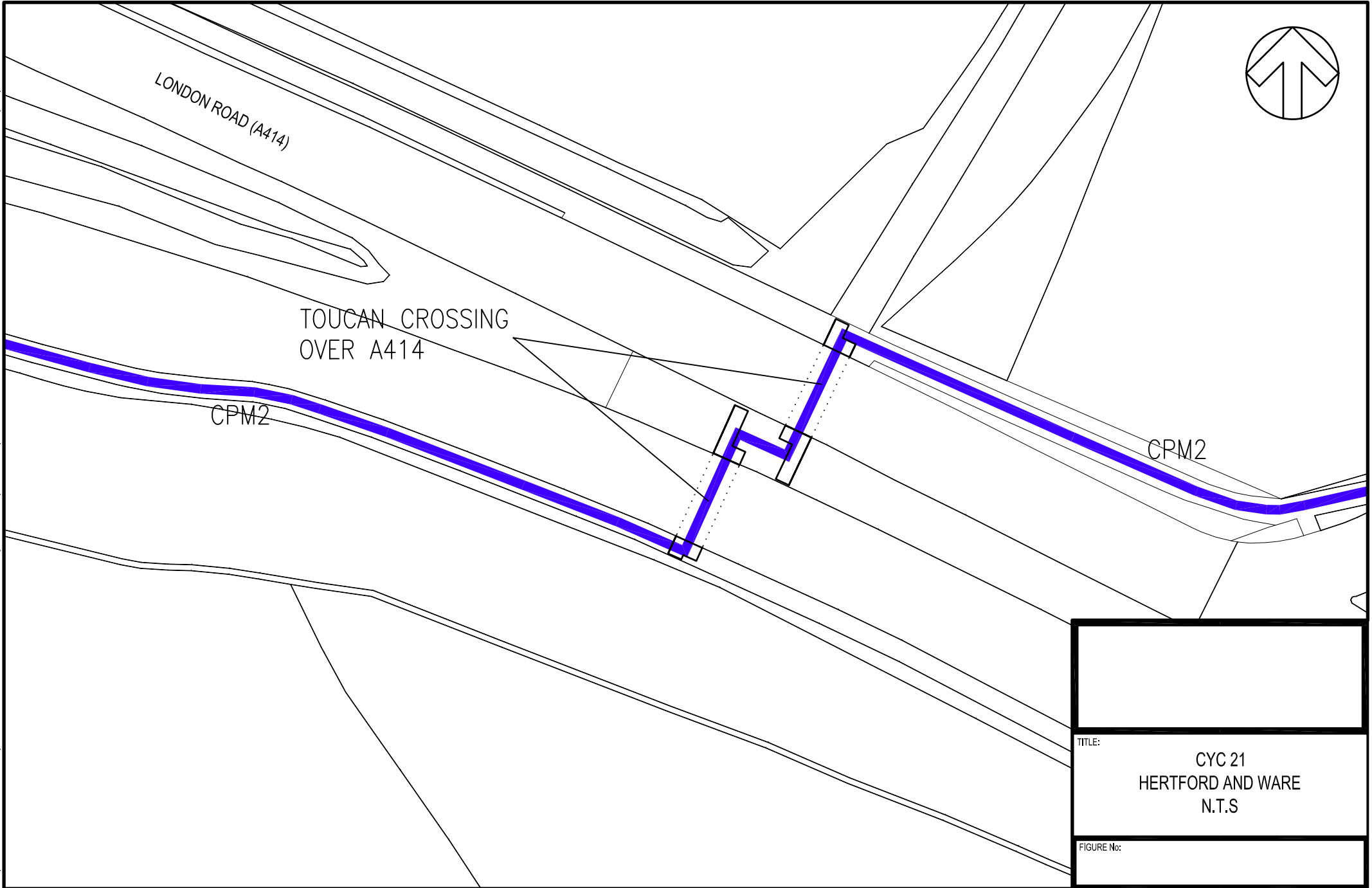
Will need careful design to ensure standards met regarding vehicular speeds, visibility and safety audit process crucial.

Further Actions Required:

- Needs to be tested in Paramics model to test impact on A414 traffic
- Speed survey and pedestrian / cycle crossing survey.
- Outline design for safety audit early on, to flag up any issues

Other Information / Additional Notes

Already noted that school pupils crossing ad-hoc on this busy high speed route



TITLE:	CYC 21 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Kibes Lane, Ware

Scheme ID Number: CYC34

Scheme Summary:

Provide secure cycle parking at Kibes Lane, Ware.

To increase town centre provision by 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces

In retail areas, several small groups of stands may be more appropriate.

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

Entire cycle network for town

CPM5, CPM9, CPM12, CPM16, CPM14, CPM13, CPM17

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

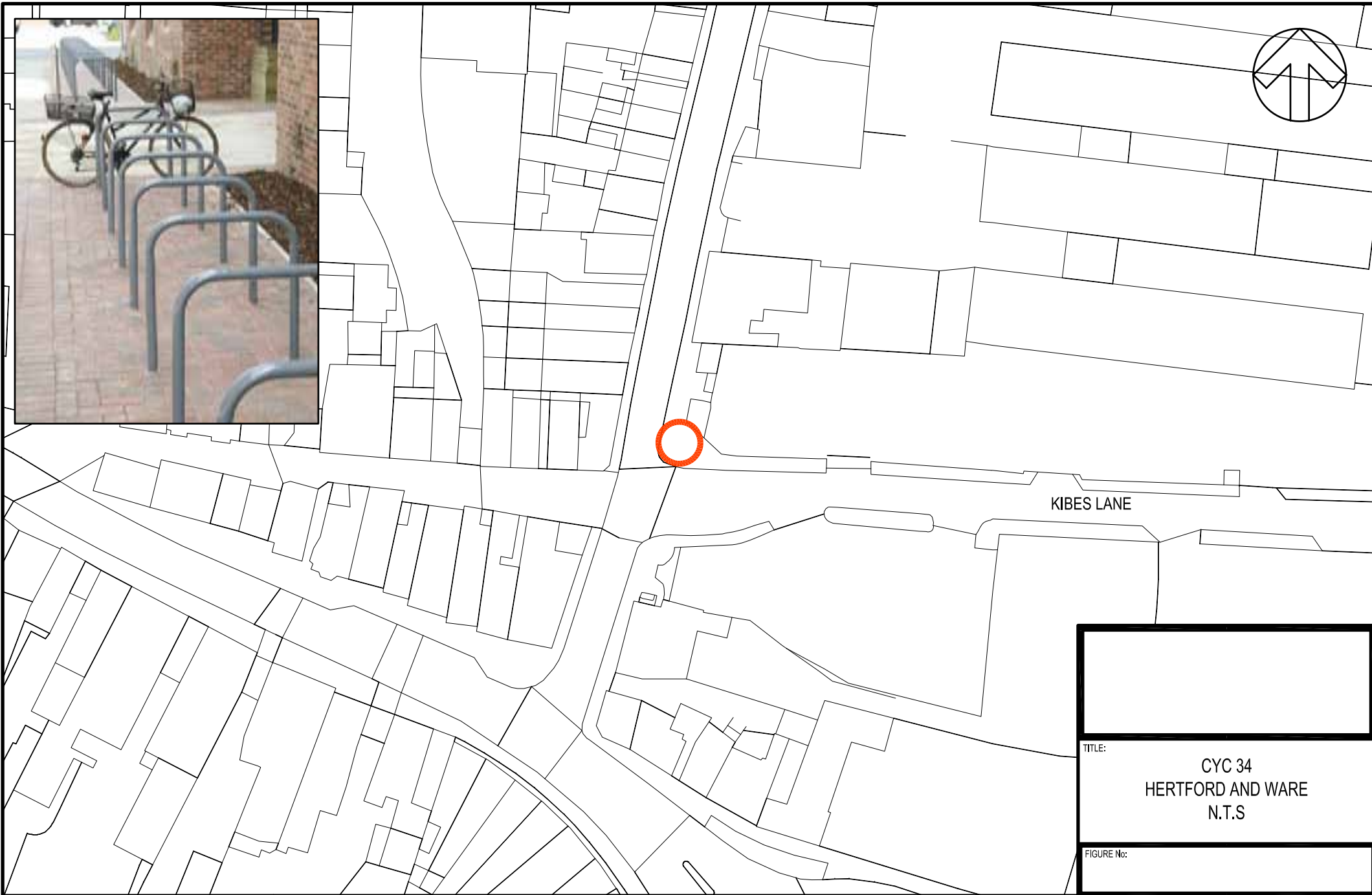
- 8m² for 10 stands
- 12m² for 15 stands

Further Actions Required:

Determine exact locations and space requirements

Other Information / Additional Notes

None



KIBES LANE

TITLE:

CYC 34
HERTFORD AND WARE
N.T.S

FIGURE No:



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Wodson Park Leisure Centre

Scheme ID Number: CYC33

Scheme Summary:

Provide secure cycle parking at key locations.

To increase provision by 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

Entire cycle network for town

CPM5, CPM9, CPM12, CPM16, CPM14, CPM13, CPM17

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y		Third party land is required at Wodson Park
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

Further Actions Required:

Determine exact locations and space requirements

Other Information / Additional Notes

None



TITLE:	CYC 33 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Bluecoats
Cycle Storage Provision – Fore Street

Scheme ID Number: CYC30, CYC31

Scheme Summary:

Provide secure cycle parking at key locations.

To include 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces

For shopping areas like Fore Street, smaller numbers of racks spread around would be of greater benefit.

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

Entire cycle network for town

CPM1, CPM2, CPM3, CPM4, CPM6, CPM7, CPM8, CPM9, CPM10, CPM16, CPM18

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000 X 2

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y		Third party land may be required
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

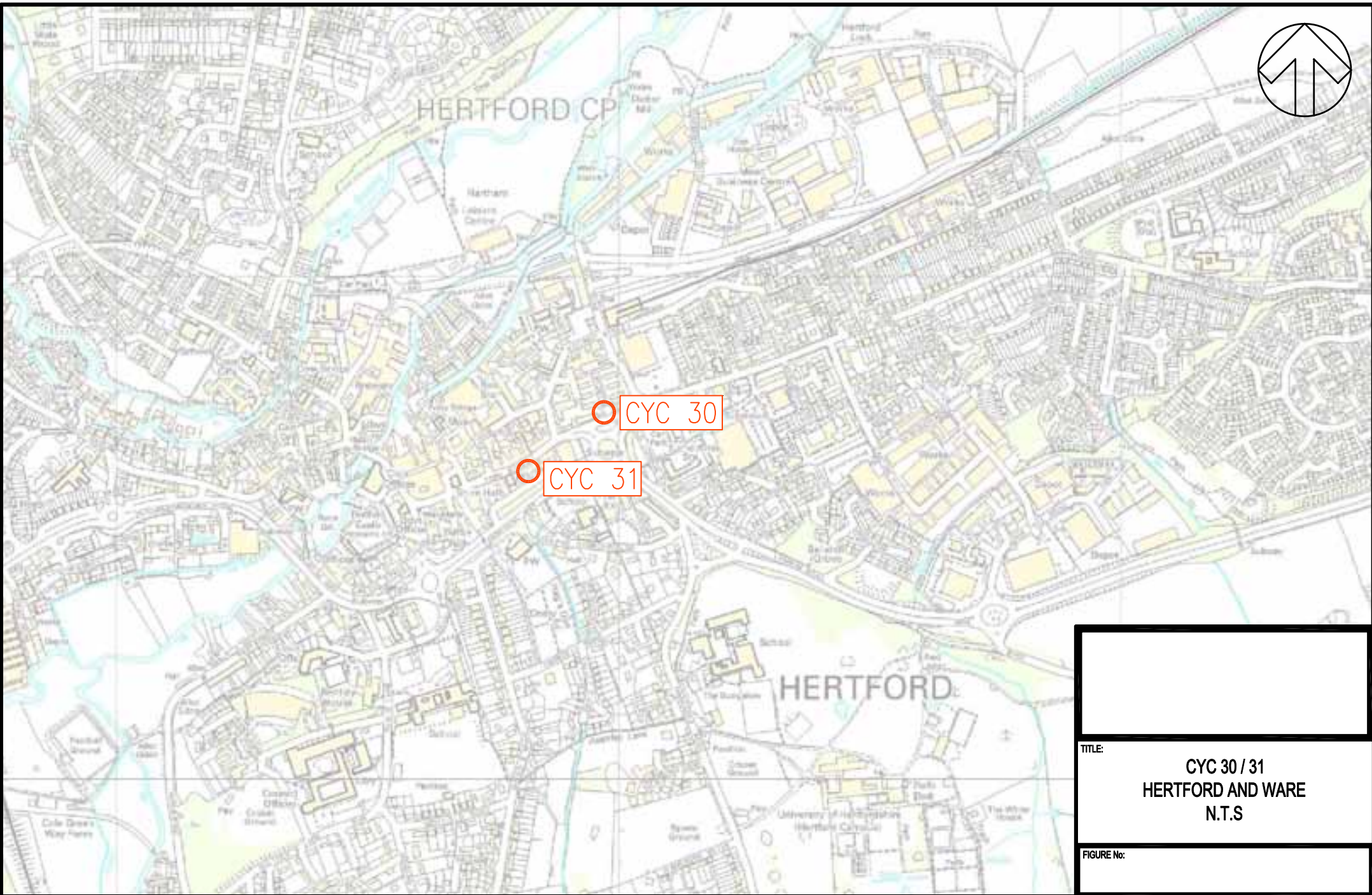
Listed Building consent may be required as Bluecoats and many properties in Fore Street are Listed Buildings.

Further Actions Required:

Determine exact locations and space requirements

Other Information / Additional Notes

None



TITLE:	CYC 30 / 31 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Ware Station

Scheme ID Number: CYC26

Scheme Summary:

Provide secure cycle parking at key locations.

To increase existing provision at Ware station by 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

PTM4, CPM5, CPM9, CPM12, CPM16, CPM14, CPM13, CPM17

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

Further Actions Required:

Determine exact locations and space requirements

Other Information / Additional Notes

None



WARE CYCLE STORAGE
(MEDIUM TERM)
HERTFORD AND WARE
N.T.S

FIGURE No:



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Hertford North Station,
Cycle Storage Provision – Parliament Square
Cycle Storage Provision – Mill Bridge
Cycle Storage Provision – County Council Offices, Hertford

Scheme ID Number: CYC25, CYC27, CYC28, CYC29

Scheme Summary:

- Provide secure cycle parking at key locations.
- To increase existing provision at Hertford North Station and County Hall by 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces
- For shopping areas like Mill Bridge, smaller numbers of racks spread around would be of greater benefit.
- Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

CPM1, CPM2, CPM3, CPM4, CPM6, CPM7, CPM8, CPM9, CPM10, CPM16, CPM18,
PTM11, PTM3, PED25

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000 X 4

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N	Third party land may be required
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13

UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

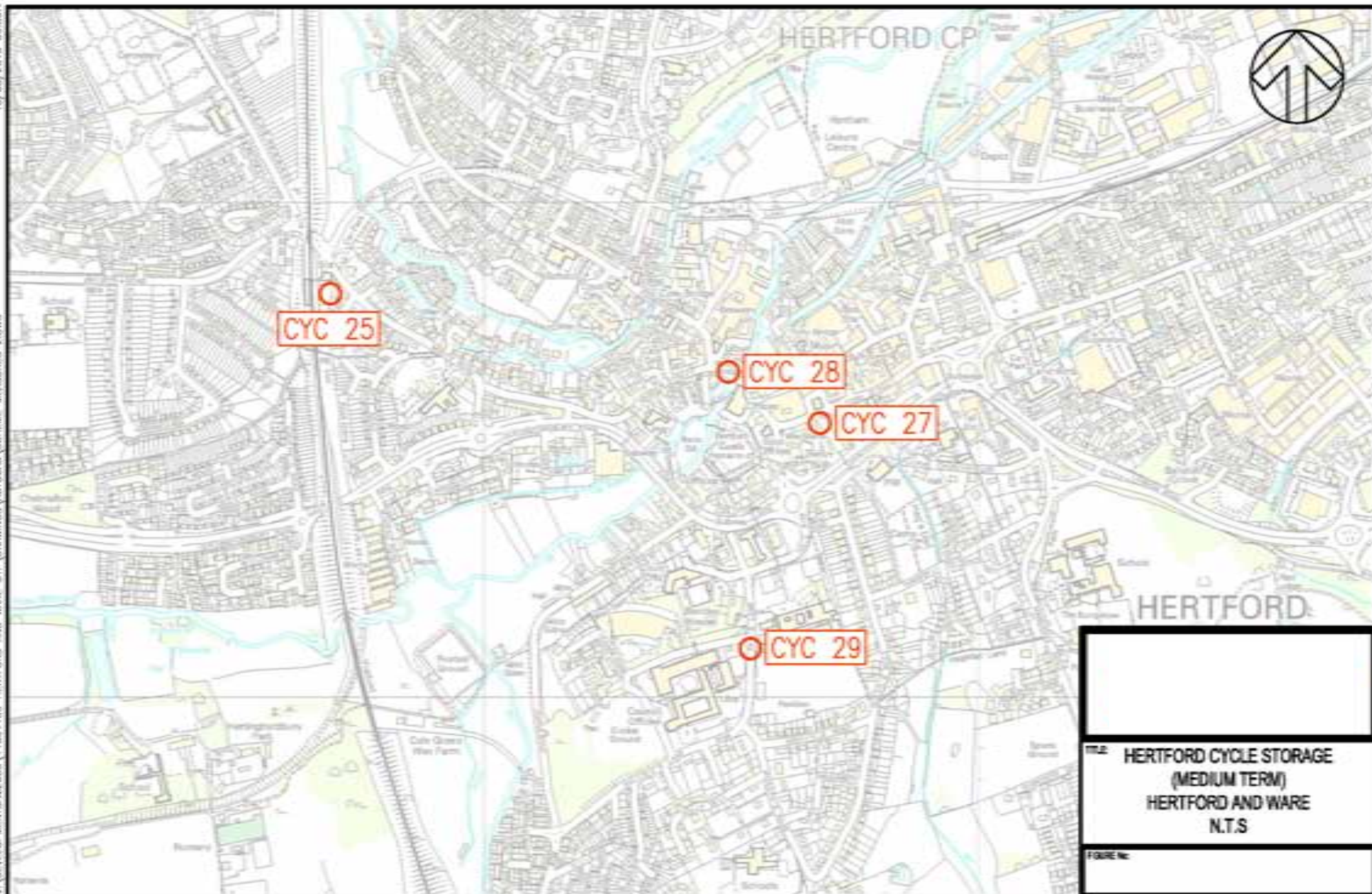
Further Actions Required:

Determine exact locations and space requirements

Consult British Waterways on proposals in relation to Mill Bridge

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision - Ware Priory

Scheme ID Number: CYC35

Scheme Summary:

Provide secure cycle parking at key locations.

To increase existing provision at Ware Priory by adding 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces.

In key retail areas it may be more appropriate to provide several small clusters of stands.

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

Entire cycle network for town

CPM5, CPM9, CPM12, CPM16, CPM14, CPM13, CPM17

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y		Third party land is required at Ware Priory
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

Ware Priory is a Scheduled Monument and therefore liaison would be needed with Ware Town Council.

Further Actions Required:

Determine exact locations and space requirements.

Other Information / Additional Notes

None



TITLE:	
CYC 35 HERTFORD AND WARE N.T.S	
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Advisory Route Signs - Area Wide

Scheme ID Number: FRT1

Scheme Summary: Advisory Route Signs on main roads to implement HGV route strategy inc updates to SATNAV providers on a frequent basis (quarterly).

Upgrade signage at all key junctions / routes around both towns to ensure freight traffic uses the most appropriate routes.

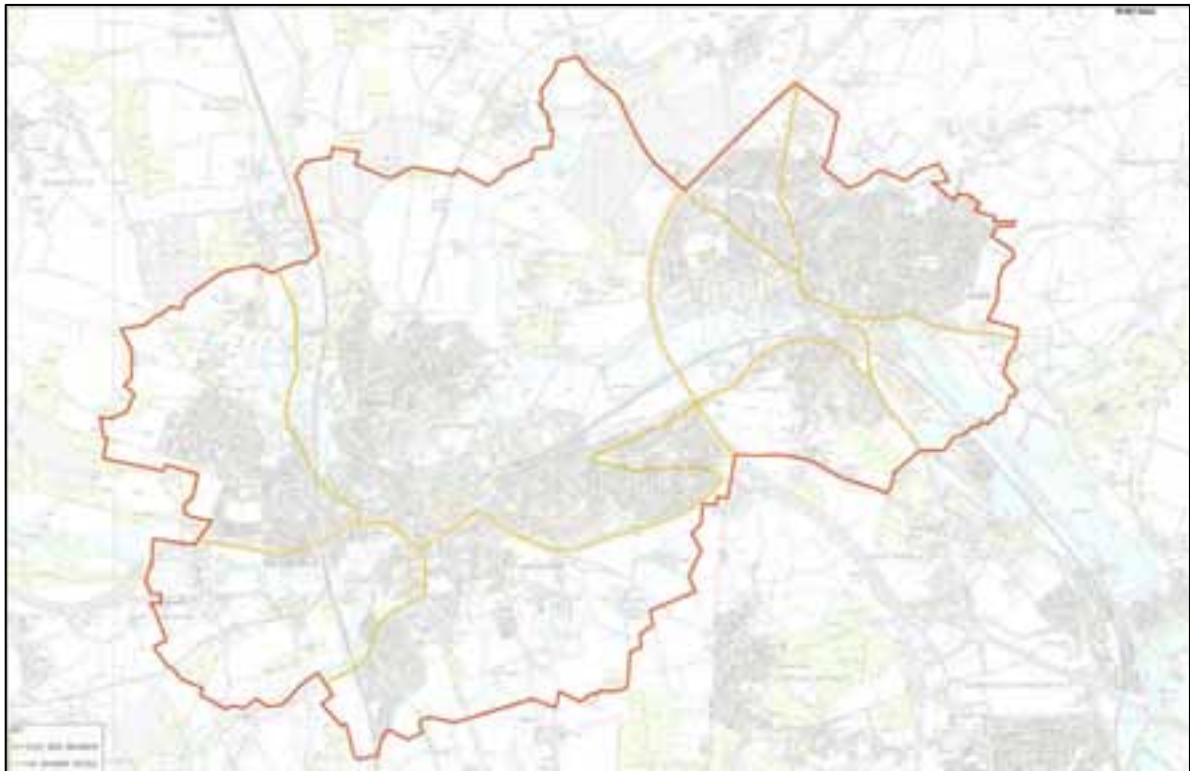
Once complete produce appropriate mapping / leaflet to provide to distributors and traders locally and also consider developing appropriate dialogue through existing or new partnerships. The leaflet which includes appropriate local and strategic freight routes and may also include an HGV Code of Conduct and details of facilities that are suitable for HGVs at service areas, has been produced for some areas like Wiltshire and Suffolk.

SATNAV updates would be provided by HCC via Ordnance Survey. Suppliers of SATNAV systems to commercial vehicles must be encouraged to use software identifying appropriate routes only for all goods vehicles and should be made to be updated over time so that information is current.

Example of typical advisory HGV signs envisaged for key HGV routes shown below:



Scheme Diagram:





Links to Other UTP/LTP Schemes:

Potentially linked to all other schemes

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Signage at key network points

ESTIMATED TOTAL COST: £100,000

Estimated Operating Costs:

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					
Medium	✓	✓	✓		✓
Low				✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Route use by HGV	Advisory route signage	Y

Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Need SATNAV providers co-operation plus dialogue with traders
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP12, 16 and 17
UTP objective 4

Programme/Delivery Risks (include brief description for overcoming where possible):

- HCC to achieve suitable links to SATNAV providers – early liaison required
- Establishing appropriate routes in liaison with local traders and businesses
- Need to develop a route strategy

Further Actions Required:

- HCC to Liaise with SATNAV providers and key local businesses with significant HGV traffic
- Develop and map a freight route strategy to indicate signage locations

Other Information / Additional Notes

None



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Shared Surface Mixed Priority Treatment at Railway Street/Market Street

Scheme ID Number: PED24

Scheme Summary: Part of Walking Route 7. Indeterminate priority between pedestrians and motorists where Railway Street crosses Market Street via a speed table.

Create an improved streetscape through provision of a 'mixed priority shared surface' to give greater priority to pedestrians and enable a shared surface area rather than simply a raised table. Use suitable street furniture and constant material across whole square.

Scheme Diagram:

The photo is an example of best practice from another location outside the study area to provide an indication of the surface treatment and flush kerbing. (SEE OVERLEAF)

Links to Other UTP/LTP Schemes:

CPM7

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

New materials to form 'mixed priority shared surface' with increased pedestrian priority

ESTIMATED TOTAL COST: £100,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			✓
Low			✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Reduce pedestrian and vehicle conflict	Shared square area concept	Y
Need to link to Town Centre enhancement scheme	High quality materials to be used	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N	Liaison with Barclays required
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N	
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP14
UTP objectives 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

- None specific to scheme
- Consultation with local traders could delay and / or alter scheme – early liaison on benefits to improve pedestrian access

Further Actions Required:

Specific consultation at appropriate stage with local business and traders.

Other Information / Additional Notes

Preference is scheme that closes town centre streets to all motorised traffic except buses, taxis and loading at specific times (i.e. Scheme HWY3)



TITLE:	PED 24 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: New Section of Footway at Trapstyle Road, Ware

Scheme ID Number: PED27

Scheme Summary: There is no footway on Trapstyle Road until just before the first cul-de-sac
Provide new footway where possible and upgrade crossing points with dropped kerbs and tactile paving.

Links to Other UTP/LTP Schemes:

PED28, CPM11, CPM16

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £75,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium					
Low		✓	✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Lack of footway and pedestrian facilities	New footway and crossing points	Y



Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Trapstyle Road ownership
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		Not clear
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the short term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP14
UTP objectives 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

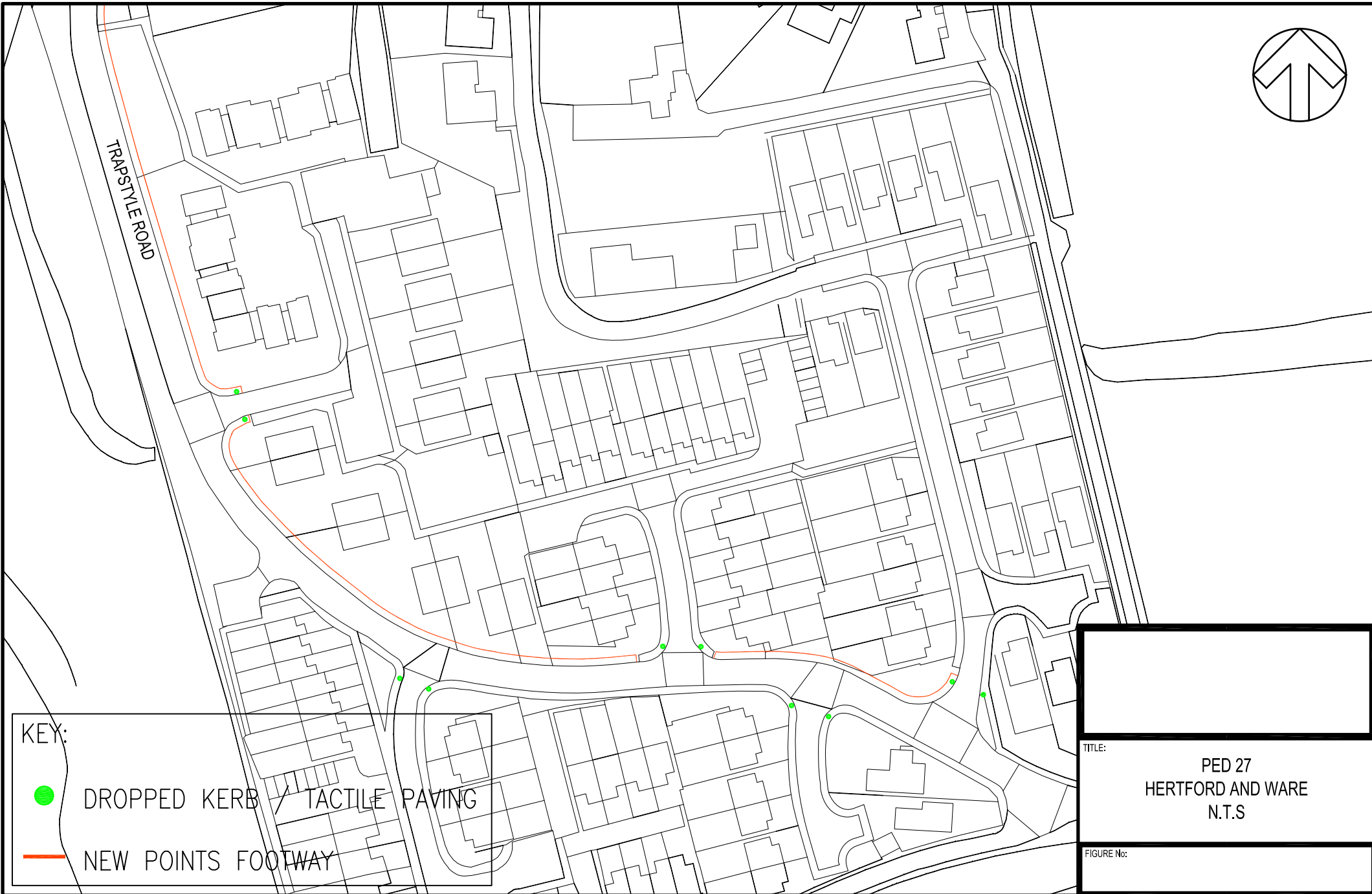
Check required on extent of highway to allow new sections of footway to be built

Further Actions Required:

Check detail of highway boundary and whether Trapstyle Road is adopted as public highway

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Provision of new Toucan Crossing of Watton Road

Scheme ID Number: PED29

Scheme Summary: Provision of crossing – Watton Road

Provide new Toucan crossing over Watton Road to improve accessibility and promote connections to cycle and pedestrian routes CPM5 and CPM11.

Links to Other UTP/LTP Schemes:

CPM5, CPM11, PTM16

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Provision of single Pelican / TOUCAN crossing

ESTIMATED TOTAL COST: £45,000

Estimated Operating Costs:

Electricity supply costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Improve crossing	Provide signal control crossing	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N



Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

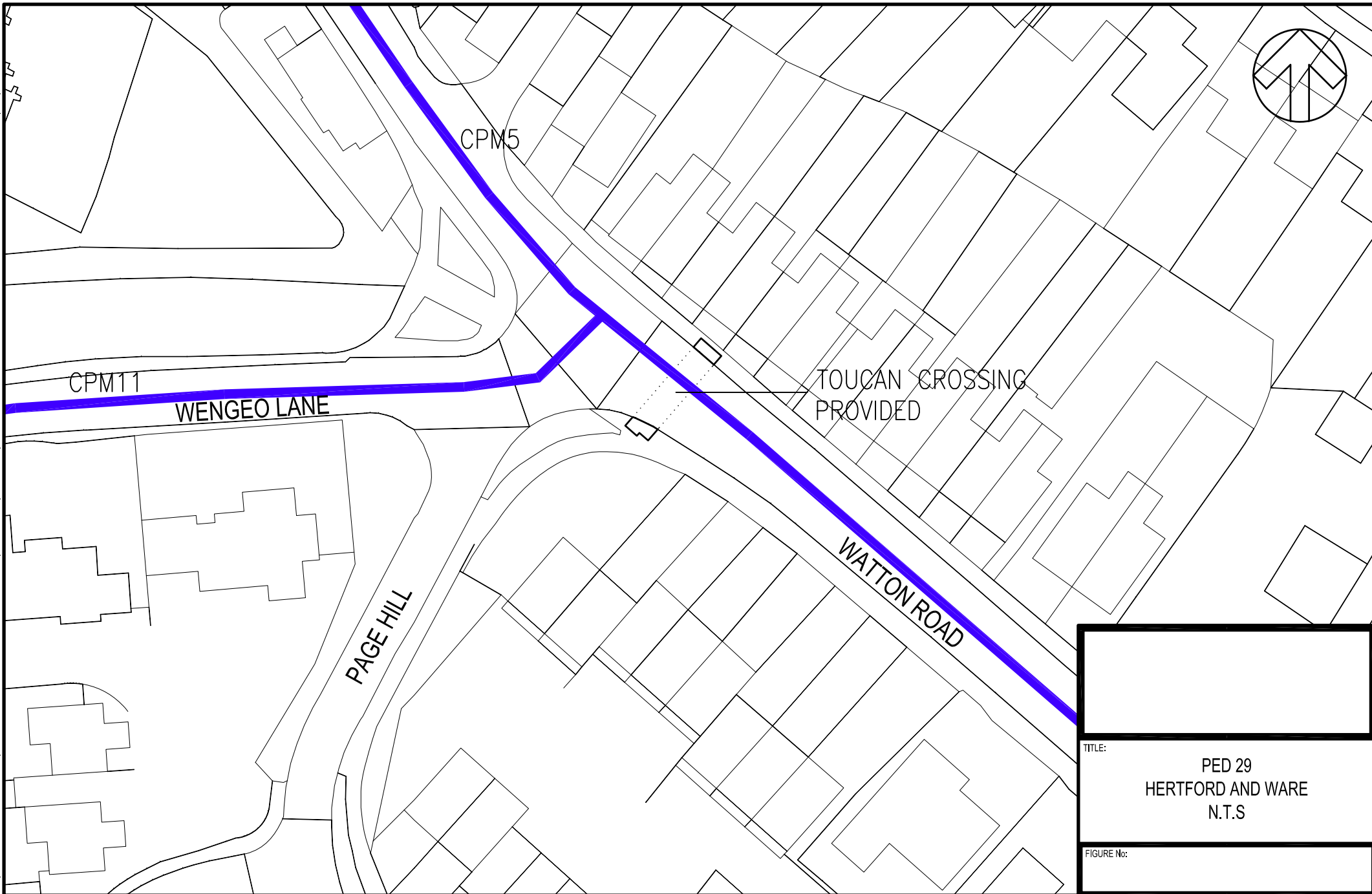
Delivery connected to other cycle and walking routes nearby

Further Actions Required:

- Survey of crossing movement to determine exact location
- Local consultation
- Speed survey

Other Information / Additional Notes

None



TITLE:	PED 29 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Identification of Potential Park and Ride Locations

Scheme ID Number: PTM5a

Scheme Summary:

- Feasibility study to identify a short list of potential locations for a Park and Ride site between Hertford and Ware

Links to Other UTP/LTP Schemes:

PTM10

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

TOTAL COST: £10,000

Estimated Maintenance/Operating Costs: none for the feasibility study

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High			✓		
Medium		✓			✓
Low	✓			✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)

Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Not applicable as a further study	
Are there any likely utilities constraints?	Not applicable as a further study	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Not applicable as a further study	

Links to Other UTP/LTP Schemes:

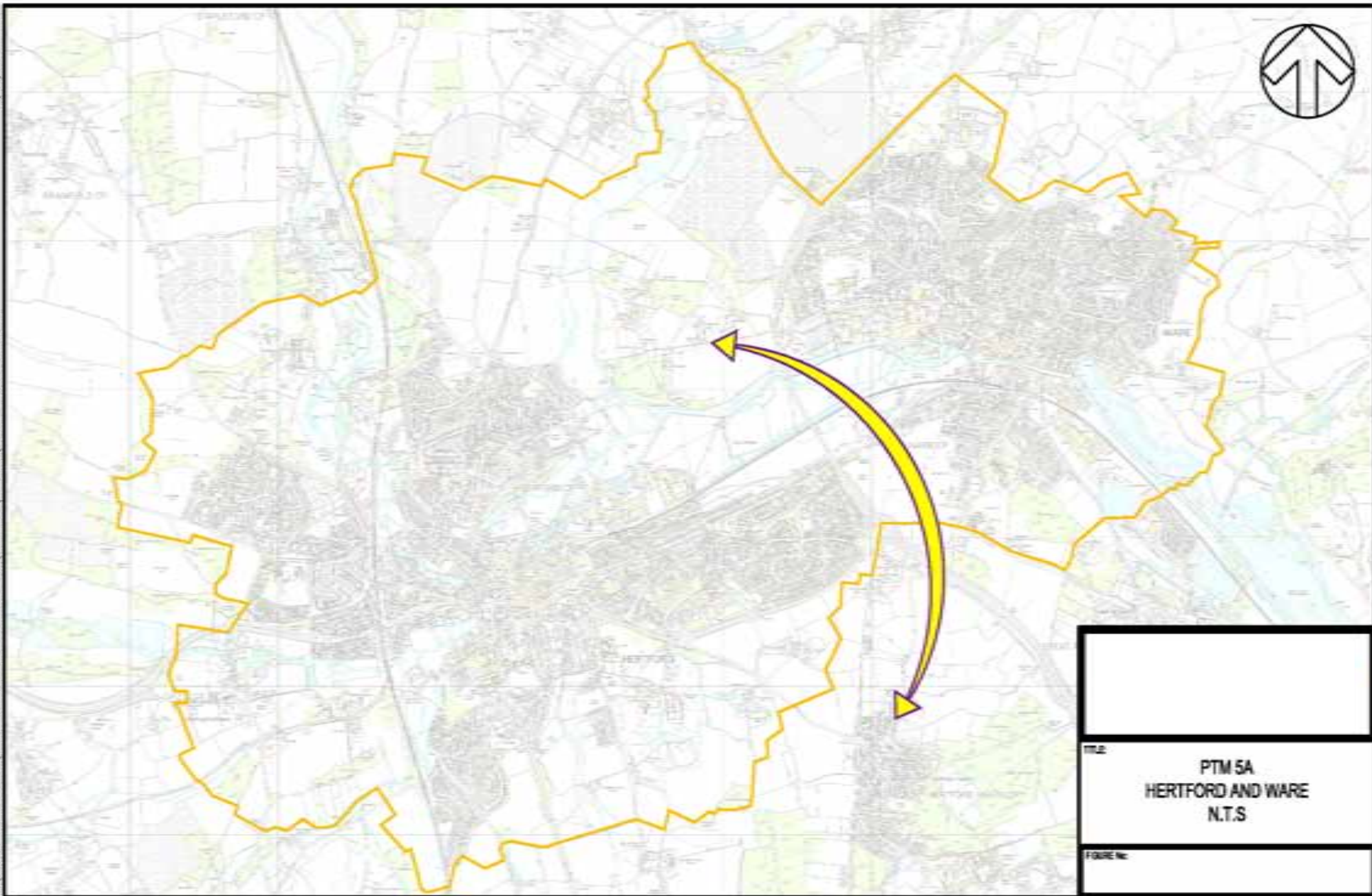
LTP 4, 5, 6, 7, 8, 10, 12, 13 and 14
UTP 2 and 3



Programme/Delivery Risks (include brief description for overcoming where possible):

Further Actions Required:
HCC to appoint consultants to undertake feasibility and location identification study

Other Information / Additional Notes





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Bus Scheme – High Street, Ware

Scheme ID Number: PTM14

Scheme Summary:

Upgrade existing bus stops along High Street. Bus shelters outside The Priory and in front of Boots would be retained.

Prioritise bus through High Street through links between RTPI / TAG and signal timings (PROMPT / SPRINT)

Links to Other UTP/LTP Schemes:

Links to PTM15 - if Star Street/Bridgefoot junction signalised can prioritise bus access onto High Street
Also linked to RTPI (PTM21)

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Bus stop upgrade
- Links (hurry call PROMPT or SPRINT) in signals linked to RTPI

ESTIMATED TOTAL COST: £65,000

Estimated Operating Costs:

Covered under RTPI and signals schemes

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High			✓		
Medium					
Low	✓	✓		✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Bus priority	Link signals to RTPI and TAG to PROMPT / SPRINT	Y



Deliverability Constraints:

Comments		
Can the scheme be delivered without third party involvement?	N	Need bus operators
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	N	
Are there any likely utilities constraints?	N	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	N	

Links to LTP and UTP Targets and Objectives:

LTP8, 9 and 10
UTP objectives 2, 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

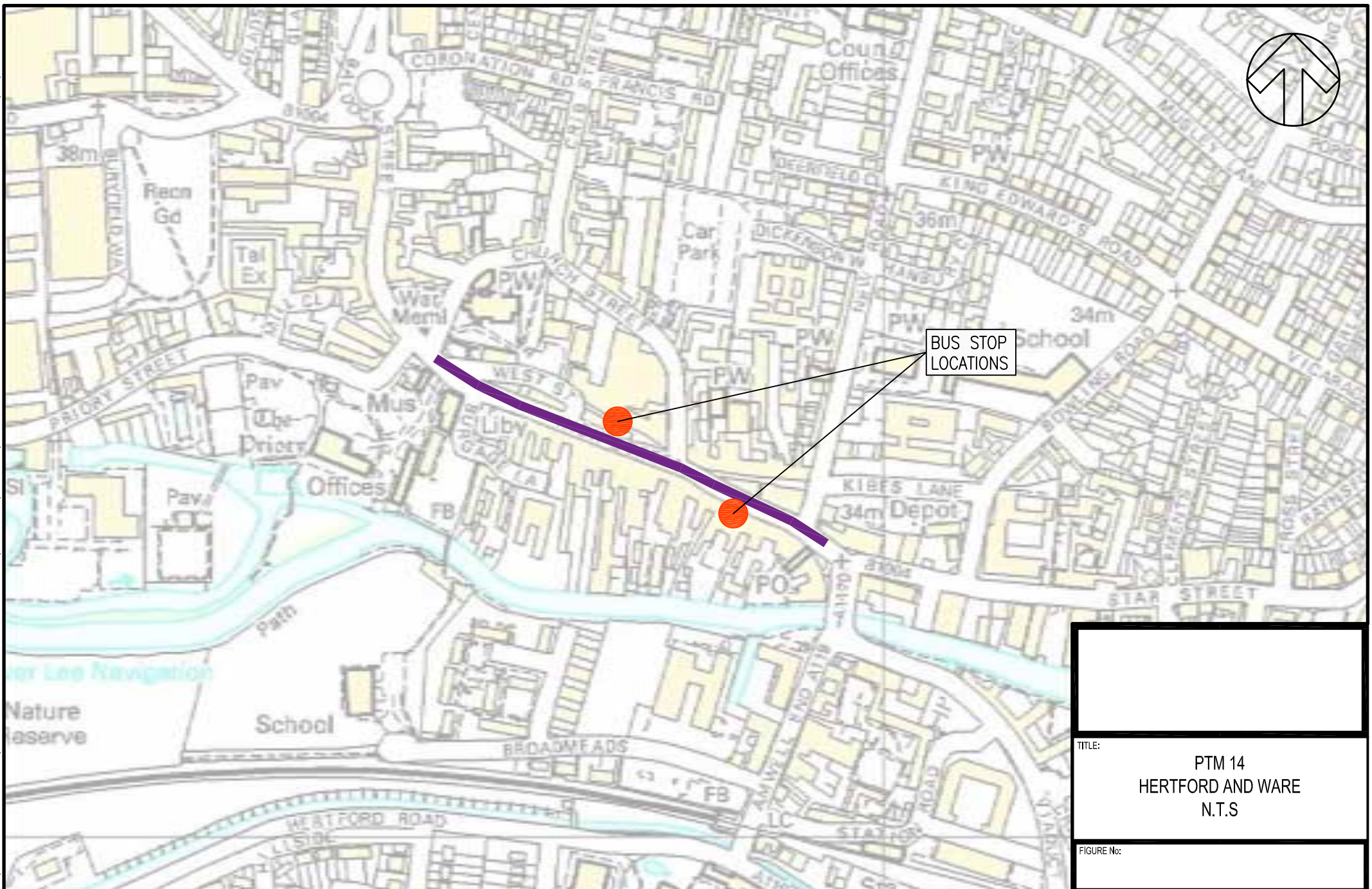
- RTPI and bus TAG system – links within HCC and liaison with operators
- Integration of upgraded bus stops to Ware High Street

Further Actions Required:

Liaison with bus operators

Other Information / Additional Notes

None





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: Additional Layover Facilities in Hertford

Scheme ID Number: PTM10

Scheme Summary: Either at Hertford East / Mead Lane (or at proposed Park and Ride).

Bus layover is constrained at the existing bus station, however, it is the most appropriate location for 10 – 15 minute or less periods of layover.

For any longer layover time and as part of improvements to Hertford East Rail Interchange and the Mead Lane development area, additional layover could be provided as part of the proposed passenger transport interchange facility. In practice this facility would be more likely to be used by coach operators than service buses.

In the longer term Park and Ride could provide additional layover.

Links to Other UTP/LTP Schemes:

MDL1, MDL2, MDL3, MDL4, MDL5, CPM4, CPM18

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Would be delivered as part of overall Mead Lane and Hertford East improvements

ESTIMATED TOTAL COST: £75,000

Estimated Operating Costs: already covered by Mead Lane Schemes

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High			✓		
Medium				✓	
Low	✓	✓			✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Restricted space for layover in town centre	Utilise Hertford East sidings for longer layover periods	Y



Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Rail land
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?		N	
Can the scheme be delivered in the short term?	Y		However dependent on Mead Lane programme
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y		

Links to LTP and UTP Targets and Objectives:

LTP8, 9 and 10
UTP objectives 2, 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

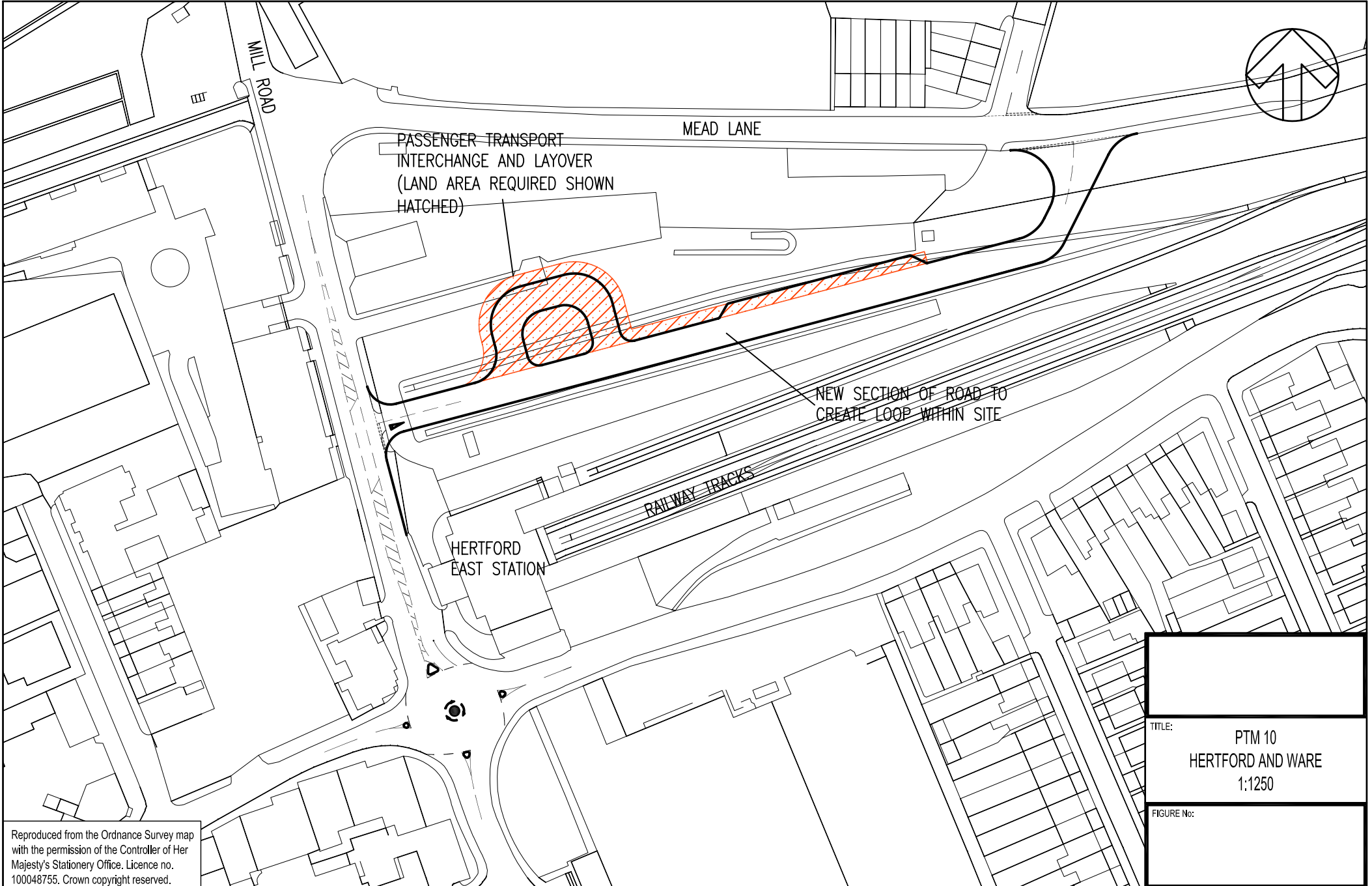
- Acquiring land through BRB – follow up registering interest to deliver land for scheme
- Station change procedures may delay process so requirement for constant liaison with NR and TOC's
- Need to liaise with bus operators to determine workability

Further Actions Required:

Liaise with NR and TOC's and acquire access to land via BRB

Other Information / Additional Notes

Linked to Mead Lane development but could be delivered earlier in co-ordination with bus station improvements.





Hertford & Ware UTP Short Term Scheme Feasibility Assessment

Scheme Name: New Bus Interchange – County Council Offices, Hertford

Scheme ID Number: PTM27

Scheme Summary:

Provide new bus interchange facility in front of County Hall to serve this major employment site and surrounding businesses.

Provision of bus turning area with new covered stops (with RTPI) in wide grass verge together with utilisation of the available area of under utilised Car park/hard standing.

Links to Other UTP/LTP Schemes:

PTM22, PTM21, PTM26

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Turning area carriageway construction plus signage and lining. New Shelters with RTPI

ESTIMATED TOTAL COST: £100,000

Estimated Operating Costs:

RTPI covered elsewhere

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High			✓		
Medium					
Low	✓	✓		✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Requirement for buses to turn	Provide turning area	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP8, 9 and 10
UTP 3,5 and 6

Programme/Delivery Risks (include brief description for overcoming where possible):

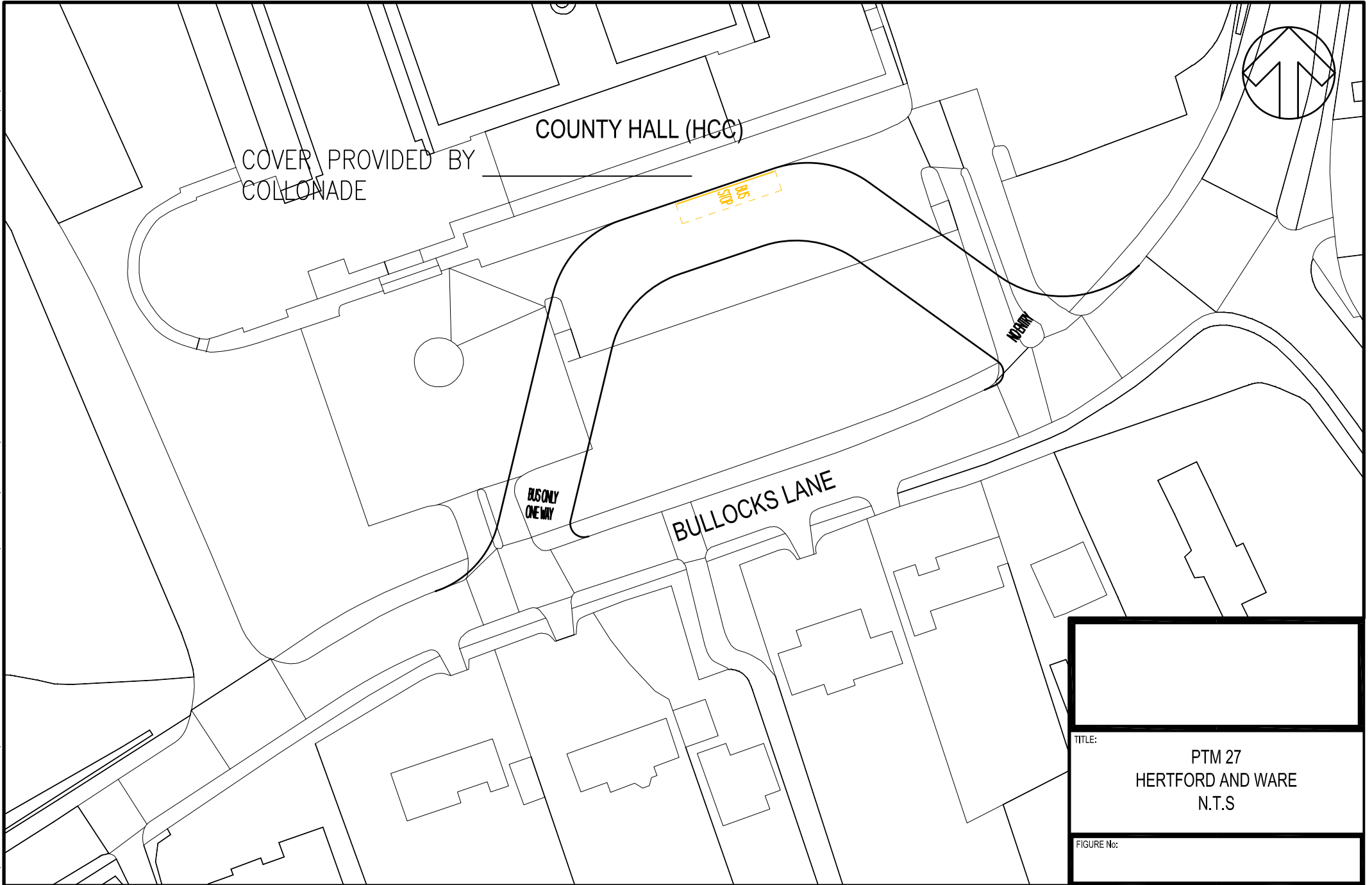
Use of HCC land

Further Actions Required:

Liaise with HCC property at earliest opportunity
Discuss with bus operators in more detail

Other Information / Additional Notes

none



TITLE:	PTM 27 HERTFORD AND WARE N.T.S
FIGURE No:	

APPENDIX G

Scheme Ref	Location	Scheme Description	Timescale
BEN1a	Byde Street, Bengoe	Closure Option 1 - Temporary Trial Closure of Byde Street	MEDIUM
BEN1b	Byde Street, Bengoe	Enforcement of existing access restriction	MEDIUM
BEN3	Byde Street, Bengoe	Closure Option 2 - Do Nothing	SHORT
CPK1	study area wide	Parking review and strategy to discourage long stay parking (linked to PTM5 Park and Ride)	SHORT
CPK2	Ware Road and roads to the south	Provide formal parking bays as there is space for this	MEDIUM
CPK3	Bengeo Street and streets through Upper and Lower Bengoe	Provide formal parking bays as there is space for this	MEDIUM
CPK4	High Oak Road, Collett Road and New Road	Parking improvements due to the residential nature of this area it maybe appropriate to undertake some narrowing of the carriageway or other traffic calming measures to reduce average speeds and make parking in the road safer.	MEDIUM
CPK5	Area surrounding Hertford Regional College	Introduction of peak hour Controlled Parking Zones (CPZ)	LONG
CYC21	A414 London Road adjacent to Foxholes	Toucan A414	SHORT
CYC23	Mead Lane Pedestrian Level Crossing	Improvements to the current pedestrian level crossing approaches to provide better access for cycles (via Rowley's Road) and pedestrians from areas of Hertford to the south.	MEDIUM
CYC24	Hertford East Station	Cycle storage provision	MEDIUM
CYC25	Hertford North Station	Cycle storage provision	SHORT
CYC26	Ware Station	Cycle storage provision	SHORT
CYC27	Parliament Square	Cycle storage provision	SHORT
CYC28	Mill Bridge	Cycle storage provision	SHORT
CYC29	County Council Offices	Cycle storage provision	SHORT
CYC30	Bluecoats	Cycle storage provision	SHORT
CYC31	Fore Street	Cycle storage provision	SHORT
CYC32	Hartham Leisure Centre	Cycle storage provision	MEDIUM
CYC33	Wodson Park Leisure Centre	Cycle storage provision	SHORT
CYC34	Kibes Lane Ware	Cycle storage provision	SHORT
CYC35	Ware Priory	Cycle storage provision	SHORT
CYC40	Area Wide	Cycle town-wide rental scheme	LONG
CPM1	Bramfield Road - North Road - Hertford North Station - Hertingfordbury	Cycle and Pedestrian Route 1	LONG
CPM2	Pinehurst - Foxholes - Simon Balle School	Cycle and Pedestrian Route 2	MEDIUM

Medium Term measures (highlighted) in this section.

Short Term measures shown in Appendix F.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.

APPENDIX G

Scheme Ref	Location	Scheme Description	Timescale
CPM3	Hertford North Station - Bengeo - Hartham Leisure Centre - Mead Lane	Cycle and Pedestrian Route 3	SHORT
CPM4	Hertford East Station - A119 - Hertford Regional College - Ware Station - Crane Mead (underneath Viaduct Road)	Cycle and Pedestrian Route 4	MEDIUM
CPM5	Ware Town Centre - Westmill Road - Wodson Park Sports Centre	Cycle and Pedestrian Route 5	MEDIUM
CPM6	Welwyn Road - St Andrew Primary - Sele School - Hertford North Station	Cycle and Pedestrian Route 6	LONG
CPM7	Hertford Town Centre	Cycle and Pedestrian Route 7	SHORT
CPM8	Hertford Castle footpath upgrade	Cycle and Pedestrian Route 8	SHORT
CPM9	Ware Station - Presdales School - Rush Green - Pinehurst - Stanstead Road	Cycle and Pedestrian Route 9	MEDIUM
CPM10	Hertford North station - Hertford Town Centre - Council Offices - Horns Mill Road - Brickenden Lane	Cycle and Pedestrian Route 10	MEDIUM
CPM11	Chauncy School - GSK - Ware Town Centre	Cycle and Pedestrian Route 11	MEDIUM
CPM12	Wodson Park Sports Centre - Ware Town centre	Cycle and Pedestrian Route 12	MEDIUM
CPM13	Tower Road - Ware Town Centre	Cycle and Pedestrian Route 13	SHORT
CPM14	Ware Town Centre - Musley Hill - Tower Road	Cycle and Pedestrian Route 14	SHORT
CPM15	Wadesmill Road - Bowling Road (Ware east - west route)	Cycle and Pedestrian Route 15	SHORT
CPM16	Hertford - Ware via river path	Cycle and Pedestrian Route 16	LONG

Medium Term measures (highlighted) in this section.

Short Term measures shown in Appendix F.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.

APPENDIX G

Scheme Ref	Location	Scheme Description	Timescale
CPM17	Ware town centre - widbury hill (west Ware)	Cycle and Pedestrian Route 17	SHORT
CPM18	Bengeo - Mead Lane	Cycle and Pedestrian Route 18	SHORT
FRT1	Area Wide	Advisory Route Signs on Main Roads to implement HGV route strategy	SHORT
FRT4	Parliament Square	Fore Street / Parliament Square loading restriction amendments	MEDIUM
FRT5	Ware High Street	Loading Restrictions on Ware High Street - restriction amendments to improve flow	MEDIUM
FRT6	Foxholes to Caxton Hill	Relocate road block to allow freight to access Caxton Hill via Foxholes Employment Area	MEDIUM
HWY2	Amwell End - Ware	Amwell End - Station Road, Ware one way loop	MEDIUM
HWY3	Hertford Town Centre	Close Hertford town centre streets to motorised traffic except buses, cycles, taxis, loading (at specific times) at Market Street/The Wash and Fore Street	MEDIUM
HWY4	Ware High Street	Ware High Street - DfT style mixed priority route treatment	LONG
HWY10	Rush Green Roundabout	Rush Green - widen circulatory carriageways and tackle garage exit	LONG
HWY11	Parliament Square	Traffic signals introduced at the roundabout of Parliament Square/ Gascoyne Way/ Hale Road (Pegs Lane) to allow regulation of traffic exiting Parliament Square and prevent excess queuing due to the predominant flow along A414 with signal bus priority to encourage mode shift	LONG
HWY13	Hertingfordbury Road	Signalise junction of Hertingfordbury Road (A414) with Campfield Road	MEDIUM
HWY17	Baldock Street A1170	Signalise Baldock Street junction with B1004 (linked to Bus Priority)	LONG
HWY19	Hertford	Variable Message Signing (VMS) for car parking and other congestion issues	MEDIUM
HWY20	Hertford	UTC Control - linking signals	MEDIUM
HWY21	Hertford A414 junction with B1197	Signalise to regulate traffic flows	LONG
HWY22	Hertford A414 junction with Cross Lane	Signalise to regulate traffic flows	LONG
HWY23	Hertford A414 junction with Thieves Lane	Signalise to regulate traffic flows	LONG
HWY24	Hagsdell Road, Hertford	Traffic Calming/Speed limit review	LONG
HWY25	North Road, Hertford	Traffic Calming/Speed limit review	LONG
HWY26	Welwyn Road, Hertford	Traffic Calming/Speed limit review	LONG
HWY27	Railway Place, Hertford	Traffic Calming/Speed limit review	LONG

Medium Term measures (highlighted) in this section.

Short Term measures shown in Appendix F.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.

APPENDIX G

Scheme Ref	Location	Scheme Description	Timescale
HWY28	Hoe Lane, Ware	Traffic Calming/Speed limit review	LONG
HWY29	Park Road, Ware	Traffic Calming/Speed limit review	LONG
MDL1	Mead Lane employment area	Mead Lane Masterplan	MEDIUM
MDL2	Mead Lane employment area	Improved general access via a new circulatory link from Mill Road to the north of the station on the sidings land to create associated interchange facility	MEDIUM
MDL3	Mead Lane employment area	Sustainable Development on Mead Lane site - low car/ car free with shared emergency access and highway access fronting existing station building	MEDIUM
MDL4	Mead Lane employment area	Mead lane car parking review	MEDIUM
MDL5	Mead Lane employment area	Level crossing improvements for cycle and pedestrian use	MEDIUM
PTM1	Hertford Bus Station	Hertford Bus Station improvements	MEDIUM
PTM2	Hertford East Station	Hertford East station Improvements/bus interchange (linked to Mead Lane)	LONG
PTM3	Hertford North Station	Hertford North Station Improvements (bus and cycle interchange)	MEDIUM
PTM4	Ware Station	Ware station Improvements (improved access, cycle and bus interchange)	MEDIUM
PTM5	Undetermined	Park and Ride Facility (including interchange for School Bus and Coach services, layover and drop off "kiss and ride" facility and act as hub between two towns). Would require appropriate associated bus priority (including HOV lanes on A414) and area wide parking strategy (CPK1)	LONG
PTM5a	Undetermined	Study to investigate possible locations	SHORT
PTM6	A119 between Hertford and Ware	A119 Quality Bus corridor between Hertford and Ware including Bus Lane and bus gate on Ware Road	MEDIUM
PTM8	Hertford East Station	Bus Route Diversion to Hertford East Station (linked to Mead Lane Masterplanning)	MEDIUM
PTM9	Wodson Park Sports Centre	Bus Route Diversion to Wodson Park Sports Centre, Ware	MEDIUM
PTM10	Hertford East Station or P&R site	Additional Bus Layover facilities in Hertford (either at Hertford East/Mead Lane or at proposed Park and Ride)	MEDIUM
PTM11	A119 North Road / Welwyn Road	A119 North Road / Welwyn Road Quality Bus Corridor	MEDIUM
PTM12	Baldock Street A1170	Bus/HOV lanes or corridor improvements at Baldock Street A1170	LONG
PTM13	Rush Green Roundabout	Rush Green roundabout Bus Priority Scheme	LONG

Medium Term measures (highlighted) in this section.

Short Term measures shown in Appendix F.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.

APPENDIX G

Scheme Ref	Location	Scheme Description	Timescale
PTM14	Ware High Street	High Street Ware bus corridor scheme	SHORT
PTM15	Star Street/ Bridgefoot	Star Street/Bridgefoot junction improvement/signalisation to allow buses to turn right	LONG
PTM16	Watton Road/Wadesmill Road/A602	Improved bus corridor on A1170 Wadesmill Road / B1004 Watton Road / A602	LONG
PTM19	Fore Street Hertford	Improved bus priority on Fore Street Hertford	MEDIUM
PTM21	Area Wide	RTPI system	MEDIUM
PTM22	County Council Offices, Hertford	More direct service of bus routes to County Hall	MEDIUM
PTM24	Area Wide	Bus stop improvements	LONG
PTM25	Area Wide	Bus priority at signalised junctions (inc Old Cross) - PROMPT/SPRINT hurry call	MEDIUM
PTM26	Area Wide	Comprehensive review of all bus routes	MEDIUM
PTM27	County Council Offices, Hertford	New Bus Interchange at County Hall	SHORT
PED21	Where Maidenhead Street crosses Bull Plain via a speed table.	Crossing improvements (part of route 7)	MEDIUM
PED22	Crossing widths at the mini roundabout outside Hertford East railway station are very wide.	Replacement with signals to improve crossing widths and also offer a greater degree of protection from HGVs (links to Mead Lane Master plan improvements)	MEDIUM
PED23	The pedestrian approach to Hartham Common and Leisure Centre from Cowbridge / Hartham Lane is poor quality and footways are narrow.	New Crossing facilities	LONG
PED24	Indeterminate priority between pedestrians and motorists where Railway Street crosses Market Street via a speed table.	Shared surface mixed priority treatment (part of Walking Route 7)	SHORT
PED25	Mill Bridge, Old Cross and St Andrew Street junction.	Part of Old Cross Junction Improvements to retain signalised junction and provide shared surface (minimal kerb upstand) to encourage pedestrian crossing/movement, slow traffic and follow DfT Mixed Priority route treatment to make part of town	MEDIUM
PED27	There is no footway on Trapstyle Road until just before the first cul-de-sac.	Install Footway	SHORT
PED28	Wengeo Lane	Provision of footways	LONG

Medium Term measures (highlighted) in this section.

Short Term measures shown in Appendix F.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.

APPENDIX G

Scheme Ref	Location	Scheme Description	Timescale
PED29	Watton Road near Wengeo Lane/Page Hill	Provision of crossing	SHORT
PED31	Gascoyne Way east of Hale Road/Pegs Lane Roundabout	Provision of TOUCAN crossing	MEDIUM
PED32	Gascoyne Way - Bluecoats Roundabout	Provision of TOUCAN crossing	MEDIUM
PED33	Gascoyne Way - St Andrew Street	Refurbishment of under passes at St Andrew Street to include better sight lines where possible	LONG
PED34	Gascoyne Way - Hale Road Junction	Refurbishment of under passes at Hale Rd to include better sight lines where possible	MEDIUM
PED36	Hale Road adj to School and Police Station	Crossing point on Hale Road between the school and the Police Station	MEDIUM
PED37	Ware High Street	Follow DfT Guidance shared surface mixed priority treatment	LONG
PED38	Amwell End - Ware	Introduction of pedestrian crossing facilities next to the level crossing to the Council car park	LONG
SMT2	study area wide	Study area car pool/car share scheme	MEDIUM
SMT3	study area wide	Car clubs	MEDIUM
SMT4	study area wide	Personalised travel planning (such as Mead Lane)	MEDIUM
SMT5	study area wide	Provide Sustainable transport information (maps/website etc)	MEDIUM

Medium Term measures (highlighted) in this section.

Short Term measures shown in Appendix F.

Long Term measures do not have pro-formas.

Timescales are subject to public consultation and availability of funding.



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: **Byde Street, Lower Bengoe – Temporary Trial Closure**
(Timescale dependent upon completion and opening of Sainsbury's)

Scheme ID Number: **BEN1a**

Scheme Summary: Option to close Byde Street to vehicular traffic to remove through traffic from the Victorian Residential Streets.

The proposal is an Option (Option 1) subject to the outcomes of public consultation. The alternative option (Option 2) is to do nothing (BEN3).

Byde Street closure would be implemented, initially for a temporary period, to monitor the impacts. The temporary closure would only be put in place once the Sainsbury's superstore has opened and the full traffic impacts are known. If the benefits outweigh any localised and wider implications the decision could be made to make the closure permanent.

The closure point would be formed by suitable bollards to allow access by pedestrians and cyclists and would need to be at a location to ensure suitable arrangements for turning (seeking to avoid long sections of highway without any means of turning)

Any permanent closure would be subject to monitoring of:

- Changes in traffic flows around this part of the town;
- Changes in queue lengths in the town (including other main routes into Hertford) and particularly at the Old Cross junction (Old Cross mixed use priority junction improvements also covered in PED25);
- Changes in journey times and delays (including impacts on bus services) at the Old Cross junction; and
- Consideration of any modal shift from car to cycling and walking.



Rat Run, Lower Bengoe, 2009

Scheme Diagram:



Links to Other UTP/LTP Schemes: PED25 – Improvements to Old Cross to create a new road layout that creates a safer environment for pedestrians. This will be important to mitigate any traffic impacts of the existing situation, the Sainsbury's store and any Byde Street Closure

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Implementation of road closure (bollards or similar and kerb changes as appropriate) = £7,500
 Alterations to on-street parking arrangements (TRO and bay markings as appropriate) = £7,500
 Cost of monitoring and any TRO = £5,000

TOTAL COST: £20,000

Estimated Maintenance/Operating Costs: n/a

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Appropriate closure of Byde St	Location of bollards to still allow appropriate area for turning of vehicles and maintain suitable property access	Y
	Parking layout amended to allow suitable closure	Y
	Include measures to encourage cycling and walking	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the short term?		N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to Other UTP/LTP Indicators: LTP 16 and LTP17

UTP Objectives 5 and 6

Programme/Delivery Risks (include brief description for overcoming where possible):

Timescale of delivery dependent upon Sainsbury's opening and review of traffic affects associated with Sainsbury's

Design of suitable closure point – need to consult more locally

Impact on bus services at Old Cross junction due to delays – liaise with operators

Outcomes of public consultation – likely to be varying range of views on closure

Delivery dependent upon successful outcomes of monitoring – need to set and agreed criteria to determine whether proposal for closure is made permanent

Further Actions Required:

Review outcomes of public consultation

Set criteria for determining outcomes of monitoring following results of public consultation

Other Information / Additional Notes: Await results of UTP consultation and the trial if selected will be funded through S106 financial contribution(s).



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Byde Street, Lower Bengoe – Enforced Access Restrictions

Scheme ID Number: BEN1b

Scheme Summary: Option to close Byde Street to vehicular traffic to remove through traffic from the Victorian Residential Streets.

This proposal is an alternative to BEN1a, and could be implemented if this scheme proves not to be feasible.

Access restrictions would be placed on Byde St during busy periods or all day depending on the study conducted during the detailed design, these would then be enforced to ensure vehicles affected by the restrictions are not violating the regulations put in place.

The restrictions would be monitored and enforced by one of the following methods:

- Enforcement officers carrying out random spot checks at frequent intervals;
- Installation of CCTV or ANPR equipment if it becomes possible to issue fixed penalty notices using this technology.

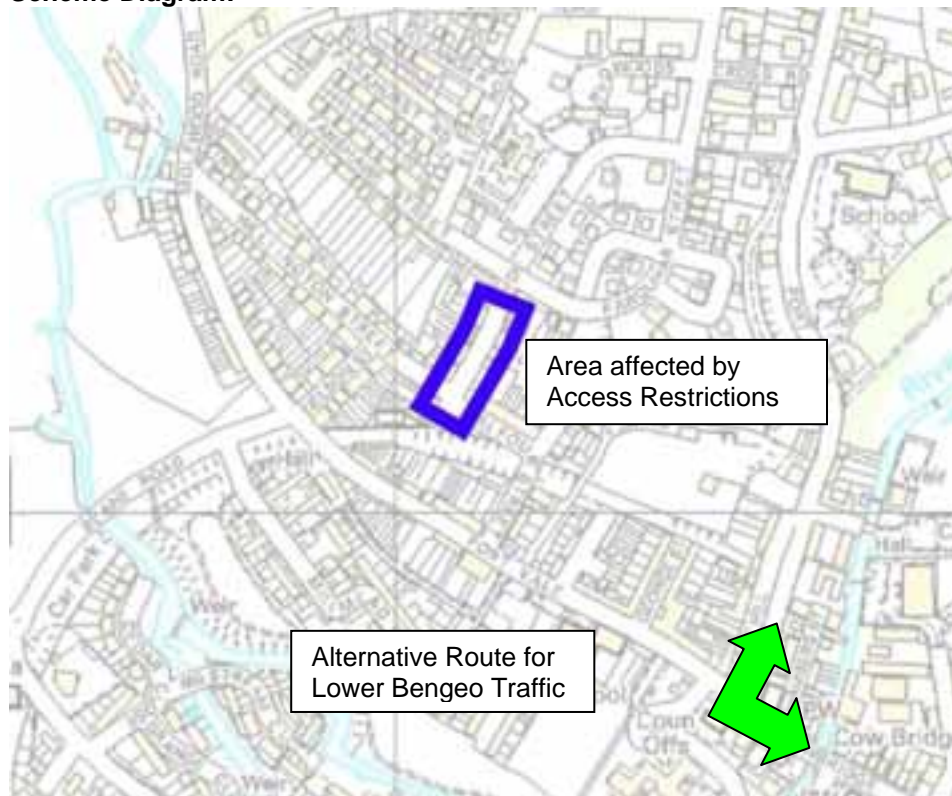
Access would be maintained for:

- Cyclists and pedestrians; and
- Emergency vehicles.



Rat Run, Lower Bengoe, 2009

Scheme Diagram:



Links to Other UTP/LTP Schemes:

PED25 – Improvements to Old Cross to create a new road layout that creates a safer environment for pedestrians. This will be important to mitigate any traffic impacts of the existing situation, the Sainsbury's store and any Bye Street Closure.

BEN1a – this scheme is not required if BEN1a is implemented.

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Implementation of access restrictions (signage and kerb changes as appropriate) = £7,500

Alterations to on-street parking arrangements (TRO and bay markings as appropriate) = £7,500

Any TRO = £5,000

Cost of consultation = £10,000

Cost of ANPR/ CCTV equipment and installation=£88,000

TOTAL COST: £118,000

Estimated Maintenance/Operating Costs: £2,000

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Appropriate Limitation of Access to Byde St	Design of restriction scheme to still allow appropriate area for turning of vehicles and maintain suitable property access	Y
	Parking layout amended to allow suitable closure	Y
	Include measures to encourage cycling and walking	Y
	Selection of appropriate method of enforcement of access restrictions	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?		N
Can the scheme be delivered in the short term?		N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to Other UTP/LTP Indicators: LTP 16 and LTP17
UTP Objectives 5 and 6

Programme/Delivery Risks (include brief description for overcoming where possible):

Design of Access Restrictions – need to consult more locally on physical design and operation
Impact on bus services at Old Cross junction due to delays – liaise with operators
Outcomes of public consultation – likely to be varying range of views on closure
Delivery dependent improvement in ANPR/ CCTV enforcement technology and the acceptance of these methods by the DfT.
Consultation with Police required

Further Actions Required:

Review outcomes of public consultation
Monitor the progress of camera based enforcement technology
Discuss the application of ANPR/ CCTV enforcement in principle with DfT

Other Information / Additional Notes:



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Formal Parking Bays – Ware Road

Scheme ID Number: CPK2

Scheme Summary:

To formalise the parking arrangements on Ware Road. This would create identifiable parking bays on the north side of Ware Road to help traffic flow, reduce access issues and minimise conflicts with bus priority measures and cycle route proposed on A119.

Links to Other UTP/LTP Schemes:

PTM6, PTM26, CPM4, CPK1

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £75,000

Estimated Operating Costs:

£60 per annum for lines and signs
Additional operating costs if parking meters required.

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓	✓		✓
Medium					
Low	✓			✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Access to properties	Parking bays should not prevent access to properties	Y
Cars parking elsewhere on Ware Road	TROs would be required to prevent cars parking elsewhere	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP16
UTP2 & 3

Programme/Delivery Risks (include brief description for overcoming where possible):

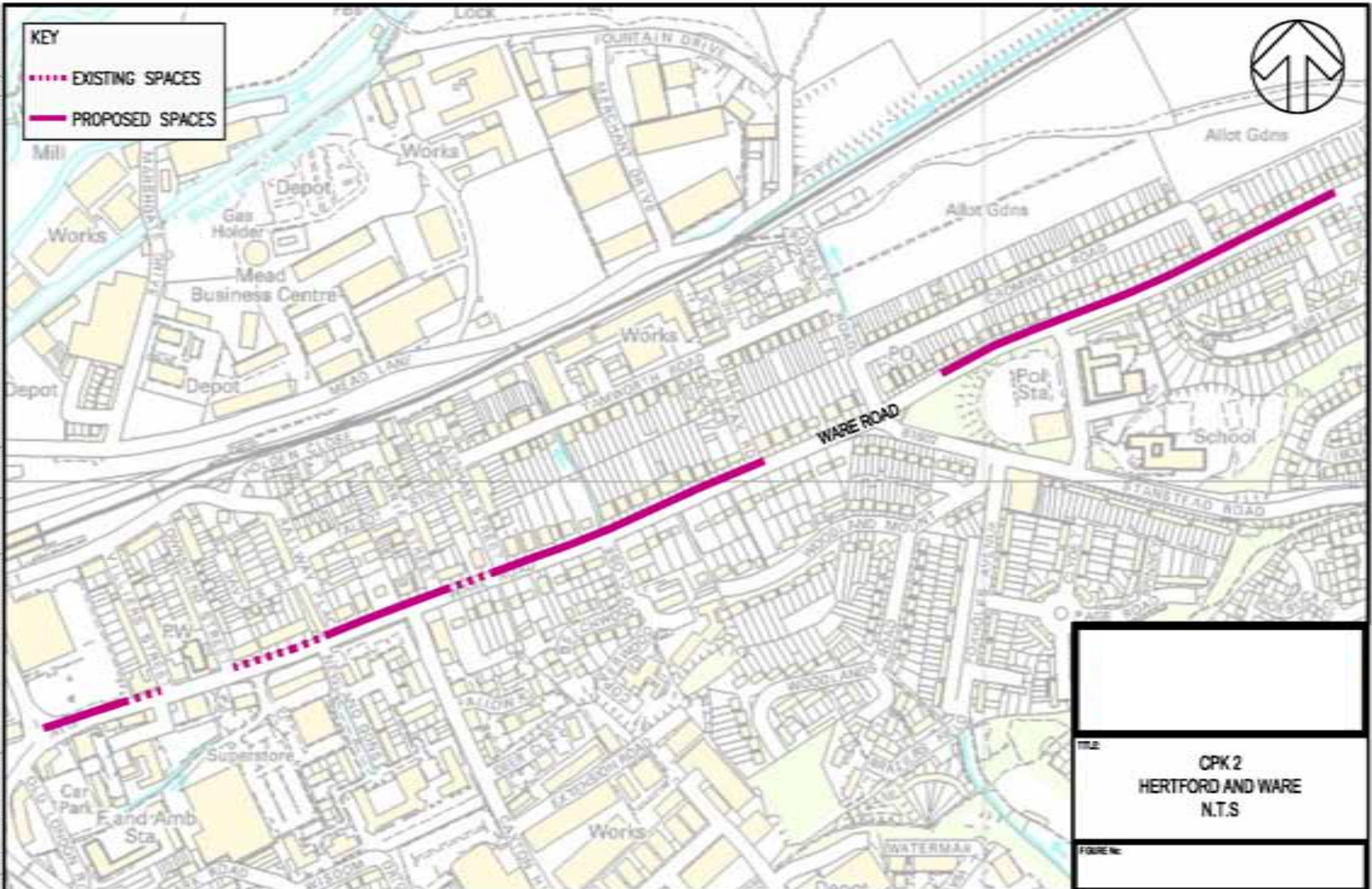
- Linked to A119 bus corridor which may be delayed due to widening of Ware Road to incorporate bus lane on southern carriageway.
- Also linked to area-wide parking review of long and short stay parking – final scheme details, such as requirement for metering and any parking time restrictions need to take into account recommendations from this study.
- TROs need to be put in place and any objections to the TRO consultation may cause delay.
- The scheme may cause significant disruption to the road network – diversion routes and traffic management would be required.

Further Actions Required:

Determine number of spaces to be provided and consider if metering would be required or time restrictions to parking based on findings of Parking study.

Other Information / Additional Notes

Costs do not include stats diversions



TITLE	CPK 2 HERTFORD AND WARE N.T.S
FIGURE No.	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Formal Parking Bays – Bengoe Street and surrounding roads

Scheme ID Number: CPK3

Scheme Summary:

- To formalise the parking arrangements within the Bengoe area. This would create identifiable parking bays and help traffic flow more smoothly. Formalised bays would also reduce access issues and minimise conflicts with cycle route proposals.
- It should be acknowledged that the parking issues are very different in Upper, Lower and East Bengoe. In Lower Bengoe the streets are narrow and some properties do not have off street parking. In Upper and East Bengoe the parking issues are linked to school parking around Bengoe and Duncombe schools
- Measures would be primarily aimed at junctions and areas of narrow carriageway where access is restricted

Links to Other UTP/LTP Schemes:

CPK1, CPM3, CPM18, PED25, BEN1

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £50,000

Estimated Operating Costs:

- £200 per annum for lines and signs
- Additional operating costs if parking meters required.

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			✓
Medium			✓		
Low	✓			✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Access to properties	Parking bays should not prevent access to properties	Y
Cars parking elsewhere on Streets in Bengoe	TROs would be required to prevent cars parking elsewhere	Y
School Parking	Introduce time restricted waiting in the vicinity of schools in conjunction with Safer Routes to Schools schemes to encourage walking and cycling to schools	Y



Links to LTP and UTP Targets and Objectives:

LTP16
UTP2 & 3

Programme/Delivery Risks (include brief description for overcoming where possible):

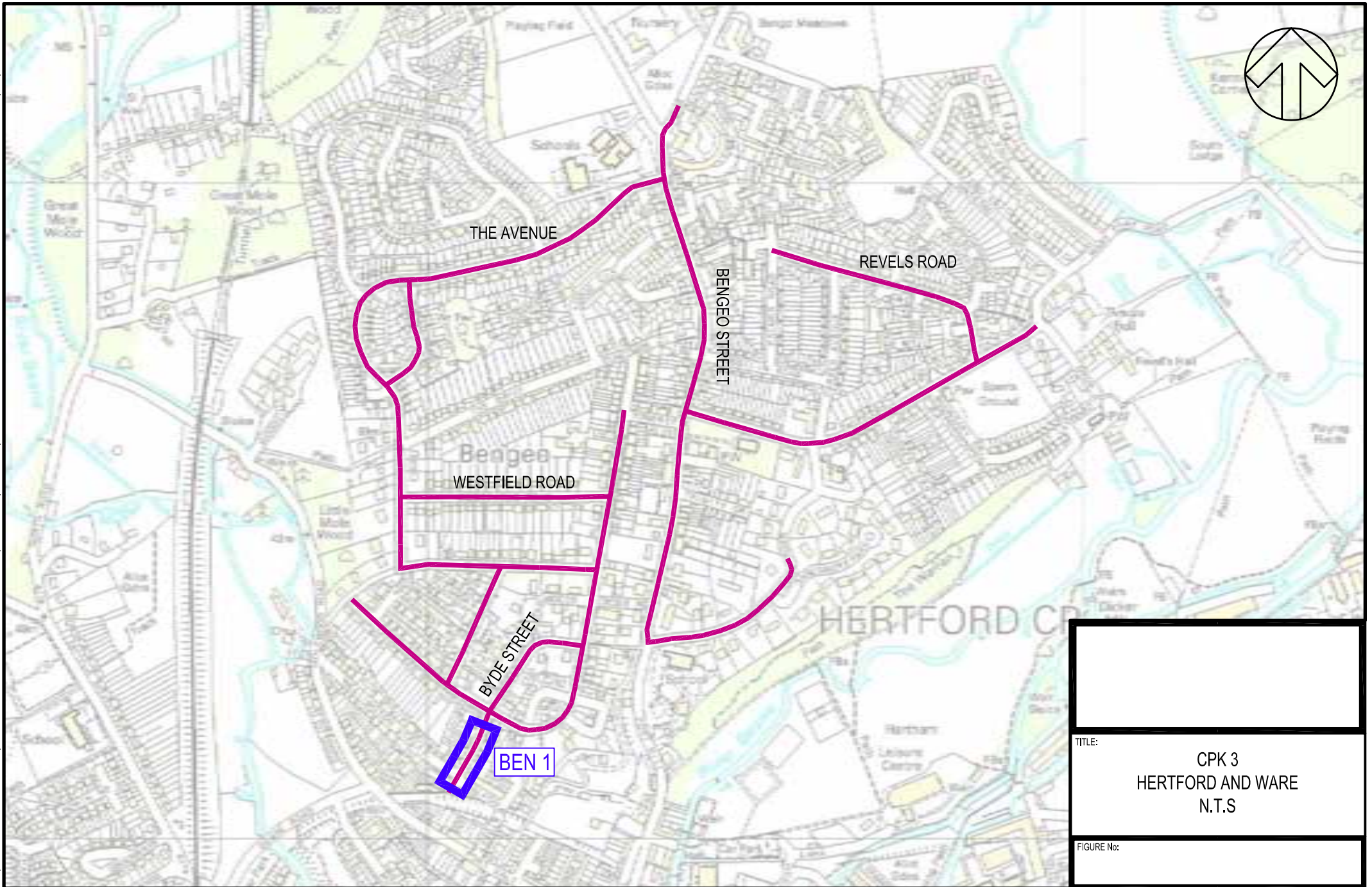
- Linked to cycle route through Bengoe.
- Also linked to area-wide parking review of long and short stay parking – final scheme details, such as requirement for metering and any parking time restrictions need to take into account recommendations from this study.
- TROs need to be put in place and any objections to the TRO consultation may cause delay.
- The scheme may cause disruption to the road network – diversion routes and traffic management would be required.

Further Actions Required:

Determine number of spaces to be provided and consider if metering would be required or time restrictions to parking based on findings of Parking study.

Other Information / Additional Notes

None





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Parking Improvements – High Oak Road, Collett Road and New Road

Scheme ID Number: CPK4

Scheme Summary:

Provide suitable areas of parking to regularise the highway layout and seek to reduce speeds through appropriate introduction of bays whilst preventing restrictions and reducing conflicts with pedestrians and cyclists.

Links to Other UTP/LTP Schemes:

CPM15

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Provision of parking areas within existing carriageway together with narrowings where appropriate

- Calming / Narrowing £40,000
- Parking Bays £150,000
- TRO £10,000

ESTIMATED TOTAL COST: £200,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					
Medium	✓	✓			✓
Low			✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Reduce conflict through ad-hoc parking	Regularise bays	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP16
UTP objectives 2 and 3

Programme/Delivery Risks (include brief description for overcoming where possible):

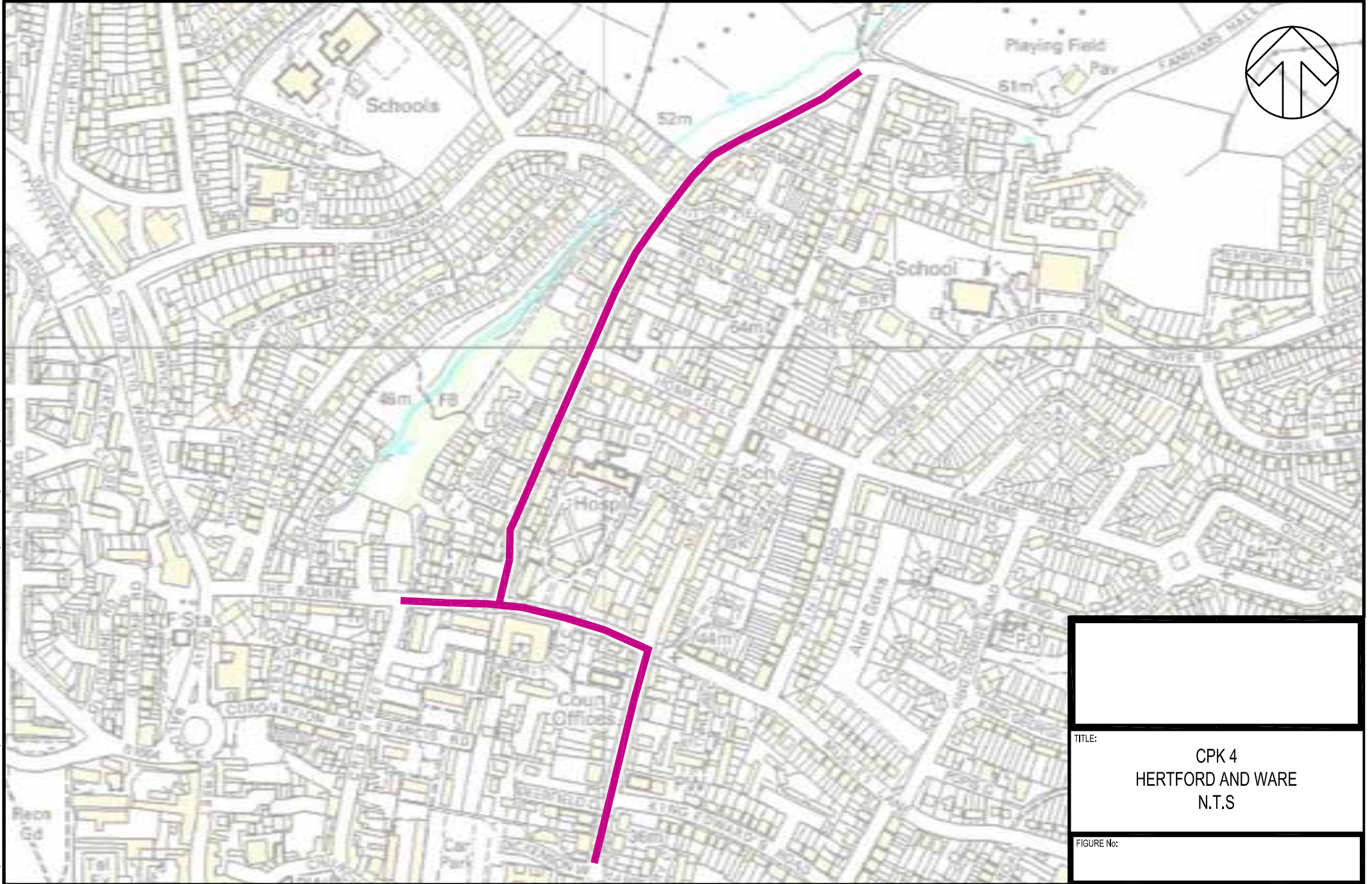
Local views / consultation process may be challenging to satisfy all local residents

Further Actions Required:

Produce consultation plan

Other Information / Additional Notes

None



TITLE:	CPK 4 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 2

Scheme ID Number: CPM2

Scheme Summary: Pinehurst – Foxholes – Simon Balle School

Provides key routes between Foxholes employment and residential areas, across the A414 and into the education and employment areas south of the A414, including County Hall. Scheme includes:

- Shared use path along existing path through Foxholes residential area 3.0m wide where possible
- Shared use path along Hagsdell Road and in front of Simon Balle school 3.0m wide where possible
- Shared use path along the Stanstead Road part of the scheme and on-street routes along the remainder of the scheme
- Routes through Foxholes Business Park and Caxton Hill area (subject to access / adoption)
- Footway upgrades on Mangrove Road and across the A414.

Links to Other UTP/LTP Schemes:

Links to CYC21, CPK1, CPK2, HWY24, HWY21, PTM27, PTM22, FRT2, CYC30

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- On-street signage
- Footway upgrade
- shared path alongside Foxholes, along Hagsdell Road and in front of Simon Balle School
- Route through Foxholes Business park (requires adoption)
- Upgrade to 3.0m shared use paths alongside A414 linking to TOUCAN (CYC 21) where possible
- Lighting upgrade (subject to compliance with Local Plan Policy ENV23)

ESTIMATED TOTAL COST: £320,000

Estimated Operating Costs:

Electricity costs for street lighting if any

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Restricted access to Foxholes	Alternative route along A414 (less desirable)	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N	Foxholes Business Park Adoption
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		Third party land between Newland Gardens & Wisdom Drive
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?		N	See above
Can the scheme be delivered in the medium term?		N	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y		See above

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

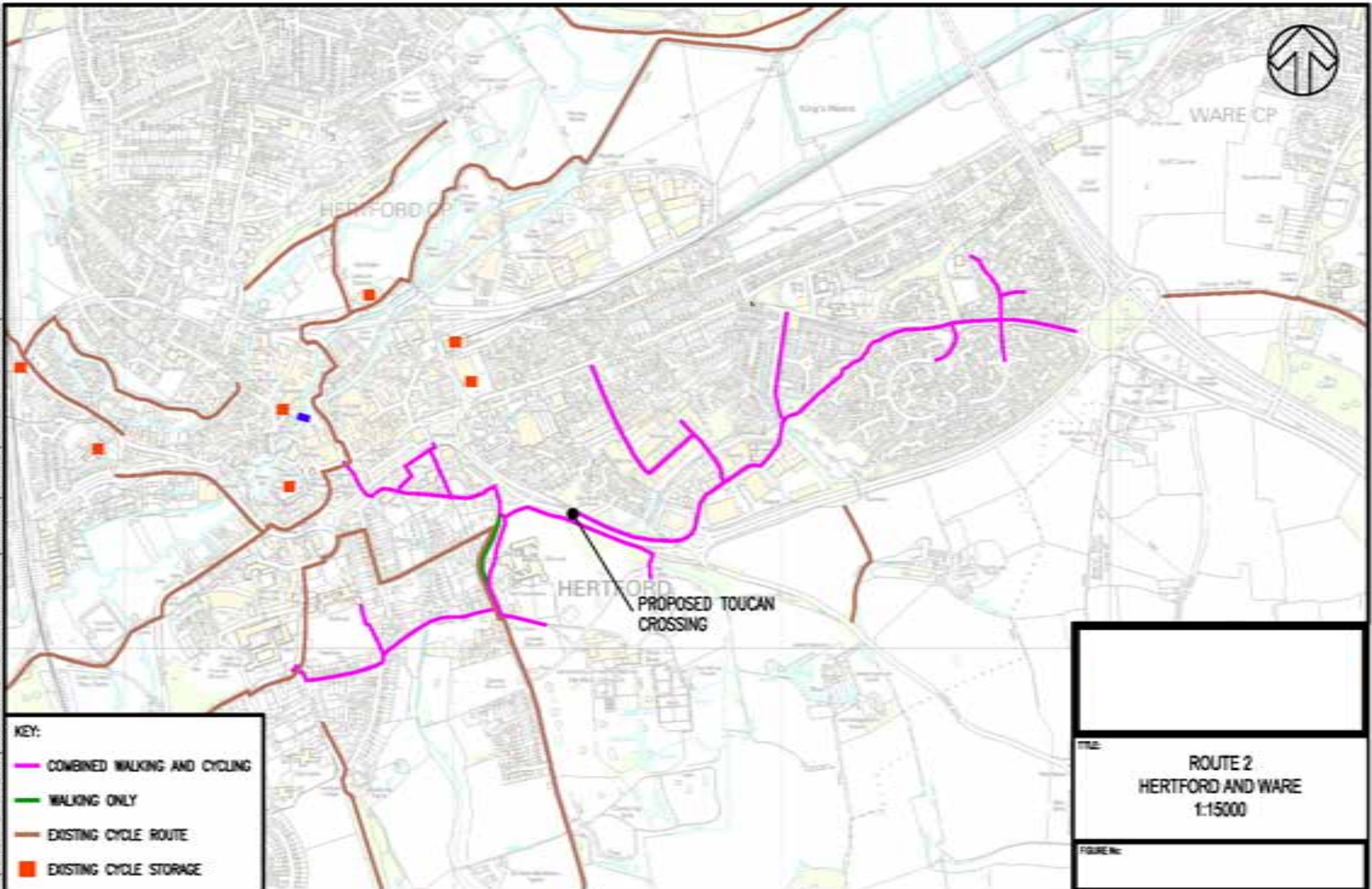
- Access to Foxholes Business Park (understood not adopted) – follow up S38 issues and promote access / adoption
- Land ownership: Hagsdell Road and through Foxholes path
- Compliance with ENV23 required for additional lighting – consult with EHC

Further Actions Required:

- Follow up adoption process issues at Foxholes
- Check land ownership on paths through Foxholes and on Hagsdell Road

Other Information / Additional Notes

Also provides route connection towards Ware east of Stanstead Road





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 11

Scheme ID Number: CPM11

Scheme Summary: Chauncy School – GSK – Ware Town Centre

Provides connection across to Ware Park Road and across the A10 onto Park Road as well as upgrading routes in the vicinity of GSK and Chauncy School(s) and includes:

- 3.0 wide segregate route along built-up section of Park Road to Watton Road.
- On-street sections on Harris's Lane and Priory Street with signage.
- Improvements to 'subsiding / slipping' section of Wengeo Lane
- Upgrade of surfacing on route west of A10

Links to Other UTP/LTP Schemes:

PTM16, PED27, PED29, HWY29

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Works to Wengeo Lane
- Signage along all routes
- 3.0m wide segregation on Park Road (majority of cost)
- Surfacing improvements west of A10 (hoggin or similar)

ESTIMATED TOTAL COST: £250,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓



Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Wengeo Lane slippage	Embankment reinforcement	Y
Rural path west of A10	Hoggin or bridleway compacted material	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

Land ownership alongside Wengeo Principle supported at Rights of Way Workshop and by NR at Rail workshop.

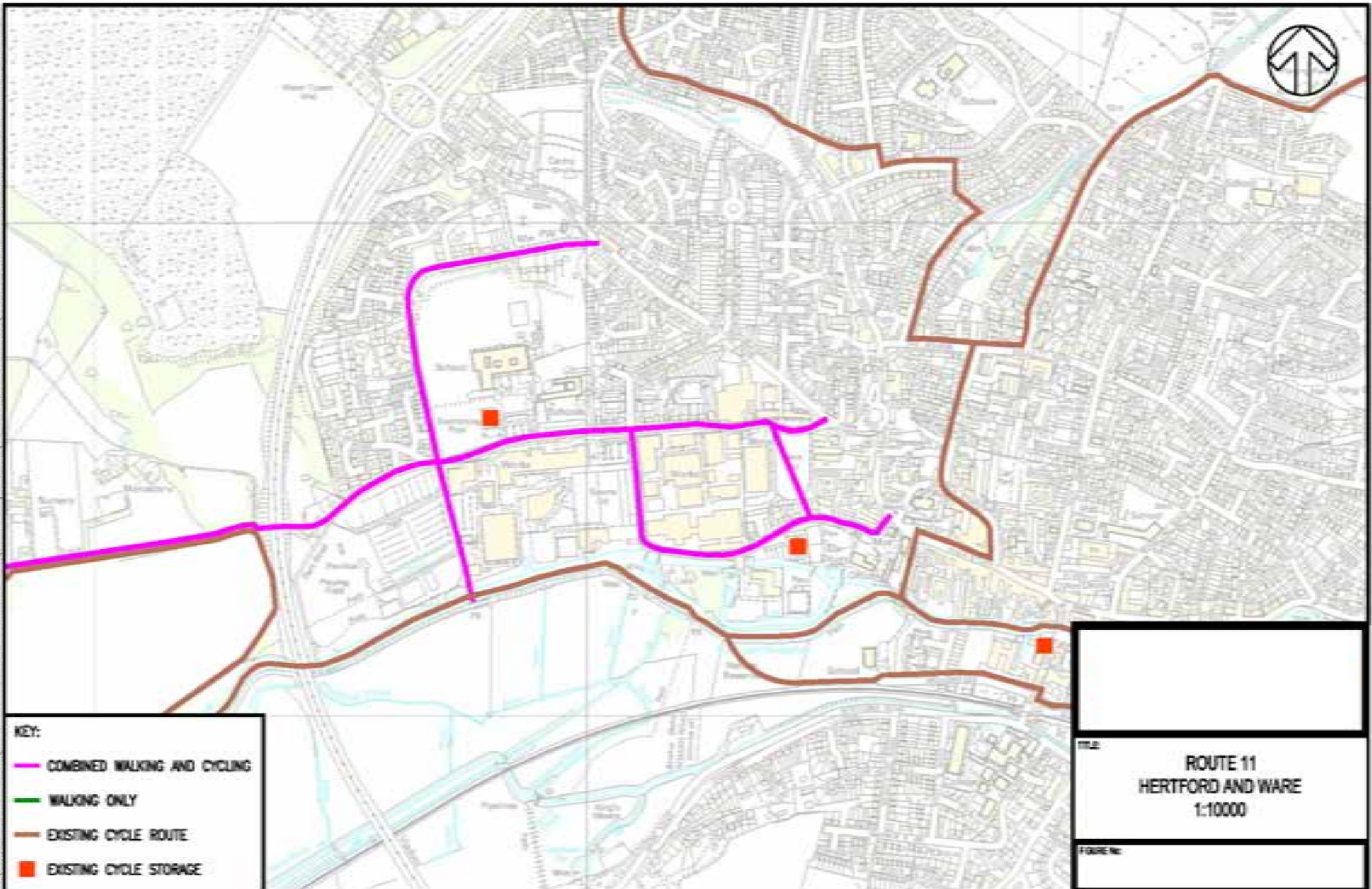
- Wengeo Lane – Establish land ownership and liaise with school department and any other party with land ownership interest
- Consider allowing cycling 'through' GSK on public right of way – consult with GSK
- Route west of A10 – early liaison

Further Actions Required:

Consult with school and GSK

Other Information / Additional Notes

Accessibility improvements to GSK – links to Green Travel Plan





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 10

Scheme ID Number: CPM10

Scheme Summary: Hertford North Station – Hertford Town Centre – Council Offices – Horns Mill Road – Brickenden Lane.

Provide key connection south from Hertford North Station to the employment areas south of the A414, including links to Brickenden Lane and the Cole Green Way as well as between Wallfields and County Hall. Elements include:

- 3.0m shared path between Wallfields and County Hall around the bowling green
- Upgrade of footpath to Horns Mill Road
- On-street sections with signage elsewhere.

Links to Other UTP/LTP Schemes:

PTM16, PED27, PED29, HWY29

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- New route between Wallfields and County Hall
- Upgrade footpath between the rail corridor and Horns Mill Road
- Other sections on-road with signage

ESTIMATED TOTAL COST: £750,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium				✓	
Low			✓		✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Width constraints	Achieve 3.0m shared path where possible and on road route elsewhere	Y



Deliverability Constraints:

		Comments
Can the scheme be delivered without third party involvement?	N	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	N	
Are there any likely utilities constraints?	N	
Do all elements of the scheme involve standard work processes?	N	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	N	

Links to LTP and UTP Targets and Objectives:

LTP13 and LTP14
UTP objectives 3,4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Consultation with Network Rail regarding route through Hertford North Station

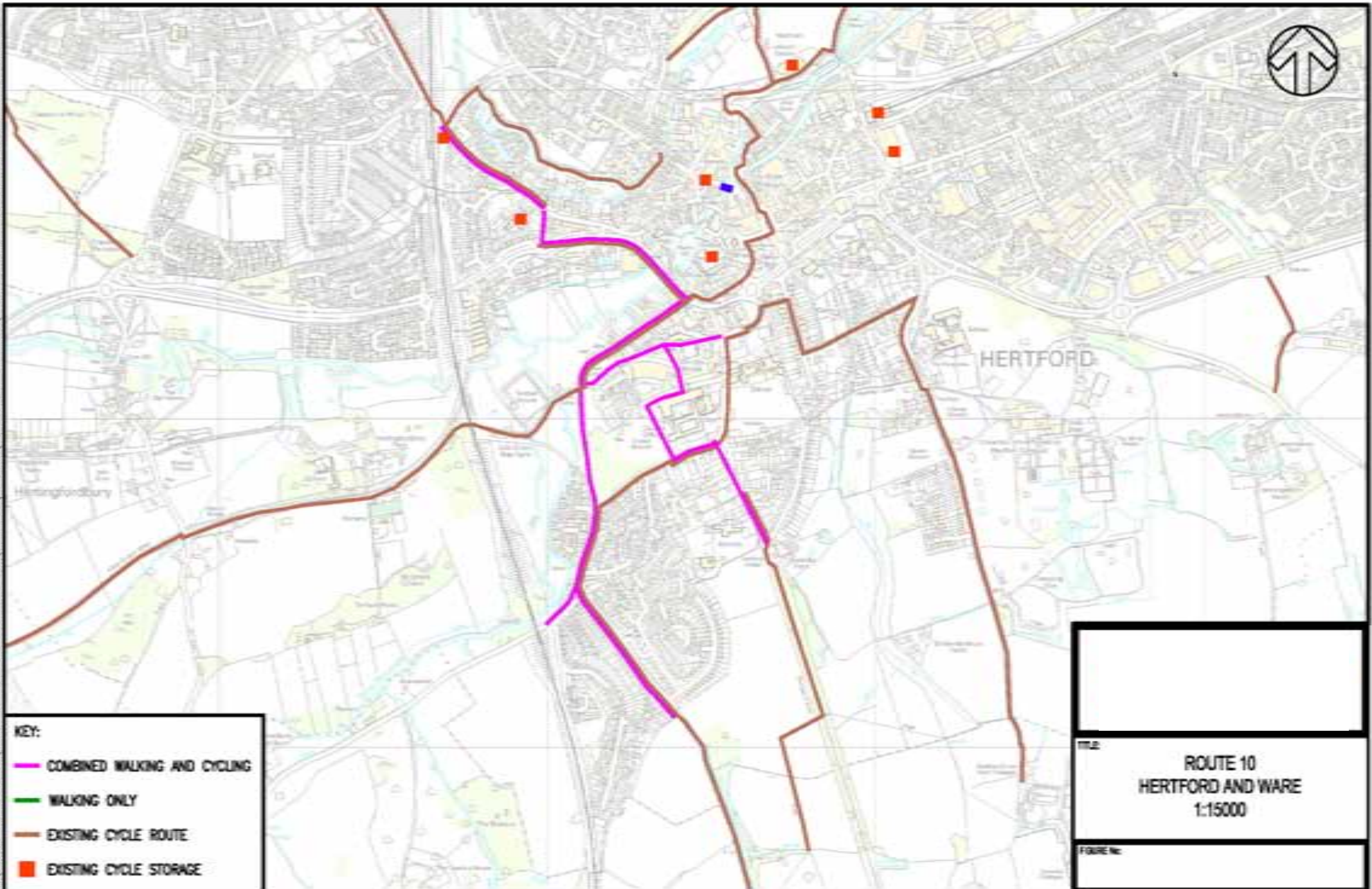
Further Actions Required:

Liaison with Railway Paths.org to investigate use of extensive NR corridor south of Hertford North Railway Station towards Brickenden Lane.

Other Information / Additional Notes

Would provide key direct link to Hertford North Station towards employment areas off Pegs Lane.

Principle supported at Rights of Way Workshop and by NR at Rail workshop.





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 9

Scheme ID Number: CPM9

Scheme Summary: Ware Station – Presdales School – Rush Green – Pinehurst – Stanstead Road

Provides key connection for route already informally used by school pupils between Ware and Hertford and includes:

- Use of Hoe Lane with upgrade of footways where possible
- Upgrade of Thieves Lane between Hoe Lane and Rush Green.
- Crossing improvements across A414 (N/B) Entry and Exit slips, including signal control for pedestrian / cycle crossing and footway provision.
- Improvements to Stanstead Road to upgrade footways and cycle route.

Links to Other UTP/LTP Schemes:

Route through Foxholes to Simon Balle school and across A414.
PTM13, HWY28, HWY2, PED38, PED30, PTM4, CYC26, CPM2, CPK5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Improved crossing over London Road and footway upgrade
- Hoe Lane speed reduction measures and footpath upgrade
- Thieves Lane 3.0m wide shared use path
- Signal changes at Rush Green plus provision of 3.0m footway
- TOUCAN crossing on Stanstead Road to link to Foxholes
- Footway widening on Stanstead Road

ESTIMATED TOTAL COST: £650,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Speed vehicle conflict on Hoe Lane	Speed reduction measures	Y
Crossing A414 Rush Green	Upgrade signals	Y



Deliverability Constraints:

		Comments
Can the scheme be delivered without third party involvement?	N	Thieves Lane ownership
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	Rush Green
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	Thieves Lane and Rush Green

Links to LTP and UTP Targets and Objectives:

LTP13 and 14
UTP objectives 3,4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Delivery and Programme Risks

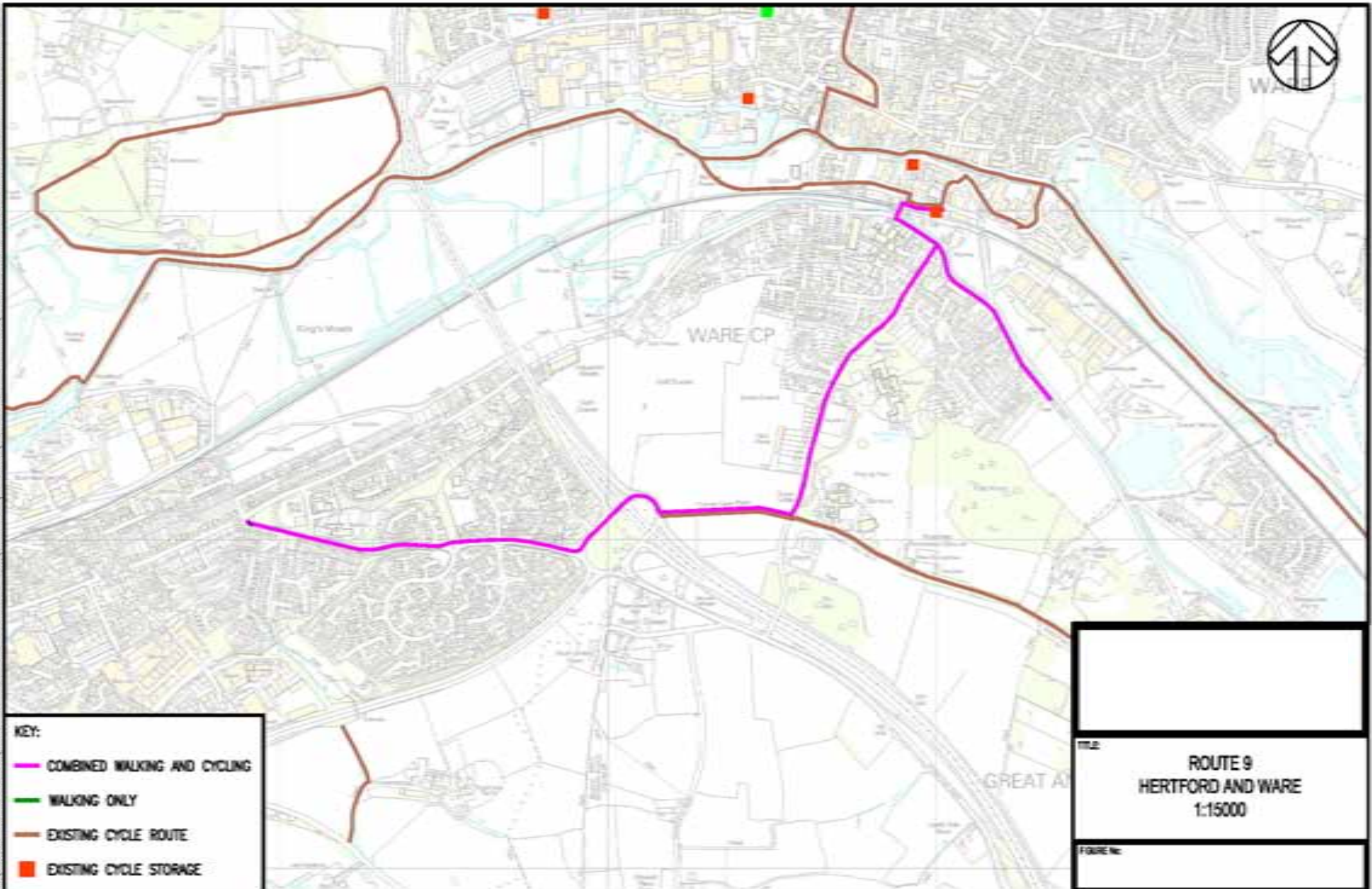
- Ownership of Thieves lane to allow upgrade
- Operation of Rush Green signals

Further Actions Required:

- Check utilities at Rush Green, Stanstead Road
- Investigate ownership of Thieves Lane

Other Information / Additional Notes

None





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 5

Scheme ID Number: CPM5

Scheme Summary: Ware Town Centre – Westmill Road – Wodson Park Sports Centre

Provides direct link along Westmill Road and Watton Road to Ware Town Centre as well as a connection towards Wodson Sports Centre via Quincey Road and the path alongside the cemetery between Watton Road and the north end of Wulfrath Way, including:

- On-street signed route via Quincey road
- Widening of path along Quincey Road
- Shared path with lighting alongside the cemetery 3.0m wide where possible
- 1.0m wide advisory cycle lanes along Westmill Road and Watton Road with footway upgrade, including improved crossing points.
- Upgrade of crossings at Watton Road / Westmill Road Roundabout
- Crossings at Fanshare Crescent and Croft Road and at Wulfrath Way.

Links to Other UTP/LTP Schemes:

- PED 29, CYC 33, PED 37, CYC 35

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- shared path alongside cemetery 3.0m wide where possible
- On-street 1.0m advisory cycle lanes
- Signage and lining
- Footway upgrade (including uncontrolled crossing facilities)

ESTIMATED TOTAL COST: £150,000

Estimated Operating Costs:

Electricity supply costs for street lighting if any

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓



Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Upgrade route alongside cemetery	3.0m wide shared use path where possible	Y
Frontage residential properties along main road (Westmill and Watton)	On-road cycle lanes	Y

Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?	Y		
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		Possible need of third party land on parts of Quincey Road and Westmill Road
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		Depends upon cemetery route
Can the scheme be delivered in the medium term?		N	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

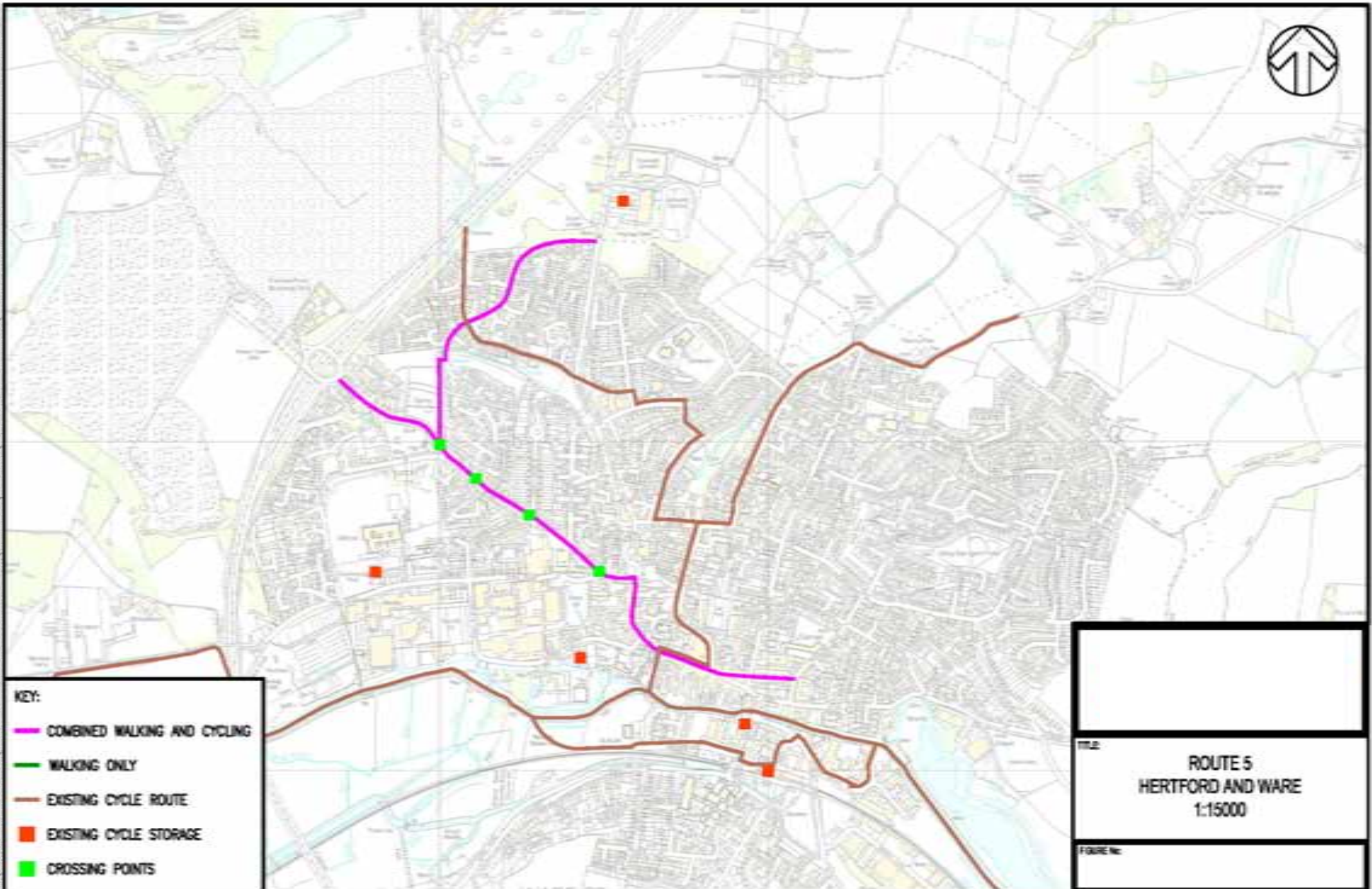
Potential lighting needs to be compliant with Local Plan policy ENV23
Cemetery access / ownership – investigate ownership and liaise over upgrade

Further Actions Required:

Consult with EHC on lighting proposals
Check land ownership alongside cemetery

Other Information / Additional Notes

None





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 4

Scheme ID Number: CPM4

Scheme Summary: Hertford East Station – A119 – Hertford Regional College – Ware Station – Crane Mead

Provides essential link along most direct route between Hertford and Ware along the A119 as well as enabling connections to Mead Lane and both town centres. To include:

- On-road cycle advisory lanes along central section of A119 Ware Road
- Shared use paths 3.0m wide along (E) Ware section of A119 where possible
- Combined cycle / bus lane on approach to Hertford and advisory cycle lane towards Ware leaving Hertford
- Upgrade of towpath in Ware (improved surfacing and width where possible)
- Remainder of route signed on-street

Links to Other UTP/LTP Schemes:

CYC24,CYC30,
PED22, PED30, PED38,
HWY2, PTM6, CPK2, CPK1
MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

On-street signage and lining
3m wide shared path where possible
On-road advisory cycle lanes
Combined with A119 bus lane scheme

ESTIMATED TOTAL COST: £475,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Highway width constraints	On-road route where too narrow for shared surface	Y
On-street parking	Formalised parking bays on one side only (CPK2)	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?		N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 13 and LTP 14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

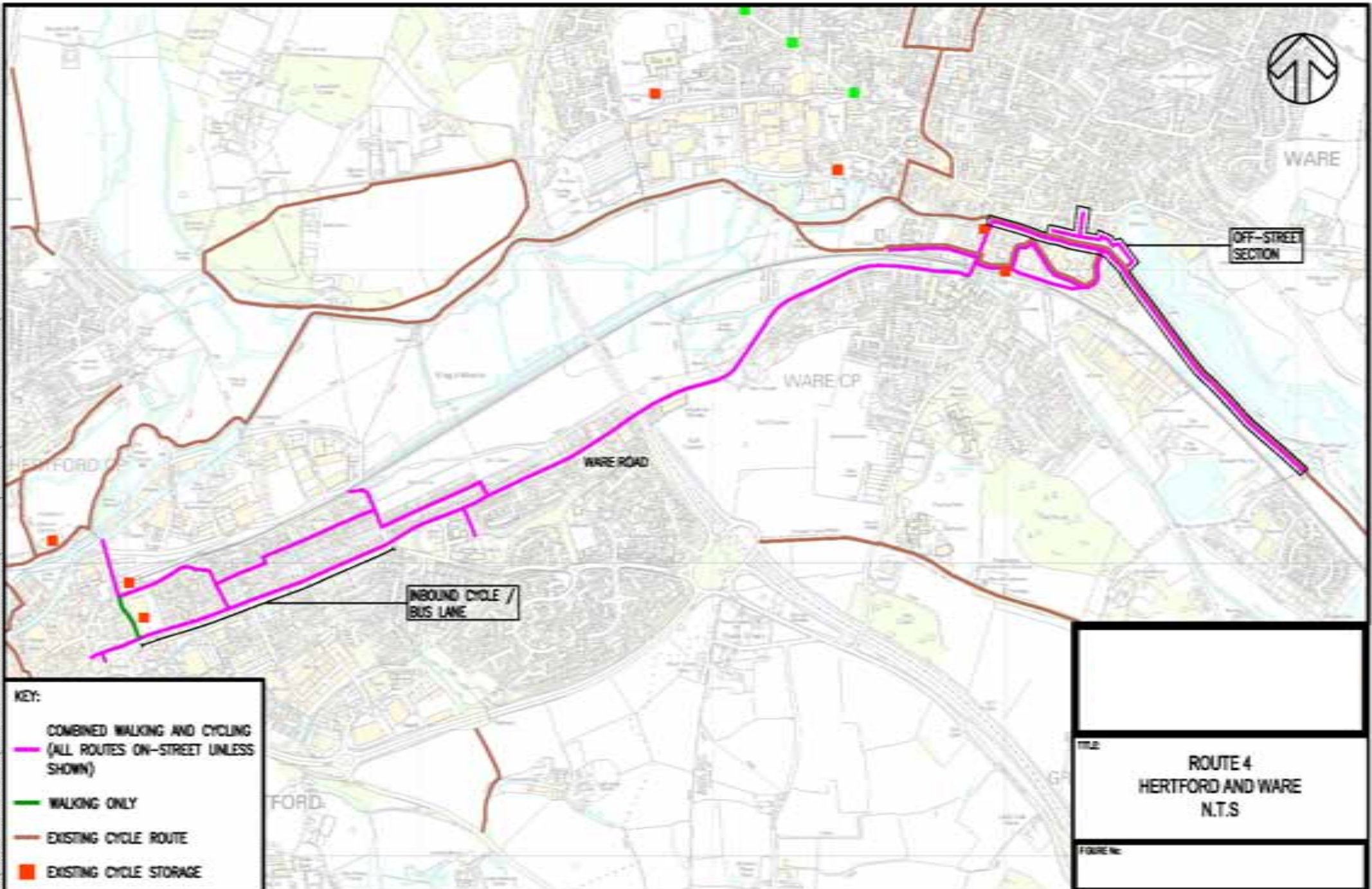
- Timing of A119 corridor bus lane – design and implement schemes together (including consultations)
- Upgrade of tow paths may require alternative delivery process – consult land owner / organisation
- Access via Crane Mead from railway station under Viaduct Road – achieve through liaison with the landowner/developer

Further Actions Required:

- Progress with A119 bus priority
- Liaise with tow path owner / responsible body
- Liaise with landowner/developer re Crane Mead link

Other Information / Additional Notes

The former Goods yard site (now developed as residential with shared commuter parking facilities) previously had foot and cycle access through the site which linked Ware Station with Crane Mead via a link under the Viaduct Road bridge. Land at Crane Mead to the east of Viaduct Road is understood to have recently been sold to BRB (Residuary) Ltd and planning advice issued by East Herts Council prior to auction detailed the need for any development scheme to include pedestrian and cycle links between Crane Mead and Ware Station.. The link could be conserved through the planning process.





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle and Pedestrian Route 12

Scheme ID Number: CPM12

Scheme Summary: Wodson Park Sports Centre – Ware Town Centre

Provides sustainable links to Wodson Park Sports Centre towards the town centre, avoiding the main road wherever possible. Involves:

- On-street signed cycle route away from Wadesmill Road via Heath Drive and The Crest
- Footway widening (where possible) along Wadesmill Road.

Alternative route options are proposed as illustrated which could be implemented in the event that the option via The Crest is not acceptable.

Links to Other UTP/LTP Schemes:

CYC33, PTM9, PTM17

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Footway widening to minimum 1.8m on Wadesmill Road where possible
- On-street signage
- Connection from The Crest into the Sports Centre

ESTIMATED TOTAL COST: £350,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Connection from The Crest to Sports Centre.	New link path	Y



Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y		Possibly at The Crest

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

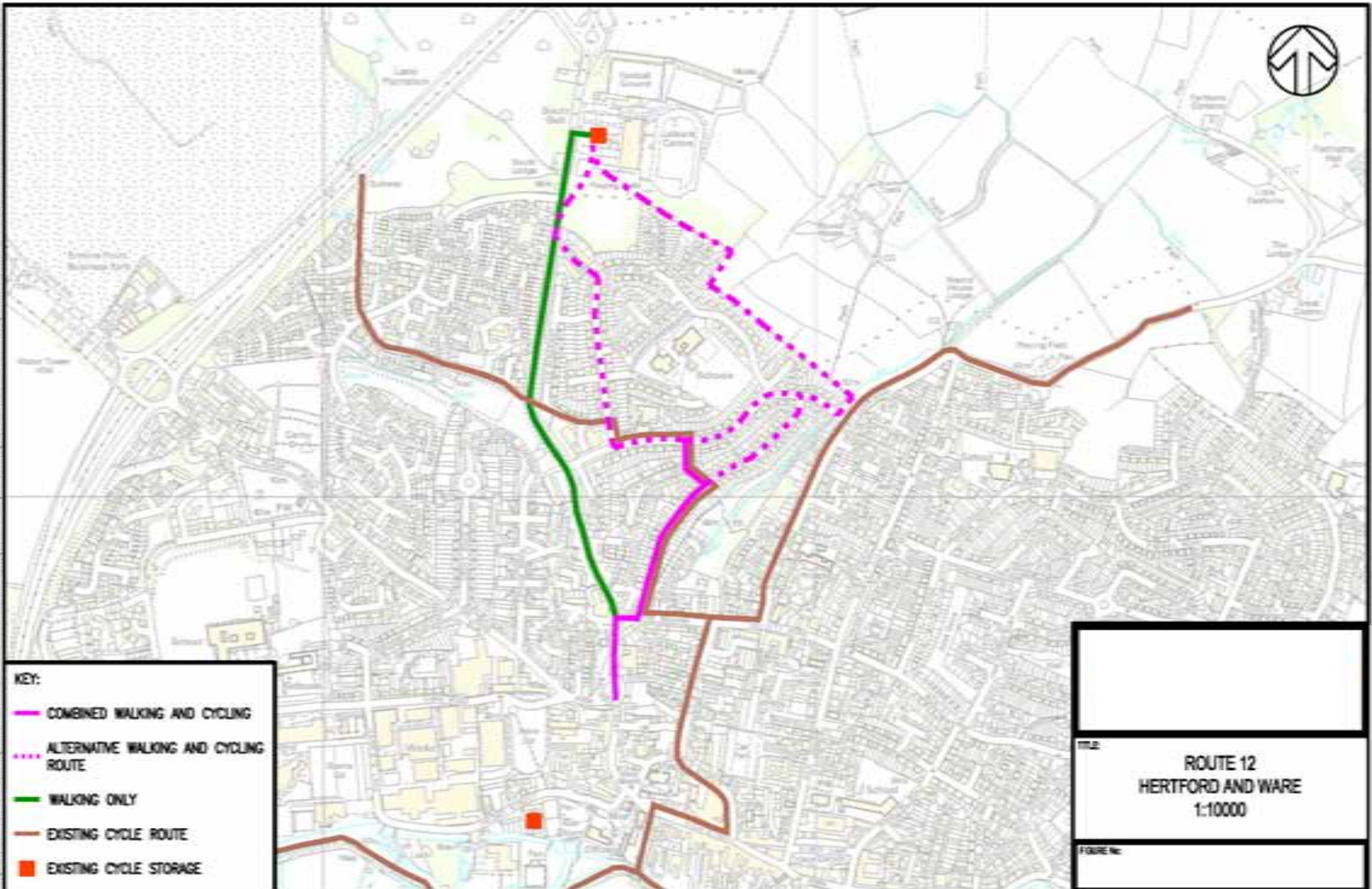
- Achieving access to the Sports Centre from the Crest
- Constraints of embankment along Wadesmill Road

Further Actions Required:

- Liaison with Sports Centre
- Investigation of Highway boundary and land ownership at end of the Crest cul-de-sac

Other Information / Additional Notes

None





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Scheme CC – Rowley's Road & Mead Lane level crossing improvements

Scheme ID Number: CYC23 / MDL5

Scheme Summary: Improvements to the current pedestrian level crossing approaches (and stop the banging gate) to provide better access for cycles (via Rowley's Road) and pedestrians from areas of Hertford to the south.

Provide improvements to existing pedestrian and cycle level crossing including:

- Widening and re-surfacing of approaches to minimum of 2.5m
- Upgrade gates to prevent banging and improve width and surfacing of railway crossing

Links to Other UTP/LTP Schemes:

CPM4, MDL1, MDL2, MDL3, MDL4, MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Mend / upgrade gates
- Widen approaches and crossing point

ESIMATED TOTAL COST: £25,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
NR interface	Improve crossing to make safer	N (NR will always want to close it)

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?		N
Can the scheme be delivered in the medium term?		N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 1, 2 and 3

Programme/Delivery Risks (include brief description for overcoming where possible):

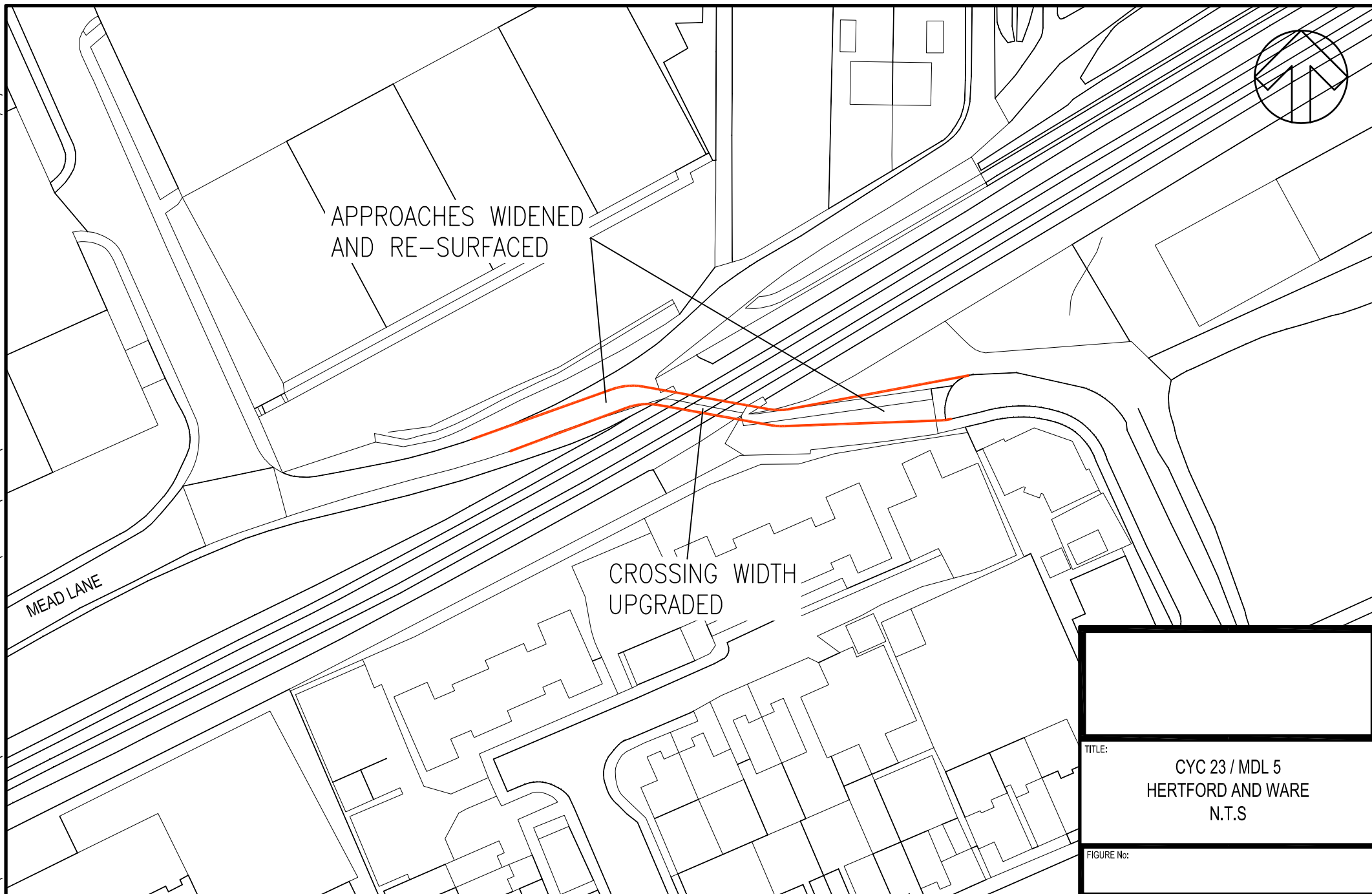
NR liaison over improvements may restrict scheme delivery / design and timing – early discussion with NR

Further Actions Required:

Discussion with NR

Other Information / Additional Notes

None



TITLE:

CYC 23 / MDL 5
HERTFORD AND WARE
N.T.S

FIGURE No:



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Hertford East Station

Scheme ID Number: CYC24

Scheme Summary:

Provide secure cycle parking at Hertford East Station.

To increase existing provision by 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes. Will also facilitate interchange with rail travel and improve cycle access to Hertford East station.

Links to Other UTP/LTP Schemes:

Entire cycle network for town

CPM1, CPM2, CPM3, CPM4, CPM6, CPM7, CPM8, CPM9, CPM10, CPM16, CPM18, MDL1, MDL2, MDL3, MDL4, MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation using suitable conservation area infrastructure

ESTIMATED TOTAL COST: £20,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium				✓	
Low	✓		✓		✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y
Visual impact on Listed building at Hertford East station	Obtain listed building consent if necessary and use conservation area infrastructure	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

Further Actions Required:

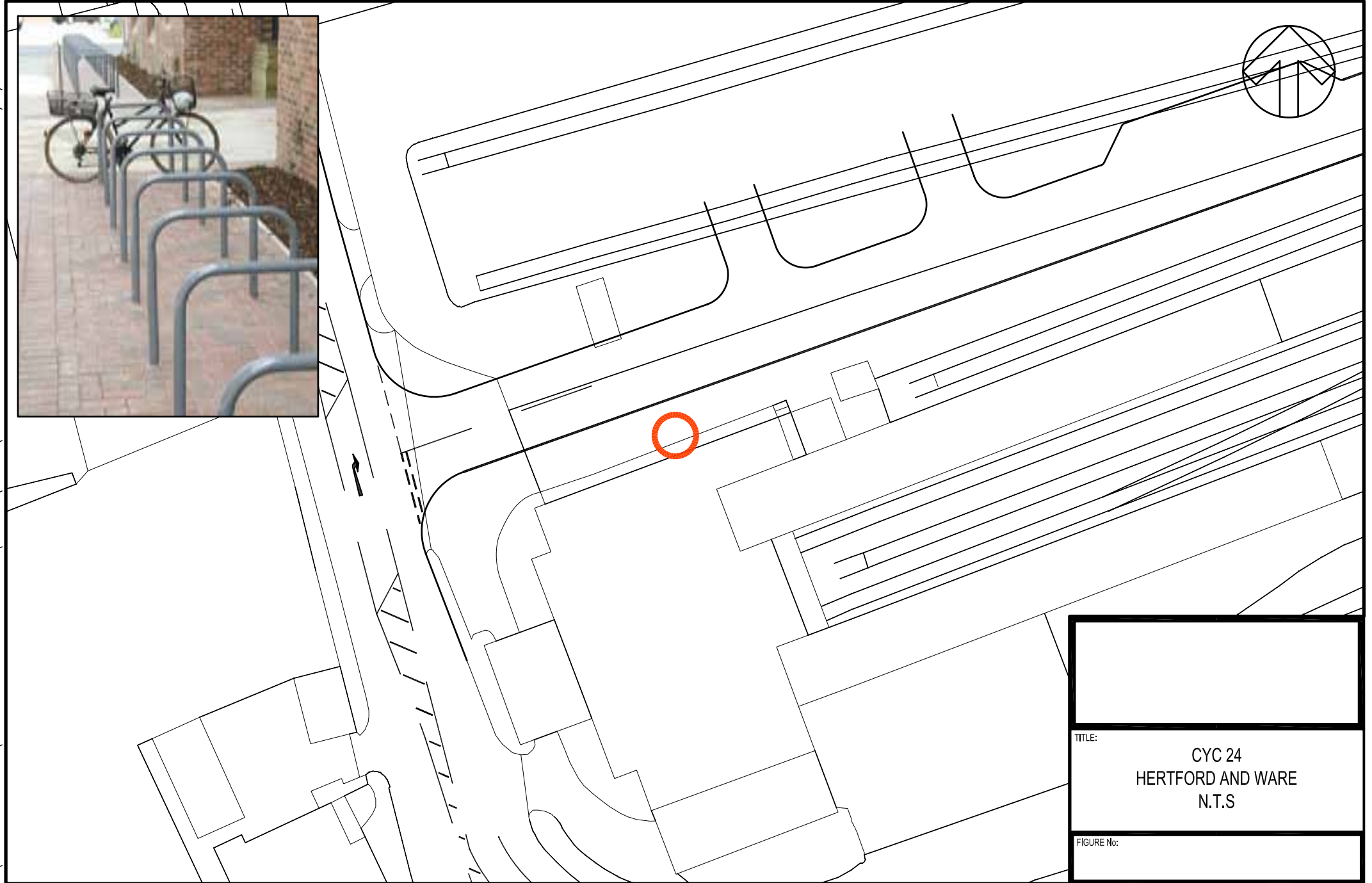
Determine exact locations and space requirements

As Hertford East Station is a listed a Listed Building, Listed Building consent may be required. Consult with EHC re impact on listed building.

Implementation commensurate with other Mead Lane and Hertford East schemes

Other Information / Additional Notes

None



TITLE:	CYC 24 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Cycle Storage Provision – Hartham Leisure Centre

Scheme ID Number: CYC32

Scheme Summary:

Provide secure cycle parking at Hartham Leisure Centre.

To increase existing provision by 10 – 15 Sheffield stands allowing 20 – 30 secure cycle spaces

Will promote cycling through availability of suitable parking areas to complement comprehensive town-wide network of cycle routes.

Links to Other UTP/LTP Schemes:

Entire cycle network for town

CPM1, CPM2, CPM3, CPM4, CPM6, CPM7, CPM8, CPM9, CPM10, CPM16, CPM18

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Sheffield stands plus installation

ESTIMATED TOTAL COST: £15,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High		✓			
Medium					
Low	✓		✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Secure cycle parking	Sheffield stands	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y		Third party land is required for Hartham Leisure Centre
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Suitable locations as required:

- 8m² for 10 stands
- 12m² for 15 stands

Further Actions Required:

Determine exact locations and space requirements
Consult with Leisure Centre owners and seek suitable land allocation within Leisure Centre site.

Other Information / Additional Notes

None



TITLE:	CYC 32 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Identification of Alternative HGV Route & Signage Strategy – Area Wide

Scheme ID Number: FRT3

Scheme Summary:

- This scheme would take FRT1 to the next stage to implement an overall area-wide signage strategy
- Key to this would be to determine appropriate routing, implement restrictions and install signage as part of a comprehensive strategy that links to HWY scheme 3 and the restrictions in Hertford Town Centre
- Produce a summary leaflet on delivery access to the two towns

Links to Other UTP/LTP Schemes:

- FRT1 advisory signs and SATNAV updates
- HWY3 closure of town centre
- FRT2, FRT3, FRT4, FRT5
- CPM1-18
- PED19

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Produce strategy
- Implement signage
- Produce leaflet (revenue funded)

ESTIMATED TOTAL COST: £50,000

Estimated Operating Costs:

Ongoing leaflet updates

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					
Medium	✓	✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Route choice	Link and place assessment	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 16 and 17
UTP objective 4

Programme/Delivery Risks (include brief description for overcoming where possible):

Strategy production and agreement with stakeholders

Further Actions Required:

Progress strategy and set up stakeholder working group

Other Information / Additional Notes

None



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Loading Restrictions Amendments – Fore Street/ Parliament Square

Scheme ID Number: FRT4

Scheme Summary:

- To amend the time restrictions for loading and unloading of vehicles within Fore Street and Parliament Square and Market Street in order to reduce congestion during peak hours 8am-9am and 5pm-6pm.
- The designated loading areas currently have either no time restriction or are limited to 0830-1830. Therefore it is proposed to change the time restrictions to allow loading only between 0930 and 1630. These changes will, however, be subject to consultation with residents and businesses.
- May be possible to implement in conjunction with scheme PTM19 which includes rising bollards to make access time restriction self enforcing.

Links to Other UTP/LTP Schemes:

CPK1, PTM19, HWY3

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Implementation costs £10,000
Consultation & TROs £7,500

ESTIMATED TOTAL COST: £17,500

Estimated Operating Costs:

Enforcement costs if PTM19 not implemented

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium			✓		
Low	✓	✓		✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Amend lines and signs		Y
Amend time restrictions on TROs		Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP16, LTP17
UTP4

Programme/Delivery Risks (include brief description for overcoming where possible):

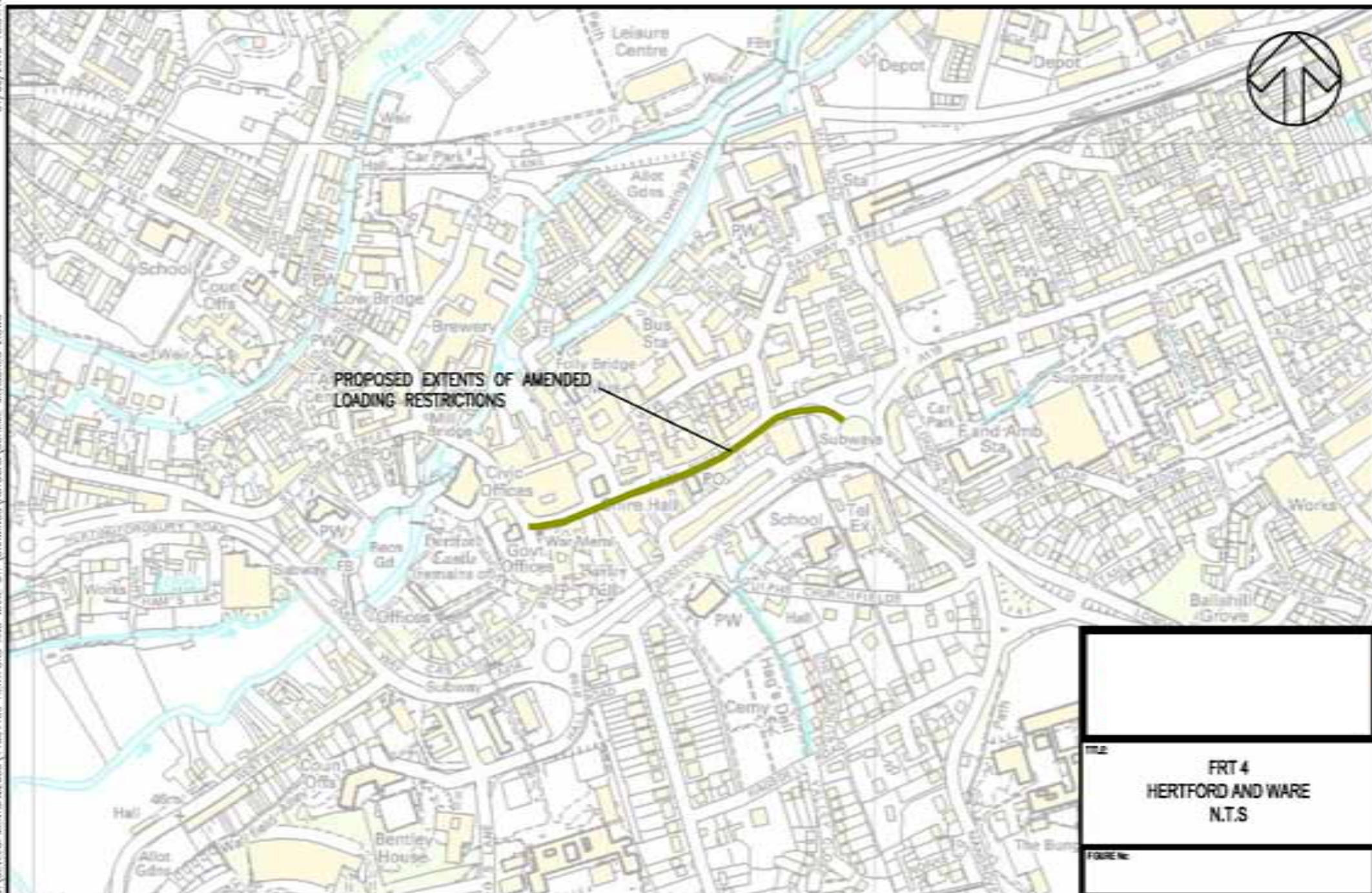
- The above scheme is subject to consultation with local residents and businesses
- Consulting on and amending TROs may delay programme if objections cannot be resolved.
- Parking review may cause changes to other parking restrictions in the area – more cost effective to wait until the parking review work is complete before amending the loading restrictions, so signs and lines can be updated simultaneously.
- Need to also consider bus priority scheme and other access restrictions on Fore Street as this may change kerb space available for loading and unloading.
- May be difficult for small businesses to influence time of deliveries.

Further Actions Required:

Co-ordinate with parking review and bus priority projects.

Other Information / Additional Notes

see Hertford TRO map EAS3444_Ver4_20080901.pdf





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Relocation of Road Block in Caxton Hill Industrial Estate

Scheme ID Number: FRT6

Scheme Summary: Relocation of existing road block from Foxholes Business Park to Caxton Hill

This scheme intends to allow freight vehicles to access the Caxton Hill industrial area via John Tate Road and Foxholes business park without the need to use Bluecoats roundabout and A119 Ware Road, which will decrease freight traffic on Ware Road (re-routed via A414) and increase amenity for occupants of dwellings in Caxton Hill area.. The relocation of the existing road block nearer to Ware Road should facilitate this, without increasing rat-running through the area significantly.

Links to Other UTP/LTP Schemes:

FRT1, PTM6, CPK3

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £25,000

Estimated Operating Costs:

none

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium		✓			
Low	✓		✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Removal of existing road block	Reinstate to adopted highway and provide sufficient width for HGVs	Y
New road block	Locate new bollard in Caxton Hill	Y
Cycle access	Allow space on either side of new bollard to allow cyclists to pass	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP16 & LTP17
UTP4

Programme/Delivery Risks (include brief description for overcoming where possible):

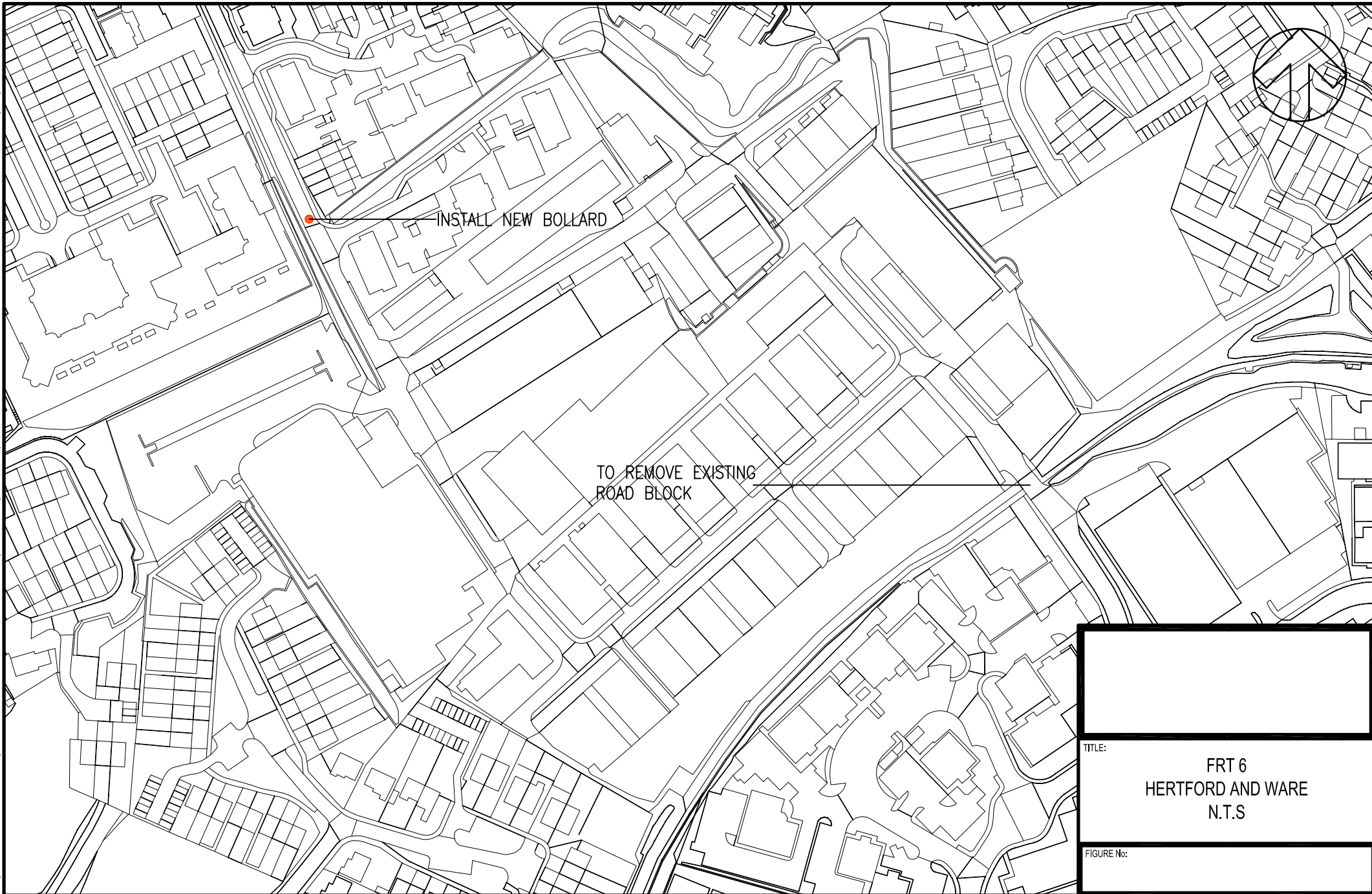
- TROs may be required to be changed to relocate road block.
- Consultation required with local residents and consideration of safer routes to schools as potential conflicts with HGVs and school children travelling.

Further Actions Required:

Co-ordinate with other schemes on Ware Road and area wide parking review.

Other Information / Additional Notes

None



TITLE:	FRT 6 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Loading Restrictions – Ware High Street

Scheme ID Number: FRT5

Scheme Summary: restriction arrangements to improve flow

- Amend loading/unloading restrictions on Ware High Street to include PM peak highway hours (5-6pm). The current restrictions prevent loading between 0800 and 0930.
- Revise time restrictions to allow loading only during 0930-1630. These changes will, however, be subject to consultation with residents and businesses.

Links to Other UTP/LTP Schemes:

CPK1, PTM14, CPM13

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £10,000

Estimated Operating Costs:

£100 per annum

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium					
Low	✓	✓	✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Existing TROS	Comprehensive review of restrictions	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP16 & LTP17
UTP4

Programme/Delivery Risks (include brief description for overcoming where possible):

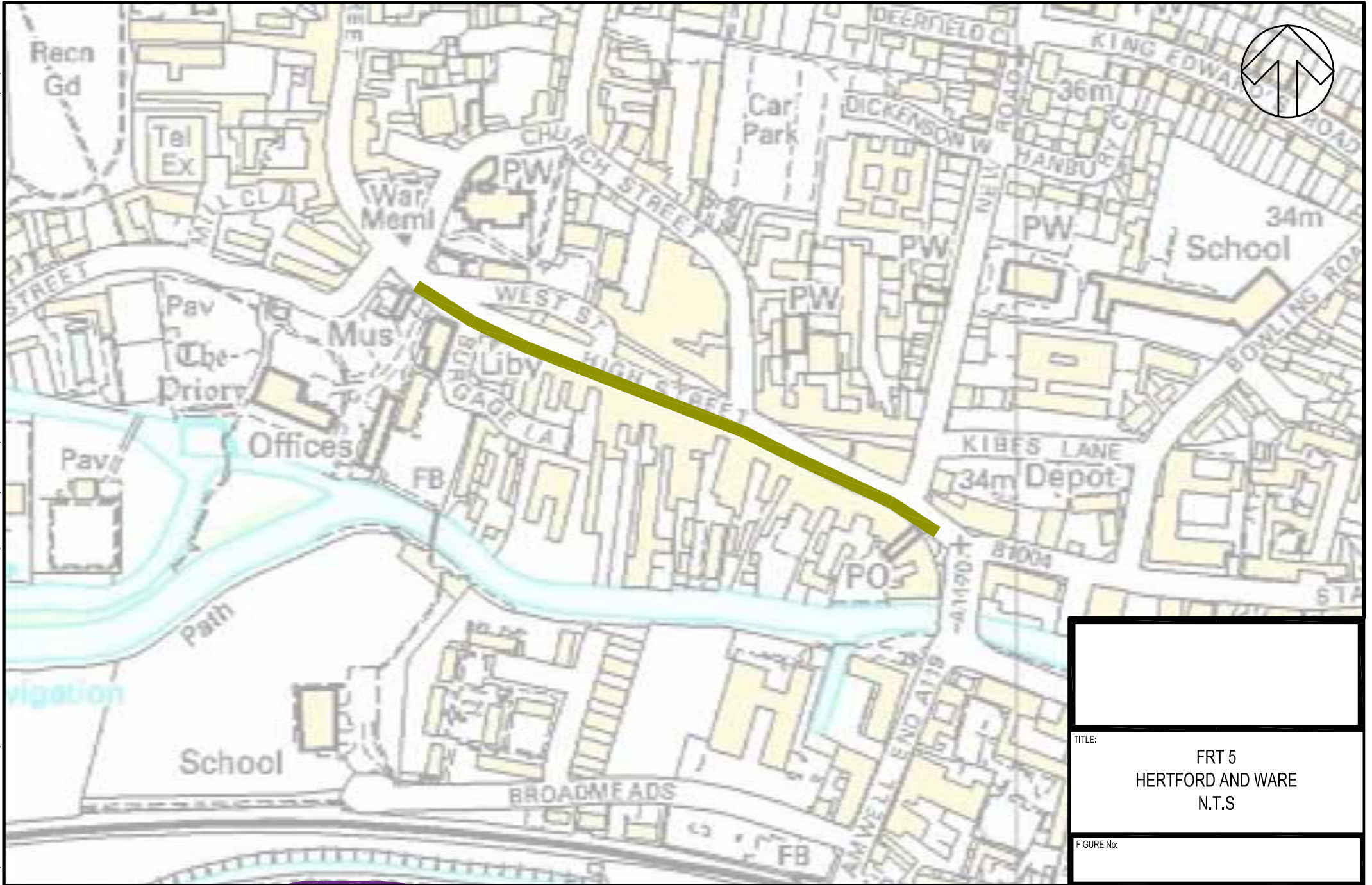
- The above scheme is subject to consultation with local residents and businesses
- Need to co-ordinate with parking review and bus priority measures on High Street Ware.
- TROs may cause delay to scheme delivery if objections cannot be resolved.

Further Actions Required:

Co-ordinate with other schemes on Ware High Street and area wide parking review.

Other Information / Additional Notes

See Ware TRO map EAS3137_Ver4_20080901.pdf



TITLE:	
FRT 5 HERTFORD AND WARE N.T.S	
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Amwell End – Station Road, Ware One-Way Loop.

Scheme ID Number: HWY2

Scheme Summary:

Improve access to Ware Railway Station; including

- Allowing buses and cyclists to be able to turn right from Amwell End to Viaduct Road with priority (introduce signals)
- Make Station Road one-way (except cyclists) between Viaduct Road and Amwell End.
- Make space for better taxi facilities.

Links to Other UTP/LTP Schemes:

Improved interchange facilities at Ware Station

CYC26, PTM4, CPM4

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Signage and lining

ESTIMATED TOTAL COST: £50,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High				✓	
Medium	✓	✓	✓		
Low					✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Remove conflicts and improve bus, cycle and pedestrian access to railway station.	One-way system	Y



Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N	Liaison with Network Rail, and Bus / Train Operating Companies
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		
Are there any likely utilities constraints?	Y		
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y		

Links to LTP and UTP Targets and Objectives:

LTP16 and LTP17
UTP objectives 2, 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

- TRO for changes to priorities – early liaison with those affected through consultation.

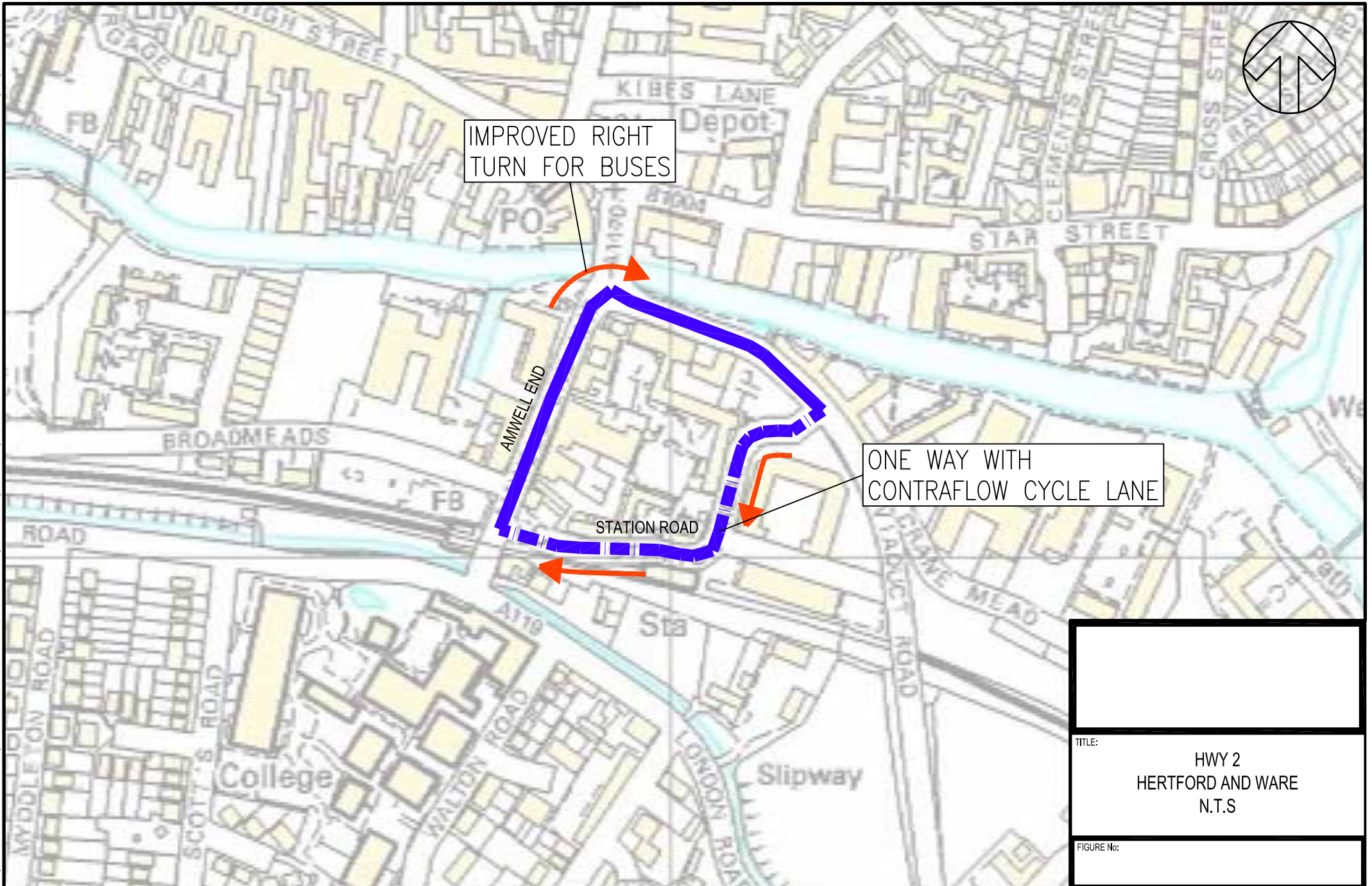
Further Actions Required:

- Implications of TRO to be considered in more detail
- Consult bus operators in more detail

Other Information / Additional Notes

Main aim of scheme is to remove conflicts and improve accessibility by bus and cycle. If this could be achieved through amendments to the scheme this could be considered through an appropriate consultation exercise.

The former Goods yard site (now developed as residential with shared commuter parking facilities) previously had foot and cycle access through the site which linked Ware Station with Crane Mead via a link under the Viaduct Road bridge. Land at Crane Mead to the east of Viaduct Road is understood to have recently been sold to BRB (Residuary) Ltd and planning advice issued by East Herts Council prior to auction detailed the need for any development scheme to include pedestrian and cycle links between Crane Mead and Ware Station.. The link could be conserved through the planning process.



TITLE:	HWY 2 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Signalise A414 Hertingfordbury Road/Campfield Road Junction

Scheme ID Number: HWY13

Scheme Summary:

It is proposed that the existing roundabout junction and staggered pedestrian crossing would be replaced with a four arm signalised crossroads layout.

The signalisation of the junction would allow bus priority measures to be installed and would provide better pedestrian and cycle crossing facilities which are on the desire lines for people travelling north-south between the residential areas. This would help to reduce severance issues and the signal timings could allow priority for local traffic from the adjacent residential areas to access Hertford town centre.

This junction could also be used to regulate the flow of traffic along the A414 to reduce congestion at the A414 town centre junctions which fall within the newly defined Air quality management area covering Hertford town centre.

Links to Other UTP/LTP Schemes:

PTM25

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £250,000

Estimated Operating Costs:

Electricity supply costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	Y		Y		
Medium		Y			Y
Low				Y	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Removal of trees within the existing roundabout and extents of highway boundary.	New trees could be provided where the layout change allows additional highway verge to be created	Yes if no TPOs
vehicles parking close to junction in Campfield Road	TROs to reinforce parking in proximity to junctions	Yes
Relocation of street furniture if required	Move to convenient locations within highway boundary	Yes
Location of signal heads & stop lines	Check visible from stop lines	Yes
Turning in/out of parking area.	Keep clear/ yellow box on North arm	Yes
Check queuing space requirements using LINSIG	Optimise signal timings and Check sufficient queue space.	Yes

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP11

UTP2, 3, 5 and 6

Programme/Delivery Risks (include brief description for overcoming where possible):

Removal of trees may delay delivery of scheme, especially if TPOs in place. Check for TPOs at an early stage.

Would cause major disruption to A414 – diversion route and traffic management required. Consult local residents on scheme at an early stage to gain public support.

TROs may delay scheme completion. Consult early on TROs.

Further Actions Required:

Consultation at an early stage on junction proposals, TROs, relocation of Pedestrian crossing and removal of trees. Reinstate trees elsewhere within highway boundary to mitigate impacts on air quality.

Other Information / Additional Notes

Junction modelling of the proposed layout has not been undertaken. Will need to incorporate additional queuing space to accommodate displaced queues from town centre.

Include pedestrian crossings and bus priority on A414 in signal plan.



TITLE:	HWY 13 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Close Hertford Town Centre Streets to Motorised Traffic

Scheme ID Number: HWY3

Scheme Summary: Close town centre streets to motorised traffic except buses, cycles, taxis, loading (at specific times) at Market Street / The Wash and Fore Street.

To improve pedestrian and cycle access together with providing priority for buses through the town centre, it is proposed to restrict access onto Fore Street to motorised traffic except buses, cycles and taxis as well as allowing loading at specific times only.

This will significantly improve the environment in the town centre for shoppers, visitors and those travelling by sustainable modes.

It is proposed that the affected area would be split into restricted access and access only sections. The restricted access area would encompass Market Street and Fore Street and coincides with location restricted by bollards on Fore Street. The Access only sections to the east and west are intended to allow deliveries and access to properties within the restricted zones.

Links to Other UTP/LTP Schemes:

CPM7, FRT4, PTM1

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- TRO processing
- Signage and lining
- Bollard system (rising with TAG detection)

ESTIMATED TOTAL COST: £175,000

Estimated Maintenance/Operating Costs:

- Annual bollard maintenance / operation fee
- Operations of TAG system and licensing

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓	✓		
Medium					
Low				✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Physical extent of restriction	Remove through traffic through siting of bollards	Y
Access only	TROs required	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 16 and 17
UTP objectives 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

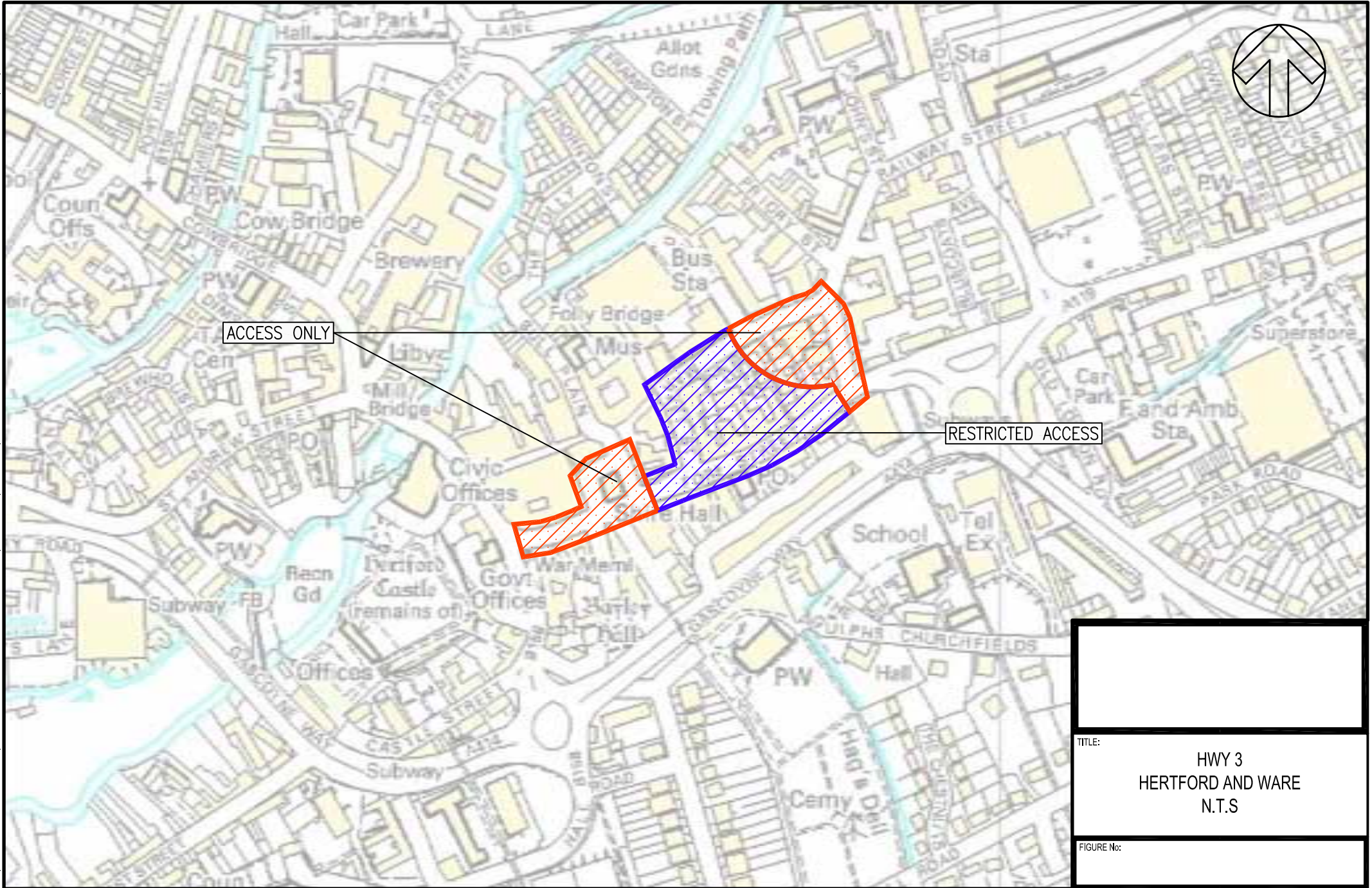
- Views of town centre traders and owners – consultation early on to describe benefits
- TAG detection system operation and siting of bollards
- Consultation with residents on Folly Island, occupiers of Bull Plain premises, Church Street and Bell Lane as their access will be affected too.

Further Actions Required:

- Progress consultation strategy
- Liaise on bollard operation systems and discuss proposals with the bus operators.

Other Information / Additional Notes

Scheme is key to encouraging use of other sustainable modes and giving priority to buses



TITLE:	HWY 3 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Variable Message Signs in Hertford

Scheme ID Number: HWY19

Scheme Summary:

Install variable message signs in Hertford on the approaches to the town centre from A414. These would be used to alert drivers to car parking availability to minimise vehicles circulating needlessly around the town looking for spaces. The message signs could also alert drivers to congestion or incidents on the A414 so that an alternative route could be used or to manage drivers expectations of journey times to central Hertford. These could also be used to alert delivery drivers to peak time road closures and restrictions such as scheme FRT4 or BEN1b.

Scheme Diagram:

Example images of typical VMS signs



Links to Other UTP/LTP Schemes:

CYC21, CPM2, FRT3, FRT4, BEN1b, HWY11, HWY20, HWY21, HWY22, HWY23, PTM5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £250,000

Estimated Operating Costs:

Electricity supply costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium				✓	
Low	✓	✓	✓		



Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Locations of signs	Electricity supply locations within public highway verge Minimal visual impact on residential and conservation/heritage areas. Consult with residents to determine	Y
Linkage to car parks	Telemetry with car park barrier systems	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 16
UTP objectives 1, 2 3, 5 and 6

Programme/Delivery Risks (include brief description for overcoming where possible):

Consultation with local residents required to allow site for sign to be identified and electricity supply connection.

Further Actions Required:

Utility searches prior to installation
Consultation with local residents

Other Information / Additional Notes

None



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Rowley's Road & Mead Lane level crossing improvements

Scheme ID Number: CYC23 / MDL5

Scheme Summary: Improvements to the current pedestrian level crossing approaches (and stop the banging gate) to provide better access for cycles (via Rowley's Road) and pedestrians from areas of Hertford to the south.

Provide improvements to existing pedestrian and cycle level crossing including:

- Widening and re-surfacing of approaches to minimum of 2.5m
- Upgrade gates to prevent banging and improve width and surfacing of railway crossing

Links to Other UTP/LTP Schemes:

CPM4, MDL1, MDL2, MDL3, MDL4, MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Mend / upgrade gates (not automated)
- Widen approaches and crossing point

ESTIMATED TOTAL COST: £25,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			
Low			✓	✓	✓



Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
NR interface	Improve crossing to make safer	Y (However NR will always want to close it)

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?		N
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 1, 2 and 3

Programme/Delivery Risks (include brief description for overcoming where possible):

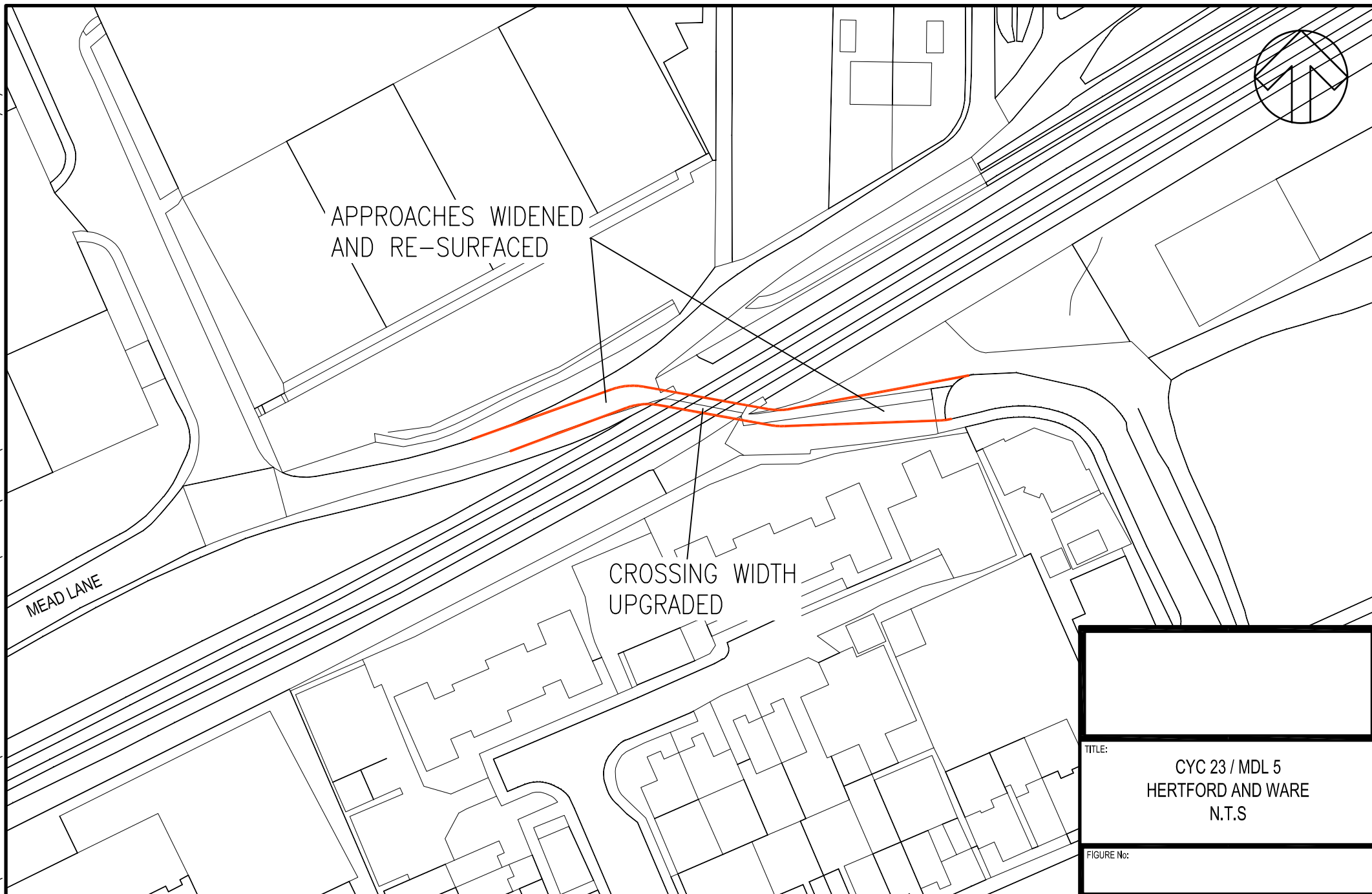
NR liaison over improvements may restrict scheme delivery / design and timing – early discussion with NR

Further Actions Required:

Discussion with NR

Other Information / Additional Notes

None



TITLE:

CYC 23 / MDL 5
HERTFORD AND WARE
N.T.S

FIGURE No:



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Mead Lane and Hertford East Station - Development of a Mead Lane Masterplan and delivery of sustainable low car / car free development with a segregated emergency access.

Scheme ID Number: MDL1 and MDL3

Scheme Summary:

The Mead Lane site has been identified as a potentially sustainable location for additional development. However vehicular access is currently constrained. Therefore it is proposed that the site could be further developed subject to achieving low car / car free development with low peak hour trip generation and provision of a segregated emergency access in front of the Hertford East Station. This would be best achieved through building on the Mead Lane UTP Sub-Study with a jointly produced EHC and HCC Masterplan, which may involve developer collaboration.

A 4.5m shared surface corridor for pedestrians and emergency vehicles would be created by extending the existing footway and installing flush kerbs and bollards / street furniture to enforce segregation. From the 3 options considered the preferred arrangement is shown in Option A included in Appendix B of the main Mead Lane Access Masterplan Study report.

A public square with flush kerbs would also improve pedestrian cycle and disabled access to the station and new bus lay-by

In addition, a gateway will be created to the site with a shared surface (minimal kerb upstand) that could be signalised to improve pedestrian and cycle safety.

Links to Other UTP/LTP Schemes:

MDL1, MDL2, MDL3, MDL4, CYC23, CYC24, PTM4, CPK2, FRT3, PTM8, PTM2, PTM10

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £275,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			
Low			✓	✓	✓



Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Obtain Listed Buildings – Hertford East Station	Obtain building consent	Y
Little or no access to Mead Lane during construction	Diversion route / Alternative parking at Public Car Parks at Hartham?	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP8

Programme/Delivery Risks (include brief description for overcoming where possible):

Listed building consent is required – this may affect the delivery timescales / deliverability if not accepted - submit the application early to prevent delays,
Construction materials may need to be consistent with existing or enhanced quality materials introduced to reflect historic status of Listed Buildings
Will be difficult to maintain access to Mead Lane site during construction. Traffic Management Required.
Reliant on 3rd party land from British Rail Board (residuary) Ltd sidings - liaise with BRB at an early stage

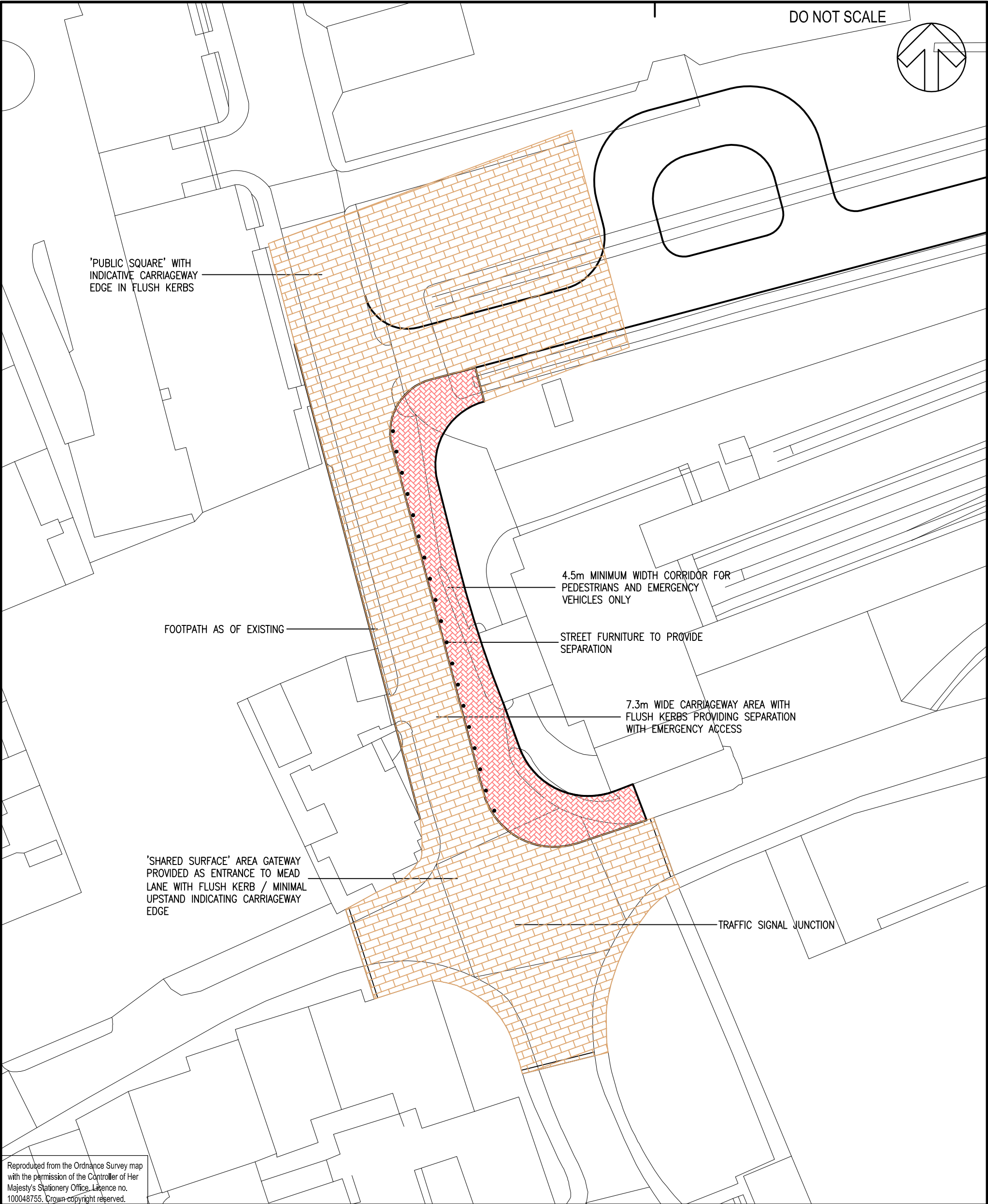
Further Actions Required:

Check sustainability of materials for HGV access
Autotrack to test access for HGV's and segregated route for Fire tender.
Consider likelihood of motorcycles / cars using emergency access to bypass queues – enforcement required?
Consultation required with emergency services, Network Rail and Passenger Transport Operators

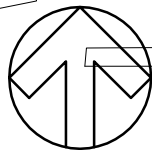
Other Information / Additional Notes

Utilities searches to be undertaken

V:\Development\Cam2003\11501189 Hertford and Ware UTP\DRAWINGS\AUTOCAD\1189-GA-008 B- Mead Lane Emergency Access Arrangement Option A.dwg 25/05/2010 14:05:48 Martin, Danny



DO NOT SCALE



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BK	<not-issued>	DRM	NEW ALIGNMENT ADDED	AH	AH
A	04/02/10	DRM	ISSUED	AH	AH
REV	DATE	BY	DESCRIPTION	CHK	APD
CAD FILE:			DESIGN-DRAWN:	DATE:	
1189/GA/008			DRM	May 2010	
DRAWING STATUS:					
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CLIENT: HCC / EHC	
ARCHITECT:	

PROJECT: HERTFORD AND WARE URBAN TRANSPORT PLAN		
TITLE: MEAD LANE EMERGENCY ACCESS ARRANGEMENT OPTION A		
SCALE @ A3: 1:500	CHECKED: AH	APPROVED: AH
PROJECT No: 11501189	DRAWING No: 1189/GA/008	REV: B



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Mead Lane Area Car Parking Review

Scheme ID Number: MDL4

Scheme Summary:

Car park review to be undertaken within the following Mead Lane study area (See plan below)
Area of review to include the Kingsmead area (all residential streets between the railway, Ware Road, Mill Road and Rowley's Road.

Key aspects for consideration include:

- Utilisation of parking spaces / potential for shared use parking for new development
- Pricing regime / restrictions – aim to reduce car travel to development and overflow rail station parking
- Discouraging long stay parking promoting a swap to more sustainable travel modes
- Continuing to make short stay parking (leisure / shopping trips etc) a priority and more attractive in the long term
- Ensure parking does not restrict access
- Also expand CPZ into Mead Lane and to cover all of Kingsmead (noting the area up to Currie Street from Mill Road is already covered by a CPZ) to tackle on-street parking problems.

This would need to be considered in any future development on the site to either restrict or formalise parking areas to maintain efficient access to the site along Mead Lane

Links to Other UTP/LTP Schemes:

PTM10, PED22, MDL3, PTM8, PTM7, MDL2, CYC24, CYC23, PTM2, CPK1, CPK2, MDL1, MDL4, MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Additional ticket machine installations
- Additional signage installation / removal
- Road marking installation / removal

ESTIMATED TOTAL COST £25,000:

Estimated Operating Costs:

Ongoing enforcement measures including:

- Traffic Officers / Wardens
- CCTV
- Illuminating signage / relevant machines / parking areas

Signage / road marking upgrading / maintenance costs

Machine maintenance

£500pa and Traffic Warden salary



User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium				✓	
Low	✓	✓	✓		

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Pricing	Consistent with Rail station study area review	Y
Restriction	TRO's required	Y
Enforcement	Additional Traffic wardens may be required	Y

Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?	Y		Depends upon aspirations of EHC
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N	
Are there any likely utilities constraints?	Y		
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP8

Programme/Delivery Risks (include brief description for overcoming where possible):

TRO's required for parking restrictions
 Needs to take into account study area wide car parking study
 Study recommendations in pricing and time restrictions
 Do measures implemented i.e. street parking add further to congestion problems around the area?

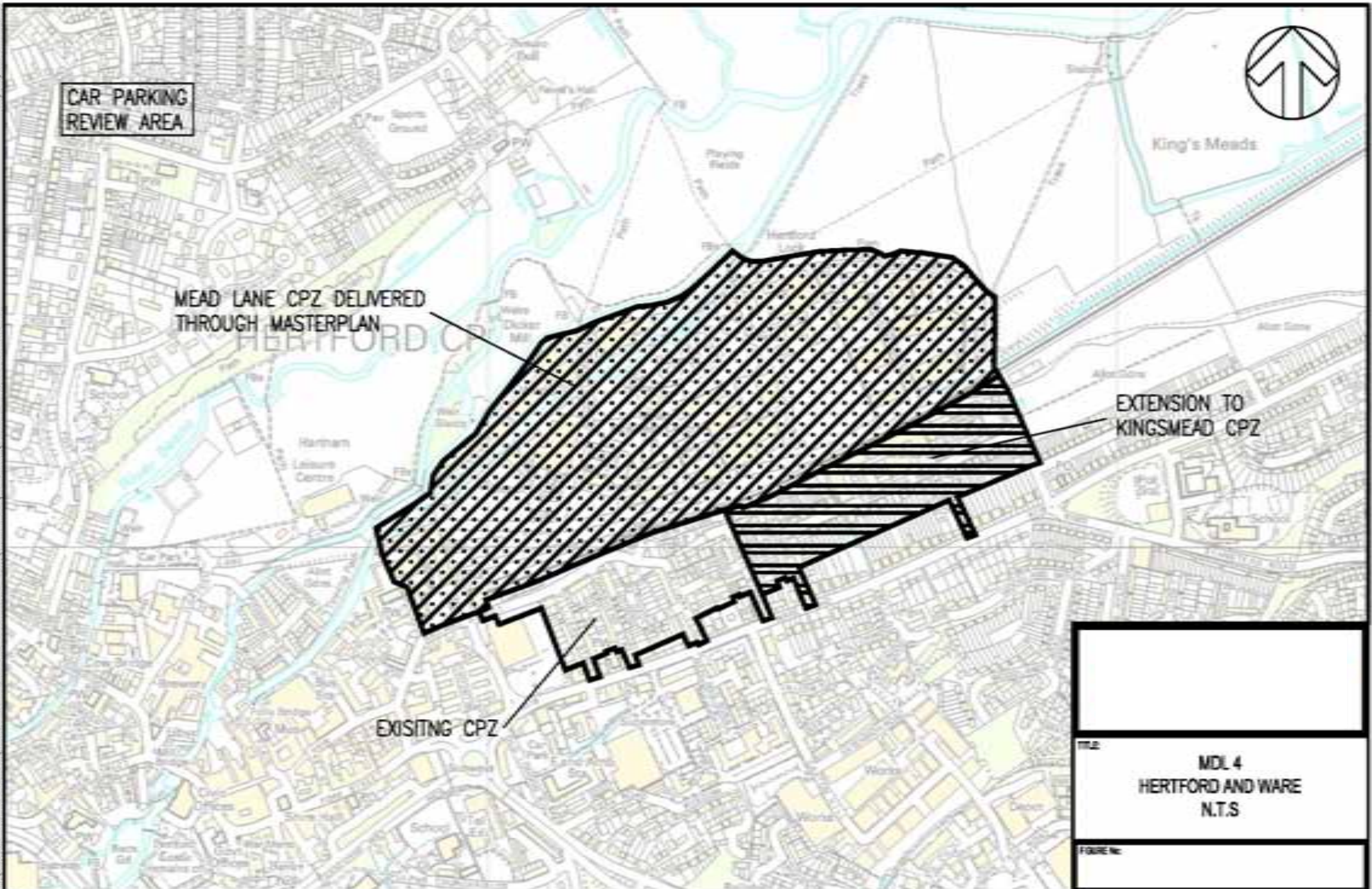
**Further Actions Required:**

- Discuss with EHC to agree a set of prioritised objectives for any strategic development to enable a study to commence
- Relationship with LDF document

Other Information / Additional Notes

Does the scheme link both practically and on time with any other schemes which are proposed / ongoing within the vicinity such as existing parking schemes / potential expansion to business / employment areas etc.

This must be looked at to ensure integration



TITLE	MDL 4 HERTFORD AND WARE N.T.S
FIGURE No.	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Creation of new highway access connecting Mead Lane and Mill Road as well as a new transport interchange facility.

Scheme ID Number: MDL2

Scheme Summary:

Providing 250m of new road connecting Hertford East Station to the east of Mill Road and South of Mead Lane, this will increase accessibility to the railway station and bring about other benefits including:

- More efficient interchange facility between bus and rail travel allowing buses to park closer to the railway station making the facility more admirable to the public
- The additional access will allow for buses to easily get back to Mill Road creating an efficient route for buses
- More capacity
- Improved vehicle circulation within the Mead Lane Employment area
- Improved Emergency access for the Mead Lane site by shortening the stretch of single access by 100m

Links to Other UTP/LTP Schemes:

PTM10, PED22, MDL3, MDL4, PTM8, CYC24, CYC23

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Additional Carriageway cost - 250m X 7.3m @ £100 per sqm = £180,000 approx
Street lighting and bus stop infrastructure = £20,000 approx

ESTIMATED TOTAL COST: £200,000

Estimated Operating Costs:

Electricity supply costs
CCTV for passenger safety if required

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High			✓		✓
Medium	✓	✓		✓	
Low					



Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Buses turning and passing	Swept path analysis	Y
Construction works preventing access to Mead Lane and Rail station	Diversion route / Alternative parking And traffic management	Y

Land ownership – to be negotiated with British Railways Board (Residuary) Ltd

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP8

Programme/Delivery Risks (include brief description for overcoming where possible):

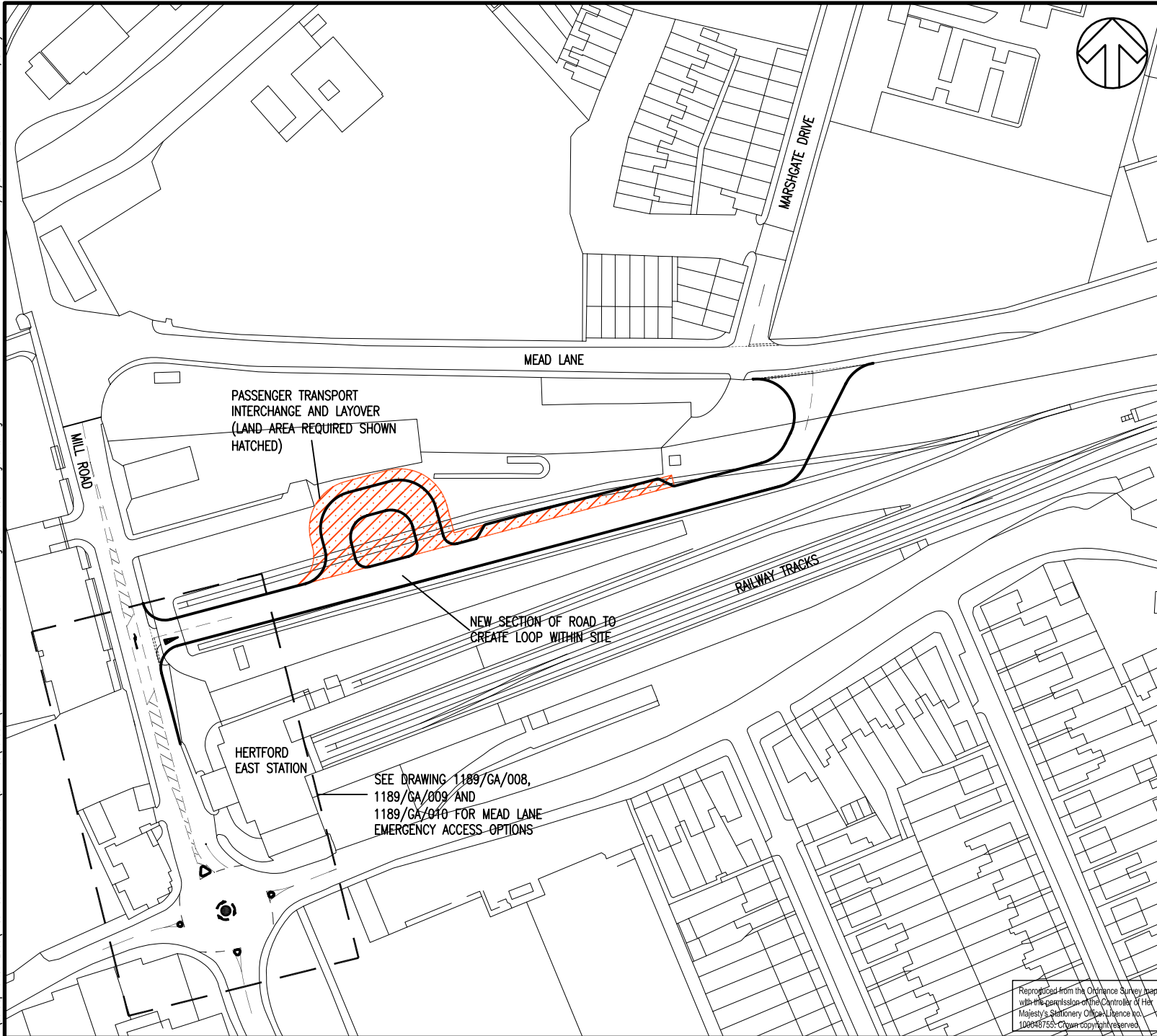
Section 38 agreement required for adoptable highway.
Construct to adoptable standards, consult with Government office and statutory consultees at an early stage.
Reliant upon British Railways Board (Residuary) Ltd releasing land for allocation as new highway

Further Actions Required:

Network Rail needs to be consulted at an early stage
Passenger Transport Operator negotiations
Land availability / ownership – engage with British Railways Board (Residuary) Ltd at an early stage
Swept path evaluation
Utilities searches and consultation with statutory consultees including emergency services
Preliminary consultation with the above consultees would take place as part of the UTP consultation.

Other Information / Additional Notes

The road would be implemented as part of future development



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REV	DATE	BY	DESCRIPTION	CHK	APP
B	12/05/10	DRM	BUS TURN AROUND AREA AND ROAD ALIGNMENT AMENDED	AH	AH
A	04/02/10	DRM	ISSUED	AH	AH

DRAWING STATUS: FOR INFORMATION ONLY

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CLIENT: HCC / EHC

ARCHITECT:

PROJECT: HERTFORD AND WARE URBAN TRANSPORT PLAN

TITLE: MEAD LANE INTERCHANGE AND ACCESS ARRANGEMENTS

SCALE @ A3: 1:1000	CHECKED: AH	APPROVED: AH
CAD FILE: 1189/GA/007	DESIGN-DRAWN: DRM	DATE: MAY 2010
PROJECT No: 11501189	DRAWING No: 1189/GA/007	REV: B

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Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Improved Pedestrian Crossing at Maidenhead Street/Bull Plain

Scheme ID Number: PED21

Scheme Summary: Crossing improvements (part of Route 7) – Maidenhead Street is partially pedestrianised, however, there is indeterminate priority between pedestrians and motorists where it crosses Bull Plain via a speed table.

- Create an improved streetscape through provision of 'square' to give greater priority to pedestrians and enable a shared surface area rather than simply a raised table. Use suitable street furniture and constant material across the whole square.

Links to Other UTP/LTP Schemes:

CPM7

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

New materials to form 'public square'

ESTIMATED TOTAL COST: £100,000

Estimated Operating Costs:

None

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			✓
Low			✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Reduce pedestrian and vehicle conflict	Shared surface square area concept	Y
Historic Town Centre and Conservation Area	Materials to reflect historic nature and complement those used in the Town Centre enhancement scheme	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP14
UTP objectives 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

- None specific to scheme
- Consultation with local traders could delay and / or alter scheme – early liaison on benefits to improve pedestrian access

Further Actions Required:

Specific consultation at appropriate stage with local business and traders.



TITLE:	PED 21 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Upgrade underpasses at Gascoyne Road/Hale Road

Scheme ID Number: PED34

Scheme Summary: Refurbishment of underpasses at Hale Road to include better sight lines where possible and better signing.

Improve subway to overcome perception of poor safety with widened entrances, refurbishment of materials with CCTV, improved lighting and piped classical music to reduce anti-social behaviour where appropriate.

Links to Other UTP/LTP Schemes:

CPM8 and CPM10

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

New construction of wider entrances

ESTIMATED TOTAL COST: £65,000

Estimated Operating Costs:

Electrical supply/CCTV on costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓				
Medium		✓			
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Improve visibility	Widen access points	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?		N	Check land ownership
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y		Check land ownership
Are there any likely utilities constraints?		N	
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?	Y		
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y		Nearby buildings and limited access

Links to LTP and UTP Targets and Objectives:

LTP14

UTP5

Programme/Delivery Risks (include brief description for overcoming where possible):

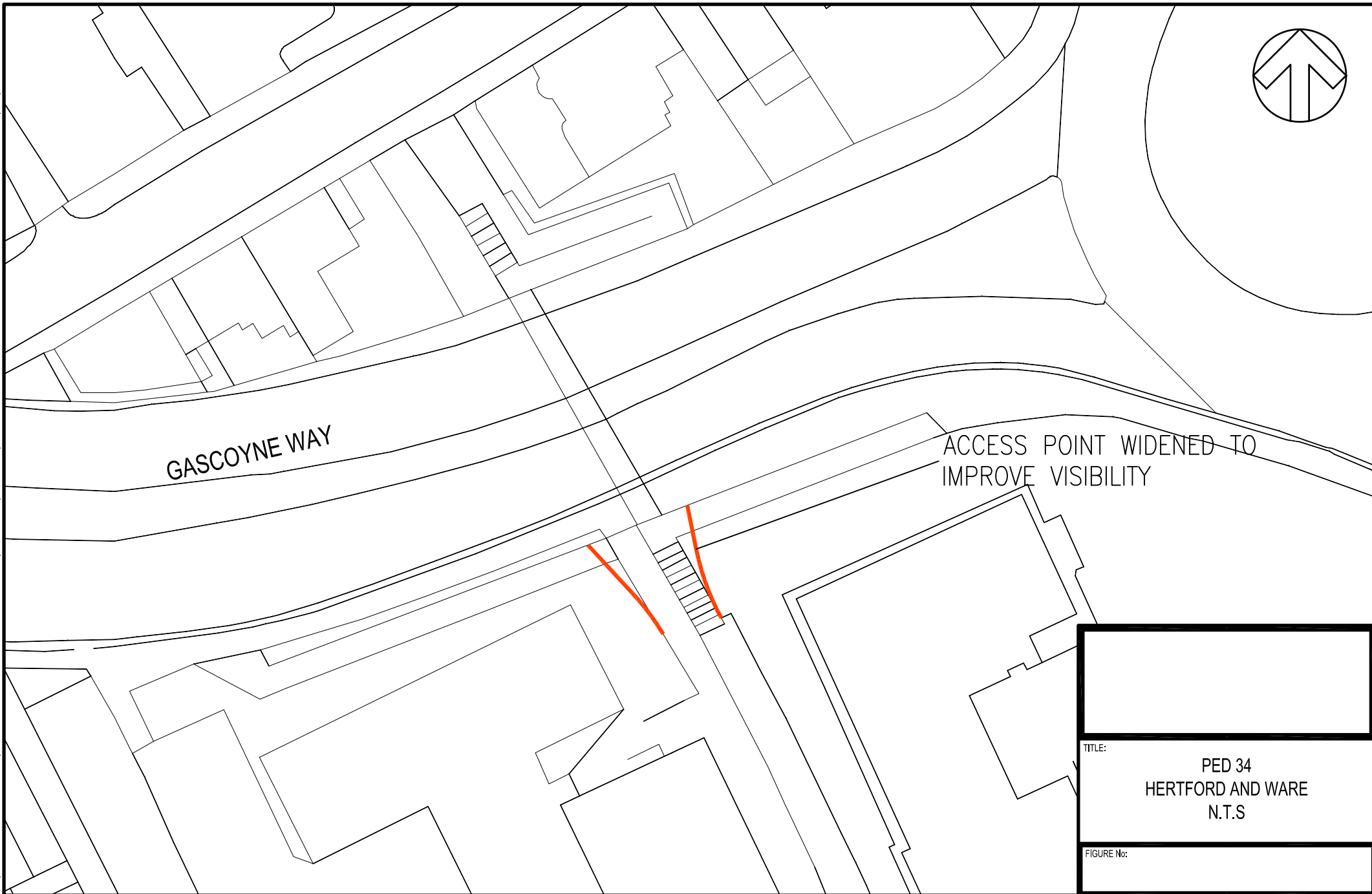
- Land ownership constraints – check land owner and liaise early
- TPO's on nearby trees – check with EHC
- Possible utilities and construction extent constraints – detailed topo and stats search
- Subject to cost benefit analysis. An alternative to the scheme could be a controlled crossing i.e. TOUCAN / PUFFIN crossing.

Further Actions Required:

None

Other Information / Additional Notes

This scheme is linked to delivery of nearby TOUCAN crossing (Scheme PED 31)



TITLE:	PED 34 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: TOUCAN Crossing at Gascoyne Way – Bluecoats Roundabout

Scheme ID Number: PED32

Scheme Summary: Gascoyne Way – Bluecoats Roundabout.

- Provide TOUCAN crossing across the A414 (incorporate crossing into existing signals)
- Latest guidance seeks level at-grade crossing facilities across main routes; therefore scheme proposes providing signal controlled crossing across the A414 in addition to the existing subway, subject to design feasibility.
- Off-peak congestion / traffic flow not impacted upon significantly
- In peak the periods, the A414 already has queuing traffic so no additional impact is envisaged

Links to Other UTP/LTP Schemes:

CPM2, PED31, FRT4, CYC30

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Fill in subway
- Provide staggered TOUCAN crossing

ESTIMATED TOTAL COST: £350,000

Estimated Operating Costs:

Not Applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Reduce lack of cycle / pedestrian priority over A414	At grade crossing	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?		N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

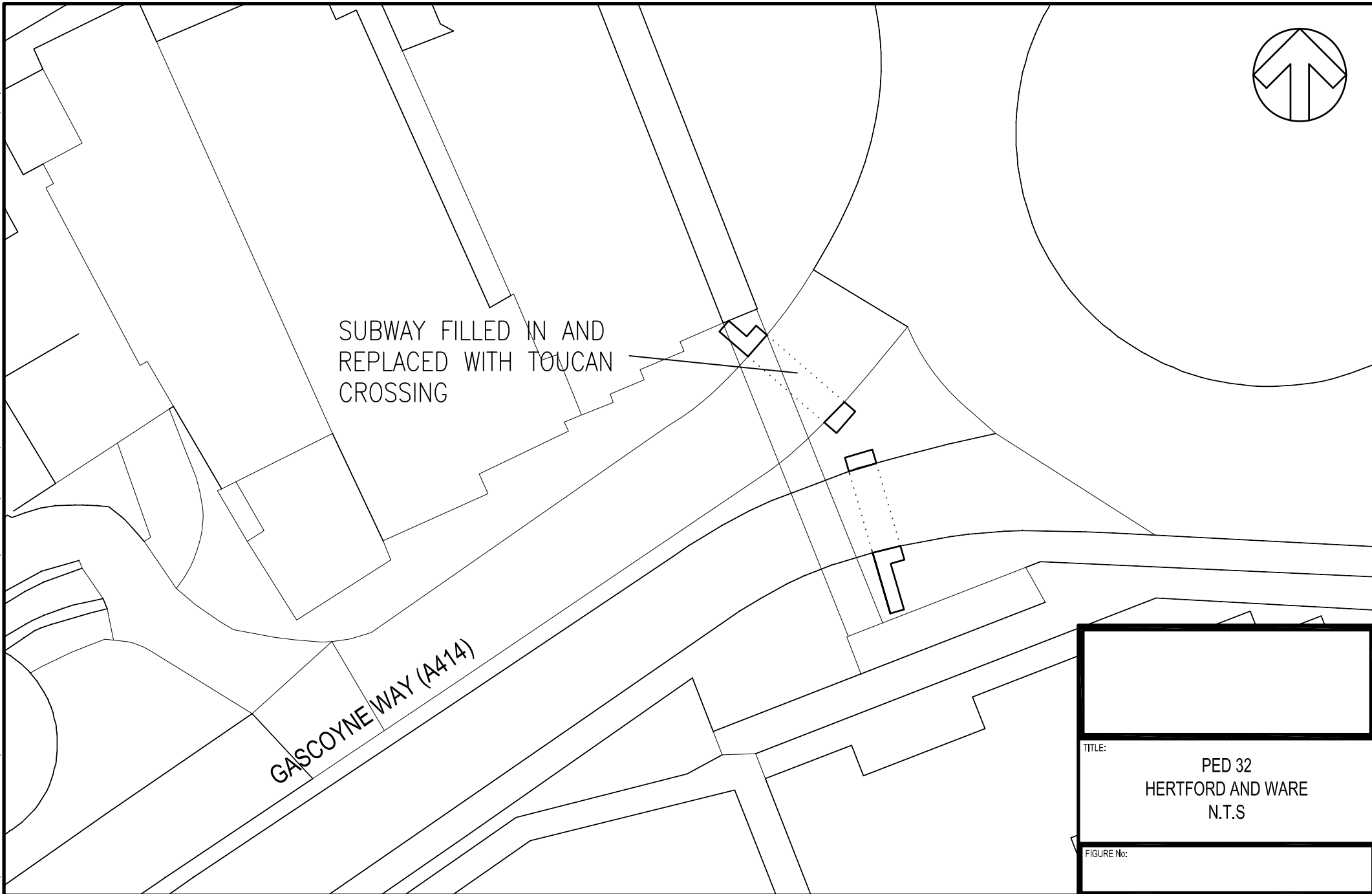
- Implementing infill of subways – design and approvals
- May require modelling of A414 traffic impacts

Further Actions Required:

Consider A414 traffic impacted

Other Information / Additional Notes

The proposed TOUCAN is not envisaged to present any issues regarding pedestrian safety, as it's to be located close to the roundabout, and therefore traffic speeds will be low.



TITLE:	PED 32 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Provision of TOUCAN Crossing on Gascoyne Way

Scheme ID Number: PED31

Scheme Summary: Gascoyne Way east of Hale Road/ Peg's Lane Roundabout.

- Provide TOUCAN crossing across the A414
- Latest guidance seeks level at-grade crossing facilities across main routes; therefore scheme proposes providing signal controlled crossing across the A414 in addition to the existing subway, subject to design feasibility.
- Off-peak congestion / traffic flow not impacted upon significantly
- In peak periods, A414 already queuing traffic so no additional impact

Links to Other UTP/LTP Schemes:

CPM2, PED32, FRT4, CYC30

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Provide staggered TOUCAN crossing

ESTIMATED TOTAL COST: £350,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Reduce lack of cycle / pedestrian priority over A414	At grade crossing	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?	Y	
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?		N
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

- May require modelling of A414 traffic impacts

Further Actions Required:

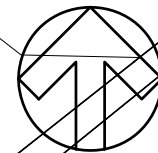
Consider A414 traffic impacts

Other Information / Additional Notes

The proposed TOUCAN is not envisaged to present any issues regarding pedestrian safety, as it's to be located close to the roundabout, and therefore traffic speeds will be low.

GASCOYNE WAY (A414)

TOUCAN CROSSING
PROVIDED



TITLE:

PED 31
HERTFORD AND WARE
N.T.S

FIGURE No:



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Improved Pedestrian and Cycle Crossing Facilities at Bridgefoot, Ware

Scheme ID Number: PED30

Scheme Summary: A signalised toucan crossing over Bridgefoot at the point where the river towpath joins the footpath or a zebra crossing of Amwell End and Viaduct Road.

Provide crossing point at location of Bridgefoot and Amwell End to improve connectivity between towpaths to the east and west.

Links to Other UTP/LTP Schemes:

CPM4, HWY2, PTM15

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Provide one TOUCAN crossing or three zebra crossings

ESTIMATED TOTAL COST: £200,000

Estimated Operating Costs:

Electrical supply costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium			✓		
Low				✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Severance of main road	Provide crossing point	Y
Installation of crossing on bridge deck for Scheme Option A	Identify suitable products	Y
	OR	
Revisions to existing uncontrolled crossings	Consider Option B	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 13
UTP objective 3

Programme/Delivery Risks (include brief description for overcoming where possible):

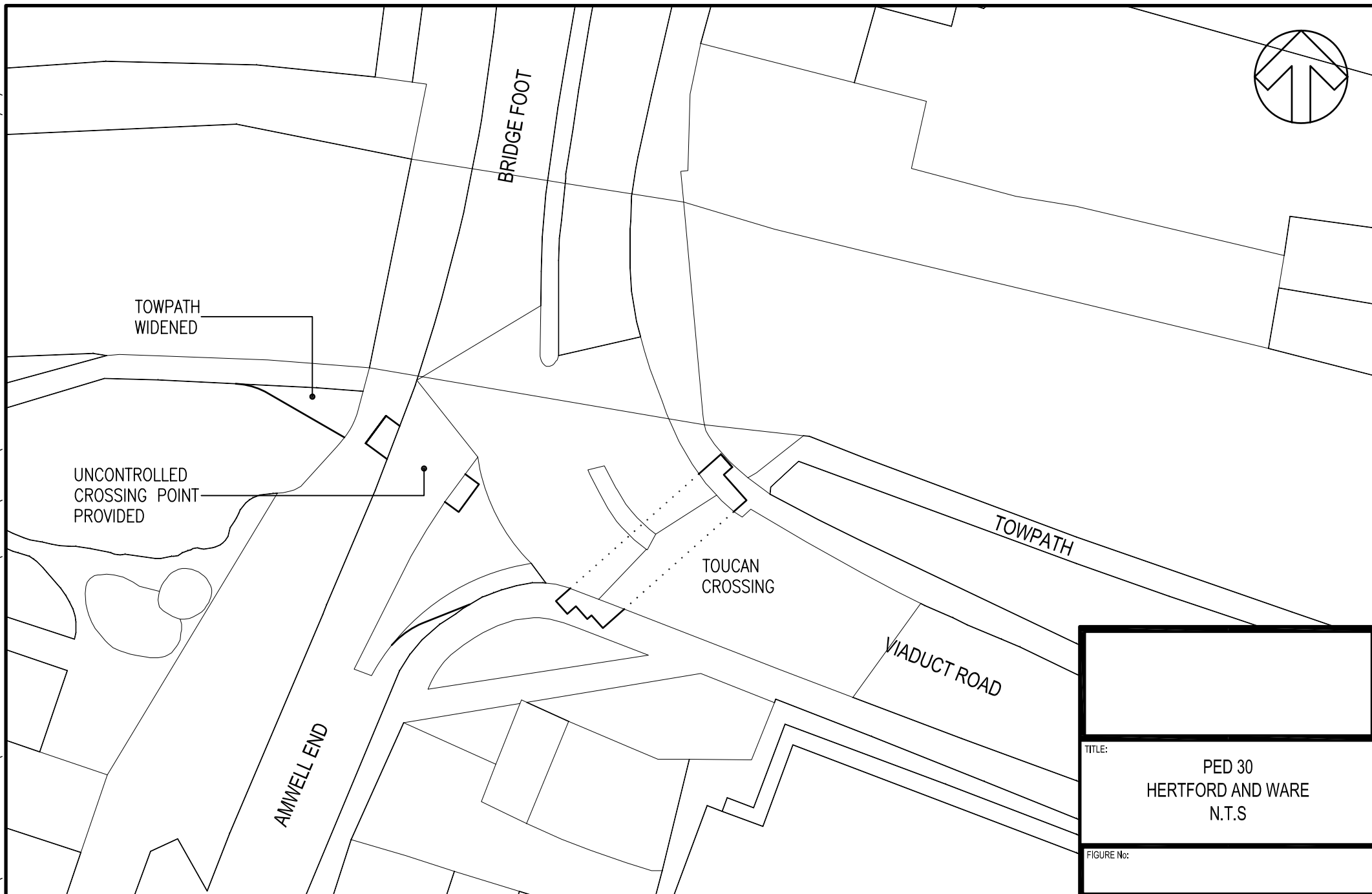
Potential objections from British Waterways in relation to bridge modifications if required for Option A
Traffic speeds need to be slow enough for zebra crossings if Option B selected.

Further Actions Required:

Before and after survey of existing crossing movements and traffic speeds/volumes

Other Information / Additional Notes

Could link to HWY2 bus turning priority scheme



TITLE:	PED 30 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Improved Pedestrian Priority at Old Cross Junction

Scheme ID Number: PED25

Scheme Summary: Part of Old Cross junction improvements to retain signalised junction and provide shared surface to encourage pedestrian crossing/ movement, slow traffic and follow DfT Mixed Priority route treatment.

The scheme would set the broad parameters for the design competition set through the S106 for the Sainsbury's development with the objectives as follows:

- Create a pedestrian friendly streetscape that promotes 'ad-hoc' crossings for pedestrians
- Enables extension of the town centre towards Sainsbury's
- Slows traffic and reduces traffic priority
- Reduces the impact of congestion
- Should follow DfT guidance on 'mixed priority' and latest best practice on shared spaces

Links to Other UTP/LTP Schemes:

CPM3, CPM7 CPM8

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Final scheme to be determined through Design competition

ESTIMATED TOTAL COST: £350,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium			✓		✓
Low				✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Promote mixed priority	Shared space retaining signals	Y



Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Design competition depends upon S106
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N	
Are there any likely utilities constraints?	Y		
Do all elements of the scheme involve standard work processes?		N	
Can the scheme be delivered in the medium term?		N	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP14
UTP objectives 3 and 4

Programme/Delivery Risks (include brief description for overcoming where possible):

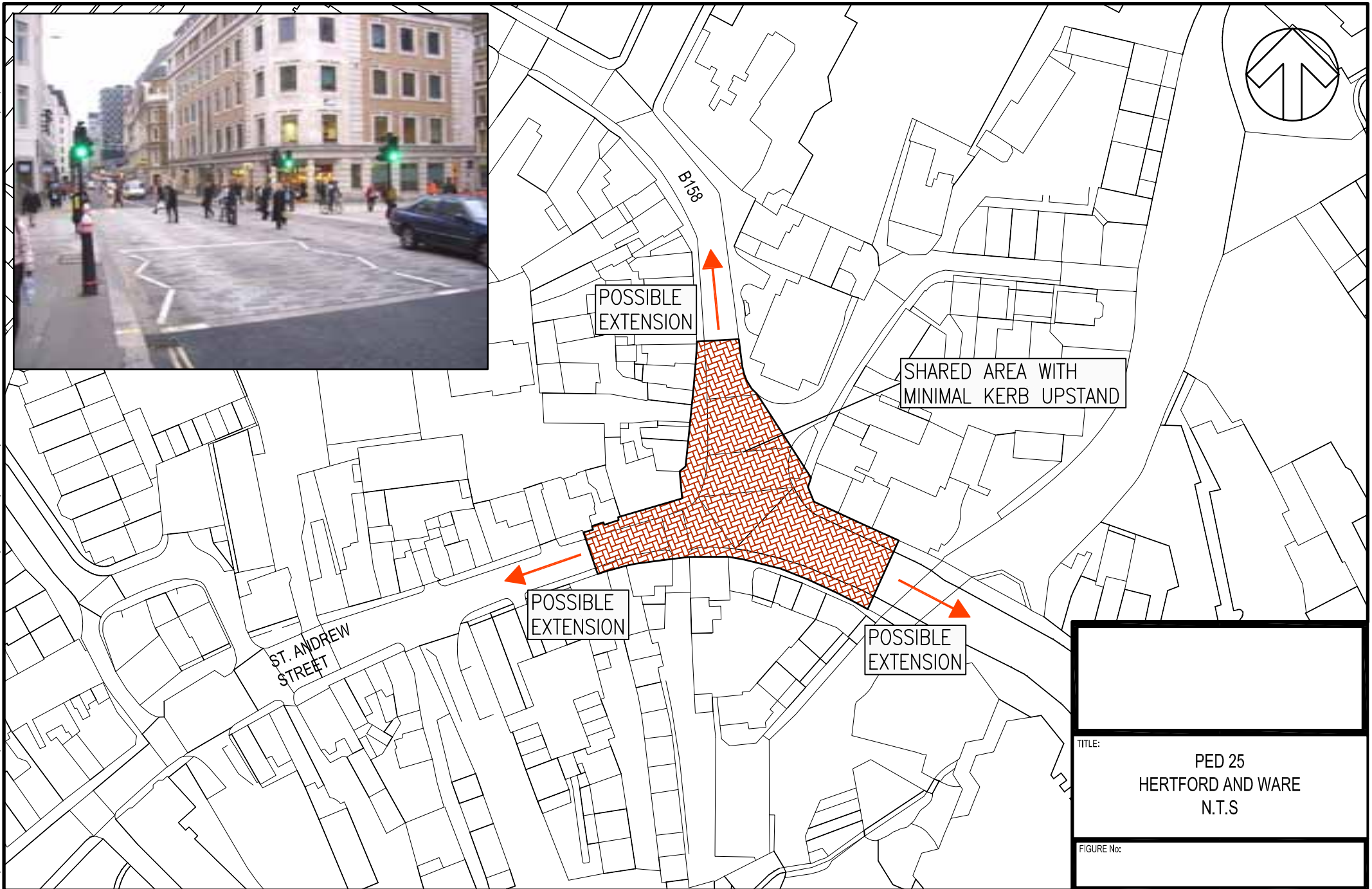
- Timing of S106 and Design competition
- Relationship to Bengeo closure decision

Further Actions Required:

Keep up to date with S106 and design competition

Other Information / Additional Notes

Main objective of the scheme is to mitigate the impacts of congestion and provide improved connections to Sainsbury's from town centre



TITLE:	PED 25 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Improved Pedestrian crossing at Mill Road junction with Railway Street

Scheme ID Number: PED22

Scheme Summary: Replacement with signals to improve crossing widths and also offer a greater degree of protection from HGVs – Links to Mead Lane Master Plan improvements – Crossing widths at the mini roundabout outside Hertford East Railway Station are very wide.

Create shared area as 'gateway' into Mead Lane development area (dependent upon segregated emergency access option chosen).

Will improve pedestrian linkages with the town centre and promote walking accessibility to Mead Lane and Hertford East railway station.

Links to Other UTP/LTP Schemes:

CPM4, CYC24, PTM2, PTM26, PTM8, PTM10, MDL1, MDL2, MDL3, MDL4, MDL5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

- Would be delivered as part of the Mead Lane development and interchange improvements.
- Include for new materials across whole are, plus traffic signals

ESTIMATED TOTAL COST: £250,000

Estimated Operating Costs:

Not applicable

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium			✓		
Low				✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Improved pedestrian access along single point of vehicular access to Mead Lane	Shared area (DfT) mixed priority treatment)	Y



Deliverability Constraints:

			Comments
Can the scheme be delivered without third party involvement?		N	Need liaison with emergency services and EHC for masterplan for Mead Lane area
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N	
Are there any likely utilities constraints?	Y		
Do all elements of the scheme involve standard work processes?	Y		
Can the scheme be delivered in the medium term?		N	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N	

Links to LTP and UTP Targets and Objectives:

LTP13

Programme/Delivery Risks (include brief description for overcoming where possible):

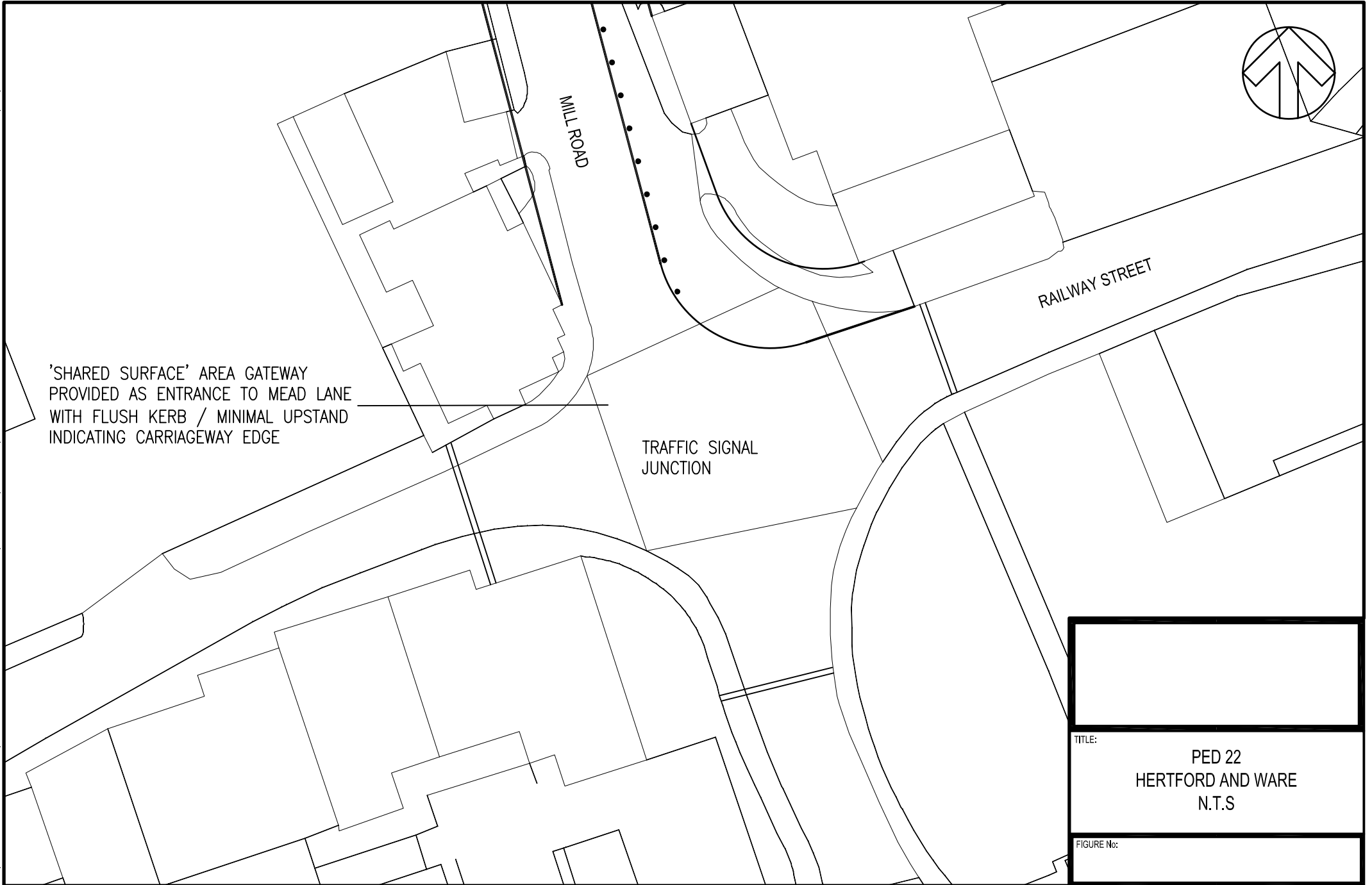
- Emergency service consultation for Mead Lane segregated access – early consultation with emergency services (see separate consultation note)
- Timing dependent upon Mead Lane development brief and development coming forward

Further Actions Required:

- Test junction operation using LINSIG prior to check feasibility of signalised layout
- Consult emergency services
- Progress joint HCC / EHC Mead Lane development brief

Other Information / Additional Notes

Scheme key gateway feature to Mead Lane





Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: New Pedestrian Crossing Facility at Hale Road

Scheme ID Number: PED36

Scheme Summary: Crossing point on Hale Road between the school and the Police Station.

Provides controlled or uncontrolled crossing point across Hale Road / Peg's Lane linking to Cycle and Walking Route CPM2, promoting accessibility between the town centre and nearby employment areas and local schools. A traffic survey of vehicle speed and volumes would need to be undertaken in order to determine the form of crossing required. In the event that a controlled crossing is required a Toucan would be provided since the crossing forms part of cycle and pedestrian route CPM2.

Links to Other UTP/LTP Schemes:

CPM2, PED34, PTM8

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Provide TOUCAN / PELICAN crossing

ESTIMATED TOTAL COST: £25,000

Estimated Operating Costs:

Electricity Supply Costs

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓			
Medium					
Low			✓	✓	✓

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Severance of Hale Road	Provide controlled crossing	Y

**Deliverability Constraints:**

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 13 and 14
UTP objectives 3, 4 and 5

Programme/Delivery Risks (include brief description for overcoming where possible):

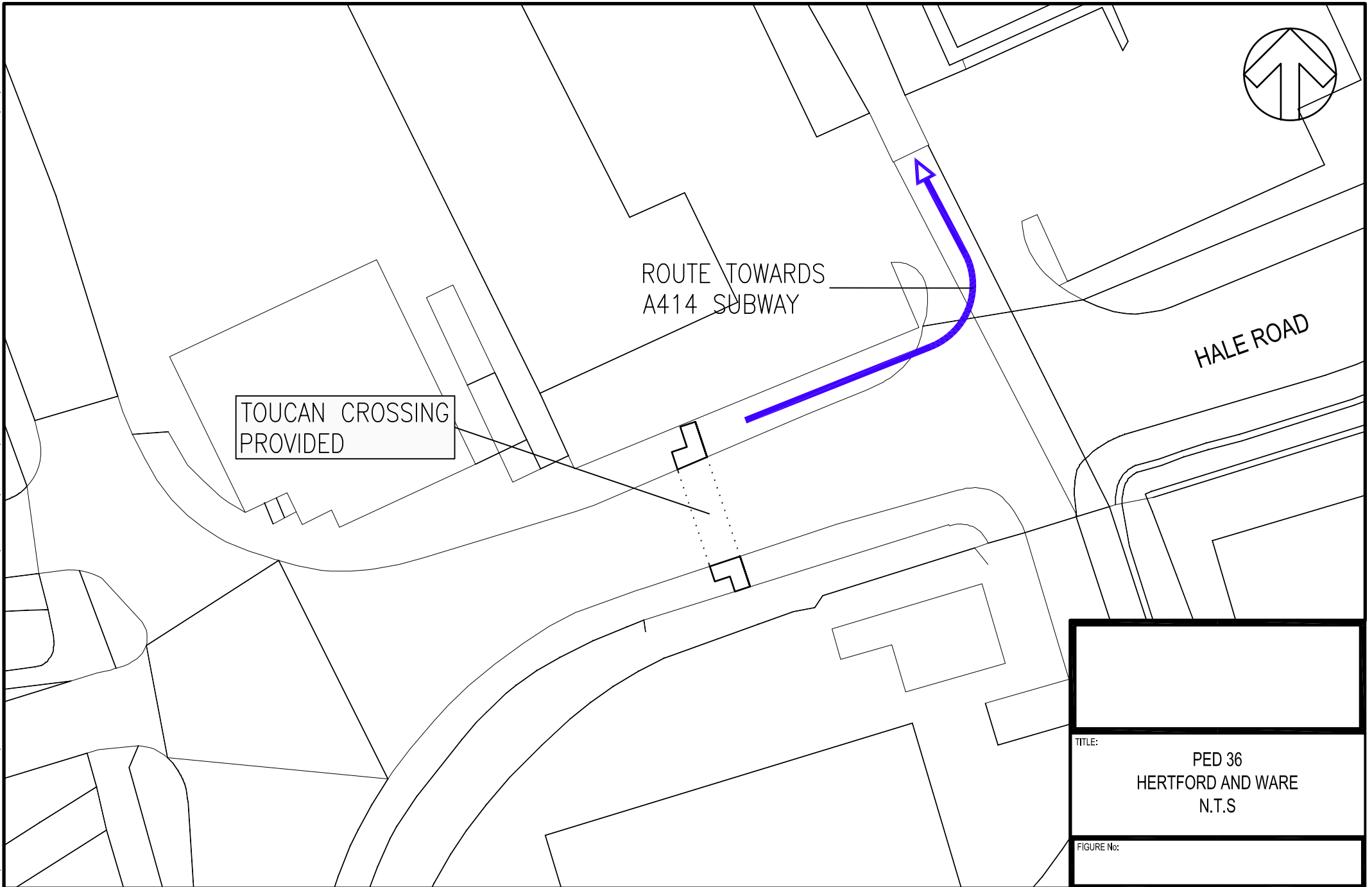
- None in particular
- Timing – link to Cycle Route 2

Further Actions Required:

Survey of crossing movements nearby proposed scheme

Other Information / Additional Notes

None



TITLE:	PED 36 HERTFORD AND WARE N.T.S
FIGURE No:	



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

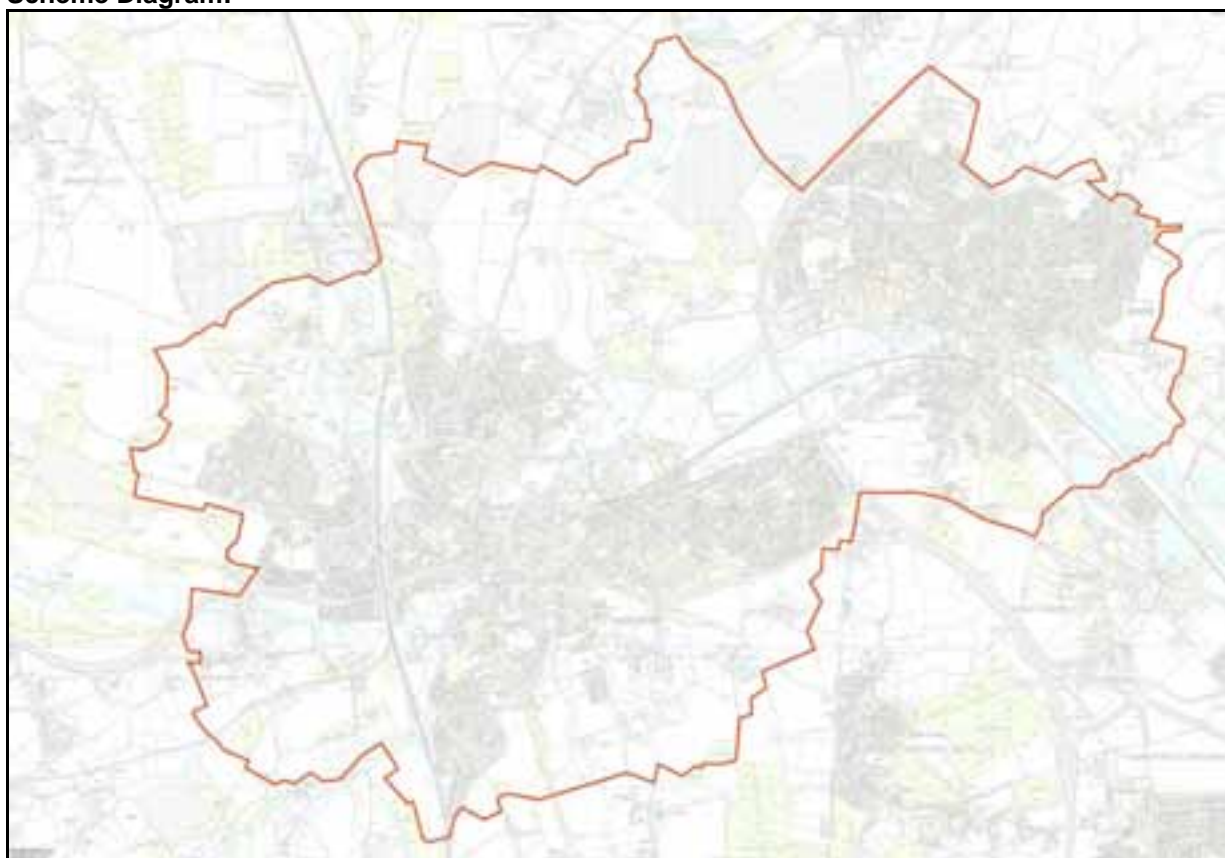
Scheme Name: Car Pool/ Car Share Scheme – Study Area Wide

Scheme ID Number: SMT2

Scheme Summary:

- An internet based website which encourages local residents to share their cars for local journeys. The website would provide details of car sharing advice and help participants find suitable car sharing companions with similar journey patterns, especially for journeys to work.
- The site could be a derivative of a national scheme such as www.liftshare.com customised to reflect the Hertford and Ware area.

Scheme Diagram:



Links to Other UTP/LTP Schemes:

CPK 1, PTM5

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £50,000

Estimated Operating Costs:

Website hosting costs



User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium					
Low	✓	✓	✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Access to car sharing for those with no internet	Could supplement with Telephone based system	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?	Y	
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP 12 and 16
UTP 1 and 3

Programme/Delivery Risks (include brief description for overcoming where possible):

Requires input from developers

Further Actions Required:

Consider the merits of providing an incentive to car sharers such as use of HOV lanes or priority parking spaces at key locations and work places. This is likely to require liaison with local employers

Other Information / Additional Notes

See national guidance notes including:

- Smarter Moves – How information communications technology can promote Sustainable Mobility (Sustainable Development Commission, 2010)



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

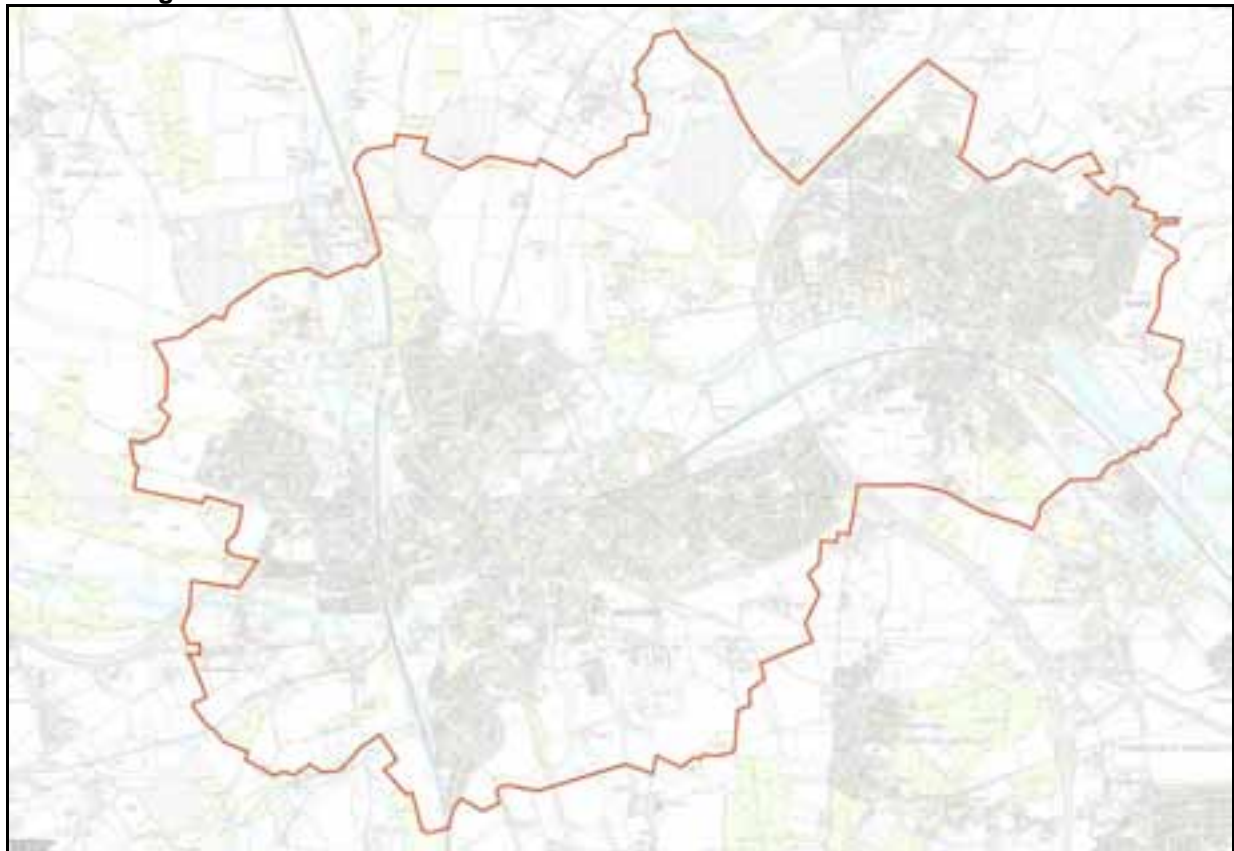
Scheme Name: Personalised Travel Planning – Study Area Wide

Scheme ID Number: SMT4

Scheme Summary:

To set up an area wide scheme to promote sustainable travel amongst households in Hertford and Ware. This would use door-to-door canvassing techniques.

Scheme Diagram:



Links to Other UTP/LTP Schemes:

All bus, pedestrian and cycle schemes and other SMT schemes

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £250,000

Estimated Operating Costs:

Included in Set Up Cost

- | | |
|---|---|
| ▪ Training and salary of doorstep canvassers | ▪ Website hosting costs |
| ▪ Provision of gifts and incentives (Branded) | ▪ Hard copy info materials – printing DTP |
| ▪ Field office costs | ▪ Call centre costs |
| ▪ Monitoring costs – annual surveys | |



User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓	✓	✓	
Medium					✓
Low					

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Targeting 20,000 households	Split study area into 1000 household areas and target using an 'every other household' approach	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?		N
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP12, LTP16

Programme/Delivery Risks (include brief description for overcoming where possible):

Availability of funding and staff for direct marketing approach

Further Actions Required:

- Consider a trial scheme targeting a subset of households to gauge costs and response rate e.g. 400 households.
- More impact envisaged for new developments than existing. Consider as a development control policy for all new residential developments in Hertford and Ware.

Other Information / Additional Notes

See Guidance on DfT website:
www.dft.gov.uk/pgr/sustainable/travelplans/ptp
 including:

- Making Personal Travel Plans Work : Practitioners' Guide
- Making Personal Travel Planning Work : Research Report
- Making Personal Travel Planning Work : Case Studies
- Personalised Travel Planning : Evaluation of 14 Pilots, part funded by DfT



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

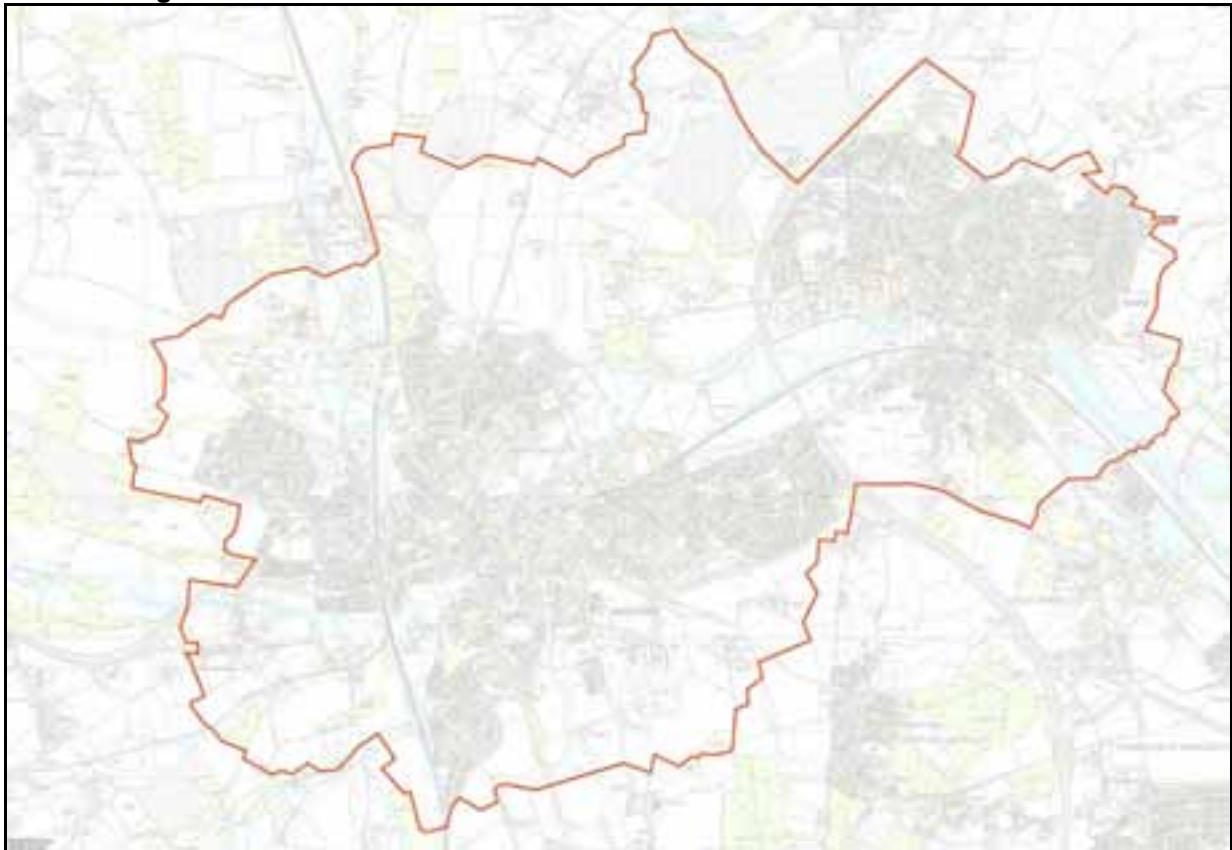
Scheme Name: Car Clubs – Study Area Wide

Scheme ID Number: SMT3

Scheme Summary:

- This would become a pre-requisite for new developments within the Study Area. Car Clubs should be created as part of the travel plan. The merits of hosting car clubs on any proposed new development should be identified at an early stage in liaison with Development Control Offices and S106 negotiations.
- Parking spaces should be provided where possible within new developments to host a scheme such as www.streetcar.co.uk. Similar schemes are already operational in Chingford, Edmonton and North London.

Scheme Diagram:



Links to Other UTP/LTP Schemes:

CPK1, CPK2, CPK3, CPK4

Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

ESTIMATED TOTAL COST: £50,000

Estimated Operating Costs:

Developers to cover costs directly



User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High					✓
Medium					
Low	✓	✓	✓	✓	

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Location of car club spaces	Consult with developers	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)	Y	
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?		N
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)	Y	

Links to LTP and UTP Targets and Objectives:

LTP 12 and 16
UTP 1 and 3

Programme/Delivery Risks (include brief description for overcoming where possible):

Requires input from Developers

Further Actions Required:

- Needs to be incorporated into Development Control policies and guidance to new developers preparing Transport Assessments and Travel Plans
- The parking review CPK1 needs to consider any potential for incorporating car club spaces in the revised town car parking spaces or at key facilities such as leisure centres, rail stations and council offices

Other Information / Additional Notes

See guidance and car club operation websites.

- www.streetcar.co.uk
- Making Car Sharing and Car Clubs Work: A Good Practice Guide (DfT, 2004)
- Making Car Sharing and Car Clubs Work : Case Study Summaries (DfT, 2004)



Hertford & Ware UTP Medium Term Scheme Feasibility Assessment

Scheme Name: Provision of Sustainable Transport Information – Study Area Wide

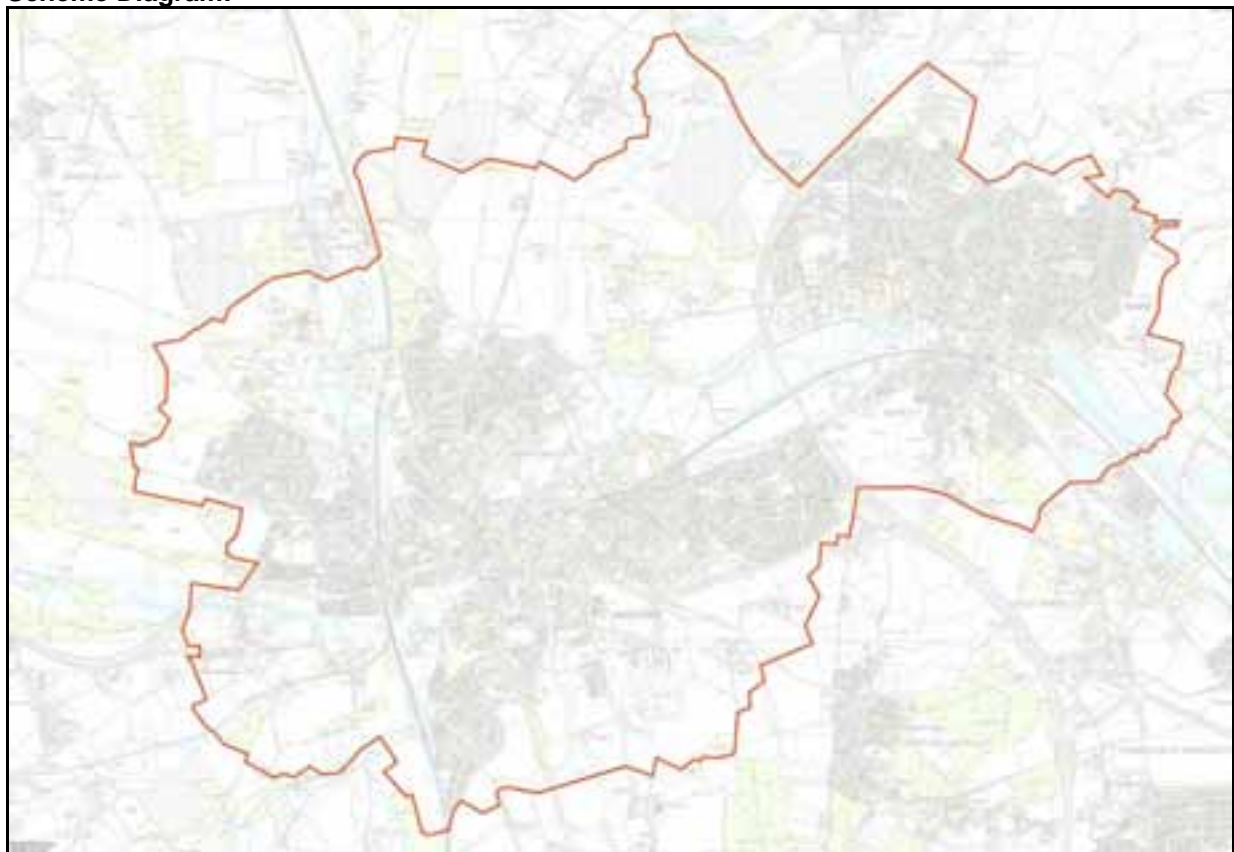
Scheme ID Number: SMT5

Scheme Summary: maps, website etc

Set up a detailed transport area on existing or new website with information on transport and travel. This would be in partnership with Town Centre Managers and would provide maps and leaflets as well as information including:

- Promoting the existing walking and cycling network map.
- Encouraging sustainable travel through offers, promotions and marketing
- Co-ordinating travel campaigns
- Bus service information (timetables and route maps etc)
- Delivery access plans

Scheme Diagram:



Links to Other UTP/LTP Schemes:

All schemes.
Particular links to Travel Planning Schemes SMT4, SMT3, SMT2



Estimated Delivery Cost (provide breakdown for works element where appropriate/possible):

Revenue funding to cover production and updates of information

ESTIMATED TOTAL COST: £25,000

Estimated Operating Costs:

Annual £25K revenue (also contributions through employers green travel plan co-ordination)

User Mode Benefits:

Scale of Benefit	Pedestrian	Cycle	Bus	Rail	Car
High	✓	✓	✓	✓	
Medium					✓
Low					

Design Considerations:

Design Considerations	Proposed Solutions	Sufficient to tackle issues? (Y/N)
Alternative information formats	Provide Braille/foreign language/large print copies of information	Y

Deliverability Constraints:

Can the scheme be delivered without third party involvement?		N
Is third party land required to deliver the scheme? (i.e. within the Highway Boundary)		N
Are there any likely utilities constraints?		N
Do all elements of the scheme involve standard work processes?	Y	
Can the scheme be delivered in the medium term?	Y	
Are there any accessibility constraints that impact on building the scheme? (e.g. limited road access)		N

Links to LTP and UTP Targets and Objectives:

LTP 18, UTP 5

Programme/Delivery Risks (include brief description for overcoming where possible):

Revenue funding availability
Liaison with project partners –working with EHC/Town Councils etc

Further Actions Required:

Investigate revenue funding opportunities
Consider partnership working opportunities and delivery methods in liaison with stakeholders
Engage with HCC/EHC communications managers in preparation of information materials

Other Information / Additional Notes

none

Hertfordshire County Council - making Hertfordshire an even better place to live by providing:

Care for older people

Support for schools, pre-school children, pupils and parents

Support for carers

Fire and rescue

Fostering and adoption

Support for people with disabilities

Libraries

Admission to schools

Road maintenance and safety

Services to safeguard and promote the welfare of children and adults

Trading standards and consumer protection

Household waste recycling centres

These are only some of our services.

Find out more at www.hertsdirect.org

or email us at hertsdirect@hertscc.gov.uk

Every Hertfordshire library has internet access
for the public