



ARUP



Kings Langley

Public Realm Strategy

April 2021

1. Background

As mentioned: Parish Council wished to create a 'Village Vision' to cover a 5 to 15 year period.

Arup was commissioned in November 2019 by Kings Langley Parish Council to develop an outline public realm strategy for the High Street in the village of Kings Langley.

There are a number of interrelated issues that Arup have considered, in order to provide that vision for Kings Langley that balances the interests of conflicting groups within the Village, namely: achieving a better balance between pedestrians and vehicles.

The full report is available on the Parish Website and its outcomes will be shaped in conjunction with and linked to the Neighbourhood Plan and the Sustainable Transport Plan.

An Executive Summary is provided in the full report to highlight key elements and to outline the Parish Council's long term Public Realm Strategy.

At this stage, the principles and vision should be considered illustrative only. We welcome comments and feedback.



2. Key Public Realm Issues

Whilst the High Street is the major asset to Kings Langley, its design causes issues across three themes:

Movement:

- The High Street creates severance; resulting in poor east to west pedestrian connectivity across the Village
- Vehicles are prioritised over pedestrians and cyclists throughout the Village

Destinations:

- Key destinations and green spaces (e.g. the Common, Library and Green Park) are dispersed and poorly connected for pedestrians as a result of the above

Access:

- Level changes and hitching rails on the western High Street edge creates accessibility barriers
- Some bus stops are not easily accessible and road crossing points are limited

Examples:



Level changes: Due to valley side topography pedestrian movement and accessible routes are limited



Significant traffic: Impact on pedestrian safety, health and creating severance



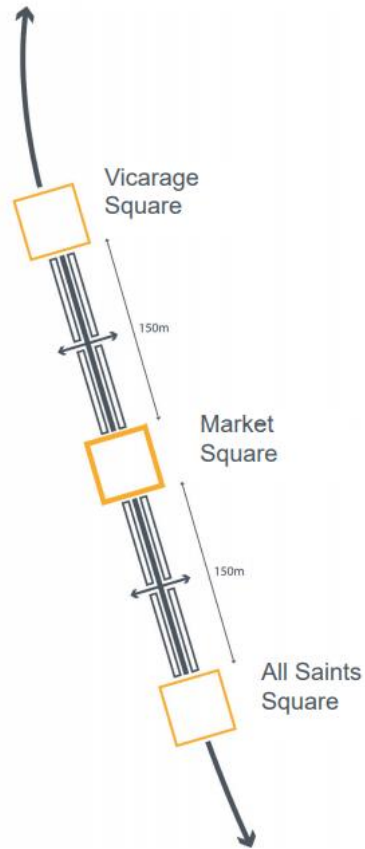
Car domination: significant amounts of high street car parking limits pedestrian experience



Street clutter: Significant barriers limit movement and mixed materiality affects street aesthetic

3. Three squares proposal

Create Three Focal Points in the High Street



1. Vicarage/Nap Square

- Create a safe, pedestrian focussed space at a busy intersection
- Add spill out space for cafes and retail
- Add a raised table, tightened junctions and high quality resurfacing



2. Market/Central Square

- Main focal point for the Village
- Relocate bus stop and car parking to improve pedestrian access, add a raised table.
- Improve the gateways from Dronken Lane and Langley Hill, for visitors from the Nap and Langley Hill car parks



3. All Saints Square

- Create a safe pedestrian focussed space, connecting All Saints Church, Rose and Crown and the Drift
- Add a raised table, tightened junctions and high quality resurfacing
- Introduce 20mph speed limit



4. Improve pedestrian and traffic flow

Redistribute Parking

Improve pedestrian accessibility on the three village squares, and traffic flow to southern end of the High Street by relocating 4/5 parking spaces further down the High Street to ease the 'pinch point', look at expansion in the Nap car park whilst minimising the loss of green space, below:

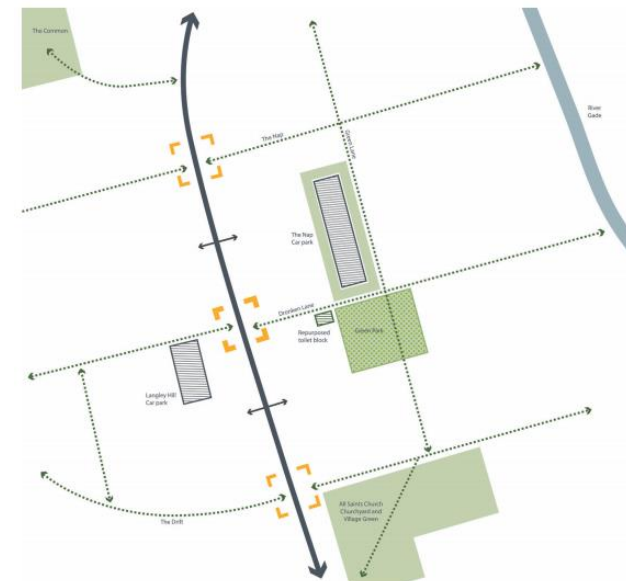


High Street parking would be retained between the village squares.

'Weave': High Street and Green Link

Improve the connection between the High Street and existing green pedestrian routes to encourage walking and cycling.

Create a pedestrian friendly High Street; e.g. wider pavements, additional priority crossings.



Improve key green links and nearby green spaces to offer welcome arrival to visitors and enhance recreation; Dronken Lane is a key opportunity.

Transport Group: next steps.

Continue to focus on short and medium term resolutions:

Speeding, car parking, pollution, congestion, road safety.

In partnership with Herts County Council and Highways:

Undertake a full feasibility study into the viability of implementing the full ARUP proposal.

Financial: Is it achievable and how can it be funded?

Technical: Given the varying topography of the High Street is it technically possible to achieve a level High Street which will give us both the visual and commercial opportunities we desire.

Timescale: HCC and Highways are currently in a second lockdown as a consequence of the upcoming Local Elections, it is therefore unlikely we will get any real focus on the feasibility study before June.