

Hitchin Urban Transport Plan

Officer Group

Presentation of the Final UTP

1st December 2010



AECOM



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Purpose of Presentation

- Recent background
- Final UTP
- Summary of Public Consultation
- Main consultation Issues
- Corridor Studies
- Full list of schemes
- What Next



Recent Background

- The draft UTP has been updated at various stages to incorporate officer and member comments.
- Most recently, this centred around the Public Consultation
- All comments received during and after the consultation period were recorded and addressed as appropriate
- The UTP has now been revised and updated to reflect all the feedback received
- Public Consultation Report has been prepared and circulated.

Final UTP

- There are a total of 54 schemes and 4 recommended policies.
- These are presented by transport mode.
- The schemes are intended to be delivered in the short term (0-3 years) and medium term (0-5 years).
- Long term schemes have not been assessed in detail due to uncertainties around development aspirations
- However, 'longer term considerations' for Hitchin remain in the UTP and are proposed to be reviewed annually

Final UTP

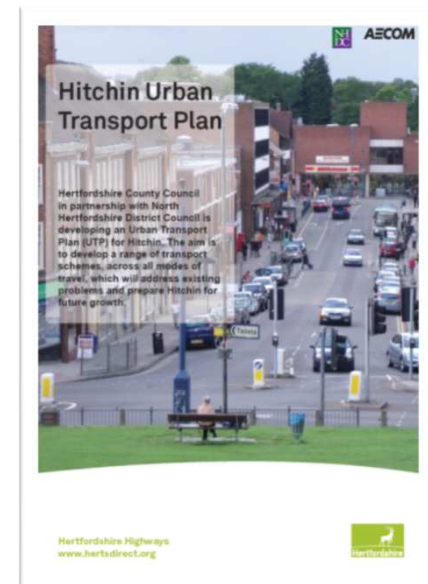
- In terms of walking schemes, the emphasis is on providing new crossings at key locations and increasing pedestrian priority around the town
- For cycling, the intention is to build upon the North Herts Cycle Route Network survey by implementing the identified high priority routes and providing a coherent and safe network for cyclists, including better cycle parking.
- The key scheme for public transport is to consolidate existing town centre bus stops in Hermitage Road, supported by improvements to the bus infrastructure and the provision of real time information

Final UTP

- The emphasis for sustainable schemes is placed upon improved marketing and increased introduction and uptake of school and work-based Travel Plans
- In terms of Highways schemes, key proposals include the full pedestrianisation of the High Street and the reduction of traffic routeing through the town centre via the introduction of a shared space environment on Brand Street, Bancroft and Hermitage Road.
- In addition, improvements to the highway network along key corridors have been identified through detailed testing in the traffic model. The problems of excessive speeds and rat running are also addressed through a range of schemes.

Summary of Public Consultation

- Consultation period ran from 6th Sept – 15th Oct.
- UTP documents made available online and at various locations. Leaflet & questionnaire also circulated
- A total of 107 people attended the two consultation events
- A number of letters and e-mail's received
- 290 completed questionnaires received
- Public Consultation Report prepared



Main Consultation Issues

- Hermitage Road: There was support for the idea of a bus interchange, however concerns raised over closure of the road to traffic.
- The Hermitage Road scheme has been revised to incorporate proposals for a shared space catering for pedestrians, cyclists, public transport users **and** motorists.
- This complements the Brand Street/Bancroft scheme which now aims to **reduce** rather than limit the through movement of traffic in the town centre.
- These proposals will offer benefits to non-motorised users whilst maintaining access for vehicles

Main Consultation Issues

- Willow Lane: Residents raised the specific issues of rat running, excessive vehicle speeds and HGV's.
- Two schemes have been developed; HM31.1 to implement an experimental ban of the right turn into Willow Lane and HM31.2 to consider the requirements for speed mitigation and address the issue of HGV's using the route.
- Pirton Road: Issues of excessive speeds and dissatisfaction with existing mitigation.
- Scheme HM33.29 proposes to develop a strategy for this location following the outcomes of the on-going speed surveys.

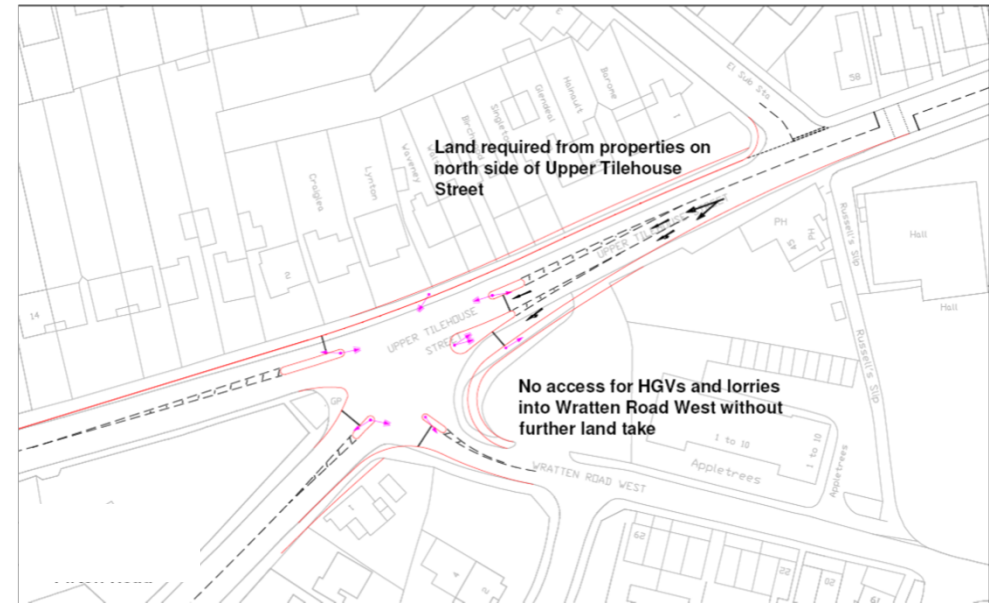
Main Consultation Issues

- A505/B655 roundabout: Concerns over access to Pirton Road access as a result of the scheme proposals.
- It is now proposed to open the roundabout to all movements and, through signalisation, all movements will be given appropriate priority.
- Longer term considerations: Queries regarding how and when these schemes (such as employment area access) will be addressed through the UTP.
- It is proposed to review these schemes annually, in line with the UTP itself, to determine whether circumstances have changed to enable individual proposals to be progressed further.

Corridor Studies

A505/ A602 Corridor

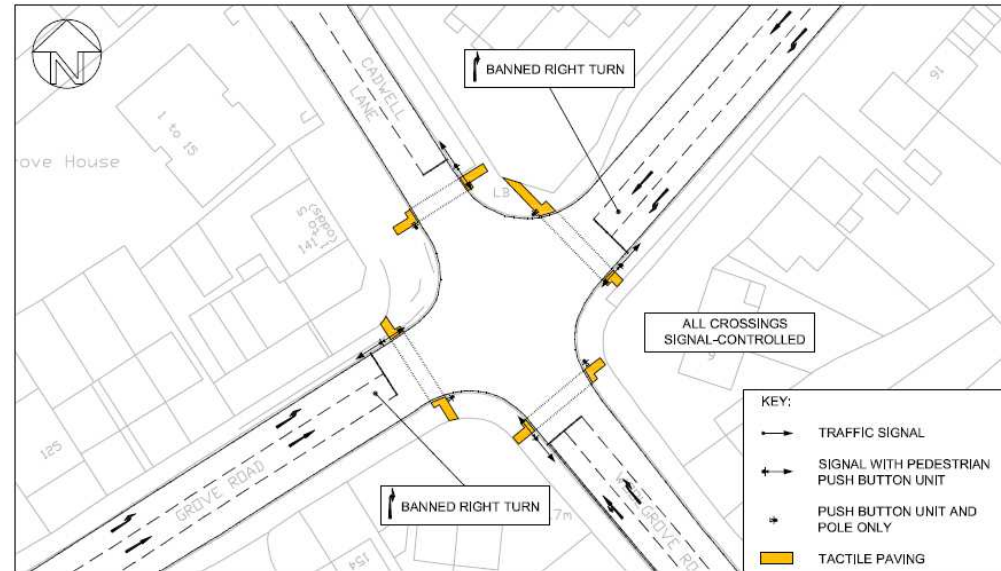
- Up to 2014 – requires junction improvements at 3 key junctions, including:
 - Hitchin Hill – Signing and lining improvements
 - Payne’s Park / Upper Tilehouse Street Roundabout – signing and lining improvements
 - A505 / B655 Pirton Road Mini-Roundabout – conversion to a signalised junction
- Benefits include improved capacity of the corridor and reduction in rat running along Willow Lane/ Charlton Road of between 20% - 40%, but land acquisition may be required
- Longer term issues will need to be assessed when more is known about the growth agenda.



Corridor Studies

Cadwell Lane Corridor Study

- New signal arrangement to include pedestrian phases and banning right turn from Grove Road and Wilbury Way.
- Traffic diverts away from junction, but access to employment uses is retained
- Longer term strategy is required when more is known about the development plans in the area.



Next Steps

- Urban Transport Plan Board – 7th December 2010
- Highways Joint Members Panel – 31st January 2011
- Highways & Transport Panel – 15th March 2011
- Endorsement by Executive Member for Transport



Thank You

Any Questions?



Short Term Schemes by Mode

Walking

Reference	Scheme
WM2	Provide more pedestrian crossings in Hitchin
WM2.1	Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction
WM2.2	Provide a Toucan crossing at Bancroft by Regal Chambers
WM2.3	Upgrade existing pedestrian crossings at the Bedford Road/Fishponds Road junction
WM2.4	Introduce a pedestrian crossing facility at Queen Street by Bridge Street
WM3	Improve the lighting and cleanliness of alleyways around the town centre
WM5	Increase pedestrianisation of the town centre
WM6.1	Upgrade the crossing facilities at the Cadwell Lane crossroads (provision of pedestrian islands etc)
WM9	Signalise junction of Walsworth Rd/ Station Approach to improve pedestrian/ cyclist priority

Short Term Schemes by Mode

Cycling

Reference	Scheme
CM2	Upgrade existing cycle routes, for example from the industrial areas to the town centre
CM4	Provide new two-way routes for cyclists around Hitchin
CM6	Provide advance stop lines for cyclists at junctions
CM7	Provide cycle-ways along the B656, A602 and A600
CM8	Improve signing on the cycle network
CM9	Provide (covered) cycle parking at entrances to the town centre
CM10	Implement the high priority routes identified through the Cycle Route Network Survey (CM10, 11, 12, 13, 14, 15)
CM17	Upgrade Nightingale Road Pelican Crossing to a Toucan crossing

Short Term Schemes by Mode

Public Transport

Reference	Scheme
PTM3	Provide a shared taxi system from the station to the town centre and Cadwell Lane
PTM10	Introduce demand responsive transport across Hitchin

Sustainable

Reference	Scheme
SM1	Introduce car sharing/car clubs
SM8	Produce an integrated strategy for marketing sustainable modes

Short Term Schemes by Mode

Highways

Reference	Scheme
HM7	Direct goods vehicles appropriately and restrict lorries from using the High Street
HM8	Extend the existing vehicle closures in the town centre and pedestrianise the high street
HM13	Introduce traffic calming measures on Stotfold Road to reduce vehicle speeds
HM19	Reduce the through movement of traffic in the town centre (Brand Street/Bancroft/Hermitage Road)
HM28	Review road signing within Hitchin
HM31.1	Implement experimental ban of the right turn into Willow Lane
HM31.2	Address issues of rat running, speeding and HGV's on Willow Lane
HM33.29	Pirton Road- speed investigations
HM35	Introduce a package of smarter measures such as Travel Marketing, Travel Plans and car clubs to reduce reliance on the car

Short Term Schemes by Mode

Parking

Reference	Scheme
PM1	Increase parking enforcement, for example through the use of permits (policy)
PM6	Review the number of disabled parking spaces in the town centre (policy)
PM7	Improve awareness of the multi-storey car park

Medium Term Schemes by Mode

Walking

Reference	Scheme
WM1	Provide footpath access to new residential developments (Policy)
WM2.5	Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout
WM6	Improve pedestrian links to the industrial area
WM10	Review the quality and provision of footways across Hitchin (including lighting and signing)

Cycling

Reference	Scheme
CM16	Implement the medium and low priority routes identified through the Cycle Route Network Survey

Medium Term Schemes by Mode

Public Transport

Reference	Scheme
PTM4	Improve bus stop facilities/waiting areas
PTM16	Introduce real time information across the network
PTM19	Revise the boarding and alighting points of buses within the town centre
PTM20	Improve the availability of public transport information across Hitchin

Sustainable

Reference	Scheme
SM2	Introduce more work place travel plans (policy)
SM6	Introduce more school travel plans (policy)

Medium Term Schemes by Mode

Highways

Reference	Scheme
HM9	Address rat runs through and around the town (Millard Way etc)
HM15	Improve signalised junctions and pedestrian phasing throughout Hitchin
HM24	Introduce road narrowing and more crossings rather than speed humps
HM27	Upgrade the roads around the employment area
HM31	Implement junction improvements along the A505/ A602 corridor to maximise existing capacity
HM32	Improve operation of Cadwell Lane junction to minimise the impact of HGV's on the local area
HM33	Introduce traffic calming measures at specific locations across Hitchin to reduce vehicle speeds
HM36	Implement Highway infrastructure improvements identified using SHUM

Medium Term Schemes by Mode

Parking

Reference	Scheme
PM3	Introduce real time information for car parks to show available spaces