

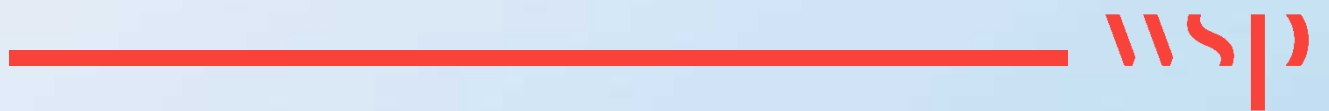
**North Herts LCWIP**  
**Final Draft for Consultation**  
**June 2022**

**APPENDICES A TO J**

## APPENDIX A

# Appendix A

## POLICY CONTEXT



# 1 POLICY CONTEXT

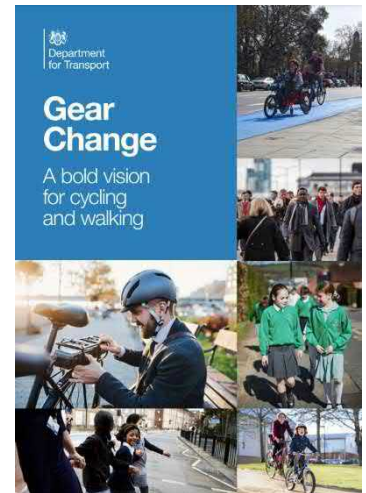
## 1.1 NATIONAL STRATEGIC CONTEXT

- 1.1.1. This section presents the existing policy documents that are relevant to this LCWIP on a national level.

### GEAR CHANGE: A BOLD VISION FOR CYCLING AND WALKING (DEPARTMENT OF TRANSPORT, 2020)

- 1.1.2. Gear Change is the Government's vision to see a step-change in levels of walking and cycling in England. The strategy details how the Government intends to invest £2 billion on increasing the numbers of people walking and cycling.

- 1.1.3. A core focus of the strategy is on improving safety for all by building high quality cycle infrastructure, the lack of which is a significant barrier to more people choosing to walk or cycle for the everyday journeys. The strategy highlights the need to dramatically improve the quality of cycling infrastructure on England's roads to achieve the substantial increases in cycling required.



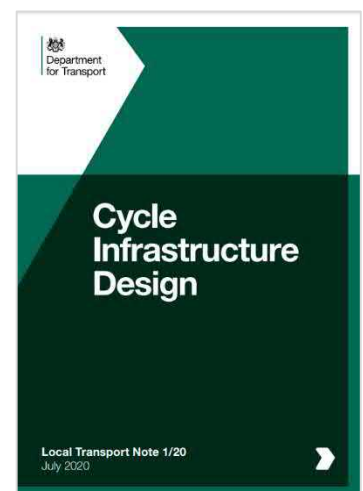
- 1.1.4. The document sets out the actions required at all levels of government, grouped under four themes:
- 1.1.5. **Theme 1 – 'Better streets for cycling and people'** outlines how the Government will help to fund safe, continuous, direct routes for cycling that help people reach the places they need to get to. The key design principles highlight how routes must be physically separated from pedestrians and from high volumes of motor traffic on links and at junctions. The creation of low traffic neighbourhoods and school streets is also featured due to their role in facilitating local walking and cycling trips and creating better places for people to live in.
- 1.1.6. **Theme 2 - 'Putting cycling and walking at the heart of transport, place-making and health policy'** focuses on how cycling and walking should complement and help expand the range of other modes of transport such as bus and rail travel. The strategy mentions how new local and strategic A road schemes should include appropriate provision for cycling and that the tools used to assess transport schemes' value for money will give fair weight to the broader benefits of active travel schemes.



- 1.1.7. **Theme 3 – ‘Empowering and encouraging local authorities’** outlines the new powers and improved assistance for local authorities, such as improving enforcement of traffic violations that impact on pedestrian and bicycle user safety. An important statement under this theme is how funding available for local authorities will only be applied to schemes that meet the new standards and principles described within the first theme.
- 1.1.8. **Theme 4 – ‘Enabling people to cycle and protecting them when they do’** focuses on encouraging more people to cycle by providing people with the confidence and skills to cycle where the appropriate infrastructure facilities cycle journeys. The Government also stipulate their aim to make legal changes to protect vulnerable road users, strengthen the Highway Code to improve safety and mandate higher safety standards on lorries.

#### **LOCAL TRANSPORT NOTE 1/20: CYCLE INFRASTRUCTURE DESIGN (DEPARTMENT FOR TRANSPORT, 2020)**

- 1.1.9. Alongside Gear Change, the DfT also published updated cycle infrastructure design guidance in 2020. LTN1/20 provides guidance and good practice for the design of cycling infrastructure in support of the DfT Cycling and Walking Investment Strategy. LTN 1/20 replaces LTN 2/08: Cycle Infrastructure Design and LTN1/12: Shared Use Routes for Pedestrians and Cyclists have been withdrawn.
- 1.1.10. The Government expects local authorities to demonstrate they have given due consideration to the guidance when designing new cycle schemes and when applying for Government funding that includes cycle infrastructure.
- 1.1.11. LTN 1/20 is based around five overarching design principles (that cycle routes and networks must be coherent, direct, safe, comfortable and attractive) and 22 further principles that represent the essential requirements to achieve more people travelling by foot or cycle for more of their trips.
- 1.1.12. The LTN 1/20 explains these principles and gives context to the need to improve the quality of cycle infrastructure as part of wider strategies, such as increasing physical activity, reducing carbon emissions and stimulating economic growth. The LTN also focuses on specific types of cycling infrastructure and the highway network, such as facilities within the



highway corridor, motor traffic free routes, quiet mixed traffic streets and junctions and crossings.

- 1.1.13. LTN 1/20 also covers cycle parking, signage and markings and construction and maintenance which all together provides guidance through the whole process of planning designing and implementing high quality cycle infrastructure.

### **CYCLING AND WALKING INVESTMENT STRATEGY (DEPARTMENT FOR TRANSPORT, 2017)**

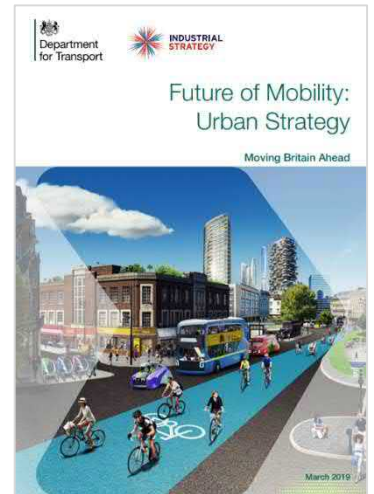
- 1.1.14. The Government published its first Cycling and Walking Investment Strategy (CWIS) in 2017, setting out an ambition to make walking and cycling the natural choice for shorter journeys or as part of a longer journey. The CWIS states that the benefits to doing this would be substantial, potentially leading to cheaper travel and better health, increased productivity for business and increased footfall in shops. Benefits will also include lower congestion, better air quality, and vibrant, attractive places and communities.



- 1.1.15. The CWIS outlines ambitious targets for the period to 2025. This includes a doubling of cycling trip stages each year (from 0.8 billion in 2013 to 1.6 billion by 2025), whilst also reversing the current year-over-year decline in walking trip stages. The CWIS also identifies a need to decrease the number of cycle user fatalities and serious injuries each year.
- 1.1.16. Following the publication of the CWIS (and in line with its strategic objectives), the Government also published its LCWIPs Technical Guide for Local Authorities. As explained in Section 1.2, this document sets out a flexible six-stage methodology for producing an LCWIP. The methodology developed by HCC and WSP for this LCWIP follows this guidance.

## FUTURE OF MOBILITY: URBAN STRATEGY (DEPARTMENT FOR TRANSPORT, 2019)

- 1.1.17. The 'Future of Mobility: Urban Strategy' recognises the challenges associated with the rise in motor transport including safety, pollution and space. As the number of people living in urban areas in England is forecast to rise by 4.7 million between 2016 and 2041, towns and cities will become increasingly crowded. This provides us with an opportunity to transform the way we travel and the infrastructure within our towns and cities.
- 1.1.18. The document sets out principles to guide Government decision making, industry and local authorities, and has recognised active travel as a key area to help shape the future of urban mobility. The principle 'Walking, cycling and active travel must remain the best option for short urban journeys' states, in England, 45% of all journeys taken by urban residents are under 2 miles. Many such journeys could be undertaken by sustainable, active modes of transport leading to better air quality, health outcomes and lower congestion. This can be supported by new technologies including intelligent use of real-time data and connectivity making public transport more convenient and responsive. With these improvements active travel can become a more desirable option for multi-stage journeys.
- 1.1.19. An additional principle identified; 'Mobility as a Service', suggests introducing well-managed bike-sharing schemes and e-bikes which would encourage people who wouldn't normally chose cycling as a travel option to switch. This may be especially important given the trend towards an aging population, 62% of e-bikes in the UK are sold to people over the age of 55.



## **CLEAN AIR STRATEGY (DEPARTMENT FOR ENVIRONMENT, FOOD & RURAL AFFAIRS, 2019)**

1.1.20. The Clean Air Strategy sets out a comprehensive action required to tackle all sources of air pollution.

1.1.21. A key action in achieving this is reducing emissions from transport by facilitating modal shift towards low and zero emission options. The report suggests encouraging an increase in cycling and walking for short journeys delivers a reduction in congestion and emissions in addition to the associated health benefits from a more active lifestyle.

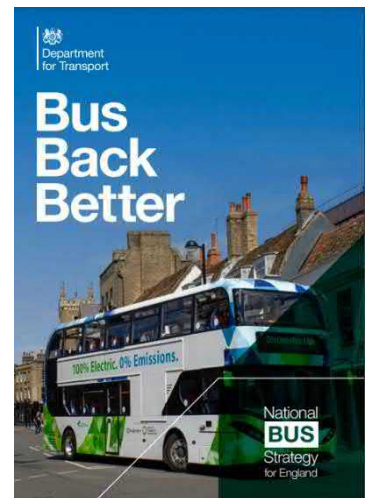
1.1.22. Drivers and passengers inside vehicles are often exposed to significantly higher levels of air pollution in comparison to those walking and cycling on the same route. People can be persuaded to walk or cycle in North Herts, as even when there is a build-up of traffic within the town centres, the strategy suggested that those travelling actively, experience lower exposure. Pedestrians and cyclists can be encouraged to use quieter routes away from vehicle traffic to reduce exposure even further.

1.1.23. This method of travel also creates less pollution, with associated health benefits such as improved fitness, mental health and lower risk of obesity and heart diseases. In addition to the funding identified through the Cycling and Walking Investment Strategy, local authorities and mayors have been allocated an additional £700 million to safe infrastructure and other Active Travel projects since the CWIS was published. There has also been £34 million spent to improve cycle facilities at stations, making it easier and more accessible to get to and from station by bike, including 22,000 new cycle parking spaces which as a result increased cycle trips to stations by 40%.



## **BUS BACK BETTER, NATIONAL BUS STRATEGY (DEPARTMENT FOR TRANSPORT, 2021)**

1.1.24. Bus Back Better is a long-term strategy for buses in England, outside of London. This new national bus strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered. The strategy includes various ambitions, such as to “make buses more frequent, more reliable, easier to understand and use, better co-ordinated”, and with “simple, cheap flat fares ... with daily and weekly price capping across operators.”.

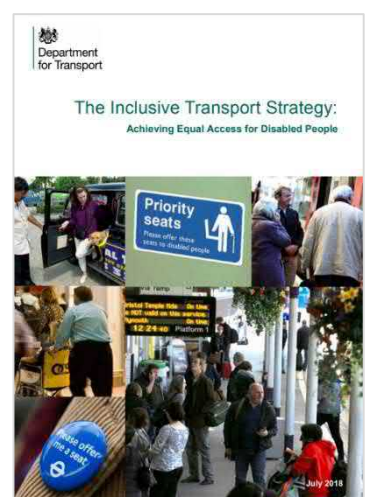


1.1.25. The new strategy challenges councils to give buses greater priority at traffic lights, reallocate road-space for bus lanes, create bus gates, and manage their roads with bus reliability in mind. It recommends looking carefully at street design and locations of bus stops, parking and loading bays and developing ‘Bus Service Improvement Plans’ (BSIPs). Hertfordshire’s BSIP was published in October 2021 and is discussed the next section.

1.1.26. Where bus priority infrastructure is considered for the same corridors as cycle infrastructure and there is limited space, this needs to be taken into account and reconciled. Furthermore, cyclists needs’ should be taken account when designing bus infrastructure and vice versa.

## **THE INCLUSIVE TRANSPORT STRATEGY (DEPARTMENT FOR TRANSPORT, 2018)**

1.1.27. The Inclusive Transport Strategy plans to create more inclusive transport system for everyone. The report itself focusses on transport inclusivity, explaining how vehicles, stations and streetscapes can be designed to be inclusive to people with different forms of disability.



1.1.28. The LCWIP process aims to create a network to support this ambition and allow for users of all abilities to travel safely and comfortably via active travel in and around North Hertfordshire. As part of this LCWIP the council has identified improvements to support a transport system fit for all users, identifying infrastructure interventions to make key cycling and walking routes more accessible and inclusive.



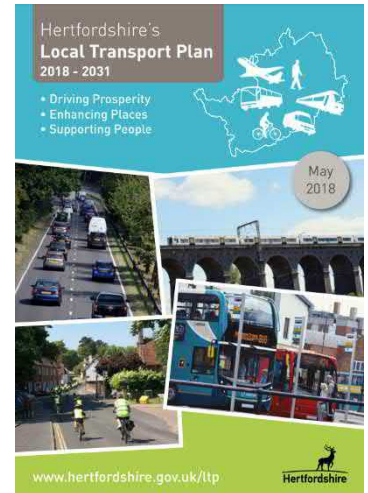


## 1.2 COUNTY STRATEGIES, POLICIES AND PLANS

- 1.2.1. This section will present the existing policy documents that are relevant to this LCWIP on a county level. All of these have been produced by Hertfordshire County Council.

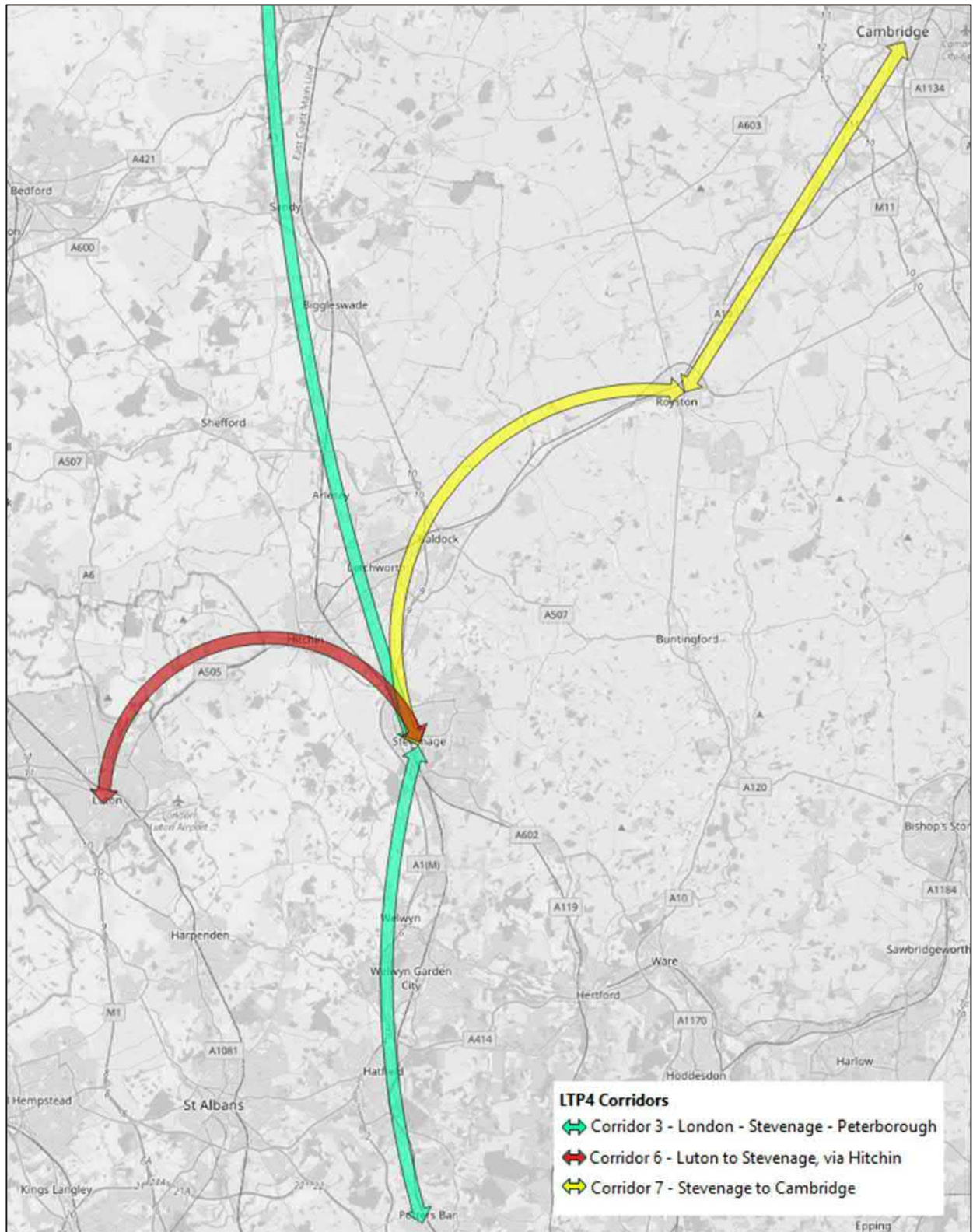
### LOCAL TRANSPORT PLAN 4 (2018-2031)

- 1.2.2. The Hertfordshire Local Transport Plan 4 (LTP4) sets out a transport vision for Hertfordshire. The plan accelerates the transition from the previous transport strategy (LTP3) towards a less car-centric, more balanced approach which caters for all forms of transport and seeks to encourage a switch from the private car to sustainable transport (e.g. walking, cycling and passenger transport) wherever possible. LTP4 recognises the potential public health benefits associated with increased levels of active travel, further emphasising active travel improvements as an essential feature of the future transport systems within Hertfordshire.



- 1.2.3. LTP4 Policy 1 'Transport User Hierarchy' is especially important to this LCWIP as it places vulnerable road users such as pedestrians and cyclists at the top of the user hierarchy.
- 1.2.4. LTP4 highlights strategic corridors in which sustainable transport is a priority. Of relevance to this study are corridor 3 (London-Stevenage-Peterborough) and corridor 6 (Luton-Stevenage), which are highlighted in Figure 1-1. First and last mile connectivity to these corridors could be improved through the development of infrastructure identified in this LCWIP.

**Figure 1-1 - Priority Sustainable Transport Corridors Highlighted in LTP4**



1.2.5. The LTP4 also sets out various objectives to help encourage walking and cycling, which are detailed below.



## Walking

1.2.6. LTP4 recognises that there is a high walking mode share for trips of up to 1 mile across the county, with 76.5% of such trips being undertaken on foot (County Travel Survey, 2015). Policy 7 – Active Travel (Walking) sets out the objectives to further encourage walking, many of which are captured in this LCWIP:

- Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly towns and centres;
- Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.
- Identifying and promoting networks of pedestrian priority routes.
- Promoting walking as a mode of travel and for recreational enjoyment.
- Supporting the implementation of the Rights of Way Improvement Plan.

## Cycling

1.2.7. LTP4 recognises that compared with walking, cycling has a much lower more share across Hertfordshire, only making up 1.7% of trips under 1 mile, 4.8% of trips between 1-3 miles and 3.1% of trips between 3-5 miles. LTP4 highlights that there is significant potential in the county to increase cycling activity. Policy 7 – Active Travel (cycling) sets out the objectives to further encourage cycling, many of which will be captured within this LCWIP:

- Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.
- Implementing measures to increase the priority of cyclists relative to motor vehicles.
- Improved safety including delivery of formal/informal cycle training schemes.
- Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.
- Facilitating provision of secure cycle parking.

1.2.8. Given the Government CWIS targets and the significant potential to increase cycling activity in Hertfordshire, the LTP4 shows that the council is seeking to achieve a large increase in cycling and walking over the next 10 years. This will require an increase in investment in active travel to create routes and networks which can attract a broader demographic to walk

and cycle. This is exactly what an LCWIP helps to plan and so the LCWIP is very well-aligned with the LTP4.

## **NORTH CENTRAL GROWTH AND TRANSPORT PLAN (2019)**

1.2.9. The North Central Growth and Transport Plan (NCGTP) follows on from the LTP4 to provide more detail on specific measures associated with growth and transport within North Herts and Stevenage. A draft version of this document was consulted on in 2019 but it has not yet been published. The NCGTP proposes measures within this area under the following themes:

- Improved walking links within towns including new crossings on busy roads;
- Improved road junctions to reduce delays on key roads and reduce rat-running on quieter roads;
- Improved bus services and priority for buses at junctions;
- Improved cycle links within and between towns, and cycling parking facilities at key locations; and
- Improved walking, cycling and bus connections to railway stations.



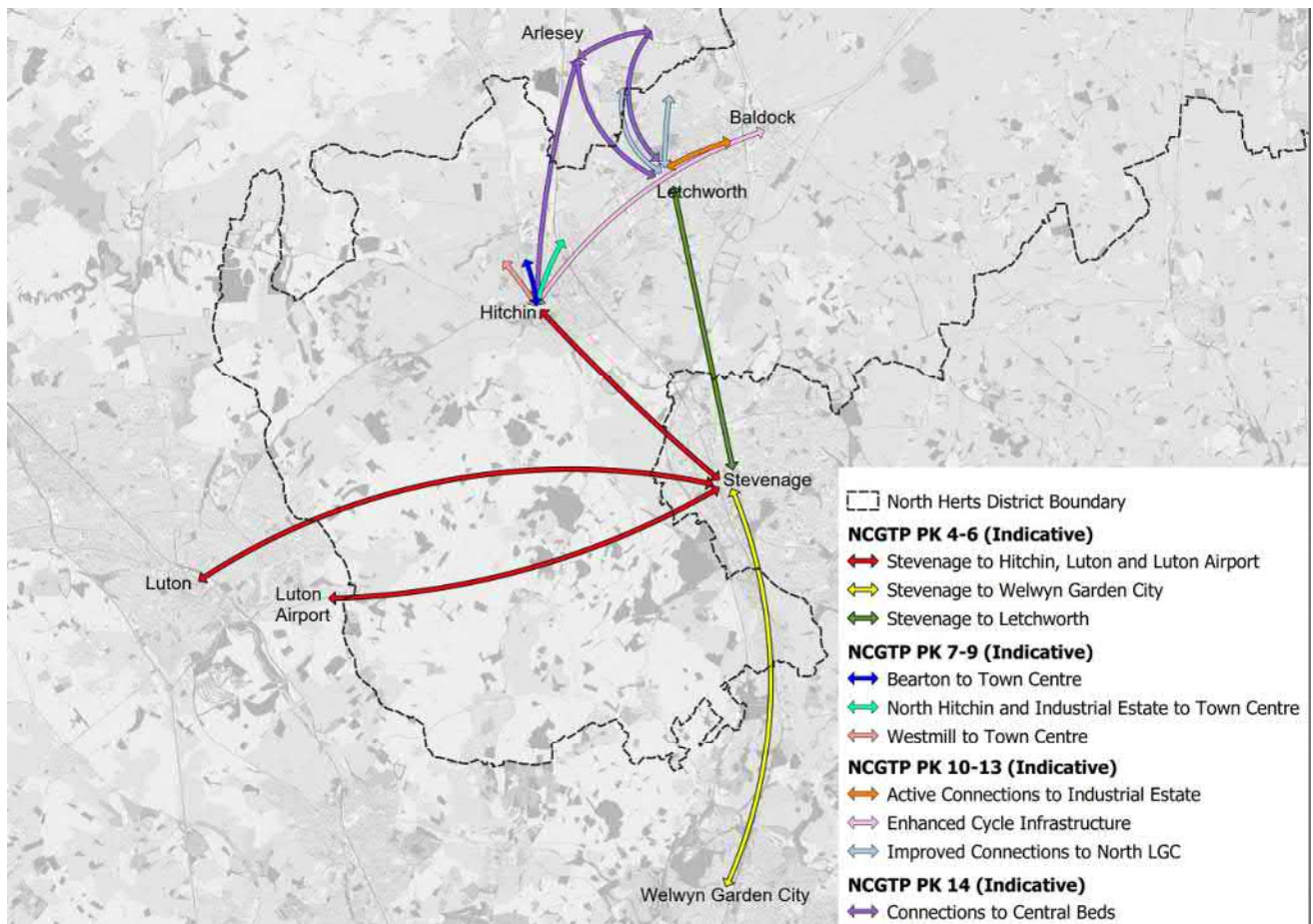
The proposals in the NCGTP are defined as interventions, which are grouped into packages. The following packages relevant to the LCWIP study area are shown in Table 1-1 and, where corridors are mentioned, these are shown indicatively on Figure 1-2. This LCWIP supports these objectives through proposals for routes and infrastructure which align with these packages.

**Table 1-1 – NCGTP Intervention Packages Relevant to North Herts**

| Area  | PK   | Name  | Aim of Package  |
|---|------|---|---|
| <b>Stevenage connections to other towns</b> | PK4  | Stevenage to Welwyn Garden City               | To improve reliability and enable faster journey times for public transport along the B197 from Welwyn to Stevenage   |
|   | PK5  | Stevenage to Hitchin, Luton and Luton Airport | To develop a multimodal corridor between Stevenage, Hitchin and Luton Airport that supports public transport and cycling through improvement of existing infrastructure                           |
|   | PK6  | Stevenage to Letchworth                       | To form a sustainable corridor between Stevenage and Letchworth by upgrading existing cycling infrastructure, improving the public realm in villages on the B197 as well as ensuring bus priority |
| <b>Hitchin</b>                              | PK7  | Hitchin Centre including Rail Station         | To encourage use of public transport through support for services and creation of a safe and attractive corridor to take advantage of the services within Hitchin Centre and Rail Station.        |
|   | PK8  | North Hitchin and Industrial Estate           | To build connections to the development site H1 and industrial estate with public transport and increased links to active transport infrastructure.   |
|   | PK9  | West Hitchin                                  | To unlock the potential for active trips with high quality improvements to pedestrian and cycling infrastructure from Hitchin Westmill and Bearton areas to the town centre.                      |
| <b>Hitchin connections</b>                  | PK10 | Hitchin to Letchworth Garden City/Baldock     | To enhance cycling infrastructure between Hitchin, Letchworth Garden City and Baldock; and make it a safe and attractive option for sustainable trips.  |

|                               |      |                                      |  |
|-------------------------------|------|--------------------------------------|--|
| <b>to other towns</b>         | PK11 | Letchworth Centre Industrial Estate  | To increase active transport provision between the centre of Letchworth Garden City and the employment area by providing a signposted and connected active transport network, improve access to the rail station, and improve the safety of routes through the industrial estate (including the link between Avenue One and the B656 and via Works Road to the NMU bridge over the A1. |
| <b>Letchworth Garden City</b> | PK12 | North Letchworth Garden City         | To provide improved sustainable connections by supporting a more frequent bus connection as well as a cycling facility between north Letchworth Garden City and the town centre.   |
| <b>Baldock</b>                | PK13 | Baldock connectivity, railway & dev. | To make Baldock a safe, convenient and attractive place to make sustainable transport trips through improvements to cycling and walking infrastructure and facilities  |
| <b>To Central Beds</b>        | PK14 | To Hitchin/Letchworth Garden City    | Encourage a modal shift in trips from Central Bedfordshire through supporting development trips to use sustainable modes and the creation of inter-urban cycling and walking routes.   |
| <b>Royston</b>                | PK15 | Royston                              | To transform Royston into a town that facilitates safe, attractive and convenient journeys by active and sustainable transport modes.  |

**Figure 1-2 - Corridors from NGGTP relevant to the North Herts LCWIP**



## INTALINK HERTFORDSHIRE BUS STRATEGY (FEBRUARY 2020)

1.2.57. The Intalink Hertfordshire Bus Strategy sets out in greater detail the plans to grow the local bus network to support the shift towards more sustainable transport within Hertfordshire (as shown in LTP4).

1.2.58. The strategy states that there is clear potential for growth in bus travel in Hertfordshire, noting that only 3% of journeys to work in Hertfordshire are made by bus, which is less than half the national average. It also notes the large numbers of residents who make multi-modal trips to London on the train and the LTP4 declaration that “with 175,000 additional residents by 2031, it will not be acceptable in environmental, economic or social terms to continue to depend on cars.”



1.2.59. The strategy's plans include giving greater priority to bus services in traffic, making sure bus information is easy to access and raising standards of operation across the county.

### **Walking & Cycling**

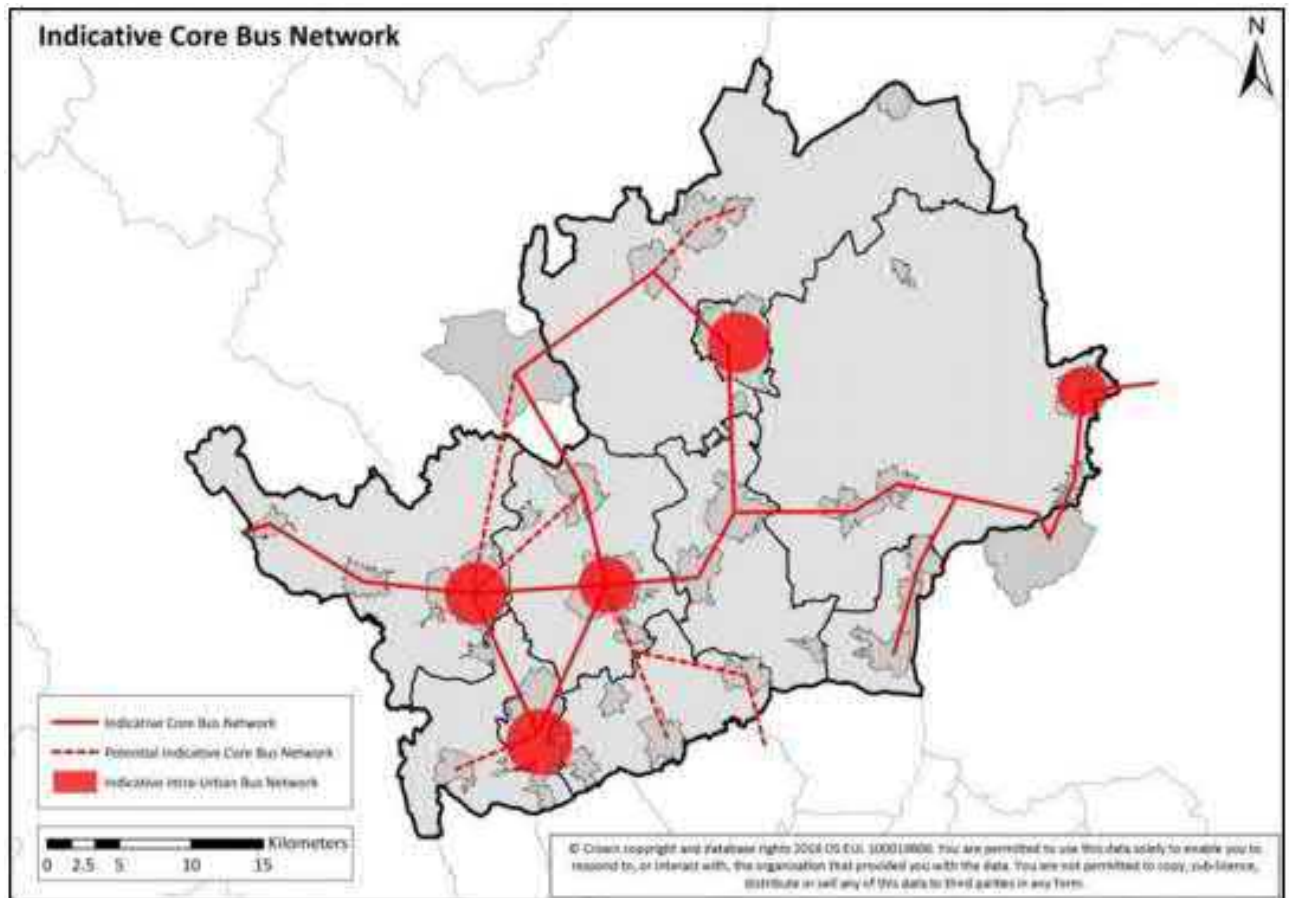
1.2.60. The Intalink Bus Strategy recognises that infrastructure improvements should also be targeted to enhance access to the bus network by walking and cycling. The location, nature and design of interchanges is evolving, and these should consider current and future growth requirements and capacity.

1.2.61. The Strategy focuses on the prioritised improvements presented within LTP4, stating that the prioritised corridors and towns should be well-served in terms of frequency and investment will support patronage growth on routes serving them.

1.2.62. Figure 1-3 shows the indicative core infrastructure corridors identified in LTP4. Routes connecting Hitchin with Stevenage and Luton are identified as part of the indicative core bus network. Another route on the indicative core bus network connects Stevenage with Welwyn Garden City via Stevenage. A route connecting Hitchin with Letchworth Garden City and Baldock is included as part of the potential indicative core bus network.



**Figure 1-3 - Indicative Core Infrastructure Corridors from the Strategy**



1.2.63. Short and long-term packages for improving bus services and facilities across Hertfordshire have been identified as part of the Bus Service Improvement Plan. The interventions proposed as part of this LCWIP aim to improve pedestrian and cyclist accessibility in Hitchin, Letchworth Garden City, Baldock and Knebworth, which provide an opportunity to enable more walking and cycling as the first or last stages in multi-modal journeys.

### **BUS SERVICE IMPROVEMENT PLAN (OCTOBER 2021)**

1.2.64. The Hertfordshire Bus Service Improvement Plan (BSIP) acts as the vision for how bus services will be developed and enhanced across Hertfordshire County in the coming years.

1.2.65. Work on Hertfordshire's BSIP began after the LCWIP was underway and was published in October 2021. It should be noted that this document was not available when the key routes contained in this LCWIP were developed. However, future iterations of this LCWIP should compare and align the plans to complement one another. Co-ordination between the development of walking and cycling networks and the bus network provides a great opportunity to maximise the potential for multi-modal travel in North Herts and ensure new

developments are well-connected. It should also be noted that new DfT funding for bus priority improvement schemes may even be able to fund certain LCWIP improvements if well-coordinated.

- 1.2.66. Key corridors where there are gaps in the bus network across Hertfordshire have been identified within the BSIP. These are key corridors that would benefit from increased frequencies and enhanced connectivity particularly during the weekday peak and interpeak periods. Those relevant to North Herts include Hitchin to St Albans, Hitchin to Luton, Hertford to Royston and Letchworth to Royston. However, there is not yet much information on this and whether additional infrastructure would be proposed to support these connections.
- 1.2.67. A feasibility study has been conducted for Hitchin to identify a package of short- and long-term measures to improve bus travel. A total of nine schemes have been proposed in Hitchin, with an estimated investment of £1.5 million, although there is no information in the BSIP about what these nine schemes comprise.
- 1.2.68. A challenge could be if bus priority infrastructure is planned on the same corridor as cycle infrastructure and there is limited space available. However, where there is sufficient space, infrastructure (such as bus stop bypasses and bus stop boarders) is available to enable pedestrians, cyclists and buses all to use the same corridors.

#### **PLACE AND MOVEMENT DESIGN GUIDE – INCOMPLETE DRAFT (MARCH 2021)**

- 1.2.69. The Place and Movement approach is a technical approach intended to recognise the needs of different road users in Hertfordshire and manage the interfaces between them. It intends to provide a way of looking at the appropriate function of any section of highway and therefore a basis for deciding which activities should be prioritised. In doing so, it aims to provide a means to translate LTP4 policies into practice.
- 1.2.70. As part of this work, each street on Hertfordshire's highway network has been categorised into 9 different street types based on each street's place and vehicle movement function as designed by the guide. The nine street types take the form of a 3x3 matrix and are based on the Healthy Streets approach developed by Transport for London. The LCWIP project team has been given a GIS layer which maps the North Herts highway network onto these street types. Wherever possible, we have sought to match the proposals in this LCWIP with the functionality of the street type. However, due to physical constraints on some streets, it is only possible to provide the infrastructure needed to enable mode shift to walking and cycling by



reallocating roadspace away from motor vehicles or adding crossings which may slow down traffic. Where this is the case, further work and consultation may be needed to decide the best way forward as schemes are progressed.

- 1.2.71. This design guide supports a mode shift towards walking and cycling and is therefore aligned with this LCWIP. The document emphasises that routes should be carefully positioned and easily accessed by all, with particular consideration given to those routes connecting communities to local centres, healthcare facilities and schools.

### **SUSTAINABLE HERTFORDSHIRE STRATEGY (2020)**

- 1.2.72. Following its Climate Emergency Declaration in July 2019, Hertfordshire County Council started developing a Sustainable Hertfordshire Strategy to set out initial policies and strategies needed to embed sustainability across all its council operations and services throughout the county. The strategy has the aim of enabling environmental action across the county; from delivering net zero carbon to preparing for extreme weather.
- 1.2.73. The strategy identifies that increasing mode-shift away from car towards walking and cycling will help achieve the county's plans for fighting climate change. The document sets out targets, and what is required in order to achieve these. The aims and objectives of the Sustainable Hertfordshire Strategy and the North Herts LCWIP are aligned. Enabling more walking and cycling across North Herts will reduce greenhouse gases and air pollution for those in the district, including any HCC staff that live, travel or work there.

### **SPEED MANAGEMENT STRATEGY (2020)**

- 1.2.74. The Speed Management Strategy (SMS) is a supporting document to the fourth Local Transport Plan, LTP4. Its purpose is to establish a consistent approach to the setting of speed limits based on the function and nature of the route as set out in DfT Circular 01/2013 Setting Local Speed Limits. The document is an update of the previous strategy adopted in 2014 and reflects changes in regulation, guidance and policy. A key change is the adoption of LTP4, which places much greater emphasis on the consideration of the needs of vulnerable road users such as pedestrians and cyclists.
- 1.2.75. In order to support this the council has also adopted a place and movement approach which takes account of the varying functions and uses of its roads and categorises them based on whether they are places people want to visit or whether they are primarily focussed on vehicle

movement. This helps identify locations which may be suitable for the application of lower speed limits.

1.2.76. To enable the SMS to both deliver LTP4 policies and to provide a consistent approach to setting speed limits across the county, the following core principles have been developed:

- To encourage speed limit changes that support active travel;
- Lower speed limits, where appropriate;
- To change the design of roads in order to change behaviour, where appropriate; and
- Where it has been established that speed limits are too low for the environment, speed limits may be raised.

1.2.77. There is an opportunity to create more suitable environments for active modes where speeds are lowered, such as in 20mph zones. However, 20mph may need to be accompanied by changes in road design (e.g. cycle friendly traffic calming) to ensure that speeds do in fact reduce.

1.2.78. Given the first and third core principles, it is assumed that the proposals in the LCWIP will be supported by the SMS. This is especially important when considering inter-urban cycling trips. Speed limits on roads between settlements (for example between Hitchin, Letchworth and Baldock) often increase to over 30mph. On many of these roads there is limited roadspace for fully kerbed cycle tracks (the only LTN 1/20 compliant infrastructure solution) and there are few or no alternative routes available for cyclists. As such, speed limits (and design speeds) on these roads would need lowering in order to enable on road cycling in a safe manner in accordance with LTN 1/20 guidelines. The LCWIP has proposed this in places, despite the fact that this may be at odds with other strategic transport priorities around the speed and flow of motor traffic and would need to be assessed in line with the SMS guidelines.

## **OTHER COUNTY POLICY, STRATEGIES AND PLANS**

### **Sustainable Travel Towns**

1.2.79. Letchworth and Royston are part of the Sustainable Travel Town programme which aims to reshape the local highway network in line with the sustainable transport objectives set out in LTP4. Each Sustainable Travel Town (STT) will contain a package of measures that will aim to achieve a significant switch to walking, cycling and public transport. The types of potential measures range from: new infrastructure for walking, cycling and public transport; behaviour change programmes; lighting; planting; promotion and marketing; and maintenance.

- 1.2.80. Action plans are currently being developed for each of the towns and the schemes identified as part of this LCWIP will feed into this process.

### **B197 Corridor Study**

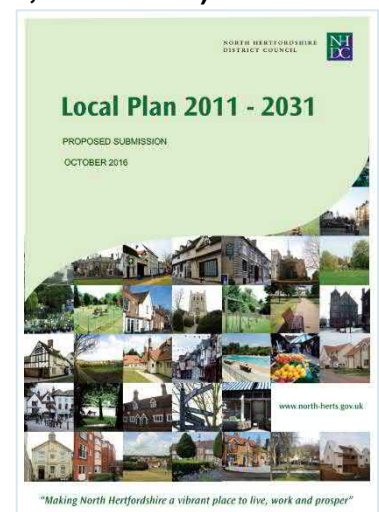
- 1.2.81. The North Central and South Central Growth and Transport Plans identified the need for a sustainable transport corridor along the B197 from Stevenage in the north and Welwyn Garden City in the south, via the villages of Knebworth, Woolmer Green and Oaklands. The section between Stevenage and Woolmer Green via Knebworth is in North Herts. Validation work has been undertaken and has identified a number of options for the improvement of walking, cycling and bus routes along this corridor.
- 1.2.82. The LCWIP project team has seen the emerging findings of this study, which included suggestions for new crossings in Knebworth, modal filters and a signalised shuttle system under the rail bridge near the station. The work in this LCWIP supports these suggestions and more information is included within the main body of the report.

## **1.3 DISTRICT STRATEGIES, POLICIES AND PLANS**

- 1.3.1. This section will present the existing policy documents that are relevant to this LCWIP on a district level.

### **EMERGING LOCAL PLAN (NORTH HERTS DISTRICT COUNCIL, 2011-2031)**

- 1.3.2. The emerging local plan has been prepared by North Herts District Council in order to replace the previous Local Plan, released in 1996. The Local Plan seeks to address the key issues facing North Hertfordshire and sets a strategic vision and spatial strategy for the district over the period of 2011 to 2031. The Local Plan is yet to be adopted but gives an indication of the prevailing policy for the district.
- 1.3.3. The document highlights that there are a number of challenges facing North Hertfordshire over the next 15 years which the Local Plan will need to address in terms of national policy and at the district and local level. It also highlights that there are also a number of opportunities associated with development which the Council should seek to utilise for the benefit of the district as a whole.



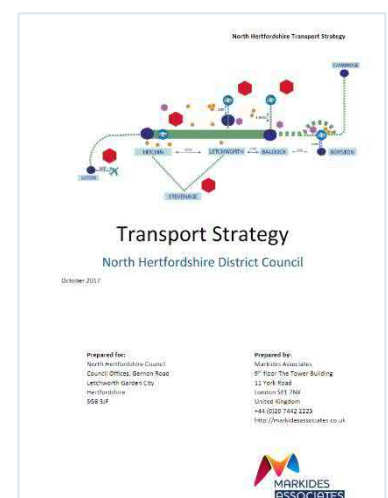
## Walking & Cycling

1.3.4. Policy SP6: Sustainable Transport details how the council will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. This includes:

- Complying with the provisions of the Local Transport Plan and other supporting documents as considered necessary;
- Encouraging development in locations which enable sustainable journeys to be made to key services and facilities;
- Working with Hertfordshire County Council, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;
- Seeking the early implementation of sustainable travel infrastructure on Strategic Housing Sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;
- Assessing development proposals against the parking standards set out in this Plan and relevant supplementary advice;
- Requiring applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and
- Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.

## TRANSPORT STRATEGY (NORTH HERTS DISTRICT COUNCIL, 2017)

1.3.5. The Transport Strategy was produced as supporting evidence for the emerging North Hertfordshire District Council (NHDC) Local Plan covering the period 2011-2031 and also informed the NCGTP discussed earlier. It will sit alongside the Local Plan and be updated over its lifetime, and NHDC will continue to work in close cooperation with the highway authority (Hertfordshire County Council) and other stakeholders, including Highways England, and adjacent local authorities.



- 1.3.6. The Strategy assesses the implications of the Local Plan proposals on the local transport networks and recommends a strategic approach to provide for transport through the Local Plan period. In recent years, Hertfordshire County Council (HCC) signalled a shift in strategic thinking about transport. The new approach places far greater emphasis on more sustainable travel choices such as cycling and public transport, and lower emphasis on highway improvements. The Transport Strategy has developed from this view and is focused on the potential for solutions and mitigations to better reflect the new sustainable transport priorities of HCC.
- 1.3.7. The Strategy has identified key principles which will be delivered through various policies. These are detailed in Table 1-2 below and relevant corridors from these are shown on Figure 1-4.

**Table 1-2 – NHDC Transport Strategy Policies**

| <b>Policy Name</b>  | <b>Policy Description</b>   |
|---|---|
| New developments have sustainable transport 'built-in'                    | New developments need excellent walk and cycle links to adjacent areas and key destinations, and good public transport connections. These modes should generally take precedence over highway access and offer easy direct access by sustainable modes to attractions such as schools, railway stations and town centres. |
| Transport user hierarchy  | Remove the priority of designing roads and urban areas for vehicle movements and give priority to other sustainable modes of transport such as walking, cycling and public transport.   |
| Step change in cycling and improved walking within the main urban centres | This requires dedicated travel behaviour change staff based locally, with sufficient resources to develop campaigns and events during the plan lifetime, and who can develop relationships with local stakeholders.   |
| Improvement in bus-based public transport in urban centres                | Discussions with the local operators to determine if amendments or enhancements to bus services can be considered, potential bus priority schemes, improved information, better passenger facilities and marketing.   |
| 'Sustainable Spine' corridor along the A505                               | The corridor should be reconsidered in relation to its 'people movement' function, rather than as a highway link only.  |
| A traffic management plan for each main urban town,                       | This plan should review existing traffic movements and capacity, air quality issues and links to other measures such as buses, walking and cycling. It should then propose a management framework for future changes.   |
| Rural management and improvement measures                                 | These will be site specific measures aimed at resolving traffic issues or taking opportunities to improve the 'place' function of the village or to better link villages to each other or the main urban towns.   |
| Review, provide for and utilise technology improvements                   | Technological innovation is rapidly changing the transport sector. Many of these are likely to improve highway capacity and/or reduce the cost of highway travel, which may work against measures to encourage more sustainable modes.  |



**Figure 1-4 - Sustainable Transport Corridors from the NHDC Emerging Transport Strategy (relevant to the North Herts LCWIP)**



## **LETCHWORTH GARDEN CITY CYCLING STRATEGY (LGC HERITAGE FOUNDATION, 2018)**

- 1.3.8. The overall aim of this strategy is to assist HCC, NHDC and other external funders in identifying and proposing potential improvements for cyclists in Letchworth Garden City.
- 1.3.9. The purpose of this strategy is therefore to build on the strong foundations of Letchworth Garden City's built environment for active travel modes and to identify 'quick-win', as well as medium- to long-term improvements to cycling conditions in Letchworth. The strategy also considers what cycling schemes / improvements could be included within new developments.
- 1.3.10. The objectives of this strategy are:
1. Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice;
  2. Make it easier and safer for all to cycle in and through residential areas;

3. Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre; and
4. Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users.

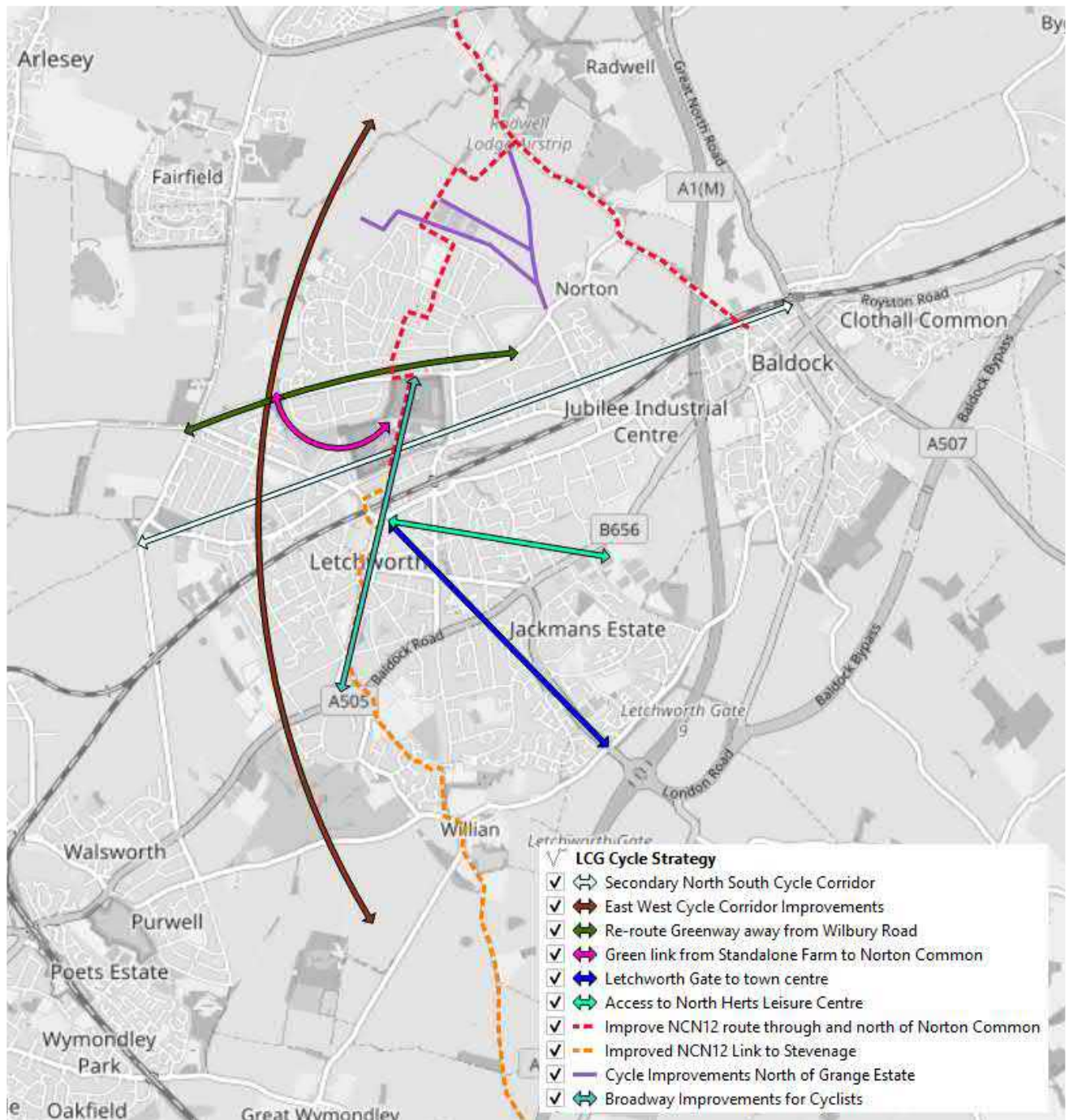
1.3.11. The strategy proposes potential recommended schemes to improve conditions for cycling in Letchworth. These are shown Table 1-3 and mapped on Figure 1-5.

**Table 1-3 – Schemes presented in the LGC Cycling Strategy**

| ID  | Scheme Description  |
|-----|---|
| 1.1 | Improve NCN12 route through and north of Norton Common                |
| 1.2 | Development of secondary north-south cycle corridor                   |
| 1.3 | East-west cycle corridor improvements                                 |
| 1.4 | Re-route Greenway away from Wilbury Road mini-roundabouts             |
| 1.5 | Surfacing and access improvements to Greenway                         |
| 1.6 | Green link from Standalone Farm to Norton Common                      |
| 1.7 | Improve NCN12 link to Stevenage                                       |
| 1.8 | Create cycling link from Letchworth Gate to town centre               |
| 1.9 | Improvements to the cycling network in and north of the Grange Estate |
| 2.1 | Improved wayfinding for cyclists                                      |
| 2.2 | Cycle track priority over junction mouths                             |
| 2.3 | Tightening junction turning radii                                     |
| 2.4 | Designating more footways as shared use                               |
| 3.1 | Creation of a leisure cycle hub                                       |
| 3.2 | Town centre access improvements for cyclists                          |
| 3.3 | Broadway improvements for cyclists                                    |
| 3.4 | Town centre cycle parking improvements                                |
| 3.5 | Improving cyclist access to North Herts Leisure Centre                |
| 3.6 | Development of a cycle to school strategy                             |
| 4.1 | Mitigating path user conflict on the Greenway                         |
| 4.2 | Driver behaviour cycle awareness campaign                             |
| 4.3 | Extend the programme of cycle training                                |
| 4.4 | Develop a programme of community cycling events                       |



**Figure 1-5 - LGC Cycling Strategy Schemes**



1.3.12. This LCWIP reviewed the suggestions identified and, where there was evidence for the improvements and the suggestions conformed with latest best practice and the results of LCWIP auditing, these have been incorporated into the LCWIP. The scheme prioritisation in Section 8 also takes into account the location of the infrastructure improvements in relation to this strategy in its scoring system.

### **KNEBWORTH NEIGHBOURHOOD PLAN (KNEBWORTH PARISH COUNCIL, 2021)**

- 1.3.13. The Knebworth Neighbourhood Plan (KNP) sets out a plan to make Knebworth a vibrant and inclusive place to live, with aspirations around good design, environmental performance and sustainable growth while maintaining its rural character.
- 1.3.14. Several policies in the neighbourhood plan are in alignment with the goals of the LCWIP, notably KBT1. While this policy is primarily focused on new developments, the text states that the Parish Council “supports proposals that encourage change of travel mode away from the private car to more sustainable forms of transport” and goes on to talk about “encouraging a switch to walking and cycling by improving the safety and quality of existing facilities”.
- 1.3.15. The main barriers to improving the active travel network in Knebworth are the very busy ‘high street’ section of the B197 and the constraints under the rail bridge near Knebworth station. In order to create a continuous quality cycle facility on the B197, at least some of the parking on the ‘high street’ would need to be relocated. The KNP does not currently support this and so the LCWIP has instead identified a need for traffic calming in this area with a note that there should be a long-term goal to relocate the parking if possible. Under the rail bridge, a shuttle system has been proposed but this would require much further work and consultation to determine its feasibility and the level of local support.

### **BALDOCK, BYGRAVE AND CLOTHALL NEIGHBOURHOOD PLAN (2021)**

- 1.3.16. This neighbourhood plan has been produced by a small number of volunteers drawn from community organisations in Baldock, together with representatives from Bygrave and Clothall. The plan contains policies that complement the emerging North Hertfordshire Local Plan, providing additional safeguards and requirements.
- 1.3.17. The plan supports walking and cycling infrastructure, having highlighted the need for improved infrastructure in key areas, as detailed below:
- Improving the link between Baldock High Street and Tesco superstore;
  - Improving access to Baldock station;
  - Providing a sustainable link between Bygrave and Baldock, via Bygrave Road/Ashwell Road; and
  - Upgrading Royston Road to become a sustainable travel corridor.

1.3.18. The report also emphasises the importance of reducing congestion and improving air quality within Baldock, stating that a key way to combat this to provide walking and cycling routes that allow safe and convenient access between the sites and Baldock town centre, railway station, employment areas and primary and secondary schools.

1.3.19. This LCWIP supports these plans and in some cases identifies the infrastructure needed.

#### **PIRTON NEIGHBOURHOOD DEVELOPMENT PLAN (PIRTON PARISH COUNCIL, 2018)**

1.3.20. This neighbourhood plan was developed by Pirton Parish Council in conjunction with numerous local organisations and sets out a vision for the future of the Pirton up to 2031.

1.3.21. The key purpose of this plan is to encourage sustainable development in accordance with the character of the village and Parish of Pirton, with an emphasis on encouraging walking and cycling in and around the village and parish. Key areas highlighted within the plan which this LCWIP supports include:

- Safe pedestrian links to the principal village facilities, including the village centre and recreation ground; and
- Improved access to the Icknield Way path and the Chiltern Cycleway;

#### **ASHWELL NEIGHBOURHOOD PLAN (ASHWELL PARISH COUNCIL, 2021)**

1.3.22. This neighbourhood plan was produced by a working group acting on behalf of the Parish Council, incorporating the views of the residents of the Parish of Ashwell. The purpose of the plan is to structure development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish.

1.3.23. The plan supports improving walking and cycling infrastructure to encourage short, local journeys to be made by foot. The plan supports the need for improved walking and cycling connections within the area as well as a complete walking and cycling link between Ashwell and the railway station, both of which are supported by this LCWIP.

#### **WYMONDLEY PARISH NEIGHBOURHOOD PLAN (WYMONDLEY PARISH COUNCIL, 2019)**

1.3.24. This neighbourhood plan was produced by the Wymondley Neighbourhood Plan Committee, a sub-committee of Wymondley Parish Council. The plan includes policies which strive to create a more sustainable way of life for residents, resulting in Wymondley Parish becoming a safer, healthier and greener place to live and work.

1.3.25. The plan recognises the importance of green infrastructure in reducing carbon footprints and supports appropriate initiatives to maintain, extend, improve, promote or facilitate use of these transport routes. Plans in this LCWIP complement the plan's intentions around improving footpaths and bridleways to facilitate safe walking and cycling within the Parish and reduce motoring.

#### **PRESTON PARISH NEIGHBOURHOOD PLAN (PRESTON PARISH COUNCIL, 2020)**

1.3.26. Preston Parish Council have developed this neighbourhood plan to establish a vision for the whole Parish and to help deliver the local community's wishes and needs for the plan period 2018 – 2031.

1.3.27. The plan presents various objectives in relation to the promotion and improvement of walking and cycling facilities, including:

- To support and encourage safe and sustainable transport, including walking and cycling.
- To support and encourage safe use of roads, paths and bridleways for all users: walkers, joggers, cyclists and horse riders.

1.3.28. Policy TC1 'Safe and Sustainable Transport' further emphasises Preston Parish's desire to improve sustainable transport infrastructure, stating that development proposals will be supported where "amenities in the village can be readily and safely accessed by pedestrians and cyclists".

1.3.29. Although no specific infrastructure proposals in the Preston area are included in this LCWIP, the need for active travel routes within Preston town and from Preston to Hitchin and Stevenage have been recognised and included in this LCWIP.

## **1.4 RELEVANT PLANS IN NEIGHBOURING AUTHORITIES**

### **CAMBRIDGESHIRE GREENWAYS**

1.4.1. The Greater Cambridge Partnership are working on the development of a high-quality greenway network, which will encourage walking and cycling as a mode of travel both into and out of Cambridge. The Melbourn Greenway is relevant to this LCWIP as it proposes to link Royston to Cambridge via Melbourne, Foxton and Trumpington. The analysis conducted for this LCWIP also identifies a need for this connection, and infrastructure proposed in Section 7 would tie in with the Melbourn Greenway's proposal for a bridge over the A505 to

link into Royston. Current validation work is being undertaken separately by HCC to look at these links.

## **STEVENAGE LCWIP**

1.4.2. Stevenage Borough Council developed the Stevenage LCWIP in 2019, which sets out a network of preferred and future routes for walking and cycling in the borough. There are a few interfaces between the two LCWIPs identified in this report:

- This LCWIP has confirmed a need for an active travel link between Hitchin and Stevenage. High-level infrastructure ideas for this link are included in Section 7 of this report. Plans included in this LCWIP end at the district boundary, to the west of Junction 8 of the A1(M). The Stevenage LCWIP Route 1 'North Stevenage to Stevenage Central', links this junction to Stevenage town centre via the A602, creating an opportunity for a long, cross-boundary connection. However, plans in the Stevenage LCWIP stop short of continuing the route over the junction, instead continuing the route north along the National Cycle Network route towards Letchworth via Gravelly. While this link is important too, there is a need to address the A602 barrier in order to provide a more direct connection between Stevenage and Hitchin. This would require further collaboration between HCC, Stevenage Borough Council and NHDC.
- The B197 corridor study links Stevenage in the north with Welwyn Garden City in the south and the North Herts section (from Stevenage to Woolmer Green via Knebworth) is also covered in this LCWIP. However, the first iteration of the Stevenage LCWIP did not include connections to such a route. Further collaboration between the three authorities is therefore required here too, in order to ensure any future B197 connection is properly integrated into Stevenage's walking and cycling networks.
- There are some developments planned on the edge of the Stevenage urban area (by Great Ashby) which are inside North Herts district. In terms of active travel, the key connections for these developments will be into Great Ashby and Stevenage, which are in Stevenage Borough. These connections have been identified in Sections 5 and 6 of this report.

## **LUTON LCWIP**

1.4.3. Luton Borough Council are currently developing an LCWIP, which is expected to be completed in 2022. There are some developments planned on the edge of Luton which are inside North Herts district. The key walking and cycling connections for these developments



will be into Luton, on the other side of the district boundary. These connections have been identified in Sections 5 and 6 of this report.

## **LUTON AIRPORT EXPANSION**

- 1.4.4. Luton Airport, which is located on the border of North Hertfordshire is currently consulting on opening a second terminal. To minimise the impact of additional trips on the road network, the proposals for the expansion would include funding for highway improvements. This might also include changes to parking controls, traffic management and calming measures close to the airport and in rural areas to the east of the airport. The proposals assumed that few passengers would walk or cycle to the airport.
- 1.4.5. The mitigations document proposes a number of junctions in Hitchin that would require mitigation to accommodate extra traffic flows to the airport. Any junction improvements will also need to include walking and cycling enhancements
- A602 Parkway/ Upper Tilehouse Street
- A505 Offley Road/ Upper Tilehouse St
  - A602 Park Way/ Stevenage Road/ Hitchin Hill
- 1.4.6. There are also some traffic calming areas identified in the villages to the east of Luton.
- 1.4.7. The two key documents are:
- Getting to and from the Airport
  - Appendix D Highway Mitigation Drawings

## **1.5 COVID-19 AND THE ACTIVE TRAVEL FUND**

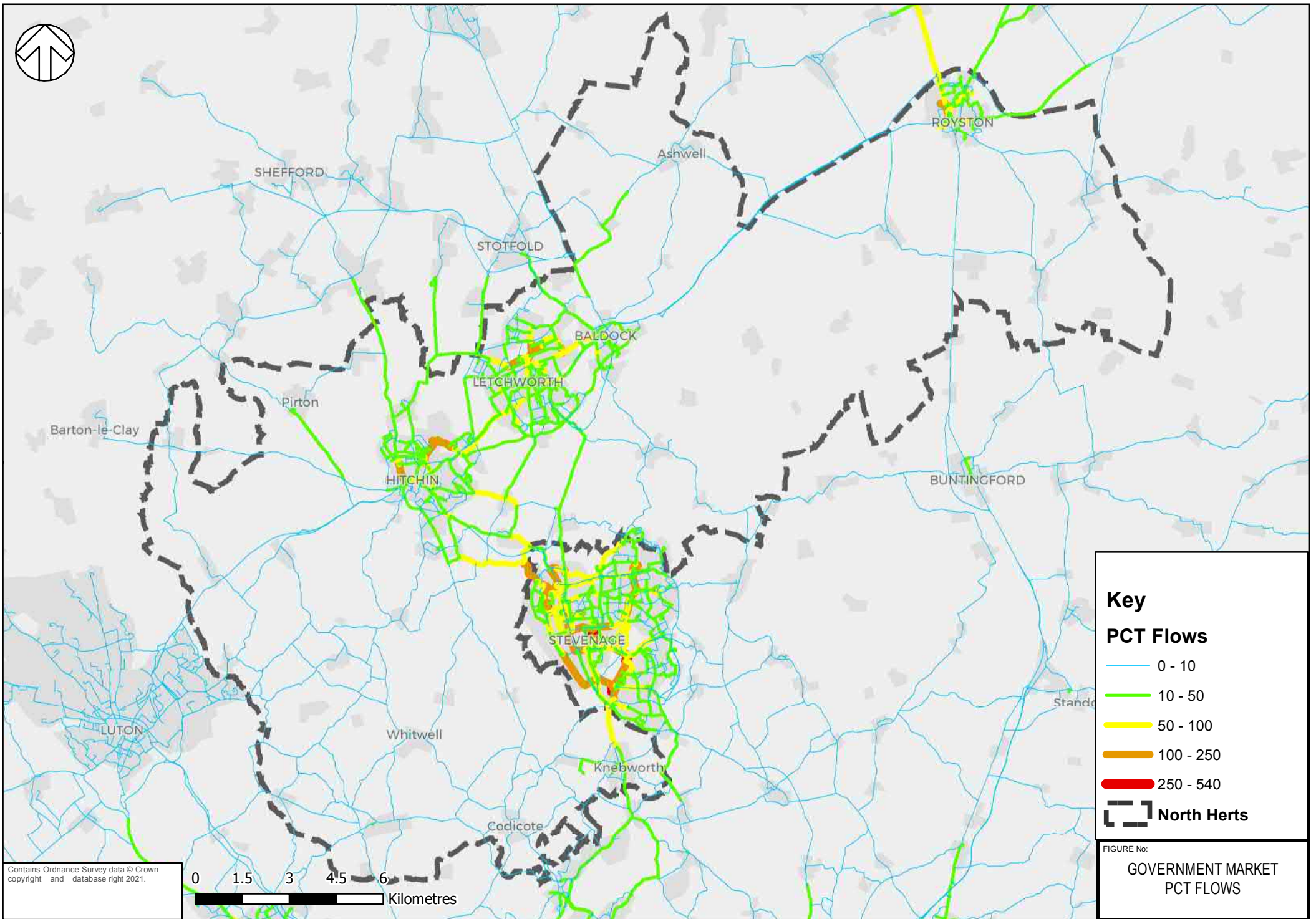
- 1.5.1. As with the rest of the country, travel patterns in North Hertfordshire in 2020 were massively disrupted by the covid-19 pandemic. Many workers started working from home rather than commuting and schools were closed, impacting these trips as well. People were advised by the government to avoid non-essential trips, to not use public transport, and to prioritise walking or cycling rather than driving to help avoid streets becoming gridlocked. Cycle sales in the UK were much higher than usual in 2020 and the DfT reported increases of around 200% in cycling trips made between March 16<sup>th</sup> and June 1<sup>st</sup> compared to the year before.
- 1.5.2. To support this desired shift to walking and cycling, and to make social distancing easier, on 11 May 2020 the government announced a £250m Emergency Active Travel Fund (EATF). This fund was distributed to local authorities across England in two tranches. The council

used funding from the first tranche to improve active travel infrastructure across Hertfordshire. This included measures in Hitchin and Royston town centres to support social distancing by providing more space for pedestrians.

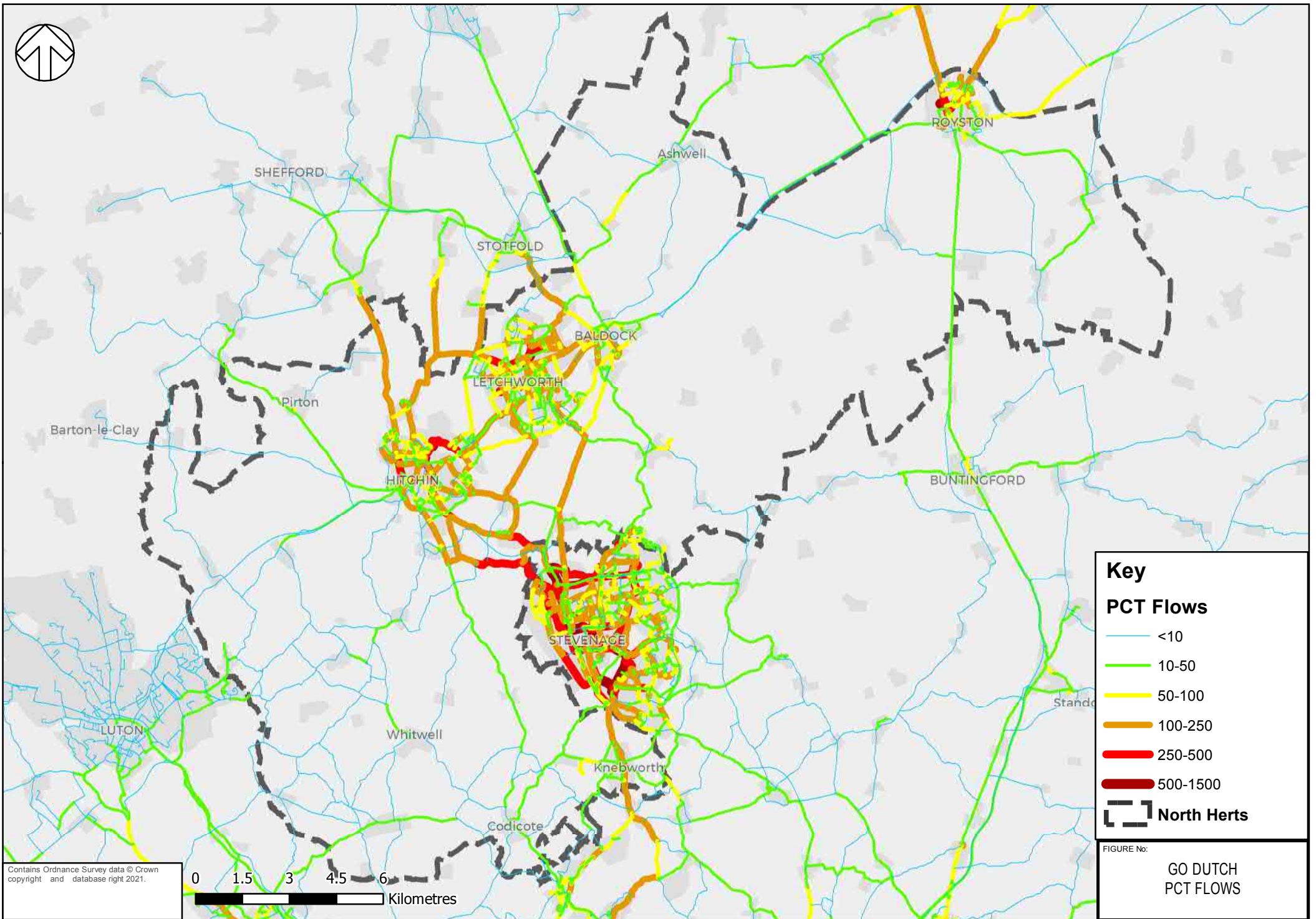
- 1.5.3. The fund was then renamed the Active Travel Fund and the second tranche of funding was awarded based on plans submitted to the DfT by the council. This includes development of a new cycle route along North Road in Stevenage. Later tranches of funding are increasingly dependent on authorities having LCWIPs in place. It is hoped that some of the proposals in this LCWIP can be funded through this route, once the LCWIP has been adopted.

## **APPENDIX B**









## APPENDIX C

# CIS Model Overview

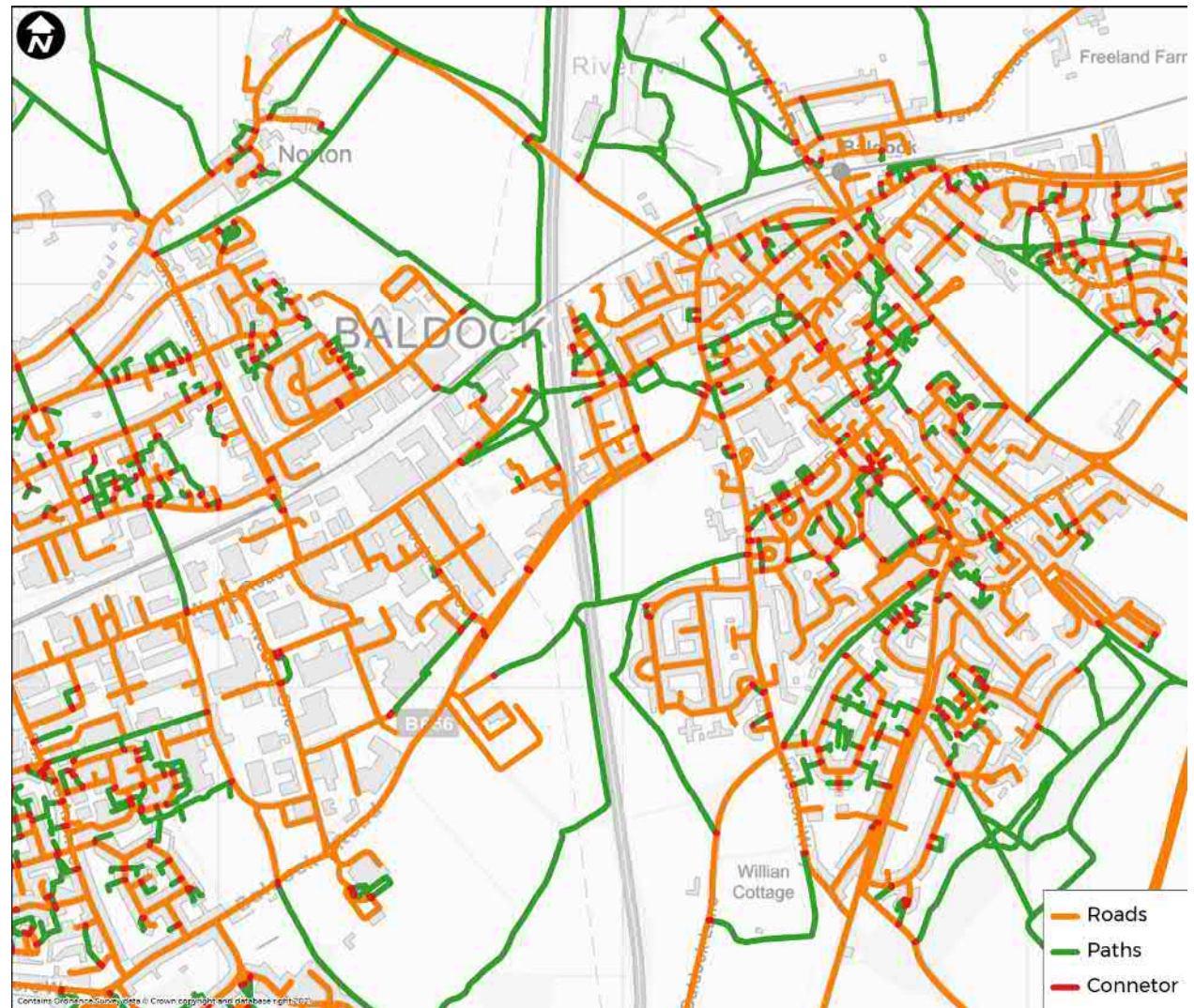
- A suite of models has been developed to automate the creation of desire lines for walking and cycling.
- The models require the following inputs: a walk/cycle network, origins, destinations and associated parameters.
- The models create two types of output:
  1. 'As crow fly' lines with the number of trips calculate between respective origins and destinations
  2. Walk/cycle network based lines that aggregate the number of trips to the actual network

# Inputs



# Input 1: Walk/Cycle Network

- A walk/cycle network has been built for the whole of Hertfordshire plus an 8km buffer.
- The datasets were downloaded from the vendor (Emapsite) on 4<sup>th</sup> May 2021.
- The data consist of two Ordnance Survey MasterMap datasets, one is the most detailed road network available and the second is the associated paths dataset. These two datasets have been merged together correctly before building the network.
- The walk/cycle network can be used for any of Hertfordshire County Council's LCWIPs projects.
- One-way streets have not been modelled.





## Input 2: Origin Points



- The origin points dataset has been created from three sources:
  1. Experian Mosaic postcodes with 2019/20 population estimates
  2. North Herts COMET R6 Housing Completions L3
  3. North Herts COMET R6 Perm Sites L3
- The COMET datasets were supplied by Hertfordshire County Council. It is understood that the council has its own Acorn data and in future runs this can be used instead of the Experian Mosaic dataset.
- There are a total of 19,628 origin points across North Hertfordshire plus an 8km buffer
- Each origin point has a weight score, representative of the population at each point.

## Input 3: Destination Points



- The destination points dataset has been created from 25 individual datasets supplied by Hertfordshire County Council.
- The extent of destinations was North Hertfordshire plus an 8km buffer
- The combined walk destinations dataset includes all 25 individual datasets, which includes bus stops, and contains 9,157 points
- The combined cycle destinations dataset does not include bus stops, and contains 6,839 points
- Each destination dataset is referred to as a “Destination Type”. The Key Employment Areas destination type is made up of three individual destination datasets combined together (Key Employment Areas, Employment Completions, Employment Perm Sites)
- Every destination point within each destination type is given a weighting, however, in the majority of cases, the weighting is a value of one, meaning that all destinations within that destination type, have the same attractiveness as one another. Some destination types have a specific weighting that represents the varying attractiveness of each point, such as number of jobs.
- Each destination type is assigned two pieces of information:
  1. Model Run Category – one of four options (All2All, Nearest1, ClosestX, ClosestY)
  2. Assignment Proportion – each destination type is given a value that represents the proportion of trips being generated by an origin that go to the corresponding destination type. E.g. 10% of all trips from an origin will go to a secondary school.
- The run category will determine how this proportion of trips generated at an origin point is distributed between the respective destinations within the destination type.

# Destination Parameters: Run Category Types & Values



| Run Category | Description  | Example Destination Type          |
|--------------|--|-----------------------------------|
| All2All      | This run category will generate data between each origin and every one of the destination points within the corresponding destination type. Serious consideration should be given to using this run category as it can generate millions of data rows which will cause the models to fail (run out of memory). | TOWN CENTRES                      |
| Nearest1     | This run category will generate data between each origin and the single nearest destination point within the corresponding destination type.   | Train stations, secondary schools |
| ClosestX     | When running the models, the user assigns a value for X, and this run category will generate data between each origin and the X closest destination point within the corresponding destination type.   | Primary schools, bus stops        |
| ClosestY     | When running the models, the user assigns a value for Y, and this run category will generate data between each origin and the Y closest destination point within the corresponding destination type.   | Business parks, retail centres    |

| Run Category | Value for North Herfordshire Model Runs |
|--------------|---|
| ClosestX     | 3                                       |
| ClosestY     | 5                                       |

# Walk Destination Parameters



| Destination Type                                     | Run Category | Proportion (Total = 100%) |
|--|--------------|---------------------------|
| Bus Stops  | ClosestY     | 6%                        |
| Coach Stations                                       | Nearest1     | 1%                        |
| Colleges/Universities                                | Nearest1     | 5%                        |
| Community Centres                                    | Nearest1     | 1%                        |
| Dentist  | Nearest1     | 1%                        |
| Event Spaces   | ClosestX     | 1%                        |
| GPs/Walk-in Centres                                  | Nearest1     | 1%                        |
| Hospitals  | All2All      | 5%                        |
| Key Employment Areas / Acorn Data /Future Employment | All2All      | 10%                       |
| Libraries  | Nearest1     | 1%                        |
| Local/Neighbourhood Centres                          | Nearest1     | 20%                       |
| Market Areas / Marketplaces                          | ClosestX     | 1%                        |
| Nurserys   | ClosestX     | 1%                        |
| Parks/Open Spaces                                    | Nearest1     | 1%                        |
| Post Office  | Nearest1     | 1%                        |
| Primary Schools                                      | ClosestX     | 9%                        |
| Railway Stations                                     | Nearest1     | 5%                        |
| Retail Parks   | All2All      | 1%                        |
| Secondary Schools                                    | ClosestX     | 10%                       |
| Sport and Leisure Centres                            | Nearest1     | 1%                        |
| Supermarkets   | Nearest1     | 5%                        |
| Tourist Attractions / Points of Interest             | Nearest1     | 3%                        |
| Town Centre Area                                     | All2All      | 10%                       |

# Cycle Destination Parameters



| Destination Type                         | Run Category | Proportion (Total = 100%) |
|--|--------------|---------------------------|
| Coach Stations                           | ClosestY     | 1%                        |
| Colleges/Universities                    | Nearest1     | 5%                        |
| Community Centres                        | Nearest1     | 1%                        |
| Dentist                                  | Nearest1     | 1%                        |
| Event Spaces                             | ClosestX     | 1%                        |
| GPs/Walk-in Centres                      | Nearest1     | 1%                        |
| Hospitals                                | All2All      | 5%                        |
| Key Employment Areas                     | All2All      | 30%                       |
| Libraries                                | Nearest1     | 1%                        |
| Local/Neighbourhood Centres              | Nearest1     | 5%                        |
| Market Areas / Marketplaces              | ClosestX     | 1%                        |
| Nurserys                                 | ClosestX     | 2%                        |
| Parks/Open Spaces                        | All2All      | 1%                        |
| Post Office                              | Nearest1     | 1%                        |
| Primary Schools                          | ClosestX     | 6%                        |
| Railway Stations                         | Nearest1     | 6%                        |
| Retail Parks                             | All2All      | 5%                        |
| Secondary Schools                        | Nearest1     | 6%                        |
| Sport and Leisure Centres                | Nearest1     | 1%                        |
| Supermarkets                             | Nearest1     | 5%                        |
| Tourist Attractions / Points of Interest | All2All      | 5%                        |
| Town Centre Area                         | All2All      | 10%                       |

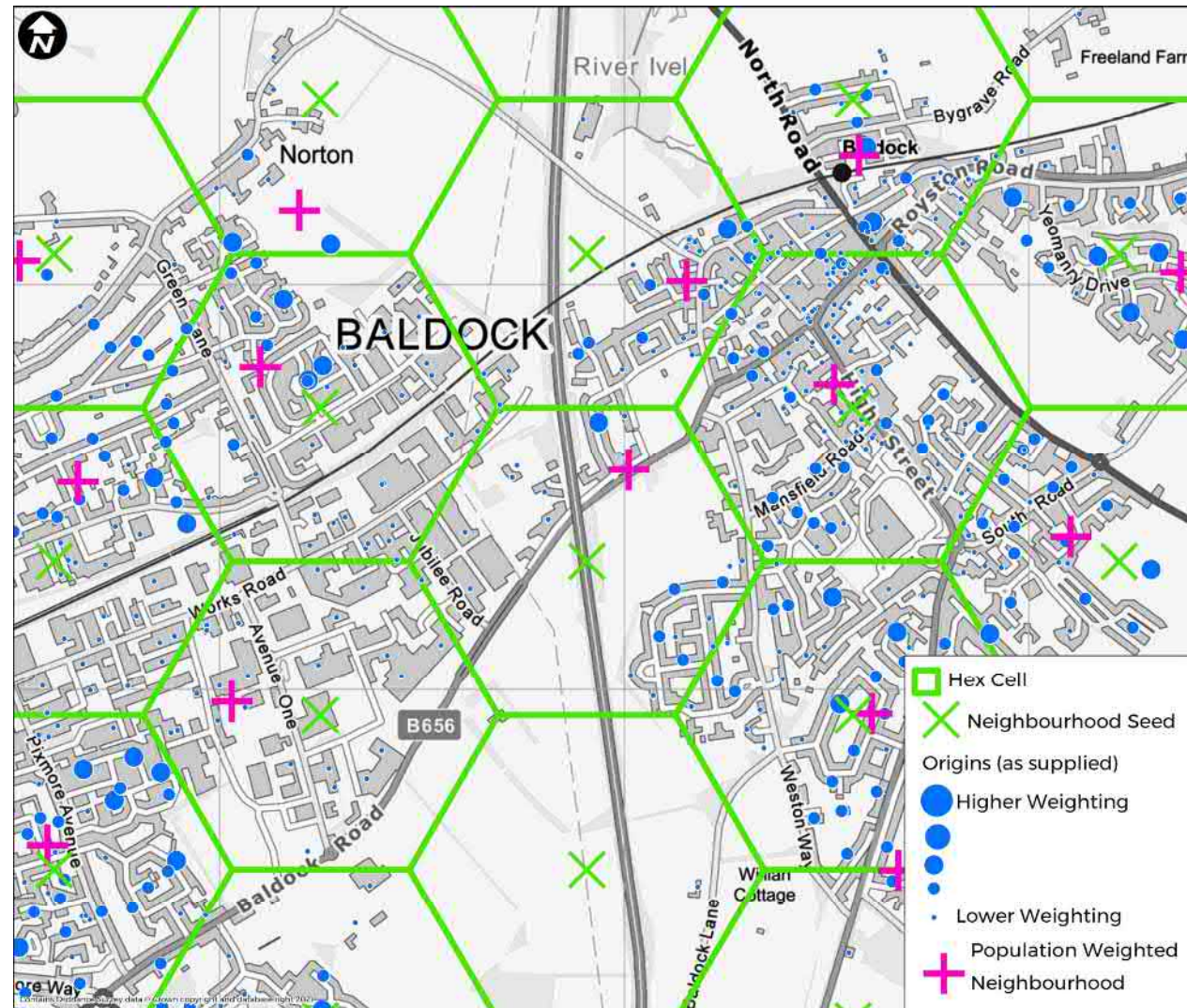
# Methodology



- A suite of models have been created that run through Esri ArcGIS Desktop.
- Running the models requires an ArcGIS Desktop Advanced license and Network Analyst license.
- The workflow for the models is as follows:
  1. The user manually pre-processes the origin and destination points to ensure both datasets have the required fields and attribute values.
  2. The user selects the required model inputs: walk/cycle network, origin points, destination points and hex cells
  3. The user manually inputs the values of X and Y for ClosestX and ClosestY run categories
  4. The origin and destination points are automatically aggregated to neighbourhood points so that less data is used by the model, however there is no loss to the weighting values associated with origins/destinations. This is essential as with 19,000 origins and 9,000 destinations, up to 171,000,000 trip lines could be generated and a normal computer would not be able to process this.
  5. The model creates an Origin-Destination Matrix (OD Matrix) from all origins to the appropriate destinations, respecting the Run Category parameters for the respective destination type. For example, trips are made from each origin to all hospitals (All2All) and trips are made from each origin to the closest three nurseries (ClosestX). The OD Matrix distances are based on network distances not straight line distances.
  6. The OD Matrix is used to generate the 'as crow flies' lines between origins and destinations. A series of table joins add the origin weight value and destination proportion value to the respective OD lines. A gravity model calculates the number of trips being assigned to each line. The gravity calculation assigns trips based on a formula that balances the distance between origin and destinations and the attractiveness of the destinations. The output dataset is then run through a python script (outside of ArcGIS) to create the clustered desire lines
  7. The OD Matrix is used to generate the walk/cycle network based lines between origins and destinations. A series of table joins add the origin weight value and destination proportion value to the respective OD lines. A gravity model calculates the number of trips being assigned to each line. The gravity calculation assigns trips based on a formula that balances the distance between origin and destinations and the attractiveness of the destinations. Additional processes then aggregate the network based lines to the underlying road network, summing the total number of trips along concomitant sections of road.

# Aggregating Origins

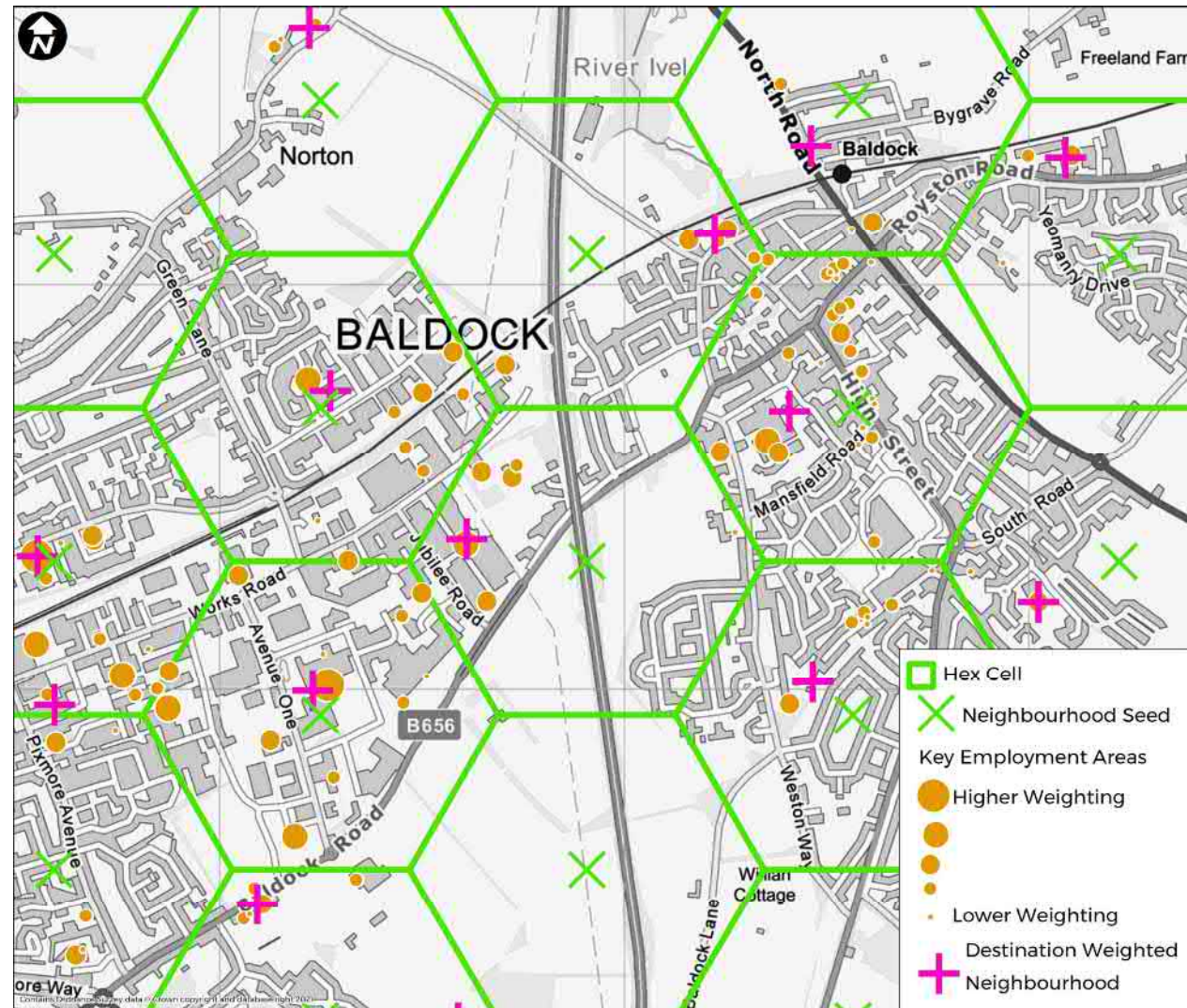
- A grid of hex cells is used as a proxy for neighbourhoods and the centroid of each hex cell used as a 'first step' neighbourhood seed.
- The supplied origins are assigned to the nearest neighbourhood seed using the road network and the total origin weight for each neighbourhood seed calculated (sum of all origin weights)
- A new location to best represent the respective origins is calculated creating a population weighted neighbourhood point
- The population weighted neighbourhood point is now a proxy for all origins deemed to be within a neighbourhood.
- Note that an origin can be physically located in one hex cell, but the closest neighbourhood seed when using the road network is actually in another hex cell. The origin is assigned to the other neighbourhood seed instead.



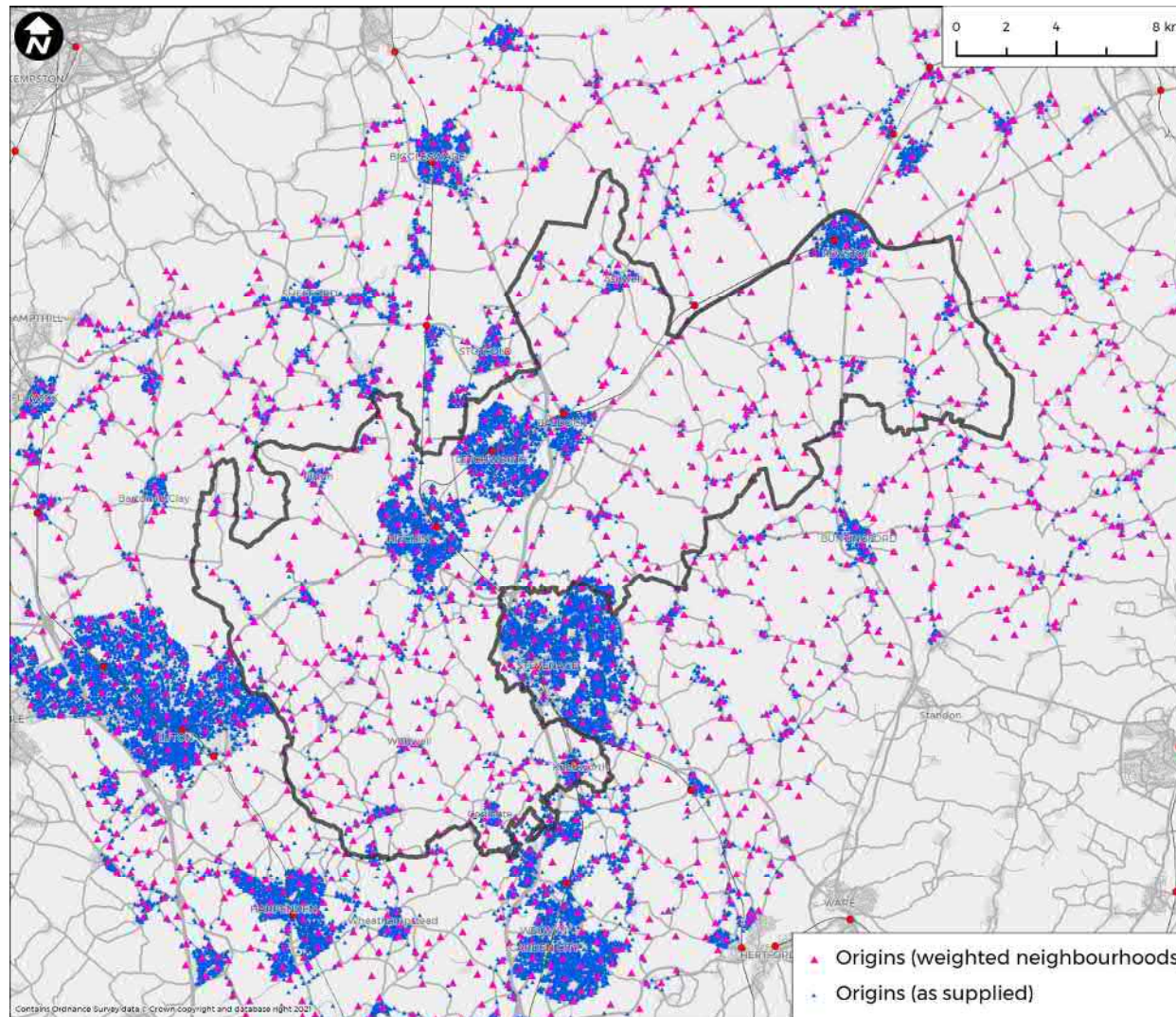


# Aggregating Destinations

- The same methodology was used as for aggregating origins to weighted neighbourhood points
- A specific set of destination weighted neighbourhood point was created for each of the destination types – the image illustrated the destination type of Key Employment Areas only.
- All sets of destination specific weighted neighbourhood points were merged into one final dataset used by the model.

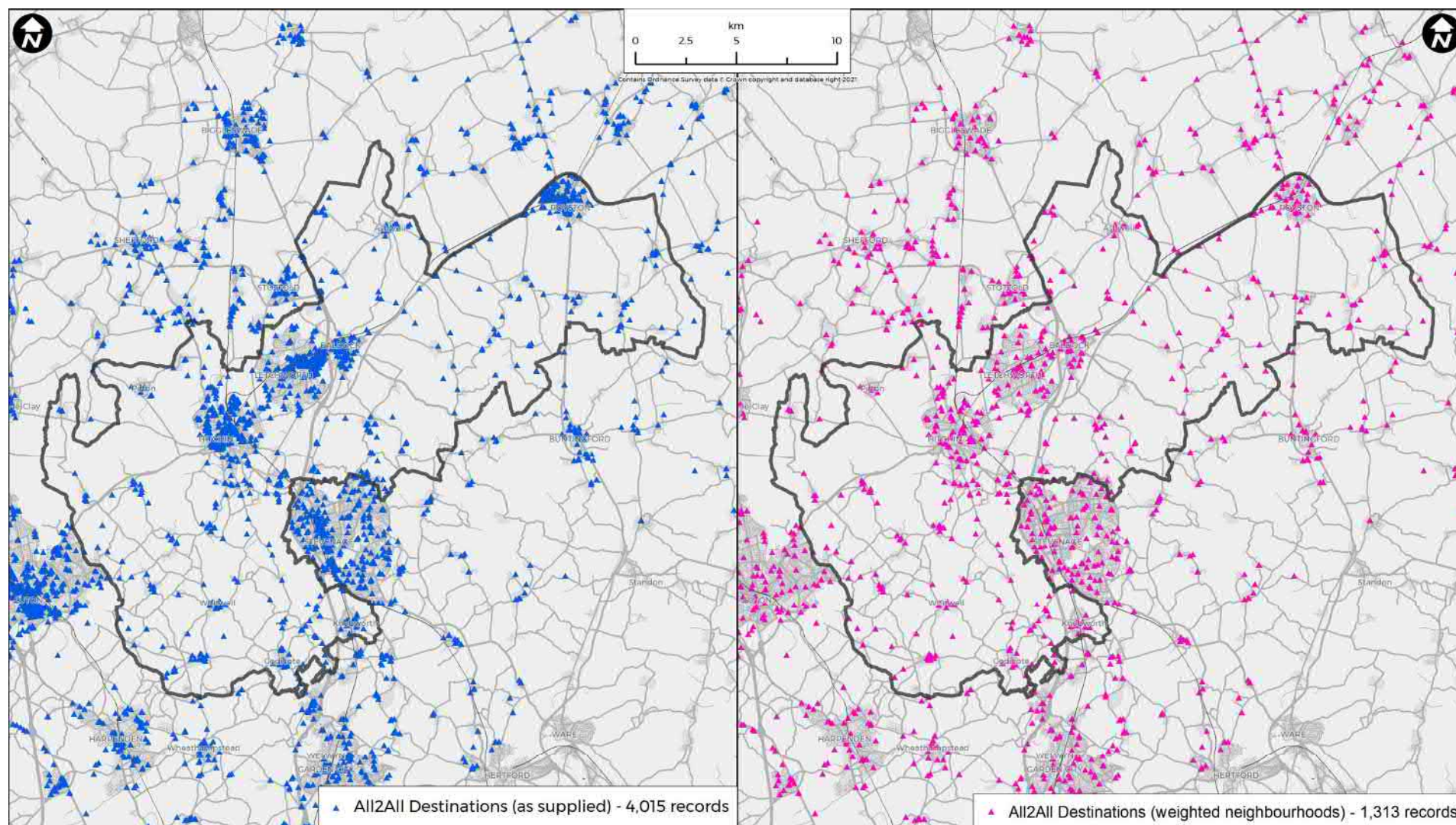


# Origins: As supplied & Aggregated to Neighbourhoods



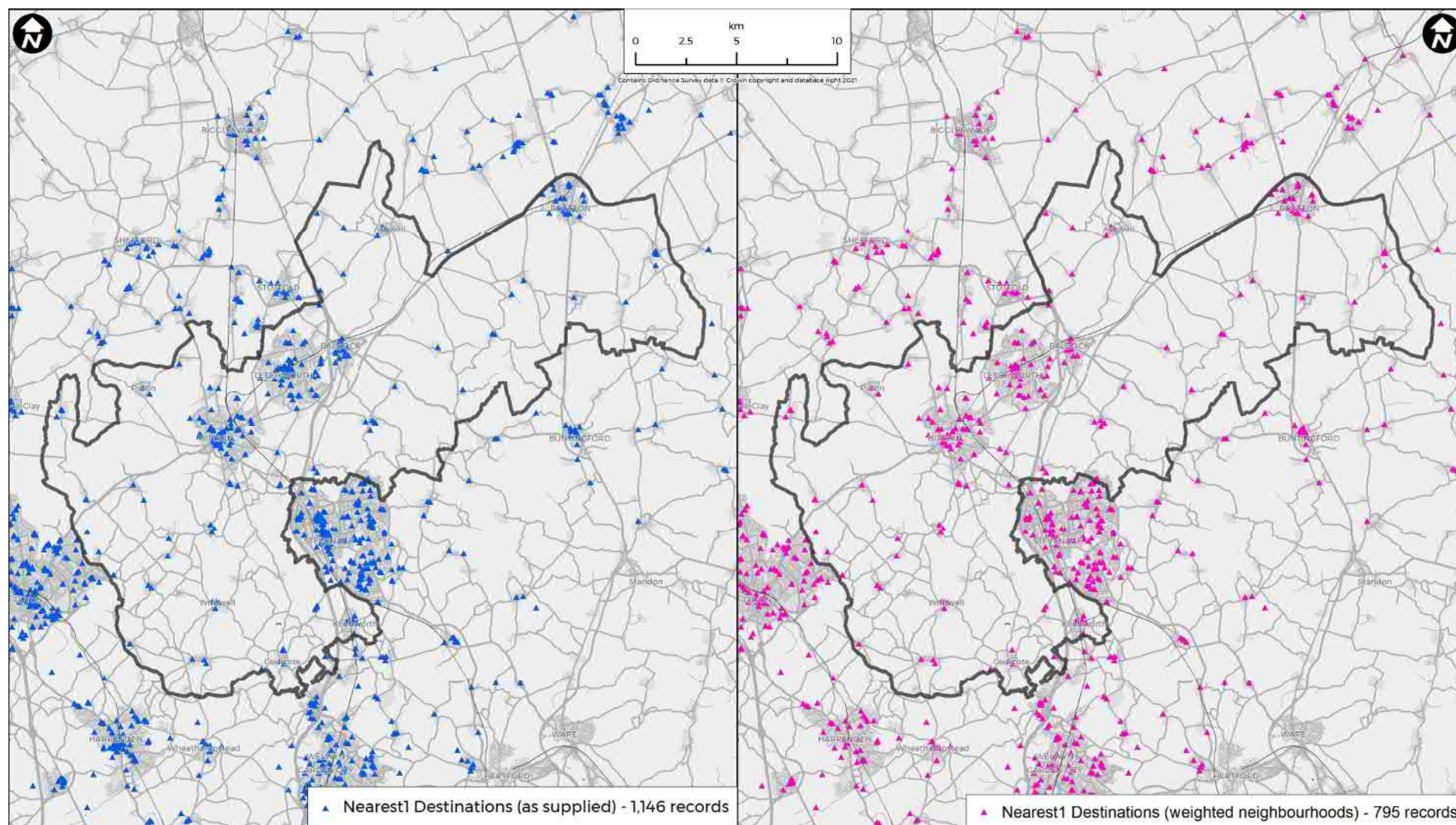


# Aggregating All2All Destination Types



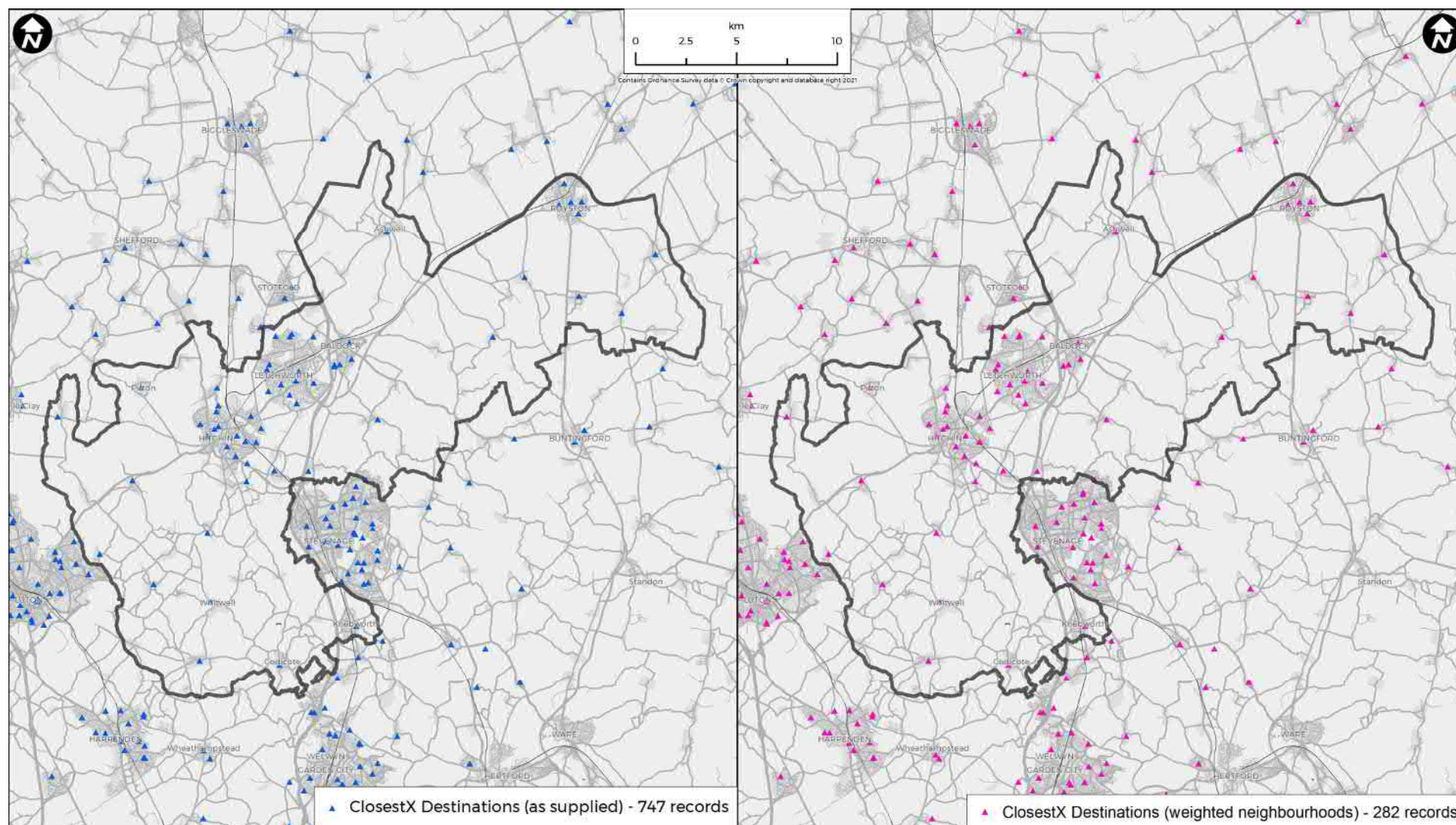


# Aggregating Nearest1 Destination Types

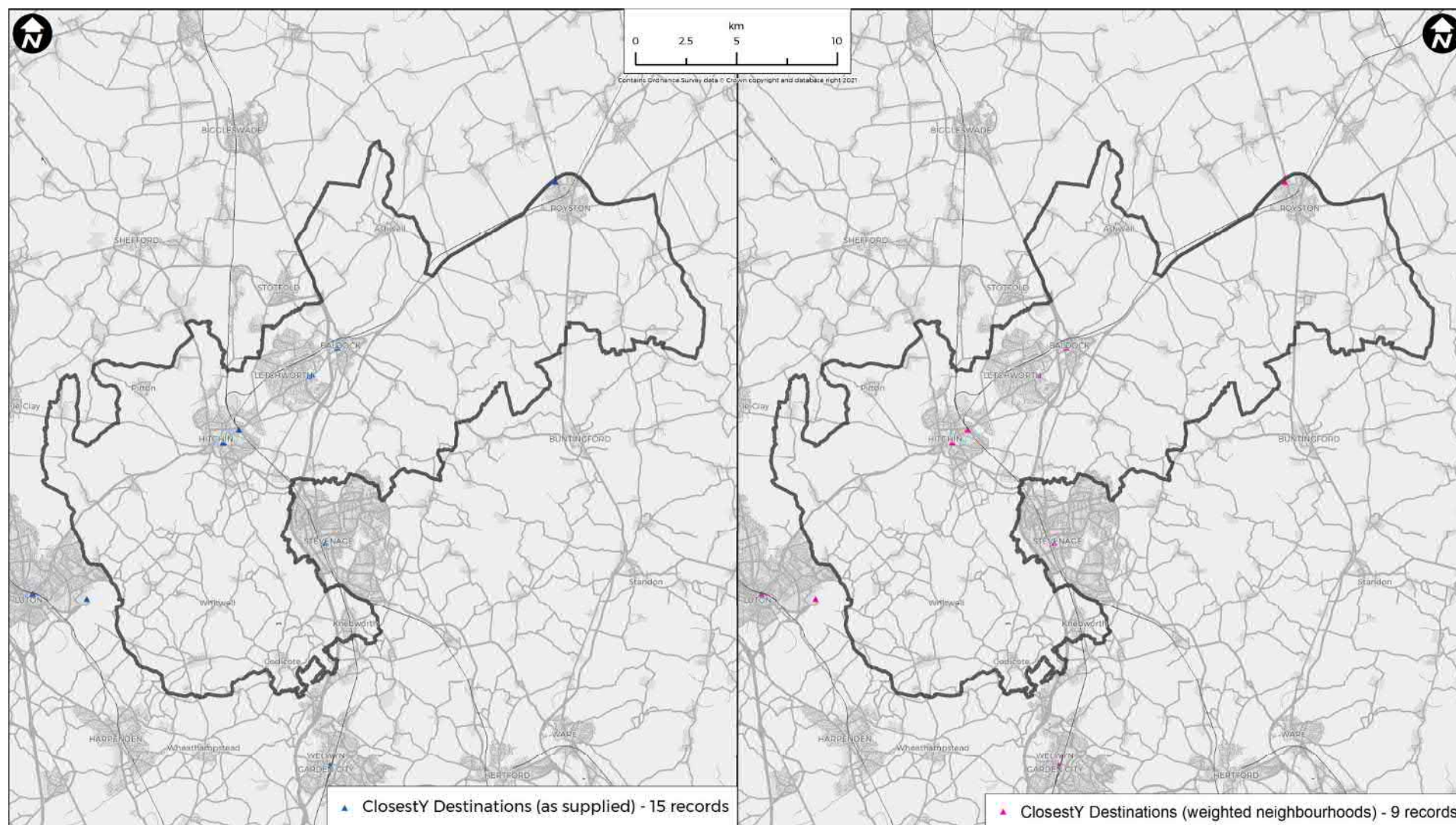




# Aggregating ClosestX Destination Types



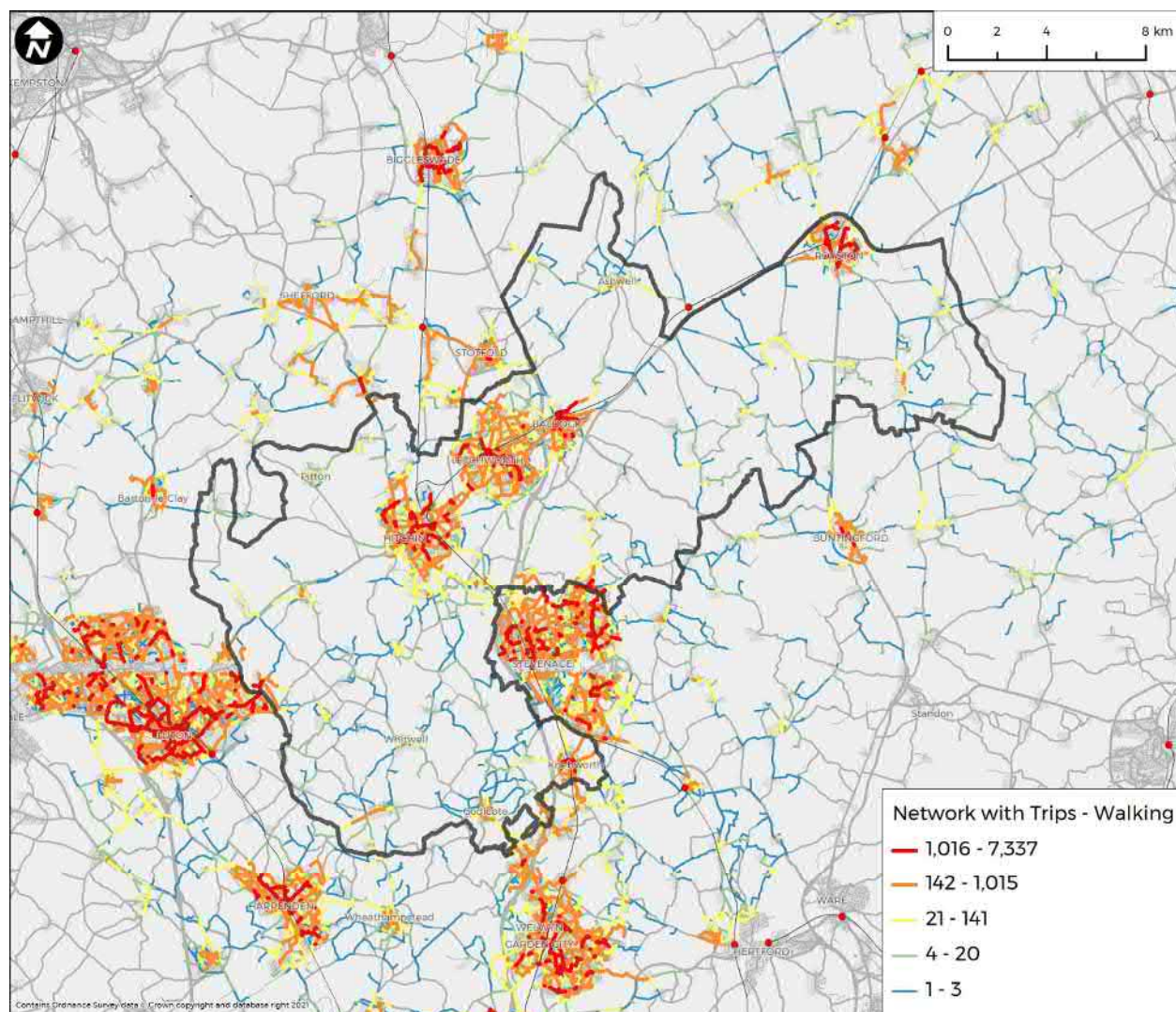
# Aggregating ClosestY Destination Types

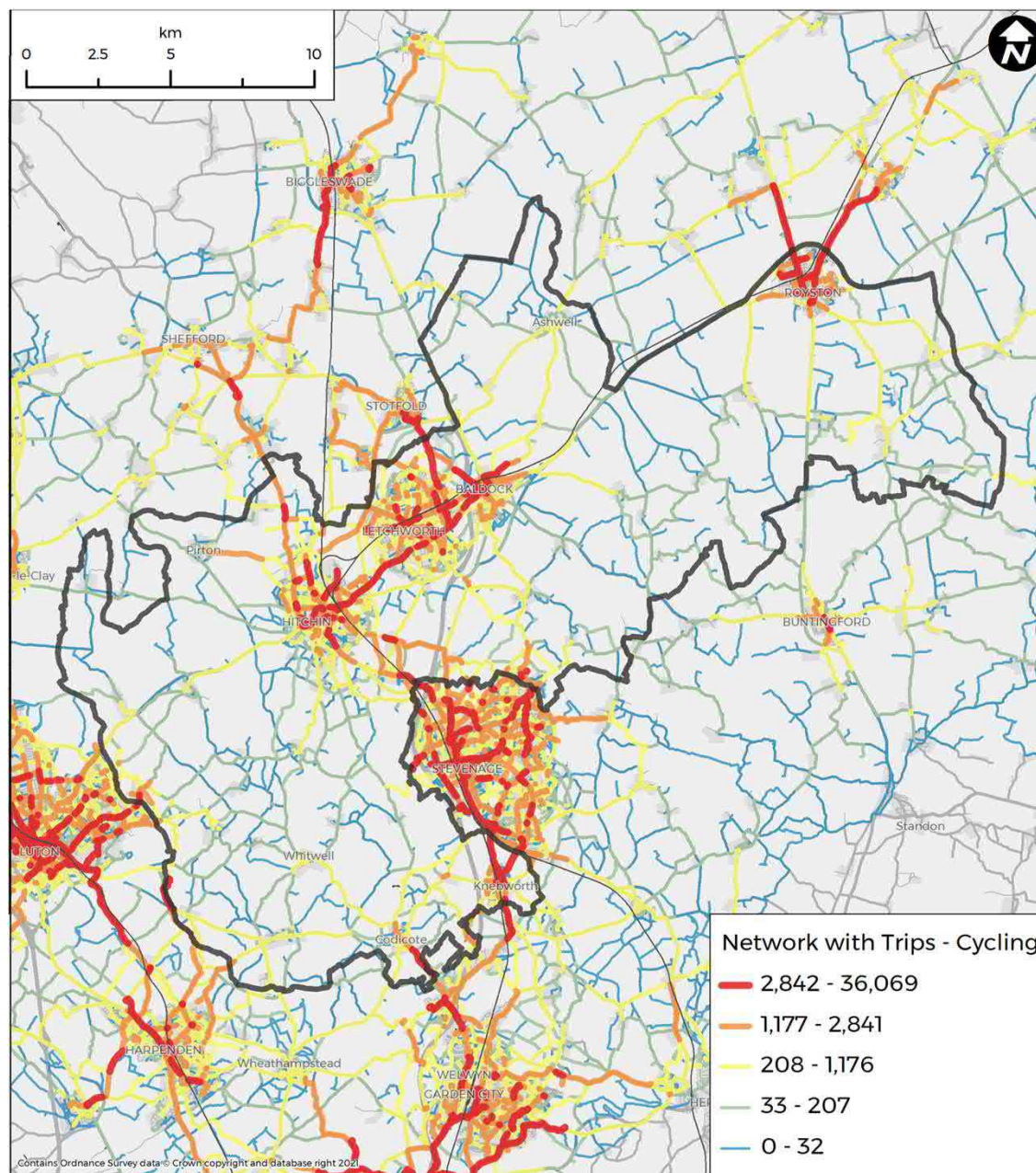




# Outputs

# Aggregating Destinations







WSP House

70 Chancery Lane

London

WC2A 1AF



## TECHNICAL NOTE

### Software Requirements

- ArcGIS Desktop Advanced license
- Network Analyst extension

### LCWIPS Model (Summary)

- This suite of models has been developed to help complete and add value to stages 2, 3 and 4 of the DfT LCWIP six-stage process. The models allow the user to input origin data, destination data, and a network. These are then manipulated by the models to identify potential trips across the study area. The key output is a plan of the network with flows assigned to it, allowing the user to see where future demand for trips may be concentrated.
- This suite of models has several advantages over the widely-used 'Propensity to Cycle Tool' (PCT), which was also developed for LCWIPs. The PCT is based on Census 2011 data, only considers trips to school and workplaces, and does not account for developments built since 2011, or planned for the future. This suite of models allows users to input more recent population data, any type of destination data they like and a more up-to-date network layer too.
- The current version of the model suite is v4.3, and the toolbox is called *LCWIPS\_Model\_Suite\_v4\_3*. It is located within the geodatabase called *LCWIPS\_Model.gdb*. The toolbox has been created inside a geodatabase to facilitate its portability across servers and local drives.
- The toolbox contains nine models (see Figure 1, below) however only the four models prefixed with "Step ..." are to be run by the user. The five models prefixed with "SubModel\_..." are called by the other models, where applicable, and should not be interacted with by the user at all.
- The four interactive models are run through ArcCatalog by either double-clicking the model, or right-clicking the model and selecting "Open". Both ways require the user to input the appropriate required parameters.

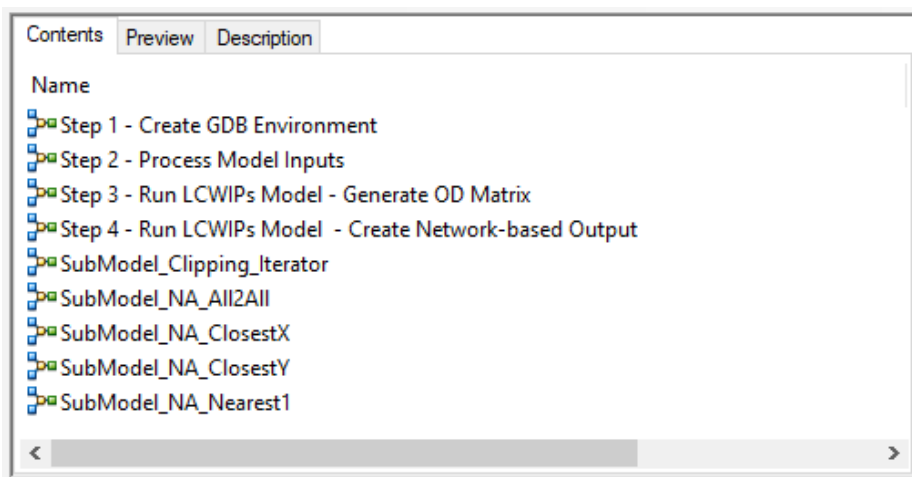


Figure 1: Contents of toolbox

### Compatibility

- This suite of models has been created using *Esri ArcGIS Desktop 10.5* ("Desktop"), which will allow them to be compatible with *ArcGIS Pro* ("Pro") in the future. The key incompatibility between Desktop and Pro is the *Calculate Field* tool. In Desktop, the tool is defaulted to Visual Basic (VB), however, Pro does not support VB. Python has been used for all instances of the Calculate Field tool, however a reasonable amount of reworking will still be required to remedy unforeseen incompatibility issues with other tools, as and when Esri update them, and change the underlying code.

## Workflow Overview

- Process the input feature classes.
- Run model: *Step 1 - Create GDB Environment* to create the geodatabases in the appropriate model run folder.
- Run model: *Step 2 - Process Model Inputs* to import the model input feature classes.
- Manually populate *In\_Destination\_Type\_Proportions* (this is created by the second model run) with the appropriate values for *Dest\_Proportion* and *Run\_Category* fields (see Table 4, above).
- Run model: *Step 3 - Run LCWIPs Model - Generate OD Matrix*.
- Run model: *Step 4 - Run LCWIPs Model - Create Network-based Output*.
- QA and map the output feature class called *Out\_Network\_with\_Utilisation\_Data* that will be located within *LCWIPs\_Model\_Run\_GDB.gdb*.

## Network Dataset

- The network dataset used for the model has been pre-built and covers Hertfordshire plus 8km buffer.
- The network dataset is derived from OS MasterMap data sourced from Emapsite on 4<sup>th</sup> May 2021. The network contains the full OS MasterMap Highways Network RAMI and OS MasterMap Highways Network Paths, which have been correctly merged with networking junctions. As the analysis concerns walking and cycling, one-way restrictions have not been included (in the case of cycling, the outputs of the model may build a case for introducing a contraflow facility on an existing one-way street, for example).
- Both the network dataset and network feature class are located within a feature dataset called *Network\_\_RAMI\_Paths* and are located in the geodatabase called *Hertfordshire\_Network\_\_OS\_Roads\_Paths.gdb*.
- The network impedance field used to build the network dataset is simply the default length value (where the units are metres), and the models are hardcoded to use this.
- The model will require the user to input two aspects of the road network:
  - i The network dataset, called *Network\_\_RAMI\_Paths\_ND*. This is used by the Network Analyst tools within the models to calculate least-cost paths from all origins to the required destinations (as specified in Table 5).
  - ii The network feature class, called *Network\_\_RAMI\_Paths*. This is the line feature class associated with the network dataset.

## PROCESSING THE INPUT FEATURE CLASSES

- The inputs of the models, which are manually pre-processed by the user prior to being consumed by the model, require specific fields to be present. Additional fields will not affect the model. The prescribed data structure of the data inputs is detailed in the following sections.
- Emphasis should be placed on meticulous data preparation.

## Origin Points

- Origins must be a point feature class, projected to British National Grid.
- The prescribed data structure is shown within Table 1, below.

Table 1: Data structure for origins

| FIELD NAME | TYPE     | DESCRIPTION   |
|------------|----------|---|
| O_ID       | Text, 50 | A unique ID, containing alpha-numeric characters as well as underscores (" _ ") or dashes (" - "). Spaces should not be used.   |
| Weight     | Double   | A numeric value representing the population at the origin. This can be the population at a postcode or total number of people forecast on a new development. The value must not be blank, null or zero. |

## Destination Points

- Destinations must be a point feature class, projected to British National Grid.
- The prescribed data structure is shown within Table 2, below.

*Table 2: Data structure for destinations*

| FIELD NAME | TYPE      | DESCRIPTION  |
|------------|-----------|--|
| Dest_ID    | Text, 100 | A unique ID, containing alpha-numeric characters as well as underscores (“_”) or dashes (“-”). Ideally, this will acknowledge what type of destination it is, e.g. “PrimSchool_1”. Spaces should not be used.  |
| Dest_Type  | Text, 50  | A value that describes succinctly the type of destination. Examples include: GP, Hospital, SchoolPrimary, SchoolSecondary, BusStop, RailStation. The string must only contain alpha-numeric characters as well as underscores (“_”) or dashes (“-”). Spaces should not be used.  |
| Weight     | Double    | <p>A numeric value representing the attractiveness of the destination, in comparison to the other destinations of the same destination type. This can be a factual value - such as number of jobs, number of buses/trains per hour, or floor area, or subjective value - such as a score between 1-10, where 10 is the most attractive. A value of one is assigned to all destinations within a destination type, where an attractiveness factor is not relevant. The value must not be blank, null or zero.</p> <p>For example, in the North Herts LCWIP, the attractiveness of an employment site was calculated from its floor area. It was assumed that 50% of the floor area was usable and that there was one job per 30m<sup>2</sup>.</p> |

## Hex Cells

- A polygon feature class called *HexCells\_\_Herts\_plus\_8km* has been supplied and is located in the geodatabase called *Hertfordshire\_Datasets.gdb*.
- The hex cell feature class is projected to British National Grid and covers Hertfordshire plus 8km buffer. The size of each hex cell is 500,000m<sup>2</sup> and a diameter (east to west vectors) of 877m.
- The purpose of the hex cell feature class is to create pseudo neighbourhoods to aggregate the origin and destination datasets and reduce the number results being generated, which would otherwise cause the model to fail due to the processing computer running out of memory.
- Each origin and destination point is assigned to a hex cell (“neighbourhood”) using Network Analyst which calculates the least cost path between the origin and the closest hex cell centroid across the walk/road network. This means that because of the layout of the relevant local road network, an origin point can be assigned to a different hex cell to the one that it is contained within.
- A subset of the *HexCells\_\_Herts\_plus\_8km* feature class should be created that covers the extent of the required project area. This subset, and not the full dataset, should be the input to the model.

## Clipping Cells

- A polygon feature class called *ClippingCells\_\_Herts\_plus\_8km* has been supplied and is located in the geodatabase called *Hertfordshire\_Datasets.gdb*.
- The clipping cell feature class is projected to British National Grid, and covers Hertfordshire plus 8km buffer. The size of each square clipping cell is 100,000,000m<sup>2</sup> with a width of 10,000m.
- The purpose of the clipping cell feature class is to physically split and then batch process certain elements of the analysis in order to reduce the size of datasets being processed, which would otherwise cause the model to fail due to the processing computer running out of memory.
- A subset of the *HexCells\_\_Herts\_plus\_8km* feature class should be created that covers the extent of the required project area. This subset, and not the full dataset, should be the input to the model.

## RUN MODEL: STEP 1 - CREATE GDB ENVIRONMENT

- This model creates two file geodatabases in the folder that the user specifies (the only parameter).
- These two geodatabases are used by the subsequent models and are called *LCWIPs\_Model\_Run\_GDB.gdb* and *Scratch\_GDB.gdb*. Once all the models have been run, all the important feature classes and tables will be within the former.
- The user selected folder should be unique to this scenario test.
- The folder name must only contain alpha-numeric characters and underscores ("\_"). Spaces and dashes ("-") should not be used.

## RUN MODEL: STEP 2 - PROCESS MODEL INPUTS

- This model has six parameters, as detailed in Table 3, below. The abbreviation "FC" refers to the parameter being a feature class.

Table 3: Model Parameters

| PARAMETER                      | DESCRIPTION  |
|--------------------------------|--|
| Select Project Folder          | The user specifies the correct folder for this scenario test (the same as the previous model). |
| Select Network Dataset         | The user specifies the <i>Network__RAMI_Paths_ND</i> network dataset.                          |
| Select Origin Points (FC)      | The user specifies the correctly processed origin points feature class.                        |
| Select Destination Points (FC) | The user specifies the correctly processed destination points feature class.                   |
| Select HexCells (FC)           | The user specifies the correct subset of the supplied Hex Cells feature class.                 |
| Select Clipping Cells (FC)     | The user specifies the correct subset of the supplied Clipping Cells feature class.            |

- This model will create copies of all the input feature classes and apply numerous geoprocessing steps to prepare them for subsequent models. They are saved within *LCWIPs\_Model\_Run\_GDB.gdb* and can be useful for auditing purposes in the future.
- This model creates a new table called *In\_Destination\_Type\_Proportions* within *LCWIPs\_Model\_Run\_GDB.gdb*, that requires the user to manually input certain additional values before the next model is run. The table lists each unique Destination Type (as per the *Dest\_Type* field of the input Destination points feature class), and the user must manually populate the two fields, as detailed in Table 4, below, with specific values determined by subject matter experts for each Destination Type.

*Table 4: Destination type additional data*

| REQUIRED INFORMATION        | DESCRIPTION   |
|-----------------------------|---|
| Destination Type Proportion | Each destination type is assigned a numeric value, where the sum of this value for all destination types is 1. This numeric value therefore represents the proportion of trips produced by an origin that go to the respective destination type.  |
| Run Category                | <p>Each destination type is assigned with one of four types of run category. These are:</p> <ul style="list-style-type: none"> <li>■ All2All</li> <li>■ Nearest1</li> <li>■ ClosestX</li> <li>■ ClosestY</li> </ul> <p>N.B. These four string values must match exactly the text shown above. Additional details of these are given in Table 5.</p> |

*Table 5: Run categories*

| RUN CATEGORY | DESCRIPTION  | EXAMPLE DESTINATION TYPE          |
|--------------|--|-----------------------------------|
| All2All      | This run category will generate data between each origin and every one of the destination points within the corresponding destination type. Serious consideration should be given before using this run category as it can generate millions of data rows which will cause the models to fail (run out of memory). | Town centres                      |
| Nearest1     | This run category will generate data between each origin and the single nearest destination point within the corresponding destination type.   | Train stations, secondary schools |
| ClosestX     | When running the model called <i>Step 3 - Run LCWIPs Model - Generate OD Matrix</i> , the user assigns a value for X, and this run category will generate data between each origin and the X closest destination points within the corresponding destination type.   | Primary schools, bus stops        |

| RUN CATEGORY | DESCRIPTION  | EXAMPLE DESTINATION TYPE       |
|--------------|--|--------------------------------|
| ClosestY     | When running the model called <i>Step 3 - Run LCWIPs Model - Generate OD Matrix</i> , the user assigns a value for Y, and this run category will generate data between each origin and the Y closest destination points within the corresponding destination type. | Business parks, retail centres |

## RUN MODEL: STEP 3 - RUN LCWIPS MODEL - GENERATE OD MATRIX

- This model has five parameters, as detailed in Table 6, below.
- Although the model says some parameters are options, please assume that they are not optional. Insert a value of 0 (zero) if ClosestX or ClosestY are not required. A value must be inserted for *Trip Cut off Distance (m)* – failure to do so will generate enormous amounts of data that will cause the preceding model to fail (run out of memory).

Table 6: Model Parameters

| PARAMETER                          | DESCRIPTION   |
|------------------------------------|---|
| Select Project Folder              | The user specifies the correct folder for this scenario test (the same as the previous model).  |
| Select Network Dataset             | The user specifies the <i>Network__RAMI_Paths_ND</i> network dataset.   |
| Number of Destination for ClosestX | The user specifies the value of X (see Table 5) for this Run Category.  |
| Number of Destination for ClosestY | The user specifies the value of Y (see Table 5) for this Run Category.  |
| Trip Cut off Distance (m)          | <p>The user specifies the maximum network distance (as opposed to straight line 'as crow flies' distance) that is allowed for trips between an origin and destination. The units are in metres.</p> <p>For example, in the North Herts LCWIP, the <i>Trip Cut off Distance</i> was 8000 for cycling and 2000 for walking.</p> |

- This model uses Network Analyst to generate an Origin-Destination Matrix (OD Matrix) table that is consumed by the preceding model. The OD Matrix comprises network trips between all origins and all destinations, conforming to the specification of Destination Types and the associated Run Category (see Table 2, Table 4 and Table 6).
- This model uses iterators to iterate between the individual Destination Types within each Run Category and merges all the individual OD Matrices together.
- The processing within this model principally utilises Network Analyst, is stable and should run until completion.

## RUN MODEL: STEP 4 - RUN LCWIPS MODEL - CREATE NETWORK-BASED OUTPUT

- This model has two parameters, as detailed in Table 7 below.

Table 7: Model Parameters

| PARAMETER              | DESCRIPTION   |
|------------------------|---|
| Select Project Folder  | The user specifies the correct folder for this scenario test (the same as the previous models). |
| Select Network Dataset | The user specifies the <i>Network__RAMI_Paths_ND</i> network dataset.                           |

- This model uses Network Analyst to post-process the OD Matrix table (generated in the preceding model) and generate a line feature class that follows the underlying network dataset. A series of computationally and memory intensive geoprocessing tools are then used to aggregate the line feature class version of the OD Matrix.
- As detailed in Table 5, unnecessary use of the *All2All* Run Category, or unrealistic (large) values for *ClosestX* and *ClosestY* will generate enormous amounts of data that will cause the model to fail.
- Within the model, an iterator is used to split and batch-process the line feature class using the *Clipping Cells* feature class that was processed by the *Step 2 - Process Model Inputs* model. This process aims to mitigate the amount of data being processed at any one time; however, as this increases the number of processes being run, there is a commensurate impact on the overall model run time.

### Output Feature Class

- The output line feature class generated by the *Step 4 - Run LCWIPS Model - Create Network-based Output* model is called *Out\_Network\_with\_Utilisation\_Data* and is located in the geodatabase called *LCWIPS\_Model\_Run\_GDB.gdb*.
- The output feature class is projected to British National Grid.
- This feature class has three fields that can be mapped, which are detailed in Table 8, below.

Table 8: Mappable fields

| FIELD NAME         | DESCRIPTION  |
|--------------------|--|
| Trips              | The total number of trips calculated and aggregated to the unique segment of road or footpath.   |
| Trips_Reclassified | The total number of trips normalised so that the value is between 0 and 1, where 0 = the lowest value in the data range and 1 = the highest value in the data range. |
| Trips_Ranked       | Each unique segment is ranked in order of the number of trips the segments has. The segment with a rank of 1 has the most trips using it.                            |



## APPENDIX D

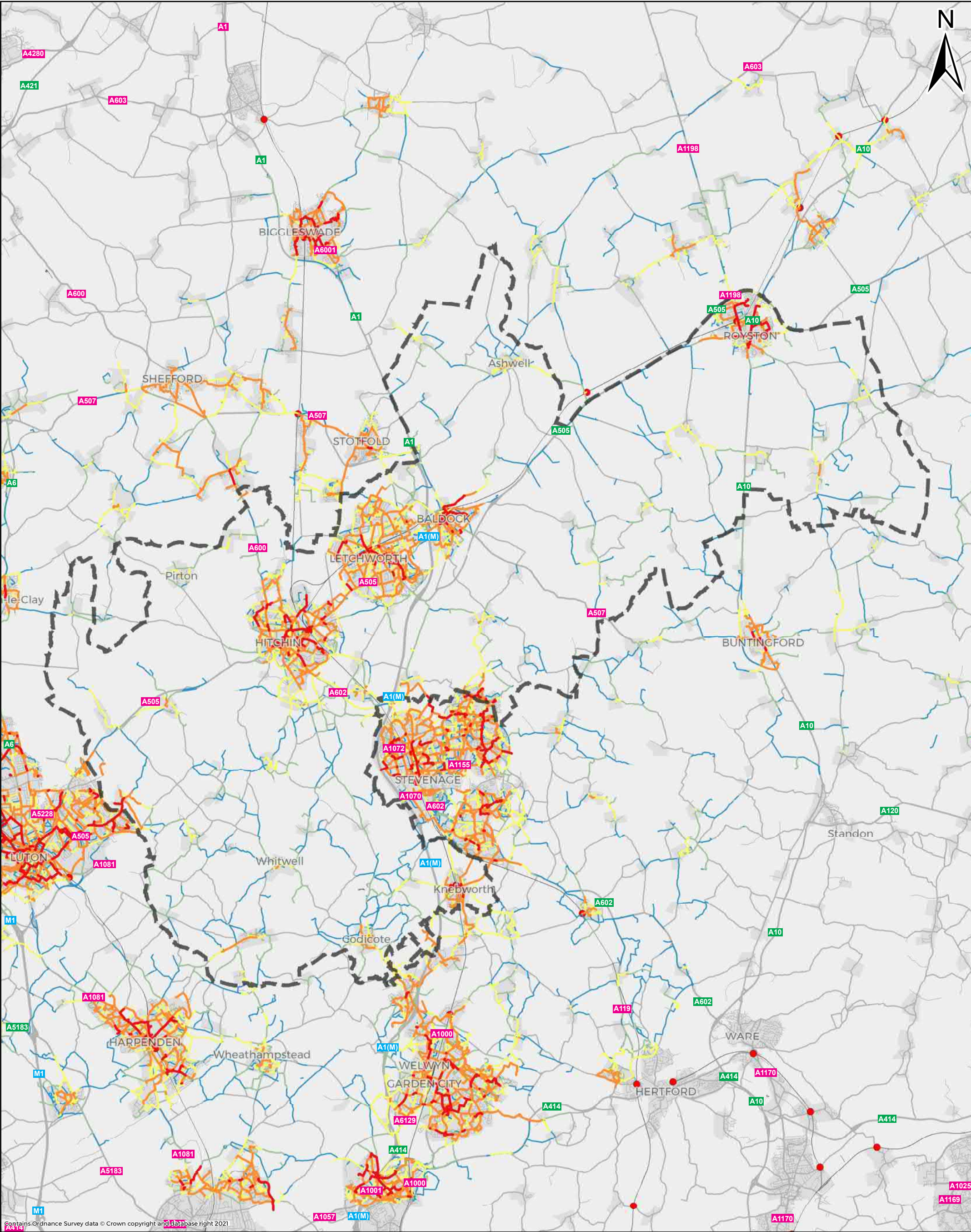






## APPENDIX E





Contains Ordnance Survey data © Crown copyright and database right 2021

| Network with Trips - Walking          |               |
|---------------------------------------|---------------|
| <span style="color: red;">—</span>    | 1,016 - 7,337 |
| <span style="color: orange;">—</span> | 142 - 1,015   |
| <span style="color: yellow;">—</span> | 21 - 141      |
| <span style="color: green;">—</span>  | 4 - 20        |
| <span style="color: blue;">—</span>   | 1 - 3         |

|             |     |   |       |
|-------------|-----|---|-------|
| 0           | 2.5 | 5 | 10 km |
| Scale at A3 |     |   |       |
| 1:128,000   |     |   |       |

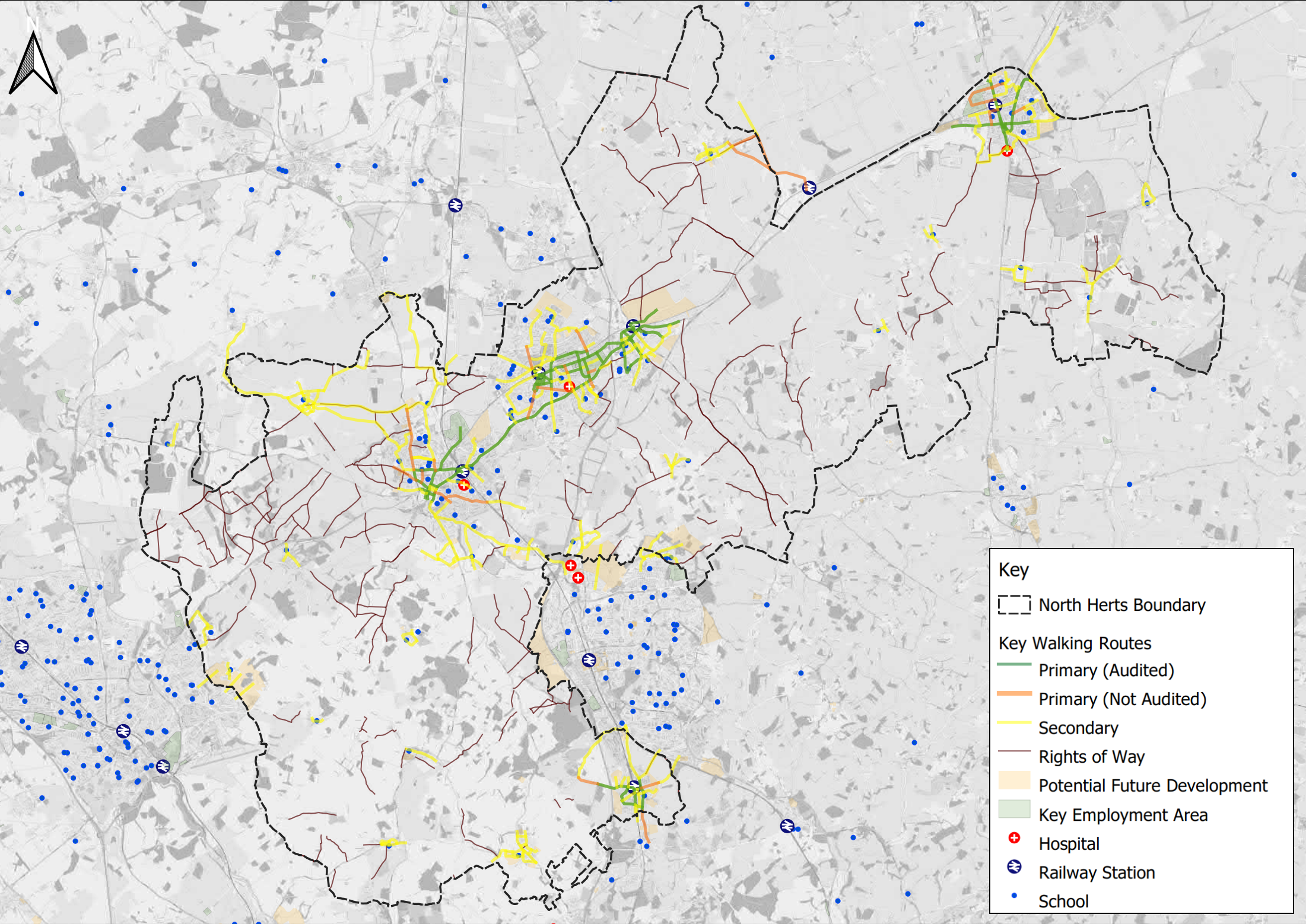
|   |                            |
|---|----------------------------|
| Job Title   | North Hertfordshire LCWIP  |
| Drawing Title   | **See Legend for Details** |
|  |                            |

\\uk.wspgroup.com\central\data\Discipline Management\Development\01 Service Lines\Smart Consulting\Digital\Personal Folders\James Tippins\LCWIP - NorthHerts\MXD\Draft\_Maps\_20210516.mxd



## APPENDIX F

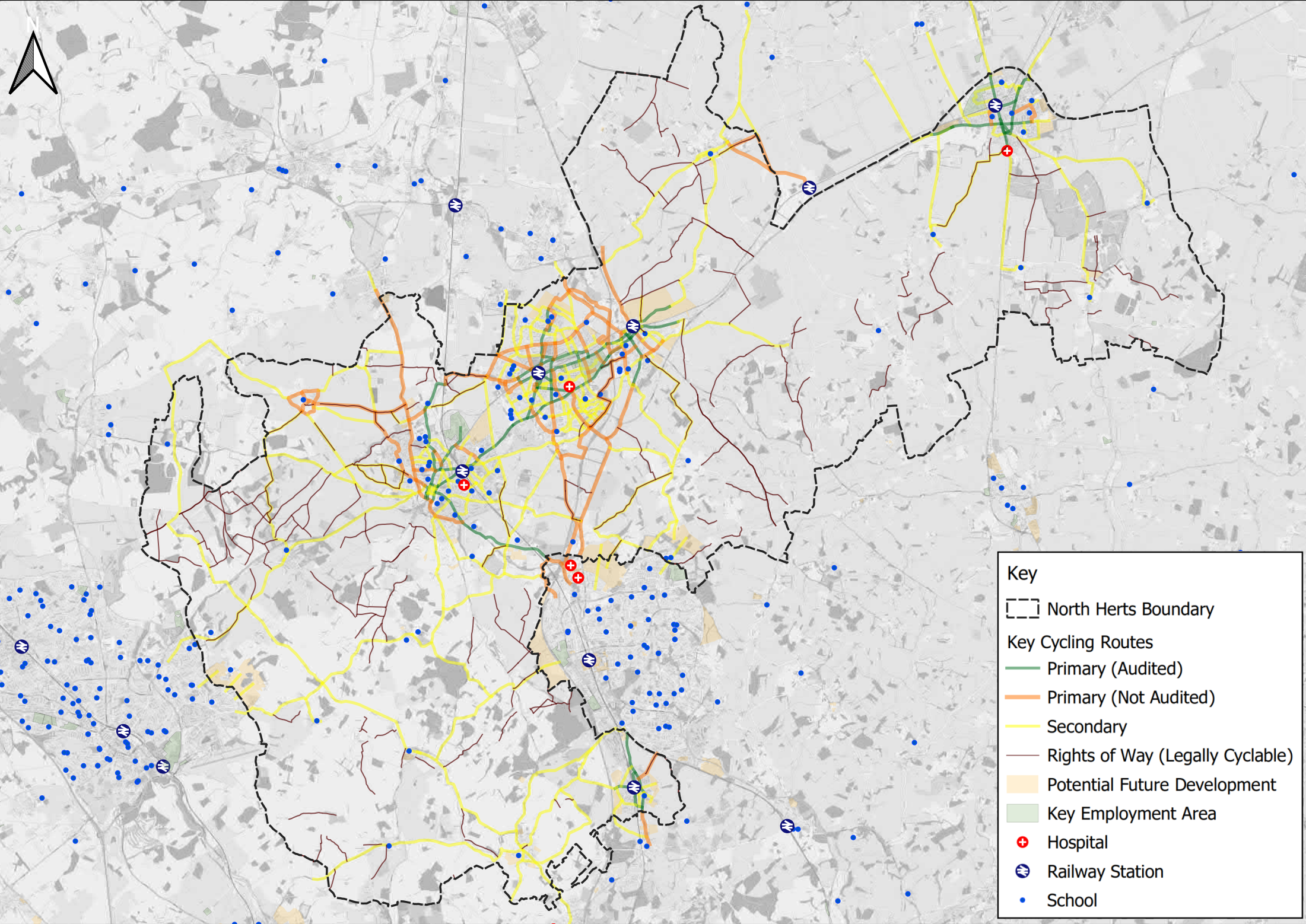




**Key**

- North Herts Boundary
- Key Walking Routes**
  - Primary (Audited)
  - Primary (Not Audited)
  - Secondary
  - Rights of Way
- Potential Future Development
- Key Employment Area
- Hospital
- Railway Station
- School





Key

- North Herts Boundary
- Key Cycling Routes
  - Primary (Audited)
  - Primary (Not Audited)
  - Secondary
  - Rights of Way (Legally Cyclable)
- Potential Future Development
- Key Employment Area
- Hospital
- Railway Station
- School

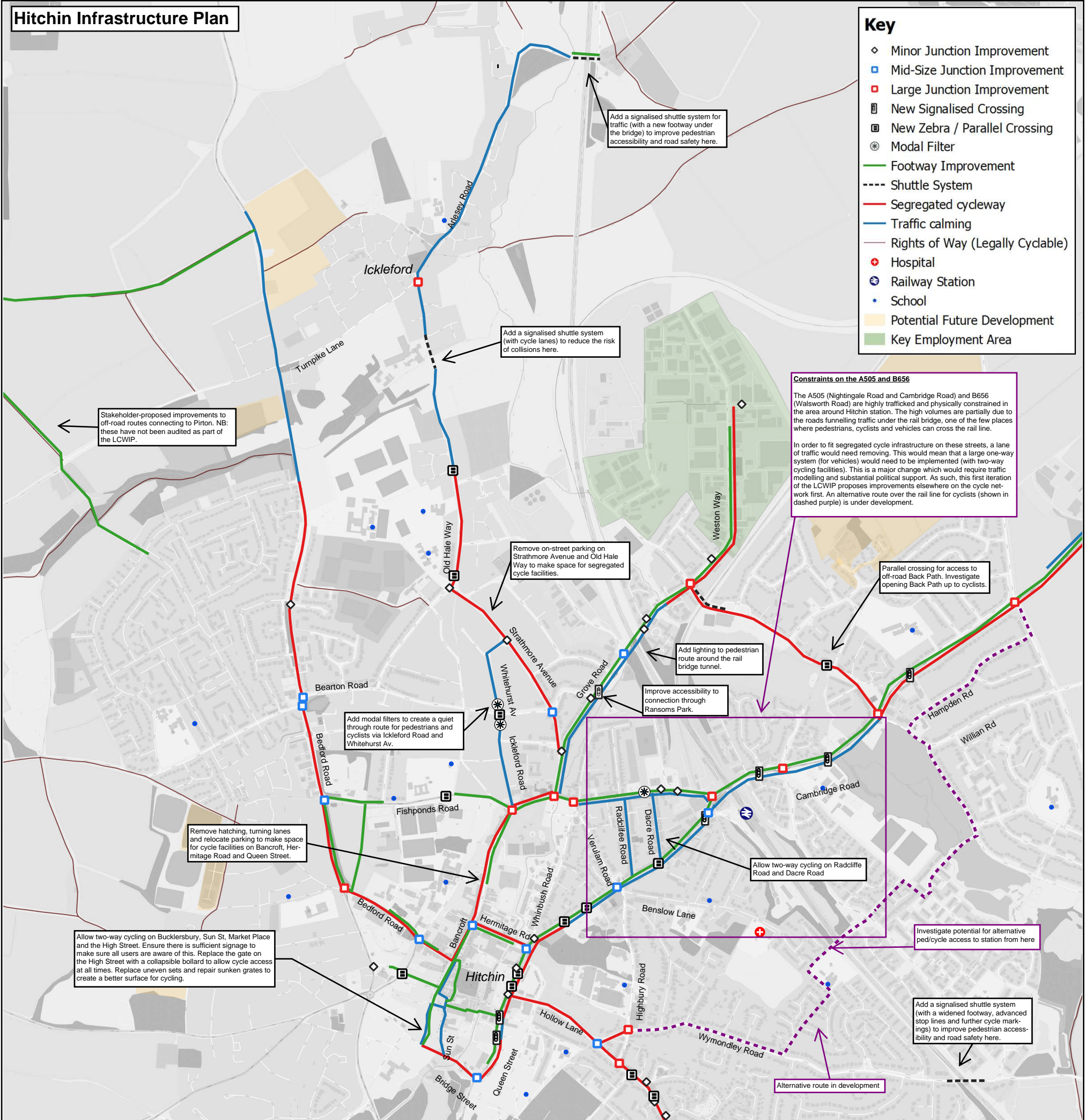
## **APPENDIX G**



# Hitchin Infrastructure Plan

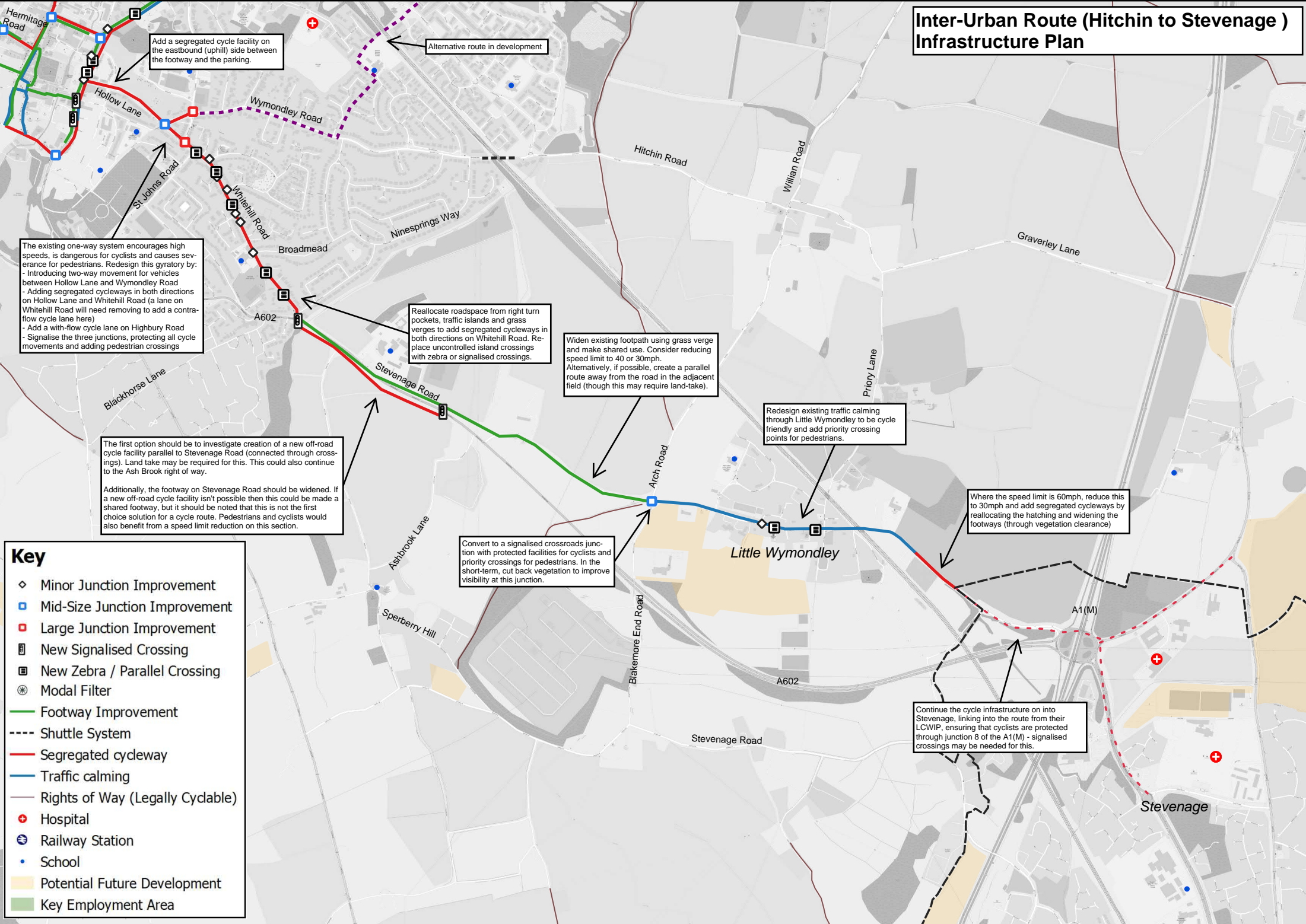
## Key

- ◇ Minor Junction Improvement
- ▣ Mid-Size Junction Improvement
- ▣ Large Junction Improvement
- 🚶 New Signalised Crossing
- 🚶 New Zebra / Parallel Crossing
- ⊗ Modal Filter
- Footway Improvement
- Shuttle System
- Segregated cycleway
- Traffic calming
- Rights of Way (Legally Cyclable)
- 🏥 Hospital
- 🚉 Railway Station
- 🎓 School
- 🏠 Potential Future Development
- 🌿 Key Employment Area





# Inter-Urban Route (Hitchin to Stevenage) Infrastructure Plan



Add a segregated cycle facility on the eastbound (uphill) side between the footway and the parking.

Alternative route in development

The existing one-way system encourages high speeds, is dangerous for cyclists and causes severance for pedestrians. Redesign this gyratory by:

- Introducing two-way movement for vehicles between Hollow Lane and Wymondley Road
- Adding segregated cycleways in both directions on Hollow Lane and Whitehill Road (a lane on Whitehill Road will need removing to add a contra-flow cycle lane here)
- Add a with-flow cycle lane on Highbury Road
- Signalise the three junctions, protecting all cycle movements and adding pedestrian crossings

Reallocate roadsapce from right turn pockets, traffic islands and grass verges to add segregated cycleways in both directions on Whitehill Road. Replace uncontrolled island crossings with zebra or signalised crossings.

Widen existing footpath using grass verge and make shared use. Consider reducing speed limit to 40 or 30mph. Alternatively, if possible, create a parallel route away from the road in the adjacent field (though this may require land-take).

Redesign existing traffic calming through Little Wymondley to be cycle friendly and add priority crossing points for pedestrians.

Where the speed limit is 60mph, reduce this to 30mph and add segregated cycleways by reallocating the hatching and widening the footways (through vegetation clearance)

The first option should be to investigate creation of a new off-road cycle facility parallel to Stevenage Road (connected through crossings). Land take may be required for this. This could also continue to the Ash Brook right of way.

Additionally, the footway on Stevenage Road should be widened. If a new off-road cycle facility isn't possible then this could be made a shared footway, but it should be noted that this is not the first choice solution for a cycle route. Pedestrians and cyclists would also benefit from a speed limit reduction on this section.

Convert to a signalised crossroads junction with protected facilities for cyclists and priority crossings for pedestrians. In the short-term, cut back vegetation to improve visibility at this junction.

Continue the cycle infrastructure on into Stevenage, linking into the route from their LCWIP, ensuring that cyclists are protected through junction 8 of the A1(M) - signalised crossings may be needed for this.

Key

◇

Minor Junction Improvement

■

Mid-Size Junction Improvement

■

Large Junction Improvement

■

New Signalised Crossing

■

New Zebra / Parallel Crossing

⊗

Modal Filter

—

Footway Improvement

---

Shuttle System

—

Segregated cycleway

—

Traffic calming

—

Rights of Way (Legally Cyclable)

+

Hospital

🚉

Railway Station

•

School

■

Potential Future Development

■

Key Employment Area



Key

◇

Minor Junction Improvement

■

Mid-Size Junction Improvement

■

Large Junction Improvement

■

New Signalised Crossing

■

New Zebra / Parallel Crossing

●

Pedestrianised Zone

—

New Ped + Cycle Bridge

●

Modal Filter

—

Footway Improvement

—

Segregated cycleway

—

Traffic calming

—

Rights of Way (Legally Cyclable)

+

Hospital

●

Railway Station

●

School

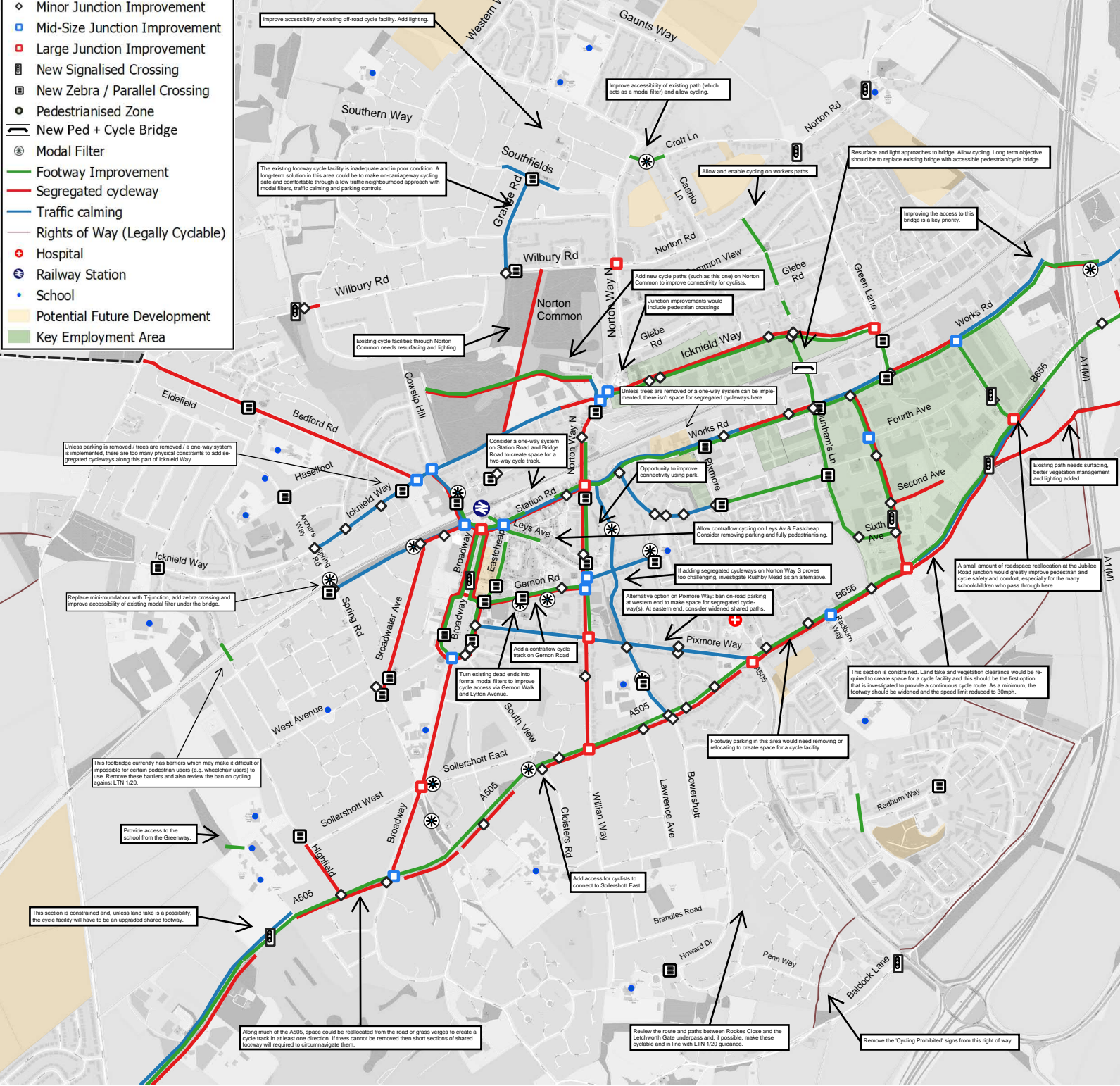
■

Potential Future Development

■

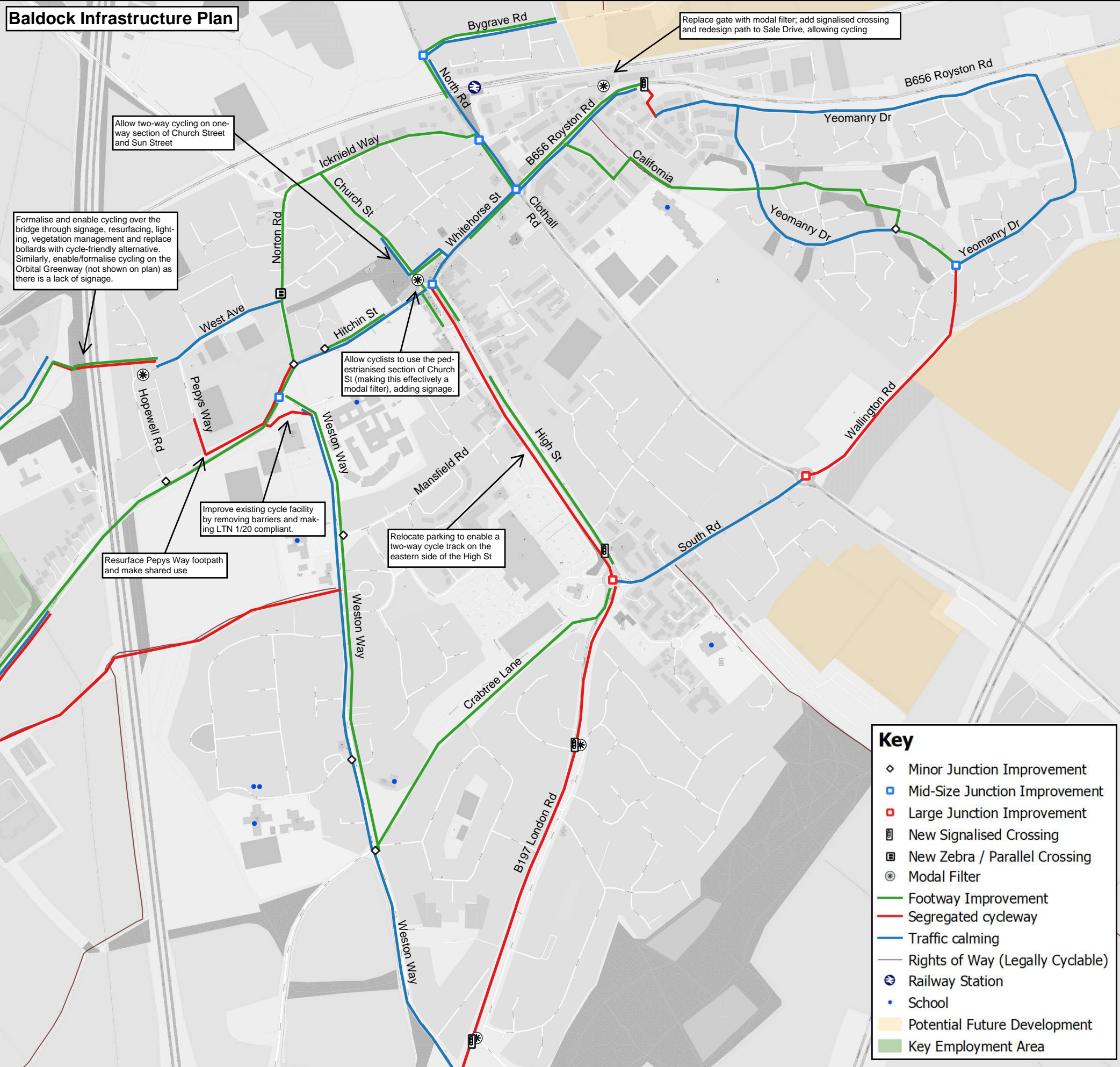
Key Employment Area

Letchworth Infrastructure Plan





# Baldock Infrastructure Plan

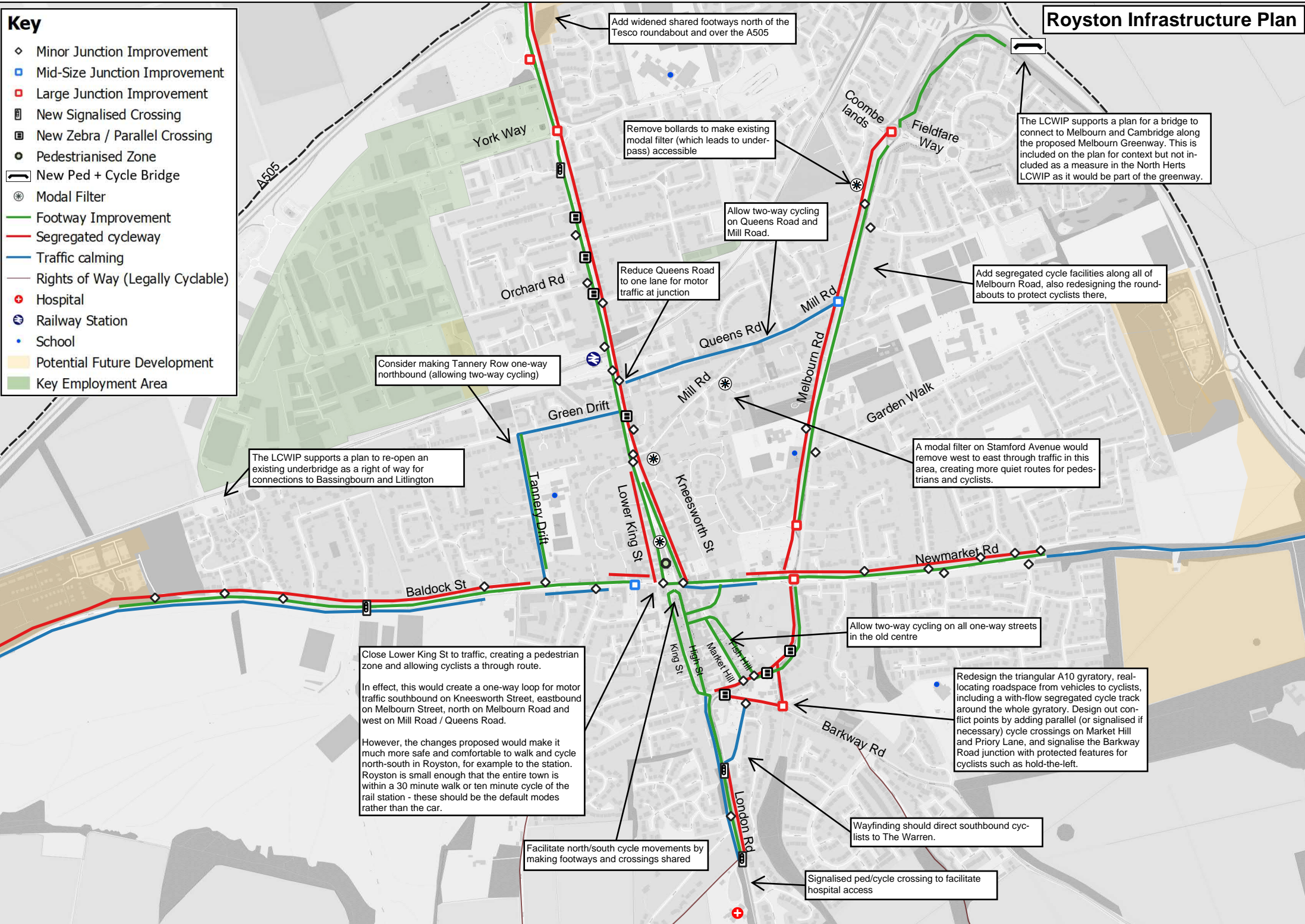




## Key

- ◇ Minor Junction Improvement
- ▣ Mid-Size Junction Improvement
- ▣ Large Junction Improvement
- Ⓜ New Signalised Crossing
- Ⓜ New Zebra / Parallel Crossing
- Pedestrianised Zone
- ➡ New Ped + Cycle Bridge
- ⊗ Modal Filter
- Footway Improvement
- Segregated cycleway
- Traffic calming
- Rights of Way (Legally Cyclable)
- ⛔ Hospital
- 🚉 Railway Station
- School
- 🏡 Potential Future Development
- 🌳 Key Employment Area

## Royston Infrastructure Plan



# Knebworth Infrastructure Plan

Footway improvements and traffic calming to continue west towards Old Knebworth as necessary

Segregated cycleways, footway improvements and speed limit change should continue north to Stevenage.

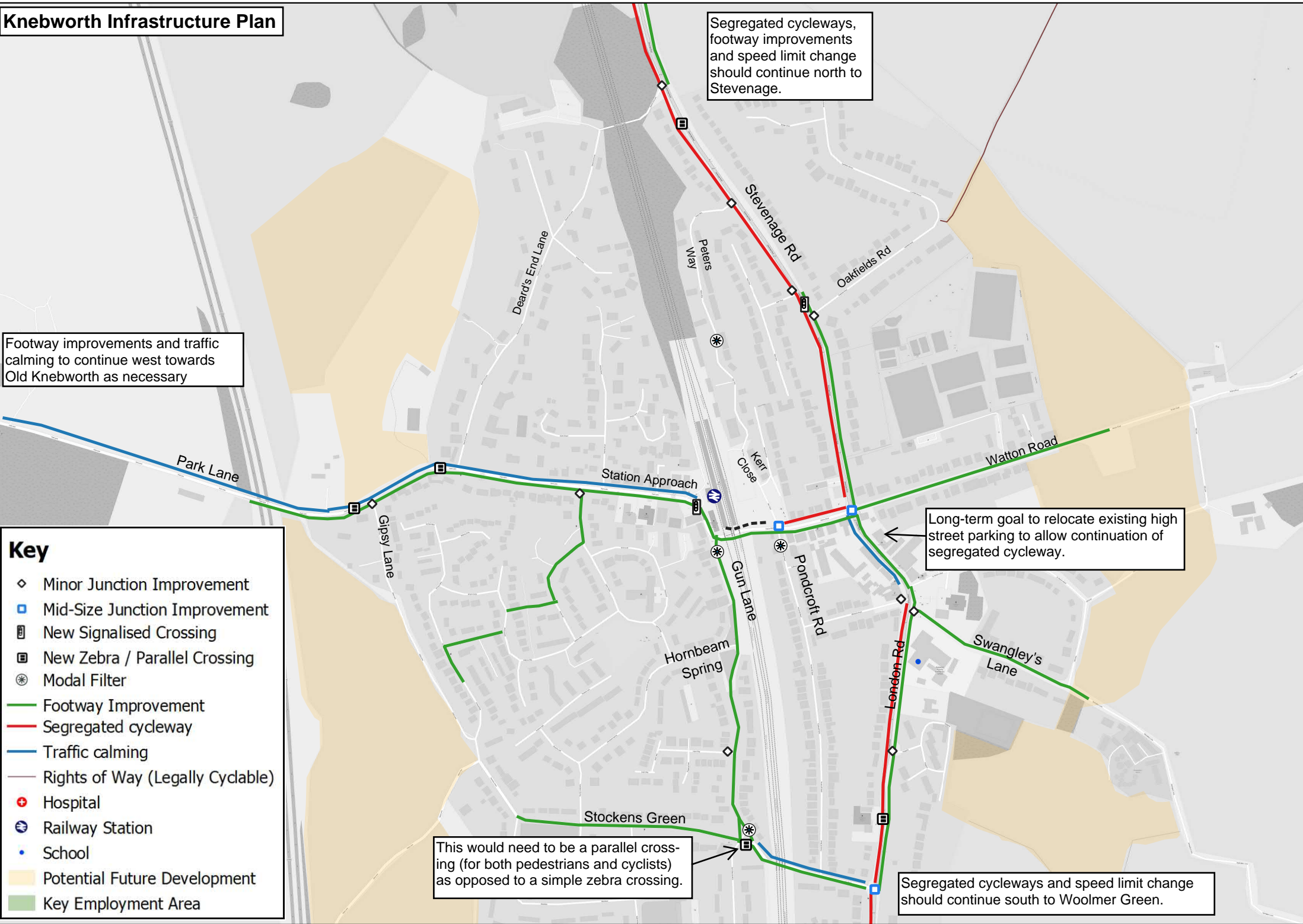
Long-term goal to relocate existing high street parking to allow continuation of segregated cycleway.

This would need to be a parallel crossing (for both pedestrians and cyclists) as opposed to a simple zebra crossing.

Segregated cycleways and speed limit change should continue south to Woolmer Green.

**Key**

- ◇ Minor Junction Improvement
- ▣ Mid-Size Junction Improvement
- 🚦 New Signalised Crossing
- 🚶 New Zebra / Parallel Crossing
- ⊛ Modal Filter
- Footway Improvement
- Segregated cycleway
- Traffic calming
- Rights of Way (Legally Cyclable)
- 🏥 Hospital
- 🚉 Railway Station
- 🎓 School
- 🏡 Potential Future Development
- 🌿 Key Employment Area



## APPENDIX H



| Facility |  |  |                               | Min score:<br>Max score: |         | Costing                   |               |               | Desired outcomes                                       |  |               |                         |                | Technical deliverability |                       |            | Summary scores   |                          |      |       |                                     |    |
|----------|--|--|-------------------------------|--------------------------|---------|---------------------------|---------------|---------------|--|--|---------------|-------------------------|----------------|--------------------------|-----------------------|------------|------------------|--------------------------|------|-------|-------------------------------------|----|
| Ref      | Location   | Area                                     | Facility                      | Walking                  | Cycling | Units or length in metres | Unit Cost     | Scheme cost   | -2   | 0                                      | -1            | -1                      | 0              | 0                        | -1                    | -2         | -1               | -2                       | -4   | -2    | -6                                  | -1 |
|          |  |  |                               |                          |         |                           |               |               | 0  | 2                                      | 3             | 1                       | 2              | 2                        | 1                     | 10         | 5                | 0                        | 15   |       |                                     |    |
|          |  |  |                               |                          |         |                           |               |               | Increase in walking & cycling trips based on GIS model | Infrastructure impact on active travel | Strategic Fit | Support for new housing | Access to jobs | LTN 1/20 compliance      | Technical feasibility | Dependency | Desired outcomes | Technical deliverability | Cost | TOTAL | Likely level of stakeholder support |    |
| L380     | Baldock Road / Radburn Way                               | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 1             | 2                       | 2              | 3                        | 0                     | 1          | 10               | 4                        | 0    | 14    | 0                                   |    |
| L363     | Hitchin Road / Broadway                                  | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 1             | 1                       | 1              | 3                        | 1                     | 1          | 8                | 5                        | 0    | 13    | 0                                   |    |
| H533     | Bedford Road / Bearton Road                              | Hitchin                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 1             | 2                       | 2              | 3                        | 0                     | 0          | 10               | 3                        | 0    | 13    | 0                                   |    |
| H534     | Bedford Road / Redhill Road                              | Hitchin                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 1             | 2                       | 2              | 3                        | 0                     | 0          | 10               | 3                        | 0    | 13    | 0                                   |    |
| H161     | Old Hale Way (near Strathmore Av)                        | Hitchin                                  | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 1  | 2                                      | 1             | 1                       | 2              | 3                        | 1                     | 1          | 7                | 5                        | 0    | 12    | 1                                   |    |
| H169     | Grove Road (near Periwinkle Lane)                        | Hitchin                                  | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 2              | 3                        | 0                     | 1          | 8                | 4                        | 0    | 12    | 0                                   |    |
| H195     | Nightingale Road / Entrance to Ransoms Recreation Ground | Hitchin                                  | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 3                                      | 1             | 0                       | 1              | 3                        | 1                     | 1          | 7                | 5                        | 0    | 12    | 1                                   |    |
| B266     | Bridge over A1M  | Baldock                                  | Segregated cycleway           | Yes                      | Yes     | 190                       | £1,000.00     | £190,000.00   | 2  | 3                                      | 1             | 0                       | 0              | 3                        | 0                     | 0          | 8                | 4                        | 0    | 12    | 0                                   |    |
| L328     | Norton Road (by Croft Lane)                              | Letchworth Garden City                   | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 2                       | 1              | 3                        | 0                     | 1          | 8                | 4                        | 0    | 12    | 1                                   |    |
| L332     | Norton Road / Wilbury Road Junction                      | Letchworth Garden City                   | Large Junction Improvement    | Yes                      | Yes     | 1                         | £1,580,000.00 | £1,580,000.00 | 2  | 3                                      | 1             | 2                       | 2              | 3                        | 0                     | 1          | 10               | 4                        | -2   | 12    | 1                                   |    |
| L347     | Grange Road / Wilbury Road                               | Letchworth Garden City                   | Minor Junction Improvement    | Yes                      | Yes     | 1                         | £30,000.00    | £30,000.00    | 2  | 2                                      | 1             | 2                       | 1              | 3                        | 0                     | 1          | 8                | 4                        | 0    | 12    | 0                                   |    |
| L396     | Icknield Way / Norton Way North (southern roundabout)    | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 0             | 2                       | 2              | 3                        | 0                     | 0          | 9                | 3                        | 0    | 12    | 1                                   |    |
| L397     | Icknield Way / Norton Way North (northern roundabout)    | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 0             | 2                       | 2              | 3                        | 0                     | 0          | 9                | 3                        | 0    | 12    | 1                                   |    |
| L408     | Green Lane   | Letchworth Garden City                   | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 0             | 2                       | 2              | 3                        | 0                     | 1          | 8                | 4                        | 0    | 12    | 0                                   |    |
| L433     | Avenue One / Fourth Avenue                               | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 1             | 0                       | 2              | 3                        | 0                     | 1          | 8                | 4                        | 0    | 12    | 0                                   |    |
| L459     | Spring Road (under rail bridge)                          | Letchworth Garden City                   | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 1  | 3                                      | 1             | 0                       | 2              | 3                        | 1                     | 1          | 7                | 5                        | 0    | 12    | 0                                   |    |
| L477     | Broadway (Broadway Gardens Loop)                         | Letchworth Garden City                   | Segregated cycleway           | Yes                      | Yes     | 550                       | £1,000.00     | £550,000.00   | 2  | 3                                      | 1             | 0                       | 0              | 3                        | 0                     | 0          | 9                | 3                        | 0    | 12    | 0                                   |    |
| L479     | Broadway (north of Gardens, east side)                   | Letchworth Garden City                   | Segregated cycleway           | Yes                      | Yes     | 250                       | £1,000.00     | £250,000.00   | 2  | 3                                      | 1             | 0                       | 0              | 3                        | 0                     | 0          | 9                | 3                        | 0    | 12    | -1                                  |    |
| L499     | Newells Road   | Letchworth Garden City                   | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 3                                      | 1             | 0                       | 1              | 3                        | 1                     | 1          | 7                | 5                        | 0    | 12    | 0                                   |    |
| L507     | Station Place & Station Road                             | Letchworth Garden City                   | Segregated cycleway           | Yes                      | Yes     | 410                       | £1,000.00     | £410,000.00   | 2  | 3                                      | 1             | 1                       | 1              | 3                        | -1                    | 0          | 10               | 2                        | 0    | 12    | -1                                  |    |
| B101     | Royston Road (near Icknield Way East)                    | Baldock                                  | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 2                       | 1              | 3                        | 0                     | 0          | 8                | 3                        | 0    | 11    | 0                                   |    |
| B106     | High Street (near South Road)                            | Baldock                                  | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 2              | 3                        | 0                     | 0          | 8                | 3                        | 0    | 11    | 0                                   |    |
| B117     | North Road (near West Avenue)                            | Baldock                                  | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 1              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 0                                   |    |
| H150     | Paynes Park (near Nuns Close)                            | Hitchin                                  | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 3                                      | 1             | 1                       | 1              | 3                        | -1                    | 1          | 8                | 3                        | 0    | 11    | 0                                   |    |
| H153     | Bedford Road / Fishponds Road                            | Hitchin                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 2                                      | 1             | 1                       | 1              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 0                                   |    |
| H154     | Fishponds Road (near Bunyan Road)                        | Hitchin                                  | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 0                       | 2              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 1                                   |    |
| H177     | Woodgrove Road (near Orchard Road)                       | Hitchin                                  | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | -1            | 2                       | 1              | 3                        | 1                     | 1          | 6                | 5                        | 0    | 11    | 1                                   |    |
| H179     | Cambridge Road (near Willian Road)                       | Hitchin                                  | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 1              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 0                                   |    |
| H184     | Walsworth Road / Station Approach                        | Hitchin                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 3                                      | 1             | 0                       | 1              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 1                                   |    |
| H193     | Starlings Bridge Roundabout                              | Hitchin                                  | Large Junction Improvement    | Yes                      | Yes     | 1                         | £1,580,000.00 | £1,580,000.00 | 2  | 3                                      | 1             | 1                       | 2              | 3                        | 0                     | 1          | 9                | 4                        | -2   | 11    | 1                                   |    |
| H284     | Grove Road & Wilbury Way                                 | Hitchin                                  | Segregated cycleway           | Yes                      | Yes     | 780                       | £1,000.00     | £780,000.00   | 2  | 2                                      | 1             | 2                       | 2              | 3                        | 0                     | 0          | 9                | 3                        | -1   | 11    | 0                                   |    |
| L325     | Croft Lane   | Letchworth Garden City                   | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 1                                      | 0             | 2                       | 1              | 3                        | 1                     | 1          | 6                | 5                        | 0    | 11    | 0                                   |    |
| L327     | Norton Road (by C of E school)                           | Letchworth Garden City                   | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 0             | 2                       | 1              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 1                                   |    |
| L377     | Baldock Road / Ploxmore Way                              | Letchworth Garden City                   | Large Junction Improvement    | Yes                      | Yes     | 1                         | £1,580,000.00 | £1,580,000.00 | 2  | 3                                      | 1             | 1                       | 2              | 2                        | 3                     | -1         | 1                | 10                       | 3    | -2    | 11                                  | 0  |
| L414     | Works Road / Green Lane                                  | Letchworth Garden City                   | Minor Junction Improvement    | Yes                      | Yes     | 1                         | £30,000.00    | £30,000.00    | 2  | 2                                      | 1             | 0                       | 2              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 0                                   |    |
| L417     | Works Road / Avenue One                                  | Letchworth Garden City                   | Minor Junction Improvement    | Yes                      | Yes     | 1                         | £30,000.00    | £30,000.00    | 2  | 2                                      | 1             | 0                       | 2              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 0                                   |    |
| L435     | Avenue One   | Letchworth Garden City                   | Segregated cycleway           | Yes                      | Yes     | 640                       | £1,000.00     | £640,000.00   | 2  | 2                                      | 0             | 0                       | 2              | 3                        | 0                     | 1          | 7                | 4                        | 0    | 11    | 0                                   |    |
| L451     | Rushby Mead (south)                                      | Letchworth Garden City                   | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 2                                      | 0             | 0                       | 2              | 3                        | 1                     | 1          | 6                | 5                        | 0    | 11    | 1                                   |    |
| L473     | Spring Road  | Letchworth Garden City                   | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 1  | 3                                      | 0             | 0                       | 2              | 3                        | 1                     | 1          | 6                | 5                        | 0    | 11    | 1                                   |    |
| L475     | Broadway (south of Broadway Gardens)                     | Letchworth Garden City                   | Segregated cycleway           | Yes                      | Yes     | 840                       | £1,000.00     | £840,000.00   | 2  | 3                                      | 1             | 0                       | 0              | 3                        | 0                     | 0          | 9                | 3                        | -1   | 11    | -1                                  |    |
| L481     | Broadway (north of Gardens, west side)                   | Letchworth Garden City                   | Segregated cycleway           | Yes                      | Yes     | 250                       | £1,000.00     | £250,000.00   | 1  | 3                                      | 1             | 0                       | 0              | 3                        | 0                     | 0          | 8                | 3                        | 0    | 11    | -1                                  |    |
| K10      | Station Approach   | Knebworth                                | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 3                                      | 0             | 0                       | 1              | 3                        | 0                     | 1          | 6                | 4                        | 0    | 10    | 1                                   |    |
| R48      | Stamford Avenue  | Royston                                  | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 3                                      | 0             | 1                       | 1              | 3                        | 1                     | -1         | 7                | 3                        | 0    | 10    | 1                                   |    |
| R67      | Baldock Street / Princes Mews                            | Royston                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 2                                      | 1             | 2                       | 0              | 3                        | -1                    | 1          | 7                | 3                        | 0    | 10    | 1                                   |    |
| R79      | Old North Road near Gower Road                           | Royston                                  | New parallel crossing         | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | -1            | 1                       | 2              | 3                        | 0                     | 1          | 6                | 4                        | 0    | 10    | 1                                   |    |
| R80      | Orchard Road / Old North Road                            | Royston                                  | Minor Junction Improvement    | Yes                      | Yes     | 1                         | £30,000.00    | £30,000.00    | 2  | 2                                      | -1            | 1                       | 2              | 3                        | 0                     | 1          | 6                | 4                        | 0    | 10    | 1                                   |    |
| B100     | Icknield Way East  | Baldock                                  | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 2                                      | 1             | 1                       | 0              | 3                        | 1                     | 0          | 6                | 4                        | 0    | 10    | 0                                   |    |
| B118     | Weston Way / Letchworth Road                             | Baldock                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 2                                      | 1             | 1                       | 1              | 3                        | 0                     | 0          | 7                | 3                        | 0    | 10    | 0                                   |    |
| B122     | Church Street  | Baldock                                  | Modal filter                  | Yes                      | Yes     | 1                         | £20,000.00    | £20,000.00    | 2  | 2                                      | 1             | 0                       | 0              | 3                        | 1                     | 1          | 5                | 5                        | 0    | 10    | 0                                   |    |
| I128     | Whitehill Road (near Maytrees)                           | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 2              | 1                        | 0                     | 1          | 8                | 2                        | 0    | 10    | 0                                   |    |
| I132     | Whitehill Road (by Junior school)                        | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 2              | 1                        | 0                     | 1          | 8                | 2                        | 0    | 10    | 0                                   |    |
| I134     | Stevenage Road (near Whitehill Road)                     | Inter-Urban Route (Hitchin to Stevenage) | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 3                                      | 1             | 1                       | 1              | 1                        | 0                     | 1          | 8                | 2                        | 0    | 10    | -1                                  |    |
| I136     | Stevenage Road / Blakemore End Road                      | Inter-Urban Route (Hitchin to Stevenage) | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 2                                      | 1             | 2                       | 2              | 2                        | -1                    | 0          | 9                | 1                        | 0    | 10    | 0                                   |    |
| H152     | Bedford Road / Old Park Road                             | Hitchin                                  | Large Junction Improvement    | Yes                      | Yes     | 1                         | £1,580,000.00 | £1,580,000.00 | 2  | 2                                      | 1             | 2                       | 2              | 3                        | -1                    | 1          | 9                | 3                        | -2   | 10    | -1                                  |    |
| H162     | Old Hale Way (near Bessemer Close)                       | Hitchin                                  | New zebra crossing            | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 1                       | 2              | 1                        | 0                     | 1          | 8                | 2                        | 0    | 10    | 0                                   |    |
| H170     | Grove Road / Bury Mead Road                              | Hitchin                                  | Mid-Size Junction Improvement | Yes                      | Yes     | 1                         | £500,000.00   | £500,000.00   | 2  | 2                                      | 1             | 1                       | 2              | 2                        | -1                    | 1          | 8                | 2                        | 0    | 10    | 0                                   |    |
| H173     | Grove Road / Woodgrove Road                              | Hitchin                                  | Large Junction Improvement    | Yes                      | Yes     | 1                         | £1,580,000.00 | £1,580,000.00 | 2  | 2                                      | 1             | 1                       | 2              | 2                        | 3                     | 0          | 1                | 8                        | 4    | -2    | 10                                  | 0  |
| H182     | Cambridge Road (near St Michaels Road)                   | Hitchin                                  | New/Improved signal crossing  | Yes                      | Yes     | 1                         | £65,000.00    | £65,000.00    | 2  | 2                                      | 1             | 0                       | 1              | 3                        | 0                     |            |                  |                          |      |       |                                     |    |

|      |   |  |                               |     |      |     |               |               |   |   |    |   |   |   |    |    |    |   |    |    |    |    |
|------|---|--|-------------------------------|-----|------|-----|---------------|---------------|---|---|----|---|---|---|----|----|----|---|----|----|----|----|
| L502 | Nevelis Road / The Quadrant                               | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 2 | 1  | 1 | 0 | 3 | 0  | 1  | 6  | 4 | 0  | 10 | 0  |    |
| L503 | Station Place / Broadway                                  | Letchworth Garden City                   | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 0 | 2 | 3 | 0  | 1  | 8  | 4 | -2 | 10 | 0  |    |
| L504 | Station Place / Ley's Avenue                              | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 3 | 1  | 0 | 1 | 3 | 0  | 0  | 7  | 3 | 0  | 10 | 0  |    |
| L513 | Norton Way North (near Icknield Way)                      | Letchworth Garden City                   | New parallel crossing         | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 0 | 2 | 3 | 0  | 1  | 6  | 4 | 0  | 10 | 1  |    |
| L515 | Norton Way North / Station Road                           | Letchworth Garden City                   | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 0  | 1 | 2 | 3 | 0  | 1  | 8  | 4 | -2 | 10 | 0  |    |
| H530 | Bedford Road / Paynes Park                                | Hitchin                                  | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 3 | 1  | 1 | 1 | 3 | -1 | 0  | 8  | 2 | 0  | 10 | 0  |    |
| H531 | Bedford Road  | Hitchin                                  | Segregated cycleway           | Yes | 1750 |     | £1,000.00     | £1,750,000.00 | 2 | 3 | 1  | 2 | 2 | 3 | -1 | 0  | 10 | 2 | -2 | 10 | 0  |    |
| H532 | Bedford Road / Lancaster Avenue                           | Hitchin                                  | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 2 | 2 | 3 | -1 | 0  | 10 | 2 | -2 | 10 | 0  |    |
| H535 | Bedford Road / Deacons Way                                | Hitchin                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 2 | 2 | 1 | 1  | 0  | 8  | 2 | 0  | 10 | 0  |    |
| H537 | Bedford Road  | Hitchin                                  | Traffic calming               | Yes | Yes  | 400 | £350.00       | £140,000.00   | 2 | 1 | 1  | 2 | 2 | 1 | 0  | 1  | 8  | 2 | 0  | 10 | 1  |    |
| K4   | Gun Lane / Station Approach                               | Knebworth                                | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 2 | 2 | 0  | 0 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | -1 |    |
| K32  | Station Road / Stevenage Road                             | Knebworth                                | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 0 | 1 | 3 | -1 | 1  | 6  | 3 | 0  | 9  | 1  |    |
| R42  | Coombes Hole  | Royston                                  | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 2 | 1 | 0  | 0 | 1 | 3 | 1  | 1  | 4  | 5 | 0  | 9  | 1  |    |
| R45  | Melbourn Road / Mill Road                                 | Royston                                  | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 1 | 1 | 3 | 0  | 1  | 7  | 2 | 0  | 9  | 1  |    |
| R51  | Melbourn Road / King James Way                            | Royston                                  | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 1 | 1 | 3 | -1 | 1  | 8  | 3 | -2 | 9  | 1  |    |
| R63  | Baldock Road near Heathfield                              | Royston                                  | New/improved signal crossing  | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 2 | 0 | 3 | 0  | -1 | 7  | 2 | 0  | 9  | 1  |    |
| R64  | Baldock Road / Downlands                                  | Royston                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 2 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 1  |    |
| R65  | Baldock Road / Tannery Drift                              | Royston                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 2 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 1  |    |
| R70  | King Street   | Royston                                  | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 2 | 3 | 0  | 1 | 1 | 0 | 3  | 1  | -1 | 6 | 3  | 0  | 9  | 0  |
| R72  | Mill Road / Kneesworth Street                             | Royston                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 2 | 0  | 1 | 0 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 1  |    |
| R74  | Kneesworth Street near Green Drift                        | Royston                                  | New parallel crossing         | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | -1 | 1 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 1  |    |
| R89  | London Road / Barkway Road                                | Royston                                  | New parallel crossing         | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 0 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 0  |    |
| R91  | Priry Lane  | Royston                                  | New parallel crossing         | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 1 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 0  |    |
| R96  | London Road by hospital                                   | Royston                                  | New/improved signal crossing  | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | -1 | 0 | 2 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 1  |    |
| B98  | Station Road / Icknield Way East                          | Baldock                                  | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 2 | 1 | 1 | -1 | 1  | 8  | 1 | 0  | 9  | 0  |    |
| B99  | North Road / Bygrave Road                                 | Baldock                                  | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 2 | 0  | 2 | 1 | 1 | 1  | 0  | 7  | 2 | 0  | 9  | 0  |    |
| B102 | Yeomanry Drive / Bush Spring                              | Baldock                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 2 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 1  |    |
| B107 | London Road (near Hillcrest)                              | Baldock                                  | New/improved signal crossing  | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 1 | 1  | 0 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 1  |    |
| B116 | Hopewell Road   | Baldock                                  | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 1 | 2 | 1  | 0 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 0  |    |
| I123 | Whitehill Road (near St Johns Road)                       | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 1 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| I125 | Whitehill Road (near South Hill Close)                    | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 1 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| I129 | Whitehill Road / Mayrees                                  | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes |      | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| I130 | Whitehill Road / Walnut Close                             | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| I131 | Whitehill Road / Broadmead                                | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| I133 | Whitehill Road (near Oakfield Avenue)                     | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 1 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| I138 | Stevenage Road (near Elms Close)                          | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 2 | 0 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| H140 | Hollow Lane / Whitehill Road                              | Hitchin                                  | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 1 | 3 | 1  | 1 | 1 | 3 | -1 | 0  | 7  | 2 | 0  | 9  | -1 |    |
| H147 | Queen Street (near Biggin Lane)                           | Hitchin                                  | New/improved signal crossing  | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 0 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 0  |    |
| H149 | Queen Street / Bridge Street                              | Hitchin                                  | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 0 | 0 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 0  |    |
| H151 | Old Park Road / Nuns Close                                | Hitchin                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 1 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| H157 | Whitehurst Avenue   | Hitchin                                  | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 2 | 3 | 0  | 0 | 0 | 3 | 1  | 0  | 5  | 4 | 0  | 9  | -1 |    |
| H171 | Grove Road / Redoubt Close                                | Hitchin                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 3 | 1  | 1 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| H172 | Grove Road / Millstream Close                             | Hitchin                                  | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 3 | 1  | 1 | 1 | 2 | 1  | 0  | 1  | 7 | 2  | 0  | 9  | 0  |
| H178 | Cambridge Road / Woolgrove Road                           | Hitchin                                  | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 1 | 1 | 3 | -1 | 1  | 8  | 3 | -2 | 9  | -1 |    |
| H180 | Cambridge Road / Queenswood Drive                         | Hitchin                                  | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 1 | 1 | 0 | 3  | 0  | 1  | 7 | 4  | -2 | 9  | -1 |
| H181 | Cambridge Road / St Michaels Road                         | Hitchin                                  | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 1 | 0 | 1 | 3  | 0  | 1  | 7 | 4  | -2 | 9  | -1 |
| H194 | Nightingale Road / Verulam Road                           | Hitchin                                  | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 0 | 0 | 1 | 3  | 0  | 1  | 7 | 4  | -2 | 9  | 1  |
| R224 | Melbourn Road   | Royston                                  | Segregated cycleway           | Yes | 1100 |     | £1,000.00     | £1,100,000.00 | 2 | 2 | 1  | 2 | 1 | 1 | 0  | 1  | 8  | 2 | -1 | 9  | 1  |    |
| R230 | Lower King Street   | Royston                                  | Segregated cycleway           | Yes | 120  |     | £1,000.00     | £1,200,000.00 | 2 | 2 | 0  | 2 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 1  |    |
| R235 | Royston Road  | Baldock                                  | Footway Improvements          | Yes | 300  |     | £200.00       | £60,000.00    | 2 | 2 | 1  | 2 | 0 | 1 | 1  | 0  | 7  | 2 | 0  | 9  | 0  |    |
| R236 | Grovesnor Road / California / Wynn Close / Footpath / Bus | Baldock                                  | Footway Improvements          | Yes | 880  |     | £200.00       | £176,000.00   | 1 | 2 | 1  | 2 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| B260 | Sale Drive  | Baldock                                  | Segregated cycleway           | Yes | 30   |     | £1,000.00     | £30,000.00    | 1 | 2 | 0  | 1 | 1 | 3 | 1  | 0  | 5  | 4 | 0  | 9  | 0  |    |
| I267 | Whitehill Road  | Inter-Urban Route (Hitchin to Stevenage) | Segregated cycleway           | Yes | 900  |     | £1,000.00     | £900,000.00   | 2 | 3 | 1  | 1 | 1 | 3 | -1 | 0  | 8  | 2 | -1 | 9  | -1 |    |
| H274 | Queen Street (North)                                      | Hitchin                                  | Segregated cycleway           | Yes | 250  |     | £1,000.00     | £250,000.00   | 2 | 3 | 1  | 0 | 0 | 3 | 0  | 0  | 6  | 3 | 0  | 9  | 0  |    |
| H280 | Bancroft  | Hitchin                                  | Segregated cycleway           | Yes | 560  |     | £1,000.00     | £560,000.00   | 2 | 3 | 0  | 0 | 1 | 3 | 0  | 0  | 6  | 3 | 0  | 9  | 0  |    |
| H304 | Cambridge Road & Hitchin Road (to Briar Patch Lane)       | Hitchin                                  | Footway Improvements          | Yes | 2300 |     | £200.00       | £460,000.00   | 2 | 2 | 1  | 1 | 1 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L350 | Bedford Road (near Valley Road)                           | Letchworth Garden City                   | New parallel crossing         | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 0 | 1 | 3 | 0  | 1  | 5  | 4 | 0  | 9  | 1  |    |
| L351 | Norton Common north-south path                            | Letchworth Garden City                   | Segregated cycleway           | Yes | 600  |     | £1,000.00     | £600,000.00   | 2 | 2 | 1  | 2 | 0 | 2 | 0  | 0  | 7  | 2 | 0  | 9  | 1  |    |
| L358 | Hitchin Road (near Briar Patch Lane)                      | Letchworth Garden City                   | New/improved signal crossing  | Yes | Yes  | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 1 | 3 | 0  | 0  | 6  | 3 | 0  | 9  | 0  |    |
| L367 | Near Baldock Road and Sollowshot East                     | Letchworth Garden City                   | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 2 | 1 | 0  | 0 | 1 | 3 | 1  | 1  | 4  | 5 | 0  | 9  | 0  |    |
| L371 | Baldock Road / William Way                                | Letchworth Garden City                   | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 1 | 0 | 2 | 3  | -1 | 1  | 8 | 3  | -2 | 9  | 0  |
| L381 | Baldock Road / Dunhams Lane                               | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes  | 1   | £30,000.00    | £30,000.00    | 2 | 3 | 1  | 1 | 1 | 2 | 1  | 0  | 1  | 7 | 2  | 0  | 9  | 0  |
| L382 | Baldock Road / Avenue One                                 | Letchworth Garden City                   | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 0 | 2 | 3 | -1 | 1  | 8  | 3 | -2 | 9  | 0  |    |
| L383 | Baldock Road (from Pixmore Way to Avenue One)             | Letchworth Garden City                   | Segregated cycleway           | Yes | 650  |     | £1,000.00     | £650,000.00   | 2 | 2 | 1  | 1 | 2 | 1 | -1 | 1  | 8  | 1 | 0  | 9  | 0  |    |
| L387 | Baldock Road / Jubilee Way                                | Letchworth Garden City                   | Large Junction Improvement    | Yes | Yes  | 1   | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 0 | 2 | 3 | -1 | 1  | 8  | 3 | -2 | 9  | 1  |    |
| L393 | Icknield Way / Cowslip Hill / Bridge Road                 | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 3 | 1  | 0 | 0 | 2 | 0  | 1  | 6  | 3 | 0  | 9  | 1  |    |
| L400 | Green Lane  | Letchworth Garden City                   | Footway Improvements          | Yes | 150  |     | £200.00       | £30,000.00    | 2 | 1 | 0  | 2 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L409 | Works Road (to bridge over A1M)                           | Letchworth Garden City                   | Footway Improvements          | Yes | 1500 |     | £200.00       | £300,000.00   | 2 | 2 | 1  | 0 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L412 | Works Road / Jubilee Road                                 | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes | Yes  | 1   | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 0 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L415 | Works Road (near Green Lane)                              | Letchworth Garden City                   | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L418 | Works Road (near Dunham Lane)                             | Letchworth Garden City                   | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L423 | Works Road (near Pixmore Avenue)                          | Letchworth Garden City                   | New zebra crossing            | Yes |      | 1   | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 2 | 1 | 0  | 1  | 7  | 2 | 0  | 9  | 0  |    |
| L447 | Ridge Avenue  | Letchworth Garden City                   | Modal filter                  | Yes | Yes  | 1   | £20,000.00    | £20,000.00    | 1 | 2 | 0  | 0 | 0 | 1 | 3  | 1  | 1  | 4 | 5  | 0  | 9  | 0  |

|      |   |  |                               |     |     |      |               |               |   |   |    |   |   |     |    |    |   |   |    |   |    |   |
|------|---|--|-------------------------------|-----|-----|------|---------------|---------------|---|---|----|---|---|-----|----|----|---|---|----|---|----|---|
| B94  | London Road near The Warren                       | Royston                                  | New/Improved signal crossing  | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 0 | 1 | 3   | 0  | 0  | 5 | 3 | 0  | 8 | 1  |   |
| B97  | Whitehorse Street / Clothall Road                 | Baldock                                  | Mid-Size Junction Improvement | Yes | Yes | 1    | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 1 | 1 | 0   | 0  | 1  | 7 | 1 | 0  | 8 | 0  |   |
| B105 | South Road / High Street                          | Baldock                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 1 | 1 | 2   | -1 | 0  | 9 | 1 | -2 | 8 | 0  |   |
| B119 | Letchworth Road / Norton Road                     | Baldock                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 1  |   |
| B120 | Hitchin Street / The Gardens                      | Baldock                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| B121 | Hitchin Street / High Street                      | Baldock                                  | Mid-Size Junction Improvement | Yes | Yes | 1    | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 1 | 1 | 1   | 0  | 0  | 7 | 1 | 0  | 8 | 0  |   |
| I124 | Whitehill Road / Passingham Avenue                | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| I126 | Whitehill Road / South Hill Close                 | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| I127 | Whitehill Road / Wiltoughby Way                   | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| I137 | Stevenage Road / Elms Close                       | Inter-Urban Route (Hitchin to Stevenage) | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 2 | 0 | 0   | 1  | 0  | 1 | 6 | 2  | 0 | 8  | 0 |
| I139 | Stevenage Road (near Tower Close)                 | Inter-Urban Route (Hitchin to Stevenage) | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 1 | 0 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| H156 | Ickleford Road                                    | Hitchin                                  | Modal filter                  | Yes | Yes | 1    | £20,000.00    | £20,000.00    | 1 | 3 | 0  | 0 | 0 | 3   | 1  | 0  | 4 | 4 | 0  | 8 | -1 |   |
| H158 | Beartown Road (near Whitehurst Avenue)            | Hitchin                                  | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 3 | -1 | 0 | 0 | 3   | 1  | 1  | 3 | 5 | 0  | 8 | 0  |   |
| H160 | Strathmore Avenue / Old Hale Way                  | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 1  | 1 | 1 | 2   | 1  | 0  | 1 | 6 | 2  | 0 | 8  | 0 |
| H164 | Turnpike Lane / Arlesey Road                      | Hitchin                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 2 | 1  | 1 | 1 | 3   | -1 | 1  | 7 | 3 | -2 | 8 | -1 |   |
| H175 | Wilbury Way / Girdle Road                         | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| H183 | Cambridge Road / Nightingale Road                 | Hitchin                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 0 | 1 | 3   | -1 | 1  | 7 | 3 | -2 | 8 | 0  |   |
| H187 | Walsworth Road / Venulam Road                     | Hitchin                                  | Mid-Size Junction Improvement | Yes | Yes | 1    | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 0 | 0 | 1   | 2  | -1 | 1 | 6 | 2  | 0 | 8  | 0 |
| H188 | Walsworth Road (near Harrison Close)              | Hitchin                                  | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 0 | 1   | 1  | 0  | 1 | 6 | 2  | 0 | 8  | 1 |
| H189 | Walsworth Road (near Woodside Gardens)            | Hitchin                                  | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 0 | 1   | 1  | 0  | 1 | 6 | 2  | 0 | 8  | 1 |
| R204 | Melbourn Street                                   | Royston                                  | Footway Improvements          | Yes |     | 300  | £200.00       | £60,000.00    | 2 | 1 | 1  | 2 | 1 | 0   | 0  | 1  | 7 | 1 | 0  | 8 | 1  |   |
| R211 | Knesworth Street                                  | Royston                                  | Footway Improvements          | Yes |     | 460  | £200.00       | £92,000.00    | 2 | 2 | 0  | 2 | 1 | 0   | 0  | 1  | 7 | 1 | 0  | 8 | 0  |   |
| R212 | Lower Kings St                                    | Royston                                  | Footway Improvements          | Yes |     | 110  | £200.00       | £22,000.00    | 2 | 1 | 0  | 2 | 1 | 1   | 0  | 1  | 7 | 1 | 0  | 8 | 0  |   |
| R228 | Baldock Street                                    | Royston                                  | Segregated cycleway           | Yes | Yes | 150  | £1,000.00     | £150,000.00   | 2 | 2 | 1  | 2 | 1 | 1   | -1 | 0  | 8 | 0 | 0  | 8 | 1  |   |
| B233 | North Road  | Baldock                                  | Footway Improvements          | Yes |     | 100  | £200.00       | £20,000.00    | 2 | 1 | 0  | 2 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 1  |   |
| B239 | High Street (south of Pepper Alley)               | Baldock                                  | Footway Improvements          | Yes |     | 390  | £200.00       | £78,000.00    | 2 | 1 | 1  | 1 | 1 | 0   | 1  | 0  | 1 | 6 | 2  | 0 | 8  | 0 |
| B240 | High Street                                       | Baldock                                  | Footway Improvements          | Yes |     | 80   | £200.00       | £16,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| B243 | Whitehorse Street                                 | Baldock                                  | Footway Improvements          | Yes |     | 130  | £200.00       | £26,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| B248 | Letchworth Road (east of A1M)                     | Baldock                                  | Footway Improvements          | Yes |     | 450  | £200.00       | £90,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| B249 | Bridge over A1M                                   | Baldock                                  | Footway Improvements          | Yes |     | 150  | £200.00       | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| B259 | Sun Street & Church Street                        | Baldock                                  | Traffic calming               | Yes | Yes | 70   | £350.00       | £24,500.00    | 2 | 3 | 1  | 0 | 0 | 2   | 0  | 0  | 6 | 2 | 0  | 8 | 0  |   |
| B265 | Letchworth Road & Pepsys Way                      | Baldock                                  | Segregated cycleway           | Yes | Yes | 240  | £1,000.00     | £240,000.00   | 1 | 1 | 0  | 1 | 3 | 1   | 0  | 4  | 4 | 0 | 8  | 0 |    |   |
| B269 | Stevenage Road (A602)                             | Inter-Urban Route (Hitchin to Stevenage) | Footway Improvements          | Yes | Yes | 850  | £200.00       | £170,000.00   | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| I272 | Stevenage Road (approaching A1(M))                | Inter-Urban Route (Hitchin to Stevenage) | Segregated cycleway           |     | Yes | 250  | £1,000.00     | £250,000.00   | 2 | 2 | 1  | 2 | 0 | 3   | -1 | -1 | 7 | 1 | 0  | 8 | -1 |   |
| H273 | Hollow Lane                                       | Hitchin                                  | Segregated cycleway           |     | Yes | 460  | £1,000.00     | £460,000.00   | 1 | 3 | 1  | 1 | 1 | 2   | -1 | 0  | 7 | 1 | 0  | 8 | 0  |   |
| H276 | Queen Street (South)                              | Hitchin                                  | Segregated cycleway           |     | Yes | 150  | £1,000.00     | £150,000.00   | 1 | 3 | 1  | 0 | 0 | 3   | 0  | 0  | 5 | 3 | 0  | 8 | 0  |   |
| H277 | Bridge Street                                     | Hitchin                                  | Segregated cycleway           |     | Yes | 140  | £1,000.00     | £140,000.00   | 1 | 3 | 0  | 0 | 1 | 3   | 0  | 0  | 5 | 3 | 0  | 8 | 0  |   |
| H278 | Hermitage Road                                    | Hitchin                                  | Segregated cycleway           |     | Yes | 200  | £1,000.00     | £200,000.00   | 2 | 3 | 0  | 0 | 1 | 3   | -1 | 0  | 6 | 2 | 0  | 8 | -1 |   |
| H281 | Nightingale Road (between roundabouts)            | Hitchin                                  | Segregated cycleway           |     | Yes | 140  | £1,000.00     | £140,000.00   | 2 | 3 | 1  | 0 | 1 | 2   | -1 | 0  | 7 | 1 | 0  | 8 | 0  |   |
| H282 | Water Lane & Strathmore Avenue                    | Hitchin                                  | Segregated cycleway           |     | Yes | 710  | £1,000.00     | £710,000.00   | 2 | 2 | 0  | 1 | 2 | 2   | 0  | 0  | 7 | 2 | -1 | 8 | 0  |   |
| H297 | Grove Road  | Hitchin                                  | Traffic calming               | Yes | Yes | 770  | £350.00       | £269,500.00   | 2 | 0 | 1  | 1 | 2 | 2   | 1  | 0  | 7 | 1 | 0  | 8 | 0  |   |
| H300 | Arlesey Road                                      | Hitchin                                  | Footway Improvements          | Yes |     | 60   | £200.00       | £12,000.00    | 2 | 0 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| H301 | Wilbury Way                                       | Hitchin                                  | Footway Improvements          | Yes |     | 570  | £200.00       | £114,000.00   | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| H311 | Bedford Road & Brand Street                       | Hitchin                                  | Footway Improvements          | Yes |     | 280  | £200.00       | £56,000.00    | 2 | 1 | 1  | 1 | 1 | 0   | 1  | 0  | 1 | 6 | 2  | 0 | 8  | 0 |
| H316 | Fishponds Road (east)                             | Hitchin                                  | Footway Improvements          | Yes |     | 200  | £200.00       | £40,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| H317 | Fishponds Road (west)                             | Hitchin                                  | Footway Improvements          | Yes |     | 200  | £200.00       | £40,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| H319 | Bedford Road                                      | Hitchin                                  | Footway Improvements          | Yes |     | 300  | £200.00       | £60,000.00    | 2 | 1 | 1  | 1 | 1 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L336 | Baldock Lane (near Letchworth Gate)               | Letchworth Garden City                   | New/Improved signal crossing  | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 1  | 0 | 0 | 3   | 0  | 1  | 4 | 4 | 0  | 8 | 0  |   |
| L346 | Grange Road                                       | Letchworth Garden City                   | Traffic calming               | Yes | Yes | 370  | £350.00       | £129,500.00   | 2 | 0 | 1  | 1 | 2 | 1   | 0  | 0  | 7 | 1 | 0  | 8 | 0  |   |
| L348 | Wilbury Road (near Grange Road)                   | Letchworth Garden City                   | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 1 | 0 | 3   | 0  | 1  | 4 | 4 | 0  | 8 | 0  |   |
| L356 | Highfield   | Letchworth Garden City                   | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | -1 | 0 | 2 | 3   | 0  | 1  | 4 | 4 | 0  | 8 | 1  |   |
| L359 | Highfield / Hitchin Road                          | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L366 | Baldock Road / Barrington Road                    | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L372 | Baldock Road / Lawrence Avenue                    | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L373 | Baldock Road / Rushby Mead                        | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 1  |   |
| L374 | Baldock Road / Bowershott                         | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L385 | Baldock Road (from Avenue One to Letchworth Road) | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 850  | £1,000.00     | £850,000.00   | 2 | 2 | 1  | 0 | 2 | 2   | -1 | 1  | 7 | 2 | -1 | 8 | 0  |   |
| L388 | icknild Way / Archers Way                         | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L399 | icknild Way (from Norton Way North to Green Lane) | Letchworth Garden City                   | Footway Improvements          | Yes |     | 1000 | £200.00       | £200,000.00   | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L401 | icknild Way / Furnston Court                      | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L402 | icknild Way / Showroom Entrance                   | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L403 | icknild Way / Tabbs Close                         | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L404 | icknild Way / path to rail bridge                 | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L405 | icknild Way / Pascal Way                          | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L410 | Birds Hill  | Letchworth Garden City                   | Footway Improvements          | Yes |     | 430  | £200.00       | £86,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L419 | Works Road / Dunham Lane                          | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L420 | Works Road / Meredews                             | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L424 | Works Road / DPD entrance                         | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L430 | Second Avenue                                     | Letchworth Garden City                   | New/Improved signal crossing  | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | -1 | 0 | 2 | 3   | 0  | 1  | 4 | 4 | 0  | 8 | 0  |   |
| L438 | Dunhams Lane                                      | Letchworth Garden City                   | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 0  |   |
| L448 | Ridge Avenue                                      | Letchworth Garden City                   | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0 | 1 | 3   | 0  | 1  | 4 | 4 | 0  | 8 | 1  |   |
| L452 | Rushby Mead (near Pixmore Junior School)          | Letchworth Garden City                   | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 0  | 0 | 2 | 1   | 0  | 1  | 6 | 2 | 0  | 8 | 1  |   |
| L461 | Spring Road / Burrell Rise                        | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 2 | 0  | 0 | 0 | 3   | 0  | 1  | 4 | 4 | 0  | 8 | 1  |   |
| L467 | Station Way                                       | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 160  | £1,000.00     | £160,000.00   | 2 | 3 | 1  | 0 | 0 | 3</ |    |    |   |   |    |   |    |   |

|      |  |  |                               |     |     |      |               |               |   |   |    |   |   |    |    |    |   |    |    |   |    |   |
|------|--|--|-------------------------------|-----|-----|------|---------------|---------------|---|---|----|---|---|----|----|----|---|----|----|---|----|---|
| K38  | Stevenage Road (south of New Close)                      | Knebworth                                | Footway Improvements          | Yes |     | 330  | £200.00       | £66,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R43  | Melbourn Road / Green Street                             | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R46  | Coombelands Roundabout                                   | Royston                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 1  | 0 | 0 | 3  | -1 | 1  | 6 | 3  | -2 | 7 | 1  |   |
| R53  | Newmarket Road / Hollies Close                           | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 2 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R57  | Newmarket Road / Poplar Drive                            | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 2 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R59  | Newmarket Road / Ickfield Walk                           | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 2 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R75  | Queens Road / Kneesworth Street                          | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 1 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R76  | Station entrance (S) / Kneesworth Street                 | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 1 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R77  | Station entrance (N) / Old North Road                    | Royston                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 1 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| R81  | Old North Road near Serby Road                           | Royston                                  | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | -1 | 1 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| R83  | Old North Road near Phillips Avenue                      | Royston                                  | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 2 | 2 | -1 | 1 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| R85  | Old North Road / York Way                                | Royston                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 2 | -1 | 1 | 2 | 3  | -1 | 1  | 6 | 3  | -2 | 7 | 1  |   |
| R90  | Market Hill  | Royston                                  | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0 | 0 | 3  | 0  | 1  | 3 | 4  | 0  | 7 | -1 |   |
| R92  | Priry Lane / Barkway Road                                | Royston                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 0  | 0 | 1 | 3  | -1 | 1  | 6 | 3  | -2 | 7 | -1 |   |
| B110 | London Road (near Chalk Hills)                           | Baldock                                  | New/Improved signal crossing  | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 1 | 1  | 0 | 0 | 1  | 3  | 0  | 1 | 3  | 4  | 0 | 7  | 0 |
| B112 | Weston Way / Baldock Lane                                | Baldock                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| B113 | Weston Way / St Marys Way                                | Baldock                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| B114 | Weston Way / Mansfield Road                              | Baldock                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| B115 | Letchworth Road / Hopewell Road                          | Baldock                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| H143 | Queen Street / Hollow Lane                               | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 2 | 1  | 0 | 0 | 1  | 1  | 0  | 1 | 5  | 2  | 0 | 7  | 0 |
| H144 | Queen Street (near Hollow Lane)                          | Hitchin                                  | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 3 | 1  | 0 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| H145 | Queen Street (near Portmill Lane)                        | Hitchin                                  | New zebra crossing            | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 3 | 1  | 0 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| H155 | Barcroft Road / Ickford Road rt                          | Hitchin                                  | Large Junction Improvement    | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 3 | 0  | 0 | 1 | 3  | -1 | 1  | 6 | 3  | -2 | 7 | -1 |   |
| H167 | Water Lane / Grove Road                                  | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| H168 | Periwinkle Lane / Grove Road                             | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 2 | 1  | 0 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| H174 | Woolgrove Road (under rail bridge)                       | Hitchin                                  | Signalised shuttle system     | Yes | Yes | 1    | £750,000.00   | £750,000.00   | 2 | 3 | 1  | 1 | 2 | 1  | -1 | -1 | 9 | -1 | -1 | 7 | 0  |   |
| H176 | Wilbury Way / Hunting Gate                               | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 1  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| H196 | Nightingale Road / Audi                                  | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| H197 | Nightingale Road / McDonalds                             | Hitchin                                  | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1  | 1  | 0  | 1 | 5  | 2  | 0 | 7  | 1 |
| R199 | Melbourn Road  | Royston                                  | Footway Improvements          | Yes |     | 1000 | £200.00       | £200,000.00   | 2 | 1 | 1  | 1 | 1 | 0  | 0  | 1  | 6 | 1  | 0  | 7 | -1 |   |
| R203 | Newmarket Road   | Royston                                  | Footway Improvements          | Yes |     | 600  | £200.00       | £120,000.00   | 2 | 1 | 0  | 2 | 1 | 0  | 0  | 1  | 6 | 1  | 0  | 7 | 1  |   |
| R209 | Baldock Road   | Royston                                  | Footway Improvements          | Yes |     | 1300 | £200.00       | £260,000.00   | 2 | 1 | 1  | 2 | 1 | 0  | 0  | 7  | 0 | 0  | 7  | 0 | 0  |   |
| R225 | Newmarket Road & Melbourn Street                         | Royston                                  | Segregated cycleway           |     | Yes | 720  | £1,000.00     | £720,000.00   | 2 | 1 | 1  | 2 | 1 | -1 | 0  | 8  | 0 | -1 | 7  | 1 | 1  |   |
| R231 | Kneesworth Street & Old North Road                       | Royston                                  | Segregated cycleway           |     | Yes | 1500 | £1,000.00     | £1,500,000.00 | 2 | 2 | 0  | 2 | 1 | 1  | 0  | 1  | 7 | 2  | -2 | 7 | 1  |   |
| B232 | Station Road   | Baldock                                  | Footway Improvements          | Yes |     | 100  | £200.00       | £20,000.00    | 2 | 1 | 1  | 1 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| B234 | Bygrave Road   | Baldock                                  | Footway Improvements          | Yes |     | 250  | £200.00       | £50,000.00    | 2 | 1 | 0  | 2 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| B238 | Weston Way   | Baldock                                  | Footway Improvements          | Yes |     | 870  | £200.00       | £174,000.00   | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| B242 | Hitchin Street   | Baldock                                  | Footway Improvements          | Yes |     | 120  | £200.00       | £24,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| B247 | Norton Road  | Baldock                                  | Footway Improvements          | Yes |     | 300  | £200.00       | £60,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | -1 |   |
| B261 | Wallingford Road   | Baldock                                  | Segregated cycleway           |     | Yes | 470  | £1,000.00     | £470,000.00   | 1 | 2 | 0  | 2 | 1 | 3  | -1 | -1 | 6 | 1  | 0  | 7 | -1 |   |
| B264 | Back Lane Improvements                                   | Baldock                                  | Segregated cycleway           |     | Yes | 820  | £1,000.00     | £820,000.00   | 0 | 2 | 1  | 0 | 2 | 2  | 1  | 0  | 5 | 3  | -1 | 7 | 0  |   |
| I270 | Stevenage Road (not A602)                                | Inter-Urban Route (Hitchin to Stevenage) | Footway Improvements          | Yes |     | 700  | £200.00       | £140,000.00   | 1 | 2 | 0  | 1 | 2 | 0  | 1  | 5  | 2 | 0  | 7  | 0 | 0  |   |
| H279 | Brand Street   | Hitchin                                  | Segregated cycleway           |     | Yes | 150  | £1,000.00     | £150,000.00   | 2 | 1 | 0  | 1 | 1 | 2  | -1 | 0  | 6 | 1  | 0  | 7 | 0  |   |
| H285 | Woolgrove Road   | Hitchin                                  | Segregated cycleway           |     | Yes | 800  | £1,000.00     | £800,000.00   | 2 | 2 | -1 | 2 | 2 | -1 | 0  | 7  | 1 | -1 | 7  | 0 | 0  |   |
| H303 | Nightingale Road   | Hitchin                                  | Footway Improvements          | Yes |     | 680  | £200.00       | £136,000.00   | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L326 | Croft Lane   | Letchworth Garden City                   | Footway Improvements          | Yes |     | 130  | £200.00       | £26,000.00    | 1 | 1 | 0  | 2 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| L340 | Archers Way  | Letchworth Garden City                   | New zebra crossing            | Yes |     | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0 | 0 | 2  | 1  | 0  | 1 | 5  | 2  | 0 | 7  | 1 |
| L341 | Wilbury Road (near Kite Way)                             | Letchworth Garden City                   | New/Improved signal crossing  | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 1 | 0 | 3  | 0  | 0  | 4 | 3  | 0  | 7 | 1  |   |
| L345 | Southfields  | Letchworth Garden City                   | New zebra crossing            | Yes |     | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| L360 | Hitchin Road / Baldock Road (A505) from Briar Patch Lane | Letchworth Garden City                   | Footway Improvements          | Yes |     | 3700 | £200.00       | £740,000.00   | 2 | 2 | 1  | 0 | 2 | 1  | 0  | 1  | 6 | 2  | -1 | 7 | 0  |   |
| L361 | Hitchin Road (near Highfield)                            | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 360  | £1,000.00     | £360,000.00   | 2 | 2 | 1  | 0 | 1 | 1  | -1 | 1  | 6 | 1  | 0  | 7 | 0  |   |
| L362 | Hitchin Road / Pasture Road                              | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L364 | Baldock Road (near Letchworth Lane)                      | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 250  | £1,000.00     | £250,000.00   | 2 | 2 | 0  | 0 | 2 | 0  | 1  | 4  | 3 | 0  | 7  | 0 | 0  |   |
| L368 | Baldock Road / Cloisters Road                            | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L369 | Baldock Road / Sollershot East                           | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L375 | Baldock Road / The Crescent (west)                       | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L376 | Baldock Road / The Crescent (east)                       | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 1 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L384 | Baldock Road (from Avenue One to A1M)                    | Letchworth Garden City                   | Traffic calming               |     | Yes | 1000 | £350.00       | £350,000.00   | 2 | 0 | 1  | 0 | 2 | 1  | 0  | 0  | 6 | 1  | 0  | 7 | 0  |   |
| L392 | Ickfield Way / Bedford Road                              | Letchworth Garden City                   | Mid-Size Junction Improvement | Yes |     | 1    | £500,000.00   | £500,000.00   | 2 | 2 | 1  | 0 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 1  |   |
| L395 | Ickfield Way (near Pix Brook Court)                      | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 130  | £1,000.00     | £130,000.00   | 1 | 1 | 1  | 1 | 2 | 1  | 0  | 0  | 6 | 1  | 0  | 7 | 0  |   |
| L411 | Works Road (east of Jubilee Road)                        | Letchworth Garden City                   | Traffic calming               |     | Yes | 400  | £350.00       | £140,000.00   | 2 | 0 | 1  | 0 | 2 | 1  | 0  | 0  | 6 | 1  | 0  | 7 | 0  |   |
| L413 | Works Road (Green Lane to Jubilee Road)                  | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 260  | £1,000.00     | £260,000.00   | 2 | 1 | 1  | 0 | 2 | 2  | -1 | 0  | 6 | 1  | 0  | 7 | 0  |   |
| L416 | Works Road (Dunhams Lane to Green Lane)                  | Letchworth Garden City                   | Traffic calming               |     | Yes | 300  | £350.00       | £105,000.00   | 2 | 0 | 1  | 0 | 2 | 1  | 0  | 0  | 6 | 1  | 0  | 7 | 0  |   |
| L422 | Birds Hill and Works Road (to Arden Press Way)           | Letchworth Garden City                   | Traffic calming               |     | Yes | 590  | £350.00       | £206,500.00   | 2 | 0 | 1  | 0 | 2 | 1  | 0  | 0  | 6 | 1  | 0  | 7 | 0  |   |
| L427 | Jubilee Rd / retail park entrance                        | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L431 | Avenue One / Sixth Avenue                                | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L432 | Avenue One / Royal Mail                                  | Letchworth Garden City                   | Minor Junction Improvement    | Yes |     | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L434 | Avenue One   | Letchworth Garden City                   | Footway Improvements          | Yes |     | 530  | £200.00       | £106,000.00   | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L436 | Dunhams Lane & Sixth Avenue                              | Letchworth Garden City                   | Footway Improvements          | Yes |     | 650  | £200.00       | £130,000.00   | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L437 | Dunhams Lane / Sixth Avenue                              | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 2 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L440 | Pixmore Avenue (near Ridge Road)                         | Letchworth Garden City                   | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | -1 | 0 | 1 | 3  | 0  | 1  | 3 | 4  | 0  | 7 | 1  |   |
| L469 | Broadwater Avenue  | Letchworth Garden City                   | Segregated cycleway           |     | Yes | 560  | £1,000.00     | £560,000.00   | 1 | 2 | -1 | 0 | 1 | 3  | -1 | 0  | 5 | 2  | 0  | 7 | 0  |   |
| L487 | Broadway (near Meadow Way)                               | Letchworth Garden City                   | New zebra crossing            | Yes |     | 1    | £65,000.00    | £65,000.00    | 2 | 2 | 1  | 0 | 0 | 1  | 0  | 1  | 5 | 2  | 0  | 7 | 0  |   |
| L494 | Eastcheap (near Gernon Avenue)                           | Letchworth Garden City                   | New parallel crossing         | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0 | 0 | 3  | 0  | 1  | 3 | 4  | 0  | 7 | 0  |   |

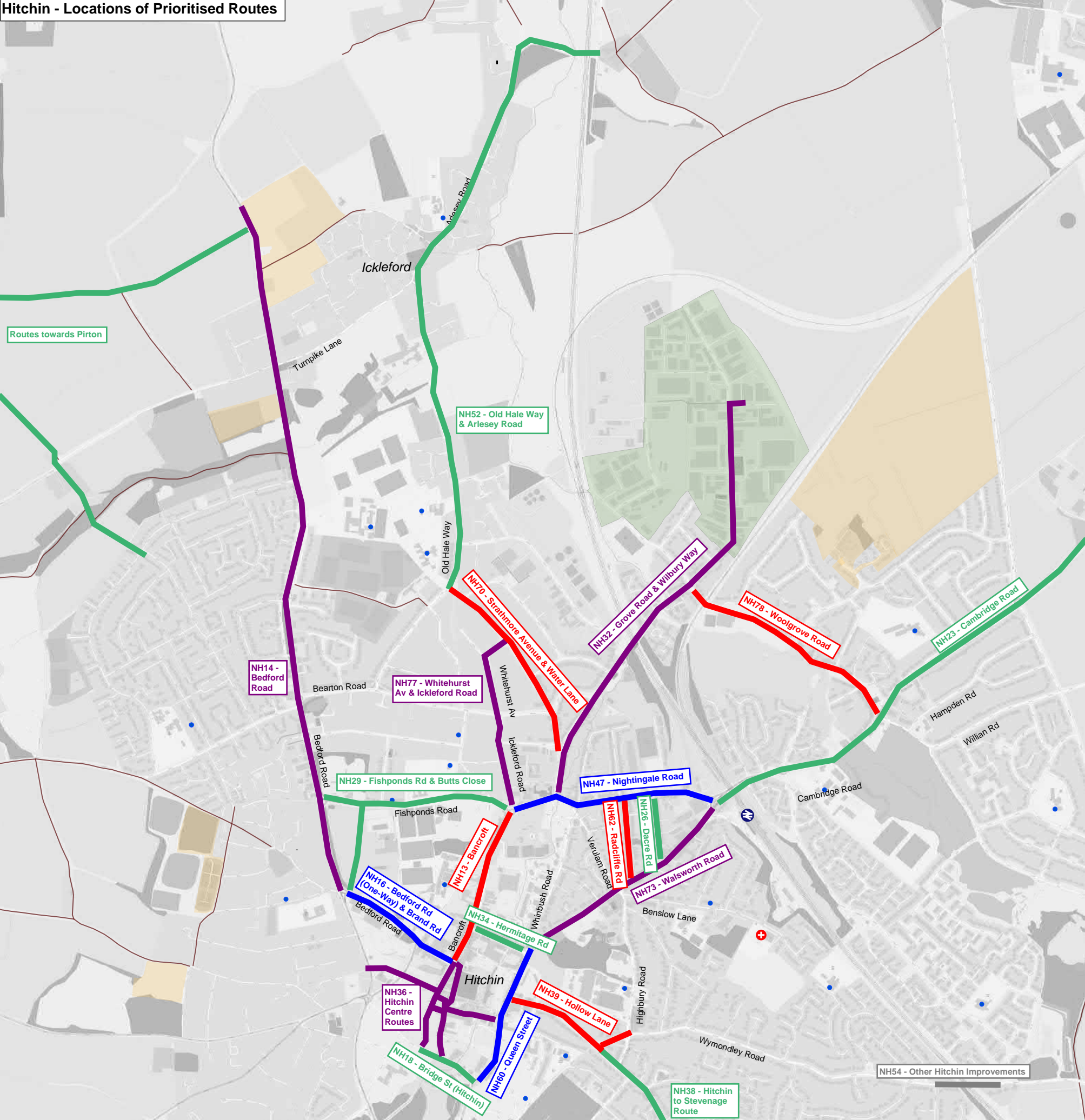
|      |   |  |                               |     |       |      |               |               |   |   |    |   |   |   |    |    |   |    |    |    |    |    |
|------|---|--|-------------------------------|-----|-------|------|---------------|---------------|---|---|----|---|---|---|----|----|---|----|----|----|----|----|
| R49  | The Green   | Royston                                  | Modal filter                  | Yes | Yes   | 1    | £20,000.00    | £20,000.00    | 1 | 1 | -1 | 0 | 0 | 3 | 1  | 1  | 1 | 5  | 0  | 6  | 1  |    |
| R54  | Newmarket Road / Eastfield Road                     | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 2 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 1  |    |
| R55  | Newmarket Road / Studlands Road                     | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 2 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | -1 |    |
| R56  | Newmarket Road / Wheatfield Crescent                | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 2 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 1  |    |
| R58  | Newmarket Road / Valley Rise                        | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 2 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 1  |    |
| R78  | Gower Road / Old North Road                         | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 1 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 1  |    |
| R82  | Phillips Avenue / Old North Road                    | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 1 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | -1 |    |
| R84  | Old North Road near Willowside                      | Royston                                  | New/Improved signal crossing  | Yes | Yes   | 1    | £65,000.00    | £65,000.00    | 2 | 1 | -1 | 1 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| R86  | Old North Road / Tesco Roundabout                   | Royston                                  | Large Junction Improvement    | Yes | Yes   | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 2 | -1 | 0 | 1 | 1 | 3  | -1 | 1 | 5  | 3  | -2 | 6  | -1 |
| R93  | The Warren / Barkway Street                         | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| R95  | Layton Park / London Road                           | Royston                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 0 | 2 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| B108 | Anchor Road   | Baldock                                  | Modal filter                  | Yes | Yes   | 1    | £20,000.00    | £20,000.00    | 1 | 1 | 1  | 0 | 0 | 3 | 0  | 0  | 3 | 3  | 0  | 6  | 0  |    |
| B109 | Chalk Hills   | Baldock                                  | Modal filter                  | Yes | Yes   | 1    | £20,000.00    | £20,000.00    | 1 | 1 | 1  | 0 | 0 | 3 | 0  | 0  | 3 | 3  | 0  | 6  | 0  |    |
| H142 | Whitehill Road / Highbury Road                      | Hitchin                                  | Large Junction Improvement    | Yes | Yes   | 1    | £1,580,000.00 | £1,580,000.00 | 2 | 2 | 0  | 1 | 1 | 3 | -1 | 0  | 6 | 2  | -2 | 6  | -1 |    |
| H146 | Queen Street / Portmill Lane                        | Hitchin                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 1 | 2 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H148 | Queen Street (near Asda)                            | Hitchin                                  | New/Improved signal crossing  | Yes | Yes   | 1    | £65,000.00    | £65,000.00    | 1 | 1 | 1  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H159 | Whitehurst Avenue / Strathmore Avenue               | Hitchin                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H166 | Strathmore Avenue / Perthwinkle Lane                | Hitchin                                  | Mid-Size Junction Improvement | Yes | Yes   | 1    | £500,000.00   | £500,000.00   | 2 | 2 | 0  | 0 | 0 | 2 | -1 | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H190 | Walsworth Road / Whinbush Road                      | Hitchin                                  | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| R208 | London Road   | Royston                                  | Footway Improvements          | Yes | 400   |      | £200.00       | £80,000.00    | 2 | 2 | 0  | 0 | 0 | 1 | 0  | 0  | 1 | 5  | 1  | 0  | 6  | 1  |
| R210 | Tannery Drift                                       | Royston                                  | Footway Improvements          | Yes | 300   |      | £200.00       | £60,000.00    | 2 | 1 | 0  | 1 | 1 | 0 | 0  | 1  | 5 | 1  | 0  | 6  | 0  |    |
| R213 | Old North Road                                      | Royston                                  | Footway Improvements          | Yes | 850   |      | £200.00       | £170,000.00   | 2 | 1 | -1 | 2 | 1 | 0 | 0  | 1  | 5 | 1  | 0  | 6  | 0  |    |
| R216 | Mill Road & Queens Road                             | Royston                                  | Traffic calming               | Yes | 580   |      | £350.00       | £203,000.00   | 2 | 0 | 1  | 1 | 1 | 0 | 0  | 0  | 6 | 0  | 0  | 6  | 0  |    |
| R220 | Melbourn Street                                     | Royston                                  | Traffic calming               | Yes | 200   |      | £350.00       | £70,000.00    | 2 | 0 | 1  | 2 | 1 | 0 | 0  | 0  | 6 | 0  | 0  | 6  | 1  |    |
| R221 | Baldock Street                                      | Royston                                  | Traffic calming               | Yes | 150   |      | £350.00       | £52,500.00    | 2 | 0 | 1  | 2 | 1 | 0 | 0  | 0  | 6 | 0  | 0  | 6  | 1  |    |
| R223 | Tannery Drift & Green Drift                         | Royston                                  | Traffic calming               | Yes | Yes   | 630  | £350.00       | £220,500.00   | 2 | 2 | 0  | 1 | 3 | 1 | 0  | 0  | 6 | 0  | 0  | 6  | 1  |    |
| R226 | Priory Lane, Barkway Street, Market Hill (Gyratory) | Royston                                  | Segregated cycleway           |     | Yes   | 640  | £1,000.00     | £640,000.00   | 2 | 2 | 0  | 1 | 0 | 1 | -1 | 1  | 5 | 1  | 0  | 6  | 1  |    |
| B237 | Crabtree Lane                                       | Baldock                                  | Footway Improvements          | Yes | 640   |      | £200.00       | £128,000.00   | 1 | 1 | 1  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| B244 | Sun Street  | Baldock                                  | Footway Improvements          | Yes | 60    |      | £200.00       | £12,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| B245 | Church Street                                       | Baldock                                  | Footway Improvements          | Yes | 280   |      | £200.00       | £56,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| B251 | Station Road & North Road                           | Baldock                                  | Traffic calming               | Yes | Yes   | 300  | £350.00       | £105,000.00   | 2 | 0 | 1  | 2 | 0 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 1  |    |
| B252 | Royston Road  | Baldock                                  | Traffic calming               | Yes | Yes   | 300  | £350.00       | £105,000.00   | 2 | 0 | 1  | 2 | 0 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| B254 | South Road  | Baldock                                  | Traffic calming               | Yes | Yes   | 360  | £350.00       | £126,000.00   | 2 | 0 | 1  | 1 | 1 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| B255 | Weston Way  | Baldock                                  | Traffic calming               | Yes | Yes   | 870  | £350.00       | £304,500.00   | 2 | 0 | 1  | 0 | 2 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| B257 | Hitchin Street                                      | Baldock                                  | Traffic calming               | Yes | Yes   | 280  | £350.00       | £98,000.00    | 2 | 0 | 1  | 1 | 1 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| B258 | Whitehorse Street                                   | Baldock                                  | Traffic calming               | Yes | Yes   | 230  | £350.00       | £80,500.00    | 2 | 0 | 1  | 1 | 1 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| I268 | Stevenage Road (parallel)                           | Inter-Urban Route (Hitchin to Stevenage) | Segregated cycleway           |     | Yes   | 610  | £1,000.00     | £610,000.00   | 2 | 2 | 1  | 1 | 1 | 2 | -2 | -1 | 7 | -1 | 0  | 6  | -1 |    |
| I271 | Stevenage Road (through Little Wymondley)           | Inter-Urban Route (Hitchin to Stevenage) | Traffic calming               |     | Yes   | 1200 | £1,000.00     | £1,200,000.00 | 1 | 3 | 0  | 1 | 2 | 1 | 0  | -1 | 6 | 0  | 0  | 6  | 0  |    |
| H286 | Cambridge Road (to Briar Patch Lane)                | Hitchin                                  | Segregated cycleway           |     | Yes   | 1600 | £1,000.00     | £1,600,000.00 | 2 | 3 | 1  | 1 | 1 | 2 | -2 | 0  | 8 | 0  | -2 | 6  | 0  |    |
| H290 | High Street   | Hitchin                                  | Traffic calming               | Yes | Yes   | 110  | £350.00       | £38,500.00    | 2 | 3 | -1 | 0 | 0 | 2 | 0  | 0  | 4 | 2  | 0  | 6  | 0  |    |
| H291 | Radcliffe Road                                      | Hitchin                                  | Traffic calming               | Yes | Yes   | 270  | £350.00       | £94,500.00    | 2 | 3 | 0  | 0 | 0 | 2 | 0  | 0  | 4 | 2  | 0  | 6  | 0  |    |
| H292 | Dacre Road  | Hitchin                                  | Traffic calming               | Yes | Yes   | 230  | £350.00       | £80,500.00    | 2 | 3 | 0  | 0 | 0 | 2 | 0  | 0  | 4 | 2  | 0  | 6  | 0  |    |
| H295 | Cambridge Road                                      | Hitchin                                  | Traffic calming               | Yes | Yes   | 670  | £350.00       | £234,500.00   | 2 | 0 | 1  | 1 | 1 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| H298 | Old Hale Way  | Hitchin                                  | Traffic calming               | Yes | Yes   | 370  | £350.00       | £129,500.00   | 1 | 0 | 1  | 1 | 3 | 2 | 1  | 0  | 0 | 5  | 1  | 0  | 6  | 0  |
| H299 | Arlesley Road                                       | Hitchin                                  | Traffic calming               | Yes | Yes   | 1300 | £350.00       | £455,000.00   | 2 | 0 | 1  | 1 | 1 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | 0  |    |
| H305 | Walsworth Road                                      | Hitchin                                  | Footway Improvements          | Yes | Yes   | 800  | £200.00       | £160,000.00   | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H306 | Queen Street  | Hitchin                                  | Footway Improvements          | Yes | Yes   | 480  | £200.00       | £96,000.00    | 1 | 1 | 1  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H310 | West Alley & Nun's Close                            | Hitchin                                  | Footway Improvements          | Yes | Yes   | 200  | £200.00       | £40,000.00    | 2 | 1 | 0  | 1 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H313 | Bancroft (south)                                    | Hitchin                                  | Footway Improvements          | Yes | Yes   | 110  | £200.00       | £22,000.00    | 2 | 1 | 0  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H314 | Hermitage Road                                      | Hitchin                                  | Footway Improvements          | Yes | Yes   | 150  | £200.00       | £30,000.00    | 2 | 1 | 0  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H315 | Bancroft (north)                                    | Hitchin                                  | Footway Improvements          | Yes | Yes   | 230  | £200.00       | £46,000.00    | 2 | 1 | 0  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| H318 | Path through Butts Close                            | Hitchin                                  | Footway Improvements          | Yes | Yes   | 300  | £200.00       | £60,000.00    | 1 | 1 | 0  | 1 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L329 | Workers Lane (alley) (North of Common View)         | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 150  | £200.00       | £30,000.00    | 2 | 1 | 0  | 1 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L330 | Workers Lane (south of Common View)                 | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 120  | £200.00       | £24,000.00    | 2 | 1 | 0  | 1 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L335 | Radburn Way off-road path & steps improvements      | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 100  | £200.00       | £20,000.00    | 1 | 1 | 0  | 1 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L338 | Bridge between Highover Road and Chiltern View      | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 70   | £200.00       | £14,000.00    | 1 | 1 | 1  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 1  |    |
| L355 | Link to The Highfield School from RoW               | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 70   | £200.00       | £14,000.00    | 1 | 1 | 0  | 0 | 2 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L389 | Idnield Way / Redhods Way West                      | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L391 | Idnield Way (near Bedford Road)                     | Letchworth Garden City                   | New zebra crossing            | Yes | Yes   | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 1  | 0 | 0 | 0 | 1  | 0  | 1 | 4  | 2  | 0  | 6  | 0  |
| L394 | Idnield Way (from Spring Road to Norton Way North)  | Letchworth Garden City                   | Traffic calming               | Yes | Yes   | 1200 | £350.00       | £420,000.00   | 2 | 0 | 1  | 0 | 1 | 1 | 0  | 0  | 5 | 1  | 0  | 6  | -1 |    |
| L421 | Works Road (Ardien Press Way to Dunham Lane)        | Letchworth Garden City                   | Segregated cycleway           |     | Yes   | 300  | £1,000.00     | £300,000.00   | 2 | 1 | 1  | 0 | 2 | 1 | -1 | 0  | 6 | 0  | 0  | 6  | 0  |    |
| L425 | Jubilee Rd  | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 350  | £200.00       | £70,000.00    | 2 | 1 | 0  | 0 | 2 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L428 | Second Avenue                                       | Letchworth Garden City                   | Segregated cycleway           |     | Yes   | 200  | £1,000.00     | £200,000.00   | 1 | 1 | -1 | 0 | 2 | 3 | 0  | 0  | 3 | 3  | 0  | 6  | 0  |    |
| L429 | Second Avenue / Avenue One                          | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 0 | 2 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L445 | Ridge Road / Birds Hill                             | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L454 | Rushby Mead / Ploxmore Way                          | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 1  |    |
| L478 | Broadway (Broadway Gardens Loop)                    | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 550  | £200.00       | £110,000.00   | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L480 | Broadway (north of Gardens, east side)              | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 250  | £200.00       | £50,000.00    | 2 | 1 | 0  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L484 | Broadway (near West View)                           | Letchworth Garden City                   | New zebra crossing            | Yes | Yes   | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L485 | Broadway / South View                               | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L486 | Broadway / Meadow Way                               | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L488 | Broadway / Ploxmore Way                             | Letchworth Garden City                   | Minor Junction Improvement    | Yes | Yes   | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L505 | Leys Avenue & Station Place                         | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 190  | £200.00       | £38,000.00    | 2 | 1 | 0  | 0 | 1 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L506 | Bridge Road & Station Place & Station Road          | Letchworth Garden City                   | Footway Improvements          | Yes | Yes   | 360  | £200.00       | £72,000.00    | 2 | 1 | 1  | 0 | 0 | 1 | 0  | 1  | 4 | 2  | 0  | 6  | 0  |    |
| L512 | Norton Way North and South                          | Letchworth Garden City                   | Segregated cycleway           |     | Yes</ |      |               |               |   |   |    |   |   |   |    |    |   |    |    |    |    |    |



|      |  |                        |                              |     |     |      |               |               |   |   |    |    |   |   |    |    |    |    |    |   |    |   |
|------|--|------------------------|------------------------------|-----|-----|------|---------------|---------------|---|---|----|----|---|---|----|----|----|----|----|---|----|---|
| B246 | Icknield Way                                     | Baldock                | Footway Improvements         | Yes | Yes | 380  | £200.00       | £76,000.00    | 2 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| B256 | West Avenue                                      | Baldock                | Traffic calming              | Yes | Yes | 270  | £350.00       | £94,500.00    | 2 | 1 | 0  | 0  | 1 | 1 | 0  | 0  | 4  | 1  | 0  | 5 | 1  |   |
| H287 | Sun Street                                       | Hitchin                | Traffic calming              | Yes | Yes | 160  | £350.00       | £56,000.00    | 1 | 3 | -1 | 0  | 0 | 2 | 0  | 0  | 3  | 2  | 0  | 5 | 0  |   |
| H288 | Bucklersbury                                     | Hitchin                | Traffic calming              | Yes | Yes | 150  | £350.00       | £52,500.00    | 1 | 3 | -1 | 0  | 0 | 2 | 0  | 0  | 3  | 2  | 0  | 5 | 0  |   |
| H289 | Market Place                                     | Hitchin                | Traffic calming              | Yes | Yes | 110  | £350.00       | £38,500.00    | 1 | 3 | -1 | 0  | 0 | 2 | 0  | 0  | 3  | 2  | 0  | 5 | 0  |   |
| H293 | Nightingale Road                                 | Hitchin                | Traffic calming              | Yes | Yes | 480  | £350.00       | £168,000.00   | 2 | 0 | 1  | 0  | 1 | 1 | 0  | 0  | 4  | 1  | 0  | 5 | 0  |   |
| L333 | Railway bridge (north of Dunhams Lane)           | Letchworth Garden City | Pedestrian/cycle bridge      | Yes | Yes | 1    | £2,000,000.00 | £2,000,000.00 | 2 | 1 | 1  | 2  | 2 | 1 | -2 | 0  | 8  | -1 | -2 | 5 | 0  |   |
| L342 | Kite Way / Wilbury Road                          | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 1  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 1  |   |
| L343 | Wilbury Road (near Kite Way)                     | Letchworth Garden City | Segregated cycleway          |     | Yes | 80   | £1,000.00     | £80,000.00    | 1 | 2 | 0  | 1  | 1 | 0 | -1 | 0  | 4  | 1  | 0  | 5 | 1  |   |
| L344 | Southfields                                      | Letchworth Garden City | Traffic calming              |     | Yes | 220  | £350.00       | £77,000.00    | 1 | 0 | 0  | 1  | 1 | 1 | 0  | 0  | 4  | 1  | 0  | 5 | 0  |   |
| L349 | Bedford Road                                     | Letchworth Garden City | Segregated cycleway          |     | Yes | 1000 | £1,000.00     | £1,000,000.00 | 2 | 2 | 0  | 0  | 1 | 2 | -1 | 0  | 5  | 1  | -1 | 5 | 1  |   |
| L352 | Norton Common east-west path                     | Letchworth Garden City | Segregated cycleway          |     | Yes | 620  | £1,000.00     | £620,000.00   | 1 | 2 | 0  | 0  | 0 | 2 | 0  | 0  | 3  | 2  | 0  | 5 | 1  |   |
| L390 | Icknield Way / Marnet Avenue                     | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 1  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L439 | Path between Pixmore Avenue and Dunhams Lane     | Letchworth Garden City | Footway Improvements         | Yes | Yes | 420  | £200.00       | £84,000.00    | 1 | 2 | 0  | 0  | 1 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 1  |   |
| L442 | Ridge Road / Ridge Road                          | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 1 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L443 | Ridge Road / Ridge Road                          | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 1 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L444 | Ridge Road / Ridge Avenue                        | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 1 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L449 | Hillshott  | Letchworth Garden City | Traffic calming              | Yes | Yes | 250  | £350.00       | £87,500.00    | 2 | 0 | 0  | 0  | 1 | 1 | 0  | 0  | 4  | 1  | 0  | 5 | 0  |   |
| L453 | Rushby Mead                                      | Letchworth Garden City | Traffic calming              | Yes | Yes | 920  | £350.00       | £322,000.00   | 2 | 0 | 0  | 0  | 0 | 1 | 1  | 0  | 0  | 4  | 1  | 0 | 5  | 1 |
| L460 | Burnell Rise (near Spring Road)                  | Letchworth Garden City | New zebra crossing           | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 1  |   |
| L464 | Station Way / Broadwater Avenue                  | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L465 | Station Way / Morrisons Entrance                 | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L470 | West View / Spring Road                          | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | -1 | 0  | 2 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 1  |   |
| L482 | Broadway (north of Gardens, west side)           | Letchworth Garden City | Footway Improvements         | Yes | Yes | 250  | £200.00       | £50,000.00    | 1 | 1 | 1  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L489 | Broadway (near Arena Parade)                     | Letchworth Garden City | New/improved signal crossing | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 1 | 1  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L490 | Gernon Road                                      | Letchworth Garden City | Footway Improvements         | Yes | Yes | 380  | £200.00       | £76,000.00    | 2 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L493 | Eastcheap (near Arena Parade)                    | Letchworth Garden City | New zebra crossing           | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L498 | Gernon Road / Rowland Way                        | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L516 | Norton Way South (near Station Road)             | Letchworth Garden City | New zebra crossing           | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L518 | Norton Way South (near Openshaw Way)             | Letchworth Garden City | New zebra crossing           | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | 0  | 0  | 0 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| L522 | Norton Way South / Meadow Way                    | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 1 | 1 | 0  | 1  | 3  | 2  | 0  | 5 | 0  |   |
| K524 | Swanley's Lane                                   | Knebworth              | Footway Improvements         | Yes | Yes | 340  | £200.00       | £68,000.00    | 1 | 1 | 0  | 2  | 1 | 1 | 0  | -1 | 5  | 0  | 0  | 5 | 1  |   |
| K23  | Cippyl Lane / Park Lane                          | Knebworth              | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 1  | 0 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 1  |   |
| K25  | Stockens Green                                   | Knebworth              | Footway Improvements         | Yes | Yes | 360  | £200.00       | £72,000.00    | 1 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | -1 |   |
| K34  | Park Lane  | Knebworth              | Traffic calming              | Yes | Yes | 1200 | £350.00       | £420,000.00   | 2 | 0 | 0  | 1  | 1 | 1 | -1 | 0  | 4  | 0  | 0  | 4 | 1  |   |
| K35  | High Street (London Road)                        | Knebworth              | Traffic calming              | Yes | Yes | 150  | £350.00       | £52,500.00    | 2 | 0 | 1  | 0  | 1 | 1 | -1 | 0  | 4  | 0  | 0  | 4 | -1 |   |
| R87  | Market Hill / Market Hill                        | Royston                | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 0 | 0 | 1  | 2  | 2  | 0  | 4  | 0 |    |   |
| R88  | Fish Hill / Market Hill                          | Royston                | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| B104 | Wallington Road / Clothall Road                  | Baldock                | Large Junction Improvement   | Yes | Yes | 1    | £1,580,000.00 | £1,580,000.00 | 1 | 2 | 0  | 2  | 1 | 2 | -1 | -1 | 6  | 0  | -2 | 4 | 0  |   |
| H165 | Artesey Road (under rail bridge)                 | Hitchin                | Signalised shuttle system    | Yes | Yes | 1    | £750,000.00   | £750,000.00   | 2 | 3 | 1  | 0  | 0 | 1 | -1 | -1 | 6  | -1 | -1 | 4 | 0  |   |
| R215 | Lower King St (Square)                           | Royston                | Pedestrian Zone              | Yes | Yes | 1    | £350,000.00   | £350,000.00   | 2 | 2 | 0  | 1  | 1 | 0 | -1 | 6  | -2 | 0  | 4  | 0 |    |   |
| R227 | London Road                                      | Royston                | Segregated cycleway          | Yes | Yes | 250  | £1,000.00     | £250,000.00   | 2 | 2 | 0  | 0  | 1 | 1 | -1 | -1 | 5  | -1 | 0  | 4 | 1  |   |
| B250 | Bygrave Road                                     | Baldock                | Traffic calming              | Yes | Yes | 250  | £350.00       | £87,500.00    | 2 | 0 | 0  | 2  | 0 | 1 | 0  | -1 | 4  | 0  | 0  | 4 | 0  |   |
| B253 | Sale Drive & Yeomanry Drive                      | Baldock                | Traffic calming              | Yes | Yes | 1900 | £350.00       | £665,000.00   | 1 | 0 | 0  | 1  | 1 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 0  |   |
| B263 | London Road                                      | Baldock                | Segregated cycleway          |     | Yes | 950  | £1,000.00     | £950,000.00   | 1 | 2 | 1  | 0  | 0 | 3 | -2 | 0  | 4  | 1  | -1 | 4 | -1 |   |
| H275 | Queen Street                                     | Hitchin                | Traffic calming              | Yes | Yes | 120  | £350.00       | £42,000.00    | 1 | 0 | 1  | 0  | 0 | 1 | 1  | 0  | 0  | 3  | 1  | 0 | 4  | 0 |
| H294 | Walsworth Road                                   | Hitchin                | Traffic calming              | Yes | Yes | 690  | £350.00       | £241,500.00   | 2 | 0 | 1  | 0  | 0 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 0  |   |
| H307 | Biggin Lane & Churchgate                         | Hitchin                | Footway Improvements         | Yes | Yes | 190  | £200.00       | £38,000.00    | 1 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| H309 | High Street                                      | Hitchin                | Footway Improvements         | Yes | Yes | 110  | £200.00       | £22,000.00    | 2 | 1 | -1 | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| L337 | Howard Drive (near Lordship Farm Primary School) | Letchworth Garden City | New zebra crossing           | Yes | Yes | 1    | £65,000.00    | £65,000.00    | 1 | 2 | -1 | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 1  |   |
| L353 | Norton Common east-west path                     | Letchworth Garden City | Footway Improvements         | Yes |     | 620  | £200.00       | £124,000.00   | 1 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 1  |   |
| L357 | Highfield  | Letchworth Garden City | Segregated cycleway          |     | Yes | 220  | £1,000.00     | £220,000.00   | 1 | 1 | -1 | 0  | 2 | 2 | -1 | 0  | 3  | 1  | 0  | 4 | 1  |   |
| L441 | Pixmore Avenue / Ridge Road                      | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | -1 | 0  | 1 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| L446 | Ridge Road                                       | Letchworth Garden City | Traffic calming              | Yes | Yes | 440  | £350.00       | £154,000.00   | 1 | 0 | 0  | 0  | 1 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 0  |   |
| L455 | Pixmore Way / The Crescent                       | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| L456 | Pixmore Way / Ridge Avenue                       | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 2 | 1 | -1 | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| L457 | Pixmore Way (east)                               | Letchworth Garden City | Traffic calming              | Yes | Yes | 570  | £350.00       | £199,500.00   | 2 | 0 | 0  | 0  | 0 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 1  |   |
| L458 | Pixmore Way (west)                               | Letchworth Garden City | Traffic calming              | Yes | Yes | 400  | £350.00       | £140,000.00   | 2 | 0 | 0  | 0  | 0 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 1  |   |
| L462 | Station Way                                      | Letchworth Garden City | Traffic calming              | Yes | Yes | 530  | £350.00       | £185,500.00   | 2 | 1 | 0  | 0  | 0 | 1 | 0  | 0  | 3  | 1  | 0  | 4 | 0  |   |
| L492 | Eastcheap  | Letchworth Garden City | Footway Improvements         | Yes | Yes | 260  | £200.00       | £52,000.00    | 1 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| L517 | Norton Way South / Openshaw Way                  | Letchworth Garden City | Minor Junction Improvement   | Yes | Yes | 1    | £30,000.00    | £30,000.00    | 1 | 1 | 0  | 0  | 0 | 1 | 0  | 1  | 2  | 2  | 0  | 4 | 0  |   |
| K525 | Watton Road                                      | Knebworth              | Footway Improvements         | Yes | Yes | 450  | £200.00       | £90,000.00    | 1 | 1 | 0  | 2  | 0 | 1 | 0  | -1 | 4  | 0  | 0  | 4 | 1  |   |
| H529 | Wymondley Road                                   | Hitchin                | Signalised shuttle system    | Yes | Yes | 1    | £750,000.00   | £750,000.00   | 1 | 2 | 1  | 1  | 0 | 1 | -1 | 0  | 5  | 0  | -1 | 4 | -1 |   |
| K2   | Under rail bridge (Station Road)                 | Knebworth              | Signalised shuttle system    | Yes | Yes | 1    | £750,000.00   | £750,000.00   | 2 | 3 | 0  | 0  | 0 | 1 | -2 | -1 | 6  | -2 | -1 | 3 | -1 |   |
| K36  | Gun Road   | Knebworth              | Traffic calming              | Yes | Yes | 190  | £350.00       | £66,500.00    | 2 | 0 | 1  | 0  | 0 | 1 | -1 | 0  | 3  | 0  | 0  | 3 | 0  |   |
| R201 | Fish Hill  | Royston                | Footway Improvements         | Yes | Yes | 200  | £200.00       | £40,000.00    | 2 | 1 | 0  | 0  | 0 | 0 | 0  | 1  | 2  | 1  | 0  | 3 | 1  |   |
| R202 | John St  | Royston                | Footway Improvements         | Yes | Yes | 50   | £200.00       | £10,000.00    | 1 | 1 | 0  | 0  | 0 | 0 | 0  | 1  | 2  | 1  | 0  | 3 | 1  |   |
| R205 | Jeggs Lane & Church Lane                         | Royston                | Footway Improvements         | Yes | Yes | 130  | £200.00       | £26,000.00    | 1 | 1 | 0  | 0  | 0 | 0 | 0  | 1  | 2  | 1  | 0  | 3 | 1  |   |
| R206 | Market Hill                                      | Royston                | Footway Improvements         | Yes | Yes | 200  | £200.00       | £40,000.00    | 1 | 1 | 0  | 0  | 0 | 0 | 0  | 1  | 2  | 1  | 0  | 3 | 1  |   |
| R218 | The Warren                                       | Royston                | Traffic calming              | Yes | Yes | 170  | £350.00       | £59,500.00    | 2 | 0 | 0  | 0  | 0 | 1 | 0  | 0  | 3  | 0  | 0  | 3 | 1  |   |
| R219 | London Road                                      | Royston                | Traffic calming              | Yes | Yes | 400  | £350.00       | £140,000.00   | 2 | 0 | 0  | 0  | 0 | 1 | 0  | 0  | 3  | 0  | 0  | 3 | 1  |   |
| H296 | Ickleford Road & Whitehust Avenue                | Hitchin                | Traffic calming              | Yes | Yes | 610  | £350.00       | £213,500.00   | 2 | 0 | 0  | 0  | 0 | 1 | 0  | 0  | 2  | 1  | 0  | 3 | 0  |   |
| H308 | Bucklersbury                                     | Hitchin                | Footway Improvements         | Yes | Yes | 150  | £200.00       | £30,000.00    | 1 | 1 | -1 | 0  | 0 | 1 | 0  | 1  | 2  | 0  | 3  | 0 | 0  |   |
| H312 | Churchyard Walk                                  | Hitchin                | Footway Improvements         | Yes | Yes | 170  | £200.00       | £34,000.00    | 1 | 1 | -1 | 0  | 0 | 1 | 0  | 1  | 1  | 2  | 0  | 3 | 0  |   |
| L354 | Outdoor Pool (Norton Common) access road         | Letchworth Garden City | Traffic calming              | Yes | Yes | 70   | £350.00       | £24,500.00    | 0 | 0 | 0  | -1 | 0 | 0 | 1  |    |    |    |    |   |    |   |

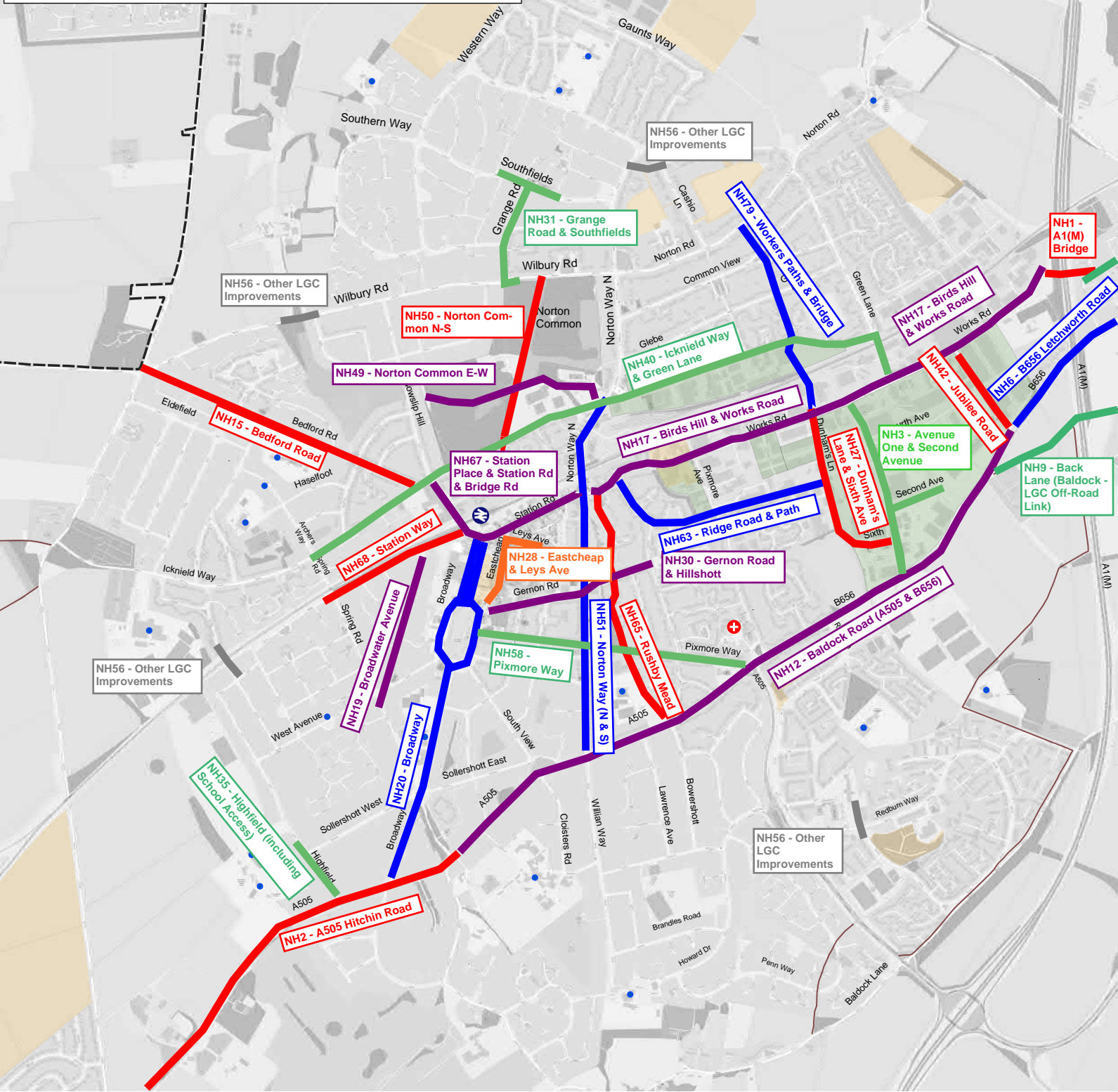
## **APPENDIX I**

Hitchin - Locations of Prioritised Routes



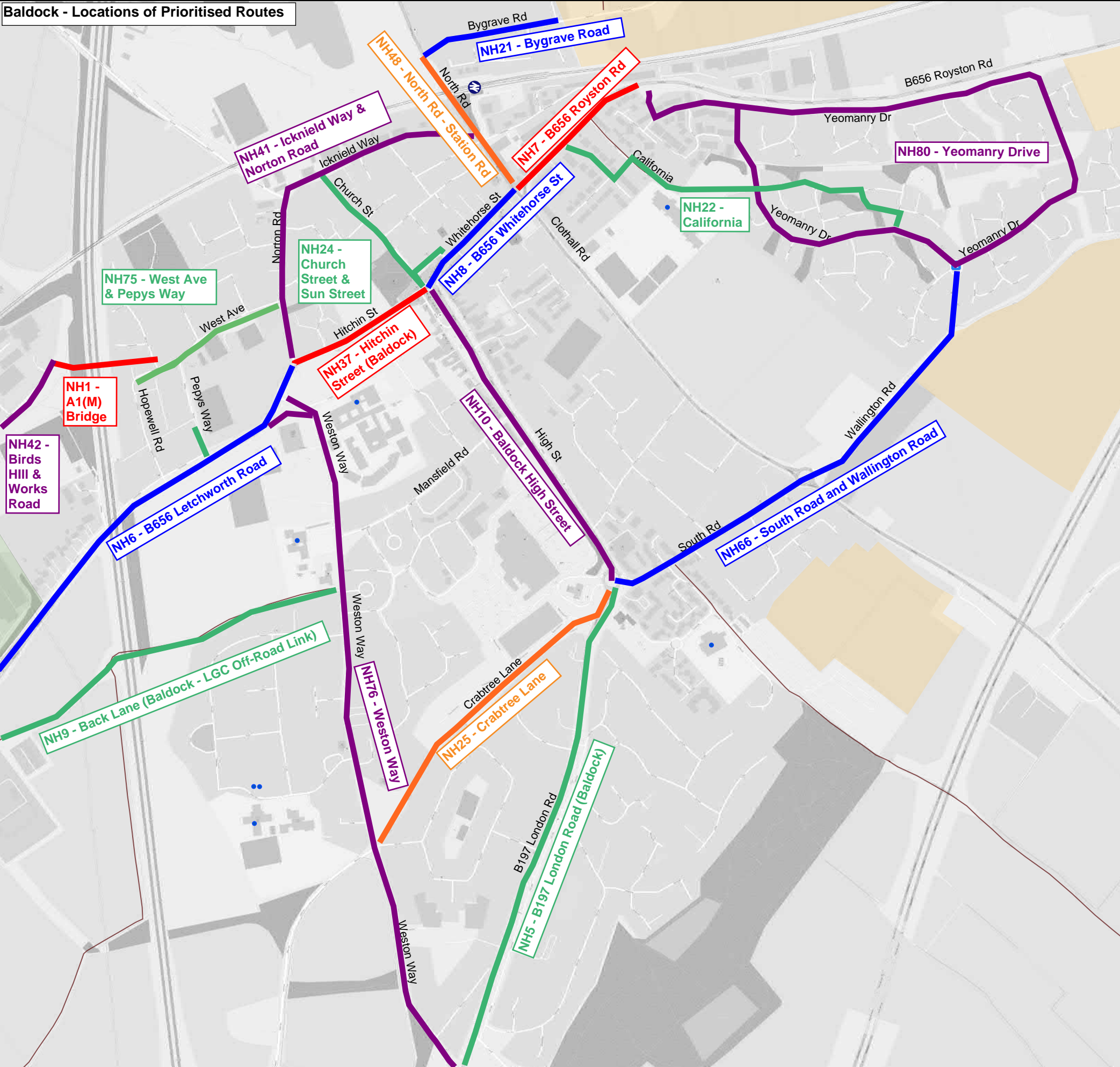


# Letchworth Garden City - Locations of Prioritised Routes

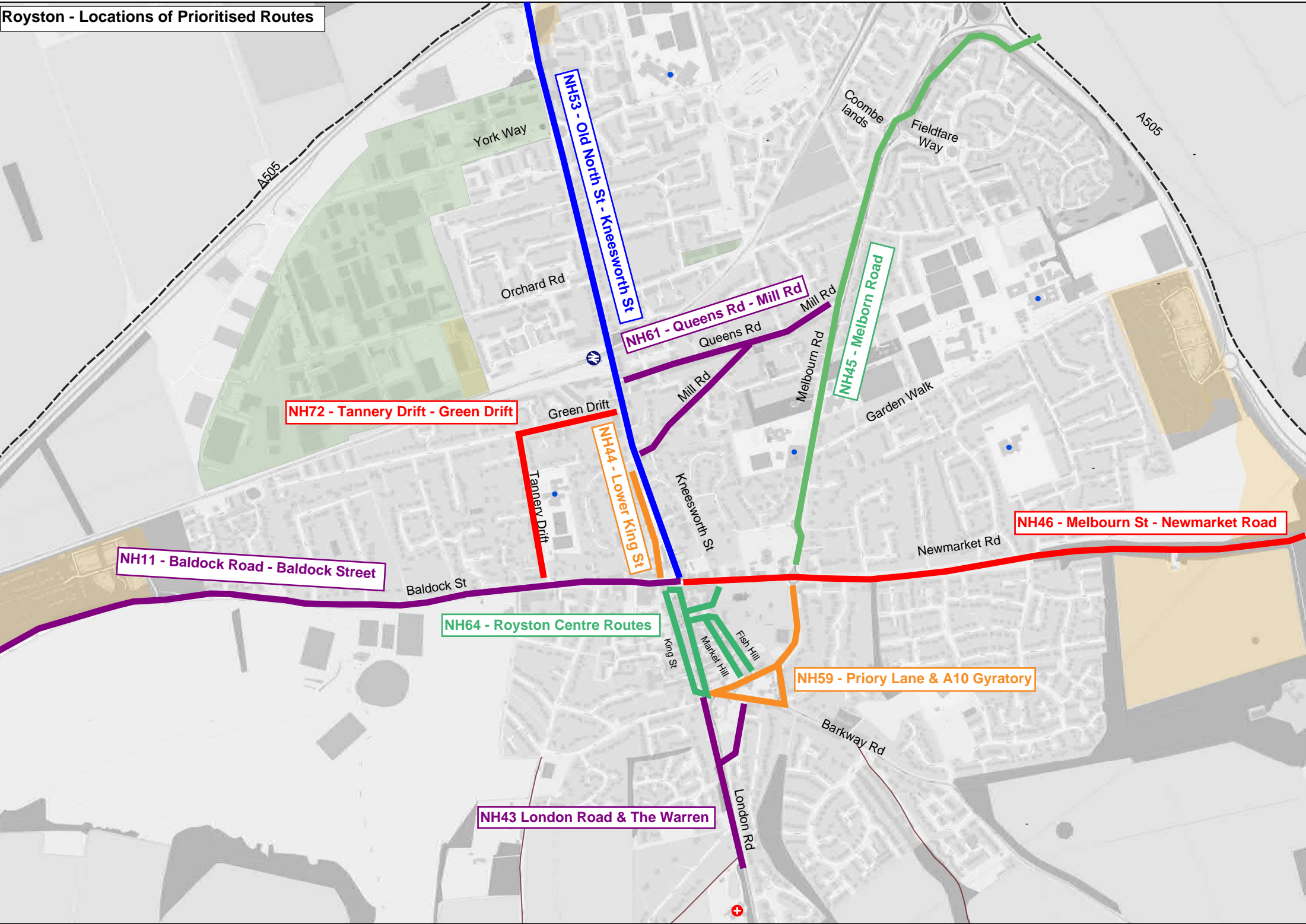




Baldock - Locations of Prioritised Routes

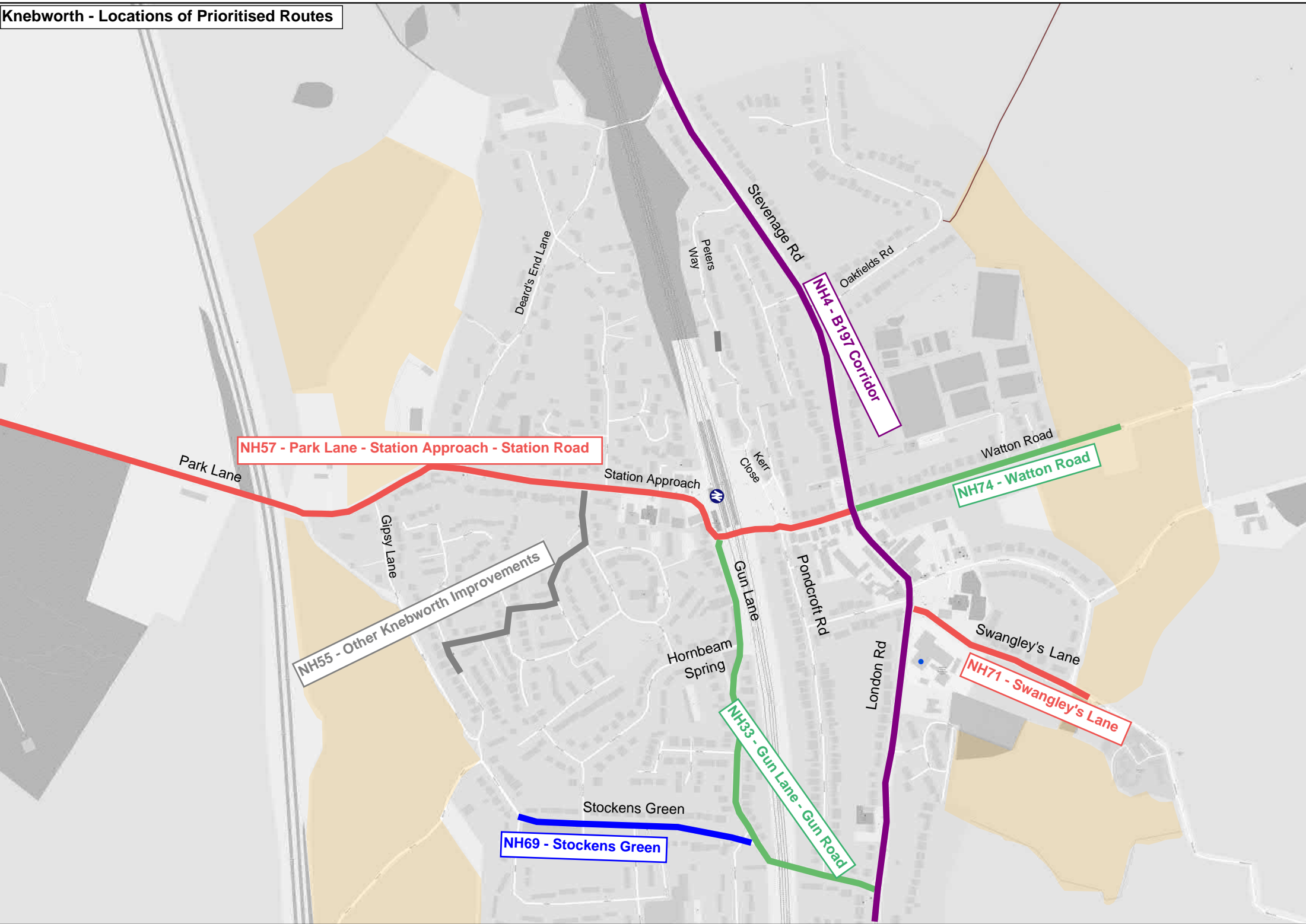


Royston - Locations of Prioritised Routes





Knebworth - Locations of Prioritised Routes



## **APPENDIX J**



## **Acronyms Used in this Report**

(listed in alphabetical order)

|          |  |
|----------|--|
| BSIP     | Bus Service Improvement Plan                                     |
| CWZ      | Core Walking Zone  |
| CWIS     | Cycling and Walking Investment Strategy                          |
| DfT      | Department for Transport   |
| GIS      | Geographic Information System                                    |
| HCC      | Hertfordshire County Council                                     |
| KNP      | Knebworth Neighbourhood Plan                                     |
| LCWIP    | Local Cycling and Walking Infrastructure Plan                    |
| LGC      | Letchworth Garden City   |
| LTN 1/20 | Local Transport Note 1/20 (Cycle Infrastructure Design)          |
| LTP4     | Local Transport Plan 4 (published by HCC)                        |
| NCGTP    | North Central Growth and Transport Plan                          |
| NCN      | National Cycle Network   |
| NHDC     | North Herts District Council                                     |
| PCT      | Propensity to Cycle Tool   |
| ROW      | (Public) Rights of Way   |
| RST      | Route Selection Tool (a DfT tool developed for LCWIP audits)     |
| SMS      | Speed Management Strategy (supporting document to LTP4)          |
| STT      | Sustainable Travel Town  |
| WRAT     | Walking Route Audit Tool (a DfT tool developed for LCWIP audits) |
| WSP      | WSP UK (the engineering consultancy firm)                        |