



APPENDIX B

North Herts Local Walking and Cycling Infrastructure Plan
Partnership Project between
Hertfordshire County Council and North Herts Council

REPORT TITLE	North Herts LCWIP Changes Summary Report
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North Herts LCWIP Changes Summary Report

This report contains a summary of the key areas of feedback following the North Herts LCWIP consultation period. The changes proposed to the document were primarily driven by where there was a consensus of opinion within each area to reflect the shared perspectives and priorities of the community, though equal consideration was also given to individual comments, such as ones that were representative of a group or community. Further changes have been identified through site visits (to areas identified in feedback), project validation work on new and existing routes, and where clear gaps, or the need for further clarity, has been identified through the feedback process.

The tables provide a high-level summary of the key issues/concerns highlighted by area and how these issues have been addressed (or not addressed) within the revised LCWIP. As part of these changes the maps and route summaries for each area will also be amended in the main LCWIP document.

The different colours are represented in the table as follows:

	comments addressed/resolved
	comments addressed/resolved in part
	comments acknowledged but no changes made

Knebworth summary of changes:

Location/area	Key issue and summary of comments	How this has been addressed	Comments and rationale for any changes
London Road High Street	Very strong opposition to interventions proposed in the High Street area. Removal of parking would damage local businesses who are reliant on passing trade.	Resolved – cycling interventions removed from the High Street but new crossing point included at Northern end of the High Street to support walking and help regulate traffic	Measures removed as potential for Pondcroft Road to function as the key active travel route through central Knebworth (as an alternative to the High Street) Segregated cycling could also potentially be removed from London Road (between Gun Lane junction and High Street)
Station Approach (Railway underpass)	Intervention broadly opposed but with some support. Concern that signalisation of the junction will increase traffic and cause tailbacks.	Intervention retained but further detail included around the proposal – highlight in the summary that this intervention would be installed initially on a trial basis to gauge the impact	Despite opposition there was an acknowledgement in the feedback that this route is currently unfit for pedestrians.
Pondcroft Road	Interventions opposed on Pondcroft Road and Gun Lane as this would increase traffic on other roads.	Interventions revised on Pondcroft Road; reconfigure as a light controlled junction at the Station Road junction (synchronised with the Station Approach junction). Make exit only from Pondcroft Road for motor vehicles with a short advanced green phase for cyclists to enter Pondcroft Road.	Ambition for Pondcroft Road to function as the main active travel route through central Knebworth. Interventions that would restrict/impact motor vehicles removed from High Street and Gun Lane to support this.

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Gun Lane	Interventions opposed on Pondcroft Road and Gun Lane as this would increase traffic on other roads.	Resolved – modal filters removed from Gun Lane	Options may potentially need to be considered for Gun Lane in conjunction with the Station Approach and Pondcroft Road signalisation
Stevenage Road	Support for a cycle route to Stevenage but strong concerns about the viability of using Stevenage Road due to traffic speeds and quality of roads/footways	No change to the route but further clarify could be provided to illustrate that measures to increase the attractiveness and safety of routes would be identified if the project were taken forward	Further validation work would be needed to identify suitable measures to make this route safe and more attractive for cycling.
Stevenage Road (Crossing point)	Mixed views on the location of the crossing point	No change but a note added to the mapping highlighting that the exact position is to be determined following further consultation	Potential crossing points include the exit from Peter's Way (if this becomes an active travel route) and the Oakfield's junction (to access the ROW which leads to Bragbury End, Stevenage)
Deards End Lane	While not included in the LCWIP, some comments supported closing Deards End Lane to motor traffic due to traffic speeds and rat-running	Comments investigated but no change to LCWIP	This would push traffic onto other roads and remove a key route for people on the West side of Knebworth. Upon further consultation this measure does not seem to be supported by the wider community.

Hitchin: Summary of key changes:

Location/area	Key issue and summary of comments	How this has been addressed	Comments and rationale for any changes
Charlton Road/Willows Lane	Willows Lane (leading into Charlton Road) used as a rat run – high speeds and difficult/dangerous for residents to cross safely near the junction	Resolved - new crossing point added to Charlton Road. Willows Lane/Charlton Road to be included in the broader LCWIP mapping as a secondary route	Willows Lane/Charlton Road currently sits outside the map in the main LCWIP document but will be included in the full-scale map in the appendices
A602 Stevenage Road /Blackhorse Lane junction	Crossing point needed opposite ROW at the A602/Blackhorse Lane junction – a widely used school route (Whitehill Jr School) which exits at a busy road	Resolved - new crossing point included in mapping (Hitchin to Stevenage Interurban Route) and ROW added to illustrate route	Strong support for the Whitehill Rd/A602 crossing already in LCWIP so crossings would need to be considered in more detail during feasibility/validation stage.
Bedford Road / A600	Strong support for interventions along Bedford Road – aspirations to see this	Resolved - highlighted long-term aspiration to extend walking/cycling network along the A600 towards Henlow Camp	Project validation work undertaken by HCC to investigate the potential of this route

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	extend to Ickleford towards Henlow		
Turnpike Lane junction / Ickleford	Support for improved connections to Ickleford and Henlow	Junction improvement added to the mapping at Turnpike Lane junction	Project validation work undertaken by HCC to investigate the potential of this route
Ransoms Park, Periwinkle Lane, Old Hale Way	In response to general support to see a cycle network implemented throughout Hitchin	Missing connections added to show the potential for a sustained cycle route from the Hitchin Station to the Westmill Estate	Project validation work undertaken by HCC to investigate the potential of this route
Lucas Lane	Highlight the opportunity to improve this route to support new developments to the West	Added note to the mapping highlighting the future significance of this route	Opportunity to make improvements to the existing ROW to accommodate new developments
Arlesey Road/Mill Estate	Not currently included in the LCWIP – opportunity identified during NHDC & HCC site visit	Include option to create a separate bi-directional cycle track and new bridge over the brook in the Mill Estate grounds	Suggested inclusion in LCWIP as could form part of planning permissions for any future redevelopment.
Old Charlton Road/Park Way underpass	Not currently included in the LCWIP A key route from the Charlton Road area which provides access under the busy A602	Include as a suggestion to remove barriers and allow cycling	Suggested inclusion in LCWIP following NHDC/HCC site visit to investigate feedback/comments
A602 - Little Wymondley	Strong support for this route but concerns of current cycling conditions along the A602.	Further options to be included in LCWIP and mapping: conversion of footpath parallel to Oakfield Avenue and North of A602 to create an off-road route, including a new bridge over Ippollitts Brookland.	Potential for an entirely off-road route on the North side of the A602 to Kingshott School and linking to upgraded shared path along Stevenage Road into Little Wymondley

Letchworth summary of changes:

Location/area	Key issue and summary of comments	How this has been addressed	Comments and rationale for any changes
Sollershott East, West and Highfield	Route/s highlighted by their omission from the LCWIP. This is a key route used by schoolchildren accessing Highfield School and potentially a better/safer route than the A505	Resolved – included in LCWIP mapping but further validation required Segregated cycleway extended slightly to Highfield School entrance	A site visit was conducted by a NHDC officer with the Letchworth Cyclists group to review this route in advance of its inclusion in the LCWIP.
Cromwell Road, Cromwell Green and Cashio Lane	General concern about the scale of development in the North of Letchworth and the need for walking cycling infrastructure to be in place to discourage excessive car use.	Cromwell Road, Cromwell Green and Cashio Lane suggested as an alternative to Workers Path (which is narrow and poorly surveilled). Included in LCWIP mapping but further validation required	A site visit was conducted by a NHDC officer with the Letchworth Cyclists group to review this route in advance of its inclusion in the LCWIP.

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B656/A505	Lack of crossing points included along the B656 and A505	Resolved – additional crossing points added at key points (based on comments from LCWIP feedback), but precise locations will be determined following further research and consultation	Included on mapping nr the retail park (Avenue One) and Pixmore Avenue junction Letchworth following comments in feedback
Letchworth Greenway	Strong support to see the Letchworth Greenway improved and prioritised	Further detail on how the Greenway has been factored into proposals to be added to section 3.5.2 An additional suggestion added to mapping to re-route the Greenway at the B656 exit to existing PRow. This would create a more direct off-road route that avoids a longer on-road route (via Weston Way (Baldock))	Existing ROW runs parallel to the A1(M) and Knights Templar School/Sports Centre and does not current allow cycling – illustrated as a suggestion on the revised mapping

Baldock summary of changes:

Location/area	Key issue and summary of comments	How this has been addressed	Comments and rationale for any changes
North Road	Interventions should extend beyond Bygrave Road considering forthcoming development	Resolved – route extended	
London Road	Safe crossing points needed along London Road	Comments acknowledged – crossing already included but a note added to illustrate that precise locations have not been finalised	
Baldock Lane	Highlighted by its omission from the LCWIP and LCWIP appendices	Resolved - to be included as a secondary route in the appendices	A potential opportunity to utilise Baldock Lane as an active travel route to Letchworth as currently does not experience heavy traffic
Whitehorse junction	Feedback highlighting this as a busy/dangerous junction for cyclists. Potentially discourages cycling to the station.	Junction improvement included in LCWIP but further detail to be added to summary highlighting that some of the issues in Baldock will be picked up during the BA1 master planning	
Royston Road/North Road/Clothall Road	Concern about HGVs passing through Baldock	As above – potential to improve this area through the new BA1 development Include Clothall Road as a non-audited primary route to support planned development to south-east	

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Ashwell summary of changes:

Location/area	Key issue and summary of comments	How this has been addressed	Comments and rationale for any changes
Station Road	Very strong response highlighting the importance of creating a safe walking/cycling route from Ashwell Village to Ashwell and Morden Station	Resolved – included in the LCWIP as a primary route	Route validated following strong consultation response and options for improvements developed.

Royston summary of changes:

Location/area	Key issue and summary of comments	How this has been addressed	Comments and rationale for any changes
Lower King Street	Residents opposed to the proposal to close Lower King Street to motor-vehicles; many felt that this would increase traffic and rat-running on other parts of the network or were unclear on the impacts of the proposal.	Proposal scaled back to allow for more option testing and consultation.	Long term ambition to create a pedestrian zone in central Royston remains as a key objective but a clearer, more phased approach is likely to be needed.
A505/A1198 and A505/A10 junctions	Very strong support for a safe crossing across the A505 to improve access to outlying settlements, such as Melbourn and Kneesworth.	Resolved – A505 “Melbourn Greenway” crossing already included in plan. Further aspiration added for a crossing at the A505/A1198 roundabout (nr Tesco) to support active travel trips from Kneesworth and Bassingbourn.	Currently very limited access across the A505 from outlying settlements. A safe crossing point is a key issue for residents in Royston.
Queen Street and Mill Road	Concern over the viability of these roads being able to support cycling due to available space, traffic volumes and parked cars.	Comments acknowledged and resolved. Route diverted to Victoria Crescent, Morton Street and Green Street (lower traffic volumes and more road space) to avoid Mill Road.	This route was reviewed as part of the Royston Cycle Network project validation – Mill Road deemed less appropriate for cycling due to traffic speeds, high traffic flows, parked cars, narrow width and being an active bus route
Orchard Road / Access to the industrial estate	Several comments highlighted the lack of connectivity to the industrial estate	Resolved – new proposed primary routes included along with a brief description of the measures	Routes validated as part of the Royston Cycle Network and Industrial Estate Connectivity North Herts GTP schemes (PR79 and PR104)
A10 Gyratary	Mixed response to this proposal – acknowledgement of the issue but concern interventions could make issues worse	Further detail around possible option testing could be included in the LCWIP summary	
Shrubbery Grove	Route should be extended to reach Shrubbery Grove development	Resolved – route extended	

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Tannery Drift	Concern that the proposals for Lower King Street would push traffic onto Tannery Drift and that any proposed one-way system would exacerbate issues further.	No change as proposals scaled back for Lower Kind Street	Tannery Drift to be considered in conjunction with any future changes to Lower King Street
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Additional changes following consultation feedback:

The following changes are additional amendments/additions proposed to the main LCWIP document and appendices following the consultation feedback.

Section in document	Issue/proposed change	Outcome	Comments and rationale for any changes
Maps and appendices	Accessibility of maps and information	Ensure all maps are updated in line with any changes. Provide a cover page and brief overview of the content of each appendix. Where possible overlay additional active travel routes.	
Map of schemes	Include a comprehensive map of all active travel schemes in North Herts, including all planned and in-progress interventions	This is something that is being developed digitally (HCC Scheme Database) that could potentially be made available to the public a live map of schemes	Providing a 'static' map of all active schemes would become quickly out of date
N/A	Feedback from equestrian groups highlighted the lack of acknowledgement in the LCWIP	Include an explicit policy on providing for equestrians. Where an intervention for cycling could also benefit equestrians, e.g., by enhancing or connecting existing bridleways, consideration should be given to including that as an objective	
N/A	Add further detail and clarity on the importance and future improvements along NCN12 as a key route from Old Knebworth – Stevenage – Letchworth	Further detail to be included in LCWIP – NCN12 provides an important interurban connection which was a key output from the feedback	NCN12 improvements identified in Gravely area and could be included in LCWIP Fully developed schemes already in place
N/A	Speeding is one of the main issues and barriers for cycling. Include information on the 20mph zones initiative	Include a section on the 20mph zone initiative and some of the schemes that have come forward, such as Bearton Road in Hitchin	20mph zones support walking and cycling and can negate the need for cycling infrastructure to be installed, so relevant to the overarching aims to the LCWIP.
Scheme ranking	Provide clarity on how safety was integrated into the scheme ranking/prioritisation	Further detail to be included highlighting that safety is considered as standard and would be considered in more detail through the safety auditing process for any scheme	

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6.5 Other Prioritised Routes	Further detail is needed on the Ashwell and Morden rail station route	Update the text to reflect the project validation work that has been undertaken since the end of the LCWIP consultation	This is now a primary route which will be reflected in the LCWIP mapping and appendices
N/A	Include a section on the measures that would complement the LCWIP interventions (beyond changes to infrastructure), and what their status is in local policy and plans.	Include new section in LCWIP highlighting complimentary measures that would be considered as part of any further project validation process: maintenance; lighting upgrades; cycle parking; vehicles speeds and enforcement; cycle hire; and HGV weight limits.	This would help address many of the general comments and concerns from the LCWIP feedback
N/A	Reference to new development master planning should be included	Master planning to be referenced for areas such as Baldock, Knebworth, Letchworth and Hitchin in route summaries	The developments have the potential to address some of the concerns highlighted in the LCWIP feedback
N/A	Include further detail on the Hitchin – Stevenage interurban route, highlighting the need to create a safe cycling route from Little Wymondley into Stevenage and the route through the A1 interchange.	Further detail to be added to main LCWIP document and an action to develop a full proposal, including the A1 interchange.	Strong support this an interurban route in the LCWIP feedback. No current proposals for A1 interchange in place in NH or Stevenage LCWIP.
Throughout main report and appendices	Where possible, language should be simplified	Resolved	Where possible the wording should also be softened. E.g., people walking instead of pedestrians
N/A	Very little reference to E-bikes/scooters and mobility hubs	Add a section to reassure readers that these are featured in our thinking	This is an important area that will increase in interest before the next iteration of the LCWIP

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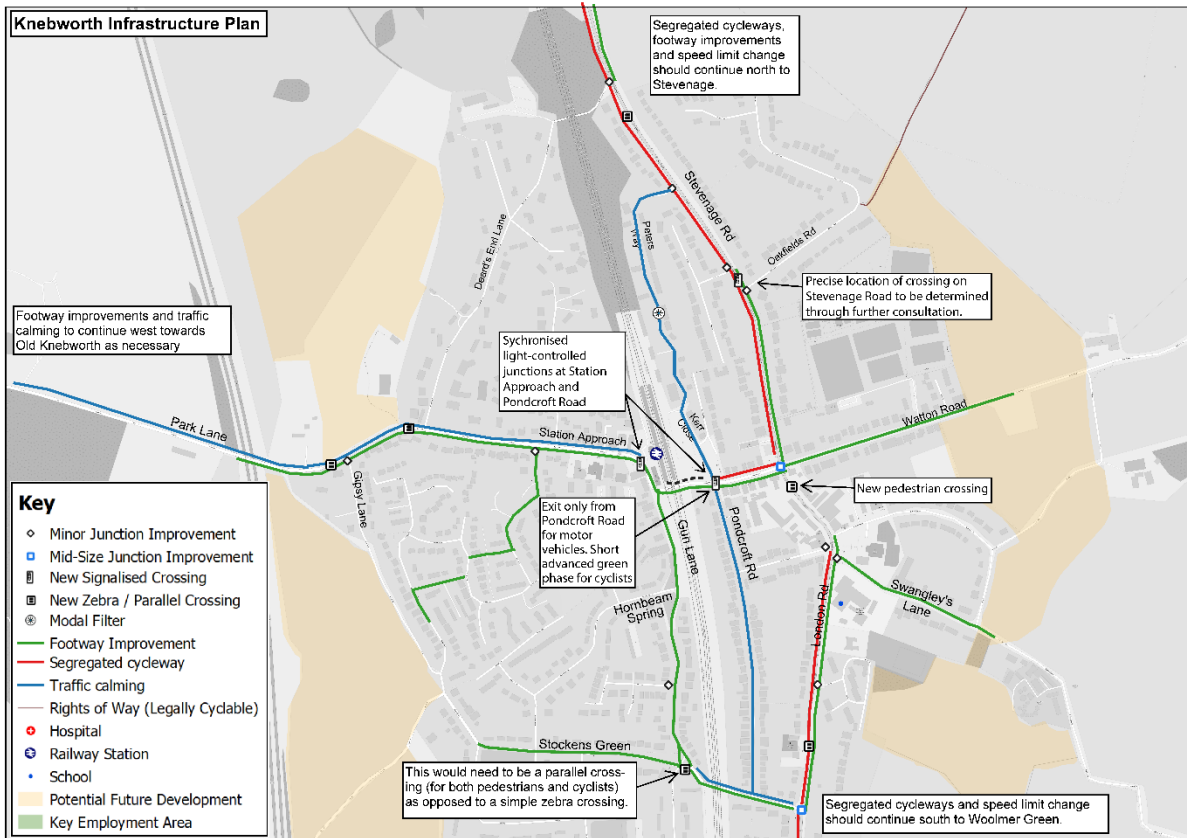
Revised infrastructure plans

Below are the updated infrastructure plans for each area to help illustrate the changes to the key primary routes in the main LCWIP document.

Further changes to the broader LCWIP mapping will be made as the reports are finalised to re-categorise the prioritised routes from the feedback (e.g., routes that may currently be secondary routes elevated to primary ones, such as the Ashwell > Ashwell & Morden Station) and integrate the maps to show:

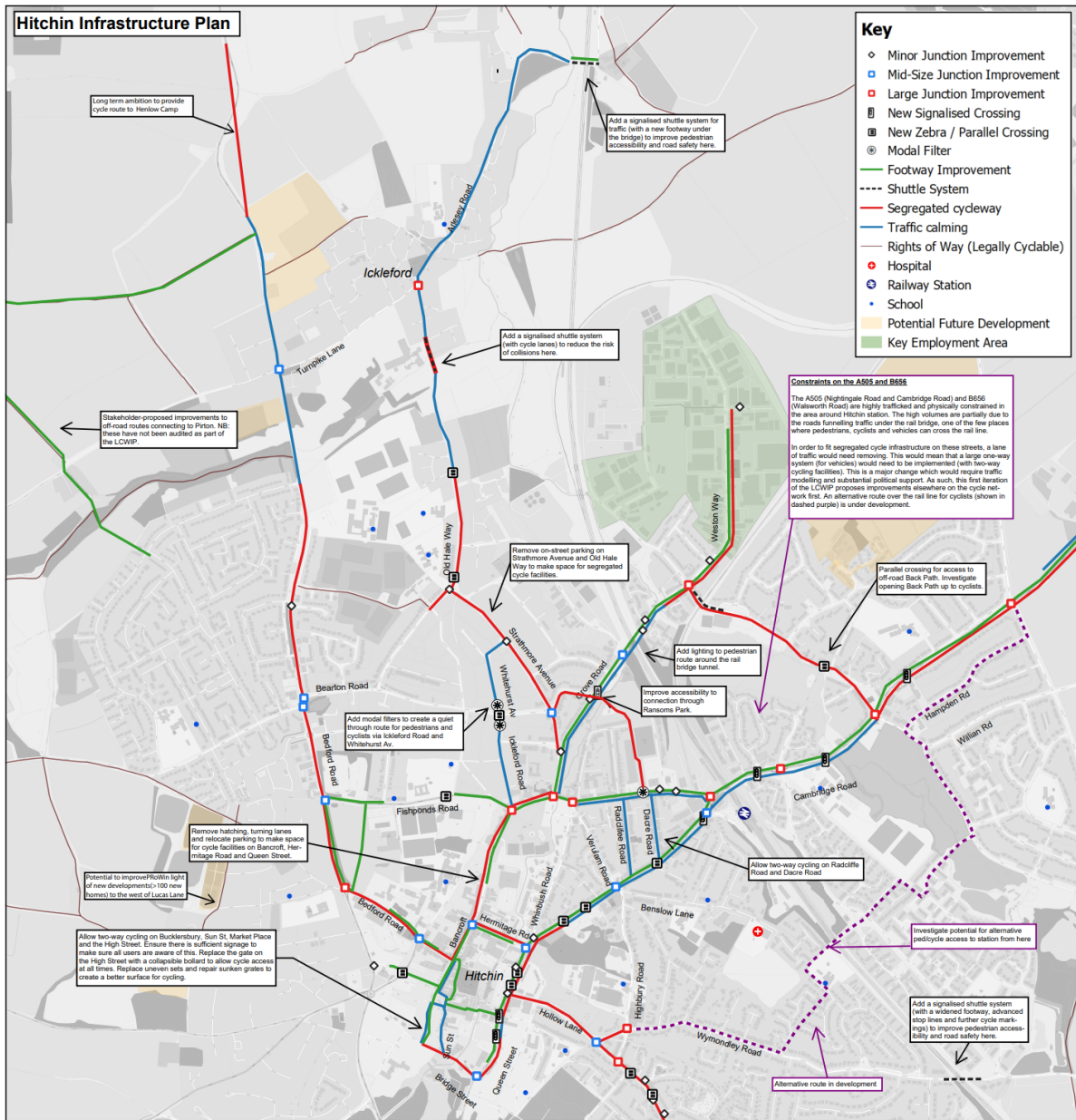
- interventions
- audited priority routes
- unaudited primary routes
- unaudited secondary routes

Knebworth



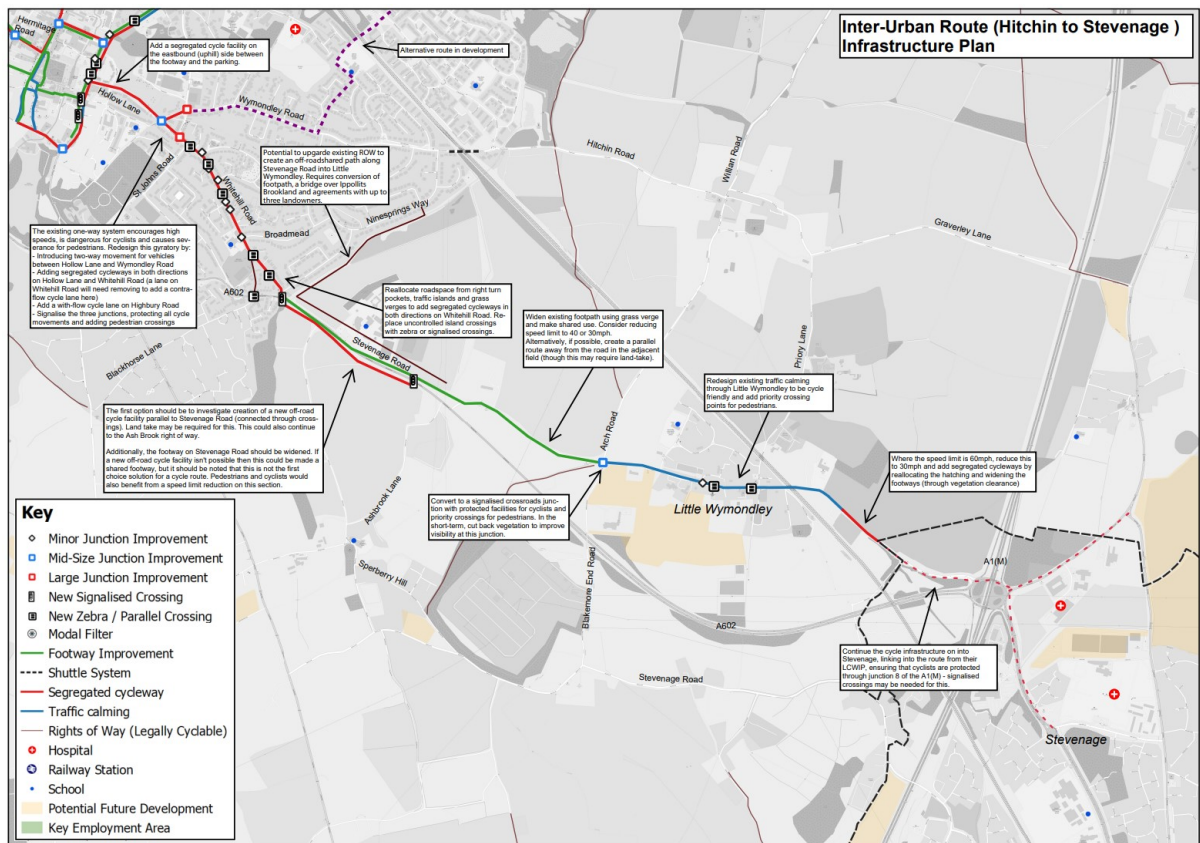
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Hitchin



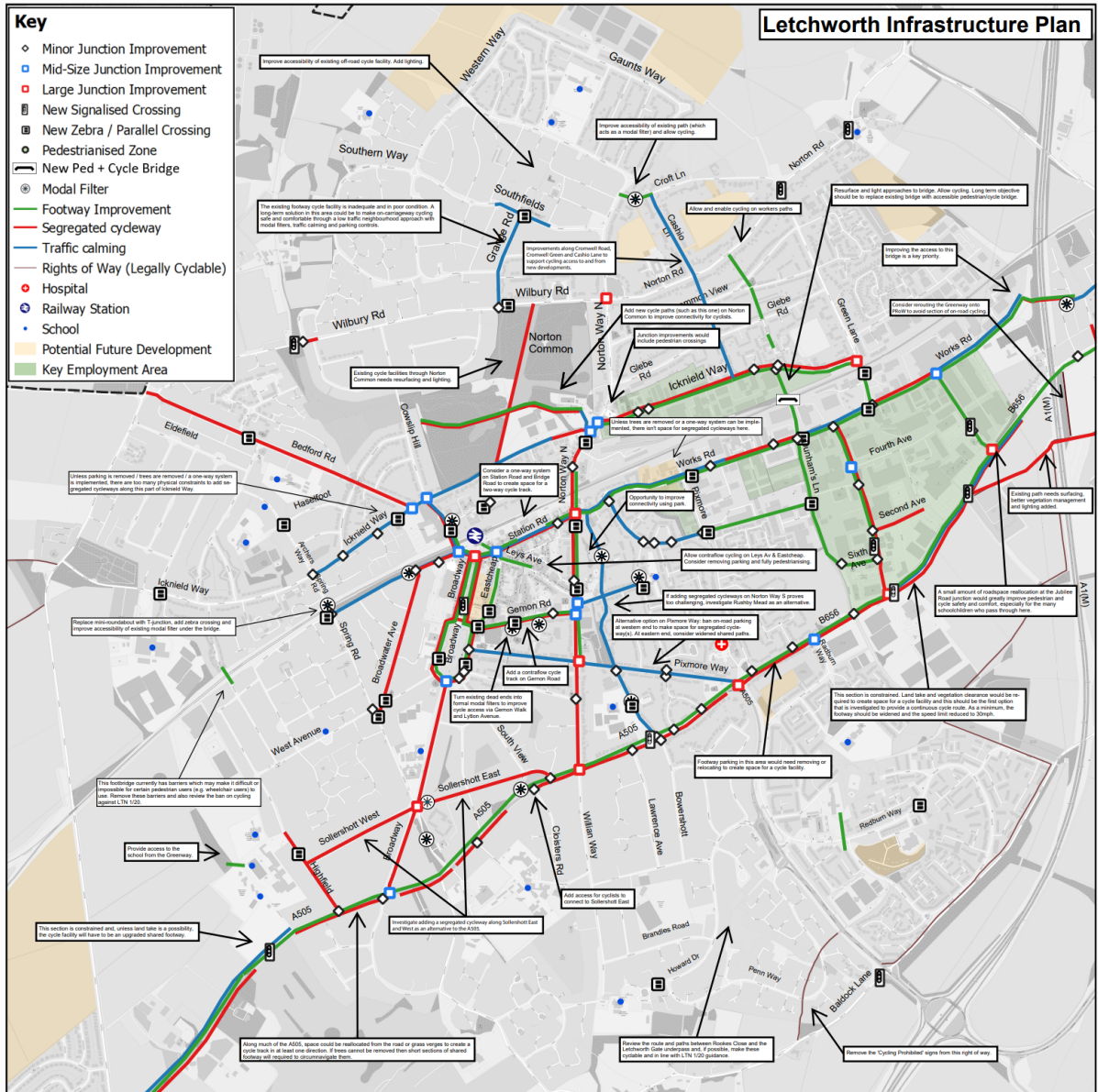
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Hitchin Interurban



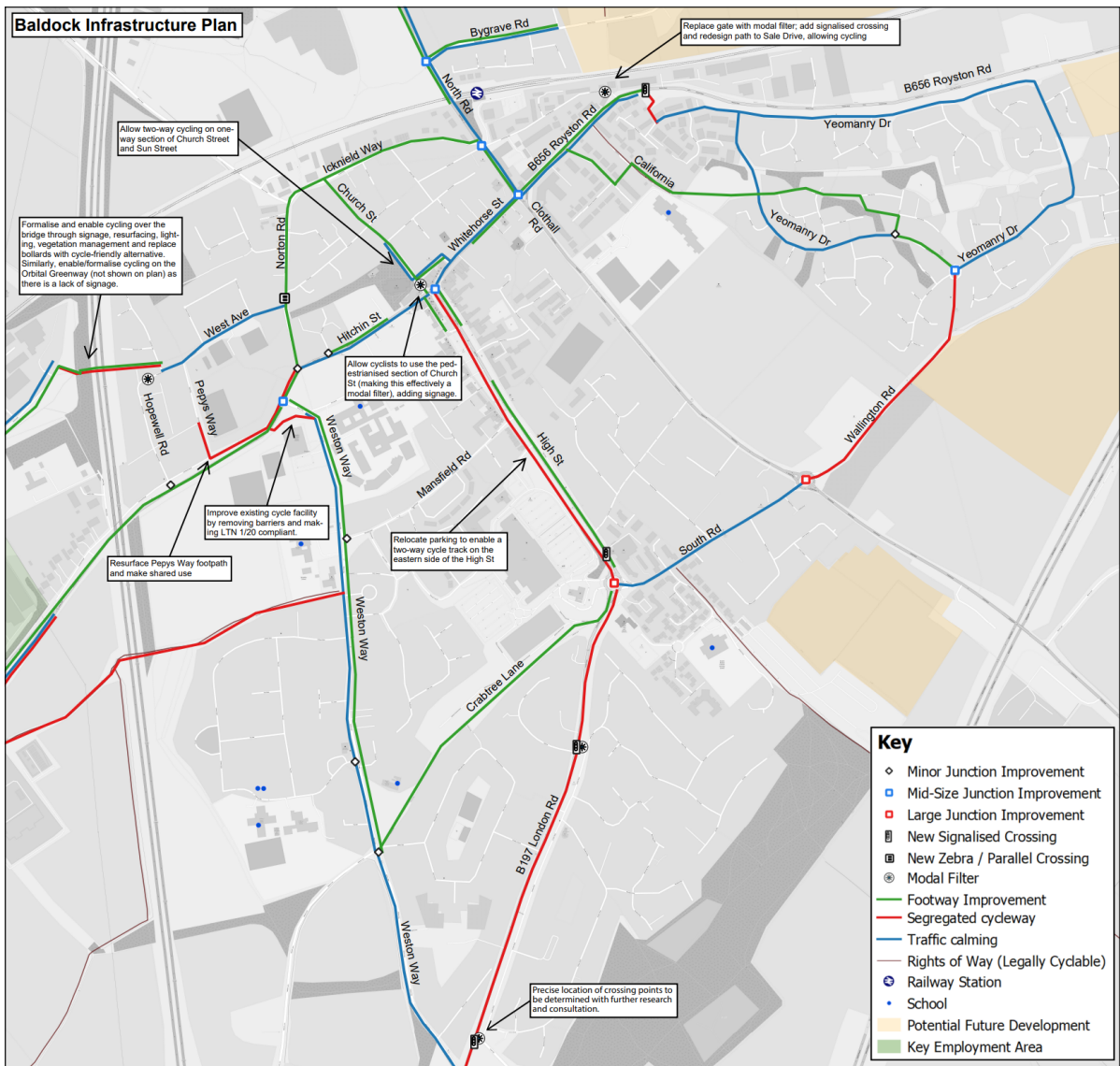
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Letchworth



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Baldock



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Royston

