This report has been produced with support from North Herts District Council (NHDC), Letchworth Garden City Heritage Foundation (LGCHF), Transition Town Letchworth and North Herts Forty Plus Cycling Club.

This report is an important first step of a journey to producing a cycle network for Letchworth. Its purpose is to put down a proposal that will initiate a dialogue on cycling space with the local population and with the institutions that have a planning remit for the town. We expect that the network design in this first version of this report will evolve as expertise and comments from the wider community and from transport experts are taken into account. However, what is clear is that there must be a cycle network plan for Letchworth in order to ensure that national and county targets for increasing the number of journeys made by bicycle or walking can be achieved.
1. INTRODUCTION

Letchworth Garden City was created at the turn of the 20th century when very few people had cars. Archive photographs show plenty of bicycles. Extensions to the town in the 1960s, 1970s and 1980s have been designed to cope with increasing car ownership. However, separate segregated provision for cycling has not been a focus for any of the developments of the town.

As roads have become increasingly busy and congested, with rising levels of on-street parking, cyclists have become nervous about riding on the carriageway. On busy roads some cyclists have taken to utilising pavements. However, pavements are typically just wide enough for a single bicycle, not for shared use, and pedestrians get concerned for their safety.

Hertfordshire’s recent Transport Vision 2050 consultation, which contained the policy statement “Developing a Step Change In Cycling in Larger Urban Areas”, clearly indicates that increased cycling is a key component of the county’s future transport strategy. The time is now right to provide a safe space for cyclists in Letchworth.

The solution that is being sought is not one that provides just enough space for existing cyclists but one that will support a shift from low levels of cycling to significant increases in the level of cycling. The aim is to reduce car ownership and usage by providing a better alternative and this means that some of the proposals rebalance decades of policy where pedestrians and cyclists have been inconvenienced so that car traffic problems can be resolved. As made clear in the Transport Vision 2050 we need to change where cyclists come in the priority when planning transport.

Following a survey to gain views on cycling in Letchworth undertaken by Transition Town Letchworth (the results of which are presented on their website) members of a number of groups who support cycling have come together to produce a plan for increasing the number of journeys made by bicycle. The plan puts forward a proposal for a cycle network, which will include the provision of segregated cycle lanes on the roads which cause cyclists significant concern, the provision of direct off-road cycle lanes where opportunities exist and road safety enhancements. Locations where additional bicycle storage would be beneficial are also identified. Lastly, the report provides ideas for encouraging people to start cycling, by the provision of information, training and enhanced leisure cycling opportunities.

The plan put forward in this report will not just benefit people who cycle, some of the proposals will also improve conditions for pedestrians, for example, with new pedestrian and cycle crossings on busy roads and better segregation of shared pedestrian / cycle spaces.
2. CYCLE NETWORK

To encourage more people to use bicycles, it is important that there are cycle routes in Letchworth Garden City which are both safe and reasonably direct. A proposed network of cycle friendly roads and cycle lanes has been identified taking into account key destinations within and from each district in the town. An overview of the proposed network is given in Figure 1. Appendix A contains a detailed description of the network.

Figure 1: Letchworth's Proposed Cycle Network (blue line)
The network includes quick, safe and easy to use connectors across main roads so crossing these roads will not present a barrier to cycling. The aim has been to design a network that does not have inbuilt delays and detours (e.g. crossings with long waits where cyclists start to jump the lights). However, long term monitoring of the network may identify detours that cyclists adopt and at this point consideration would need to be given to adjusting the network. In some locations the most direct routes may not have the best lighting or may be considered too isolated. To address this, alternative routes that may be better after dark have been included in the network design or LED ground lighting has been proposed.

Consideration has been given to how best to ensure the cycle network remains clear of parked vehicles and congestion.

A number of roads included in the network are considered quiet enough for cyclists to cycle on the road with confidence. There are others where some traffic calming measures and parking restrictions may make this feasible. On most of the busier roads segregated cycle lanes will be required. The eight year old test has been applied for deciding what is required on each part of the network – “will the cycle provision proposed enable and encourage all people from the age of eight to feel safe cycling”.

**LETCHEWORTH CYCLE NETWORK DESIGN TYPES OF PROVISION**

Four types of provision have been identified within the network, Quiet Road, On-Road Cycle Lane, Segregated Cycle Lane and Shared Pedestrian / Cycle lane.

**Type 1: Quiet Road**

There are a number of roads, mainly residential, which have been included in the cycle network which are already ‘quiet’, or can be made into a quiet route through the use of modal filters. In these streets the road will be easy and safe to cycle because of the inclusion of the following features:

- Signage on entry making it clear to motor vehicles they are entering a safe cycling zone.
- Cycle friendly traffic calming (e.g. sinusoidal humps – this is a special profile of hump that is more forgiving to road users, particularly those who cycle).
- A 15 Mph speed limit.
- Pinch points such as traffic islands removed.
- Parking restricted, particularly near to junctions.
- Tight junction geometry to ensure low vehicle speeds.
- Cycle lanes marked on the road.
- Modal filters to prevent through traffic.

**Type 2: On-Road Cycle Lane**

On-road cycle lanes will be mandatory cycle lanes (one that should not be crossed by motor vehicles) of at least 1.5m and ideally 2m width. Motor traffic will be moved to the centre of the road to make room for the cycle lane. On-road cycle lanes should only be introduced if there will be a 3.25m road width remaining for each direction of motorised traffic. In Letchworth roads are often narrow, so this solution has limited application.

Traffic calming measures that should be applied are:

- A 20 Mph speed limit and traffic calming measures such as flashing speed indicator signs, removing the centre line, raised tables at junctions and sinusoidal full-width speed humps. (Speed bumps and road narrowing chicanes can lead drivers to swerve and speed and may distract from drivers keeping a safe distance from cyclists and are not a preferred solution.)
- Where the road has roundabouts a cycle route should be painted on the ground ensuring that cyclist position themselves so they cannot be overtaken in their lane on the roundabout.
- Forward boxes at traffic lights.
• Double yellow lines to prevent on-street parking (inset bays will be provided for service vehicles).

Howard Drive – a road that may be suitable for an on-road cycle lane

**Type 3: Segregated Cycle Lane**

These are cycle lanes which have a clear separation from both footpaths and the road. In Letchworth there are many wide green verges on either or both sides of busy roads that can have a cycle lane incorporated into them. There are also a number of green spaces where cycle lanes can be added to provide direct routes across the town.

Segregated cycle lanes must be clearly marked so any pedestrians know that if they need to cross them they should do so with care. Ideally cycle lanes should be introduced for two way traffic, however, in some locations this may be difficult and passing places at regular intervals may have to suffice. Traffic on the cycle lane should have priority over residential side roads with motorists giving way.

Segregated cycle lanes should be an integral part of any future town developments.

**Type 4: Shared Pedestrian / Cycle Lane**

Although many of the paths in Letchworth are narrow there are some paths which are wide enough, or could be made wide enough by utilising the grass verge, to be converted into a shared pedestrian / cycle lane.

Shared pedestrian / cycle lanes are included within the cycle network plan where:

a) The path is wide enough (or can be made wide enough) for passing.

b) There is good visibility so bikes don’t swing round a bend into a pedestrian

c) There are minimal roads crossing the path where cyclists would have to slow down or stop.

d) Driveways to be crossed are visible so people are not going to reverse straight into a bike because they cannot see the path.

The pedestrian and cycling side of the path should be clearly marked on the ground (with the use of colour or a different material palette) to minimise the risk of conflict. The cycle lane should be at least 1.5m wide as should the pedestrian path.

The cycle lane should be at a different level to the adjoining footway to reduce the risk of conflict. This should also increase compliance and encourage cyclists to use the space provided and deter pedestrians from walking in cycle lanes. Splay kerbs of 45 per cent or lower should be introduced as standard on the edges of cycle lanes next to the footway to minimise the risk of pedal strike.

Some of the network of paths on the Jackmans estate which are suitable for widening and converting to shared pedestrian/cycle lanes.
DESIGN CONSIDERATIONS

Cycle Lanes

There are not many existing cycle lanes in Letchworth and most of these are shared spaces with pedestrians. They are often narrow, which does not give sufficient space for high cycling utilisation as it only allows single file cycling. The cycle lanes which are on the edge of the road and too narrow do not encourage cyclists with low confidence or inexperience to cycle as the cars are travelling very close.

Traditional cycles used in the UK tend to have a dynamic envelope of 1m (a 0.75m wide bike with wobble room which a cyclist uses in cross winds and whilst accelerating or decelerating). Minimum cycle lane widths need to reflect this, particularly at the approach to and exit from junctions and other locations where cyclists may have to stop. An additional distance of 0.5m is needed for a cyclist to comfortably overtake another cyclist. The minimum widths for cycle lanes are based upon allowing two cyclists to ride side by side, and enable cyclists to comfortably overtake each other.

Cycle Lanes – Preferred Widths

<table>
<thead>
<tr>
<th>Facility</th>
<th>Preferred width</th>
<th>Absolute minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle Lanes on Road (including contraflow lanes)</td>
<td>2.0m</td>
<td>1.5m</td>
</tr>
<tr>
<td>One way cycle lane</td>
<td>1.5m (low flow)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.2m (medium flow)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.5m+ (high flow)</td>
<td></td>
</tr>
<tr>
<td>Two-way cycle lane</td>
<td>2.0m (low flow)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3.0m (medium flow)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4.0m+ (high flow)</td>
<td></td>
</tr>
</tbody>
</table>

Source: Waltham Forest Mini-Holland Design Guide

Space for overtaking is vital to ensure that schemes are future proofed for extensive growth in cycle usage. In some locations it is not feasible to introduce lanes as wide as may be desired. An absolute minimum width of 1.5m (3.0m for two-way cycle lanes) should be applied throughout the network. Consideration should be given to providing wider lanes uphill than downhill where additional road space is available.

When moving from the main carriageway onto a cycle lane there must be at least 2m of dropped kerb in which to transition. Kerbs should not form an obstruction where cycle lanes meet.

There should be no narrow gates or chicanes on the cycle lane. Corners should be rounded to allow for bike turning circles. Allowance should be made for width and turning movements of specialist bikes, for example, cargo bikes, trailers and bikes specifically designed for those with mobility issues.

Bell bollards, or similar, can be positioned to mitigate where there is a risk of vehicle incursion but care should be taken not to obstruct pedestrians or cyclists, with bollards at least 1.5m apart to allow people to join or leave the cycle way.

Cycle lanes should pass behind bus stops (floating bus stop). There is a potential cycle and pedestrian conflict, but as long as the cycle lane is differentiated (e.g. by height) from the pavement this is a less hazardous potential conflict than the one between a bus and cyclist.

Where paths are not lit, LED photocells should be incorporated into the path to improve safety after dark. Ideally paths should be overlooked or on open ground for safety.

Carriageway grade materials should be used to build cycle lanes.

Modal filtering

Modal filters close roads to through traffic whilst permitting access for people walking and cycling (and sometimes public transport). Filters are strategically placed, normally at point of entry or halfway down residential streets. Pilot schemes, which can use a variety of temporary materials, are a good way to trial a modal filter solution. Gaps for people on cycles should be at least 1.5m wide to enable all types of cycle to use them and there should not be any sharp turns either from or onto cycle lanes into modal filters.
Modal filters on a path between Common View and Norton Road

Junctions

The five conflict types most commonly resulting in cyclists being killed or seriously injured between 2011 and 2013, as shown in Transport for London’s Cycle Safety Action Plan, are shown in the table below. The majority of collisions involving people cycling happen at junctions.

<table>
<thead>
<tr>
<th>Manoeuvre description</th>
<th>Seriously injured casualties (%)</th>
<th>Fatal casualties (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other vehicle turns right across path of cyclist</td>
<td>243 (14.4%)</td>
<td>2 (5%)</td>
</tr>
<tr>
<td>Cyclist hits open door / swerves to avoid open door of other vehicle</td>
<td>160 (9.5%)</td>
<td>2 (5%)</td>
</tr>
<tr>
<td>Cyclist and other vehicle travelling alongside each other</td>
<td>146 (8.7%)</td>
<td>4 (9%)</td>
</tr>
<tr>
<td>Other vehicle turns left across the path of cyclist</td>
<td>125 (7.4%)</td>
<td>11 (25%)</td>
</tr>
<tr>
<td>Other vehicle fails to give way or disobeys junction control and collides with cyclist</td>
<td>96 (5.7%)</td>
<td>1 (2%)</td>
</tr>
</tbody>
</table>

Source: Waltham Forest Mini-Holland Design Guide

The network design needs to separate cyclists from motor vehicles at junctions to remove the potential for conflict. The design of junctions should be such that they prioritise the movement of pedestrians and cyclists. It may be of benefit to use coloured surfacing in addition to ‘elephant footprints’ to highlight the routes for cyclists through junctions.

**Crossing Joining Roads**

Cycle lanes should not be terminated at side road junctions or entrances to properties. Copenhagen or blended crossings appear as a continuation of the cycle lanes and footpaths. The footpath and cycle lane will have a slight cross fall down towards the main carriageway whilst crossing the vehicular entrance but will create a steeper ramp to be passed across by vehicles entering the side road or property entrance. This change in height will slow vehicles down and warn drivers they are crossing a cycle lane and footpath.

In some circumstances along the cycle route it may be deemed appropriate to use a more standard side road entry treatment at carriageway level. If the cycle lane is raised in these locations then a ramp down and a ramp up must be provided. These ramps should be approximately 10m in length so the gradient has little impact on the cyclist and should be adjacent to the road so the cyclist has the priority at the junction.

Line markings for the side road should be set back in line with the cycle lane and at least two large cycle symbols placed on the cycle lane directly in front of the junction. Cycle lane material should also be utilised within the carriageway surface of the junction.
Drainage

Drainage should be directed to standard gullies located within the carriageway where it is not being captured by SUDS. Where possible the cycle lane will be raised from the carriageway by approximately 75mm and with a camber to allow runoff from the cycle lane to enter the general carriageway drainage system.

Loading and Parking

Loading and parking should be prevented if it leads to a cycle route being terminated or cyclists having to enter a main carriageway. At entrances to off street parking and loading, people walking and cycling should have priority over vehicular traffic entering or exiting. Accesses or egresses with low vehicle numbers should be converted to ‘blended or Copenhagen crossings’ wherever feasible.

When parking or loading is proposed next to cycle lanes the risk of ‘door swipe’, when cyclists are struck by car doors while passing parked vehicles, needs to be mitigated.

De-cluttering

Finding space for cycling will involve some de-cluttering. De-clutter can be achieved by relocating signage to lamp columns, doubling up signage on posts and where relevant applying principles such as restricted zones. A review of retail boards and agreements for the placing of stock outside premises should also be undertaken as part of this process.

Trees

Letchworth has lots of verges which can be used in the cycle network. A large proportion of these verges contain trees, many very mature. Where the tree is offset and the verge wide the cycle lane should pass around the tree. Where the tree is positioned centrally, or the verge is not very wide, the cycle lane will need to take some road space. If the road is thinned to single track then priority signs for motor vehicles will be required. Suitable protection of cyclists will be required to ensure motor-vehicles do not enter the cycle lane.

Exceptionally, in some locations the removal of individual trees may be necessary to provide the space required for cyclists. In instances such as this a new tree should be introduced in the immediate area to compensate.

Maintenance

Regular cleansing of the cycle lanes should be undertaken during the winter to ensure leaves are removed. Regular checks of the entire network should be undertaken to ensure there is no ponding, uneven surfaces, rutting or ironworks which begin to protrude or cause a dip in the cycle lane.
3. BIKE PARKING

Provision of adequate cycle parking at key destinations in the town is an essential element of any strategy to encourage increased cycling. Recent bike parking introduced at the station has been well received and is well utilised. The Transition Town Letchworth bike survey identified a number of places in the town where the provision of secure bike parking would be beneficial. The survey also identified a need for longer term covered parking.

NHDC and Transition Town Letchworth have secured sustainable transport funding for installing bike and scooter parking at a number of community venues. These venues include seven schools, a guide hall, a scout hall, a church hall, the leisure centre, some social housing and town centre locations. In addition LGCHF have installed cycle parking at Standalone Farm since the survey was undertaken.

Locations For Additional Bike Parking Identified in the Bike Survey

(Locations being addressed by projects currently underway are shown in blue)

**Town Centre**
- Top of Leys Avenue (3 Magnets pub, Market Place, by WHSmiths).
- Lower half of Leys Avenue (by Martin’s)
- Eastcheap (Sainsbury’s, Wilkinsons, increase number by Prezzo)
- Station Road (South of Dragon King restaurant, by Premier Inn)
- Broadway Hotel.
- The Car Parks
- Station – increase number of racks.

**Leisure Facilities**
- Leisure Centre – covered cycle parking.
- Cinema
- Howard Park / Howard Hall – Increase provision to encourage youth cycling.
- Norton tennis courts
- Outdoor pool
- Garden Cities Exhibition/Institute (museum)
- The Settlement
- Standalone Farm

**Public Service Buildings**
- Nevells Road, Birchwood and Garden City GP Surgeries

**Local Amenities**
- Willian Village
- Grange Estate, Southfields shopping centre
4. LEISURE CYCLING

National Cycle Route 12
Cycle Route 12, which links to Stevenage in the south and Stotfold and Henlow in the north, has two options at Letchworth, one passes through the centre of Letchworth and the other passes around the perimeter. Ideally the route should all be on cycle paths and the proposed Letchworth cycle network includes enhancements to Route 12. Relevant Roads are marked as NCR12 in Appendix A.

In order to promote better utilisation of Route 12 it is suggested that:

- There is better signposting, including some route maps along the route.
- The track is improved between Roxley Court and Graveley.
- A safer crossing is provided across the A505 Baldock bypass to enable travel to Weston.

Greenway
Letchworth is fortunate to have the ‘Greenway’, a circular walking and cycling route passing through the countryside on the town’s perimeter. The cycle survey identified a need for safer ways to get to the Greenway and this has been addressed in the design of the cycle network. Once the cycle network is in place a new map of the Greenway should be produced showing how it links to the cycle network and cycle routes to other towns and villages.

Survey respondents identified concerns about the surface of the Greenway, commenting that:

- it is loose and rutted and that the shingle used on parts of the route is very dangerous even at low speeds (car park at Standalone Farm and at Nortonbury).
- by the tip on Blackhorse Road there is glass or metal on the cycle track,
- parts of the track can become very muddy.

It was also felt that signage could be improved. LGCHF are continually trying to maintain and improve the Greenway and have recently installed additional signage. It is recommended that a dedicated feedback mechanism be set up so Greenway users and the LGCHF have a swift two-way feedback mechanism for reporting problems and enhancements to this facility.

Ideas for improving the Greenway for cyclists:

- Gates are tricky for bikes to pass through, particularly with child seats or tandems. Width reduction bars should be considered as an alternative on the Greenway.
- Install safe road crossings for the Greenway on Norton Road, the A505, Wymondly Road and Willian Road, which are busy roads that have fast traffic.
- The remaining areas of the Greenway which are unsuitable for cycling should be upgraded into cycle tracks. (The route between A505 (Rosehill Hospital) to Willian Road is not suitable for bicycles).
- Have a set of rules for Greenway users placed on notices at each entry point. These could cover, dog handling, slowing round bends and giving way to pedestrians.
- Completion of the Greenway to avoid sections on roads and streets, but if this is too difficult a marked cycle lane should be established in the urban parts of the Greenway where cyclists have to use the roads or pavements.
- Connecting cycle routes to the Greenway from nearby attractions, e.g. the Lavender Farm, Wymondley Wood Scout and Guide centre and Radwell Pond, and local towns e.g. Stotfold, Ickleford (Stevenage, Baldock and Hitchin have connecting cycle ways).
- Provision of a few short circular routes for people with limited time or young children at appropriate points around the Greenway. These routes would be completely off road. The four mini-circuits set up for Greenway Day are a good starting point.

Parks
Set up cycle circuits in some of our parks for toddlers and primary school children to navigate and build up their cycling skills. A realistic model of a road system could be put in place so children can start learning the rules of the road.
5. PROMOTING CYCLING

Encouraging More Cycling

Initiatives which could be put in place to encourage people to cycle more are:

• Produce an online / printable map of cycleways, graded to identify any dedicated ones, along with key destinations in the town.

• Produce a map of leisure cycle routes locally (e.g. routes to attractions in Letchworth Garden City, Baldock, Hitchin, Radwell and Weston)

• Install clear signage to all access points to cycleways that are off the main road network.

• Have signage which gives a cycling time to key destinations to help people realise that overall car journey times may not be that different from cycle journey times.

• Provide picnic stops and signpost them and any adjacent play areas on the leisure cycle network to encourage recreational cycling.

• Talk to other groups (e.g. Letchworth Arts and Leisure Group) and the local media about improved opportunities for cycling.

• Hold parent / child cycling events in primary schools to help parents find the confidence to go cycling with their children.

• Hold cycling refresher courses in secondary schools.

• Hold adult cycle safety courses.

• Set up regular cycle ‘treasure hunts’ to encourage people to explore the cycle network.

Education Campaign

An education campaign is required for road users to remind them of the highway code in relation to cyclists and motor vehicles sharing the road. Education will also be an important element of introducing new infrastructure as elements of the cycle network are implemented, e.g. Copenhagen crossings.

Alongside the education campaign, enforcement of restrictions to prevent illegal parking activity blocking cycle lanes will be necessary.

Network Implementation

A Letchworth Garden City Cyclists Forum should be formed whose objectives will include promoting cycling and working towards improved cycling facilities both within the town and linking to adjoining towns. As well as local cyclists the forum should include representatives from organisations who have the authority to implement the cycle network.

Hillbrow Play and Picnic Area which is on the Greenway and will be accessible from the proposed cycle network.
### APPENDIX A: CYCLE NETWORK BY AREA

#### Town centre

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pixmore way</td>
<td>This is the main route from the town centre to the A1, A505, Jackman’s and Lordship housing estates. Terraced housing and lots of on street parking. Two crossings are positioned on the road which are used by children attending Hillshott and Pixmore schools.</td>
<td>A two way segregated cycle lane should be introduced along the grass verge on the north side of the road from the A505 down past Rushby Mead to the pedestrian crossing. The cycle lane should have priority over traffic from joining roads. A pedestrian/ cycle lane should be introduced between Rushby Mead and Norton Way South on the south side. The existing pelican crossing should be converted to a toucan crossing. A toucan crossing should be introduced across the A505 by St Paul’s church which will meet a segregated cycle lane down the south side of Pixmore Way as far as the zebra crossing. The zebra crossing should be converted to a pedestrian and cycle crossing.</td>
</tr>
<tr>
<td>Norton Way South</td>
<td>At the southern end a four-way pedestrian crossing involves the A505 and Willian Way and new parking restrictions have been put in place to reduce congestion. Lots of busy roundabouts to navigate on the road and parked cars. Rushby Mead or Mrs Howard Garden beside this road could provide a safer place for cycling during daylight.</td>
<td>Introduce a 20 Mph speed limit. From the A505 to Pixmore Way, the existing grass verge between the mature trees and the kerb on the east side should be used for a cycle path.</td>
</tr>
<tr>
<td>Rushby Mead</td>
<td>Rushby Mead has three sections and the middle section already has bollards to prevent through traffic. There have been safety incidents involving children walking to school and there are plans to make a northern pedestrian entrance into Pixmore school.</td>
<td>Introduce a 10 Mph speed limit on all three road sections. Place bollards in the mid-point between the two Pixmore school entrances to deter parents from driving to the school and through traffic. Bollards should also be placed to prevent cars going right after exiting Mrs Howard Hall car park.</td>
</tr>
<tr>
<td>Hillshott</td>
<td>A typical early garden city road with relatively wide verges planted with trees. Hillshott infant school is at its eastern end.</td>
<td>Introduce a cycle lane on the grass verge down the north side of Hillshott to meet with the zebra crossing at the bottom of Ley’s Avenue (which should be changed to a pedestrian and cycle crossing). A zebra pedestrian / bike crossing should be introduced across Hillshott close to Rushby Mead to aid pedestrians moving between the two sides of the park and cyclists passing along Rushby Mead.</td>
</tr>
<tr>
<td>Station Road</td>
<td>There is a relatively wide pavement.</td>
<td>Introduce a 20 Mph speed limit and no parking on the north side. The northern pavement should become a shared pedestrian / cycle lane with the pedestrian crossings off station place to both Eastcheap and Station Road north side changed to toucan crossings to connect bike lanes and provide access to station cycle parking. Forward boxes for bikes should be introduced at the traffic</td>
</tr>
<tr>
<td>Street</td>
<td>Description</td>
<td>Proposal</td>
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<td>------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Spring Road (South) (NCR12)</td>
<td>The road has a path on the east side only. There are muddy alternative paths through the wooded area. Broadway provides a much better access road to the A505 for vehicles. This road is used by Highfield students going to the Manor Park and Lordship Estates as it leads to an A505 pedestrian crossing and passes a local shop selling confectionary. Parking for the shop can cause a hazard. At the A505 there is a short, not very wide, section of path that leads to a toucan crossing.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Proposal:</strong> Make a ‘quiet road’. Place bollards (retractable if necessary for emergency vehicles) part way up the road, leaving the nursing home accessible from the A505 entrance, to prevent through traffic. A parking / turning area for the shop should be marked which cyclists can avoid. It is proposed that the toucan crossing lights are staggered so that the lights stopping traffic from the west are moved to the west side of Spring Lane. A cycle lane can then be marked across the A505 allowing cyclists to pass into Muddy Lane.</td>
<td></td>
</tr>
<tr>
<td>Sollershot Circus (NCR12)</td>
<td>The World’s First Roundabout does not have a cycle route.</td>
<td><strong>Proposal:</strong> Mark out a cycle route round the roundabout. A pedestrian / cycle crossing should be placed across the Southern entrance / exit to Broadway as this is a crossing made by students. It should be possible to reach NCR 12 either by crossing Sollershott East or navigating the roundabout.</td>
</tr>
<tr>
<td>Broadway (NCR12)</td>
<td>This is a wide tree lined road at its southern end. Houses have ample driveways but it is often littered with parked cars (probably commuters and parents of children attending St Francis private school). Signs on bollards indicate a two-way cycle path which proceeds along the pavement on the Morrisons side of the long-about, but there are no pavement markings indicating a cycle path. There is a network of paths through Broadway Gardens that provide more direct walking routes between housing areas and the town centre. At the northern end Broadway meets Station Place and has a wide pathway down its centre.</td>
<td><strong>Proposal:</strong> Between Sollershot Circus and Broadway Gardens a two way cycle lane should be introduced on the grass verge on the east side (this does not interfere with the school and involves less crossings at the roundabout to reach Spring Road through to the A505). Install a pedestrian / cycle crossing onto Broadway Gardens between Broadway and South View and provide a cycle lane round the outer perimeter of the gardens on the Library side with crossings from the gardens linking to Gernon Road, the central reservation path to the station and the cycle lane through to Broadwater Avenue. Place a cycle lane on the central reservation pathway to the station, which gives way at pedestrians crossings points. The cycle lane should cross over at the zebra crossing by Barclays and continue round (taking part of the pavement or a section of the road) to meet Station Way.</td>
</tr>
<tr>
<td>Gernon Walk</td>
<td>This starts as a short section of road with no pavements, before reaching bollards and a pathway with verges on either side. Vehicle access is from Pixmore Way.</td>
<td><strong>Proposal:</strong> Make a shared pedestrian/ cycle lane in place of the current path.</td>
</tr>
<tr>
<td>Gernon Road</td>
<td>This road is two-way at the eastern end allowing access to the multi-storey car</td>
<td></td>
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</tbody>
</table>
park but is one-way coming from Broadway Gardens.

**Proposal:** Introduce a 20 Mph speed limit and no parking on the north side. The southern pavement should become a shared pedestrian / cycle lane for cyclists travelling in the opposite direction to the one way system allowing cyclists to go up Gernon Road. The cycle lane should have a junction into Lytton Road (which is blocked off to cars) and must be clearly marked as it passes in front of Gernon Walk. The pedestrian crossing by the library should be changed to a toucan crossing allowing bikes to cross from the cycle lane safely into Eastcheap. The crossing should go across the taxi lane as well as the road. The cycle lane should extend past the library and a safe crossing should be introduced onto Broadway Gardens.

**Eastcheap**  
This one-way street is part of the main town centre and has wide paths which are reduced by inset parking. It has a 20 Mph speed limit.

**Proposal:** A contraflow bike lane should be introduced on the west path from Station Road to Gernon Road.

**Leys Avenue**  
This one-way shopping street going east to west. Speed limit is 20 Mph. Its a wide road and has wide paths but these are reduced by inset parking.

**Proposal:** Introduce a counter-flow cycle lane on the wider south side footpath.

**Bridge Road (NCR12)**  
This is one of the two town centre locations for crossing the train line. It can get busy, particularly at commuting times, and the large number of roundabouts in this area of the town (between Bedford Road and Station Place) have been identified as a safety concern by local cyclists.

**Proposal:** Introduce a 20 Mph speed limit. Introduce a toucan crossing across Bridge Road to meet with the north pavement on Nevells Road. Make the western path between Station Way to a pathway cutting past the Spirella to Bedford Road a shared pedestrian / cycle lane.

**Nevells Road (NCR12)**  
A tree lined avenue with the police station, health centre, settlement and two doctor’s surgeries located along the road.

**Proposal:** Introduce a 20 Mph speed limit. Introduce a shared bike / pedestrian lane on the northern path as far as the Quadrant. In the long term a back entrance should be made into the station which has bike parking from this road.

**Quadrant (NCR12)**  
An early garden city road with wide verges, houses all have driveways. It may be used as a rat run to avoid the mini-roundabout at the top of Cowslip Hill. The cycle route through Norton Common is opposite the northern end.

**Proposal:** Introduce a cycle lane onto the grass verge on the western side of the road.

**Icknield Way (Cowslip Hill to Norton Way NCR12)**  
A fast road with the common on one side and houses with ample driveways on the southern side.

**Proposal:** Introduce a 20 Mph speed limit. Introduce a joint pedestrian/ cycle zebra crossing between the Quadrant and the cycle way entrance through Norton Common.

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**Housing Area from Howard Gardens to Industrial Estate**  
This is an older area of town with relatively slim roads and grass verges, there is lots of on-street parking. Points of destination for residents are Hillshott and Pixmore primary schools, Knights
Templar, Fearnhill and Highfield Secondary schools, town centre and station. Baldock Road recreation ground and the industrial area retail premises are also destinations for local residents.

| Baldock Road Recreation Ground | There is a wide open path across the north side of the recreation ground which goes from Dunham’s Lane to a gate through to Lowe Drive. A pathway extends from this point to Jackman’s Place but it is too thin to cycle safely. There are two sets of children’s play equipment and some adult exercise equipment on this recreation ground as well as a football pitch.  
**Proposal:** Convert the existing path at the north end to a shared pedestrian / cycle lane. Place a new shared pedestrian / cycle lane going north to south on the Lowe drive side of the recreation ground passing the adult exercise equipment and arriving at the B656 to meet a relocated B656 crossing. |
|---|---|
| Wissen Drive to Lowe Drive | This new housing estate has some pavements but there are also areas of shared space to be used by pedestrians, cyclists and motorists. It is a relatively quite residential area. There is a gated entrance to Baldock Road recreation ground but the gate appears to be left open.  
**Proposal:** Make the south entrance to Wissen Drive and Lowe Drive into ‘quiet roads’ with low speed limits and cycle lanes clearly marked on the road. |
| Path from Pixmore Avenue through to Dunham’s Lane | This path is overgrown and has steps at the Dunham Lane end but it forms a straight link into the industrial area and has a connector into Phoenix Park housing estate.  
**Proposal:** Cut back the vegetation and end the path at Dunham’s Lane with a ramp rather than steps. Designate as a shared pedestrian / cycle lane. |
| Pixmore Avenue | This road has a mix of residential and industrial activity. It is very parked up at the south end.  
**Proposal:** A short section of cycle lane should be introduced on the west verge between Broughton Hill and the south entrance to Wissen Drive. A raised hump should mark where the cycle lane crosses into Wissen Drive. |
| Broughton Hill | This road forms an important link from the housing off Pixmore Avenue to the local schools. The housing is terraced with plenty of on-road parking.  
**Proposal:** Introduce a shared pedestrian / cycle lane on the north side chicaning into the road where necessary to go past mature trees. |
| Ridge Avenue | A busy parked up road with Hillshott Infants School at the Junction with Hillshott.  
**Proposal:** Introduce a cycle lane between the school and Broughton Hill on the east side verge, removing the inset parking bay. Introduce a shared pedestrian / cycle zebra crossing from the North side of Hillshott across Ridge Road to the school and cycle lane. (Other option to consider is bollards in place of the zebra crossing just after the school car park entrance which would make this a safe crossing point and could reduce through traffic). |
| Bennett Court / Boscombe Court | Two relatively modern estates and quiet roads. They are joined by a path.  
**Proposal:** Designate joining path as a shared pedestrian / cycle lane. |
**Industrial and Commercial Area**

The railway line separates the two main industrial and commercial roads, Icknield Way and Works Road. A path with a very high footbridge (accessed by stairs) joins Icknield Way to Works Road almost in line with Dunham’s Lane. A second footbridge is alongside the Green Lane bridge to Works Road. A third footbridge connects Blackhorse Road to the eastern end of Works Road.

The area is almost empty in the evenings and on Sundays. The Greenway skirts the industrial area but there is only one short section of cycleway along the B656 marked as a cycle lane and signage to the nearby cycleways are not prominent or entirely absent. The industrial area is not signposted from the ‘feeder’ cycleways. Many of the access points have barriers, perhaps to discourage usage on motorcycles/scooters and people on horseback. To the south the Greenway makes another detour via Baldock streets.

All of the roads within the area are subject to a speed restriction of 30 Mph. Along the south-east border, a stretch of the B656 goes up to 40 Mph on a dual carriageway. Apart from the main roads (Icknield Way, Blackhorse Road, Birds Hill, Works Road, Avenue One, Second Avenue and Jubilee Road), the rest of the roads are mainly side roads, often forming cul-de-sacs, for access to the business premises. The roads in the area are subject to HGVs driving, turning and parking on the carriageway, especially at the vehicle dealerships.

The mini-roundabout from Norton Way North into Icknield Way is awkward to use as there is no special provision for cyclists from all three directions. The other roundabouts in the area likewise have no provision for cyclists.

<table>
<thead>
<tr>
<th>Dunham Lane</th>
<th>A relatively quiet road off the B656 that at its south side is opposite a proposed cycle route that links to Jackman’s and the Greenway and is close to the Leisure Centre. At the southern end there is a footpath on the west side only. After the road intersects with 6th Avenue the area gets more industrial. Two off-road footpaths provide links through to Pixmore Avenue. Dunham’s Lane links to Works Road at the point where there is a footpath with a crossing (involving steps) over the railway.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposal:</strong></td>
<td>Extend the width of the path and make a shared pedestrian/cycle lane down the west side of Dunham’s Lane from the entrance into the recreation ground to Works Road. Upgrade the pedestrian railway crossing by providing a ramp for cycle access.</td>
</tr>
<tr>
<td>Avenue One</td>
<td>Paths on both side of a road. Busy road with HGV traffic. Three-way roundabout by 4th Avenue.</td>
</tr>
<tr>
<td><strong>Proposal:</strong></td>
<td>Make the path on the west side a shared pedestrian/cycle lane from works road to the B656. The cycle lane should be adjacent to the road and have priority over joining roads. Opportunities for the south end of this cycle lane, including a crossing over the B656 to the Leisure Centre, should be explored during the redevelopment of the industrial area surrounded by Sixth Avenue, Dunham’s Lane, B656 and Avenue One. Introduce a pedestrian/cycle zebra crossing on Avenue One to meet the north side pavement of 2nd Avenue.</td>
</tr>
<tr>
<td>Sixth Avenue</td>
<td>Paths on both side of a road with HGV traffic on the road.</td>
</tr>
<tr>
<td><strong>Proposal:</strong></td>
<td>A cycle lane should be introduced alongside the road. Opportunities for this cycle lane should be explored during the redevelopment of the industrial area surrounded by Sixth Avenue, Dunham’s Lane, B656 and Avenue One.</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
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</tr>
</tbody>
</table>
| 2nd Avenue | Paths on both side of this road. This road goes into the retail areas on the estate.  
**Proposal:** Make the path on the north side a shared pedestrian/cycle lane. | |
| Works Road | A busy road with HGVs. There are grass verges. At its end there is access to Baldock via a footbridge over the A1.  
**Proposal:** The north pavement should be widened and converted into a pedestrian/ cycle lane. A suitable pedestrian/cycle crossing should be installed at Green Lane. | |
| Birds Hill | A continuation of Works Road with a path that could be widened on the north side.  
**Proposal:** The north pavement should be widened and converted into a pedestrian/ cycle lane which turns onto Norton Way North and meets the cycle lane and Norton Way North toucan crossing. The cycle lane should have priority over joining roads. A toucan crossing or zebra crossing for cyclists and pedestrians should be introduced opposite Rushby Mead to cross Bird’s Hill. | |
| Green Lane | This is a very busy road from the Industrial Area out to the A1 in a north direction.  
**Proposal:** Make the pedestrian bridge across the railway into a shared pedestrian / cycle lane but have give way signs so cyclists give way to pedestrians and cyclists going north have priority over those going south. Adjust the metalwork at the north end to improve entrance access. A cycle lane on the west side of Green Lane should be introduced from Works Road to Blackhorse Road. Suitable crossings at the Iknield Road junction and across Green Lane to Blackhorse Road north pavement should be installed. | |
| Blackhorse Road and Knap Close (NCR12) | Busy road with refuse site down the bottom. In the north-east corner of the area, the Greenway’s crossing of the railway makes an awkward and disorienting detour along Blackhorse Road, Knap Close and over a pedestrian bridge to the end of Works Road.  
**Proposal:** If land can be obtained replace the Greenway detour that goes round these roads with a direct link to the railway bridge, passing behind the refuse site. Place a shared pedestrian/cycle lane down the north side of Blackhorse Road providing links to the Greenway and the housing estate. | |
| B656 from A1 underpass to Leisure Centre (NCR12) | The B656 has a very thin path on the north side which is overgrown and no path on the south side. At Jubilee Road there is a pedestrian crossing to the bus stop on the south side. From Jubilee Road there is a short pedestrian/cycle lane on the north side and then a quiet road until the Greenway and Route 12 are intersected with at the B656 motorway bridge. (The Greenway and Route 12 follow country tracks south of the B656 into Baldock by the fire station and Weston Way before circling back to intersect with the same motorway bridge on the B656. This un-scenic extension to the Greenway and Route 12 which is on or beside congested roads could be avoided by linking to the Jubilee Road crossing).  
**Proposal:** Introduce a shared pedestrian / cycle lane to run parallel to the south side of the B656 between the Leisure Centre to the Jubilee Road crossing point. Ideally this shared pedestrian / cycle lane would be extended beyond the Jubilee crossing to Weston Way (and Knights Templar school). Change the crossing over the B656 at the top of Jubilee Road to a toucan crossing. Ensure the cycle lane is clearly marked on the south side of the B656 from Jubilee Road to the motorway underpass. Introduce a Greenway detour utilising the | |
### Housing Area North of Industrial Estate

The housing area which lies between Norton Road, Norton Way North, Icknield Way and stretches to the East to some of the newer estates lying between Blackhorse Road and Talbot Drive has two churches with their associated community centres. The area has links to the Greenway through Blackhorse Road. There is a local shop at the corner of North Avenue and Common View and a Post Office at the end of Green Lane. Primary schools accessed by families living in this area are Norton St Nicholas, Northfields Infant School and Grange Junior School. There is a pub and another church in Norton. The area directly borders the industrial estate which runs down Icknield Way and Blackhorse Road. Secondary schools accessed by children in this area are Knights Templar (Baldock), Fearnhill and Highfield. Terraced housing on Common View and Glebe Road leads to high levels of residential parking on the roads.

<table>
<thead>
<tr>
<th>Norton Way North</th>
<th>This road can get congested by the mini-roundabouts. On-street parking proves another challenge as the road is reduced to single track when there are large vehicles. The mini-roundabouts have been identified as a safety concern by cyclists.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposal:</strong></td>
<td>Place a shared pedestrian / cycle lane along the west side of Norton Way North from Station Road to the pedestrian crossing. Convert this crossing to a toucan crossing. Place a shared pedestrian / cycle lane on the east side of Norton Way North from the crossing to Icknield Way widening the path as required. Introduce a segregated cycle lane on the verge on the east side between Icknield Way and Norton Road. A suitable pedestrian / cycle crossing should be introduced just north of Icknield Way which will provide access to a cycle lane to the open air swimming pool. A suitable crossing should be introduced across Norton Road to Eastholm. In the longer term consideration should be given to redesigning the mini-roundabouts in this area, if Ickneld Way could be realigned (on one or both sides of Norton Way North) to meet, thus forming a cross-roads with Norton Way North there would be the option of using traffic lights rather than roundabouts which may improve a difficult set of junctions for motor vehicles, cyclists and pedestrians.</td>
</tr>
<tr>
<td>Norton Road</td>
<td>This is a busy road with relatively wide pavements. On the north side the existing pavement extends from Eastholm to Croft Lane. The path on the north pavement is often bordered by high hedges and driveways which have poor visibility. There is a small verge inside the pavement on the south side.</td>
</tr>
<tr>
<td><strong>Proposal:</strong></td>
<td>Use the south pavement as a shared pedestrian/cycle lane from Cashio Lane to Norton village centre (school and pub). At Cashio Lane the cycle lane will link into connecting parts of the cycle network.</td>
</tr>
<tr>
<td>Norton Common (NCR 12)</td>
<td>Route 12 passes through a north-south path across the common, on a shared pedestrian/cycle track, linking Icknield Way and Wilbury Road but there pedestrians and cyclists are not segregated. Area is very dark at night.</td>
</tr>
</tbody>
</table>
| **Proposal:**    | A new segregated lane should be placed parallel to the existing north south path to separate pedestrians from cyclists. The path from Cowslip Hill entrance should be converted to a pedestrian / cycle path and extended to meet the lane by the swimming pool. This will form a link through to Fearnhill school. Consideration should be given to introducing ground LED lights to enable these lanes to be used at night-time with minimal impact on local
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilbury Road</td>
<td>Wilbury Road has limited scope for a segregated cycle path as existing paths are thin and it is a busy road.</td>
</tr>
<tr>
<td><strong>Proposal:</strong></td>
<td>A short segment of a shared pedestrian / cycle lane should be introduced on the north side of Wilbury Road between Kite Way and the path leading up past Valley Road to Cowslip Hill. A suitable crossing will be required to cross Wilbury Road. This crossing will be a Greenway enhancement and of benefit to those walking to Standalone Farm.</td>
</tr>
<tr>
<td>Icknield Way (East) Norton Way</td>
<td>This is a busy road with relatively wide pavements.</td>
</tr>
<tr>
<td>North to Green Lane</td>
<td><strong>Proposal:</strong> Use the north pavement as a dedicated cycle lane. (The north pavement has been chosen so pedestrians going to town are not inconvenienced by having to cross the road any more times than they would currently to reach their path). Signs should clearly indicate that the bicycle has priority.</td>
</tr>
<tr>
<td>Paths: Pascal Way to Norton</td>
<td>The ‘Pascal Way pathways’ are relatively straight but need to be cleared and widened to segregate pedestrians from cyclists. At its southern end the path is in-line with a stepped railway crossing that is opposite Dunham’s Lane (providing a direct route to the industrial and retail area and to the North Herts Leisure Centre).</td>
</tr>
<tr>
<td>Road</td>
<td><strong>Proposal:</strong> Convert the pedestrian pavement from Norton Road to Icknield Way to a shared cycle / pedestrian lane with appropriate signage. Glebe Road, Common View and North Avenue are all crossed and a sinusodial hump should be placed at each of the crossing points to slow traffic and raise awareness that the cycle network crosses.</td>
</tr>
<tr>
<td>Cromwell Road</td>
<td>The extension of Cromwell Road up to Norton Road has wide paths that are used by cyclists.</td>
</tr>
</tbody>
</table>
| **Proposal:**                  | • Norton Road to Common View – designate as a shared pedestrian / cycle lane.  
• Common View to Glebe Road – designate short pathway leading into Glebe Road as a shared pedestrian / cycle lane and put in a sloped cycle lane beside the steps.  
• Cromwell Road – make into a slow safe cycling road.  
Glebe Road and Common View are both crossed and a sinusodial hump should be placed at each of the crossing points to slow traffic and raise awareness that the cycle network crosses. |
| Croft Lane to Cashio Lane      | Croft and Cashio Lanes are residential roads. There is a link roadway/path between Eastern Way and Croft and Cashio Lane. It’s not signed and is used by both pedestrians and cyclists as a cut through. |
| **Proposal:**                  | Croft and Cashio Lanes should be made into ‘quiet roads’ and the link through to Eastern Way should be designated as a shared pedestrian / cycle lane.                                                          |

**Grange Estate**
Points of destination for residents are the local shopping centre, Northfields, Grange and Stonehill primary schools, Highfield and Fearnhill secondary schools, town centre and station. There is a new development planned to link into the Grange Estate, and the cycle network will need to be adjusted.
to link into this development and allow connections to the town centre, station and secondary schools.

<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Way</td>
<td>Grass verges beside the road which can be used as a cycle lane.</td>
<td><strong>Proposal:</strong> Install a cycle lane beside the road between Wilbury Road and Northfields on the east side.</td>
</tr>
<tr>
<td>Northfields</td>
<td>Grass verges beside the road which can be used as a cycle lane.</td>
<td><strong>Proposal:</strong> Install a cycle lane beside the road along Northfields on the North side.</td>
</tr>
<tr>
<td>Grange Road (NCR 12)</td>
<td>This road has a shared pedestrian / cycle lane on the pavement.</td>
<td><strong>Proposal:</strong> Ensure shared pedestrian / cycle lane meets the design standards detailed in this report including having priority over side roads at junctions.</td>
</tr>
<tr>
<td>Southfields</td>
<td>An east-west road across the estate which includes the local shopping centre.</td>
<td><strong>Proposal:</strong> Introduce a shared pedestrian / cycle lane, using the pavement along the north side of this road (a short segment of this between Pelican Way and Grange Road will be part of NCR12).</td>
</tr>
<tr>
<td>Pelican Way (NCR 12)</td>
<td>A short road that leads to an off-road shared pedestrian / cycle lane. This shared pedestrian / cycle lane leads to Danescroft but its not clearly marked along its length. There are no signs indicating the cycle lane goes onto Pelican Way from the shared pedestrian / cycle lane.</td>
<td><strong>Proposal:</strong> Make Pelican Way a ‘quiet road’. Ensure the shared pedestrian / cycle lane between Pelican Way and Danescroft is clearly marked along its length.</td>
</tr>
<tr>
<td>Danescroft (NCR 12)</td>
<td>The north to south part of the road is part of NCR12 but it is not marked in any way.</td>
<td><strong>Proposal:</strong> Place bollards at the bend in this road. Make the North to South segment of the road into a quiet road.</td>
</tr>
<tr>
<td>Sparkhawke (NCR12) versus Burley</td>
<td>Route 12 comes along Sparhawke on the road. An entrance to a school car park is off this road and there is plenty of on-road parking leaving only enough space for a single car. Burley runs in the same direction as Sparkhawke but has some grass verges and inset parking.</td>
<td><strong>Proposal:</strong> Move NCR 12 to Burley. Make Burley a quiet road, with marked cycle lanes and bollards placed at an appropriate point along the road. Prevent on-road parking on this road and if considered necessary extend the inset parking. An alternative option to explore is if a small section of school grounds could be reallocated to a segregated cycle lane.</td>
</tr>
<tr>
<td>Gaunts Way</td>
<td>This road has grass verges on both sides of the road and may be needed to link up the planned new housing development with the rest of the Grange Cycle Network. There is an entrance area to a large playground which has its own car park. The Greenway passes round the edge of this playground.</td>
<td><strong>Proposal:</strong> Install a cycle lane on the verge on the north side of the road between Burley and the park entrance.</td>
</tr>
<tr>
<td>Western Way</td>
<td>Wide verges beside the road.</td>
<td></td>
</tr>
</tbody>
</table>
**Proposal:** Install a cycle lane onto the verge beside the road on the west side from Northfields down to Southern Way.

### Southern Way, Jay Close and Kite Way
Southern Way has wide grass verges on both sides. This route links to a cut through via Jay Close and Kite Way to Wilbury Road. Currently there is a footpath between Jay Close and Kite Way, which is wide enough to be used comfortably as a shared path, but has a sign which states “Pedestrian Footpath only Cyclists Dismount”. Kite Way is close to Standalone Farm which is an access point to the Greenway.

**Proposal:** A segregated cycle lane should be placed on the grass verge at the north and west side of Southern Way between Western Way and Jay Close. Jay Close and Kite Way should be made quiet roads and the path between them should be designated as a share pedestrian/cycle lane.

### Stotfold Road to Fairfield Park
There is an inadequate shared cycle path that runs along the pavement on the north of Stotfold Road switching over at the Two Chimneys Pub to the top of Bedford Road. Currently the best off-road route through to Letchworth is via Western Way on the Grange.

**Proposal:** A segregated cycle lane should be introduced along Stotfold Road which follows the path of the road. The cycle lane should link Fairfield Park with Bedford Road.

### Wilbury Area
This is a residential area with three main "arteries" leading into the town centre, Bedford Road, Icknield Way and Cowslip Hill. These roads are extremely busy, especially during rush hours and school run periods and on-street parking adds to the congestion. Key destinations within this area are Icknield Infant School and Children's Centre, Fearnhill Secondary School, Wilbury Junior School, Tesco on Bedford Road/Bursland (with adjacent fast food shop), town centre and station.

### Icknield Way (West)
Around Fearnhill school is a busy location for pedestrians, cyclists and drivers. Since the road is busy, and has fast-moving traffic, combined with many cars parked on the road at school-run times, it is not currently a safe route for cyclists. Some children cycle on the pavement. A zebra crossing outside the school helps the children cross the road.

**Proposal:**
- Convert the crossing at Fearnhill school to a zebra crossing for pedestrians and bicycles.
- Make the crossing between Spring Road and Archers Way a toucan crossing and place a stop light before Archers Way for eastbound traffic so bicycles can pass between Spring Road and the cycle lane on Archers Way without using Icknield Way pavement.
- Place a pedestrian / cycle crossing across Icknield Way between the west side of Bedford Road and the Spirella car park entrance.

Introduce a shared pedestrian /cycle path round the North side of the Spirella building (passing the cycle parking for this office space) making a safe cut through from Icknield Way to Bridge Road.

### Campfield Way and Highover
A residential area with wide verges that provide pedestrian and cycle routes from the south side of the railway through to Fearnhill, Icknield and Wilbury schools.
<table>
<thead>
<tr>
<th>Road</th>
<th>Proposal: Make the route from the railway bridge up Highover Road and through Campfield Way (to Fearnhill School) ‘quiet roads’.</th>
</tr>
</thead>
</table>
| Spring Road North | A residential area that provides pedestrian and cycle routes from the south side of the railway through to Icknield and Wilbury schools.  
**Proposal:** Make this a ‘quiet road’. |
| Elderfield | Elderfield is a residential road with a lot of on-road parking which in effect makes it single track. There is insufficient room for a cyclist and car, and cyclists often have to pull in and stop to give way to oncoming traffic. However, this road has less traffic than other roads in the area.  
**Proposal:** A cycle lane should be placed on the verge between Bursland and Monksfield on the south side of Elderfield. Implement a 20 Mph speed limit on Elderfield. |
| Monklands | Running parallel to Bursland, this road provides a quieter route to Fearnhill school and links to the zebra crossing by the school. Severe on-road parking on Monklands renders it essentially a single-track road (despite parking bays).  
**Proposal:** A cycle lane should be added between the trees and the road on the east side. |
| Archers Way | Archers Way is a residential street. It is one-way with a 20 Mph limit and speed bumps. Icknield School and Children’s Centre are on this road. It is densely-parked, both on-road and in bays.  
**Proposal:** A shared pedestrian/ cycle lane should be placed on the west side verge. There is a risk of door strike as the verge is not wide and bollards at regular intervals may raise awareness of this risk and give some protection. |
| Bursland | Running directly from Bedford Road to Icknield Way, Bursland is a key route through the area, for pedestrians, cyclists and drivers. It also has the local shopping area. The area around Tesco is hazardous for cyclists due to a busy junction between Bursland and Bedford Road, combined with on-road parking (including cars parked opposite junctions), and cars frequently reversing, manoeuvring and opening doors. Large parking bays on Bursland apparently do little to ease the on-road parking.  
**Proposal:** A shared pedestrian/ cycle lane should be placed on the west side between Bedford Road to a suitable crossing point to meet the Archer’s Way cycle lane. This shared pedestrian / cycle lane would connect with the cycle lane on Elderfield. Consideration should be given to moving the bus stop opposite Tesco to Bedford Road as the path is very thin by the bus stop. Another options is to approach the owner of the electricity substation for a small piece of land. |
| Bedford Road | A busy road with lots of on-street parking. There is a short section of worn away cycle lane between Wilbury School and Bursland Road.  
**Proposal:** Remove speed bumps and either install automatic speed test equipment which warns drivers they are breaking the speed limit or install sinusoidal speed humps. Introduce a pedestrian / cycle crossing from the west side of Valley Road to the south side of Bedford Road. Extend the existing Bedford Road cycle lane so it goes from Stotfold Road to the junction with Icknield Way on the west side of the road. |
| Cowslip Hill | Cowslip Hill is one of the main routes into the town centre and, because it is |
very straight, traffic can be fast. However, it also suffers from dense on-road parking, mainly by commuters. Cars parked opposite the junction with Redhoods Way East make this dangerous, because cars travelling fast down Cowslip Hill swerve into the side-road junction in order to pass each other. They sometimes do not notice if a cyclist is waiting at the T-junction, so risking a collision. A difficult road to include in the cycle network but some road quietening would be helpful.

Proposal: An off-road cycle lane should be introduced on the common ground between Wilbury Road, up past the back of Valley Road and across to Cowslip Hill where a zebra crossing for cyclists and pedestrians should link into a cycle lane through Norton Common. Consideration should be given to introducing ground LED lights to enable these lanes to be used at night-time with minimal impact on local wildlife.

Valley Road
A residential road with green verges. Leads to footpaths that can form links to Cowslip Hill, the Grange Estate and Standalone Farm.

Proposal: Introduce a cycle lane on the northern verge.

Westbury Area
There is a scout hut and local shops on Spring Road, a doctors surgery on Sollershott East and Quaker Meeting Hall on South View. On West View there is Lime Tree Children's Centre, St Michael's Church and Letchworth Baptist Church. On Highfield there is Highfield Secondary School and St Thomas’s Moore Catholic Primary School. As well as the schools in the area children in this locality also attend Lordship Farm, Icknield and Wilbury primary schools and Fearnhill secondary school. Other destinations from this area are the town centre and station.

Station Way
A cycle lane starts on the north side at Broadwater Avenue and then crosses to the south side just before Morrison’s car park entrance and ends at Bridge Road. Bikes have to give way to car’s at Morrison’s Station Way car park entrance and there is no indication for drivers that the cycle lane crosses the car park entrance. A shared pedestrian/cycle lane spurs off to the Zebra crossing in Morrison’s car park from Station Way, but it is not marked as a cycle lane coming from the zebra crossing end. This cycle lane ends in the car park by the zebra crossing and cyclists either navigate the car park or walk to Morrison’s cycle parking.

Proposal: Extend the off-road segregated cycle lane on Station Way using the grass verge on the north side of Station Way so that it runs from Bridge Road to Spring Road. The cycle lane should remain visible from the road. Extend the shared pedestrian/cycle lane on the south side so it runs from Broadway to Broadwater Avenue. Paint cycle markings on tarmac for the spur cycle lane into Morrison’s from Station Way.

Burnell Rise
There is a pedestrian and cycle crossing of the railway line at the corner with Spring Road. Burnell rise has a 20 Mph speed limit for the bend, but not where passing the green, where children play.

Proposal: A 20 Mph speed limit should be in place for the whole road. A segregated cycle lane, which is visible from the road, should be placed on the grass verge on the north side of the road.

High Avenue
Where High Avenue meets Burnell Rise there is a sharp bend with no path on the north side and a not very wide pavement on the south side. To meet the
| Hillbrow: | The section of Hillbrow between the playground entrance road to Chiltern View is part of the Greenway and should ideally be off-road for cyclists. The railway bridge from Chiltern View to Highover Road is very narrow and currently has "no cycling" signs. Entrance to the playground and Greenway from Hillbrow is via a single-lane tarmac road and pavement leading to the "car park" and then Greenway. Most cyclists cut through the playground rather than entering the Greenway via the gate. From West View to the entrance to the Greenway houses tend not to have drives. Setback bays exist on the west side but the road is still nearly always parked up, leaving it a single track road in a lot of places. Pavements are narrow and grass verges with trees exist between the bays on the west side.  

**Proposal:** Create a more formal entry for cyclists to the playground with signposting onto the Greenway. The access road should be made into a quiet road which would help with signposting the Greenway route. On Chiltern View the east side verge should be made into a shared pedestrian/cycle lane and the bridge opened up as a shared pedestrian/cycle lane but with slow signs for cycling in case they meet a cyclist coming in the other direction as passing space is limited. On Hillbrow there are two choices:  
   • Ideally a shared pedestrian/cycle lane would be on the north side from High Avenue and proceed along the west side to West View as the cycle lane would be on the same side as the schools, playground and railway crossing. This would though require moving inset parking and consideration of how to cope with passing traffic which could include making this a one way street.  
   • Alternatively, place a shared pedestrian/cycle lane on the south side from High Avenue (with a clear crossing point into Chiltern Avenue) and then proceed along the east side (with a clear crossing point into the playground access road) along to West View. |

| Highfield | Pavements are next to reasonably sized grass verges with mature trees set on the pavement side of the verge. At the A505 entrance to the road the cycle lane from Hitchin enters the road from a toucan crossing but puts bikes straight onto the road. It is not a particularly safe design for bikes coming from Highfield wishing to cross the A505 by the crossing.  

**Proposal:** Install a segregated cycle lane on the grass verge on the west side from West View to the A505. At West View and Sollershott West mark the cycle lane crossing points over Highfield which should have appropriate traffic calming to enable safe crossing to meet connecting cycle lanes. |

<p>| Greenway to | The Greenway passes behind Highfield school. Children coming from Hitchin or |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Proposal</th>
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<tbody>
<tr>
<td>Highfield School</td>
<td>from beyond the Greenway entrance on Hillbrow could cycle off-road into school if an access path was made from the Greenway into the school.</td>
<td><strong>Proposal:</strong> Make a shared pedestrian / cycle lane from the Greenway, linking into Briar Patch Lane and Highfield School.</td>
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<tr>
<td>A505 - Hitchin Road</td>
<td>There is an existing cycle lane that now starts at Highfield Road and proceeds on the south side of the A505 towards Hitchin.</td>
<td><strong>Proposal:</strong> Remove the grass verge, cut back the trees and make the existing shared pedestrian / cycle lane separate but adjacent to road with priority over traffic coming out of junctions. Place a new A505 crossing by the Letchworth Centre for Healthy Living (and its bus stop) to improve safety for users of the Greenway, children accessing Highfield School and pedestrians crossing to the bus stop.</td>
</tr>
<tr>
<td>West View</td>
<td>Grass verges with large mature trees on both sides of road centrally positioned. Current pavements are heavily used by pedestrians. Houses from Broadway to Broadwater Avenue junction have driveways but on-street parking is common at weekends. (Restrictions in place prevent commuter parking). Large trees make the verges unusable on this section. Road splits around Broadwater Avenue and Spring Road. The patch of land between Broadwater and Spring Road has two pavements and plenty of grass and could easily take a dual-lane cycle lane without any disruption to trees. From Spring Road to Hillbrow there are quite often children playing on the street or walking along it and traffic can be quite fast and congested at times. Houses in this segment typically do not have driveways so on-street parking is the norm. Road is fairly narrow so no option for on road cycle lane. Although a difficult road it is a key access road to get to town, Highfield School and the Greenway. Some scope for a shared pedestrian/cycle lane on north side.</td>
<td><strong>Proposal:</strong> A shared pedestrian/ cycle lane should be introduced on the north side between Spring Road and Hillbrow. If necessary a chicane should be made in the road to cope with mature tree positions and this would help slow traffic down. A zebra crossing for pedestrians and cyclists should be introduced to cross Spring Road where it meets West View. A segregated cycle lane should be placed on the triangle of land between Broadwater Avenue and Spring Road.</td>
</tr>
<tr>
<td>Broadwater Avenue</td>
<td>Pavements are comfortable sized with grass verges with mature trees set back from the road side. A cycle lane links to this road opposite The Meads which comes round the edge of Morrison’s from Broadway Gardens.</td>
<td><strong>Proposal:</strong> Install a shared pedestrian/ cycle lane from Station Way on the west side of the road to meet the proposed cycle lane that will link into West View. A raised crossing should connect the cycle track that links through from Broadway Gardens to the Broadwater Avenue shared pedestrian / cycle lane.</td>
</tr>
<tr>
<td>Sollershott West</td>
<td>This is one of the access roads to Highfield School. It has speed bumps to slow down traffic. There is no path on the south side but there is a very wide verge.</td>
<td><strong>Proposal:</strong> Install a new cycle lane on the south side. Reduce the speed limit to 20 Mph.</td>
</tr>
<tr>
<td>Sollershott</td>
<td>There appears to be a verge area as wide as on Sollershott West but it is</td>
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**East** overgrown with shrubs and a very tall beech hedge which makes the pathway more hazardous as visibility is restricted on access driveways. The road is commonly parked on making it one-lane in a lot of places. Most houses have ample driveways. There is a triangular grassy area in front of Sollershott Surgery which could easily take a two-way cycle lane.

**Proposal:** Install a two way cycle lane across the triangular green to South View. A cycle crossing should be made to meet a cycle lane coming from the A505 crossing at Willian Way. A speed limit of 20 Mph should exist on this road. Cut back some of the vegetation on the south side of Sollershott East and make the path a shared pedestrian / cycle lane from South View to Sollershott Circus with priority over joining roads.

**South View** Relatively quiet residential road with plenty of driveways but cars are parked on the road. Commuter parking restrictions exist. The east side of the road has a verge.

**Proposal:** Place a cycle lane into the east side verge chicaning into the road to pass mature trees.

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**Lordship and Manor Park Estate**

Lordship estate has a network of off-road footpaths that have a tarmac path of about 1.7m wide. Many, but not all, of these paths could be widened as they have rough ground either side. The paths form a network of links between the different cul-de-sacs giving a more direct walking route than going round Penn Way but these short paths are continually bisecting roads. Howard Drive and Penn Way provide a road circuit through the estate and link into Letchworth Gate. Howard Drive has no gaps in the houses between Penn Way to Bell Acre so the path network within the estate cannot be accessed from the west side of the Estate. William Way and Pixmore Way are the key roads that form a direct link between the town and the estate. Whitethorn Lane (which already has a small section of segregated bike lane in one direction and the cycle lane by Lordship Farm School are the two optimum west to east crossing points for cyclists to access the estate from William Way.

Points of destination for residents are Lordship shopping centre, Lordship Farm School, Highfield Secondary School, town centre and station.

**Muddy Lane through to Willian Village (NCR 12)**

There is a cycle crossing across the A505 which passes into Muddy Lane. Its not clear if the cycle route on Muddy Lane is on the path or road in Muddy Lane although the path is not wide enough to be a shared pedestrian / cycle lane. At the south end of Muddy Lane there is a wide shared pedestrian / cycle lane which has three staggered barriers. This path is not overlooked but it has street lighting, it is overgrown and worthy of maintenance. This path continues past houses until it meets Aubreys. Route 12 then goes up Aubrey’s and into Fouracres before moving off road again.

Aubreys and Fouracres are a main access route to Lordship Farm Primary School, there is a small car park at the end of Fouracres, and there are lots of cars manoeuvring, and parking at school drop-off and collection times.

Route 12 proceeds from Fouracres down a shared pedestrian / cycle lane which leads to Willian Village. This track is steep and easily eroded and the cycle and pedestrian sides are not clearly marked on the ground. At the end of this track Willian Road is a relatively thin road, with fast traffic and sharp bends. The footpath is very thin.
There is no pavement or cycle lane on the first section of Wymondly Road from Baldock Lane, a thin pavement appears a short distance along the road. It’s a dangerous section of road that is on NCR12 and its an access road to the Greenway.

**Proposal:** A cycle lane should be marked on the Muddy Lane and the road should be made into a 'quiet road'.

On the cycle lane from the south end of Muddy Lane to Aubreys remove the middle staggered barrier and clearly mark the cycle lane position on the ground.

Introduce a cycle lane on the northern grass verges with priority over side roads along Aubreys and Fouracres and into the school. This will mean removing the inset parking by the school gate. Parking on the road adjacent to this cycle path should be prohibited between 8:30am to 9:30 am and 3pm to 4pm to encourage sustainable journeys for school children.

Resurface the loose shingle on the cycle lane through from Fouracres to Willian and reroute the track at the end so it meets the road at the Wymondley Road junction. A pedestrian / cycle crossing should be installed to cross Baldock Lane at this point to go up Wymondly Road. Road speed should be reduced to 20mph throughout Willian Village. Wymondly Road should be widened to have shared pedestrian/cycle lane on the east side up until Cycle Route 12 branches off. Changing the junction between Baldock Lane and Wymondly Road to a simple T junction could improve visibility and create space for a shared pedestrian/cycle lane.

**Barrington Road**

From the A505 this is a thin road with a path on one side. The road is formed of two parts with the school in the middle making it a dead end from both directions. There is a footpath joining the two sections of the road. Parking for St Christopher’s school is at the end of both sections of the road. The road up from the A505 gets parked up at school drop-off and collection times. Barrington Road is used by children cycling to the Lordship Estate to and from Highfield School. The children cross the A505 at the Spring Road pedestrian lights.

**Proposal:** Both sections of Barrington Road should have a quite road strategy applied. Parking on the road should be prohibited for the hours that children will be using the road for getting to and from school. A cycle lane should be placed on the verge of the A505 south side between the traffic lights at Spring Lane and Barrington Road.

**William Way**

William Way provides access to the Lordship Estate and has high traffic levels and on street parking at school drop off and pick up times. Its northern end has traffic signals into Norton Way. The dead-end at the top is difficult to negotiate on a bike when cars are parked and manoeuvring. The road has wide verges and mature trees. These verges are often rutted and muddy and are far from attractive. High hedges obscure drivers views of the path and if these are not cut down to improve visibility it is important that any cycle lane is placed next to the road not adjacent to these hedges.

**Proposal:** A segregated cycle lane should be installed on the west side taking over land from the grass verge linking into the existing cycle lane at its south end. The cycle lane may need to weave round the mature trees and road thinning will occur at this point which will slow the traffic. The cycle lane will have priority over joining roads. The cycle lane will need to be wider at the junction.
with Whitethorn Lane to allow for cyclists waiting to cross the road to join the cycle lane in Whitethorn Lane. Consideration should be given to installing a zebra pedestrian / cycle crossing at this point at a later date if traffic is proving an issue. At its north end where Willian Way meets the A505 the crossing should be changed to a toucan crossing with a cycle route marked to meet the cycle lane on the east side on Norton Way South as well as straight across to meet a cycle lane along the A505 to Sollershott East.

| Whitethorn Road | All houses have drives but there is still on-road parking. There is a small cycle lane at a car passing place. The road has wide verges along most of its length. On the south side there is one small section of inset parking.  

**Proposal:** Extend and widen the existing cycle lane, by using the grass verges and removing the inset parking, so it can be used as a bi-directional cycle path from Willian Way to Howard Drive. |
|---|---|
| Howard Drive | Wide grass verge. There is on street parking but most houses have spacious driveways.  

**Proposal:** From the cycle lane at the south end of Howard Drive (which leads to Lordship Farm school) make the road behind the shopping centre to the roundabout a ‘quiet road’ with no on-road parking and marked cycle lanes. From the roundabout to Penn Way have a segregated cycle lane on the west side.  

On the East side of Howard Drive have a cycle lane from the shopping centre car park to Penn Way.  

From Penn Way to Whitethorn Lane make occasional inset parking bays for service vehicles, prevent on-street parking and mark a cycle lane on the road in both directions.  

Introduce a segregated cycle lane between Whitethorn Lane and Bell Acre on the west side of the road taking land from the grass verge. Extend this cycle lane to just past Lordship Lane when cyclists can cross and join the path that goes from Howard Drive to the path that eventually reaches St Pauls roundabout. This path should be made a shared pedestrian / cycle lane. |
| Penn Way | Reasonable width paths on both sides of the road. There are lots of cut through’s on the estate that are more efficient than going round this road.  

**Proposal:** Make the path on the northern side (from Howard drive to Letchworth Gate) a shared bicycle / pedestrian lane. |
| Bell Acre | Cul De Sac with large drives so there is no need for on street parking. Wide verges. A path from Bell-Acre links to a network of tracks connecting Jackman’s and the Lordship Estates.  

**Proposal:** Make it a ‘quiet road’. |
| Path between Rookes Close and Letchworth Gate Longabout | A rather overgrown and muddy track. The path is an efficient direct link between Jackman’s and Lordship Estate. There is no signage but plenty of paths off from this track to different residential streets. The connecting underpass to the Jackman’s estate is at least 3m wide.  

**Proposal:** The path should be widened and improved and laid out as a pedestrian/cycle lane. Appropriate signage should be placed at each of the points where the route intersects with a path into a residential area. Mark a cycle lane in the underpass to Jackmans. |
Letchworth Gate (South End)  
The footpath on the east side from the bus stop to the A505 crossing at Baldock Lane is a quiet footpath.

**Proposal:** Make the footpath into a shared pedestrian / cycle lane.

Letchworth Gate (North End)  
The footpath from Howard Drive to St Paul’s Roundabout has good visibility and low footfall.

**Proposal:** Make the footpath into a shared pedestrian / cycle lane. Introduce an A505 crossing from this shared pedestrian / cycle lane to St Paul’s church and the cycle lane down the south side of Pixmore Way.

Path between A505 Bus Stop through Kestral Walk to Penn Way  
On some maps this path is shown as a cycle track but it has ‘No cycling’ signs on it.

**Proposal:** Widen the footpath so it can be made into a shared pedestrian / cycle lane. Have a toucan crossing by the bus stop across the A505. This will help to slow traffic on this busy road and provide an efficient link between Lordship and the Jackman’s estate.

Path from just past Dents Close entrance to Baldock Road  
This is a safe access path to the Greenway. It also leads to the A505 crossing on Baldock Lane providing a link between the Jackman’s and Lordship estates.

**Proposal:** Widen the footpath so it can be made into a shared pedestrian / cycle lane. Extend the pedestrian /cycle lane to meet the cycle lane at the A505 crossing. Add a toucan crossing across Baldock Lane to link into the Greenway.

**Jackman’s Estate**

This 1960s estate was innovative with a network of footpaths away from the roads and a separate road system linking into parking places and garages. Bicycles were expected to use roads and there are no cycle lanes through the estate and clear signage to deter cycling. The estate is bordered by the Greenway and Cycle Route 12 on its eastern and southern border. Points of destination for residents are Jackman’s shopping centre, Garden City Academy, Lordship Farm School, Highfield and Knights Templar Secondary schools, town centre and station.

B656 to Leisure Centre  
Currently there are three entry points to the Jackman’s estate from the B656:

a) Radburn Way (by the petrol station). There is a pedestrian crossing close by this entrance to cross the B656. From here a route through Jackman’s Place down to Howard Park is the quickest route to town.

b) Up the path from St Paul’s roundabout and onto a path which goes under Radburn Way. Crossing the B656, to connect with Pixmore Way, at this entrance is difficult as its by a very busy roundabout streaming traffic onto the B656. A few metres from the path leading into Jackman’s from St Paul’s roundabout is a wide track which leads past two houses which if a fence was removed could be connected to the path through the Radburn Way underpass.

c) Opposite Dunham’s Lane there is a wide footpath (passing behind Quinn Way) that links into the North East side of Jackman’s at an intersection point with the Greenway.

The B656 is a very busy road with HGV traffic.

**Proposal:**

a) The current B656 crossing by the Petrol Station should be relocated to the football club side of Radburn Way and it should be changed to a toucan crossing.
b) The wide track close to St Paul’s roundabout should be linked through to the existing path into the Radburn estate and made into a shared pedestrian /cycle lane which continues through the underpass. A toucan crossing should be placed across the B656 at the end of this track.

c) The footpath behind Quinn Way should be turned into a shared pedestrian / cycle lane.

Install a shared pedestrian/cycle lane from Radburn Way (by the football ground) through to the Leisure Centre on the south path of the B656.

| A505 Letchworth Gate (South end) | Currently three entrance points exist to the estate from the A505  
|----------------------------------|---------------------------------------------------------------------|
| a) Via the Letchworth Gate underpass from the Lordship Estate.  
| b) Via Baldock Lane and a very thin path behind Alban Road (part of Route 12 and the Greenway). There is a toucan crossing to the Lordship Estate.  
| c) Via a footpath into Alban Road (this path is opposite the Bus Stop where a cycle lane on the Lordship Estate starts). There is no A505 crossing at this point. A path through Jackman’s sports field could be extended to reach the same point on the A505.  |

**Proposal:**

a) The Letchworth Gate underpass should be marked as a shared pedestrian / cycle lane.

b) The Greenway track heading west which links into Baldock Lane (behind Alban Road) to the A505 should be widened.

c) The path going to the play equipment on Jackman’s sport’s field should be extended to meet the crossing point on the A505 and the path should be a shared pedestrian / cycle lane. A toucan crossing, underpass or bridge should be placed across the A505 where footpaths from Alban Road and the sport’s field come out opposite the bus stop on the A505.

| New Cycle Path to Leisure Centre | North Herts Leisure Centre can only be accessed by navigating the busy B656.  
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<tr>
<td><strong>Proposal:</strong> Make a new segregated path and cycle lane from the Leisure Centre to the track behind Quinn Way (linking the Greenway and Jackman’s to the B656).</td>
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| Radburn Way | Radburn Way does not suffer from excessive parked cars. Most homes have parking at the rear.  
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<tbody>
<tr>
<td><strong>Proposal:</strong> A joint pedestrian /cycle lane should be introduced on the south side of Radburn Way between the A505 Letchworth Gate underpass past Yardley, up to the point where Radburn Way diverges in two directions. At this point there are two underpasses which should both be converted to a shared pedestrian / cycle lane with appropriate markings on the ground. Heading South on Radburn Way a cycle lane should be introduced up Radburn Way on the west side to the roundabout by Alban Road. After crossing Alban Road the Greenway Cycle track can be picked up in west direction. Heading East the Greenway track, which is currently on the northern path, should be replaced by a new segregated cycle lane on the south side of Radburn Way, joining up with the existing Greenway Track where it currently returns to the south side of Radburn Way. The cycle lane should merge with the Greenway until it reaches the path that is just before Oakhill. This path should be changed into a shared pedestrian / cycle lane which will link to Radburn Way and then continue round the south and then east side of Radburn Way to the footpath that is just past Kyrkeby. At this point the cycle network will cross to the opposite side of Radburn Way and will go down behind the bus stop, behind the church, and proceed down Whiteway and the footpaths back to the Radburn Way double underpasses.</td>
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</table>
The path on the East side of Radburn Way from Quinn Way to the B656 should be widened and made into a pedestrian / cycle lane.

Radburn Cycle Network

The footpath network in the estate appears under-utilised. The paved paths are a standard width, typically 1.7m, and are well lit. They are usually surrounded by grass verge so there is plenty of opportunity to widen them. The underpasses in the estate are 3m in width so there is room for separated footpath and cycle lanes in these.

**Proposal:** Widen some of the paths so they can be converted to shared pedestrian/ cycle lanes. This off road part of the cycle network will allow people a more direct cycle route through the estate. Where the shared pedestrian / cycle path is close to house frontages slow signs should be marked on the ground so cyclists do not race. The paths to be converted are:

a) An inner loop starting on Radburn Way (the path opposite the sports field) round to the bus stop by Kings Community Church.

b) A link between this inner loop and Radburn Way on the path located between Upper Maylins and Townley.

c) A link between the inner loop and Radburn Way on the path located between Swanstand and Parkfield.

d) A link that passes from Radburn way in between Jarden and Kyrkeby and passes along the west side of Garden City Academy.

e) A link that passes to the south of Garden City Academy and meets the Greenway by the south end of Quinn Way.

f) A link that goes from the junction of Quinn Way and Radburn Way, past the Garden City Academy through to the south of Chatterton.

g) A link from the underpass (St Paul’s entrance), past Bayworth, joining the path from Garden City Academy, and continuing through to the shopping centre.

h) A path from the east end of Chatterton past the play equipment and down to the flight of steps and the underpass. An alternative segregated cycle lane is required at the end here to avoid a steep descent and the steps.