

Hitchin Urban Transport Plan

May 2011



Introduction

A key part of the Hitchin Urban Transport Plans involves identifying, assessing and developing a range of potential solutions to address specific transport issues and problems within the town. The scheme assessment framework, explained in the main UTP document, has been used to assess a number of the schemes and if it is felt that the scheme delivers on a range of options then the scheme has been progressed through the UTP to provide a fully worked up option. Schemes have been developed for the following transport modes;

- Walking
- Cycling
- Public Transport
- Sustainable
- Highways
- Parking

This volume therefore contains the technical assessment behind all of the schemes which have been progressed through the UTP included those which have been discounted following their exploration.

The full list of schemes included in the UTP is shown by transport mode below;

Scheme Reference	Scheme Name	Timescale
WM2	Provide more pedestrian crossings in Hitchin	Short
WM2.1	Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction	Short
WM2.2	Provide a Toucan crossing at Bancroft by Regal Chambers	Short
WM2.3	Upgrade existing pedestrian crossings at the Bedford Road/Fishponds Road junction	Short
WM2.4	Introduce a pedestrian crossing facility at Queen Street by Bridge Street	Short
WM3	Improve the lighting and cleanliness of alleyways around the town centre	Short
WM5	Increase pedestrianisation of the town centre	Short
WM6.1	Upgrade the crossing facilities at the Cadwell Lane crossroads	Short
WM9	Improve the crossing point at the junction of Walsworth Rd/ Station Approach to improve pedestrian/ cyclist priority	Short
WM1	Provide footpath access to new residential developments	Medium
WM2.5	Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout (<i>separated into two schemes- see below</i>)	Medium
WM2.5.1	Introduce a Toucan crossing on the Stevenage Road approach to the Hitchin Hill roundabout	Medium
WM2.5.2	Introduce a Toucan crossing on the London Road approach to the Hitchin Hill roundabout	Medium
WM6	Improve pedestrian links to the industrial area	Medium
WM10	Review the quality and provision of footways across Hitchin (including lighting and signing)	Medium
CM2	Upgrade existing cycle routes, for example from the industrial areas to the town centre	Short
CM4	Provide new two-way routes for cyclists around Hitchin	Short
CM6	Provide advance stop lines for cyclists at junctions	Short
CM7	Provide cycle-ways along the B656, A602 and A600	Short
CM8	Improve signing on the cycle network	Short
CM9	Provide (covered) cycle parking at entrances to the town centre	Short
CM10	Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey	Short
CM11	Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey	Short
CM12	Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey	Short
CM13	Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey	Short
CM14	Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey	Short
CM15	Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey	Short
CM17	Upgrade Nightingale Road Pelican Crossing to a Toucan crossing	Short
CM16	Implement the medium and low priority routes identified through the Cycle Route Network Survey	Medium

PTM3	Provide a designated shared taxi area outside of the railway station and investigate the demand for a shared taxi system to the town centre and employment area	Short
PTM10	Introduce demand responsive transport across Hitchin	Short
PTM4	Improve bus stop facilities/waiting areas	Medium
PTM16	Introduce real time information across the network	Medium
PTM19	Revise the boarding and alighting points of buses within the town centre	Medium
PTM20	Improve the availability of public transport information across Hitchin	Medium
SM1	Introduce car sharing/car clubs	Short
SM8	Produce an integrated strategy for marketing sustainable modes	Short
SM2	Introduce more work place travel plans	Medium
SM6	Introduce more school travel plans	Medium
HM7	Direct goods vehicles appropriately and restrict lorries from using the High Street	Short
HM8	Extend the existing vehicle closures in the town centre and pedestrianise the high street	Short
HM13	Introduce traffic calming measures on Stotfold Road to reduce vehicle speeds	Short
HM19	Reduce the through movement of traffic in the town centre (Brand Street /Bancroft/Hermitage Road)	Short
HM28	Review road signing within Hitchin	Short
HM31.1	Implement experimental ban of the right turn into Willow Lane	Short
HM31.2	Address issues of rat running, speeding and heavy goods vehicles on Willow Lane/Charlton Road	Short
HM33.29	Pirton Road – speed investigations	Short
HM35	Introduce a package of smarter measures such as travel marketing, travel plans and car clubs to reduce reliance on the car	Short
HM9	Address rat runs through and around the town	Medium
HM15	Improve signalised junctions and pedestrian phasing throughout Hitchin	Medium
HM24	Introduce road narrowing and more crossings rather than speed humps	Medium
HM27	Upgrade the roads around the employment area	Medium
HM31	Implement junction improvements along the A505/ A602 corridor to maximise existing capacity	Medium
HM32	Improve operation of Cadwell Lane junction to minimise the impact of HGV's on the local area and improve crossings	Medium
HM33	Investigate speeds at specific locations across Hitchin to determine whether traffic calming measures are required to reduce excessive vehicle speeds	Medium
HM36	Highway infrastructure improvements identified using SHUM	Medium
HM37	Introduce a shared space scheme for the Town Centre	Medium
PM1	Increase parking enforcement, for example through the use of permits	Short
PM6	Review the number of disabled parking spaces in the town centre	Short
PM3	Introduce real time information for car parks to show available spaces	Medium

Walking Schemes

Walking schemes included in the UTP

Scheme Reference	Scheme Name	Timescale	Page Number
WM2	Provide more pedestrian crossings in Hitchin (<i>addressed through WM2.1 to WM2.5</i>)	Short	2
WM2.1	Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction	Short	4
WM2.2	Provide a Toucan crossing at Bancroft by Regal Chambers	Short	7
WM2.3	Upgrade existing pedestrian crossings at the Bedford Road/Fishponds Road junction	Short	10
WM2.4	Introduce a pedestrian crossing facility at Queen Street by Bridge Street	Short	13
WM3	Improve the lighting and cleanliness of alleyways around the town centre (<i>addressed through WM10</i>)	Short	19
WM5	Increase pedestrianisation of the town centre (<i>addressed through HM8</i>)	Short	22
WM6.1	Upgrade the crossing facilities at the Cadwell Lane crossroads (<i>addressed through HM32</i>)	Short	24
WM9	Improve the crossing point at the junction of Walsworth Rd/ Station Approach to improve pedestrian/ cyclist priority	Short	26
WM1	Provide footpath access to new residential developments	Medium	29
WM2.5	Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout	Medium	30
WM2.5.1	Introduce a Toucan crossing on the Stevenage Road approach to the Hitchin Hill roundabout	Medium	32
WM2.5.2	Introduce a Toucan crossing on the London Road approach to the Hitchin Hill roundabout	Medium	33
WM6	Improve pedestrian links to the industrial area	Medium	34
WM10	Review the quality and provision of footways across Hitchin (including lighting and signing)	Medium	37

Walking schemes not included in the UTP

Scheme Reference	Scheme Name	Timescale	Page Number
WM2.6	Introduce more pedestrian crossings along the length of Stevenage Road	Short	16
WM8	Provide a southern access to the rail station	Medium	36
WM12	Provide a pedestrian footbridge over the railway line around Cambridge Road	Medium	39

Scheme Name	Provide more pedestrian crossings in Hitchin	
Scheme Reference:	WM2	
Problem References:	W1 W2 W5	Pedestrian access to the station is poor Pedestrian priority is low across the town Lack of correctly located and safe pedestrian crossings at many locations in Hitchin
Scheme Status:	This scheme is addressed through UTP schemes WM2.1 to WM2.5	

Description of Proposals

This scheme was raised during the stakeholder consultation as a means of addressing the perceived lack of crossing locations in Hitchin. The majority of pedestrian crossings in the town are at-grade and are primarily located along the A505 and A602 corridors. The availability of suitably located crossings is vital to ensure that the highway network does not sever key desire lines or limit the movement of other road users. After reviewing the network in Hitchin a number of new crossings facilities are proposed through the UTP at specific location in Hitchin, namely;

WM2.1- Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction

WM2.2- Provide a Toucan crossing at Bancroft by Regal Chambers

WM2.4- Introduce a pedestrian crossing facility at Queen Street by Bridge Street

WM2.5- Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout

WM2.6- Introduce more pedestrian crossings on Stevenage Road

It is therefore considered that this scheme is addressed by the individual schemes listed above

Supporting Photograph(s)



Signalised crossing on Old Park Road



Zebra crossing on Bedford Road

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

Links to other UTP schemes:	<p>This scheme is addressed at specific locations through individual UTP schemes, specifically:</p> <p>WM2.1- Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction</p> <p>WM2.2- Provide a Toucan crossing at Bancroft by Regal Chambers</p> <p>WM2.3- Upgrade existing pedestrian crossings at the Bedford Road/Fishponds Road junction</p> <p>WM2.4- Introduce a pedestrian crossing facility at Queen Street by Bridge Street</p> <p>WM2.5- Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout</p> <p>WM2.6- Introduce more pedestrian crossings on Stevenage Road</p>
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Contribution to Objectives / Indicators:	<p>UTP Objectives</p> <p>1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment</p> <p>3) Improve the accessibility of key destinations for all users</p>
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For reference, the estimated costs (on a per site basis) for a crossing point are provided below:

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£10,000	
Stage 2/3		
Works Costs		
Per island site	£10,000	
Per dropped kerb	£2000	
TOTAL COST FOR DELIVERY	£22,000*	

*Costs provided by HCC

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Provide a pedestrian crossing facility at Stotfold Road/ Cambridge Road junction	
Scheme Reference:	WM2.1	
Problem References:	W5	Lack of correctly located and safe pedestrian crossings at many locations in Hitchin
	W5.5	Lack of a pedestrian crossing at Stotfold Road/Cambridge Road junction
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide a signalised Toucan crossing on Cambridge Road to the west of the Stotfold Road/Cambridge Road junction. This facility will provide a safe crossing facility for pedestrians and cyclists wishing to travel between the residential areas on either side of Cambridge Road, and will also improve the accessibility of Highover and Purwell Primary schools. Due to the levels of traffic using this route and instances of excessive speed it is felt that a signalised crossing is the most effective solution.

Location Plan/outline Scheme Plan



Supporting Photograph(s)



Two views of the Stotfold Road/ Cambridge Road junction – There is currently no pedestrian priority at this junction and Cambridge Road does have perceived speeding issues. A Toucan crossing in this location would provide a safe crossing point over Cambridge Road between the residential areas on either side.

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Safety issues associated with the location of the crossing	Carry out a full safety audit to determine if the location is suitable	Y

Links to other UTP schemes:	CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey (Route 10) HM13- Introduce horizontal traffic calming measures on Stotfold Road to reduce vehicle speeds
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£12,000	
Stage 2/3	£20,000	

Stage 4/5	£15,000	
Works Cost	£70,000	
TOTAL COST FOR DELIVERY	£117,000*	

*Costs provided by HCC

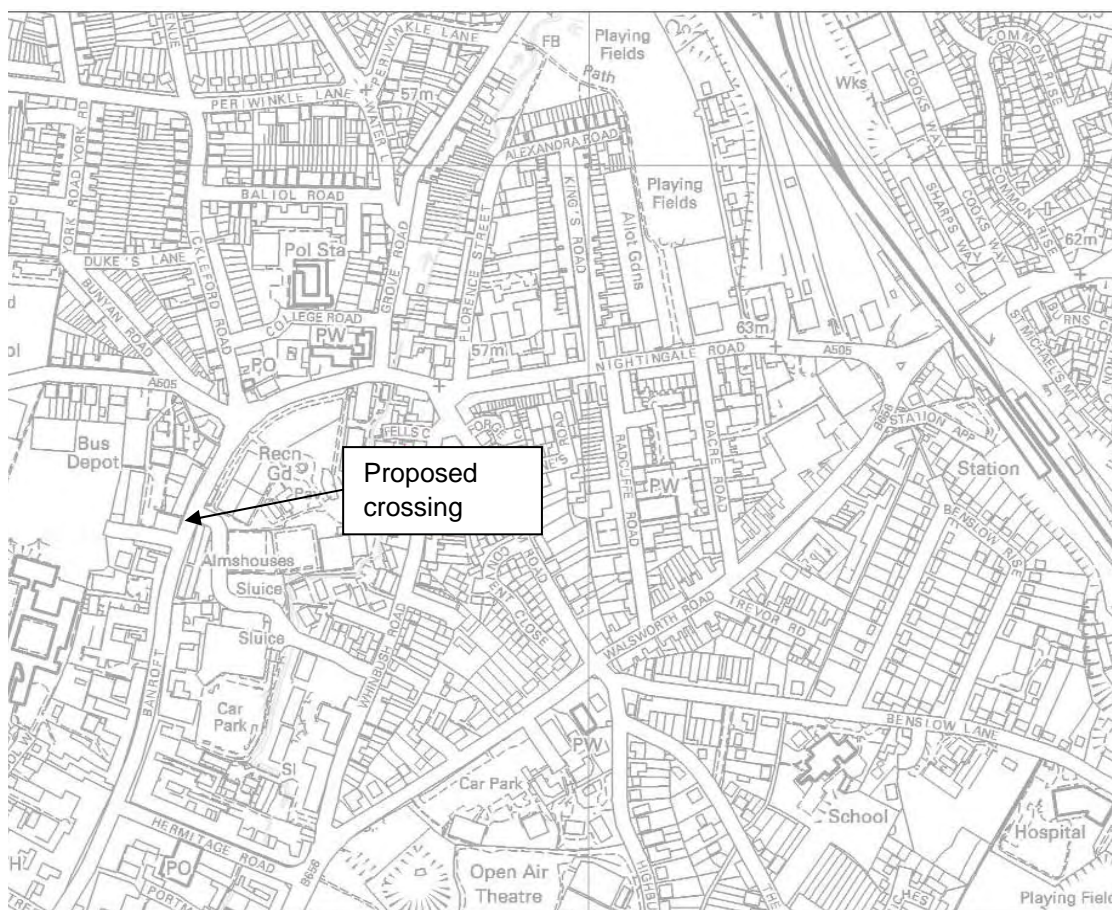
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Provide a Toucan crossing at Bancroft by Regal Chambers	
Scheme Reference:	WM2.2	
Problem References:	W2 W5.1	Pedestrian priority is low across the town Lack of a crossing facility at Bancroft by Regal Chambers
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is proposes a Toucan crossing on Bancroft between the entrance to Sainsbury's and the Bunyan Road roundabout. This facility will provide a safe crossing point for pedestrians and cyclists and specifically improve the accessibility of Regal Chambers surgery. This scheme will increase the pedestrian priority in the area, particularly for vulnerable road users and serve key pedestrian and cyclist desire lines.

Location Plan/outline Scheme Plan



Supporting Photograph(s)



Pedestrians crossing Bancroft in the vicinity of the Sainsbury's entrance - The high volume of traffic and parked cars make it very difficult to cross the road safely and supports the need for a signalised crossing facility at this location.

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Safety issues associated with the location of the crossing	Carry out a full safety audit to determine if the location is suitable	Y
Links to other UTP schemes:	CM10 – Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey HM19 - Reduce the through movement of traffic in the town centre (Brand Street/Bancroft/Hermitage Road) HM37 – Introduce a shared space scheme for the town centre	
Contribution to Objectives / Indicators:	UTP Objectives 1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users	

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£12,000	
Stage 2/3	£20,000	
Stage 4/5	£15,000	
Works cost	£70,000	
TOTAL COST FOR DELIVERY	£117,000*	

*Costs provided by HCC

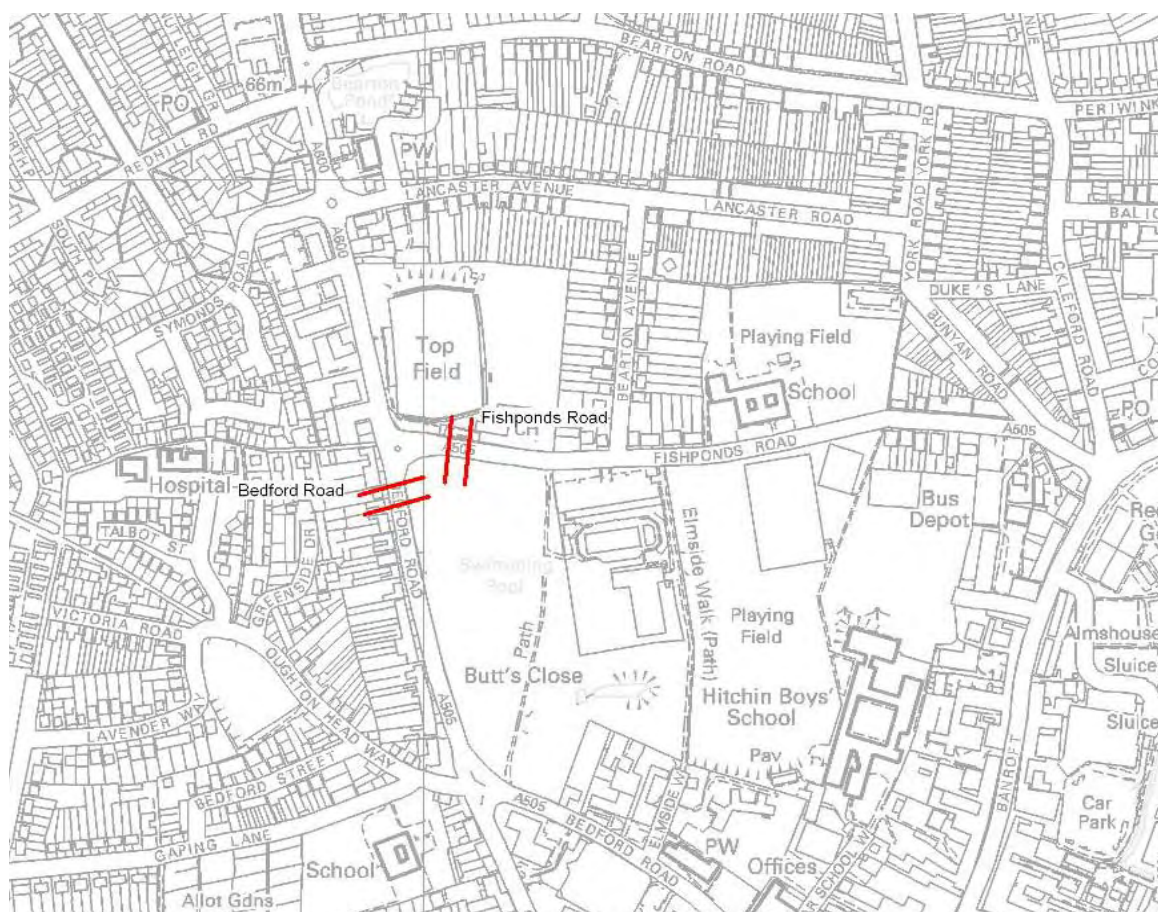
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Upgrade existing pedestrian crossings at the Bedford Road/ Fishponds Road junction	
Scheme Reference:	WM2.3	
Problem References:	W5.2	Existing pedestrian crossings at Bedford Road/Fishponds Road junction need to be upgraded
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to replace the existing zebra crossings at the Bedford Road/Fishponds Road junction with two Toucan crossings. This solution was raised at the stakeholder consultation as a means of addressing the perceived safety concerns with the existing facilities, primarily related to the instances where some motorists, either intentionally or unintentionally, ignore the zebra crossings. Due to the high volumes of traffic using this junction in the peak hour, including HGV's, it is considered that installing Toucan crossings in place of the existing crossings is the most appropriate solution. This scheme will raise pedestrian priority in this part of Hitchin as well as improving the accessibility of the town centre by serving key east-west pedestrian desire lines.

Location Plan/outline Scheme Plan



Supporting Photograph(s)



Zebra crossing on Bedford Road (northbound) –
This crossing enables people to access the residential properties along Bedford Road as well as serving the key desire lines towards the town centre. The proximity of the crossing to the junction combined with the lack of signals is viewed as being problematic by many residents



Zebra crossing on Fishponds Road –
Due to the large volumes of traffic using this route, particularly in the peak hours, it is felt that a Toucan crossing will be more appropriate and will be perceived to be safer by users



Example of an HGV using the Bedford Road/ Fishponds Road junction –
A signalised crossing will provide a safer facility for non motorised users

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

Links to other UTP schemes:	WM2- Provide more pedestrian crossings in Hitchin
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Contribution to Objectives / Indicators:	UTP Objectives 1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£12,000	
Stage 2/3	£20,000	
Stage 4/5	£15,000	
Works cost	£80,000	
TOTAL COST FOR DELIVERY	£127,000*	

*Costs provided by HCC

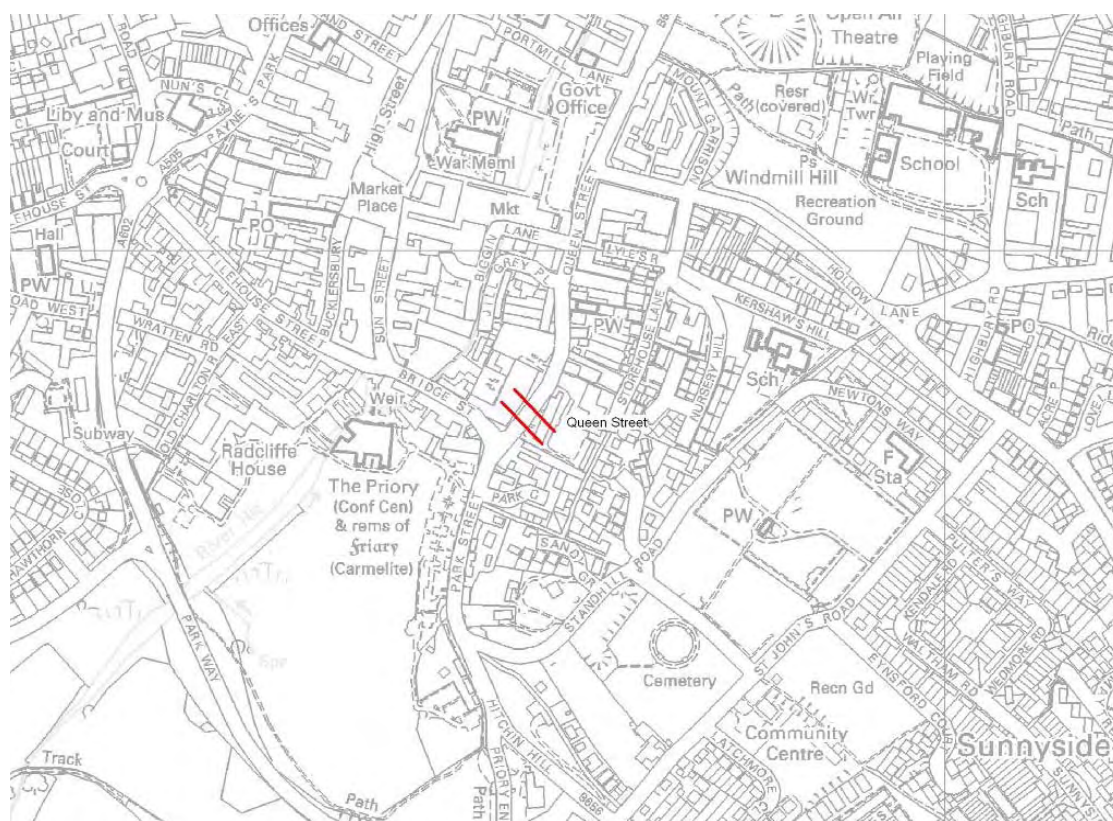
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Introduce a Toucan crossing facility at Queen Street by Bridge Street	
Scheme Reference:	WM2.4	
Problem References:	W2 W5.8	Pedestrian priority is low across the town Lack of a pedestrian crossing at Queen Street near Bridge Street
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide a Toucan crossing on Queen Street to the north of the Bridge Street roundabout. This facility will provide a safe crossing point for pedestrians and cyclists and will improve the accessibility of the market place and town centre by serving a key east-west desire line. This crossing will also link two of the proposed high priority cycle routes (CM10 and CM15) and therefore provides a coherent link around the southern part of the town centre.

Location Plan/outline Scheme Plan



Supporting Photograph(s)



Traffic heading south on Queen Street - The high volumes of traffic using this route and perceived speeding issues makes it difficult for pedestrians and cyclists to cross safely in the vicinity of Bridge Street.



Existing crossing facility on Queen Street by Biggin Lane - This signalised crossing gives users priority over motorised traffic and improves the accessibility of the town centre and market place

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Safety issues associated with the location of the crossing	Carry out a full safety audit to determine if the location is suitable	Y

Links to other UTP schemes:	CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey CM15- Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		

Stage 1	£12,000	
Stage 2/3	£20,000	
Stage 4/5	£15,000	
Works cost	£70,000	
TOTAL COST FOR DELIVERY	£117,000*	

*Costs provided by HCC

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Introduce more pedestrian crossings along the length of Stevenage Road	
Scheme Reference:	WM2.6	
Problem References:	W5.7	Lack of pedestrian crossings along Stevenage Road
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This scheme was raised at the stakeholder consultation in response to a perceived lack of crossing facilities on Stevenage Road. Specific locations or types of crossing were not specified, so for the purposes of this scheme the entire length of Stevenage Road was assessed in terms of pedestrian crossing provision. This assessment took account of pedestrian demand, key desire lines, road conditions, existing crossing points and accident data.

Travelling from west to east, Stevenage road begins at the Hitchin Hill roundabout which is intended to be improved as part of UTP scheme HM31. This scheme includes the introduction of pedestrian signals on the Stevenage Road arm of the junction, providing a high quality facility for pedestrians and cyclists to cross the road, serving a key desire line towards the town centre. Further east along Stevenage Road there is a pedestrian island located near Conquest Close and then a signalised crossing by the petrol station and The Orange Tree pub.

Beyond Folly Close, Stevenage Road has a series of sweeping bends with the carriageway having been widened to accommodate traffic islands and right turn lanes. Pedestrians were observed using these traffic islands to cross the road and in several locations these islands are utilised as pedestrian refuges with dropped curbs, tactile paving and guardrails. Adjacent to Alpine Close, a warning sign has been installed to alert motorists to the presence of a pedestrian crossing, even though there is no formalised crossing facility. It would therefore appear that pedestrians are using the numerous traffic islands along this part of Stevenage Road as crossing points, primarily serving local demand (i.e. bus stops, pubs etc). The food store associated with the petrol station, considered to be the main attractor of pedestrian trips, is served by the single signalised crossing facility on Stevenage Road.

Taking the above points into consideration it is felt that there are a sufficient number of suitable points for pedestrians to cross Stevenage Road to support the observed demand. If, however, specific locations are identified or requests subsequently made then it will be possible to consider these in more detail when the UTP is reviewed and, if considered appropriate, install a signalised crossing.

Supporting Photograph(s):



Existing traffic island designed to be used by pedestrians



Pedestrian crossing warning sign adjacent to Alpine Close



Existing signalised crossing near the petrol station

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

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Links to other UTP schemes:	WM2.6- Introduce pedestrian crossing facilities over Stevenage Road/Hitchin Hill roundabout HM31- Implement junction improvements along the A505/A602 corridor to maximise existing capacity HM17- Improve the junction of Sunnyside Road/Stevenage Road
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Improve the lighting and cleanliness of alleyways around the town centre	
Scheme Reference:	WM3	
Problem References:	W6 W13	It is felt that some footpaths are poorly lit in the evenings raising issues of personal security Excessive amount of street clutter in places
Scheme Status:	This scheme is addressed through UTP scheme WM10	

Description of Proposals

This scheme was raised at the stakeholder consultation in response to the perceived problems of poor lighting and the condition of some footpaths and alleyways in Hitchin, with the associated issues of personal safety. No specific locations were identified, so subsequent site visits focussed on pedestrian routes in the town centre and the surrounding area.

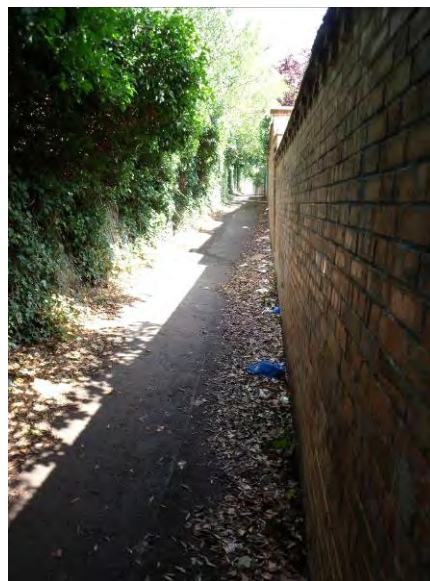
As a result of this site work it was found that the majority of pedestrian routes within the town centre, including alleyways, were not seen to be problematic in terms of lighting and cleanliness, but rather that it was the footpaths and walkways surrounding the town centre which were of more concern. Many of these routes, often between residential streets, were considered to be poorly lit with narrow profiles that reduced visibility. The cleanliness of these routes is considered to be more of a general maintenance issue which could be addressed outside of the UTP.

To address this scheme in the most effective and comprehensive way, it is considered that it should be linked to UTP scheme WM10 which proposes a full audit of the pedestrian network in Hitchin to identify the areas which are in need of improvement. This will include increasing footway width, proving new pedestrian signs, installing dropped curbs and improving the street lighting. The purpose of this scheme is to address any problems with pedestrian infrastructure at a network-wide level, encompassing all of the routes within Hitchin.

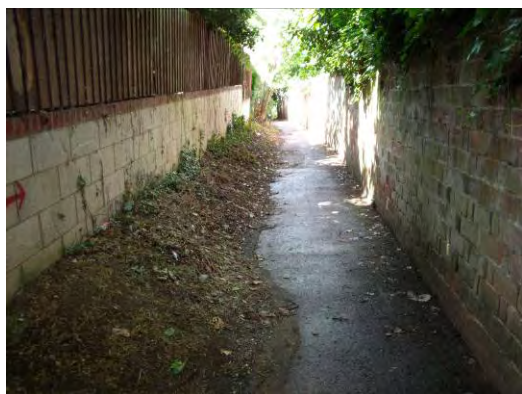
Supporting Photograph(s):



Park Street- Standhill Road walkway



Highbury Road- Queen Street walkway



Park Street- Standhill Road walkway



Standhill Road- Newtons Way walkway

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

Links to other UTP schemes:	WM10- Review the quality and provision of footways across Hitchin (including lighting and signing)
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Increase pedestrianisation of the town centre	
Scheme Reference:	WM5	
Problem References:	W2 W7	Pedestrian priority is low across the town Conflict between pedestrians and cyclists in the town centre
Scheme Status:	This scheme is addressed through UTP scheme HM8	

Description of Proposals

This scheme was proposed through the stakeholder consultation as an effective means of improving the pedestrian environment in the town centre. NHDC and HCC have already implemented pedestrian priority measures by closing the High Street to through traffic on Saturdays, and implementing a 20mph traffic zone through Sun Street and Bucklersbury. The closure of the High Street at certain times has proved to be an effective and popular measure helping to enhance the attractiveness of the historic core of Hitchin and creating a larger pedestrian friendly environment.

As part of the UTP a specific highways scheme (HM8) has been developed to extend the existing vehicle closures in the town centre and pedestrianise the High Street. This scheme contains a detailed assessment of implementing a rising bollards system to restrict through traffic and allow the High Street and Market Place to become fully pedestrianised. It is therefore considered that this scheme is best addressed through the implementation of HM8. Rising bollards have been selected as the enforcement measure as this can enable deliveries and emergency access to be maintained.

Supporting Photograph(s)



Views of the High Street and Market Place - The current vehicle restrictions only apply on Saturdays but have nevertheless proved to be an effective and popular measure. By banning through traffic completely it will be possible to create more of a shared space which is more attractive to non-motorised users and enhances the quality of the core of Hitchin

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

Links to other UTP schemes:	HM8- Extend the existing vehicle closures in the town centre and pedestrianise the town centre
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users 9) Support the economic vitality of Hitchin's shops and businesses
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£15,000	
Stage 2/3	£30,000	
Stage 4/5	£15,000	
TOTAL COST FOR DELIVERY	£60,000*	

*Costs provided by HCC (design fees only)

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Upgrade the crossing facilities at the Cadwell Lane crossroads	
Scheme Reference:	WM6.1	
Problem References:	W2 W9	Pedestrian priority is low across the town Lack of pedestrian islands at the Cadwell Lane crossroads
Scheme Status:	This scheme is addressed through UTP scheme HM32	

Description of Proposals

This scheme is intended to upgrade the Cadwell Lane crossroads to provide signalised pedestrian facilities. This scheme was raised through the stakeholder consultation in response to perceived difficulties for pedestrians negotiating the crossroads due to the volumes of traffic, particularly HGV's, which route through the junction.

As part of the Cadwell Lane Corridor Study, a series of potential improvements to the Cadwell Lane junction were tested to try and resolve the existing problems, both in terms of highway capacity and pedestrian priority. Based on the strategic model flows for the no-link road scenario in 2014 it appears that the junction can be improved sufficiently to accommodate pedestrian demands at the junction whilst achieving acceptable performance.

UTP scheme HM32 has been developed to improve the operation of the Cadwell Lane junction and minimise the impact of HGV's on the local area. As part of this scheme a number of improvements to the junction have been proposed, including signal optimisation, which increase the capacity of the junction and improve the future operation. The scheme also includes the addition of a pedestrian phase to the existing signals. This will enable non-motorised users to safely and conveniently cross the junction, helping to formalise this key link between the industrial area and the rest of the town. It is therefore considered that this scheme is addressed by UTP scheme HM32, which also includes an indicative cost for the improvements.

Supporting Photograph(s)



Pedestrian using Grove Road crossing



Existing crossing point on Cadwell Lane

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

Links to other UTP schemes:	HM32- Improve operation of Cadwell Lane junction to minimise the impact of HGV's on the local area CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£10,000	
Stage 2/3	£20,000	
Stage 4/5	£15,000	
Works Cost	£50,00	
TOTAL COST FOR DELIVERY	£95,000*	

*Costs provided by HCC

Scheme Name	Improve the crossing point at the junction of Walsworth Road/ Station Approach to improve pedestrian priority	
Scheme Reference:	WM9	
Problem References:	W1 W2 W5	Pedestrian access to the station is poor Pedestrian priority is low across the town Lack of correctly located and safe pedestrian crossings at many locations in Hitchin
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme was proposed at the stakeholder consultation and is understood to relate to introducing a signalised pedestrian crossing over Station Approach so that pedestrians travelling along the southern side of Walsworth Road can negotiate the junction, particularly during the AM and PM peaks when the majority of vehicles are entering and leaving the station car park. There is already a signalised crossing immediately north of the junction, allowing pedestrians to cross Walsworth Road and access the station.

Having examined the operation of the junction and the pedestrian demand it is considered that the main issue relates to the location of existing crossing point at the entrance to Station Approach (with dropped curbs and tactile paving) which encourages pedestrians to cross at the widest point of the junction. During the AM and PM peaks the high volumes of cars using the junction can make it difficult for pedestrians to cross.

It is not considered practical to introduce a signalised crossing at the entrance to the junction, so instead it is proposed to provide a formalised crossing point further along Station Approach closer to the rail station. The existing footway on either side of Station Approach already provides the link to this crossing point (around 20m back from the junction). As part of the station forecourt improvements a number of pedestrian crossing have been introduced which utilise a raised speed cushion across the carriageway with dropped curbs and tactile paving on either side of the footway. This solution provides an attractive and effective means of introducing a formalised crossing which is appropriate for the location. As such, it is this design which is intended to be used for the scheme.

It is considered that the existing crossing point (across Station Approach) at the junction of Walsworth Road/Station Approach should be removed and the footway replaced with grass verge to discourage pedestrians from crossing at this location and instead utilise the proposed crossing closer to the station.

Supporting Photograph(s):



Current crossing point



Proposed crossing point (looking from station towards B656)



Formalised crossing points introduced as part of the station forecourt improvements- this type of facility is considered to be appropriate for the proposed crossing on Station Approach

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives 1) Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Formal crossing point	£30,000	
TOTAL COST FOR DELIVERY	£30,000	

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Other Information/Additional Notes:

Approval would have to be sought from Network Rail to implement the scheme

Scheme:

Provide footpath access to new residential developments

Scheme Reference:

WM1

Scheme Status:

This scheme is included in the UTP as a recommended policy

Purpose:

This scheme was raised through the stakeholder workshop and reflected the view that new residential developments in Hitchin should place a greater emphasis on sustainable modes of travel and hence include high quality pedestrian infrastructure. By ensuring that new developments are closely integrated with a range of sustainable modes of travel and infrastructure it will be possible to increase the attractiveness of walking, improve the accessibility of destinations and ultimately reduce the number of private vehicle trips in Hitchin. It should also be recognised that new residential development should make use of Travel Plans to improve pedestrian facilities and infrastructure, helping to encourage sustainable travel and reduce the reliance on the private car.

Supporting photographs:

New development on Payne's Park – It will be important to ensure that any developments around the town centre have direct and coherent pedestrian links to encourage people to walk between destinations.



Whinbush Road development – By providing an attractive environment for pedestrians, this not only enhances the quality of the environment in Hitchin, it also reduces the need to travel by car.

Benefits:

- Improve accessibility of new developments for non-car modes
- Encourage an increase in the mode share of walking within the town
- Provide a more attractive environment for residents
- Help to reduce the number of vehicle trips in the town
- Contribute towards accommodating new development in Hitchin sustainably

Indicative Cost:

£38,000 for design fees only (costs provided by HCC)

Scheme:

Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout

Scheme Reference:

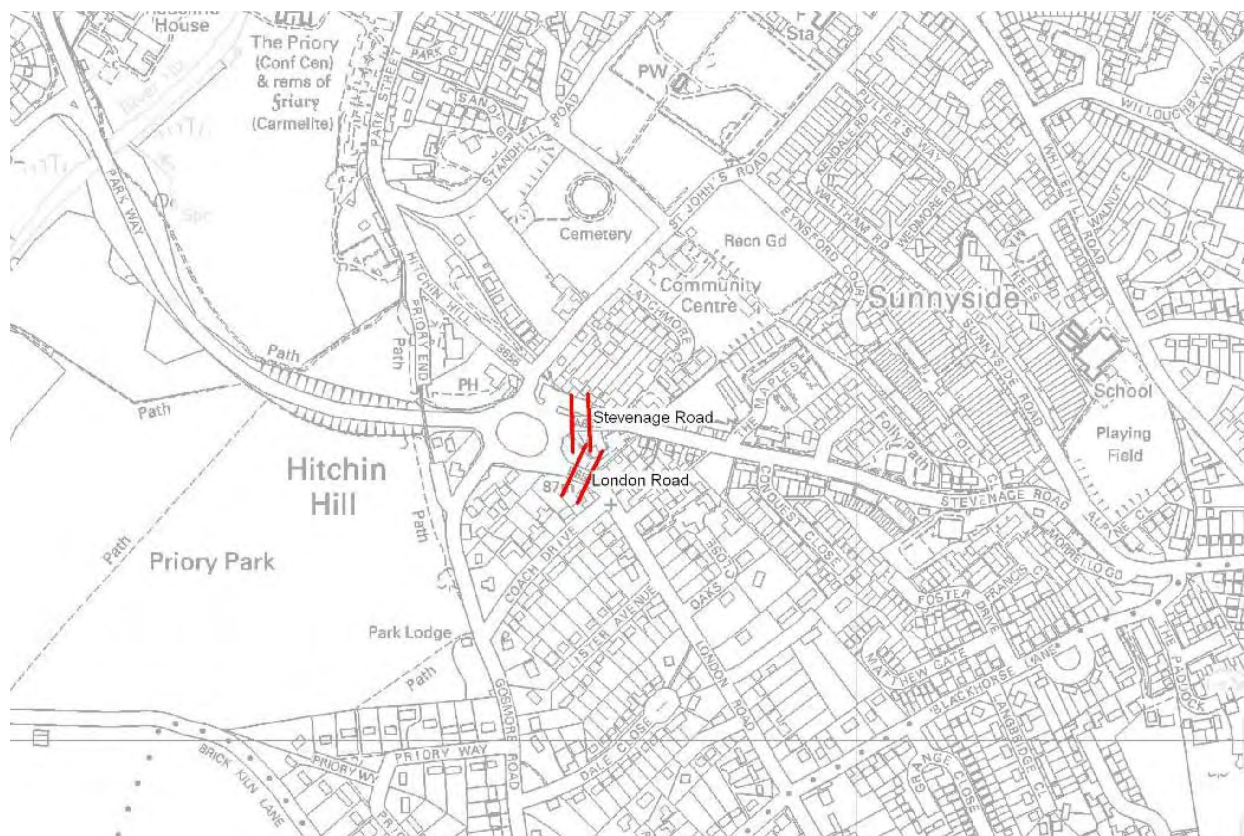
WM2.5

Scheme Status:

This scheme is now separated into WM2.5.1 and WM2.5.2

Purpose:

This scheme is intended to address the difficulty faced by pedestrians in crossing the Hitchin Hill roundabout by providing Toucan crossings on the London Road and Stevenage Road approaches to the roundabout. The current crossing points consist of dropped curbs and pedestrian refuges which are necessary due to the fact that there are four lanes of traffic on most of the approaches. Given the width of the London Road and Stevenage Road approaches and the high volumes of traffic that use the roundabout it is considered that Toucan crossings are the most appropriate facilities.

Location Plan:

Scheme Updates

Following comments received from local members, it was suggested that it would be beneficial to separate this scheme into the two constituent parts namely; providing a new crossing on Stevenage Road and providing a new crossing on London Road. This will then help to clarify the actual measures proposed and could assist with securing funding for the two individual crossings. As a result the UTP now contains scheme WM2.5.1 (Stevenage Road crossing) and WM2.5.2 (London Road crossing) which are described in more detail in the following pages.

Scheme:

Introduce a Toucan crossing on the Stevenage Road approach to the Hitchin Hill roundabout

Scheme Reference:

WM2.5.1

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to improve the pedestrian and cyclist facilities at this junction, contributing to the safety and connectivity of non-motorised users.

This scheme has the following benefits;

- Increase priority for non-motorised users
- Improve the safety of pedestrians and cyclists negotiating the junction
- Improve the accessibility of the town centre
- Sufficient space to accommodate the proposals
- Scheme can be combined with proposals to signalise Stevenage Road and London Road as part of junction improvements

Supporting photographs:

View of Hitchin Hill roundabout from Stevenage Road. The wide approaches make it very difficult for pedestrians and cyclists to safely cross the road. By introducing a Toucan crossing here it will give priority to non-motorised users and improve access from the residential areas towards the town centre and market place via Hitchin Hill/Park Street.

Indicative Cost:

An outline cost for installing this crossing is £128,000 (costs provided by HCC)

Scheme:

Introduce a Toucan crossing on the London Road approach to the Hitchin Hill roundabout

Scheme Reference:

WM2.5.2

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to improve the pedestrian and cyclist facilities at this junction, contributing to the safety and connectivity of non-motorised users.

This scheme has the following benefits;

- Increase priority for non-motorised users
- Improve the safety of pedestrians and cyclists negotiating the junction
- Improve the accessibility of the town centre
- Sufficient space to accommodate the proposals
- Scheme can be combined with proposals to signalise Stevenage Road and London Road as part of junction improvements

Supporting photographs:

View of Hitchin Hill roundabout from London Road. The wide approaches make it very difficult for pedestrians and cyclists to safely cross the road- a situation which will be greatly improved via the introduction of a crossing facility

Indicative Cost:

An outline cost for installing this crossing is £128,000 (costs provided by HCC)

Scheme:

Improve pedestrian links to the employment area

Scheme Reference:

WM6

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme was raised at the stakeholder consultation and is understood to refer to the perceived problems with the standard of the pedestrian links to the Industrial estate. At present, the existing walking routes are problematic in terms of their quality and connectivity, with little pedestrian specific infrastructure and a generally low priority given to non motorised users. The Grove Road and Woolgrove Road rail bridges present difficult points for accessing the employment area as they act as natural bottlenecks and are not too conducive to providing attractive pedestrian routes. In addition, the majority of footways follow the highway network and given the high volumes of traffic (including HGV's) that travel along these routes the pedestrian priority is currently low.

Supporting Photographs:

Westbound towards the Woolgrove Road railway bridge



Cycle and pedestrian links underneath the Grove Road railway bridge

Conclusion:

It is therefore proposed to improve the main pedestrian links to the employment area (Grove Road and Woolgrove Road) by upgrading the footway condition, signing, lighting and general maintenance where necessary. These improvements will help to formalise these routes and are also closely linked to a number of other UTP schemes, namely:

WM6.1- Upgrade the crossing facilities at the Cadwell Lane crossroads

WM10- Review the quality and provision of footways across Hitchin (including lighting and signing)

CM6- Provide advance stop lines for cyclists at junctions

CM10 Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey

Cost:

An outline cost for this scheme is £38,000. This relates to design fees only (costs provided by HCC)

Scheme:

Provide a southern access to the rail station

Scheme Reference:

WM8

Scheme Status:

This scheme is not included in the UTP

Purpose:

This scheme was raised through the stakeholder consultation in response to the lack of pedestrian and cyclist access to the rail station from the southern and eastern areas of Hitchin. It was therefore suggested that a link could be provided into the southern end of the station car park to enable direct access to the station buildings.

Supporting photographs:

Southern part of rail station car park with Benslow footbridge in the background

The concept of providing a southern access to the station has previously been explored in a number of technical studies (*Hitchin Rail Station Southern Access: Preliminary Design Study - Mouchel Parkman, October 2006* and *Southern Access: Link Justification - Mouchel Parkman, March 2007*). This work examined the feasibility of providing a pedestrian/cycle link from the south-west end of the existing Benslow footbridge into the southern end of the station car park. This work highlighted a number of potential risks with implementing the scheme, both financial and in terms of obtaining Network Rail approval. In addition, the Link Justification report concluded that, based on cost benefit results, justification for the link could not be achieved as the savings generated by the scheme (in terms of journey times for those using the station) were outweighed by the estimated cost.

Conclusion:

Taking into account the findings of the technical assessments it is not considered practical to introduce a southern access to the rail station. The finances and resources required to deliver this scheme could be better utilised through the implementation of a range of other pedestrian and walking schemes identified in the UTP. As such, it is not proposed to take this scheme forward during the Plan period (this option does, however, remain as a longer term aspiration for Hitchin)

Scheme:

Review the quality and provision of footways across Hitchin (including lighting and signing)

Scheme Reference:

WM10

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme has been identified as a means of addressing numerous issues regarding the network of footways across Hitchin. The majority of existing footways in the town follow the highway network, with areas of pedestrian priority in the town centre on market days. Feedback from the stakeholder consultation indicated that there were numerous areas across the town which were felt to be sub-standard in terms of the pedestrian infrastructure, including footway provision, lighting, signing and maintenance. This is of particular importance for the mobility impaired, where the provision of dropped curbs is essential to allow ease of movement. It is considered that the most effective means of addressing these problems is through a full audit of the pedestrian network in Hitchin to identify the areas which are in need of improvement. This could include increasing footway width, providing new pedestrian signs, installing dropped curbs or improving the street lighting.

Supporting photographs:

Signing at the Cadwell Lane crossroads – The location of this sign is problematic as well as the fact that it does not give an indication of the distance to the station. In addition, there are currently no crossing facilities at this junction making it a clear barrier to pedestrian movement.



Grove Road Rail Bridge – Pedestrians are forced to use a narrow footway along one side of the tunnel which is both impractical and unsafe for more than one person to use at any one time. This type of section detracts from the quality and attractiveness of a pedestrian route.



Park Street, Standhill Road walkway – Pedestrian routes such as this are often difficult to navigate for non residents due to a lack of coherent signage. In addition the footway condition and lack of maintenance can be problematic.



Underpass under St. Michael's road – Lighting and issues over personal security can present significant barriers to the use of routes such as this.

Benefits:

- Identify problem areas across Hitchin
- Take a network-wide approach to improving pedestrian infrastructure
- Cater for the needs of the mobility impaired

Conclusion:

It is considered that this scheme represents the most effective means of identifying the various issues with the pedestrian network in Hitchin. The specific schemes developed through the UTP address many of the known pedestrian problems; however it is clear that there are many locations across the town which are in need of upgrading and this scheme will therefore help to identify these.

Indicative Cost:

No specific cost is attributed to this scheme as the review of the network will identify the individual improvements which are required across the pedestrian network

Scheme:

Provide a pedestrian footbridge over the railway line around Cambridge Road

Scheme Reference:

WM12

Scheme Status:

This scheme is not included in the UTP

Purpose:

This scheme was suggested at the stakeholder consultation as a potential solution to the severance caused by the railway in Hitchin and the associated issues with pedestrian and cyclist accessibility. At present, non-motorised users travelling east to west along Cambridge Road are forced to use a narrow footway under the rail bridge. The proposed scheme would involve introducing a footbridge in this location which crossed over the rail tracks, allowing pedestrians and cyclists to avoid the current pinch point.

Supporting photographs:

Looking east on Cambridge Road



Pedestrians crossing under the railway tracks

There are, however, a number of significant issues with introducing a footbridge in this location. These include the need for sufficient space to accommodate a footbridge, the requirement for third party land, significant gradient differences, disruption to highway and railway operations and obtaining Network Rail approval. All of these points represent major risks to delivery and would substantially raise the costs of implementing the scheme. Discussions with Network Rail would first be necessary to determine the feasibility of introducing a footbridge over the railway and whether approval could be gained. Following this, a separate technical study would be required to explore the options for this scheme, including structural, environmental and geotechnical assessments.

A previous study was commissioned by HCC to consider improving this link by constructing a new subway running through the embankment, behind the existing bridge supports, and under the railway. Following detailed examination, the study indicated that whilst this scheme was feasible in construction terms, there were a number of factors which would impact upon delivery, including disruption to operational running of the railway and issues regarding private land and the interaction with the junction. The conclusions of the study stated that 'at this point in time the balance of costs and potential disruption caused by the implementation of the scheme significantly outweighs the benefits it could bring', and recommended that the scheme was not progressed under current circumstances.

Conclusion:

Taking the above points into consideration (and particularly the outcomes of the study into a potential subway at this location) it is not considered practical to take this scheme forward through the UTP given the financial costs inherent in the scheme, potential risks to delivery and significant rail issues to be overcome. Options to provide a footbridge over the railway line and introduce direct pedestrian access into the station do, however, remain as longer term aspirations beyond the Plan period (see Volume 1, Table 7.3).