Hitchin Urban Transport Plan

May 2011

Volume 1

Hitchin Urban Transport Plan
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Hertfordshire

Table of Contents

Glossary of Terms

AAP - Area Action Plan
BSF - Building Schools for the Future
DfT - Department for Transport
EEDA - East of England Development Agency
EoEP - East of England Plan
HCC - Hertfordshire County Council
ITB - Influencing Travel Behaviour
LAA - Local Area Agreements
LDF - Local Development Framework
LTP - Local Transport Plan
MSBC - Major Scheme Business case
NHATP - North Hertfordshire Area Transport Plan
NHDC - North Hertfordshire District Council
PCU – Passenger Carrying Unit
RES - Regional Economic Strategy
RSS - Regional Spatial Strategy
SBC - Stevenage Borough Council
SHUM - Stevenage and Hitchin Urban Transport Plan Model
SNAP - Stevenage and North Herts Area Action Plan
TP - Travel Plan
UTP - Urban Transport Plan
WSG - Wider Stakeholder Group

Introduction

1 Introduction

1.1 Introduction

Hertfordshire County Council (HCC) in joint partnership working with North Herts District Council (NHDC) has appointed AECOM to undertake the development of the Urban Transport Plan (UTP) for Hitchin. The UTP will seek to develop a list of deliverables for all modes of travel that takes into consideration a whole range of relevant issues. As part of this exercise we will also be developing a transport model to identify the issues and test relevant mitigation strategies to accommodate the growth in a sustainable and manageable way.

1.2 Structure of the Document

This document is presented in a number of volumes to ensure that the UTP is presented in a readable form but also contains all of the relevant information to justify the measures proposed. Alongside this there is also a requirement to include the necessary documentation to ensure that traffic model is demonstrated to be robust as this underpins much of the UTP.

The UTP is therefore structured as follows:

- **Volume 1**– Main UTP document. This is presented in the remainder of this report and outlines the outcomes in the form of proposed schemes.
- **Volume 2** – This presents the technical explanation and justification for the proposals that have been included within the UTP. Each proposal that has been considered is explained and justification given for its inclusion or exclusion from the UTP.
- **Volume 3** – This is the reporting of outcomes from the Stakeholder Consultation. The Stakeholder Consultation has been used to inform the development of the UTP.
- **Volume 4** – This includes a number of traffic modelling documents that are required to demonstrate the approach that was taken and the validation of the model against base year conditions. This includes a Local Model Validation Report, Data Collection Report and Forecasting Note.
- **Volume 5** – Public Consultation Report – presents the outcomes of the public consultation exercise undertaken in September/ October 2010

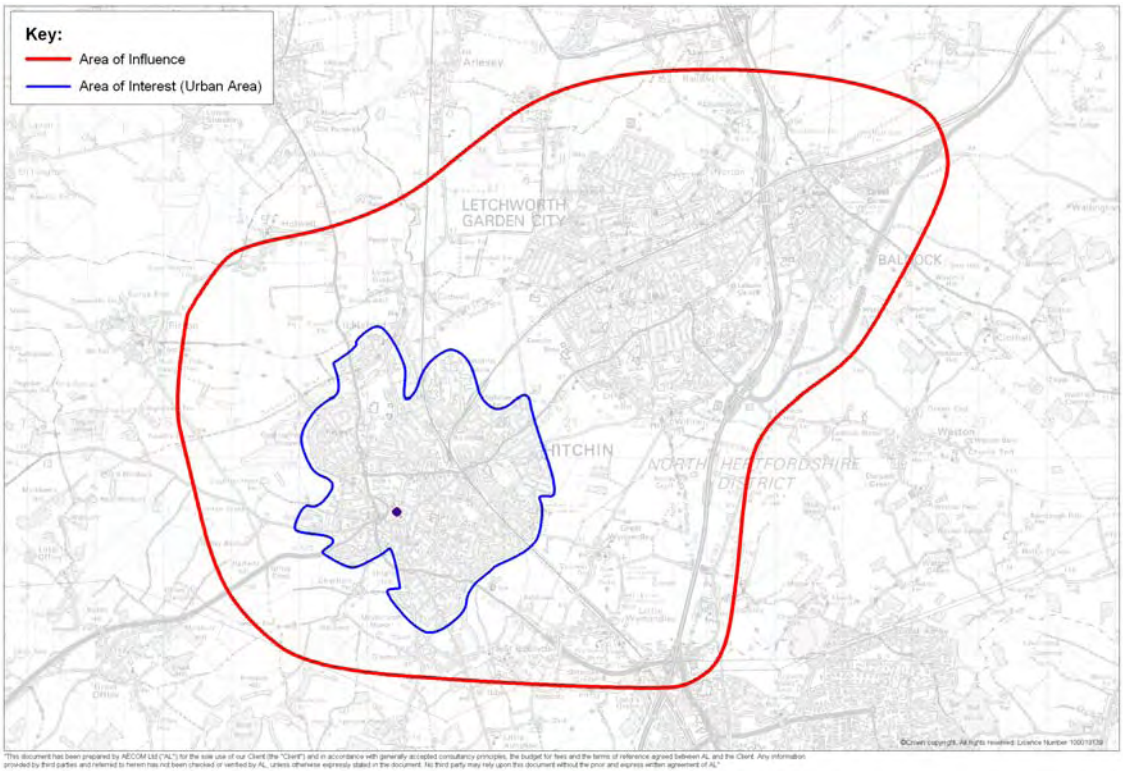
Background to the UTP Area

2 Background to the UTP Area

2.1 Background to the UTP Area

The area covered by this UTP is shown in **Figure 2.1**

Figure 2.1 – UTP Study Area



The area of interest that the UTP is focused on covers the extent of the Hitchin urban area. There is also an Area of Influence that is considered within the UTP, and whilst measures may not be specifically developed for this area, the activity and movements that take place here do have an influence on the study area. The Area of Influence also includes part of the study area for the traffic model that has been developed to support the UTP. Considerations of locations further adrift from this area of influence have also been considered through the use of regional transport models to ensure that major transport schemes and development proposals are considered, such as those proposed in Luton.

2.1.1 Population

2001 Census data for Hitchin shows a resident population of 30,778 in a total of 13,199 households (2001 Census). Compared to the Hertfordshire or England and Wales averages Hitchin has a similar younger age profile, with a similar percentage of under 17's (22.7%). This is 0.5% less than the Hertfordshire average (23.2%) and the same as the England and Wales average (22.7%). The proportion of over 65's in Hitchin (15.5%) is again similar to the Hertfordshire average (15.1%), albeit slightly lower than the England and Wales

average (16.0%). The demographics of the town's population are therefore very closely aligned with the national averages in each age category.

2.1.2 *Mode Share*

A series of TravelWise cordons have been set up by Hertfordshire County Council to monitor travel patterns and identify trends in changing travel behaviour. There are six TravelWise surveys on the main routes into and out of the town which recorded travel patterns during the AM peak period (0700 – 1000) between 1999 and 2008. Whilst the surveys do not represent a comprehensive picture of travel in Hitchin (as only movements on the main roads are counted), they nevertheless illustrate the reliance on the private car for AM peak hour journeys, a feature which has remained largely unchanged between the survey dates of 1999 and 2008. In comparison, the number of trips by bicycle has been seen to decline over the same period. A full summary of results of the TravelWise surveys is shown in the table below.

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Table 2.1 – Change in Overall Mode Share TravelWise Cordon Surveys[1]

Year	% by car	% by bus	% on foot	% of bike	% of motorbike	Car Occupancy
1999	80.6	11.8	6.0	1.1	0.5	1.22
2002	77.8	13.8	6.7	0.9	0.8	1.20
2005	79.1	12.2	7.3	0.7	0.7	1.22
2008	78.4	11.6	8.6	0.9	0.5	1.22

2.1.3 *Road Network*

Hitchin is located to the west of the A1(M) on several heavily trafficked routes, namely the A505, A600 and A602. The A505 provides east/ west linkages through the town to Letchworth and Baldock in the north-east and Luton in the south-west, whilst the A600 leads to Bedford in the north and the A602 provides a link to the A1(M) at Stevenage. These routes carry a significant proportion of through traffic as well as local traffic and often experience peak hour congestion. Within Hitchin, the town centre is situated between a one-way system around Payne's Park to the west and the B656 to the east. The one-way system directs a large amount of traffic through the western part of the town centre. To the east of the town centre, the B656 provides a north-south link between the A602 in the south and A505 to the north. The road standard of the main distributor roads through Hitchin are primarily single carriageway with a mixture of roundabout and priority intersections.

There are also 13 council owned car parks, shown in **Figure 2.2,** the majority of which are located in the town centre shopping area. As part of the Churchgate development project there are proposals to increase the amount of Town Centre car parking through the provision of a new parking facility.

[1] Hitchin Data Report (HCC, 2008)

Figure 2.2 – Location of Council Owned Car Parks in the Town Centre

2.1.4 Public Transport

2.1.4.1 Rail

The rail station is a central part of Hitchin's transport network, catering for a significant number of commuter trips. The station is located about a mile to the east of the town centre with a single access off of Walsworth Road. Whilst the station is easily accessible from the town centre by walking, cycling, the lack of an eastern and southern access to the station is problematic for journeys from the periphery of the town. The station car park is privately owned and provides 338 long stay spaces which are in high demand during the week. Recent station forecourt improvements also provide high quality cycle parking and bus interchange facilities.

Table 2.2 shows the service frequency from Hitchin, illustrating the fact that a number of key destinations, including London, are within easily commutable distances. It is this level of connectivity which makes the rail station so important to the residents of Hitchin. The use of station has also been steadily increasing since 2004/05, resulting in around 2.5million people per annum travelling through the station.

Table 2.2 – Rail Service Frequency from Hitchin[2]

Key Destinations	AM Peak 0700-1000	Interpeak 1000-1600	PM Peak 1600-1900	Sat Av.	Sun Av.
Cambridge	26-34 min	26-34 min	26-34 min	26-34 min	17-38 min
Letchworth	5-34 min	9-26 min	5-30 min	26-34 min	17-38 min
Kings Cross	4-25min	3-27 min	3-27 min	5-25 min	5-35 min
Moorgate	4-25min	None	None	None	None
Peterborough	26-34 min	26-34 min	9-36 min	15-34 min	51-60 min

Table 2.3 – Station Usage at Hitchin[3]

Year	Station Entries	Stations Exits	Total
2008/09	1,284,747	1,284,747	2,569,494
2007/08	1,266,292	1,277,234	2,543,526
2006/07	1,177,211	1,190,910	2,368,121
2005/06	1,019,077	1,030,141	2,049,217
2004/05	967,779	980,224	1,948,003

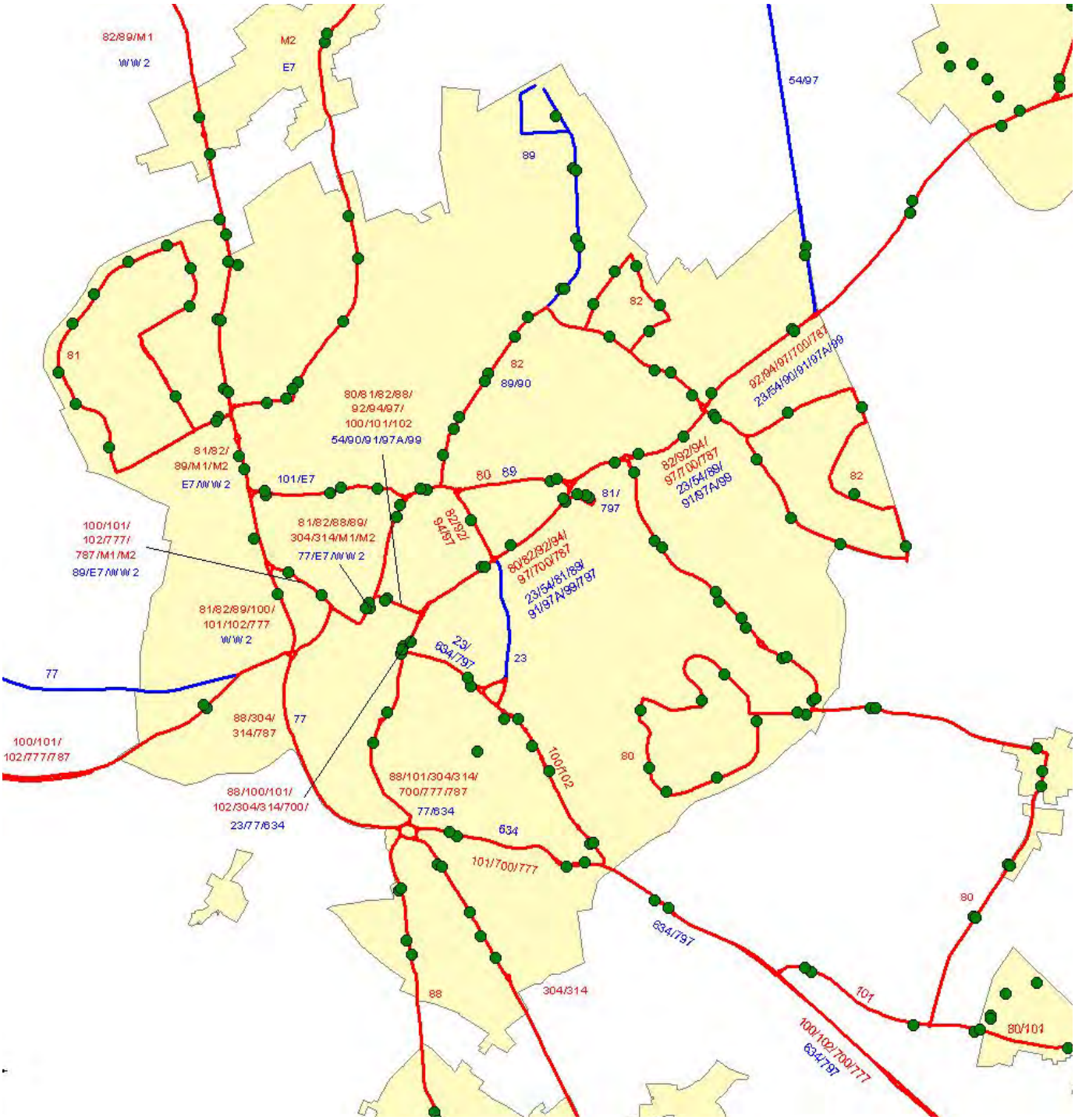
2.1.4.2 Bus

Hitchin has three major bus stop areas serving the town centre, in Bancroft, Hermitage Road and Queen Street; all of which are located in close proximity to the retail core and the Market. The network of bus services within the town is shown in **Figure 2.3**

Analysis of the 2001 census data showed that 3% of people working in Hitchin travel to work on the bus. This proportion decreases for those people living and working in the town. The accession (accessibility) analysis in **Figure 2.4** shows the areas from which people can access the centre of Hitchin by bus in the morning peak. These analyses includes the walk and wait time that would be involved with getting a bus to Hitchin town centre, and assumes that no-one would walk further than 500m to access a bus stop.

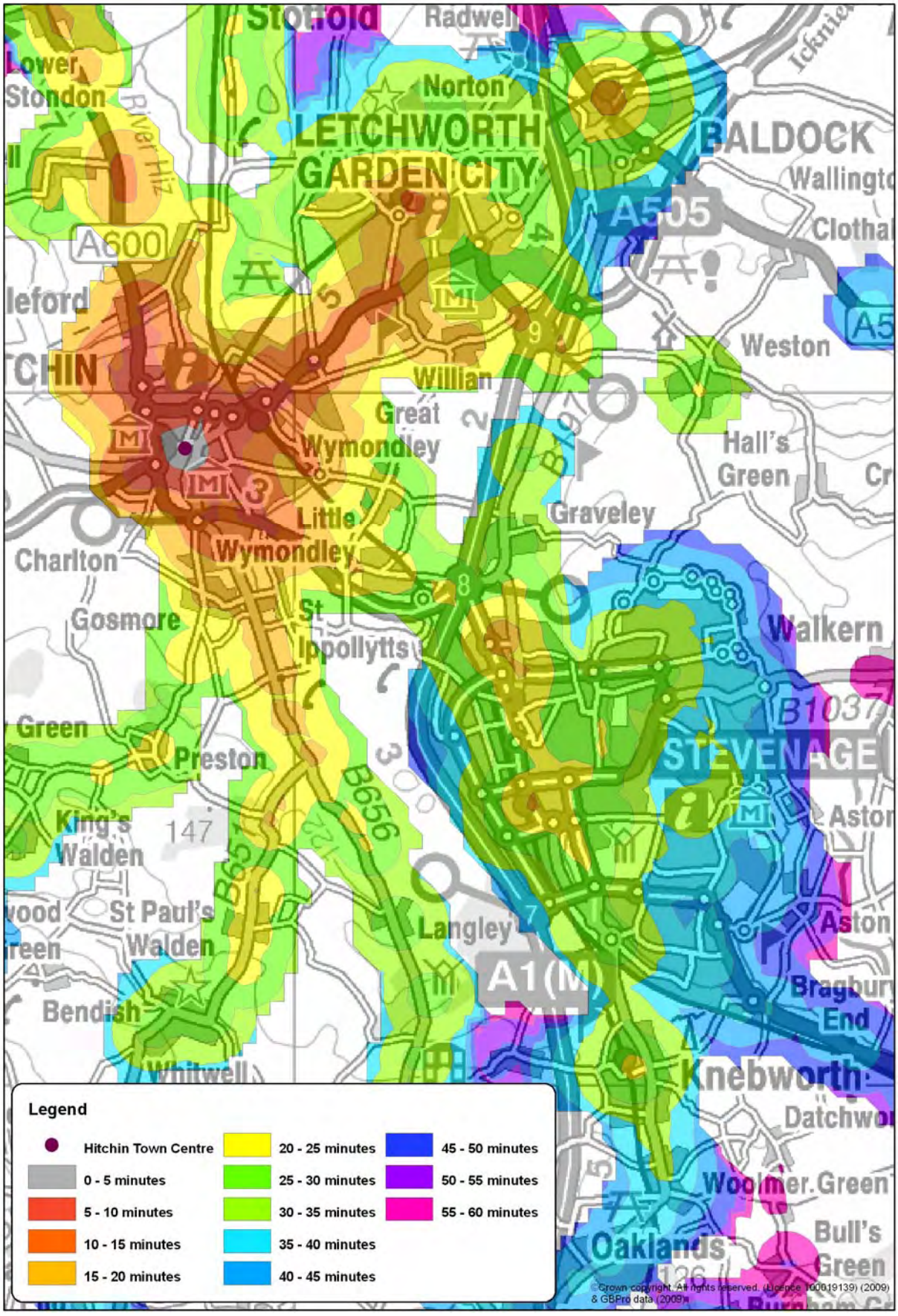
[2] Hitchin Data Report (HCC, 2008)
[3] http://www.rail-reg.gov.uk/server/show/nav.1529

Figure 2.3 – Bus Services in Hitchin



(Source: Hitchin Data Report, HCC, 2008)

Figure 2.4 – Accession Analysis of Bus Access to Hitchin Town Centre



2.1.5 *Walking*

Within Hitchin the main pedestrian routes through the town centre tend to follow the highway network. Key pedestrian desire lines in the town centre are along the High Street, Bancroft and Market Place, with the High Street being closed to through traffic on Saturdays. In addition there are 23 street level crossings located in key areas of pedestrian demand. An analysis of 2001 Census data indicated that 11% of employed Hitchin residents walked to work, which rises to 26% among those who worked locally within the town.

Table 2.4 indicates the journey purpose of walk trips, taken form the 2009 County Travel Survey. This indicates that walking is a strong mode of transport for residents in Hitchin, and that there is scope to increase the mode share of walking and help to minimise the number of vehicle trips on the network.

Table 2.4 – Journey Purpose of Walk Trips[4]

Journey Purpose	% of trips
Shop	26.8%
Work	9.8%
Recreation	17.8%
Other Unspecified	9.8%
Transport Connection	2.7%
Education	11.1%
Return Home	21.9%
Total	100%

2.1.6 *Cycling*

Hitchin does not possess a very developed cycle network, with the main cycling routes within the town tending to follow the highway network, thereby placing cyclists in conflict with motorised users. In terms of the surrounding network, the National Cycle Network east of Hitchin runs from Letchworth to Potters Bar via Stevenage. 2001 Census data indicated that 3% of employed residents in Hitchin travelled to work by bicycle, a figure which rises to 5% for those living and working in the town.

2.2 Road Side Interviews

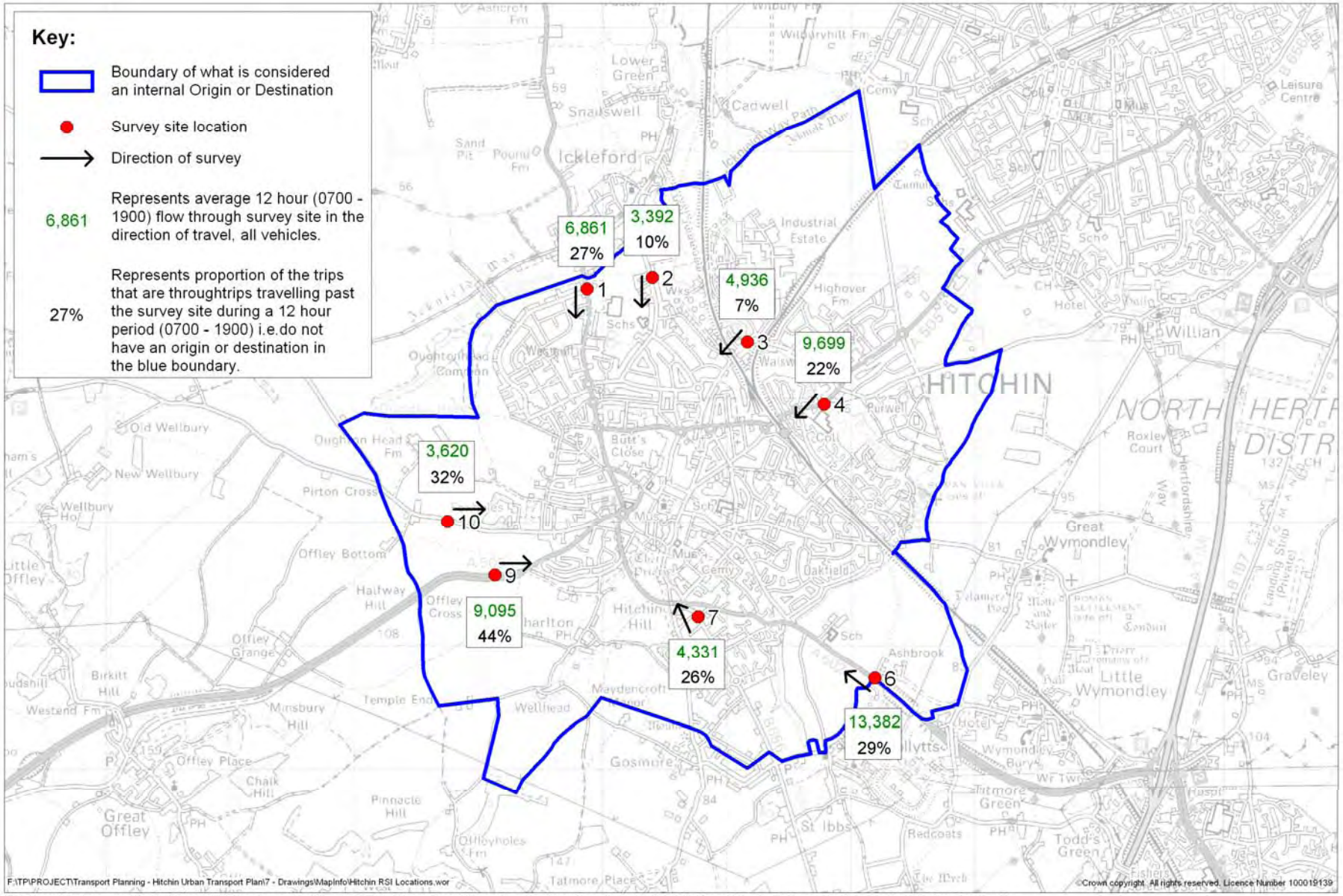
As part of the data collection exercise to build the computer traffic model a number of Road Side Interviews were undertaken on key routes within Hitchin. The location of these is shown in **Figure 2.5**. The surveys involved cars and light/ heavy goods vehicles being stopped and asked a series of questions relating to their journey in order to try and build an accurate picture of the highway travel patterns within the town.

The analysis shows that a large proportion of the trips on the highway network, particularly to the south of Hitchin do not have an origin or destination within the town. This is particularly evident on the A505/ A602 corridor with as much a 44% of trips on the network simply travelling through the town. This

[4] County Travel Survey (HCC, 2009)

emphasises the potential impact that growth in areas outside of Hitchin could have on the town, with any increases in trips likely to directly impact Hitchin's highway network.

Figure 2.5 – Analysis of Road Side Interview Results



2.3 Development Growth

2.3.1 *Existing land use characteristics*

Hitchin is the second largest town in the North Hertfordshire District; a distinctive market town possessing a historic core providing a strong local identity. The majority of the retail activity is contained within the Town Centre, primarily serving the residents of Hitchin. Employment areas in the town are focussed upon the industrial estate in the north (Cadwell Lane/Wilbury Way) and business centres located close to the rail station

2.3.2 *Future Growth*

The UTP is primarily intended to address current problems within Hitchin; however, consideration has been given to future developments proposed within, and around the town. The details of the proposed developments have been included in the **Forecasting Report** and have been fed in to the transport model for assessment of the likely impacts of this growth on the transport network. The small scale developments include residential and commercial expansions and will most likely impact on Hitchin in the short term (0 – 5 years).

The **Stevenage and North Hertfordshire Area Action Plan (SNAP)** will contain planning policies to direct the future growth of Stevenage to the north and west to deliver the East of England Plan proposals. The SNAP document was being prepared jointly by Stevenage Borough Council and North Herts District Council as proposals include some development in the North Herts district. However given the recent government announcement on the abolition of the Regional Spatial Strategy, North Herts District Council have removed their support of the portion of the SNAP development that is proposed within it district boundary. Stevenage Borough Council are however still pursuing the West of Stevenage proposals. In order to deliver this growth it is anticipated that, alongside a sustainable transport strategy to try and reduce the reliance on the car, some new highway infrastructure may be required. The traffic model that has been developed as part of the Hitchin UTP has been used to assess the likely impacts on the current infrastructure and also determine what additional routes may be required. Although much of this development is not taking place within Hitchin itself the impact of it will affect the town as discussed in para. 2.2 above.

There is a requirement for **significant new development in Luton and southern Bedfordshire**. It is anticipated that around 43,000 new homes will be delivered between 2001 and 2031 with around 35,000 new jobs and associated infrastructure. The Luton and South Bedfordshire Core Strategy is currently being developed and deals with the key issue of where the proposed development should be located and what infrastructure will be required to support it.

Announcements by the newly formed coalition government in the summer of 2010 identified a position whereby the Regional Spatial Strategy will be abolished and decision powers of locations of development will be passed back to local authorities. This will undoubtedly lead to some changes in the locations and quantum's of growth from those assumed

as part of the current RSS. For this reason the UTP proposals for 2021 and 2031 will await the outcome of, and be informed by guidance resulting from these government announcements.

The strategy adopts an 'urban area first' principle whereby new development should be in existing urban areas, and as a result up to the year 2012/13 most new residential development will be delivered in these areas. However, not all of the development needed can be accommodated within existing conurbations and as a result strategic urban extensions are the preferred means of delivering the remaining growth. Through consultation and analysis of evidence the preferred direction of growth is identified as being to the east of Luton, some within the North Hertfordshire District. It is anticipated that up to 5,500 new homes could be delivered in this area, the potential impact of which will be a key concern for the Hitchin UTP.

The **Churchgate Development Project** deals with an area of Hitchin comprising the existing Churchgate Shopping Area plus service areas, the market area and the land between the River Hiz and St. Mary's Square and the Biggin Lane Car Park. The Churchgate Development planning brief came forward from the Hitchin Town Centre Strategy (adopted in 2004) and proposes development concepts, potential uses, design principles and an indicative master plan for the area. The brief does not specify the exact type or quantum of development, but rather is intended to provide a set of guiding principles for the improvement of this core area of Hitchin. This Churchgate Development is therefore a key consideration and a complementary partner for the UTP. It is also recognised that this project may change the need for some of the UTP schemes proposed for the Town Centre.

2.4 Summary of Key Transport Characteristics

The key transport characteristics in Hitchin are considered to be;

- Several heavily trafficked routes (A505, A600 and A602) run through the town which carry a significant proportion of through traffic as well as local traffic;
- Constrained highway network
- Isolated congestion problems at specific locations during the peak hours;
- Historic Core which operates a pedestrianised zone at certain times
- Three major bus stop areas located close to the town centre and market;
- A recently upgraded rail station to the east of the town centre;
- A network of pedestrian footways following the highway network with the majority of crossing facilities concentrated on the A600 and A505 routes.

Overarching Targets and Objectives

3 Overarching Targets and Objectives

3.1 Introduction

The Hitchin UTP needs to support the wider policy context for transport set at the national and regional levels, together with the local policy context as identified in the HCC Local Transport Plan and the local policy context of North Herts District Council.

At the national level, the government has set out its key goals for transport in Towards a Sustainable Transport System (TaSTS), published in October 2007 (http://www.dft.gov.uk/about/strategy/transportstrategy/pdfsustaintranssystem.pdf) and in Delivering a Sustainable Transport System (DaSTS) (http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/dastsreport.pdf) published in November 2008 as follows:

- to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change;**
- to **contribute to better safety, security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

HCC's approach to transport is formulated as part of its LTP. The current LTP (**LTP2**) covers the period from 2006/7 to 2010/11 and is in the process of being reviewed to provide a longer term strategy for transport across the County, looking forward 20 years (**LTP3**).

The County Council's LTP2 transport objectives contribute to the delivery of the shared priorities, which the DfT outlined in its LTP Guidance that Highway Authorities have to deliver, namely:

- Tackling congestion;
- Supporting the economy;
- Reducing casualties;
- Respecting the environment; and
- Improving accessibility.

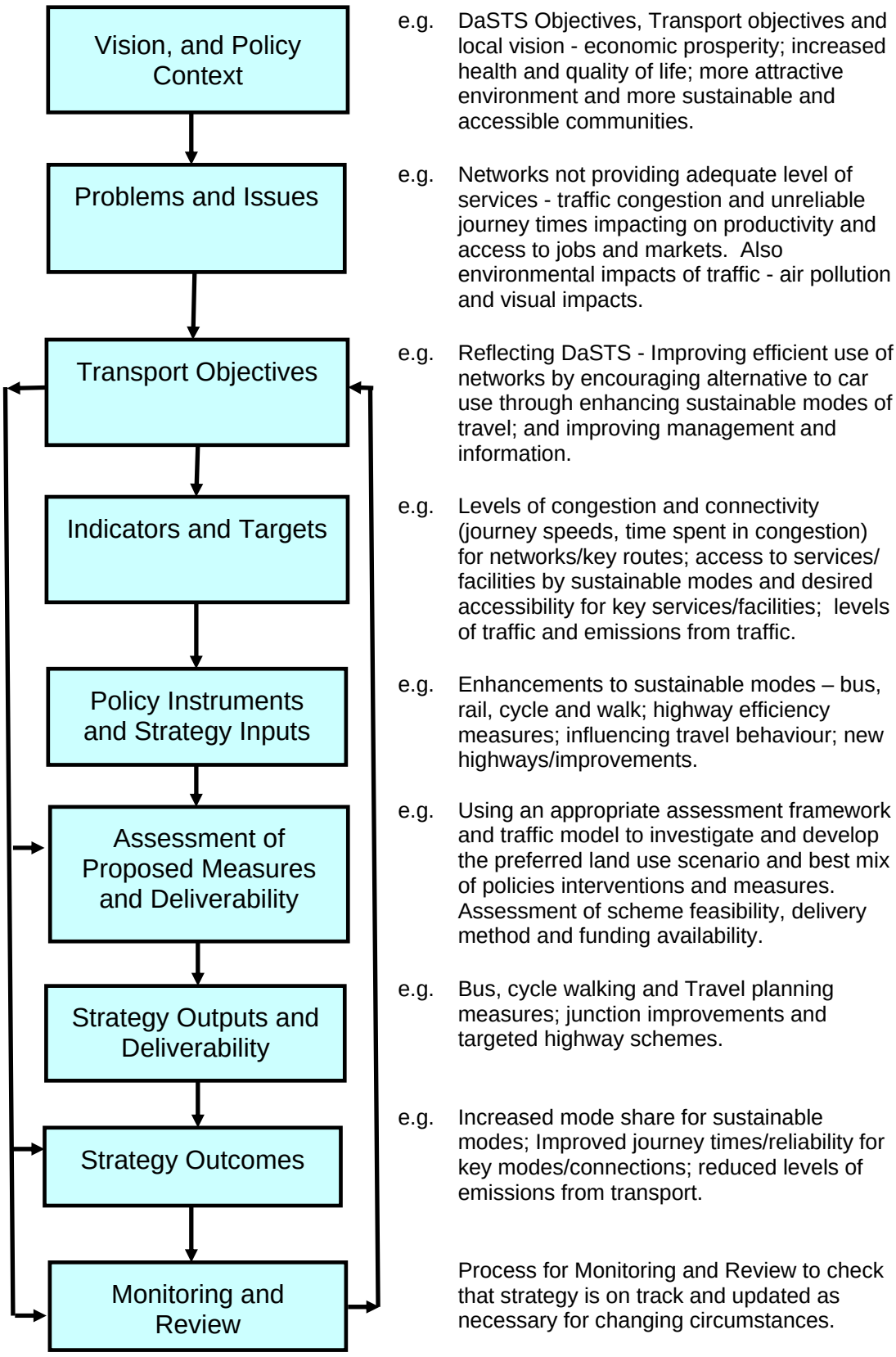
This UTP responds to transport problems that have been identified through local consultation and knowledge but the overall direction and content of the plan needs to respond to transport objectives and targets established in the relevant national, regional and local policy frameworks

The development of a transport plan for an area involves a number of steps but the key aspects of the structure are:

- The wider policy context (national, regional and local);
- Existing transport problems and issues and future threats
- A clear definition of objectives, indicators and targets as the starting point for identifying future transport problems and strategy responses;
- Possible transport interventions and their potential contribution to delivering objectives;
- Potential barriers to implementation of transport interventions;
- Identification of future development opportunities and threats;
- Assessment of possible measures and their feasibility/deliverability;
- Identification of the preferred schemes and programme;
- Formulation of a monitoring and review process for the transport strategy.

This process has several virtues and provides a structure within which participation can be encouraged at all the key stages in decision-making. It offers a logical basis for proposing solutions, and also for assessing proposals suggested by stakeholders. It ensures that the appraisal of alternative solutions is conducted in a logical, consistent and comprehensive way against the full set of transport objectives. The process for developing the UTP therefore has to draw from a number of policy drivers and subsequently attempt to address the appropriate objectives. This has been summarised in **Figure 3.1** below.

Figure 3.1: Relationship of Policy Framework and Objectives for the UTP



The LTP2 objectives are supported by targets and a range of indicators against which performance towards achieving targets may be measured.

The targets and objectives are framed by the County Council's vision in LTP2 for the future of transport in Hertfordshire over the next 20 years, namely;

> *'to provide a safe, efficient and affordable transport system that allows access for all to everyday facilities. Everyone will have the opportunity and information to choose the most appropriate form of transport and time of travel. By making best use of the existing network we will work towards a transport system that balances economic prosperity with personal health and environmental well being.'*

3.2 Local Transport Plan Objectives

The UTP is intended to be the local expression of the LTP

The Hertfordshire Local Transport Plan 2006/07- 2010/11 (LTP2) sets the framework for achieving the vision for transport in Hertfordshire. This UTP has been developed with a view to delivering the following Local Transport Plan Targets which are listed under the DfT's shared priorities below;

Safety

- To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport system.

Congestion

- To obtain best use of the existing network through effective design, maintenance and management.
- To manage the growth of transport and travel volumes across the county, and thereby secure improvements in the predictability of travel times
- To develop an efficient, safe, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources.

Accessibility

- To develop a transport system which provides access to employment, shopping, education, leisure and health facilities for all, especially those without a car and those with impaired mobility.
- To ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable economic development in appropriate locations.

Air Quality

- To mitigate the effect of the transport system on the built and natural environment and on personal health

Quality of Life

- To raise awareness and encourage the use of alternative modes of transport through effective promotion, publicity and information
- To reduce the need for the movement of people and goods through integrated land use planning, the promotion of sustainable distribution and the use of telecommunications.

3.2.1 *Local Transport Plan Objectives*

The LTP indicators and targets relevant to the UTP are shown in the table below;

Table 3.1 – LTP Indicators

Indicator	Baseline (2003/04)	Progress 2008/09	Target (2010/11)[1]
Principal Road Condition	8% (2005-2006)	6%	No more than 6%
Non principal classified road condition	19.44% (2004-2005)	9%	No more than 9%
Unclassified road condition	19.29% (2004-2005)	13%	No more than 14%
Footway condition	52%	24%	No more than 33%
Killed and Seriously Injured	1084 (1994-1998)	459	No more than 600
Children Killed and Seriously Injured	113 (1994-1998)	37	No more then 56
Total Slight Injuries	5509	3925	No more than 5509
Public transport patronage	31 million journeys per year	35 million	31 million journeys per year
Bus service user satisfaction	55%	77%	60% (2009/10)
Bus punctuality	80% (2004/05)	91%	85%
% of people who find it difficult to travel to a local hospital (Accessibility)	29%	30%	24%
Change in area wide traffic mileage	20.7 million	21.05 million 20.46 (2009)	22.4 million
Cycling trips	2397 trips per day (2004/05)	2778	2658 (11% increase)
Congestion	2.97 veh minutes per mile (07/08)	2.87 veh minutes per mile (08/09)	To be set
Air quality	No longer Required		To be set

Indicator	Baseline (2003/04)	Progress 2008/09	Target (2010/11)[1]
Mode share of journeys to school	57.5%	Age 5-10 61% 61.9% (2010)	51.5%
		Age 11-16 76% 78.3% (2010)	66.5%
Passenger transport information, User satisfaction	39%	65%	50%
Rights of way	61% (2004/05)	72%	80%
School travel plans	14%	74% 83% (April 2010)	83%
Speed limit compliance	56% (2004/05)	64%	60%

[1] taken from LTP Annual Progress Report 2008/09

3.3 LTP Daughter Documents

There are also a number of daughter documents to the current LTP including;

- Cycling Strategy
- Bus Strategy
- Rail Strategy
- Accessibility Strategy
- Speed Management Strategy
- Road Safety Plan
- Rights of Way Improvement Plan

3.3.1 Cycling Strategy

The Cycling Strategy lists two headline objectives:

- more people cycling more often as a convenient, quick, healthy and sustainable form of transport for short journeys
- more people cycling more often as an activity that contributes positively to the primary shared local transport objectives
- To achieve a target of 2658 trips per day by 2010/11

The Cycling Strategy is due to be reviewed in 2011 as part of LTP3. This strategy is also complemented by NHDC's adopted proposed Cycle Route Network for Hitchin (2000) which is Supplementary Planning Guidance.

3.3.2 Bus Strategy

The Bus Strategy lists the following targets:

- Reverse the declining trend in bus travel and restore patronage to 2004/05 levels by 2010/11 to 31m passengers per annum

- Achieve 60% satisfaction levels with services by 2010/11
- 95% of buses leaving from a terminus are to be between one minute early and five minutes late
- 70% of buses leaving intermediate timing points are to be between one minute early and five minutes late
- Achieve 50% satisfaction levels with passenger transport information by 2010/11

3.3.3 *Rail Strategy*

Rail targets and objectives are set by Network Rail and the rail operators, in this case First Capital Connect. The Rail Strategy identified opportunities for partnership working between HCC and rail operators.

3.3.4 *Rights of Way Improvement Plan*

The Rights of Way Improvement Plan sets out the vision for Hertfordshire, which is

- To create, by 2026, an accessible and integrated off-road network for non-motorised users based on rights of way and other routes, that meets the current and perceived future needs and demands of Hertfordshire's residents and visitors.

The vision will be met through implementation of the following 12 core actions:

- Develop routes that cater for the needs of people with limited mobility and visual impairments
- Develop the rights of way network from significant passenger transport connections
- Reduce the number of unnecessary physical barriers on the network
- Promote Hertfordshire's countryside to residents and visitors
- Develop appropriate well-maintained links into the countryside for use by local people
- Create and develop off-road routes linking communities with places of work, schools and other local facilities
- Extend the network currently available to cyclists and horse riders
- Help people wishing to improve or maintain their health by developing a range of circular off-road routes
- Ensure that opportunities to protect, extend and enhance the off-road network are included in proposals for new developments
- Where the off-road network is affected by busy transport routes work to ensure that appropriate measures are taken to improve the safety and attractiveness of the routes for users
- Address problems of fly-tipping, litter and dog-fouling in partnership with appropriate local and regional agencies

- Identify and address potential demand for access to the countryside amongst those who currently do not use the network

3.3.5 *Road Safety Plan*

This Road Safety Plan will deliver the Local Transport Plan (LTP) 2006/7-2010/11 objective; *'To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport network'*.

It will also deliver Hertfordshire's casualty reduction targets:

- To reduce the number of people killed or seriously injured in road collisions to no more than 600 by 2010
- To reduce the number of children killed or seriously injured in road collisions to no more than 56 by 2010
- No increase in slight casualties (5509)

The DfT have recently produced a consultation document *A Safer Way: Making Britain's Roads the Safest in the World* which seeks views on the targets and measures for improving road safety beyond 2010. This document will play a key part in influencing road safety policy post 2010 and at present proposes the following targets;

- To reduce road deaths by at least 33 per cent by 2020 compared to the baseline of the 2004–08 average;
- To reduce the annual total of serious injuries on our roads by 2020 by at least 33 per cent compared to the baseline.
- To reduce the annual total of road deaths and serious injuries to children and young people (aged 0–17) by at least 50 per cent against a baseline of the 2004–08 average by 2020.

3.3.6 *Speed Management Strategy*

The Speed Management Strategy sets out objectives as follows:

- To facilitate the safe and efficient movement of people (including pedestrians) and goods whilst protecting and enhancing quality of life within communities whilst minimising the effect on the local environment
- To achieve a consistent approach to setting speed limits based on the function and nature of the route
- To enable a consistent approach to the implementation of speed management tools
- To increase driver awareness of appropriate speed by ensuring a clear and logical approach to the setting of speed limits and speed management tools

The County Council will ensure that speed limits are introduced and reviewed in a manner consistent with the current government guidance. Exceptions to usual practice will be set out in the Speed Management Strategy which will be subject to periodic review.

The introduction of speed management measures will only be considered where it can be shown that their introduction will contribute to the delivery of the Local Transport Plan objectives and can be measured against one of the performance indicators. These primarily include safety (casualty reduction), speed limit compliance, mode share to schools and increasing cycling trips. Schemes will normally be identified through the Urban Transport Plans. The range of measures considered will take into account the relevant regulations; best practice and local experience in Hertfordshire and may include the use of appropriate technology.

3.3.7 *Accessibility Strategy*

The vision set by the Accessibility Strategy is

> 'To have a reasonable standard of access for all by appropriate transport to key services of health, learning, work, food shopping and leisure'

The objectives are:

- To support those who are disadvantaged to achieve their potential and to access sustainable employment
- To work in partnership with transport providers to achieve an efficient, affordable and enhanced transport system
- To develop a transport system that provides access to employment, shopping, education, leisure and health facilities for all, including those without a car and those with disabilities

3.3.8 *Intelligent Transport Systems (ITS) Strategy (2008/9 – 2010/11)*

This strategy covers a three year period until 2011 (coinciding with the end of the second Local Transport Plan) and has the objective of identify ways in which ITS can contribute towards achieving the County Council's LTP objectives. The importance of ITS to transport in Hitchin has been a key consideration throughout the UTP and the applicability of these systems demonstrated through the development of specific measures.

3.4 Hertfordshire County Council Key Policies

HCC has also developed a number of proactive policies which the UTP will aim to address. These include;

- Review of direction signing for all road users (primarily motorists, cyclists and pedestrians)
- Review of speed limits
- Identification and promotion of pedestrian priority routes
- Reduction in congestion
- Reduction in street clutter through removing unnecessary signs and relocating other street furniture
- Reviewing provision of parking facilities for cycles, powered two-wheelers and disabled motorists

- Ensuring that all pedestrian crossing are compliant with current Disability Discrimination Act requirements
- Review of route hierarchy

Building on the HCC Proactive Policies there are a number of key challenges that will need to be addressed within the UTP, including;

- To help people feel safe and secure
- To tackle the causes and impact of congestion
- Deal with worn out roads and pavements
- Reduce the impact of new development on the environment
- Maximise opportunities for all children and young people
- Support the independence of the growing number of older people
- Maximise efficiency savings to help keep Council tax at an acceptable level

3.5 North Hertfordshire- Vision for the District

North Hertfordshire District Council has developed a vision for the district- *'Making North Hertfordshire a vibrant place to live, work and prosper'*- which is reflected in the Community Strategy for the district.

Aligned with the aims of the Community Strategy is the NHDC Corporate Plan, first introduced in 2005, and which sets out the aspirations and priorities for the district for the ten years from 2005-2015. The Corporate Plan has undergone a number of annual reviews to take account of progress against previous actions, information received through consultation and also the prevailing financial circumstances of the Council. The latest version of the Corporate Plan is moving towards the delivery of three key themes which have been guided by consultation with the communities of North Hertfordshire. These key themes are as follows;

- ***Town centres***
  To include the delivery of the town centre strategies, support to our town centre partnerships and preserving/enhancing the street scene.

- ***Sustainable development***
  Challenging development within our green belt and ensuring that any development which does take place is sustainable in the long term.

- ***Green Issues***
  To include development of our climate change strategy, retention and enhancement of green spaces and increasing recycling facilities

The above themes are areas in which NHDC will concentrate resources and activities to deliver, although priorities will be kept under constant review and changes may still take place prior to the completion of the 2015 plan.

3.5.1 *NHDC Parking Strategy*

A Parking Strategy for North Hertfordshire has been developed for the period 2009-2019 which covers a broad range of parking issues and considers the future approach to both on and off-street parking provision and management. In terms of parking demand, Hitchin is the busiest town in North Hertfordshire and with future plans for significant development in the town centre, the availability of parking will need to be considered carefully so as to ensure the vitality and viability of the town is supported without seriously undermining its environment.

North Hertfordshire District Council plans to carry out an area wide review of parking management on a town by town basis, with Hitchin being due for review in 2011/12

3.5.2 *Hitchin Town Centre Strategy*

This strategy provides the context for the development and improvement of Hitchin Town Centre up to, and possibly beyond, 2016. The strategy is intended to deliver the vision for the town centre which is;

'To maintain the quality of the built environment based on its intrinsic historic character, and to develop an attractive, safe, accessible, vibrant and lively town centre for the local community and visitors to shop, work and live in'

3.5.3 *Hitchin Flyover Scheme*

Network Rail is currently progressing with a scheme to build a rail flyover across the East Coast Main Line (formally known as the ECML Hitchin Grade Separation scheme) to the north of Hitchin Rail Station. This will allow northbound trains to access the Cambridge line (serving Letchworth, Baldock and Royston in Hertfordshire) without having to cross at grade the other three tracks. This scheme could have a number of impacts on Hitchin such as the impact on rail services, the environmental impact of the scheme and disruption during construction.

Local Problems

4 Local Problems

4.1 Identification of Issues and Problems

The foundation of this UTP is the identification of issues and problems specific to Hitchin. In order to develop a comprehensive picture of all the issues and problems in the area a range of techniques were used. These primarily included:

Existing policy – a policy review was conducted to gain a contextual understanding of present and proposed measures to address issues, problems and opportunities. This included the Hertfordshire Local Transport Plan 2006/07 – 2010/11 (LTP2) and daughter documents:

Existing policies and development proposals were also discussed with planning officers at HCC and NHDC.

Data sets – Data sets were provided by HCC through their Data Report and were supplemented by additional information. Data sets were reviewed to gain an understanding of general travel and safety trends in the area. This also included an extensive data collection exercise to inform the building of a computer simulated traffic model. The surveys that were undertaken included Road Side Interviews where cars were stopped and asked questions about their journey and also traffic counts to determine the volume and type of vehicles travelling along key routes.

Officer and Member consultation – A workshop event was held with HCC Officers and relevant locally elected Member's. This gave the project team an opportunity to introduce the study and gain detailed information about the network operation. The issues that the project teams had identified were presented along with additional issues raised by different groups.

Stakeholder consultation – The stakeholder workshop process invited members of stakeholder groups with an interest in transport issues to an event where they were able to express their views. The order of the day consisted of a presentation on the background to the study followed by a series of facilitated workshop groups where individuals could openly discuss the issues in a more conducive environment. The report of this event summarises all of the outcomes and is shown in **Volume 3** -***'Hitchin Urban Transport Plan, Stakeholder Consultation Report, February 2009'***.

Site visits – Site visits were undertaken to gain an understanding of the local environment and to note congestion, sustainable transport, public transport, parking and safety issues in the area. These visits also provided an opportunity to audit and validate identified issues and problems.

The consultation process focussed on various modes of transport, rather than the DfT's shared priorities, to stimulate discussion and for ease of presenting a programme of works. (Chapter 7 on the Programme of Measures Required describes the assessment framework where the DfT's shared priorities have been considered.)

4.2 Key Local Problems

The following tables outline the key local problems identified through the above process. These problems have been grouped under the following specific themes

- Accessibility
- Walking
- Cycling
- Public Transport
- Congestion
- Highways
- Parking
- Sustainability
- Environment

Issues, problems and opportunities have been given their own unique alphanumeric reference (e.g. Walking problem 1 = W1).

4.2.1 Accessibility

Table 4.1- Accessibility Problems

Accessibility	
A1	Pedestrian/cyclist links to the employment areas need to be improved
A2	Poor pedestrian access to the rail station
A3	Vulnerable road users and the mobility impaired need greater provision
A4	Links between the rail station and the town centre are poor
A5	Lack of wheelchair access to and within the station, including a lack of platform lifts
A6	Poor permeability of the town centre for cyclists

4.2.2 *Walking*

Table 4.2- Walking Problems

Walking	
W1	Pedestrian access to the station is poor
W2	Pedestrian priority is low across the town
W3	Lack of continuous footways
W4	Footpaths are felt to be too narrow in many places
W5	Lack of correctly located and safe pedestrian crossings at many locations in Hitchin
W5.1	Lack of a Pelican crossing at Bancroft by Regal Chambers
W5.2	Existing pedestrian crossings at Bedford Road/Fishponds Road junction need to be upgraded for safety reasons
W5.3	There is only one pedestrian crossing opposite the rail station entrance
W5.4	Pedestrian crossing facility required at the Bedford Road/Redhill Road junction
W5.5	Lack of a pedestrian crossing at Stotfold Road/Cambridge Road junction
W6	It is felt that some footpaths are poorly lit in the evenings raising issues of personal security
W7	Conflict between pedestrians and cyclists in the town centre
W8	Railway bridge on the A505 is very poor for pedestrians and potentially dangerous
W9	Lack of islands and pedestrian lights phase at the Cadwell Lane crossroads
W10	Gaps/breaks in the pedestrian network
W11	The footway on the south side of the Walsworth Road to the west of the station is very narrow
W12	Excessive amount of street clutter in places

4.2.3 *Cycling*

Table 4.3- Cycling Problems

Cycling	
C1	Limited cycle parking available at key destinations such as the town centre
C2	Poor integration between cycling and other modes of travel, particularly rail
C3	Lack of dedicated cycle routes in Hitchin
C4	Lack of directional signing for cyclists
C5	Lack of cycle ways on all main routes into Hitchin

C6	Lack of cycle routes to surrounding areas (Letchworth etc)
C7	Traffic volumes and speeds deter cyclists from using the highway network
C8	Existing cycle paths are not all two-way. This will have to be supplemented with a review of the existing cycleway network to provide an indication of the current network

4.2.4 Public Transport

Table 4.4- Public Transport Problems

Public Transport	
PT1	Bus frequency and service provision are perceived to be poor
PT2	Connectivity between bus services is poor
PT3	Overcrowding on peak hour trains and buses
PT4	Lack of platform lifts at the rail station
PT5	Cross-town bus services are perceived to be poor
PT6	The bus/rail interchange is not used it its full potential
PT7	Buses are perceived to be unreliable
PT8	Bus services are difficult to navigate for non-residents
PT9	The integration of bus and train times is poor
PT10	Virtually no bus priority within Hitchin
PT11	The quality of buses and bus waiting facilities are poor and in need of upgrading
PT12	Lack of bus services in the evening and at night
PT13	Lack of demand responsive transport
PT14	Lack of attractiveness of public transport for peak time commuters
PT15	Lack of real time information on the bus network
PT16	Congestion adversely affects the operation of buses in Hitchin
PT17	Lack of integrated ticketing across Hitchin

4.2.5 Congestion

Table 4.5- Congestion Problems

Congestion	
C01	Congestion in Hitchin at peak times is a major problem
CO2	Majority of traffic has to route through the town centre
CO3	Cumulative effect of new housing developments on the highway network

CO4	School related traffic causes problems
CO5	Congestion on the A1(M) adversely affects Hitchin
CO6	Existing one way system is seen as being problematic
CO7	High levels of traffic routing through the Hitchin Triangle

4.2.6 Highways

Table 4.6- Highways Problems

Highways	
H1	Cadwell Lane seen as being inappropriate for HGV'S and causes community severance
H2	Crossing locations on Cadwell Lane are poor
H3	Lack of a pedestrian phase on Cadwell Lane and Walsworth Road crossroads
H4	HGV's route through residential areas
H5	Excessive vehicle speeds in parts of Hitchin
H6	Roads around the employment area are seen to be substandard and problematic
H7	Queen Street is perceived to be problematic in terms of the speed of off-peak traffic, lack of cameras and number of lanes
H8	Lack of pedestrian and cyclist crossing facilities over the London Road/A602 Stevenage Road roundabout
H9	Lack of pedestrian and cyclist crossing facilities along the A602 Stevenage Road
H10	Lack of maintenance on footways
H11	Lack of maintenance on parts of the highway network
H12	Road signing in Hitchin is perceived to be poor
H13	Rat running within Hitchin is problematic
H14	Constrained nature of the highway network causes problems for larger vehicles
H15	Safety issues with vehicles ignoring the crossing facilities at Bedford Road/Fishponds Road junction
H16	Speed limits on Hermitage Road are considered to be inappropriate
H17	The 50mph speed limit on Parkway/Bypass is felt to be dangerous
H18	There is seen to be a lack of enforcement of speed limits, no entry signs, traffic calming measures and TROs
H19	HGV's carrying freight travelling along many of the roads in Hitchin
H20	Unsuitability of bridge underpasses for large volumes of traffic
H21	Lack of capacity on key highway links
H22	Bus movements constrained/restricted by the highway network

H23	Speeding on Stotfold Rd, towards Cambridge Rd junction
H24	Detrimental impact of the Payne's Park one-way system
H25	Lack of VA signs around the network
H26	Lorries route along the High Street
H27	HGV's unable to negotiate Woolgrove Road bridge

4.2.7 Parking

Table 4.7- Parking Problems

Parking	
P1	Lack of car parking within the town centre
P2	Problems with on street parking in parts of Hitchin (St. Andrews Place area etc)
P3	Heavy demand for parking around the rail station
P4	Difficulty accessing some car parks
P5	Commuter parking in residential areas
P6	It is perceived that the Lairage car park is under used due to its location, poor access and high parking costs
P7	Large number of circulatory trips by drivers searching for parking spaces
P8	Increased demand for Blue Badge holder parking bays in residential areas

4.2.8 Sustainability

Table 4.8- Sustainability Problems

Sustainability	
S1	Lack of public transport information/co-ordination of times
S2	Lack of real time information at suitable locations
S3	Lack of well signed pedestrian routes
S4	Lack of travel marketing for homes and businesses
S5	Lack of integrated ticketing

4.2.9 Environmental

Table 4.9- Environmental Problems

Environmental	
E1	Negative environmental impact of HGV's routing through Hitchin

E2	Negative environmental impact of congestion

Local Opportunities / Future Pressures

5 Local Opportunities / Future Pressures

5.1 Introduction

This UTP takes into account the following known issues, effects and opportunities. Any significant changes will be considered in the future reviews of the plan

Issue	Timescale	Potential Effect on Existing Problems	Possible New Problems and Opportunities Created
Housing growth west and north of the A1(m) at Stevenage	Up to 2031	If not managed effectively it could significantly worsen the existing highway network problems	Opportunity to encourage a culture of sustainable travel within the town significantly reducing the impact of the new development New travel patterns and movements that are not currently accounted for. Opportunity to secure some developer funding to improve the transport network within Hitchin
Housing growth north and east of Luton	2015 - 2030	Existing plans are now unclear although it RSS levels are carried forward there is likely to be an increase on the A505/ A602 corridor	If development and associated infrastructure provides for sustainable modes then this could encourage a culture of more sustainable travel. Some bypass proposals could significantly increase the volume of traffic on the A505/ A602. Housing growth in Luton without associated employment could lead to people travelling to or through Hitchin to seek employment. At present longer distance sustainable travel is limited given lack of east west rail route and limited interurban bus routes.

Issue	Timescale	Potential Effect on Existing Problems	Possible New Problems and Opportunities Created
The Baldock bypass	Already built	The first annual report on the impact of the bypass indicated that there was little impact on flows in Hitchin itself, but a large reduction in Baldock and an overall increase in flows on the A505 East of Baldock.	Reductions in journey time and congestion in the Baldock and Letchworth area.
The Hitchin railway curve	2015 - 2020	Could resolve a number of problems and make train travel a more realistic and viable alternative.	Possibility for improved punctuality Possibility for increased frequency of trains to London and the north
New residential developments within Hitchin	2010 - 2021	Could increase the level of congestion already experience on the local highway network	If delivered in a sustainable way could limit the impact on travel of existing users. An opportunity to plan in a sustainable way to reduce the need to travel.

5.2 Future Year Modelling

Government announcements in summer 2010 of the status of the Regional Spatial Strategy has meant it is not possible to test the 2021 or 2031 scenarios with any confidence as there is no certainty regarding the development aspirations. The UTP is therefore focussed around developing the 2014 scenario and proposing recommendations for the next 5 years. The model was run using a future year of 2014 as this aligned with the requirements of the UTP, however during the development of the UTP the economic downturn and resulting pressure on funding budgets means that the likelihood of all these schemes being delivered by 2014 is unlikely. It therefore represents a desirable position but one that will need to be continually reviewed depending on the funding budgets available.

In order to fully assess the impact of the future growth proposals on Hitchin a detailed traffic model was developed. The comprehensive background to the model development is explained in the modelling documents contained in **Appendix Volume 4.** The traffic model was developed with a base year of 2008. This effectively meant that the model was created to replicate traffic conditions in 2008 and travel and traffic surveys were undertaken in November

2008 to assist in the model development. The model was calibrated and validated in line with government guidance to demonstrate that the model platform was robust and could be considered as a sound basis on which to develop future year forecasts about likely travel behaviour and consequent impacts on the transport network. Whilst the model has been used to determine where the problems might occur if the current network conditions didn't change, it has also been used to determine what additional level of infrastructure or demand management that might be required to deliver the proposed levels of growth.

5.2.1 *Model years and scenarios*

In line with the UTP requirements and other timescales for delivering growth in the area, namely the East of England Plan a number of future years were created as follows;

- 2014
- 2021
- 2031

Use of these future years meant that the phasing and introduction of development could be tested and the incremental differences and requirements could be established.

For each of these modelled years it was also necessary to develop alternative demand scenarios. These were a Do Minimum scenario and a Do Something scenario. The Do Minimum scenario represented what would happen if trends in traffic growth/ reductions continued based on rising or falling incomes and also included all those developments within the area that are considered committed. The information on developments was provided by the local planning authority as they are best placed to identify the location, quantum and status of these developments.

The Do Something scenario represented all of the development and growth which was assumed in the Do Minimum along with all of the proposed development which is not considered committed or fixed. The detail of what was considered a Do Minimum or Do Something scenario is included within the Development Log contained within **Appendix Volume 3 – Forecasting Report. Table 5.1** summarises what was included in each scenario and it should be noted that in each of the future years it is assumed that the growth that has come forward in the previous years has been delivered.

Table 5.1 – Summary of assumed growth in each of the forecast year

Year	Do Minimum Demand	Do Something Demand
2014	Background traffic growth assumed to take place regardless of development A number of committed developments around the town All development aspiration in Stevenage including West of Stevenage which is assumed to	There is currently no Do Something demand scenario for Hitchin as development up to this time is considered to be committed/ allocated

	be in place by 2014	
2021 ***Not yet tested***	Background traffic growth assumed to take place regardless of development	All Do Minimum growth and previous years Do Something plus uncommitted development expected to take place by this time
2031 ***Not yet tested***	Background traffic growth assumed to take place regardless of development	All Do Minimum growth and previous years Do Something plus uncommitted development expected to take place by this time

5.3 Future issues and problems

A recent study carried out by Hertfordshire County Council called the Hertfordshire Infrastructure Investment Strategy (HISS) looked at the future pressures on the network within Hertfordshire. This used the East of England Regional Model (EERM), which had included the old Regional Spatial Strategy planning scenario which assumed significant growth within the region. This situation has now changed and the policy framework for delivering this high level of development no longer exists. The work that has been done in the UTP assumes a scenario up to 2014 but not as far as 2021. The HISS work provided a summary of the strategic and intra-urban road deficit between 2011 and 2021 which is shown in the table below:

Road Corridor	**2011**	**2021**
A505		
A505/St Michael's Road Junction (A505 W Approach)		
A505/B656 Junction (A505 E & W Approaches)		
A505/A602 Junction (A505 E & W Approaches)		
A505/B655 Junction (A505 W and B655 W Approaches)		
A602		
A602/B656 Junction (A602 NW and B656 N Approaches)		

Note: For ease of reference a simple colour coding has been applied to denote links or junctions that are recognised as either approaching capacity at 80-100% (Amber) or exceeding capacity at 100%+ (Red) in 2011 based on the Volume to Capacity (V/C) reported by the 2011 EERM Saturn Model.

Many of the schemes mentioned above have also been identified within the Hitchin UTP to be required as outlined on the next page. This shows that both the more strategic assessment and the local UTP assessment have both demonstrated that these improvements are required to maintain the operation of the transport network.

Road Corridor	**UTP Schemes**

A505	
A505/St Michael's Road Junction (A505 W Approach)	PTM17 - Introduce bus priority at selected locations within Hitchin
A505/B656 Junction (A505 E & W Approaches)	Not included in UTP as little scope for improvement
A505/A602 Junction (A505 E & W Approaches)	HM31 - Implement junction improvements along the A505/ A602 corridor to maximise existing capacity
A505/B655 Junction (A505 W and B655 W Approaches)	
A602	
A602/B656 Junction (A602 NW and B656 N Approaches)	

Local Targets and Objectives

6 Local Targets and Objectives

6.1 Introduction

A core component of the Hitchin Urban Transport Plan (UTP) involves developing an agreed range of overarching objectives for the plan. These objectives need to accord with the wider policy framework as well as providing the context and direction specific to the UTP area. The objectives for the Hitchin UTP have therefore been derived from the following sources;

- Identification and analysis of existing problems and issues within Hitchin
- Wider stakeholder consultation
- Existing policy documents

The relationship between the objectives of the Local Transport Plan and those of the UTP is recognised as being of key importance. As such, the UTP objectives have been closely aligned with the LTP so as to provide a quantifiable basis for assessing the progress of the plan.

6.2 UTP Context and Objectives

In order to define the rationale of the UTP for Hitchin the following Context Statement has been developed:

"This UTP will deal with the existing problems and also prepare the town to accommodate the future growth up to 2031"

The objectives developed for the UTP are shown in **Table 6.1**.

Table 6.1: UTP Objectives

	Objective
1	Increase pedestrian priority across Hitchin and enhance the quality of the pedestrian environment
2	Provide a safe and high quality network for cyclists in Hitchin
3	Improve transport access to key facilities in Hitchin for all users
4	Enhance the attractiveness of public transport by better integrating services and improving the quality of information available to users
5	Address current peak hour congestion on the road network, both now and in the future
6	Direct traffic around the town more appropriately
7	Reduce rat running and speeding across the road network
8	Make it easier to travel without using the car
9	Support the economic vitality of Hitchin's shops and businesses

Programme of Measures Required

7 Programme of Measures Required

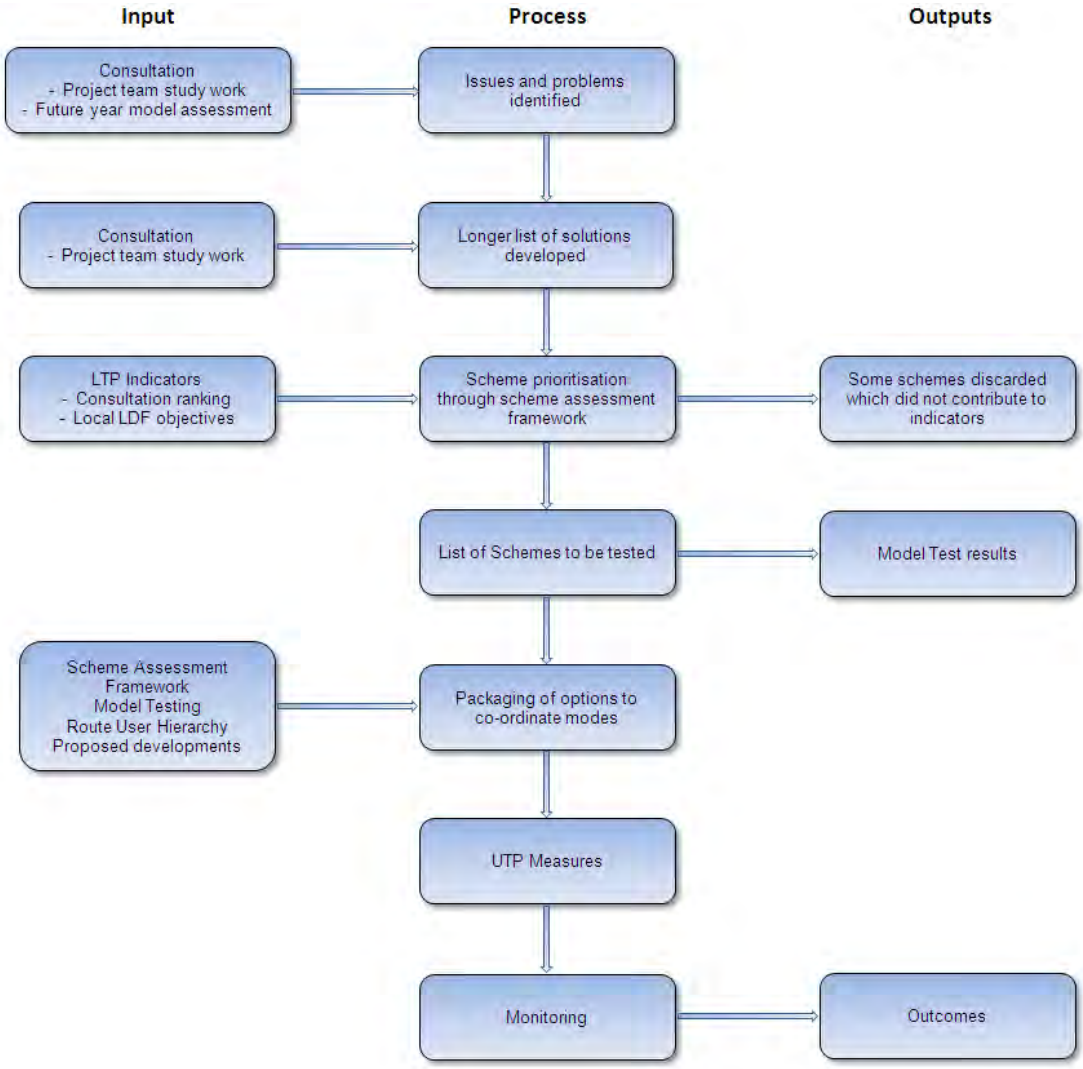
7.1 Introduction

A range of measures have been developed during the UTP process which address specific problems identified in Hitchin. The measures proposed in the UTP have been informed through consultation with officers, key stakeholders and members of the public. The project team have undertaken a review of the solutions suggested and developed additional schemes to ensure the issues/problems identified could be addressed. The full range of schemes is presented at the end of this section. Each scheme/measure sets out the issues that are to be addressed plus an outline cost has been developed for each measure along with a timescale for implementation and relevant priority that the scheme scored in the assessment framework.

7.2 Methodology for scheme selection

Following the various stages of consultation, study work and future year modelling, a number of schemes were proposed to try and address all of the issues that had been raised. In order to assess these schemes appropriately a scheme selection process was developed. This process is summarised in **Figure 7.1** below. How the issues and problems were identified is explained in **Chapter 5 & 6**

Figure 7.1 – Scheme Selection Process



7.2.1 *Long List of Solutions*

As briefly explained above, a long list of solutions was compiled to try and address the existing and future problems on the network. The full list of schemes that were proposed is shown in the Assessment Framework in Appendix of this main document. The long list of schemes was then reduced during the scheme prioritisation process which is explained below

7.2.2 *Scheme Prioritisation*

A key part of the Hitchin Urban Transport Plan involves identifying, assessing and developing a suitable range of solutions to address specific transport issues and problems within the respective areas that have been explained above. Any potential solutions needed to go through a sieving process which ranks each proposed measure against relevant policy targets and objectives as well as criteria such as scheme deliverability and feasibility. This process has reduced a large number of potential solutions to a targeted series of effective and feasible measures to be put forward within the UTP.

Through discussion with HCC it was agreed that the LTP2 indicators, which are used to measure delivery against the LTP objectives, should be used to assess and rank each scheme. The use of indicators was decided upon as this provides a direct link through to the funding streams that are in place within the HCC LTP2.

The scoring of each of the options was broken down in to 3 stages which have been explained below.

Stage 1 – High Level feasibility score

This initial test determined whether there were any issues with the deliverability of the scheme. The following schemes were not looked at within the UTP any further following this stage as the risks to delivery were considered to great or to be outside the scope of the UTP.

Table 7.1 – Schemes with significant risks of delivery or already being delivered

Measures not being considered in detail in the UTP	Reasons
Provide longer trains	This is not feasible for delivery within the remit of the UTP
Introduce a park and ride system	This scheme is not considered to be commercially viable
Introduce platform lifts at the rail station	This scheme has been addressed through some proposed improvement works at the station
Introduce integrated ticketing	This scheme has already been implemented
Reduce the cost of public transport	This is not feasible for delivery within the remit of the UTP
Locate scrap metal/waste solutions outside Hitchin	This is not feasible for delivery within the remit of the UTP
Introduce road pricing to subsidise public transport	Central government funding would have to be secured to introduce this scheme. Given the current economic situation, this is considered to prohibitive towards the delivery of this scheme during the Plan period
Increase parking provision at the station	The recently completed station forecourt scheme has improved traffic circulation. The issue of car parking is for First Capital Connect to address and the issue has been passed on them accordingly
Improve the junction of Sunnyside Road/Stevenage Road	Following site visits and testing in the model it was not considered that a scheme was required to improve the junction
Adopt the (draft) North Herts	The Strategy has already been adopted

Parking Strategy	

Stage 2 – Scoring against indicators

Each scheme was then scored against a total of 19 indicators Once the individual indicator scores had been defined a total score was derived and this was then used to demonstrate which of the schemes contributed to the LTP2 objective indicators and also which did not satisfy any of the relevant indicators. All of the LTP indicators are shown in **Chapter 3** and also in the scheme assessment framework in **Appendix A**

Table 7.2 – Schemes which did not contribute towards LTP Indicators

Schemes	Score
Impose a blanket 20mph speed limit in Hitchin	-1
Construct a bypass between Luton and Stevenage	-1
Introduce more Vehicle Actuated signs across the network	-2
Signalise bridge underpasses and restrict them to a single lane of traffic at any one time	-3
Expand existing car parks to provide more capacity	-3

Stage 3 – Additional Considerations

There are also some additional considerations that are required which do not necessarily contribute to the scheme score but need to be considered when coming to a decision about the value of any particular scheme. These additional considerations include;

- Stakeholder Consultation score – during the consultation a score was given by each of the attendees to the particular schemes.
- Timescale – Some consideration is given to the timescale for implementation of the scheme. This is broken in to:
  - Short term – 0-3 yrs
  - Medium term – 3-5 yrs
  - Longer term considerations

The scoring of the options was completed in the Scheme Assessment Framework excel spreadsheet with the outcomes given in **Appendix A**

The final list of schemes that were taken forward for further assessment and packaging within the UTP is shown below. The inclusion of a particular scheme in the list below does not necessarily mean it will be included in the final UTP programme of measures as it may contradict another scheme that is considered a higher priority or delivers greater benefits.

The schemes have been presented in the following timescales for delivery:

Short term – Delivery in the first 3 years of the UTP

Medium term – Delivered in years 3 – 5 of the UTP

During the development of the UTP a number of long term considerations for Hitchin have been identified. However, due to the revocation of the Regional Spatial Strategy and associated uncertainty around longer term development aspirations along with recent developments regarding spending cuts, the ability to address such long term considerations is currently uncertain and it has not therefore been possible to test these proposals in any detail. As a result, the UTP is focussed on resolving existing and future problems in Hitchin up to 2014 through short and medium term schemes. All of these schemes were tested in the transport model, however, given the current financial pressures there may be a delay in delivering the entire programme of schemes, and delivery may also be affected by the availability of funding. Whilst at this point it is not deemed prudent to progress the long term considerations through the UTP, they have been included in **Table 7.3** as it may be possible to revisit these options in the future when development proposals are known.

Table 7.3 – Longer Term Considerations

Increase investment in pedestrian infrastructure and facilities around Hitchin
Provide a single bus interchange/hub – perhaps in Payne's Park
Increase investment in public transport
Widen the A1(m)
Improve pedestrian /cyclist access and priority in the vicinity of Paynes Park
Prohibit through traffic
Build a southern by-pass
Reduce the 50mph speed limit on the Parkway bypass
Provide an access road from Stotfold Road to the employment area
Improve access from Ickleford to the employment area
Construct a by-pass between Luton and Stevenage
Signalise bridge underpasses and restrict them to a single lane of traffic at any one time
Provide a direct access to the railway station from the south and/or the east
Improve pedestrian priority by proving a footbridge over the Cambridge Road railway bridge
Explore options for providing bus priority in Hitchin

Table 7.4 – Assessed Short Term UTP Schemes (not all schemes go forward for implementation)

Ref	Measure	Issues Addressed	Scheme Assessment Score
WM2	Provide more pedestrian crossings in Hitchin	W1, W2, W5	9
WM2.1	Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction	W5.5	8
WM2.2	Provide a Toucan crossing at Bancroft by Regal Chambers	W5.1	8
WM2.3	Upgrade existing pedestrian crossings at the Bedford Road/Fishponds Road junction	W5.2	8
WM2.4	Introduce a pedestrian crossing facility at Queen Street by Bridge Street	W5.8	8
WM2.6	Introduce more pedestrian crossings along the length of Stevenage Road	W5.7	8
WM6.1	Upgrade the crossing facilities at the Cadwell Lane crossroads	Short	2
WM3	Improve the lighting and cleanliness of alleyways around the town centre	W6	5
WM5	Increase pedestrianisation of the town centre	W2	14
WM9	Improve the crossing point at the junction of Walsworth Rd/ Station Approach to improve pedestrian/ cyclist priority	W1, W2, W5, W13	4
CM1	Introduce more Bikeability courses for schoolchildren	C2, C3, C5	7
CM2	Upgrade existing cycle routes, for example from the industrial areas to the town centre	C2, C3, C5	12
CM3	Segregate cyclists and pedestrians around Market Square	W7, C3	2
CM4	Provide new two-way routes for	C2, C3, C4,	12

	cyclists around Hitchin	C5, C8	
CM6	Provide advance stop lines for cyclists at junctions	C7	1
CM7	Provide cycle-ways along the B656, A602 and A600	C2, C3, C5, C7	12
CM8	Improve signing on the cycle network	C4, C8	10
CM9	Provide (covered) cycle parking at entrances to the town centre	C1, C2	11
CM10	Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey	A1, C2, C3, C5, C7	12
CM11	Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey	A6, C2, C3, C5, C6, C7	14
CM12	Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey	A6, C2, C3, C5, C7	14
CM13	Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey	A6, C2, C3, C5, C6, C7	14
CM14	Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey	A4, C2, C3, C5, C7	13
CM15	Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey	A4, C2, C3, C5, C7	13
CM17	Upgrade Nightingale Road Pelican Crossing to a Toucan crossing	C9	7
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	PT13	4
PTM6	Improve the accessibility of Lister Hospital from Hitchin by bus	PT5	10
PTM10	Introduce demand responsive transport across Hitchin	PT13, PT14	9
PTM14	Introduce a shuttle bus between the station and employment areas	PT1, PT5, PT14	12
PTM15	Increase the frequency of the bus services	PT1, PT5, PT12, PT14	11
SM1	Introduce car sharing/car clubs	CO3	10
SM8	Produce an integrated strategy for marketing sustainable modes	S1	15

HM7	Direct goods vehicles appropriately and restrict lorries from using the High Street	H1, H4, H19, H27	1
HM8	Extend the existing vehicle closures in the town centre and pedestrianise the high street	H13, CO2	12
HM13	Introduce traffic calming measures on Stotfold Road to reduce vehicle speeds	H5, H13, H18, H23	1
HM17	Improve the junction of Sunnyside Road/Stevenage Road	H5, H7, H13, H16, H18	1
HM19	Reduce the through movement of traffic in the town centre Brand Street/Bancroft/Hermitage Road)	H13, H21, CO1	5
HM28	Review road signing within Hitchin	H12	4
HM34	Introduce a mini roundabout at the junction of London Road and Blackhorse Lane	H5, H7, H13, H16, H18	4
HM35	Introduce a package of smarter measures such as travel marketing, travel plans and car clubs to reduce reliance on the car	CO1, CO3, CO4, S4	9
PM1	Increase parking enforcement, for example through the use of permits	P2, P5	1
PM5	Introduce cheaper car parking in off-peak periods		3
PM6	Review the number of disabled parking spaces in the town centre	W13	4
PM7	Improve awareness of the multi-storey car park (Lairage)	P1, P6	4

Table 7.5 – Medium Term UTP Schemes (not all schemes go forward for implementation)

Ref	Measure	Issues Addressed	Scheme Assessment Score
WM1	Provide footpath access to new residential developments	W2	9
WM2.5	Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin	W5.9	8

	Hill roundabout		
WM6	Improve pedestrian links to the industrial area	W2	7
WM8	Provide a southern access to the rail station	W1	8
WM10	Review the quality and provision of footways across Hitchin (including lighting and signing)	W2, W3, W4, W5, W6, W8, W11	12
WM12	Provide a pedestrian footbridge over the railway line around Cambridge Road	W1	2
CM16	Implement the medium and low priority routes identified through the Cycle Route Network Survey	A4, A6, C2, C3, C5, C6, C7	13
PTM4	Improve bus stop facilities/waiting areas	PT4, PT8, PT11	12
PTM11	Improve pedestrian access to and within the rail station	W1	10
PTM11.1	Introduce an eastern access to the rail station	W1	5
PTM16	Introduce real time information across the network	PT2, PT7, PT8, PT14, PT15, S1, S2	8
PTM17	Introduce bus priority at selected locations within Hitchin	PT10, PT14, PT16, H22	11
PTM19	Revise the boarding and alighting points of buses within the town centre	PT2, PT5, PT8, PT14	12
PTM20	Improve the availability of public transport information across Hitchin	S1, PT8, PT15	10
SM2	Introduce more work place travel plans	CO1	9
SM6	Introduce more school travel plans	CO4	9
HM9	Address rat runs through and around the town (Millard Way etc)	H5, H13	4
HM15	Improve signalised junctions and	W5.2, W9,	2

	pedestrian phasing throughout Hitchin	H2, H3	
HM20	Revert one-way systems to two-way (Payne's Park / Old Park Road / Bedford Road)	H5, H24, CO6	0
HM24	Introduce road narrowing and more crossings rather than speed humps	W5	1
HM27	Upgrade the roads around the employment area	H6, H11, H14	3
HM31	Implement junction improvements along the A505/ A602 corridor to maximise existing capacity	H21	5
HM32	Improve operation of Cadwell Lane junction to minimise the impact of HGV's on the local area and improve crossings	H1, H2, H3	7
HM33	Investigate speeds at specific locations across Hitchin to determine whether traffic calming measures are required to reduce excessive vehicle speeds	H5, H13, H16, H18	3
HM36	Highway infrastructure improvements identified using the transport model	H14, H21, CO1	-
PM3	Introduce real time information for car parks to show available spaces	P4, P7	5
PM8	Introduce a residents parking scheme	P2,P5	0
PM9	Implement the North Herts (draft) Parking Strategy 2009-19	P1, P2, P3, P4, P5, P6, P7	7

7.2.3 *Packaging of Schemes*

Once all of the schemes that had been assessed as worthy for detailed consideration within the UTP had been identified there is a requirement to try and package those options together. The UTP aims to look at schemes that could address problems for all transport users across the network. If options were viewed and assessed in isolation then the situation may arise that by implementing one solution another problem could be caused on the network for another user. Whilst any transport network has a capacity within which it can operate, compromises often have to be made to ensure that all transport users are given the appropriate level of priority within the system.

In order to inform how this packaging of options should be developed, a Route User Hierarchy was used to inform the process. The Route User Hierarchy is outlined in the *Manual for Streets* (MfS) which supersedes *Design Bulletin 32* and its companion guide *Places, Streets and Movement*. It complements

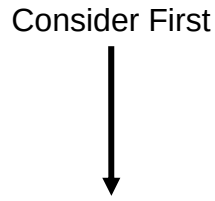
Planning Policy Statement 3: Housing and *Planning Policy Wales*. MfS comprises technical guidance but does not set out any new policy or legal requirements. The concept of the Route User Hierarchy is laid out in this document and defines the five principal functions of a street as:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage, utilities and street lighting.

This clearly demonstrates that a street is not merely a link between nodes (a corridor for traffic) but can also fulfil a spatial element in the urban context (such as a town square).

MfS also sets out a road user hierarchy which should be considered during the design phase as follows:

- Disabled Users
- Pedestrians
- Cyclists
- Public Transport Users
- Specialist Service Vehicles
- Other motor traffic



It does, however, also state that this hierarchy is not meant to be rigidly applied in all circumstances; for example, on motorways, priority should be given to motor traffic to maintain undisrupted traffic flow and the same could be said for some of the primary traffic routes within Hitchin.

A key element of the scheme packaging has been the testing of these schemes within the transport model. The traffic model that has been developed only represents vehicles that travel along the highway, namely cars, Light Goods Vehicles, Heavy Goods Vehicles and buses. It is therefore ideal for testing the impact on road network operation of a whole range of schemes including the impact of a pedestrian crossing or narrowing of carriageway to implement bus priority. It is also possible however to test the impact of other non infrastructure related measures on the overall volume of traffic,

The emerging policies on sustainability that have emerged in the last decade have placed an emphasis on demand management rather than infrastructure provision. With this is mind there is a good body of evidence that indicates the kind of levels of trip reductions that can be achieved from sustainable initiatives such as travel planning, car clubs or improved travel marketing. This is an important element in any transport strategy or plan as provision will need to be made for schemes which attempt to encourage a shift to more sustainable modes. The level of trip reduction that might be expected by these schemes has been represented in the traffic model through a reduction of trips to reflect the scheme impacts. These values have been explained in more detail in the specific scheme descriptions in **Volume 2** and traffic model reporting in **Volume 4**.

It is not practical to test all of the schemes individually within the transport model given the number of time periods, years and development scenarios to be tested. In order to undertake an assessment within the transport model of the schemes to determine what schemes could be practically packaged a process for the testing of scenarios was developed. This is summarised in **Figure 7.3.**

7.2.3.1 Packaging of Options

The packaging of options for testing in the model was developed in line with the Route User Hierarchy explained above. All of the schemes which had been identified in the current transport situation in relation to disabled users, walking, cycling, and public transport were tested first to develop a set of schemes defined within 'Package C'. This provided a foundation to work from which had addressed most of the issues around the access and sustainable modes but had not necessarily dealt with the junction and congestion related issues. This diagram illustrates the linkage between the various packages which include

Package A – Highway schemes to address current problems

Package B – Committed schemes to be implemented before 2014

Package C – All of the short and medium term UTP schemes, but tested using the hierarchy outlined above and built upon incrementally.

Package D – Highway scheme identified as being required in addition to previously identified UTP schemes.

7.3 Detailed Scheme Assessment

Having undertaken a detailed assessment of the individual schemes (see **Volume 2**), a number of these have subsequently been removed from the UTP. The list of discounted schemes and the reasoning behind their removal is detailed in **Table 7.6**.

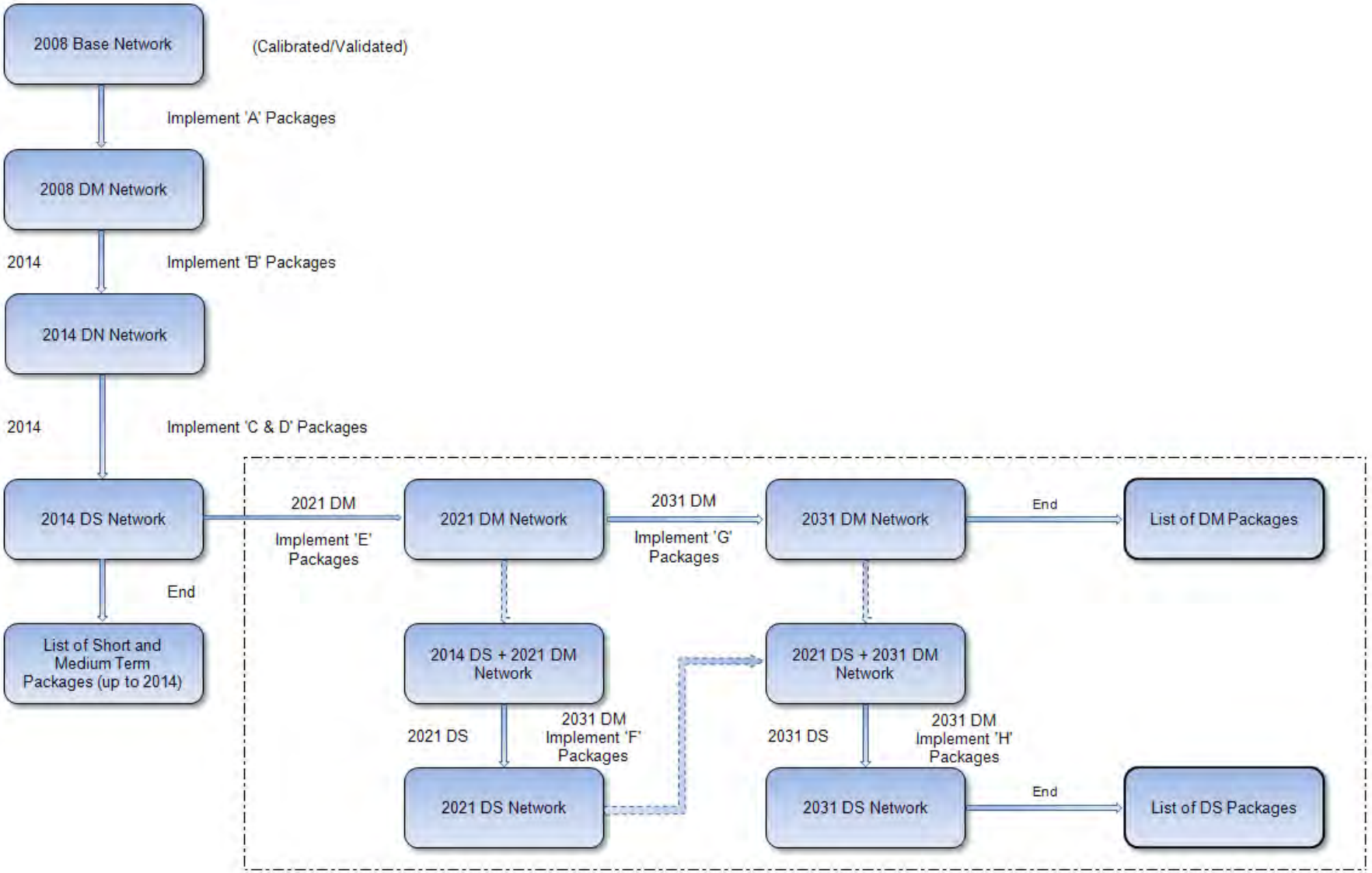
Other schemes have been amended or had their specific descriptions changed as an outcome of detailed investigation so as to provide a final series of targeted and deliverable schemes to be implemented through the UTP. The scheme references have, however, remained unchanged throughout the assessment process.

Table 7.6 – Schemes not included in the UTP

Ref	Measure	Reason
WM2.6	Introduce more pedestrian crossings along the length of Stevenage Road	There were considered to be a sufficient number of crossing points along Stevenage Road to cater for the observed pedestrian demand
WM8	Provide a southern access to the rail station	Justification for the link could not be achieved as the savings generated by the scheme were outweighed by the estimated

Ref	Measure	Reason
		cost. (This does, however, remain as a long term aspiration for the town).
WM12	Provide a pedestrian footbridge over the railway line around Cambridge Road	This was not considered feasible or practical to implement during the Plan period
CM3	Segregate cyclists and pedestrians around Market Square	Given the character and urban form of the centre of Hitchin it is not proposed to implement any form of physical segregation through signing and lining
PTM6	Improve the accessibility of Lister Hospital from Hitchin by bus	Hospital accessibility targets are already being met and budgetary pressures mean that there is little scope for further bus subsidies to provide additional services
PTM11.1	Introduce an eastern access to the rail station	Direct access to the station from the east is not considered practical to implement during the Plan period. (This does, however, remain as a long term aspiration for the town).

Figure 7.3 – Modelling Approach to Scheme Packaging



Five Year Delivery Programme

8 Five Year Delivery Programme

8.1 Delivery Timescales

A number of measures listed in Chapter 7 are able to be delivered in the short term (i.e. the first three years of the UTP period).

Consideration of priority, feasibility and deliverability has been undertaken to identify measures which are likely to be delivered within the first three years of the UTP period. Given the uncertainty around future funding streams and the lapsed time since the UTP modelling was undertaken it is likely that many of the short term schemes will not be delivered until 2013/14. In addition a number of other schemes have been identified which will need to be developed in the medium term (3 – 5 years). The majority of these medium term schemes are being delivered in the timescale as they are required to assist in the delivery of development or it is not anticipated that they could be delivered within the first 3 years of the plan, but given the impact of the delay on short term schemes it is likely to be 2015/16 when most of the medium term schemes are delivered.

In dealing with short and medium term schemes it has been necessary to consider the schemes against the Do Minimum scenario of committed developments which are to be delivered. In future when longer term schemes are being assessed they will be considered against different development scenarios. The first of these is the Do Minimum development scenario which assumes that the forecasts for background traffic growth occur in relation to rising or falling incomes and committed developments which are to be delivered.

The second of these scenarios relates to a Do Something scenario which assumes the volume of development proposed within the East of England Plan is delivered. Presenting the scheme requirements in this way means that those schemes which need to be delivered as a result of the East of England Plan, or what ever the likely replacement may be, can be easily identified.

8.2 Funding Mechanisms

The measures set out in the UTP will be delivered through a variety of funding mechanisms.

- **HCC/NHDC** – relates to funding from Council Revenue Budgets. Such funding would be typically related to marketing/promotional activities plus maintenance issues such as signing improvements. Alternatively funding could be obtained through GAF.

- **LTP** – relates to funding from the Integrated Transport Block. Such funding would be typically related to the design and implementation of capital schemes.

- **MSBC** – relates to Major Schemes Business Case Bids from DfT through the Regional Funding allocation. Applies to schemes normally greater that £5m.

- **Developer Contributions** - related to funds collected through Section 106 Agreements for which schemes are specific and related to the development concerned. However, a Pooled Contributions/Tariff for Hitchin is recommended to be delivered through Supplementary Planning Documentation or included as a specific policy within the LDF. Advice on setting up a pooled contribution system is set out within Circular 5/2005 Planning Obligations, together with general advice on the use of Planning Obligations from developers.

- **Receipts** – relates to funding primarily from Parking Charges receipts, although receipts from land sales could be possible. Such funding would primarily relate to car parking measures or where schemes may not qualify for other funding sources.

- **Existing Employers** – relates to funding mainly for travel planning initiatives at the existing workplaces.

- **Other Funding Sources** – this covers additional sources of funding which may become available as a result of the change in Government and could be used to supplement existing funding. This also covers local funding sources, such as councillor discretionary funds.

Given the recent economic downturn there is going to be a need to think more creatively about where the financing for schemes is going to come from. There will almost certainly be lower levels of public funding for scheme so the need for schemes needs to be clearly demonstrated. Far more emphasis is going to be placed on partnership and resource sharing to deliver schemes that will ultimately benefit all.

8.3 Localism

The notion of localism, brought to the fore as a result of the change in government, is something which will have a bearing on the Hitchin UTP during the lifespan of the document. Localism may see a greater shift towards Local Authorities in terms of decision making in their respective areas, with increased control over services and budgets. The schemes and policies contained in the UTP will therefore play an increasingly important role in the development of Hitchin and will offer the mechanism through which to improve the town and best prepare it for future growth.

8.4 Public Consultation

As part of the UTP process, a public consultation exercise was carried out to give members of the public the opportunity to comment and provide feedback on the content of the UTP. During the consultation process a number of

additional issues were raised by residents of Hitchin and these have been addressed in the following ways;

1. Where amendedments were required to existing UTP schemes, the relevant updates have been made (specifically, to PTM19, HM19, HM31 and HM33)

2. Where the comments are considered to warrant the development of a new scheme, this has been done. The schemes which are new to the UTP are listed in Table 8.1. Whilst these new schemes have not been progressed through the full UTP assessment phase, it is considered necessary to record them in the UTP to ensure it reflects the public's views.

There are several instances where a combination of the above approachs has been applied. This relates to PTM19 and HM19 which both propose elements of a 'shared space' scheme for Hermitage Road, Brand Street and Bancroft respectively. Having updated the two individual schemes following consultation it was felt that, as the schemes now contained a common theme, it would be more appropriate to create a new shared space scheme for the Town Centre (HM37). This now appears in Table 8.1.

Table 8.1 – New schemes developed following Public Consultation

Measure		Timescale
HM31.1	Implement an experimental closure 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 Investigation	Short
HM37	Introduce a shared space scheme for the Town Centre	Medium

In addition, UTP scheme WM2.5 (Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout) has been separated into the two separate components, WM.2.5.1 (Introduce a Toucan crossing on the Stevenage Road Toucan approach to the Hitchin Hill roundabout) and WM2.5.2 (Introduce a Toucan crossing on the London Road approach to the Hitchin Hill roundabout) for ease of reference. This is shown in Table 8.2.

In all other instances, the content of the UTP has been updated in line with the comments received from members of the public where relevant and appropriate. The full list of schemes proposed through the UTP is contained within **Section 8.5**.

8.5 Measures for Delivery in the First Five Years

The prioritised programme for delivery (subject to funding) over the next five years is shown by transport mode in the tables below. The tables have been broken down into schemes and policies. The former can be implemented on the ground, with an appropriate design and cost, whereas the latter represent a recommended approach or action being proposed through the UTP for adoption by the relevant authority(s).

To assist with the identification of the means of funding the measures proposed, each scheme has been attributed a potential funding source, where appropriate. These have been classified by mode of transport and subject.

Table 8.2 – Walking schemes and policies to be delivered in the first 5 years

Measure		Timescale	Cost	Funding Source
WM1	Provide footpath access to new residential developments	Medium	N/A	Walking Section 106
WM2.1	Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction	Short	£117,000	Walking Section 106
WM2.2	Provide a Toucan crossing at Bancroft by Regal Chambers	Short	£117,000	Walking Section 106
WM2.3	Upgrade existing pedestrian crossings at the Bedford Road/Fishponds Road junction (*addressed through WM10)*	Short	£127,000	Walking
WM2.4	Introduce a pedestrian crossing facility at Queen Street by Bridge Street	Short	£117,000	Walking Section 106
WM2.5	*Introduce Toucan crossings on the Stevenage Road and London Road approaches to the Hitchin Hill roundabout*	*This scheme has now been split into two separate elements (WM5.2.1 and WM5.2.2) as shown below*		
WM2.5.1	Introduce a Toucan crossing on the	Medium	£128,000	*Walking*

	Stevenage Road approach to Hitchin Hill roundabout			*Section 106*
WM2.5.2	Introduce a Toucan crossing on the London Road approach to Hitchin Hill roundabout	Medium	£128,000	*Walking* *Section 106*
WM3	Improve the lighting and cleanliness of alleyways around the town centre	Short	N/A	Walking Section 106
WM5	Increase pedestrianisation of the town centre (*addressed through HM8)*	Short	N/A	Walking Section 106
WM6	Improve pedestrian links to the industrial area	Medium	£20,000	Walking
WM6.1	Upgrade the crossing facilities at the Cadwell Lane crossroads (*addressed through HM32*)	Short	£95,000	Walking Highways
WM9	Improve the crossing point at the junction of Walsworth Rd/ Station Approach to improve pedestrian/ cyclist priority	Short	£30,000	Walking Section 106
WM10	Review the quality and provision of footways across Hitchin (including lighting and signing)	Medium	N/A	Maintenance
Policy				
WM2	Provide more pedestrian crossings in Hitchin (*addressed through WM2.1 to WM2.5*)	Short	N/A	Walking Section 106

Table 8.3 – Cycling schemes and policies to be delivered in the first 5 years

Measure		Timescale	Cost	Funding Source
CM2	Upgrade existing cycle routes, for example from the industrial areas to the town centre (*addressed through CM10 to CM15*)	Short	N/A	Cycling Section 106 NHDC Growth Area Fund
CM6	Provide advance stop lines for cyclists at junctions	Short	£12,450	Highways Section 106 NHDC Growth Area Fund
CM7	Provide cycle-ways along the B656, A602 and A600 (*addressed through CM10 to CM15*)	Short	N/A	Cycling NHDC Growth Area Fund
CM8	Improve signing on the cycle network	Short	£30,000	Cycling NHDC Growth Area Fund
CM9	Provide (covered) cycle parking at entrances to the town centre	Short	£6,348	Cycling NHDC Growth Area Fund
CM10*	Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey	Short	£265,510	Cycling NHDC Growth Area Fund
CM11*	Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey	Short	£27,778	Cycling NHDC Growth Area Fund
CM12*	Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey	Short	£107,238	Cycling NHDC Growth Area Fund
CM13*	Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey	Short	£84,240	Cycling NHDC Growth Area Fund
CM14*	Implement Route 11 (Rail station to south	Short	£26,486	Cycling

	Hitchin) identified through the Cycle Route Network Survey			NHDC Growth Area Fund
CM15*	Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey	Short	£20,672	Cycling NHDC Growth Area Fund
CM16*	Implement the medium and low priority routes identified through the Cycle Route Network Survey	Medium	£1.17m	Cycling NHDC Growth Area Fund
CM17	Upgrade Nightingale Road Pelican Crossing to a Toucan crossing	Short	£100,000	Cycling Section 106

* Whilst the aspiration is to implement all of the cycle routes identified in the UTP, it is acknowledged that it may not be possible to do so due to financial constraints.

Table 8.4 – Public Transport schemes to be delivered in the first 5 years

Measure		Timescale	Cost	Funding Source
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	£24,000	Public Transport
PTM4	Improve bus stop facilities/waiting areas	Medium	£21,000 per stop	Public Transport Section 106
PTM10	Introduce demand responsive transport across Hitchin (*addressed through PTM3*)	Short	N/A	Public Transport
PTM16	Introduce real time information across the network	Medium	Awaiting validation	Public Transport
PTM19	Revise the boarding and alighting points of buses within the town centre	*This scheme is now addressed through HM37 (Introduce a shared space scheme for the Town Centre)*		
PTM20	Improve the availability of public transport	Medium	N/A	Public Transport

	information across Hitchin			

Table 8.5 – Highway schemes and policies to be delivered in the first 5 years

Measure		Timescale	Cost	Funding Source
HM7	Direct goods vehicles appropriately and restrict lorries from using the High Street	Short	£78,000	Highways
HM8	Extend the existing vehicle closures in the town centre and pedestrianise the high street	Short	£70,000	Highways
HM9	Address rat runs through and around the town (*addressed through HM8, 19, 28, 33*)	Medium	£50,000	Highways
HM13	Introduce traffic calming measures on Stotfold Road to reduce vehicle speeds	Short	£110,000	Highways
HM15	Improve signalised junctions and pedestrian phasing throughout Hitchin	Medium	£110,000	Highways
HM19	Reduce the through movement of traffic in the town centre Brand Street/Bancroft/ Hermitage Road)	*This scheme is now addressed through HM37 (Introduce a shared space scheme for the Town Centre)*		
HM24	Introduce road narrowing and more crossings rather than speed humps	Medium	£50,000 design fees and £10,000 per site	Highways
HM27	Upgrade the roads around the employment area	Medium	N/A	Highways
HM28	Review road signing within Hitchin	Short	£140,000	Highways
HM31	Implement junction improvements along the A505/ A602	Medium	£50,000	Highways

	corridor to maximise existing capacity			
HM31 has been updated following the public consultation- see section 8.4				
HM32	Improve operation of Cadwell Lane junction to minimise the impact of HGV's on the local area and improve crossings	Medium	£30,868	Highways Section 106
HM33	Investigate speeds at specific locations across Hitchin to determine whether traffic calming measures are required to reduce excessive vehicle speeds	Medium	£154,000	Highways
HM33 has been updated following the public consultation- see section 8.4				
HM35	Introduce a package of smarter measures such as travel marketing, travel plans and car clubs to reduce reliance on the car	Short	N/A	Highways Section 106
HM36	Highway infrastructure improvements identified using the transport model	Medium	N/A	Highways

Table 8.6 – Sustainable schemes and policies to be delivered in the first 5 years

Measure		Timescale	Cost	Funding Source
SM1	Introduce car sharing/car clubs	Short	£40,000 per annum	
SM2	Introduce more work place travel plans	Medium	£75,000 per annum	
SM8	Produce an integrated strategy for marketing sustainable modes	Short	£375,000	Section 106
Policy				
SM6	Introduce more school travel plans	Medium	On a school by school	

			basis	

Table 8.7 – Parking schemes to be delivered in the first 5 years

Measure		Timescale	Cost	Funding Source
PM1	Increase parking enforcement, for example through the use of permits	Short	N/A	NHDC
PM3	Introduce real time information for car parks to show available spaces	Medium	£68,000	GAF, BID and LTP
PM6	Review the number of disabled parking spaces in the town centre	Short	N/A	NHDC

All of the physical schemes proposed above are shown on the plan in ***Appendix B***

Monitoring and Date of Plan Review

9 Monitoring and Date of Plan Review

9.1 Introduction

Regular monitoring will enable assessment of the progress of measures in the UTP against the plan. It is a vital element in ensuring that measures proposed within the UTP are delivered at a rate that is in keeping with the priorities to address the problems identified. It also enables assessment of the effectiveness of schemes which have been delivered.

Regular review of the plan allows for the plan to be revised according to evolving demands and is an essential process in ensuring that the Plan remains relevant.

9.2 Monitoring Frequency and Mechanism

A report on the schemes delivered and progress towards the local targets will be published annually. Monitoring involves two elements: output and outcome.

9.2.1 Monitoring output

Output monitoring is essentially monitoring the progress of the delivery of schemes. This will be undertaken by reporting on the completeness of schemes which have been programmed for delivery and the expenditure related to individual schemes. This data will then be compared against the delivery programme.

9.2.2 Monitoring outcomes

Monitoring outcomes will enable an assessment to be made on the effectiveness of schemes which are delivered through the UTP. Monitoring outcomes should be in line with procedures already in place which allow local authorities to monitor against the LTP indicators and targets.

The following methods could be used to monitor outcomes:

Screenline surveys to monitor modal split (and modal shift through comparison of previous data). Surveys should be undertaken on both major corridors and minor roads to reflect different travel environments.

Queue and delay surveys to monitor congestion. Surveys should be undertaken at key junctions, in particular those which have been treated.

Patronage figures to monitor modal split (and modal shift through comparison of previous data). Patronage figures should be collected for both bus and rail and across a range of services.

Existing monitoring surveys could also be used in a number of ways:

- TravelWise cordon surveys are due to be undertaken every 3 years in Hitchin and these could be potentially expanded to include minor roads.
- Traffic master GPS data could be used to monitor journey time changes.

- Bespoke before and after surveys could be used as part of the monitoring arrangements for specific schemes (i.e. cycling schemes)

9.3 Date of Plan Review

The UTP report will be reviewed annually (including the objectives of the Plan), commencing after the delivery of the first schemes. It is also proposed that the 'longer term considerations' will also be reviewed annually to determine whether they can be progressed any further. After five years the plan will be reviewed in its entirety (with monitoring taking place just prior to this) and a modified plan will be published. The five year review will allow for new targets to be added if appropriate and for the existing targets to be modified if unforeseen pressures have arisen.

As part of the Plan review, existing measures, and additional measures arising from assessment of unforeseen pressures, will be re-assessed. A new five year delivery programme will be produced to represent the measures to be delivered during the following five year period.

Appendix A – Scheme Assessment Framework

Hitchin UTP - Scheme Assessment Framework

Issue/ Problem Cross Reference	Mode	Transport Measure	Transport Measure Reference	Source	Stage 1 - High level feasibility score: Scheme Cost	Feasibility	Deliverability	Risk (at time of writing UTP) 0 = Low Risk 3 = High Risk	Stage 2 - Scoring against Indicators: Objective - Safety Indicators		Objective - Congestion Indicator								Objective - Accessibility Indicator				Objective - Air Quality Indicator	Objective - Quality of Life Indicator					Total Indicator Score	Proposed Timescale - Short / Medium / Long
					Is the scheme affordable?	Is the scheme feasible?	Is the scheme deliverable?		Casualty Reduction*	Speed Limit Compliance*	Journey time Per Mile	Area Wide Mileage*	Public Transport Patronage*	Bus Service User Satisfaction*	Bus Punctuality*	Mode Share of Journeys to School*	Right of Way*	Cycle Usage*	Access to Hospitals*	Access to Employment	Access to Public Transport	Access to Town/ Local Centres	Air Quality	Personal Security	Rail related improvements	Town Centre enhancement/ streetscape improvements	Environmental Improvements, particularly for vulnerable road users	Encourage use of sustainable modes through improved information		
S1, S4	Sustainable	Produce an integrated strategy for marketing sustainable modes	SM8	Consultation	Y	Y	Y	0	0	0	0	1	3	2	2	1	0	1	1	1	1	1	0	0	0	0	1	0	15	Short
A6, C2, C3, C5, C6, C7	Cycling	Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey	CM11	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	1	2	3	0	2	0	2	1	0	0	0	0	1	14	Short
A6, C2, C3, C5, C7	Cycling	Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey	CM12	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	1	2	3	0	2	0	2	1	0	0	0	0	1	14	Short
A6, C2, C3, C5, C6, C7	Cycling	Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey	CM13	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	1	2	3	0	2	0	2	1	0	0	0	0	1	14	Short
W2, W7	Walking	Increase pedestrianisation of the town centre, in particular on market days	WM5	Consultation	Y	Y	Y	0	0	0	-2	1	1	0	0	0	2	2	0	1	1	2	1	2	0	2	1	0	14	Short
C6, C7	Cycling	Implement the medium and low priority routes identified through the Cycle Route Network Survey	CM16	AECOM	Y	Y	Y		0	0	0	1	1	0	0	1	2	3	1	1	0	1	1	0	0	0	0	1	13	Medium
W2, W3, W5	Walking	Increase investment in pedestrian infrastructure and facilities around Hitchin	WM7	Consultation	Y	Y	Y	0	0	0	0	1	1	0	0	1	2	1	1	1	1	1	0	1	0	1	1	0	13	Long
A4, C2, C3, C5, C7	Cycling	Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey	CM14	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	0	2	3	0	2	0	2	1	0	0	0	0	1	13	Short
A4, C2, C3, C5, C7	Cycling	Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey	CM15	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	0	2	3	0	2	0	2	1	0	0	0	0	1	13	Short
PT2, PT8, PT9	PT	Provide a single bus interchange/hub – perhaps in Paynes Park	PTM1	Consultation	N	Y	N	2	0	0	0	1	2	2	1	0	0	0	1	1	3	1	-1	1	0	0	0	1	13	Long
A1, C2, C3, C5, C7	Cycling	Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey	CM10	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	0	2	3	0	2	0	2	1	0	0	0	0	0	12	Short
C2, C3, C5	Cycling	Upgrade existing cycle routes, for example from the industrial areas to the town centre	CM2	Consultation	Y	Y	Y	0	0	0	0	1	0	0	0	1	1	3	1	1	1	1	1	0	0	1	0	0	12	Short
C2, C3, C4, C5, C8	Cycling	Provide new two-way routes for cyclists around Hitchin	CM4	Consultation	Y	Y	Y	0	0	0	0	1	0	0	0	1	1	3	1	1	1	1	1	0	0	1	0	0	12	Short
C2, C3, C5, C7	Cycling	Provide cycle-ways along the B656, A602 and A600	CM7	Consultation	Y	Y	Y	0	0	0	0	1	0	0	0	1	1	3	1	1	1	1	1	0	0	1	0	0	12	Short
H13, CO2	Highways	Extend the existing vehicle closures in the town centre and pedestrianise the high street	HM8	Consultation	Y	Y	Y	0	0	0	-1	1	0	0	0	0	1	2	0	2	1	2	1	0	0	2	1	0	12	Short
W2, W3, W4, W5, W6, W8, W11	Walking	Review the quality and provision of footways across Hitchin (including lighting)	WM10	AECOM	Y	Y	Y	0	0	0	0	1	0	0	0	0	2	1	1	1	1	1	0	2	0	1	1	0	12	Medium
PT4, PT8, PT11	PT	Improve bus stop facilities/waiting areas	PTM4	Consultation	Y	Y	Y	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	1	0	2	0	1	12	Medium
PT1, PT5, PT14	PT	Introduce a shuttle bus between the station and employment areas	PTM14	Consultation	Y	Y	Y	0	0	0	0	1	2	2	1	0	0	0	0	3	2	1	0	0	0	0	0	0	12	Short
PT2, PT5, PT8, PT14	PT	Revise the boarding and alighting points of buses within the town centre	PTM19	AECOM	Y	Y	Y	0	0	0	1	1	3	3	1	0	0	0	0	0	3	0	0	0	0	0	0	0	12	Medium
PT1, PT5, PT12, PT14	PT	Increase the frequency of the bus services	PTM15	Consultation	Y	Y	Y	0	0	0	-1	1	2	2	2	0	0	0	0	2	2	2	-1	0	0	0	0	0	11	Short
C1, C2	Cycling	Provide (covered) cycle parking at entrances to the town centre (e.g. Biggin Lane and Bancroft)	CM9	Consultation	Y	Y	Y	0	0	0	0	1	0	0	0	1	0	3	1	1	0	1	0	1	1	1	0	0	11	Short
PT10, PT14, PT16, H22	PT	Introduce bus priority at selected locations within Hitchin	PTM17	AECOM	Y	Y	Y	0	0	0	-1	1	2	2	3	0	0	0	1	1	1	1	0	0	0	0	0	0	11	Medium
C4, C8	Cycling	Review signing on the cycle network	CM8	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	1	2	1	1	1	1	0	1	0	1	0	1	10	Short
PT5	PT	Improve the accessibility of Lister Hospital from Hitchin by bus	PTM6	Consultation	Y	Y	Y	0	0	0	0	1	1	2	1	0	0	0	3	0	2	0	0	0	0	0	0	0	10	Short
PT8, PT9, S1, S2	PT	Improve the availability of public transport information across Hitchin	PTM20	AECOM	Y	Y	Y	0	0	0	0	1	2	2	0	1	0	0	1	1	1	1	0	0	0	0	0	0	10	Medium
CO3	Sustainable	Introduce car sharing/car clubs	SM1	Consultation	Y	Y	Y	0	0	0	1	1	1	0	0	1	0	1	1	2	0	1	1	0	0	0	0	0	10	Short
W1, W2, W5	Walking	Provide more pedestrian crossings in Hitchin	WM2	Consultation	Y	Y	Y	0	0	0	-1	1	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	9	Short
A3, CO4	Sustainable	Introduce more school travel plans	SM6	Consultation	Y	Y	Y	0	0	0	0	1	1	0	0	3	1	2	0	0	0	0	0	0	0	0	1	0	9	Medium
W2	Walking	Provide footpath access to new residential developments	WM1	Consultation	Y	Y	Y	0	0	0	0	1	0	0	0	1	2	1	1	1	1	1	0	0	0	0	0	0	9	Medium
CO1	Sustainable	Introduce more work place travel plans	SM2	Consultation	Y	Y	Y	0	0	0	1	1	1	0	0	0	0	1	0	2	0	2	1	0	0	0	0	0	9	Medium
H5, C7, W2	Highways	Introduce a Home Zone in West Hill and the surrounding residential streets*	HM35	AECOM	Y	Y	Y	0	0	0	-1	0	0	0	0	1	1	2	1	1	1	1	1	0	0	0	1	0	9	Short
W5.5	Walking	Provide a pedestrian crossing facility at Stotfold Road/Cambridge Road junction	WM2.1	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	8	Short
W5.1	Walking	Introduce a crossing facility at Bancroft by Regal Chambers	WM2.2	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	8	Short
W5.2	Walking	Upgrade existing pedestrian crossings at Bedford Road/Fishponds Road	WM2.3	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	8	Short
PT2, PT7, PT8, PT14, PT15, S1, S2	PT	Introduce real time information across the network	PTM16	AECOM	Y	Y	Y	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	8	Medium
W1	Walking	Provide a southern access to the rail station	WM8	Consultation	Y	Y	N	1	0	0	0	1	2	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	8	Medium
W5.8	Walking	Introduce a pedestrian crossing facility at Queen Street by Bridge Street*	WM2.4	AECOM	Y	Y	Y	0	0	0	-1	0	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	8	Short
W5.9	Walking	Introduce pedestrian crossing facilities over Stevenage Road/Hitchin Hill Roundabout*	WM2.5	AECOM	Y	Y	Y	0	0	0	-1	0	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	8	Short
W5.7	Walking	Introduce more pedestrian crossings along the length of Stevenage Road	WM2.6	AECOM	Y	Y	Y	0	0	0	-1	0	0	0	0	1	2	1	1	1	1	1	0	0	0	0	1	0	8	Short
H1, H2, H3	Highways	Improve operation of Cadwell Lane junction to minimise the impact of HGV's on the local area	HM32	AECOM	Y	Y	Y	0											0										7	Medium
W2	Walking	Improve pedestrian links to the industrial area	WM6	Consultation	Y	Y	Y	0	0	0	0	1	0	0	0	0	1	1	0	3	0	0	1	0	0	0	0	0	7	Medium
C9	Cycling	Upgrade Nightingale Road Pelican Crossing to a Toucan crossing*	CM17	AECOM	Y	Y	Y	0	0	0	0	0	0	0	0	1	1	2	0	1	1	1	0	0	0	0	0	0	7	Short
P1, P2, P3, P4, P5, P6, P7	Parking	Adopt the North Herts (draft) Parking Strategy 2009-19*	PM9	AECOM	Y	Y	Y	0	0	0	0	1	1	0	0	0	0	0	1	1	1	1	0	0	0	1	0	0	7	Medium
H13, H21, CO1, CO2	Highways	Build a southern by-pass	HM6	Consultation	N	N	N	3	0	0	2	1	-1	0	1	0	0	1	0	1	0	1	-2	0	0	1	1	0	6	Long
H13, H21, CO2	Highways	Prohibit through traffic	HM3	Consultation	N	N	N	3	0	0	-2	2	0	0	1	0	0	1	0	1	1	1	1	0	0	0	0	0	6	Long
H13, H21, CO1	Highways	Limit the through movement of traffic in the town centre (Brand Street/Hermitage Road)	HM19	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	1	0	1	1	0	0	0	-1	1	0	0	2	1	0	5	Short
W6	Walking	Improve the lighting and cleanliness of alleyways around the town centre	WM3	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	Short
W1	PT	Introduce an eastern access to the rail station	PTM11.1	Consultation	Y	Y	N	1	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5	Medium
H21	Highways	Implement junction improvements along the A505/ A602 corridor to maximise existing capacity	HM31	AECOM	Y	Y	Y	0	0	0	2	0	0	0	2	0	0	-1	1	1	0	1	-1	0	0	0	0	0	5	Medium
P4, P7	Parking	Introduce real time information for car parks to show available spaces	PM3	AECOM	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	2	0	0	5	Medium
H5, H13	Highways	Address rat runs through and around the town	HM9	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	4	Medium
H12	Highways	Review road signing within Hitchin	HM28	AECOM	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	Short
W1, W2, W5, W13	Walking	Improve the crossing point at the junction of Walsworth Rd/ Station Approach to improve pedestrian/ cyclist access	WM9	AECOM	Y	Y	Y	0	0	0	-2	0	1	0	0	0	1	2	0	0	2	0	0	0	0	0	0	0	4	Short
H1, H4, H19, H29	Highways	Provide an access road from Stotford Road to the employment area	HM21	Consultation	N	Y	N	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	Long
H1, H4, H19, H27	Highways	Improve access from Ickleford to the employment area	HM22	Consultation	N	Y	N	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	Long
PT13	PT	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	PTM3	Consultation	Y	N	Y	1	0	0	0	0	1	0	0	0	0	0	0	1	1	1	-1	1	0	0	0	0	4	Short
P3	Parking	Increase parking provision at the station	PM4	Consultation	Y	Y	Y	0	0	0	0	0	2	0	0	0	0	-1	0	0	2	0	0	0	1	0	0	0	4	N/A
W13	Parking	Review the number of disabled parking spaces in the town centre	PM6	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	4	Short
P1, P6	Parking	Improve awareness of the multi-storey car park (Lairage)	PM7	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	4	Short
H5	Highways	Introduce a mini roundabout at the junction of London Road and Blackhorse Lane*	HM34	AECOM	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	Short
H6, H11, H14	Highways	Upgrade the roads around the employment area	HM27	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	Medium
	Parking	Introduce cheaper car parking in off-peak periods	PM5	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	Short
H5, H13, H16, H18	Highways	Investigate speeds at specific locations across Hitchin to determine whether traffic calming measures are required to reduce excessive vehicle speeds	HM33	AECOM	Y	Y	Y	0	0	0	-1	0	0	0	-1	1	0	2	0	0	0	0	0	0	0	1	1	0	3	Medium
W5.2, W9, H2, H3	Highways	Improve signalised junctions and pedestrian phasing throughout Hitchin	HM15	AECOM	Y	Y	Y	0	0	0	-1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	Medium
W7, C3	Cycling	Segregate cyclists and pedestrians in Market Square	CM3	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	Short
W8	Walking	Provide a pedestrian footbridge over the railway line around Cambridge Road	WM12	Consultation	N	N	N	3	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	Medium
W9	Walking	Upgrade the crossing facilities at the Cadwell Lane crossroads (provision of pedestrian islands etc)	WM6.1	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	Short
H5, H17, H18	Highways	Reduce the 50mph speed limit on the Parkway bypass	HM16	Consultation	N	N	N	3	0	0	-2	0	0	0	-1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	Long
H17, H18	Highways	Introduce traffic calming measures on Queen Street to reduce vehicle speeds	HM17	Consultation	Y	Y	Y	0	0	0	-2	0	0	0	-1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	Short
H23	Highways	Introduce traffic calming measures on Stotfold Road to reduce vehicle speeds	HM13	Consultation	Y	Y	Y	0	0	0	-2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	Short
C7	Cycling	Provide forward stop zones for cyclists at junctions	CM6	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	Short
H1, H4, H19, H27	Highways	Direct goods vehicles appropriately and restrict lorries from using the High Street	HM7	Consultation	Y	Y	Y	0	0	0	-1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	Short
CO1, CO5	Highways	Widen the A1(m)	HM1	Consultation	N	N	N	3	0	0	2	0	-1	0	0	0	0	0	0	2	0	0	-2	0	0	0	0	0	1	Long
W5	Highways	Introduce road narrowing and more crossings rather than speed humps	HM24	Consultation	Y	Y	Y	0	0	0	0	0	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	Medium
P2, P5	Parking	Increase parking enforcement, for example through the use of permits	PM1	Consultation	Y	Y	Y	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Short
C2, C3, C5	Cycling	Introduce more Bikeability courses for schoolchildren	CM1	Consultation	Y	Y	Y	0	This scheme is addressed through SM6																				0	Short
W1	PT	Improve pedestrian access to and within the rail station	PTM11	Consultation	Y	Y	Y	0	This scheme is addressed through PTM 11.1 and PTM 11.2																				0	N/A
PT13, PT14	PT	Introduce demand responsive transport across Hitchin	PTM10	Consultation	Y	Y	Y	0	This scheme is addressed through PTM3 and PTM14																				0	N/A
S3	Sustainable	Improve footpath signage (e.g. Walsworth Road between the town centre and the rail station)	SM5	Consultation	Y	Y	Y	0	This scheme is addressed through WM10																				0	N/A
S1	Sustainable	Improve the quality and availability of public transport information (for example route maps, colour-coded maps	SM7	Consultation	Y	Y	Y	0	This scheme is addressed through PTM20																				0	N/A
C4	Sustainable	Improved cycle signage	SM4	Consultation	Y	Y	Y	0	This scheme is addressed through CM8																				0	N/A
C3	Cycling	Introduce designated pedestrian and cycle routes to and from schools	CM5	Consultation	Y	Y	Y	0	This scheme is addressed by SM6																				0	N/A
H5, H24, CO6	Highways	Revert one-way systems to two-way (Payne's Park / Old Park Road / Bedford Road)	HM20	Consultation	N	Y	N	2	0	0	-1	0	0	0	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	Medium
P2,P5	Parking	Introduce a residents parking scheme	PM8	Consultation	Y	Y	Y	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Medium
CO4	Walking	Introduce walking buses to schools	WM4	Consultation	Y	Y	Y	0	This scheme is addressed through SM6																				0	N/A
W13	Walking	Increase the provision of facilities for disabled or mobility impaired people (ramps, dropped kerbs etc)	WM11	Consultation	Y	Y	Y	0	This scheme is addressed through WM7																				0	N/A
PT3	PT	Provide longer trains	PTM2	Consultation	N	N	N	3	N/A																				0	N/A
PT5, PT9, PT14	PT	Better coordinate rail and bus timetables	PTM5	AECOM	Y	Y	Y	0	This scheme has been addressed through the current improvement works																				0	N/A
PT6, PT7, PT14	PT	Provide a pedestrianised bus/rail interchange	PTM7	Consultation	N	N	N	3	This scheme has been addressed through the current improvement works																				0	N/A
PT7, PT8, PT14	PT	Increase bus reliability	PTM8	Consultation	Y	Y	Y	0	This scheme is addressed through PTM17																				0	N/A
PT1, PT2, PT9	PT	Introduce a park and ride system	PTM9	Consultation	N	N	N	3	This scheme is not commercially viable																				0	N/A
PT4	PT	Introduce platform lifts at the rail station	PTM11.2	Consultation	Y	Y	Y	0	This scheme has been addressed through the current improvement works																				0	N/A
PT14	PT	Reduce the cost of public transport	PTM12	Consultation	N	N	N	3	This scheme is not feasible for delivery																				0	N/A
PT1	PT	Increase investment in public transport	PTM13	Consultation	Y	Y	Y	0	This scheme is addressed through other specific UTP schemes																				0	N/A
PT14, PT17, S5	PT	Introduce integrated ticketing	PTM18	AECOM	Y	Y	Y	0	This scheme has been addressed through the current improvement works																				0	N/A
H1, H4, H14, H19, CO4	Highways	Provide a relief road for the industrial area	HM4	Consultation	N	N	N	3	This scheme is being addressed through HM21																				0	N/A
W5, H24, CO6	Highways	Remove one-way system in the Town Centre	HM2	Consultation	N	Y	N	2	This scheme is being addressed through HM20																				0	N/A
H4	Highways	Locate scrap metal/waste solutions outside Hitchin	HM5	Consultation	Y	Y	Y	0	N/A																				0	N/A
CO1	Highways	Improve access into and through Hitchin, in particular for retail areas, schools and the railway station	HM10	Consultation	Y	Y	Y	0	This scheme is being addressed through other specific UTP schemes																				0	N/A
H1, H4, H10, H19	Highways	Improve HGV access to the industrial area	HM11	Consultation	Y	Y	Y	0	This scheme is being addressed through HM21																				0	N/A
H1, H4, H13, H19	Highways	Provide alternative routes for HGVs other than through the town	HM12	Consultation	Y	Y	Y	0	This scheme is being addressed through HM21																				0	N/A
H21	Highways	Provide an East-West A505 Hitchin by-pass	HM14	Consultation	N	N	N	3	This scheme is being addressed through HM6																				0	N/A
PT11, PT15, PT17	Highways	Introduce road pricing to subsidise public transport	HM23	Consultation	N	N	N	3	N/A																				0	N/A
H5, H7, H13, H16, H18	Highways	Improve the junction of Sunnyside Road/ Stevenage Road	HM17	Consultation	Y	Y	Y	0	This scheme has already been implemented																				0	N/A
W2, C7	Highways	Break down the clear designation between pedestrians and vehicles, particularly along the High Street	HM26	Consultation	Y	Y	Y	0	This scheme is addressed through WM5																				0	N/A
S1, PT8, PT11	Sustainable	Advertise/improve information on bus routes	SM3	Consultation	Y	Y	Y	0	This scheme is addressed through SM7																				0	N/A
C01	Sustainable	Engage major employers in sustainable travel plans	SM9	Consultation	Y	Y	Y	0	This scheme is addressed through SM2																				0	N/A
S1, S4	Sustainable	Bus services/timetables need to be better marketed	SM10	Consultation	Y	Y	Y	0	This scheme is addressed through SM7																				0	N/A
	Sustainable	Encourage different working hours	SM11	Consultation	Y	Y	Y	0	This scheme is addressed through SM2																				0	N/A
S4	Sustainable	Learn from sustainable travel best practice elsewhere (e.g. Oxford)	SM12	Consultation	Y	Y	Y	0	All schemes are informed by current best practice																				0	N/A
H13, H16, H17, H18, C7	Highways	Impose a blanket 20mph speed limit in Hitchin	HM18	Consultation	N	N	N	3	0	0	-3	0	0	0	-1	2	0	3	-1	-1	0	-1	0	0	0	0	1	0	-1	Long
CO1, CO2, CO5, CO7	Highways	Construct a by-pass between Luton and Stevenage	HM25	Consultation	N	N	N	3	0	0	1	0	-1	0	1	0	0	0	0	0	0	0	-2	0	0	0	0	0	-1	Long
H7, H25	Highways	Introduce more VA signs across the highway network	HM30	AECOM	Y	Y	Y	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	Short
H20	Highways	Signalise bridge underpasses and restrict them to a single lane of traffic at any one time	HM29	Consultation	Y	N	N	2	0	0	-2	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	Long
P1	Parking	Expand existing car parks to provide more capacity	PM2	Consultation	N	N	N	3	0	0	0	0	-1	0	0	0	0	-1	0	0	0	1	-1	0	0	-1	0	0	-3	Medium

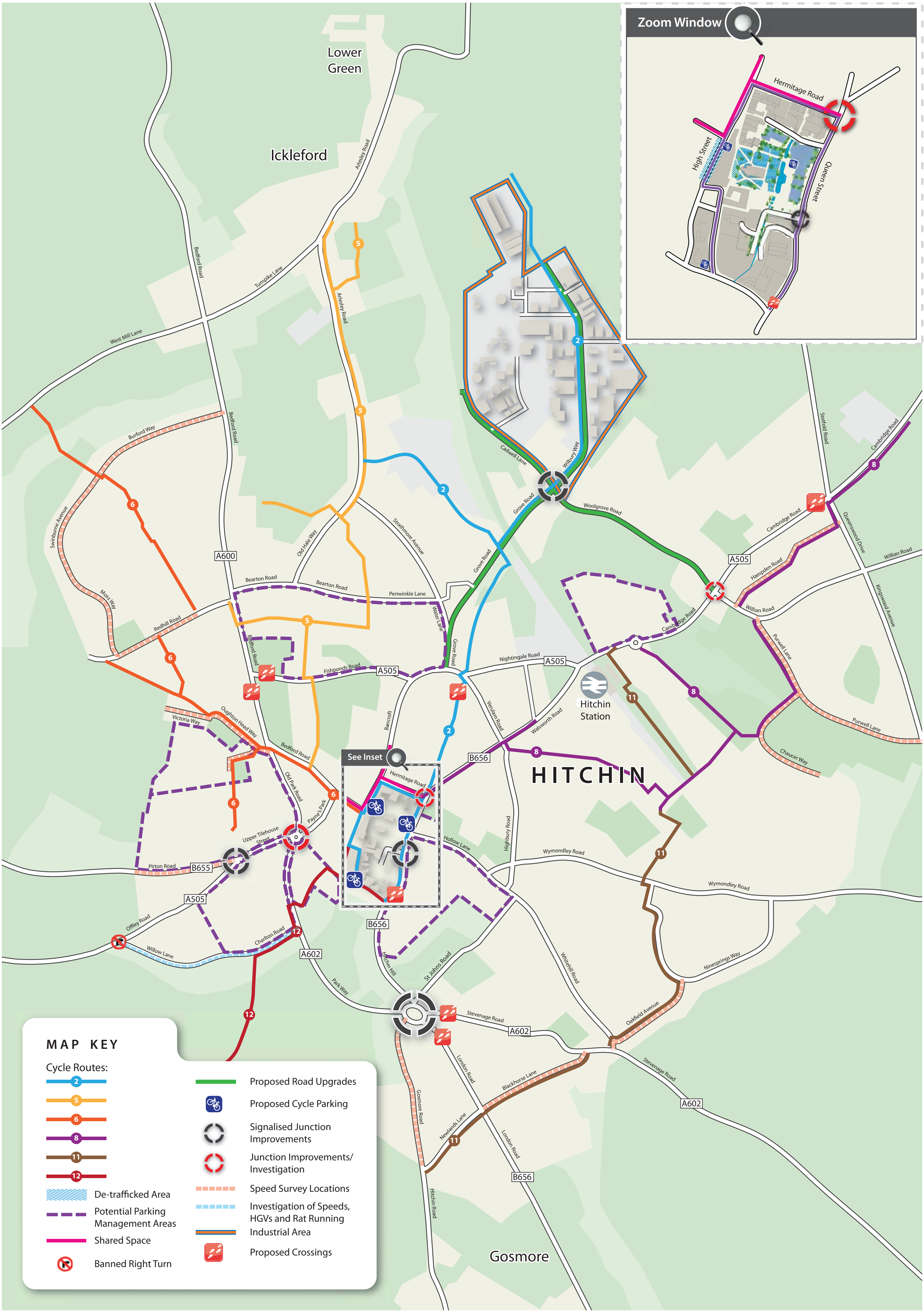
Notes
Short term 0 - 3 yrs, Medium term 3 - 5 yrs, Long term 5+ yrs
Objective are based on Hertfordshire LTP2 Objectives
Indicators are based on Hertfordshire LTP2 Indicators
Scoring System

+3 Contributes to indicator significantly
+2
+1
0 Neutral Impact on Indicators
-1
-2
-3 Detracts significantly from indicator

*Shaded cell denotes that this is a Key LTP Targets

Click to sort by Indicator score in ascending order

Appendix B – Location of Proposed UTP Schemes



Zoom Window
Hermitage Road
High Street
Queen Street
Lower Green
Ickleford
Arlesley Road
Bedford Road
Turnpike Lane
West Mill Lane
Burford Way
Swinburne Avenue
Moss Way
Redhill Road
A600
Bearton Road
Old Hale Way
Strathmore Avenue
Periwinkle Lane
Water Lane
Grove Road
Cadwell Lane
Wilbury Way
Woolgrove Road
Stotfold Road
Cambridge Road
Queenswood Drive
Willian Road
Kingswood Avenue
Hampden Road
A505
Fishponds Road
Nightingale Road
Hitchin Station
Walsworth Road
Verulam Road
Bancroft
Purwell Lane
Chaucer Way
Victoria Way
Oughton Head Way
Old Park Road
Payne's Park
See Inset
HITCHIN
B656
Upper Tilehouse Street
Pirton Road
B655
Hollow Lane
Highbury Road
Wymondley Road
Offley Road
Willow Lane
Charlton Road
A602
Hitchin Hill
St Johns Road
Park Way
Whitehill Road
Ninesprings Way
Oakfield Avenue
Stevenage Road
London Road
Blackhorse Lane
Newlands Lane
Gosmore Road
Hitchin Road
Gosmore
MAP KEY
Cycle Routes:
2
5
6
8
11
12
De-trafficked Area
Potential Parking Management Areas
Shared Space
Banned Right Turn
Proposed Road Upgrades
Proposed Cycle Parking
Signalised Junction Improvements
Junction Improvements/ Investigation
Speed Survey Locations
Investigation of Speeds, HGVs and Rat Running
Industrial Area
Proposed Crossings

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Care for older people
Support for schools, pupils and parents
Support for carers
Fire and rescue
Fostering and adoption
Support for people with disabilities
Libraries
Admission to schools
Road maintenance and safety
Protection for adults and children at risk
Trading standards and consumer protection
Household waste recycling centres

These are only some of our services.
Find out more at www.hertsdirect.org
or email us at hertsdirect@hertscc.gov.uk

Every Hertfordshire library has internet access for the public

Design ref. 062309 printed on recycled paper with a minimum of 75% made from de-inked post consumer waste

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Herts AL7 3SP

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