

Cycling schemes

Cycling schemes included in the UTP

Scheme Reference	Scheme Name	Timescale	Page Number
CM2	Upgrade existing cycle routes, for example from the industrial areas to the town centre (<i>addressed through CM10 to CM15</i>)	Short	43
CM4	Provide new two-way routes for cyclists around Hitchin (<i>addressed through CM10 to CM15</i>)	Short	49
CM6	Provide advance stop lines for cyclists at junctions	Short	52
CM7	Provide cycle-ways along the B656, A602 and A600 (<i>addressed through CM10 to CM15</i>)	Short	55
CM8	Improve signing on the cycle network	Short	57
CM9	Provide (covered) cycle parking at entrances to the town centre	Short	60
CM10	Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey	Short	64
CM11	Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey	Short	67
CM12	Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey	Short	69
CM13	Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey	Short	72
CM14	Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey	Short	74
CM15	Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey	Short	77
CM17	Upgrade Nightingale Road Pelican Crossing to a Toucan crossing	Short	80
CM16	Implement the medium and low priority routes identified through the Cycle Route Network Survey	Medium	82

Cycling schemes not included in the UTP

Scheme Reference	Scheme Name	Timescale	Page Number
CM3	Segregate cyclists and pedestrians around Market Square	Short	46

Scheme Name	Upgrade existing cycle routes, for example from the industrial area to the town centre	
Scheme Reference:	CM2	
Problem References:	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C8	Existing cycle paths are not all two-way
Scheme Status	This scheme is addressed by UTP schemes CM10 to CM15	

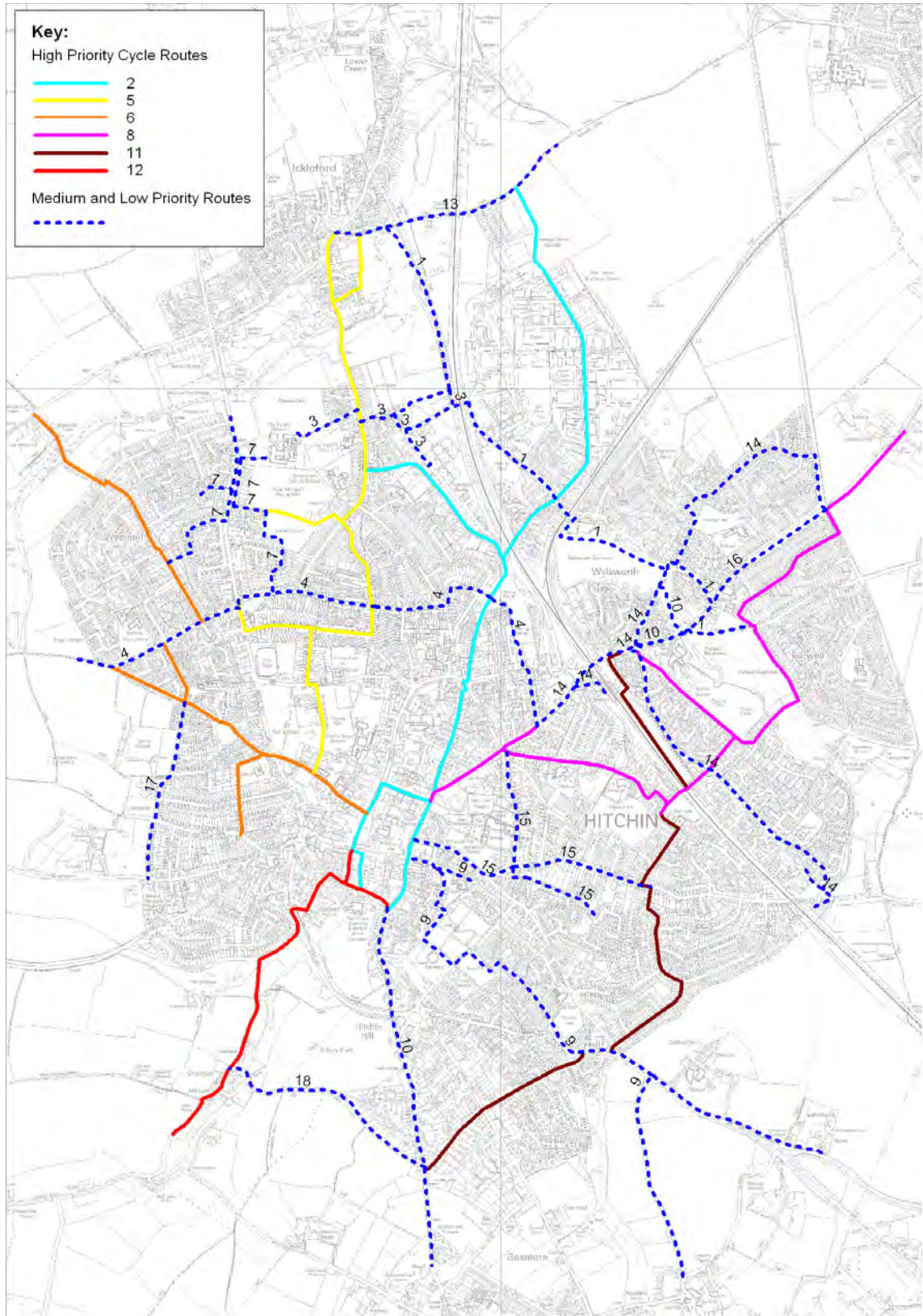
Description of Proposals

This scheme was raised during the stakeholder consultation as a means of addressing the current condition of cycle routes in Hitchin. It is widely acknowledged that there is little cycle-specific infrastructure in Hitchin, including high quality routes, and as a result the North Hertfordshire Towns Cycle Route Network Survey was completed in 1999 (being last revised in 2006). This survey identified a range of high, medium and low priority routes in Hitchin (see plan below) and contains a detailed examination of each proposed route, including the destinations that they serve and the associated cost of implementation. The Hitchin UTP has built upon this work by integrating some of the proposed routes with the wider package of pedestrian, cycling, public transport and sustainable measures. It is therefore considered that this scheme to upgrade the existing routes in Hitchin is best addressed through the implementation of specific high priority cycling schemes, as listed below;

- CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey
- CM11- Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey
- CM12- Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey
- CM13- Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey
- CM14- Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey
- CM15- Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey

The aspiration is to implement all of the above schemes so as to provide a coherent and connected cycle network across Hitchin, however, it is acknowledged that funding constraints may make this difficult. If it is not possible to deliver all of the cycle routes, then the identified high priority routes should take preference.

Location Plan/outline Scheme Plan



Proposed high, medium and long term cycle routes indentified through the Cycle Network Survey

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

Links to other UTP schemes:	CM4- CM17
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
The cost associated with each proposed route is detailed in the specific scheme and would be further refined through detailed design		
TOTAL COST FOR DELIVERY		

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

Scheme Name	Segregate cyclists and pedestrians along the High Street and Market Square	
Scheme Reference:	CM3	
Problem References:	W7	Conflict between pedestrians and cyclists in the town centre
	C1	Limited cycle parking available at key destinations such as the town centre
	C3	Lack of dedicated cycle routes in Hitchin
	C4	Lack of directional signing for cyclists
Scheme Status	This Scheme is not included in the UTP	

Description of Proposals

This scheme was raised at the stakeholder consultation in response to some people’s perceptions that cyclists and pedestrians needed to be segregated around the market square area. At present cyclists are able to ride within the town centre, along both the High Street and Market Square as there is no cycling ban in place. As part of UTP measure HM8, the movement of traffic through the High Street is being limited which will enable the High Street and market square to become fully pedestrianised. This measure will enable the entire area to become a more attractive environment for non-motorised users and will elevate the priority for both pedestrians and cyclists.

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 as this would detract from the aesthetics of the area and would most likely be ineffective given the size of the area. Also, given the observed interactions between pedestrians and cyclists, it is not considered necessary to have any form of segregation.

Furthermore, the provision of dedicated cycle parking locations around the town centre, proposed through UTP scheme CM9, will create safe, secure and conveniently located areas for cyclists to leave their bikes when travelling to the town centre. This infrastructure will therefore reduce the need for cyclists to ride along the High Street and within market square to find somewhere to secure their bikes.

Supporting Photograph(s)



High Street northbound – By banning traffic from using this route it will create a much more attractive and spacious environment which can accommodate both pedestrians and cyclists without the need for physical segregation.



Market square – Introducing signing and lining would be detrimental to the character of the centre of Hitchin and is not considered to be an effective use of resources. The need for cyclists to ride through the town centre will also be reduced through the installation of dedicated areas of cycle parking at key locations.

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

Links to other UTP schemes:	CM9 - Provide (covered) cycle parking at entrances to the town centre (e.g. Biggin Lane and Bancroft) WM5- Increase pedestrianisation of the town centre, in particular on market days
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Contribution to Objectives / Indicators:	UTP Objectives	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 the accessibility of key destinations
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		for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
There is no specific cost attributed to this scheme		
TOTAL COST FOR DELIVERY		

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

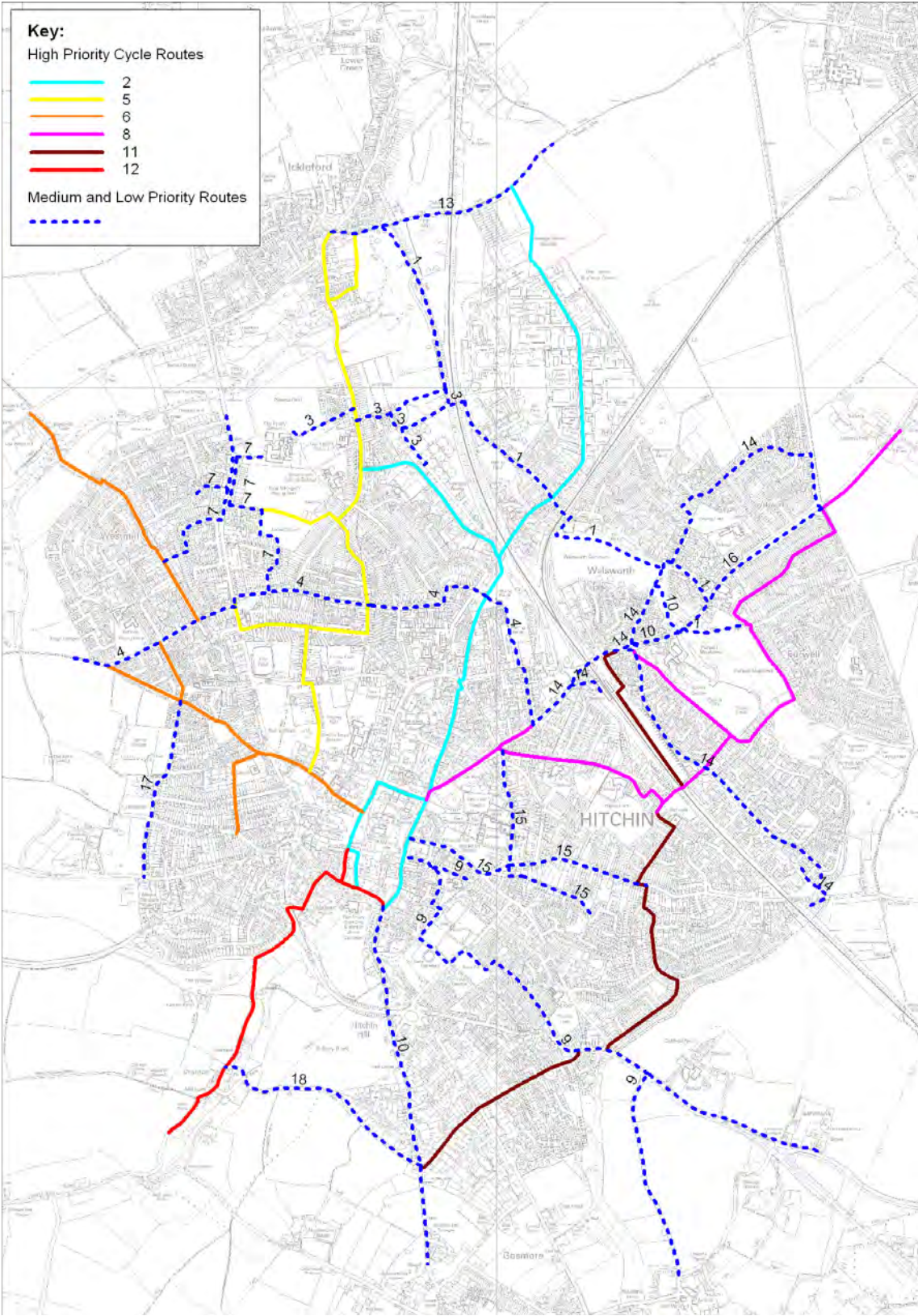
Scheme Name	Provide new two-way routes for cyclists around Hitchin	
Scheme Reference:	CM4	
Problem References:	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C4	Lack of directional signing for cyclists
	C5	Lack of cycle ways on all main routes into Hitchin
	C8	Existing cycle paths are not all two-way
Scheme Status:	This scheme is addressed by UTP schemes CM10 to CM15	

Description of Proposals

This scheme was raised during the stakeholder consultation as a means of addressing the lack of dedicated routes for cyclists in Hitchin. It is widely acknowledged that there is little cycle-specific infrastructure in Hitchin and as a result the North Hertfordshire Towns Cycle Route Network Survey was completed in 1999 (last updated in 2006). This survey identified a range of high, medium and low priority routes in Hitchin (see plan below) and contains a detailed examination of each proposed route, including the associated cost for implementation. The Hitchin UTP has built upon this work by integrating some of the proposed routes with the wider package of pedestrian, cycling, public transport and sustainable measures. As such it is considered that this scheme is best addressed through the implementation of specific short term cycling schemes as listed below;

- CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey
- CM11- Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey
- CM12- Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey
- CM13- Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey
- CM14- Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey
- CM15- Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey

Location Plan/outline Scheme Plan



Proposed high, medium and long term cycle routes identified through the Cycle Network Survey

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

Links to other UTP schemes:	CM4- CM17
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
The cost associated with each proposed route is detailed in the specific scheme		
TOTAL COST FOR DELIVERY		

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

Scheme Name	Provide advance stop lines for cyclists at junctions	
Scheme Reference:	CM6	
Problem References:	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide advance stop lines (ASL's) for cyclists at two signalised junctions in Hitchin. Advanced stop lines are usually used in conjunction with cycle lanes and allow cyclists to filter to the front of a traffic queue when the signals are at an all red phase. They also enable cyclists to take a good position when turning left or right at a junction as well as travelling straight onwards. This facility helps raise the profile of cyclists using the highway network by giving them priority over stationary vehicles and by providing a safer environment for negotiating junctions.

The two junctions proposed for ASL's are

- Cambridge Road/Woolgrove Road
- Hermitage Road/Queen Street

These advanced stop lines will also tie in with the cycle routes proposed through the UTP and therefore help to ensure that Hitchin has a consistent network which is both safe and easy to use for cyclists.

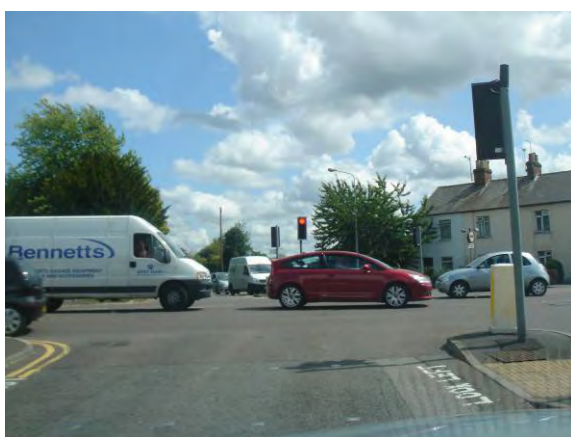
Supporting Photograph(s)



Examples of advanced stop lines for cyclists – priority is given to cyclists in the 'box' so that they may gain an advantage over stationary traffic at a signalised junction. This also helps provide a safer road position for cyclists wishing to turn left or right at the signals.



Hermitage Road/Queen Street



Cambridge Road/Woolgrove Road

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

<p>Links to other UTP schemes:</p>	<p>CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey CM13- Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey</p>
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<p>Contribution to Objectives / Indicators:</p>	<p>UTP Objectives</p>	<p>2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users</p>
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Lining/painting	£1,400	Hermitage Road/Queen Street
Signal closure/management	£1,100	
Lining/painting	£2,800	Cambridge Road/Woolgrove Road
Signal closure/management	£1,100	
Lining/painting	£2,800	Cadwell Lane crossroads
Signal closure/management	£1,100	
Lining/painting	£1,050	Old Park Road/Bedford Road
Signal closure/management	£1,100	
TOTAL COST FOR DELIVERY	£12,450	

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

Scheme Name	Provide cycle-ways along the B656, A602 and A600	
Scheme Reference:	CM7	
Problem References:	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is addressed by UTP schemes CM10 to CM15	

Description of Proposals

This scheme was raised during the stakeholder consultation as a means of addressing the lack of cycling facilities along these main routes in Hitchin. It is widely acknowledged that there is little cycle-specific infrastructure in Hitchin and as a result the North Hertfordshire Towns Cycle Route Network Survey was completed in 1999 (being last revised in 2006). This survey identified a range of high, medium and low priority routes in Hitchin and contains a detailed examination of each proposed route, including its cost. The Hitchin UTP has built upon this work by integrating some of the proposed routes with the wider package of pedestrian, cycling, public transport and sustainable measures. As such it is considered that this scheme is best addressed through the implementation of specific cycling schemes which route along or in the vicinity of the B565, A602 and A600. These schemes are listed below;

- CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey
- CM12- Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey
- CM13- Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey
- CM15- Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey
- CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey

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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis

Works Element	Est. Cost	Notes
The cost associated with each proposed route is detailed in the specific scheme		
TOTAL COST FOR DELIVERY		

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

Scheme Name	Improve signing on the cycle network	
Scheme Reference:	CM8	
Problem References:	C4	Lack of directional signing for cyclists
Scheme Status	This scheme is included in the UTP	

Description of Proposals

This scheme was raised at the stakeholder consultation to address the current lack of signing for cyclists around Hitchin. Given the fact that there is little cycle-specific infrastructure within the town itself, it is unsurprising that directional signage is equally as scarce. The provision of information is a key component to achieve a safe, coherent and easy to navigate network suitable for all riders from the novice to the experienced. Signage should be located in prominent and appropriate locations across the network clearly indicating the route, key destinations, distances and points of interest. By enhancing cycle routes with this information, and also linking the signing strategy with other modes of transport (pedestrian routes, public transport interchanges) as well as locations for cycle parking, it is possible to improve the attractiveness of cycling and therefore increase the mode share of cycling trips.

The North Hertfordshire Towns Cycle Route Network Survey identifies a range of high, medium and low priority routes in Hitchin and contains a detailed examination of each proposed route. The Hitchin UTP has built upon this work by integrating some of the proposed routes with the wider package of pedestrian, cycling, public transport and sustainable measures, including the provision and quality of information available across the town. It is therefore considered that the most effective way to address this scheme is through the implementation of the proposed cycle routes (UTP schemes CM10 to CM15). By ensuring that these designated routes have an effective signage strategy along their lengths this will increase their value to the town by providing a connected and coherent cycle network that encompasses likely destinations and serves key desire lines.

Supporting Photograph(s)



Two examples of signage for cyclists in Hitchin – This type of signing does not offer clear direction to cyclists, nor does it offer information on distances and destinations. This detracts from the quality of the cycle network and thus the permeability of Hitchin for cyclists.



An example of directional signage - This provides information on destinations and distances and is of far greater use to users by enhancing the navigability of the network

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

Links to other UTP schemes:	WM10- Review the quality and provision of footways across Hitchin (including signing) CM9- Provide (covered) cycle parking at entrances to the town centre
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design Fees		
Stage 1	£8000	
Stage 2/3	£12,000	
Stage 4/5	£10,000	
TOTAL COST FOR DELIVERY	£30,000*	

*Costs provided by HCC

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

Scheme Name	Provide (covered) cycle parking at entrances to the town centre	
Scheme Reference:	CM9	
Problem References:	C1	Limited cycle parking available at key destinations such as the town centre
	C4	Lack of directional signing for cyclists
Scheme Status	This scheme is included in the UTP	

Description of Proposals:

This scheme is intended to provide secure cycle parking at three key locations within Hitchin town centre, with the intention of increasing the number of cycling trips to and from the centre of the town. This scheme is closely linked to the proposed cycle routes (CM10 to CM15) which will provide a network necessary to encourage more people to cycle around the town, and also aims to mirror the high quality cycle parking installed as part of the rail station forecourt improvements.

The key considerations for providing town centre cycle parking in Hitchin are as follows;

Ease of use: It is important to provide cycle parking which is efficient and can be used by all. An effective and simple design is more likely to encourage people to make use of the facilities, and ultimately lead to an increase in cycle trips.

Accessibility: Proximity of cycle parking to the destination is a major factor in encouraging people to cycle. By locating the proposed cycle parking in close proximity to the town centre, it is felt that this maximises the accessibility of these facilities for cyclists.

Visibility: The ideal location for cycle parking is one which is constantly under surveillance by the general public. This helps to reduce fears over security as well as raising the profile of cycling and making it an integral part of the urban streetscape.

Security: When cycle parking is installed in public places, such as town centres, it is preferable to maximise visibility to CCTV. This reduces the risk of vandalism and theft and provides cyclists with confidence to cycle to the destination.

As a result of the above considerations it is proposed to provide three areas of high quality cycle parking at the following town centre locations:

1. Entrance to the High Street (Brand Street/Bancroft)
2. Within town centre car park east of Queen Street
3. Entrance to Sun Street (Bridge Street)

Each of the above locations represents a main gateway to the town centre and serves key desire lines from across Hitchin. In addition, the locations are closely integrated with the cycle routes proposed through the UTP.

Details of cycle parking:

It is considered that each location could accommodate a Cambridge shelter, as installed at the rail station. This type of shelter consists of a covered bay which supports four Sheffield stands, allowing for eight bikes to be parked per bay. This type of high capacity cycle parking will enable a single location to support the required demand whilst also offering a simple, secure and easy to use design. The covered bays will afford protection from the weather whilst also being highly visible to the general public and CCTV. These cycling facilities will generate a high turnover in terms of the number of cyclists visiting the town centre and will act as a visible presence to promote cycling as an attractive

mode of travel within Hitchin. This scheme is closely linked with the proposed network of cycle routes and will provide a high quality trip end environment for cyclists accessing the town centre from surrounding areas.

Outline Plan:



Indicative locations of the three proposed cycle parking facilities

Supporting Photograph(s)



Existing instances of cycle parking in the market place – The use of bollards is in keeping with the area, but in isolation does not meet the demand for cycle parking in this central location.



Cycle parking at the rail station- This location is a key destination for cyclists as evidenced by the well used cycle parking facilities.



Location for proposed cycle parking at the top of the High Street – Cyclists already use this area to leave their bikes as it is a key destination within the town centre. Formalised parking would offer more flexibility and capacity for cyclists arriving



Location for proposed cycle parking within the car park off of Queen Street – Significant space is given over to car parking; however there is scope to provide a Cambridge Shelter so that cyclists can access the town centre from the east

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Integration with the public realm	To ensure that the proposed cycle parking contributes towards the urban	Y

	streetscape an attractive and efficient design will be used.	
Sufficient space for cycle parking	Each of the locations will need to have sufficient space so as not to obstruct/impede movement. The exact location will therefore be dependent on the existing characteristics at each location	Y
Security of cycle parking	By locating the areas of parking in prominent and visible locations it will provide cyclists with more confidence to park there. CCTV can also be installed to discourage theft or vandalism	Y

Links to other UTP schemes:	<p>CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey</p> <p>CM12- Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey</p> <p>CM13- Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey</p> <p>CM15- Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey</p>
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Contribution to Objectives / Indicators:	UTP Objectives	<p>2) Provide a safe and high quality network for cyclists in Hitchin</p> <p>3) Improve the accessibility of key destinations for all users</p>
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Sheffield stand x 12	£648	
Cambridge shelter x 3	£5,700	
Does not include cost of installation		
TOTAL COST FOR DELIVERY	£6,348	

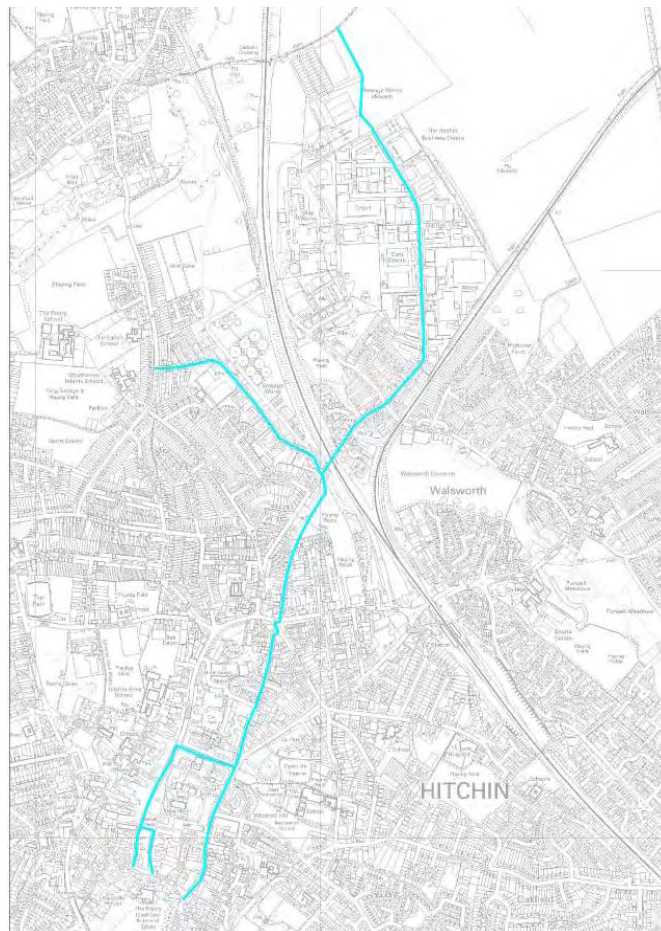
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey	
Scheme Reference:	CM10	
Problem References:	A1	Pedestrian/cyclist links to the employment areas need to be improved
	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to implement Route 2 of the Cycle Route Network Survey which comprises a cycle path from Icknield Way to the town centre providing a north-south connection from the industrial area to the centre of Hitchin. This route is considered to be important as it will provide a direct and a coherent link between the Wilbury Way and the town centre which may encourage a greater number of cycling trips for those working in the employment area as well as make it a more attractive and sustainable location for potential future development. The detail of this scheme is provided in the Cycle Route Network Survey – Hitchin 1999, which describes required improvements to a number of junctions along the proposed route.

Outline Scheme Plan:



Supporting Photograph(s):



Looking north on Wilbury Way – This scheme proposes to introduce cycle lanes along this section of the route to increase cyclist priority



The railway bridge parallel to Grove Road – This link should be formalised to make it more accessible for cyclists



Looking south on Cadwell Lane – The Cadwell Lane crossroads do not have any cyclist priority and hinders access between the town centre and the industrial area



Entrance to cycle path at Florence Street – This provides a direct link to the Ransoms Recreation Ground and is a very useful facility for cyclists

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
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Links to other UTP schemes:	CM6- Provide advanced stop lines for cyclists at junctions CM9- Provide (covered) cycle parking at entrances to the town centre CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey	
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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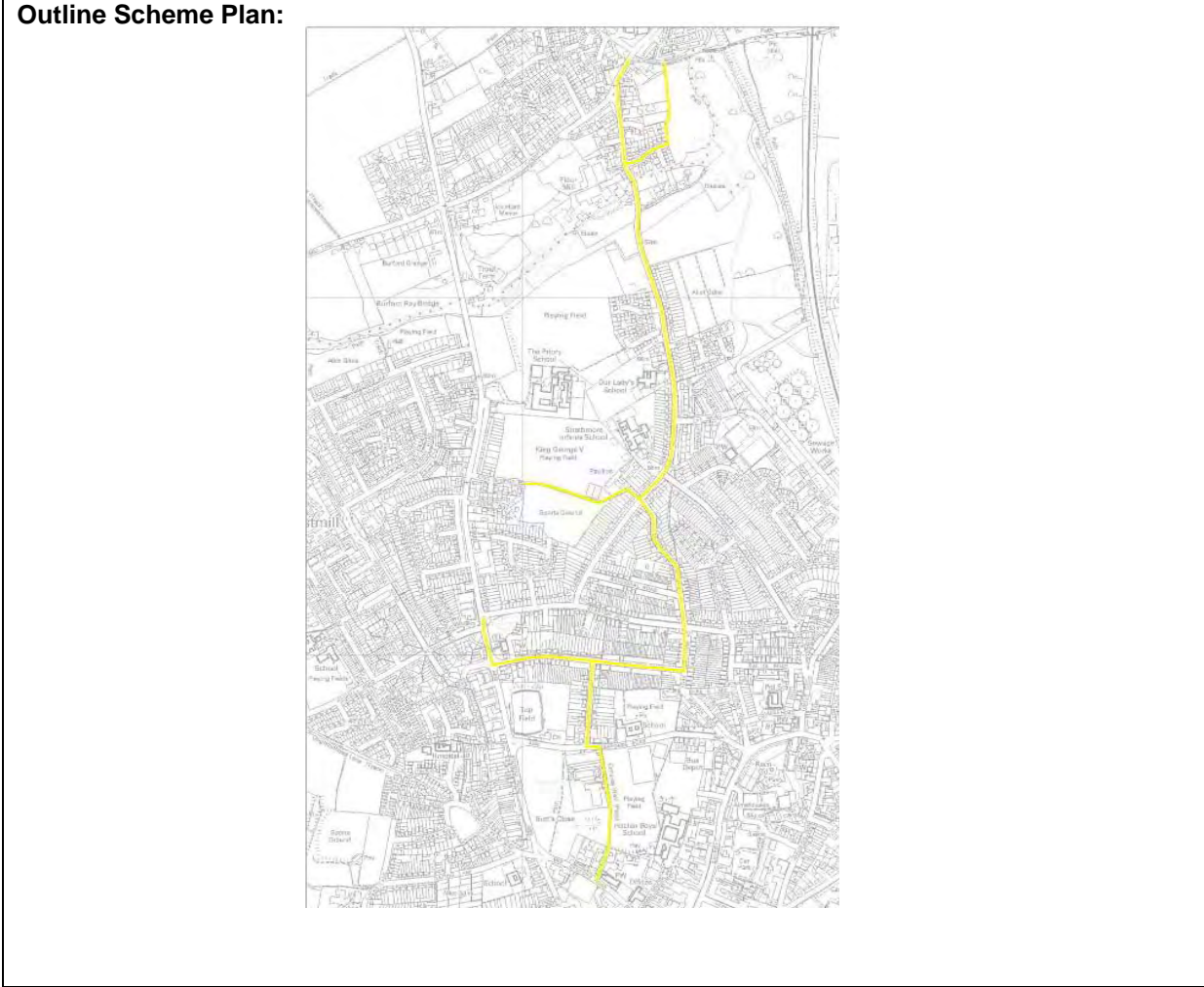
Indicative Cost*	£265,510 (2009 prices)*
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*As outlined in the Hitchin Cycle Route Network Survey which assumed 1999 prices but adjusted to 2009 prices using RPI.

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

Scheme Name	Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey	
Scheme Reference:	CM11	
Problem References:	A1	Pedestrian/cyclist links to the employment areas need to be improved
	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is included in the UTP	

Description of Proposals
 This scheme is intended to implement Route 5 of the Cycle Route Network Survey to provide a route from Ickleford to the town centre which facilitates improved north-south connectivity and enables good access to the Priory School. This route will also be closely integrated with the proposed cycle route 6 (UTP scheme CM12), providing a coherent and connected network which will enable cyclists to travel through Hitchin and to and from key destinations. The detail of this scheme is provided in the Cycle Route Network Survey – Hitchin 1999. The indicative cost for this scheme is lower than that of the other high priority routes as it requires fewer physical improvements to facilitate the proposed route.



Supporting Photograph(s)



Looking north up Elmside Walk – This route is already suitable for shared use and provides a link between Bedford Road and Fishponds Road



Looking south on the swimming pool path – Cycle route 2 will improve the accessibility of this destination for cyclists in Hitchin.

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

Links to other UTP schemes:	CM6- Provide advanced stop lines for cyclists at junctions CM9- Provide (covered) cycle parking at entrances to the town centre CM12- Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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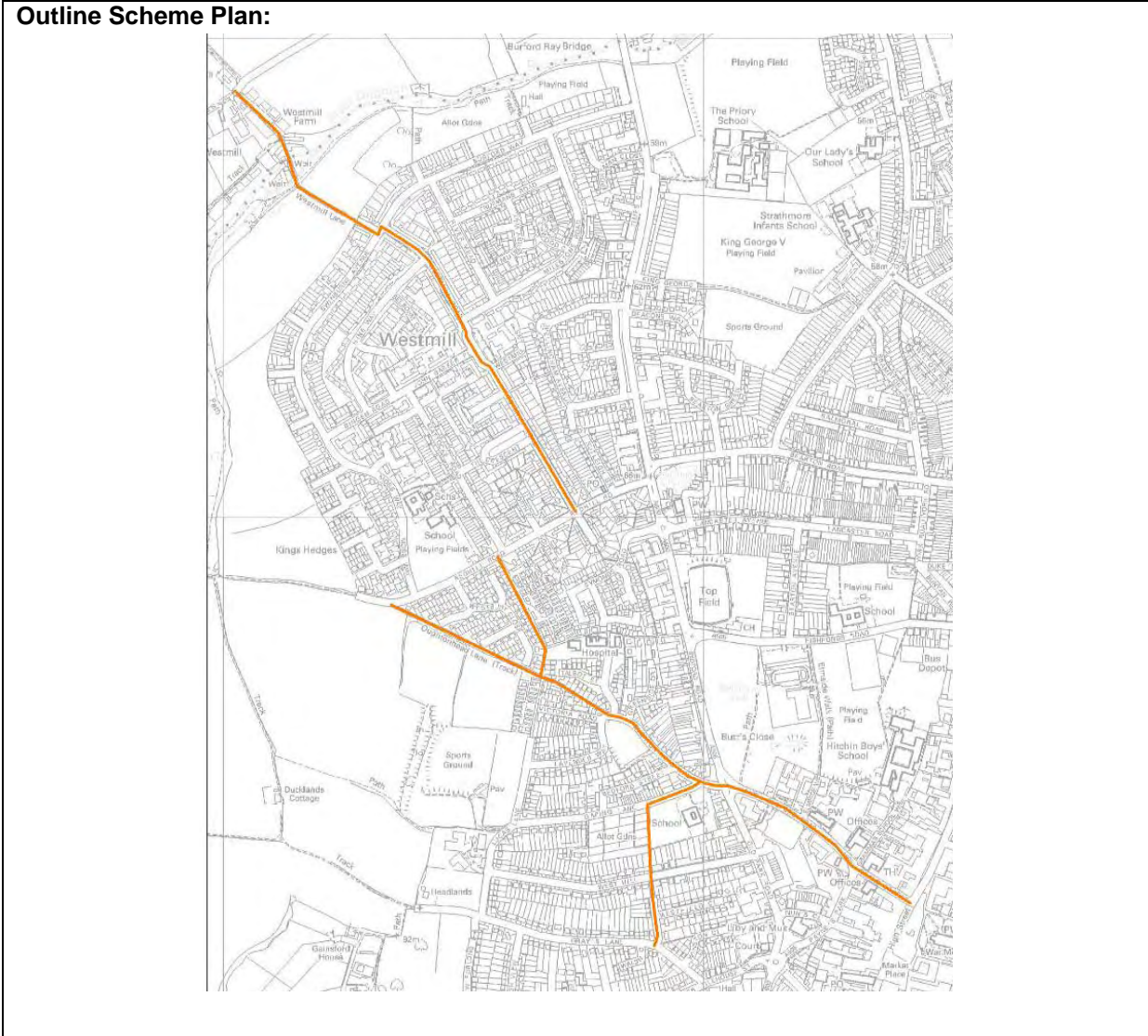
Indicative Cost*	£27,778 (2009 prices)
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*As outlined in the Hitchin Cycle Route Network Survey which assumed 1999 prices but adjusted to 2009 prices using RPI.

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

Scheme Name	Implement Route 6 (Town Centre to west Hitchin) identified through the Cycle Route Network Survey	
Scheme Reference:	CM12	
Problem References:	A1	Pedestrian/cyclist links to the employment areas need to be improved
	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is included in the UTP	

Description of Proposals
 This scheme is intended to provide a coherent link to the town centre from the west. This route serves the residential areas in the west of Hitchin and also provides access to the Hitchin Boys School. The detail of this scheme is provided in the Cycle Route Network Survey – Hitchin 1999.



Supporting photograph(s):



Looking along Oughtonhead Lane – This route will need to be formalised as part of the cycle route



Northbound on Redhill Road – The proposed route will follow this road before connecting with cycle route 4

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

Links to other UTP schemes:	CM6- Provide advance stop lines for cyclists at junctions CM9- Provide (covered) cycle parking at entrances to the town centre CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey CM8- Improve signing on the cycle network
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Indicative Cost*	£107,238 (2009 Prices)
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*As outlined in the Hitchin Cycle Route Network Survey which assumed 1999 prices but adjusted to 2009 prices using RPI.

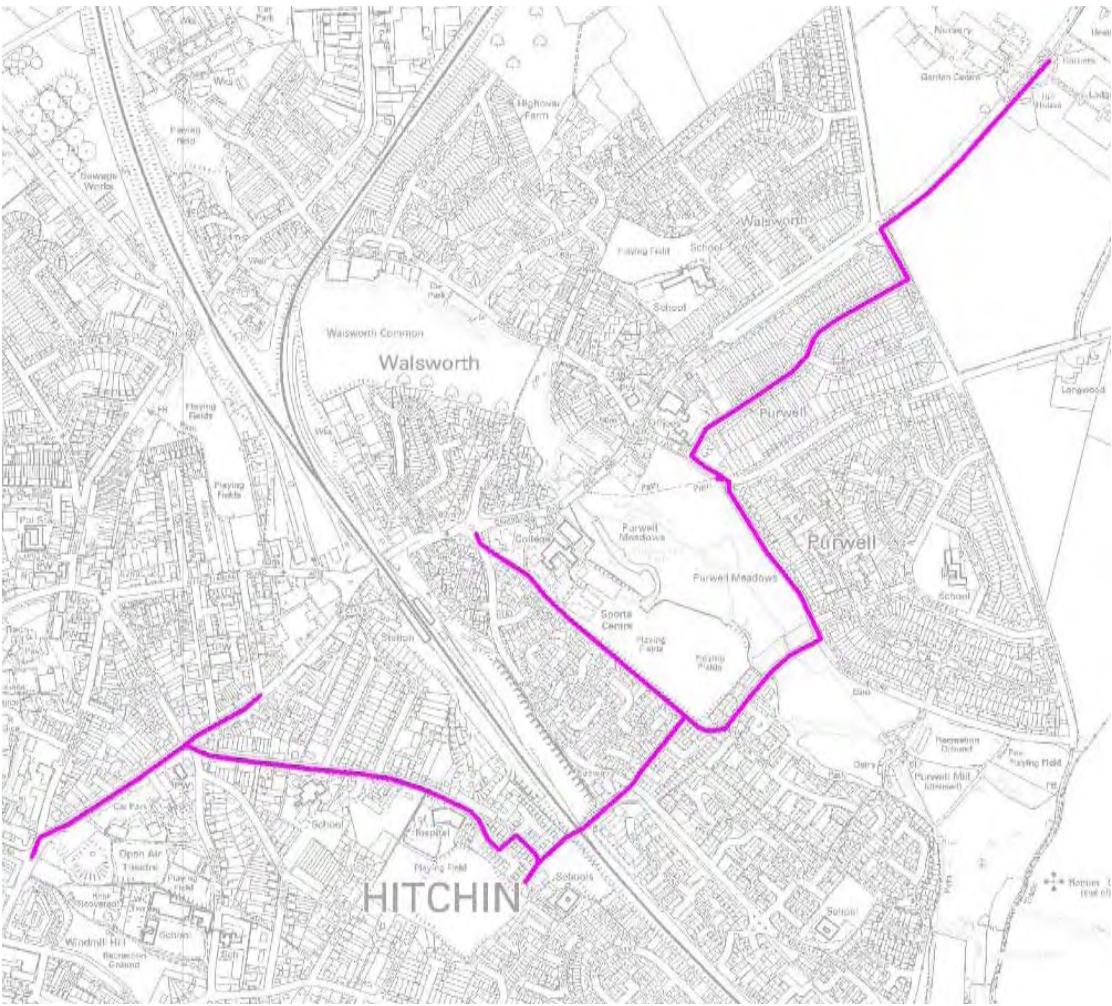
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	¥	N
Can the scheme be delivered without third party involvement?	¥	N

Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Implement Route 8 (Town Centre to east Hitchin) identified through the Cycle Route Network Survey	
Scheme Reference:	CM13	
Problem References:	A1	Pedestrian/cyclist links to the employment areas need to be improved
	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is included in the UTP	

Description of Proposals
 This scheme is intended to improve eastern access to the town centre and makes use of one of the two only crossing points over the railway. This route also provides a link between Hitchin and Letchworth. The detail of this scheme is provided in the Cycle Route Network Survey – Hitchin 1999.

Outline Scheme Plan:



Supporting Photograph(s):



Cycle lanes along Cambridge Road – This type of high-quality infrastructure provides cyclists with the best means of travelling around the town

View along Hampden Road – This scheme proposes a signed route along this road, connecting Queenswood Drive and William Road

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

Links to other UTP schemes:	CM6- Provide advance stop lines for cyclists at junctions CM9- Provide (covered) cycle parking at entrances to the town centre CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey CM8- Improve signing on the cycle network
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Indicative Cost*	£84,240 (2009 prices)*
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*As outlined in the Hitchin Cycle Route Network Survey which assumed 1999 prices but adjusted to 2009 prices using RPI.

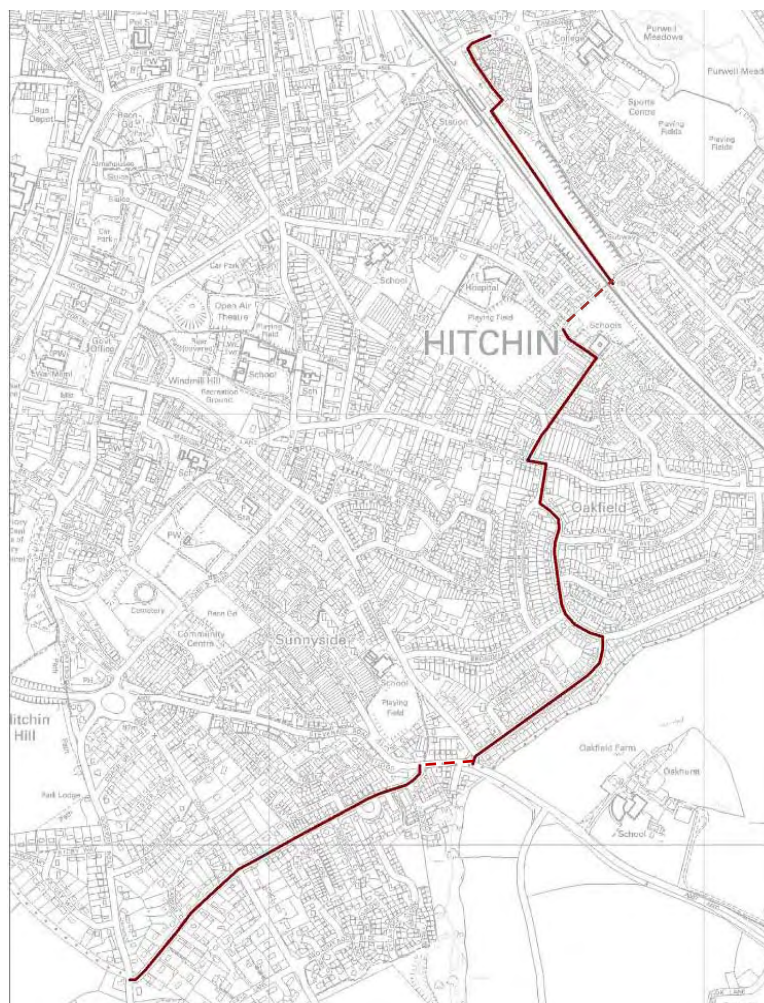
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Implement Route 11 (Rail station to south Hitchin) identified through the Cycle Route Network Survey	
Scheme Reference:	CM14	
Problem References:	A1	Pedestrian/cyclist links to the employment areas need to be improved
	C2	Poor integration between cycling and other modes of travel, particularly rail
	C3	Lack of dedicated cycle routes in Hitchin
	C5	Lack of cycle ways on all main routes into Hitchin
	C7	Traffic volumes and speeds deter cyclists from using the highway network
Scheme Status	This scheme is included in the UTP	

Description of Proposals

This route is intended to improve access in the vicinity of the rail station by providing a direct link which serves the residential areas in the south of Hitchin. The intended route crosses Benslow footbridge before running along the former sidings on the eastern side of the railway (see outline scheme plan below), The detail of this scheme is provided in the Cycle Route Network Survey – Hitchin 1999. Direct access to the station from the south is problematic (see WM8), however, it should remain as a longer term aspiration improve the accessibility of the station for cyclists along the axis of Route 11.

Outline Scheme Plan:



Supporting Photograph(s):



Public footpath along Stuart Drive – This link will have to be upgraded to enable cyclists and pedestrians to use it together comfortably. This section would also require a Cycle Paths Order to be implemented.

Public footpath on Girons Way – The proposed route would make use of this link which would also need to be upgraded to make it suitable for cyclists

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

Links to other UTP schemes:	WM8- Improve access to the rail station from the east via the southern access CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey CM8- Improve signing on the cycle network
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Indicative Cost*	£26,486 (2009 prices)*
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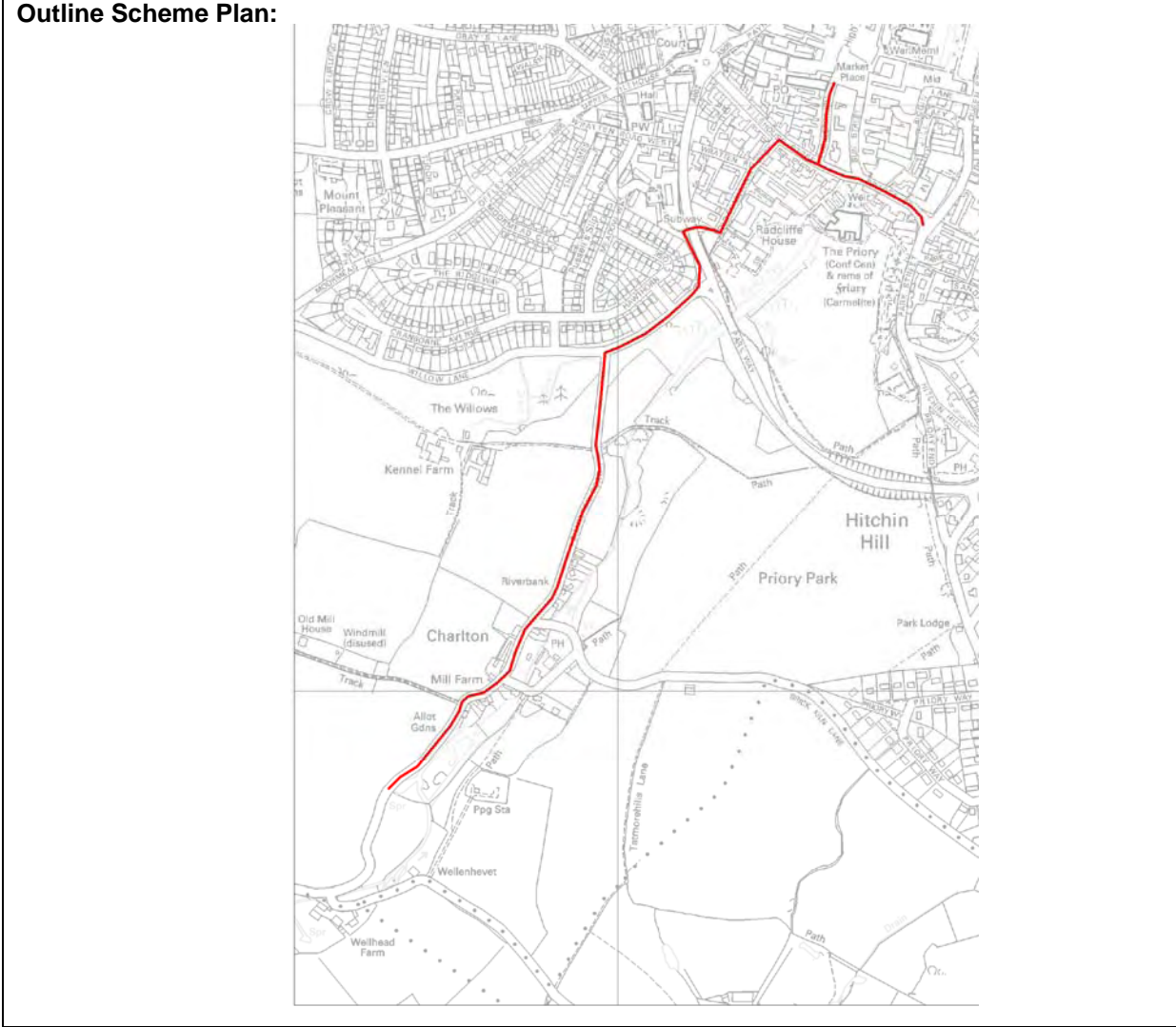
*As outlined in the Hitchin Cycle Route Network Survey which assumed 1999 prices but adjusted to 2009 prices using RPI.

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

Can the scheme be delivered in the short term?	Y	N
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Scheme Name	Implement Route 12 (Southern Hitchin) identified through the Cycle Route Network Survey
Scheme Reference:	CM15
Problem References:	<p>A1 Pedestrian/cyclist links to the employment areas need to be improved</p> <p>C2 Poor integration between cycling and other modes of travel, particularly rail</p> <p>C3 Lack of dedicated cycle routes in Hitchin</p> <p>C5 Lack of cycle ways on all main routes into Hitchin</p> <p>C7 Traffic volumes and speeds deter cyclists from using the highway network</p>
Scheme Status	This scheme is included in the UTP

Description of Proposals
 This scheme is intended to increase the coverage of the cycle network in Hitchin by implementing the proposed cycle route 12. This route is focussed upon the southern area of the town and also has the potential to link with a number of other routes around the town centre, providing a complete network running through Hitchin.
 The detail of this scheme is provided in the Cycle Route Network Survey – Hitchin 1999



Supporting Photograph(s):



Subway under Park Way – This is suitable for cycling, but the approaches, signing and lighting need to be improved to make this link safer for shared use

Old Charlton Road – This road provides a link between Tilehouse Street and the remainder of the proposed route west of the A602

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

Links to other UTP schemes:	CM10- Implement Route 2 (Town Centre to industrial area) identified through the Cycle Route Network Survey CM11- Implement Route 5 (Town Centre to Ickleford) identified through the Cycle Route Network Survey CM16- Implement the medium and low priority routes identified through the Cycle Route Network Survey CM8- Improve signing on the cycle network
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Indicative Cost*	£20,672 (2009 Prices)*
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*As outlined in the Hitchin Cycle Route Network Survey which assumed 1999 prices but adjusted to 2009 prices using RPI.

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N

Short Term Cycling Schemes



Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N

Scheme Name	Upgrade Nightingale Road Pelican crossing to a Toucan crossing	
Scheme Reference:	CM17	
Problem References:	C9	Lack of Toucan crossings at particular locations in Hitchin (Nightingale Road etc)
Scheme Status	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to upgrade the existing Pelican crossing on Nightingale Road (near Dacre Road) to a Toucan crossing. This crossing facility is a key link in the proposed cycle route 4 identified through the Cycle Route Network Survey which runs southwards across Ransoms Recreation ground before crossing Nightingale Road and continuing along Dacre Road. A Toucan crossing will be more appropriate for cyclists to use and will ensure a safe crossing point which serves an important north-south desire line

Supporting Photograph(s)



Example of a Toucan crossing – This facility will be more suitable for cyclists wishing to cross Nightingale Road and forms an important link as part of the proposed cycle route 4



Example of a cyclist crossing the highway network in Hitchin – The provision of suitably located, safe crossing facilities is an essential component in any cycle network

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

Links to other UTP schemes:	CM16- Implement the medium and long term cycle routes identified through the Cycle Route Network Survey
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Contribution to Objectives / Indicators:	UTP Objectives	2) Provide a safe and high quality network for cyclists in Hitchin 3) Improve the accessibility of key destinations for all users
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Outline Cost Analysis		
Works Element	Est. Cost	Notes
Design fees		
Stage 1	£6000	
Stage 2/3	£10,000	
Stage 4/5	£8000	
Works cost	£40,000	
TOTAL COST FOR DELIVERY	£64,000*	

*Costs provided by HCC

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

Scheme:

Implement the medium and low priority routes identified through the Cycle Route Network Survey

Scheme Reference:

CM16

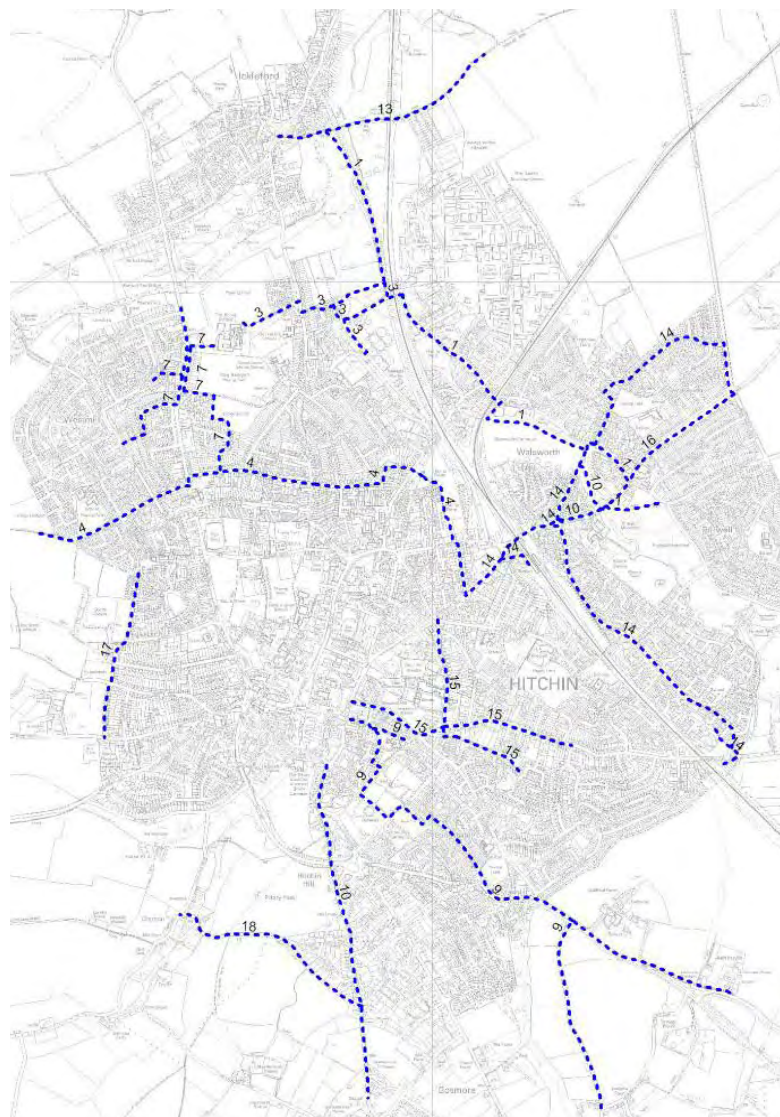
Scheme Status:

This scheme included in the UTP

Purpose:

This scheme was raised during the stakeholder consultation as a means of addressing the current condition of cycle routes in Hitchin. It is widely acknowledged that there is little cycle-specific infrastructure in Hitchin, including high quality routes, and as a result the North Hertfordshire Towns Cycle Route Network Survey was completed in 1999 (being last revised in 2006). This survey identified a range of high, medium and low priority routes in Hitchin and contains a detailed examination of each proposed route, including the destinations that they serve and the associated cost of implementation. The Hitchin UTP has built upon this work by integrating some of the proposed routes with the wider package of pedestrian, cycling, public transport and sustainable measures. It is therefore considered that this scheme to upgrade the existing routes in Hitchin is best addressed through the implementation of medium and low priority cycling schemes, as shown in the plan below;

Proposed medium and low priority cycle routes



Details:

The medium and low priority routes included in this scheme are detailed below;

Medium

- Route 1 – Ickleford to Chaucer Way via Purwell Valley: This is a north-south route linking Ickleford with Cadwell Lane making use of a number of traffic-free paths
- Route 4 – Westmill to railway station: This is an east-west link between the Westmill estate and the station, with additional connectivity to the industrial area via routes 2 and 1
- Route 7 – Westmill Road to Old Hale Way: A series of short routes which improve access to the Priory school from the west, south and east
- Route 9 – Stevenage to Hitchin: This is a proposed route is intended to provide a direct link between the two towns and build upon the existing cycle network in Stevenage.
- Route 14 – St. Michaels Road to Highover: This route would provide a link from the railway station to the east of Hitchin, expanding upon the identified high priority routes 8 and 11
- Route 15 – Hollow Lane, Wymondley Road and Highbury Road: This is a series of short routes to improve cycle access to Hitchin Girls School and to the town centre from the south-east

Low

- Route 3 – Cadwell Lane to Old Hale Way: This provides a route between the north-west of the town and the Cadwell Lane area, supporting high priority routes 2 and 5.
- Route 10 – Gosmore Road to Town Centre: This proposed link would provide a route into the town centre from the area to the south-east of Stevenage Road which would compliment high priority route 12
- Route 13 – Letchworth to Ickleford: This proposed link would connect the northern part of Hitchin with the northern part of Letchworth and supporting route 1
- Route 16 – Letchworth to North Herts College: This coincides with high priority route 8

Benefits:

Whilst these proposed routes are identified as being medium and low priority they are nevertheless an important part of developing a connected and coherent cycle network in Hitchin. This infrastructure will complement the high priority routes proposed through the UTP and provide linkages with numerous other walking, cycling and pedestrian transport improvements, with the ultimate aim of increasing the mode share of cycling trips within the town.

Risks:

- Certain parts of the proposed cycle routes may not be feasible to implement
- It may not be possible to secure funding for the cycle routes
- There may not be sufficient demand to justify the scheme

Conclusion:

Given the limited cycle-specific infrastructure in Hitchin it is considered that the implementation of these routes is an important part of building a high quality cycle network in the town. As such this scheme is intended to be brought forward through the UTP.

Cost:

The previous analysis undertaken as part of the cycling review indicated that the total cost of implementing all medium and low priority routes is approximately £1.17m in 2009 prices.