

LETCWORTH AND BALDOCK URBAN TRANSPORT PLAN

March 2012



Letchworth and Baldock Urban Transport
Plan

May 2012

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Executive Summary

Overview

1. Urban Transport Plans are produced by Hertfordshire County Council to set out a framework to focus transport improvements within a specific geographical area for the next 20 years. They are daughter documents of the Local Transport Plan which sets out the transport priorities for the whole of Hertfordshire. The aim of the Urban Transport Plans is to provide a clear definitive list of the transport issues for each area and where possible the potential solutions and improvements proposed to address them to enable the towns to adequately deal with the existing and future pressures of growth and development.
2. This document constitutes the consultation draft of the Urban Transport Plan for Letchworth and Baldock.

This Document

3. This Urban Transport Plan sets out a proposed set of interventions to address a number of key issues that were raised and prioritised by local partners during the initial consultation exercise. Analysis of existing data sources and multiple site visits have been used to provide confirmation of the key issues, and this analysis is reported in the Stage 1 Issues Report that accompanies this Urban Transport Plan.
4. The transport solutions and improvements are set out within the context of Hertfordshire County Council's overall transport objectives, particularly those set out within Hertfordshire's Local Transport Plan.
5. The process undertaken to develop the plan has included the consideration of a long-list of transport interventions developed to address the key issues identified. An assessment of this list of schemes against the plan objectives, Local Transport Plan funding criteria, and deliverability criteria has also been undertaken that has led to the development of a list of schemes recommended for implementation. The interventions developed cover the following areas:

Letchworth and Baldock Urban Transport Plan

- rationalisation of a number of key roads in Letchworth town centre to improve traffic circulation;
- improvements to Letchworth rail station forecourt to aid bus interchange;
- a review of parking in both town centres; and
- improved cycle and pedestrian links to increase the permeability through and between the towns.

Next Steps

6. The implementation plan included in this document sets out the schemes identified for implementation over the short, medium and long term and the indicative cost of each scheme. This is the timeframe to investigate and implement proposals if funding is available and does not necessarily indicate actual delivery time frame.
7. The schemes identified for implementation over the short term are lower cost and easily implemented; those recommended for funding over the medium term will require further design feasibility and consultation and those schemes identified for funding over the long term will require additional funding.

1 Introduction

Urban Transport Plans

- 1.1 Urban Transport Plans are daughter documents to the Hertfordshire Local Transport Plan and provide a long-term strategy for transport in Hertfordshire's main urban areas, accompanied by five-year implementation plans that are reviewed annually. Urban Transport Plans are integrated with wider policy and strategy documents, including the Hertfordshire Corporate Plan, Hertfordshire 2021: A Brighter Future (Hertfordshire's Sustainable Community Strategy), emerging Local Development Frameworks, and other daughter documents of the Local Transport Plan amongst others. Consultation with Members and Officers at a district /borough and county level, as well as with local partners and communities, is central to the development of the plans. The Urban Transport Plans focus on developing local transport solutions for local transport issues.
- 1.2 At the time of writing, new Central and Local Government policy is emerging; and being developed largely in response to addressing the budget deficit in the short-term, and promoting economic growth and carbon reduction. It is acknowledged that any future changes to transport policy or local circumstances will require periodic review of the plan.

Letchworth and Baldock Urban Transport Plan

- 1.3 This Urban Transport Plan outlines interventions to address objectives and key issues relevant to Letchworth and Baldock. In consideration of the objectives and key issues, many modes (e.g. walking, cycling, bus, and rail) and strategic areas for transport (e.g. accessibility, traffic management, and parking) have been considered. The plan has been developed in conjunction with North Hertfordshire District Council and other local partners, and through public consultation, will be finalised.
- 1.4 The Urban Transport Plan team will work with Letchworth Garden City Heritage Foundation to integrate their current Masterplan proposals where practicable with an on-going annual review as more data becomes available from modelling and consultation exercises.

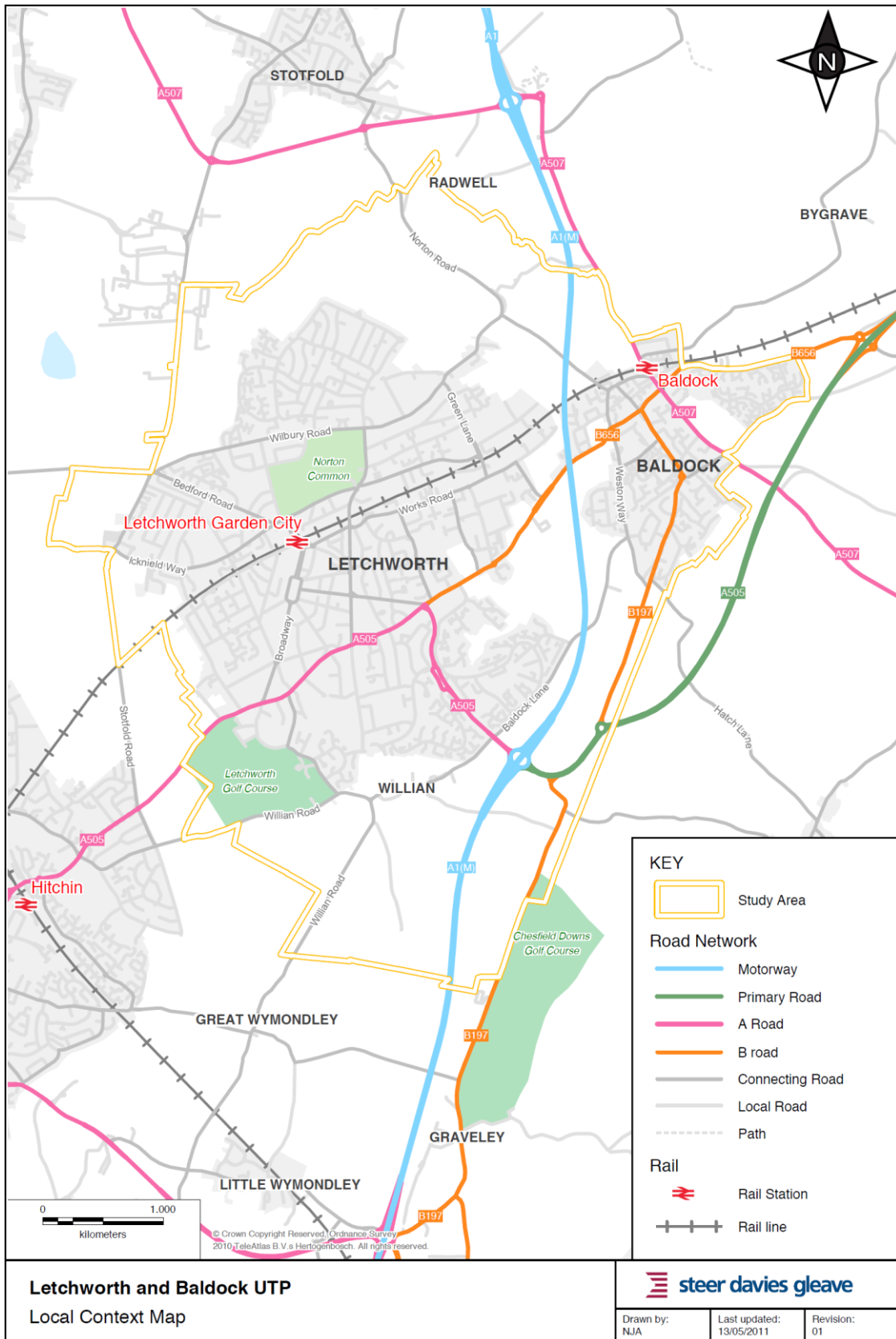
Structure of the Plan

- Section 2 provides a background to the plan area, considering the socio-demographic fabric of Letchworth and Baldock and travel patterns;
- Section 3 records the overarching policy objectives to the plan;
- Section 4 states the local objectives for Letchworth and Baldock;
- Section 5 summarises transport issues;
- Section 6 looks at future development pressures;
- Section 7 describes the option generation and appraisal process for developing schemes;
- Section 8 summarises the key transport vision for the towns;
- Sections 9 to 15 record the programme of measures forming the strategy;
- Section 16 shows the implementation plan; and
- Section 17 explains the next steps and plan monitoring process.

2 Background to the Urban Transport Plan Area

- 2.1 Letchworth and Baldock are located in North Hertfordshire, five miles to the north of Stevenage and three and five miles to the north east of Hitchin respectively. The two towns are joined by the A505 and B656, and East Coast Main Line (Cambridge Branch), but the A1(M) severs the two communities. Letchworth is the larger of the two towns, approximately three times the size of Baldock by area and population. Each town has a distinctive centre; Baldock is an historic market town dating back to the 12th Century, while Letchworth is the first 'Garden City' and founded in 1903.
- 2.2 The two towns have excellent north-south transport links. The A1(M) links the two urban areas to the Midlands and beyond to the north, and Stevenage, Welwyn Garden City, Hitchin and London to the south, with Central London just over an hour's drive away during uncongested driving conditions. The Cambridge branch of the East Coast Main Line has stations in both towns and provides rail links to London King's Cross in approximately 40 minutes and to Cambridge in approximately 30 minutes. The main east-west highway links are the A505 (from Junction 10 of the M11 towards Luton and Dunstable) and the A507 (from Buntingford towards Shefford, Ampthill and Milton Keynes).
- 2.3 The following chapter gives a brief background to the study area and draws on data from the 2001 Census provided in a data-book of local demographics and travel patterns, supplied by Hertfordshire County Council.
- 2.4 Figure 2.1 overleaf shows the study area of the Letchworth and Baldock Urban Transport Plan.

FIGURE 2.1 THE PLAN AREA



Socio-Demographic Profile

- 2.5 The 2001 Census recorded Letchworth and Baldock's population as approximately 44,000 (33,000 in Letchworth and 10,000 in Baldock). The age profile of residents in Baldock is younger than that for Letchworth with 64% below the age of 45 compared to 59% in Letchworth. The proportion of residents over 65 is similar in both Letchworth and Baldock at 17% and 16% respectively.

Car Ownership

- 2.6 Car ownership in Letchworth and Baldock is high. In Letchworth only 23% of households do not have access to a car, and in Baldock 19% of households do not have access to a car. The pattern of ownership is generally consistent with the Hertfordshire average car ownership data and comparison with county and national averages are shown in Table 2.1 below

TABLE 2.1 CAR OWNERSHIP

Car/van availability	Letchworth	Baldock	Hertfordshire	England & Wales
None	23.45	19.09	17.69	26.79
One	44.42	44.64	41.96	43.80
Two	26.09	30.33	31.61	23.53
Three	4.60	4.54	6.56	4.51
Four or more	1.44	1.40	2.18	1.38
All households	100	100	100	100
Two or more	32.13	36.26	40.35	29.42

Source: Census 2001

Travel to Work

Out-Commuting

- 2.7 Analysis of 2001 Census Journey to Work data reveals that in Letchworth 15,600 of residents are employed and in Baldock 5,200. In terms of work locations, 46% of Letchworth residents also work in the town while in Baldock 28 % of residents live and work there. The main out-commuting destinations for Letchworth residents are Stevenage (12%), Hitchin (9%) and Greater London (8%). For Baldock residents

the main out-commuting destinations are Letchworth (14%) and Stevenage (13%).

- 2.8 80% of commuters travel by car, in part, facilitated by easy access to key employment locations along the A1(M). Rail use is relatively high due to the number of commuters working to London. In Baldock 10% travelled by train, in Letchworth 11%. Bus use is in line with the average for Hertfordshire at around 3%. Walking and cycling to work is marginally higher in Baldock than Letchworth, where 3.3% of residents walk and 2.4% of residents cycle. The equivalent figures for Letchworth are 2.0% walk and 1.6% cycle.

In-Commuting

- 2.9 Analysis of 2001 Census Journey to Work data shows that over 8,000 people commuted into Letchworth for work. More than a quarter of these came from Bedfordshire. Other significant origins of local workers include Hitchin (16%), Stevenage (14%), and Baldock (9%).
- 2.10 Over half of Baldock's 3,000 workforce travelled into the town from outside the town. Origins of Baldock's workforce tend to be local, with approximately 80% coming from the surrounding area. Key origins include Letchworth (28%), Bedfordshire (24%), Stevenage (11%), Hitchin (7%), and rest of North Herts (10%).
- 2.11 For those travelling to work in Letchworth and Baldock, the car was the most popular choice, with 87% of Letchworth and 89% of Baldock employees travelling by car to work. Travelling to work by bus in Letchworth was the second most popular method with 3.5% of the share. In contrast bus travel in Baldock was a less popular choice with just over 1% share of the town's in-commuting. Train use was similar for both towns, accounting for approximately 3% of commuting trips in. In-commuters to Letchworth are slightly more active than those to Baldock, with walking and cycling each accounting for 2.5% share of journey to work trips. The equivalent figures for Baldock are 2.7% walking, but only 1.7% cycling.

Travel to Work Within Letchworth and Baldock

- 2.12 There is potential for greater use of sustainable modes of transport for journeys to work for residents who also work in the same town, that is, those whose place of employment is within walking or cycling distance. The proportion of different modes of transport used for journeys to work for residents who also work in the same town is shown in Table 2.2 below. Almost half of Letchworth residents drive to work within Letchworth. In Baldock, almost two out of every five

residents, who also work in the town, drive to work. In Letchworth 5.2% of residents cycle to work, which is higher than the national average. Bus use for commuting is low in Letchworth and non-existent in Baldock.

TABLE 2.2 MODE SPLIT FOR JOURNEY TO WORK WITHIN LETCHWORTH AND BALDOCK

	Letchworth (%)	Baldock (%)
Bus	3.8	0
Train	0.8	0.8
Car/passenger	49.1	39.4
Walk	19.3	27.9
Cycle	5.2	1.9
Motorcycle	1.1	0.6
Home working	19.6	29.2
Other	1.2	0.2

Source: Census 2001

- 2.13 Table 2.3 below shows the mode split for journeys to work where travel is between Letchworth and Baldock. Around two thirds of journeys are made by car. The proportion of trips by train is similar for both towns at around 1%. There is greater disparity in the mode split for walking and cycling between Letchworth and Baldock residents with Baldock residents showing more interest in active modes for their commute to Letchworth.

TABLE 2.3 MODE SPLIT FOR JOURNEYS BETWEEN LETCHWORTH AND BALDOCK

Origin	Destination	Train	Bus	Taxi	Car driver	Car passenger	Motor-cycle	Cycle	Foot
Letchworth	Baldock	1.2%	2.7%	2.5%	67.0%	13.8%	2.5%	4.7%	5.6%
Baldock	Letchworth	1.3%	4.8%	1.2%	63.9%	9.8%	2.2%	7.6%	9.2%

Source: Census 2001

Key Journey To Work Flows

2.14 Analysis of the key inter-urban flows (i.e. those greater than 500 trips) to and from Letchworth and Baldock, by mode share and mode travel time highlights how well public transport supply aligns to demand. Table 2.4 illustrates the highest flows and the mode share for those inter-urban flows.

TABLE 2.4 LETCHWORTH AND BALDOCK KEY JOURNEY TO WORK FLOWS

Key Urban Areas			Mode Share			
Letchworth		Flows	Car	PT	Active	Other
To	Stevenage	1847	86.4%	10.1%	2.6%	0.9%
	Hitchin	1334	80.4%	9.9%	7.6%	2.0%
	City of London	555	8.1%	90.3%	0.0%	1.6%
From	Hitchin	1260	76.5%	10.8%	10.3%	2.4%
	Stevenage	1122	87.5%	7.7%	2.1%	2.7%
	Baldock	693	73.7%	6.1%	16.8%	3.4%
Baldock						
To	Letchworth	693	73.7%	6.1%	16.8%	3.4%
	Stevenage	605	92.2%	6.3%	1.5%	0.0%
From	Letchworth	485	80.8%	3.9%	10.1%	5%

Source: Census 2001

2.15 Comparison of these high journey to work flows with public transport journey times shows that there is good public transport provision (i.e. bus/rail journey times of less than 45 minutes) between all these urban areas, with approximate journey times between:

- Letchworth and Stevenage: 35 minutes by bus or 9 minutes by rail;
- Letchworth and Hitchin: 11 minutes by bus or 4 minutes by rail;
- Letchworth and City of London (including 20 minute onward interchange): 1 hour by rail / Underground;
- Letchworth and Baldock: 8 minutes by bus or 3 minutes by rail; and
- Baldock and Stevenage: 12 minutes by rail.

- 2.16 Car is the dominant mode for all key journey to work destinations, bar those to central London. There is potential where good public transport options exist for a greater proportion of these journeys to be made by sustainable modes. The exception to this, is where residents and their workplace are not in close proximity to a bus route or rail station.

3 Overarching Policy and Objectives

Introduction

- 3.1 The Urban Transport Plan builds upon existing policies, strategies, programmes and targets in order to identify existing transport related issues in the study area. The Plan contains a transport vision and strategy of key priorities. These priorities along with other identified opportunities will be used to bid for funding from existing sources and other funding opportunities as they arise.
- 3.2 The Letchworth and Baldock Urban Transport Plan will define a clear list of local transport issues (contained within this report) and where possible the solutions to address them in a strategy. Development of the Urban Transport Plan will aim to:
- enable the towns to adequately deal with the existing and future pressures of growth and development;
 - provide an holistic view indicating a list of deliverables for all modes of travel; pedestrians, cyclists, public transport and cars; and
 - outline and prioritise specific measures for delivery within specified time frames, subject to funding being available.
- 3.3 All solutions will need to demonstrate that they meet agreed existing County Council objectives and policies and that they are cognisant of local policies and strategies. This context is set out in the following section.

National Policy Context

Local Transport White Paper (Creating Growth, Cutting Carbon)

- 3.4 The Local Transport White Paper (2011) sets out the Government's approach to local transport in the context of its wider goal of promoting economic growth while reducing transport-related carbon emissions. Particular emphasis is placed on the role of local communities in enabling people to make more sustainable travel choices through the use of low cost, high value 'nudge' measures and local delivery mechanisms. The key objectives identified include:

Encouraging Economic Growth

- Providing an efficient transport network to allow access to markets, goods and services and improve productivity.
- Tackling congestion to reduce the cost of delay and improve the urban environment.
- Improve resilience to extreme weather to reduce the economic and social costs of disruption.
- Improve access to employment opportunities to increase fairness and social mobility.

Reducing Carbon Emissions

- Reduce transport-related carbon emissions to meet the commitments set out in the Climate Change Act 2008.
- Focus on reducing the emissions generated by short trips under ten miles, where there are considerable opportunities to offer more sustainable choices.

Wider Objectives of Transport

- Encourage people to incorporate physical activity into their everyday lives by cycling and walking.
- Use educational, engineering and enforcement measures to improve road safety.
- Improve air quality and reduce disturbance by noise intrusion.

- 3.5 The White Paper sets out the Government's intention to devolve power to local communities. This will be encouraged through a number of measures including Tax Increment Financing (TIF), the Regional Growth Fund (RGF) and the Local Sustainable Transport Fund (LSTF).

Local Policy Context – Hertfordshire

Hertfordshire County Council Third Local Transport Plan

- 3.6 The Local Transport Plan sets out the transport vision and strategy for the period 2011 to 2031. The overarching vision is to *“Provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment. This will be achieved by making the best use of the network, with targeted schemes, to support economic vitality of the county and to promote sustainable travel to improve resident's health and reduce the impacts of transport on the environment”*.

Letchworth and Baldock Urban Transport Plan

- 3.7 Although the key transport issues in Hertfordshire remain the same, this Local Transport Plan adopts a different approach to the previous Local Transport Plans. Less emphasis is placed on building new roads or altering existing roads, with efforts instead directed towards making better use of the existing network.
- 3.8 The following five goals are identified:
- Support economic development and planned dwelling growth.
 - Improve transport opportunities for all and achieve behavioural change in mode choice.
 - Enhance quality of life, health and the nature, built and historic environment for all Hertfordshire residents.
 - Improve the safety and security of residents and other road users.
 - Reduce transport's contribution to greenhouse gas emissions and improve its resilience.
- 3.9 Under each of these goals is a series of related challenges which are themselves accompanied by indicators intended to enable progress to be monitored. Five year targets provide a benchmark for success and will help determine priorities and funding.

TABLE 3.2 THIRD LOCAL TRANSPORT PLAN CHALLENGES, INDICATORS AND TARGETS

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)				Indicative Targets			
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31
Support Economic Development	1.1 Keep the county moving through efficient management of the road network to improve journey time, reliability and resilience and manage congestion to minimise its impact on the economy.	NI 167 Congestion. (Minutes delay per mile)	2.97 min/mile	2.87 min/mile	2.83 min/mile		2.80 min/mile	2.75 min/mile	2.70 min/mile	2.65 min/mile
		NI 168 % local authority principal road networks where structural maintenance should be considered.	4% (no more than 8%)	6% (no more than 6%)	6% (no more than 6%)		No more than 6%	No more than 6%	No more than 6%	No more than 6%
		NI 169 % non-principal road network where structural maintenance should be considered.	7% (no more than 7%)	9% (no more than 9%)	11% (no more than 9%)		No more than 9%	No more than 9%	No more than 9%	No more than 9%

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)					Indicative Targets				
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31		
		% unclassified road network where structural maintenance should be considered.	12% (no more than 12%)	13% (no more than 14%)	13% (no more than 14%)		No more than 13%	No more than 13%	No more than 13%	No more than 13%	No more than 13%	
		% of category 1, 1a and 2 Footway network where structural maintenance should be considered.	27% (no more than 33%)	24% (no more than 33%)	26% (no more than 33%)		26%	26%	26%	26%	26%	
	1.2 Support economic growth and new housing development through delivery of transport improvements and where necessary enhancement of the network capacity.	Accessibility of new developments - % of new developments within 30 minutes by public transport of key services.	New indicator	93.8% (average of all five components)	97.04% (average of all five components)		>90%	>90%	>90%	>90%	>90%	

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)						Indicative Targets				
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31			
Improve Transport Opportunities for all	2.1 Improve accessibility for all and particularly for non-car users and the disadvantaged (disabled, elderly, low income etc.).	NI 175 Accessibility - % of people who find it easy to travel to key services.	89%	89%				91%	93%	93%	93%	93%	
	2.2 Achieve a behavioural change as regards choice of transport mode. Increasing awareness of the advantages of walking, cycling and passenger transport, and of information on facilities and services available.	% of all journeys by walking under 1 mile in length. % of all journeys by cycling under 3 miles in length.	New indicator	New Indicator	58.9%			64%	68%	73%	77%		
			New indicator	New Indicator	2.7%			3%	5%	8%	11%		

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)						Indicative Targets			
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31		
	2.3 Achieve further improvements in the provision of passenger transport (bus and rail) to improve accessibility, punctuality, reliability and transport information in order to provide a viable alternative for car users.	NI177 Passenger Transport Patronage.	33.49m (32.7m)	35.1m (32.7m)	35.4m(32.9m)		36m	37m	39m	41m		
		NI 178 Bus Punctuality.	90.8% (80%)	90.8% (80%)	82.5%		90%	91%	91%	91%		
Enhance Quality of Life	3.1 Improve journey experience for transport users in terms of comfort, regularity and reliability of service, safety concerns, ability to park and other aspects to improve access.	User satisfaction with local bus services.	65% (60%)	77% (56%)	78% (58%)		80%	82%	84%	85%		
		User satisfaction with Passenger Transport Information.	57% (42%)	65% (44%)	84% (47%)		85%	86%	87%	88%		

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)						Indicative Targets								
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31							
3.2 Improve the health of individuals by encouraging and enabling more physically active travel and access to recreational areas and through improving areas of poor air quality which can affect health.	NI 198 Mode share of sustainable school journeys (aged 5-10 years).	60.4% (50%)	61% (50.5%)	61.7% (51%)			65%	67.5%	70%	72%							
											76.8% (65%)	75.71% (65.5%)	78.1% (66%)		78%	78%	78%
Air Quality: Mean roadside nitrogen dioxide levels across the county.																	

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)						Indicative Targets				
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31			
		ROW: % of the total length of footpaths and other Rights of Way that were easy to use by members of the public.	67.25% (69%)	72% (73%)	78% (77%)		77%	74%	70%				
	3.3 Maintain and enhance the natural, built and historic environment managing the streetscape and improving integration and connections of streets and neighbours and minimising the adverse impacts of transport on the natural environment, heritage and landscape.	Speed limit compliance - % compliance with speed limits. (30-70mph)	New indicator	New indicator	New indicator		81%	82%	83%	84%			85%

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)						Indicative Targets					
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31				
	3.4 Reduce the impact of transport noise especially in those areas where monitoring shows there to be specific problems for residents.	No specific indicator.												
Improve Safety and Security	4.1 Improve road safety in the county reducing the risk of death and injury due to the traffic accidents.	NI 47 People Killed and Seriously Injured.	550 (no more than 640)	459 (no more than 620)	413 (no more than 620)			No more than 413	No more than 413	No more than 413	No more than 413	No more than 413	No more than 413	
		NI 48 Children Killed and Seriously Injured.	42 (no more than 59)	37 (no more than 58)	42 (no more than 57)			No more than 42	No more than 42	No more than 42	No more than 42	No more than 42	No more than 42	

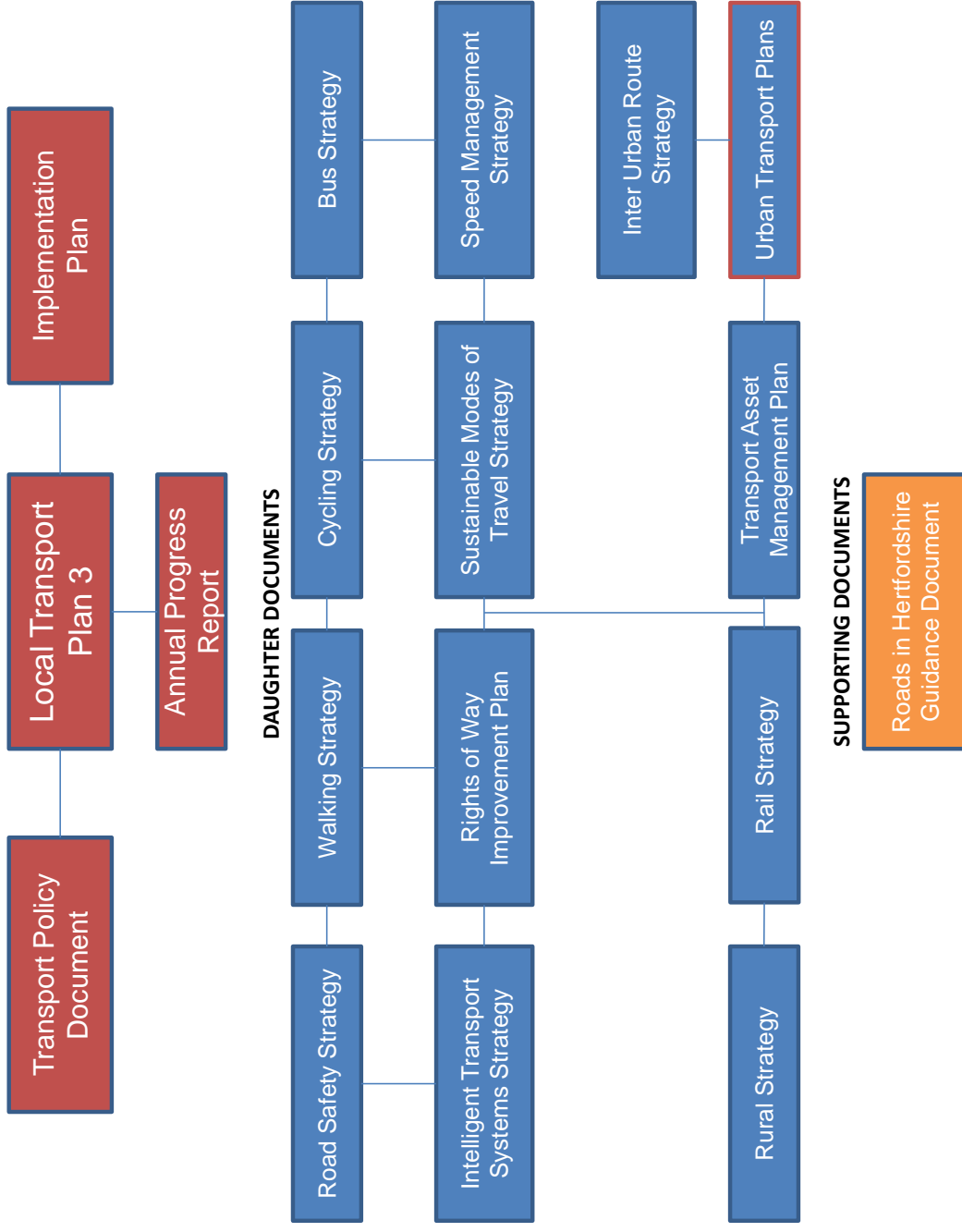
Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)					Indicative Targets				
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31		
	4.2 Reduce crime and the fear of crime on the network to enable users of the network to travel safely and with minimum concern over safety so that accessibility is not compromised.	Total crimes per 100,000 passenger journeys at rail stations in Hertfordshire.	New indicator	1.81	1.62			1.62	1.62	1.62	1.62	1.62
Reduce Transport's Contribution to Climate Change and Improve its Resilience	5.1 Reduce greenhouse gas emissions from transport in the county to meet government targets through the reduction in consumption of fossil fuels.	Transport related CO ₂ emissions per capita.	New indicator	1.73 tonnes	Not available			1.35 tonnes	1.27 tonnes	1.20 tonnes	1.13 tonnes	

Letchworth and Baldock Urban Transport Plan

3 rd Local Transport Plan Goals	3 rd Local Transport Plan Challenges	Indicator	Recorded Levels (previous target)					Indicative Targets					
			07/08	08/09	09/10	10/11	15/16	20/21	25/26	30/31			
	5.2 Design new infrastructure and the maintenance of the existing network in the light of likely future constraints and threats from changing climate.	No specific indicator.											

FIGURE 3.1 LOCAL TRANSPORT PLAN DAUGHTER DOCUMENTS



Key Daughter Documents to the Local Transport Plan

3.10 The key daughter documents under the Local Transport Plan relevant to this Urban Transport Plan and currently published include:

- Rail Strategy;
- Bus Strategy (and Intalink Strategy);
- Rights of Way Improvement Plan;
- Walking Strategy;
- Road Safety Strategy;
- Speed Management Strategy; and
- Cycling Strategy

3.11 Other daughter documents include:

- Rural Strategy; and
- Inter-Urban Route Strategy.

Rail Strategy

3.12 The role of the Rail Strategy is to set out the County Council's aspirations for the development of the rail network in Hertfordshire. It will form the basis of any dialogue between the County Council and the train operating companies, Network Rail, Department for Transport and other organisations with an interest in rail matters. This strategy also sets out the County Council's role, defining how it will engage with the rail industry to help ensure that the aspirations are met. The aim is to deliver the rail element of the Passenger Transport policy which is as follows:

3.13 The County Council will:

- work with the rail industry to seek improvements to train services and station facilities for Hertfordshire residents and visitors;
- work with the Train Operating Companies (TOCs) to establish quality rail partnerships; and
- support Community Rail Partnerships (CRP) in the County.

3.14 The set up of the rail industry is such that the County Council has no statutory powers or duties that are directly related to the provision of rail services. However, the County Council, in partnership with the ten district councils, is keen to ensure that the rail needs of Hertfordshire are adequately served. Therefore, as well as seeking improvements from the rail industry, the County Council also undertakes the following activities to support rail growth:

- providing contributions to small improvements at stations;
 - delivering interchange improvements;
 - promoting Major schemes through the Local Transport Plan;
 - establishing Quality Rail Partnerships with local rail operators;
 - supporting Community Rail Partnerships;
 - delivering the Intalink partnership to promote rail services and links with bus operations, and the development of PlusBus;
 - responding to DfT / Network Rail consultations to promote improvements for the benefits of Hertfordshire residents and businesses; and
 - working with other authorities to seek improvements to rail services.
- 3.15 In order to deliver these activities, the County Council will continue to strengthen its links with district councils, neighbouring authorities, train operating companies, Network Rail, the Department for Transport and Transport for London.

Bus Strategy

- 3.16 The Bus Strategy sets out the framework of strategic and detailed policies for passenger transport, the current situation and the challenges facing Hertfordshire. This provides the basis for the development of the network and infrastructure, and in particular the corridors on which action will be focussed to achieve greatest benefit. The Strategy sets out the detail on the required standards for services, facilities, bus stops etc. The accompanying Intalink Strategy sets out the standards for passenger transport information and marketing for the next five years.
- 3.17 Under the Bus Strategy Hertfordshire County Council will promote and support passenger transport across the County to provide access to important services and to encourage increased use of modes of travel other than by car.
- 3.18 In order to optimise bus operations the County Council will seek to:
- support, promote and improve a network of efficient and attractive bus services which are responsive to existing and potential passenger needs, including the special accessibility requirements of the elderly and disabled;
 - procure a range of bus provision which provides maximum benefit to the travelling public in the most cost effective way;

- develop a passenger transport network as a viable alternative to the use of the private car to contribute to the reduction of greenhouse gas emissions;
- encourage parents and school aged children to make maximum use of the available public transport network;
- recognise that customers need attractive and affordable fares to use the system to its full potential and that car users need to be encouraged to choose sustainable modes;
- continue to support and develop the bus transport provision that allows maximum accessibility particularly for non-car users and the disadvantaged (disabled, elderly etc.);
- promote and publicise the passenger transport network through the Intalink partnership using a variety of media;
- provide and maintain all bus stops, and other bus related highway infrastructure, to consistent quality and standard across the county;
- seek to give greater priority to buses on the road network to improve punctuality and minimise bus service disruption from road congestion and the effects of road works; and
- continue to develop partnerships with other parties to achieve improvements in service provision and other facilities for specific aspects, corridors or geographical areas.

Intalink Strategy

- 3.19 The Transport Act 2000 placed a duty on Local Transport Authorities to stipulate required standards for passenger transport information. In Hertfordshire this is largely delivered through the Intalink Partnership. The Intalink Partnership is a unique quality partnership for information and marketing of the passenger transport network in Hertfordshire. The partnership consists of the majority of local bus and train operators, all of the district and borough councils, and neighbouring local transport authorities.

Rights of Way Improvement Plan

- 3.20 The Rights of Way Improvement Plan (RoWIP) for Hertfordshire provides the context for the future management of and investment in the rights of way network and other access activities, to meet the needs and demands of the people of Hertfordshire and those visiting the County. The first plan ran from 2006/07 to 2010/11. This second plan runs from 2011/12 to 2015/16.

Letchworth and Baldock Urban Transport Plan

3.21 The Countryside and Rights of Way Act (2000) required all Highway Authorities in England and Wales to publish a Rights of Way Improvement Plan for their area. The plans build upon the Highway Authority's existing duties to:

- maintain and keep the 'Definitive Map & Statement of Public Rights of Way'; and
- ensure that the Rights of Way are adequately signposted, maintained and free from obstruction.

3.22 Statutory guidance indicates that the Rights of Way Improvement Plans should be incorporated into Local Transport Plans to help address sustainable transport and road safety issues. It directs that they should also take into account wider agendas such as biodiversity, community safety, culture and tourism, local economic needs, health, recreation and social inclusion. The plans are to be the prime means by which Highway Authorities identify the changes and improvements to local rights of way networks, in order to meet the Government's aims of better provision for walkers, cyclists, equestrians and people with disabilities.

Walking Strategy

3.23 The purpose of the Walking Strategy is to help deliver those Local Transport Plan policies that increase usage of sustainable modes of transport in line with the Local Transport Plan walking policy. In support of this strategy, the County Council will continue to deliver the walking policies through its day to day procedures by improving pedestrian routes, encouraging walking and supporting the Rights of Way Implementation Plan. Generally, the types of interventions that the council will support are listed below:

- facilitating pedestrian movement through selective prioritisation of pedestrians;
- inclusive mobility; ensuring that pedestrian routes are accessible for as many people as possible;
- safety measures; and
- encourage and promote walking.

3.24 Potential schemes are identified through various programmes and plans including the Urban Transport Plans and the Rights of Way Improvement Plan.

Road Safety Strategy

3.25 The Road Safety Strategy sets out the County Council’s aspirations for casualty reduction and prevention. The intention is to encourage a change in attitude and behaviour and deliver a safer and greener highway environment. This strategy recommends action to:

- make roads safer for all highway users;
- improve driving standards;
- reduce the number of people who exhibit inappropriate and reckless behaviour;
- improve road infrastructure;
- promote and achieve appropriate driving speeds;
- improve safety for vulnerable users;
- raise awareness of road safety issues; and
- reduce the economic and social disbenefits of road collisions.

3.26 The Strategy incorporates a significant component of the overall Hertfordshire Vision contained within the Local Transport Plan: *“To provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment.”* The County Council will minimise the number of people killed or seriously injured on the County’s roads through:

- targeted activity using latest data analysis techniques and measures;
- promoting a mix of engineering, education and enforcement activity focused on casualty reduction and prevention; and
- working with partners to develop and deliver targeted and appropriate measures and messages.

Speed Management Strategy

- 3.27 The purpose of the speed management strategy is to set out:
- how speed management schemes are selected and funded;
 - a consistent approach to setting speed limits based on the function and nature of the route;
 - a consistent approach to the implementation of speed management traffic calming measures;
 - the role of the Police and County Council as Highways Authority in relation to speed enforcement;
 - the key criteria for the selection of safety camera sites; and
 - outlines education and publicity programmes.
- 3.28 The Speed Management Strategy is a supporting document to the Local Transport Plan. The Local Transport Plan sets out the speed management policy which informs the speed management strategy. The policy statement outlines which of the Local Transport Plan objectives and targets the speed management policy will contribute towards. This speed management policy states: *“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 demonstrated they meet and contribute to the:*
- *Speed Management Strategy including the key criteria*
 - *Local Transport Plan Objectives*
- Schemes will normally be identified through the Urban Transport Plans. The range of measures considered will take into account the relevant regulations, best practise, all highway users and local experience in Hertfordshire. This may include the use of appropriate current and new technologies.”*
- 3.29 Each area of speed management is discussed and key criteria set out which meet both the speed management policy and government guidance. Where further clarity is required beyond the guidance, in a certain area this is stated and objective criteria given. Only in exceptional circumstances will departures from DfT guidance and circulars be considered.
- 3.30 The County Council as Highways Authority is responsible for the management of speed on all public roads in Hertfordshire (except

those maintained by the Highways Agency). The Police are responsible for the enforcement of speed limits. The strategy has been developed in partnership between Hertfordshire County Council, as Highway Authority, and Hertfordshire Constabulary.

3.31 Key criteria for setting speed limits include:

- C1. The County Council will set speed limits using the Hertfordshire Speed Limit framework.
- C2. An assessment of the environment must be made to confirm that a speed limit is appropriate for the road.
- C3. The mean and 85th percentile vehicle speeds must not exceed those stated in the Proposed Speed Limit Threshold table for the specified limit.
- C4. 20mph speed limits will only be considered where the 85th percentile speeds are 25mph or below.
- C5. If there is not a consistent relationship between the 85th percentile and mean speeds, the appropriateness of the existing limit will be reconsidered.
- C6. The Speed Management Group will assess all speed limit change requests to ensure consistent application of the key criteria.

20 mph Zones

3.32 20 mph zones are normally implemented in areas such as town centres and outside schools where there is a high number of vulnerable road users. They must be self-enforcing and traffic calming measures are used to ensure that speeds are below 24mph. Traffic calming measures are generally not conducive to encouraging cycling.

Second Local Transport Plan Cycling Strategy 2006

3.33 The Hertfordshire County Council Cycling Strategy; ‘More cycling more often’ is a daughter document to the 2nd Hertfordshire Local Transport Plan . It builds on the strategy for cycling set out in Hertfordshire County Council’s “Long Term Strategy”. The Cycling Strategy does not contain programmes for project delivery as these are the roles of the area and town transport plans, supported by the cycling strategies of a number of individual district councils along with the strategic County network.

3.34 The Strategy notes there is considerable potential for a growth in cycling within the county. To realise this potential, there is a wide range of activities and measures that can be implemented to encourage and sustain higher levels of cycling. These include:

- cycle networks both within and between towns;
 - new developments that encourage sustainable modes of travel;
 - workplace and school travel plans;
 - Safe Routes to School programmes; and
 - creation of safer cycling environments through traffic calming and management schemes.
- 3.35 These activities do not stand alone, but should be accompanied by marketing and promotional activities that spread the word about the benefits and opportunities that cycling brings.
- 3.36 The strategy is accompanied by a 'Cycle Parking Guide' advising partners, such as District Councils, to promote the provision of secure cycle parking through guidance on the design and implementation of cycle parking, including levels of parking to be provided by developments.

Roads In Hertfordshire – Highway Design Guide. 2011

- 3.37 The current (3rd) edition of Roads in Hertfordshire, launched in February 2011, provides detailed design advice on road improvements made by the County Council, its agents, developers or any other third party. It incorporates the policy and legal framework for developments. It sets out how improvements to the highway network must be designed to follow a philosophy of sustainability. It recommends new ideas about shared use and designs with less domination by motorised traffic. Echoing the County Council's support of the Manual for Streets approach, it highlights a need for a more enlightened approach to highway design which will help the County meet its targets for financial savings and carbon reduction. It creates space for, and encourages, innovation, while continuing to protect the public interest and it expects greater responsiveness to local issues.

Hertfordshire County Council Corporate Plan 2009/12 – County of Opportunity

- 3.38 The Corporate Plan is the vision for the County. It fits within the context of Hertfordshire's Sustainable Community Strategy, which sets out the vision of all the key organisations in the County. Hertfordshire County Council has identified a number of corporate priorities. These include supporting economic development and education and delivering safer, more reliable and sustainable transport.

Sustainable Community Strategy: Hertfordshire 2021

- 3.39 The Sustainable Communities Strategy identifies plans to strengthen the local community and determines key areas of concern for improvement. Key areas of concern that influence the Urban Transport Plans include the promotion of sustainable development and transport modes that are accessible to all, and reducing the impact of private car travel.

Local Policy Context – North Hertfordshire

- 3.40 The Letchworth and Baldock Urban Transport Plan cannot be developed in isolation but will need to be responsive to existing and evolving local policy. The themes emerging here will also be reflected in the Urban Transport Plan.

North Hertfordshire District Council Corporate Plan

- 3.41 North Hertfordshire District Council published its first Corporate Plan in 2005. The document sets out the District Council's ambitions and aspirations for North Hertfordshire District over the period 2005 to 2015. The vision for the area involves making North Hertfordshire a vibrant place for people to live, work and prosper. Within the plan, North Hertfordshire District Council has identified three priorities:

- town centres;
- green issues; and
- sustainable development.

- 3.42 These underpin the District Council's corporate business planning process and are the areas on which North Hertfordshire District Council will concentrate resources and activities to deliver.

North Hertfordshire Sustainable Community Plan

3.43 This document sets out North Hertfordshire District Council's long term vision of a sustainable community and the strategic plan for its attainment. Several key themes are identified, including:

- protecting and enhancing the environment;
- encouraging an appropriate mix of housing to support local needs;
- encouraging a shift to more environmentally sustainable modes of transport;
- improving the life chances of children and young people;
- strengthening communities and involving people;
- improving health and wellbeing; and
- increasing economic prosperity and employment.

3.44 Within each theme, more detailed aims are set out and a comprehensive action plan has been developed.

North Hertfordshire Core Strategy

3.45 The District Council's Core Strategy: Preferred Options was put out to consultation in September 2007 based on the Regional Spatial Strategy targets. In May 2010 Central Government proposed revocation of the Regional Spatial Strategies in accordance with the localism agenda. From the Core Strategy: Preferred Options report North Hertfordshire Districts Council's overall strategy aims to concentrate development in the district's largest settlements, with significant growth to the east of Baldock (and lesser growth around Letchworth), which will have implications for future transport planning. The document comprises several individual policies that deal with separate aspects of spatial planning. Core Policy H: Transport aims to support sustainable location policy, thereby reducing travel demand, and encouraging a shift towards sustainable modes of transport. Developments that minimise the impact of car travel on the district will be supported. The accompanying Development Policies Document 18 sets out an hierarchy of road users to ensure that the needs of pedestrians, cyclists and public transport users are considered before users of private motor vehicles.

3.46 This Urban Transport Plan will also set out a related Route User Hierarchy to reflect similar local priorities.

Baldock Town Centre Strategy

3.47 Since January 2005, North Hertfordshire District Council has been working together with members of a local town centre stakeholder group in preparing a Town Centre Strategy for Baldock. The revised strategy published in January 2006 attempts to recognise the varying interests of the town together with the issues and needs of the local community and young people expressed through the stakeholder workshops. The purpose of the strategy is to provide a framework to promote integrated development and enhancement of the Baldock town centre that will seek to:

- benefit the future economic viability and vitality of the town centre, with special emphasis on its future following the completion of the Baldock bypass and the decrease in traffic passing through the town centre;
- emphasise its historic character as a market town; and
- meet the needs of its business and local community.

3.48 The strategy comprises an overall vision with aims and policy guidance, and looks forward to 2016. The strategy is divided into a number of themes, which provide a series of policies to help deliver the aims of the strategy and contribute to the Council's strategic objectives as set out in the Corporate Plan. The themes include:

- built environment and public spaces;
- enhancement opportunities to the street scene;
- land use activities including shopping, commercial and residential land uses;
- community facilities;
- transport and access;
- community safety; and
- promoting and marketing the town.

3.49 The strategy is supported by an action plan, which sets short to medium term targets that will seek to deliver the policy and aims of the Strategy.

Letchworth Town Centre Strategy

3.50 The Letchworth Garden City Town Centre Strategy Supplementary Planning Document, adopted by North Hertfordshire District Council in 2007, aims to provide a comprehensive framework to promote integrated development and enhancement of the Letchworth town centre over the next 15 years. The strategy expands and provides

further guidance on existing policies to support and maintain shopping as the main activity in town centres and that development takes into account Garden City design principles. The strategy comprises:

- a vision and aims for the town centre;
- a series of objectives whereby progress can be monitored; and
- a planning strategy for the centre including opportunity sites.

3.51 The strategy sets down the approach towards:

- conservation management and urban design in the centre, as well as;
- broad proposals for improving the public realm; and
- managing and improving transport.

3.52 The strategy is not considered a fixed blueprint but a guide to action, part of a continuing process of town centre and conservation area management. It is informed by and will inform other strategies and approaches. The Letchworth Town Centre Strategy has an enabling role for partnership working to deliver projects and in particular should be seen as contributing towards the North Hertfordshire District Council Corporate plan.

4 Local Objectives

Objectives of the Urban Transport Plan

4.1 While the ultimate ambition for the Urban Transport Plan is to, “*enable the towns to adequately deal with the existing and future pressures of growth and development*”; the development and prioritisation of solutions needs to be measured against a wider set of objectives that are locally relevant and framed by national and county level policy. A distillation of Hertfordshire’s Local Transport Plan Challenges to Letchworth and Baldock would produce the following localised objectives:

- reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses;
- support economic growth and new housing development through delivery of transport improvements;
- reduce local transports contribution to CO₂ emissions;
- provide Letchworth and Baldock with a safer environment in which to live, work and visit;
- promote active travel modes in the towns to encourage healthy and active lifestyles;
- reduce crime and the fear of crime on the local network.
- improve access to key services for all by sustainable transport;
- improve access to key transport nodes for all;
- maintain the high quality of life enjoyed by most; and
- promote and improve access to local green spaces.

4.2 These objectives, together with deliverability criteria, are used in the objective led appraisal framework used to assess options. This is presented in Appendix B.

5 Local Issues

Introduction

5.1 This section outlines the key issues established through consultation with members, officers and local key partners; site visits and audits; and through data analysis, including use of the Route User Hierarchy; a classification and prioritisation of the roads through the area based on the surrounding land use and their function; recorded in Appendix A. The views of consultation attendees were recorded on a series of themed maps covering parking and congestion; public transport and accessibility; and walking, cycling, speeding and safety concerns. Issues raised have been categorised by the following themes:

- congestion and traffic management;
- parking;
- public transport (including rail, bus, community transport) and accessibility;
- cycling and walking;
- safety concerns;
- speed limit compliance; and
- journeys to school.

Assessment of Key Issues

5.2 The consultation process undertaken as part of the Urban Transport Plan process generated an extensive list of important issues relevant to Letchworth and Baldock, which spanned all strategy areas of the study. Further analysis of each issue was undertaken; this analysis referred to the Route User Hierarchy, available data, and site visits. Issues were then prioritised as key issues if the relevant evidence existed. The identification of key issues has enabled the development of interventions and strategy options to help support Letchworth and Baldock's future vision for transport. Table 5.1 lists the key issues and illustrates the relationship between the key issues and interventions that have been developed.

Key Issues by Theme

5.3 The full set of key issues is set out in Table 5.1 overleaf and mapped in Figure 5.1.

TABLE 5.1 KEY ISSUES IN LETCHWORTH AND BALDOCK

Issue Ref.	Key Issue Description	Addressed by Scheme
Congestion and Traffic Management		
CI01	Congestion during peak periods along Baldock Road approach to junction with Letchworth Gate due to high traffic flows and multiple junctions and right turn movements.	DM2, DM4, C2
CI02a	Congestion along Letchworth Gate (A505) during the peaks to and from the junction with the A1(M). Also queuing traffic southbound exiting A1(M) and associated rat-running.	DM4, C2
CI02b	Difficulty for drivers turning westbound onto Letchworth Gate (A505) from A1(M) due to poor sight lines.	DM4, C2
CI03	Complicated traffic routing through one-way system with traffic ignoring right turn ban from Leys Avenue	DM4, C1
Parking		
PI01	Lack of coherent and integrated parking controls in Letchworth.	P1
PI02	Residential parking bays in streets around Letchworth town centre are under-utilised during the day due to Controlled Parking Zone restrictions.	P1

Letchworth and Baldock Urban Transport Plan

Issue Ref.	Key Issue Description	Addressed by Scheme
PI03 (RI01)	Demand exceeds supply for parking at Letchworth and Baldock Stations.	P1
PI04 (RI01)	On-street commuter parking for Letchworth and Baldock Stations in town centres where there are a) no controls (e.g. Broadway, Icknield Way, Mansfield Road) and b) beyond Controlled Parking Zone making parking difficult for local shoppers, workers, and residents; and c) inhibiting two-way traffic flows on narrow streets.	P1
Public Transport and Accessibility		
RI01 (PI03 / PI04)	Demand exceeds supply for car parking at Letchworth and Baldock Stations. Cars parking on residential streets beyond Controlled Parking Zone / areas with no parking restrictions.	PT4, PT3
RI02 (YI01)	Demand exceeds supply for cycle parking at Letchworth Station.	PT4

Issue Ref.	Key Issue Description	Addressed by Scheme
RI03	No lift access to platforms at Letchworth and Baldock rail stations.	Not addressed – for consideration by Department for Transport, Network Rail, and Train Operating Companies as part of 'Access for All' programme and any future franchise bids.
RI04/BI01	Difficult for buses to access Letchworth Station due to congested forecourt from taxis and passenger drop-off, and other bus stops located around the station rather than at the station.	PT4
RI05/BI02	Lack of integrated information provision online and at-stop/station.	PT3
BI03	Short operating bus hours focused on the working day. No early morning or evening services.	PT1
BI04	No direct bus services between Letchworth and Baldock and Welwyn Garden City and Hatfield.	PT1
BI05	No direct bus services west and south-west Letchworth and the Lister Hospital in Stevenage, and no services between the Lister Hospital and Baldock after mid-afternoon.	PT5

Letchworth and Baldock Urban Transport Plan

Issue Ref.	Key Issue Description	Addressed by Scheme
Cycling & Walking		
YI01 (RI02)	Demand exceeds supply for cycle parking at Letchworth Station.	PT4
WI01	Perceived lack of pedestrian crossings to Broadway Gardens, Letchworth.	NM9
YI02	Gap in cycle network from Clothall Common to Letchworth via Knights Templar School, Letchworth Road (B656) and Baldock Road (B656). (Part of original North Hertfordshire District Cycle Strategy and included in Letchworth and Baldock UTP 2007 –potential scheme to be considered)	NM6, NM7
YI03/WI02	Lack of crossing points of A1(M) for pedestrians and cyclists.	NM7
YI04/WI03	Lack of pedestrian and cycle permeability through Baldock town centre.	NM5, NM6
YI05	Lack of cycle permeability through Letchworth town centre, particularly from The Quadrant to Broadway.	NM1, NM2, NM3, NM4
Safety Concerns		
SI01	Safety concerns at junction for northbound traffic turning west onto A505 from A1(M) northbound. Poor visibility to the right.	C2

Issue Ref.	Key Issue Description	Addressed by Scheme
Speeding Concerns		
VI01	Wilbury Road, Letchworth	VS1
VI02	Clothall Road, Baldock	VS2
Journeys to School		
JI01	St Francis School. Obstructive parking by parents dropping-off and picking-up school children on Broadway and Spring Road restricting two-way traffic flow. Safety concerns crossing the road due to volume of traffic and reduced visibility from parked cars.	DM3

Key Transport Issues Legend

Congestion and Traffic Management

Cl01	Cl01	Congestion during peak periods along Baldock Road approach to junction with Letchworth Gate due to high traffic flows and multiple junctions and right turn movements.
Cl02a	Cl02a	Congestion along Letchworth Gate (A505) during the peaks to and from the junction with the A1(M). Also queuing traffic southbound exiting A1(M) and associated rat-running.
Cl02b	Cl02b	Difficulty for drivers turning westbound onto Letchworth Gate (A505) from A1(M) due to poor sight lines.
Cl03		Complicated traffic routing through one-way system with traffic ignoring right turn ban from Leys Avenue

Parking

P103		Lack of coherent and integrated parking controls in Letchworth.
P102		Residential parking bays in streets around Letchworth town centre are under-utilised during the day due to Controlled Parking Zone restrictions.
P103		Demand exceeds supply for parking at Letchworth and Baldock Stations.
P103		On-street commuter parking for Letchworth and Baldock Stations in town centres where there are a) no controls (e.g. Broadway, Icknield Way, Mansfield Road) and b) beyond Controlled Parking Zone making parking difficult for local shoppers, workers, and residents; and c) inhibiting two-way traffic flows on narrow streets.

Public Transport and Accessibility

RI01 PI03	PI04	Demand exceeds supply for car parking at Letchworth and Baldock Stations. Cars parking on residential streets beyond Controlled Parking Zone / areas with no parking restrictions.
RI02 YI01		Demand exceeds supply for cycle parking at Letchworth Station..
RI03		No lift access to platforms at Letchworth and Baldock rail stations.
RI04 *	Bl01	Difficult for buses to access Letchworth Station due to congested forecourt from taxis and passenger drop-off, and other bus stops located around the station rather than at the station.

*	RI05 Bl02	Lack of integrated information provision online and at-stop/station.
*	Bl03	Short operating bus hours focused on the working day. No early morning or evening services.
Bl04		No direct bus services between Letchworth and Baldock and Welwyn Garden City and Hatfield.
Bl05		No direct bus services west and south-west Letchworth and Lister Hospital, and no services between Lister Hospital and Baldock after mid-afternoon.

Cycling & Walking

YI01 RI02		Demand exceeds supply for cycle parking at Letchworth Station..
WI01		Perceived lack of pedestrian crossings to Broadway Gardens, Letchworth.
WI02		Gap in cycle network from Clothall Common to Letchworth via Knights Templar School, Letchworth Road (B656) and Baldock Road (B656). (Part of original North Hertfordshire District Cycle Strategy and included in Letchworth and Baldock UTP 2007 –potential scheme to be considered.)
YI03 WI02		Lack of crossing points of A1(M) for pedestrians and cyclists.
YI04 WI03		Lack of pedestrian and cycle permeability through the town centre.
YI05		Lack of cycle permeability through town centre, particularly from The Quadrant to Broadway.

Safety Concerns

SI01		Safety concerns at junction for northbound traffic turning west onto A505 from A1(M) northbound. Poor visibility to the right.
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Speeding Concerns

VI01		Wilbury Road, Letchworth
VI02		Clothall Road, Baldock

Journeys to School

*	Jl01	St Francis School - Obstructive parking by parents dropping-off and picking-up school children on Broadway and Spring Road restricting two-way traffic flow. Safety concerns crossing the road due to volume of traffic and reduced visibility from parked cars.
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* Issue not shown on map

6 Local Opportunities and Future Pressures

Local Opportunities

- 6.1 In this section future development proposals are recorded as well as potential future schemes that will impact on the study area.

Hitchin Curve Enabling Works

- 6.2 Network Rail's planned improvements to the London–Hitchin – Cambridge line and the associated 'Hitchin Curve' works have involved a temporary widening of Stotfold Road and temporary reduction of the speed limit to 30mph to accommodate the construction traffic. Following the completion of the railway curve the impact of retaining the 30mph limit would need to be investigated.

Overview of Development Proposals

- 6.3 Since the proposed revocation of the East of England Plan, the Regional Spatial Strategy for the East of England, district and borough councils have reviewed the development proposals and policies included within their emerging Local Development Frameworks. North Hertfordshire District Council released its Core Strategy: Preferred Options Report for consultation in September 2007. It forecast 579 dwelling completions (committed / urban capacity) in Letchworth, and 133 dwelling completions in Baldock, between 2006 and 2021. Outside current settlement boundaries the Strategic Housing Land Availability Assessment (SHLAA) gave additional dwelling estimates (for priority 1 and 2 sites) of 1180 for Baldock and 522 for Letchworth between 2011 and 2031, over and above extant permission as of April 2010. With regards to employment, the council forecast 7,640 additional jobs between 2001 and 2021 in the district, but no further guidance on allocation within the district was provided. For retail, scope was identified for an additional 9,500m² of floor space in Letchworth between 2004 and 2016, and 2,000m² of additional retail floor space in Baldock between 2004 and 2016. It is unknown yet whether a review of forecasts will result in a different scale or distribution of development.

Analysis of Development Proposals

- 6.4 Based on comparisons of the type, scale and location of proposed developments; and their relation to key destinations; sustainable transport infrastructure; and known congestion hotspots in Letchworth

and Baldock, the following high-level, qualitative, assessments have been made in Table 6.1 below, about the impacts of committed developments and proposed development locations within the Core Strategy: Preferred Options Report. The analysis focuses on housing sites of 50 dwellings and employment sites greater than 1000m².

6.5 While this is a qualitative analysis of proposed developments, going forward there is a need to understand both the immediate and cumulative impacts on the network of committed developments and more detailed traffic modelling will be needed. Particularly if changes to traffic circulation are being considered. Future modelling should also include a scenario for future development based on the Core Strategy: Preferred Options. Detailed modelling should initially consider:

- the immediate town centre of Letchworth Garden City including Broadway, The Wynd, Station Road and Bridge Road in Letchworth;
- the junction of Baldock Road, Pixmore Way and Letchworth Gate (A505) in Letchworth;
- the junction of Royston Road (B656) and Clothall Road (A507) in Baldock; and
- the junction of High Street and Hitchin Street (B656) in Baldock.

TABLE 6.1 ASSESSMENT OF DEVELOPMENT

Type	Location and Scale	Network Considerations			Overall assessment of network to accommodate growth	UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion		
Redevelopment	Pixmore Avenue, Letchworth. Demolition of skills centre and erection of 279 dwellings.	Walking and cycling distance to key employment sites, retail and rail station. Lack of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Baldock Road (B656), Pixmore Way, Baldock Road (B656) and Letchworth Gate (A505), particularly the junction of these roads and Junction 9 of the A1(M).	Good sustainable transport access, but puts additional pressure on junction of Baldock Road (B656) and Letchworth Gate (A505) and Junction 9 A1(M).	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. Review of signalling at Junction 9 A1(M). NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Icknield Way, Letchworth. Demolition of industrial and erection of 115 dwellings.	Walking and cycling distance to key employment sites, retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Bridge Road, Broadway and Station Road, particularly junction of Station Road and Broadway.	Very good sustainable transport access, but puts additional pressure on junction of Station Road and Broadway.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	Land off Cade Close, Letchworth. Erection of 60 dwellings.	Walking and cycling distance to key employment sites / cycling distance only to retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route / not within walking distance of rail station.	Additional traffic would put slight pressure on congested links on Works Road, Baldock Road (B656), and Letchworth Gate (A505), particularly the junction of Baldock Road (B656) and Letchworth Gate (A505).	Fair sustainable transport access but additional pressure at junction of Baldock Road (B656) and Letchworth Gate (A505).	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. Review of Junction 9 A1(M). NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Protea Way, Letchworth. Demolition and new offices.	Lack of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Works Road, Baldock Road (B656) and Letchworth Gate (A505), particularly the junction of Baldock Road (B656) and Letchworth Gate (A505).	Good sustainable transport access, but additional pressure at junction of Baldock Road (B656) and Letchworth Gate (A505).	Workplace Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Ascot industrial estate, Icknield Way, Letchworth. Erection of replacement industrial units.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Uncertain if redevelopment will result in additional trips.	Good sustainable transport access, but unknown impact on the demand for travel.	Workplace Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Market Hall. Letchworth town centre. Redevelopment. Retail.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Redevelopment of existing intensely used retail. Significant net increase in traffic unlikely, although any additional traffic likely to be would put pressure on congested links on Bedford Road, Bridge Road, Broadway, Station Road, Pixmore Way, Baldock Road (B656), and Letchworth Gate (A505), particularly junctions of Station Road and Broadway, and Baldock Road (B656) and Letchworth Gate (A505); and congestion hotspots NH17, NH7, NH15, NH16 and NH1.	Very good sustainable transport access, but puts pressure on junction of Station Road and Broadway, junction of Baldock Road (B656) and Letchworth Gate (A505).	Workplace Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. Leys Avenue/Gernon Road circulatory review to improve traffic flow. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Works Road, Letchworth. Former power station site. Redevelopment to mixed industrial.	Lack of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Works Road, Birds Hill, Baldock Road (B656), and Letchworth Gate (A505), particularly the junction of Baldock Road (B656) and Letchworth Gate (A505).	Very good sustainable transport access, but puts pressure on junction of Baldock Road (B656) and Letchworth Gate (A505).	Workplace Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Unit 5. Dunham's Court off Dunhams Lane, Letchworth. Change of use. Industrial to storage and distribution.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic including HGVs would put pressure on congested links on Works Road, Birds Hill, Baldock Road (B656) and Pixmore Way, particularly the junction of Baldock Road (B656) and Letchworth Gate (A505).	Very good sustainable transport access, but puts pressure on junction of Baldock Road (B656) and Letchworth Gate (A505).	Workplace Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. Review of Junction 9 A1(M). NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	Norton Way, Letchworth. Extension to provide car sales room, workshop and office.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Works Road, Broadway, Station Road, Norton Way South, Pixmore Way, and Baldock Road (B656), particularly the junction of Birds Hill, Norton Way South and Station Road.	Very good sustainable transport access, but puts pressure on junction of Station Road and Broadway, junction of Baldock Road (B656) and Letchworth Gate (A505).	Travel Plans Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	The Old Grammar School, Broadway, Letchworth. New office space.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Bedford Road, Bridge Road, Broadway, Station Road, Pixmore Way, Baldock Road (B656), and Letchworth Gate (A505), particularly junctions of Station Road and Broadway, and Baldock Road (B656) and Letchworth Gate (A505).	Very good sustainable transport access, but puts pressure on junction of Station Road and Broadway, junction of Baldock Road (B656) and Letchworth Gate (A505).	Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Woodlands Way, Baldock. Redevelopment. 36 extra care flats. 42 dwellings.	Cycling distance only to key employment sites and station / walking and cycling distance to retail. Lack of cycle routes.	Within 400m of high frequency bus route / not within walking distance of rail station.	Additional traffic would put slight pressure on congested links on Letchworth Road (B656), Hitchin Street (B656), and High Street (B197), particularly junction of High Street and Hitchin Street (B656).	Poor sustainable transport access and lack of capacity at junction of High Street (B197) and Hitchin Street (B656).	Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Rentokil House, London Road, Baldock. Change of use offices to 55 bedroom care home.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Reduction in traffic forecast from change of use from offices to a care home.	Very good sustainable transport access and development has potential to reduce traffic flow.	Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Additional development	Tesco, High Street, Baldock. Extension to store.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Letchworth Road (B656), Hitchin Street (B656), Royston Road (B656), Clothall Road (A507) and High Street (B197), particularly junction of High Street and Hitchin Street (B656) and Royston Road (B656) and Clothall Road (A507).	Very good sustainable transport access, but puts pressure on junction of High Street (B197) and Hitchin Street (B656) and junction of Clothall Road (A507) and High Street (B197).	Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Burley House, Letchworth Road, Baldock. Demolition and extension to care home.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put slight pressure on congested links on Letchworth Road (B656), Hitchin Street (B656), and High Street (B197).	Very good sustainable transport access and minimal impact on traffic flows.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.
New development	North-west of Western Way, Letchworth. Housing growth. 134 dwellings.	Cycling distance only to key employment sites, retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route / not within walking distance of rail station.	Additional traffic would put pressure on Bridge Road, Station Road, Birds Hill, Pixmore Way, Baldock Road (B656) and Letchworth Gate (A505); particularly junctions of Station Road and Broadway, and Baldock Road (B656) and Letchworth Gate (A505).	Poor sustainable transport access, and lack of capacity at junctions of Station Road and Broadway, and Baldock Road (B656) and Letchworth Gate (A505).	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Letchworth. Regeneration of Pelican Way and Southfields neighbourhood centre, Grange Estate.	Within 400m of cycle route.	Within 400m of high frequency bus route and within walking distance of rail station.	Minimal impact on traffic flows.	Very good sustainable transport access and minimal impact on traffic flows.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.
Redevelopment	Regeneration of Ivel Court, Jackmans Estate, Letchworth. 59 dwellings (uncertain whether regeneration scheme will now go ahead).	Lack of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Minimal impact on traffic flows.	Good sustainable transport access and minimal impact on traffic flows.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	Housing growth to south east of Clothall Common (off Wallington Road), Baldock. 275 dwellings.	Cycling distance only to key employment sites, retail and rail station. Lack of cycle routes.	Within 400m of high frequency bus route / not within walking distance of rail station.	Additional traffic would put pressure on congested links on Royston Road (B656), Whitehorse Street (B656), Hitchin Street (B656), Letchworth Road (B656), High Street (B197), and Clothall Road (A507), particularly the junctions of Royston Road (B656) and Clothall Road (A507), and High Street (B197) and Hitchin Street (B656).	Poor sustainable transport access and lack of capacity at junctions of Royston Road (B656) and Clothall Road (A507), and High Street (B197) and Hitchin Street (B656).	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	Housing growth off Bygrave Road, Baldock. Four parcels. 493 total dwellings.	Cycling and walking distance to key employment sites, retail and rail station. Lack of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on North Road (A507), Station Road (A507), Clothall Road (A507), Whitehorse Street (B656), Hitchin Street (B656), Letchworth Road (B656), and High Street (B197), particularly the junctions of Royston Road (B656) and Clothall Road (A507), and High Road (A507), and Hitchin Street (B197) and Hitchin Street (B656).	Good sustainable transport access, but puts pressure on junctions of Royston Road (B656) and Clothall Road (A507), and High Street (B197) and Hitchin Street (B656).	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	Housing growth to south of Clothall Road and west of A505 Baldock Bypass. 260 dwellings.	Cycling distance only to key employment sites, retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route / not within walking distance of rail station.	Additional traffic would put pressure on congested links on Clothall Road (A507), Whitehorse Street (B656), Hitchin Street (B656), Letchworth Road (B656), and High Street (B197), particularly the junctions of Royston Road (B656) and Clothall Road (A507), and High Street (B197) and Hitchin Street (B656).	Poor sustainable transport access and lack of capacity at junctions of Royston Road (B656) and Clothall Road (A507), and High Street (B197) and Hitchin Street (B656).	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
New development	Employment growth between railway and Royston Road, Baldock.	Lack of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Clothall Road (A507), Whitehorse Street (B656), Hitchin Street (B656), Letchworth Road (B656), and High Street (B197), particularly the junctions of Royston Road (B656) and Clothall Road (A507), and High Street (B197) and Hitchin Street (B656).	Good sustainable transport access.	Travel Plans and Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options. NHDC Parking Strategy.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
Redevelopment	Former depot. Icknield Way, Letchworth. 50 dwellings.	Walking and cycling distance to key employment sites, retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Bridge Road, Broadway and Station Road, particularly junction of Station Road and Broadway.	Very good sustainable transport access, but puts additional pressure on junction of Station Road and Broadway.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options.
Redevelopment.	Land at Birdshill, Letchworth. 50 dwellings and loss of existing employment.	Walking and cycling distance to key employment sites, retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Bridge Road, Broadway and Station Road, particularly junction of Station Road and Broadway.	Very good sustainable transport access, but puts additional pressure on junction of Station Road and Broadway.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options.

Letchworth and Baldock Urban Transport Plan

Type	Location and Scale	Network Considerations				UTP Proposals
		Walking and Cycling	Public Transport	Highway and Congestion	Overall assessment of network to accommodate growth	
	Land north of former Norton School, Norton Road, Letchworth. 56 dwellings	Walking and cycling distance to key employment sites, retail and rail station. Within 400m of cycle routes.	Within 400m of high frequency bus route and within walking distance of rail station.	Additional traffic would put pressure on congested links on Bridge Road, Broadway and Station Road, particularly junction of Station Road and Broadway.	Very good sustainable transport access, but puts additional pressure on junction of Station Road and Broadway.	Smarter Choices together with walking and cycling improvements through the town to promote sustainable travel options.

7 Scheme Development

Introduction

7.1 The schemes outlined in this chapter have been developed in response to the identified key issues. Available data has also been used to further refine the schemes. The packages of short-listed schemes have been developed in response to both the performance of proposed interventions within the assessments process and also taking into account stakeholder feedback. The packages have also been developed to specifically contribute towards the key issues identified.

Scheme Assessment

7.2 Each of the schemes included in a long-list of possible schemes were assessed against the following criteria:

- Urban Transport Plan objectives addressed;
- Local Transport Plan targets and fit with programme entry / funding criteria; and
- deliverability criteria (i.e. public acceptability, funding / affordability, cost, feasibility, delivery risk).

7.3 Assessment against the Urban Transport Plan objectives resulted in a score between +3 and -3 depending on the contribution of the scheme towards each objective, similarly schemes were assessed against Local Transport Plan programme entry criteria. The deliverability assessment results in a score of low, medium or high, depending on the level of cost or risk for each scheme.

Programme of Measures Required

7.4 Through the option generation and appraisal process, all key issues have been addressed, and hence delivery of the schemes will address all key issues. Similarly, having assessed each scheme against its contribution towards each objective, delivery of the schemes will also go a long way to achieving the objectives for the Urban transport Plan. Objectives have been supported through a broad range of affordable and deliverable schemes across the short, medium, and long term that improve traffic flow, or improve and promote public transport, walking and cycling.

7.5 The plan does not provide the required parking demand management or integrated spatial planning to fully achieve the objectives. It is under these two remits of North Hertfordshire District Council that their innovative integration with the Urban Transport Plan, will realise the vision for Letchworth and Baldock.

7.6 These schemes are designed for implementation over the next 15-20 years. The implementation plan outlined in Section 16 covers the funding and implementation of each scheme for the next five years (2011/12 to 2016/17). The schemes developed take account not only of the existing supply of transport but also the future demand for transport. In particular we have developed schemes that offer high value for relatively low cost in the short term.

Previous Schemes Not Delivered

7.7 While fresh consultation has revealed further concerns, this Urban Transport Plan must build on the work started by the previous strategy in 2007. Table 7.1 below records the current status of those as yet, undelivered schemes proposed in the 2007 plans.

TABLE 7.1 UNDELIVERED SCHEMES

Target	Locations	Town	Reason
Safety			
Accident Cluster Sites/Hazardous Sites	Baldock road at the Crescent	Letchworth	These are not within the 6 or more in 3 years
	Bedford Road near Wilbury Road		These are not within the 6 or more in 3 years
	Broadway Road at Bridge Road		These are not within the 6 or more in 3 years
	Green Lane at Icknield Way		These are not within the 6 or more in 3 years
	Letchworth Gate between Penn Way and Howard Drive		There is an existing mobile camera site, no further works are being considered for this location
	Norton Way North at Nevells Road		These are not within the 6 or more in 3 years
	Norton Way at Wilbury Road		These are not within the 6 or more in 3 years

Letchworth and Baldock Urban Transport Plan

Target	Locations	Town	Reason
Accident Cluster Sites/Hazardous Sites	Chalks Hills at Hatch Lane	Baldock	These are not within the 6 or more in 3 years; scheme no longer required
	High Street and London Road		These are not within the 6 or more in 3 years; scheme no longer required
	High Street at South Road		No longer consider being an issue and feasibility study indicated no speed issues. A pedestrian crossing had been implemented in the intervening years while the plan was being completed
	London Road at Weston Way		Did not receive funding Investigation in 2011/12. Not present on the hazardous sites list
Provide new pedestrian crossings in key locations	Broadway	Letchworth	Forms part of the Phase 2 works of LGCHF
	Chalks Hill at Hatch Lane	Baldock	Did not receive funding in 2011/12. Not considered an issue but to be reviewed as part of a feasibility study for a crossing in the vicinity of Weston Way
	High Street and London Road		Crossings on the high street were delivered as part of BTC. London Road not receiving funding

Letchworth and Baldock Urban Transport Plan

Target	Locations	Town	Reason
Provide new pedestrian crossings in key locations	High Street at South Road		No longer consider as being an issue and feasibility study indicated no speed issues. A pedestrian crossing had been implemented in the intervening years while the plan was being completed
	London Road at Weston Way		Carried forward and subject to more detailed review of pedestrian demand and engineering feasibility
Improve existing pedestrian crossings	Broadway (outside Morrison's supermarket)	Letchworth	This is scheduled to be considered as part of phase 2 of the LGCHF ¹ works

Rights of Way

Review disabled routes within the town centres and implement improvements	Whole town	Letchworth and Baldock	Locations were not identified and so this was being done as and when brought forward. No locations were identified in the five year period
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Cycling

Implement Cycle network improvements identified in the NHDC cycle strategy	Letchworth to Baldock Town Centre	Letchworth	The major link that was focused on in Letchworth was the completion of the NCN 12 route. There were a number of legal issues which delayed the implementation of this scheme All cycle schemes have now been included within the recently created cycle ranking table and these schemes will still be pursued if considered
	Green Lane		
	Highfield School to Stotfold Road via Fearnhill School		
	Railway footbridge to town centre		
	Hitchin to Letchworth town centre via Cambridge Road		

¹ LGCHF - Letchworth Garden City Heritage Foundation

Letchworth and Baldock Urban Transport Plan

Target	Locations	Town	Reason	
Implement Cycle network improvements identified in the NHDC cycle strategy	Town Centre to Grange		Valid as and when funding is available	
	A1(M) footbridge to Stotfold Road			
	A1(M) bridleway underpass to Highfield School			
	Jackmans to Highfield School via Lordship Centre			
	South-east Letchworth to town centre via Route 3 and South View			
	A1(M) bridleway underpass to Leisure Centre, Football Ground and Radburn School			
	Hitchin to Letchworth via Icknield Way			
	Broadway to Rushby Mead via Gernon Walk			
	Pix Brook to Stonehill JMI School			
	The Grange Circuit			
	Works Road			
	A1(M) footbridge to Stotfold Road			
Clothall Common to A1(M) footbridge via Railway Station	Park Street to Park Drive	Baldock	All cycle schemes have now been included within the recently created cycle ranking table and these schemes will still be pursued if considered valid as and when funding is available	
				North of the Railway Line

Letchworth and Baldock Urban Transport Plan

Target	Locations	Town	Reason
Implement cycle network improvements identified in the NHDC Cycle Strategy	Baldock Town Centre to A1(M) bridleway underpass		
	Crabtree Lane		
	Railway Station to Hatch Lane via Town Centre		
	Town Centre to South Road via The Tene		
	St Mary's JMI School to Baldock Town Centre and Knights Templar		This was pursued and due to limited funding has been put on hold in 2010/11
	Clothall Common to A1(M) underpass via Town Centre and Knights Templar School		All cycle schemes have now been included within the recently created cycle ranking table and these schemes will still be pursued if considered valid as and when funding is available

Passenger Transport

Implement Quality Bus Partnerships on key corridors	Route 55 – Stevenage – Lister – Hospital – Letchworth	Letchworth	No progress from PTU
	Route 97/97A – Stotfold – Letchworth – Hitchin	Baldock	No progress from PTU

Congestion

Review the transportation implication of the new Local Development Framework when adopted	Whole plan area	Letchworth and Baldock	This is still being completed; however HCC has been feeding into the consultation process. It is anticipated the review of the UTP will help evaluate this as well
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Letchworth and Baldock Urban Transport Plan

Target	Locations	Town	Reason
Undertake a frequent 'snapshot' personal travel survey within the plan area	Whole plan area	Letchworth and Baldock	This has not been progressed as there were development changes in both towns and is something that should be considered in the future as part of the new Letchworth and Baldock Urban Transport Plan

Mode Share of Journeys to School

Implement 20mph speed limits and associated traffic management outside schools	Whole plan area	Letchworth and Baldock	No locations were progressed in the plan area
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Speed Limit Compliance

Comprehensive review of speed limits within Letchworth and Baldock	Whole plan area	Letchworth and Baldock	Awaiting the outcome of the Network Management review
Investigate and implement improvements to speed management	Cowslip Hill	Letchworth	Recent (July 2010) data from Hertfordshire traffic police confirms that speeding is still an issue northbound (85 th percentile 37mph). Original proposals to be carried forward into this UTP period

Letchworth and Baldock Urban Transport Plan

Target	Locations	Town	Reason
Investigate and implement improvements to speed management	Letchworth Lane		Data gathered in June 2009 indicate an 85% speed of 32mph in both directions so no longer going to be pursued for speeding
	Broadway		To be delivered as phase 2 of Letchworth Garden City Heritage Foundation works.
	South Road	Baldock	Data gathered indicated that speeding was not an issue so scheme was no longer pursued
Air Quality			
Investigate locations in Baldock where pollution has been highlighted as a problem and identify improvement where feasible	Baldock	Baldock	Baldock has not been identified as one of the county's Air Quality Management locations for Hertfordshire

Schemes Not Taken Forward

7.8 Table 7.2 sets out schemes considered during this round of UTP development, but not taken forward.

TABLE 7.2 SCHEMES NOT TAKEN FORWARD

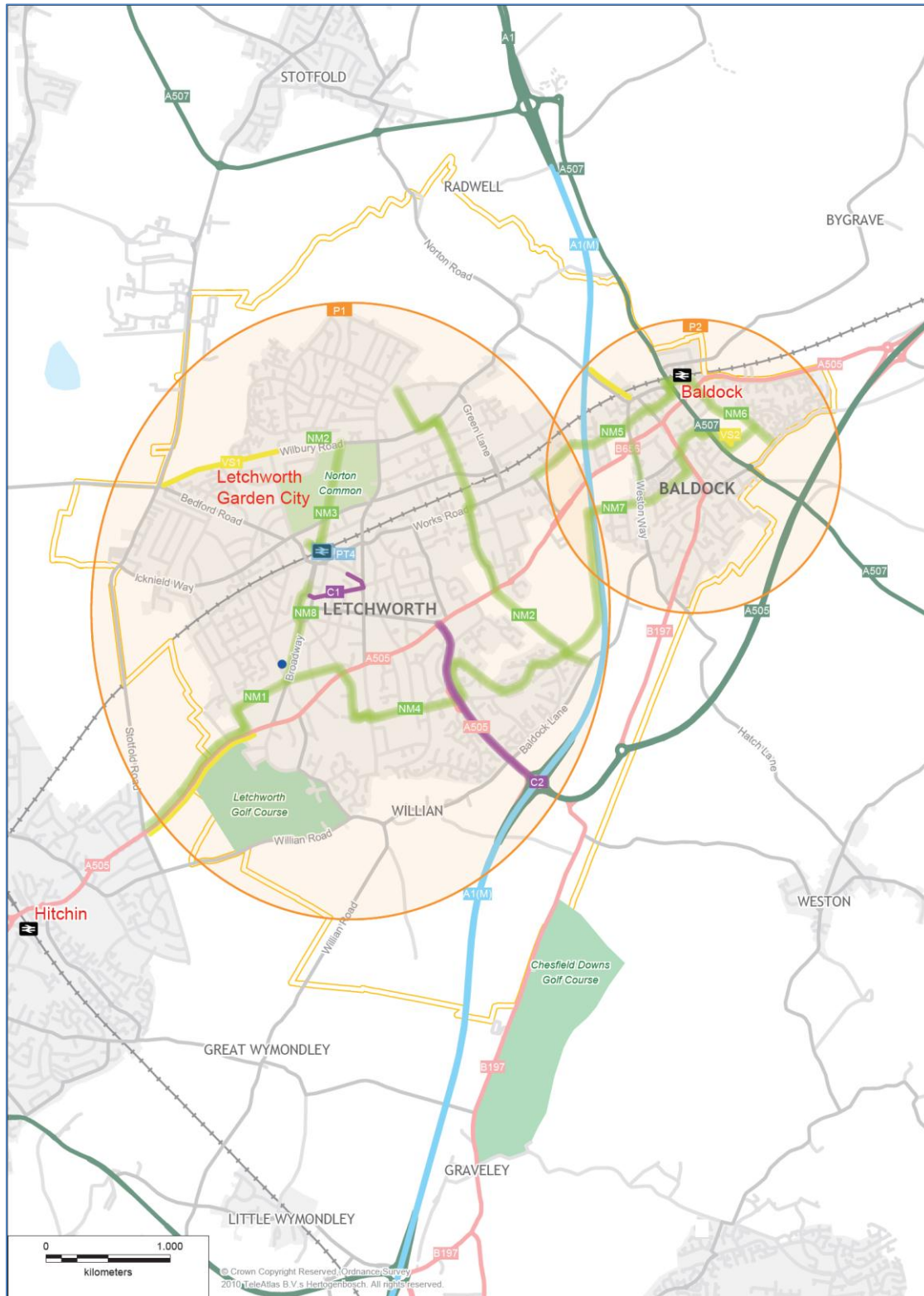
Scheme	Description	Reasons for not taking forward
New A1(M) junction	Construction of a new junction in the vicinity of the current A1(M) bridge over the B656 Baldock Road	Costs prohibitive Close proximity to existing Junctions 9 & 10
Letchworth Parkway station	Construction of a new railway station between Letchworth and Baldock, primarily to address car parking pressure at Letchworth and Baldock stations	Lack of passenger demand in the two towns Close proximity to Letchworth and Baldock stations Costs prohibitive
NHDC Cycle Strategy	The strategy proposed a prioritised list of cycling interventions for delivery across the study area	Most high priority schemes within the NHDC Cycle Strategy have been reviewed and incorporated into the UTP, but many corridor improvements have not been included for cost reasons and the NHDC Cycle Strategy being over specified
St Francis School	Possible parking restrictions on Broadway to provide passing points for traffic.	Parking restrictions recently introduced on Spring Road

8 Key Strategy Statement

Transport Vision and Priorities

- 8.1 To support the wider policy goals it will be important for the Urban Transport Plan to support the economic vitality of local shops and businesses, improve sustainable access to key services and to the stations, provide a safer environment, promote healthier and more active lifestyles, reduce CO₂ emissions and maintain the high quality of life enjoyed by most residents.
- 8.2 Transport has a key role to play in delivering this future vision, not only through overcoming the constraints listed above, but by supporting the vision for Letchworth and Baldock. The main opportunities for achieving this future vision are through:
- reducing localised congestion and improving traffic circulation through Letchworth;
 - improving interchange at Letchworth rail station;
 - reducing conflicts and impacts of un-controlled parking through the rationalising of local parking strategies;
 - tackling safety and speeding issues on a site specific basis;
 - addressing gaps in the public transport services;
 - improving the walking and cycling environment; and
 - promoting sustainable access to schools and businesses.
- 8.3 The strategy will therefore focus transport interventions around these areas.
- 8.4 The following chapters; 9 to 15, now set out the proposed interventions; grouped by theme:
- Public Transport and Accessibility;
 - Congestion and Traffic Management;
 - Speed Limit Compliance;
 - Walking and Cycling;
 - Parking;
 - Smarter Choices; and
 - Road Safety.
- 8.5 Schemes are mapped overleaf in Figure 8.1.

FIGURE 8.1 PROPOSED SCHEMES



Transport Options

Public Transport

- * **PT1** Timetabling and Review of Routes
- * **PT2** Promotion of hospital shuttle
- * **PT3** Information and Ticketing including RTPI
- PT4** Letchworth Station Forecourt Improvements

Congestion and Traffic Management

- C1** Leys Avenue Right Turn / Gernon Way 2-way.
- C2** Letchworth Gate (A505) Junction with A1(M) Link Review

Speed Limit Compliance

- VS1** Wilbury Road (western section). Signs and Markings.
- VS2** Clothall Road, Baldock. School Safety Zone

Walking & Cycling

- NM1** Corridor 1 Hitchin Road (A505) to Town Centre and Station via Broadway
- NM2** Corridor 2 Jackmans Estate to the Grange Estate via Works Road
- NM3** Corridor 3 Grange Estate to Town Centre/Quadrant to Broadway / via Nevells Road/Bridge Road. Cycle patches/advisories
- NM4** Corridor 4 Jackmans Estate to Town Centre and Highfield School
- NM5** Corridor 5 A1(M) Bridge to Baldock Station
- NM6** Corridor 6 Clothall Common to Baldock Station
- NM7** Corridor 7 Clothall Common to A1(M) Underpass via Baldock Town Centre
- NM8** Broadway Gardens Pedestrian Link to Broadway.

* Issue not shown on map

Parking

- P1** Letchworth Town Centre Parking Review
- P2** Support existing Baldock Parking proposals

Smarter Choices

- * **DM1** Workplace Travel Planning
- * **DM2** Safer Routes To School / School Travel Planning
- * **DM3** Sustainable travel Events and Promotion

8.6 Table 8.1 shows how the proposed schemes relate to each of the UTP objectives.

TABLE 8.1 SCHEMES AND OBJECTIVES MATRIX

	Reduce congestion in Letchworth and Baldock and support the economic vitality of the town centres, local shops and businesses	Support economic growth and new housing development through delivery of transport improvements	Reduce local transports contribution to CO2 emissions	Provide Letchworth and Baldock with a safer environment in which to live, work and visit	Promote active travel modes in the towns to encourage healthy and active lifestyles	Reduce crime and the fear of crime on the local network	Improve access to key services for all by sustainable transport	Improve access to key transport nodes for all	Maintain the high quality of life enjoyed by most	Promote and improve access to local green spaces
PT1	✓	✓	✓				✓	✓	✓	✓
PT2							✓	✓	✓	
PT3	✓	✓	✓				✓	✓	✓	✓
PT4	✓	✓	✓	✓	✓		✓	✓	✓	
C1	✓	✓	✓	✓				✓		
C2	✓	✓	✓	✓				✓		
VS1				✓					✓	
VS2				✓					✓	
NM1	✓	✓	✓	✓	✓		✓	✓	✓	✓
NM2	✓	✓	✓	✓	✓		✓	✓	✓	✓
NM3	✓	✓	✓	✓	✓		✓	✓	✓	✓
NM4	✓	✓	✓	✓	✓		✓	✓	✓	✓
NM5	✓	✓	✓	✓	✓		✓	✓	✓	✓
NM6	✓	✓	✓	✓	✓		✓	✓	✓	✓
NM7	✓	✓	✓	✓	✓		✓	✓		
NM8				✓	✓			✓	✓	✓
P1	✓	✓	✓	✓					✓	
P2	✓	✓	✓	✓					✓	
DM1	✓	✓	✓	✓	✓				✓	
DM2	✓	✓	✓	✓	✓				✓	
DM3	✓	✓	✓	✓	✓		✓	✓	✓	✓

✓	Short Term Schemes 1 - 2 years
✓	Medium Term Schemes 3 - 5 years
✓	Long Term Schemes 5 + years

9 Public Transport and Accessibility

- 9.1 Accessibility means people being able to access key services, education, and employment opportunities at reasonable cost, in reasonable time and with reasonable ease. Hertfordshire County Council's Local Transport Plan identified in Challenge 2.1, "Improve accessibility, particularly for non-car users and the disadvantaged". Generally, the Urban Transport Plan considers accessibility in Hertfordshire to be good although it recognises there are challenges for households in areas of higher levels of deprivation, particularly in rural areas.
- 9.2 Whilst the highest quality of service is on the corridor to London, there are some gaps in local bus provision. Local buses often run short operating hours focused on the working day, with no early morning or evening services and there are gaps in coverage, with a lack of direct bus services to Welwyn Garden City and Hatfield and some areas without direct bus services to Lister Hospital in Stevenage. Bus services in Hertfordshire, like the rest of the country outside London, are run on a commercial basis by private operators. Whilst local authorities can and do subsidise local bus services to provide non-commercial bus service, in the current economic climate, subsidy is not available for additional services to hospitals, additional early morning and late evening services, or new routes to nearby villages and towns. Hence, with limited options available to local authorities, improved partnership working with operators is important, as well as providing improved information provision regarding local services. Proposed schemes include a review of local routes, timetables and operating hours with local bus operators, and promotion of the existing hospital shuttle to improve access for those that require essential healthcare services. Similarly, improving information provision regarding wait times to the next bus through Real Time Passenger Information, improves accessibility and promotes public transport usage, making service improvements more commercially viable.

- 9.3 Letchworth station sits at the junction of Station Road, Leys Avenue and Eastcheap and the approach to it from the nearby town centre has recently benefited from a reorganisation of the junction, with the removal of the roundabout, landscaping and surface improvements to the roads, making an attractive gateway to the station. There are further opportunities to make it a more attractive option for travellers. Access to the station for buses can be restricted due to inappropriate parking by cars and taxis; there are issues with a shortfall of secure cycle storage; and the public realm of the forecourt could also be improved to promote access on foot and by bicycle. Proposed improvements to the station forecourt will promote sustainable access and help ease localised congestion caused by parked and queuing vehicles.
- 9.4 North Hertfordshire District Council is responsible for parking policy in the towns and is currently reviewing local parking policy with a view to formulating a strategy that will ensure the needs of all road users are appropriately balanced. Options to optimise off-street car parking may also be explored and the use of existing vacant sites would be a possibility subject to the necessary consents and funding being secured. The County Council is keen to see improved access to rail stations but concerned about additional traffic congestion at peak times. Car parking at stations is viewed as a commercial activity within the remit of the train operator. It is recognised that in many locations, provision of suitable car park capacity is an essential ingredient in the attractiveness of the rail service and that in itself it influences modal choice for the principal element of the journey. However, there needs to be a dialogue between the Train Operating Company and the County and District Council in each case, to establish compatibility between capacity and charging policies in the station and on the surrounding streets and neighbouring car parks.
- 9.5 The County Council has particular concerns where additional car parking capacity is built on railway land under permitted development rights. In these situations the County Council would welcome early dialogue with the rail industry to ensure that the additional traffic generated by the parking will not have an adverse impact on the immediate highway network or on access for buses, pedestrians and cyclists. The County Council also wishes to see a more flexible approach to car parking provision, especially within franchise agreements. Opportunities to replace parking spaces by bus interchanges or other sustainable transport provision should be

allowed and encouraged where this will not have a negative impact on the overall numbers of passengers accessing the station.

- 9.6 In the case of Letchworth Station, it is unlikely that the County would encourage the Train Operating Company to increase parking levels given the station's central location.
- 9.7 The schemes proposed in the following sections will go some way to improving existing public transport services, while also alleviating some of the related issues incurred through the local dominance of the car. Schemes not selected are those that are not within the remit of the relevant local authorities, or those not deemed to improve accessibility or journey times sufficiently in relation to the passenger demand and cost.

TABLE 9.1 PUBLIC TRANSPORT AND ACCESSIBILITY SCHEMES

Scheme Reference	Scheme	Delivery Timescale	Page
PT1	Review of Bus Timetabling and Routes	Short term (Years 1 & 2)	84
PT2	Promotion of Hospital Shuttle	Short term (Years 1 & 2)	87
PT3	Public Transport Information and Ticketing	Medium term (Years 3,4 & 5)	91
PT4	Letchworth Station Forecourt Improvements	Long term (Year 5+)	94

Scheme Name	Review of Bus Timetabling and Routes	
Scheme Reference	PT1	
Issues	BI03	Short operating bus hours focused on the working day. No early morning or evening services.
	BI04	No direct bus services between Letchworth and Baldock and Welwyn Garden City and Hatfield.
Delivery Timescale	Short term (Years 1 & 2)	

Description of Proposals

Primarily bus services operate in a deregulated market and provision is provided on a commercial basis with the County only able to fund socially necessary services for which demand exceeds resources available. Nevertheless, where there are recognised gaps the council will work with operators to explore options for alternative provision

This package of work would seek to improve access by bus within Letchworth and Baldock and from the towns to Welwyn Garden City, Hatfield, Stevenage and to local hospitals The aim being, where possible:

- i) to increase the operating hours of key bus routes; and
- ii) to establish direct bus services from the towns to Welwyn Garden City and Hatfield

Increasing people’s bus travel options would potentially encourage greater bus use. It is proposed to investigate with local commercial operators the extension of the hours of operation of key services within Letchworth and Baldock particularly those serving the rail stations and town centres. A review is proposed of the routing and scheduling of services to Welwyn Garden City, Hatfield and Stevenage to understand the potential to accommodate the relevant trips.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Bus services are run on commercial basis and will need definitive patronage levels to be viable without subsidy.	Early engagement with local bus operators to establish levels of demand for new destinations and extensions to operating hours.	N

Links to Other UTP Schemes	PT3 Information and Ticketing PT2 Community Transport
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Contribution to Objectives / Indicators	UTP Objectives	Reduce local transport's contribution to CO ₂ emissions. Reduce crime and the fear of crime on the local network. Improve access to key services for all.
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Liaison with local operators	£10,000	Review only
Review of routing options and bus patronage forecasting	£50,000	Review only
Total Cost for Delivery	£60,000	Review only

Letchworth and Baldock Urban Transport Plan

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

Other Information / Additional Notes:

This scheme is the **review** of potential extensions to existing bus operating hours and potential new destinations. It is not the extensions and alterations themselves. It will require close engagement with local commercial bus operators.

Scheme Name	Promotion of Hospital Shuttle	
Scheme Reference	PT2	
Issues	BI05	No direct bus services west and south-west Letchworth and Lister Hospital in Stevenage, and no services between Lister Hospital and Baldock after mid-afternoon.
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals
<p>This package of work would seek to improve perceived lack of access by bus within Letchworth and Baldock to the Lister Hospital in Stevenage. While there are gaps in commercial bus services, community transport offers a good opportunity to provide access to hospitals for people who may not be able to travel by car or existing bus services (if available).</p> <p>The Hertfordshire Integrated Transport Partnership (HITP) is a partnership between:</p> <ul style="list-style-type: none"> • NHS West Hertfordshire • NHS East and North Hertfordshire • West Hertfordshire Hospitals NHS Trust • Hertfordshire Partnership Foundation Trust • East and North Hertfordshire NHS Trust • Hertfordshire County Council <p>Its work is focused on making it easier for Hertfordshire residents to access healthcare.</p> <p>The Health Shuttle is a door to door chargeable transport service to and from the Lister Hospital. It currently covers Stevenage, Hitchin, Letchworth, Baldock and surrounding areas Mondays to Fridays (except public holidays). The service is open to all members of the public and can be booked by telephone. There is a single fare of £5.00 payable to the driver or at the Health Shuttle desk at the hospital. The Health Shuttle also offers a link between the Lister and QEII hospitals, Monday to Thursdays only (again except public holidays).</p>

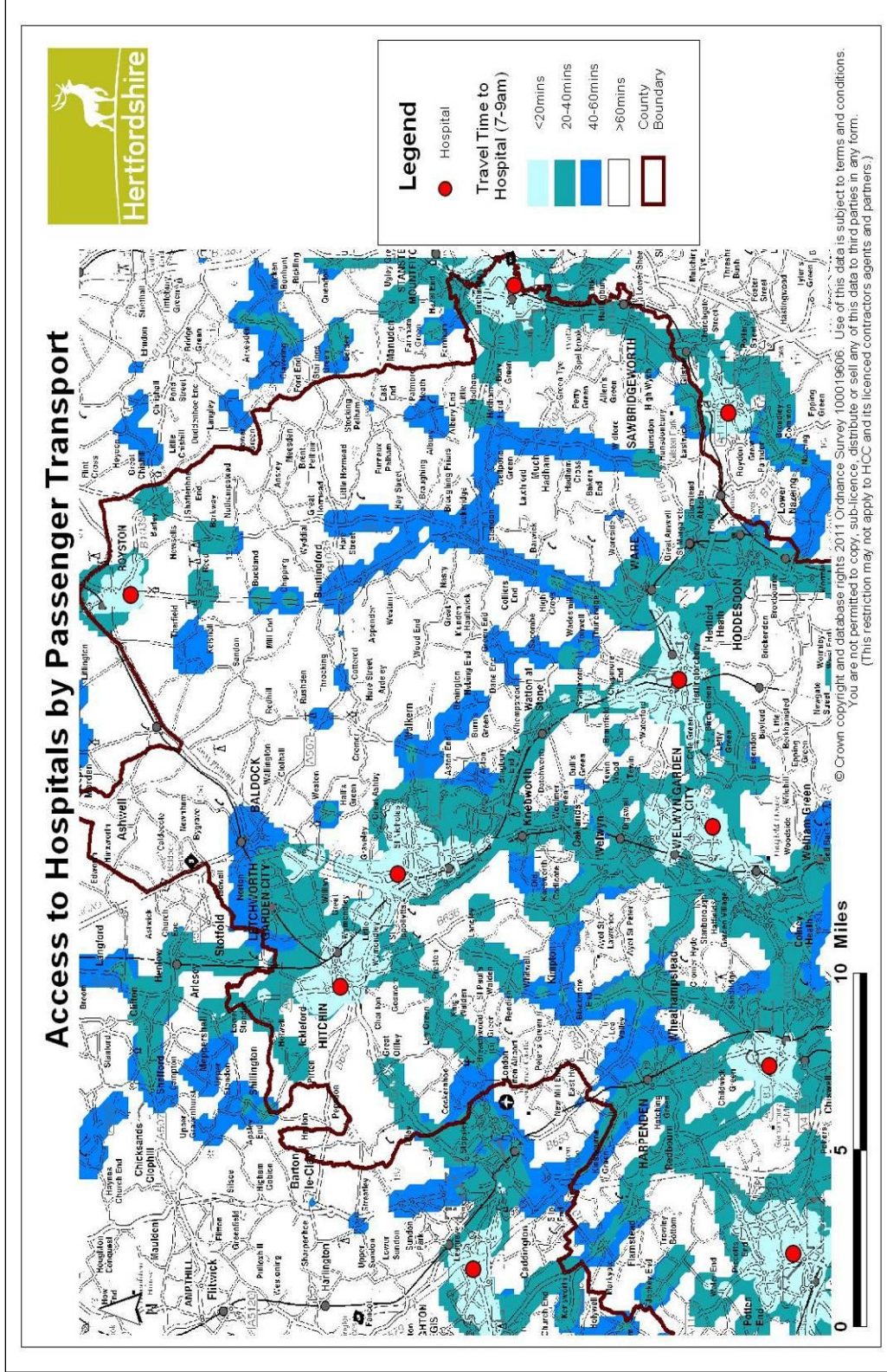
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This scheme was developed by the Hertfordshire Integrated Transport Partnership (HITP). This is a partnership in which the Council works closely with the Primary Care Trusts, (now NHS Hertfordshire), Hertfordshire NHS Trusts, Hertfordshire LINK (Local Involvement Network) and the voluntary service to improve transport and access to healthcare.

This scheme is concerned with the promotion of the range of existing community transport provision to the Lister Hospital and health facilities in Stevenage's community. The promotion would involve reviewing current advertising of the Health Shuttle with a view to raising awareness of the scheme to the necessary audience.

Hertfordshire County Council will continue to work with partners to ensure community transport and health shuttles will serve key health facilities.

PLATE 1 ACCESS TO HOSPITALS BY PUBLIC TRANSPORT



Letchworth and Baldock Urban Transport Plan

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Existing scheme that may need better promotion.	Early liaison with Health Shuttle partners to review how the scheme can be better promoted.	Y


Links to Other UTP Schemes	PT3 Information and Ticketing PT1 Timetabling and review of routes
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Contribution to Objectives / Indicators	UTP Objectives	Improve access to key services for all.
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Review of existing promotional activities	£10,000	
New promotional campaign	£100,000	Includes purchase of advertising space.
Total Cost for Delivery	£110,000	

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

Scheme Name	Public Transport Information	
Scheme Reference	PT3	
Issues	BI02, RI05	Lack of integrated information provision online and at-stop/station.
Delivery Timescale	Medium Term (Years 3,4 & 5)	

Description of Proposals	
<p>There is a need for improved information on bus services, including Real Time Passenger Information (RTPI) at locations across the Letchworth and Baldock.</p>	
	<p>The scheme would provide ‘Real Time Passenger Information’ of services to encourage more people to use bus and rail services as they will have better information about the bus services available, and allay people’s concerns regarding bus punctuality and reliability.</p> <p>Hertfordshire County Council has committed to rolling out Real Time Passenger Information provision with part-funding from developer contributions (through Section 106 funding). Improvements in RTPI can either take the form of bus stop flag indicators that</p>
<p><i>Plate 1 – Example of bus stop flag RTPI</i></p>	<p>provide information on the next bus to arrive (see Plate 1) or more sophisticated systems that also provide information the routes served and other information including journey planning.</p> <p>In addition to providing better information to existing passengers, RTPI will help to encourage more people to use bus services as they will be able to see how long they would have to wait for the next bus. RTPI via the internet or text services can also increase the appeal to a broader demographic encouraging use of bus services. The provision of RTPI should be implemented in coordination with ensuring that bus services and shelters are DDA compliant*. This will help to encourage more people to use bus services and to ensure that services are accessible to all.</p> <p>As well as endorsing the roll out of RTPI, this proposal recommends the review of existing provision of printed timetables and route mapping with a view to improving printed information at bus stops, key locations and rail</p>

Letchworth and Baldock Urban Transport Plan

interchanges.

* DDA (Disability Discrimination Act) compliant bus stops and shelters include facilities, such as extended and raised kerbs, to aid wheelchair users and others with restricted mobility to get and off buses.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Requires retro-fitting transponders to bus fleet.	Early liaison with operators.	Y

Links to Other UTP Schemes	PT1 Timetabling and Review of Routes
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Contribution to Objectives / Indicators	UTP Objectives	Support economic growth and new housing development through delivery of transport improvements Improve access to key services for all by sustainable transport
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Real Time Passenger Information.	TBA	Not currently being progressed in this area but will feature in future roll out of the scheme
Review of Printed Information	£10,000	Review only
Total Cost for Delivery	TBA	

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

Other Information / Additional Notes:

Real Time Passenger Information is being rolled out as part of Hertfordshire County Council's existing programme. Not currently being progressed in this area but will feature in future roll out of the scheme.

Scheme Name	Letchworth Station Forecourt Improvements	
Scheme Reference	PT4	
Issues	RI02/ YI01	Demand exceeds supply for cycle parking at Letchworth Station
	RI04/ BI01	Difficult for buses to access Letchworth Station due to congested forecourt from taxis and passenger drop-off and other bus stops located around the station rather than at the station
Delivery Timescale	Long Term (Year 5+)	

Description of Proposals

This package of works would seek to improve segregation of buses, taxis and car parking in the area of the station forecourt as well as consolidate a number of disparate bus stops into a single interchange.

Presently the forecourt is shared by taxis and an area is reserved for premium car parking permit holders with bus facilities located at various locations away from the station. There are limited storage facilities for cyclists and existing crossing areas for pedestrians are frequently blocked by waiting taxis.



Figure 1. Letchworth Station Forecourt

The area in front of the station currently sites a war memorial. Consideration could be given to relocating this and utilising the resultant larger area for bus/taxi integration improvements.

Approval could be investigated to re-site the memorial in Broadway Gardens.

A full station forecourt design would need to be undertaken to establish available capacity for these improvements.



Plate 1 – Car park entrance near station access



Plate 2 – Southbound view of Station Parade

Proposals for redesigning the layout of Letchworth station are at a very early stage. Further feasibility and consultation with stakeholders will be necessary before any schemes are taken further. The needs of all users, including pedestrians and cyclists would need to be taken into account in any future proposals. All such works would be dependent on obtaining the necessary permissions from land-owners.

Discussions with bus operators will be needed to optimise bus stop location and to maximise potential interchange benefits. There are also options to tie in longer distance services such as National Express, but as this is a commercial service ultimately they will need to make the decision based on cost/time implications assessed against additional revenue.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Bus operators and taxi providers need to be on-board	Early engagement essential	Y

Letchworth and Baldock Urban Transport Plan

Relocation of war memorial	Appropriate consultation and obtainment of permissions	Y
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Links to Other UTP Schemes	None
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Contribution to Objectives / Indicators	UTP Objectives	<p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key services for all by sustainable transport</p> <p>Improve access to key transport nodes for all</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Design fees	£100,000	
Works	£1,000,000	
Total Cost for Delivery	£1,100,000	

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

10 Congestion and Traffic Management

- 10.1 The Urban Transport Plan is not proposing new infrastructure to provide additional highway capacity. Rather the proposals put forward seek to manage congestion by focussing on optimising traffic flows through junctions and mitigating traffic impacts through pedestrian and cycle facilities.
- 10.2 Letchworth suffers localised peak period congestion along Baldock Road (B656) and Letchworth Gate (A505) on the approach to and from the junction with the A1(M). Congestion here is caused by a constraints at the junction, rather than by the road capacity. Improving the operations of the signals if achievable, would go some way to alleviate these local delays while revisions to the current one-way system in Letchworth are proposed to improve traffic circulation in the town. Improving traffic flow, also improves air quality and reduces carbon emissions from stationary or slow moving traffic.
- 10.3 While congestion in Baldock was not considered a key issue during consultation, it is anticipated that many of the schemes proposed to promote more sustainable transport options will go some way to reducing car use generally. Major road building and capacity enhancements are not proposed as part of this plan, nor are they current council policy. The Baldock bypass has relieved much of the congestion in the town and a signing strategy has already been implemented to discourage through traffic and HGVs from using North Road.
- 10.4 These schemes should be viewed in the wider context of the Urban Transport Plan and its intention to promote active modes and public transport, to improve efficiency of the transport network, and reduce dependence on and dominance of, the private car. In order for schemes to be accepted, they needed to be affordable and deemed to have sufficient benefit to traffic flow without displacing traffic issues elsewhere within or near the study area. A summary of schemes is recorded in Table 10.1 below.

TABLE 10.1 SCHEMES TO ALLEVIATE ROAD CONGESTION

Scheme Reference	Scheme	Delivery Timescale	Page
C1	Leys Avenue, Gernon Road and Town Centre Signing	Medium term (Years 3,4 & 5)	100
C2	Letchworth Gate Link Review	Long term (Year 5+)	104

Scheme Name	Leys Avenue, Gernon Road and Town Centre Signing	
Scheme Reference	C1	
Issues	CI03	Complicated traffic routing through one-way system with traffic ignoring right turn ban from Leys Avenue
Delivery Timescale	Medium Term (Years 3,4 & 5)	

Description of Proposals
<p>Leys Avenue is a one-way unclassified local access road approximately 344m in length which links Station Road to Norton Way South in an eastbound direction. An enhancement scheme has recently been undertaken encompassing this road and reversing the traffic flow direction from which was previously westbound. In addition, right-turns from Leys Avenue are currently not permitted onto Norton Way South.</p> <p>Gernon Road is an unclassified local access road which runs almost parallel to Leys Avenue linking Broadway with Norton Way South. This is also one-way in an eastbound direction.</p> <p>The reversal of the traffic flow on Leys Avenue and the right-turn ban at the eastern end has created a lengthier route (via Station Road) for drivers wishing to access the town centre area and a route off the desire line for drivers needing to travel south from Leys Avenue.</p> <p>These issues have led to requests to revert the traffic direction on Leys Avenue back to its original direction.</p>

intended to complement the existing arrangement.



Plate 3 – Westbound view of Gernon Road showing on-street parking



Plate 4 – Eastbound view of roundabout at eastern end of Gernon Road

These proposals will be accompanied by a **comprehensive review of signage in Letchworth town centre** with a view to introducing new way finding for all road users, pedestrians, cyclists and drivers, to key local destinations.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Existing parking arrangements along Gernon Road may need to be altered	Discuss proposals with NHDC who currently manage the parking in Letchworth	Y
Public acceptability of proposals	Consultation	Y
Allowing right-turn manoeuvres from Leys Avenue will have impact on existing zebra crossing	Safety advice to be taken into account	Y

Links to Other UTP Schemes	NM8 Broadway Gardens Crossing
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Letchworth and Baldock Urban Transport Plan

Contribution to Objectives / Indicators	UTP Objectives	Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centre, local shops and businesses
Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Right turn alterations	£20,000	
Gernon Road two-way conversion	£150,000	
Design Fees	£35,000	
Total Cost for Delivery	£205,000	

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

Other Information / Additional Notes: Scheme is at outline feasibility and will be subject to more detailed assessment including modelling of traffic flows in the town centre.

Scheme Name	Letchworth Gate Link Review	
Scheme Reference	C2	
Issues	CI01	Congestion during peak periods along Baldock Road approach to junction with Letchworth Gate due to high traffic flows and multiple junctions and right turn movements
	CI02A	Congestion along Letchworth Gate (A505) during the peaks to and from the junction with the A1(M). Also queuing traffic southbound exiting A1(M) and associated rat-running
	CI02B	Difficulty for drivers turning westbound onto Letchworth Gate (A505) from A1(M) due to poor sight lines
	YI03/ WI02	Lack of crossing points of A1(M) for pedestrians and cyclists
	SI01	Safety concerns at junction for northbound traffic turning west onto A505 from A1(M) northbound. Poor visibility to the right
Delivery Timescale	Long Term (Year 5+)	

Description of Proposals

A505 Letchworth Gate is classified as a principal main distributor road approximately 1.5km in length linking Baldock at its eastern end (via the A1(M) junction) with Baldock Road at its western end. Improvements to the A1(M) roundabout junction were undertaken in 2006 as part of the Baldock Bypass works. Whilst the measures, which include signalisation of the northbound off slip and westbound circulatory arm of the roundabout, have improved traffic flow, eastbound traffic onto the roundabout from Letchworth is known to frequently extend as far as Baldock Road during peak times.

There is an un-signalised left-turn filter lane from the A1(M) northbound off-slip into Letchworth however, drivers frequently use lane two which is signalised to make the manoeuvre.

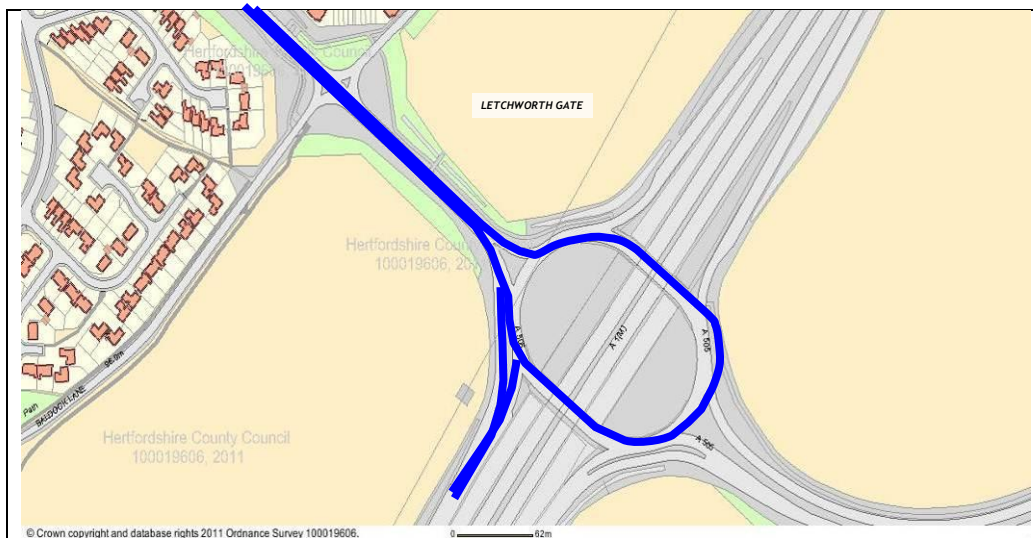


Figure 1. Letchworth Gate junction with A1(M)

During the design process and subsequent to implementation every effort has been made to maximise capacity at the A1(M) junction. A number of studies have been undertaken to address the issues of congestion at the A1(M)/Letchworth Gate junction. The current traffic signal layout has been adjusted since it was first implemented to take into account the 'live' situation to ensure that congestion is minimised. Other layouts have been considered but studies have shown that congestion would be worse if they were implemented.

Opportunities for improvements in the future will be discussed between Hertfordshire County Council, North Herts District Council, the Highways Agency, Letchworth Garden City Heritage Foundation and other key stakeholders should funding become available.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Land purchase required	Consult with Heritage Foundation	Y

Links to Other UTP Schemes	None
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Contribution to Objectives / Indicators	UTP Objectives	Reduce congestion and support the economic vitality of businesses
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Design fees	£350,000	
Dualling and filter lane amendments	£3,500,000	
Total Cost for Delivery	£3,850,000	

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

11 Speed Limit Compliance

- 11.1 Inappropriate speeding traffic risks lives and is a significant deterrent to people's choice to walk and cycle more, particularly for children and vulnerable road users.
- 11.2 Hertfordshire County Council in partnership with the police has in place a defined Speed Management Strategy. The strategy sets out how speed management schemes are selected and funded. For a road to be considered to have a speeding issue, surveys must show that the majority of traffic is exceeding a given threshold. For a 30mph road this is normally set at 15% of traffic exceeding 35mph (the 85th percentile).
- 11.3 A number of speeding concerns were raised at consultation. Where speed surveys confirmed the necessary criteria are met, appropriate traffic calming measures are proposed to reduce speed levels within the acceptable threshold. Speed compliance schemes are not proposed to be a substitute for enforcement. Hertfordshire County Council will continue to work with the police to ensure speed limits are appropriately enforced across the county. The County Council will use the criteria for safety camera site selection and implementation matrix to assess the suitability and implementation of locations for safety cameras. Due to limited resources, police prioritise speed enforcement activity at locations with a history of speed related collisions. Additional speed enforcement requests can be considered for periodic attention by the ward Priority Setting Forum which meets every three months.
- 11.4 The full policy can be viewed on the *Hertsdirect* website at:
<http://www.hertsdirect.org/services/transtreets/transplan/ltp/ltp2/speedmanstrat/>
- 11.5 Proposed schemes are summarised below.

TABLE 11.1 SPEED LIMIT COMPLIANCE SCHEMES

Scheme Reference	Scheme	Delivery timescale	Page
VS1	Wilbury Road (west of Cowslip Hill)	Short term (Years 1 & 2)	108
VS2	Clothall Road	Short term (Years 1 & 2)	111

Scheme Name	Wilbury Road	
Scheme Reference	VS1	
Issues	Vi01	Wilbury Road (western section), Letchworth
Scheme Status	This scheme is included in the UTP	
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals

Wilbury Road is an unclassified local distributor road covered by a 30mph speed limit. The section under investigation runs between Cowslip Hill at its eastern end and Bedford Road at its western and extends for approximately 1km. Speed surveys in Spring 2011 indicated 85th percentile speeds in the region of 37mph along this section.

When this road is assessed against the Speed Limit Framework in the Hertfordshire County Council Speed Management Strategy it is debatable whether the whole length meets the environment criteria for a 30mph speed limit. At its western most end there are properties and footway on the southern side of the carriageway only. Unfortunately this environment is not naturally conducive to reducing vehicle speeds due to drivers' perception of the environment. However, as this is a residential area it is not proposed to change the speed limit to 40mph, but to address the speeding issue through the implementation of additional road markings.

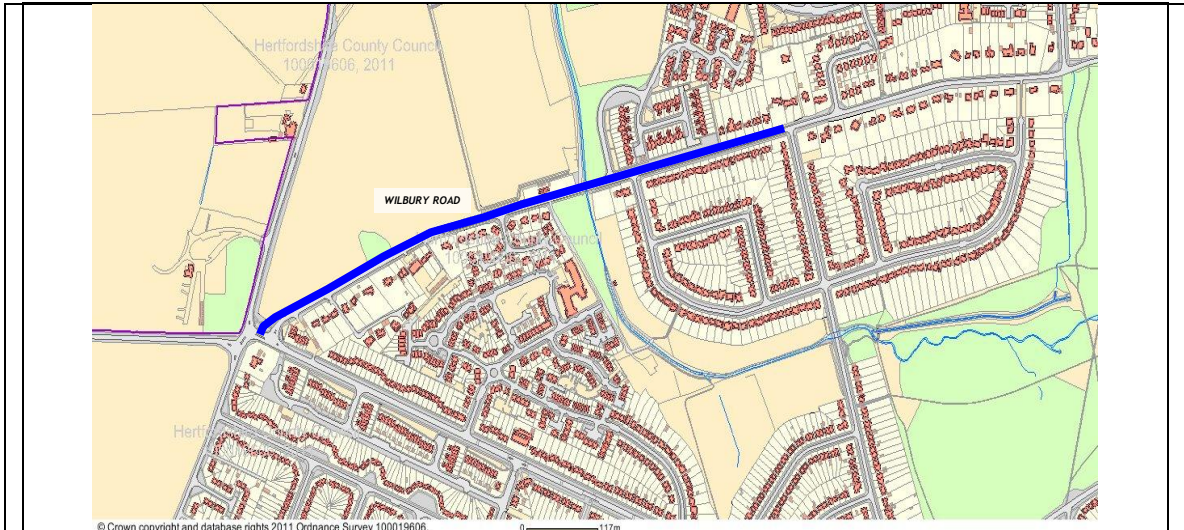


Figure 1. Wilbury Road

This road already benefits from a 30mph Variable Message Sign. To further highlight the speed limit along this section, minor improvements in the form of additional road markings could be implemented.



Plate 1 – Westbound view of Wilbury Road



Plate 2 – Eastbound view of Wilbury Road

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Overcome Considerations? (Y/N)
Delivery of road markings	Ensure choice of measures are appropriate to achieve desired speed reduction in line with HCC Speed Management Strategy	Y

Letchworth and Baldock Urban Transport Plan

Links to Other UTP Schemes	None
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Contribution to Objectives / Indicators	UTP Objectives	Provide Letchworth and Baldock with a safer environment in which to live, work and visit
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Design Fees	£1,000	
Works	£1,500	
Total Cost for Delivery	£2,500	

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

Scheme Name	Clothall Road, Baldock	
Scheme Reference	VS2	
Issues	Vi02	Clothall Road, Baldock
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals

Clothall Road is classified as a principle main distributor road which extends for approximately 800m and links South Road/Wallington Road with the High Street. Hartsfield School is located on the eastern side.

The whole length of the road is covered by a 30mph speed limit however both ends of the road are quite different. The southern section of the road has footway and housing on the western side of the carriageway only whilst the northern end has properties on both sides. Speed surveys in Spring 2011 indicated 85th percentile speeds of 35mph along this section.

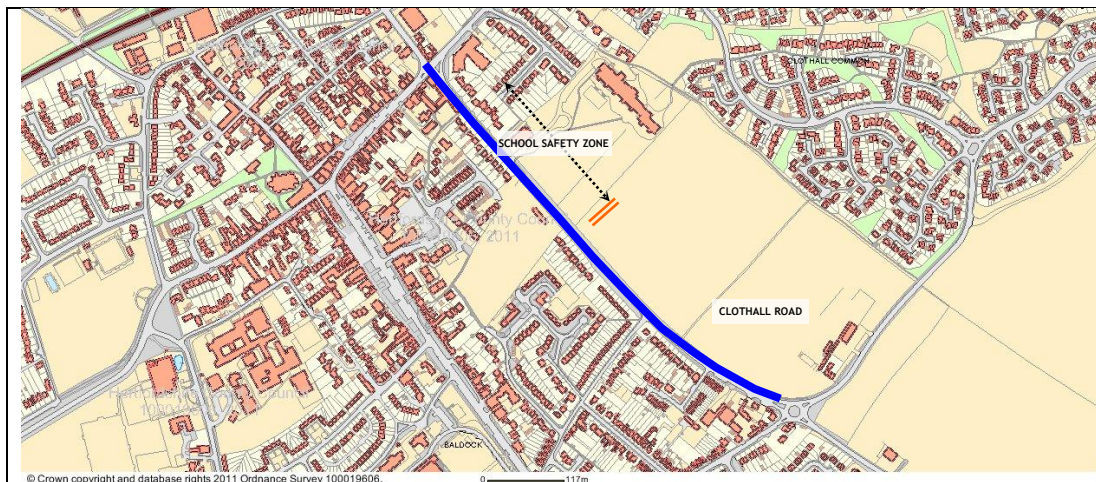


Figure 1. Clothall Road.

A Safer Routes to School project has not been undertaken at Hartsfield School. Safer Routes to School projects take a holistic approach and can include a package of measures to promote sustainable travel to and from school. A project of this type would be beneficial. Highway improvements could include the implementation of a school safety zone to promote the presence of a school.

As an A road there are only restricted engineering measures than can be

applied.



Plate 1 – Southbound view of Clothall Road



Plate 2 – Northbound view of Clothall Road

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Overcome Considerations? (Y/N)
Subject to position on HCC Safer Routes to School ranking list	Implementation of Safer Routes to School project	Y

Links to Other UTP Schemes	None
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Contribution to Objectives / Indicators	UTP Objectives	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses</p> <p>Reduce local transport's contribution to CO₂ emissions</p> <p>Provide Letchworth and Baldock with a safer environment in which to live, work and visit</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Maintain the high quality of life enjoyed by most</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Safer Routes to School Project	£30,000	Project to be undertaken to identify possible measures
Total Cost for Delivery	£30,000	

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

12 Walking and Cycling

Cycling Strategy

12.1 Cycling is a convenient, quick, healthy and sustainable form of transport for short journeys. The promotion of cycling is a recurring theme in the strategies outlined in the Local Transport Plan. **Hertfordshire County Council's Cycling Strategy 'More Cycling, More Often'** recognises the considerable potential for increasing levels of cycling in Hertfordshire. In order to realise this potential, the strategy suggests a wide range of measures to be implemented to encourage and sustain higher levels of cycling. These include:

- improved cycle networks both within and between towns;
- new developments that encourage sustainable modes of travel;
- workplace and school travel plans;
- Safe Routes to School programmes; and
- creation of safer cycling environments through traffic calming and management schemes.

12.2 In 1999 North Hertfordshire District Council published its Cycling Strategy. The strategy presented numerous cycle routes, which were prioritised as high, medium or low priority. As discussed below this strategy has informed the development of the schemes in this Urban Transport Plan.

Cycle Audit

12.3 As part of the formulation of this plan a detailed cycle audit was undertaken. The audit reviewed a series of cycle routes identified in the 1999 North Hertfordshire District Council Cycling Strategy (not all of which had been delivered) and classified as high priority routes. The audit also included an overall review of cycling conditions in the study area by transport professionals. In addition, the audit considered the level of cycling skill ('Bikeability') needed to cycle on the roads in the study area, resulting in a map of the towns with roads graded by cycling skill. Based on the cycling audit, a series of interventions, grouped by cycle corridor route have been developed. These are recorded in the pro forma following. A map of the entire proposed network, together with existing cycle routes and key local attractors is presented below in Figure 12.1 below. For ease of reading, this map is reproduced in A3 format in Appendix D.

Letchworth and Baldock Urban Transport Plan

- 12.4 The schemes proposed are based on the high priority interventions outlined in the North Hertfordshire District Council Cycling Strategy. These are schemes considered to be deliverable in the current funding environment. However should further or additional funding become available, then a review of those schemes designated medium or low priority in the North Hertfordshire District Council Cycling Strategy should be undertaken.
- 12.5 Development of schemes has been driven by an ambition to create a strategic cycling network, rather than remedial measures to address issues at specific sites.

Inter-Urban Cycling Connectivity

- 12.6 There are already relatively good inter-urban cycle links between Letchworth and Baldock and other towns in Hertfordshire. The Sustrans National Cycle Network Route 12 (Great North Way section) provides links north to Stotfold and south to Stevenage; sections of the route are off-road and traffic free. Route 12 ultimately links to Enfield in north London via Welwyn Garden City and Potters Bar in Hertfordshire. The proposals in this Urban Transport Plan will provide enhanced access to Route 12, which passes to the west of Baldock and the east of Letchworth (Works Road and the Jackmans Estate), with a branch through Letchworth town centre. In addition, the proposal for Cycle Corridor 1 below will provide an improved cycle link to Hitchin.

The Greenway

- 12.7 The Greenway is a circular route that surrounds Letchworth Garden City providing a traffic free 'green' leisure route for pedestrians and cyclists. There are opportunities to link in the cycling schemes proposed here to provide a truly integrated cycling experience for the towns.

Walking Opportunities

- 12.8 Reflecting its status as a 'Garden City', there are many opportunities for pedestrians in Letchworth. Building on the recent landscaping of the town centre, proposed schemes will increase the permeability of the town and improve access to Broadway Gardens.

Prioritisation

- 12.9 Schemes will need to be prioritised at a county level using the Hertfordshire County Council ranking system. There is one round of ranking each year in September and the schemes presented here will be ranked in due course by Hertfordshire County Council.

TABLE 12.1 WALKING AND CYCLING SCHEMES

Scheme Reference	Scheme	Delivery timescale	Page
NM1	Cycle Corridor 1 (Hitchin Road to Town Centre)	Short term (Years 1 & 2)	120
NM2	Cycle Corridor 2 (Jackmans Estate to Grange Estate)	Short term (Years 1 & 2)	124
NM3	Cycle Corridor 3 (Grange Estate to Town Centre)	Short term (Years 1 & 2)	130
NM4	Cycle Corridor 4 (Jackmans Estate to Town Centre and Highfield School)	Short term (Years 1 & 2)	135
NM5	Cycle Corridor 5 (A1(M) Bridge to Baldock Station)	Short term (Years 1 & 2)	140
NM6	Cycle Corridor 6 (Clothall Common to Baldock Station)	Short term (Years 1 & 2)	143
NM7	Cycle Corridor 7 (Clothall Common to A1(M) Underpass via Baldock Town Centre and Knights Templar School)	Long term (Years 5+)	147
NM8	Broadway Gardens Crossing	Short term (Years 1 & 2)	151

Scheme Name	Cycle Corridor 1 (Hitchin Road to Town Centre)	
Scheme Reference	NM1	
Issues		Cycle Audit Issues 1.1 and 1.2
	Y105	Lack of cycle permeability through Letchworth town centre
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals

Cycle Corridor 1 runs from the western edge of Letchworth into the town, providing inter-urban connectivity to Hitchin and linking Letchworth’s western neighbourhoods with the town centre. The corridor runs along Cambridge Road and Hitchin Road, linking in with The Greenway, before turning left into Highfield, then right into Sollershot West, where it continues along Broadway using part of the existing NCN 12 route.

Existing shared-use cycle infrastructure on the A505 is little used. The provision is on the south side (westbound) of the carriageway only, making it difficult to access for cyclists travelling eastbound. Maintenance of the shared-use infrastructure is also an issue. Cyclists also come into conflict with pedestrians using the path and vehicles emerging from driveways/turnings. To address this issue, advisory cycle lanes on both side of the carriageway are recommended where roads widths allow. On the narrower section of the road close to Highfield, cycle symbols will be used on-road in lieu of advisory lanes. Highfield and Sollershot West are quiet roads with existing traffic calming and provide a good cycling environment; however, they are a diversion from the main road route into town and may not be the most obvious route to take. To improve route legibility, time-distance signage at Hitchin Road / Highfield junction, and Highfield / Sollershot West junction. Beyond Sollershot West, the corridor makes use of existing infrastructure.

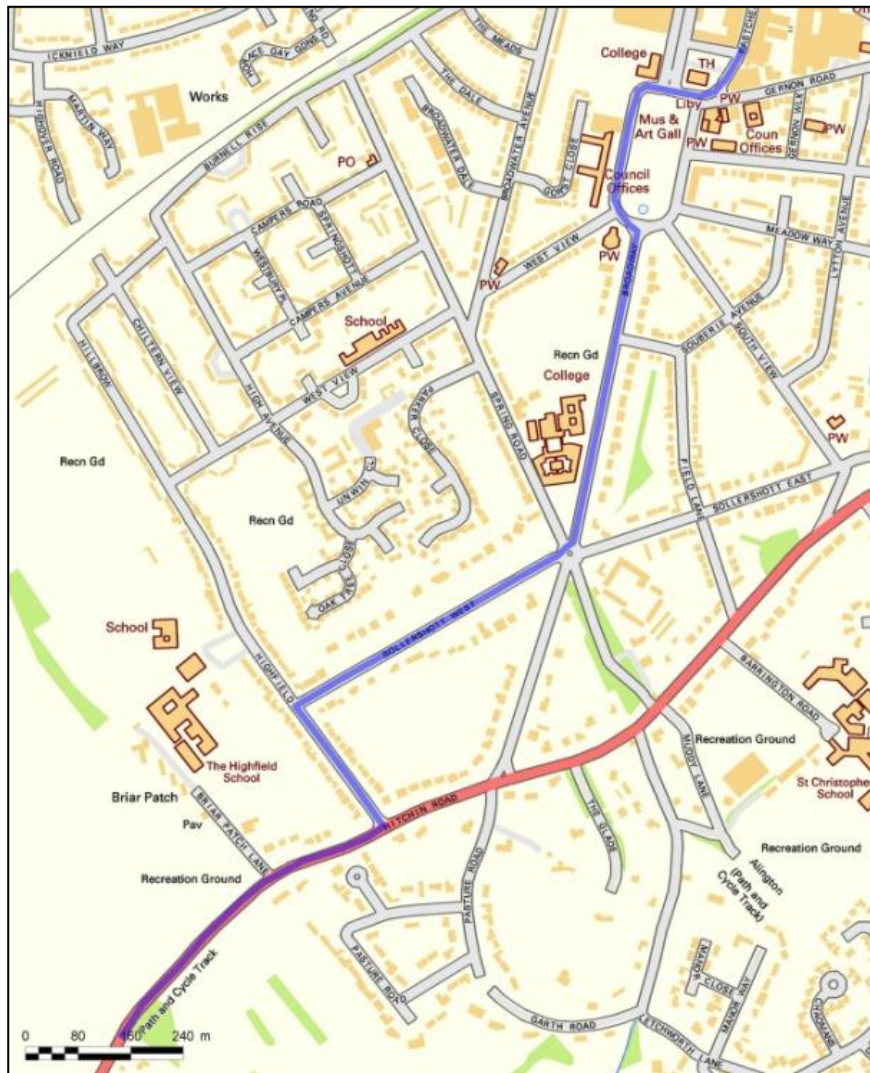


Plate 1 – A505 approach to junction with Highfield



Plate 2 – Sollershot West approach to Broadway roundabout

FIGURE 1 ROUTE OF CYCLE CORRIDOR 1



Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Width of the A505 carriageway on approach to Highfield may preclude installation of advisory lanes at the minimum recommended width.	Use painted cycle symbols on the road instead of lanes at this point.	Y

Links to Other UTP Schemes	NM4. Cycle Corridor 4 DM2. Workplace Travel Plans DM3. Safer Routes to Schools DM4. Sustainable Travel Events
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Contribution to Objectives / Indicators	UTP Objectives	Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses Reduce local transport's contribution to CO ₂ emissions Promote active travel modes in the towns to encourage healthy and active lifestyles Improve access to key services for all by sustainable transport Reduce crime and the fear of crime on the local network Improve access to key transport nodes for all
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Design Fees	£10,000	
Works	£10,000	
Total Cost for Delivery	£20,000	

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

Scheme Name	Cycle Corridor 2 (Jackmans Estate to Grange Estate)	
Scheme Reference	NM2	
Issues		Cycle Audit issues 2.1 to 2.9 (highlighted below)
	Y105	Lack of cycle permeability through Letchworth town centre
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals

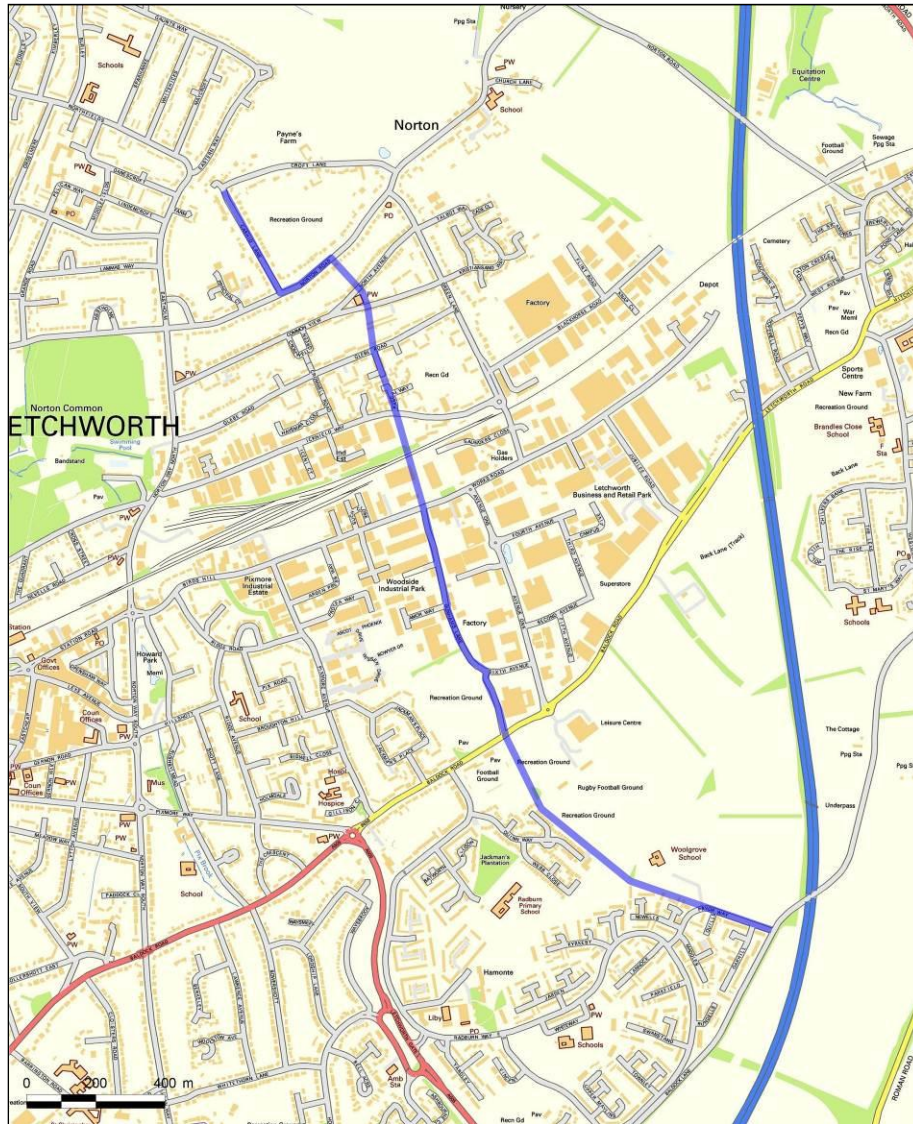
Cycle Corridor 2 links the Jackmans and Grange Estates with employment sites on Works Road. The corridor makes use of part of the existing NCN 12 route, crosses Baldock Road and continues north along Dunhams Lane, crosses Works Road, continues over the railway and then along alleyways north of the railway line towards the Grange Estate. There are opportunities to link this route into The Greenway at the access point on Pryor Way and Baldock Lane.

Cycle audit issues and proposed solutions on this route are:

- Issue 2.1 – from Baldock Lane it is not clear where the existing off-road route leads. signage will be required between Baldock Lane and Baldock Road, at the Jackmans Estate to demonstrate the route’s destination.
- Issue 2.2 – cycling is currently prohibited on the network of off-road paths in the Jackmans Estate. The paths would provide excellent cycling infrastructure that would serve as feeders to the main corridor. The solution proposed is to remove the restrictions to cycling on the off-road paths.
- Issue 2.3 – at the junction of Dunhams Lane and Baldock Road, where the off-road link emerges, the space between the guardrails separating the off-road link and Baldock Road is narrow. It is difficult for pedestrians and cyclists to cross Baldock Road. The solution to this issue is the installation of a toucan crossing on the west side of Dunhams Lane, with rationalised guardrails on approach and a widened shared-surface pavement on the south side of the Baldock Road.

- Issue 2.4 – there is lack of cycling priority and route legibility on Dunhams Lane. A low cost solution is to deploy painted cycle markers on Dunhams Lane to identify the road as part of the cycle route.
- Issue 2.5 – there is a lack of route legibility from Dunhams Lane across Works Road and down the alleyway towards the railway line. The proposed solution is signage at the Dunham's Lane/ Works Road junction and at entrance/exit to alleyway leading to railway line.
- Issue 2.6 – the footbridge over the railway line has no ramps for cyclists; difficult for cyclists to use the bridge. The low cost solution is to install cycle ramps on the footbridge so that cycles can be wheeled rather than carried up and down the stairs.
- Issue 2.7 – at present there is overhanging vegetation where the alleyway emerges on the bend in Icknield Way, opposite the junction with Pascal Way (maintenance issue). Working with the necessary land owner, the vegetation should be trimmed.
- Issue 2.8 – barrier and earth mound at the end of Pascal Way obstruct cyclists on the link between Pascal Way and Hampden Close. The solution is the removal of the existing barrier and earth mound to be replaced with bollards in keeping with the surroundings.
- Issue 2.9 – there is a lack of route legibility on the alleyways north of Hampden Close and at the junction with Cashio Lane. The installation of signage would complete the link from Hampden Close to Cashio Lane.

FIGURE 1 ROUTE OF CYCLE CORRIDOR 2



	
<p><i>Plate 1 – Stepped bridge over the railway line</i></p>	<p><i>Plate 2 – Dunhams Lane junction with Works Road</i></p>

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
<p>Width of pavement on south side of Baldock Road is not sufficient at present to accommodate a shared surface leading to toucan</p>	<p>Cut back into verge to widen footway</p>	<p>Y</p>

<p>Links to Other UTP Schemes</p>	<p>NM7. Cycle Corridor 7 DM2. Workplace Travel Plans DM3. Safer Routes to Schools DM4. Sustainable Travel Events</p>
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Letchworth and Baldock Urban Transport Plan

Contribution to Objectives / Indicators	UTP Objectives	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses</p> <p>Reduce local transport's contribution to CO₂ emissions</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key services for all by sustainable transport</p> <p>Reduce crime and the fear of crime on the local network</p> <p>Improve access to key transport nodes for all</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Design Fees	£35,000	
Works	£25,000	
Toucan crossing	£150,000	
Total Cost for Delivery	£210,000	

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

Other Information / additional notes:

It would be possible to deliver sections of the route in stages.

Scheme Name	Cycle Corridor 3 (Grange Estate to Town Centre)	
Scheme Reference	NM3	
Issues		Cycle Audit issue 3.1
	Y105	Lack of cycle permeability through Letchworth town centre
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals

This corridor links the Grange Estate with the Town Centre and was identified in the North Hertfordshire District Council Strategy as high priority route. Much of this route is now covered by NCN 12 and crosses Norton Common for approximately one third of the corridor's length. NCN 12 is signed throughout the estate, although destination signs showing times and distances may serve as a more visible reminder to residents of where NCN 12 leads locally. There is a good quality crossing where NCN12 crosses Icknield Way and continues along The Quadrant and there is existing good quality destination and distance signage at this point.

However, Bridge Road and the sequence of mini roundabouts on the town centre side of Bridge Road are a less appealing cycling environment than the rest of the route. At the southern end of Bridge Road, the traffic island where the road joins the roundabout is a pinch point for cyclists and there is a lack of cyclist priority on the two roundabouts. The centre hatchings on Bridge Road narrow the carriageways causing greater potential for conflict between cyclists and motor vehicles.

The preferred solution would be the removal of the traffic island and centre hatchings and the installation of advisory cycle lanes on Bridge Road. However, road widths may prohibit the installation of advisory lanes to the recommended width of 1.5m.

The compromise and low cost solution, and the one recommended in this case, is to deliver measures that will improve driver awareness of cyclists. Painted cycle markers are recommended to be placed on Bridge Road and on/between the mini roundabouts on Station Way.



Plate 1 – Southern end of Bridge Road showing bollard pinch point and roundabout with Station Way

To assist cyclists heading north, the existing ghost traffic island for vehicles turning right onto Nevells Road should be painted green and cycle markers included. This would not prohibit other traffic using the lane.

The route improvements should be completed with appropriate time/distance cycle signage.

FIGURE 1 ROUTE OF CYCLE CORRIDOR 3



Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Placing of cycle markers.	To be effective these must adopt a prominent position on the carriageway.	Y

<p>Links to Other UTP Schemes</p>	<p>NM4. Cycle Corridor 4 NM7. Cycle Corridor 7 DM2. Workplace Travel Plans DM3. Safer Routes to Schools DM4. Sustainable Travel Events</p>
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<p>Contribution to Objectives / Indicators</p>	<p>UTP Objectives</p>	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses</p> <p>Reduce local transport's contribution to CO₂ emissions</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key services for all by sustainable transport</p> <p>Reduce crime and the fear of crime on the local network</p> <p>Improve access to key transport nodes for all</p>
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<p>Outline Cost Analysis</p>		
<p>Works Element</p>	<p>Estimated Cost</p>	<p>Notes</p>
<p>Design Fees</p>	<p>£5,000</p>	
<p>Works</p>	<p>£7,500</p>	
<p>Total Cost for Delivery</p>	<p>£12,500</p>	

Letchworth and Baldock Urban Transport Plan

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

Scheme Name	Cycle Corridor 4 (Jackmans Estate to Town Centre and Highfield School)	
Scheme Reference	NM4	
Issues		Cycle audit issues 4.1, 4.2, 4.3 and 4.4
	Y105	Lack of cycle permeability through Letchworth town centre
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals
<p>This route runs through the southern side of Letchworth providing an alternative cycle route to the town centre for cyclists who may be less experienced or less confident, and preferring not to use the main roads. The eastern extent of this route is part of NCN12 and connects with Baldock via The Greenway under the A1(M) and Cycle Corridor 7. This route is described from east to west.</p> <p>The surfacing of the off-road link that connects the A1(M) underpass with the Jackmans Estate is in a state of disrepair and is most suitable for cyclists with off-road bikes. The proposed solution is for the surfacing to be upgraded to an all-weather gravel surface, consistent with other stretches of the NCN12 route locally.</p> <p>As identified in the pro forma for Cycle Corridor 2, there are a number of off-road paths on the Jackmans Estate where cycling is currently prohibited, but offer potentially high quality feeder links to the main cycle route if cycles were permitted. These paths would also enhance permeability through and around the estate for cyclists if cycling were permitted. As recommended in the Cycle Corridor 2 pro forma, the proposed solution is to permit cycling on these paths.</p> <p>At Radburn Primary School the route heads south east to connect with Hadleigh. Running along Hadleigh the route connects with Radburn Way and continues east along Radburn Way before crossing to connect with an existing underpass beneath Letchworth Gate. There is currently no infrastructure in place to make the crossing of Radburn Way possible. The proposed solution is the installation of a 'jug handle' crossing with complementary drop kerbs on the opposite side of the road where a new path will join the existing off-road path leading to the underpass.</p>

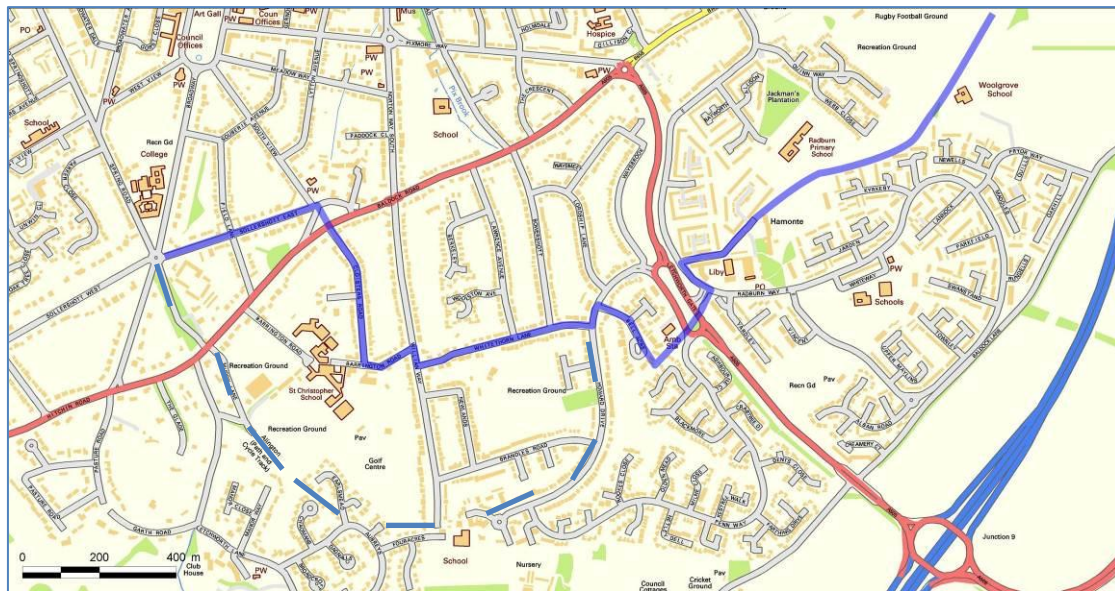
(The route then proceeds along existing off-road paths leading to Bell Acre, where it continues on Bell Acre to Whitehorn Lane, Willian Way, Barrington Road and Cloisters Road. No road or junction treatments are recommended along this section of the route, however, wayfinding enhancements will be required as set out below.)

The route will continue from the Cloisters Road junction with Baldock Road via a drop kerb and short section of new off-road path opposite Cloisters Road to connect with Sollershot East. From Sollershot East, the route connects with NCN12 along Broadway.

An alternative route could take cyclists down Howard Drive to pick up the existing cycle path running parallel to Letchworth Lane.

A general issue along the length of this route will be wayfinding and route legibility. The route follows minor roads and off-road links and despite being a reasonably direct route, the progression between route links is at times unclear. Time/distance cycle signage is recommended at the key decision points along the route.

FIGURE 1 ROUTE OF CYCLE CORRIDOR 4



	
<p><i>Plate 1 – Underpass below Letchworth gate – proposed shared surface</i></p>	<p><i>Plate 2 – Cycle bypass on Whitehorn Lane</i></p>

Design Considerations	Proposed Solutions	Are Solutions Sufficient to address Considerations ? (Y/N)
<p>1. Siting of 'jug-handle' crossing in a safe but convenient location for access to the underpass.</p> <p>2. Some enhancement required to the underpass to improve visibility.</p> <p>3. Route across grass between Baldock Road and Sollershott East.</p>	<p>1. Link with existing pedestrian refuge crossing to the east of the Radburn Way roundabout, or reposition both the pedestrian refuge and jug handle crossing further to the east.</p> <p>2. Installation of convex mirrors at the corners in the underpass.</p> <p>3. Consider alternative route e.g. continue from Willian Way north to Norton Road South leading to town centre. However, the route would no longer serve Highfield School effectively.</p>	<p>Y</p>

<p>Links to Other UTP Schemes</p>	<p>NM2.Cycle Corridor 2</p> <p>NM3.Cycle Corridor 7</p> <p>DM2.Workplace Travel Plans</p> <p>DM3.Safer Routes to Schools</p> <p>DM4.Sustainable Travel Events</p>
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<p>Contribution to Objectives / Indicators</p>	<p>UTP Objectives</p>	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses</p> <p>Reduce local transport's contribution to CO₂ emissions</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key services for all by sustainable transport</p> <p>Reduce crime and the fear of crime on the local network</p> <p>Improve access to key transport nodes for all</p>
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<p>Outline Cost Analysis</p>		
<p>Works Element</p>	<p>Estimated Cost</p>	<p>Notes</p>
<p>Design fees</p>	<p>£30,000</p>	
<p>Works</p>	<p>£200,000</p>	
<p>Total Cost for Delivery</p>	<p>£230,000</p>	

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

Scheme Name	Cycle Corridor 5 (A1(M) Bridge to Baldock Station)	
Scheme Reference	NM5	
Issues		Cycle audit issue 5.1
	YI04	Lack of cycle permeability of Baldock
Delivery timescale	Short Term (Years 1 & 2)	

Description of Proposals

This scheme would link the residential areas of north Baldock and Baldock station with the Works Road industrial area and Letchworth via Pond Lane. The route would use the bridge over the A1(M) close to the end of Works Road; while this bridge is currently used by cyclists, cycling is neither permitted or prohibited explicitly. The bridge is sufficiently wide to accommodate both cyclists and pedestrians safely and should therefore be signed accordingly. From the A1(M) bridge heading east, the route follows West Avenue to cross Norton Road into Pond Lane. West Avenue is a quiet road suitable for cyclists at most skill levels.



Plate 1 – Norton Road, Baldock looking towards junction with Pond Lane

Crossing Norton Road into Pond Lane can be an issue at peak times when traffic volumes are high. The North Hertfordshire District Council Cycle Strategy recommended the construction of a chicane to reduce vehicle speeds to assist cyclists and pedestrians crossing Norton Road. However, construction of a chicane at this point may complicate the junction at a point where cyclists are crossing the flow of traffic. A raised table would reduce speeds without distracting drivers. The route should also be complemented by signage to assist wayfinding at this point.

FIGURE 1 ROUTE OF CYCLE CORRIDOR 5




Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations? (Y/N)
Successful delivery of speed table.	Ensure speed table meets Hertfordshire County Council guidelines and suitable engagement with the local community is undertaken.	Y
Links to Other UTP Schemes	DM2. Workplace Travel Plans DM3. Safer Routes to Schools DM4. Sustainable Travel Events	

<p>Contribution to Objectives / Indicators</p>	<p>UTP Objectives</p>	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses</p> <p>Reduce local transport's contribution to CO₂ emissions</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key services for all by sustainable transport</p> <p>Reduce crime and the fear of crime on the local network</p> <p>Improve access to key transport nodes for all</p>
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<p>Outline Cost Analysis</p>		
<p>Works Element</p>	<p>Estimated Cost</p>	<p>Notes</p>
<p>Design fees</p>	<p>£15,000</p>	
<p>Works including raised table and signage</p>	<p>£20,000</p>	
<p>Total Cost for Delivery</p>	<p>£35,000</p>	

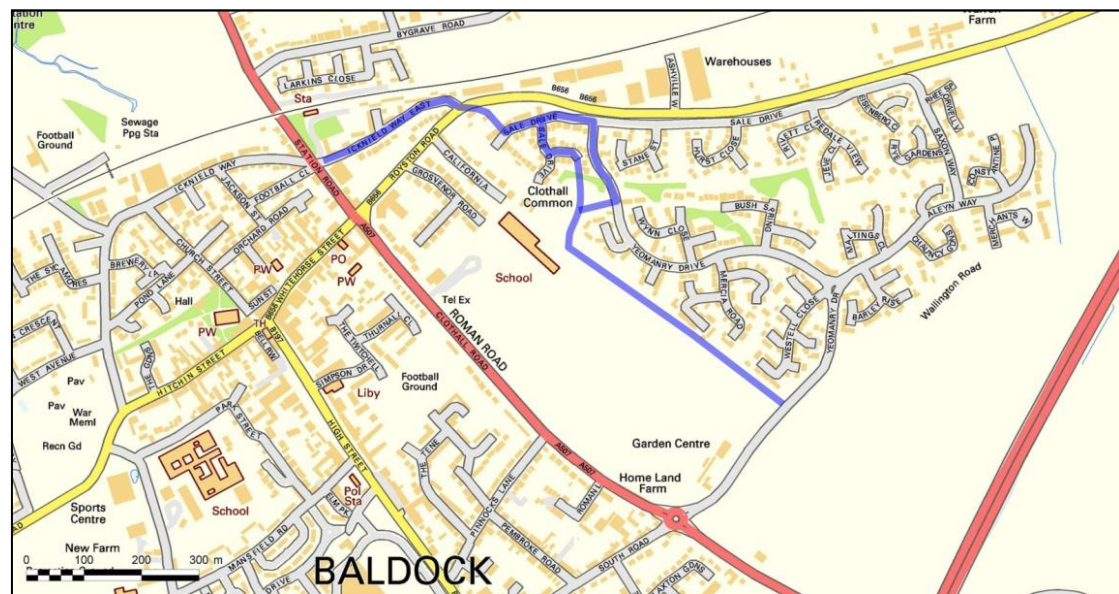
<p>Deliverability Assessment</p>	
<p>Can the scheme be delivered within the highway boundary</p>	<p>Y</p>
<p>Can the scheme be delivered without third party involvement?</p>	<p>Y</p>
<p>Do all the elements of the scheme involve standard work processes?</p>	<p>Y</p>
<p>Can the scheme be delivered in the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

Scheme Name	Cycle Corridor 6 (Clothall Common to Baldock Station)	
Scheme Reference	NM6	
Issues		Cycle audit issues 6.1 and 6.2
	YI04	Lack of cycle permeability through Baldock town centres
	YI02	Gap in cycle network. Clothall Common to Letchworth
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals	
<p>This route links the housing estate at Clothall Common with Baldock station. There is an existing off-road path running along the southwest side of the estate where cycling is not explicitly prohibited.</p> <p>A key issue along this corridor is the link between the Clothall Common estate and the station approach road (Icknield Way East), crossing the Royston Road. On the south side of Royston Road, improvements are needed to the existing informal link across a short section of grass. Drop kerbs are recommended where this link joins the car parks at the rear of Sale Drive.</p> <p>The second key issue is the crossing of Royston Road. Traffic volumes and speeds can be high especially at peak times. As recommended by the North Hertfordshire District Council Cycle Strategy, a toucan crossing should be installed to facilitate crossing.</p> <p>Footways will need to be extended, widened and converted to shared surfaces on approach to the toucan crossing.</p> <p>A review of cycle parking capacity at Baldock station would be undertaken as</p>	
	
<p><i>Plate 1 – Royston Road – proposed toucan crossing location</i></p>	

part of this proposal.

FIGURE 1 ROUTE OF CYCLE CORRIDOR 6



Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
<p>1. Deliverability of toucan crossing.</p> <p>2. Width of shared use path along the southwest side of the Clothall Common estate to be sufficient to accommodate both cyclists and pedestrians.</p> <p>3. Land ownership where route crosses Sale Drive to Baldock Road.</p>	<p>1. Toucan to be sited where there is sufficient visibility from east and west.</p> <p>2. Existing pathway on southwest side of Clothall Common may need to be widened.</p> <p>3. Establish who owns this land and viability of formalising the existing path.</p>	<p>Y</p>

Links to Other UTP Schemes	DM2. Workplace Travel Plans DM3. Safer Routes to Schools DM4. Sustainable Travel Events
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Contribution to Objectives / Indicators	UTP Objectives	Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses Reduce local transport's contribution to CO ₂ emissions Promote active travel modes in the towns to encourage healthy and active lifestyles Improve access to key services for all by sustainable transport Reduce crime and the fear of crime on the local network Improve access to key transport nodes for all
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Design fees	£35,000	
Toucan crossing and associated works	£160,000	
Total Cost for Delivery	£195,000	

Letchworth and Baldock Urban Transport Plan

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

Scheme Name	Cycle Corridor 7 (Clothall Common to A1(M) Underpass via Baldock Town Centre and Knights Templar School)	
Scheme Reference	NM7	
Issues		Cycle audit issues 7.1, 7.2, 7.3, 7.4, 7.5 and 7.6.
	YI02	Gap in cycle network. Clothall Common to Letchworth
	YI03/WI02	Lack of crossing points of A1(M) for pedestrians and cyclists.
Delivery Timescale	Long Term (Years 5+)	

Description of Proposals
<p>This corridor links the Clothall Common estate with Baldock town centre and connects with the eastern end of Cycle Corridor 2 and The Greenway, to provide a continuous route from Clothall Common to Letchworth. The route will also serve the Knights Templar School via Weston Way. The UTP consultation exercise identified Clothall Common to Letchworth cycle links as a key issue.</p> <p>This route was originally specified within the NHDC Cycle Strategy and feasibility work and discussions have been undertaken, including discussions with Hartsfield JMI School regarding possible footpath widening along the southern perimeter of their site. The scheme has not been further progressed to date due to funding availability. However, this remains a critical missing link between the Clothall Common estate and central Baldock (and Letchworth), therefore the scheme is included within this UTP.</p> <p>From the existing infrastructure on the Clothall Common estate, the route crosses fields to connect with Clothall Road. Existing feasibility work has identified the route for this new link, which is proposed to follow the eastern perimeter of the school site.</p> <p>The route will utilise the existing crossing point on Clothall Road to access the sports field opposite Hartsfield JMI School. This crossing point would be upgraded to a toucan crossing.</p> <p>(The route proceeds around the sports field through The Twitchell into Simpson Drive where it joins the High Street. No improvements are</p>

recommended for this section of the route, other than signage, as set out below.)

The route turns off the High Street, taking a right turn into the health centre driveway; this provides a public access point to the supermarket. Again, signage will be required at this decision point.

From the health centre, the route continues along Park Drive and emerges on Weston Way. The route turns left off Weston Way onto a bridleway (part of NCN12) a short distance north of the Park Drive junction with Weston Way. However, there is at present no drop kerb or signage for cyclists. It is recommended that drop kerbs are installed at the entrance to the bridleway and that appropriate time/distance cycle signage is installed. Signage should also direct to the Knights Templar School at this point.

Improvements are required to the surface of the bridleway. An all-weather gravel surface is recommended.



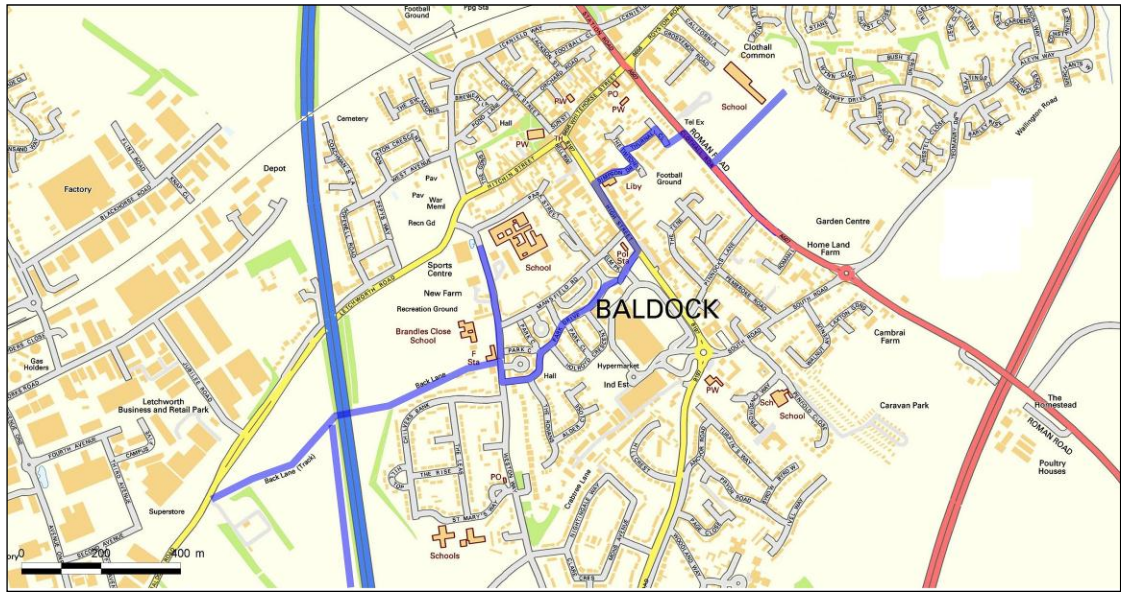
Plate 1 – Bridleway between A1(M) underpass and Weston Way



Plate 2 – Weston Way northbound, junction with Park Drive on the right

Time/distance cycle signage at key decision points is recommended to enhance route legibility and wayfinding.

FIGURE 1 ROUTE OF CYCLE CORRIDOR 7



Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
<p>1. Land ownership and/or archaeological remains may have an impact on the viability of the route across Clothall Common.</p> <p>2. Viability of off-road link from Weston Way to A1(M) underpass.</p>	<p>1. Seek alternative route – along school perimeter or conversion of Wallington Road footway to shared-surface.</p> <p>2. Ensure appropriate surfacing is used and local residents are engaged.</p>	<p>Y</p>

<p>Links to Other UTP Schemes</p>	<p>NM2. Corridor 2</p> <p>NM6. Cycle Corridor 6</p> <p>DM2. Workplace Travel Plans</p> <p>DM3. Safer Routes to Schools</p> <p>DM4. Sustainable Travel Events</p>
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Letchworth and Baldock Urban Transport Plan

<p>Contribution to Objectives / Indicators</p>	<p>UTP Objectives</p>	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses</p> <p>Reduce local transport's contribution to CO₂ emissions</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key services for all by sustainable transport</p> <p>Reduce crime and the fear of crime on the local network</p> <p>Improve access to key transport nodes for all</p>
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<p>Outline Cost Analysis</p>		
<p>Works Element</p>	<p>Estimated Cost</p>	<p>Notes</p>
<p>Design fees</p>	<p>£20,000</p>	
<p>Works</p>	<p>£1,250,000</p>	
<p>Total Cost for Delivery</p>	<p>£1,270,000</p>	

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

Scheme Name	Broadway Gardens Crossing	
Scheme Reference	NM8	
Issues	WI01	Perceived lack of pedestrian crossings to Broadway Gardens, Letchworth
Delivery Timescale	Short Term (Years 1 & 2)	

<p>Description of Proposals</p> <p>Broadway is an unnumbered secondary distributor road which provides a direct link between the town centre and the station. Broadway Gardens located on this route provides a focal point for the town with North Herts College and supermarket access on its north western corner, cinema on its north eastern corner and direct pedestrian access to the station northwards.</p> <p>Around the Garden area itself the carriageway is dual one-way forming a large longabout.</p> <p>There is an existing pedestrian crossing facility located directly across from Broadway to Broadway Garden area on its northern side however this currently requires pedestrians to negotiate two lanes of traffic and various turning manoeuvres. With the supermarket/college access, Eastcheap and Gernon Road in such close proximity it can be difficult for pedestrians to judge when it is safe to cross.</p>

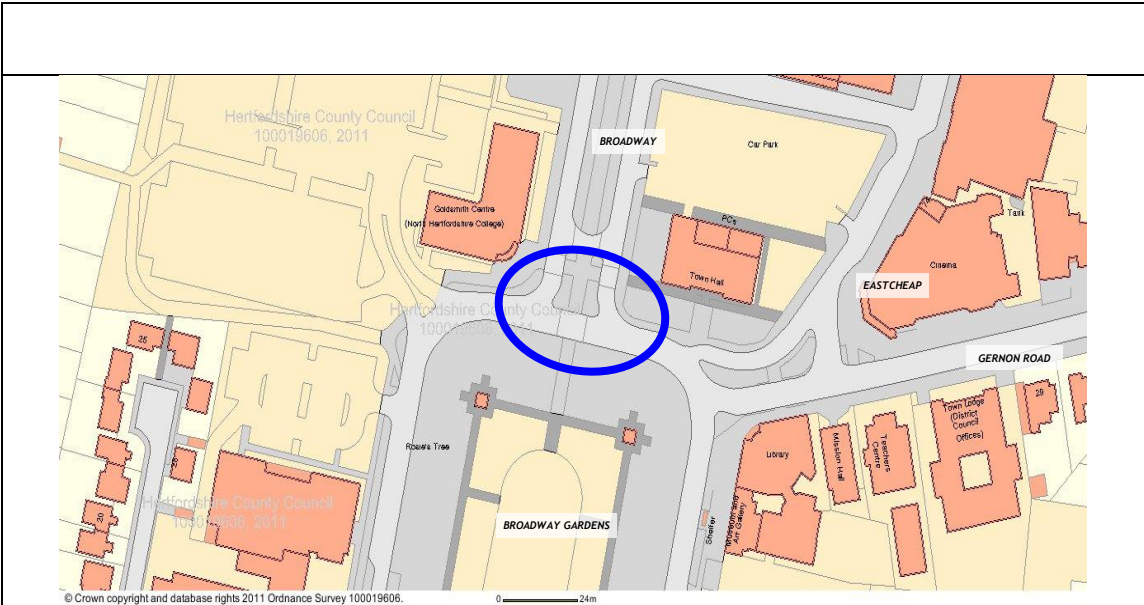


FIGURE 1 BROADWAY GARDENS CROSSING

Narrowing the circulatory carriageway to a single lane at this point with clear advance lane definition would enhance this crossing point.



Plate 1 – Existing pedestrian facility



Plate 2 – Approach to crossing area

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Successful delivery of carriageway width reduction and pedestrian crossing area	Ensure design meets HCC design guidelines	Y

Links to Other UTP Schemes	C1. Gernon Road
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Contribution to Objectives / Indicators	<p>UTP Objectives</p> <p>Provide Letchworth and Baldock with a safer environment in which to live, work and visit</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles</p> <p>Improve access to key transport modes for all</p> <p>Maintain high quality of life enjoyed by most</p> <p>Promote and improve access to local green spaces</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
<i>Works</i>	£30,000	
<i>Design fees</i>	£15,000	
Total Cost for Delivery	£45,000	

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


13 Parking

- 13.1 Issues of the availability and cost of parking affect people's choice of destination, duration of stay, as well as mode of travel. Availability and the choice of spaces can also affect localised traffic patterns, as people circulate to find the most convenient or cheapest parking. Parking policy can therefore be a powerful demand management instrument. Hertfordshire County Council as Highway Authority is responsible for most roads in the county, but it is North Hertfordshire District Council that is responsible for most aspects of parking in Letchworth and Baldock. Enforcement is dealt with by North Hertfordshire District Council Civil Enforcement Officers or the police in case of dangerous parking.
- 13.2 The initial consultation for this Urban Transport Plan highlighted the need for coherent parking strategies for the towns, particularly for Letchworth town centre and the requirement to balance the needs of local residents and businesses with the recognition of the importance of Letchworth Station as a major commuter station. Current on-street parking remains free of charge and there are a lot of short stay on-street bays in Letchworth. North Hertfordshire District Council is working with local partners on developing an holistic, town wide parking strategy to balance the needs of all users. The policies forming the North Hertfordshire District Council Car Parking Strategy 2009-2019 encompass a range of management, capacity and tariff interventions being rolled out across the County. Baldock is due its own parking review this year, with a possible review for Letchworth to follow next year.
- 13.3 The Urban Transport Plan acknowledges the role of North Hertfordshire District Council in managing the districts parking and seeks to work in partnership with the authority in delivering parking strategies for the towns. A summary of policy development schemes is recorded below.

TABLE 13.1 PARKING SCHEMES

Scheme Reference	Scheme	Delivery timescale	Page
P1	Letchworth Town Centre Parking Review	Short term (Years 1 & 2)	156
P2	Baldock Town Centre Parking Review.	Short term (Years 1 & 2)	159

Scheme Name	Letchworth Town Centre Parking Review	
Scheme Reference	P1	
Issues	PI01	Lack of coherent and integrated parking controls in Letchworth.
	PI02	Residential parking bays in streets around Letchworth town centre are under-utilised during the day due to Controlled Parking Zone restrictions.
	PI03, RI01	Demand exceeds supply for parking at Letchworth and Baldock Stations.
	PI04 , RI01	On-street commuter parking for Letchworth and Baldock Stations in town centres where there are a) no controls (e.g. Broadway, Icknield Way, Mansfield Road) and b) beyond Controlled Parking Zone making parking difficult for local shoppers, workers, and residents; and c) inhibiting two-way traffic flows on narrow streets.
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals	
<p>Issues raised at consultation focused on a perceived lack of consistency in parking control across the town as well as a spill over of commuter parking from the rail station.</p>	
	<p>The North Hertfordshire District Council Car Parking Strategy 2009-2019 reports that at present there is capacity in Letchworth’s off-street car parks and that the town has a large number of on-street car parking bays. Proposals to address the key issues should focus on</p>
<p><i>Plate 1 – Uncontrolled parking on Broadway</i></p>	

making best use of existing car parking capacity in the town.

A review of Letchworth town centre parking is proposed that would tie in to any similar review undertaken by North Hertfordshire District Council. The parking review would focus on:

- i) General review of existing, and potential new, Controlled Parking Zones;
- ii) Town Centre parking review, including a long/short stay parking review and; options to manage on-street commuter parking
- iii) Options to introduce Variable Message Signing for directions/space information at the town centre car park; and
- iv) Options to address obstructive parking through possible verge and footway parking protection orders and junction protection schemes.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations? (Y/N)
Parking is the responsibility of North Hertfordshire District Council.	All parking options to be considered in partnership with the district council.	Y

Links to Other UTP Schemes	P2: Baldock Parking Review
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Contribution to Objectives / Indicators	UTP Objectives	<p>Reduce congestion in Letchworth and Baldock and support the economic vitality of the town centres, local shops and businesses;</p> <p>Provide Letchworth and Baldock with a safer environment in which to live, work and visit.</p>
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Letchworth and Baldock Urban Transport Plan

Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Letchworth town centre parking review	£50,000	To tie in with any proposals by North Hertfordshire District Council
Total Cost for Delivery	£50,000	

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

Scheme Name	Baldock Town Centre Parking Review	
Scheme Reference	P2	
Issues	PI03, RI01	Demand exceeds supply for parking at Letchworth and Baldock Stations.
	PI04 , RI01	On-street commuter parking for Letchworth and Baldock Stations in town centres where there are a) no controls (e.g. Broadway, Icknield Way, Mansfield Road) and b) beyond Controlled Parking Zone making parking difficult for local shoppers, workers, and residents; and c) inhibiting two-way traffic flows on narrow streets.
Scheme Status	This scheme is included in the UTP	
Delivery Timescale	Short term (Years 1 & 2)	

Description of Proposals	
<p>Issues raised at consultation concerned the excess demand for parking at Baldock rail station.</p>	
	<p>The North Hertfordshire District Council Car Parking Strategy 2009-2019 reports that Baldock, unlike other towns in the area, had until recently a large number of long-stay on-street bays, though with the recent town centre enhancements a shift in demand towards short-stay parking is now planned. During initial consultation, concerns were raised about the level of on-street commuter parking</p>
<p><i>Plate 1 – Uncontrolled parking on Icknield Way. Baldock</i></p>	

Letchworth and Baldock Urban Transport Plan

for Baldock station.

There is a current residential development just started on land at Baldock station that will deliver approximately 30 additional rail station parking spaces.

The current Baldock parking review undertaken by North Hertfordshire District Council is at draft Traffic Regulation Order (TRO) stage.

The Urban Transport Plan will monitor these latest proposals

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations? (Y/N)
Parking is the responsibility of North Hertfordshire Council.	All parking options to be considered in partnership with the district council.	Y

Links to Other UTP Schemes	P1: Letchworth Town Centre Parking Review
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Contribution to Objectives / Indicators	UTP Objectives	Reduce congestion and support the economic vitality of the town centres, local shops and businesses; Provide the towns with a safer environment in which to live, work and visit.
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Review	£50,000	
Total Cost for Delivery	£50,000	

Letchworth and Baldock Urban Transport Plan

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

Other Information / additional notes:

Monitoring existing North Hertfordshire District Council Parking Review.

14 Smarter Choices

- 14.1 The Smarter Choices packages will help to tackle identified issues of localised traffic congestion, the promoting and increasing usage of sustainable modes of transport (e.g. walking, cycling, public transport, and car sharing), including improving people’s understanding of the journey options available to them and also improve their journey experience.
- 14.2 Experience to date suggests significant levels of behaviour change can be brought about by Work Place Travel Plans and Personal Travel Planning. School and workplace travel planning will help to ensure that information about sustainable transport options is provided at both workplaces and schools and complement other proposals such as the new cycle routes, wayfinding improvements and Real Time Passenger Information. This in turn should help to tackle local congestion problems by reducing the number of shorter car journeys. Moreover, whilst the majority of schools in the towns have travel plans, Department for Transport guidance recommends renewing them every three years.
- 14.3 The vision for Hertfordshire County Council to increase opportunities for children and young people to travel to, from and between schools and colleges by sustainable modes. The Council promotes sustainable access through supporting schools with the development of their school travel plans as well as identifying potential projects through the Safer Routes to Schools Programme.
- 14.4 Schemes are summarised below.

TABLE 14.1 SMARTER CHOICES SCHEMES

Scheme Reference	Scheme	Delivery Timescale	Page
DM1	Workplace Travel Planning	Short term (Years 1 & 2)	164
DM2	Safer Routes to School /School Travel Plans	Continuation of existing programme	168
DM3	Sustainable travel events	From Year 1	171

Scheme Name	Workplace Travel Planning	
Scheme Reference	DM1	
Issues	CI01	Congestion during peak periods along Baldock Road approach to junction with Letchworth Gate due to high traffic flows and multiple junctions and right turn movements.
Delivery Timescale	Short Term (Years 1 & 2)	

Description of Proposals

Peak period congestion on Baldock Road and on the approach to the Letchworth Gate junction have been identified as key issues, and the proportion of journeys made by car is relatively high.

Baldock Road is the primary access route for Letchworth and Baldock and is used most intensively during the AM and PM peak periods for journeys to and from work. By encouraging better use of the transport network among those travelling into and out of Letchworth and Baldock during these periods the issue of congestion would be eased.

This scheme proposes engagement with Letchworth’s major employers to encourage the development of workplace travel plans.

Travel plans are a County-wide initiative where the highway authority will often recommend that a travel plan is required as part of a planned expansion, to mitigate impact on the highway and promote sustainable travel. Beyond that these organisations are encouraged to develop travel plans on a voluntary basis. Schools and businesses are supported in the development of travel plans by travel plan advisers in Hertfordshire County Council Safe and Sustainable Journeys Team. A travel plan is a strategy for an organisation seeking to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.

At present three organisations in Letchworth are engaged through ‘*Business Travelwise*’ and have travel plans in various stages of development. No

organisations in Baldock have travel plans in place.

Where no development control requirement is in existence major employers should be encouraged to develop a travel plan on a voluntary basis. Planning controls should be exercised for any future developments to ensure mandatory workplace travel plans are secured and are associated with planning consent for the site(s). Hertfordshire County Council has a process for engaging with employers and developers through the development control process. Existing travel plans should be revisited to monitor progress towards car mode share reduction targets.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Relies on by-in from local businesses and monitoring to ensure effectiveness.	Early engagement with local businesses and appropriate monitoring and enforcement regime.	Y

Links to Other UTP Schemes	DM3.Sustainable Travel Events P1. Letchworth Town Centre Parking Review P2. Baldock Town Centre Parking Review.
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Contribution to Objectives / Indicators	<p>UTP Objectives</p> <p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses.</p> <p>Reduce local transport's contribution to CO2 emissions.</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles.</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Development of voluntary Travel Plans for major employers.	£10,000 per plan.	<p>The total cost will be dependent on the level of assistance and incentive Hertfordshire County Council wish to provide.</p> <p>Guidance and support for the development of plans will be provided by HCC staff but officer support will be concentrated within the LSTF area. The production of plans is also dependent on the willingness of the employers.</p>
Development and monitoring of Travel Plans through the development control process.	£3,000 per plan.	The cost of development and monitoring of plans with a development control requirement should be borne by the developer/employer.
Total Cost for Delivery	£52,000	Based on four plans.

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

Scheme Name	Safer Routes to Schools and School Travel Planning	
Scheme Reference	DM2	
Issues	J101	St Francis School. Obstructive parking by parents dropping-off and picking-up school children on Broadway and Spring Road restricting two way traffic flow. Safety concerns crossing the road due to volume of traffic and reduced visibility from parked cars.
Scheme Status	This scheme is included in the UTP	
Delivery Timescale	Continuation of existing programme	

Description of Proposals

The issue of congestion and safety concerns associated with drop-off and pick-up at St Francis School has been highlighted as a key issue. Though the specific issue identified relates only to St Francis School, the proposed intervention will target all Letchworth and Baldock schools for maximum impact.

This scheme proposes continued engagement with all schools through the Safer Routes to Schools and School Travel Planning programmes.

Currently only one of Letchworth and Baldock's state schools does not have a school travel plan in place. Both independent schools (including St Francis) are developing school travel plans. All school travel plans should be regularly reviewed and updated according to the timescales and targets set out in the initial document. As St Francis School is the focus of this issue, the first priority for this scheme is to proactively engage with the school to reduce the number of car journeys to and from the school.

Safer Routes to Schools projects take an holistic approach and can include a package of measures such as training in road safety skills for cyclists and pedestrians, initiatives such as walking buses, incentives and promotional activities, curriculum work, highway improvements and the provision of facilities such as cycle parking and waiting shelters.

The Safer Routes to Schools target group have developed a countywide ranking list. All schools are ranked on a number of criteria, including the

number of children of school age living within one mile of the school, whether the school has an adopted/active travel plan, whether the school participates in green travel initiatives and whether an existing Right of Way can be improved. These ranking lists are run and analysed annually, from which schemes and initiatives are selected.

Safer Routes to Schools initiatives could include:

- road safety skills training;
- walking buses;
- highway improvements; and
- provision of cycle parking and waiting shelters.

These initiative should be promoted at the same time as the promotion of sustainable modes and the promotion of the cycle network. This will ensure that as well as receiving information about these initiatives, parents are aware of the rest of the walking and cycling network.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Requires by-in from school and a periodic refresh.	Early engagement with schools, commitment to develop a school travel plan, monitoring, and periodic review and re-fresh.	Y

Links to Other UTP Schemes	All cycling. DM3. Sustainable Travel Events P1. Letchworth Town Centre Parking Review P2. Baldock Town Centre Parking Review.
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Letchworth and Baldock Urban Transport Plan

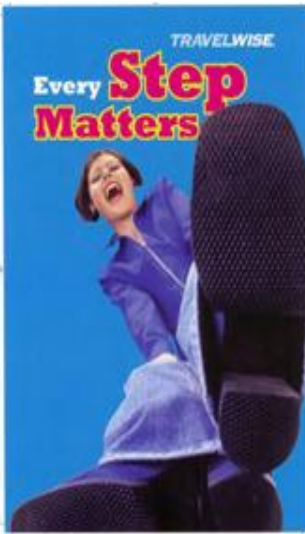
Contribution to Objectives / Indicators	UTP Objectives	<p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses;</p> <p>Reduce local transport's contribution to CO₂ emissions;</p> <p>Provide Letchworth and Baldock with a safer environment in which to live, work and visit;</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles.</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
	Existing programme	
Total Cost for Delivery	Existing programme	

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

Scheme Name	Sustainable Travel Events	
Scheme Reference	DM3	
Issues	CI01	Congestion during peak periods along Baldock Road approach to junction with Letchworth Gate due to high traffic flows and multiple junctions and right turn movements.
	CI02a	Congestion along Letchworth Gate (A505) during the peaks to and from the junction with the A1(M). Also queuing traffic southbound exiting A1(M) and associated rat-running.
	CI02b	Difficulty for drivers turning westbound onto Letchworth Gate (A505) from A1(M) due to poor sight lines.
	CI03	Complicated traffic routing through one-way system with traffic ignoring right turn ban from Leys Avenue.
Scheme Status	This scheme is included in the UTP.	
Delivery Timescale	From Year 1	

Description of Proposals



A number of congestion related issues concerning movements in and around Letchworth and Baldock have been highlighted as key issues, and the proportion of journeys made by car is relatively high.

Any infrastructure improvements designed to alleviate congestion on the identified routes and links must be complemented by a targeted programme of promotion to ensure maximum impact.

This scheme proposes the development of a regular programme of sustainable travel events to encourage positive travel behaviour change and ensure better use of the existing transport network.

The event calendar should include a variety of family oriented walking and cycling events, and should cater for all levels of ability of cycling, including intermediate and advanced cyclists.

Events should be promoted through existing channels available to the Council, including websites (County Council and Borough Council) and local press.

Events could include:

- Walk to School Week
- National Bike Week
- Led cycle rides and nature walks
- Dr Bike sessions
- Cycling and walking challenges
- Cycling taster sessions – “Try A Bike”
- Countryside Cycle Day (for mobility impaired)

Such events may be part of a national programme of events and would incur only a minimal cost to manage local participation and publicity. Past events have included promotion in partnership with the Letchworth Garden City Heritage Foundation of the Countryside Cycle Day, an event that offered cycle trials for the mobility impaired.

Design Considerations	Proposed Solutions	Are Solutions Sufficient to Address Considerations ? (Y/N)
Requires monitoring to assess effectiveness.	Monitor.	Y

Links to Other UTP Schemes	DM1. Workplace Travel Plans DM2. Safer Routes to Schools and School Travel Planning All cycling.
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Contribution to Objectives / Indicators	<p>UTP Objectives</p> <p>Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses.</p> <p>Reduce local transport's contribution to CO2 emissions.</p> <p>Promote active travel modes in the towns to encourage healthy and active lifestyles.</p>
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Outline Cost Analysis		
Works Element	Estimated Cost	Notes
Campaign Development	£5,000 per event	
Total Cost for Delivery	£5,000 per event	

Letchworth and Baldock Urban Transport Plan

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

15 Safety Concerns

- 15.1 Hazardous Sites are identified on an annual basis by Hertfordshire County Council in the Hazardous Sites Report. This provides ranking of sites against the following criteria:
- Six or more injury collisions, any severity, in the previous three year period, in a 75m circle.
 - Four or more injury collisions, any severity, in a one year period, in a 75m circle.
 - Three or more child KSI collisions, in the previous three year period, in a 75m circle.
 - Three or more KSI collisions, in the previous three year period, in a 75m circle.
 - Two or more KSI collisions, in a one year period, in a 75m circle.
 - Three or more injury collisions, any severity, in the previous three year period, in a 75m circle, with a contributory factor identified as a bend, dark conditions, wet conditions, or skidding (Mass Action).
 - Three or more injury collisions, any severity, in the previous three year period, in a 75m circle, with a contributory factor of misjudged speed, inappropriate speed or too fast for conditions.
 - Three or more injury collisions, any severity, in the previous three year period, in a 75m circle, with a contributory factor of excessive speed.
- 15.2 Ranking of these sites uses a weighting system that places a greater emphasis at locations where the collision has been either fatal or serious. The weighting process uses the Department for Transport Highways Economic Note that calculates the costs to the community of the different severities of collisions. The calculation provides a point scoring system for slight, serious and fatal collisions.
- 15.3 Collision and casualty data are analysed annually to provide the Hazardous Sites list used for site selection. Similar activity provides data for potential safety camera enforcement sites. All sites are ranked within the countywide hazardous sites ranking list report that is produced in July each year. Subject to finance available, the top 30 ranked sites are targeted for further investigation and entered into the Integrated Works Programme. Collision investigation reports are then prepared for each site using confidential data. The results of the

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studies are provided for members and the public as part of the consultation process but cannot provide details on individual collisions.

- 15.4 Before selection of a scheme, a cost-benefit analysis is carried out using Highways Economic Note data on the average cost of an injury / accident that enables a calculation to be made on the first year economic rate of return to ensure the costs of the scheme do not outweigh the benefits.
- 15.5 Safety concerns were raised regarding the junction of Letchworth Gate (A505) with the A1(M) and the poor visibility to the right for northbound A1(M) traffic exiting onto Letchworth Gate. A review of the signalling of this junction together is being proposed.

16 Five Year Delivery Programme

16.1 This chapter sets out an implementation plan for the schemes recommended in Chapters 8 to 14. Whilst the schemes are anticipated for delivery over a 20 year period, the implementation programme covers the actions and funding required over the five year delivery programme.

Implementation Plan

16.2 The Implementation Plan is presented in Figure 16.1. The schemes identified for implementation over the short term (Years 1 and 2) are lower cost and easily implemented. Those recommended for funding over the medium term (Years 3, 4 and 5) will require further design feasibility and consultation and those schemes identified for funding over the long term (5 years and longer) are major schemes that will require additional funding. This is a guide only, and does not necessarily mean that a scheme will be delivered in that timeframe. All schemes will be dependent on available funding.

16.3 Two delivery areas (Safer Routes to School and Road Safety) have their own implementation processes separate from the plan. Schools are selected to work with Safer Routes to School schemes through a countywide ranking list process. All schools are ranked on a number of criteria, including the number of children of school age living within one mile of the school and the number of accidents within one mile of the school, whether the school has an adopted/active school travel plan, whether the school participates in green travel initiatives and whether an existing Rights of Way link can be improved. These ranking lists are run and analysed annually, from which schemes and initiatives are selected. With regards to road safety, Hertfordshire County Council rank sites where collisions have occurred and been reported to the police, and ranks sites based on the number and severity of collisions at a single site. These 'Hazardous Sites' are ranked and then addressed based on their ranking. The list is reviewed annually. If Hazardous Sites that have not been given top priority or other site specific safety concerns are to be addressed, then other funding sources are required.

16.4 The schemes are presented in number order, and this does not reflect the priority status of each scheme.

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TABLE 16.1 IMPLEMENTATION PLAN

Scheme ID	Scheme Location/Description/Options	Phasing/Timescale/Cost			Lead Partner	Key Partner / Stakeholders	Potential Funding Sources	Inter-dependence with Other	Key Risks to Technical / Feasibility /
		Short Term (Years 1 and 2)	Medium Term (Years 3, 4 & 5)	Long Term (Year 5+)					
Public Transport									
PT1	Review of Bus Timetabling and Routes	£60,000				HCC	Operators	LTP / Operators	
PT2	Promotion of Hospital Shuttle	£110,000				HCC	NHS	LTP	
PT3	Public Transport Information	£10,000 (Review of existing printed information)	Existing HCC Programme. Not currently being progressed in this area but will feature in future roll out of the scheme			HCC	Operators	LTP	
PT4	Letchworth Station Forecourt Improvements				£1,100,000	HCC	TOC / Network Rail	TOC/Network Rail/LTP	Network Rail/TOC buy-in
Congestion and Traffic Management									
C1	Leys Avenue, Gernon Road & Town Centre Signage		£205,000			HCC	LGCHF	LTP	consultation
C2	Letchworth Gate				£3,850,000	HCC	Highways Agency	LTP	land acquisition
Speed Limit Compliance									
VS1	Wilbury Road (west of Cowslip Hill)		£2,500			HCC	Police	LTP	
VS2	Clothall Road		£30,000			HCC	Police	LTP	TRO process
Walking and Cycling									
NM1	Corridor 1 Hitchin Road (A505) to Town Centre and Station via Broadway		£20,000			HCC		LTP	
NM2	Corridor 2 Jackmans Estate to the Grange Estate via Works Road		£210,000			HCC		LTP	
NM3	Corridor 3 Grange Estate to Town Centre		£12,500			HCC		LTP	
NM4	Corridor 4 Jackmans Estate to Town Centre and Highfield School		£230,000			HCC		LTP	
NM5	Corridor 5 A1(M) Bridge to Baldock Station		£35,000			HCC		LTP	
NM6	Corridor 6 Clothall Common to Baldock Station		£195,000			HCC		LTP	
NM7	Corridor 7 Clothall Common to A1(M) Underpass via Baldock Town Centre				£1.27m	HCC		LTP	
NM8	Broadway Gardens Crossings		£45,000			HCC	LGCHF	LTP	
Parking									
P1	Letchworth Town Centre Parking Review		£50,000			NHDC		NHDC	
P2	Baldock Town Centre Parking Review		£50,000			NHDC		NHDC	
Smarter Choices									
DM1	Workplace Travel Planning (4 plans)		£40,000	£12,000 (monitor)		HCC	Business	LTP	
DM2	Safer Routes To School / School Travel Planning	Continuation of existing programme				HCC	Schools	LTP	
DM3	Sustainable Travel Events	£5,000 per event				HCC	Schools	LTP	

Option Prioritisation

- 16.5 It is recognised that a significant number of schemes have been proposed as part of this Urban Transport Plan, many of them capable of being implemented in the short term (years 1 and 2). However all schemes are dependent on funding availability and it is not intended that the Implementation Plan discussed in the proceeding section should be taken as the actual delivery timescale.
- 16.6 Based on the assessment framework, described earlier, where schemes are measured against Hertfordshire’s Local Transport Plan objectives, deliverability criteria and public acceptability, a broad prioritisation of the schemes is proposed below.

TABLE 16.2 SCHEME PRIORITISATION

Scheme	Description	Score against Objectives	Priority
NM1.	Corridor 1 Hitchin Road (A505) to Town Centre and Station via Broadway	Scores highest against LTP objectives and links key origins and destinations.	Highest
NM2	Corridor 2 Jackmans Estate to the Grange Estate via Works Road	Scores highest against LTP objectives and links key origins and destinations	Highest
NM3	Corridor 3 Grange Estate to Town Centre/Quadrant to Broadway / via Road Nevels/Bridge Road: Cycle patches/advisories	Scores highest against LTP objectives and links key origins and destinations	Highest

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Scheme	Description	Score against Objectives	Priority
NM6	Corridor 6 Clothall Common to Baldock Station	Scores highest against LTP objectives and links key origins and destinations	Highest
NM7	Corridor 7 Clothall Common to A1(M) Underpass via Baldock Town Centre	Scores highest against LTP objectives and links key origins and destinations	Highest
C1	Leys Avenue right turn / Gernon Road 2-way.	Scores highest against LTP objectives and public acceptability	Highest
C2	Letchworth Gate (A505) junction with A1(M) signals review	Scores highest against LTP objective and public acceptability	Highest
DM3	Sustainable Travel Events and Promotion.	Scores highest against LTP objective	Highest
P1	Letchworth Town Centre Parking Review	Scores high against LTP objective and public acceptability	High
P2	Support exiting Baldock Parking proposals	Scores high against LTP objective and public acceptability	High

Scheme	Description	Score against Objectives	Priority
NM4	Corridor 4 Jackmans Estate to Town Centre and Highfield School	Scores high against LTP objectives	High
NM5	Corridor 5 A1(M) Bridge to Baldock Station	Scores high against LTP objective	High
PT4	Letchworth station forecourt improvements	Scores high against LTP objective	High
DM1	Workplace Travel Planning	Scores high against LTP objective	High
DM2	Safer Routes To School / School Travel Planning	Scores high against LTP objective	High
PT1	Timetabling and review of routes (Liaison with operators)	Average score against LTP objectives	Medium
PT2	Community Transport / Hospital Shuttle	Average score against LTP objectives	Medium
PT3	Information and ticketing including RTPi	Average score against LTP objectives	Medium
NM8	Broadway Gardens pedestrian link	Average score against LTP objectives	Medium

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Scheme	Description	Score against Objectives	Priority
VS1	Wilbury Road (western section). Signs and markings.	Average score against LTP objectives	Medium
VS2	Clothall Road, Baldock. School Safety Zone	Average score against LTP objectives	Medium

17 Monitoring and Date of Plan Review

- 17.1 The implementation plan will be reviewed annually. The Urban Transport Plan as a whole may need to be updated periodically if local circumstances or policy significantly change, for example, through a change in local or national guidance.
- 17.2 Individual schemes will be subject to post-evaluation once delivered and this will be carried out in accordance with Hertfordshire County Council's guidance. There will also be annual monitoring carried out in Letchworth and Baldock as part of the Local Transport Plan and Urban Transport Plan monitoring process and county-level performance management monitoring.

APPENDIX

A

ROUTE USER HIERARCHY

A1 ROUTE USER HIERARCHY

Introduction

- A1.1 This Technical Note sets out both the methodology that has been used to develop a Route User Hierarchy (RUH) for the Letchworth and Baldock Urban Transport Plan and the resulting Route User Hierarchy.
- A1.2 The Route User Hierarchy enables the identification of the priority that is to be afforded to different users on each section of route in the network taking into account strategic function, modal function and adjoining land-use.
- A1.3 The Route User Hierarchy is required for two main reasons:
- to assist the County Council in carrying out its network management duties resulting from the Traffic Management Act 2004; and
 - to assist in the development of the Letchworth and Baldock Urban Transport Plan.
- A1.4 The Route User Hierarchy will enable the Traffic Manager to understand the potential impacts of any traffic diversions that might be planned, for example associated with road works, and to help ensure that appropriate diversionary routes are selected.
- A1.5 For the development of the Urban Transport Plan the Route User Hierarchy will:
- summarise the existing network and its strategic function, modal function and adjoining land-uses;
 - enable gaps in strategic networks (for example cycle networks) to be identified;
 - enable the problems and issues identified during the consultation phase to be understood in terms of their impact on the function of the network; and
 - provide assistance in prioritising schemes and interventions.

Route Categorisation

- A1.6 The route categorisation consisted of separately identifying the strategic function of the network (the existing road hierarchy), the adjoining land-uses, and the modal function. Each is described below followed by the overall route categorisation.

Strategic Function of Highways

A1.7 We began by setting out the strategic function of the network in and around Letchworth and Baldock. This used the data supplied by Hertfordshire County Council. The classification in use by Hertfordshire County Council is set out in Table A.1 below with our own descriptions of function.

APPENDIX TABLE A.1 STRATEGIC FUNCTION OF HIGHWAYS

Urban	Rural	Function
Primary Route	Primary Route	Caters for longer distance traffic linking centres of regional importance. One below motorways and trunk roads in the national road hierarchy. Maintained by Transport Authority but approved by Department for Transport. Distinctive green backed road signs. Little frontage access or pedestrian traffic. Speed limits are usually in excess of 40mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
Main Distributor	Main Distributor	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access, catering for short - medium distance traffic. In urban areas speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.
Secondary Distributor	Secondary Distributor	Cater for local traffic with frontage access and with frequent junctions. In built up areas these roads have 30mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings.
Local Distributor / Access Road	Local Distributor / Access Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions.
Other	Other	Roads serving limited numbers of properties carrying only access traffic. In urban areas they are generally residential or industrial inter-connecting roads with 30mph speed limits random pedestrian movements and uncontrolled parking.

Land-use

A1.8 The land-use categorisation that has been adopted subdivides the urban strategic highway network in Table A.1 further. The land-uses categories are intended to be the types of land-uses that might influence the priority afforded to different types of users on stretches of the network. For example routes that pass schools would expect to give a higher priority to pedestrians, and in town centres all users would need to be catered for. We have identified the following land-use classification for these purposes:

- A – Town Centre;
- B – Local Shops;
- C – Education;
- D – Residential;
- E - Leisure;
- F – Out of town employment; and
- G – Rural.

A1.9 The land-use classification should also be robust when applied to other towns in Hertfordshire. Table A.2 sets out the classification in tabular form.

APPENDIX TABLE A.2 STRATEGIC FUNCTION & LAND USE CATEGORISATION

Strategic Function	Land Use (Level of interaction with vulnerable users)													
	A	Town Centre	B	Local Shops	C	Education	D	Residential	E	Leisure	F	Employment	G	Rural
1 Primary Route		1A		1B		1C		1D		1E		1F		1G
2 Main Distributor		2A		2B		2C		2D		2E		2F		2G
3 Secondary Distributor		3A		3B		3C		3D		3E		3F		3G
4 Local Distributor / Access Road		4A		4B		4C		4D		4E		4F		4G
5 Other		5A		5B		5C		5D		5E		5F		5G

Modal Function

A1.10 The modal function identifies the modes that are already designated to use different routes. This includes:

- the rail network;
- high frequency bus routes as identified by the Hertfordshire County Council Passenger Transport Unit – these are defined as bus routes with more than six services per day;

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- low frequency bus routes as identified by the Hertfordshire County Council Passenger Transport Unit with less than six services per day;
- segregated (off-road cycle routes) where traffic does not directly interact with cyclists including fully segregated routes and off-road routes shared with pedestrians;
- on-road cycle routes (including cycle lanes marked on roads) where traffic interacts directly with cyclists;
- pedestrian on-street access; and
- pedestrian rights of way as defined by Hertfordshire County Council.

Route User Hierarchy

- A1.11 The Route User Hierarchy seeks to identify the priority that should be afforded to the different categories of users on different parts of the network. The RUH should be used in conjunction with local knowledge and professional judgement to determine priorities and inform any decisions that are made for example by the Hertfordshire County Council Traffic Manager.
- A1.12 The RUH considers the following users:
- pedestrians;
 - cyclists;
 - mobility impaired;
 - public transport;
 - car, including powered two wheelers; and
 - HGV.
- A1.13 The general Route User Hierarchy (see Table A.3) provides a priority ranking for each user and is intended to represent situations where the route does not have a high frequency bus route or on-road cycle facilities. Separate Route User Hierarchies are presented for high frequency bus routes and on-road cycle routes. However there are a variety of combinations that might arise in reality, for example, on-road cycle routes in high frequency bus corridors. These circumstances will be clear from the route categorisation presented above and in these cases judgement should be applied in interpreting the hierarchy.
- A1.14 One of the key next steps will be to use the Route User Hierarchy in the development of the Letchworth and Baldock Urban Transport Plan to assist with the prioritisation of transport interventions that have been

identified through the consultation phase of the study. For example a proposed cycle improvement will be allocated a lower priority if it is along a route where cycling is afforded a low priority in the Route User Hierarchy. Similarly a proposed route that fills a gap in the existing cycle network will be given a higher priority. It is important to note however that the Route User Hierarchy is only part of the overall prioritisation process and will not underpin all prioritisation decisions. It will however be used in conjunction with the objectives and deliverability criteria to identify the priority interventions in Letchworth and Baldock.

- A1.15 The Route User Hierarchy will enable the transport interventions developed for the urban Transport Plan to be seen in the strategic context of the network and will help to ensure that interventions are targeted to routes where they are most appropriate.
- A1.16 The land use and strategic road function are displayed respectively in Figure A.1 and Figure A.2; and analysis of the Route User Hierarchy (see Figure A.3) identifies two key issues:
- Gaps in the cycle network where cyclists do not have joint highest priority.
 - Conflicts within the town centre where multiple land uses and local / secondary distributor roads require multiple modes to have equal priority. This may result in issues regarding permeability of the town centres by pedestrians and cyclists, and with a perceived lack of safe crossing points.

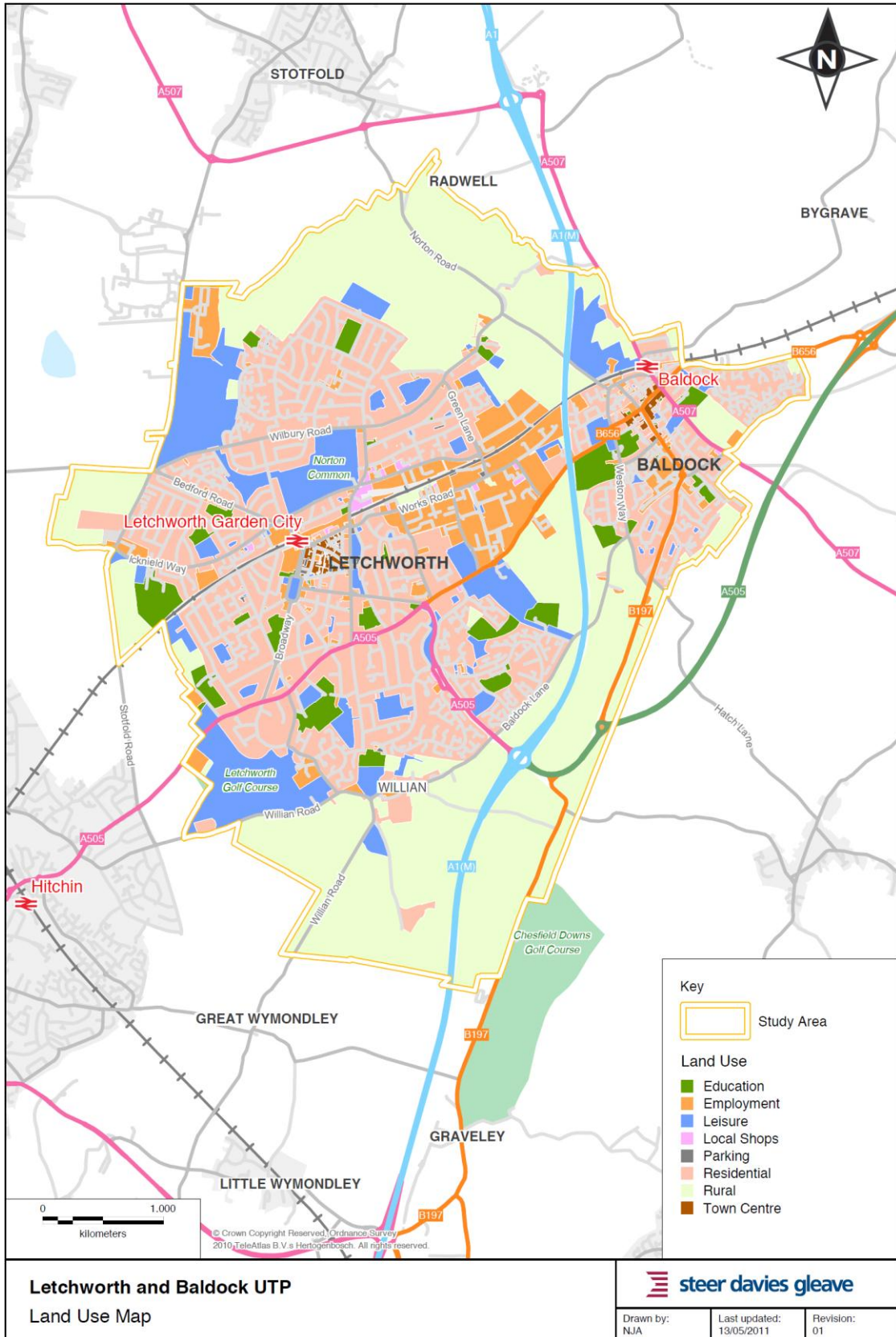
APPENDIX TABLE A.3 STRATEGIC FUNCTION & LAND-USE CATEGORISATION

Strategic Function	Land Use	General (1)						High Frequency Bus Route						On-road Cycle Route						
		Ped	Cyc	Imp	PT	Car	HGV	Ped	Cyc	Imp	PT	Car	HGV	Ped	Cyc	Imp	PT	Car	HGV	
1 Primary Route	A Town centre	3	6	3	3	2	1	4	6	4	2	2	1							
	B Local shops	3	6	3	3	2	1	4	6	4	2	2	1							
	C Education																			
	D Residential																			
	E Leisure																			
	F Out of town employment	3	6	3	3	2	1	4	6	4	2	2	1							
	G Rural	5	4	5	3	2	1	5	4	5	3	2	1							
2 Main Distributor	A Town centre	1	6	1	5	1	1	1	6	1	1	1	1	1	1	1	1	1	1	1
	B Local shops	1	6	1	5	1	1	1	6	1	1	1	1	1	1	1	1	1	1	1
	C Education	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	D Residential	3	3	3	1	1	4	4	4	1	1	1	1	5	1	5	1	1	1	1
	E Leisure	1	6	1	5	1	1	6	1	1	1	1	1	1	1	1	1	1	1	1
	F Out of town employment	1	6	1	5	1	1	6	1	1	1	1	1	1	1	1	1	1	1	1
	G Rural	5	4	5	3	1	1	5	4	5	3	1	1	5	3	5	3	1	1	1
3 Secondary Distributor	A Town centre	1	6	1	5	1	1	1	6	1	1	1	1	1	1	1	1	1	1	1
	B Local shops	1	6	1	5	1	1	1	6	1	1	1	1	1	1	1	1	1	1	1
	C Education	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	D Residential	3	3	3	1	1	4	4	4	1	1	1	1	5	1	5	1	1	1	1
	E Leisure	1	6	1	5	1	1	6	1	1	1	1	1	1	1	1	1	1	1	1
	F Out of town employment	1	6	1	5	1	1	6	1	1	1	1	1	1	1	1	1	1	1	1
	G Rural	5	4	5	3	1	1	5	4	5	3	1	1	5	3	5	3	1	1	1
4 Local Distributor / Access Road	A Town centre	1	1	1	4	1	1	4	1	1	1	1	6	1	1	1	4	1	1	4
	B Local shops	1	1	1	4	1	1	4	1	1	1	1	6	1	1	4	1	1	4	
	C Education	1	1	1	5	1	6	1	1	1	1	1	6	1	1	5	1	1	6	
	D Residential	1	1	1	5	1	6	1	1	1	1	1	6	1	1	5	1	1	6	
	E Leisure	1	1	1	5	1	6	1	1	1	1	1	6	1	1	5	1	1	6	
	F Out of town employment	1	1	1	5	1	6	1	1	1	1	1	6	1	1	5	1	1	6	
	G Rural	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
5 Other	A Town centre	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	B Local shops	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	C Education	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	D Residential	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	E Leisure	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	F Out of town employment	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	G Rural	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Note 1 General: Includes most situations including where there are low frequency bus routes and segregated cycle routes.

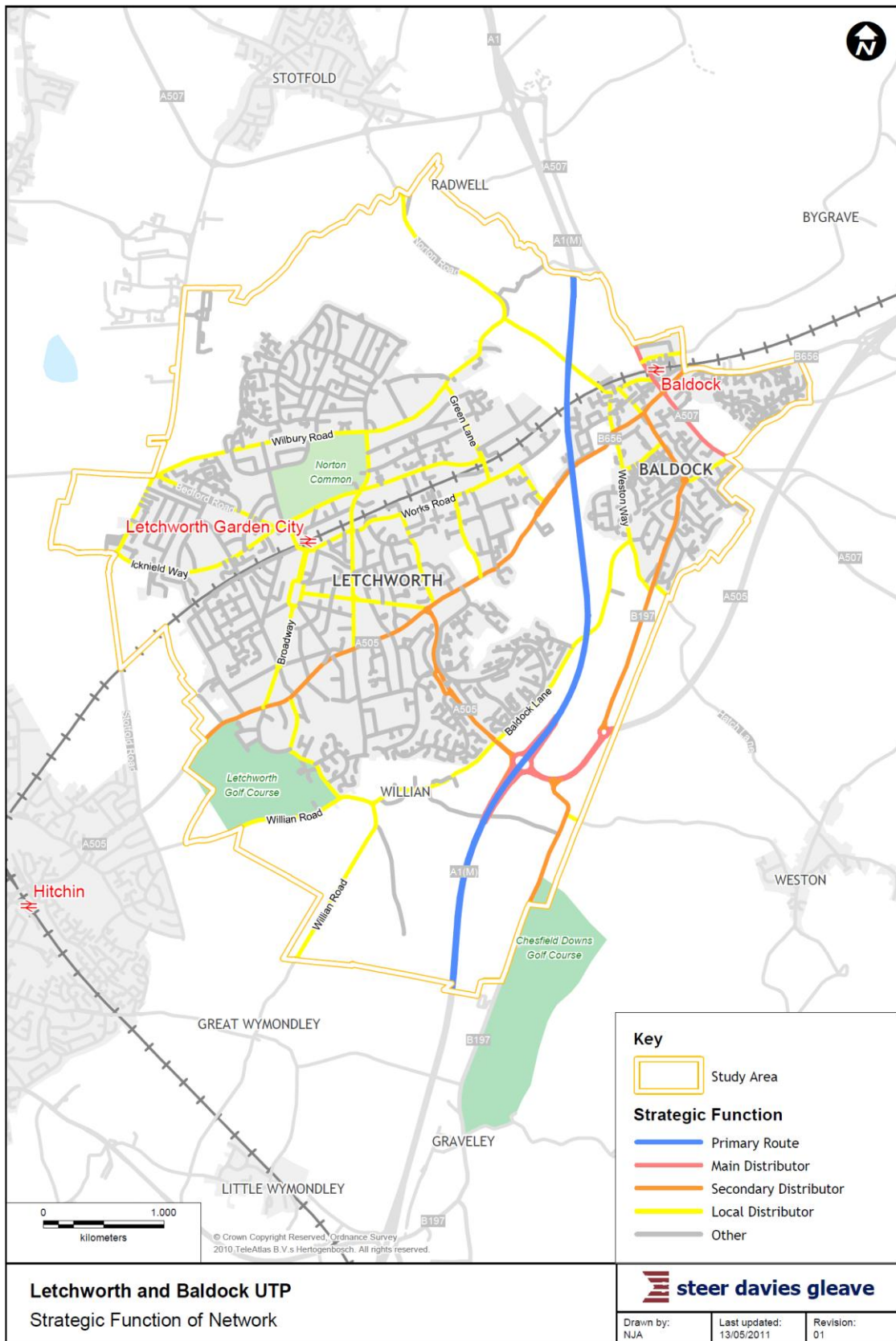
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APPENDIX FIGURE A.1 LAND-USE IN LETCHWORTH AND BALDOCK

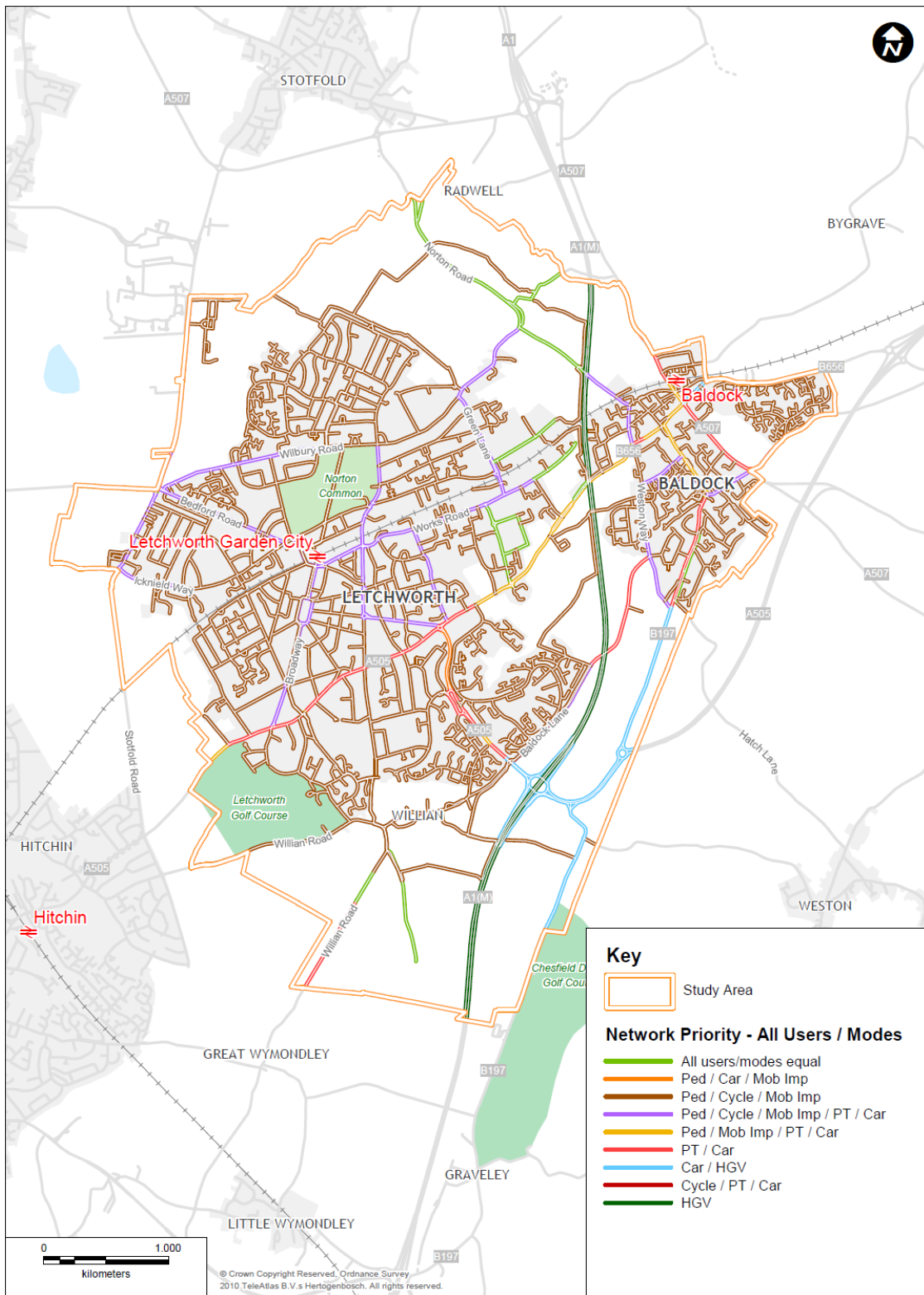


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APPENDIX FIGURE A.2 STRATEGIC ROAD FUNCTION IN LETCHWORTH AND BALDOCK



APPENDIX FIGURE A.3 ROUTE USER HIERARCHY



Letchworth and Baldock UTP
Network Priority - All Users / Modes

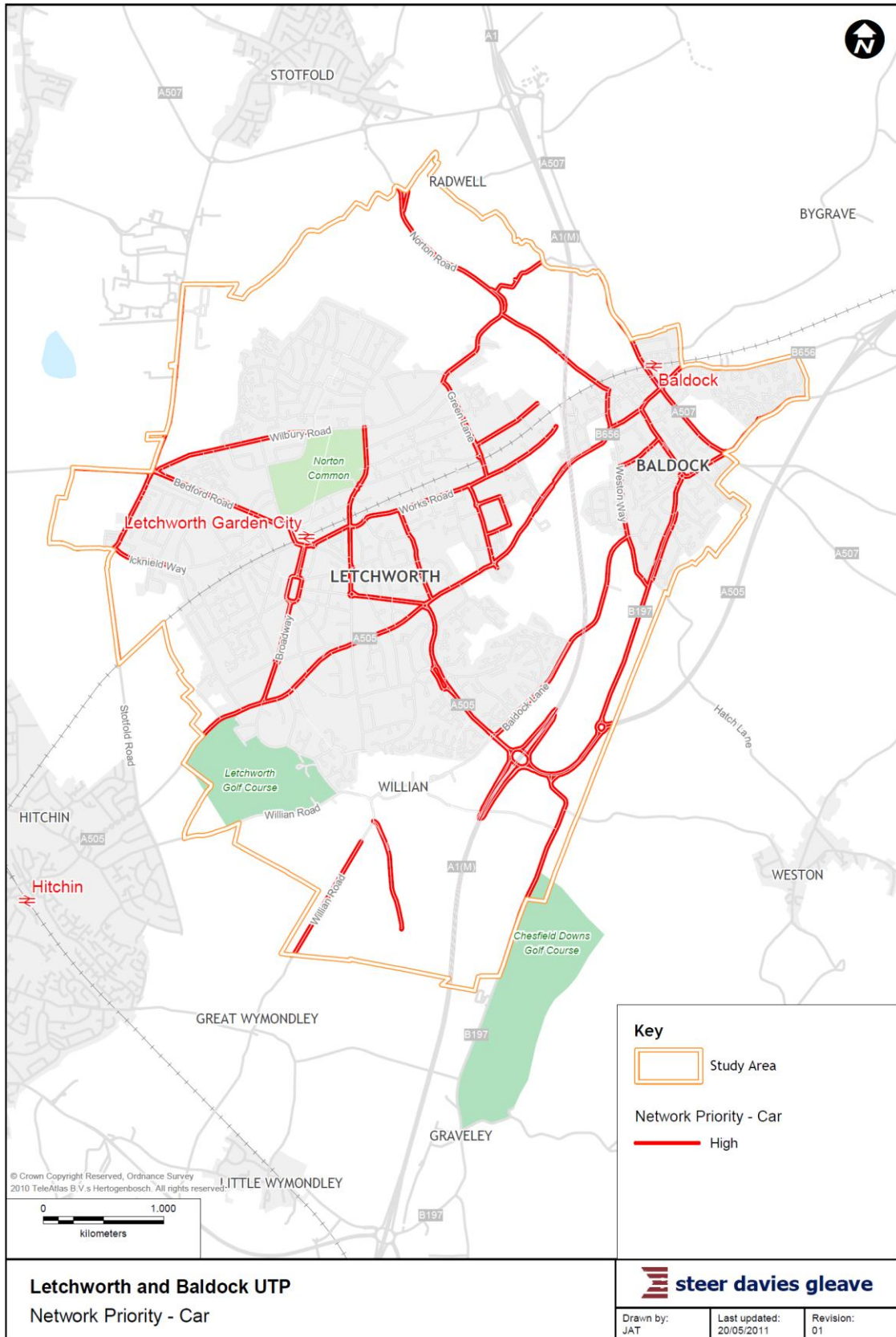


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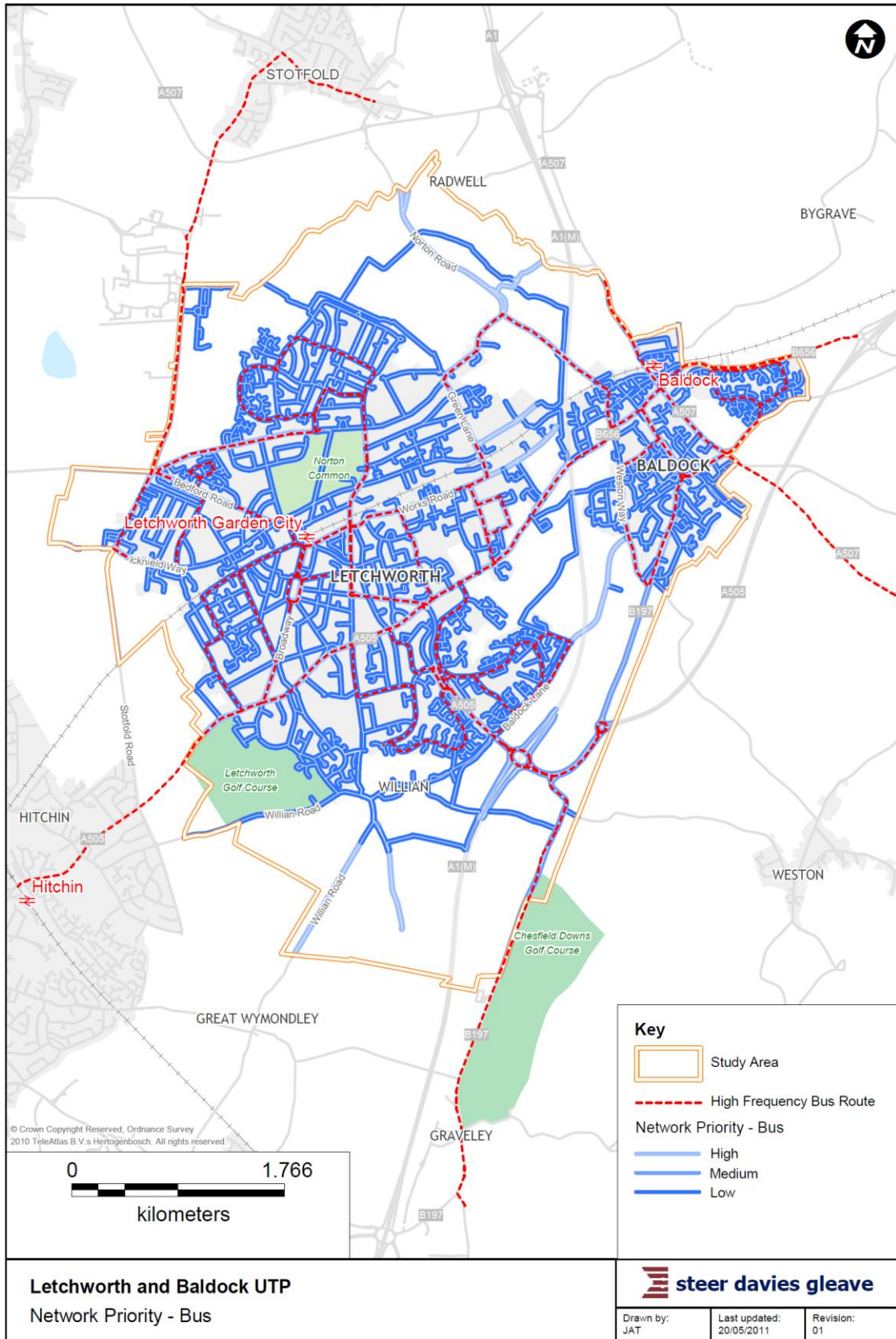
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APPENDIX FIGURE A.4 USER PRIORITY - CAR

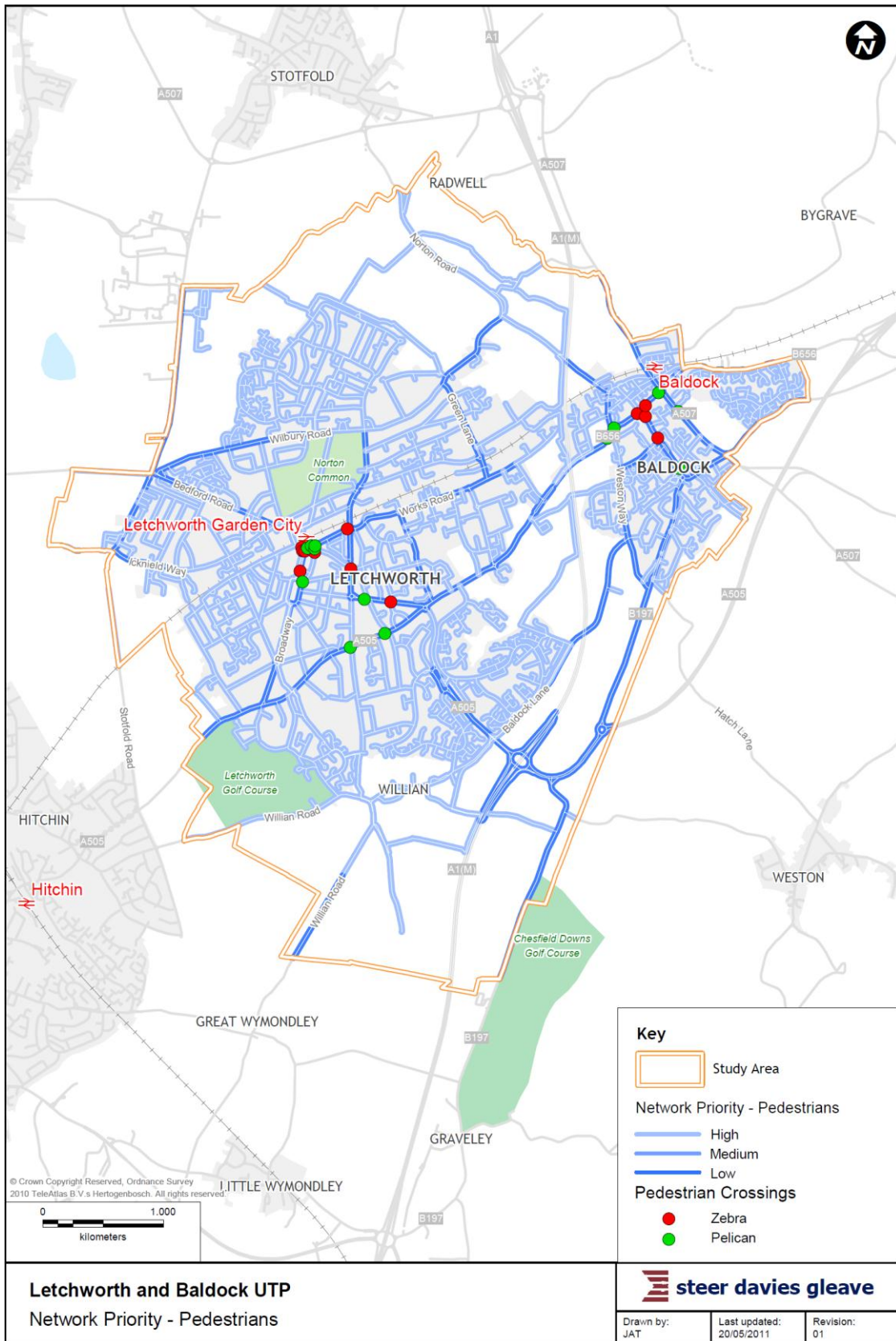


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APPENDIX FIGURE A.5 USER PRIORITY - BUS

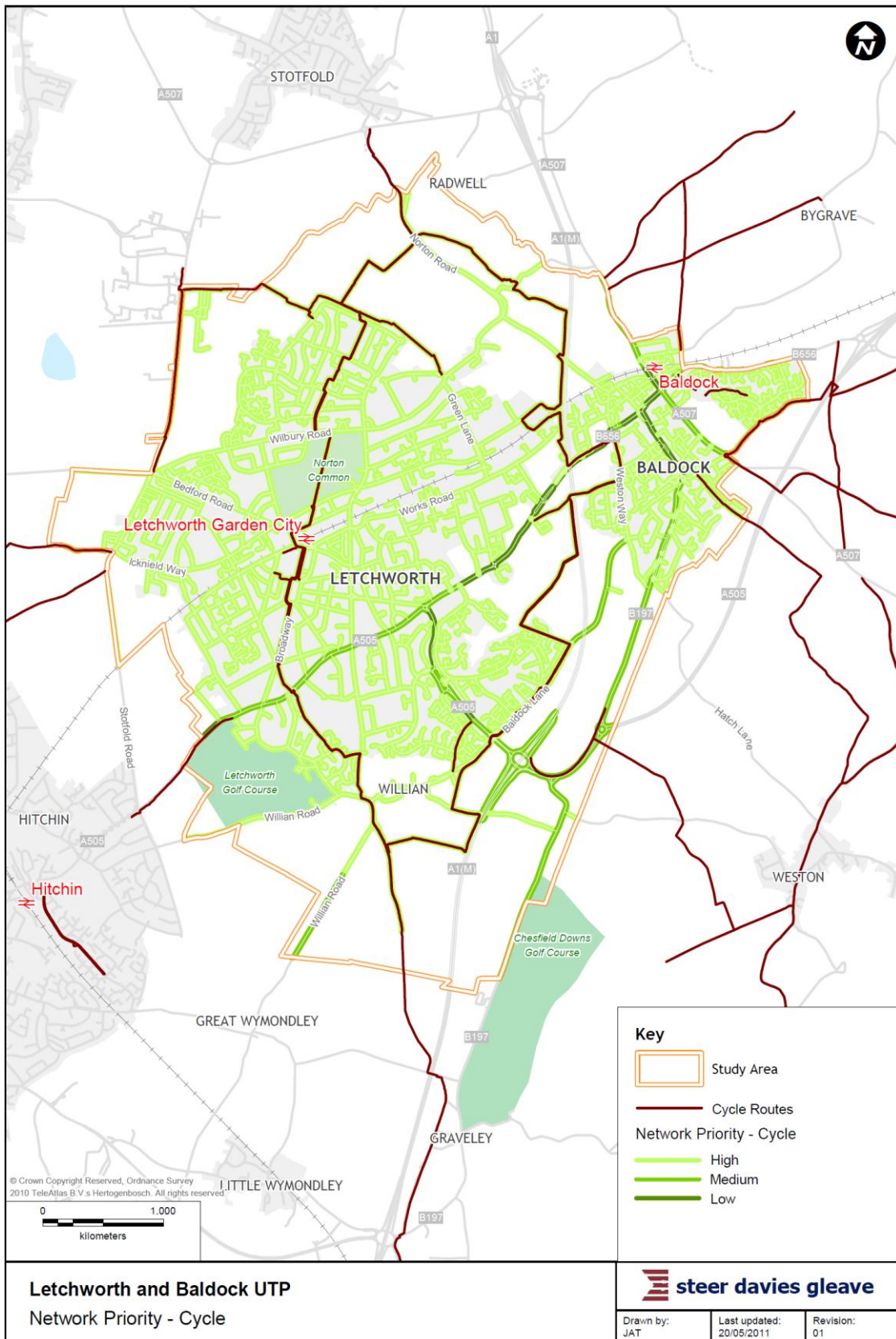


APPENDIX FIGURE A.6 USER PRIORITY - WALK



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APPENDIX FIGURE A.7 USER PRIORITY - CYCLE



APPENDIX

B

APPRAISAL SUMMARY TABLE

B1 APPRAISAL SUMMARY TABLE

Scheme Ref	Location / Scheme	Key issues addressed	Fit with LTP programme entry / funding	LTP Goals / Challenges Addressed	Route User Hierarchy	Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses	Support economic growth and new housing development through delivery of transport improvements	Reduce local transport contribution to CO ₂ emissions	Provide Letchworth and Baldock with a safer environment in which to live, work and visit	Promote active travel modes in the towns to encourage healthy and active lifestyles	Reduce crime and the fear of crime on the local network	Improve access to key services, by sustainable modes, for all	Improve access to key transport nodes for all	Maintain the high quality of life enjoyed by most	Promote and improve access, by sustainable modes, to local green spaces	Public and Political acceptability	Funding source	Cost	Lead promoter	Technical feasibility risk	Delivery risk summary
Public Transport Network																					
PT1	Timetabling and review of routes (Liaison with operators)	BI03, BI04	High	Reduce CO2/Access to Key services	Medium	1	1	1	0	0	0	2	1	1	1	High	Operators	Low	HCC	Low	Medium
PT2	Community Transport / Hospital Shuttle	BI05	High	Access to Key services	Medium	0	0	0	0	0	0	2	1	1	0	High	LTP/Business/NHDC/Operators/Hospital	Low	HCC	Medium	Medium
PT3	Information and ticketing including RTP1	RI05, BI02	High	Economic Growth/Access to Key services	Medium	1	0	1	0	0	0	2	1	1	1	High	LTP	Medium	HCC	Medium	Low
PT4	Letchworth station forecourt improvements	RI02, RI04, YI01, BI01	Medium	Economic Growth/Access to Key services	High	1	1	1	1	1	0	2	2	1	0	Medium	TOC/NR/LTP	High	TOC/NR/HCC	Medium	Medium
C1	Leys Avenue, Geron Way 2-way, Town Centre Signage	CI03	Medium	Economic Growth/Reduce CO2	High	3	2	2	1	0	0	0	0	2	0	High	LTP	High	HCC	Medium	Medium
C2	Letchworth Gate (A505) junction with A1(M) signals review	CI01, CI02a, CI02b, YI03, WI02, SI01	High	Economic Growth/Reduce CO2	High	3	2	2	1	0	0	0	0	2	0	High	LTP/HA	High	HCC	High	High
VS1	Wilbury Road (western section). Signs and markings.	VI01	High	Safety	High	0	0	0	2	0	0	0	0	2	0	Medium	LTP	Low	HCC	Medium	Medium
VS2	Clothall Road, Baldock. School Safety Zone	VI02	High	Safety	High	0	0	0	2	0	0	0	0	2	0	Medium	LTP	Low	HCC	Medium	Medium

Scheme Ref	Location / Scheme	Key issues addressed	Fit with LTP programme entry / funding	LTP Goals / Challenges Addressed	Route User Hierarchy	Reduce congestion in the Letchworth and Baldock towns and support the economic vitality of the town centres, local shops and businesses	Support economic growth and new housing development through delivery of transport improvements	Reduce local transports contribution to CO ₂ emissions	Provide Letchworth and Baldock with a safer environment in which to live, work and visit	Promote active travel modes in the towns to encourage healthy and active lifestyles	Reduce crime and the fear of crime on the local network	Improve access to key services, by sustainable modes, for all	Improve access to key transport nodes for all	Maintain the high quality of life enjoyed by most	Promote and improve access, by sustainable modes, to local green spaces	Public and Political acceptability	Funding source	Cost	Lead promoter	Technical feasibility risk	Delivery risk summary
NM1	Corridor 1 Hitchin Road (A505) to Town Centre and Station via Broadway	Y105	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	2	2	1	1	High	LTP	Medium	HCC/NHDC	Medium	Medium
NM2	Corridor 2 Jackmans Estate to the Grange Estate via Works Road	Y105	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	2	1	1	1	High	LTP	Medium	HCC/NHDC	Medium	Medium
NM3	Corridor 3 Grange Estate to Town Centre/Quadrant to Broadway / via Road Nevells/Bridge Road: Cycle	Y105	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	2	2	1	1	High	LTP	Medium	HCC/NHDC	Medium	Medium
NM4	Corridor 4 Jackmans Estate to Town Centre and Highfield School	Y105	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	1	1	1	1	High	LTP	Medium	HCC/NHDC	Medium	Medium
NM5	Corridor 5 A1(M) Bridge to Baldock Station	Y104/W103	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	1	1	1	1	High	LTP	Medium	HCC/NHDC	Medium	Medium
NM6	Corridor 6 Clothall Common to Baldock Station	Y102/Y104/W103	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	2	2	1	1	High	LTP	Medium	HCC/NHDC	Medium	Medium
NM7	Corridor 7 Clothall Common to A1(M) Underpass via Baldock Town Centre	Y102/Y103/Y104/W103	High	Economic Growth/Reduce CO ₂ /Active travel modes/Access to Key Services/Access to Transport Nodes	High	1	1	1	1	2	0	2	2	1	1	High	LTP	High	HCC/NHDC	Medium	Medium
NM8	Broadway Gardens pedestrian link to Broadway.	W101	High	Active travel modes/Access to Transport Nodes/Quality of Life	High	0	0	0	1	0	0	0	0	1	0	High	LTP	Medium	HCC/NHDC	Medium	Medium
P1	Letchworth Town Centre Parking Review	PI01, PI02, PI03, RI01, PI04	Medium	Economic Growth/Safety	High	2	2	2	1	0	0	0	0	1	0	High	LTP	Low	NHDC	Low	Low
P2	Support exiting Baldock Parking proposals		Medium	Economic Growth/Safety	High	2	2	2	1	0	0	0	0	1	0	Medium	LTP	Very Low	NHDC	Low	Low
DM1	Workplace Travel Planning	CI01	High	Economic Growth/Reduce CO ₂ /Active travel modes	Medium	1	1	2	1	2	0	0	0	1	0	High	LTP/Business	Low	HCC	Low	Low
DM2	Safer Routes To School / School Travel Planning	JI01	High	Economic Growth/Reduce CO ₂ /Active travel modes	High	1	1	2	1	2	0	0	0	1	0	High	LTP/School	Low	HCC/School	Low	Low
DM3	Sustainable Travel Events and Promotion.	All congestion	High	Economic Growth/Reduce CO ₂ /Active travel modes	High	1	1	2	1	2	0	1	1	1	1	High	LTP	Low	HCC/NHDC	Low	Low

APPENDIX

C

CONSULTATION SUMMARY REPORT

INTRODUCTION

Public Consultation

- C1.1 The public consultation period for the Letchworth and Baldock Urban Transport Plan (UTP) ran from 6th September 2011 to 28th October 2011. Public events were held in the Goldsmith Centre in Letchworth and at the Baldock Community Centre in Baldock, on Saturday 10th September 2011, when members of the public could review copies of the plan and discuss the proposed options with members of the UTP team.
- C1.2 A questionnaire was available on-line during the consultation period, while paper copies were also made available along with the plan, at local libraries and at North Hertfordshire District Council's offices.
- C1.3 This report summarises the feedback received from the public, together with suggested amendments to the plan which have been developed in consultation with Mouchel, North Hertfordshire District Council officers, Hertfordshire County officers including the Passenger Transport Team (PTT) and the police.
- C1.4 Feedback was generally supportive of the spirit of the plan, whilst issues and proposals around Letchworth Gate / A1(M) junction and Gernon Road/Leys Avenue attracted much comment.
- C1.5 The following section summarises the feedback and suggested responses in more detail.

FEEDBACK AND SUGGESTED RESPONSES

Summary of Responses

- C1.6 Responses were received from members of the public, local businesses and the town centre manager, who has delivered a separate petition to Hertfordshire Council calling for the prioritisation of the Gernon Road and Leys Avenue scheme. A separate written response was also provided by Letchworth Garden City Heritage Foundation.
- C1.7 All feedback has been logged in a separate spreadsheet and where appropriate advice sought from Hertfordshire County Council's Passenger Transport Team, North Hertfordshire District Council and the police, on suitable responses and amendments to the strategy. Table C2.1 at the end of this section, provides a summary of the

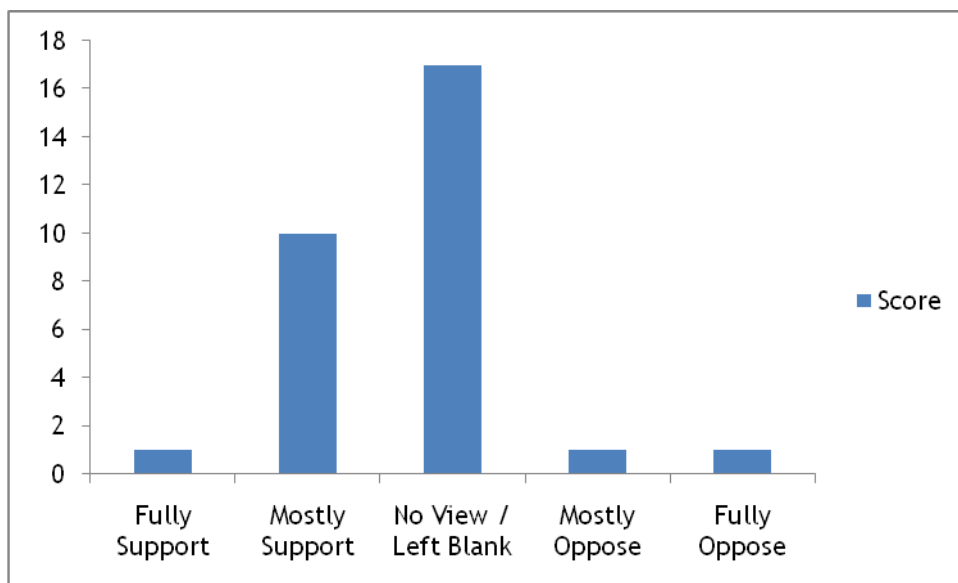
2.

consultation log and suggested amendments to the UTP, while the scoring of the options by the public is shown in the following charts.

Summary of Opinion

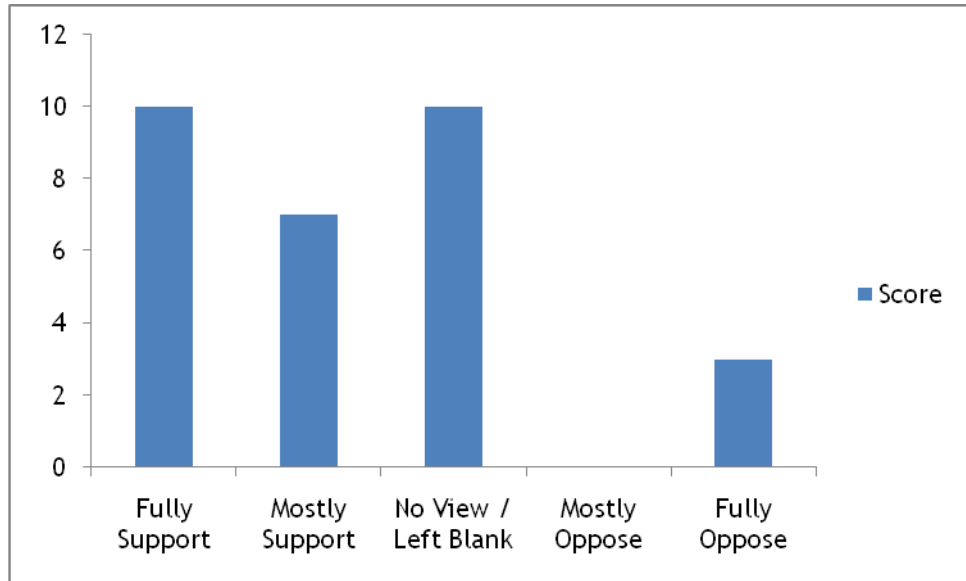
C1.8 Respondents to the questionnaire were asked to rate their support for or opposition to the various proposals as either: Fully Support, Mostly Support, No View, Mostly Oppose and Fully Oppose. Each indicative response was totalled to give a score for that response. Not all respondents completed the entire survey as many had one particular issue they wished to raise. Blank responses were logged together with 'No View'. The following charts summarise the popularity or otherwise of the proposals in the plan.

FIGURE C2.1 SUPPORT FOR PUBLIC TRANSPORT MEASURES



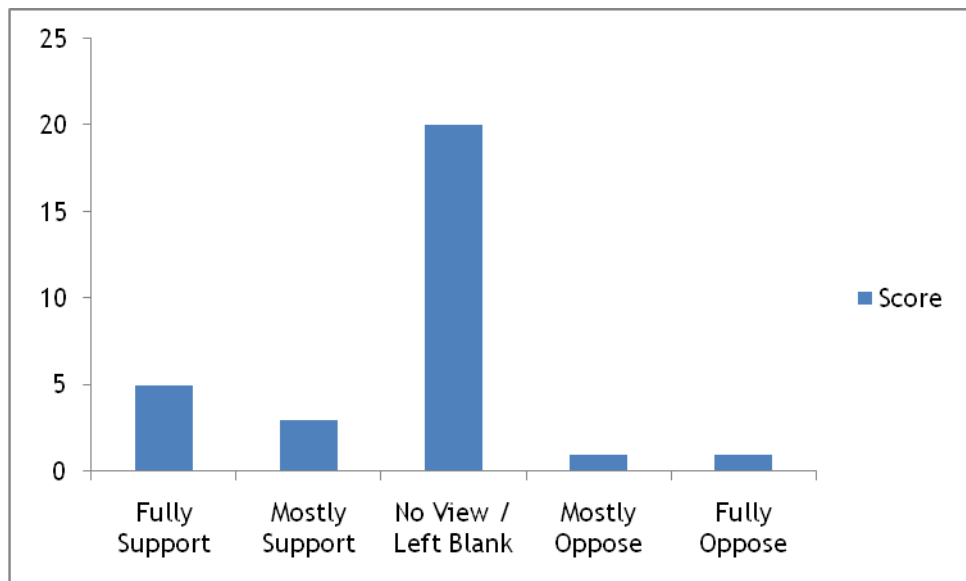
C1.9 Where the public expressed an opinion, it was generally in favour of our proposals.

FIGURE C2.2 SUPPORT FOR TRAFFIC MANAGEMENT



C1.10 Traffic management proposals generated a lot of interest, and while it was very much in favour of our proposals, there was also significant opposition.

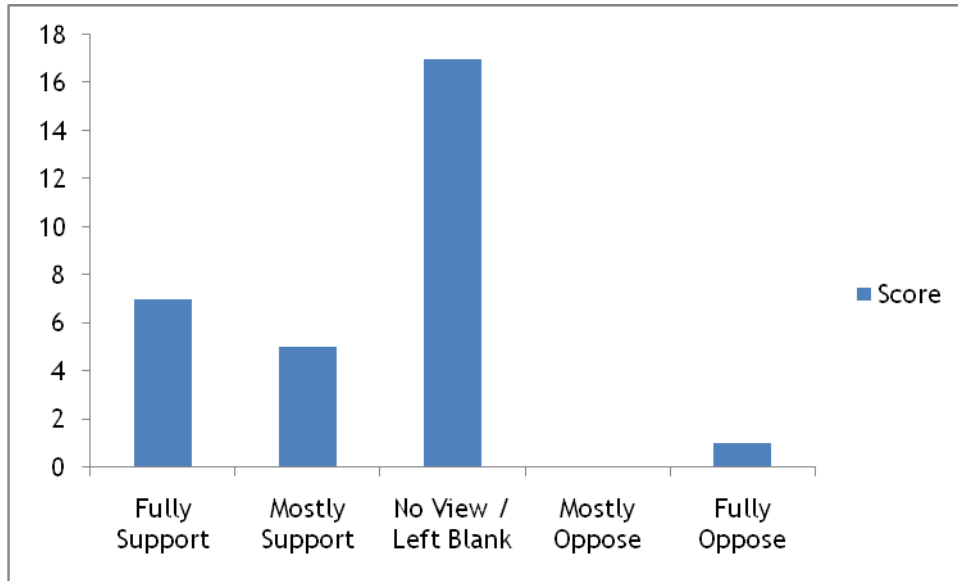
FIGURE C2.3 SUPPORT FOR SPEED LIMIT COMPLIANCE SCHEMES



C1.11 Public opinion was generally supportive of our speed management proposals.

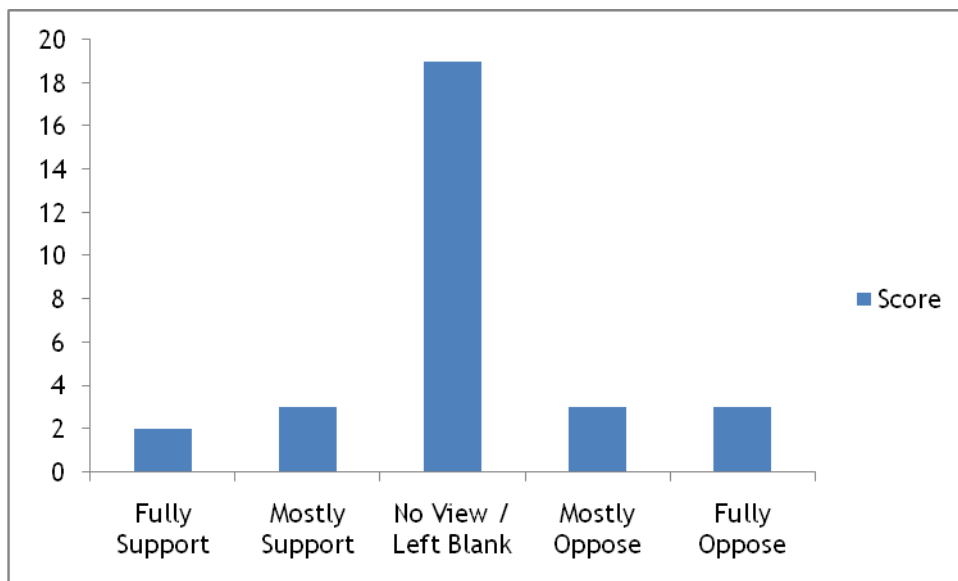
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FIGURE C2.4 SUPPORT FOR WALKING AND CYCLING SCHEMES



C1.12 Our cycling schemes were well supported by the public.

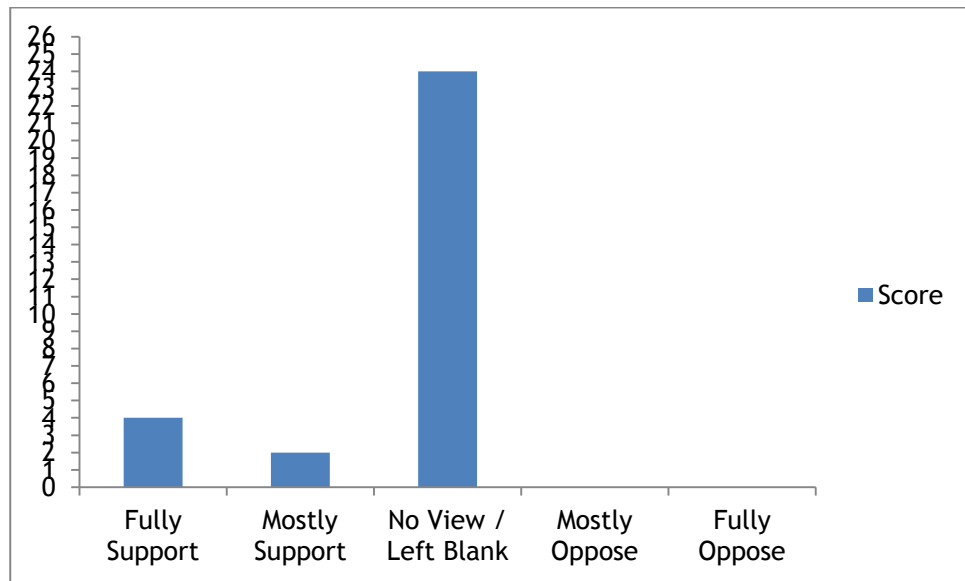
FIGURE C2.5 SUPPORT FOR PARKING PROPOSALS



C1.13 Despite no definitive proposals beyond supporting North Hertfordshire District Council's forthcoming parking strategy, opinion was equally split on our parking proposals. The amended plan should highlight the benefits to the local community of an equitable parking strategy and dispel the popular opinion that controlled parking is simply a revenue raising exercise.

C1.14 Table C2.1 now provides a summary of public feedback and our suggested response.

FIGURE C2.6 SUPPORT FOR SMARTER CHOICES PROPOSALS



C1.15 Where an opinion was expressed it was generally in favour of the Smarter Choices initiatives.

2.

TABLE C 2.1 SUMMARY OF RESPONSES

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
1	<p>Supportive of bus services to Hatfield and Welwyn Garden City and would consider using the bus if time and money efficient. Concerned over how station re-vamp would look. Letchworth Gate needs urgent attention. Integrate travel plans outside Letchworth and Baldock also needed for local residents.</p>	<p>Amend pro forma as necessary to clarify commercial context of bus provision. Letchworth Garden City Heritage Foundation has indicated that it is not necessarily opposed to releasing land at Letchworth Gate. Text to reflect.</p>	<p>The following text was added to the pro forma:</p> <p>PT1. Review of Bus Timetabling and Routes</p> <p><i>Primarily bus services operate in a deregulated market and provision is provided on a commercial basis with the County only able to fund socially necessary services for which demand exceeds resources available.</i></p> <p>PT4. Letchworth Station.</p> <p><i>Proposals for redesigning the layout of Letchworth station are at a very early stage. Further feasibility and consultation with stakeholders will be necessary before any schemes are taken further. The needs of all users, including pedestrians and cyclists would need to be taken into account in any future proposals. All such works would be dependent on obtaining the necessary permissions from land-owners.</i></p> <p><i>Discussions with bus operators will be needed to optimise bus stop location and to maximise potential interchange benefits. There are also options to tie in longer distance services such as National Express, but as this is a commercial service ultimately they will need to make the decision based on cost/time implications assessed against additional revenue</i></p> <p>C2. Letchworth Gate Link Review.</p> <p><i>A number of studies have been undertaken to address the issues of congestion at the A1(M)/Letchworth Gate junction. The current traffic</i></p>

3) Appendix C

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
			<p>signal layout has been adjusted since it was first implemented to take into account the 'live' situation to ensure that congestion is minimised. Other layouts have been considered but studies have shown that congestion would be worse if they were implemented. Opportunities for improvements in the future will be discussed between Hertfordshire County Council, North Herts District Council, the Highways Agency, Letchworth Garden City Heritage Foundation and other key stakeholders should funding become available.</p> <p>DM1. Workplace Travel Planning</p> <p>Travel Plans are a County-wide initiative where the Highway Authority will often recommend that a travel plan is required as part of a planned expansion, to mitigate impact on the highway and promote sustainable travel. Beyond that these organisations are encouraged to develop travel plans on a voluntary basis. Schools and businesses are supported in the development of travel plans by travel plan advisers in Hertfordshire County Council Safe and Sustainable Journeys Team.</p>
2	<p>Congestion in Baldock on North Road leading up to the Whitehorse junction. Derelict car showrooms on Icknield Way suggested for additional parking for the station.</p> <p>Previous consultation from North Herts District Council looked at turning part of the field next to North road into a car park</p>	<p>North Road becomes Station Road leading up to the junction with White Horse Street. Congestion in Baldock was not considered a key issue at initial consultation. Existing County Council indicators showed congestion at the High Street/Hitchin Street and at Clothall</p>	<p>The following text has been added to respective introductory sections of pro forma:</p> <p>10. Congestion and Traffic management.</p> <p>New paragraph 10.3</p> <p><i>While congestion in Baldock was not considered a key issue during consultation, it is anticipated that many of the schemes proposed to promote more sustainable transport options will go some way to</i></p>

2.

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
	<p>– respondent would oppose this.</p>	<p>Road/Royston Road/Whitehorse Street, junctions. The close proximity of buildings to the Station Road and Whitehorse Street junction means there is little scope to redesign the junction.</p>	<p>reducing car use generally. Major road building and capacity enhancements are not proposed as part of this plan, nor are they current council policy. The Baldock bypass has relieved much of the congestion in the town and a signing strategy has already been implemented to discourage through traffic and HGVs from using North Road.</p> <p>9. Public Transport (Parking at Letchworth Station)</p> <p>New text after paragraph 9.3 on Letchworth Station</p> <p>9.4 North Hertfordshire District Council is responsible for parking policy in the towns and is currently reviewing local parking policy with a view to formulating a strategy that will ensure the needs of all road users are appropriately balanced. Options to optimise off-street car parking may also be explored and the use of existing vacant sites would be a possibility subject to the necessary consents and funding being secured. The County Council is keen to see improved access to rail stations but concerned about additional traffic congestion at peak times. Car parking at stations is viewed as a commercial activity within the remit of the train operator. It is recognised that in many locations, provision of suitable car park capacity is an essential ingredient in the attractiveness of the rail service and that in itself it influences modal choice for the principal element of the journey. However, there needs to be a dialogue between the Train Operating Company and the County and District Council in each case, to establish compatibility between capacity and charging policies in the station and on the surrounding streets and neighbouring car parks.</p>

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
			<p>9.5 <i>The County Council has particular concerns where additional car parking capacity is built on railway land under permitted development rights. In these situations the County Council would welcome early dialogue with the rail industry to ensure that the additional traffic generated by the parking will not have an adverse impact on the immediate highway network or on access for buses, pedestrians and cyclists. The County Council also wishes to see a more flexible approach to car parking provision, especially within franchise agreements. Opportunities to replace parking spaces by bus interchanges or other sustainable transport provision should be allowed and encouraged where this will not have a negative impact on the overall numbers of passengers accessing the station.</i></p> <p>9.6 <i>In the case of Letchworth Station, it is unlikely that the County would encourage the Train Operating Company to increase parking levels given the station's central location.</i></p>
3	<p>Request National Express to stop Cambridge service in town.</p> <p>Station needs revamp more parking and better bus feeders/stop all services there.</p> <p>Increase coverage of 20mph to encourage cycling.</p> <p>Make motorist pay more for parking.</p> <p>Ensure cycle routes are maintained.</p> <p>Better enforcement of obstructive parking.</p>	<p>See Response 1. PT4. Letchworth Station for options to stop National Express in town.</p> <p>See Response 1. PT4. Letchworth Station for station revamp and parking provision.</p> <p>Clarification of 20mph zone - 20 mph zones are normally implemented in areas such as town centres and outside schools where</p>	<p>Add text to pro forma:</p> <p>Section 3. Overarching Policy Objectives. After Speed Management Strategy. New paragraph on 20 mph Zones.</p> <p><i>20 mph Zones</i></p> <p><i>20 mph zones are normally implemented in areas such as town centres and outside schools where there is a high number of vulnerable road users. They must be self-enforcing and traffic calming measures are used to ensure that speeds are below 24mph. Traffic calming measures are generally not conducive to encouraging</i></p>

2.

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
		<p>there is a high number of vulnerable road users. They must be self-enforcing and traffic calming measures are used to ensure that speeds are below 24mph. Traffic calming measures are generally not conducive to encouraging cycling.</p> <p>Current on-street parking remains free of charge and there are a lot of short stay on-street bays in Letchworth. North Herts District Council is working with local partners on developing an holistic, town wide parking strategy to balance the needs of all users</p> <p>Maintenance issues to be passed to officers.</p> <p>Parking enforcement is dealt with by North Herts District Council Civil Enforcement Officers or the police in case of dangerous parking.</p>	<p>cycling.</p> <p>Amend text</p> <p>Section 13 Parking</p> <p>13.1 <i>Issues of the availability and cost of parking affect people's choice of destination, duration of stay, as well as mode of travel. Availability and the choice of spaces can also affect localised traffic patterns, as people circulate to find the most convenient or cheapest parking. Parking policy can therefore be a powerful demand management instrument. Hertfordshire County Council as Highway Authority is responsible for most roads in the county, but it is North Hertfordshire District Council that is responsible for most aspects of parking in Letchworth and Baldock</i> Enforcement is dealt with by North Hertfordshire District Council Civil Enforcement Officers or the police in case of dangerous parking</p> <p>13.2 <i>The initial consultation for this Urban Transport Plan highlighted the need for coherent parking strategies for the towns, particularly for Letchworth town centre and the requirement to balance the needs of local residents and businesses with the recognition of the importance of Letchworth Station as a major commuter station. Current on-street parking remains free of charge and there are a lot of short stay on-street bays in Letchworth. North Hertfordshire District Council is working with local partners on developing an holistic, town wide parking strategy to balance the needs of all users. The policies forming the North Hertfordshire District Council Car Parking Strategy 2009-2019 encompass a range of management, capacity and tariff interventions</i></p>

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
			<p>being rolled out across the County. Baldock is due its own parking review this year, with a possible review for Letchworth to follow next year. .</p>
4	<p>Plan lacks positive improvements. Dual Letchworth Gate. Public Transport supply is too profit orientated. Build multi-storey car park for commuters. Opposed to speed compliance schemes - better enforcement needed. Not convinced by smarter choices measures</p>	<p>Plan focuses on deliverable solutions rather than major highway capacity schemes. Many positive improvements proposed such as station revamp with possible transport hub, recasting one-way system in Letchworth, numerous cycle infrastructure schemes. Letchworth Gate covered in Response 1. Public Transport covered Response 1</p>	<p>Following text added. 11. Speed Compliance. Speed compliance schemes are not proposed to be a substitute for enforcement. Hertfordshire County Council will continue to work with the police to ensure speed limits are appropriately enforced across the county. 14. Smarter Choices. 14.2 Experience to date suggests significant levels of behaviour change can be brought about by Work Place Travel Plans and Personal Travel Planning. School and workplace travel planning will help to ensure that information about sustainable transport options is provided at both workplaces and schools and complement other proposals such as the new cycle routes, wayfinding improvements and Real Time Passenger Information ...</p>
5	<p>Suggests speed camera at the bottom of the dip of Wilbury Road. Or perhaps an occasional police presence.</p>	<p>Wilbury Road speed survey data shows there is an issue and we have a proposal (VS1) to address. Herts Police suggested response. - The County Council will use the criteria for safety camera site</p>	<p>Add text 11 Speed Limit Compliance 11.3 Hertfordshire County Council will continue to work with the police to ensure speed limits are appropriately enforced across the county. The County Council will use the criteria for safety camera</p>

2.

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
		<p>selection and implementation matrix to assess the suitability and implementation of locations for safety cameras.</p> <p>Re: ""Or occasional Police presence"" - Again refer to the speed management strategy, Statement Q7 on page 34. - Due to limited resources, Police prioritise speed enforcement activity at locations with a history of speed related collisions. Additional speed enforcement requests can be considered for periodic attention by the ward Priority Setting Forum which meets every three months.</p>	<p>site selection and implementation matrix to assess the suitability and implementation of locations for safety cameras. Due to limited resources, police prioritise speed enforcement activity at locations with a history of speed related collisions. Additional speed enforcement requests can be considered for periodic attention by the ward Priority Setting Forum which meets every three months.</p> <p>http://www.hertsdirect.org/services/transstreets/transplan/ltp/ltp2/speedmanstrat/</p>
6	<p>The need for cheap parking for commuters is vital.</p> <p>Opposed to reducing supply or increasing cost of parking for commuters.</p>	<p>Existing clarification on Parking in Response 2.</p>	
7	<p>Opposed to congestion and traffic management schemes.</p> <p>Opposed to Gernon Road two-way, it already suffers from cars turning into car parks and to make it two-way would be a</p>	<p>The new signals at Letchworth station were delivered as part of the town centre redevelopment and there are no plans to re-introduce a roundabout. Road safety is always a</p>	<p>Text added to Gernon Road pro forma.</p> <p>The £8m town centre redevelopment scheme was delivered and is maintained by Letchworth Garden City Heritage Foundation. There are no proposals as part of the UTP to revert the direction of Leys Avenue to its previous westbound direction. The UTP however</p>

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
	<p>nightmare.</p> <p>The traffic lights at Letchworth station are dangerous. The old system should be reinstated and traffic lights taken away.</p>	<p>priority for the council, which has a defined programme of continuous monitoring of accident sites to deliver safety improvement schemes on a case by case basis.</p>	<p><i>recognises that this scheme has created a lengthier route for drivers accessing the town from Norton Way and has increased circulating traffic. Converting Gernon Road to two-way is intended to complement the existing arrangement.</i></p>
8	<p>Oppose traffic management measures - no need for Gernon Road if Leys Avenue flow reversed.</p> <p>The war memorial should not be moved.</p> <p>The war memorial and foliage is lovely as it is.</p> <p>The current parking on the roads in the evenings outside Colonnade spoils look of the town.</p>	<p>Gernon Way proposal put forward as a compromise scheme to reversing the flow on Leys Avenue.</p> <p>Reversing the flow is not simply allowing drivers to reverse into bays. The western end would need to be completely redesigned as there would be conflicting traffic flows. This would likely require kerbing, signing and lining works which would go against the intentions of the original town centre layout which minimises these elements. At this stage the pro forma are high level proposals. If/when the scheme gets to development stage, options will be considered as well as the impact on other road users (peds/cycle).</p> <p>Gernon Road pro forma as Response 7.</p>	

2.

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
		<p>War memorial /Letchworth Station covered in Response 3.</p> <p>Clarification on Parking in Response 2.</p> <p>Colonnade issue passed to North Herts District Council officers for review of enforcement.</p>	
9	<p>Supportive of schemes. But better town centre signage and remove one hour parking rate.</p>	<p>Clarification on parking in Response 2</p>	<p>Add text to: C1 Leys Avenue / Gernon Road pro forma - <i>These proposals will be accompanied by a comprehensive review of signage in Letchworth town centre with a view to introducing new way finding for all road users, pedestrians, cyclists and drivers, to key local destinations.</i></p>
10	<p>Supportive of cycling. More car parking at station and free in off peak.</p>	<p>Clarification on parking in Response 2</p>	
11	<p>Supportive of congestion and traffic management measures particularly Gernon Road two-way. Supportive of any measure to reduce cycling on pavement</p>	<p>Supportive - no action.</p>	
12	<p>Supportive of PT schemes (station). Strongly opposed to the introduction of any parking charges</p>	<p>Clarification on parking in Response 2</p>	

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
13	<p>Proposes new interchange between A507 and A505 Baldock bypass to alleviate some Baldock congestion.</p> <p>Mostly supportive of PT measures. Concerned about any new parking controls penalising residents.</p> <p>Why no signals on Norton Road junction with Hitchin Street/Letchworth Road Baldock</p>	<p>Existing clarification on congestion / major road building in Baldock in Response 2</p> <p>Existing clarification on Parking in Response 2</p> <p>Norton Road signalling. Discussed with HCC Signals. No congestion or accident history at this junction to warrant consideration of signals. No amendment to strategy proposed</p>	
14	<p>Would like bus service from Clothall Common to Stevenage and increased frequency to Letchworth and Hitchin.</p> <p>Concerned about speeding on Clothall Common. No speed limit signs (from junction A507)</p>	<p>Speeding - Assume this refers to the estate accessed off Wallington Road (Yeomanry Drive area). This area was highlighted in the last UTP as a speed compliance issue and consequently a speed limit compliance study was undertaken in 2008. Speed surveys indicated that speeds along Yeomanry Drive were below the speed compliance threshold (<35mph) although speeds were above this on Wallington Road. At the time of the study we were advised by North</p>	<p>Text added.</p> <p>PT1 Review of Bus Timetabling and Routes</p> <p><i>Primarily bus services operate in a deregulated market and provision is provided on a commercial basis. The County Council has a duty to provide socially necessary services for which there are severe financial constraints on the demands being made. Nevertheless, where there are recognised gaps the council will work with operators to explore options for alternative provision.</i></p>

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No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
15	Concerned by increase in traffic on Pixmore Way	Herts District Council that the land adjacent to Wallington Road may be subject to comprehensive development in the future and that planning permission would likely include provision for cyclists and pedestrians. This development would substantially change the nature of the road hence it was advised that only minor signing/lining improvements be implemented in the short-term. No amendment to strategy proposed	
16	Proposes additional traffic lights on A1(M)/Letchworth Gate junction. Comments that parking bay studs on Leys Avenue are not effective	Gernon Road and Leys Avenue schemes should reduce traffic on Pixmore Way. No amendment to strategy proposed. Text suggested for Letchworth Gate in Response 1. Parking bay studs are in keeping with the general theme of the town centre treatment. Other options may be considered for enhancing definition as part of the general process of maintenance. No	

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
17	Supports Lister bus service	amendment to strategy proposed.	
17	Supports Lister bus service	Supportive. Pro forma should be clear that HCC will work with partners to ensure community transport and health shuttles will serve key health facilities.	Text added PT2 Promotion of Hospital Shuttle Pro forma <i>Herfordshire County Council will continue to work with partners to ensure community transport and health shuttles will serve key health facilities.</i>
18	Concerned over the design of the junction of the A1(M) and needs a reasonable redesign to make 'giving way' safer	Text suggested for Letchworth Gate in Response 1.	
19	Revert Leys Avenue to westbound flow and leave Gernon Road as it is. Remove traffic lights on Station Road and re-instate roundabout. Signals and bans on Letchworth Gate/A1(M). Concerned over parking strategy.	Gernon Road / Leys Avenue - Reversing the flow is not simply allowing drivers to reverse into bays. The western end would need to be completely redesigned as there would be conflicting traffic flows. This would likely require kerbing, signing and lining works which would go against the intentions of the original town centre layout which minimises these elements. At this stage this pro forma are high level proposals. If/when the scheme gets to development stage, options will be considered as well as the impact	



2.

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
		<p>on other road users (peds/cycle).</p> <p>Gernon Road proposal put forward as a compromise scheme to reversing the flow on Leys Avenue.</p> <p>The new signals at Letchworth station were delivered as part of the town centre redevelopment and there are no plans to re-introduce a roundabout.</p> <p>Letchworth Gate clarification in Response 1.</p> <p>Parking clarification in Response 2.</p>	
20	<p>Increase in PT over the county, particularly extend early and late operating hours.</p> <p>Letchworth Gate / A1(M). Divert traffic via Jackmans estate.</p> <p>Crossing issues on Letchworth Carriageway from Golf course and Willian</p> <p>Extend Willbury Road speed compliance to Bedford Road and beyond.</p>	<p>Text suggested to clarify commercial environment for bus services in Response 4.</p> <p>Text suggested for Letchworth Gate in Response 1.</p> <p>There is no footway on Willian Road by the Golf course. Access via A505 with cycle and pedestrian facilities.</p> <p>Willian Road is not listed as an Hazardous Site.</p> <p>See Response 5 on 'Criteria for Safety Camera Site Selection and</p>	

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
21	Needs to be a left hand turn into Leys Avenue from Station Road AND more town centre road signs from all directions.	The new signals at Letchworth Station were delivered as part of the town centre redevelopment and there are no plans to introduce a left-turn facility into Leys Avenue. Flows around/to the town centre will be improved by Gernon Road proposal. Town centre road signs to be reviewed as part of Gernon Road and Leys Avenue scheme. Text to be added to Gernon Road pro forma on town centre signing as per Response 9.	
22	Supportive of Leys Avenue scheme but make it two-way. Concerned over general traffic levels	See earlier clarification on Leys Avenue two-way issues Response 19	
23	Supportive of Leys Avenue/Gernon Road scheme	Supportive - no action.	
24	Supportive of Leys Avenue/Gernon Road scheme	Supportive - no action.	

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No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
25	Supportive of Gernon Road scheme. Wants increase station parking for commuters.	Existing clarification on parking suggested in Response 2.	
26	Supportive of Gernon Road scheme.	supportive no action	
27	Supportive of Gernon Road	supportive no action	
28	Supportive of Gernon Road	supportive no action	
29	Supportive of Gernon road	supportive no action	
30	Buses should run until midnight. Buses between Baldock and Hitchin have reduced since introduction of free bus passes. Introduce half price bus passes	Text already suggested to clarify commercial environment for bus services in Response 4. And Response 14 Bus passes are funded and provided by the council according to nationally agreed criteria	
31	Suggests that Gernon Road two- way would not alleviate 'complicated traffic routing through the town'. Proposes a number of alternative schemes to alleviate congestion – Reverse traffic flow on Leys Avenue or reverse Gernon Road to one-way east to west. Station Road roundabout - lower it -	Response 19 summarises rationale for Gernon Road/Leys Avenue. Station Road roundabout - This roundabout has a low accident record which would imply that its current layout isn't an issue. As with all roundabouts, drivers on all approaches should slow down in	

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	<p>currently it is too high for drivers northbound on Norton Way to see indicators of cars on roundabout and thus cannot tell if it is safe to proceed.</p> <p>Also requests details on: how cyclists have been factored in to calculations that Gernon Road (6.34m wide) can be safely accommodated; how have changes been assessed regarding pollution and noise changes; what risk assessments to pedestrians crossing the road/residents reversing out of their drives.</p>	<p>anticipation of having to give way. In addition, whilst providing for vehicle manoeuvres, each arm does have a pedestrian crossing facility across it to facilitate pedestrian movements as well. Improving visibility across the roundabout is likely to encourage higher entry speeds and less care with the potential to increase the risk to vulnerable road users.</p> <p>Proposals are suggested at outline feasibility at present with no detailed assessment. All schemes subject to more detailed feasibility before being taken forward.</p>	
32	<p>Incident recently of a child being knocked over at the entrance/exit to Tesco in Baldock at the London Road/South Road/High Street roundabout.</p>	<p>A review of the accident history on this site suggests it will not rank as a road safety scheme under HCC programme entry criteria. The recent accident took place on the South Road arm of the roundabout. This arm has full dropped kerbs, tactile paving and a central island to</p>	

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		<p>facilitate pedestrian movements.</p> <p>Herts police respond that in isolation a single collision is unlikely to justify any works. Herts Highways Road Traffic Collision team will identify the contributory factors involved and will produce a confidential accident report. This is not yet available.</p> <p>No amendments to strategy proposed.</p>	
33	<p>Letchworth Garden City Heritage Foundation comments.</p> <p>Development assumptions:</p> <ul style="list-style-type: none"> • Rentokil site. London Road is in Baldock • Tesco on High Street, Baldock not Letchworth • A number of sites stated as being in Letchworth when in Baldock • Market Hall redevelopment of intensely used retail. Little net increase in traffic • Dunhams Lane site owned by 	<p>Development assumptions/locations to be corrected in liaison with North Herts District Council.</p> <p>Dunham's Court off Dunham's Lane.</p> <p>Unit 5. Change of use from general industry to storage and distribution. This refers to a pending application made in 2009.</p> <p>Cycle schemes to be reviewed to note possible links to Greenway</p> <p>Holistic approach is already being proposed – fundamental to strategy.</p> <p>Leys Avenue. Earlier traffic modelling of Letchworth Town</p>	<p>Development corrections</p> <p>The following amendments were made to development TABLE 6.1 ASSESSMENT OF DEVELOPMENT</p> <p>Rentokil House, London Road, Baldock.</p> <p>Tesco, High Street, Baldock.</p> <p>Market Hall. Letchworth town centre. Redevelopment. Retail. - Redevelopment of existing intensely used retail. Significant net increase in traffic unlikely although any additional traffic likely to be would put pressure on congested links</p> <p>Unit 5. Dunham's Court off Dunhams Lane, Letchworth. Change of use. Industrial to storage and distribution.</p> <p>Pixmore Way – Go Kart – development removed from table</p> <p>Cycling and The Greenway</p>

No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
	<p>LGCHF. Development queried.</p> <ul style="list-style-type: none"> Change of use to Karting track on Pixmore Avenue is an existing operation <p>Make more of the Greenway</p> <p>Holistic approach needed. Better PT / cycle links to alleviate congestion and parking issues.</p> <p>Questions Leys Avenue – suggests HCC initially opposed to right turn on safety grounds</p> <p>Suggests they have existing modelling available covering the town centre options.</p> <p>Supports Letchworth station proposals.</p> <p>Suggests additional cycle links.</p> <p>Parking issue on Norton Way South.</p> <p>Questions Letchworth Gate dualling and refusal of LGCHF to release land.</p>	<p>Centre which was used to demonstrate the impact of a reversal of Leys Avenue from the previous eastbound flow and signalisation of the junction. The main driver of this work was the redevelopment proposals of the Arena and Wynd shopping areas. Initial modelling work indicated that the road network at that time -eastbound flow on Leys Avenue- needed adjustment if it was to cope with the increased development flows. Reversing the flow on Leys Avenue to westbound worked operationally but not as well as leaving it operating in the eastbound direction.</p> <p>Norton Way Parking issue noted with thanks and will be passed to North Herts District Council for review in their parking strategy</p>	<p>Paragraph added to Section 12</p> <p>The Greenway</p> <p>12.7 <i>The Greenway is a circular route that surrounds Letchworth Garden City providing a traffic free ‘green’ leisure route for pedestrians and cyclists. There are opportunities to link in the cycling schemes proposed here to provide a truly integrated cycling experience for the towns.</i></p> <p>Following pro forma updated.</p> <p>NM1. Cycle Corridor 1 (Hitchin Road to Town Centre)</p> <p><i>Cycle Corridor 1 runs from the western edge of Letchworth into the town, providing inter-urban connectivity to Hitchin and linking Letchworth’s western neighbourhoods with the town centre. The corridor runs along Cambridge Road and Hitchin Road, linking in with The Greenway, before turning left into Highfield, then right into Sollershot West, where it continues along Broadway using part of the existing NCN 12 route.</i></p> <p>NM2. Cycle Corridor 2 (Jackmans Estate to Grange Estate)</p> <p><i>Cycle Corridor 2 links the Jackmans and Grange Estates with employment sites on Works Road. The corridor makes use of part of the existing NCN 12 route, crosses Baldock Road and continues north along Dunhams Lane, crosses Works Road, continues over the railway and then along alleyways north of the railway line towards the Grange Estate. There are opportunities to link this route into The Greenway at the access point on Pryor Way and Baldock Lane.</i></p>

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			<p>NM4. Cycle Corridor 4 (Jackmans Estate to Town Centre and Highfield School)</p> <p><i>This route runs through the southern side of Letchworth providing an alternative cycle route to the town centre for cyclists who may be less experienced or less confident, and preferring not to use the main roads. The eastern extent of this route is part of NCN12 and connects with Baldock via The Greenway under the A1(M) and Cycle Corridor 7.</i></p> <p>NM7. Cycle Corridor 7 (Clothall Common to A1(M) Underpass via Baldock Town Centre and Knights Templar School)</p> <p><i>This corridor links the Clothall Common estate with Baldock town centre and connects with the eastern end of Cycle Corridor 2 and The Greenway, to provide a continuous route from Clothall Common to Letchworth. The route will also serve the Knights Templar School via Weston Way. The UTP consultation exercise identified Clothall Common to Letchworth cycle links as a key issue.</i></p> <p>Add text</p> <p>1. Introduction</p> <p>1.4 The Urban Transport Plan team will work with Letchworth Garden City Heritage Foundation to integrate their current Masterplan proposals where practicable with an on-going annual review as more data becomes available from modelling and consultation exercises</p> <p>Text to C1 Gernon Road / Ley Avenue pro forma:</p> <p>Other Information / Additional Notes: Scheme is at outline feasibility and will be subject to more detailed assessment, including</p>

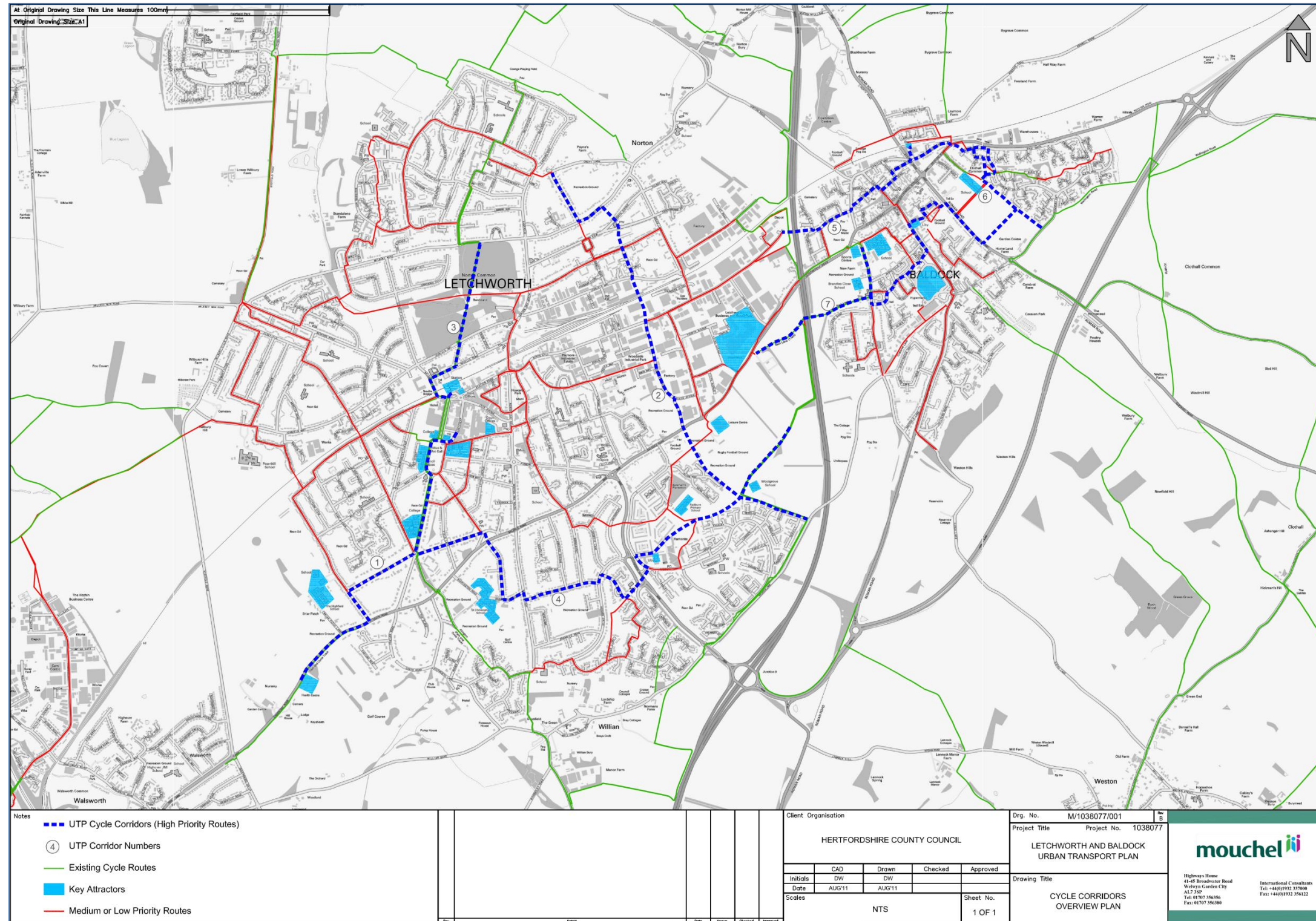
No.	Summary of Feedback	Commentary / Suggested Response	Amendments to Strategy
34	Partnership Enhanced Communities. Survey of Wilbury and Grange residents. Issues raised on parking – Commuters, general lack of spaces and anti-social parking	To be passed to North Herts District Council for review as part of their existing strategy development.	<i>advice from Herts Road Safety team.</i>

APPENDIX

D

CYCLE CORRIDOR PROPOSALS

D1 CYCLE CORRIDOR PROPOSALS



Hertfordshire County Council - making Hertfordshire an even better place to live by providing:

Care for older people

Support for schools, pre-school children, 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

Services to safeguard and promote the welfare of children and adults

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