

# Cycling Schemes

## Cycling schemes included in the UTP;

Scheme Reference	Scheme Name	Timescale	Page Number
CM2	Review the existing cycle-way network	Short	67
CM3	Provide/improve Cycle parking at all entrances to the town centre (7 in all)	Short	71
CM5	Improve policing on the cycleways	Short	76
CM14	Improve maintenance, signing and markings along the cycle-ways	Short	77
PCM8	Introduce a crossing facility on Old Knebworth Lane around the National Cycleway network	Short	80
CM15	Remove car parking and relocate cycle parking to the area immediately south of the rail station	Medium	83
CM17	Provision of a cycle crossing over St. Georges Way	Medium	88
CM1	Make sure cycle routes are complete and do not stop short of destinations	Medium	92
CM7	Provide a dedicated cycle route along Gresley Way between Six Hills Way and Great Ashby Way	Medium	95
CM7.1	Provide a link between the proposed Gresley Way cycle route and the existing cycle network at Six Hills Way	Medium	97
CM7.2	Provide a link from the proposed Gresley Way cycle route to the existing cycle route along Martins Way	Medium	99
CM8	Provide a dedicated cycle route parallel to St. Georges Way	Medium	101
CM8.1	Connect existing cycle lanes on the Six Hills Way roundabout with the proposed cycle route along St. Georges Way	Medium	103
CM9	Provide cycle facilities through business partnerships	Medium	105
CM10	Separate cyclists and mopeds on the cycle-ways	Medium	106
CM16	Provide a cycling 'ring' around the leisure centre	Medium	108
PCM20	Provide a cycle route along Mobbsbury Way	Medium	111

## Cycling schemes not included in the UTP;

Scheme Reference	Scheme Name	Timescale	Page Number
CM6	Introduce a crossing facility at street level over Lytton Way between the leisure centre and the rail station.	Medium	93
CM11	Introduce a cycle hire scheme in the town centre	Medium	107
PCM12	Provide a cycle connection between Broadhall Way and Newton Wood to the west of the A1(M)	Medium	110

Note: PCM represents a scheme identified at Public Consultation

<b>Scheme Name</b>	Review the existing cycle-way network	
<b>Scheme Reference:</b>	CM2	
<b>Problem References:</b>	C1 C3 C3.4 C5 C7 C8  C10 C12	Cycle ways are under used Gaps/breaks in the current cycle network limit connectivity Lack of direct cycle routes to surrounding residential areas Lack of directional signage for cyclists along network Many blind corners along the cycle network Many interface points between cycle network and the road are poorly/unsafely designed  Security, lighting and maintenance on the cycle routes is poor Insufficient space allowed on some on-road facilities
<b>Scheme Status:</b>	This scheme is being addressed through other specific UTP schemes	

## Description of Proposals

This issue was raised as part of the UTP stakeholder consultation. There is currently a cycle map that is produced by the Stevenage branch of the CTC in association with the Hertfordshire County Council and Stevenage Borough Council. Large quantities have been printed and are available throughout the town and are also available at the following location <http://www.stevenagectc.org.uk/>.

There is also a project currently underway called the Stevenage Cycleways study by Hertfordshire Highways in association with the Borough Council to review this work. It is proposed that this study will look at reviewing and improving the signing and lining around the existing cycle network to make it more navigable. Part of this signing strategy will involve specifying distances and shortest distances to key destinations around the network. In addition to this 'Hub signs' are proposed to be installed near the centre of community neighbourhoods and smaller zoomed-in (local) signs placed at selected decision / entry points along the cycle network. Places such as hospitals, railway stations, Fairlands Park, town centre, libraries, schools, places of worship, shops and business parks are to be highlighted as points of interest (POI).

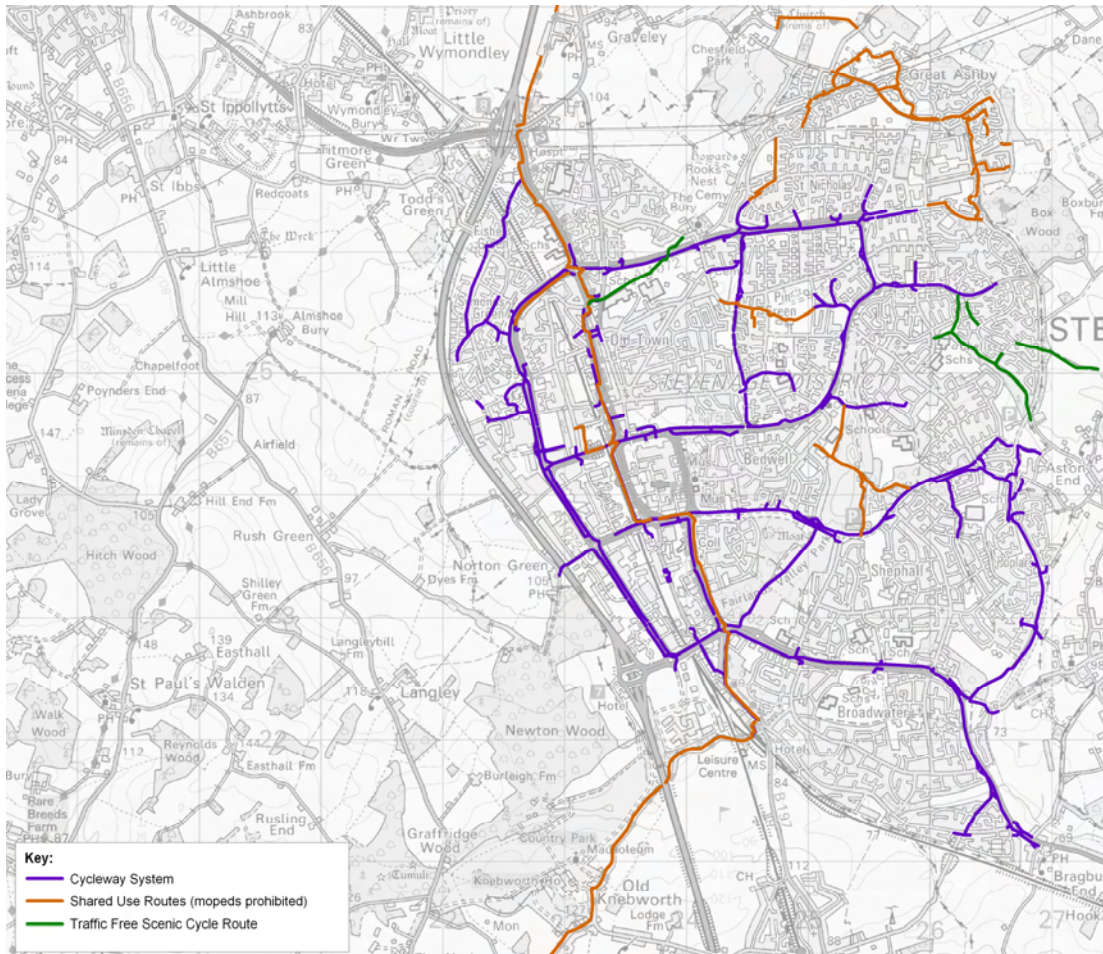
Local POI's will be coloured on the map but not named. Stevenage wide POI's are to be signed with distances. To avoid the duplication of work between the Cycleways Study and the UTP the outcomes of the study outlined above are being highlighted within the UTP but delivered by this separate study. There is however funding available to deliver the Cycleways study but these details are given below.

Through liaison with a local CTC representative we have also identified a number of locations where the current cycleway system needs to be improved and better connected. These are however being dealt with as separate schemes within the UTP. This solution which suggests reviewing the cycleway system is effectively the first task in developing measures to address the specific issues and whilst this could apply to all of the cycling solutions suggested, the review has picked out the following specific measures;

- CM6 - Improve existing cycle way east of Leisure Centre and provide linkage to crossing across Lytton Way
- CM7 - Introduce a cycle route along Gresley Way
- CM8 - Provide a cycle lane along St Georges Way
- CM17 – Provide a cycle crossing across St Georges Way
- CM10 - Separate cyclists and mopeds on the cycle-ways
- CM12 - Ban mopeds from cycle-ways
- CM15 - Improve maintenance, signing and markings along the cycle-ways
- CM16 - Provide a cycling 'ring' around the leisure centre

## Existing cycle network

The map below shows the current cycle network in Stevenage, consisting of cycle-ways, shared use routes and traffic-free scenic cycle routes.



## Supporting Photograph(s)



*Example of poorly designed interface between the road and cycle network. Cyclists are forced to either join the carriageway or ride on the footway, significantly increasing the potential for accidents.*



*Unattractive entrance to the town centre from Eastgate. Signs indicate no cycling however there is no additional information for cyclists e.g. directions to designated cycle routes/parking.*



*Example of a moped observed using the cycle-way. The perceived problem with mopeds on the cycle-ways is further exacerbated by the lack of suitable signing and lining to separate motorised users from cyclists.*



*Example of a shared use route in the Old Town. The lack of directional signage to likely destinations makes it difficult for non residents to navigate the network*

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Various considerations which are dealt with at a specific scheme level		

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<b>Links to other UTP schemes:</b>	<p>All other cycle schemes, but also:</p> <p>SM4- Provide walking/cycling maps</p> <p>SM2 – Promote awareness of opportunities for sustainable travel</p> <p>SM5 - Improve signage for pedestrians</p> <p>SM10 - Produce a walking strategy for Stevenage</p> <p>WM13 - Improve signing to the station from key surrounding routes</p>
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<b>Contribution to Objectives / Indicators:</b>	UTP Objectives	<p>1) Increase the pedestrian priority and environment along key desire lines</p> <p>5) Address peak hour congestion on the highway network, both for the present and in the future</p> <p>8) Increase the number of sustainable travel measures and their uptake</p>
	LTP Indicators	<ul style="list-style-type: none"> <li>Cycling trips</li> </ul>

Outline Cost Analysis		
Works Element	Est. Cost	Notes
£300,000 available from the Housing and Growth Fund, with consultancy fees being covered by HCC		
Additional specific costs identified in specific schemes		
<b>TOTAL COST FOR DELIVERY</b>	£300,000	

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N
<p><b>Where 'N' details for overcoming deliverability risk:</b></p> <p>Will need to be delivered through multiple stakeholders but all relevant stakeholders are already engaged and behind the outcomes</p> <p>Agreement on appropriate signage need to be agreed with the DfT given the status of the cycleways. This is not anticipated to cause any significant problems.</p>		

Other Information/Additional Notes:
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<b>Scheme Name</b>	Provide/improve cycle parking at all entrances to the town centre (7 in all)	
<b>Scheme Reference:</b>	CM3	
<b>Problem References:</b>	W1 WM7 C1 C6 C9 C9.2	Conflicts between cyclists and pedestrians in the town centre Reinforce User Hierarchy in the town centre pedestrianised areas Cycle ways are under used Conflicts between cyclists and pedestrians in the town centre Lack of cycle facilities at key destinations Location of town centre cycle parking is problematic
<b>Scheme Status:</b>	This scheme is included in the UTP	

## Description of Proposals

This scheme is intended to provide secure cycle parking at seven identified gateways to the town centre (detailed below) to replace the existing cycle parking facilities. The reason for proposing cycle parking at these locations is that they offer coherent and direct routes into the town centre and reflect key desire lines for both pedestrians and cyclists. This scheme will therefore consolidate cycle parking in and around the town centre to provide key locations for safe and secure parking. By making cycle facilities more convenient, secure and prominent this will help to encourage more cycle trips into the town centre and give cyclists greater priority in the urban realm. This scheme is also intended to alleviate concerns over the location and security of existing cycle parking and compliments the proposed cycle lanes along St. Georges Way to the east of the town centre.

A further advantage of providing improved cycle parking at the locations outlined below is that it will provide an opportunity for the cycling ban within the town centre to be better enforced. If cyclist are told through signage that they are entering a pedestrianised area where cyclists are banned and also provided with a safe and secure location to lock their bike they would be less likely to take their bike in to the town centre.

The seven proposed locations for cycle parking are as follows;

- South-west of the Tesco store, adjacent to the large car park
- Adjacent the entrance to the leisure centre
- North-west of the bus station, along Danestrete
- South-west of the bus station at Danestrete/Danesgate
- West of St. Georges Way, along Eastgate
- West of St. Georges Way and north of Market Square, at entrance to the town centre
- West of St. Georges Way and north of Marshgate, at entrance to the town centre

The key considerations for providing town centre cycle parking, as outlined in the HCC Cycle Parking Guide are as follows;

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

**Accessibility:** Proximity of cycle parking to the destination is a major factor in encouraging people to cycle. By locating the proposed cycle parking at the town gateways (as detailed above), it is felt that this maximises the accessibility of these facilities for cyclists. Also, the fact that there are seven proposed locations around the town centre offers a great deal of flexibility for cycle parking locations.

**Visibility:** The ideal location for cycle parking is one which is constantly under surveillance by the

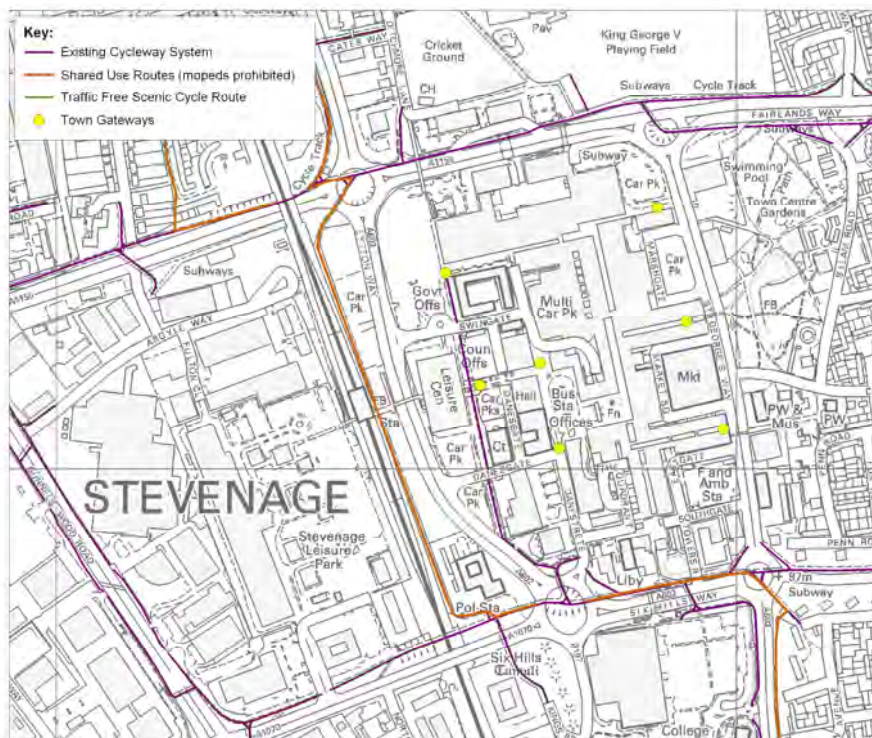
general public. This helps to reduce fears over security as well as raising the profile of cycling and making it an integral part of the urban streetscape. The prominent locations of each of the town gateways will again prove to be advantageous when installing the proposed cycle parking.

**Security:** When cycle parking is installed in public places, such as town centres, it is preferable to maximise visibility to CCTV. This reduces the risk of vandalism and theft and provides cyclists with confidence to cycle to the destination. Stevenage town centre already possesses CCTV, but it is anticipated that it will be necessary to install additional cameras where the proposed cycle parking is not covered by existing CCTV.

## Details of cycle parking:

Taking the above points into consideration it is intended to provide Cambridge shelters at each of the seven town gateways. This type of shelter consists of covered bays which each support four Sheffield stands, allowing for eight bikes to be parked per bay. This type of high capacity cycle parking will enable a single location to support the required demand whilst also offering a simple, secure and easy to use design. The covered bays will afford protection from the weather whilst also being highly visible to the general public and CCTV. It is intended that two bays will be required at each location enabling up to 16 bikes to be parked at any one time. Given the short nature of many of the cycle trips to the town centre and the observed levels of existing cycling it is anticipated that this level of parking will be sufficient to meet the current demand whilst also allowing for the future growth in cycling trips. These cycling facilities will generate a high turnover in terms of the number of cyclists visiting the town centre and will act as a visible presence to promote cycling as an attractive mode of travel within Stevenage. Ultimately, the existing cycle network will be enhanced by this scheme as it will provide a high quality trip end environment for cyclists accessing the town centre from surrounding areas.

## Location Plan/outline Scheme Plan



Proposed cycle parking locations at the seven town gateways



## Supporting photographs



*Example of existing cycle parking in the town centre. This type of wheel lock is not the most effective or efficient design and does not appear to be well used around the town centre. The poor location and lack of security would further contribute to the unattractiveness of this facility.*



*Example of cycle parking at the leisure centre. This design is easier to use, however this location does not provide a covered, attractive and secure facility that would encourage more people to cycle to the destination.*



*Example of Cambridge Shelter which uses the Sheffield stand design. This cycle parking facility is prominently located and provides an efficient design which is both secure and covered from the elements. This kind of high capacity cycle parking offers the best solution to satisfy demand and encourage more cycling trips and is intended to be installed at each of the town centre gateways described previously. (Source: DfT)*

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Need to ensure that areas of cycle parking do not create conflicts between cyclists and pedestrians	Reinforce 'no cycling' restrictions in the town centre. Improve signage for both pedestrians and cyclists. Produce cycling maps showing routes to and from the areas of cycle parking	Y
The security of the cycle parking at the seven locations	By locating the areas of parking in prominent and visible locations it will provide cyclists with more confidence to park there. CCTV can also be installed to discourage theft or vandalism	Y
Integration with the public realm	To ensure that the proposed cycle parking contributes towards to the urban streetscape an attractive and efficient design will be used. Suitable lighting and colour schemes will also contribute towards this and link with the Stevenage Borough brand	Y
Sufficient space for cycle parking	Each of the seven locations selected will need to have sufficient space so as not to obstruct/impede movement. The exact location will therefore be dependent on the existing characteristics at each site	Y

<b>Links to other UTP schemes:</b>	CM4- Provide secure cycle storage at key destinations CM8- Provide a cycle lane along St. Georges Way WM7- Reinforce User Hierarchy in the town centre pedestrianised areas WM11- Co-ordinate initiative to reduce street clutter
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<b>Contribution to Objectives / Indicators:</b>	UTP Objectives	2) Improve the connectivity and continuity of the cycle network. 3) Improve the accessibility of key destinations for all users.
	LTP Indicators	<ul style="list-style-type: none"> <li>Cycling Trips</li> </ul>

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Sheffield stand x 56	£3,024	
Cambridge shelter x14	£26,600	
<b>TOTAL COST FOR DELIVERY</b>	<b>£29,624</b>	

<b>Deliverability Assessment</b>		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N
<b>Where 'N' details for overcoming deliverability risk:</b>		

Other Information/Additional Notes:
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**Scheme:**

Improve policing on cycle-ways

**Scheme Reference:**

CM5

**Scheme Status:**

This scheme is included in the UTP as a cycling policy to be taken into consideration by HCC and SBC

**Purpose:**

This issue was raised as part of the UTP stakeholder consultation and refers to a number of specific issues on the cycle-ways, namely;

- A perceived lack of security on parts of the cycle-way network, particularly in the evening and at night.
- The use of unauthorised vehicles on the cycle-ways causing potential hazards to other users
- Instances of vandalism and graffiti being carried out along the cycle-ways

Whilst these views are not held by all people, nor are they commonplace across the entire network, they nevertheless need to be addressed to ensure that the cycle-way network is viewed in a positive light and seen as a beneficial asset to the town.

**Details:**

- Introduce a physical presence on the cycle-way network using patrols by police/community safety officers
- Increase the use of CCTV across the network, particularly at certain locations such as underpasses
- Introduce a regular maintenance schedule to ensure that the cycle-ways are kept clear of rubbish, graffiti etc

**Benefits:**

- By addressing these particular concerns it may encourage more people to use the cycle-ways and therefore increase the number of cycling trips across the network
- The actual instances of crime and vandalism could be reduced
- Accidents between motorised vehicles and cyclists/pedestrians could be reduced
- The attractiveness of the cycle-ways as an environment for all users would be greatly improved

**Risks:**

- Policing the cycle-ways could be prohibitively costly and divert valuable resources
- Due to the size of the cycle-way system it would not be possible to police its entire length
- Many of the specified problems may be perceived rather than being actual issues

**Indicative Cost:**

No cost has been attributed to this particular scheme. The police have been consulted on this issue whilst they are not able to give a firm commitment as the detail of locations is not currently known would be happy to be engaged with the scheme and look to increase their presence if required.

<b>Scheme Name</b>	Improve maintenance, signing and markings along the cycle-ways	
<b>Scheme Reference:</b>	CM14	
<b>Problem References:</b>	C1 C5 C7 C10 H4	Cycle ways are under used Lack of directional signage for cyclists along network Many blind corners along the cycle network Security, lighting and maintenance on the cycle routes is poor Priority given to the car driver over other modes
<b>Scheme Status:</b>	This scheme is not included in the UTP	

## Description of Proposals

This issue was raised as part of the UTP stakeholder consultation. There is currently a cycle map that is produced by the Stevenage branch of the CTC in association with the Hertfordshire County Council and Stevenage Borough Council. Large quantities have been printed and are available throughout the town and are also available at the following location <http://www.stevenagectc.org.uk/>.

There is also a project currently underway which is being undertaken called the Stevenage Cycleways study by Hertfordshire Highways in association with the Borough Council to review this work. It is proposed that this study will look at reviewing and improving the signing and lining around the existing cycle network to make it more navigable. Part of this signing strategy will involve specifying distances and shortest distances to key destinations around the network. In addition to this 'Hub signs' are proposed to be installed near the centre of neighbourhoods and smaller zoomed-in (local) signs placed at selected decision / entry points along the cycle network. Places such as hospitals, railway stations, Fairlands Park, town centre, libraries, and schools, places of worship, shops and business parks are to be highlighted as points of interest (POI).

Local POI's will be coloured on the map but not named. Stevenage wide POI's are to be signed with distances.

To avoid the duplication of work between the Cycleways Study and the UTP the outcomes of the study outlined above are being highlighted within the UTP but delivered by this separate study. There is however funding available to deliver the Cycleways study but these details are given below.



## Location Plan/outline Scheme Plan

Awaiting outcome of the Hertfordshire Highways Cycleways Study

## Supporting Photograph(s)



*Example of signage around Lytton Way. Whilst in a prominent position this type of signing is not consistent across the cycle network and does not give an indication of direction, time or distance to the specified destinations.*



*A cycle-way heading away from the Old Town. The lack of signing and deterioration of the lining detracts from the attractiveness of the route.*



*Example of signage on the cycle-way falling into disrepair. This makes it difficult for cyclists, particularly visitors or novice cyclists to navigate the network.*

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

<b>Links to other UTP schemes:</b>	CM2 – Review the cycle-way infrastructure (particularly signing and lining) SM2 – Promote awareness of opportunities for sustainable travel SM4 – Provide walking/cycling maps SM5 - Improve signage for pedestrians SM10 - Produce a walking strategy for Stevenage
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<b>Contribution to Objectives / Indicators:</b>	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines 2) Improve the connectivity and continuity of the cycle network 5) Address peak hour congestion on the highway network, both for the present and in the future 8) Increase the number of sustainable travel measures and their uptake
	LTP Indicators	<ul style="list-style-type: none"> <li>Cycling trips</li> </ul>

Outline Cost Analysis		
Works Element	Est. Cost	Notes
This scheme no longer has funding to be brought forward		
<b>TOTAL COST FOR DELIVERY</b>		

Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N
<b>Where 'N' details for overcoming deliverability risk:</b> Will need to be delivered through multiple stakeholders but all relevant stakeholders are already engaged and behind the outcomes Agreement on appropriate signage need to be agreed with the DfT given the status of the cycleways. This is not anticipated to cause any significant problems.		

Other Information/Additional Notes:
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<b>Scheme Name</b>	Introduce a crossing facility on Old Knebworth Lane around the National Cycleway network	
<b>Scheme Reference:</b>	PCM8	
<b>Problem References:</b>	H4	Priority given to the car driver over other modes
<b>Scheme Status:</b>	This scheme is included in the UTP	

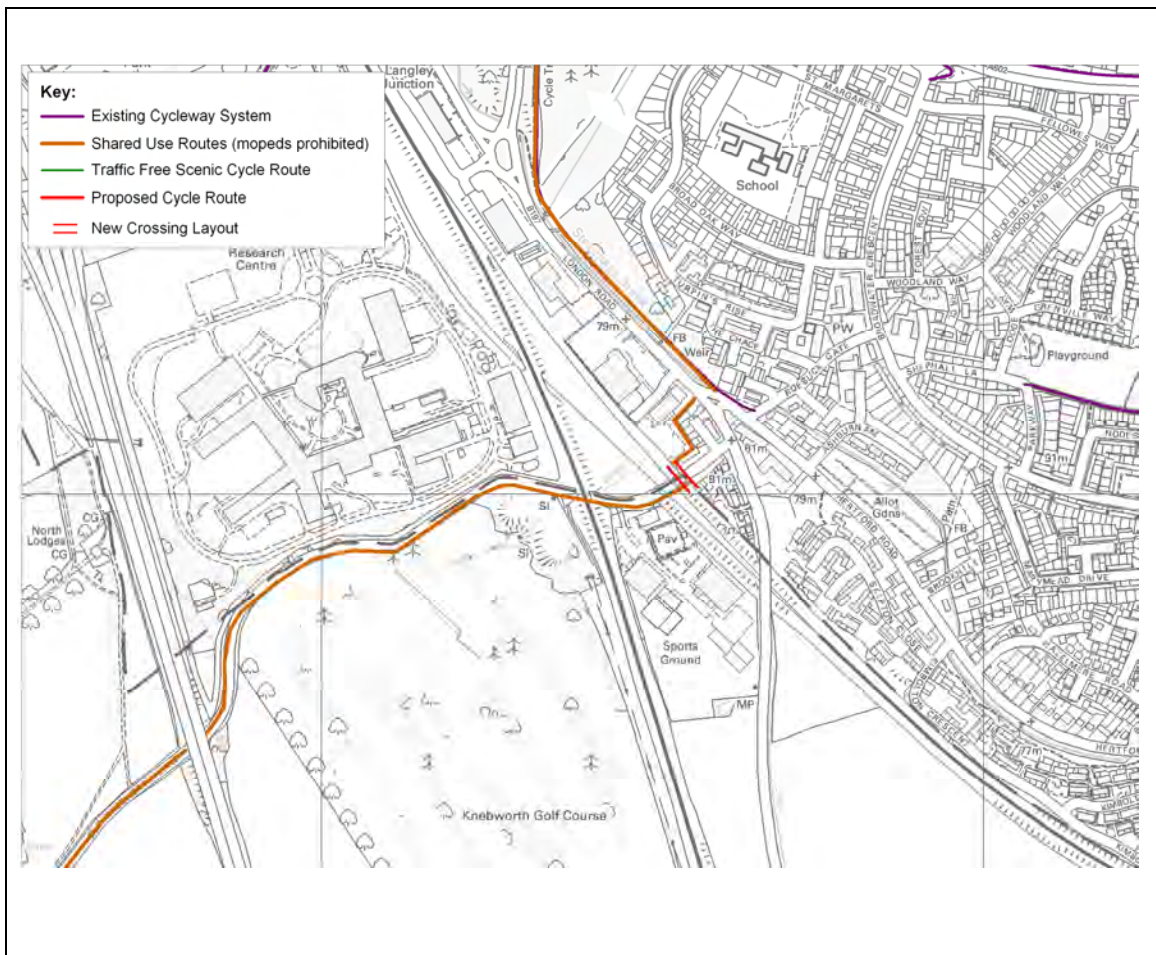
## Description of Proposals

This scheme was raised through the public consultation and relates to the need to provide a safe means for cyclists to cross Old Knebworth Lane when following National Cycle Route 12 to/from Stevenage. At present Cycle Route 12 follows Old Knebworth Lane towards Stevenage before utilising an off-road section which runs behind a number of houses on Blair Close, emerging at a crossing point north of the London Road junction. Cyclists are then able to continue along the cycleway system into Stevenage. The key problem is understood to occur when cyclists wish to transfer between the on-road section of Old Knebworth Lane and the off-road section which is accessed directly from the carriageway.

Consultation with local CTC members has indicated that the short off-road section linking Old Knebworth Lane and London Road is not the most practical for all cyclists and that some cyclists may therefore bypass this route and continue along the road before negotiating the London Road junction. It has been indicated that since this section of road has been made 30mph using the junction has consequently become reasonably safe for cyclists.

Taking the above points into consideration it is nevertheless considered necessary to provide a suitable crossing point for cyclists to safely access the off-road section of this route when travelling east along Old Knebworth Lane and to safely rejoin the carriageway when travelling west from the off-road section. This will provide a useful facility for National Cycle Route 12 and allow cyclists a safer alternative to continuing along the carriageway and negotiating the London Road junction.

It is therefore proposed to provide a paved area within the existing verge on either side of Old Knebworth Lane at the access to the off-road section of cycleway. Each paved area will comprise of a raised hard standing with dropped curbs and appropriate surfacing. Cyclist warning signs will also be installed on the approaches to the crossing to warn motorists of the presence of cyclists. This scheme will afford cyclists a safe access to and from this section of the route and contribute towards the attractiveness and functionality of National Cycle Route 12 in this location.



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

<b>Links to other UTP schemes:</b>	PCM6- Provide a Toucan crossing outside the Tesco's store on London Road
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<b>Contribution to Objectives / Indicators:</b>	UTP Objectives	2) Improve the connectivity and continuity of the cycle network
	LTP Indicators	<ul style="list-style-type: none"> <li>Cycling trips</li> </ul>

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Cyclists warning sign + column x2	£400	

## Short Term Cycling Schemes



hard standing construction (assuming 2mx3m each side)	£800	
Designs	£200	
Prelims	£100	
Supervision	£100	
Contingencies	£200	
<b>TOTAL COST FOR DELIVERY</b>	<b>£1900</b>	

<b>Deliverability Assessment</b>		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N
<b>Where 'N' details for overcoming deliverability risk:</b>		

Other Information/Additional Notes:
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<b>Scheme Name</b>	Remove some car parking and relocate cycle parking to the area immediately south of the rail station	
<b>Scheme Reference:</b>	CM15	
<b>Problem References:</b>	C9 C9.3 PT8	Lack of cycle facilities at key destinations Lack of cycle parking at the rail station Sustainable modes of travel need greater priority
<b>Scheme Status:</b>	This scheme is included in the UTP	

## Description of Proposals

This scheme involves the relocation of the existing cycle parking currently adjacent to the station to the area immediately south of the station, currently being used for car parking. By creating a larger and better designated cycle parking area at this location more space can be provided to accommodate the current demand and help to prevent the inappropriate cycle parking which takes place at present. This will also provide scope for providing more efficient and secure facilities which will make cycling to the station a more attractive travel choice.

By relocating the cycle parking to the south of the station it also reduces potential conflicts between cyclists and the existing taxi/bus facilities, and would provide ease of access for any potential at-grade crossing over Lytton Way. At present the segregated cycle-way that runs north to south past the station has an exit close to the current cycle parking. Under the new proposals this would also be moved to the south to ensure that cyclists had a strong and direct link between the cycle parking facilities at the station and the Stevenage cycleway. This scheme is therefore intended to address the specific issues regarding cycle parking at the station but will also help increase the mode share of cycling trips to the station and within Stevenage as a whole.

## Details of cycle parking

The current cycle parking facilities consist of three cycle sheds which can accommodate between 15 to 32 bikes in each and utilise the Sheffield stand design. This facility has been regularly observed as being at full capacity with additional bikes chained within the sheds and along adjacent railings and street furniture. It is therefore anticipated that around 200 cycle parking spaces would need to be provided to satisfy the current demand and allow for future increases in cycle trips to the station.

When deciding upon the design of cycle parking at the rail station there a number of important factors which need to be considered. Due to the long stay nature of cycle parking at stations, security is a major factor and as such the use of CCTV is considered to be essential to provide cyclists with the confidence to leave their bikes unattended for extended periods of time. The cycle parking facilities will also require adequate lighting and protection from the weather as well as providing an efficient and easy to use design.

Taking the above points into consideration it is intended to provide a series of Cambridge shelters which consist of covered bays that each support four Sheffield stands, allowing for eight bikes per bay. This type of high capacity cycle parking will be able to provide the necessary cycle spaces (requiring 25 bays) whilst also offering a simple, secure and easy to use design. It is intended that the Cambridge stands would be accommodated within the designated cycle parking area to the south of the station to provide a highly visible and well located facility. CCTV would also be required to provide added security.

Re-locating the existing cycle parking will also present an opportunity in the short term to re-allocate space for disabled parking and also provide more space for taxi pick up and drop off points within the station perimeter.

## Location plan



## Supporting Photograph(s)



*Proposed location for cycle parking to the south of the station. This area will offer more space to provide an improved cycle parking facility*



*Existing area of cycle parking. The current facilities comprise of several sheds adjacent to the station entrance and lack any additional facilities (lockers etc)*



Example of excess demand for cycle parking as cyclists are forced to chain bikes to the railings as the existing facilities are full.



The existing cycle parking facilities present an unattractive option for cyclists and reinforce concerns over security.



*Cycle parking at Hertford North rail station.* A designated cycle parking area has been created adjacent to the station which makes use of both open and covered Sheffield stands. The area is covered by CCTV and provides an attractive cycle parking facility. The cycle parking is clearly well used and satisfies the demand for cycling trips to the station.



*Example of a Cambridge shelter.* This type of cycle parking offers a flexible, high capacity solution which provides parking for up to eight bikes in each bay using the Sheffield stand design. The bays are covered by a polycarbonate roof and can be extended to provide the desired number of bays. This type of cycle parking is highly visible, robust and easy to use representing a good option for Stevenage rail station. (Source Autopa.co.uk)

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Some car park capacity would be lost	The benefits of providing a designated cycle parking area which can accommodate more bikes would outweigh the loss in car parking capacity. There is also a proposal in place to construct a multi-storey car park to the north of the station which increase car parking overall at the station.	Y
Avoid conflict between cyclists and other users	The use of effective signing and lining will help to direct cyclists to this designated cycle parking area. By providing connections to the existing cycle routes, it will be possible to keep cyclists segregated from pedestrian and vehicular traffic.	Y

<b>Links to other UTP schemes:</b>	<p>WM2- Redesign the footbridge to provide covered walkway between leisure centre and station</p> <p>WM9- Provide an at-grade crossing across Lytton Way (under existing bridge)</p> <p>WM13- Improve signing to the station from key surrounding routes</p> <p>CM4- Provide secure storage of cycles at key destinations</p> <p>CM9- Provide cycle facilities, e.g. storage, showers etc, through business partnerships</p> <p>CM16- Provide a cycling 'ring' around the leisure centre</p> <p>PTM2- Redesign the train station forecourt</p>
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<b>Contribution to Objectives / Indicators:</b>	UTP Objectives	<p>2) Improve the connectivity and continuity of the cycle network</p> <p>3) Improve the accessibility of key destinations for all users</p>
	LTP Indicators	<ul style="list-style-type: none"> <li>Cycling trips</li> <li>Public Transport Patronage</li> </ul>

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Sheffield Stands x100	£5,400	
Cambridge Shelter x25 (bays)	£47,500	
<b>TOTAL COST FOR DELIVERY</b>	<b>£52,900</b>	

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

**Where 'N' details for overcoming deliverability risk:**

Land ownership and franchise issues at the station, although initial engagement with First Capital First Capital Connect has indicated that they would be interested in such a scheme. The scheme would need to be linked most likely with the re-design of the station forecourt which could not happen in the short term given the level of design and engagement required,

Other Information/Additional Notes:



<b>Scheme Name</b>	Provision of a cycle crossing over St. Georges Way	
<b>Scheme Reference:</b>	CM17	
<b>Problem References:</b>	C3 C11 H4	Gaps/breaks in the current cycle network limit connectivity Permeability of the town centre for cyclists is an issue Priority given to the car driver over other mode
<b>Scheme Status:</b>	This scheme is included in the UTP	

## Description of Proposals

This scheme is intended to provide a signalised crossing over St. Georges Way to provide improved cyclist access to the town centre from the east and address severance issues caused by St. Georges Way. The crossing would be located north of Cutty's Lane to link directly in to the town centre access north of Marshgate. There is an existing pedestrian underpass at this location however this is an uninviting gateway to the town centre and offers no formal cycle access. The proposed at-grade crossing will be suitable to all users and provides a more attractive entrance to the town centre, giving priority to non-motorised users as well as the disabled.

This facility provides a natural extension of the east-west route through the town gardens and improves accessibility and legibility on the network. There would be a requirement to incorporate a ramp to east of St Georges Way to bring the cycleway to the same level as St Georges Way. If this was installed it would also mean that disabled users would have far better access from the east to the town centre. In addition, this crossing could be integrated into the proposed cycle lane along St. Georges Way (CM8) and the proposed town centre cycle parking locations (CM3), further enhancing the permeability and accessibility of the town centre for cyclists.

The introduction of a crossing in this location was tested in the transport model and showed that that there were no significant problems with highway capacity. Given the emphasis that has been placed on the Route User Hierarchy it is considered important that this route priority is for cyclists.

Following the public consultation exercise it was suggested that the location of the crossing could be moved further north along St. Georges Way so as to be adjacent to the swimming centre. It is understood that the option of providing a crossing in this location is being considered as part of the Town Centre regeneration and it is therefore recommended that the exact location of this facility be determined at the detailed design stage so as to best complement emerging plans.

Location Plan/outline Scheme Plan



Location of proposed crossing

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Reduction in highway capacity along St. Georges Way	The majority of traffic using this route will be accessing/exiting town centre car parks and it is not considered that the crossing will have an overly detrimental impact on highway capacity. This has been tested in the model and the introduction of this scheme does not cause any significant problems in the base year. This will however need to be reviewed as traffic flows increase in the future.	Y
Differing gradient between St. Georges Way and the existing access to the town centre	Engineering works required to bring this part of the network to at grade	Y
Potential conflict between pedestrians and cyclists along the route	Ensure that the crossing is suitably designed to enable good visibility/lines of sight. Improved signing for designated cycling routes and parking will provide greater information and ease of navigation	Y

<b>Links to other UTP schemes:</b>	<p>CM1- Make sure cycle routes are complete and do not stop short of destinations</p> <p>CM2- Review the cycle-way infrastructure (particularly signing and lining)</p> <p>CM3- Provide/improve cycle parking at all entrances to the town centre</p> <p>CM8- Provide a cycle lane along St Georges Way</p> <p>CM14- Improve maintenance, signing and markings along the cycle-ways</p>
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<b>Contribution to Objectives / Indicators:</b>	UTP Objectives	<p>2) Improve the connectivity and continuity of the cycle network.</p> <p>3) Improve the accessibility of key destinations for all users.</p> <p>6) Address severance issues caused by the road and rail infrastructure.</p>
	LTP Indicators	<ul style="list-style-type: none"> <li>Cycling Trips</li> </ul>

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Toucan crossing	£75,000	
Ramp to Town Centre	£45,000	
Detailed design costs	£24,000	

Preliminaries	£12,000	
Supervision	£12,000	
Miscellaneous costs (inflation, contingencies, etc)	£72,000	
<b>TOTAL COST FOR DELIVERY</b>	<b>£240,000</b>	

<b>Deliverability Assessment</b>		
Can the scheme be delivered within the highway boundary?	<b>Y</b>	<b>N</b>
Can the scheme be delivered without third party involvement?	<b>Y</b>	<b>N</b>
Do all elements of the scheme involve standard work processes?	<b>Y</b>	<b>N</b>
Can the scheme be delivered in the short term?	<b>Y</b>	<b>N</b>
<b>Where 'N' details for overcoming deliverability risk:</b>		

Other Information/Additional Notes:
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**Scheme:**

Make sure cycle routes are complete and do not stop short of destinations

**Scheme Reference:**

CM1

**Scheme Status:**

This scheme is included in the UTP as a cycling policy to be taken into consideration by HCC and SBC

**Purpose:**

Stevenage has an extensive network of cycle-ways which cover much of the town; however there is widespread acknowledgement that there are numerous gaps or breaks in the network which limits the ability of cyclists to access key destinations. These breaks in the network can be as a result of physical barriers (such as road and rail infrastructure), a lack of cycle infrastructure (such as designated cycle routes), or due to a lack of available information (including directional signing).

To ensure that the cycle network is properly connected it is first necessary to identify any areas which can be improved, requiring a full review of the cycle network. There is a project currently being undertaken by Hertfordshire Highways in association with Stevenage Borough Council which is intended to look at reviewing and improving the signing and lining around the existing cycle network to make it more navigable. Part of work will involve specifying distances and shortest distances to key destinations around the network. Places such as hospitals, railway stations, Fairlands Park, town centre, libraries, schools, places of worship, shops and business parks are to be highlighted as points of interest (POI) and recorded as part of a mapping exercise. To avoid the duplication of work between the Cycleways Study and the UTP the outcomes of the study outlined above are being highlighted within the UTP but delivered by this separate study.

A number of specific schemes relating to the connectivity of the cycle network have, however, been identified as part of the UTP, namely;

**CM6** - Improve existing cycle way east of Leisure Centre and provide linkage to crossing across Lytton Way

**CM7** - Introduce a cycle route along Gresley Way

**CM8** - Provide a cycle lane along St Georges Way

**CM17** – Provide a cycle crossing across St Georges Way

**CM16** - Provide a cycling 'ring' around the leisure centre

These schemes are discussed in more detail in the relevant scheme descriptions.

**Indicative Cost:**

Not relevant to this particular scheme but is highlighted in relevant Scheme Description where solutions are proposed.



**Scheme:**

Introduce a crossing facility at street level over Lytton Way between the leisure centre and the rail station.

**Scheme Reference:**

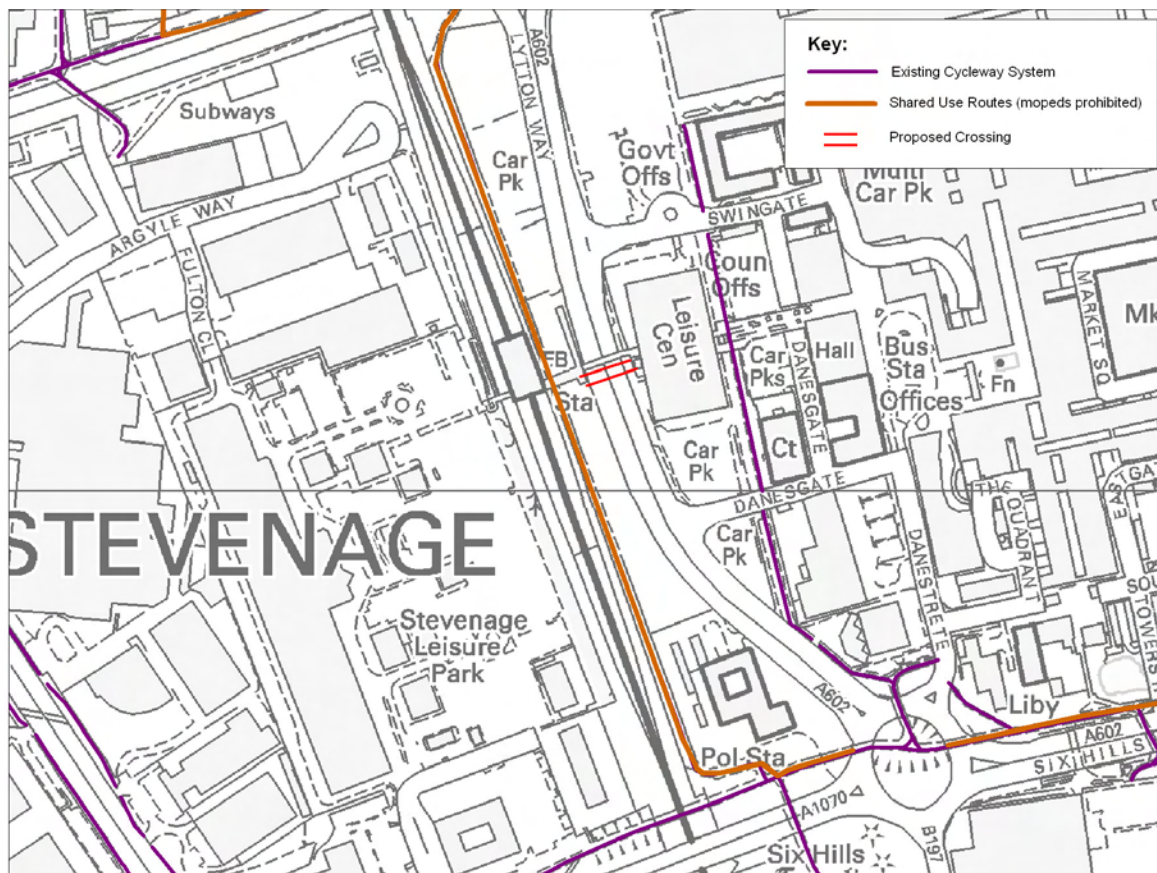
CM6

**Scheme Status:**

This scheme is not included in the UTP

**Purpose:**

This scheme will address the severance issues caused by Lytton Way by providing a high quality crossing facility for pedestrians and cyclists. This crossing will reinforce the link between the rail station and the town centre and provide a more suitable link than the existing footbridge. An at-grade crossing will give priority to non-motorised users and improve accessibility to the rail station, town centre and bus and cycle facilities. This scheme also supports the proposed cycle ring around the leisure centre and the proposed relocation of cycle parking at the rail station

**Plan of proposed crossing:**

## Supporting photographs:



*Looking north to the existing crossing on Lytton Way*



*Looking south from existing crossing*

## Details:

- An at-grade crossing facility for pedestrians and cyclists over Lytton Way
- Located to the south of the rail station walkway
- Signalised crossing with a central island
- Improvement of street environment either side of the crossing facility

## Benefits:

- Creates a direct link for cyclists between the town centre and rail station
- Gives priority to non-motorised users
- Alleviates some of the severance caused by Lytton Way
- An at-grade crossing is more suitable for all users
- Would improve legibility and reinforce the town centre-rail station link

## Risks:

- May cause congestion on Lytton Way
- Reduction in highway capacity
- Leisure centre still causes an obstruction to movement
- Potential reduction in parking capacity at the station if land is required

## Indicative Cost:

An indicative cost for this scheme would be £150,000. Further investigation and detailed design would be required to fix the cost for this scheme.

## Additional Comments:

This scheme is already included as part of the town centre redevelopment associated with the new bus interchange. It is considered that, in isolation, a crossing facility at this location would be disruptive to bus operation with the potential to cause delay to services. As a result, this scheme is not included in the UTP