

Scheme:

Provide a dedicated cycle route along Gresley Way between Six Hills Way and Great Ashby Way.

Scheme Reference:

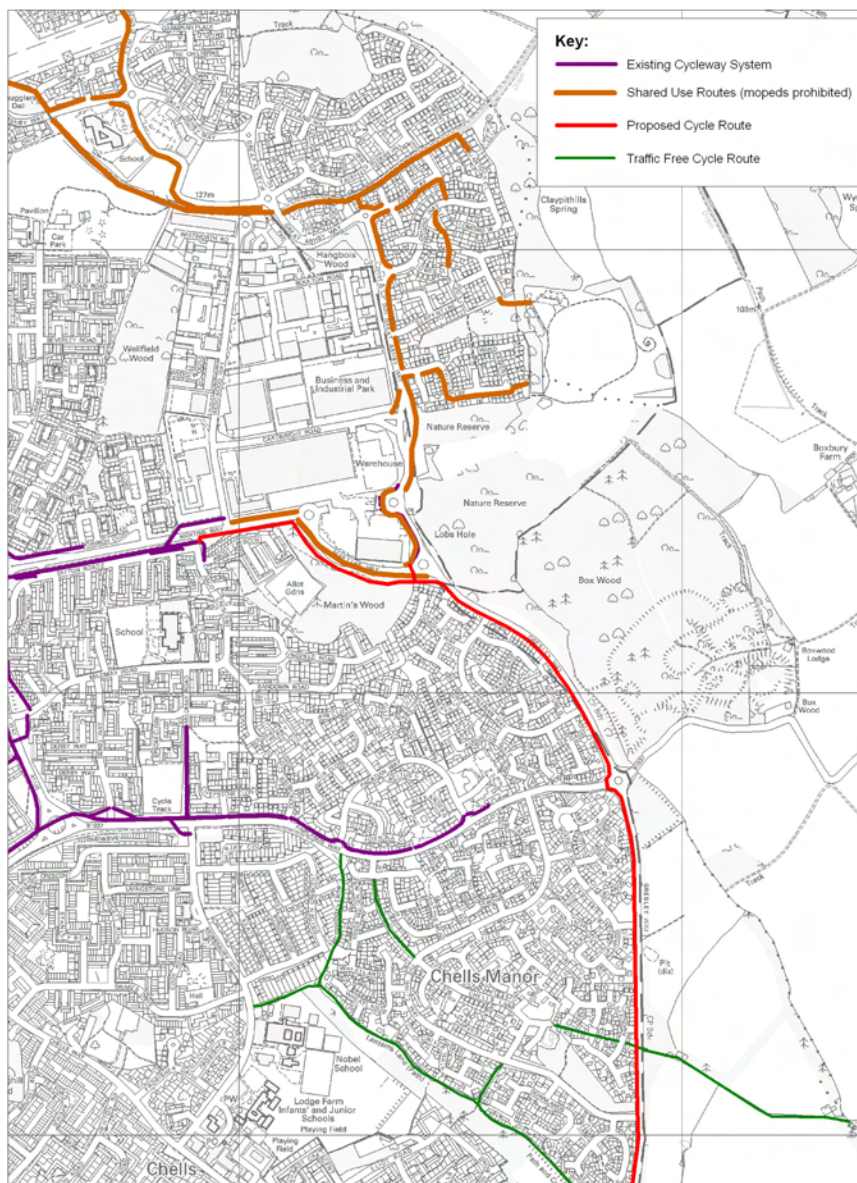
CM7

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to provide a direct and coherent cycle route along the eastern boundary of Stevenage, addressing a current gap in the existing network. This segregated route, designed accordingly, will provide a safe facility for cyclists which will improve accessibility across the town, particularly for north-south trips to the Pin Green employment area.

Plan of location:

Details:

- Off carriageway cycle lane on western side of Gresley Way in the form of a segregated shared-use path (4.0m wide)
- 2.2km route
- Design required to negotiate junctions at B1037 and Gresley Way/St. Martins Way (toucan crossings)
- Several minor junctions along the route to be treated with dropped kerbs – see London Cycle Design Guide Typical Detail Drawing CCE/C5
- Cyclists required to dismount at bridge near Lanterns Lane due to space constraints
- Appropriate signing and lining along the route

Benefits:

- Rideability Index of 4.5* making it a positive asset to cyclists
- Completes the orbital cycle route around the east of Stevenage
- Improves north-south connectivity
- Provides a more direct link to the Pin Green employment area

Risks:

- Potential land-take issues to accommodate the cycleway
- May reduce footway capacity requiring shared use in places
- Intersections between cycleway and road accesses would have to be appropriately designed
- May cause conflicts with bus stops along Gresley Way
- Accessibility from the residential streets to the west onto the cycle way may be problematic

Indicative Cost:

If this scheme can be delivered as a segregated facility along the length of Gresley Way the cost is likely to be approximately £861,000.

* Rideability Index = Mileage Index × Continuity Index

Where

Mileage Index = Mileage by Road ÷ Mileage by Cycle Route

And

Continuity Index = Number of Interruptions to travel on the road ÷ Number of Interruptions on Cycle Route

Scores are as follows;

<0.5	Waste of money and a liability to cyclists
0.5 - 0.75	A deterrent to cycling, longer than road with excessive interruptions to travel. Likely to be ignored by experienced riders
0.75 – 1.0	A useful facility. Trip times will be greater than on the road but if this is compensated for by improvements in comfort and safety it will be successful
>1.0	A positive asset to cyclists. Quicker and hopefully safer than the road which will attract both experienced riders and novices

Scheme:

Provide a link between the proposed Gresley Way cycle route and the existing cycle network at Six Hills Way

Scheme Reference:

CM7.1

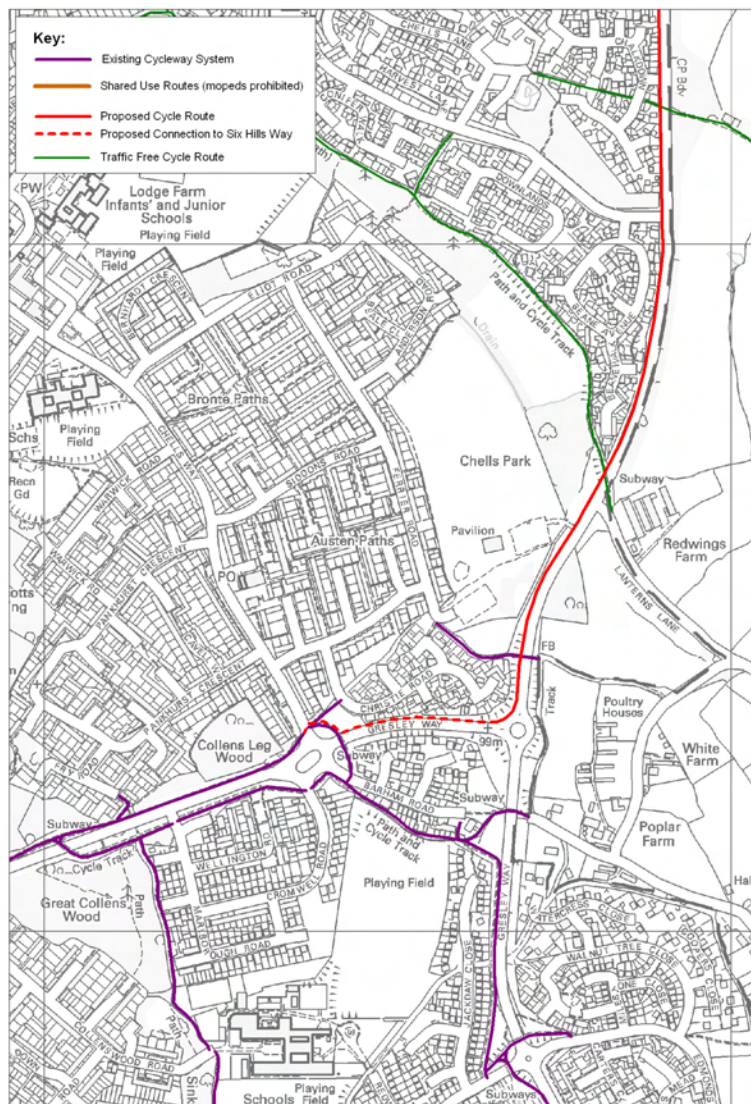
Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to facilitate movement between the proposed Gresley Way cycle route and the existing network on Six Hills Way, specifically on the Six Hills Way roundabout. The current route along Gresley Way consists of grass verges and a footpath which means cyclists have to use the carriageway or share the footway with pedestrians. By providing a segregated route, this will address any potential break in the network making it more convenient and connected for cyclists.

Plan of location:



Details:

- Off carriage way cycle lanes westbound along Gresley Way
- 250m route
- Provide connections with the existing cycle lanes on Six Hills Way junction
- Pedestrian/cyclist 'crossover' required to connect proposed link with existing cycle network whilst maintaining existing pedestrian paths and minimising conflict
- Appropriate signing and lining along the route

Benefits:

- Connects the proposed Gresley Way cycle route with the existing network
- Provides continuity and minimises the number of interruptions for cyclists
- Improves the legibility of the network
- Improves east-west connectivity
- Reduces conflicts between cyclists and motorists and lowers risk of potential accidents

Risks:

- Reliant on the Gresley Way cycle route being provided.
- May reduce footway capacity along Gresley Way
- Potential for conflict between pedestrians and cyclists
- Differing gradients between Gresley Way and the existing Six Hills Way cycle lanes

Indicative Cost:

An indicative cost for this scheme would be £58,000. Further investigation and detailed design would be required to fix the cost for this scheme.

Provide a link from the proposed Gresley Way cycle route to the existing cycle route along Martins Way

CM7.2

This scheme is included in the UTP

This scheme will provide a linkage between the proposed Gresley Way cycle route and the existing cycle lanes along Martins Way. The proposed link is adjacent to the accesses to the Pin Green employment area and as such cyclists are forced to either use the carriage way or ride on the footway. It is therefore important to provide an off-road unsegregated route for pedestrians and cyclists travelling westbound to improve safety for cyclists as well as joining up the cycling network.

Key:

- Existing Cycleway System
- Shared Use Routes (mopeds prohibited)
- Proposed Cycle Route
- Proposed Connection to Martins Way
- Traffic Free Cycle Route

Details:

- Off carriageway cycle lanes westbound along Martins Way (3.0m wide shared use path)
- 600m route
- Complements existing shared use route for westbound cyclists
- Connects with existing cycle lanes along Martins Way at Wedgewood Way and Ascot Crescent
- Appropriate signing and lining

Benefits:

- Removes cyclists from the footway and carriageway
- Minimises the number of interruptions for cyclists
- Provides connections to residential areas
- Improves east-west links within Stevenage
- Reduces conflicts between cyclists and motorists and lowers risk of potential accidents

Risks:

- Provision would have to be made for pedestrians
- Differing gradients between Six Hills Way and existing cycle lanes
- Potential issues with land take along Martins Way

Indicative Cost:

An indicative cost for this scheme would be £30,000. Further investigation and detailed design would be required to fix the cost for this scheme.

Scheme:

Provide a dedicated cycle route parallel to St. Georges Way

Scheme Reference:

CM8

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to address the lack of a cycling link north to south adjacent to the town centre. Priority is currently given to the car driver and this reinforces the severance caused by the road network. This scheme will make the town centre more permeable for cyclists and encourage more cycling trips along this route. The provision of a dedicated route will also minimise the potential for accidents between cyclists and vehicles using St. Georges Way.

Plan of proposed route:

Details:

- Segregated cycle lanes parallel to St. Georges Way – through Town Centre Gardens north of underpass and as an unsegregated shared-use path to the south making use of existing footway network
- 630m route
- Design of interfaces between cycle lanes and highway accesses
- Connections to the existing cycle lanes at either end of St. Georges Way (new crossing to be put in as CM17)
- Appropriate signing and lining
- This route is not considered suitable for mopeds and as such they would be prohibited from the using this facility

Benefits:

- Rideability index of 0.8* making it a useful facility
- Provides a north-south link adjacent to the town centre
- A very direct and quick route
- Improves accessibility for cyclists to the town centre from the east
- Gives cyclists greater priority

Risks:

- Potential areas of insufficient space for cycle lanes
- Reduction in highway capacity to accommodate cycle lanes
- Potential conflicts with bus stops at southern end of St. Georges Way
- Possible safety issues at interfaces between the cycle lanes and vehicular accesses
- Potential conflict between cyclists and vehicles accessing town centre car parking
- Need to define connections to existing cycle-way at northern end of St. Georges Way

Indicative Cost:

An indicative cost for this scheme would be £54,000. Further investigation and detailed design would be required to fix the cost for this scheme.

* Rideability Index = Mileage Index × Continuity Index

Where

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And

Continuity Index = Number of Interruptions to travel on the road ÷ Number of Interruptions on Cycle Route

Scores are as follows;

<0.5	Waste of money and a liability to cyclists
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0.75 – 1.0	A useful facility. Trip times will be greater than on the road but if this is compensated for by improvements in comfort and safety it will be successful
>1.0	A positive asset to cyclists. Quicker and hopefully safer than the road which will attract both experienced riders and novices

Scheme:

Connect existing cycle lanes on the Six Hills Way roundabout with the proposed cycle route along St. Georges Way

Scheme Reference:

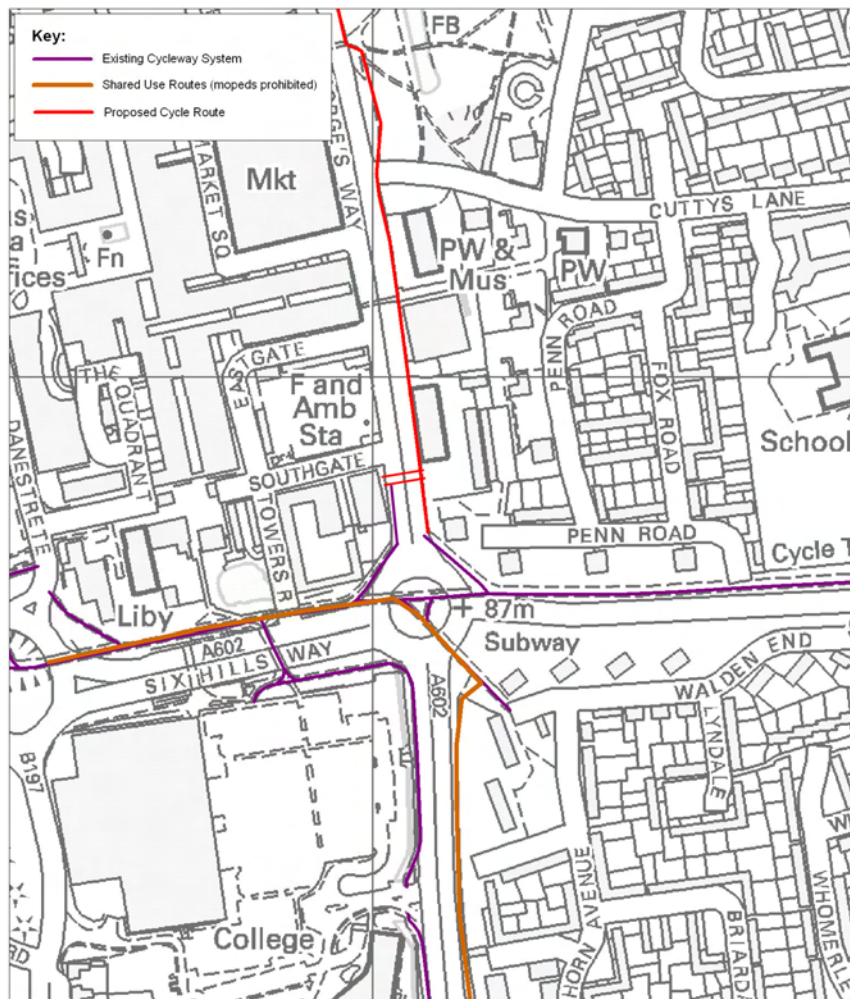
CM8.1

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to support scheme CM8 by connecting the existing cycle lanes on the Six Hills Way roundabout with the proposed cycle route along St. Georges Way. The current cycle ways on Six Hills Way emerge from the junction onto St. Georges Way forcing cyclists to join the carriageway. This poses safety problems as cyclists have to negotiate St. Georges Way with vehicles on the dual carriageway or pedestrians on the footway. By connecting the proposed cycle facility with the existing network this will provide a coherent and safe route which gives priority to cyclists and improves access to and from the town centre.

Plan of location:

Details:

- Connect proposed St. Georges Way cycle lanes with existing cycle network at Six Hills Way junction. The proposed facility will run parallel to St George's Way. The existing cycle network will be linked from the east via a transition from a cycle track to an unsegregated shared-use path. From the west, the existing facility will be linked to the shared use facility by a toucan crossing near Southgate.
- Design of safe and convenient interface between proposed and existing cycle routes
- Provide appropriate signing and lining

Benefits:

- Addresses current break in the network
- Minimises the number of interruptions for cyclists and removes conflict with vehicle traffic
- Reduces conflicts between cyclists and motorists and lowers risk of potential accidents
- Improves north-south connectivity

Risks:

- Potential conflicts with bus stops along St. Georges Way
- Reduction in highway capacity as a result of re-allocation of space to pedestrians

Indicative Cost:

An indicative cost for this scheme would be £202,000. Further investigation and detailed design would be required to fix the cost for this scheme.

Scheme:

Provide cycle facilities through business partnerships

Reference:

CM9

Scheme Status:

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

Purpose:

This proposal was raised as part of the stakeholder consultation as a means of increasing the number of cycle facilities available across Stevenage. The key focus for this scheme is to increase the number of people who cycle to work and thus reduce the amount of private vehicle trips on the road network. Given the large number of businesses within Stevenage there already exists a good basis for which to increase the provision of cycle facilities and this is something being actively pursued by the travel planning teams at both Hertfordshire County Council and Stevenage Borough Council. So as not to duplicate the work already being undertaken it is not intended to develop this specific scheme through the UTP, however it does form part of a number of other proposals being proposed to increase the provision and quality of cycle facilities, namely;

CM4- Provide secure storage of cycles at key destinations

CM3- Provide/improve cycle parking at all entrances to the town centre (7 in all)

CM15- Remove car parking and relocate cycle parking to the area immediately south of the rail station

There is also a further Scoping Study underway by the Highways Agency looking at improving business partnerships within the Gunnel's Wood area and this is seen as a possible blue print for further roll out across Stevenage.

Details:

- The provision of secure storage, showers and lockers at key employment sites
- The production and marketing of information on cycle facilities and infrastructure
- Wider involvement with business travel plans to encourage sustainable modes of travel for all employees
- Raising funding for cycle facilities at key locations

Scheme:

Separate cyclists and mopeds on the cycle-ways

Scheme Reference:

CM10

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to reinforce the separation between cyclists and motorised users on the cycle-ways. The issue of mopeds using the cycle network has been raised numerous times during the stakeholder consultation; however, after further exploration it would appear that the problem relates to confusion over the dual use of the cycle-ways rather than a genuine safety issue. Liaison with local CTC representatives and consideration of accident data would suggest that mopeds do not pose a serious hazard to cyclists and pedestrians but that there may be no need to reinforce their physical segregation when using the network. This scheme therefore aims to deliver this separation through signing and lining and provide more clarity on the use of the cycle-way.

Details:

- Improve lining on the cycle-ways to delineate the separate sections for cyclists and motorised users
- Introduce signing at all entrances to the cycle-way which detail the shared use of the cycle network and clearly state the 'lanes' to be used
- Address any potential accident spots such as blind corners/areas of overgrowing vegetation (links with UTP measures CM2 and CM14 and existing cycleway study)

Benefits:

- A more coherent cycle network with effective signing and lining that clarifies priority
- A better understanding between cyclists and motorised users
- Addressing the perception that mopeds pose a serious hazard to other users

Risks:

- The cost of signing and lining may be excessive given the nature of the issue
- Mopeds may not abide by the markings along the cycle-way
- Enforcement may be required to make the scheme feasible

Indicative Cost:

There is not specific cost attributed the UTP for this scheme as it is being picked up by other more specific schemes or studies that already have funding.

Scheme:

Introduce a cycle hire scheme in the town centre

Scheme Reference:

CM11

Scheme Status:

This scheme is not included in the UTP

Purpose:

This scheme was raised at the public consultation as a means of encouraging a greater number of cycling trips within Stevenage by providing a cycle hire scheme based in the town centre. This scheme would provide a street-based rental station in the town centre which would allow the public to hire and return a bicycle to undertake largely shorter bicycle trips. This scheme could also be expanded to provide rental stations at key destinations around the town, such as Gunnels Wood and outlying residential areas.

However, the difficulty with implementing such a scheme in Stevenage relates to the limited number of key attractors which would generate the demand for cycle rental within the town. Similar schemes have been successful in cities such as London which generate a significant demand for leisure trips as well as for cyclists travelling to/from employment sites.

Details:

- Implement a central cycle hire station at an appropriate location in the town centre
- Possibility to implement additional rental stations around the town
- Provide suitable marketing and promotion to raise the profile of the scheme
- Possible integration with large employers to provide subsidised cycle hire for employees

Benefits:

- Raising the profile of cycling within Stevenage
- A reduction in the number of vehicle trips by offering an alternative to the car for short journeys around the town centre
- Enhances the existing cycle network by offering more people the opportunity to cycle

Risks:

- Insufficient demand to support the scheme
- Lack of funding to implement the scheme
- Lack of suitable locations to create demand and warrant expenditure
- Vandalism/theft of bikes

Indicative Costs:

A cycle hire scheme of this scale would prove prohibitively costly to implement in a town the size of Stevenage, especially given the need to secure suitable funding to deliver and maintain the scheme.

Scheme:

Provide a cycling 'ring' around the leisure centre

Scheme Reference:

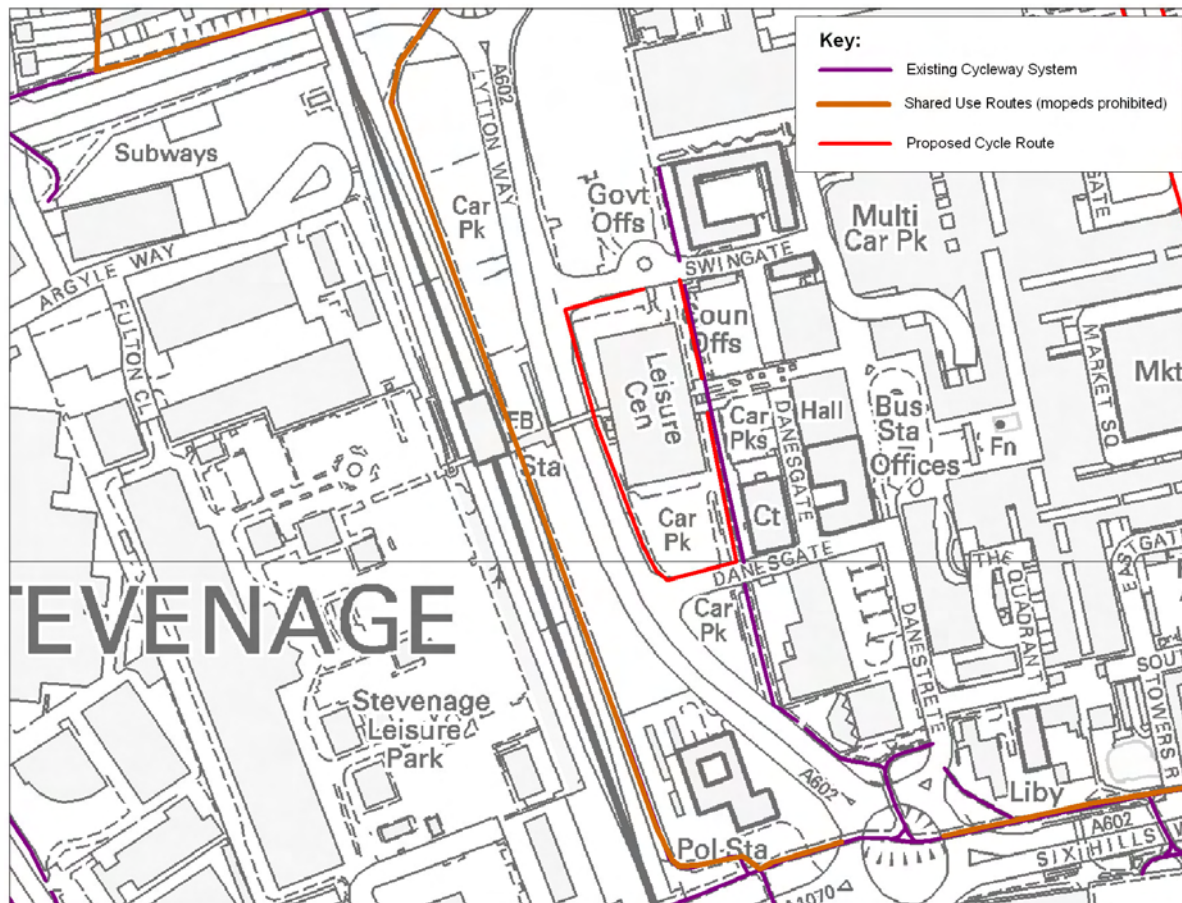
CM16

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to overcome some of the severance issues caused by the leisure centre by providing a purpose built route that allows better north-south movement and removes the need for cyclists to access the leisure centre walkway from the east of the leisure centre. This will give priority to cyclists and remove unnecessary street clutter and areas of car parking. The route will also be extended through the Tesco car park to provide a link to the Fairlands Way footbridge.

Plan of proposed route:

Supporting photographs:



Example of parking adjacent to the leisure centre



Lack of clarity about route and street clutter

Details:

- Designated cycle route around the leisure centre
- 550m route
- Makes use of existing access
- Include appropriate signing
- Extension of the route northwards through the Tesco car park to connect to the Fairlands Way footbridge (possibility of a cycle lane along the western side of the store)

Benefits:

- Provides a north-south link parallel to the town centre
- Offers a more suitable route than the leisure centre walkway
- Provides more linkages between the town centre and the rail station
- Provides a direct connection for a potential crossing over Lytton Way
- Additional scope to provide cycle parking
- Removal of unnecessary street clutter

Risks:

- Potential land ownership issues around the leisure centre
- Loss of some car parking
- Potential conflict between cycle route and car park accesses
- Potential conflict between cyclists and pedestrians accessing the leisure centre
- Difficulty in providing a direct route for cyclists through the Tesco car park to link with the Fairlands Way footbridge

Indicative Cost:

An indicative cost for this scheme would be £10,000. Further investigation and detailed design would be required to fix the cost for this scheme.

Scheme:

Provide a cycle connection between Broadhall Way and Newton Wood to the west of the A1(M)

Scheme Reference:

PCM12

Scheme Status:

This scheme is not included in the UTP

Purpose:

This scheme was raised at the public consultation with the intention of addressing the severance caused by the A1(M) by providing a direct cycle link between Broadhall Way and Newton Wood. The existing cycle network runs along Broadhall Way as far as the junction with Gunnels Wood Road before continuing northwards along this route, running parallel to the A1(M). To implement this scheme would therefore require an extension of the cycleway on Broadhall Way towards A1(M) Junction 7 as well as the provision of a safe means for cyclists to cross this junction to continue towards Newton Wood.

Having examined the cycle network in this area there are several existing crossing points in the vicinity of A1(M) J7. Cyclists on Broadhall Way are able to travel along north on Gunnels Wood Road before accessing a subway on Six Hills Way which joins Chadwell Road to the north of Newton Wood. This route makes use of segregated cycleway and provides the safest means for cyclists to travel east to west across the A1(M).

In addition, cyclists are also able to travel south from Broadhall Way on London Road before reaching Old Knebworth Lane which forms part of National Cycle Route 12. This route travels under the A1(M) and would enable cyclists to access Newton Wood from the south.

Taking the above points into consideration, it is not deemed necessary or practical to provide a direct link from Broadhall Way to Newton Wood. This scheme would require extending the already comprehensive cycle network as well as providing a safe and feasible means of allowing cyclists to cross A1(M) J7. The existing links north and south of this location make use of designated cycle infrastructure and, whilst not as direct, provide the safest means for cyclists to travel between these locations. This scheme will not therefore be progressed through the UTP.

Scheme:

Provide a cycle route along Mobbsbury Way

Scheme Reference:

PCM20

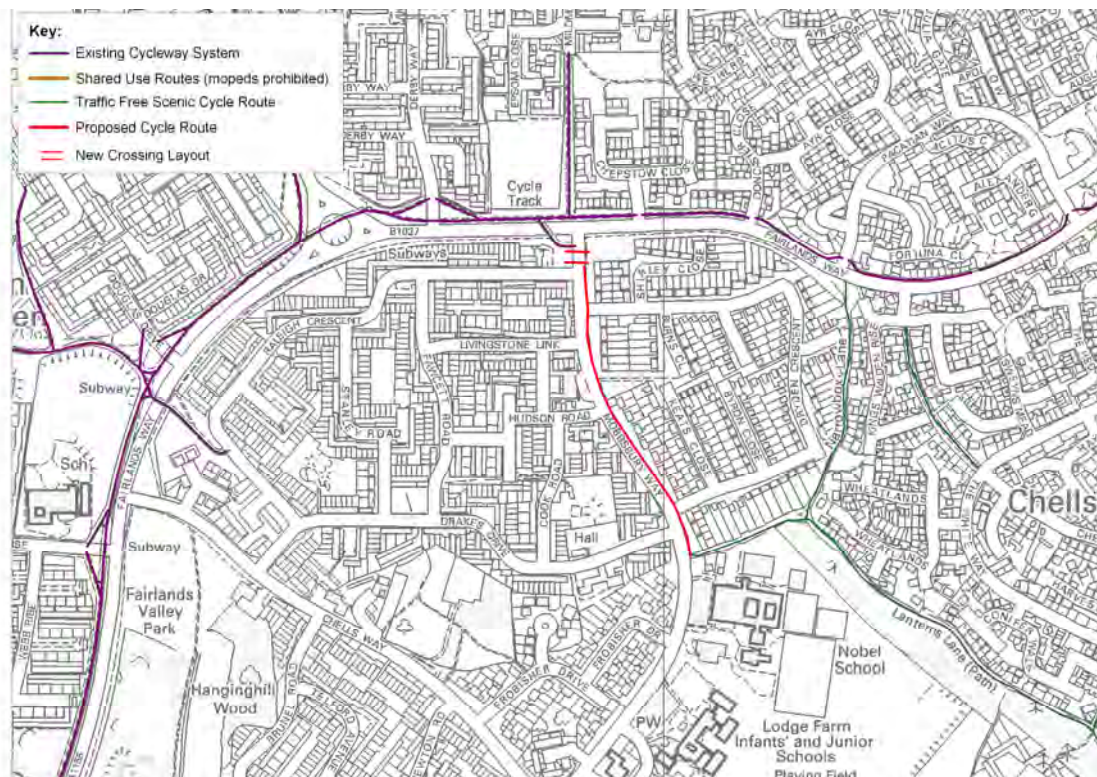
Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme has been developed in response to the production of a feasibility study for a cycleway on Mobbsbury Way produced on behalf of the Chells & Manor Neighbourhood Action Team. This study examines a number of potential improvements to the cycle infrastructure in this area, key amongst those being the provision of a cycle route along Mobbsbury Way. This route is primarily intended to serve Nobel school, improving the safety of child cyclists, whilst also providing connections to the traffic-free cycle routes linking Fairlands Way, Mobbsbury Way and Gresley Way. At present the main cycleway network runs east to west along Fairlands Way with an access and associated crossing point at the junction with Mobbsbury Way. Cyclists wishing to continue on Mobbsbury Way are therefore required to ride either along the road or the footway, negotiating several junctions and accesses.

This scheme therefore proposes to install a shared use cycleway down the eastern side of Mobbsbury Way as far as the entrance to Nobel School. This route would make use of the existing footway and the broad grass verge along the eastern side of the carriageway and would cross the two junctions of Dryden Crescent. In addition, it is intended to change the existing layout of the crossing point at the Fairlands Way/ Mobbsbury Way junction by leading the access from the existing cycleway further down Mobbsbury Way and providing a new crossing closer to Raleigh Crescent. This will provide a more suitable and safer crossing point for pedestrians and cyclists, also allowing space for the traffic island included as part of UTP scheme HM29 (Make it left turn only out of Mobbsbury Way on to Fairlands Way).



- Shared use route along the eastern side of Mobbsbury Way
- 500m route
- Makes use of existing footway/grass verge
- Include appropriate signing
- Extension of existing cycle way at the junction with Fairlands Way and provision of new crossing point (including island)

Benefits:

- Provides a north-south route along Gresley Way
- Offers a safe access to Nobel school for cyclists
- Provides linkages with the existing cycleway network in the area
- Provides a more suitable crossing point on Mobbsbury Way

Risks:

- Potential conflict between cycle route and private accesses

Indicative Cost:

An indicative cost for this scheme would be £75,000. Further investigation and detailed design would be required to fix the cost for this scheme.