

Walking Schemes

Walking schemes included in the UTP;

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WM3	Improve existing Fairlands Way footbridge to enhance the link between the town centre and Old Town	Short	3
WM7	Support 'no cycling' restrictions in the town centre	Short	7
WM8	Introduce incentives for the walking bus scheme	Short	10
WM14	Provide a Toucan crossing in front of Lister Hospital	Short	18
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Walking schemes not included in the UTP;

Scheme Reference	Scheme Name	Timescale	Page Number
WM10	Improve lighting for pedestrians around the town	Short	11
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PCM1	Upgrade the existing crossing point to the west of Six Hills Way junction to a signalised crossing	Short	34
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PCM5	Introduce a new crossing on Gresley Way adjacent to uplands	Short	42
PCM7	Improve connectivity between Ditchmore Lane and Fairlands Way	Short	46
PCM9	Provide wider paths around Stevenage	Short	49
PCM10	Provide dropped curbs at the Lanterns Lane entrance to Gresley	Short	51

	Way		
PCM13	Introduce greater enforcement to prevent horse riders and mopeds using inappropriate routes such as footpaths	Short	53

Note: PCM represents a scheme identified at Public Consultation

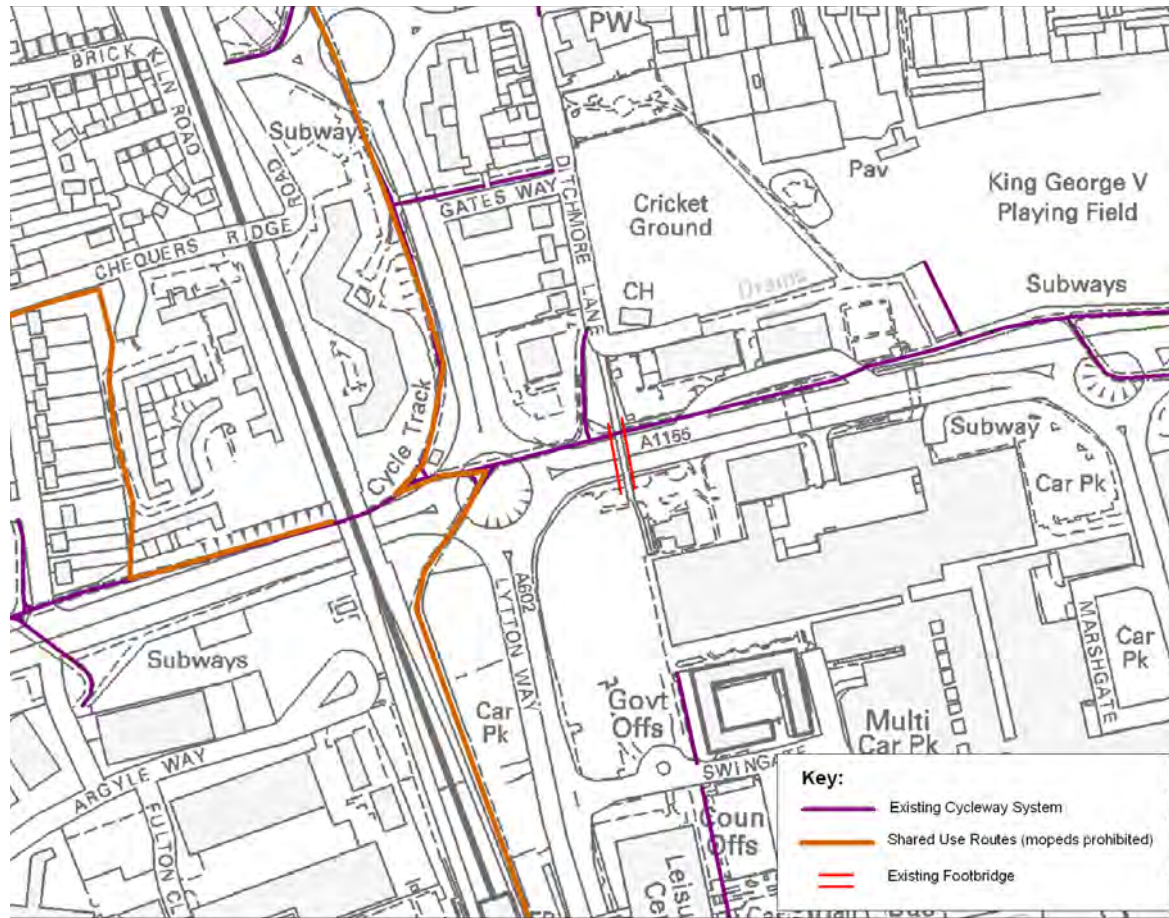
Scheme Name	Improve existing Fairlands Way footbridge to enhance the link between the town centre and Old Town	
Scheme Reference:	WM3	
Problem References:	A7 W2 W7 C3.1 C11	Unsuitability of Fairlands Way for all users Gaps/breaks in the pedestrian network restrict movement Pedestrian links between the town centre and the old town are poor North-south route through the town centre broken by the Tesco development Permeability of the town centre for cyclists is an issue
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to upgrade the existing Fairlands Way footbridge to make it more suitable for all users (cyclists, pedestrians and the mobility impaired) by enhancing the quality of the link. This will include improving the signing and lining leading towards and over the footbridge as well as upgrading the environment at either end of the bridge (stairways, ramps etc) to improve accessibility. These improvements will reinforce the link between the town centre and the old town and improve the legibility of north-south movement through the town.

At the Ditchmore Lane access to the footbridge it is intended to redesign the junction area to give cyclists and pedestrians greater priority, resurface and remove unnecessary street clutter and also improve the transition between the footbridge and the access to the adjacent cycle way. By implementing these changes it will be possible to give priority to non motorised users and provide a more attractive environment whilst also improving access for cyclists. At the southern access to the footbridge the Tesco development does restrict the amount of space available to upgrade the area; however the removal of cycle parking from the stairwell and the provision of signing to designated cycle routes/parking would be an improvement. Similarly, it should be possible to establish signed pedestrian routes to the south and to the east enabling ease of access in to the town centre.

Location Plan/outline Scheme Plan



Supporting photographs



Fairlands Way footbridge viewed from the cycle-way. By improving the Ditchmore Lane access it will be possible to provide a more coherent link from the cycle-way across the footbridge and in to the town centre.



The current condition of the footbridge. As there is no signing or lining along the route pedestrians and cyclists have to negotiate the same space leading to potential conflicts.



Fairlands Way footbridge viewed from Ditchmore Lane. As can be seen, there is sufficient space to upgrade the area to give priority to non motorised users and improve the link to the cycle-way (to the right of the footbridge)



Access to the footbridge from the southern side of Fairlands Way. The natural route is broken by the Tesco development forcing pedestrians and cyclists to use this ramp and stairway. Street clutter and inappropriate cycle parking further impedes accessibility.

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Lack of a direct pedestrian/cycle route from the southern end of the bridge to the town centre	The Tesco development does represent a break to north south movement but this could be overcome by reallocating space (possibly reducing car parking capacity) to provide a designated route for pedestrians and cyclists into the town centre	Y
Minimise the conflict between pedestrians and cyclists	Improving the signing and lining on the approaches to and over the footbridge will minimise the potential for conflicts between different users	Y

Links to other UTP schemes:	CM1- Make sure cycle routes do not stop short of destinations SM5- Improve signage for pedestrians WM11- Improve the process for prioritising the public realm and coordinate initiatives for reducing street clutter
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Contribution to Objectives / Targets:	<div> <div>UTP Objectives</div> <div> 1) Increase the pedestrian priority and environment along key desire lines. 2) Improve the connectivity and continuity of the cycle network. 3) Improve the accessibility of key destinations </div> </div>
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		for all users.
	LTP Indicators	<ul style="list-style-type: none"> • Footway Condition • Cycling Trips • Rights of Way

Outline Cost Analysis

Works Element	Est. Cost	Notes
Drainage works	£1,000	
Lining	£1,000	
Signing	£1,100	
Design fees	£600	
Supervision	£300	
Miscellaneous costs	£2,000	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£6,000	

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

Where 'N' details for overcoming deliverability risk:

Land surrounding the south of the footbridge is owned by Tesco and any proposed work here would need to be agreed with the land owner

Other Information/Additional Notes:

Scheme Name	Support 'no cycling' restrictions in the town centre	
Scheme Reference:	WM7	
Problem References:	W1 W5 C6	Conflicts between cyclists and pedestrians in the town centre Issues of personal safety with some pedestrian routes Conflicts between cyclists and pedestrians in the town centre
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to support the existing no cycling restrictions within Stevenage town centre and ensure that both cyclists and pedestrians are adequately catered for in the urban environment. This scheme is based around a number of areas as detailed below;

Signing:

The provision and condition of existing 'no cycling' signs within the town centre is problematic in the first instance. There is no consistent signing at all entry points to the town centre which means that cyclists can leave the cycle-ways and enter the town centre without being made aware of the cycling ban. It is therefore proposed to introduce more effective signing at the seven main gateways to the town centre to inform cyclists that they are about to enter an area where cycling is banned.

Information:

It is important to make use of existing information when trying to promote a particular message. As such, 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 of which large quantities have been printed and are available throughout the town. This material offers an ideal means of highlighting which areas you can cycle in and those which you can't. By supplementing the existing cycle map with information on the cycling restrictions within Stevenage this may help to resolve some of the confusion over the issue.

Cycle facilities:

To encourage cyclists not to ride into the town centre there must first be an adequate provision of secure and accessible cycle facilities. When considering cycle parking, location and security are the two key concerns for cyclists and these must be addressed to ensure that cyclists can use the designated areas of parking with confidence. The proposed scheme to provide cycle parking at the seven town centre gateways (CM3) will provide cyclists with conveniently located, covered and secure parking which should alleviate the need to bring cycles into the pedestrianised area.

Enforcement:

Having increased the amount of information available to cyclists and improved the signing and availability of cycle parking, it may still be necessary to enforce the no cycling restrictions in the town centre. It is envisaged that this would be handled by SBC and make use of existing CCTV facilities and/or Community Support Officers.

Traffic Regulation Order (TRO)

It is understood that the current TRO for this part of the town centre has been in place since 1972. It is therefore recommended that as part of this scheme the TRO should be reviewed and, if necessary, revoked and replaced by a more up to date one.

Supporting Photograph(s)



Example of a cyclist riding in the town centre. By ignoring the no cycling restriction this encourages other cyclists to do so and increases the potential for accidents between pedestrians and cyclists.



Example of cycling prohibited signing. There is no consistent signing across all entrances to the town centre and the existing signage is not always located in prominent positions



Example of cycling prohibited signing at Eastgate. The lack of cycle parking facilities leaves many cyclists with little choice but to cycle into the town centre to access these facilities.

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Signing needs to be in prominent locations	Place signs at town centre gateways	Y

Links to other UTP schemes:	CM2- Review the cycle-way infrastructure (particularly signing and lining) CM3- Provide/improve Cycle parking at all entrances to the town centre (7 in all) WM10- Improve lighting for pedestrians around the town centre
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way Cycling Trips

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Install 'no cycling' signs x2 (£70 per sign) at the seven town centre gateways	£980	
Sign posts and brackets where appropriate	£500	
TOTAL COST FOR DELIVERY	£1480	

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:		

Other Information/Additional Notes:

Scheme Name	Introduce incentives for the walking bus scheme	
Scheme Reference:	WM8	
Problem References:	W5 W6 C03	Issues of personal safety with some pedestrian routes Lack of provision for vulnerable road users/ mobility impaired Problems caused by school related traffic
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

The Walking Bus is an efficient and sustainable mode of school transport which comprises a group of children walking with at least two volunteers (e.g. parents, or learning support assistants) along a set route, stopping at agreed pick-up points in the neighbourhood. The scheme provides a safer and environmentally friendly way for children to travel to school and has the added benefits of teaching children good road sense and helping to reduce the number of vehicles being used on the school run. It is therefore proposed to promote and implement these schemes at all primary schools within Stevenage to encourage a more sustainable mode share of journeys to school.

It is understood that up to £40,000 is already budgeted for implementing walking bus schemes across Hertfordshire and this would therefore contribute towards funding this UTP scheme in Stevenage.

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

Links to other UTP schemes:	SM1- Improve publicity and promotion of public transport, cycle-ways and pedestrian areas SM2- Promote awareness of opportunities for sustainable travel SM10- Produce a walking strategy for Stevenage WM4- Increase number of pedestrian footbridges/ at grade crossings
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Contribution to Objectives / Indicators:	UTP Objectives	8) Increase the number of sustainable travel measures and their uptake
	LTP Indicators	<ul style="list-style-type: none"> Mode Share of Journeys to School School Travel Plans

Outline Cost Analysis

Works Element	Est. Cost	Notes
This scheme makes use of volunteer's time. Initial start up costs may include incentives (stickers, vouchers etc) as well as reflective jackets for the children.		
Central office input	£40,000 per annum	Training volunteers, salary input, police checks, publishing and designing materials etc
TOTAL COST FOR DELIVERY	£40,000 per annum	To make the scheme sustainable, this level of investment would be required over a period of at least four years

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:		

Other Information/Additional Notes:

Scheme Name	Improve lighting for pedestrians around the town centre	
Scheme Reference:	WM10	
Problem References:	W5 W6 W11	Issues of personal safety with some pedestrian routes Lack of provision for vulnerable road users/ mobility impaired Lack of coherent routes along key desire lines
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This issue was raised at the stakeholder consultation and is believed to relate to specific locations around the town centre (although these were not specified). Given that the town centre is due for re-development it is not proposed to pursue this scheme through the UTP as improvements to the lighting could be incorporated within the future proposals for the town centre.

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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	

Outline Cost Analysis

Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

Deliverability Assessment

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

Where 'N' details for overcoming deliverability risk:

Other Information/Additional Notes:

Scheme Name	Improve process for prioritising public realm and coordinate initiatives to reduce street clutter	
Scheme Reference:	WM11	
Problem References:	W5 W6 W10 W11	Issues of personal safety with some pedestrian routes Lack of provision for vulnerable road users/ mobility impaired Excessive amount of street clutter in places Lack of coherent routes along key desire lines
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This solution was raised as part of the stakeholder consultation and reflected a general feeling that many pedestrian routes were obstructed by unnecessary street clutter or existing infrastructure which detracted from the legibility and quality of the pedestrian environment. The use of underpasses for both cyclists and pedestrians reinforced the sense that motorised traffic was given priority over other modes, particularly in the vicinity of the town centre.

Many of the specific issues raised related to the urban design of the town centre and the ways in which it could be improved to provide a more attractive environment. Due to the nature of these concerns it is anticipated that they will be addressed as part of the town centre redevelopment, which is focussed on such improvements. As such it is not proposed to develop this scheme further through the UTP which is primarily concerned with transport improvements.

Supporting Photograph(s)



An example of the use of guardrails around pedestrian and cycling infrastructure. Whilst they serve a purpose, the overuse of guardrails does detract from the quality and permeability of the urban environment.



The fact that pedestrians and cyclists are forced to use underpasses reinforced the view that vehicular traffic was given priority over other modes

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

Links to other UTP schemes:	WM16- Improve the links between the pavement network, particularly where pavements come to a end
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Contribution to Objectives / Indicators:	UTP Objectives	
	LTP Indicators	

Outline Cost Analysis		
Works Element	Est. Cost	Notes
		N/A
TOTAL COST FOR DELIVERY		

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

Other Information/Additional Notes:
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Scheme Name	Improve signing to the station from key surrounding routes	
Scheme Reference:	WM13	
Problem References:	W11 C3.3	Lack of coherent routes along key desire lines Access to the rail station from the west is poor
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

The rail station is a key location within Stevenage and acts as a major attractor for pedestrians, cyclists and motorists. Whilst signing to the station is fairly good on the highway network, there is a lack of effective and consistent signing along key pedestrian and cyclist routes, particularly when entering the town centre. Whilst this may not pose a problem for those familiar with Stevenage, for visitors or those using alternative modes of transport (such as cycling) it does make it more difficult to navigate towards this key destination.

There is currently a Stevenage Cycleways study being carried out by Hertfordshire Highways which involves specifying distances and shortest distances to key destinations around the network and also installing 'Hub signs' near the centre of neighbourhoods and smaller zoomed-in (local) signs placed at selected decision points. In addition, there is also a scheme being developed through the UTP to improve signage for pedestrians (SM5), which identifies a number of signage locations around the town centre.

It is therefore considered that the aforementioned schemes will pick up the specific signing issues in relation to the rail station and address them in a coordinated package. It is also anticipated that any town centre redevelopment will include changes to the signing regime.

Supporting Photograph(s)



Example of signing at the rail station. This provides a good level of information to rail users in relation to key destinations however this is not consistent across the network.



The link between the bus station and the rail station is key. Signing between the two should be improved and made more prominent to reinforce this link.



Example of signing on the cycle network. This type of signing does not offer a consistent level of information to cyclists attempting to access the rail station.

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Appropriate design of signage in keeping with town brand	Establish with SBC marketing teams that signage is appropriate.	Y

Links to other UTP schemes:	WM1- Improve pedestrian and cyclist access to the station from the West SM1- Improve publicity and promotion of public transport, cycleways and pedestrian areas SM5- Improve signage for pedestrians
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Contribution to Objectives / Indicators:	UTP Objectives	3) Improve the accessibility of key destinations for all users
	LTP Indicators	<ul style="list-style-type: none"> Public Transport Patronage Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

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

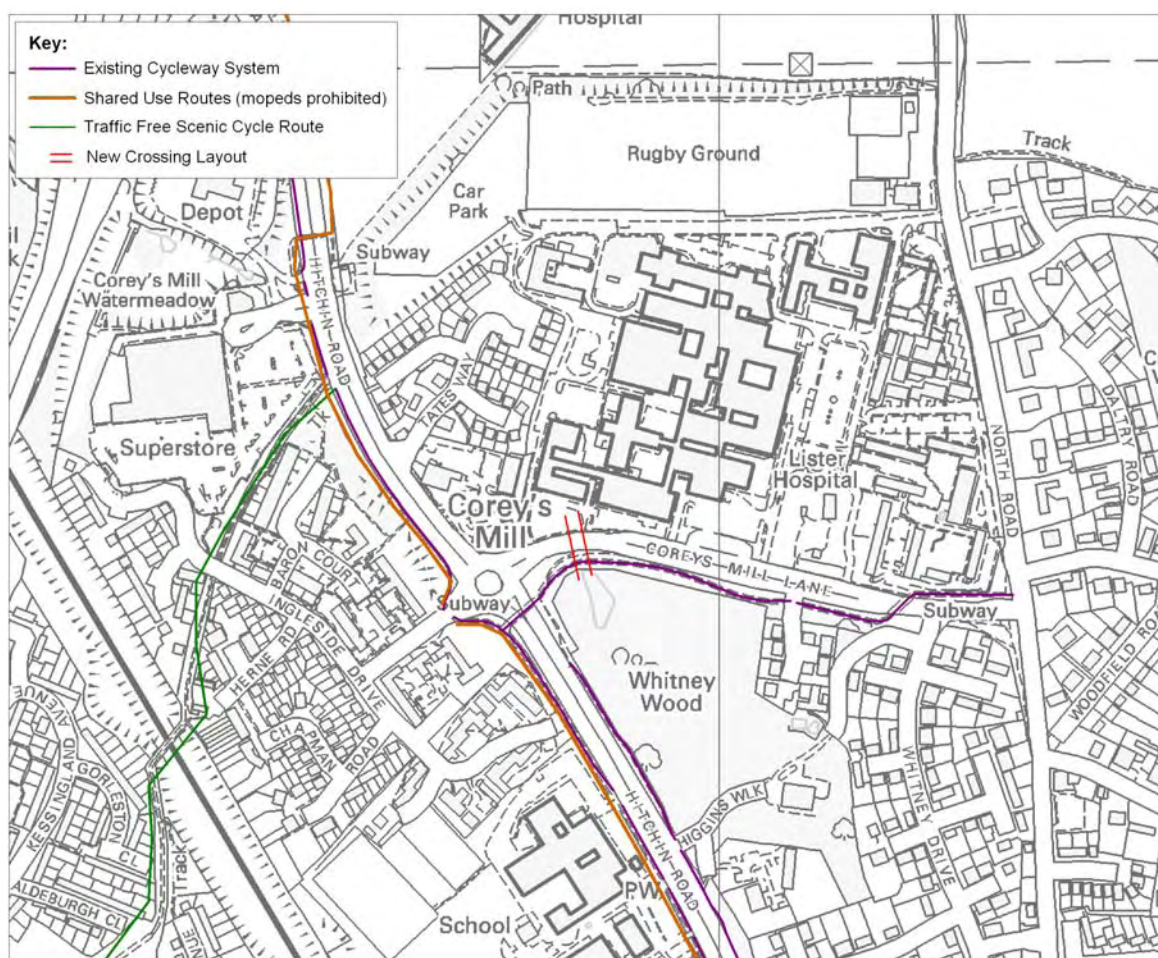
Other Information/Additional Notes:
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Scheme Name	Provide a Toucan crossing in front of Lister Hospital	
Scheme Reference:	WM14	
Problem References:	W2 W3 W3.3 W6 H4 A2	Gaps/breaks in the pedestrian network restrict movement Lack of suitable crossing facilities across the network Lack of a pedestrian/ cyclist crossing in front of Lister Hospital Lack of provision for vulnerable road users/ mobility impaired Priority given to the car driver over other modes Access to the hospital is problematic, particularly for the mobility impaired
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide a signalised toucan crossing to the west of the bus stop facilities in front of Lister Hospital. This facility will provide a safe crossing point for pedestrians and cyclists whilst also catering for vulnerable road users. Due to the wide nature of Coreys Mill Lane and the potential for excessive speeds it is proposed to install a signalised crossing with a central island. This facility will also address the severance issues caused by Coreys Mill Lane and provide a link to the existing cycle-way on the southern side of the road.

Location Plan/outline Scheme Plan



Supporting Photographs



Existing crossing point over Corey's Mill Lane. The proposed signalised crossing is intended to be located here and replace this facility.



Pedestrians using the existing crossing point. The wide nature of Corey's Mill Lane and the potential for excessive vehicle speeds makes a signalised crossing more appropriate for this location

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Potential to interfere with buses accessing/departing the hospital	The crossing facility would be located a sufficient distance from the bus lay by so as not to cause any major issues. The crossing would also enable more people to access the bus facilities in front of the hospital.	Y
Loss of some car parking provision along Corey's Mill Lane	The loss in car parking is not considered to be significant as parking is also provided within the hospital perimeter.	Y

Links to other UTP schemes:	WM4- Increase the number of pedestrian footbridges/ at-grade crossings CM1- Make sure cycle routes are complete and do not stop short of destinations
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Contribution to Objectives / Targets:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines. 3) Improve the accessibility of key destinations for all users
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		6) Address severance issues caused by the road and rail infrastructure
	LTP Indicators	<ul style="list-style-type: none"> • % Who Find it Difficult to Access a Hospital • Rights of Way

Outline Cost Analysis

Works Element	Est. Cost	Notes
Toucan crossing	£50,000	One-stage crossing
Build-out construction	£1,000	Including permanent bollards
Road markings	£100	
Design fees	£10,000	
Supervision	£5,100	
Miscellaneous costs	£35,800	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£102,000	

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
Where 'N' details for overcoming deliverability risk:		

Other Information/Additional Notes:

Scheme Name	Provide a footpath along Gresley Way from Six Hills Way to the existing footpath adjacent to Jackdaw Close	
Scheme Reference:	WM15	
Problem References:	W2 W3 H6 W11 W12	Gaps/breaks in the pedestrian network restrict movement Lack of suitable crossing facilities across the network Lack of maintenance on footways Lack of coherent routes along key desire lines Pedestrians walking in the carriageway where there is a lack of footway provision at certain locations in Stevenage
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

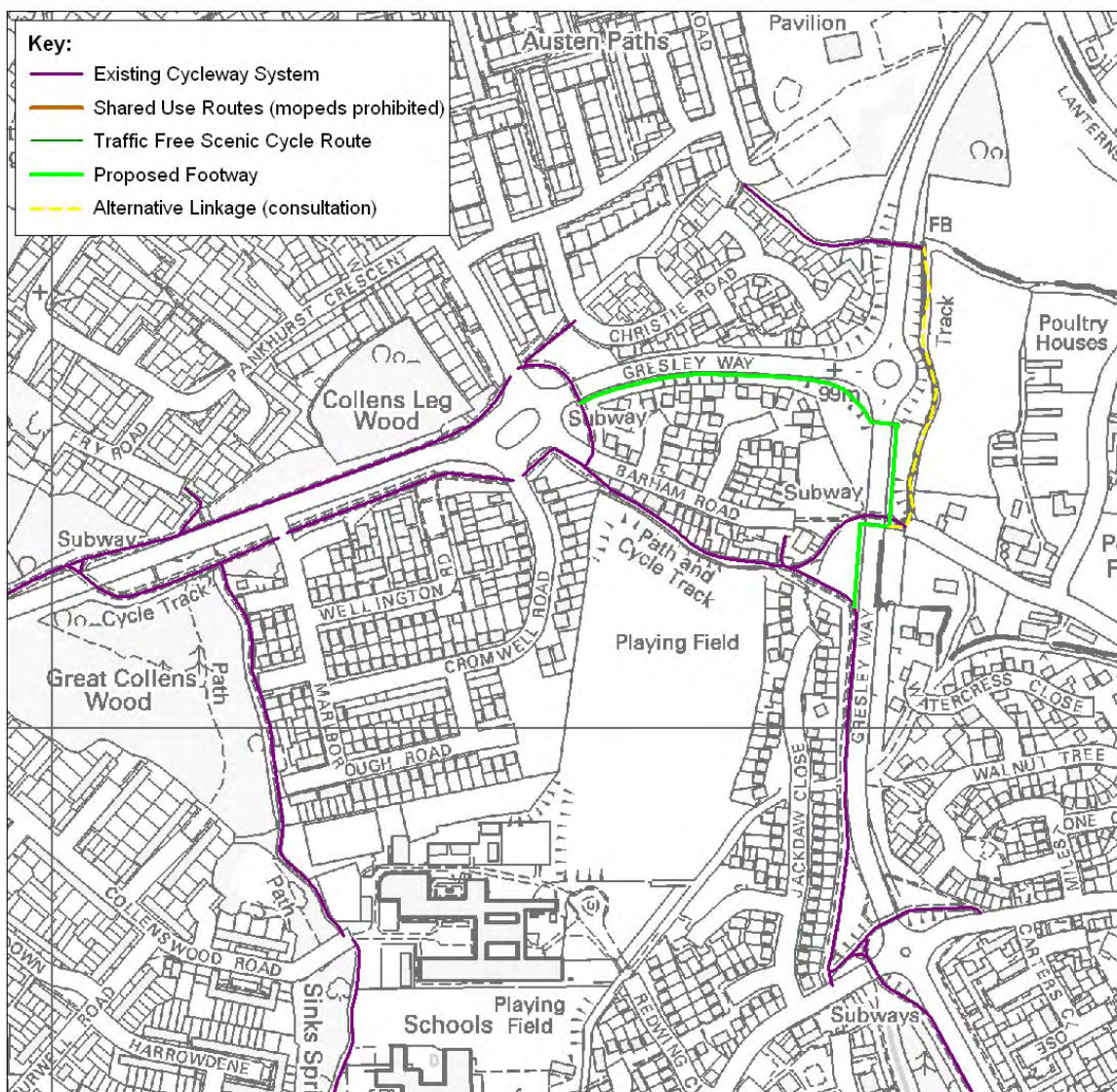
Gresley Way runs along the eastern boundary of Stevenage and provides a north-south link adjacent to largely residential areas. Having reviewed the footway provision along the route, the specific issue is in the vicinity of the Six Hills Way roundabout where the footway ceases to exist near to Tatlers Lane. This can lead to pedestrians walking in the carriageway which poses clear safety issues. Also, the western route along Gresley Way leading towards the Six Hills Way roundabout does not currently have a footway, but a well worn route along the grass verge indicates that it is a pedestrian desire line.

It is therefore proposed to provide a dedicated footway along Gresley Way which begins at the existing footway/cycleway on the western side of the carriageway adjacent to Jackdaw Close then travels north along Gresley Way. A pedestrians 'crossover' will have to be provided in the vicinity of the cycle underpass as there is insufficient space to continue the footway along the western side of Gresley Way. It is then proposed to cross the footway back over the carriageway to continue westbound along Gresley Way, making use of the existing wide grass verge before connecting it to the existing footway/cycleway network at Six Hills Way roundabout. A pelican crossing will suffice at this location as pedestrian flows are unlikely to be high. This option offers the minimum disruption to traffic whilst accommodating for pedestrian safety at a high speed roundabout. The provision of this footway (around 450 metres in length) will provide pedestrians with a safe and coherent route along Gresley Way that addresses a current break in the network. The route makes best use of the available space and will prevent pedestrians using the grass verge/carriageway to reach their destinations.

Following the public consultation exercise it was suggested that an alternative route for this scheme would be to follow the existing footway under the Gresley Way via the subway and then formalise the bridleway which runs parallel to Gresley Way before reaching the footbridge to the north of Gresley Way junction. This could then potentially link in with the cycleway proposed through scheme CM7.

It is therefore recommended that whilst this scheme should be delivered through the UTP, the exact route of the footway should be determined at the detailed design stage so as to fully assess the practicability of each option.

Location Plan/outline Scheme Plan



Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Availability of land for the footway	Provide the footway on the eastern side of Gresley Way where there is insufficient space on the western side of the carriageway	Y
Pedestrians required to cross Gresley Way in the vicinity of Tatlers Lane	Provide a dropped kerb and tactile paving to enable pedestrians to cross to the other side of the carriageway	Y
Cyclists using proposed footway instead of existing cycleway link	Provide staggered guardrail/hoops to prevent cyclist access and clearly	Y

resulting in conflict between pedestrians and cyclist	mark/sign cyclist route	
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Links to other UTP schemes:	CM7- Introduce a cycle route along Gresley Way
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines 3) Improve the accessibility of key destinations for all users
	LTP Indicators	<ul style="list-style-type: none"> Footway Condition Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Footway	£52,650	
Pelican crossing	£50,000	2-stage
Guardrailing	£600	
Design fees	£20,600	
Supervision	£10,300	
Miscellaneous costs	£72,350	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£206,500	

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:		

Other Information/Additional Notes:

Scheme Name	Provide Toucan crossings at Great Ashby Way and Gresley Way	
Scheme Reference:	WM17	
Problem References:	W2 W3 W6 H4 H4.1	Gaps/breaks in the pedestrian network restrict movement Lack of suitable crossing facilities across the network Lack of provision for vulnerable road users/ mobility impaired Priority given to the car driver over other modes Lack of crossings points across Great Ashby Way
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

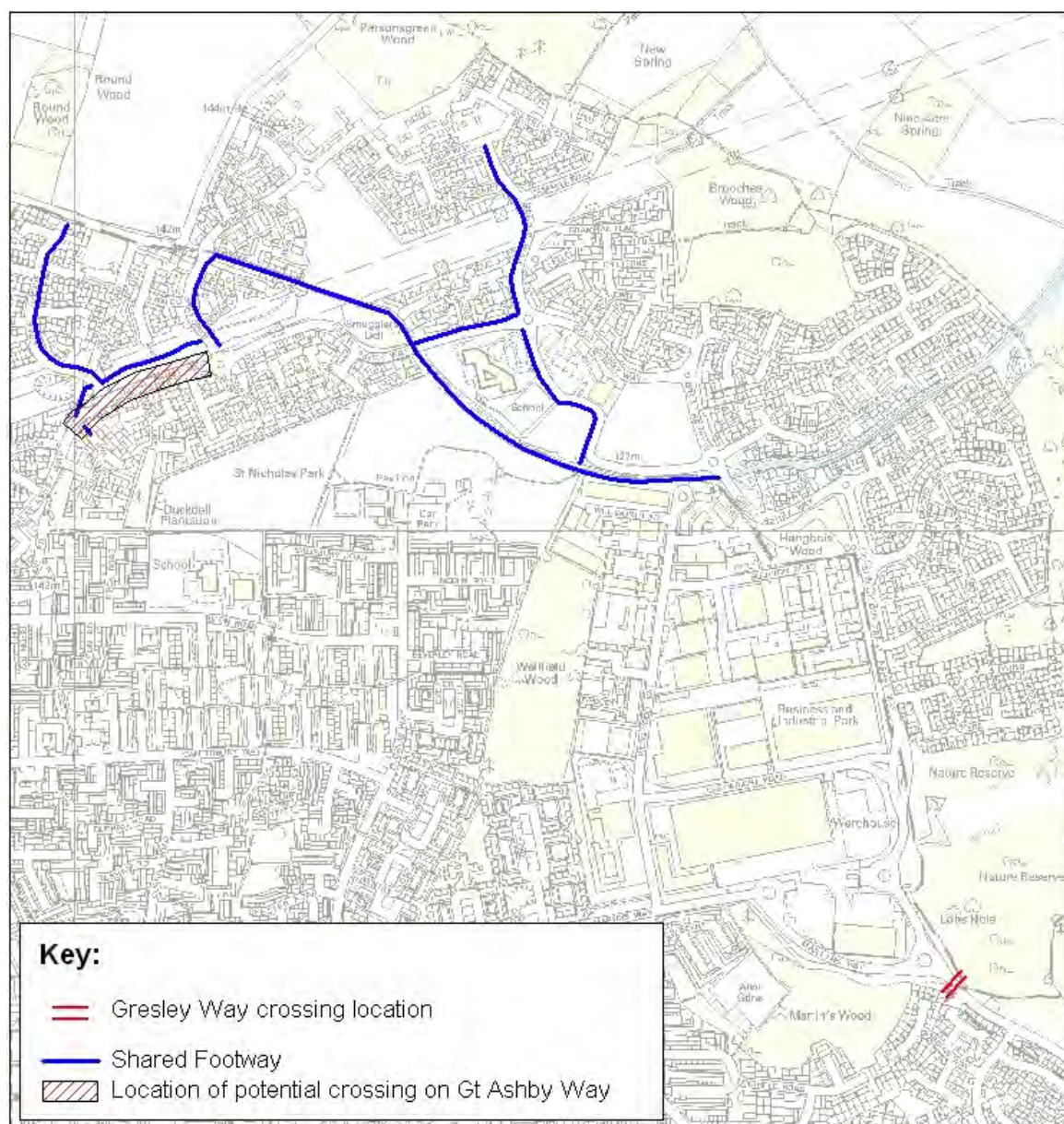
This scheme will provide two pedestrian crossings, one at Great Ashby Way and another over Gresley Way.

The first proposed crossing is located to the west of the Great Ashby Way/Bray Drive roundabout and is intended to link St. Nichols Park with the residential areas to the north. Due to the width of the road it is intended to provide a zebra crossing with a central island so as to ensure pedestrians can cross the road safely.

Following the public consultation exercise it was suggested that a more appropriate location for this crossing would be further west between Orwell Avenue and Old Bourne Way as this reflects a local desire line from houses in the Orwell Avenue and Bray Drive/Mendip Way areas of Great Ashby to The Leys and The Giles schools. It is therefore recommended that whilst a crossing facility should be provided along this stretch of Great Ashby Way, the exact location should be determined during the detailed design stage.

The second location is over Gresley Way to the south of the roundabout with Martins Way. Again, a zebra crossing with a central island would be the preferred option. This facility will provide a safe crossing point for pedestrians and cyclists whilst also catering for vulnerable road users. In addition this location will complement the work that is currently being done as part of the Living Web bid to Go Stevenage. This bid is seeking to improve access to the *'To enhance the recreational and biodiversity value of Stevenage's "living web" of woodlands, and access to them by walking and cycling; and increase public use and understanding of these assets.'* The proposal for a crossing in this location will link the Stevenage urban area much better with Box Wood to the east of Gresley Way, and will also tie in with the improvement to the gateways to these open spaces being proposed by the Living Web bid.

Location Plan/outline Scheme Plan



Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Safety issues associated with the location of the crossing	Carry out full safety audit to determine location is suitable.	Y
Links to other UTP schemes:	WM4- Increase the number of pedestrian footbridges/at-grade crossings CM7- Introduce a cycle lane along Gresley Way	

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Contribution to Objectives / Targets:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines. 3) Improve the accessibility of key destinations for all users 6) Address severance issues caused by the road and rail infrastructure
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Zebra crossing (2no)	£20,000	
Central refuge (2no)	£1,100	Assume 2m x 5m
Electrical connection	£1,000	Assuming feed from street lighting (not including statutory undertakers requirements)
Design fees	£4,500	
Supervision	£2,200	
Miscellaneous costs	£15,500	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£44,300	

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:		

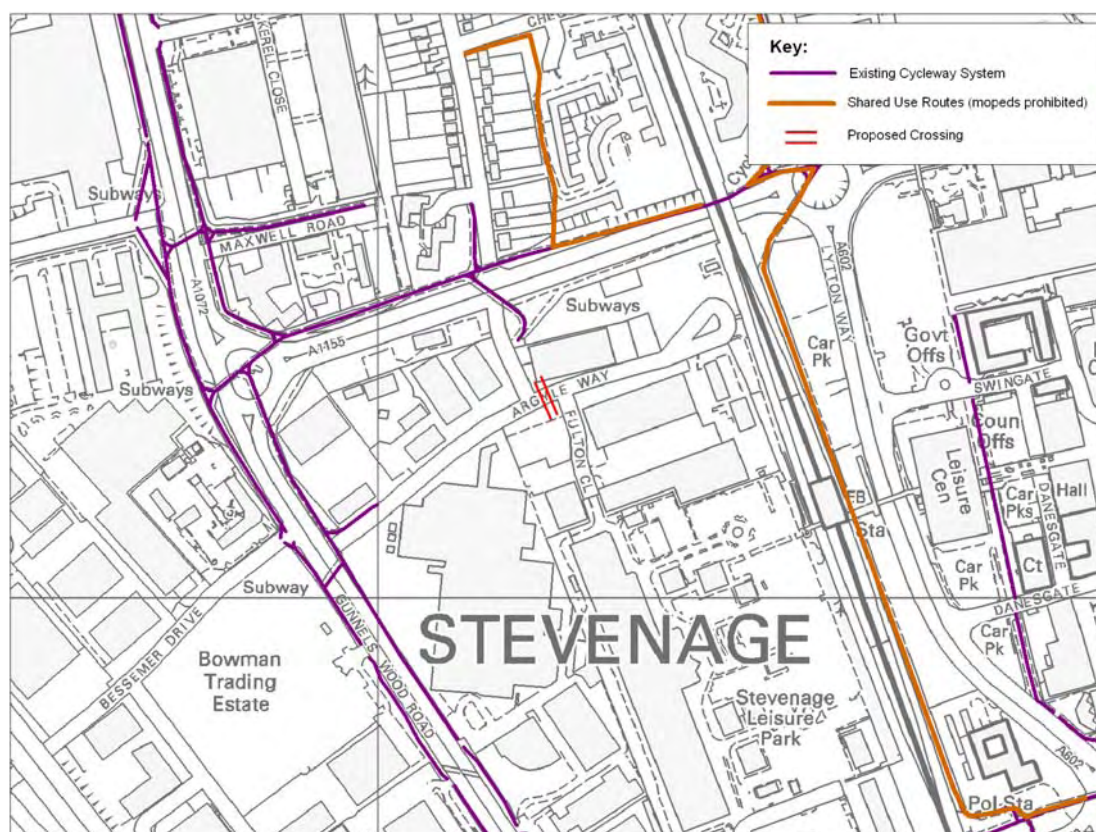
Other Information/Additional Notes:

Scheme Name	Provide a zebra crossing across Argyle Way for pedestrians to access to Gunnels Wood	
Scheme Reference:	WM18	
Problem References:	W2 W3 W3.4 W11	Gaps/breaks in the pedestrian network restrict movement Lack of suitable crossing facilities across the network Lack of pedestrian links over Argyle Way for Gunnels Wood employees Lack of coherent routes along key desire lines
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to increase the accessibility of the Gunnels Wood employment area by providing a zebra crossing over Argyle Way. This crossing facility will improve north-south movement through the area and be particularly beneficial to Gunnels Wood employees as well as those people accessing the rail station from the west. A zebra crossing is considered to be the most appropriate facility for this location (as opposed to a signalised crossing) as Argyle Way is an internal route to service Gunnels Wood and is not expected to experience high levels of traffic across the day.

Location Plan/outline Scheme Plan



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

Links to other UTP schemes:	WM1- Improve pedestrian and cyclists access to the station from the west WM4- Increase number of pedestrian footbridges/ at grade crossings
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines 3) Improve the accessibility of key destinations for all users 6) Address severance issues caused by the road and rail infrastructure
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Zebra crossing	£7,500	
Electrical connections	£500	Assuming feed from street lighting (not including statutory undertakers requirements)
Design fees	£1,600	
Supervision	£800	
Miscellaneous costs	£5,600	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£16,000	

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
Where 'N' details for overcoming deliverability risk:		

Other Information/Additional Notes:

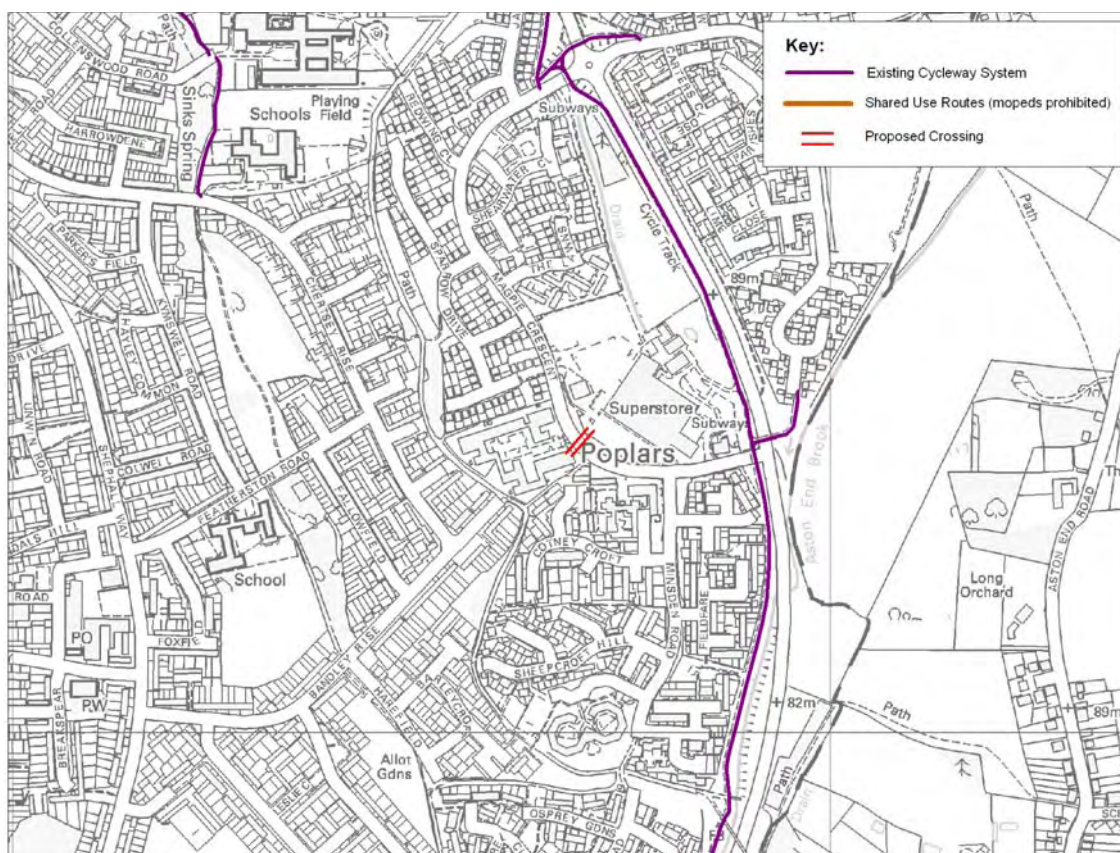
Scheme Name	Provide a Toucan crossing across Magpie Crescent to link in to Sainsbury's	
Scheme Reference:	WM19	
Problem References:	W2 W3 W6	Gaps/breaks in the pedestrian network restrict movement Lack of suitable crossing facilities across the network Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide a toucan crossing facility over Magpie Crescent to facilitate improved access to the Sainsbury's store. The crossing will be located adjacent to the main store entrance in the vicinity of the bus stop facilities on the western side of the carriageway. This facility will enable better access for vulnerable road users as well as proving a safe crossing point for cyclists.

A toucan crossing is a type of pedestrian crossing that also allows bicycles to be ridden across. Toucan crossings are normally 4 metres (13 feet) wide, instead of the 2.8 metre (9 feet) width of a pelican crossing or puffin crossing. A "green bicycle" is displayed next to the "green man" when cyclists and pedestrians are permitted to cross. As well as this, it is different from a pelican crossing because, before the lights for vehicles go back to green, a steady red and amber are displayed instead of the flashing amber seen on pelican crossings. The pedestrian/cyclist signal lights may be on the near side of the crossing (like a puffin crossing), or on the opposite side of the road (like a pelican crossing).

Location Plan/outline Scheme Plan



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

Links to other UTP schemes:	WM4- Increase number of pedestrian footbridges/ at grade crossings CM7- Introduce a cycle-way along Gresley Way
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Contribution to Objectives / Indicators:	UTP Objectives	6) Address severance issues caused by the road and rail infrastructure
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Toucan crossing	£50,000	
Design fees	£10,000	

Supervision	£5,000	
Miscellaneous costs	£35,000	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£100,000	

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
Where 'N' details for overcoming deliverability risk:		

Other Information/Additional Notes:

Scheme Name	Provide pedestrian warning signs on Stevenage Road	
Scheme Reference:	W20	
Problem References:	W3 W3.5 W5 W6	Lack of suitable crossing facilities across the network Lack of a safe route for pedestrians and cyclists between Stevenage and Walkern Issues of personal safety with some pedestrian routes Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide warning signs on Stevenage Road to alert westbound motorists that pedestrians are crossing. These signs are proposed to be located at the point where walkers are directed to the footpath across Stevenage Road. Due to the nature of the route, with the potential for high vehicle speeds and several blind corners, it is considered that the signs are a necessary addition to improve road safety.



Example of proposed signing

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Signs need to be suitably located	Site selection will be based on maximum visibility/effect	Y

Links to other UTP schemes:

Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Warning sign + column x2	£450	
Lighting	£200	
TOTAL COST FOR DELIVERY	£650	

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:		

Other Information/Additional Notes:

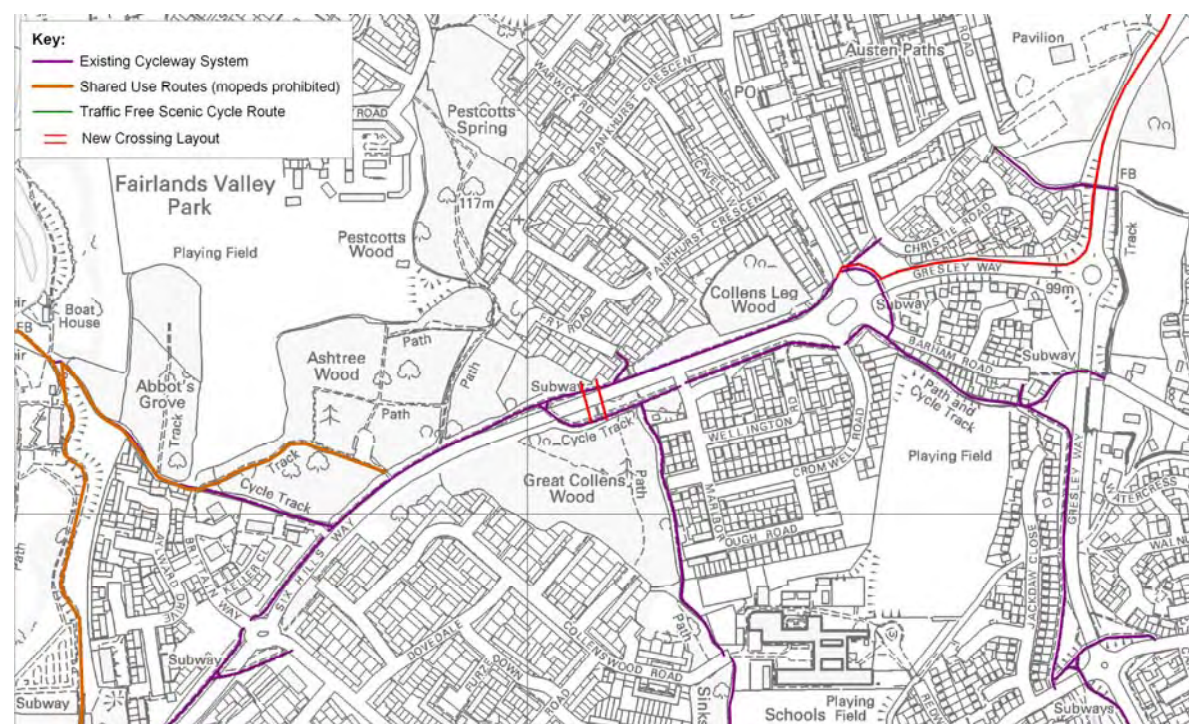
Scheme Name	Upgrade the existing pedestrian refuge on Six Hills Way with a signalised crossing facility	
Scheme Reference:	PCM1	
Problem References:	W3 W5 W6	Lack of suitable crossing facilities across the network Issues of personal safety with some pedestrian routes Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This scheme proposes upgrading the existing pedestrian refuge on Six Hills Way in the vicinity of Marlborough Road with a signalised crossing facility. Following the public consultation, it was felt by some residents of Stevenage that the existing crossing point (a pedestrian refuge island) was dangerous for pedestrians, particularly vulnerable road users, as it did not provide sufficient safety for them to cross. It is therefore intended to provide a signalised crossing which will be a valuable facility for pedestrians wishing to cross between the residential areas either side of Six Hills Way and also improve access to the eastbound and westbound bus stops along the route.

The traffic impact of upgrading the crossing on Six Hills Way would be negligible with a reduction in demand of less than 10 vehicles an hour in the evening peak and less than 5 vehicles an hour in the morning in 2014. This traffic re-routes onto the A1155 / B1037 Fairlands Way adjacent road to the north.

However, following correspondence with Hertfordshire Highways it was indicated that a scheme had already been delivered in this location which kept the existing crossing point as uncontrolled (a controlled crossing was not the preferred option) but introduced a stagger to encourage pedestrians to look when crossing the road. The scheme was implemented on casualty reduction grounds. As a result it is not proposed to take scheme PCM1 forward through the UTP.



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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines 6) Address severance issues caused by the road and rail infrastructure
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Crossing	£50,000	
Design fees	£10,000	
Supervision	£5,000	
Miscellaneous costs	£35,000	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£100,000	

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
Where 'N' details for overcoming deliverability risk:		

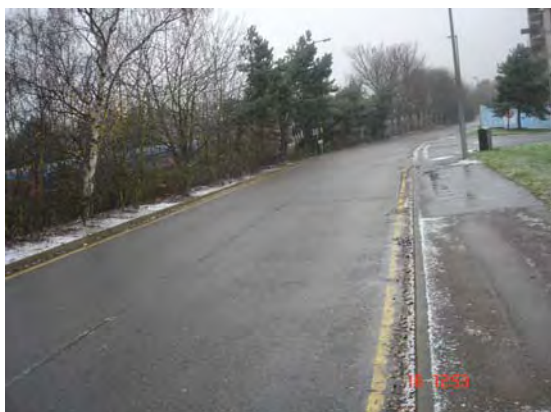
Other Information/Additional Notes:

Scheme Name	Extend the pavement on the western side of Chequers Bridge Road to continue past the junction with Trinity Road	
Scheme Reference:	PCM2	
Problem References:	W6	Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This scheme was put forward through the public consultation and is intended to continue the footway along the western side of Chequers Bridge Road past the junction with Trinity Road before becoming Woolners Way. Currently the footway on Chequers Bridge Road is not consistent along both sides of the carriageway due to the fact that it is single file traffic over the bridge. Therefore, pedestrians travelling north or south along Chequers Bridge Road have to cross in the vicinity of the Trinity Road junction to continue along the footway. To resolve this issue would require an extension of the footway along the western side of Chequers Bridge Road/ Woolners Way as far as Green Street.

However, given the observed level of pedestrian demand along this route, allied with the limited space available on the western side of the carriageway (owing to the railway tracks), it is not considered necessary or practical to build an extension to the footway. A scheme to introduce a zebra crossing across Trinity Road (PCM3) is being proposed through the UTP and this is intended to increase pedestrian priority north/south along Chequers Bridge Road/ Woolners Way as well as linking to the existing cycleway parallel to Lytton Way.



Looking north along Chequers Bridge Road which lacks a footway on its western side. The railway tracks are immediately beyond the tree line



Looking south on Chequers Bridge Road towards the bridge. The footway is limited to one side of the road in this location



Signage on the approach to the bridge which is signalised for single file traffic

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

Links to other UTP schemes:	PCM3- Introduce a zebra crossing across Trinity Road
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

Deliverability Assessment

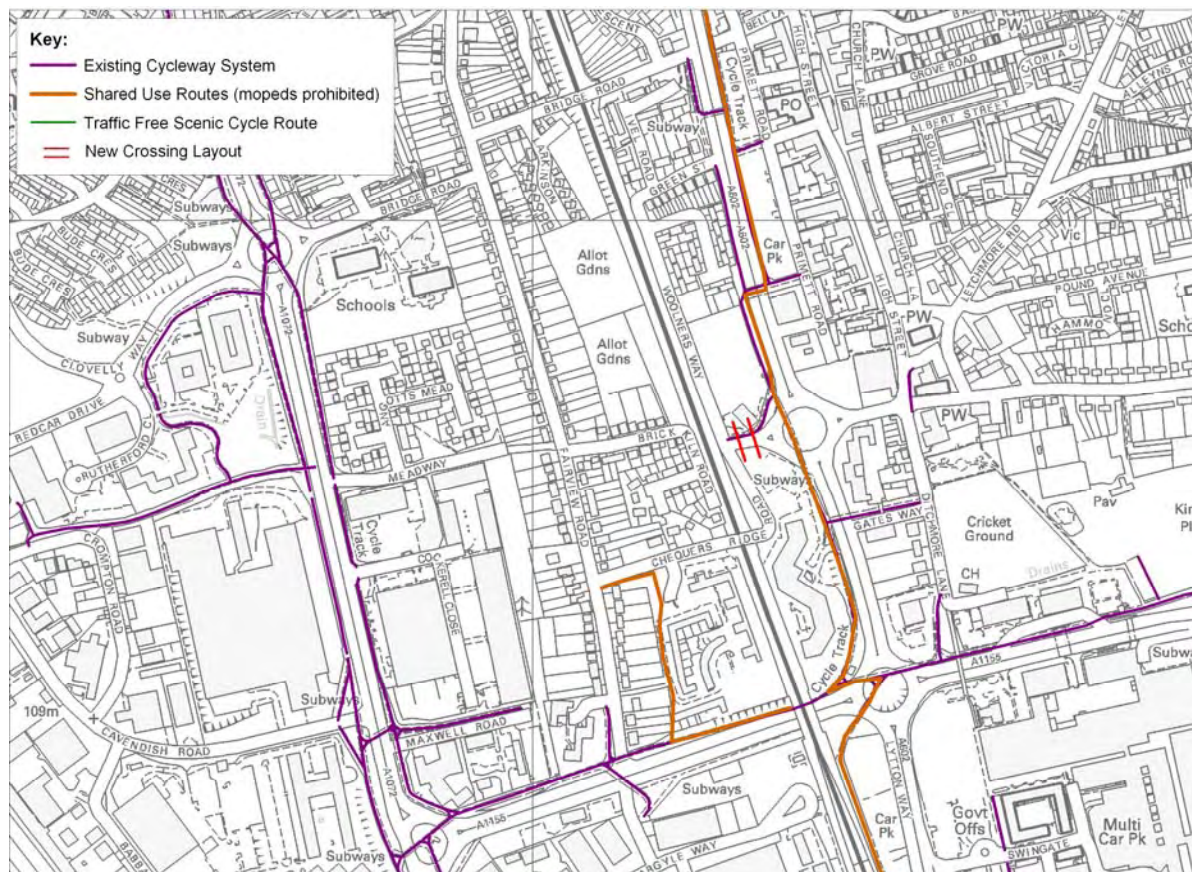
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N
Where 'N' details for overcoming deliverability risk:		

Other Information/Additional Notes:

Scheme Name	Provide a Zebra crossing across Trinity Road	
Scheme Reference:	PCM3	
Problem References:	W3 W6	Lack of suitable crossing facilities across the network Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide a zebra crossing over the section of Trinity Road to the west of the A602 Lytton Way junction. This facility will improve the pedestrian priority along Chequers Bridge Road and Woolners Way whilst also improving the connectivity to the cycleway network which runs parallel to Lytton Way.





*Trinity Road towards Lytton Way junction-
The zebra crossing would be installed along
this section of the road to raise the
pedestrian priority in this location*



*The crossing facility will improve the
connectivity along Woolners Way/ Chequers
Bridge Road (top right of photograph)*

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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Zebra crossing	£10,000	
Electrical connection	£1,000	Assuming feed from street lighting (not including statutory undertakers requirements)
Design fees	£4,500	
Supervision	£2,200	
Miscellaneous costs	£15,500	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£33,200	

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:		

Other Information/Additional Notes:

Scheme Name	Introduce a new pedestrian crossing on Gresley Way adjacent to Uplands	
Scheme Reference:	PCM5	
Problem References:	W3	Lack of suitable crossing facilities across the network
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

It was suggested at the public consultation that a pedestrian crossing should be installed along Gresley Way in the vicinity of Uplands. It is understood that this facility would primarily serve an informal pedestrian access into woodland further north.

As part of the UTP a crossing facility is already proposed further north along Gresley Way in the vicinity of the Martins Way roundabout (WM17) to access Box Wood. This crossing is intended to provide a facility for both pedestrians and cyclists whilst also linking the Stevenage urban area with Box Wood to the east of Gresley Way, thus complimenting the work of the *Living Web* bid to improve the accessibility of woodland in and around Stevenage. It is therefore considered that this location is more suitable for the provision of a crossing facility on Gresley Way. As such it is not proposed to install a crossing in the vicinity of Uplands as a UTP scheme.



Lay-by area along Gresley Way adjacent to the Uplands access- this appears to be an informal pedestrian access to woodland further north and would be the primary reason for installing a pedestrian crossing



Looking north along Gresley Way from Uplands - the footway only runs along the western side of the road, limiting the practicality of providing a crossing in this location

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

Links to other UTP schemes:	WM17- Provide Toucan crossings at Great Ashby Way and Gresley Way CM7- Provide a dedicated cycleway along Gresley Way between Six Hills Way and Great Ashby Way
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Contribution to Objectives / Indicators:	UTP Objectives	
	LTP Indicators	<ul style="list-style-type: none"> Cycling Trips

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

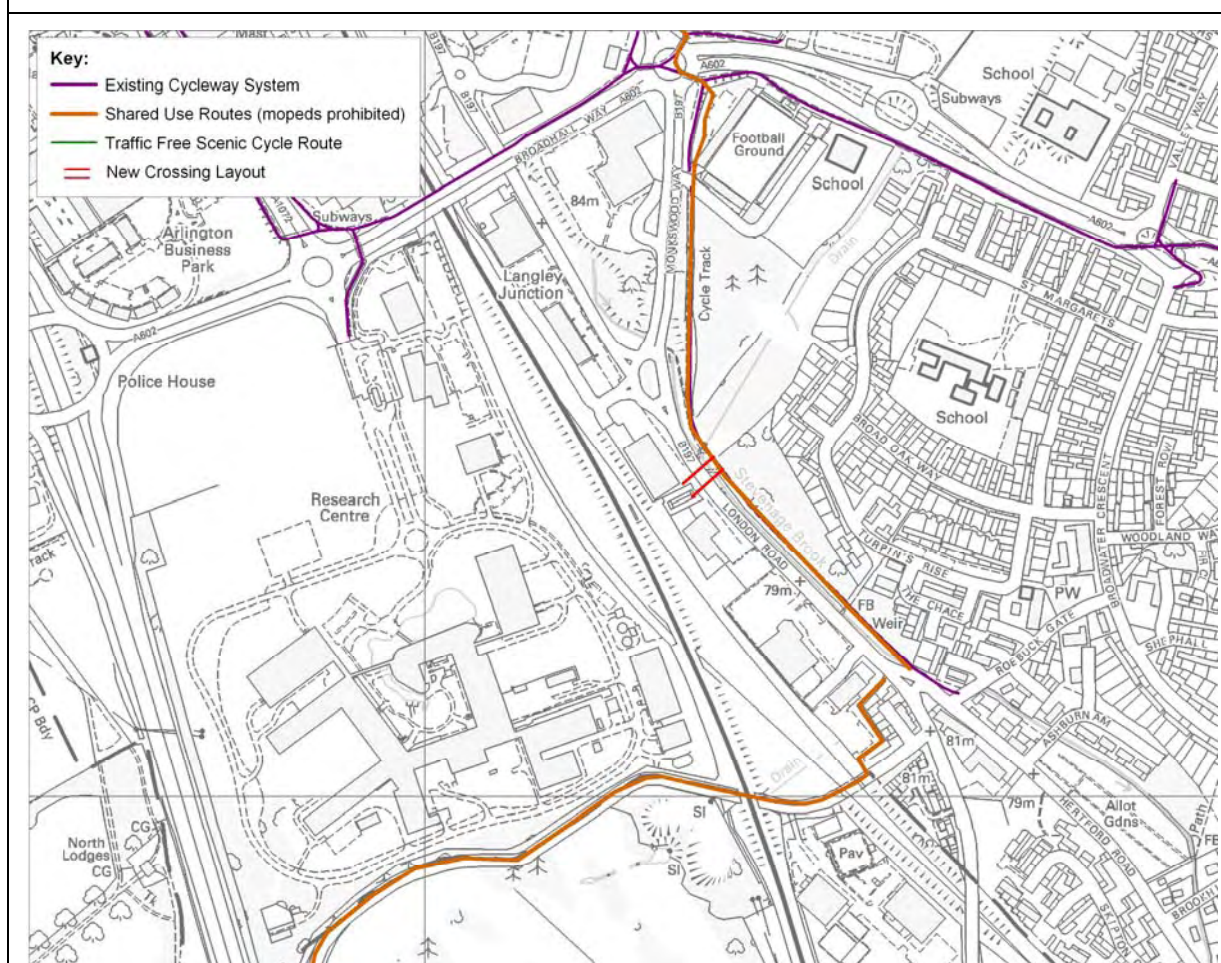
Deliverability Assessment		
Can the scheme be delivered within the highway boundary?	Y	N
Can the scheme be delivered without third party involvement?	Y	N
Do all elements of the scheme involve standard work processes?	Y	N
Can the scheme be delivered in the short term?	Y	N
Where 'N' details for overcoming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

Other Information/Additional Notes:

Scheme Name	Provide a Toucan crossing opposite Tesco's on London Road	
Scheme Reference:	PCM6	
Problem References:	W3 W6	Lack of suitable crossing facilities across the network Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is included in the UTP	

Description of Proposals

This scheme is intended to provide a Toucan crossing adjacent to the Tesco's store on London Road. The need for a crossing in this location was raised during the public consultation and relates to a perceived lack of priority for non motorised users in this area. The proposed crossing would be located opposite the existing access to the cycleway which runs parallel to London Road thereby reducing the severance caused by the road and proving a safe crossing point for pedestrians and cyclists wishing to access the supermarket and associated facilities. In addition, the crossing would be beneficial for those using the bus stops located on either side of London Road. As part of this scheme it would also be necessary to provide a section of footway along the western side of the road so as to form a coherent route for pedestrians and cyclists.



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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines 3) Improve accessibility of key destinations for all users 6) Address severance caused by road and rail infrastructure
	LTP Indicators	<ul style="list-style-type: none"> Rights of way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
Toucan Crossing	£50,000	One-stage crossing
Build-out construction	£1,000	Including permanent bollards
Road markings	£100	
Design fees	£10,000	
Supervision	£5,100	
Miscellaneous costs	£35,800	Including allowances for contingencies, preliminaries and inflation
TOTAL COST FOR DELIVERY	£102,000	

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
Where 'N' details for overcoming deliverability risk:		

Other Information/Additional Notes:

Scheme Name	Improve connectivity between Fairlands Way and Ditchmore Lane	
Scheme Reference:	PCM7	
Problem References:	W3 W5 W6	Lack of suitable crossing facilities across the network Issues of personal safety with some pedestrian routes Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This scheme was suggested at the public consultation as a means of improving the connection between Fairlands Way and Ditchmore Lane. At present pedestrians and cyclists wishing to access Fairlands Way from Ditchmore Lane can either use the footbridge over Fairlands Way, the cycleway which runs beneath the footbridge and continues parallel to the road before reaching the Fairlands Way underpass, or a footpath which runs from Ditchmore Lane behind a retail development to the same underpass.

As part of the UTP a scheme is already being proposed to improve the Fairlands Way footbridge (WM3) so as to enhance the link between the town centre and the Old Town via Ditchmore Lane. This is considered to be a key link for pedestrians as it provides the most direct route between the two locations and overcomes the severance caused by Fairlands Way. Furthermore, the cycleway which is accessed from Ditchmore Lane provides cyclists and pedestrians with a designated route to the Fairlands Way underpass and into the north-eastern part of the town centre.

There is scope to improve the footpath which runs from Ditchmore Lane behind the retail outlets towards the Fairlands Way underpass in terms of surfacing, maintenance and lighting, however this is not considered to require the development a specific scheme through the UTP. The proposed improvements to the footbridge (through UTP scheme WM3) combined with the existing cycleway and footway provision is considered to provide a sufficient level of accessibility and connectivity between Fairlands Way and Ditchmore Lane for non motorised users.



Fairlands Way underpass- this is accessed from both the cycleway and the footpath from Ditchmore Lane



The footpath leading from Ditchmore lane towards Fairlands Way



The cycleway running parallel to Fairlands Way providing access to both the footbridge and the underpass



Fairlands Way footbridge- this facility and the approaches at either end will be improved as part of scheme WM3

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
Links to other UTP schemes:		

Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

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

Other Information/Additional Notes:

Scheme Name	Provide wider paths around Stevenage to accommodate mobility scooters	
Scheme Reference:	PCM9	
Problem References:	W6	Lack of provision for vulnerable road users/ mobility impaired
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This scheme was raised at the public consultation as it was felt by some that the footpaths around Stevenage were too narrow in places to accommodate mobility scooters. Given the extensive segregated cycle and pedestrian network within Stevenage it is likely that this issue relates to specific sections of footway and the accesses to key destinations. It is not considered practicable to widen all footpaths around Stevenage and as such this is not being pursued as a specific scheme through the UTP. The most effective means of addressing this issue would be to engage with key stakeholders to identify areas across the town requiring improvement.

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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	1) Increase the pedestrian priority and environment along key desire lines
	LTP Indicators	<ul style="list-style-type: none"> Rights of Way

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

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

Other Information/Additional Notes:

Scheme Name	Provide dropped curbs at the Lanterns Lane entrance to Gresley Way	
Scheme Reference:	PCM10	
Problem References:		No problem reference as this was suggested as a solution at the public consultation, so has not been driven by issues.
Scheme Status:	This scheme is not included in the UTP	

Description of Proposals

This scheme was raised at the public consultation and relates to the provision of dropped curbs on Lanterns Lane at the junction with Gresley Way. At present a grass verge runs along the western side of Gresley Way in the vicinity of the Lanterns Lane junction and does not have any footway provision. A subway runs underneath Gresley Way to the north of the junction and emerges further down Lanterns Lane providing access for pedestrians and cyclists.

Following a site visit, the western side of Gresley Way was not observed to be used by pedestrians who instead make use of the footway on the other side of the carriageway. The subway under Gresley Way provides a safe means of crossing for non-motorised users, negating their need to negotiate the Lanterns Lane junction. Following this investigation it is considered that the level of pedestrian demand in this location does not warrant the introduction of dropped curbs. As a result this scheme is not being progressed through the UTP.



Lanterns Lane access onto Gresley Way- there are grass verges on either side of the junction and this was not observed to be a well used pedestrian route



There is currently no footway along the western side of Gresley Way which raises questions about the need for dropped curbs in this location

Design Considerations	Proposed Solutions	Are solutions sufficient to overcome issues? (Y/N)
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Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	
	LTP Indicators	

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

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

Other Information/Additional Notes:

Scheme Name	Introduce greater enforcement to prevent horse riders and mopeds from using inappropriate routes such as footpaths	
Scheme Reference:	PCM13	
Problem References:		
Scheme Status:	This scheme is addressed through UTP scheme CM5	

Description of Proposals

This scheme was raised through the public consultation by residents of Stevenage who felt that a number of routes around the town, particularly footpaths, were being used by horse riders and mopeds and that this created safety issues for other users. As part of the UTP a scheme has already been proposed to improve policing on for pedestrians and cyclists using the network around Stevenage (scheme CM5), and this has been recommended as a policy to be taken into consideration by HCC and SBC. As such it is considered that scheme CM5 already addresses the specific issue of enforcement on the pedestrian and cycle network in Stevenage.

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

Links to other UTP schemes:	
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Contribution to Objectives / Indicators:	UTP Objectives	
	LTP Indicators	

Outline Cost Analysis		
Works Element	Est. Cost	Notes
TOTAL COST FOR DELIVERY		

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

Other Information/Additional Notes:

Scheme:

Improve pedestrian and cyclist access to the station from the west

Scheme Reference:

WM1

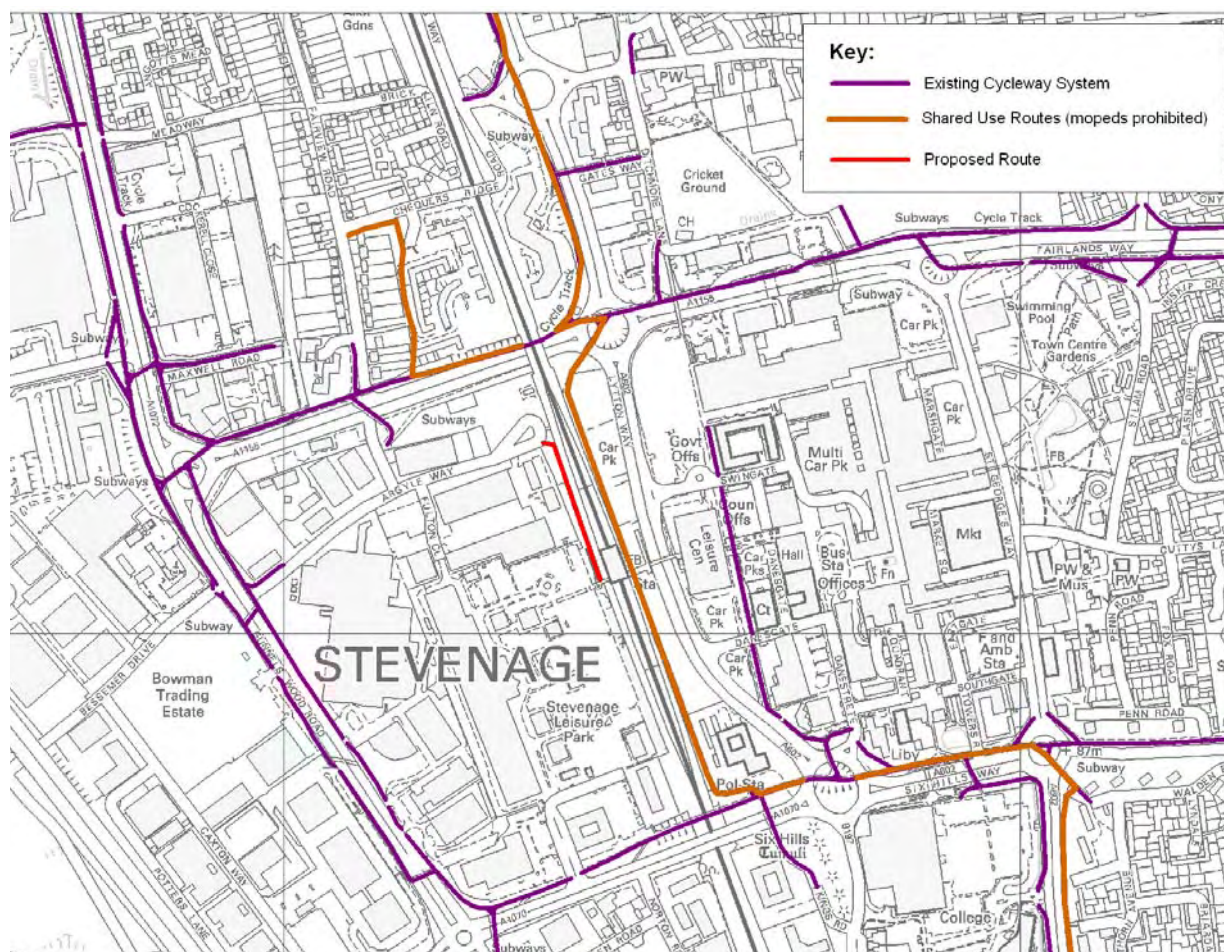
Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme is intended to address the issues raised in relation to the poor access to the rail station from the west and the general condition of the environment for pedestrians and cyclists. At present access to the station from the west is via a stairwell for pedestrians and a ramp for pedestrians/cyclists. With the exception of a footway running north parallel to the rail line, all access is through the car parks immediately west of the station which, combined with the warehousing/retail outlets, reduces the navigability of the route and does not give priority to non-motorised users. It is therefore proposed to upgrade the footway west of the rail line to a shared use route allowing both pedestrians and cyclists to access the station from the west via the existing stairwell and ramp. This proposal will provide a high quality link between the Argyle Way and the station which will improve the accessibility of this key destination.

Proposed Route:



Supporting photographs:



Existing ramp to the station. It is intended to improve access to this facility by upgrading the existing footway shown in this photograph to provide a more coherent link.



Access to the station from the west. The route through the car park is obstructed by the leisure park/ retail outlets.

Details:

- Upgrade the existing footway to the north of the station to provide a shared use route connecting to Argyle Way (approx 200m in length, 4.0m wide to accommodate segregated shared use path)
- Provide appropriate signing and lining along the route

Benefits:

- Improves the accessibility of the rail station from the west
- Provides provision for both pedestrians and cyclists
- Sufficient space to accommodate the proposals
- Beneficial for Gunnels Wood employees using the station
- Supports the proposed zebra crossing over Argyle Way (WM 18)

Risks:

- Potential loss of some car parking spaces to facilitate better access to the stairway/ramp
- Insufficient demand for this route

Indicative cost:

An indicative cost for this scheme would be £42,000. Further investigation and detailed design would be required to fix the cost for this scheme.

Scheme:

Redesign the footbridge to provide a covered walkway between the leisure centre and the station

Scheme Reference:

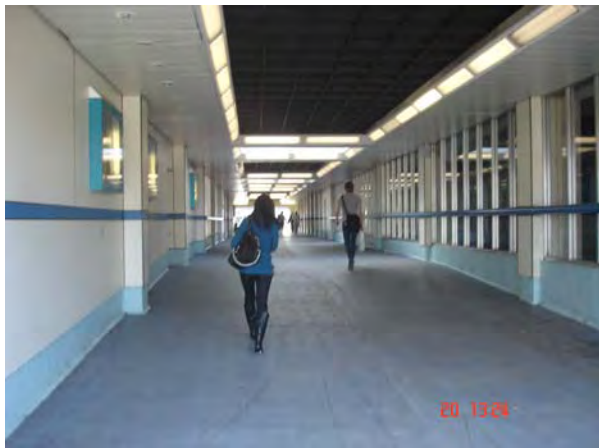
WM2

Scheme Status:

This scheme is included in the UTP

Purpose:

The current link between the town centre and the rail station consists of an internal walkway through the leisure centre adjoining a footbridge over Lytton Way into the station. This is a key desire line and is well trafficked by pedestrians, particularly in the peak hours. This route does not, however, provide the most attractive of environments and is open to the elements over the footbridge. Considering the fact that this is a major gateway to Stevenage and one that experiences such significant footfall it is considered that this link should be upgraded.

Supporting photographs:

View of the leisure centre walkway leading to the station. This route has no frontage activity and provides a very bland and unattractive link between the station and the town centre.



Fairlands Way footbridge viewed from the west of Lytton Way. The footbridge provides the only direct link across Lytton Way to the station and is therefore a key gateway within Stevenage.



Access to the footbridge from the eastern side of Lytton Way. Currently it is only possible to access the footbridge using a stairwell which is not suitable for cyclists or the mobility impaired. It is therefore proposed to provide a ramp up to the footbridge which would also support the proposed cycling ring around the leisure centre (CM16).

This scheme therefore intends to improve the existing link in a number of ways, as outlined below;

Details:

- Provide a covered walkway with glass sides
- Use innovative and attractive lighting across the footbridge and through the leisure centre walkway
- Introduce pedestrian tidal flow markings on the footbridge to aid with peak hour commuting
- Improve the signing and the amount of public transport information available
- Provide a ramp up to the walkway on the eastern side of Lytton Way

Benefits:

- Provision of a high quality pedestrian environment
- Reinforces the link between the rail station and the town centre and provides an attractive gateway
- Improves the accessibility of the rail station, particularly for peak hour commuting

Indicative cost:

An indicative cost of this scheme would be 1.5 million. Further investigation and detailed design would be required to fix the cost for this scheme.

Scheme:

Increase the number of pedestrian footbridges/pedestrian crossings

Scheme Reference:

WM4

Scheme Status:

This scheme is addressed through other specific UTP schemes

Purpose:

This issue was raised during the stakeholder consultation and reflected a general feeling that the highway infrastructure caused severance within Stevenage and that motorised traffic was given priority over other users. The presence of gaps or breaks in the pedestrian network, particularly along key desire lines, added further support to this view.

Details:

This scheme therefore involved a review of the entire pedestrian network and resulted in the following locations being presented in the UTP as sites for potential pedestrian crossings;

WM9- Provide an at-grade crossing across Lytton Way

WM12- Provide an at-grade crossing across Fairlands Way

WM14- Provide an at-grade crossing in front of Lister hospital

WM17- Introduce an at-grade crossing across Great Ashby Way

WM18- Provide a zebra crossing across Argyle Way for pedestrians to access Gunnels Wood

WM19- Provide a pedestrian crossing across Magpie Crescent to link in to Sainsbury's

Each of the schemes listed above has subsequently been developed and assessed on its individual merits.

Indicative Cost:

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

Scheme:

Improve lighting and visibility in underpasses

Scheme Reference:

WM5

Scheme Status:

This scheme is being addressed through other specific UTP schemes

Purpose:

This solution was suggested at the stakeholder consultation in response to the perceived issues with the underpasses around Stevenage, specifically in relation to poor lighting and reduced sight lines at certain locations. These factors were noted as contributing towards concerns over personal safety when using underpasses, particularly in the evening and at night. Having carried out an audit of underpasses within Stevenage, both in around the town centre and across the cycle network, it was found that the majority of underpasses were sufficiently lit and displayed good visibility. It would therefore appear that the perceived problems relate to a certain number of locations around the network which are in need of improvements.

Supporting photographs:

Example of poorly designed underpass outside of the town centre. Visibility and lighting are both problematic at this location.



A well used pedestrian underpass which makes use of good lines of sight, sufficient lighting and includes CCTV (top of picture).

This scheme has considered the condition of underpasses across the entire network and as described above visibility and lighting it is not considered to be a widespread problem. There are however a number of additional schemes being developed which aim to address issues related to underpasses in Stevenage. They include;

WM6- Install CCTV and PA systems in underpasses

WM10- Improve lighting for pedestrians around the town centre

CM2- Review the cycle-way infrastructure (particularly signing and lining)

CM5- Improve policing on cycle-ways

Indicative cost:

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

Scheme:

Provide an at-grade crossing across Lytton Way

Scheme Reference:

WM9

Scheme Status:

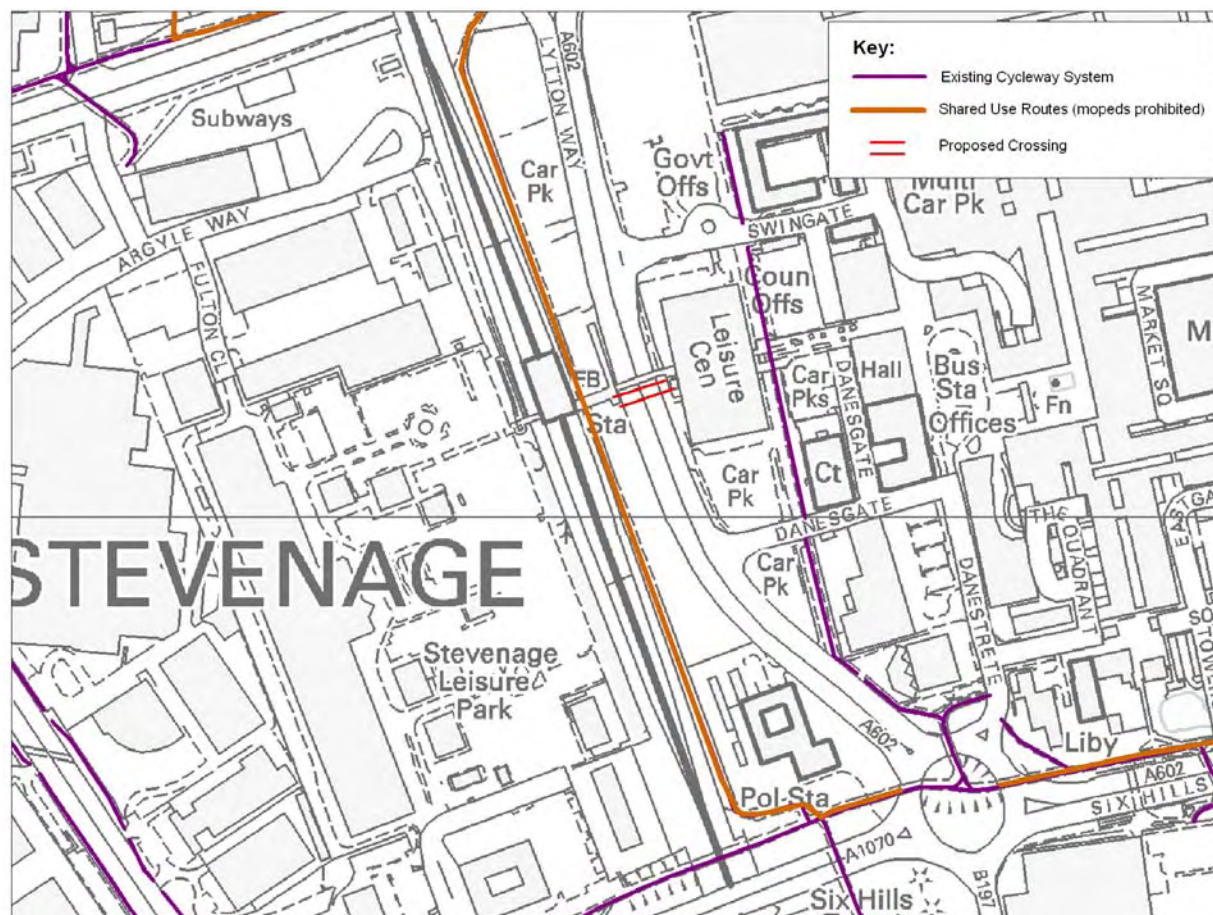
This scheme is not included in the UTP

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.

In addition this crossing facility will support a number of proposed schemes within the area, namely;

- WM1- Improve pedestrian and cyclists access to the station from the west
- CM15- Relocate cycle parking to the area immediately south of the rail station
- CM16- Provide a cycling ring around the leisure centre

Proposed location:**Details:**

- An at-grade toucan crossing facility for pedestrians and cyclists over Lytton Way

- Located to the south of the rail station walkway
- Toucan crossing with a central island
- Upgrading of areas at either side of the crossing facility (paving, signing etc)

Benefits

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

Risks:

- Potential reduction in highway capacity
- Costs associated with installing the crossing facility
- 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

Scheme:

Provide an at-grade crossing across Fairlands Way

Scheme Reference:

WM12

Scheme Status:

This scheme is not included in the UTP

Purpose:

This scheme was tabled at the stakeholder consultation as a solution to improve the connectivity between the town centre and the old town. It was felt that an at-grade crossing would be more suitable and accessible to all users than the existing Fairlands Way footbridge. To provide direct access into the town centre for pedestrians and cyclists it was proposed to install a toucan crossing adjacent to the existing footbridge to the east of the Fairlands Way junction.

Details:

- An at-grade toucan crossing facility for pedestrians and cyclists over Fairlands Way
- Toucan crossing with a central island
- Upgrading of areas at either side of the crossing facility (paving, signing etc)

Risks:

- The installation of the crossing could interfere with the operation of the Fairlands Way junction due to its close proximity.
- It is unlikely that there is sufficient pedestrian and cyclist demand to justify both a footbridge and an at-grade crossing at this location.
- To the south of Fairlands Way there is limited land available to introduce an at-grade crossing due to the existing Tesco development/car parking
- The existing cycle-way on the north side of Fairlands Way is at a significant gradient difference to the highway creating a major barrier to installing an at-grade crossing
- A scheme is already being developed through the UTP to upgrade the existing Fairlands Way footbridge (WM3) to enhance the link between the town centre and the Old Town

Conclusion:

In light of the issues raised above, this scheme is not considered to be cost effective or the best use of resources and as such it is not being brought forward through the UTP.

Scheme:

Install CCTV and PA systems in the underpasses

Scheme Reference:

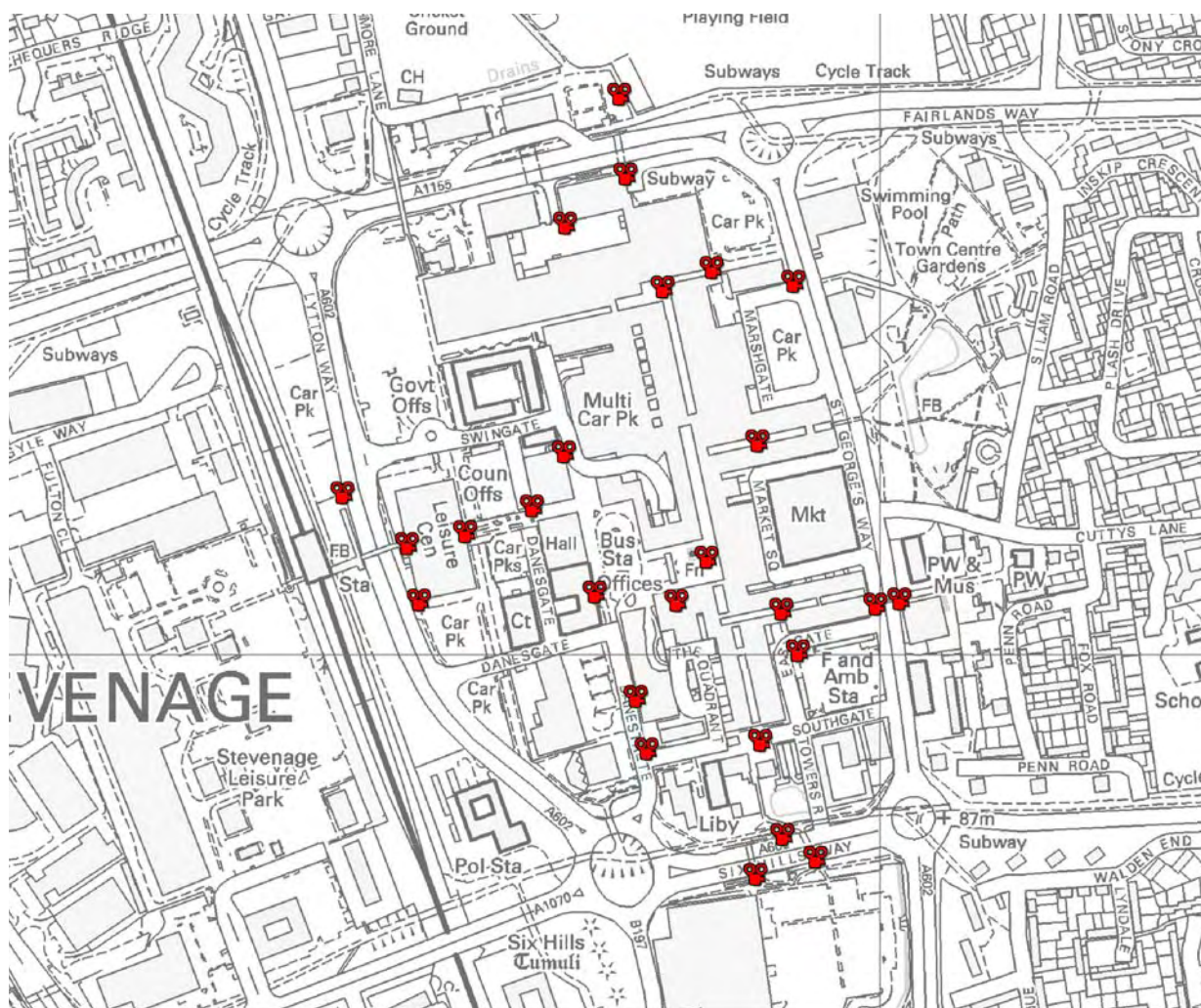
WM6

Scheme Status:

This scheme is not included in the UTP

Purpose:

This solution was proposed at the stakeholder consultation to address the perceived issues of personal safety with some of the underpasses in Stevenage. Liaison with the Community Information Unit (CIU) of Stevenage Borough Council has shown that there is existing CCTV installed at the majority of town centre underpasses and at several other locations around the network.

Location of existing town centre CCTV:**Conclusion:**

Given the fact that the underpasses in the vicinity of the town centre are covered by existing CCTV and considering the financial implications involved in installing further CCTV across the entire network it is not deemed cost effective to provide CCTV and PA systems in all underpasses. It is anticipated that the existing programme of maintenance carried out by Stevenage Borough Council will identify any specific

locations where CCTV is required (taking account of reported incidents, vandalism etc) and as such is not proposed to pursue this scheme through the UTP.