

St Albans Cycle Campaign (STACC) and CycleHerts

Response to the draft South Central Hertfordshire Growth and Transport Plan 2020.

Proposals affecting the wider St Albans area

Summary

1. There are useful proposals for improving provision for cycling but the Plan lacks an overall vision and, even when completed, will not provide coherent and safe cycling networks either in the built-up areas or between settlements.
2. It is surprising, given the 600 plus pages in the plan documents, that there appears to be no mention of Local Cycling and Walking Infrastructure Plans (LCWIPs) given that this is the Government's main policy on cycling.
3. Given the absence of plans for LCWIPs it is not surprising that there is no plan for a network of cycle routes in St Albans. The plan does not provide a network of safe and convenient cycle routes between the main residential areas and the main destinations such as the city centre, the city railway station and Verulamium Park. To help the Councils to make progress on planning a network, St Albans Cycle Campaign has prepared an outline plan of a cycle network for the St Albans city area and a copy of our outline plan is attached as an Annex to this Response.
4. The new strategic housing developments in the district will have provision for cycling within the developments but this internal estate provision will not link to a cycle network giving access to key destinations in the city.
5. It would be helpful if proposals could be included in the Plan to improve residential areas by measures such as Low Traffic Neighbourhoods which prevent through traffic but remain open to people walking or cycling.
5. Whilst there are welcome proposals for cycling routes to some nearby towns and settlements these are usually not continuous and the person cycling has to mix with fast moving traffic for part of their journey. It would be helpful to have some indication of ideas for completed routes even if funding is unlikely to be available in the near future.

Comments on individual proposals.

[Extracts from the HCC Interventions Paper are in italics. STACC comments are in plain text]

PK 24 St Albans City Centre Improvements

PR140 - St Albans City Centre 20mph zone expansion

Expanded 20mph zone in St Albans including Victoria Street, Bricket Road and Catherine Street. Any implementation of 20mph zone needs to be in accordance with HCC's Speed Management Strategy

SM142. St Peter's Street/Victoria Street Junction Reconfiguration

Investigate the potential for a junction reconfiguration to improve conditions for pedestrians and cyclists. This could comprise widened footways on the north eastern and south-eastern corners of the junction, and closure of the section of Victoria Street as far west as the Maltings GP Surgery to through traffic, except buses.

These are the only two proposals to help people cycling in the City Centre. In *PR140 Extension of 20 mph zone* Victoria Street and Catherine Street are mentioned but it should also include London Road, Hatfield Road and Holywell Hill.

Closure of a section of Victoria Street to through traffic, except buses, would be welcome but the exception needs to include cycles. "Closure of the section of Victoria Street as far **west** as the Maltings Surgery" does not make sense. We take it that it should read "as far **east** as the Maltings Surgery"?

The wording seems to imply that the widened footways at the St Peters Street/Victoria Street junction would improve conditions for pedestrians and cyclists. We cannot see how it would be sensible to have cyclists on any footways, however widened, at this very busy pedestrian junction.

PK 25 St Albans Green Ring Improvements

St Albans Green Ring Enhancement

PR148 Beech Bottom-Batchwood Drive raised speed table crossing and improved markings

PR149 Townsend Drive Introduce a raised speed table crossing where the cycle route crosses Townsend Drive

SM152 A new route alongside the Abbey Line between Cotton Mill Lane and Abbey Station

The proposed raised speed table crossings are an improvement on the dropped kerbs that are there at present but for such crossings to be safe and to be as convenient as cycling on the main road, with priority over side roads, there needs to be a proper priority crossing for the Green Ring.

We are disappointed that there is no proposal to tackle the much more dangerous crossing on the Green Ring which is the one over Everard Close at the roundabout with Griffith Way. This crossing needs to be tackled even if the Green Ring is re-routed.

We are very much in favour of the proposed new walking and cycling route alongside the Abbey Line between Cottonmill Lane and the Abbey Station. This should be progressed whatever happens to the level crossing and/or bridge.

PR 151 Verulamium car park is on the diagram but missing from the text.

SM153 - St Albans Green Ring 'Spoke' Routes

New cycle 'spoke' route - better signposting between the City Station, Hatfield Road and the Alban Way in the vicinity of Flora Grove, Breakspear Avenue, Vanda Close and Camp Road

The heading says 'Spoke' Routes in the plural. This new 'spoke' route is the only one proposed.

However, this one new cycle 'spoke' route is not a route – it's a bit of signposting amidst a seemingly random selection of roads with some gradients and hazardous junctions. One can cycle from the Green Ring crossing of Camp Road to the City Station via Camp Road, Vanda **Crescent**, Flora Grove and Grimston Road to the City Station but this is not comfortable even for experienced cyclists. This is not a "cycle route" that anyone would recognise.

PK 25 Alban Way Improvements and Package 36 Alban Way Improvements

PR154 Alban Way Lighting

Implement lighting along the Alban Way, either 'always on' or sensor activated.

PR155 Alban Way Wayfinding

Introduce improved wayfinding along the Alban Way in St Albans and Hatfield. Extension of Alban Way branding and wayfinding signage beyond the extents of the actual cycleway to provide easier wayfinding to it, with clear links to important destinations. New signs along the route will point out nearby local features to help guide users as to where they are.

PR156 Alban Way Cycle Signage

Improved cycle signage along the Alban Way. Include 'reference point' signage to provide an indication to cyclists of where they are in relation to nearby prominent land use features, and distances/estimated journey times to key locations along the route.

SM157 Alban Way Physical Improvements

Physical improvements including surface, crossings, general maintenance, etc. Retain a crossing point over the Abbey Line as a priority, and incorporate into any improvement scheme. Investigate sensor lighting. Manage vegetation along the route, and clear leaf mould regularly from the relatively new surface to avoid mud building up. Investigate widening and lighting the path as it passes through Hatfield, especially to the east of the Galleria, or consider alternative routes as part of the Hatfield 2030+ regeneration plans.

PR158 Alban Way Marketing and Promotion

Marketing and promotion of the Alban Way as an attractive sustainable transport connection alongside Hatfield 2030+ regeneration plans

We support all these proposals.

We would prefer 'always on' lighting to sensor activated unless experience elsewhere is that sensor activated gives people a comparable feeling of safety and security.

In addition we need:

1. Good, well signposted access routes to and from Lyon Way, Acrewood Way, Alban Park and the Merlin Centre.
2. An access route between Hatfield Road and the Alban Way in the vicinity of the Cemetery and Fleetville Junior School.
- 3.. Protected crossings of Hill End Lane and Sutton Road;
4. . A levelling up of the vegetation side surfaces to prevent a drop from the edge of tarmac surface;
5. If cycle and pedestrian traffic continues to increase, to plan for widening of the tarmac surface

However, we query what is meant in SM157 by “Retain a crossing point over the Abbey Line as a priority”. This is a public Right of Way and a crossing has to be retained. Elsewhere in this document a bridge is shown as replacing the level crossing. Clarification is needed.

PK 26 St Albans Abbey Station Accessibility

PR159 Cycle Parking

“Increase cycle parking provision at St Albans Abbey station in association with improvements to the station on Ridgmont Road.”

The authors have got the wrong station here. SA City Station is on Ridgmont Road. The Abbey Station is not near Ridgmont Road.

Any additional parking at the Abbey Station needs to be in a secure locker or shed.

SM 152 Existing level crossing closure – replacement facility

A new bridge over the Abbey Line for pedestrians and cyclists broadly in the vicinity of the existing level crossing. This will be a Network Rail-led intervention.

b A new route alongside the Abbey Line between Cotton Mill Lane and Abbey Station.

We are very much opposed to a replacement bridge. People walking and cycling need an at-level crossing without any gradients or detours. Since this *Growth and Transport Plan* was published for consultation Network Rail have constructed a new level crossing to replace the existing one. We welcome this.

We are very much in favour of “*b A new route alongside the Abbey Line between Cotton Mill Lane and Abbey Station.*”. This would make the Green Ring a much more convenient route to Verulamium Park and the Abbey Station. It would also avoid the dangerous crossing on the Green Ring at Everard Close.

SM 162 Abbey Line Park and Rail Hub (related to SW GTP proposal)

Local pedestrian/cycle links into southern St Albans

There are no details on these links in this document.

Package 27 – St Albans City Station Accessibility

PR167 Cycle Parking

Maintain or increase current and safeguard locations for future provision of cycle parking at St Albans City station and in the city centre, especially as part of the proposed station ticket hall improvements on Ridgmont Road which could also form part of a cycle hub facility.

PR168 Grosvenor Road Ridgmont southern active travel route to the station

Improved walking/cycling infrastructure along Grosvenor Road and Ridgmont Road for access to the City station.

We are disappointed not to see any other proposals for improving cycling access to the city station. There is nothing from the city centre or from any of the main residential areas or radial routes into the station/city centre.

Package 28 – Hatfield Road Corridor - St Albans

There are no proposals for cycling on this important and busy corridor nor are there any suggested alternative routes. An upgraded bridge over the railway at York Road would help to provide an alternative route.

Package 29 – London Road Corridor - St Albans

To make London Road a more attractive place for pedestrians and cyclists and improve reliability of journeys along the corridor.

SM173 Parking revisions

A review of on-road parking provision along the corridor to consider whether it can be rationalised in order to improve conditions for cyclists and provide additional crossing facilities. A reduction in roadspace to improve conditions for pedestrians and cyclists could lead to increased queues and delays, however, the priority is to encourage modal shift and healthy lifestyles. Prior to any changes being implemented, any study should also involve consultation with local residents and businesses and an impacts assessment undertaken to determine if there would be any detrimental effect on local businesses.

We welcome this proposal. We have advocated segregated cycle lanes along London Road in our draft proposals for a cycle network for St Albans.

SM174 London Road/Watsons Walk/Lattimore Road junction alterations

Provide new markings to reinforce existing off-road cycle route or mark it on the road.

There is no **“existing off-road cycle route”** at this junction. We pointed this out in the consultation on the A414 Strategy. It is disappointing that the same error has been repeated. Were our comments ignored or not even read?

There is an off-road cycle cut-through at Keyfield Terrace some 200m further up London Road. Even if this is what is meant there is no way that putting new markings on the road here will make this right turn a suitable route from the city centre for any but experienced cyclists.

PK30 - A414 Highway Improvements (South of St Albans)

SM176 A414/A1081 London Colney Roundabout Upgrade

Junction improvement to reduce vehicle delays and reduce severance for active users.

It is not clear how *“reduce severance for active users”* will be achieved as no details are given.

SM177 A414 Park Street Roundabout Improvements

... as part of cycle route improvements alongside the A405 and A414, improved pedestrian/cycle crossing facilities will be required across the A5183 Watling Street.

An improved crossing of the A5183 Park Street arm (Watling Street) of the roundabout is needed whether or not the proposed A405 cycle route is provided.

SM181 A414 Cycle Route upgrade London Colney-Hatfield

Improve the existing footway alongside the A414 to accommodate pedestrians and cyclists between the London Colney Roundabout and the A1001 Comet Way in Hatfield. Consideration will also need to be given to a grade-separated link over the A1081 north of the A414 junction (potentially to be linked with the existing or improved bridge over the A414).

The existing shared footway alongside the A414 already accommodates cyclists. However this shared footway needs proper signalised crossings of Colney Heath Lane and Smallford Road. The current unprotected crossings at these roads are

dangerous and few parents would allow an unaccompanied 12 year old child to use them. The surface of the footway between Sleafshyde Lane and Smallford Road is almost impassable because of protruding tree roots.

Although welcome, in terms of likely demand this is hardly the highest priority. We would welcome some evidence that the authors have used the Government's Propensity to Cycle Tool to estimate likely cycle flows on this and other proposed cycle routes.

A grade-separated link (or any protected crossing) over the A1081 London Road is very much needed and we are concerned that this only has the status "Consideration will need to be given to ..". Without this crossing both the very pleasant traffic-free cycling and walking route along Nightingale Lane into St Albans and the A414 shared footway are likely to remain underused.

SM206 A414 Corridor Park Street Napsbury-London Colney Cycle Route

Upgrade of the existing footway to facilitate shared use by pedestrians and cyclists, providing better connectivity between Park Street (including the proposed station hub (SW-SM13)) and London Colney.

The route between the existing shared use A414 footway and Napsbury/London Colney via North Cottages and Napsbury Park needs signposting.

The route between the existing shared use A414 footway and Napsbury Lane via the bridge over the A414 needs to be re-designed to make it safe and convenient for pedestrians and cyclists.

What does "upgrade of the existing footway" mean in this context? It is adequate for the current and likely volume of pedestrian and cycle traffic. The main upgrade needed is similar to most of the shared footways in the district i.e. for vegetation to be cleared and for the surface to be kept in a decent condition.

Package 31 – London Colney Inter-Urban Strategic Public Transport Connectivity

[Why is this package called Public Transport Connectivity when it says nothing about Public Transport?]

SM186 B5378 Active Travel Corridor - north

Upgrade of existing footway to provide shared use footway/cycleway along the entire length between the junction with St Annes Road (London Colney) and the A414 Napsbury Junction.

It is not clear what is meant by the "A414 Napsbury Junction" in this proposal. Our worry is that it might mean the slip road access onto the A414 dual carriageway. In this case an explanation is needed on what people cycling are supposed to do when they get to the Junction. Are they expected to cycle along the A414 dual carriageway? We would hope that it means the blocked off slip

road onto the A414 on the south side of the Napsbury Lane bridge over the A414. If the latter we would welcome the proposal and would like to discuss the detail as this is currently a very hazardous junction for pedestrians and cyclists.

Two-way shared footways are particularly hazardous at night-time for people cycling on the same side of the road as oncoming traffic. Dipped headlights shine straight into the eyes of people cycling on the shared footway. Also, cars can mistake cycles' lights for vehicle lights and steer off the carriageway.

SM187 B5378 Active Travel Corridor - south

Upgrade of existing footway to provide shared use footway/cycleway along the length of the B5378 between the St Annes Road and Coombes Road junctions.

This seems to be part of SM186 above?

Package 32 – London Colney Inter-Urban Local Connectivity

PR188 London Colney A414 Cycle/Pedestrian Bridge Improvements

Improvements to the existing overpass approaches including thinning vegetation to increase security, removal of kissing gates, wayfinding and signage, etc. This intervention must be considered in conjunction with SM176.

SM176 A414/A1081 London Colney Roundabout Upgrade

Junction improvement to reduce vehicle delays and reduce severance for active users. Consideration should be given to the movement of local bus services through the junction and how this could be optimised.

We would welcome “reduce severance for active users” but no details are given as to what it means at this location and, more importantly, how it will be achieved.

SM190 Improved Pedestrian and Cycle Links within London Colney on the High Street

Improved active travel infrastructure between London Colney and St Albans, including footways, cycleways, crossings, lighting, signage, etc., to encourage more trips to be made by active modes

The project heading only refers to London Colney High Street. However, the description refers to “between London Colney and St Albans” and the package is “inter-urban connectivity”.

No details are given of the “active travel infrastructure”. Are these “footways, cycleways, crossings” all the way along London Road A1081 up to the Peahen junction in St Albans?

SM208 London Colney A414 Sustainable Travel Bridge

Investigate longer term options for a new, more attractive sustainable travel bridge over the A414 which will be capable at least of accommodating pedestrians and cyclists but also potentially future PT and autonomous mass transit vehicles. This would replace the existing pedestrian footbridge to the west of the junction. This needs to be considered in conjunction with SM176 and PR188.

We would welcome this but does this mean that other plans for improvement of the roundabout for active travel (SM176) and the upgrading of the bridge over the A414 (PR188) will be put on hold until this is decided?

Package 33 – London Colney Internal Connectivity

PR193 High Street 20mph speed limit

A 20mph speed limit introduced on the section of the High Street adjacent to the shopping parade.

Short stretches of speed limits are confusing to drivers and of very limited effectiveness in reducing speeds.

PR194 Town wide 20mph speed limit

A 20mph speed limit introduced on all roads within London Colney.

We would welcome this as we cannot see how higher speed limits are at all suitable in an urban residential settlement like London Colney. The technologies (cameras) are available to help to enforce this and it is a shame that currently the Herts Speed Management Strategy does not allow their use.

PR 195 Cross-town core pedestrian and cycle route linked to potential new housing development

Cross-village core pedestrian and cycle route or routes linked to potential a new housing development and secondary school on land to the west of London Colney. This should comprise new signal-controlled crossing provision on B5378 Shenley Road and improvements along St Annes Road (to the High Street and onward connection to the retail park)

This is an essential minimum if the development to the west of London Colney goes ahead.

Package 34 – St Albans-Hatfield Local Connectivity

Package 9 – St Albans-Welwyn Garden City Connectivity

The overarching aim of Package 9 is:

To form a sustainable transport corridor between St Albans and Welwyn Garden City, facilitating attractive and convenient journeys on foot and by bike between the towns with links to the Symondshyde and North West Hatfield developments, as well as Hatfield Business Park.

SM67 Coopers Green Lane Active Travel Infrastructure (SW of Hatfield Avenue) p134

New off-road cycling and footway infrastructure along Coopers Green Lane and Sandpit Lane, including links to Hatfield Business Park and Symondshyde.

SM67 - Coopers Green Lane Active Travel Infrastructure SW of Hatfield Avenue (towards St Albans) p65

Coopers Green Lane reimagined as a multimodal corridor with reduced traffic speeds (if justified in accordance with HCC's Speed Management Strategy) and provision made for pedestrians and cyclists. Off-road cycling and footway infrastructure along Coopers Green Lane to be provided as far as Sandpit Lane, and a new route along Sandpit Lane as far as Woodstock Road.

SM 67 appears on both p134 and p65 in the slightly different versions as outlined above. This is confusing and makes it difficult to navigate what is already a very confusing set of documents. The version on p65 promises much more in terms of “reimagined as a multimodal corridor ...”. Its absence in the p134 version might suggest less than complete commitment to the reimagined multimodal corridor.

We welcome the idea of new off-road cycle routes along Coopers Green Lane and Sandpit Lane. The new off-road cycle routes must be of high quality and suitable for all weather commuter cycling.

PR68 Coopers Green Lane Speed Limit Reduction

Reduced speed limit along Coopers Green Lane to support active travel infrastructure and in reflection of a more urbanised environment along the route due to the nearby Symondshyde development and adjacent North West Hatfield (Stanboroughbury) development. Indicative

Until the off road routes are built a reduced speed limit is urgently needed and this must be properly enforced. There are currently major issues with vehicles passing too closely to people cycling or/and crossing the double white lines. The most cost –effective method of enforcement is likely to be average speed cameras and the Hertfordshire Speed Management Strategy needs amending to accommodate the use of cameras in this and similar situations.

SM207 Sandpit Lane cycle improvements

New and improved cycle route provision along Sandpit Lane, off-road where feasible utilising footways which are widened and converted to shared use. Provide a link between Coopers Green Lane, the new Oaklands development, Verulam School and onwards towards St Albans city centre and the St Albans Green Ring.

We welcome this proposal and it fits with what we proposed as far as Woodstock Road North as part of a network of cycle routes for St Albans City area. Further proposals are needed from the county council as to how to complete the cycle route to the city centre.

Package 35 – Chiswell Green Corridor Active Travel Improvements

SM200 B4630 Watford Road Improvements

An intervention to discourage through traffic in Chiswell Green. Watford Road is currently the most heavily trafficked B-road in Hertfordshire. It is used by traffic to/from Chiswell Green as well as through trips to/from further afield.

An on-road cycle lane in each direction (removing central hatched areas) could be provided alongside improved/widened footways and additional crossing facilities around the shopping parades on both sides of the road.

A narrowed carriageway along the section on the A414 overbridge could also discourage higher traffic speeds. Tippendell Lane will be acknowledged as a key route to Park St / How Wood stations, reducing traffic through Chiswell Green and encouraging active travel.

The idea of “An intervention to discourage through traffic in Chiswell Green” is laudable but there is no hint of what this “intervention” might be.

Any on-road cycle lanes need to be mandatory and, at the very least, lightly segregated from motor traffic. They also need to go the whole length of Watford

Road from the A405 junction through Chiswell Green. At the same time a safe cycle route onwards to the city centre needs to be planned.

If Tippendell Lane is to be a key active travel route to Park Street/How Wood stations it will need a safe cycle route to be provided.

SM201 A405/B4630 Watford Road junction reconfiguration

Conversion of the existing roundabout to a signal controlled crossroads with more priority given to the A405 arms. Improvements would need to ensure signal priority is given to bus services (e.g. 321) in terms of GPS / transponder technology. Any junction improvement needs to ensure that provision is made for the planned A405 cycle route (SW-SM20).

We support the conversion of the existing roundabout to a signal controlled junction. [We note that the document regards this junction as a “crossroads” when it looks to us to be a “T-junction”.] We understand that the planned A405 cycle route will only be on the east side of the A405. It is essential that there are safe signal protected crossings of the A405 to and from the A405 cycle route to the planned B4630 Watford Road segregated cycle lanes. It is also essential that there should be a safe crossing of the A405 for cycles and pedestrians between Lye Lane and Noke lane.

Place and Movement Maps

The Place and Movement Maps for St Albans and London Colney have a couple of errors and an omission.

St Albans

Fleetville is wrongly located in Highfield Park a mile away from its true location.

The Cottonmill level crossing has been replaced on the map by a bridge which it claims “increases connectivity to St Albans Abbey Station for pedestrians and cyclists”.

London Colney

The cycle route via Napsbury Park is not shown.

St Albans Cycle Campaign

March 2020

A plan for a Cycle Network for St Albans City area St Albans Cycle Campaign 2019

The Department of Transport (DfT) published its Cycling and Walking Investment Strategy in April 2017 setting out how local authorities should prepare Local Cycling and Walking Infrastructure Plans (LCWIPs).

The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network"

St Albans Cycle Campaign (STACC) has prepared the first part of a draft Cycle Network for the city area. This is outlined in the Appendix to this document. At present, the draft Network only covers routes to and from the City Centre. The next steps are to develop ideas for the junctions on these routes, develop routes to other key destinations such as the City Station, Westminster Lodge, schools, and local shops and develop networks for Harpenden and the other settlements in the district.

We intend to discuss this draft Cycle Network with officers and members of the county and district councils to explore how our proposed network can be improved upon and delivered.

Cycling is very sustainable. Getting more people cycling has a number of benefits:

1. Improvements in physical and mental health;
2. Savings for the NHS and public health services;
3. Reduced congestion
4. Reduced pollution;
5. Reduced carbon emissions and tackling climate change.

Good cycling infrastructure is widely used and is popular with residents. The re-surfaced Alban Way is used by young children and adults for both recreational and travel purposes. 20mph limits and Healthy Streets are both popular with residents and encourage walking as well as cycling.

St Albans has considerable potential to grow as a cycling town. Many short trips could be switched from cars to cycles if there were routes which were convenient and seen to be safe. There are already high-levels of cycling to and from the station (despite very limited infrastructure to support cycle journeys). The nature of St Albans, being relatively small (i.e. most destinations are within cycling distance), being an old town (with many streets not suited to cars) and having a relatively young and mobile population also suggests potential for growth.

St Albans Cycle Campaign

July 2019

Appendix: A Cycle Network for St Albans city area

Our aim is to provide safe, convenient and direct routes for people getting to school or work, going shopping and visiting friends or leisure facilities. Our basic framework starts with routes from where people live to:

1. City Centre
2. City Station
3. Westminster Lodge and Ver Park
4. Schools
5. Griffiths Way shops
6. District shopping centres
7. Employment sites
8. Abbey Station

1. To and from the City Centre

The existing radial road routes provide the most direct routes to the City Centre. However, they have little or no provision for cycling, are almost all 30 mph roads, many have hazardous junctions and none are seen to be safe for cycling. We need to make these safe or provide convenient alternatives for cycling. In the sections on each route below we have not discussed the improvements that are needed to the various junctions on each route to make them safe, and appear safe, for cycling. This is a next stage when the basic alignment of the route has been agreed. The routes are:

- A. Harpenden Road
- B. St Albans Road and Sandridge Road
- C. Sandpit Lane
- D. Hatfield Road
- E. London Road
- F. Cottonmill Lane
- G. Watford Road, St Stephens Hill, Holywell Hill
- H. Verulam Road
- I. Routes to and from the Ridgeway and Jersey Farm estates.

The first policy for these routes should be that, if there is no specific or alternative provision for cycling, people cycling should not be expected to share the carriageway with motor vehicles travelling at more than 20 mph.

The only radial routes to and from the City Centre where people cycling do not have to share the carriageway with motor vehicles are London Road from London Colney roundabout to Grosvenor Road and the short stretch of the Green Ring on Harpenden Road from Bernard's Heath to Batchwood Drive.

A. Harpenden Road

The existing National Cycle Network Route 6 (NCN6) route, from where the shared footway to Harpenden ends, opposite the Texaco filling station, through the New Greens estate is less direct than the main Harpenden Road and does not give the impression of being a safe route as it has many junctions and is mostly on the carriageway of 30 mph roads.

On the Harpenden Road from the Ancient Briton to the shared footway to Harpenden, the existing footway northwards might be widened by taking some of the carriageway, or the painted central margin in the roadway, to make a shared footway. The carriageway is

wide enough to give up some width. (When cycling uphill cyclists are overtaken by lorries and buses even when there is queuing traffic going downhill which suggest there is enough room). The shared footway should have priority at side roads (Francis Avenue and Green Lane).

Going southwards there is space on the footway/verge for a segregated cycle lane on the East side from the Texaco filling station to Sandridgebury Lane. The difficult stretch is from Sandridgebury Lane to Old Harpenden Road, though there may possibly be enough space in the verge to create a shared cycle/foot way. A 20 mph limit will help whilst solutions are explored and funding sought. Old Harpenden Road provides a suitable quiet route going south.

It would be desirable for shared cycle/footways to extend on both sides of the road as far as Woollam Playing Fields.

The Ancient Briton traffic lights need Advanced Stop Lines for cycles in all directions. The kerbs and road marking should be adjusted so that cyclists coming down Old Harpenden Road can rejoin the carriageway and get to the Advanced Stop Lines safely.

The stretch of road between the Ancient Briton to Heath Farm Lane is wide enough for segregated 2m on-road cycle lanes in both directions. At the moment there is the Green Ring shared footway on the west side which is not easily accessible for people coming from the Harpenden direction. The kerbs and road surface at the vehicle entrance to the former tallow works will need to be remade.

If there is enough room on the carriageway segregated 2m cycle lanes from Heath Farm Lane to Townsend Drive should be installed.

From Townsend Drive to Carlisle Avenue the most viable solution might be to prevent motor vehicles from overtaking cycles by narrowing the traffic lanes in each direction with a continuous island backed up with no overtaking (of cycles) signs.

The junctions where Harpenden Road, Stonecross, Avenue Road and St Peters Street meet need careful design. Motorists often cut across the several junctions, making this hazardous for pedestrians and cyclists to cross safely.

B. St Albans Road and Sandridge Road

St Albans Road between its junction with Sandringham Crescent and the King William traffic lights is unpleasant for cycling, appears unsafe and is off-putting for less confident people cycling. There does not appear to be space on either side of the carriageway for a segregated cycle lane or even a shared footway. The speed limit is now 40 mph and there is no obvious route parallel to the carriageway.

However, a cycle route is possible from Sandringham Crescent making use of the connecting footpaths. Starting by going along The Berries then cutting through onto Bishops Close, onto Slimmons Drive then along Chalkdell Fields and using the path at the end to get to Marshalswick Lane at the zebra crossing. This route could be upgraded and signposted as a designated cycle route at little cost. It could link with the shared footway along Sandringham Crescent to serve that part of the Jersey Farm estate. It could also provide part of an alternative cycle route from Sandridge village.

The King William traffic lights need Advanced Stop Lines for cycles in all directions. Clear signage is needed to indicate to motorists going away from St Albans and turning onto the left filter lane in front of the King William to join Beech Road that cyclists may be going straight on towards Sandridge or turning right.

On Sandridge Road, apart from a short section opposite the King William, there is sufficient width on the verges and the Heath to install cycle tracks on both sides from the King William to Boundary Road. Opposite the King William, the footway is very narrow over the railway bridge. It might be necessary to realign the roadway and traffic lights to remove this pinch point.

From Boundary Road to Sandpit Lane and St Peters Street is difficult but taking out car parking could provide segregated cycle lanes almost to Sandpit Lane.

C. Sandpit Lane

From House Lane on the north side towards the city centre there is a little used footway which could be converted to shared use. This runs into the service road which crosses Barnfield Road and then continues nearly up to Damson Way. This service road could be signed as a cycle route particularly if it could be given priority in crossing Barnfield Road. The footway along Sandpit lane on the North side between the western end of the service road and the Beechwood Avenue traffic lights could be converted to shared use. It is not very wide between the end of the service road and Damson Way but is little used by pedestrians. An alternative route from the western end of the service road would be to install a crossing of Sandpit Lane at this point to link up with a possible cycle track on the south side of Sandpit Lane (see next paragraph).

From House Lane on the south side there is no footway but there is ample space for a completely new cycle track up to the entry to the Verulam School sports field. From this point on to the Beechwood Avenue traffic lights the existing footway could be converted to shared use.

The stretch of Sandpit Lane from Beechwood Avenue to Beaumont Avenue is difficult. There is no spare width on the carriageway and the footway on the north side appears to be too narrow for shared use. The footway on the south side is of ample width except for about 15m just before the turn into Beaumont Avenue. This last 15m of footway is not as wide but would be adequate for a shared footway. From the Beaumont Avenue junction there is a quieter route available for cycles along Beaumont Avenue, Salisbury Avenue, Eaton Road and onto the Green Ring at Woodstock Road South. An alternative, going towards the city centre, would be a 20 mph limit and no overtaking of cycles on the short stretch of Sandpit Lane between its junctions with Beaumont Avenue and Woodstock Road North. Woodstock Road North could then be used to access the Green Ring at Jennings Road.

It is not easy to see what can be done for the stretch of Sandpit Lane between the Beaumont Avenue junction and the junction with Sandridge Road given the narrow carriageway and the lack of footways of sufficient width. There is an alternative route, for some, by using Jennings Road and Avenue Road or Lemsford Road although neither of these latter two is entirely satisfactory.

The whole length of Sandpit Lane from the Beechwood Avenue traffic lights to Sandridge Road should have an enforced 20 mph speed limit.

D. Hatfield Road

For the south side of Hatfield Road from Colney Heath Lane (opposite the entrance to Oaklands) to Sutton Road there is the parallel route on the Alban Way. However, the Alban Way is not lit at night. As part of the cycle network, lighting should be installed on the Alban Way between Hill End Lane and Cottonmill Lane.

On the north side there is a primary and a secondary school and a large residential area. It is not easy to access the Alban Way from the north side of Hatfield Road. Cycle routes need to be provided to/from Beaumont School along Elm Drive and Central Drive across Beechwood Avenue, across Beaumont Avenue to Salisbury Avenue and Eaton Road. From Eaton Road the Green Ring could be picked up at Woodstock Road South. (The haphazard routes between Oakwood Drive and Eaton Road are already used by scores of children going to and from the schools in the area (Beaumont, Oakwood, Verulam).).

The new residential development on the Beaumont playing fields next to Hatfield Road (Kingsbury Gardens) includes a shared cycle/footway, and a controlled crossing of Hatfield Road. However, this does not link directly with any other cycle facilities, so its value may be limited. The verge on the north side of Hatfield Road from this new development along to the Hatfield/Ashley/Beechwood junction is wide enough for a shared cycle/footway.

The double mini roundabout at the Hatfield/Ashley/Beechwood junction is off-putting except for experienced cyclists. Ways of remodelling the junction should be explored.

There should be an enforced 20 mph speed limit from the Ashley/Beechwood junction to the Crown junction. Even at present, average speeds over the whole length are likely to be less than 20 mph for most of the day.

The current car-parking on both sides of the road could be removed between the Hatfield/Ashley/Beechwood junction and Sutton Road and also between the Morrison's/Royal Road roundabout and the point where Hatfield Road narrows at the western end of the cemetery. This would provide the space for segregated cycle lanes in both directions.

If the car parking on the north side between the Crown junction and the western end of the cemetery was removed this part of the carriageway could be converted to a segregated cycle lane in the eastern direction away from the city centre. In the western direction towards the city centre the most viable solution might be to prevent motor vehicles from overtaking cycles by narrowing the traffic lanes in each direction with a continuous island backed up with no overtaking (of cycles) signs.

From the Crown junction to St Peters Street there are two possible routes. First along Hatfield Road and second along Stanhope Road and Victoria Street.

It is difficult to see what infrastructure changes might be feasible along this part of Hatfield Road. The most cost-effective option might be strict enforcement, with average speed cameras, of a 20 mph speed limit together with signs warning motor vehicles when overtaking to give cycles at least 1.5 m clearance.

Stanhope Road to the Victoria Street/Station Way traffic lights is also difficult. As with Hatfield Road one option might be strict enforcement, with average speed cameras, of a 20 mph speed limit together with signs warning motor vehicles when overtaking to give cycles at least 1.5 m clearance.

From the Victoria Street/Station Way traffic lights to the traffic lights at St Peters Street/Victoria Street requires special treatment as this is the main walking and cycling route from the station to the City Centre. We will consider this separately at a later stage.

E. London Road

There is already a cycle track, albeit of variable quality, along the London Road alignment from the London Colney roundabout to the toucan crossing just past Grosvenor Road. (There is also a short on-road section along Admirals Walk).

From the toucan crossing the most direct cycle route, with the gentlest gradient, is along London Road to the Peahen Junction. We have looked at the two main alternative routes to this direct route but both have serious disadvantages.

1. Old London Road could be an alternative but it has too many disadvantages as a cycle route:

- a) there is an extra hill to go up in both directions: most of the people whom we are trying to get to cycle more will prefer to avoid unnecessary hills;
- b) negotiating the roundabout at Cottonmill/Watsons/Old London is difficult (and it's not easy to see how it can be improved);
- c) Going into the city centre the right turn into Keyfield Terrace is difficult with a tricky alignment and cars coming from the Holywell Hill direction are often partly on the wrong side of the road;
- d) Keyfield Terrace is fairly steep and many people would need to dismount and walk up.
- e) Coming from the city centre the right turns into both Keyfield Terrace and Watsons Walk are difficult.

2. Another alternative would be Grosvenor Road > Ridgmont Road > Victoria Street. Again this adds in an extra hill and it also has the station traffic to contend with. It is far from ideal and is really only for the fit and confident cyclist. Coming from the City Centre it has a difficult right turn on a hill on a very busy road into Ridgmont Road and the station entrance.

We are left with the most direct route along London Road. The carriageway from Grosvenor Road to Alma Road appears to be too narrow for segregated cycle lanes in both directions even if the car parking on the south side is taken out. With the car parking taken out it might be feasible to have a segregated cycle lane heading towards the city centre and a widened, shared footway in the other direction. If this is not feasible the most cost-effective option might be strict enforcement, with average speed cameras, of a 20 mph speed limit together with signs warning motor vehicles when overtaking to give cycles space.

From the Alma Road roundabout to the Peahen Junction there was space for segregated cycle lanes in each direction if on-street car parking was taken away. This would be opposed by those with shop and business premises but there is a wealth of evidence to show that trade often increases when cycle routes are installed. However, the county council has now installed a new pedestrian crossing with a build-out where a cycle lane would be. It is difficult to see how a cycle lane could now be put in without taking out the recently installed build-out.

The whole length of London Road from Alma Road to the Peahen Junction should have an enforced 20 mph speed limit.

The installation of Advanced Stop Lines on the London Road arms of the junction with Watsons Walk and Lattimore Road should be considered.

At the Peahen Junction the Advanced Stop Line on the High Street is excellent but the Advanced Stop Line on London Road is of limited use and can only be reached by confident cyclists because of the narrow lane markings.

F. Cottonmill Lane

Segregated cycle lanes in both directions could be put in along the stretch of Cottonmill Lane from Butterfield Lane to Priory Walk by using the verges and some of the carriageway.

The bridge over the track of the former railway with its bends, uphill sections and narrow carriageway is difficult for cyclists. Ways of improving the alternatives via Priory Walk towards the City Centre and via Monks Close in the other direction need to be explored.

There is room for segregated cycle tracks in both directions between Leyland Avenue/ Mentmore Road and the Prospect Road roundabout.

From the Prospect Road roundabout to the Old London Road roundabout the carriageway varies in width and the most cost-effective option might be strict enforcement, with average speed cameras, of a 20 mph speed limit together with signs warning motor vehicles when overtaking to give cycles space.

There is no easy option from the Old London Road roundabout to the City Centre. The best route might be via Keyfield Terrace. But, the junction with Cottonmill Crescent/Old London Road/Sopwell Lane needs to be remodelled as does the London Road/Keyfield Terrace junction coming from the City Centre. The other option towards the City Centre is along Watsons Walk to pick up the, hoped for, segregated cycle track along London Road.

G. Watford Road, St Stephens Hill, Holywell Hill

From the Noke roundabout to the Chiswell Green Lane/Watford Road and Tippendale Lane/Watford Road roundabouts there is adequate room on the verges for segregated cycle tracks in each direction although careful treatment will be needed in the area near Chiswell Green Lane and Tippendale Lane.

From the Tippendale Lane/Watford Road roundabout to Ragged Hall Lane the carriageway is narrow and made more difficult for people on cycles by a number of central islands creating pinch points where motor vehicles attempt to overtake. It should be possible to use the ample space of the verges and parallel service roads to create cycle tracks.

From Ragged Hall Lane to Robert Avenue there are on-road mandatory cycle lanes in both directions.

The direct route to the City from the Robert Avenue junction would use St Stephens Hill and Holywell Hill. St Stephens Hill is too narrow to accommodate any cycle infrastructure. Alternatives to, and improvement to, Holywell Hill for cycling should be considered in the context of routes to Westminster Lodge and the Abbey Theatre. Cycle provision on Watford Road between Robert Avenue and the King Harry needs to be considered in the section on access to schools (Marlborough and St Columba's)

The alternatives to the direct route from the Robert Avenue junction are:

1. The NCN6 route via Robert Avenue, Vesta Avenue, Tavistock Avenue, Abbots Avenue West, Berners Drive to Cottonmill Lane at Leyland Avenue. This is convoluted, all on 30 mph roads, and still has to contend with the Keyfield Terrace problems as with the Cottonmill Lane route.
2. From the west side of Watford Road opposite Robert Avenue there is a new cycle track on the line of the public footpath 97 to Allendale. From Allendale the route is to go on road via Crossfields to Westfields to Abbey Avenue to pick up the shared

footway along King Harry Lane to the toucan crossing at the entrance to Verulamium Park. Then along the shared path in the Park beside the Causeway to the Fighting Cocks and up Abbey Mill Lane to the Abbey Gateway. Then a contraflow for cycles is needed on the upper road alongside Romeland to George Street. Then up George Street to the High Street. Left into Market Place which ideally should be free of motor traffic except for setting up and dismantling the market on Wednesdays and Saturdays. However, this excellent route is not suitable when it is dark as, currently, there is no lighting on the section from Watford Road to Allendale and through Verulamium Park.

H. Verulam Road

Verulam Road from the Folly Lane roundabout is not pleasant to cycle along but the three alternative routes all have problems.

1. Folly Lane is narrow, heavily trafficked and steep.
2. Branch Road, Mount Pleasant and Lower Dagnall Street is slightly further (+5%), has an additional hill and is steeper than Verulam Road.
3. Branch Road, Fishpool Street and George Street is slightly further (+5%), has a slight extra hill and is steeper than Verulam Road.

If the Branch Road, Fishpool Street route is developed further measures will be needed to reduce traffic along Fishpool Street.

Verulam Road is not very wide and with car parking taken out there is probably only room for a segregated cycle lane in the uphill, easterly, direction up to College Street where the road narrows further. If this is not feasible the most cost-effective option might be strict enforcement, with average speed cameras, of a 20 mph speed limit together with signs warning motor vehicles when overtaking to give cycles space all the way from the Folly Lane roundabout to the Britton Avenue junction.

The stretch from the Batchwood Drive/Redbourn Road roundabout to the Folly Lane roundabout is wide enough for segregated cycle lanes in both directions if the existing verges are used. The Batchwood/Redbourn roundabout is hazardous for cyclists and needs to be altered along with any measures for this stretch of road.

I. Routes to and from the Ridgeway and Jersey Farm estates.

There is not a single direct radial route from these estates to the city centre. STACC will consult with its members to identify the most suitable routes to be included in any cycle network.