





Letchworth Garden City
Cycling Strategy

Final strategy
June 2018

Letchworth Heritage Foundation

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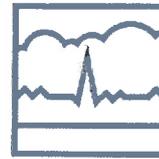
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14th May 2018

Letchworth Garden City Draft Cycling Strategy

We would like to help improve our cycle network and encourage more people to safely cycle as part of their daily lives and for leisure.

In order to do this we need your help and are inviting your thoughts on our draft cycling strategy.

Those of you who cycle in Letchworth Garden City will know that there are excellent cycling opportunities, which include cycling around the Greenway. There are also some challenges, particularly on our road network, which deter cycle use and inevitably leads to more cars on the road.

This strategy makes recommendations to provide more safe and attractive cycling opportunities for residents and visitors. Although we cannot guarantee that these improvements will be implemented, this gives us an excellent starting point for discussions with the various partners, funders and local authorities.

We would therefore like to know your thoughts on the suggestions in the draft strategy and if you think there are other options for improvements that we should consider.

This draft strategy could not have been undertaken without the support of the local groups who were part of the initial assessment, the Cycle Network Plan produced last year by Letchworth Cyclists and Cycling Groups and Steer Davies Gleave, who have put this together.

If you would like to comment, please do go to **letchworth.com/cycling-strategy** to use an online questionnaire where you can give us your views. You can also write to me with your thoughts or email these response@letchworth.com.

Please can you ensure any comments are received by **13th July 2018**.

Thank you for your time.

Best wishes

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Executive Summary

Introduction

Steer Davies Gleave was commissioned by Letchworth Heritage Foundation (LHF) in autumn 2017 to develop a cycling strategy for Letchworth Garden City.

The overall aim of this strategy is to assist Hertfordshire County Council, North Hertfordshire District Council and other external funders in identifying and proposing potential improvements for cyclists in Letchworth Garden City. The purpose of this strategy is therefore to build on the strong foundations of Letchworth Garden City's built environment for active travel modes and to identify 'quick-win', as well as medium- to long-term improvements to cycling conditions in Letchworth. The strategy also considers what new cycling schemes / improvements could be included within possible new developments including the 'Land to the North of Letchworth Garden City' development.

The vision and objectives

The vision for the Letchworth Garden City cycling strategy is:

To create an environment that supports people of all abilities and ages to make their everyday and leisure journeys by bicycle.

There are four associated objectives which set out the core areas of action needed in order to realise the vision:

1. Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice.
2. Make it easier and safer for all to cycle in and through residential areas.
3. Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre.
4. Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users.

Policy context

In order to align this strategy with national and local ambition with regards to cycling, national and local policy relating to cycling, active travel and sustainable development was reviewed. The key policy message that runs through the documents reviewed is that:

Action should be taken to promote and enable modal shift to active and sustainable travel

Cycling in Letchworth Garden City

Through analysis of Census (2011) Travel to Work data, vehicle speeds and collision data, current cycling patterns in Letchworth Garden City are summarised below:

- There are over 5,000 cycle trips made within Letchworth for journeys to work. Journeys within Letchworth are likely to be of a cyclable distance for most people, but the majority

of these trips are currently made by car (58%). **There is therefore substantial scope to increase the proportion of the journeys made within Letchworth by bicycle.**

- There are more than 1,200 trips made from Letchworth to Hitchin for work, and an almost equivalent number made from Hitchin to Letchworth to work, but, despite the fact that the distance between the towns is short (and potentially cyclable for most), a low proportion of people choose to make the journey by bicycle in either direction. **Similarly, there is substantial scope to increase the proportion of the trips between Letchworth and Hitchin made by bicycle.**
- There is scope to encourage more people to cycle to Letchworth Garden City rail station for their onward journey by train. More than 1,300 Letchworth residents commute to London by public transport. Assuming that the proportion of commuters cycling to the station is similar to the proportion of commuters cycling in and from Letchworth more generally (around 3%), **it should be possible to encourage more cycling to the rail station** (rather than arriving by car).
- There are a substantial number of journeys made from Letchworth to Stevenage and from Stevenage to Letchworth for the purpose of travelling to work (over 1,800 to Stevenage and almost 1,300 from Stevenage). However, because the distance between the two towns is at the upper-end of what could be considered an 'easy' cycling distance, and the route is reasonably difficult, **increasing mode share for cycling between Letchworth and Stevenage is not a priority opportunity.**
- There were a number of recorded collisions recorded in Letchworth involving bicycles in the past five years. Very few of these occurred in residential areas and those that did occur can guide where improvements for cyclists should be prioritised. **Priority locations include Broadway and Norton Common.**

Key issues and opportunities

Following a review of existing conditions for cyclists in Letchworth – including the principal north-south, east-west and orbital cycling corridor, access to key destinations for cyclists, and general cycling conditions – the strategy identifies key issues and opportunities for cycling in the following areas:

- Cycle infrastructure, i.e. gaps in the current cycle network, poor paths surfaces
- Wayfinding
- Issues on residential streets, such as parked cars or the speed of traffic
- Cycling access to key destinations in Letchworth, including the town centre, train station, leisure centre and local schools
- Driver behaviour and familiarity when sharing the road with cyclists

Existing plans for cycling in Letchworth

Hertfordshire County Council is currently progressing one principal scheme for cycling in Letchworth. It is to provide a secondary north-south cycle connection from Jackmans Estate in the south to the Grange Estate in the north via Dunham's Lane.

A local community group – Letchworth Cyclists – recently developed a Cycle Network Plan for Letchworth. It includes proposals for a comprehensive cycle network, additional cycle parking and ways of promoting cycling. None of the proposals are funded, committed schemes, rather they represent potential changes for cycling in the town.

Recommended new schemes

Having reviewed existing conditions and highlighted key issues and opportunities, the strategy then proposes potential recommended schemes to improve conditions for cycling in Letchworth. These schemes are presented in the following table, ordered by the main objective that they address. They're also shown in the map overleaf.

The objectives of this strategy are reiterated here:

1. Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice.
2. Make it easier and safer for all to cycle in and through residential areas.
3. Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre.
4. Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users.

Scheme ID	Scheme description	Objectives addressed (main in green)			
		1	2	3	4
1.1	Improve NCN12 route across Norton Common	✓	✓		
1.2	Development of secondary north-south cycle corridor	✓	✓		
1.3	East-west cycle corridor improvements	✓	✓	✓	
1.4	Re-route Greenway away from Wilbury Road mini-roundabouts	✓			
1.5	Surfacing and access improvements to Greenway	✓			
1.6	Green link from Standalone Farm to Norton Common	✓			
2.1	Improved wayfinding for cyclists	✓	✓	✓	
2.2	Cycle track priority over junction mouths	✓	✓	✓	
2.3	Tightening junction turning radii		✓		
2.4	Sharing the footpaths on Jackmans Estate		✓		
3.1	Leisure cycle hub at Standalone Farm	✓		✓	
3.2	Leys Avenue improvements for cyclists	✓	✓	✓	
3.3	Broadway improvements for cyclists	✓	✓	✓	
3.4	Town centre cycle parking improvements			✓	
3.5	Improving cyclist access to North Herts Leisure Centre	✓		✓	
3.6	Implementing 20 mph school zones		✓	✓	
4.1	Mitigating path user conflict on the Greenway	✓			✓
4.2	Driver behaviour cycle awareness campaign		✓		✓
4.3	Extend the programme of cycle training		✓		✓
4.4	Develop a programme of community cycling events		✓		✓



Funding, partnership opportunities and next steps

In order to realise the recommendations of this strategy, Letchworth Heritage Foundation could make use of the following sources of funding:

- Section 106 contributions from new housing developments
- Community Infrastructure Levy (CIL) from new housing developments
- Department for Transport (DfT) funding via Hertfordshire County Council:
 - Local Growth Fund (capital schemes)
 - Access Fund (revenue funding)
 - Funding related to the Cycling and Walking Investment Strategy
- Hertfordshire County Council highways and transport budget
- Sporting / leisure sources:
 - Sport England
 - Big Lottery Fund

It will also be important to work together with the following partners:

- Public sector:
 - Hertfordshire County Council
 - North Hertfordshire District Council
 - Local schools, e.g. Fearnhill, Highfield School
 - Hertfordshire Bikeability
 - Transport for London
 - Hertfordshire Police
 - West Midlands Police
- Third sector:
 - Sustrans
 - Canal and River Trust
 - North Herts Leisure Centre
- Community groups:
 - Letchworth Cyclists
 - Active Letchworth
 - Standalone Farm
 - Friends of Norton Common
 - Residents group of Jackmans Estate
 - Local disability groups
 - Local community (individuals)

Next steps

This strategy outlines a suite of recommendations that could significantly improve conditions for cycling in Letchworth. Next steps are outlined for each recommended scheme; while the list below identifies overarching next steps to progress the recommendations from this point:

1. Engage with the local community and relevant potential partners listed above to gauge buy-in for and feasibility of the different schemes proposed.
2. Identify which schemes are priorities for LHF, HCC and NHDC and over what timescale.
3. Identify funding opportunities.
4. Engage with local authorities and developers to understand timescales and progress of possible new developments, and consequent availability of developer contributions to fund schemes.

1 Introduction

Acknowledgement

- 1.1 Steer Davies Gleave gratefully acknowledge the contributions of the local community to this study and the development of this strategy document. The local community and other stakeholders have provided detailed information on their own experiences of cycling in Letchworth Garden City and ideas for improvements to the cycling network. Particular assistance was provided by Transition Town Letchworth and the Forty Plus Cycling Group (referred to hereafter as Letchworth Cyclists) as well as Active Letchworth.

Context for this strategy

- 1.2 Steer Davies Gleave was commissioned by Letchworth Heritage Foundation (LHF) in autumn 2017 to develop a cycling strategy for Letchworth Garden City.
- 1.3 The overall aim of this strategy is to assist Hertfordshire County Council, North Hertfordshire District Council and other external funders in identifying and proposing potential improvements for cyclists in Letchworth. It is anticipated that specific improvements identified in this strategy can be brought forward, in consultation and collaboration with stakeholders and funding partners, as funding becomes available, possibly from s106 or Community Infrastructure Levy (CIL) funds.
- 1.4 Letchworth Garden City is the world's first Garden City, and was planned and developed at the beginning of the 20th century, when travel by car was not dominant, and walking and cycling were the primary means of transport for everyday journeys. Current residents of Letchworth continue to benefit from several features of the original masterplan, including a pleasant urban environment that enables walking and cycling, and a well-established range of local services and facilities which can be easily accessed on foot or by bike. Travelling by car is common, however, with more than half of residents who live and work in Letchworth travelling to work by car (58%).
- 1.5 Hertfordshire County Council's draft Local Transport Plan 2017 makes clear statements about the need for a shift away from car travel to more sustainable modes in order to make progress on physical activity, health, air quality and inclusivity objectives. The draft Local Transport Plan sets out an ambition to deliver a "step change in cycling" and improving conditions for sustainable modes such as walking, cycling and passenger transport is a core feature of the plan.
- 1.6 In parallel with Hertfordshire County Council's stated ambition to deliver a "step change" in cycling and a wider policy context which is increasingly about facilitating a shift to more active modes of travel, Letchworth's built environment is changing, and the urban area is proposed to grow. Steer Davies Gleave is working with LHF to provide transport planning support and

advice in relation to the site ‘Land to the North of Letchworth Garden City’, situated to the north of The Grange Estate, within the boundary of Letchworth, part of North Hertfordshire District. LHF is committed to ensuring this new development is an exemplar of encouraging and maintaining low carbon travel. The development offers opportunities for excellent walking and cycling facilities that can build on the legacy of Letchworth Garden City as a pioneering planned settlement in terms of quality design, creating an environment where walking or cycling is the natural, easy choice for most trips.

- 1.7 There is therefore now a significant opportunity to make improvements to Letchworth’s cycling network and encourage more people to choose to cycle for more of their everyday journeys in, through and to Letchworth, and facilitate a return to more sustainable forms of transport as per the vision in the original masterplan for the town.
- 1.8 The purpose of this strategy is therefore to build on the strong foundations of Letchworth Garden City’s built environment for active travel modes and to:
- identify ‘quick-win’ improvements for the existing cycling network in Letchworth, for recommendation to Hertfordshire County Council, North Hertfordshire District Council and other potential funders / partners;
 - identify improvements and schemes for cyclists which could be taken forward by Letchworth Heritage Foundation, Hertfordshire County Council, North Hertfordshire District Council and others in the medium to long term, with a view to delivering exemplar cycle infrastructure throughout Letchworth Garden City; and
 - consider what new cycling schemes / improvements could be included within the planning application for the ‘Land to the North of Letchworth Garden City’ development.

The vision and objectives

- 1.9 The vision for the Letchworth Garden City cycling strategy is:

To create an environment that supports people of all abilities and ages to make their everyday and leisure journeys by bicycle.

- 1.10 There are four associated objectives which set out the core areas of action needed in order to realise the vision:
1. Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice.
 2. Make it easier and safer for all to cycle in and through residential areas.
 3. Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre.
 4. Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users.

Structure of this report

- 1.11 The remainder of this report has the following sections:
- Chapter 2: considering the policy context in relation to the cycling strategy;
 - Chapter 3: provides an assessment of the cycling patterns and existing conditions for cycling in Letchworth Garden City;
 - Chapter 4: outlines key issues and opportunities for cycling;

- Chapter 5: summarises existing proposed schemes for cycling in Letchworth Garden City;
- Chapter 6: provides a series of recommendations including an identified list of schemes for further improvement;
- Chapter 7: presents an Action Plan identifying priorities for implementation of the recommendations above; and
- Chapter 8: outlines opportunities for funding and for partnership working.

2 Policy context

- 2.1 The objectives and interventions recommended as part of this cycling strategy have been prepared with due consideration of the national and local policy context in cycling, active travel and sustainable development. It is important that this strategy and the schemes it proposes are aligned with national and local ambition with regards to cycling and active travel more generally, so that schemes can be brought forward quickly when funding allows.
- 2.2 The remainder of this section describes relevant national policy relating to planning and active travel, before summarising local planning and transport strategy documents in Hertfordshire.

National

National Planning Policy Framework (NPPF) (Department for Communities and Local Government (DCLG), 2012)

- 2.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It is centred around a presumption in favour of sustainable development – a “golden thread” that must run through plan-making and decision-taking.
- 2.4 The NPPF emphasises that the transport system needs to be balanced in favour of sustainable transport modes (defined as “any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport¹”), while at the same time recognising that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 2.5 The NPPF identifies the requirement to consider how the travel and transport impact of significant new development can be mitigated and minimised.

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.²”

¹ National Planning Policy Framework, Annex 2, page 57, Department for Communities and Local Government, March 2012

² National Planning Policy Framework, Section 4, Paragraph 34, Department for Communities and Local Government, March 2012

2.6 As such, the NPPF clearly identifies cycling as a key mode in encouraging more sustainable travel making it a critical consideration in the planning, design and implementation of developments. Cycling and Walking Investment Strategy (DfT, 2017)

2.7 In April 2017 the Department for Transport (DfT) published the Cycling and Walking Investment Strategy. The strategy outlines Government's ambition for walking and cycling by 2040:

"We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.³"

2.8 The strategy also includes two aims and one target, to 2025:

- Aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and work towards developing the evidence base over the next year.
- Aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and work towards developing the evidence base over the next year.
- Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

2.9 At the same time as the Cycling and Walking Investment Strategy was published, DfT announced that local authorities would be able to access support to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP). The intention of LCWIPs is to help local authorities identify cycling and walking infrastructure improvements for future investment in the short, medium and long term; ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and make the case for future funding for walking and cycling infrastructure. The preparation of an LCWIP by a local authority is not mandatory, but local authorities with plans will be "well placed to make the case for future investment"⁴.

³ Cycling and Walking Investment Strategy, page 7, Department for Transport, 2017

⁴ LCWIP Expression of Interest Guidance for Local Authorities, page 5, Department for Transport, 2017

Local

Hertfordshire draft Local Transport Plan 2017 (LTP4), Hertfordshire County Council, 2017

- 2.10 Hertfordshire County Council is the highway authority for Hertfordshire county, of which Letchworth, and the district of North Hertfordshire, is part. As the highway authority, the County Council has responsibility for the maintenance of public roads and projects to improve those roads and provision for road users.
- 2.11 The County Council also leads on transport policy and strategy for the county of Hertfordshire more generally, and is currently consulting on a draft Local Transport Plan (LTP4) for the county. LTP4 sets out the transport vision and strategy for the period from now to 2031. The overarching vision outlined in the draft plan is:

“We want Hertfordshire to continue to be a county where people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities.”

- 2.12 There are nine transport objectives, organised into three themes of Place, Prosperity and People, which will support the delivery of the vision in a transport sense. The objectives are:

Prosperity

1. Improve access to international gateways and regional centres outside Hertfordshire.
2. Enhance connectivity between urban centres in Hertfordshire.
3. Improve accessibility between employers and their labour markets.
4. Enhance journey reliability and network resilience across Hertfordshire.

People

5. Enhance the quality and vitality of town centres.
6. Preserve the character and quality of the Hertfordshire environment.
7. Reduce carbon emissions.

Place

8. Make journeys and their impact safer and healthier.
9. Improve access and enable participation in everyday life through transport.

- 2.13 In addition to the nine objectives, there are four ‘cross-cutting’ principles which underpin the objectives. One of the principles is ‘Modal shift and encouraging active travel’, which is particularly relevant in the context of this Letchworth cycling strategy. Indeed, encouraging and facilitating cycling, and reducing car use more generally, is mentioned throughout the document as a focus for the County Council and its partners; for example:

“A core feature of our plan is to do more to improve conditions for sustainable modes such as walking, cycling and passenger transport. This is in recognition of their role in reducing traffic growth, reducing environmental impact, increasing physical activity and improving health. It will include a more prominent consideration of their needs in all transport schemes, strategies and new developments as well as improvements to cycling infrastructure, walking environments and multi modal interchanges.”

2.14 Policy 8 of the draft LTP4 is about encouraging cycling:

- The county council aims to deliver a step change in cycling, through:
 - a. Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.
 - b. Implementing measures to increase the priority of cyclists relative to motor vehicles.
 - c. Improved safety for users including delivery of formal and informal cycle training schemes.
 - d. Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.
 - e. Facilitating provision of secure cycle parking.

2.15 To apply this policy during the lifetime of the LTP4 (to 2031), the County Council will:

- Use the **Growth and Transport Plans** and **Active Travel Strategy** process to consider what improvements are required to **local walking and cycling networks**. Improvements could include greater pedestrian priority and reduced provision for motor vehicles, particularly in town centres.
- Use the **Transport User Hierarchy Policy** (which prioritises opportunities to reduce travel demand, then the needs of vulnerable road users, then passenger transport user needs before considering the needs of users of powered two wheelers and other motor vehicle user needs) to ensure the **needs of pedestrians and cyclists are properly considered** in any transport scheme or strategy.
- Focus on improvements to **facilitate more intra-urban cycling journeys**.
- Invest in cycle infrastructure which will support a **broadening of the cyclist demographic**, potentially through **segregated routes** (separating cyclists from motorised traffic) and **improved integration** between cycling and other modes in town centres and bus and rail stations.

2.16 With specific reference to Letchworth, it is recognised that there are substantial commuter flows between the towns in the north of Hertfordshire (Hitchin, Letchworth and Baldock) and it is stated that the main priority for this area is to promote sustainable travel, including a sustainable travel town scheme in Stevenage, and improved walking and cycling links between Hitchin, Letchworth and Baldock.

2.17 In addition, Letchworth and Hitchin are identified as two of 21 'Cycle Infrastructure Improvement Towns', defined as towns where the demographics and typical trip profiles suggest there is considerable propensity for residents to cycle. The draft LTP4 document states that individual scheme details will be included in the LTP4 Active Travel Strategy, and in Growth and Transport Plans.

2.18 The Local Transport Plan for Hertfordshire comprises the LTP4 strategy and a suite of daughter documents, which are focused on specific aspects of transport within Hertfordshire (for example, walking and cycling) or a specific location or group of locations. There are two daughter documents which will be of particular relevance to Letchworth in the context of this Letchworth cycling strategy:

- The **Active Travel Strategy**, which will consider the opportunities and investment required to facilitate modal shift to walking and cycling in Hertfordshire, is expected to be published by 2019.

- The **North Central Hertfordshire Growth and Transport Plan**, which is being developed now and is due for publication in 2018. The North Central Hertfordshire Growth and Transport Plan covers the towns and urban areas of Hitchin, Letchworth, Baldock and Stevenage, and is one of five Growth and Transport Plans which will be produced for different sub areas of Hertfordshire. It will consider current and future place-specific challenges and interventions aligned to LTP objectives (including interventions to promote cycling, where appropriate).

North Hertfordshire Proposed Submission Local Plan 2011-2031, North Hertfordshire District Council, October 2016

- 2.19 This document sets out the future policy agenda and spatial strategy for the development of North Hertfordshire until 2032. The Proposed Submission Local Plan is subject to independent examination. If the Local Plan is found to be sound, it should be adopted in 2018.
- 2.20 The Local Plan includes a series of statements which collectively form the ‘spatial vision’ for North Hertfordshire to 2031. The list below summarises key themes from these statements which are of greatest relevance to this strategy:
- By 2031 North Hertfordshire will be an **attractive and vibrant place** where people will want to live, work and spend their leisure time.
 - New homes will be provided in appropriate **sustainable locations**.
 - New development will have contributed to the creation of **sustainable communities, well-integrated into settlements**.
 - New development will help to **maintain and enhance the vibrancy of existing settlements**, and provide **essential infrastructure that is of benefit to existing and future residents**.
 - The vitality and viability of the towns of Hitchin, **Letchworth**, Royston and Baldock are safeguarded in a way that takes account of their **distinctive role**; retaining their market share in terms of their retail offer, whilst recognising the importance of preserving and enhancing their historic character.
 - The District will play its part in **addressing climate change by improving opportunities for travelling by public transport, walking and cycling**.
- 2.21 There are strategic objectives which underpin the spatial vision and set the direction for the strategic policies set out in the Local Plan, grouped into three themes of Environmental, Economic and Social. Those of particular relevance to promoting and growing cycling in Letchworth, both in the existing town and in and to the new development, are:
- **ENV1** [Environmental]: Direct development towards the most sustainable locations which seek to maintain the existing settlement pattern.
 - **ECON7** [Economic]: Improve access opportunities, minimise the need to travel, and encourage journeys to be made by sustainable means of transport to ease congestion, reduce carbon emissions and the impacts on air quality management areas.
 - **ECON8** Ensure all development is supported by the necessary provision of, or improvements to infrastructure, services and facilities in an effective and timely manner to make development sustainable and minimise its effect upon existing communities.
- 2.22 The Local Plan specifically identifies the land north of Letchworth site as a Strategic Housing Site for approximately 900 homes; it is one of six sites identified across North Hertfordshire District to provide 7,700 homes by 2031 (Strategic Policy 8 (SP8): Housing). Policy SP15: Site LG1 – North of Letchworth Garden City sets-out the specific parameters for permissible

residential development at this Strategic Housing Site. Those parameters relevant to cycling and travel more generally are:

- [Planning permission will be granted where...] A site masterplan to be approved prior to the submission of any detailed matters which also sets out;
 - How the site will follow and implement Garden City principles
 - The most appropriate points of vehicular access considering landscape and traffic impacts
- [Planning permission will be granted where...] Diversion and / or re-provision of the Letchworth Greenway to provide a revised route around the new urban edge.

2.23 Traffic modelling conducted for the purposes of testing the impact of the planned new dwellings and associated increase in traffic volumes during the Local Plan period identified two junctions in Letchworth where works would be required to ‘support traffic growth’. These junctions are the A505 / Norton Way junction, and Junction 9 of the A1(M) (Letchworth Gate). It is stated that new developments in Letchworth will be required to make ‘reasonable contributions to these schemes’.

Summary

2.24 This section has illustrated the key role of and support for cycling in national and local development and transport planning policy. At a national level, cycling is seen as a key component in achieving more sustainable development, and the Department for Transport has ambitious targets and an investment strategy for increased cycling and walking levels.

2.25 At a local level, cycling and active travel runs through transport planning and local planning documents. The specific potential for increased cycling journeys within, to and from Letchworth Garden City is highlighted, as well as the importance of minimising transport impacts of the Land north of Letchworth development. In addition, Hertfordshire County Council are already progressing cycling schemes within Letchworth.

2.26 Several policy documents have been reviewed in this section, and there is considerable common ground between them. It is therefore possible to concisely summarise the key policy message that runs through them, with relevance to this cycling strategy:

Action should be taken to promote and enable modal shift to active and sustainable travel.

2.27 Later in the document, we present recommended schemes to improve conditions for cycling in Letchworth. We will assess each scheme’s fit with the key policy message summarised above.

3 Cycling in Letchworth Garden City

Overview

- 3.1 This section provides an assessment of existing cycling patterns in Letchworth Garden City before providing an overview of existing conditions for cycling in the town.
- 3.2 The assessment of cycling patterns in Letchworth Garden City is informed by analysis of data sources such as Census (2011) Travel to Work data, vehicle speeds and collision data while our summary of existing conditions for cyclists is informed by site visits – a group ride with local stakeholders and a cycle network audit.
- 3.3 Steer Davies Gleave led a ride with stakeholders from the local community in November 2017. The purpose of this ride was to cycle along a range of routes and visit key destinations to provide an opportunity to discuss the strengths and weaknesses of current cycling provision. This group included staff from Letchworth Heritage Foundation, Hertfordshire County Council, members of the local community group Letchworth Cyclists and Active Letchworth.
- 3.4 Following this ride, we undertook a network audit of Letchworth to assess routes not included in the stakeholder ride and to re-visit certain key routes or destinations. These site visits gave us a thorough understanding of the experience of cycling in Letchworth and a sense of the common issues amongst key stakeholders. We have also drawn upon the detailed assessment of the cycle network by Letchworth Cyclists in their Cycle Network Plan (June 2017) which has been used to inform this study and we also welcome their contributions to the stakeholder ride.

Figure 3.1: Stakeholder ride

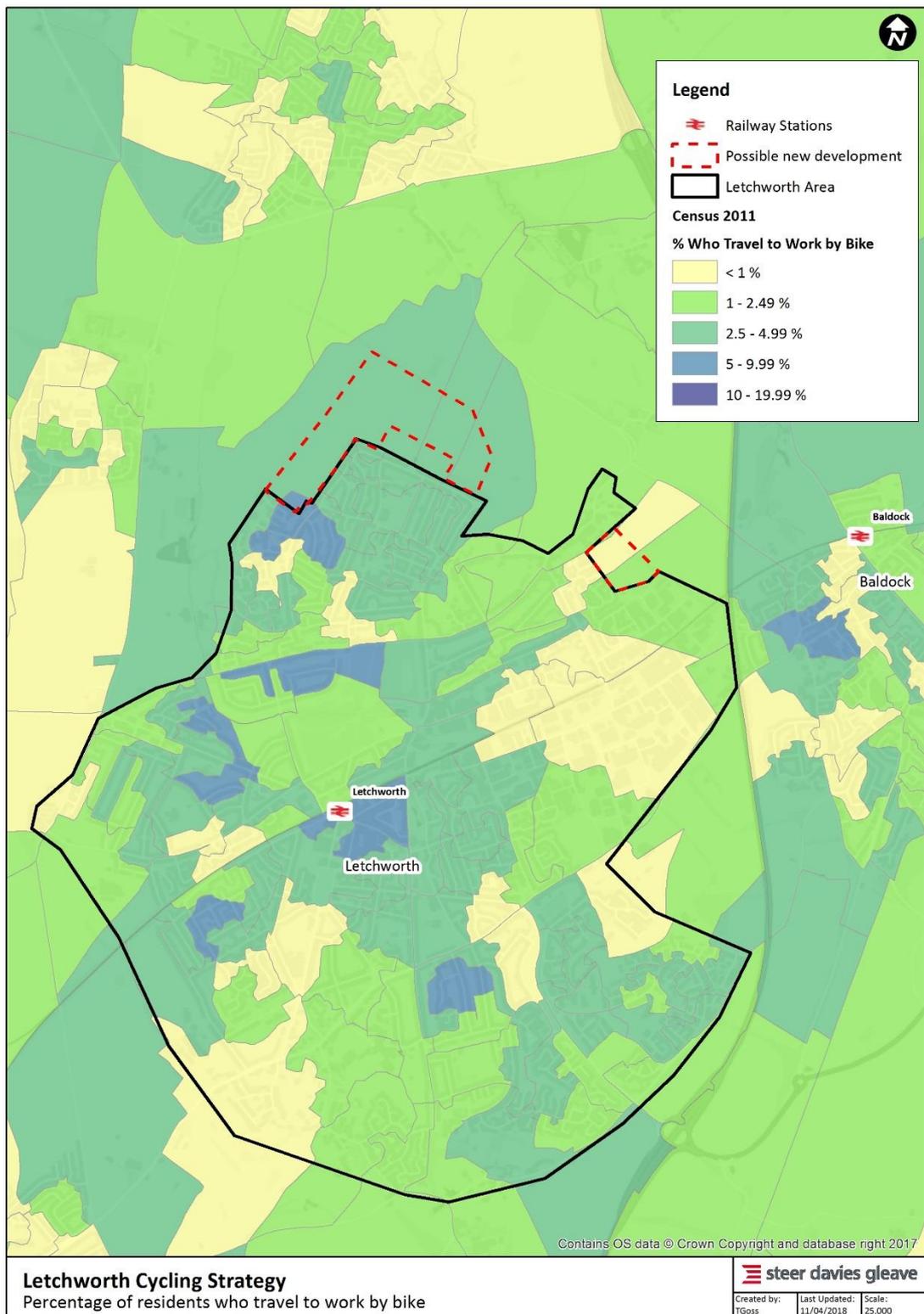


Current cycling patterns within Letchworth Garden City

Cycling to work within Letchworth Garden City

- 3.5 The 2011 Census shows that 3% of Letchworth residents who regularly travel to work (i.e. those who are employed and do not usually work from home), choose to cycle as their main mode of travel to work.
- 3.6 Figure 3.2 shows the proportion of Letchworth residents who cycle to work by home location, with areas where a higher percentage of residents choose to cycle to work shown with darker colours.
- 3.7 The proportion of cyclists using bicycles as their main mode of travel to work ranges from less than one percent, through to a maximum of 18 percent, with those areas with higher proportions of people cycling to work in and around the town centre, and then in areas clustered along a north-south axis from the town centre and station, including:
- a small area south of the A505 and north of Letchworth Cricket Club;
 - an area to the north-west of Norton Common;
 - and an area to the west of The Grange, adjacent to the possible new development area.

Figure 3.2: Proportion of Letchworth residents who cycle to work



3.8 For journeys to work that start and finish within Letchworth 6% of trips are made by cycle. This mode share for intra-urban journeys in Letchworth is one of the highest in Hertfordshire, and is greater than Stevenage, which has an extensive network of segregated and off-road infrastructure, where 5% of intra-urban journeys to work are made by bicycle. Table 3.1 shows the mode share for the top 10 inter-urban travel to work flows in Hertfordshire, in descending order of cycle mode share.

3.9 It is likely that the majority of trips to work that start and finish within Letchworth are cyclable for most, assuming that those trips have a maximum distance of three miles (the maximum 'as the crow flies' distance from one side of Letchworth's urban area to the other). It is reasonable to conclude therefore that there is considerable scope to decrease the proportion of people driving to work within Letchworth from 68% and increase the proportion of journeys to work made by bicycle in Letchworth.

Table 3.1: Top 10 inter-urban travel to work flows in Hertfordshire, by cycling mode share

Origin	Destination	Mode of travel to work					
		London Underground	Train	Bus	Car	Cycle	Walk
Letchworth	Letchworth	0%	1%	3%	58%	6%	32%
Welwyn Garden City	Welwyn Garden City	0%	1%	4%	62%	6%	25%
Hatfield	Hatfield	0%	1%	4%	43%	6%	44%
Stevenage	Stevenage	0%	1%	11%	63%	5%	19%
Watford	Watford	1%	1%	6%	49%	5%	37%
St Albans City	St Albans City	0%	2%	4%	49%	5%	39%
Hitchin	Hitchin	0%	1%	2%	47%	4%	44%
Cheshunt	Cheshunt	0%	2%	4%	63%	3%	27%
Bishop's Stortford	Bishop's Stortford	0%	1%	2%	53%	3%	40%
Hemel Hempstead	Hemel Hempstead	0%	1%	5%	66%	2%	24%

Source: 2011 Census Travel to Work data. Figures may not sum due to rounding.

Cycling to work trips from and to Letchworth Garden City

3.10 Table 3.2 below shows the most common travel to work destinations for Letchworth residents, and the mode of travel used to make those trips. Overall, the greatest number of trips by Letchworth residents are to a destination within Letchworth, and, as identified in the previous section, 6% of those trips are currently cycled.

3.11 The second most common destination for Letchworth residents on their journey to work is to Greater London. The majority of Letchworth residents who make this journey currently travel by public transport (73%), and almost the entirety of the remainder travel by car (25%). It is likely that most of the journeys made by public transport are made from Letchworth Garden City rail station. There may be opportunities to encourage even greater numbers than present to cycle to the station where the first part of the journey is currently made by car, either as a driver or as a passenger in a car. Currently, there are around 50 car parking spaces at Letchworth train station, compared to around 180 bike parking space; this incentivises cycling to the station and discourages driving.

3.12 There are also substantial numbers of trips made to Stevenage and Hitchin from Letchworth for work – 1,804 trips to Stevenage and 1,240 trips to Hitchin.

- 3.13 Stevenage is approximately seven miles to the south east of Letchworth. For a person of average cycling ability and speed this distance would take between 35 and 45 minutes to cover, and the trip could therefore be considered as a 'cyclable' trip. However, the route from Letchworth to Stevenage (using the NCN 51 route and not including the A1(M)) includes negotiation of a number of busy junctions and fast sections of road, which would not be suitable for less confident cyclists. The medium distance and the complexity of the route combine to make the Letchworth to Stevenage flow less of an opportunity for mode shift (i.e. there is less opportunity to encourage people to change from car to bicycle for this trip).
- 3.14 Hitchin is approximately three miles to the south west of Letchworth, and this trip could be cycled in between 15 and 20 minutes by a person of average cycling ability and speed. The A505, the main road between Letchworth and Hitchin, has a 30 mph speed limit and some sections of the route have cycle lanes or shared paths, allowing cyclists to share the footway with pedestrians if they choose. Currently only 3% of people making this journey choose to cycle, and, given that short distance and the presence of supportive cycle infrastructure, there is the opportunity to encourage more people to make this journey by bicycle.

Table 3.2: Top five travel to work destinations of Letchworth residents

From Letchworth to:	Flow (no. of travel to work trips)	Mode									
		Car		Public transport		Walk		Cycle		Other	
		Trips	%	Trips	%	Trips	%	Trips	%	Trips	%
Letchworth	5045	2938	58	172	3	1580	31	294	6	61	1
Greater London	1810	456	25	1315	73	18	1	8	0	13	1
Stevenage	1804	1541	85	196	11	21	1	22	1	24	1
Hitchin	1240	1018	82	119	10	45	4	40	3	18	1
Welwyn Garden City	615	534	87	64	10	11	2	1	0	5	1

Source: 2011 Census Travel to Work data. Figures may not sum due to rounding.

- 3.15 Table 3.3 shows the top five origins of people travelling to work in Letchworth, and the mode of travel used for those trips. The same flow of people travelling within Letchworth is shown again (5,045 trips, of which 6% are cycled). The second greatest flow into Letchworth for work is from Hitchin, which 79% of people make by car, and 4% make by bicycle. As stated above, there is an opportunity to encourage more people to make this trip by bicycle because the distance is reasonably short and the on-road route between Hitchin and Letchworth is generally conducive to cycling.

Table 3.3: Top five origins of people working in Letchworth

To Letchworth from:	Flow (no. of travel to work trips)	Mode									
		Car		Public transport		Walk		Cycle		Other	
		Trips	%	Trips	%	Trips	%	Trips	%	Trips	%
Letchworth	5045	2938	58	172	3	1580	31	294	6	61	1
Hitchin	1295	1024	79	126	10	72	6	56	4	17	1
Stevenage	1217	1069	88	102	8	13	1	12	1	21	2
Luton	424	386	91	18	4	12	3	0	0	8	2
Biggleswade	369	358	97	6	2	2	1	0	0	3	1

Source: 2011 Census Travel to Work data. Figures may not sum due to rounding.

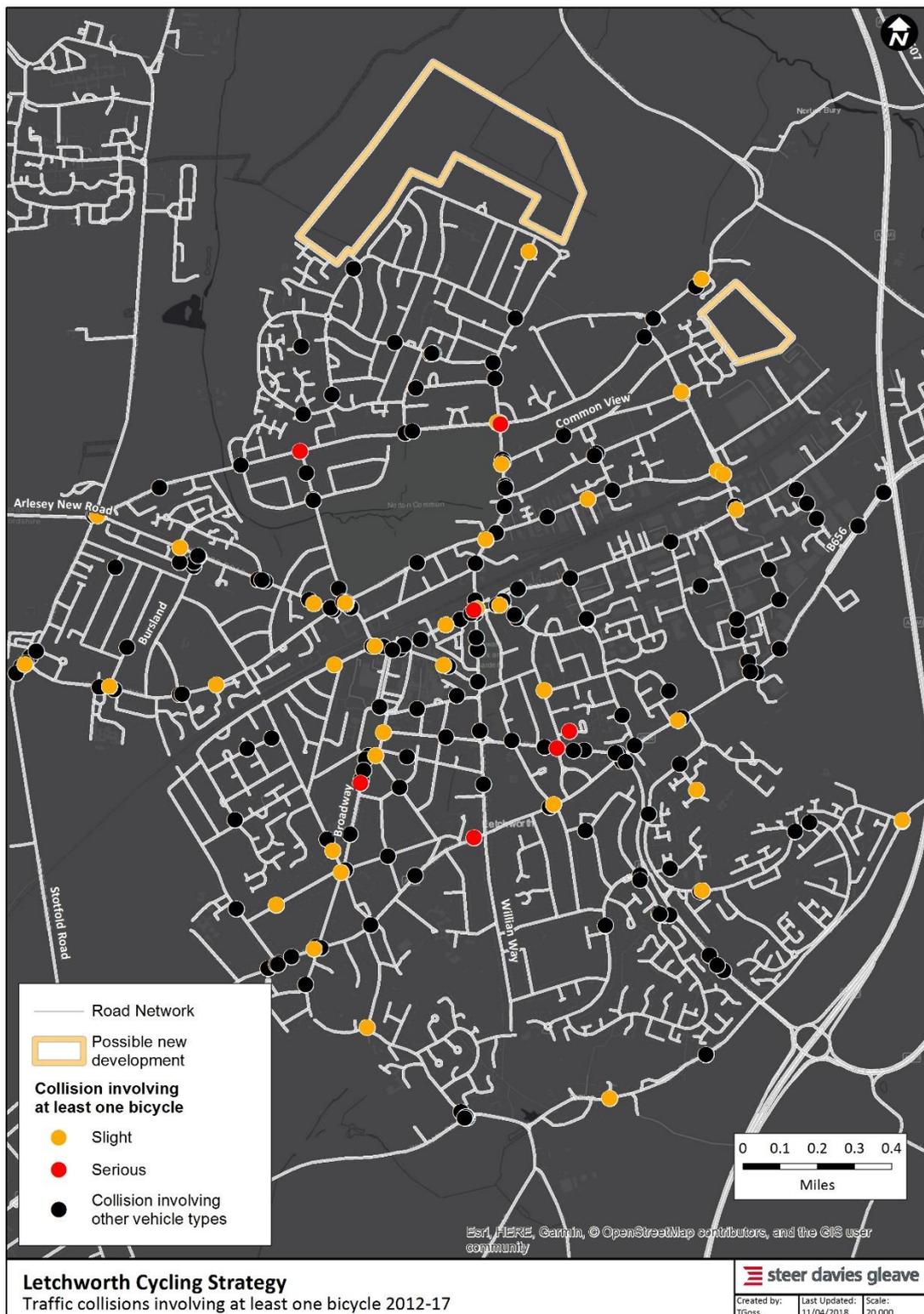
Vehicle speeds in Letchworth Garden City

- 3.16 Analysis of average vehicle speeds allows some assessment of how conducive to cycling the current environment in Letchworth is for cycling, with the implication being that the lower the average vehicle speed on a particular road or link, the better it is for cycling.
- 3.17 The map in Figure 3.3 shows the average AM peak speeds in Letchworth on all road links. The data presented comes from the Pitney Bowes Speed Profiles. This a data set derived from TomTom, a satellite navigation company that captures average observed historic speeds along road segments at different times of the day. The more vehicles that travel along a stretch of road, the more robust the data. The focus here is on AM peak speeds rather than free flow / interpeak speeds because, as discussed above and in the following section, there is a considerable opportunity to encourage more trips for work (which would typically be made in the AM peak) to be made by bicycle.
- 3.18 Figure 3.3 shows that vehicles travelling on the A1(M) in the AM peak period have an average speed of more than 50 mph. Within Letchworth, vehicle speeds are typically under 30 mph, with the exception of Stotfold Road, where the average speed is between 31 and 40 mph in the AM peak (this section of road has a 60 mph speed limit).
- 3.19 Elsewhere, the links where vehicle speeds are greatest are on the A505 (Baldock Road) between Stotfold Road and the Letchworth Gate / Pixmore Way roundabout, and on the A505 between the Letchworth Gate / Pixmore Way roundabout and the approach to the A1(M). While the approach to the A1(M) is generally unsuitable for cyclists, there are other north-south routes available where vehicle speeds are lower.
- 3.20 For east-west movements, the most direct route is along the A505, and alternative east-west routes would require a number of turns / deviations. As there is not a truly satisfactory alternative to the A505 for east-west movements in Letchworth, it may be appropriate to consider how vehicle speeds along specific stretches could be managed to create an environment which better supports less confident cyclists.

Traffic collisions in Letchworth Garden City

- 3.21 Analysis of recorded traffic collisions provides an indication of how safe current road conditions are for cyclists in Letchworth. Data showing recorded traffic collisions for a five-year period between 2012-2017 was provided by Hertfordshire County Council and shows all personal injury traffic collisions reported to the Police in that period. Figure 3.4 shows all recorded collisions in this period involving at least one bicycle, graded by slight or serious injury (collisions involving other vehicle types are shown by black dots).
- 3.22 Collisions tend to occur at junctions on the busier, main roads in Letchworth Garden City: Wilbury Road, Icknield Way, Bedford Road, Norton Way, Broadway, Station Road, Pixmore Way, Baldock Road. Serious injury collisions were recorded on Wilbury Road, Norton Way, Pixmore Way, Baldock Road and Broadway; there were seven recorded in the five-year period, compared to 37 slight injury collisions.
- 3.23 Residential areas of Letchworth had very few recorded collisions involving bicycles in this five-year period. For example, the Grange Estate recorded one slight injury to a cyclist (compared to approximately ten collisions involving other vehicle types). The western residential areas – between Bedford Road and Icknield Way, and west of Broadway – recorded very few or no collisions within them. Jackmans Estate did record a couple of slight injuries to cyclists.
- 3.24 There are no collisions recorded on Letchworth Gate and very few in the eastern industrial / retail area. This is likely due to low numbers of cyclists choosing to cycle on these roads as they are both challenging environments for cycling.
- 3.25 The collisions recorded around Broadway suggest that a cycle route which does not share the highway with vehicles around the gyratory would be preferable. The collisions on Wilbury Road at its junctions with Cowslip Hill and Norton Way indicate that providing a 24-hour route through Norton Common could reduce the risk for cyclists having to use parallel routes after dark.

Figure 3.4: Recorded traffic collisions involving at least one bicycle in Letchworth Garden City, 2012-2017



Cycling in Letchworth – summary

- There are over 5,000 cycle trips made within Letchworth for journeys to work. Journeys within Letchworth are likely to be of a cyclable distance for most people, but the majority

of these trips are currently made by car (58%). **There is therefore substantial scope to increase the proportion of the journeys made within Letchworth by bicycle.**

- There are more than 1,200 trips made from Letchworth to Hitchin for work, and an almost equivalent number made from Hitchin to Letchworth to work, but, despite the fact that the distance between the towns is short (and potentially cyclable for most), a low proportion of people choose to make the journey by bicycle in either direction. **Similarly, there is substantial scope to increase the proportion of the trips between Letchworth and Hitchin made by bicycle.**
- There is scope to encourage more people to cycle to Letchworth Garden City rail station for their onward journey by train. More than 1,300 Letchworth residents commute to London by public transport. Assuming that the proportion of commuters cycling to the station is similar to the proportion of commuters cycling in and from Letchworth more generally (around 3%), **it should be possible to encourage more cycling to the rail station** (rather than arriving by car).
- There are a substantial number of journeys made from Letchworth to Stevenage and from Stevenage to Letchworth for the purpose of travelling to work (over 1,800 to Stevenage and almost 1,300 from Stevenage). However, because the distance between the two towns is at the upper-end of what could be considered an 'easy' cycling distance, and the route is reasonably difficult, **increasing mode share for cycling between Letchworth and Stevenage is not a priority opportunity.**
- There were a number of recorded collisions recorded in Letchworth involving bicycles in the past five years. Very few of these occurred in residential areas and those that did occur can guide where improvements for cyclists should be prioritised. **Priority locations include Broadway and Norton Common.**

Existing conditions for cycling in Letchworth Garden City

Principal cycling corridors

- 3.26 There are three principal cycling corridors in Letchworth Garden City. These corridors are important because of the connectivity they provide, the destinations they serve and the cycle journeys they can therefore enable:
- i. North-south via the train station and town centre (National Cycle Network route 12 (NCN12)).
 - ii. East-west connecting Baldock and Hitchin.
 - iii. Orbital route around the perimeter of Letchworth Garden City via the Greenway.

Figure 3.5: Principal cycling corridors in Letchworth Garden City



i. North-south corridor (NCN12)

- 3.27 The north-south corridor is the best-developed corridor in terms of cycle infrastructure and wayfinding. It is an existing National Cycle Route (NCN12); much of its route is off-road and the remainder on quiet residential streets, and it is marked using National Cycle Network signposts. The north-south corridor serves the train station and town centre, residential areas to the north and south of Letchworth as well as the possible residential development north of the Grange Estate.

Figure 3.6: National Cycle Route 12 (NCN12) on Grange Road



ii. East-west corridor (Baldock-Hitchin)

- 3.28 The east-west corridor has less well-developed cycle facilities. There is no existing cycling-specific infrastructure along Baldock Road through Letchworth itself. However, there is an off-road cycle track connecting Hitchin to Letchworth and there is a short section from Baldock along Letchworth Road until Jubilee Road. This corridor has the potential to connect Letchworth to Hitchin to the west and Baldock to the east; it also connects to the North Herts Leisure Centre.

Figure 3.7: Off-road cycle track along A505 (view from Hitchin in Letchworth direction)



iii. Orbital route around Letchworth Garden City (Greenway)

- 3.29 The Greenway around Letchworth Garden City provides a leisure route which circles the whole town. It is largely off-road on gravel tracks, with short sections on road. The route connects destinations such as Standalone Farm and many residential areas, including the possible development north of the Grange Estate. If a development proceeds, it will be sited on the existing route of the Greenway north of Letchworth; it will involve re-routing of and improvements to the Greenway in that section. For the most part, the Greenway is easy to follow but in places clearer wayfinding is required to signal the onward route.

Figure 3.8: View of the Greenway between the Grange Estate and Standalone Farm



Access to key destinations for cyclists

- 3.30 Key destinations for cycling in Letchworth Garden City are the town centre, the train station and the North Herts Leisure Centre. Other potential important destinations for cyclists are the secondary schools (Highfield School, Fearnhill School, St Francis College and St Christopher School) and the retail / industrial area in the east of Letchworth.
- 3.31 The town centre is considered to currently cater for cyclists reasonably well. When in the centre, cyclists can use Leys Avenue – the low traffic speeds are welcomed by local cyclists – there is a cycle route around Broadway and it connects north and south to the NCN12 route. There is some on-street cycle parking but there is evidence of bikes ‘fly parked’ to railings, which indicates demand is exceeding supply for cycle parking. Additional cycle parking is already planned for the town centre.
- 3.32 Letchworth train station is also part of NCN12 and there is wayfinding in different directions from the station (see Figure 3.9). The station also has around 180 cycle parking spaces, which are well-used (Figure 3.10).

Figure 3.9: Cycle-specific wayfinding at Letchworth train station



Figure 3.10: Cycle parking at Letchworth train station



- 3.33 North Herts Leisure Centre is currently not particularly easy to access by bicycle. There is no dedicated cycle infrastructure leading there; cyclists must use the main highway on Baldock Road, including a large roundabout to access the leisure centre itself on Baldock Road. There is cycle parking at the leisure centre but it does not appear to be particularly well-utilised and this is a likely result of the constraints in accessing the site for cyclists.
- 3.34 There is no dedicated cycle infrastructure provided to Letchworth's secondary schools, and 20 mph school zones are not in place. This, coupled with higher traffic volumes at pick up and drop off times, means there is scope to make cycling to school safer. However, secondary school children were observed using NCN12 to cycle to school, which shows that some elements of the existing network are felt safe enough by some school children with the skills they have been taught. Secondary schools in Letchworth (Highfield School, Fearnhill School, St Francis College and St Christopher School) are mostly located in the south west of the town and therefore within relatively near access of NCN12.
- 3.35 The industrial / retail area in the east of Letchworth is not particularly inviting for cyclists as there is little cycle infrastructure in place and there are quite high volumes of traffic, including heavy vehicles on the surrounding roads. In addition, there are many car dealerships or garages located in this area, which contribute to daytime vehicle traffic.

General cycling conditions on residential streets

3.36 This section summarises the general conditions which affect cycling on Letchworth's streets, most of which are residential. The map in Figure 3.12 shows how cycle-friendly Letchworth's streets are in terms of the Bikeability cycle training level that would equip cyclists to ride on them. Bikeability is the Department for Transport's national standard for cycle training⁵:

- Level 1 involves off-road training, focussing on bike handling
- Level 2 involves training on most roads, focussing on road position and signalling
- Level 3 trains cyclists to use more advanced road layouts such as roundabouts

Residential streets

3.37 Many of the streets of Letchworth are residential with low traffic volumes and relatively low traffic speeds. These streets represent an asset for cycling as, with relatively little intervention, they could be made into cycle-friendly routes. For example, the Sollershotts have low traffic flows, traffic calming in the form of full-width speed humps, few cars parked on-street (most are in driveways), and plenty of lane width for drivers to pass cyclists (see Figure 3.11).

Figure 3.11: Cycling along Sollershott West



⁵ Bikeability homepage: <https://bikeability.org.uk/>

Figure 3.12: Bikeability cycle map of Letchworth Garden City



Narrow highways are common

- 3.38 While wide streets such as the Sollershotts can be welcome as they allow plenty of room for drivers to pass cyclists, they are not necessarily typical of streets in Letchworth. Rather, narrow highways due to wide grass verges and parked cars are more common. These narrow highways are not necessarily a negative for cycling as they can effectively calm passing vehicular traffic. Drivers must drive more slowly through narrow gaps and are unable to pass cyclists for stretches of the road. Grass verges can also present an opportunity in the form of space to develop cycle tracks. Figure 3.13 shows a typical Letchworth street layout with wide grass verges separating the footway from a relatively narrow highway with marked parking bays.

Figure 3.13: Nevells Road: a typical Letchworth Garden City street



Existing cycle permeability

- 3.39 In various parts of Letchworth, there is already good cyclist permeability where vehicles are not able to access. For example, the ironbridge crossing Highover Road to Chiltern Road or under the railway line at Spring Road. Both of these allow cyclists to connect across the railway line where cars have to take a longer route.

Junction turning radii

- 3.40 Many junctions in Letchworth have large turning radii with wide forward visibility which do not require drivers to slow significantly when they turn in or out of these junctions. They can therefore pose a hazard to cyclists as the drivers can turn at relative speed. An example of this is the junction of Quadrant and Nevells Road.

Figure 3.14: Wide junction turning radii at junction of Quadrant and Nevells Road



Driver behaviour when interacting with cyclists

- 3.41 During our site visits in Letchworth, we found drivers did not seem to be particularly used to sharing the road with cyclists. When passing a group of cyclists, they either gave too little, or an excessive amount of space (i.e. risking conflict with vehicles travelling in the other direction), and did not necessarily chose the best moment to pass. Our experiences were confirmed as generally typical of driver behaviour by the stakeholder group.

Pavement cycling

- 3.42 Cyclists using the pavement is a common occurrence in Letchworth, according to our stakeholder group. This is considered by the local stakeholders to be due to the lack of dedicated cycle provision on many routes and generally low pedestrian numbers. It is worth noting that generally low pedestrian footfall on most pavements means that pavement cycling does not actually generate much conflict with pedestrians. Whilst it is not preferable, it is a viable mean of cycling which some cyclists find more comfortable than riding on certain stretches of road.

4 Key issues and opportunities

Overview

- 4.1 The previous section reviewed existing conditions for cycling in Letchworth Garden City. This section draws out the key issues and opportunities raised in this review and relates them to the four objectives of the strategy.

Objective 1: Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice

- 4.2 This objective involves the development and realisation of the principal cycling corridors in Letchworth, identified in the previous section. Key issues which impair their use fall under the headings of cycle infrastructure and wayfinding.

Cycle infrastructure

- 4.3 Existing dedicated cycle infrastructure is either inadequate or does not exist for certain sections of the principal cycling corridors. The aim with highlighting these issues is to provide cyclists with safe, dedicated facilities. These are detailed below:

North-south corridor (NCN12):

- Cyclists do not have priority where off-road cycle track crosses junction mouths
- Norton Common:
 - path is quite narrow for sharing between cyclists and pedestrians
 - path is not lit for use after dark
 - path is narrowed by fallen leaves

East-west corridor (Baldock Road):

- Baldock Road (A505) is a busy road with no dedicated cycle infrastructure
- Cyclists do not have priority where off-road cycle track crosses junction mouths, which can lead to stop-start journeys and discourage cyclists from using the cycle track
- Large roundabouts are not cycle-friendly (at junctions with Letchworth Gate and Avenue One respectively)

Orbital route (Greenway):

- Some sections are on-road and not very cycle-friendly (e.g. mini-roundabouts at Wilbury Road)
- Some sections are muddy or have a rough surface
- Awkward kissing gates can impede cycle access (though it is recognised that the kissing gates help to deter attempts to access the Greenway on quad bikes and motorcycles)
- Sharing space with other path users – particularly dogwalkers – can cause conflict, with some issues caused by cyclists not being considerate to other users

Wayfinding

- 4.4 Wayfinding for cyclists is adequate for much of the NCN12 route, however, in places it is not particularly easy to follow, or could be more obvious, e.g. where the off-road cycle track joins road at Grange Road junction with Southfields. Similarly, wayfinding on the Greenway is often not very prominent and, in places, it is not clear which way the Greenway route continues. For the east-west route, implementing a safe cycling route is required before wayfinding is tackled, however the onward route for cyclists is not particularly clear where the existing Hitchin link ends in Letchworth.

Objective 2: Make it easier and safer for all to cycle in and through residential areas

Junction turning radii

- 4.5 There are many examples across Letchworth where the turning radii of junctions are wide, which do not encourage drivers to lower their speed. This makes road conditions less safe for cycling as vehicles can be turning at speed.

Parked cars

- 4.6 While we recognise the potential positive of parked cars on residential streets used for cycle routes, it is important to recognise the hazards posed by them in the form of risks from opening doors or cars pulling out, obscured visibility at bends and junctions, and drivers speeding to pass a line of parked cars. An example of this last behaviour can be at Cowslip Hill where there is a line of approximately 200m of parked cars allowing for one lane of moving traffic.

Speed of traffic

- 4.7 Our analysis of average AM peak vehicle speeds in Letchworth (see section 3) did not show any links in the network where average vehicle speeds are in excess of the speed limit during the AM peak. Average vehicle speeds on residential links were typically some way below the 30 mph speed limit, but we do not doubt that there will be instances where drivers are in excess of the speed limit, or where cyclists feel that drivers are going too fast for a residential street, especially when cyclists may be travelling at less than half that speed. The issue is therefore that a 30 mph speed limit may not be appropriate on certain streets, and that a lower speed limit on some streets, where more cycling could be encouraged, could be considered.

Objective 3: Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre

- 4.8 Key issues which hamper access to key destinations in Letchworth are detailed for each of the key destinations outlined below.

Town centre

- Leys Avenue only caters for one-way cycling
- Right turn at east end of Leys Avenue is banned
- Ambiguity regarding cyclist permission to cycle in the middle of Broadway
- Need for further cycle parking (bikes 'fly parked' to railings)

Letchworth train station

- Access across to Leys Avenue is not provided for cyclists

North Herts Leisure Centre

- Large roundabout on Baldock Road is a barrier to access
- Little dedicated provision for cyclists near to leisure centre does not encourage cyclist access

Letchworth secondary schools

- Lack of dedicated cycle infrastructure leading to schools
- Lack of 20 mph speed limits

Industrial/retail area in east of Letchworth

- General traffic conditions suggest this area is not suitable to encourage cycling

Objective 4: Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users

- 4.9 Driver behaviour and familiarity with sharing the road with cyclists is the key issue under Objective 4. In the previous section, we outlined that drivers did not seem very comfortable with passing cyclists in a safe manner. If cyclists felt more comfortable sharing the highway with drivers, might reduce the other identified issue of pavement cycling.

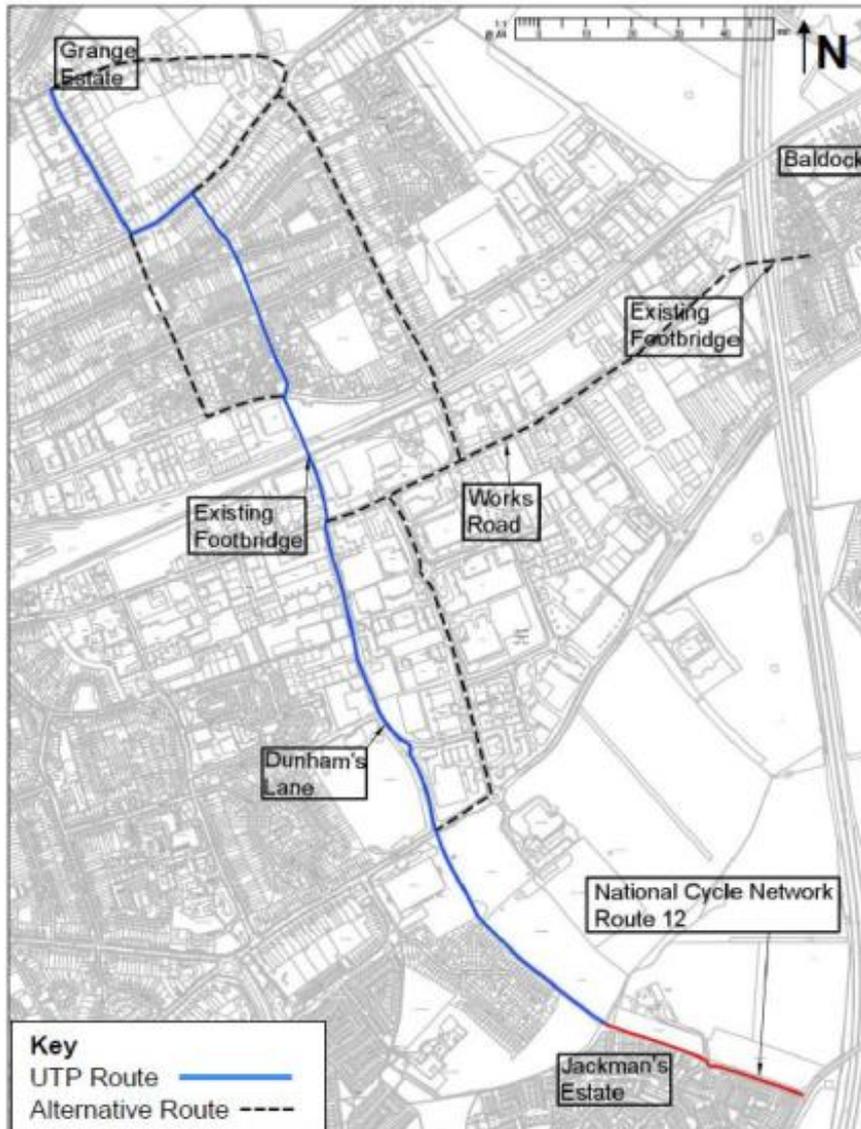
5 Existing plans for cycling in Letchworth Garden City

- 5.1 The document has so far outlined wider policy relating to cycling, the existing conditions for cycling in Letchworth and highlighted key issues for cycling. This section summarises existing committed proposals for cycling in Letchworth by Hertfordshire County Council, as well as summarising proposals for cycling put forward by Letchworth Cyclists.

North Central Hertfordshire Growth and Transport Plan, Hertfordshire County Council, due 2018

- 5.2 As discussed previously, a Growth and Transport Plan is being prepared for the North Central area of Hertfordshire, covering the towns and urban areas of Hitchin, Letchworth, Baldock and Stevenage. The Growth and Transport Plan is a spatial transport plan and it will establish evidence-based objectives, priorities and scheme packages aligned with the county's LTP policies and wider objectives of growth and quality of life. The Growth and Transport Plan will support and guide transport investment and funding in the North Central area of Hertfordshire to help deliver positive change and support sustainable growth. From our engagement with Hertfordshire County Council and North Hertfordshire District Council, we understand that they are in the process of developing schemes, but these are at a very early stage.
- 5.3 The Growth and Transport Plan, once published, will supersede the Letchworth and Baldock Urban Transport Plan (Hertfordshire County Council, 2012), which set out a framework to focus transport improvements within the Letchworth and Baldock urban areas.
- 5.4 We have engaged with and understand that Hertfordshire County Council have one principal scheme that they are progressing at present in Letchworth. This is an improved secondary north-south cycle connection, taken forward from the 2012 Letchworth and Baldock Urban Transport Plan. The route would connect Jackmans Estate in the south with the Grange Estate in the north via Dunham's Lane – the map in Figure 5.1 shows the proposed alignment.

Figure 5.1: Hertfordshire County Council secondary north-south cycle corridor alignment



Letchworth Garden City Cycle Network Plan (Edition 1), Letchworth Cyclists and Cycling Groups, with support from North Hertfordshire District Council, Letchworth Heritage Foundation, Transition Town Letchworth and Letchworth 40 Plus Cycling Group, June 2017

- 5.5 This document, produced by members of a number of groups that support cycling in Letchworth, is a plan “for increasing the number of journeys made by bicycle” in Letchworth. The plan includes proposals for a cohesive cycle network; off-road cycle tracks; road safety improvements, and additional bicycle parking / storage. With the exception of cycle parking in the town centre, none of these proposals are currently funded, committed schemes; rather, they represent potential changes that could improve conditions for cyclists in Letchworth.
- 5.6 This document includes detailed proposals across Letchworth Garden City for a proposed cycle network, which would comprise four design ‘typologies’: Quiet Road, On-Road Cycle Lane, Segregated Cycle Lane and Shared Pedestrian Cycle Lane.
- **Quiet Road:** these parts of the Letchworth cycle network would be on quieter roads, usually residential. The plan suggests making these roads quieter, and / or maintaining the current level and speed of traffic by introducing 10 mph speed limits, introducing (further) traffic calming measures such as sinusoidal humps, tightening junction geometry to ensure low vehicle speeds, and modal filters to prevent through vehicle traffic. It is suggested that roads such as Rushby Mead and Spring Road (South) receive the necessary traffic calming interventions to allow them to become ‘Quiet Roads’.
 - **On-Road Cycle Lane:** these parts of the network would be on roads in Letchworth where inclusion of a mandatory cycle lane would leave 3.25m width for each direction of motorised traffic, and should be complemented by traffic calming measures such as a 20 mph speed limit, removal of the centre line, sinusoidal full-width speed humps, clear cycle routes through roundabouts (to prevent drivers overtaking cyclists on the roundabout), and ‘forward boxes’ (Advanced Stop Lanes) at traffic lights. Locations suggested for on-road cycle lanes include Broadway and Sixth Avenue.
 - **Segregated Cycle Lane:** these parts of the network would be on busier roads where there is room on the green verge to allow a segregated lane to be incorporated. The plan states that segregated cycle lanes should allow for two-way flows where possible, and that cyclists should have priority over residential side roads where appropriate. Locations where two-way segregated cycle tracks are proposed are on Pixmore Way and Norton Way North.
 - **Shared Pedestrian Cycle Lane:** it is recommended that some paths in Letchworth are widened, and / or formally designated as shared pedestrian and cycle paths. It is recommended in the plan that such paths include markings to indicate which side is for pedestrians and which side for cyclists, and that both sides are at least 1.5 metres wide. Locations where shared pedestrian and cycle paths are proposed include Station Road, Gernon Walk, Bridge Walk and Avenue One.

There are a number of locations where new or additional cycle parking is suggested. Since the plan was first developed, North Hertfordshire District Council and Transition Town Letchworth secured funding for the installation of bicycle and scooter parking at community venues, and Letchworth Heritage Foundation have since installed cycle parking at Standalone Farm. The complete list of recommended locations for new or additional cycle parking is shown in Table 5.1, with those locations where cycle parking has been or is due to be installed highlighted in green.

Table 5.1: Recommended locations for new / additional cycle parking

Type of location	Location
Town centre	Top of Leys Avenue
	Lower half of Leys Avenue
	Eastcheap
	Station Road
	Broadway Hotel
	The car parks
	Station
Leisure facilities	Leisure centre
	Cinema
	Howard Park / Howard Hall
	Norton tennis courts
	Outdoor pool
	Garden Cities Exhibition / Institute
	The Settlement
	Standalone Farm
Public service buildings	Nevells Road, Birchwood and Garden City GP surgeries
Local amenities	Willian Village
	Grange Estate, Southfields shopping centre

5.7 In addition, the plan includes suggestions for improvements for cyclists using NCN 12 and the Greenway, as well as general recommendations to promote cycling more widely in Letchworth:

- Produce cycle maps
- Improve signage at key turnings
- Introduce 'picnic stops' on leisure routes
- Continue delivery of cycle training
- Deliver cycling events, e.g. scavenger hunts.

6 Recommended new schemes

Overview

- 6.1 The preceding sections have described the current conditions for cycling in Letchworth Garden City and highlighted key issues. This section takes forward these key issues and identifies prioritised recommendations to address them. The types of possible scheme include improvements to cycle infrastructure, wayfinding and cycle parking as well as facilities for leisure cycling, behavioural campaigns and cycle training.
- 6.2 Each scheme is clearly presented in a table summarising the potential scheme, describing:
- the strategy objectives it meets;
 - its fit with national and local policy to “promote and enable modal shift to active and sustainable travel” (very good, good, acceptable)
 - as assessment of the scheme’s priority level (high, medium or low);
 - the scheme’s deliverability (red, amber, green, i.e. how easy/difficult it is to implement);
 - its rationale;
 - the issues it addresses;
 - a description of the scheme;
 - indicative high-level costs of the scheme; and
 - recommended next steps for implementation.
- 6.3 The indicative costs provided have been calculated for use as a guide to the size and complexity of schemes. It is recommended that detailed costs should be prepared based on detailed design proposals which would be required should any of the recommendations be taken further forward.
- 6.4 Table 6.1 below summarises all schemes, ordered by the main objective that they address (highlighted in green). Figure 6.1 shows the recommended schemes plotted on a map, with the exception of schemes 2.1, and all schemes under Objective 4 because they are not location-specific.

6.5 The objectives of this strategy are reiterated here:

1. Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice.
2. Make it easier and safer for all to cycle in and through residential areas.
3. Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre.
4. Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users.

Table 6.1: Summary of recommended schemes

Scheme ID	Scheme description	Objectives addressed (main in green)			
		1	2	3	4
1.1	Improve NCN12 route across Norton Common	✓	✓		
1.2	Development of secondary north-south cycle corridor	✓	✓		
1.3	East-west cycle corridor improvements	✓	✓	✓	
1.4	Re-route Greenway away from Wilbury Road mini-roundabouts	✓			
1.5	Surfacing and access improvements to Greenway	✓			
1.6	Green link from Standalone Farm to Norton Common	✓			
2.1	Improved wayfinding for cyclists	✓	✓	✓	
2.2	Cycle track priority over junction mouths	✓	✓	✓	
2.3	Tightening junction turning radii		✓		
2.4	Sharing the footpaths on Jackmans Estate		✓		
3.1	Leisure cycle hub at Standalone Farm	✓		✓	
3.2	Leys Avenue improvements for cyclists	✓	✓	✓	
3.3	Broadway improvements for cyclists	✓	✓	✓	
3.4	Town centre cycle parking improvements			✓	
3.5	Improving cyclist access to North Herts Leisure Centre	✓		✓	
3.6	Implementing 20 mph school zones		✓	✓	
4.1	Mitigating path user conflict on the Greenway	✓			✓
4.2	Driver behaviour cycle awareness campaign		✓		✓
4.3	Extend the programme of cycle training		✓		✓
4.4	Develop a programme of community cycling events		✓		✓

Figure 6.1: Map of recommended schemes



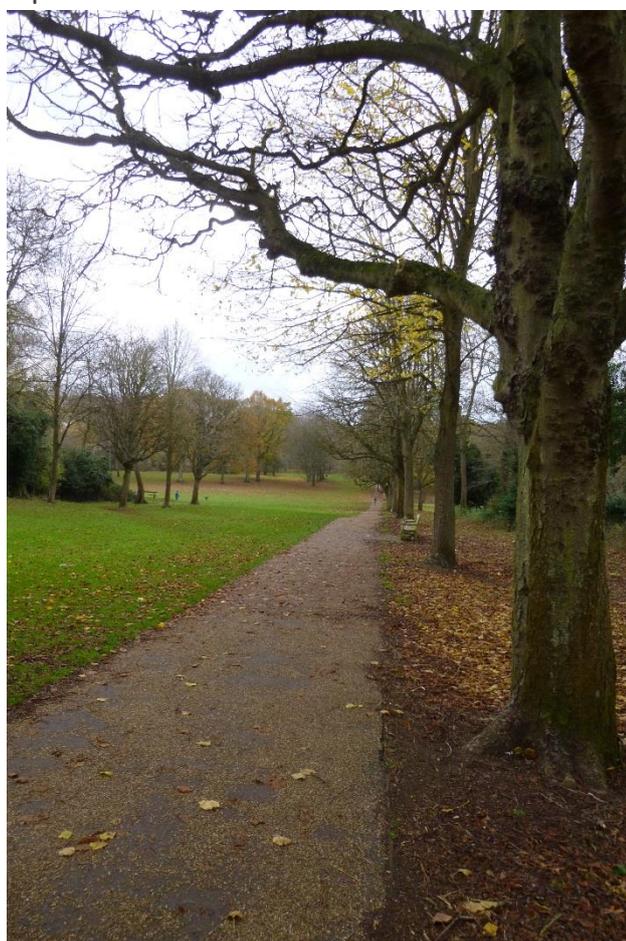
Objective 1: Enhance and extend cycle routes to create a comprehensive network, making cycling an easy, pleasant choice

Scheme 1.1: Improve NCN12 route across Norton Common				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 2	Good	High	Requires stakeholder buy-in (Friends of Norton Common) and installation of lighting and widening of a path in a park	To make Norton Common link of NCN12 a 24-hour route

Issue

Norton Common is an important link in NCN12 and a well-used, off-road daytime route for cyclists. It would cater for cyclists travelling into the town centre from the possible new development north of the Grange Estate and so it is an important link. However, many cyclists use alternative routes after dark, such as Cowslip Road, which is not as pleasant or safe for cycling.

Figure 6.2: Existing shared path across Norton Common



Description of scheme

The most important change to facilitate greater cycling across Norton Common would be to provide lighting to allow cyclists to use it after dark. This would have to be done in a sensitive way which minimises disturbance to wildlife and respects the context of the park, but there are options to achieve this in the form of low-level LED lighting. Figure 6.3 shows an example of low-level LED lighting used on a cycle path.

Figure 6.3: Example of low-level LED lighting of cycle paths



Source: Cyclehoop

The north-south path across Norton Common would also benefit from additional width. Given the relatively low volumes of pedestrians and cyclists at any time, we do not advise a separate track being built for cyclists, as this would create an unnecessary disturbance to the Common. However, we do recommend that the existing path is widened by approximately 1 metre to allow more space for cyclists and pedestrians to pass each other comfortably.

Indicative costs

£60,000-80,000 for conventional street lighting across Norton Common (low level LED lighting costs may be different)

£40,000-50,000 for widening path by 1m across Norton Common

Recommended next steps

- Engage with Friends of Norton Common
- Consult a wildlife expert regarding the best option to minimise effects of lighting on wildlife
- Engage with North Hertfordshire District Council regarding changes to Norton Common

Scheme 1.2: Development of secondary north-south cycle corridor

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 2	Very good	Medium	Requires highway works, wayfinding changes and improvements to paths, however it is already being progressed by HCC	To provide an additional strategic north-south cycle connection

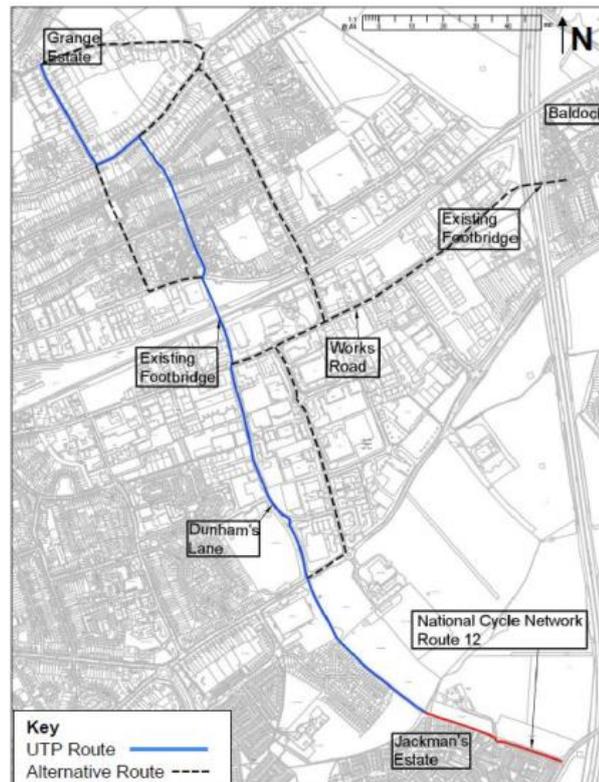
Issue

NCN12 already provides a north-south connection in the western side of Letchworth Garden City, however the eastern side of the town does not have such a cycle connection.

Description of scheme

As outlined in Section 2, we understand that Hertfordshire County Council as part of their Integrated Transport Programme are already progressing a secondary north-south cycle route in Letchworth connecting Jackmans Estate to the Grange Estate via Dunham's Lane (alignment shown in Figure 6.4). The route would start on the Greenway by Jackmans Estate before following an existing off-road green link on the west perimeter of the Leisure Centre grounds. This connection is already possible for cyclists but it is not signposted, is not well-surfaced, quite narrow and overgrown with vegetation. The route would continue along Dunham's Lane before crossing Works Road on to an off-road link over the railway line. The route then proceeds through the housing area east of Norton Common and north of the railway line, using quiet residential streets and cut throughs to increase cycle permeability of the area.

Figure 6.4: Hertfordshire County Council secondary north-south cycle corridor alignment



This route would provide a secondary north-south connection through Letchworth. It would offer a valuable cycling link to the industrial / retail area in the east of the town, while also avoiding routing cyclists along busy or heavily-trafficked roads. It would also improve connections from residents in the north of the town to North Herts Leisure Centre.

Indicative costs

n/a as already being progressed by Hertfordshire County Council

Recommended next steps

- Liaise with Hertfordshire County Council to facilitate progress

Scheme 1.3: East-west cycle corridor improvements

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 2, 3	Very good	High	Requires significant changes to highway arrangement	To provide a complete, safe cycling route between Hitchin and Baldock

Issue

The east-west corridor from Hitchin to Baldock along Baldock Road through Letchworth currently lacks provision for cyclists. Given the potential for cyclists to make journeys between the three towns and within Letchworth on this axis, we suggest that improving provision for cyclists on this corridor should be a priority.

Description of scheme

We would suggest one of the three options for delivering this improved cycle provision, which would deliver different levels of service to cyclists, but would require different levels of intervention and expenditure:

- i. Fully segregated cycle track along Baldock Road
- ii. Measures to signal cyclists sharing the road
- iii. Route cyclists on quiet alternative routes

i. Fully segregated cycle track along Baldock Road

This option would involve the implementation of a dedicated cycle track along Baldock Road, reallocating road space to cyclists and segregating them from general traffic for their safety. Off-road cycle track could be used for stretches where the verge is wide enough to accommodate it but it would be most important for the segregated infrastructure to continue through pinch points and at junctions.

Of particular importance would be the two roundabouts on Baldock Road – leading from Letchworth Gate and to North Herts Leisure Centre respectively. In each case, cyclists should be separated from general traffic for their safety. A ‘Dutch roundabout’ configuration would be suitable whereby cycle tracks create an outer ring around the roundabout, with zebra crossings across each general traffic arm of the roundabout.

Figure 6.5: Example of a Dutch roundabout at TRL’s research laboratory



Source: London Cycling Design Standards

ii. Measures to signal cyclists sharing the road

Instead of providing a full segregated cycle track for cyclists on Baldock Road, cyclists could instead be provided with painted on-road cycle lanes – mandatory or advisory, as the road width permits – advanced stop boxes, and cycle symbols on the road to signal recommended cyclist position at pinch points, i.e. central in the traffic lane if it is too narrow to permit safe overtaking. We would still recommend that cyclists are provided with a dedicated route around the two large roundabouts as cycle symbols on the road are not adequate to provide a safe cycling environment, particularly for less confident or experienced cyclists.

The benefit of this option is that it would require less disruption to the existing road layout and less cost to implement. The drawback is that it represents less safe provision for cyclists and may not therefore encourage more cyclists to use the route.

iii. Route cyclists on quiet alternative routes

This option would provide for cyclists while maintaining the current road layout for vehicles on Baldock Road. It would also cost less than implementing segregated cycle tracks on the main road. This option could be successful if a suitable alternative, quiet east-west route is identified that minimises the detour for cyclists from the main east-west corridor. Sollershott provides a good alternative route until the Willian Way junction, however beyond this junction a suitable route without a detour is hard to identify. A potential alignment east of Sollershott was proposed in the Letchworth and Baldock Urban Transport Plan (2012), and is shown in Figure 6.6.

Figure 6.6: Alternative, quiet east-west cycle route option



iv. Hybrid of all three options

The most suitable way to route cyclists along the east-west corridor may be provide a combination of the three options outlined above. This could involve using Sollershott as a quiet route for the western section, before the cycle route joins the main road before Willian Way. At that junction and others along the route, cyclists could be provided with advisory cycle lanes, advanced stop boxes and cycle symbols across the junction to signal their priority on the road. Continuing along Baldock Road, cyclists could be provided with painted mandatory cycle lanes and, at the two roundabouts, provided with a dedicated off-road cycle track, possibly sharing with pedestrians, if required, to help cyclists navigate the roundabout. The route could then link up with the off-road cycle track east of Jubilee Road.

Indicative costs

£1.5m-2m for option i

£40,000-70,000 for option ii

£20,000-50,000 for option iii

The length of the east-west corridor and the scope of potential junction changes mean costs are particularly difficult to estimate accurately at this stage.

Recommended next steps

- Engage with Hertfordshire County Council highways to develop feasibility of each option
- Identify preferred option to take forward through design, consultation and implementation

Scheme 1.4: Re-route Greenway away from Wilbury Road mini-roundabouts

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1	Good	Medium	Requires wayfinding and highway layout changes to route cyclists along existing route	To route Greenway cyclists on a safer, quieter route

Issue

The triple mini-roundabouts at the junction of Wilbury Road / Bedford Road / Stotfold Road / Arlesey New Road / Wilbury Hills Road form part of the Greenway route around Letchworth however this stretch of the Greenway is inconsistent with the rest of the route – i.e. an off-road cycle route – and is not an inviting cycle environment for unconfident or novice cyclists. Equally, the continuation of the Greenway route along Wilbury Hills Road is similarly inconsistent with the rest of the Greenway.

Figure 6.7: Existing route of Greenway through Wilbury Road mini-roundabouts



Description of scheme

We would suggest that the Greenway is re-routed from Standalone Farm to Fearnhill School utilising the path west of Pix Brook, then along Valley Road before joining Bursland to Icknield Way. This change would keep the Greenway off-road or using quiet residential streets rather than the busier Wilbury Hills Road. It would require the following changes to implement:

- wayfinding changes to signal the route continues in this direction,
- improvement of cyclist access to Pix Brook path at end of Valley Road
- widening and designation of a shared cycle/pedestrian path on south side of Bedford Road connecting Valley Road and Bursland. This is because Bedford Road is quite narrow and busy with vehicles.

Indicative costs

£7-12,000 for wayfinding and signage changes

£5-10,000 for improving cyclist access Valley Road / Pix Brook path

£8-10,000 for widening of short section of shared path on Bedford Road

Recommended next steps

- Engage with Hertfordshire County Council regarding highway / path changes
- Design and implement wayfinding changes

Scheme 1.5: Surfacing and access improvements to Greenway

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1	Good	Low	Requires short section of surfacing improvements and replacement of several access gates	To provide safer, more comfortable cycling routes

Issue

There are sections of the Greenway that have inadequate surfacing, which can make cycling challenging. This is particularly the case on the eastern section of the Greenway where sections are quite muddy or rocky; examples include the underpass heading under the A1 (M) or rocky sections between Jackmans Estate and the A1 (M).

Access gates are provided at points along the Greenway to deter the path's use by powered two-wheelers. However, the design of some of these gates can be slow or awkward for cyclists to pass through and so can discourage cycling along the route. Figure 6.8 shows a cyclist negotiating a kissing gate on the Greenway.

Figure 6.8: Cyclist negotiating a kissing gate on the Greenway



Description of scheme

We suggest improving the surface of the Greenway where it is inadequate to make for safer and more comfortable cycle journeys. Ideally, cycle tracks should be smooth asphalt to give cyclists good grip and a smooth ride. However, small-grain gravel is also suitable as is already the case on most of the Greenway. We suggest prioritising surface improvements in the following locations:

- smoother gravel to reduce rocky and muddy sections on eastern link near A1 (M). We understand that this land is owned by Knights Templar school and that Letchworth Heritage Foundation are working with them to improve the surface on this section.
- if the possible new development north of the Grange Estate comes forward, we recommend offering a dual route: one asphalt-surfaced route through the development and one rural, gravel-surfaced route around the development

We understand that the existing kissing gates have been implemented to address use of the Greenway by powered two-wheelers. We suggest minimising the use of kissing gates such as the one shown in Figure 6.8, and replacing them with width-limiting gates where practical such as are already in place at various points on the Greenway (example shown in Figure 6.9). We do, however, recognise the use of mini motorbikes, and that width-limiting gates may not be sufficient to deter them. It may therefore be necessary to retain one kissing gate to deter mini motorbikes.

Figure 6.9: Width-limiting access gate on the Greenway



Indicative costs

£8,000-15,000 per 100m x 2m wide gravel path

£14,000-20,000 per 100m x 2m wide asphalt path

£500-1,000 per replacement access gate

Recommended next steps

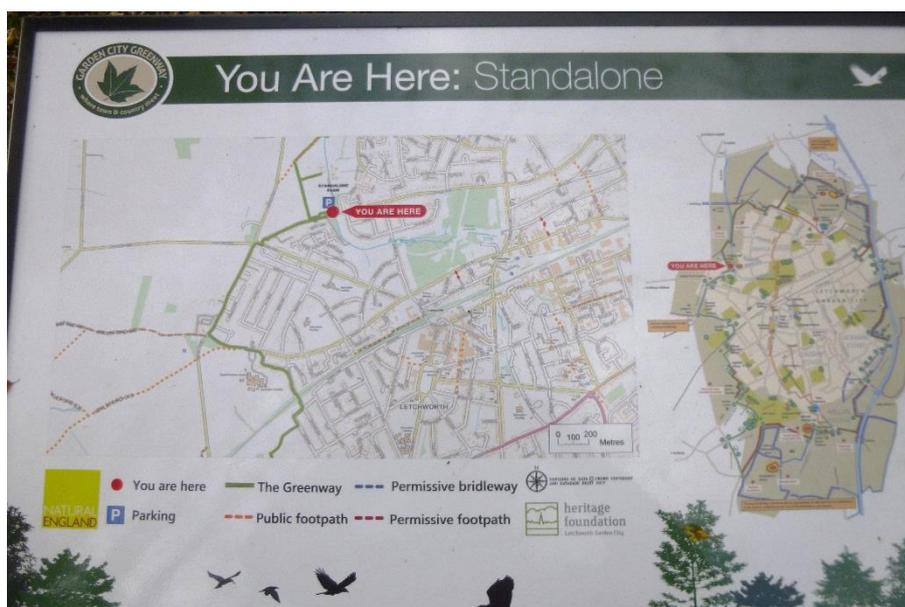
- Improve surfacing at priority locations identified above
- Replace kissing gates on Greenway, where appropriate, with width-limiting gates
- Ensure that re-routed Greenway as a result of possible new development has an asphalt and small grain gravel surface option

Scheme 1.6: Green link from Standalone Farm to Norton Common				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1	Good	Medium	Requires wayfinding changes and minor surfacing improvements	To provide green link between Greenway and NCN12
Issue				
There is potential to connect two of the principal cycle corridors via a green link from the Greenway at Standalone Farm to NCN12 where it goes through Norton Common.				
Description of scheme				
There is an existing off-road path joining Standalone Farm via Pix Brook to Cowslip Road. This path has already been identified as part of the re-routed Greenway in Scheme 1.4. This path continues to the east of Cowslip Road into Norton Common where NCN12 crosses north-south. We suggest formalising this link with clearer wayfinding and improved surfacing for cyclists – either asphalt or small-grain gravel.				
Indicative costs				
£500-2,000 for wayfinding and signage improvements				
£90,000-130,000 for asphalt surfacing from Standalone Farm to Norton Common				
£70,000-110,000 for gravel surfacing from Standalone Farm to Norton Common				
Recommended next steps				
<ul style="list-style-type: none"> • Develop plans for wayfinding improvements on this link, in conjunction with North Hertfordshire District Council • Consult with Friends of Norton Common re: preferred surfacing of path 				

2. Make it easier and safer for all to cycle in and through residential areas.

Scheme 2.1: Improved wayfinding for cyclists				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 2, 3	Very good	High	Requires assessment of wayfinding needs and signage improvements on priority routes	To make navigating the cycle network easier
Issue				
<p>There is little cycle-specific wayfinding in Letchworth Garden City. The principal cycle corridors could all benefit from improved wayfinding, which should be prioritised. In a more general sense, more thorough and easy-to-follow wayfinding would allow the town to become much more accessible by bicycle, as many of Letchworth’s streets need little intervention to make them cycle-friendly.</p>				
Description of scheme				
<p>Improved wayfinding should take the form of:</p> <ul style="list-style-type: none"> • Clearer signposting, particularly at junctions, as well as repeaters on longer stretches of routes • On-street painted wayfinding to signal turns to cyclists as it can sometimes be easier to see than signposts – there is already a good example of this at Highfield (Figure 6.10) • Wayfinding boards at key destinations or junctions to orientate cyclists; see example at Standalone Farm in Figure 6.11 				
<p>Figure 6.10: On-street painted wayfinding at Highfield</p>				
				

Figure 6.11: Example of wayfinding board at Standalone Farm



The principal cycle corridors should be prioritised for improved wayfinding:

- NCN12 already has signposting along its route, however signposting in places could be more prominent and visible. On-street painted wayfinding could aid this. Specific locations to improve signage are:
 - Junction of Grange Road / Southfields / Pelican Way
 - Junction of Bridge Road / Nevells Road
- The low level wooden post wayfinding on the Greenway is quite hard to follow, and at some junctions of the path it is unclear which way to go. More prominent signposting and repeaters would help cyclists navigate the Greenway. The Greenway is also the ideal type of cycle route to have more information boards, such as the one that already exists at Standalone Farm, to allow cyclists to orientate themselves and plan their onward route at key points on the route, e.g. the Grange Pavilion where NCN12 and the Greenway meet, or at the crossroad of paths near Woolgrove School.

Indicative costs

£500 for on-road painted and fingerpost signage at two locations identified on NCN12

£10,000-30,000 to develop and implement wayfinding strategy for Greenway

£800-1,500 per wayfinding board on Greenway

Recommended next steps

- Engage with Sustrans to implement improved signage on NCN12
- Commission a wayfinding strategy to develop comprehensive plan for wayfinding on Greenway

Scheme 2.2: Cycle track priority over junction mouths				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 2, 3	Very good	High	Requires highway works to implement changes	To protect cyclists at junctions and to signal that cyclists are a priority

Issue

There is potential for collisions with vehicles when cyclists using off-road cycle tracks cross junction mouths in several locations in Letchworth. Figure 6.12 shows an example on the Hitchin – Letchworth off-road cycle track where currently cyclists have to give way to vehicles using the side road.

Figure 6.12: Side road has priority over cycle track between Hitchin and Letchworth



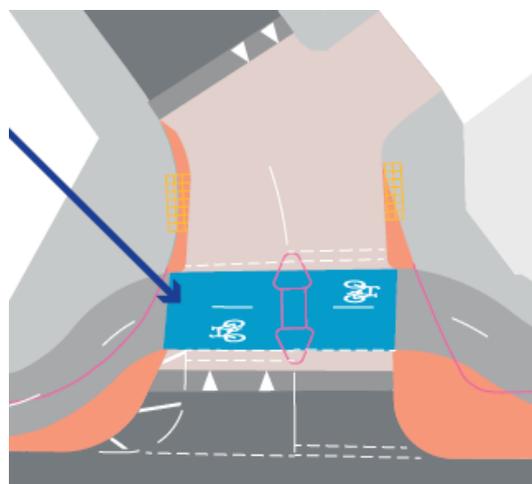
Description of scheme

Where off-road cycle tracks cross junction mouths in Letchworth, we recommend that cyclists are given priority to allow for safer, continuous cycle journeys. This would involve the cycle track continuing across the junction mouth with give way lines marked either side of it, rather than the current layout which compels cyclists to give way. Figures Figure 6.13 and Figure 6.14 provides two example junction layouts.

Figure 6.13: Example of cycle track priority over junction mouth



Figure 6.14: Example of cycle track priority over junction mouth



Source: Transport for London / London Cycling Design Standards

We recommend this treatment at the following locations, as well as on future cycle tracks of this type:

- Hitchin – Letchworth cycle track:
 - This route is part of the east-west cycle corridor and therefore has a high potential demand, especially for cycle to work trips. Three instances of potential side road conflict:
 - Access road leading to Letchworth Centre for Healthy Living
 - Two access roads leading to private property opposite Hitchin Garden Centre
- NCN12 cycle track on Grange Road
 - This cycle track is on the principal north-south corridor and therefore links the existing residential area in the north of Letchworth to the town centre, as well as the possible forthcoming development north of the Grange Estate. There are two side roads conflicts on this section:
 - Lamma Way
 - Stonnells Close
- Station Way cycle track
 - This cycle track connects cyclists with the west of Letchworth from the station and town centre. There is one side road conflict:
 - Crossing of Morrisons car park entrance

Indicative costs

£15,000-30,000 per junction mouth

Recommended next steps

- Engage with Hertfordshire County Council to understand feasibility and get buy-in
- Consult with local residents
- Develop designs for new junction layouts

Scheme 2.3: Tightening junction turning radii

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
2	Good	Medium	Requires highway works to implement changes	To protect cyclists at junctions and reduce vehicle speeds

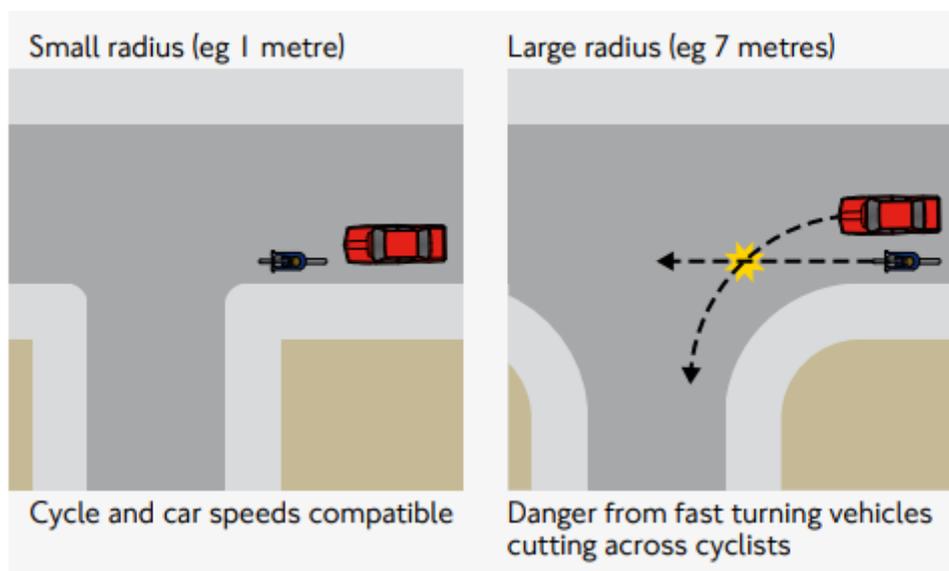
Issue

Many priority junctions in Letchworth Garden City have wide turning radii which allow vehicles to turn into them at moderately high speeds. The effect of this is potential conflict between relatively faster vehicles and slower cycles.

Description of scheme

We would recommend that junctions on cycle routes or on suitable quiet routes that cyclists are encouraged to use should have tighter turning radii to increase safety for cyclists by slowing vehicle turning speed. Figure 6.15 illustrates the rationale for this change by bringing cycle and vehicle speeds into more close alignment:

Figure 6.15: Diagram illustrating effect of tight junction radius on vehicle speeds



Source: LCDS

Examples of junctions where this treatment should be prioritised are:

- NCN12 junctions to improve cyclist safety on this principal cycling corridor
 - The Quadrant / Nevells Road
 - Danescroft / Northfields
- On proposed re-routed Greenway (see Scheme 1.4) at Bursland junctions with Bedford Road and Icknield Way
- Sollershott West / Highfield as this is part of an important east-west link

Indicative costs

£5,000-15,000 per junction mouth

Recommended next steps

- Engage with Hertfordshire County Council to understand feasibility and get buy-in
- Consult with local residents
- Develop designs for new junction layouts

Scheme 2.4: Sharing the footpaths on Jackmans Estate

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
2	Good	Medium	Requires designation of paths as shared and associated signage	To provide safer, more comfortable cycling routes

Issue

Jackmans Estate in the south east of Letchworth Garden City was built with a separate network of footpaths for pedestrians and roads for vehicles. This allows pedestrians to be at a remove from the pollution, noise and safety hazards posed by vehicles. However, this means that cyclists using roads cannot easily access certain areas of the Estate, which are only served by footpaths. Pedestrian flows are generally low on these paths and they could easily be converted into shared-use paths to accommodate cyclists.

Description of scheme

We suggest designating footpaths through Jackmans Estate as shared use to provide a simple way of effectively expanding the cycle network. We recommend that pedestrian priority should be emphasised through signage to assure that pedestrians are respected on these paths and deferred to at pinch points (see Figure 6.16). It is important that pedestrians do not feel uncomfortable as a result of this change. It could also be possible to widen certain key stretches of the path network to accommodate both user groups, if required.

Figure 6.16: Signage indicating shared use with pedestrian priority



Indicative costs

£50-200 per sign to show shared use
 £7,000-10,000 per 100m x 1m wide asphalt path (if paths need widening)

Recommended next steps

- Consult with local residents in Jackmans Estate
- Engage with Hertfordshire County Council regarding changing the designation of the footpaths

3. Improve access by bicycle to key destinations in Letchworth Garden City including the town centre, the station and the leisure centre.

Scheme 3.1: Leisure cycle hub at Standalone Farm				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 3	Very good	Medium	Requires development and addition to existing visitor attraction, owned by LHF, and ongoing revenue funding for staffing	To encourage and enable more leisure cycling
Issue				
<p>Standalone Farm is a working show farm and significant family visitor attraction in Letchworth Garden City – it's located on the Greenway. There is already a café on site, but the Farm's location makes it an ideal site for a leisure cycle hub, to encourage cyclists to start or end their rides at the Farm, and serve as a magnet for leisure cycling in and around Letchworth.</p>				
Description of scheme				
<p>There are various facilities and services that a leisure cycle hub can offer, in addition to the café already in place. We would suggest that some are more likely to be viable at Standalone Farm than others. We would therefore suggest that the following services are offered initially as they would be low risk to provide:</p> <ul style="list-style-type: none"> • Local route information • Led rides starting from the hub • Cycle parking for the café • Free-to-use tools and a bicycle pump • Basic parts for sale, e.g. spare inner tubes, puncture repair kits, brake blocks <p>In addition, there are further services that would add to the leisure cycle hub's offer, but would be more expensive to provide:</p> <ul style="list-style-type: none"> • Cycle hire • Bike mechanic and workshop • 'Access for all' bike for mobility-impaired users <p>Finally, there would also be scope for the development of further marked cycle trails starting and finishing at Standalone Farm, with an emphasis on family-friendly cycling, to encourage people to visit the farm as a leisure destination. These could use the Greenway paths already in place but new trails could also be developed in the land surrounding the farm.</p>				
Indicative costs				
<p>£1,000 to purchase and install tools, bicycle pump and cycle parking</p> <p>Cycle hire and workshop costs vary depending on type and scope of service offered, set up costs and ongoing staff and consumables costs.</p> <p>£8,000-15,000 per 100m x 2m wide gravel path</p>				
Recommended next steps				
<ul style="list-style-type: none"> • Work with Standalone Farm café owner / events manager to develop the idea of a leisure cycle hub and get their buy-in • Engage with local cyclists to develop information about local routes and find potential ride leaders for led rides • Install cycle parking and free to use tools/pump at the café • Consult with visitors to Standalone Farm regarding demand for cycle hire 				

Scheme 3.2: Leys Avenue improvements for cyclists

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 3	Very good	Medium	Requires local stakeholder buy-in and changes to highway arrangement	To increase the permeability of the town centre for cyclists

Issue

Leys Avenue is already a cycle route popular with local cyclists, due to its low traffic speeds. However, several improvements would encourage more people to cycle to the town centre.

Description of scheme

- i. **Enable contraflow cycling on Leys Avenue.** Currently, it is one-way eastbound only for all traffic, however, allowing two-way cycling would enable a key east-west route into and out of the town centre. There are two sections to Leys Avenue, in which the provision for cyclists would be slightly different. In the western section, there is the potential to make a light-touch intervention that would signal cyclists' right to travel westbound on the existing indicative granite carriageway (Figure 6.17). Possible ways to mark this include painted cyclist symbols, inset cycle symbols in Yorkstone or studs on the south side of the carriageway. In the eastern section, there is a row of parking bays on the south side of the Avenue (Figure 6.18). This means that routing contraflow cyclists on the carriageway would likely bring them into conflict with cars entering or exiting the parking bays. As an alternative, it would be feasible to route cyclists on the south side of the parked cars as the footway is wide enough to accommodate both user groups. This could be achieved by designating the footway shared use, although there is a risk of conflict with shopping pedestrians. An alternative would be to mark a portion of the footway as a cycle lane, either using paint or a small raised kerb. More work would be required to determine the best design approach to cater for a cyclist contraflow on Leys Avenue that is sensitive to existing pedestrian and vehicle users, as well as the needs of local businesses.

Figure 6.17: Existing layout of western section of Leys Avenue



Figure 6.18: Existing layout of eastern section of Leys Avenue



- ii. **Provide access from train station.** Currently, cyclists are not formally provided for if they want to access Leys Avenue from the train station. They have to dismount to cross the pelican crossing and then continue across the public space by the Flames sculpture before joining the highway on Leys Avenue (Figure 6.19). We suggest one of two options:
 - a. The pelican crossing is changed to a toucan crossing and the public space by the Flames sculpture is designated as shared to permit cyclists to join Leys Avenue. This would involve cyclists joining a short section of the footway of Station Place to access the toucan crossing.
 - b. Create a short contraflow cycle lane at the entrance of Leys Avenue (in front of HSBC bank) to allow cyclists to continue across from Station Place on to Leys Avenue.

Figure 6.19: Existing public space by flames sculpture, pelican crossing from train station joins from the left of the photo



- iii. **Enable right turn at eastern end of Leys Avenue.** Currently, all traffic is banned from turning right at the eastern end of Leys Avenue. We recommend that this turn is permitted for cyclists to improve the permeability of the cycle network. This could be realised by designating the footway between Leys Avenue and Norton Way as shared use allowing cyclists to cross to the existing zebra crossing to access the far side of Norton Way for their onward journey. There is already evidence of cyclists following this desire line in the form of tyre marks on the existing dropped kerb (Figure 6.20 shows the existing layout).

Figure 6.20: Existing layout with left turn only at eastern end of Leys Avenue



Indicative costs

Improvement i: £1,000-3,000 for painted symbols and signage

Improvement ii:

- a. £25,000-50,000 to change pelican to toucan crossing and designate shared space
- b. £1,000-5,000 to mark contraflow and re-programme junction signals

Improvement iii: £400 – 1,200 for signage to designate shared use

Recommended next steps

- Engage with Hertfordshire County Council highways department re: changes to Leys Avenue layout
- Consult local businesses and residents
- Develop draft designs for highway layout changes

Scheme 3.3: Broadway improvements for cyclists				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 2, 3	Very good	Medium	Requires signage and highway layout changes. Broadway Gardens is a listed garden which may constrain scope of possible changes.	To increase the permeability of the town centre for cyclists

Issue

It is currently possible to cycle around Broadway Gardens using NCN12, however the south-north movement is better catered for than north-south where cyclists are required to join general traffic. It is also ambiguous if cycling is permitted in the central strip of Broadway adjacent to Morrisons. Cyclists already do so, but it is not clear if this is permitted.

Description of scheme

We would recommend two measures to improve and clarify cycling through Broadway:

- i. Remove ambiguity of cyclist permission to cycle on central strip of Broadway by putting up signage to confirm that this is shared cyclist and pedestrian use (Figure 6.21). The width of the central strip and good sight lines along its length should minimise the potential for pedestrian / cyclist conflict. Nevertheless, signage should emphasise pedestrian priority, that cyclists are expected to defer to pedestrians, and maintain low speeds.

Figure 6.21: Signage indicating shared use with pedestrian priority



- ii. Provide a continuous cycle route through the centre of Broadway Gardens by formalising the crossing from the central strip to the Gardens (using a parallel cycle/pedestrian zebra crossing, see example in Figure 6.22) and then another parallel crossing to connect the onwards route beyond the fountains to the off-road shared cycle track on the west side of Broadway past St Francis College. This would have the added benefit of enabling better pedestrian access to Broadway Gardens, the centre of which is currently severed by the road surrounding it.

Figure 6.22: Example of a parallel pedestrian / cycle zebra crossing in Hackney, London



Indicative costs

Improvement i: £600-2,000 for signage to designate shared use

Improvement ii: £80,000-130,000 to install two parallel pedestrian / cycle zebra crossings

Recommended next steps

- Engage with Hertfordshire County Council highways department and North Hertfordshire District Council to develop and get buy-in for changes to signage and new crossings

Scheme 3.4: Town centre cycle parking improvements				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
3	Good	Medium	Requires minor highway works to install cycle racks	To make cycling to the town centre easier
Issue				
As identified in previous sections, Letchworth town centre could benefit from additional cycle parking, as the town centre is a main destination for cyclists and the current provision for cycle parking is limited.				
Description of scheme				
We understand that, at the time of writing, additional locations for cycle parking have been identified by Letchworth Cyclists and funding is available for their implementation. These additional stands would be on Broadway, Leys Avenue, Station Road and Eastcheap.				
Indicative costs				
n/a as scheme already being progressed				
Recommended next steps				
<ul style="list-style-type: none"> Engage with Letchworth Cyclists, Hertfordshire County Council and North Hertfordshire District Council to facilitate implementation of new cycle racks 				

Scheme 3.5: Improving cyclist access to North Herts Leisure Centre

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 3	Very good	High	Requires significant changes to highway arrangement	To enable people to easily and safely cycle to the leisure centre

Issue

North Herts Leisure Centre is not currently easy to access by bicycle; access is via Baldock Road, with a large roundabout being the access point to the leisure centre. Yet, a leisure centre is a natural destination for local cycle trips given visitors are already engaging in an active leisure activity.

Description of scheme

Making a safe cycling connection from Baldock Road to the Leisure Centre is important. We suggest this be implemented along with wider improvements to the east-west corridor of Baldock Road (Scheme 1.3), by implementing a dedicated off-road cycle connection around the perimeter of the roundabout. If the east-west corridor is not routed along Baldock Road, we recommend that a dedicated cycle link should connect the leisure centre to the proposed secondary north-south cycle corridor along Dunham’s Lane (Scheme 1.2) to the west of the leisure centre. Making this link would also mean that the leisure centre is linked in to the Greenway via the secondary north-south corridor along the off-road path west of the leisure centre grounds.

There are two options to create this dedicated link:

- i. Designate one of the existing pavements shared use, although both are quite narrow and the southern pavement includes potential conflict with bus users at a bus stop (see Figure 6.23 showing Baldock Road looking eastwards towards the roundabout). A toucan crossing should be installed to allow cyclists to access whichever pavement is designated shared use from the other side.

Figure 6.23: Existing layout of Baldock Road heading eastwards to North Herts Leisure Centre



Source: Google Street view, July 2017 (accessed January 2018)

- ii. The alternative would be to reallocate some of the highway to a short two-way cycle track on the northern side of Baldock Road given that the road is wide at this point. Choosing the north side of the road would avoid cyclist conflict with buses. This layout would require toucan crossings at the roundabout from the leisure centre and at Dunham’s Lane.

Indicative costs

Costs to be included in development of east-west cycle corridor if developed on Baldock Road.

£600-2,000 to designate and sign one footway as shared use from North Herts Leisure Centre to Dunham’s Lane

£60,000-80,000 per toucan crossing

£60,000-100,000 to implement 150m two-way cycle track

Recommended next steps

- Ensure that proposals for the east-west corridor include access to the Leisure Centre
- Engage with Hertfordshire County Council and North Hertfordshire District Council to understand progress developing secondary north-south corridor and how a cycle link to the Leisure Centre can be integrated with it

Scheme 3.6: Implementing 20 mph school zones				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
2, 3	Good	Medium	Requires change of speed limit, signage and traffic calming measures	To improve safety for pupils cycling and walking to school
Issue				
<p>Schools in Letchworth are currently in 30 mph speed limit zones. Vehicles can therefore travel relatively fast compared to cyclists – this is especially true for younger cyclists or adults cycling with children, who will likely be cycling more slowly. For the purposes of safer cycling, it would help to reduce vehicle speeds in the vicinity of schools.</p>				
Description of scheme				
<p>Implementing 20 mph speed limits around Letchworth schools would reduce vehicles speeds and improve the ability for pupils to safely cycle on the nearby streets. As well as the change of designated speed limit and associated signage and road markings, these zones should also include traffic calming measures, specifically sinusoidal speed humps (which slow traffic but are relatively smooth for cyclists). We would suggest that these 20 mph zones are prioritised, in the first instance, at the following secondary schools, as secondary pupils are more likely to cycle to school:</p> <ul style="list-style-type: none"> • Fearnhill School • The Highfield School 				
Indicative costs				
<p>£4,000-6,000 for traffic order to change speed limit £400-600 per sign £2,800-3,500 per speed hump</p>				
Recommended next steps				
<ul style="list-style-type: none"> • Consult with identified schools to get buy-in for 20 mph zones • Engage with Hertfordshire County Council highways department to develop plans for change of speed limit and traffic calming measures 				

4. Give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and other road users.

Scheme 4.1: Mitigating path user conflict on the Greenway				
Meets objectives	Policy fit	Priority level	Deliverability	Rationale
1, 4	Good	High	Requires development of behavioural code and signage	To encourage Greenway users to share the path more harmoniously

Issue

Conflict between cyclists and other users of the Greenway – dog walkers in particular – has been identified as a key issue. This is problematic as it creates antagonism between cyclists and other path users, and also reduces the appeal of cycling on the Greenway for potential new cyclists.

Description of scheme

We recommend developing and communicating a behavioural code for path users to promote more harmonious sharing of the Greenway. For much of its route, the Greenway is wide enough for a dog, its owner and a cyclist to pass without coming into conflict, however, it is at narrow pinch points where conflict is most likely to materialise. Given this, we would recommend that signage communicating the behavioural code is placed as a priority at narrow pinch points and at sharp bends in the Greenway where users might suddenly come in to contact. Example locations where signage should be implemented are:

- Narrow section flanking Woolgrove School
- Bend in track west of A1(M) underpass
- Narrow sections north of Standalone Farm
- Bend north east of the Grange Estate which is made blind by trees

A good example of such a behavioural code can be drawn from the Canal & River Trust’s (CRT) code of conduct for shared towpaths⁶, which gives pedestrians priority and encourages cyclists to slow and defer to pedestrians, as well as dog walkers to keep their dogs under control. Figure 6.24 shows an extract from the code of conduct while Figure 6.25 shows signage used on towpaths to clarify priority between path users.

Figure 6.24: Canal & River Trust’s ‘Share the Space, Drop your Pace’ campaign



Source: Canal & River Trust

⁶ Share the Space, Drop your Pace campaign: <https://canalrivertrust.org.uk/about-us/our-campaigns/share-the-space-our-towpath-code>

Figure 6.25: Example of CRT signage on towpaths to remind path users of the code of conduct



Indicative costs

£10,000 to develop a behavioural code and associated graphics (if re-purposing previous campaign not possible)

£500 to print and install signage at 10 locations on the Greenway

Recommended next steps

- Contact Canal & River Trust to understand the development of their behavioural code and the lessons that could be learnt. Explore permission to re-purpose their campaign
- Commission the development of a behavioural code tailored to the issues of the Greenway (if required)
- Identify priority locations for signage and install at these locations

Scheme 4.2: Driver behaviour cycle awareness campaign

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
2, 4	Very good	High	Requires development and implementation of campaign	To bring about safer driving habits

Issue

Given that driver behaviour is identified as a key issue for cyclists in Letchworth, a means of improving driver behaviour when sharing the road with cyclists should be a priority. This issue can also affect any cyclist on any cycle route shared with vehicles in the town, and so addressing it could have a widely-felt impact for cyclists across the whole town.

Description of scheme

We suggest developing a driver behaviour awareness campaign for drivers sharing the road with cyclists, potentially in partnership with Hertfordshire police. There are many positive examples of driver awareness campaigns that could be drawn upon. For example, the West Midlands police recently ran Operation Close Pass: a campaign encouraging drivers to give cyclists enough room when overtaking them. Police followed up the awareness-raising material shown below with enforcement via plain clothed policemen on bicycles.

Figure 6.26: Recommended safe overtaking distance for drivers in Operation Close Pass



Source: West Midlands police

Transport for London has developed a set of driver and cyclist safety tips which focus on good road position for both users and making sure drivers look out for cyclists. Posters with the safety tips are put up in prominent places around London, including bus stops and on the side of buses. This means drivers regularly see them as they are driving around the city.

Figure 6.27: Example of Transport for London safety poster



Source: Finnair blog

A similar campaign in Letchworth, with publicly-visible posters promoting good road position when drivers are sharing the road with cyclists would be suitable. Such a campaign should be focussed on the most popular cycling routes where drivers and cyclists are most likely to share the road, for example, Leys Avenue, Station Road and Broadway in the town centre, Baldock Road on the east-west corridor, Pixmore Way and Norton Way as main thoroughfares through Letchworth without dedicated cycle facilities.

Indicative costs

£10,000 to develop a behavioural code and associated graphics (if repurposing previous campaign not possible)
 £500-1,000 to print and install posters at 10 locations in Letchworth

Recommended next steps

- Contact authorities which have run similar campaigns before, e.g. Transport for London, West Midlands Police to learn lessons from their campaigns. Explore permission to re-purpose their campaigns
- Commission development of campaign if or re-purpose existing campaigns with permission from other authorities
- Engage with Hertfordshire Police to explore partnership opportunities
- Implement campaign materials at key locations in Letchworth

Scheme 4.3: Extend the programme of cycle training

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
2, 4	Good	Low	Requires continuation of existing cycle training programme and exploring further training	To give cyclists the skills to cycle more safely

Issue

Even with improvements to cycle infrastructure, there will still be locations where cyclists need to interact with vehicles and other road users. Receiving guidance and training in issues such as road position, signalling and negotiating complex junctions will help cyclists' confidence and safety on the road.

Description of scheme

Hertfordshire County Council run Department for Transport (DfT)-funded Bikeability cycle training Level 2 for school children in their final years of primary school. Bikeability Level 2 teaches children key skills such as safe road positioning when interacting with vehicles, how to ride with one hand so they can signal and how to check their bike's roadworthiness.

Figure 6.28: Bikeability cycle training



We recommend several measures to further the cycle training offered:

- Explore offering funding for further Bikeability places in schools, so the participation level is closer to 100% of pupils
- Offer combined adult / children cycle training so parents can get cycling with their children.
- Explore the potential for delivering 'Bikeability Plus' modules. These are a suite of activities to support and reinforce Bikeability cycle training. Potentially suitable modules for Letchworth include:
 - Bikeability Balance: early years training to develop young children's balance and control skills
 - Bikeability Fix: teaches simple mechanical skills so trainees can understand how to keep their bike in good working order
 - Bikeability Transition: aimed at pupils moving to secondary school, to develop the habit of cycling while they make that change

More information on Bikeability cycle training describing the course contents in more detail can be found here: <https://bikeability.org.uk/>

Indicative costs

A Bikeability Level 2 course costs roughly £40 per trainee to deliver, although Hertfordshire County Council receive a grant of £20 / place for their programme of Bikeability in schools. Bikeability Plus modules typically cost between £15-25 per trainee, depending on the module. DfT funding isn't offered for adult training.

Recommended next steps

- Engage with Hertfordshire County Council's Bikeability delivery team to understand the existing programme of training and where gaps might be in it.
- From the different types of training described above, identify priorities, e.g. adult training or early years.

Scheme 4.4: Develop a programme of community cycling events

Meets objectives	Policy fit	Priority level	Deliverability	Rationale
2, 4	Good	Low	Engage with local community to develop events	To make cycling fun for a wider demographic of the local community

Issue

Cycling for leisure or with the family can be a great way for people to start cycling and some may not realise how easy or enjoyable it can be, without the opportunity being offered to them. Community-led cycling events can be the perfect forum for local residents to try out cycling.

Description of scheme

Participants on our stakeholder ride demonstrated that there is a local community of cyclists in Letchworth who are keen to promote cycling and encourage more cycling in the town. We suggest engaging with members of Letchworth Cyclists, Active Letchworth and Standalone Farm to organise and promote community-led cycling events, with a focus on family-friendly events. Ideas for events include:

- Greenway / NCN12 explorer: a led-ride introducing cyclists to the potential for cycling on the Greenway / NCN12
- Treasure hunts on the cycle network
- Using events as an opportunity to promote and celebrate new infrastructure, for example, if the new links proposed in Schemes 1.2 or 1.6 are realised
- Inclusive cycling events: to permit members of the community with disabilities to try out cycling on adapted bicycles

Some Bikeability Plus modules are also event-based and are well-suited as a way of structuring or providing ideas for community events. Two suitable modules are:

- Bikeability Promotion: a one-day event to allow the local community to try out cycling in a fun environment; can include activities like a smoothie bike, different bikes to try out etc.
- Bikeability Ride: A series of led-rides along pre-determined low traffic routes

Figure 6.29: A Bikeability Promotion event



Indicative costs

Community events could be without significant cost if members of the local community are enthusiastic and want to arrange such events free of charge, however this shouldn't be relied upon.

Supporting community events by covering expenses or providing resources is unlikely to be expensive. As an indication, Bikeability Promotion or Ride would cost roughly £16 per participant.

Recommended next steps

- Engage with Letchworth Cyclists, Active Letchworth, Standalone Farm to gauge their enthusiasm and ideas for community events.
- Engage with local disability groups to understand demand for inclusive cycling events.
- Explore potential sources of funding for events, if required.

7 Action Plan

Overview

- 7.1 The preceding sections have set out the context for this strategy and the existing conditions for cycling in Letchworth Garden City, before highlighting the key issues and opportunities for cycling and setting out recommended schemes to address these issues. This section summarises the recommended schemes and sets out the steps necessary to implement them.

Table 7.1: Action Plan

Scheme ID	Scheme name	Objectives addressed	Policy fit	Recommended next steps	Priority level	Deliverability	Timeframe
1.1	Improve NCN12 route across Norton Common	1, 2	Good	<ul style="list-style-type: none"> Engage with Friends of Norton Common Consult a wildlife expert regarding the best option to minimise effects of lighting on wildlife Engage with North Hertfordshire District Council regarding lighting and path widening in Norton Common 	High	Requires stakeholder buy-in (Friends of Norton Common) and installation of lighting and widening of a path in a park	Short-term (2018-2022)
1.2	Development of secondary north-south cycle corridor	1,2	Very good	<ul style="list-style-type: none"> Liaise with Hertfordshire County Council to facilitate progress 	Medium	Requires highway works, wayfinding changes and improvements to paths, however it is already being progressed by HCC	Medium-term (2018-2027)
1.3	East-west cycle corridor improvements	1,2,3	Very good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council highways to develop feasibility of each option Identify preferred option to take forward through design, consultation and implementation 	High	Requires significant changes to highway arrangement	Long-term (2018-2032)
1.4	Re-route Greenway away from Wilbury Road mini-roundabouts	1	Good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council regarding highway / path changes Design and implement wayfinding changes 	Medium	Requires wayfinding and highway layout changes to route cyclists along existing route	Short-term (2018-2022)
1.5	Surfacing and access improvements to Greenway	1	Good	<ul style="list-style-type: none"> Improve surfacing at priority locations identified above Replace kissing gates on Greenway, where appropriate, with width-limiting gates Ensure that re-routed Greenway as a result of possible new development has an asphalt and small grain gravel surface option 	Low	Requires short section of surfacing improvements and replacement of several access gates	Short-term (2018-2022)

1.6	Green link from Standalone Farm to Norton Common	1	Good	<ul style="list-style-type: none"> Develop plans for wayfinding improvements on this link, in conjunction with North Hertfordshire District Council Consult with Friends of Norton Common re: preferred surfacing of path 	Medium	Requires wayfinding changes and minor surfacing improvements	Short-term (2018-2022)
2.1	Improved wayfinding for cyclists	1,2,3	Very good	<ul style="list-style-type: none"> Engage with Sustrans to implement improved signage on NCN12 Commission a wayfinding strategy to develop comprehensive plan for wayfinding on Greenway 	High	Requires assessment of wayfinding needs and signage improvements on priority routes	Medium-term (2018-2027)
2.2	Cycle track priority over junction mouths	1,2,3	Very good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council to understand feasibility and get buy-in Consult with local residents Develop designs for new junction layouts 	Medium	Requires highway works to implement changes	Medium-term (2018-2027)
2.3	Tightening junction turning radii	2	Good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council to understand feasibility and get buy-in Consult with local residents Develop designs for new junction layouts 	Medium	Requires highway works to implement changes	Medium-term (2018-2027)
2.4	Sharing the footpaths on Jackmans Estate	2	Good	<ul style="list-style-type: none"> Consult with local residents in Jackmans Estate Engage with Hertfordshire County Council regarding changing the designation of the footpaths 	Medium	Requires designation of paths as shared and associated signage	Medium-term (2018-2027)
3.1	Leisure cycle hub at Standalone Farm	1,3	Very good	<ul style="list-style-type: none"> Engage with Standalone Farm café owner / events manager to develop the idea of a leisure cycle hub and get their buy-in Engage with local cyclists to develop information about local routes and find potential ride leaders for led rides Install cycle parking and free to use tools/pump at the café Consult with visitors to Standalone Farm regarding demand for cycle hire 	Medium	Requires development and addition to existing visitor attraction, owned by LHF	Medium-term (2018-2027)
3.2	Leys Avenue improvements for cyclists	1,3	Very good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council highways department re: changes to Leys Avenue layout Consult local businesses and residents Develop draft designs for highway layout changes 	Medium	Requires local stakeholder buy-in and changes to highway arrangement	Medium-term (2018-2027)

3.3	Broadway improvements for cyclists	1,2,3	Very good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council highways department to develop and get buy-in for changes to signage and new crossings 	Medium	Requires signage and highway layout changes	Medium-term (2018-2027)
3.4	Town centre cycle parking improvements	3	Good	<ul style="list-style-type: none"> Engage with Letchworth Cyclists and Hertfordshire County Council to facilitate implementation of new cycle racks 	Medium	Requires minor highway works to install cycle racks	Short-term (2018-2022)
3.5	Improving cyclist access to North Herts Leisure Centre	1,3	Very good	<ul style="list-style-type: none"> Ensure that proposals for the east-west corridor include access to the leisure centre Engage with Hertfordshire County Council to understand progress developing secondary north-south corridor and how a cycle link to the leisure centre can be integrated with it 	High	Requires significant changes to highway arrangement	Long-term (2018-2032)
3.6	Implementing 20 mph school zones	2,3	Good	<ul style="list-style-type: none"> Consult with identified schools to get buy-in for 20 mph zones Engage with Hertfordshire County Council highways department to develop plans for change of speed limit and traffic calming measures 	Medium	Requires change of speed limit, signage and traffic calming measures	Medium-term (2018-2027)
4.1	Mitigating path user conflict on the Greenway	1,4	Good	<ul style="list-style-type: none"> Contact Canal & River Trust to understand the development of their behavioural code and the lessons that could be learnt. Explore permission to re-purpose their campaign Commission the development of a behavioural code tailored to the issues of the Greenway (if required) Identify priority locations for signage and install at these locations 	High	Requires development of behavioural code and signage	Short-term (2018-2022)
4.2	Driver behaviour cycle awareness campaign	2,4	Very good	<ul style="list-style-type: none"> Contact authorities which have run similar campaigns before, e.g. Transport for London, West Midlands Police to learn lessons from their campaigns. Explore permission to re-purpose their campaigns Commission development of campaign if or re-purpose existing campaigns with permission from other authorities Engage with Hertfordshire Police to explore partnership opportunities Implement campaign materials at key locations in Letchworth 	High	Requires development and implementation of campaign	Short-term (2018-2022)
4.3	Extend the programme of cycle training	2, 4	Good	<ul style="list-style-type: none"> Engage with Hertfordshire County Council's Bikeability delivery team to understand the existing programme of training and where gaps might be in it. From the different types of training described, identify priorities, i.e. adult training or early years. 	Low	Requires continuation of existing cycle training programme and exploring further training	Short-term (2018-2022)

4.4	Develop a programme of community cycling events	2, 4	Good	<ul style="list-style-type: none"> • Engage with Letchworth Cyclists, Active Letchworth, Standalone Farm to gauge their enthusiasm and ideas for community events • Engage with local disability groups to understand demand for inclusive cycling events • Explore potential sources of funding for events, if required 	Low	Engage with local community to develop events	Short-term (2018-2022)
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8 Funding, partnership opportunities and next steps

8.1 Through the description of each recommended scheme, we have outlined the indicative costs and appropriate partners for each scheme. This section summarises the potential sources of funding available to Hertfordshire County Council, North Hertfordshire District Council and Letchworth Heritage Foundation, as well as to the range of partners with whom this strategy could be delivered.

Sources of funding

8.2 Funding sources for the schemes outlined in this strategy include:

- Section 106 contributions from new housing developments
- Community Infrastructure Levy (CIL) from new housing developments
- Department for Transport (DfT) funding via Hertfordshire County Council:
 - Local Growth Fund (capital schemes)
 - Access Fund (revenue funding)
 - Funding related to the Cycling and Walking Investment Strategy
- Hertfordshire County Council highways and transport budget
- Sporting / leisure sources:
 - Sport England
 - Big Lottery Fund

Partnership opportunities

8.3 Potential partners to Letchworth Heritage Foundation in the delivery of this strategy include:

- Public sector:
 - Hertfordshire County Council
 - North Hertfordshire District Council
 - Local schools, e.g. Fearnhill, Highfield School
 - Hertfordshire Bikeability
 - Transport for London
 - Hertfordshire Police
 - West Midlands Police
- Third sector:
 - Sustrans
 - Canal and River Trust
 - North Herts Leisure Centre

- Community groups:
 - Letchworth Cyclists
 - Active Letchworth
 - Standalone Farm
 - Friends of Norton Common
 - Residents group of Jackmans Estate
 - Local disability groups
 - Local community (individuals)

Next steps

8.4 This strategy has outlined a suite of recommendations that could significantly improve conditions for cycling in Letchworth. Next steps were outlined for each recommended scheme; the list below identifies overarching next steps to progress the recommendations from this point:

1. Engage with the local community and relevant potential partners listed above to gauge buy-in for and feasibility of the different schemes proposed.
2. Identify which schemes are priorities for LHF, HCC and NHDC and over what timescale.
3. Identify funding opportunities.
4. Engage with local authorities and developers to understand timescales and progress of possible new developments, and consequent availability of developer contributions to fund schemes.

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