

## Emma L. Hone

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**From:** David Ames  
**Sent:** 29 June 2018 17:52  
**To:**  
**Cc:** Russell Kirby  
**Subject:** FW: Letchworth Cycling Strategy

Dear

Thank you for your feedback.

We are really pleased with the level of response we have received so far, which shows how important this issue is locally.

I will include your comments when we review all of the responses.

Are you happy for us to contact in the future about the strategy?

Thanks again.

David

David Ames  
Head of Strategic Planning and Development  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way  
Letchworth Garden City  
Hertfordshire, SG6 1GD

01462 476074

[david.ames@letchworth.com](mailto:david.ames@letchworth.com)

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**From:**  
**Sent:** 29 June 2018 13:28  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** Fwd: Letchworth Cycling Strategy

I saw your article in the Garden City News. I see that you mention specifically, extending the program of cycle training. Maybe I missed it - in any case it is worth re-emphasising how important this is, particularly with adults.

I have to say that I am not a great fan of “dotted off” sections of road, nor “add on cycle paths” (as compared to the built-in infrastructure, as is the case with Stevenage).

I do applaud the initiative since it addresses so many current issues.

I will be more than happy to support the initiative in any way that I can.

Sent from my iPhone

Begin forwarded message:

**From:**  
**Date:** 20 June 2018 at 07:21:44 BST  
**To:**  
**Cc:**  
**Subject:** Letchworth Cycling Strategy

Hi

passed onto me and I have copied to a cycling buddy, who is a schools instructor.

I have read the executive summary and scanned the content and have the following comments:

Primary and Junior Schools are not on the map, nor indeed Knights Templar School (but should the links be extended to Baldock Hitchin and Stevenage?)

Education seems not to be addressed in the report - in my opinion, this is key for safe riding, for all age groups. As an aside the police run a "bike safe" course for motorcycles, which I found invaluable.

An inventory of potential routes, also seems to be have been omitted. By this I mean the many footpaths, bridle paths as well as permissive rights of way that cross cross Letchworth Baldock Hitchin and Stevenage.

I took the time to use Google Maps - cycling. To my surprise a few cycle routes did appear. This is a potential help for people to find the best routes, especially for an enlarged network. I am sure Google would be more than happy to participate, and perhaps even provide some funding for the UK's first Garden City.

I should mention that I seldom use my car locally - I mostly cycle. It is definitely easier and quicker to get into Letchworth, if you don't have a lot to carry!

My final comment is that to be successful all modes of transportation need to be addressed to provide an integrated strategy - since they all impinge on one another. For example the biggest problem down The Broadway and side streets is parked cars. This is solved in many cities in France by underground parking (under Kennedy Gardens perhaps?). Another example is how to utilise footpaths, without upsetting pedestrians, or the law.

Hope this is useful. I am more than happy to get involved in any discussions.

Best regards

Sent from my iPhone

## Emma L. Hone

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**From:** Russell Kirby on behalf of Letchworth Garden City Heritage Foundation  
**Sent:** 05 July 2018 14:51  
**To:** David Ames  
**Subject:** FW: Letchworth Cycling Strategy

Just as an FYI

Russell Kirby  
Communications Coordinator  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way  
Letchworth Garden City  
Hertfordshire, SG6 1GD

01462 476062 07788 391610  
[russell.kirby@letchworth.com](mailto:russell.kirby@letchworth.com)

**From:**  
**Sent:** 04 July 2018 10:47  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Cc:**  
**Subject:** Letchworth Cycling Strategy

Dear Sir,

I write to inform you that the \_\_\_\_\_ will be considering the above report at their Committee Meeting on 3rd September, after which we should be in a position to respond to the various proposals made.

Kind regards,

## Emma L. Hone

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**From:** David Ames  
**Sent:** 11 July 2018 10:15  
**To:**  
**Subject:** FW: cycling strategy document

Dear

Thank you for your email.

I do recall seeing something from some years ago, but I will contact the Council and see if they have it to hand, as I cannot find it here.

Thanks again

David

David Ames  
Head of Strategic Planning and Development  
Letchworth Garden City Heritage Foundation  
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**From:**  
**Sent:** 01 July 2018 18:59  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** cycling strategy document

Dear

I have lived in Letchworth on and off for 60 of the last 64 years.

20 years ago, maybe just back in the last century or thereabouts, the North Herts Council commissioned a comprehensive cycling strategy which was available for viewing.

Sadly virtually none of the major elements were implemented.

At a considerable cost of, I believe, around £20,000 it must contain some relevant and interesting material. At the time there was a cycling strategy officer....

You might get someone to dig this out?

Yours Sincerely,

## Emma L. Hone

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**From:** Russell Kirby on behalf of Letchworth Garden City Heritage Foundation  
**Sent:** 13 July 2018 10:46  
**To:** David Ames  
**Subject:** FW: Cycling Strategy Report - Feedback

Hi David,

Can I leave this with you please?

Thanks

Russell

Russell Kirby  
Communications Coordinator  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way  
Letchworth Garden City  
Hertfordshire, SG6 1GD

01462 476062 07788 391610  
[russell.kirby@letchworth.com](mailto:russell.kirby@letchworth.com)

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**From:** [REDACTED]  
**Sent:** 13 July 2018 09:48  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** Cycling Strategy Report - Feedback

I have been involved with the Transition Town/Letchworth cyclists (report released June 2017) and attended the Steer Davies Gleave's stakeholder ride in November 2017. From this work over the last 18 months and having read this new strategy report I have come to the following conclusions:

Whilst the Cycling Strategy report may tick certain boxes it is very conservative and carries little in imagination or out-of-the-box thinking to give any kind of fundamental shift towards cycling and a cleaner environment or healthier living. To get people out of cars we need to make short car journeys more difficult than cycling or walking. This can be achieved by making some one-way systems and using bollards to stop through traffic in certain roads. The spare lane released in converting a road into one-way can be converted very cheaply into good wide cycle lanes away from pavements. When the road is resurfaced as part of its general maintenance a kerb stone can be incorporated to give complete separation of the bikes from cars/vans. The bollards, another cheap solution, will reduce traffic in the chosen roads and effect safe cycling whilst still leaving motorised access. A good example is in the use of bollards is in Rushby Mead by Howard Park Gardens; the other two sections of this road should be given bollards as well. If the Howard Park Gardens pedestrian crossing on Pixmore Way was then moved towards Rushby Mead and converted to a Toucan crossing we would have a good cycling route from the Baldock/Hitchin road to Works Road at a very reasonable price.

What we should be doing now is looking at a full network of cycle paths with an implementation over time. We have the Greenway giving an outer circle for cycling. If we introduce cycle tracks coming in from the Greenway to the town centre then this will automatically add some routes straight across the town as they join up. We then need to look at the schools/work places to add some routes that miss the centre and give a direct cycle route from one area to another. We already have some cycling lanes in the Garden City and the report looks to add a few more but this will not give enough momentum to make a significant difference/shift towards a clean and healthier life. I don't think Ebenezer Howard would have accepted this report and so I don't think we should. We have an opportunity to take our

Garden City forward using the same principles that evolved it back in 1903. Let's stand up, be brave and take a step forward that will change things. Some decisions are difficult and not everyone will be happy but I feel that we will be in a much better position if we took a more positive approach.

KRs



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## Emma L. Hone

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**From:** David Ames  
**Sent:** 18 July 2018 15:29  
**To:** [REDACTED]  
**Subject:** RE: cycling strategy

Thank you [REDACTED]

We will certainly look into this and I am sure that there will be further opportunity for engagement.

Many thanks

David

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**From:** [REDACTED]  
**Sent:** 15 July 2018 16:37  
**To:** David Ames <David.Ames@letchworth.com>  
**Subject:** RE: cycling strategy

Dear David,

Thank you for taking the trouble to respond to my message.

The proposal which prompted my comment is on the North /South route to the N Herts. leisure centre, where the route crosses the railway line between Icknield way and works road. (item 1.2)

My interpretation of the improvement to the railway bridge is that a channel will be attached to the steps on the bridge to enable a cycle to be wheeled up and down, similar to the method often incorporated on bridges between platforms at railway stations.

As the steps are very steep and potential users may well have sports kit / shopping on board, the facility is only likely to be used if the design is a shallow inclined ramp wide enough to be ridden on with a loaded bike.

The priority ratings on some of the proposals are also at odds with cyclists needs.

As young people are our future the highest priority really must be safe routes to schools.

I trust that a TTL representative will be invited to attend future cycle provision discussion meetings and I would like an opportunity to attend such as an additional interested party

If it would be considered useful.

Yours sincerely [REDACTED]

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**From:** David Ames [<mailto:David.Ames@letchworth.com>]  
**Sent:** 12 July 2018 12:15  
**To:** [REDACTED]  
**Subject:** FW: cycling strategy

Dear [REDACTED]

Thank you for your email and your comments will go with all of the others for us to consider.

I am pleased that we have had a good response to the initial report, which I am hoping that we can develop and use this to help further discussion with the statutory bodies.

The consultants did use the TTL report as their starting point and of course did the cycle tour around the town with various local representatives. However, I am very happy as part of our review of the comments to revert to the TTL report, which has been of great help to this process.

If you would like to give me more information on 'ill thought' elements of the report, I would also be very happy to go through these and also pass them on to our consultant team and partners.

Thank you again for your assistance and taking the time to respond.

Many thanks

David

David Ames  
Head of Strategic Planning and Development  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way  
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**From:** [REDACTED]  
**Sent:** 08 July 2018 18:27  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** cycling strategy

As a long term resident and avid cycle user I commend the foundation for considering the provision of additional facilities and improvements to existing cycle routes, but have some reservations to the details of the survey provided to you.

One gets the impression that the person(s) involved in drawing up the proposals are not regular cyclists and are not completely familiar with the geography of the town.

I form this opinion for the following reasons:-

The needs of utility / commuter cyclists are different to those of leisure riders. Commuters prefer low traffic routes but diversion from a DIRECT route will be very largely ignored the aim is the provision of a safe direct route.

The simplest way to make such provision is to provide shared cycle / pedestrian use and contraflow on one way roads. Most roadside verges along busy roads are wide enough to be easily upgraded to shared use and in fact footways are currently used as a matter of course by most cyclists, especially schoolchildren.

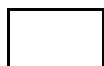
There are a number of ill thought out suggestions regarding some of the specific routes recommended.

Criticising the plan item by item is not productive, but there are a number of recommendations made by the TTL cycling group, based on opinions from cyclists of all types ( commuting, shopping, racing, touring ) all of whom have lived in Letchworth for up to 40 years and are aged up to 80 years of age.

You may find that in depth consideration of their recommendations will enable the needs of local cyclists to be effectively met at modest cost.

I look forward to receiving your reply.

[REDACTED]



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**Emma L. Hone**

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**From:** [REDACTED]  
**Sent:** 16 July 2018 09:39  
**To:** David Ames  
**Subject:** RE: cycling strategy document

David

Thank you for your acknowledgement.

The report contained, amongst other suggestions :

- 1).  
Cycle way up Leys avenue against the one-way flow, which I gather is a scheme in other congested towns (and presumably up Eastcheap also).
- 2).  
Blocking off the Kennedy Gardens end of South View and hence a safe route.

Certainly worth a read through I seem to remember at the time.

Regards

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**From:** David Ames <David.Ames@lethworth.com>

**Sent:** 11 July 2018 10:15

**To:** [REDACTED]  
**Subject:** FW: cycling strategy document

Thank you for your email.

I do recall seeing something from some years ago, but I will contact the Council and see if they have it to hand, as I cannot find it here.

Thanks again

David

David Ames  
Head of Strategic Planning and Development  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way  
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[www.lethworth.com](http://www.lethworth.com)

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**From:** [REDACTED]  
**Sent:** 01 July 2018 18:59

**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>

**Subject:** cycling strategy document

Dear Graham,

I have lived in Letchworth on and off for 60 of the last 64 years.

20 years ago, maybe just back in the last century or thereabouts, the North Herts Council commissioned a comprehensive cycling strategy which was available for viewing.

Sadly virtually none of the major elements were implemented.

At a considerable cost of, I believe, around £20,000 it must contain some relevant and interesting material. At the time there was a cycling strategy officer....

You might get someone to dig this out?

Yours Sincerely,



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"Registered office: Letchworth Garden City Heritage Foundation, Foundation House, Ickniel Way, Letchworth Garden City, SG6 1GD"

Registration Number: 28211R

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## Emma L. Hone

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**From:** David Ames  
**Sent:** 18 July 2018 16:02  
**To:** [REDACTED]  
**Subject:** FW: Response to Letchworth Cycling Strategy

Dear [REDACTED]

Thank you for taking the time to go through the strategy and making your comments.

We will be going through all of these comments and looking again at the document over the next couple of weeks.

Are you happy to be contacted again in the future?

With respect to the Greenway, there are no plans to asphalt this. If there is to be resurfacing, this would use the current materials. Should the development to the north of the Grange Estate take place, we would be looking at maintaining the existing route as part of the development area and we may need to look at the material for this section as it may have a heavier use, but perhaps a bound gravel may be suited. There would also be a new route beyond the development area, which would use the same materials as existing.

Thanks again.

David

David Ames  
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Foundation House  
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**From:** [REDACTED]  
**Sent:** 15 July 2018 21:29  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** Response to Letchworth Cycling Strategy

To whom it may concern

As a regular cyclist and Letchworth resident, I fully support any improvements to the cycling infrastructure in the town.

I am a 34 year old, father of two young children (aged 5 and 2), and use my bikes for leisure (I'm an avid mountain biker), for commuting, and general transport around the town where possible. I regularly cycle with my children on the daily commute; I work in Stevenage so go via the nursery (Busy Bees, Icknield Road), out of school care (Funzone, Mrs Howard Memorial Hall) and then join NCN Route 12 into Stevenage. The children are either in tow (literally, in a trailer), on a child seat on my bike, or pedalling under their own steam.

One of major draws for when my wife and I decided to move to Letchworth was the easy and safe (i.e. traffic free) cycle route options for me to commute to work in Stevenage. I follow NCN12 all year round and have no concerns with the route.

I've read the Cycling Strategy and would like to offer my views and thoughts.

### **Access to key destinations for cyclists**

I wholeheartedly agree with the concerns regarding access to North Herts Leisure centre by bike, especially with children. If I do cycle to the leisure centre, I generally take the children on/behind my bike, rather than letting a 5 year old loose along the pavement to the centre. It is alongside a busy road, with not a lot of space for a 5 year old to wobble along. A safe route to the centre is a must in my opinion; one that is suitable for families to cycle along.

There is a comment on page 32 that states "Industrial/retail area...is not suitable to encourage cycling". How do you propose people cycle to the shops in the retail area then? How to safely access the leisure centre (on the edge of this area of town). What about those people who live in the town and work in the industrial area, who could commute to work by bike? I think that you are missing a trick here; by encouraging people to access this area would benefit the general aim of getting more people to cycle around Letchworth. This statement does contradict other areas of the report.

### **Pavement cycling**

I ride on the pavement. I know it is against the Highway Code, however, I would rather commit an offence than be dead. I always ride on the pavement when I cycle with my children, and I often ride on the pavement when I am cycling by myself, despite considering myself a very competent cyclist. I often encounter opposition from pedestrians, who often back down when I point out that I have children with me, or I point out that I don't want to be hit by a car on a busy road, e.g. Wilbury Hills Road, which has a 40mph speed limit, with limited visibility around some curves. When on the pavement, I ride courteously and with respect to others, and I would prefer some minor conflict with pedestrians than be dead.

### **Norton Common plans – Scheme 1.1**

Regarding the proposal to install lighting along the NCN12 route through Norton Common to encourage more people to cycle through here in the dark, it is worth pointing out that riding in the dark does require lights on the bike, not just to comply with the Highway Code, but much more importantly, to be seen and to see with. Whilst installing lighting may encourage more to use the route across the common, it shouldn't be at the expense of making those cyclists think they don't need lights and therefore put themselves in danger when they leave the common.

Also, does the main NCN12 route through the common actually need widening?

### **Re-routing of the Greenway away from Wilbury Hills Road mini-roundabouts – Scheme 1.4**

This is a sensible proposal, in principle. But Wilbury Hills Road and Wilbury Road still need consideration. I ride almost daily from home (Wilbury Close) along Wilbury Hills Road, and do so on the pavement (as stated above) due to the 40mph busy road. This section of road would benefit from a reduction in the speed limit to 30mph, and widening of the pavement into a shared use path.

### **Surfacing and access improvements on the Greenway – Scheme 1.5**

No. No. No. No. No. **DO NOT TARMAC THE GREENWAY.** It is called the Greenway. Not the Urbanway. The point of the Greenway is to discover the countryside surrounding, not to ride around in a tarmac circle. The gravel surface prevalent on the existing Greenway is more than adequate as a suitable surface to ride a bike on. Where sections are eroded, rocky or muddy, there are sustainable methods of trail maintenance without resorting to tarmac. And this is not just the mountain biker in me wishing for more challenging terrain, it is not, there are just better and more appropriate solutions to the concerns. And, a bit of mud does not do anybody any harm, it is part of experiencing the countryside. Which, I reiterate, is the point of the Greenway.

Regarding access points on the Greenway, the kissing gate (as illustrated) is difficult to negotiate, especially with a kids trailer in tow. I understand the need to try and control improper use of the Greenway, but the statement "...retain one kissing gate..." is flawed. If there is only one of these gates to deter mini motorbikes, but many access points, aren't they just going to access the Greenway somewhere else?

**Green link from Standalone Farm to Norton Common – Scheme 1.6**

We regularly use this off-road path to access the common. **JUST DO NOT TARMAC IT!**

**Sharing the footpaths – Scheme 2.4**

Why not make this everywhere (within reason), not just on the Jackmans estate?

**Broadway improvements – Scheme 3.3**

Whilst there is some ambiguity regarding cycling along the central section of the Broadway from the station to Broadway Gardens, I cycle along here. I cycle with respect to others, and rarely have any conflict along here.

**Improve cycling access to North Herts Leisure Centre – Scheme 3.5**

Just Yes! Please make this better – see my previous comments above.

**Implementing 20mph speed limits around schools – Scheme 3.6**

Yes, and enforce this, and around all schools! My daughter is in Reception class and often cycles to school. Also consider implementing 30mph zones on other roads, e.g. Wilbury Hills Road.

**Driver awareness campaigns – Scheme 4.2**

Agreed. I have many conflicts with drivers when I cycle on the road, with unprovoked aggressive behaviour towards cyclists. Hence I ride on pavements a lot.

Also there should be a wider cycling awareness campaign to include pedestrians. Often I experience conflict with pedestrians when riding on pavements who don't appreciate why I am cycling there, especially when cycling with my children (see previous comments).

Equally, cyclist awareness should be addressed too, to encourage sensible and respectful behaviour from all users.

Basically, I am behind any efforts to improve cycling in and around Letchworth. **But don't tarmac the Greenway!**

Kind regards



## Emma L. Hone

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**From:** David Ames  
**Sent:** 18 July 2018 16:19  
**To:** 'Anushia Vettivelu'  
**Cc:** 'Louis Devenish'  
**Subject:** FW: Letchworth Garden City Cycling Strategy

Hi Anushia

I hope you are well.

Just wondering if you are planning to make any comments on our draft Cycling Strategy?

As you can see from the email below, we have had a good level of response and the District have responded as well.

I think it would be greatly beneficial if we had your thoughts on this, which will hopefully help start us to put together some sort of joint proposal, which could be linked to future S106 spend as well as outside funding opportunities.

Many thanks

David

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**From:** David Ames  
**Sent:** 18 July 2018 16:10  
**To:** 'Jamie Alderson' <Jamie.Alderson@north-herts.gov.uk>  
**Cc:** Elizabeth Towler <Elizabeth.Towler@letchworth.com>; 'Louis Devenish' <Louis.Devenish@sdgworld.net>  
**Subject:** FW: Letchworth Garden City Cycling Strategy

Hi Jamie

Thank you so much for coming back to us.

We would very much welcome the opportunity to have a continued dialogue and involvement in the Walking and Cycling Strategy, which strikes me as a great opportunity. This could tie in a number of initiatives, not just from the Greenway, but other areas we are responsible for.

We have had over 160 responses to the consultation, which I am really pleased about and I think shows an interest in this opportunity.

We will share the results of this consultation with you and it would be good to discuss this further with you and the County.

Many thanks

David

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**From:** Jamie Alderson [<mailto:Jamie.Alderson@north-herts.gov.uk>]  
**Sent:** 16 July 2018 11:01  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** Letchworth Garden City Cycling Strategy

Dear Sir,

Please find North Hertfordshire District Council's consultation response to Letchworth Garden City Heritage Foundation's Cycling Strategy below.

### **Letchworth Garden City Cycling Strategy Consultation Response**

Please find our responses to the Letchworth Garden City Cycling Strategy.

Vision and Aims: North Hertfordshire District Council agree that any cycling strategy for Letchworth Garden City should make every effort to ensure cycling is accessible for people of all ages and abilities. The four objectives associated with the aim form a fine basis for achieving the goal; however, it would be useful to specifically mention improvements around Letchworth's schools and employment area.

Policy Context: North Hertfordshire District Council have recently started the process of developing a *Walking and Cycling Strategy* for the district with the intention of identifying walking and cycling infrastructure improvements that will not only benefit Letchworth Garden City, but the District as a whole. A key part of this process will be meeting with Hertfordshire County Council (following the publication of the North Central Hertfordshire Growth and Transport Plan), Letchworth Garden City Heritage Foundation as well as other community groups with an interest in cycling in North Hertfordshire with the hope of producing a single strategy document that encompasses suitable ideas produced by each party.

The clear message coming from the draft Hertfordshire Local Transport Plan is that active travel should be encouraged wherever possible with the aim of achieving modal shift towards sustainable transport methods. It is essential that North Hertfordshire District Council's Local Plan 2011-2031 is delivered in accordance with the County's Local Transport Plan. The strategic objectives which underpin the spatial vision of North Hertfordshire District Council's Local Plan that have particular relevance to promoting cycling in Letchworth are ENV1, ECON7 and ECON8 (as mentioned in the Letchworth Garden City Cycling Strategy) but also SOC3.

SOC3: Improve access to, maintain and make provision for new facilities including community, sports, leisure, health and cultural facilities, that meet the needs of all North Hertfordshire's communities.

We would welcome an ongoing dialogue to ensure that the District Council's Walking and Cycling Strategy, the County Council's Growth and Transport Plan and the Heritage Foundation's own strategy produce a common set of schemes and projects. This would assist in supporting any future bids for funding (including from developer contributions) and enable resources to be directed as efficiently as possible.

Key Issues and Opportunities: The industrial/retail area in the east of Letchworth has been deemed an unsuitable site to promote cycling due to traffic conditions by the Cycling Strategy. North Hertfordshire District Council has designated much of this area as an employment zone in the Council's Local Plan partially due to the importance of jobs provided on the industrial estate. The Cycling Study identifies all of the roads in this area to be bikeability level 2 or level 3 with no roads deemed unsuitable for cyclists (Figure 3.12). Moreover, roads running through the retail/industrial area have AM peak speeds of below 20mph (Figure 3.3). Therefore, North Hertfordshire District Council would hope that an innovative solution could be found to promote cycling in this area as cycling improvements here could significantly reduce the amount of employees commuting to work in Letchworth Garden City by car.

Recommended Schemes: At this stage there are no schemes identified in the Cycling Strategy that North Hertfordshire District Council are fundamentally opposed to. It would be beneficial for the appropriate schemes to be incorporated into Local Plan allocation LG1 at the design stage. As identified in the *Next Stages* section of the strategy, the Council welcomes the chance to meet to further discuss the strategy, identify preferred schemes as well as timescales for delivery.

Yours sincerely,

**Emma L. Hone**

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**From:** [REDACTED]  
**Sent:** 19 July 2018 18:31  
**To:** David Ames; [REDACTED]  
**Subject:** Re: Cycle plan

Dear David

Thank you for your prompt response.

As a practical cyclist I would comment that the route must be practical to use and quick otherwise it just won't be used. An example of this is the route down the west side of the Broadway And Broadway garden. Most cyclists use the east footpath and cycle around the eastern pavement inside Broadway gardens. So for a cycle route to connect to connect Fairfield and Arlsey it must be the most direct route possible, hence my suggestion of Stsndalone Farm In a similar vein taking a cycle path past the front of St Christopher's and the Masonic temple instead of s direct route will be of little use. Another good example of this is the very poor cycle way along the top of Bedford way to Fairfield, it is narrow and never swept so almost all cyclists use the road. In essence unless the cycle path is a practical well thought out and designed route it just won't be used and people will feel disinclined to cycle .... a bit like me An upgrade of the cycle path to Stevenage and along the A505 would be or real benefit also but they must be usable Please keep in touch Yours sincere Hugh Davies

> On 19 Jul 2018, at 18:16, David Ames <[- >
- > Hi \[REDACTED\]
- >
- > Thank you for your email and comments.
- >
- > I will make sure that these are taken into consideration as part of the review.
- >
- > I think that you have picked up on some important points, particularly around ensuring the routes are safe for everyone.
- >
- > The possible routes to neighbouring towns is also interesting and in particular a Fairfield link is a good opportunity which could be part of the development to the north of the Grange Estate, should the Local Plan be adopted, but as you say it is important that these links are pleasant.
- >
- > Thank you again and are you happy for us to stay in touch?
- >
- > David
- >
- > David Ames
- > Head of Strategic Planning and Development Letchworth Garden City
- > Heritage Foundation Foundation House Icknield Way Letchworth Garden
- > City Hertfordshire, SG6 1GD
- >
- > 01462 476074
- >
- > david.ames@letchworth.com
- >](https://urldefense.proofpoint.com/v2/url?u=http-3A__David.Ames-40letchworth.com&d=DwlFaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=qDZ0uFG5s0g2VBcTYt-tS0fnoeFjik-Nng5N4FdCkMI&m=X8g4FgjzHCoO3oJDVGf7boalTMg6LKaA_0-nZTgMY0&s=RjXBG0MW-fplsESIORkLICluyZ535YH3iYcUvHzMVGE&e=> wrote:</p></div><div data-bbox=)



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>

>

> -----Original Message-----

> [REDACTED]

> Sent: 19 July 2018 11:45

> To: Letchworth Garden City Heritage Foundation

> <[response@letchworth.com](mailto:response@letchworth.com)>; [REDACTED]

> Subject: Cycle plan

>

> I would like to raise the following points based on my own

> observations and speaking with Letchworth and other residents locally

>

> 1. The Cycle route to Stevenage is well used by men for commuting but

> not women. Why ? Because it's a rough track, badly lit and does not

> inspire confidence. The cycle route could also be used by older

> children attending Schools in Stevenage and vice versa

>

> 2. There needs to be easy connections between the large dormitory residential areas of Fairfield park, Arlsey, Stotfold Baldock and Hitchin. Currently it is not an easy or pleasant cycle ride.

> Specific improvements could easily be made by the Heritage Foundation by the provision of a route from Fairfield park to Letchworth which could connect up to Arlsey. This would be through standalone farm.

> Additionally a safe route along the 505 should be created

>

> Personally I used my bicycle to commute to work for 15 years but it became too dangerous so I became a car user. I joined a cycle club locally but gave up as I just found cycling around Letchworth too hazardous!

>

> Yours sincerely

> [REDACTED]

>

## **Letchworth Garden City Cycling Strategy**

Thank you for providing Hertfordshire County Council (HCC) the opportunity to comment on the Letchworth Garden City Cycle Strategy June 2018. The following comments have been made in response to the consultation.

The County Council have recently adopted Local Transport Plan 4 (LTP4). This document sets out the long-term transport strategy for the County to accommodate the levels of housing and employment growth being identified by the District Councils in their emerging Local Plans. LTP4 provides a framework to guide all our future transport planning and investment. It highlights both existing and future transport problems and issues and identifies ways we can deal with them

The County Council are currently developing a number of Growth and Transport Plans (GTP) which will sit as supporting documents to LTP4. These are strategic spatial transport plans for the purpose of applying the Local Transport Plan policies and objectives to a growth-focused area. Each plan will focus on a different area and consider growth and transport challenges in order to improve accessibility to jobs, to key local services and to enhance quality of life.

GTPs aim to facilitate sustainable economic growth and positive change to local communities and their well-being through transport-led improvements. A GTP will identify multi-modal interventions which address transport issues affecting urban areas or inter-urban corridors and will develop and justify packages of transport-led improvement schemes and priority actions. The development of these packages and schemes is based on using robust evidence to underwrite the decision making process. Until the Growth and Transport Plans are adopted, the relevant Spatial Transport Plan for Letchworth Garden City is the Letchworth Garden City Urban Transport which was endorsed in March 2012. This identifies a number of proposals for improving sustainable transport in Letchworth Garden City some of which have been delivered.

### **General Comments**

HCC welcomes the Letchworth Garden City Cycle Strategy and its overall vision and objectives. It is positive to see that there is a strong commitment to cycling in the town and the approach that is taking.

The strategy should make links with the Government's Cycling & Walking Investment Strategy, HCC's Local Transport Plan and Active Travel Strategy.

Although we appreciate the focus is on cycling, it is important not to miss opportunities to encourage and enable more people to walk more often e.g. in the delivery of infrastructure schemes, urban realm improvements; or through any programmes of promotion with residents, schools, and workplaces.

Some of the proposals in the Strategy overlap with HCC developing programme, LHF should ensure that programmes and initiatives that may evolve from this strategy tie in to and complement any existing programmes.

LHF may want to explore the potential for cycle share or cycle hire in the town as part of the strategy.

Please include the following guidance that should also be considered as part of the Strategy.

- Roads in Herts
- Manual for Streets 2
- London Cycle Design Standards
- IAN195/16

The strategy would benefit from reference to electric bikes. Electric bikes are growing in popularity, and are an important for both inclusive cycling and cycling throughout life. The project <http://cycleboom.org> may have some useful information. The strategy should consider and set a basis for planning infrastructure to support use of electric bikes (including in new developments, workplaces, and public facilities/hubs). Charging facilities should also be available for the electric bikes.

## **Section 1 – Introduction**

Hertfordshire County Council Local Transport Plan 2018-2031 is now an adopted document.

## **Section 2 – Policy Context**

The North Central Growth and Transport Plan will identify packages of measures which include projects, linked projects and schemes for an area. The level of detail will not be as specific as it was previously in the Urban Transport Plans

## **Section 3 – Cycling in Letchworth Garden City**

North Herts District Council has developed a Transport Strategy that supports the Local Plan and was a document submitted at the examination. Evidence and data that was used to develop the Strategy should also be included within the Letchworth Garden City Cycle Strategy.

Para 3.17 - What are the hours being considered for AM/PM peak? An observation for the Tom Tom data is that these tend be used by commercial vehicles or those not familiar with the route rather than regular route users.

Figure 3.3- Is the AM peak speeds an average in both directions? Is information available on speeds within the links at different junctions?

## Section 5 – Existing Plans for cycling in Letchworth Garden City

Para 5.6 – Any proposals to slow or control traffic needs to meet the Speed Management Strategy.

## Section 6 – Recommended new schemes

Proposals in this section will need to be discussed and developed in more detail with HCC as the Highways Authority. This would include advice on highways road safety and maintenance implications

Scheme ID	Scheme Description	Comments
1.1	Improve NCN12 route across Norton Common	In principle agree would require further details including accesses onto surrounding network
1.2	Development of secondary north-south cycle corridor	Being progressed by Hertfordshire County Council
1.3	East-west cycle corridor improvements	Not clear on supporting map Figure 6.1 on the extent of the proposal. HCC has concerns and requires further detail /discussion on the different options of interventions. Need to ensure that proposals do not compromise future opportunities for sustainable transport
1.4	Re-route Greenway away from Wilbury Road mini roundabouts	Agree in principle further information required
1.5	Surfacing and access improvements to Greenway	In principle agree but would request further information to be provided on resurfacing and access.
1.6	Green link from Standalone Farm to Norton Common	Agree in principle further information required
2.1	Improve wayfinding for cyclists	We agree that wayfinding is a highly important component in improving the cycling network in Letchworth. HCC would not support of on road paint unless NHDC are going to maintain the network.
2.2	Cycle track priority over junction mouths	We welcome in principle the concept of changing the priority of cyclists at junctions/accesses although these would need to be considered on a

		case-by-case basis to ensure acceptability in road safety terms. The introduction of new junction layout which prioritises cyclists needs to be considered in more detail and considered as a package of improvements rather than in isolation.
2.3	Tightening junction turning radii	We welcome in principle the concept of tightening junction turning radii although these would need to be considered on a case-by-case basis to ensure acceptability in road safety terms
2.4	Sharing the footpaths on Jacksons Estate	Support in principle but need further discussion about routing options
3.1	Leisure cycle hub at Standalone Farm	Support in principle
3.2	Leys Avenue improvements for cyclists	Support in principle that review of cycle provision in the town centre needs to be undertaken, further discussions need to be had.
3.3	Broadway improvements for cyclists	Support in principle but need further discussion on potential crossing points on Broadway.
3.4	Town Centre cycle parking improvements	Support appropriate on-street cycle parking provision in Letchworth town centre.
3.5	Improving cyclist access to North Herts Leisure Centre	Agree in principle – further discussions required on A505 cycle route
3.6	Implementing 20mph school zones	Further discussion required with Hertfordshire County Council. Proposal must comply with the Speed Management Strategy
4.1	Mitigating path user conflict on the Greenway	Further discussion required with Hertfordshire County Council.
4.2	Driver behaviour cyclist awareness campaign	Scheme already in place with BCH Road Policing unit
4.3	Extend the programme of cycle training	Bikeability available to all schools but they may not be able fit it in to their time table or do not offer this. Additional provision is offered through cycle hubs across Hertfordshire as they open new ones
4.4	Develop a programme of community cycle events	Letchworth had a large cycling event but this was poorly supported and has since ceased to run

**Monitoring**

The strategy does not include any measurable targets or information on monitoring. The strategy should include a statement on monitoring.

**Other Comments**

Hertfordshire County Council would welcome the opportunity to discuss matters raised in this response with the Heritage Foundation and North Herts District Council to ensure there are common projects and schemes and to discuss the North Central Hertfordshire Growth and Transport Plan.

**Emma L. Hone**

---

**From:** [REDACTED]  
**Sent:** 22 July 2018 21:47  
**To:** David Ames  
**Subject:** Re: Response to Letchworth Cycling Strategy

David

I am more than happy to be contacted again regarding the cycling strategy for Letchworth, and indeed anything regarding cycling in the town and local area.

If there are no plans to asphalt the Greenway, then could I suggest that the following quote is therefore not required, and can explain my response on the subject...

"Ideally, cycle tracks should be smooth asphalt to give cyclists good grip and a smooth ride" - Scheme 1.5.

In the context of the scheme, Greenway surface improvements, it is completely misleading!

Finally, please can I reiterate my support to any cycling improvements in Letchworth.

Regards

[REDACTED]

From: David Ames  
Sent: Wednesday 18 July 16:01  
Subject: FW: Response to Letchworth Cycling Strategy  
To: [REDACTED]

Dear [REDACTED]

Thank you for taking the time to go through the strategy and making your comments.

We will be going through all of these comments and looking again at the document over the next couple of weeks.

Are you happy to be contacted again in the future?

With respect to the Greenway, there are no plans to asphalt this. If there is to be resurfacing, this would use the current materials. Should the development to the north of the Grange Estate take place, we would be looking at maintaining the existing route as part of the development area and we may need to look at the material for this section as it may have a heavier use, but perhaps a bound gravel may be suited. There would also be a new route beyond the development area, which would use the same materials as existing.

Thanks again.

David

David Ames  
Head of Strategic Planning and Development  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way

Letchworth Garden City  
Hertfordshire, SG6 1GD

01462 476074

[david.ames@leitchworth.com](mailto:david.ames@leitchworth.com)

[www.leitchworth.com](http://www.leitchworth.com)

**From:** [REDACTED]  
**Sent:** 15 July 2018 21:29  
**To:** Letchworth Garden City Heritage Foundation <[response@leitchworth.com](mailto:response@leitchworth.com)>  
**Subject:** Response to Letchworth Cycling Strategy

To whom it may concern

As a regular cyclist and Letchworth resident, I fully support any improvements to the cycling infrastructure in the town.

I am a 34 year old, father of two young children (aged 5 and 2), and use my bikes for leisure (I'm an avid mountain biker), for commuting, and general transport around the town where possible. I regularly cycle with my children on the daily commute; I work in Stevenage so go via the nursery (Busy Bees, Icknield Road), out of school care (Funzone, Mrs Howard Memorial Hall) and then join NCN Route 12 into Stevenage. The children are either in tow (literally, in a trailer), on a child seat on my bike, or pedalling under their own steam.

One of major draws for when my wife and I decided to move to Letchworth was the easy and safe (i.e. traffic free) cycle route options for me to commute to work in Stevenage. I follow NCN12 all year round and have no concerns with the route.

I've read the Cycling Strategy and would like to offer my views and thoughts.

### **Access to key destinations for cyclists**

I wholeheartedly agree with the concerns regarding access to North Herts Leisure centre by bike, especially with children. If I do cycle to the leisure centre, I generally take the children on/behind my bike, rather than letting a 5 year old loose along the pavement to the centre. It is alongside a busy road, with not a lot of space for a 5 year old to wobble along. A safe route to the centre is a must in my opinion; one that is suitable for families to cycle along.

There is a comment on page 32 that states "Industrial/retail area...is not suitable to encourage cycling". How do you propose people cycle to the shops in the retail area then? How to safely access the leisure centre (on the edge of this area of town). What about those people who live in the town and work in the industrial area, who could commute to work by bike? I think that you are missing a trick here; by encouraging people to access this area would benefit the general aim of getting more people to cycle around Letchworth. This statement does contradict other areas of the report.

### **Pavement cycling**

I ride on the pavement. I know it is against the Highway Code, however, I would rather commit an offence than be dead. I always ride on the pavement when I cycle with my children, and I often ride on the pavement when I am cycling by myself, despite considering myself a very competent cyclist. I often encounter opposition from pedestrians, who often back down when I point out that I have children with me, or I point out that I don't want to be hit by a car on a busy road, e.g. Wilbury Hills Road, which has a 40mph speed limit, with limited visibility around some curves. When on the pavement, I ride courteously and with respect to others, and I would prefer some minor conflict with pedestrians than be dead.

### **Norton Common plans – Scheme 1.1**

Regarding the proposal to install lighting along the NCN12 route through Norton Common to encourage more people to cycle through here in the dark, it is worth pointing out that riding in the dark does require lights on the bike, not just to comply with the Highway Code, but much more importantly, to be seen and to see with. Whilst installing lighting may encourage more to use the route across the common, it shouldn't be



at the expense of making those cyclists think they don't need lights and therefore put themselves in danger when they leave the common.

Also, does the main NCN12 route through the common actually need widening?

#### **Re-routing of the Greenway away from Wilbury Hills Road mini-roundabouts – Scheme 1.4**

This is a sensible proposal, in principle. But Wilbury Hills Road and Wilbury Road still need consideration. I ride almost daily from home (Wilbury Close) along Wilbury Hills Road, and do so on the pavement (as stated above) due to the 40mph busy road. This section of road would benefit from a reduction in the speed limit to 30mph, and widening of the pavement into a shared use path.

#### **Surfacing and access improvements on the Greenway – Scheme 1.5**

No. No. No. No. No. **DO NOT TARMAC THE GREENWAY.** It is called the Greenway. Not the Urbanway. The point of the Greenway is to discover the countryside surrounding, not to ride around in a tarmac circle. The gravel surface prevalent on the existing Greenway is more than adequate as a suitable surface to ride a bike on. Where sections are eroded, rocky or muddy, there are sustainable methods of trail maintenance without resorting to tarmac. And this is not just the mountain biker in me wishing for more challenging terrain, it is not, there are just better and more appropriate solutions to the concerns. And, a bit of mud does not do anybody any harm, it is part of experiencing the countryside. Which, I reiterate, is the point of the Greenway.

Regarding access points on the Greenway, the kissing gate (as illustrated) is difficult to negotiate, especially with a kids trailer in tow. I understand the need to try and control improper use of the Greenway, but the statement "...retain one kissing gate..." is flawed. If there is only one of these gates to deter mini motorbikes, but many access points, aren't they just going to access the Greenway somewhere else?

#### **Green link from Standalone Farm to Norton Common – Scheme 1.6**

We regularly use this off-road path to access the common. **JUST DO NOT TARMAC IT!**

#### **Sharing the footpaths – Scheme 2.4**

Why not make this everywhere (within reason), not just on the Jackmans estate?

#### **Broadway improvements – Scheme 3.3**

Whilst there is some ambiguity regarding cycling along the central section of the Broadway from the station to Broadway Gardens, I cycle along here. I cycle with respect to others, and rarely have any conflict along here.

#### **Improve cycling access to North Herts Leisure Centre – Scheme 3.5**

Just Yes! Please make this better – see my previous comments above.

#### **Implementing 20mph speed limits around schools – Scheme 3.6**

Yes, and enforce this, and around all schools! My daughter is in Reception class and often cycles to school. Also consider implementing 30mph zones on other roads, e.g. Wilbury Hills Road.

#### **Driver awareness campaigns – Scheme 4.2**

Agreed. I have many conflicts with drivers when I cycle on the road, with unprovoked aggressive behaviour towards cyclists. Hence I ride on pavements a lot.

Also there should be a wider cycling awareness campaign to include pedestrians. Often I experience conflict with pedestrians when riding on pavements who don't appreciate why I am cycling there, especially when cycling with my children (see previous comments).

Equally, cyclist awareness should be addressed too, to encourage sensible and respectful behaviour from all users.

Basically, I am behind any efforts to improve cycling in and around Letchworth. **But don't tarmac the Greenway!**

## Emma L. Hone

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**From:** David Ames  
**Sent:** 24 July 2018 16:13  
**To:** [REDACTED]  
**Subject:** RE: Draft Cycling Strategy

Hi [REDACTED]

Thank you for your comments. These are really useful and it is great to have your practical experience. I too find Letchworth more dangerous to cycle in than other places and I think it can be quite daunting.

I will make sure that your comments are included in the review.

We are pleased as we have had a good response of about 175 including people who have written to me.

Could you also please email me Julia's comments as I want to make sure that I have the correct ones.

The next stages will be to go through all of the comments with our consultant team and I am pleased that both the County and District Councils have responded. We will therefore be meeting with them to understand their views in more detail and how this may sit with other emerging policy documents. We can then look at any changes that may be needed and this will enable further discussion with the local community and community groups. Our difficulty with this, as you know, is that we are not the highways authority, so need the two Councils to support these schemes, as they will either need to deliver, fund or formally approve most of the possible options. There is however an opportunity for Section 106 monies from the various housing sites, including our own, to make a significant contribution, which makes this such a good time to try to promote improvements.

We will also be looking at other modes of transport as part of our engagement programme which will start in Autumn and we hope will help produce a town wide travel plan.

I would be very happy to meet on Friday. Would it be OK to do this first thing – say 8.30? If so, maybe No 12 in the town centre??

Many thanks

David

---

**From:** [REDACTED]  
**Sent:** 20 July 2018 08:14  
**To:** David Ames <David.Ames@lethworth.com>  
**Subject:** Re: Draft Cycling Strategy

Dear David,

Apologies it has taken a while for me to get back to you.

Would you be available to meet next Friday the 27th for a coffee perhaps? I'm working from home so im flexible.

I have also attached my personal comments on the cycling strategy.

I understand [REDACTED] has submitted the TTL comments to you directly.

If you dont have a copy, please let me know and I will forward it to you.

Best wishes

**Emma L. Hone**

---

**From:** [REDACTED]  
**Sent:** 24 July 2018 21:19  
**To:** David Ames  
**Subject:** Re: Cycling

Dear David

Yes I would be very happy to contribute to your plans and further discussions. It's great that cyclists have been given a voice and that you are considering a number of improvements but willing to consider others too.

Kind regards

[REDACTED]

> On 24 Jul 2018, at 16:31, David Ames <[>](https://urldefense.proofpoint.com/v2/url?u=http-3A__David.Ames-40letchworth.com&d=DwIFaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=qDZ0uFG5s0g2VBcTYt-tS0fnoeFjiK-Nng5N4FdCkMI&m=HK_tjLOLo50kUPu-1tf_1slrZir_J9nhQtXIEJfJvMk&s=7j-q38MPJ28co0bUVMtsymOzXcl5Q8uDTjHA9LIS-J0&e=> wrote:</p></div><div data-bbox=)

> Dear [REDACTED]

>

> Thank you for your email and comments.

>

> It is great to have your view as a regular cyclist.

>

> I will make sure that your comments are considered as part of the review.

>

> Are you happy for us to contact you again about this?

>

> Many thanks

>

> David

>

> David Ames

> Head of Strategic Planning and Development Letchworth Garden City

> Heritage Foundation Foundation House Ickniel Way Letchworth Garden

> City Hertfordshire, SG6 1GD

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> 01462 476074

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> david.ames@letchworth.com

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[1tf\\_1slrZir\\_J9nhQtXIEJfJvMk&s=3MHUUQT0Oi\\_xlO3gPJJeMrC0BbAovv7EEWRHhK1CU3os&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.letchworth.com&d=DwIFaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=qDZ0uFG5s0g2VBcTYt-tS0fnoeFjiK-Nng5N4FdCkMI&m=HK_tjLOLo50kUPu-1tf_1slrZir_J9nhQtXIEJfJvMk&s=3MHUUQT0Oi_xlO3gPJJeMrC0BbAovv7EEWRHhK1CU3os&e=)

>

> -----Original Message-----

> From: [REDACTED]

> Sent: 20 July 2018 09:28

> To: Letchworth Garden City Heritage Foundation

> <[response@letchworth.com](mailto:response@letchworth.com)>

> Subject: Cycling

>

> To whom it may concern

> As a road cyclist in letchworth I enjoy all the surrounding country sides great small roads. Unfortunately the greatest risk is getting from letchworth across to Ashwel. The busy road is extremely dangerous. The traffic travels too fast and the cyclists are forced to the edge. The surface is churned up, large holes , glass and loose stones make it very challenging and not very enjoyable and completely unsafe. Lots of people including youngsters use this small section of the road to get to ashwell. There is room, so how about making a proper safe cycle lane separate from the road with a good surface for road bikes and a cycle traffic lights at the ashwell turn off, we don't need a path in each side as one side could be s double lane.

> Cheap and cheerful!!

> Kind regards



>

>

**Emma L. Hone**

---

**From:** [REDACTED]  
**Sent:** 24 July 2018 18:55  
**To:** David Ames  
**Subject:** Re: FW: Cycling strategy

Yes, that's fine.

On Tue, 24 Jul 2018, 16:34 David Ames, <[David.Ames@lethworth.com](mailto:David.Ames@lethworth.com)> wrote:

Dear [REDACTED]

Thank you for your email and comments.

I will make sure that your suggestions are included in the review.

Are you happy for us to contact you again about this in the future?

Many thanks

David

David Ames

Head of Strategic Planning and Development  
Letchworth Garden City Heritage Foundation  
Foundation House  
Icknield Way  
Letchworth Garden City  
Hertfordshire, SG6 1GD

01462 476074

[david.ames@lethworth.com](mailto:david.ames@lethworth.com)

[www.lethworth.com](http://www.lethworth.com)

**From:** [REDACTED]  
**Sent:** 19 July 2018 21:12  
**To:** Letchworth Garden City Heritage Foundation <[response@letchworth.com](mailto:response@letchworth.com)>  
**Subject:** Cycling strategy

My suggestions:

Norton Common: create a path running through the OTHER way, like a crossroad.

Create a cycle lane going UP Gernon Road

Put a bicycle stand IN Garden Square shopping square

Thanks

[REDACTED]

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## ResponseID Response

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24 Better signage and markings of road crossings on the greenway. Organise cycle event in town centre.

31 The general issue of pavement use by cyclists needs consideration: should young people be allowed to cycle there or all cyclists, giving way to pedestrians?

36 The greenway adjustment at Wilbury is not an "option" it is critical. Crossing the railway near the town centre is not ideal for slower riders, with combination of traffic volume and incline (bridge road) encouraging weak riders to use foot paths. cycle lanes should be implemented. Otherwise I think Letchworth cycle provision is solid.

39 on the greenway i'd like to see cyclists cycle on the left in the direction you are going and walkers/dogwalkers stick to the right, then everyone would see each other and there would be no dramas ... might help

40 A family event, possibly with hireable bikes and trailers, to get families aware of and using the network

43 I would like to see more cycle lanes in Letchworth. Sometimes I feel I have no choice but to cycle on the pavement, particularly when cycling on Nevells Bridge and around the town. I am interested by the proposed improvements between north and south Letchworth. I have been unable to do this due to a staircase and bridge over the tracks which is virtually impossible to do with my bike.

44 20mph throughout LGC, cycle paths properly surfaced, potholes fixed on on road routes, trees cut back some paths impossible with helmet on road bike.

## ResponseID Response

45 If you are truly serious about encouraging people to cycle to work then improving the NCN12 route between Letchworth and Stevenage would go a long way to achieve this, in particular, the stretch of track between Willian and Graveley needs to be upgraded from off-road to a two lane tarmac cycle track as a bare minimum to run alongside the existing dirt track to allow for people walking. This would allow cyclists to journey from Letchworth and link up with the excellent Stevenage cycle network and vice versa. The junction at Willian also needs improvement as it is one of the most dangerous to cross with poor visibility to oncoming traffic from Willian Road (toward the pond) before turning in to Wymondley Road. It is a popular route for the morning commute. Responding to the comment that " the distance between the two towns is at the upper end of what could be considered an 'easy' cycling distance" I would argue that with the rise of e-bikes allowing much greater distances for cyclists, is likely to make this statement invalid. In fact, a viable safe route may encourage the uptake of bikes allowing longer distances.

46 Shared use of footway on North side of Gernon road between council offices and Broadway cinema.

47 For future ensuring all new developments have dedicated cycle paths that run alongside roads. Concentrating efforts on improving most used routes and certainly routes around secondary schools.

48 Station Road Letchworth next to shops i.e Postoffice path is wide enough for shared cyclist and pedestrians to use.

52 Don't mess up car access - motorists and cyclists aren't enemies. Don't make junctions more dangerous by tightening radii. Don't have contraflow for cyclists in Let's Avenue; it's already dangerous for pedestrians, especially children, and for blind people because of lack of clear differentiation between road and footpath.

55 Many cyclists are often rude and do not slow down when meeting walkers and dog walkers. I have nearly been run over several times in the last year or so. Some education about sharing of paths is necessary. Cyclists seem to think that the Greenway is their path and the rest of us should keep out of their way

57 Improve the increasingly terrible road surfaces! The number and size of potholes are a huge danger to cyclists and motorists as cyclists are forced into the centre of the road to avoid them and cars aren't expecting it and often don't give cyclists enough space as it is...

60 The best way to improve cycle safety is to keep cyclists and cars separated. The Greenway is a fantastic resource and has the potential to be greatly improved to increase links between Letchworth, Baldock, Hitchin, Stevenage and Stotfold.

62 More designated cycle paths ( painted white lines and bicycles)

67 Improve the road surfaces. I've had 2 punctures this year from potholes.



## ResponseID Response

70 More on and offroad markers! Maybe a board around the 1/2 or 1/4 way so people can see how far they have come!

72 If possible improve cycle parking with an integrated locking system. It would remove a barrier to use for me.

75 Make the routes more visable. We followed network 21 and got lost around Baldock Road into lordship. Also make the routes easier to access

80 I think that generally speaking cycling in Letchworth is already not only possible, but also safe and pleasant, yet it's very disappointing that very few people do cycle. Letchworth is compact, flat, there are lots of quiet roads and cycle paths. I wish I had some great ideas on how to improve that, but I don't. It feels like the perception of cycling needs to change, perhaps some kind of encouragement to give it a go.

81 More cycle paths or permissions to cycle on footpaths

83 Make it easier to cycle to letchworth

85 I would love to take up cycling as I struggle with the cost of fuel and my son's school nearly 2 miles from my house. For me to feel safe and confident, I think that there needs to be designated cycle paths on all major roads in letchworth, with road widening to accommodate this. Across junctions, there should be seperate cycle junctions or being able to cross with pedestrians.

86 More cycle routes not on main roads the A505 needs a cycle route along the length from Hitchin to Baldock

89 Additionally it would be good to know plans about improving clcle links to nearby towns such as Hitchin; with all the issues with the trains being able to cycle into Hitchin or Stevenage more safely would also be a huge boost

91 greenway cycle app not updated for iPhones at last operating system change, so following and planning is not possible now with my phone.

## ResponseID Response

- 93 1. Impose 20mph speed limits around the town. Currently there are a number of roads where cars travel at high speed with parked cars on one or both sides of the road leaving little room for cyclists. 2. Educate drivers. Many have a misplaced sense of superiority over other road users and drive in a manner reflecting that. 3. Restore a balance to other road users. All roads are currently geared towards cars. Turn the town centre in to a car free zone. Make it suitable for all cyclists, pedestrians, wheelchair users, people with families etc. There's no requirement to drive down the middle of town. This would not only be great for access but also for creating a more social town centre for restaurants etc. 4. Do not pursue cyclists for riding on pavements. There is no evidence to support the approach that this is dangerous (I have ridden in Japan where it is normal practice and not an issue) and works to massively discourage cycling. 5. Clamp down on dangerous driving (as well as educating drivers from point 2). The law is in place to protect cyclists but not enforced. I cycle regularly and am very often cut up, blocked or passed closely by cars as they are either ignorant of their responsibility or don't care. 6. Encourage a cycle to school scheme. Every single morning I have parents with one child in the car driving past at high speed trying to get to the local school on time. Perhaps a cycle train where children are met and led to school in a group and then join the group as it cycles to their school. 7. Encourage a cycle to work scheme. Perhaps some sort of incentive to reward those taking part. Companies can already offer a cycle to work scheme of course but it is often people's worries/fears/insecurities that prevent them from getting on a bike.
- 100 Making a cycle path between Letchworth- over Wilbury hills into Ickleford would be my suggestion after cycling to Hitchin to work! Far safer route and quicker!
- 102 Cut back hedges. Make cycling on paths legal in non residential or shopping areas. Eg industrial estate and between Letchworth and Baldock.
- 103 Segregated cycle tracks are the only thing that will make cycling accessible for all ages and abilities. Remove barriers and gates that make it impossible for people on cargo bikes, mobility cycles etc to access.
- 104 More should be done to improve access to the greenway for neighboring town of Hitching and Baldock. It pointless improving the Greenway and the cycle routes around it without looking at where the cyclist are actually coming from to get there in the first place. Also more should be done to improve cycle training for kids in school. There are never enough course and many kids miss out. in addition to this, there should be an area where kids can practice and get better before going on the road. The problem is that one should not ride a bike on the path, but there is a big leap to coming off stabilisers and the ability to ride on the road. Maybe a cycle / BMX track near the Greenway is good idea.
- 105 More of them please, plus more occurred shelters.

## ResponseID Response

106 More bike storage at train station. Make it easier for children to cycle from north of the railway into town - currently via bridge rd or Norton Way; both quite dangerous roads. Educate dog owners - have been attacked by dogs and abused by dog owners several times while cycling down the national cycle way route through Norton Common. Enforce speed limits on Wilbury Road and put proper road crossings at standalone farm and croft lane. Mandatory bike stands at new shops - none at tesco on grange for example.

107 More Greenway. It's great, but bigger is better and who doesn't want more gravel trail to explore

112 Better cycling track surfaces. More repairs made. The farm tracks that are used are rubbish. We should build more cycle tracks like the do in Holland.

113 Access gates on the north route of the greenway aren't easy to navigate on a bike

122 More awareness - hold a cycle day, based in town centre, make it fun, give people information

123 Some toilets scattered on Greenways. Better surface to ride on, some are quite bumpy. love riding the greenway.

127 Educate cyclists regarding how to approach walkers on the Greenway (particularly with dogs). Many don't signal that they are approaching from behind, or give enough time to get dogs out of their way.

130 with NHDC improve access to Hitchin industrial estate from Wilbury Hills. Also cycle road on Stotfold road is needed.

131 Mend potholes in normal roads. Some are so bad that it doesn't feel safe to let kids on the roads even though they are competent cyclists....

133 Educate drivers to allow more space, I've been riding in and around Letchworth for 30yrs and drivers are getting more aggressive and less considerate

136 Cycling events on road

138 More promotion of the Greenway, a brilliant facility, Letchworth should be proud. Also, take a look at Stevenage, brilliant cycling infrastructure.

139 I'd love to see an off road circuit similar to the Greenway for more experienced mountain bikers

140 .

## ResponseID Response

- 141 Street closures to promote cycling and walking Car free days (<https://en.parisinfo.com/paris-show-exhibition/170120/third-car-free-day-in-paris>) Cycle lanes on busy and fast roads (they are much less of a priority on shopping streets / the Broadway etc.) Offroad cycle paths which follow routes most used by cyclists (the Greenway is fun but not actually very useful e.g. for commuters) Discounts for people shopping without a car
- 142 Please bring back the closed circuit cycle race that used to be held around Broadway Gardens. Great for the town, competitors and spectators.
- 144 Passing parked cars is the biggest challenge I face as a cyclist, it seems most drivers don't feel I have the right to do this and try to get in front of me or squeeze past me when there is no room.
- 145 Yes. Fixing Potholes, and rough road surfaces for cyclists are the biggest concerns especially from safety perspective. Ok for a 4 wheel car but not for us cyclists. Plus clear routes and mile markers etc to key city sites and places of interest. Also get schools and family groups involved with "owning" sections of the Greenway for maintenance, care and improvements.
- 151 More cycle paths/lanes please Prevention of people walking large packs of dogs (some councils restrict to no more than 4 per person) on the Greenway - this is a problem for all users of the Greenway
- 153 Improve link from Industrial area on Greenway to cycle route 12 At the moment you have to cross the main Letchworth to baldock road switching back Always takes time to negotiate
- 155 Improve signage for pedestrians (especially dog-walkers - reminding them that their dogs must be properly under control and /or on a short enough lead to not cause an accident), cyclists and drivers
- 156 Cycling from Fox Willian to Greenway is rather difficult. It's unclear if small kids can cycle on pavement and at what age should they cycle on road. Bad cycle paths, bumpy where A505 meets Stotfold road. Poor roads on Willian Way near Lordship school. More cycling events and information about training (e.g. changing tyres, bikeability etc) advertised. Better Greenway map & markers, easy to get lost, app discontinued. More Hitchin Hoop markers too. Better bush cutting on Greenway so it's passable. Remove terrible wood gates on Greenway, so difficult to get through with bikes! Replace with bike gates. Add more bike racks near Greenway. E.g if people cycle to Greenway and stop to walk in woods or have picnic etc. Connection to national cycleways and advertising where to go. Community cycle cafe like Emily's tea shop in Whitwell.
- 157 improve the access to Hitchin by Improving the cycle path. At present its a bloody shambles and any decent cyclist uses the road because its quicker and means you don't have to cede right of way to car traffic.

## ResponseID Response

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- 160 Any points where drivers and cyclist come into contact should be top priority. Educating drivers has proved unsuccessful for many year and conflict is, if anything, increasing. I would also increase signage reminding dog walkers of their responsibilities to prevent injury to dogs and cyclists. Dogs are left to run wild when away from the roads which is creating a danger on the cycle paths.
- 164 The greenway is a fantastic resource and brilliant for cyclist as we are well away from traffic for a lot of the time. However, this causes conflict with walkers, so any improvement there would keep all greenway users happy.
- 166 The biggest problem as a sports/fast cyclist on the Greenway that I find is walkers being completely unaware of their surroundings, often using headphones and always walking in the middle of the gravel path. Despite using a bell for warning, or calling out, they don't move and at the last minute they jump out of their skin as we pass (slowly as we've had to slow down by this point!). A simple rule of thumb such as "walkers stay on the left" would help and a warning that bikes do come through and to keep dogs safe. Dogs often hear bikers coming before the owners do Loose dogs are a really big problem on the Greenway too.
- 167 I use the North South CR12 most work days to cycle to and from Stevenage. In the winter it is mainly underwater / mud, and this year half of it was resurfaced. I end my trips covered in mud and ruin bikes within 3 years - to make people change transport routes you need to make it usable. Additionally training for parents with children on the need to respect cycle lanes where they run outside schools would be important. So many cars park on or near the lanes, people walk their children in the lanes etc it is inviting accidents. Outside the school at Gravely the untreated nature of the road in winter combined with the constant flow of driving parents consistently turns the road into an ice rink - again very unsafe for cycling and the children on the pavement. The new ideas are great but please make the existing ones safe / usable; then you would see a real change in behaviour.
- 174 Greenway swing type access gates are terrible solution for bicycles with any trailers. Please consider people who are cycling and hauling children bikes, etc.
- 175 Signs for walkers to be aware of cyclists using the greenway. They usually have earphones in, dogs off lead and not paying attention to their surroundings.
- 180 Remember the surrounding towns - Hitchin and Baldock without the benefit of a heritage foundation have zero cycling provision. Safe routes to and from these towns should be part of the strategy as people travel freely between these areas. Encourage NHDC to develop and link safe routes in these towns to your network e.g the Greenway. Many Letchworth children travel to school in Hitchin and have to travel needlessly by train, bus or worse by car when they could cycle if the "final mile" problem was addressed. Likeise adults who work in one town and travel to the other. Also consider working with established cycling clubs which cover the entire area such as Hitchin Nomads CC who can deliver activities, training and support for the strategy.

## ResponseID Response

182 1. please put most effort into improving road surface. 1a - get rid of potholes 1b - roads should be wide for cars cycles 1c - enforce parking restrictions 1d - dedicated cycling lane 2. Cycle hub should be near Station road. Standalone farm already has cafe but it's not popular with cyclists. 3. Greenway is not a good place for cycling - bad surface, dogs, runners, kids. It is beautiful as is. 4. Improve cycling access between icknfield way and pathways over stotfold road (access to Hitchin) 5. Improve cycling access to willian and if possible - further to stevenage. 6. better cycling on the side of A505, currently it's dangerous going with kids. As a passionate cyclist, I'd be willing to further discuss, contribute or help cycling in lechworth and also making lechworth a good destination for those who cycle through.

183 While it is never going to be as comprehensive as that of Stevenage, making the general population (not just people who currently are interested in cycling) aware that there is actually a basic cycle network around the town, maybe on a friendly, well designed map, of routes through the town where you can avoid having to interact with roads and cars. Ideally a network across the town of purposely built or paths/tracks/roads that are only accessible to non motorised vehicles. Why not make some across-town roads one-way only, controlled by lights, and the use second lane as a cycleway? Links to Stevenage and Hitchin with equally large, away-from-car roads, will make bike commuting an obvious and friendly choice. The current path to gravelly from lechworth is actually not too bad. But it's getting to that path on Letchworth Gate during the horrible rush hour that will put almost everybody off seeing it as a viable option to commute. Divide a few roads in lechworth to make PROPER (2m wide, tarmaced) 'tracks' across the town. People who complain will have to put up with it.

184 Ensure that non cycle routes are properly signed and policed. Some cyclist think they are above the Highway Code and are cycling on footpaths. If the present situation is not policed, how can any improvements for cyclists be justified ?

185 Build a segregated cycle network. Look at any city in Holland to work out how it should be built.

186 Ensure currents cyccke paths are surfaced adequately. Cyclists go on roads such as on Broadway by St Frances because the cycle paths are uneven and hazardous

187 I live on Grange Road between Lammass Way and Stonnells Close and I have walked out of my path into speeding cyclists who have no consideration for residents. When my 7 year old daughter was a newborn a cyclist nearly ran over her pram! The vision is not really good despite our hedges being cut back. We are not allowed to remove our hedges as we are Howard cottage residents. I think it has been poorly designed and something needs to be changed before myself, my daughter or someone else's child's or cyclist ends up seriously injured. It is like Russia roulette every day stepping out into public. This needs to be taken into serious consideration. Safety of school children is also paramount with cycle paths. If you are putting a cycle path together throughout the Grange, the older kids want to ride their bike a to school, please make the Grange safe and put a zebra crossing at Southfields so children who are age 9 and 10 who are gaining their independence wanting to cycle to school safely please put a zebra crossing in at the shops. Surely some paint does not cost just much money and should be considered if you are to make routes safe for cyclists.

## ResponseID Response

188	Improvement of a direct Hitchin to Letchworth route alongside the A505 for the whole distance
189	Provide funding for a cycling club to encourage women and beginners Around Norton common and other roads, cyclists are forced into the middle of the road around parked cars, causing danger from oncoming vehicles underestimating how much space is needed.
190	Improve existing cycle paths and make them fit for purpose. Make it illegal for cyclists to use the road when a cycle path is available. Extension of current cycle paths. Colour coding cycle paths so pedestrians don't forget and walk in front of cyclists. A speed limit for cyclists on cycle paths.
193	More places to leave your bike secure (town centre) More cycle clubs to show new residents where they can go on bikes. Need more cycle tracks (Stevenage is a good example)
194	Cycling afternoons with kids- across schools and year groups to help decrease the divide between the different schools
195	Currently the cycle way around Letchworth is very good but there needs to be more routes and a better awareness that pedestrians/dog walkers are sharing the route and it's not all theirs!
196	Easier access to maps. Clear vegetation from paths on a regular basis, ideally early spring start. Make sure hawthorn and other very spiky plants have the cuttings cleared to prevent punctures.
198	Put the cycles on the pavements and keep them off the roads- society and transport has moved on and the place for cycles are no longer on the road
199	Paint a cycle lane onto town centre area pathways where there is room for cycles to share the path.
200	Cycle training should be for road users also, not only current or potential cyclists.
204	Create some proper joined up cycle tracks the questions above are not addressing the problem the tracks that are there do not work. The tracks are not joined up and do not get people to the destinations they would like to go to. The Greenway is for leisure when you have all the time in the world. You need to be a bmx trick cyclist to follow the cycle track markings on the road. Car users complain that cyclists are not using the cycle tracks that are their and this is because they are bitty and not joined up and in order to use them you have to negotiate pedestrians and parked cars.
205	Stop speeding on Norton Rd and Norton Way!!!!

## ResponseID Response

209 My partner is a wheelchair user we cross Norton common 4 or 5 times a week, we have only had 3 near- misses over the last 6 months, with cyclists riding dangerously, but it will only take one collision for someone to get seriously hurt or killed. If possible it would be good to have a separate cycle, scooter and skateboard "lane" across the common and signs to ask cyclists to give way to pushchairs, prams, pedestrians esp. tiddlers and wheelchair users and to say slow down when approaching or passing people. Great to increase cycle use but it sadly won't be long before someone is hurt, not just on Greenway or the common but on general pavements in the town, maybe some guidelines on cycling on the pavement would be good idea too e.g slow down don't fly round blind corners or cut Infront of wheelchairs, they have foot plates that stick out much further than you might think etc... :)

211 1) The lower part of Pixmore Way (towards Baldock Road) is shown as a particular accident blackspot on figure 3.4 on page 18 of the report. I live on this road and therefore cycle on it daily. It is a main artery towards the town used by lorries and heavy vehicles but has cars parked along its length making it narrow for the two way traffic using it. Despite this, drivers often travel at speed or aggressively down it, especially outside of peak times. A large number of school children cycle down the road each day on their way to and from school. These children (and also a large number of adult cyclists) tend to use the pavements creating a hazard for pedestrians, presumably due to the dangerous nature of the road. A 20 mph speed limit would be helpful. This is sensibly the maximum speed which can be achieved on this road due to the parked cars. There are also numerous surrounding roads which provide similar vehicular access to town (such as Broadway from the Baldock Road) and mean that a one way system could feasibly be introduced for cars which would allow space for cycle lanes and contra flow cycling provision in Pixmore Way. 2) Travelling out of Letchworth can be tricky in some directions. There is a cycle path on the A505 after the A1M junction (towards Baldock). The roundabout over the A1M is however tricky for cyclists and accessing the B197 from the fast dual carriageway A505 requires cyclists to dismount and cross the busy road on foot. There are no traffic lights for persons crossing or other provision. Improved provision or at least traffic lights to cross the road would be helpful. 3) Gernon Road is a relatively quiet and wide road providing easy access from the town. It is however one way and could easily be made two way for cyclists, increasing access to the town on a comparatively safe road. 4) Letchworth Gate is shown on Figure 3.12 on page 27 of the report as being largely unsuitable for cycling. It is an extremely wide road with large verges and little used footpaths. It would appear that separated cycle paths could be accomodated without substantial changes to the layout of the road. While it is noted in the report that other North South routes are available, it is often an unavoidable road unless the cyclist has time to take a reasonably long detour. I often have to use it to travel towards Weston and the villages beyond this. 5) Quiet ways are successfully used in London signposting alternative quiet routes for cyclists between popular destinations away from busy roads where possible. These are combined with improved cycle provision where it is necessary to cross or join busy roads. Could these be considered in Letchworth? There are often safer back street routes which cyclists could be signposted to. 6) The cycle path through the fields between Willian and Graveley Lane provides a safe, off road, route to and from Stevenage, but towards Graveley Lane it is not tarmaced and the stony pot holed surface makes it difficult to pass along, especially after dark or in muddy conditions. If this could be tarmaced or the surface simply be better maintained it would be helpful.



## ResponseID Response

213 More shared foot/cycle paths, so we can stay off the roads legally.

216 As a regular user of the greenway and the ncr with my children I have found that the route from Norton common to the Broadway is poorly signed and has several dangerous junctions and roundabouts. This could be improved by better road markings for the cycleways and possibly crossing points for cyclists to avoid the roundabouts?

218 The cycle superhighways in London are great - a mini cycle path next to the road. They would be good in Letchworth. And one to connect Hitchin to Letchworth could be made - as they are very busy roads between the towns - not safe for kids.

219 The very poor condition of Letchworth's roads (and lack of urgency to repair them) are my main concern as a cyclist, and should be the first thing addressed when aiming to improve cycling in Letchworth for its residents. Some roads have such poor surfaces that I have to choose alternative routes to my destination, in order to not further damage my bike (which has had to have a wheel replaced due to Letchworth potholes).

221 Motorists drive like lunatics around Eastholm/Norton Way North, lots of speeding throughout the day especially in the evenings, I have young kids who love cycling and I find the way these people drive very troubling (and noisy!) Speed check (or temporary speed traps) might help.

225 Specific roads with 20mph limit with mixed cycle and car use but specified as trunk access routes for cyclists and cars. Enforce with cameras.

226 Yes, but I will email my thoughts.

228 For starters, I'm not sure a shared path across the Common (but NOT the other paths) constitutes a 'cycle network' does it? We still have to fight it out with the cars etc. everywhere else, don't we? Nice tho the Greenway is, it's not a 'network', just a pleasant leisure path for the weekend. Ever been to Copenhagen, or Amsterdam, now that's a network. We need radial routes to the centre protected from cars. This is meant to be a garden city. Have you noticed that people ride on the pavements? The demand is there .

229 I am a keen cyclist and feel privileged we already have the Greenway. The main issue is cycling through the town which can be dangerous.

## ResponseID Response

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231 Outside of the cycling network, an important factor that reduces or eliminate the confidence required to use bike as a transport around Letchworth is the outrageously bad width of the available section of normal roads due to: - absurd two-way roads that barely have space for one lane - ubiquitous rogue parking in places that are clearly designated with continuous single and double lines on main roads - absolute absence of enforcement of existing parking restrictions - permit to park in places that are completely incompatible (particularly along bends where the visibility of the next trait of road is practically zero) - houses that are allowed to provide zero parking spaces on many roads, where the front is entirely utilised for soft landscaping, which causes unsightly and dangerous crowding of the sides of the roads with parked cars: why are so many houses not forced to provide off-street parking, in an age when many households own two cars or more? - lack of speed restrictions and speed bumps in crucial roads (Station Way is an example where car and even buses travel at shocking speeds) All in all, Letchworth is very permissive toward borderline antisocial driving and parking behaviour, and it's fundamentally designed around cars. Furthermore, it's designed around what cars were 30-40 years ago, both in numbers and in size. The number of cars is enormously higher, and their dimensions have grown by at least 50% compared to when roads and house fronts were designed. It's no use to run and plan the city in a state of denial of this simple reality. This is not surprising: motorists and cars bring taxes, cyclists do not, and nowadays when public services are run for profit, the obvious end result is that everything is designed against the interests of the citizenry.

232 Segregation of cyclists and road vehicles on major roads (A507, 505, etc). Improved access to Greenway and extension / development of off-road network. Cycle maintenance courses.

233 It is a shame that local cyclists were not involved in choosing and detailing the schemes put forward in the strategy. Letchworth cyclists have provided a detailed response including further ideas and suggestions based on their comprehensive Cycle Network Plan which I fully support. I would be interested to know why the Foundation considered it best to have minimal engagement with local cyclists when producing this report. This feels like a wasted opportunity.

238 I think driver awareness will be improved once there are more cyclists on the road. Having grown up in a town where the majority of the people cycled, you felt safe as drivers were expecting you to be there. In Letchworth, I feel very vulnerable on my bike as I am an unusual sight on the road! I think the Common is a great bike route, but I did once have a collision with a dog which ran out the bushes suddenly, and across the bike path. Lighting the Common path at night would also help pedestrians walking across. My final point is that local bike journeys are hindered (and therefore less time efficient) the more you have to stop and cross roads/wait at junctions for car traffic/move onto pavement. The best bike paths (and therefore most appealing bike journeys) have the least amount of road junctions. Letchworth and Hitchin have some great bike shops so the support is there for cyclists.

239 Reduce motor vehicle Speed and increase driver awareness amongst younger drivers. Talk to RoSPA Advanced Drivers North Herts East Beds. And I A M.

## ResponseID Response

241 1. Separation of traffic with different speeds to avoid collisions: i.e. separate cyclists from cars as well as pedestrians. 2: encourage cycle commute by creating direct cycle routes to places of work and transit (not meandering through residential or leisure areas, time is an important factor when commuting)

242 Drivers in general seem to lack basic knowledge and understanding of how to pass cyclists safely when we do need to use the roads in and around Letchworth. As a driver of a car and road cyclist, cycle lanes on the roads in and around Letchworth would support commuter cyclists as well as leisure cyclists attempting to take on longer routes. A driver education scheme would be helpful, i.e. passing a cyclist at 30mph with less than a foot between the mirror and them is not safe and is likely to cause the cyclist to topple into the verge or towards traffic. There are so many things that could be improved in our local area, but without education improvements will be wasted.

243 Cycling= transport, not just leisure! All public places should be accessible by bike. Signage giving approx time in mins to cycle to key places, e.g station. Then people will start to realise how efficient it is.

244 From my experience cycling and as a driver, I believe the main issue in Letchworth is the lack of driver awareness/ attitude. I repeatedly see cars speeding past cyclists too close or driving impatiently while waiting to overtake. I believe driver awareness/attitude needs to be addressed, perhaps by advertising campaign and better signage warning of cyclists. This would also be helped by clearly marked cycle lanes/paths. Cyclists are partly at fault as some do not use the roads appropriately and also do not have lights or hi-visibility clothing/marking. Road condition is another issue. There are numerous pot holes, some very large and deep. These are dangerous for all road users, especially cyclists who may have to divert into the road or have a car suddenly swerve into their path. Another issue is street lighting. It is poor in some areas, noticeably on the route I regularly travel, along Norton Way North and the surrounding residential side streets. It is dangerous for cyclists using the roads after dark. Another factor is the street lighting being turned off late night. Although I agree with reducing light pollution and saving energy, this switch off makes cyclists and pedestrians are vulnerable when travelling back late night. Perhaps the timings could be changed or light levels reduced instead of turning off.

245 Stop cyclists using foot paths. They knock people down and don't care. They are riding through hedges and destroying habitats

247 All the ideas listed in these 4 questions are good ideas - I would not oppose any of them. I have ticked the ones that I would prioritise. I would like to endorse all the views expressed in the separate submission entitled "Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018". I would also like to add that several existing on-pavement cycle paths have had their paint almost completely worn away, making them nearly invisible (causing irritation and risk to both cyclists and pedestrians). In particular, the cycle path on Bedford road is invisible. The cycle path on Station Way approaching the entrance to Morrisons is also faded.