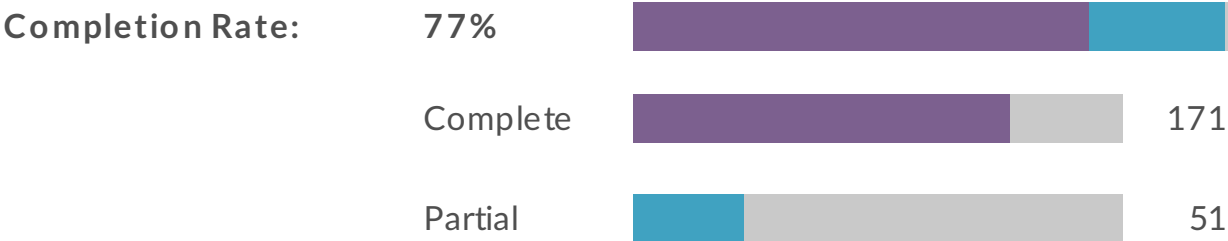


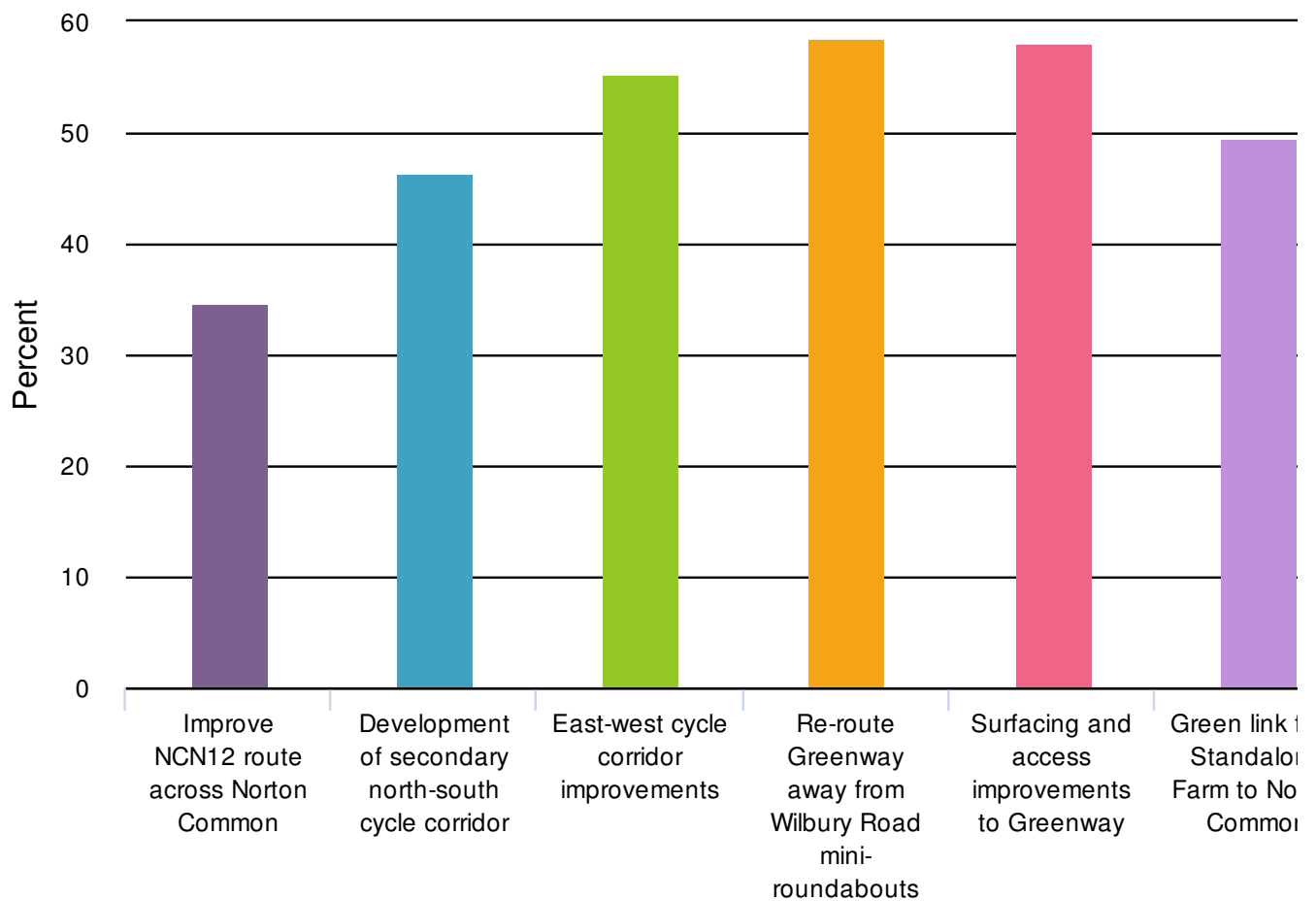
# Report for Cycling Strategy Part Three







## Response Counts



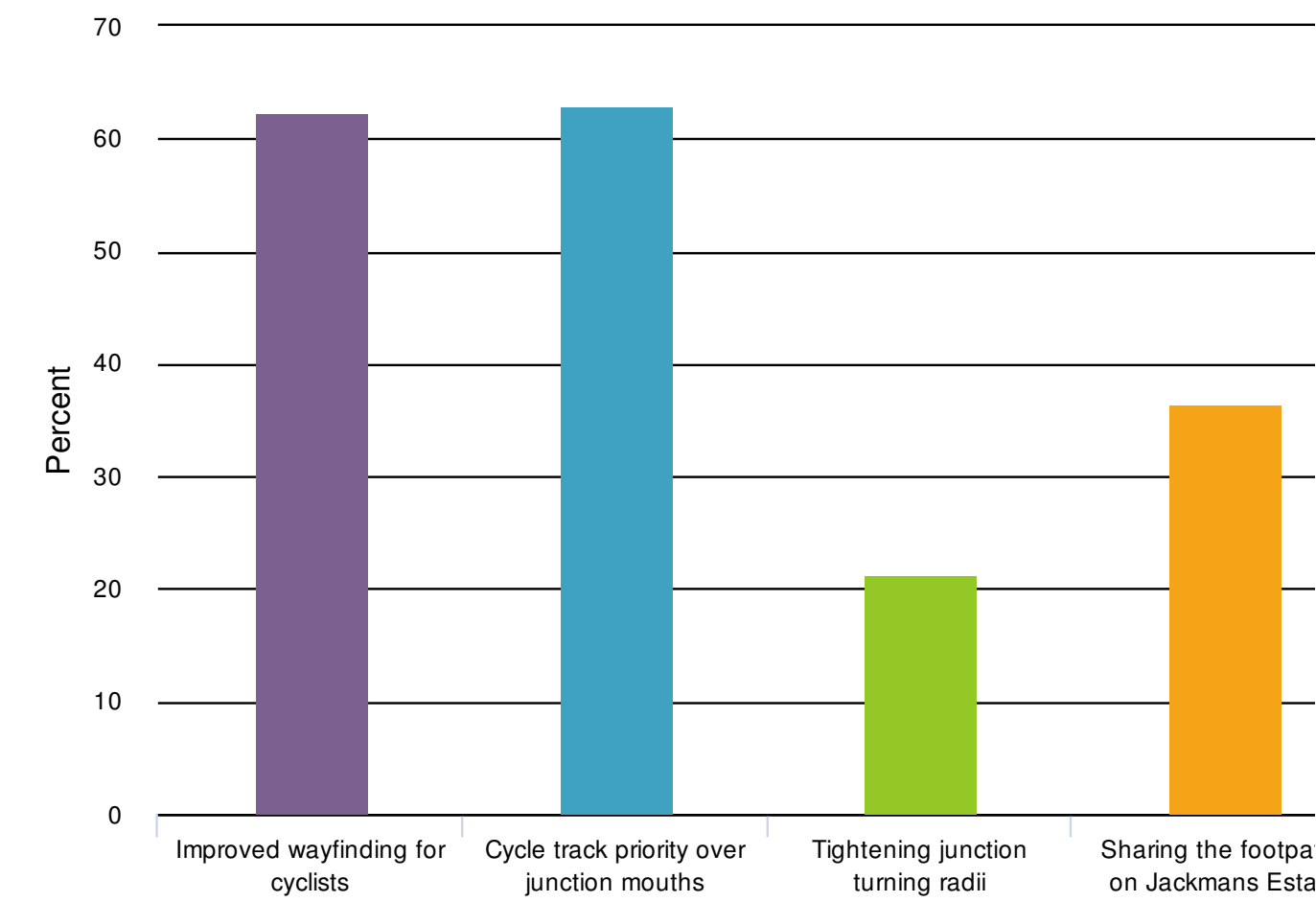
Totals: 222

1. How can we enhance and extend cycle routes in Letchworth to help create a comprehensive network, making cycling an easy and pleasant transport choice?



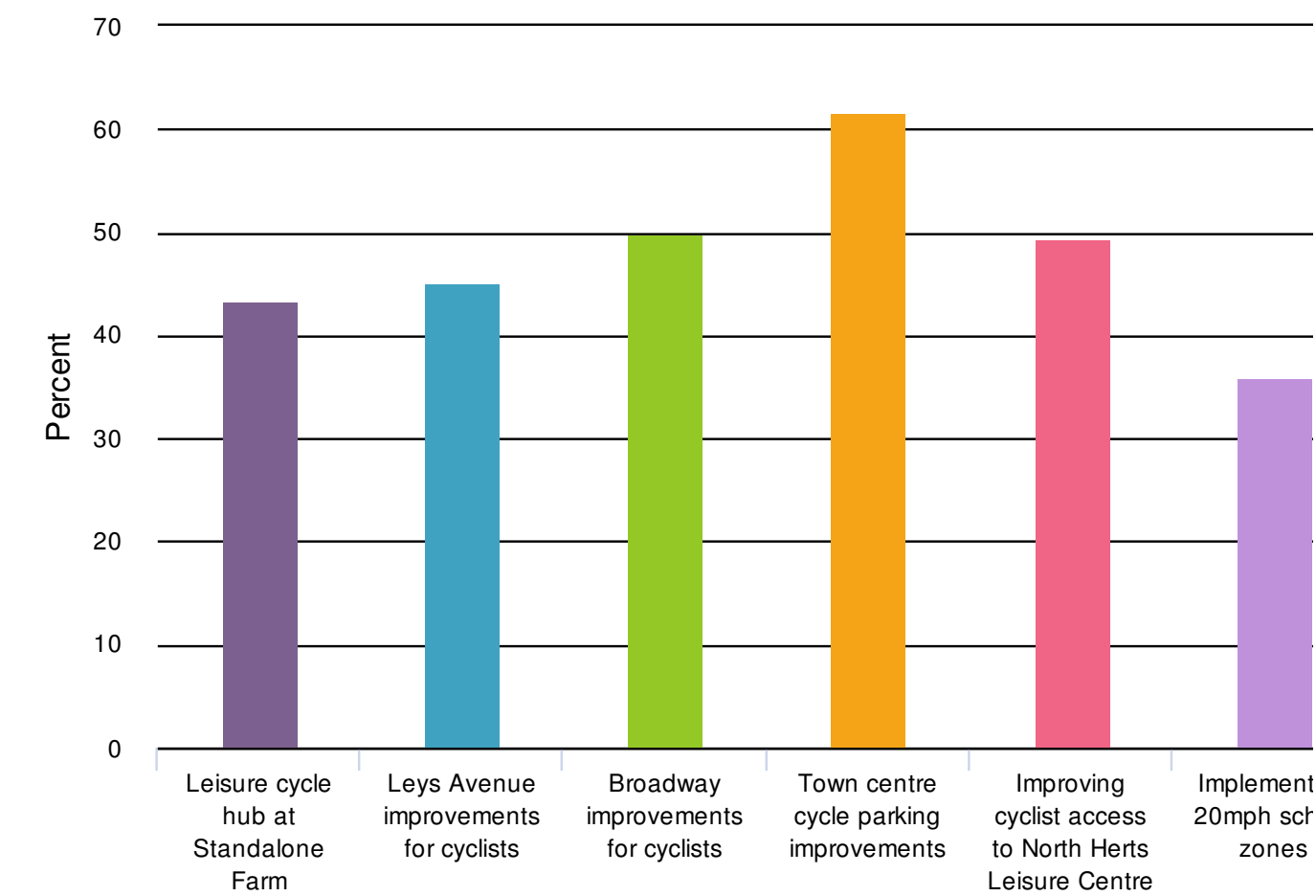
Value		Percent	Responses
Improve NCN12 route across Norton Common		34.6%	65
Development of secondary north-south cycle corridor		46.3%	87
East-west cycle corridor improvements		55.3%	104
Re-route Greenway away from Wilbury Road mini-roundabouts		58.5%	110
Surfacing and access improvements to Greenway		58.0%	109
Green link from Standalone Farm to Norton Common		49.5%	93







2. How can we make it easier and safer for all to cycle in and through residential areas?



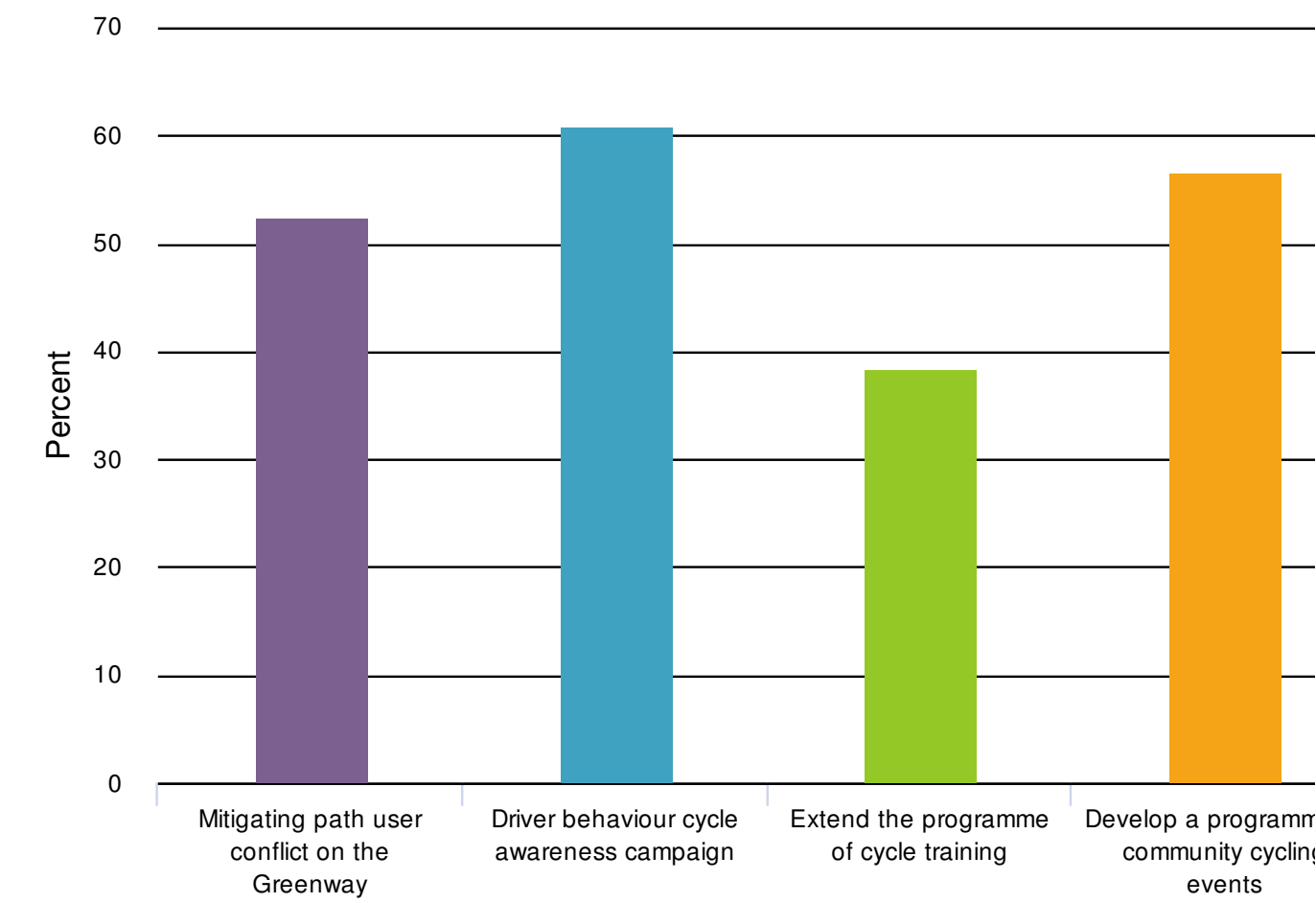
Value		Percent	Responses
Improved wayfinding for cyclists	<div><div></div><div></div></div>	62.4%	111
Cycle track priority over junction mouths	<div><div></div><div></div></div>	62.9%	112
Tightening junction turning radii	<div><div></div><div></div></div>	21.3%	38
Sharing the footpaths on Jackmans Estate	<div><div></div><div></div></div>	36.5%	65





3. What would improve access to bicycle to key destinations in Letchworth Garden City, including the town centre, station and leisure centre?



Value		Percent	Responses
Leisure cycle hub at Standalone Farm		43.3%	71
Leys Avenue improvements for cyclists		45.1%	74
Broadway improvements for cyclists		50.0%	82
Town centre cycle parking improvements		61.6%	101
Improving cyclist access to North Herts Leisure Centre		49.4%	81
Implementing 20mph school zones		36.0%	59

4. What would give people the confidence and skills to cycle and encourage positive and safe interactions between cyclists and road users?



Value		Percent	Responses
Mitigating path user conflict on the Greenway		52.4%	86
Driver behaviour cycle awareness campaign		61.0%	100
Extend the programme of cycle training		38.4%	63
Develop a programme of community cycling events		56.7%	93

5. Do you have any further ideas or suggestions as to how we can improve Letchworth's cycle network?



## ResponseID Response

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

## ResponseID    Response

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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.

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.

## ResponseID    Response

47	Fur future ensuring all new developments have dedicated cycle paths that run alongside roads. Concerntrating 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 if 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 given 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 came!
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

## ResponseID    Response

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

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!

## ResponseID    Response

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 greewwy 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 amdvmanybkids 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 conning 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.

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

## ResponseID    Response

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

## ResponseID    Response

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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

## ResponseID    Response

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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 it's quicker and means you don't have to cede right of way to car traffic.

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, increasng. 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.

## ResponseID    Response

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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 Gravelly 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.

## ResponseID    Response

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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. Likewise 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.

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 Icknield 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 Letchworth and also making Letchworth a good destination for those who cycle through.



## ResponseID    Response

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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 gravely from letchworth 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 letchworth 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 cycke paths are surfaced adequately. Cyclists go on roads such as on Broadway by St Frances because the cycle paths are uneven and hazardous

## ResponseID    Response

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187                      I live on Grange Road between Lammas 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.

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)

## ResponseID    Response

194	Cycling afternoons with kids- across schools and year groups to help decrease the divide between the different schools
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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!
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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.
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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
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199	Paint a cycle lane onto town centre area pathways where there is room for cycles to share the path.
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200	Cycle training should be for road users also, not only current or potential cyclists.
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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.
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205	Stop speeding on Norton Rd and Norton Way!!!!
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## ResponseID    Response

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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

## ResponseID

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 accommodated 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.

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?

## ResponseID    Response

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.

## ResponseID    Response

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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.

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)



## ResponseID    Response

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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.

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.

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.

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?

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.

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

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.

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!**

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.

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 Standalone Farm In a similar vein taking a cycle path past the front of St Christopher's and the Masonic temple instead of a 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.

- > 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!

> As a road cyclist in Letchworth I enjoy all the surrounding countryside great small roads. Unfortunately the greatest risk is getting from Letchworth across to Ashwell. 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 a double lane.

> Cheap and cheerful!!!

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

1. Page one -Final Strategy. This implies there is no further consultation or input. I think the choice of wording could be better.
2. No central plan emanating from the town centre radiating out to the outskirts of the town to beyond. I would like to see it work with the original masterplan of the town.
3. 1.8 – Quick win is fine but there needs to be a longer strategy in place. Medium and long term projects which are bold in ambition and clear in strategy on how it will be implemented.
4. 3.3 A single ride around the town is not enough to base a strategic report on implementing changes, especially if it is not within commuter hours.
5. Speed of traffic within the town needs to be reduced to enable safer cycling. 20mph zones etc might reduce speeding. (Norton Road North is especially bad for traffic exceeding 30mph) Scheme 3.6 suggests 20mph zones near schools is a good start but I feel this should go further in the town like Stotfold has implemented.
6. Cycling in Letchworth currently feels less safe (in my personal opinion) than in central London on a daily basis. Over 7 years of cycling in Letchworth and London, I had more near misses in Letchworth than London. I believe this is mostly due to traffic speed as traffic in London is much slower than Letchworth, and drivers in Letchworth are less used to sharing the roads with cyclists.



## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

Thank you for opening up this cycle 'strategy' to a public consultation. We are pleased to see the Heritage Foundation are keen to improve conditions for cyclists in the town.

The report contains some interesting ideas but the strategy that underpinned the choice of schemes is not explained. The report begins with a review of local and national policy, which all seem very energetic regarding cycling promotion (HCC's "step change in cycling"), but then the recommendations for Letchworth seem limited and unlikely to deliver a modal shift to sustainable transport as promoted by the local and national policy documents. The recommendations only seem to try to address the following, much less ambitious, objectives:

- Reviewing the adequacy of existing cycle infrastructure;
- Restating some of the schemes that are in the Letchworth and Baldock Urban Transport Plan (2012) which was also produced by Steer, Davies and Gleave consultants.
- Identifying cycle network and road improvement that would allow residents of the proposed new estate north of the Grange to reach services in the existing town by bicycle;
- Identifying improvements to the Heritage Foundation Greenway;
- Providing ideas for increasing the number of residents cycling.

The report recommendations would bring some improvements to the town but clearly to provide a modal shift to sustainable transport a more comprehensive strategy is required as Letchworth Cyclists proposed in their Cycle Network Plan, a 'Mini-Holland' vision for the town.

Some of the recommendations in the report are no more than a series of ideas which require testing for their viability and impact. Any recommendations need to be informed by a clear understanding of cyclist behaviour and preferences and take account of busy school run and peak work journey times. More analysis and research into usage patterns and typologies would have helped to inform specific tactical efforts for improvements.

It's surprising that the report does not make recommendations for meaningful interlock with key groups, for example, existing cycle groups, schools, rail commuters, major employers. Wider engagement would bring much needed local knowledge into this 'strategy'. After the consultation ends, what work are the Heritage Foundation planning to move from the list of ideas to some evidence based recommendations?

Specific comments on the report are:

### **Para 3.13**

No priority is given to improving the Stevenage link because of the distance and some difficult junctions. However, with electric bikes, significant commuting between North Herts towns and Stevenage and plenty of off-road tracks to utilise, developing this route may be ignoring an important opportunity to move people to sustainable transport modes. Even if a scheme is not proposed as part of this report we would suggest that the report should be more neutral in its conclusions on the potential for developing this route.

### **Paras 3.11 & 3.14**

The report suggests there is scope to encourage more cycling by commuters to Hitchin and to the station. It would be interesting to see more research conducted on these groups to understand the barriers to cycling which would allow more targeted recommendations to be offered.

## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

### **Figure 3.12**

Should the Broadway gyratory be classified as Level 3 rather than 2? There is evidence of accidents, and local cyclist experience is that it is one of the most risky places to cycle in Letchworth.

### **Para 3.34**

The report ignores primary schools but a significant number of children ride to primary schools and with suitable provision more could be encouraged. Consideration of schemes around the entrance roads to each school in the town should have been addressed in the strategy.

### **Para 3.34**

NCN12 passes the private schools of St Christopher and St Francis, many of whose pupils are not local and it would be interesting to explore with these schools the extent and the potential for children cycling to school. NCN12 does not pass the state secondary schools so improvements to NCN12 will not address the key challenges of cycling to these schools.

### **Para 3.42**

The report identifies that pavement cycling is common but because pavements are often quiet this is not an issue. However, the busyness of pavements is time of day and location dependent. Children often cycle on the pavement, and they will converge to the paths around school entrances where there are plenty of pedestrians (including those walking from their parked cars). Parked and turning cars can make cycling on the road near schools particularly hazardous at school start and end times, even if these roads are quiet at most other times. So around schools cyclists and pedestrians are in conflict and segregated cycle lanes on the access paths to schools would be beneficial. What the report also does not recognise is that on many roads high vegetation exists at the front of properties which restrict visibility for cars leaving driveways so cycling on pavements has its own hazards.

### **Para 4.8**

The report could have emphasised that Gernon Road is one-way in the same direction as Leys Avenue which elongates cycle journeys where cyclists need to go from Norton Way South to Broadway / Eastcheap.

The conclusion is that the retail and industrial area is not conducive to encouraging cycling, yet this seems to go against the aims of the various national and local policies to encourage cycling. Considering this is possibly a major destination for local commuters, as well as a route to Baldock, should more research be done to ascertain the value of finding a solution or at least be more neutral about possibilities for improvement. Letchworth Cyclists network plan proposed a number of options for this area of the town and opportunity needs to be taken in new developments, such as the recent development of the site between Dunham's Lane, Sixth Avenue and Avenue One to incorporate cycling infrastructure.

### **Para 5.6**

With wide verges, segregated cycle lanes are an option that Letchworth could adopt. It would be helpful if the report could address surfacing options that could blend with the garden city environment.

### **Scheme 1.1**

## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

We would agree that improvements can be made to NCN12 across Norton Common, we would not however, consider this to be a high priority improvement, there are other areas of NCN12 that should take priority for funding. Path widening is a "nice to have" but not a prohibition to current usage (everyone simply cycles on the grass). More beneficial changes to NCN12 that should have been considered are:

- A crossing from Norton Common to the Quadrant.
- Adding an off road detour / junction improvements to avoid the hazardous junction in Willian village.
- Providing a segregated cycle route from the central path along Broadway by Barclays' bank across the two zebra crossings, over Bridge Road to the junction with Nevells Road.
- A safer path through Southfields on the Grange Estate.
- A safer path through Danescroft on the Grange Estate.
- An off road solution to Sparkhawke which is suitable for school children.

The report doesn't offer any evidence to confirm that this scheme would really achieve the proposed objectives 1 and 2. This path is already extremely popular and the proposed improvements may have extremely limited incremental benefit. An analysis of who is, or could be, cycling at what times would be helpful before coming up with solutions. Given we don't have a 24 hour train service is 24 hour lighting necessary? Would "Extended hours" lighting, say 3.30pm to 9.30/10pm and from 6am, in winter help some cyclists? The report doesn't investigate potential lighting systems except a standard street lighting one, which the report already suggests would be dismissed on wildlife grounds, we don't really have an assessment here of realistic cost versus realistic improvement.

The report also didn't discuss how the lighting system might be managed to avoid wasted electricity in summer and the costs, ownership and management implications. This path is isolated so how comfortable would people be using it in the late evening? This route may be an alternative when Cowslip Hill (the most popular alternative to Norton Common) is parked up with commuters but would usage patterns show that Cowslip Hill becomes more usable later in the evening? It would be interesting to know when the serious accident occurred on Cowslip Hill.

As well as addressing the North-South Route through Norton Common could this scheme be extended to include an East-West route from the outdoor pool, tennis courts, skateboard park and play area. This link would also provide more safe options for children to cycle to the secondary schools if it links through to Cowslip Hill (Scheme 1.6).

### **Scheme 1.2**

The report would have benefited from a full description and status of this scheme which is to be implemented by Herts County Council. The bridge on this route has steep steps, and we understand the low cost proposal to resolve this is "to install cycle ramps on the footbridge so that cycles can be wheeled rather than carried up and down the stairs". With increasing retail outlets on the industrial estate this route could provide access to shops as well as the leisure centre and a ramp solution that works for bikes, adapted bikes for moving young children, disabled access and pushchairs will provide a better solution for opening up this route and should be recommended in this strategy. Our understanding is that a Toucan Crossing is proposed across the B656. To maximise the cycle network opportunities opened up by the scheme consideration should be given to ensuring this crossing links to paths which have the potential to be shared pedestrian / cycle paths linking to

## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

Radburn Way, Lowe Drive and Pixmore Avenue and to routing the cycle path at the top of Dunham's Lane off road through Baldock Recreational Ground.

### **Scheme 1.3**

Option 1 is the ideal solution as it would provide a safe direct route and it would have been helpful if the report had come to a view on whether there is sufficient land along the route for this to be viable. Option 3 sends cyclists a long way from Baldock Road if that is their destination. This Option suggests passing along Cloisters Road. Cloisters Road is often heavily parked at the top, causing access issues, and has coaches parked and reversing at the start and end of each school day which makes it hazardous to cycle. Crossing the A505 is also hazardous so a new crossing would be required to meet Cloisters Road. Additionally Option 3 utilises Radburn Way but there are off-road options that would avoid Radburn Way and its mini-roundabout. The options for this scheme clearly need some additional work and need to incorporate local knowledge. Whichever, scheme is chosen improvements at St Paul's roundabout should be kept as this is a difficult but important junction into town from both the Lordship and Jackman's estates and is difficult for both cyclists and pedestrians to navigate.

### **Scheme 1.4**

The scheme proposed passes along Bursland to Icknield Way. Monklands appears a much quieter road and connects to the zebra crossing outside Fearnhill School and should be considered for inclusion in this scheme. This scheme should be high priority not medium.

### **Scheme 1.5**

The suggestions for improvement are not high priority. Higher priority improvements for the Greenway would be:

- Upgrading the Rosehill Hospital to Willian Road section so it is suitable for cycling.
- Adding a Baldock bypass which allows cyclists to avoid passing under the A1M, providing a link to the Leisure Centre and utilising the Jubilee Road crossing of the B656 to reconnect with the existing Greenway.
- Adding safe crossings on Norton Road, the A505 (by Rosehill hospital), Wymondly Road and Willian Road.
- Changing the bridge on Chiltern View to a shared cycle / pedestrian path.
- Providing an entry to the Greenway off Hillbrow which is not blocked by parked cars.
- Adding a connection from the Greenway to Briar Patch and Highfield School.
- Improving the path that links the A505 through to Radburn Way and to Pryor Way (cyclists are cutting their own path).

### **Scheme 1.6**

Extending the cycle path through to the outside pool, skateboard park, tennis courts and play area, beyond NCN12, would be an important link to leisure resources (cyclists and walkers are cutting their own path).

LED ground lighting should be considered for this route as is being considered for the route in Scheme 1.1.

### **Add Scheme 1.7: Linking Jackman's and Lordship Farm Cycle Tracks/ Footpaths to the Town Centre**

## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

Paths which are suitable for making shared pedestrian and cycle footpaths from Jackman's and Lordship estates meet at St Paul's roundabout but there are no safe crossings for pedestrians and cyclists to then reach Pixmore Way which is the main access road from this point to the Town Centre. The roundabout changes suggested in Scheme 1.3 should be implemented and then a cycle track introduced on Pixmore Way.

A two way segregated cycle lane should be introduced along the grass verge on the north side of Pixmore Way from the A505 down past Rushby Mead to the pedestrian crossing. The cycle lane should have priority over traffic from joining roads.

### **Add Scheme 1.8 – Norton Way Improvements and Cycle Bypass**

Introduce a 20 Mph speed limit along Norton Way and give consideration to more parking restrictions. On Norton Way South from the A505 to Pixmore Way, the existing grass verge between the mature trees and the kerb on the east side should be used for a cycle path. A pedestrian/ cycle lane should be introduced between Rushby Mead and Norton Way South on the south side of Pixmore Way. The existing pelican crossing on Pixmore Way should be converted to a toucan crossing. Introduce a 10 Mph speed limit on all three sections of Rushby Mead. Place bollards in the mid-point between the two Pixmore school entrances to deter parents from driving to the school and through traffic. Bollards should also be placed to prevent cars going right after exiting Mrs Howard Hall car park.

A toucan crossing or zebra crossing for cyclists and pedestrians should be introduced opposite Rushby Mead to cross Bird's Hill. The north pavement of Birds Hill should then be converted into a pedestrian/ cycle lane which turns onto Norton Way North and meets an ongoing cycle lane and a toucan crossing across Norton Way North (linking to Station Road). The cycle lane should have priority over joining roads.

Place a shared pedestrian / cycle lane along the west side of Norton Way North from Station Road to the pedestrian / cycle crossing. Place a shared pedestrian / cycle lane on the east side of Norton Way North from the crossing to Icknield Way widening the path as required. Introduce a segregated cycle lane on the verge on the east side between Icknield Way and Norton Road. A suitable pedestrian / cycle crossing should be introduced just north of Icknield Way which will provide access to a cycle lane to the open air swimming pool. A suitable crossing should be introduced across Norton Road to Eastholm. In the longer term consideration should be given to redesigning the mini-roundabouts in this area, if Icknield Way could be realigned (on one or both sides of Norton Way North) to meet, thus forming a cross-roads with Norton Way North there would be the option of using traffic lights rather than roundabouts which may improve a difficult set of junctions for motor vehicles, cyclists and pedestrians.

### **Scheme 2.1**

We agree that improved wayfinding, including on street painting would be beneficial. Muddy Lane is a good example of where improvements are required.

### **Scheme 2.2**

We agree that cycle track priority over junctions is a high priority improvement.

### **Scheme 2.3**

## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

Whilst this concept is a good idea we feel that the particular roads chosen may be better suited to having a separate cycle track rather than a junction change. Would not most of the cycle users be turning left into The Quadrant from Nevells Road anyway? If so, this change would be of limited benefit. This should be a low priority scheme.

### **Scheme 2.4**

This could be high priority as it something that can bring benefit and be implemented relatively quickly. The Letchworth Garden City Cycle Network Plan contains recommendations on which Jackman's paths to convert to shared pedestrian / cycle paths and this additional detail could be incorporated into this strategy.

Extending this scheme to include other paths across the town, which are identified in the Letchworth Garden City Cycle Network Plan, to shared pedestrian / cycle paths would make this document more strategic. For example:

- The path through Lordship linking Rookes Lane to the A505 longabout underpass and the link path through to Bell Acre.
- Gernon Walk
- The path from Pixmore Avenue through to Dunham's Lane
- Paths linking Cromwell Road through to Cashio Lane.
- The path from Cashio Lane / Croft Lane to Eastern Way.
- Paths linking Southern Way to Jay Close, Kite Way and Wilbury Road.
- The path around or through the Spirella to avoid the busy mini-roundabouts, blind corners and slim paths at the top of Cowslip Hill and Bedford Road.
- The path linking Letchworth Gate bus stop through Kestral Walk to Penn Lane.
- The path past Dents Close entrance to Baldock Lane.
- The path on the east side of Letchworth Gate from Baldock Lane to the A505 longabout.
- The path from Howards Drive to St Paul's roundabout.

### **Add Scheme 2.5**

There should be an additional scheme in this section to add forward stop boxes to traffic lights along the A505 / B656.

### **Scheme 3.1**

For this scheme to bring maximum benefit the cycle routes through the town (including NCN12) need to be made safer.

### **Scheme 3.2**

The description could be improved to clarify how the cycle path will avoid parking cars and pedestrians. We support the suggestions to improve access to the crossing on Norton Way and to the station. Consideration should also be given to extending the contraflow cycle lane to include Eastcheap.

Gernon Road may prove a more cost effective solution giving cyclists a link from Norton Way to the Broadway (accessing the library, cinema, council offices) and could be explored as an alternative or additional option. See the Letchworth Garden City Cycle Network Plan for suggestions on how to introduce a linked contraflow cycle lane on this road.

## **Letchworth Cyclists Response to the Consultation By Letchworth Heritage Foundation on their Letchworth Garden City Cycling Strategy which was published in June 2018**

### **Scheme 3.3**

NCN12 currently passes by St Francis College. If it was on the other side of Broadway it would link better with Spring Road and avoid cyclists having to negotiate crossing the Broadway at Sollershott Circus which can be hazardous. This would also deconflict cyclists from children being delivered and collected from St Francis College.

Scheme 3.3 should probably be considered high priority rather than medium, since it is a popular route and an intersectional point for many routes, and we note from the report that there have been cycling collisions.

### **Scheme 3.4**

We are looking forward to the Heritage Foundation and HCC starting to engage with NHDC on this additional parking.

### **Scheme 3.6**

This scheme should be extended to include primary schools, especially those where there are issues relating to children being taken to school by car. This should be high priority. Some clarity is required on which roads will be included, for example Highfield School should include Sollershott West as well as Highfield.

### **Scheme 4.3**

This should be medium priority.

### **Concluding Comments**

The schemes chosen seem limited and mainly addressing issues on the North side of town or improving the limited existing cycle network. To be considered a Letchworth strategy it ought to tackle issues across the town and a number of suggestions have been made to improve this strategy which we hope will be helpful. To have a modal shift in cycling Letchworth needs its own plan for a 'Mini-Holland'. Members of the cyclist group would be willing to provide input to try to improve this strategy before it is taken to the local council.