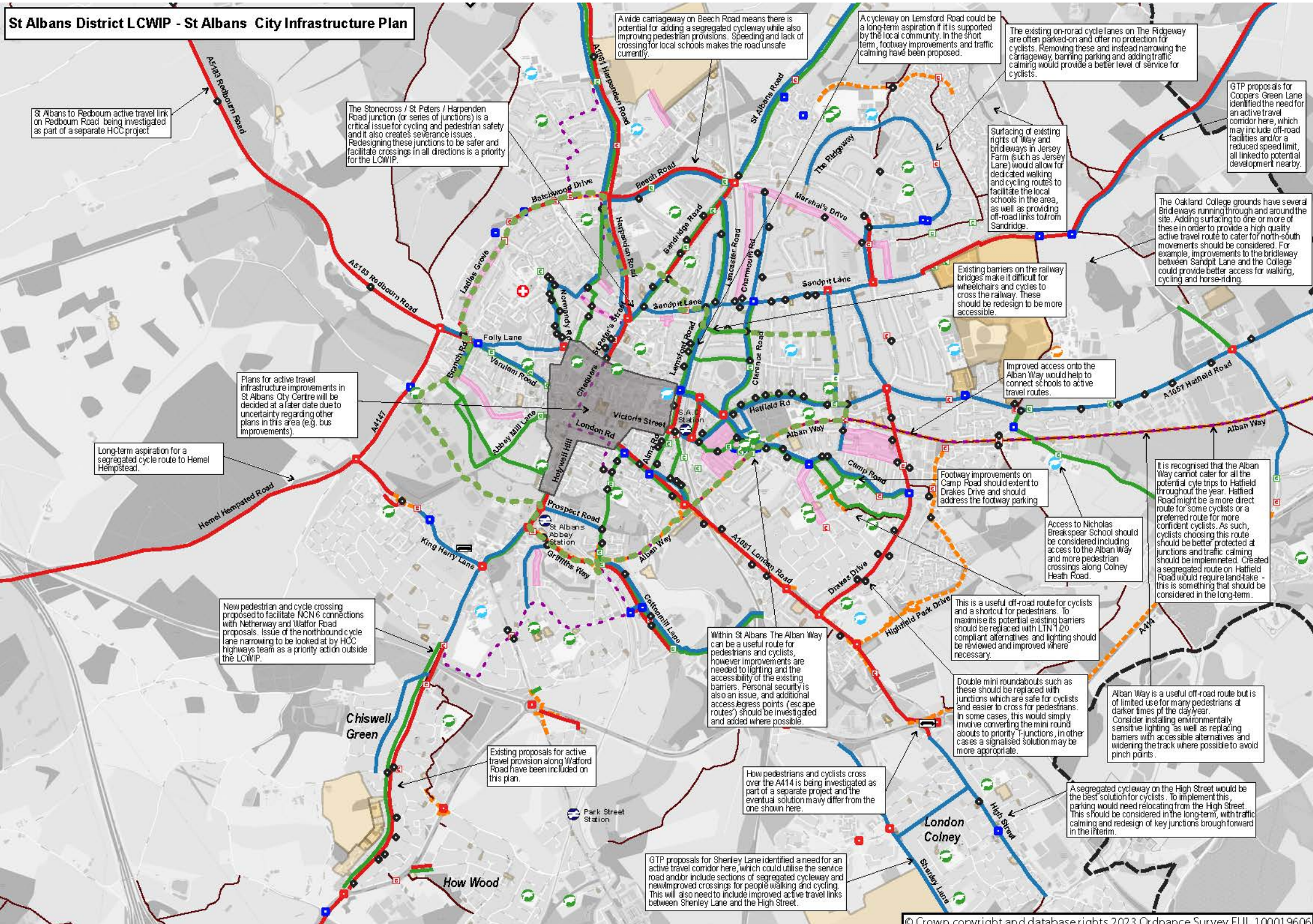


Appendix H

INFRASTRUCTURE PLANS FOR ST ALBANS AND HARPENDEN (Post Consultation)



St Albans District LCWIP - St Albans City Infrastructure Plan



St Albans to Redboun active travel link on Redboun Road being investigated as part of a separate HCC project

The Stonecross / St Peters / Harpenden Road junction (or series of junctions) is a critical issue for cycling and pedestrian safety and it also creates severance issues. Redesigning these junctions to be safer and facilitate crossings in all directions is a priority for the LCWIP.

A wide carriageway on Beech Road means there is potential for adding a segregated cycleway while also improving pedestrian provisions. Speeding and lack of crossing for local schools makes the road unsafe currently.

A cycleway on Lemsford Road could be a long-term aspiration if it is supported by the local community. In the short term, footway improvements and traffic calming have been proposed.

The existing on-road cycle lanes on The Ridgeway are often parked-on and offer no protection for cyclists. Removing these and instead narrowing the carriageway, banning parking and adding traffic calming would provide a better level of service for cyclists.

GTP proposals for Coopers Green Lane identified the need for an active travel corridor here, which may include off-road facilities and/or a reduced speed limit, all linked to potential development nearby.

Surfacing of existing rights of way and bridleways in Jersey Farm (such as Jersey Lane) would allow for dedicated walking and cycling routes to facilitate the local schools in the area, as well as providing off-road links to/from Sandridge.

The Oakland College grounds have several Bridleways running through and around the site. Adding surfacing to one or more of these in order to provide a high quality active travel route to cater for north-south movements should be considered. For example, improvements to the bridleway between Sandpit Lane and the College could provide better access for walking, cycling and horse-riding.

Existing barriers on the railway bridges make it difficult for wheelchairs and cycles to cross the railway. These should be redesigned to be more accessible.

Improved access onto the Alban Way would help to connect schools to active travel routes.

Plans for active travel infrastructure improvements in St Albans City Centre will be decided at a later date due to uncertainty regarding other plans in this area (e.g. bus improvements).

Long-term aspiration for a segregated cycle route to Hemel Hempstead.

Footway improvements on Camp Road should extend to Drakes Drive and should address the footway parking.

It is recognised that the Alban Way cannot cater for all the potential cycle trips to Hatfield throughout the year. Hatfield Road might be a more direct route for some cyclists or a preferred route for more confident cyclists. As such, cyclists choosing this route should be better protected at junctions and traffic calming should be implemented. Creating a segregated route on Hatfield Road would require land-take - this is something that should be considered in the long-term.

Access to Nicholas Breakspear School should be considered including access to the Alban Way and more pedestrian crossings along Colney Heath Road.

New pedestrian and cycle crossing proposed to facilitate NCN 6 connections with Netherway and Watfor Road proposals. Issue of the northbound cycle lane narrowing to be looked at by HCC highways team as a priority action outside the LCWIP.

Within St Albans the Alban Way can be a useful route for pedestrians and cyclists, however improvements are needed to lighting and the accessibility of the existing barriers. Personal security is also an issue, and additional access/egress points ('escape routes') should be investigated and added where possible.

This is a useful off-road route for cyclists and a shortcut for pedestrians. To maximise its potential existing barriers should be replaced with LTN T20 compliant alternatives and lighting should be reviewed and improved where necessary.

Double mini roundabouts such as these should be replaced with junctions which are safe for cyclists and easier to cross for pedestrians. In some cases, this would simply involve converting the mini roundabouts to priority junctions, in other cases a signalled solution may be more appropriate.

Alban Way is a useful off-road route but is of limited use for many pedestrians at darker times of the day/year. Consider installing environmentally sensitive lighting, as well as replacing barriers with accessible alternatives and widening the track where possible to avoid pinch points.

Existing proposals for active travel provision along Watfor Road have been included on this plan.

How pedestrians and cyclists cross over the A414 is being investigated as part of a separate project and the eventual solution may differ from the one shown here.

GTP proposals for Shenley Lane identified a need for an active travel corridor here, which could utilise the service road and/or include sections of segregated cycleway and new/improved crossings for people walking and cycling. This will also need to include improved active travel links between Shenley Lane and the High Street.

A segregated cycleway on the High Street would be the best solution for cyclists. To implement this, parking would need relocating from the High Street. This should be considered in the long-term, with traffic calming and redesign of key junctions brought forward in the interim.

St Albans District LCWIP - Harpenden Infrastructure Plan

In the medium term consider the potential for filtered areas in neighbourhoods throughout St Albans District, such as this part of northwestern Harpenden.

Accessibility to the Nickey Line from Hollybush Lane should be reviewed and the potential for step-free access for pedestrians and cyclists should be investigated as a separate piece of work.

As with the Nickey Line, surfacing and lighting some of the Luton-Harpenden Greenway could help facilitate more cycle trips with Harpenden as well creating an excellent off-road connection to Luton. Accessibility improvements, such as making access points barrier-free and step-free would benefit pedestrians and cyclists.

The Nickey Line bridge creates a pinch point on the carriageway on the A1081. A shuttle system is one of several options that should be considered in order to facilitate a continuous route. The options will be looked at in more detail when route plans are further developed.

The potential for step-free access onto the Greenway from Ox Lane should be investigated.

Improve Greenway transitions through these streets, ensuring they are wide and smooth enough to be used by non-standard cycles. Surfacing from Waveney Road should be considered.

Consider surfacing at least some of the Nickey Line, for example in this section to help facilitate cycle journeys between Roundwood Park and Moreton End Lane. Currently the Nickey Line is only cycleable on specialist bikes. If the entire route was surfaced it could create an excellent off-road connection to Redbourn and Hemel Hempstead. If environmentally sensitive light was added then it would additionally be usable in evenings and at darker periods of the year.

Accessibility improvements, such as making access points barrier-free and step-free, would benefit pedestrians and cyclists and have been identified through a separate Cycling Connectivity study.

The provision of a safe cycleway through A1081 corridor in Harpenden will also consider potential active travel improvements on Leyton Rd and Bowers Parade.

Simplify the layout of this junction by closing the unnecessary arm.

Improve access to this Right of Way

Allow pedestrian and cycle access to Harpenden Station via Aysgarth Close and the Station car park.

Replace shared footway with segregated cycleway and separate footway. This to continue to St Albans City with protected facilities at all junctions on the route.

On Southdown Road, remove pinch points for cyclists and replace with cycle-friendly traffic calming.