

# St Albans District LCWIP Consultation Report

## 1. Introduction

The St Albans district LCWIP public consultation ran from 7<sup>th</sup> February – 20<sup>th</sup> March 2023, led by Hertfordshire County Council in partnership with St Albans District Council. The following report provides an overview of the consultation process and outcomes.

## 2. Key findings

### St Albans LCWIP consultation in numbers

- **Total responses:** 711
- **Unique respondents** (estimated): 500
  - Responses via survey: 346
  - Responses via email: 66
  - Responses via storymap: 299
- **Overall support:** Very good support for the LCWIP aims, objectives and proposals
  - 86% of residents supported improvements to walking and cycling in the district
  - 67% of residents agreed with the LCWIP proposals overall
  - 58% of residents reported that the LCWIP proposals would definitely encourage them to cycle more often

- The St Albans District LCWIP public consultation secured **good support for the LCWIP objectives and proposals overall.**
- Of those who said they disagreed with the LCWIP overall, this was mostly associated with a **desire from residents for us to go further in our proposals**, include more locations or add more improvements.
- **Social media, email newsletters, and stakeholder groups were most effective** at reaching people with the consultation information, closely followed by Councillor communications and newspaper coverage informed by the joint Press Release.
- **More than half** of respondents reported that the LCWIP would **support them to cycle more often.**
  - People who rarely cycle (once a week or less) were most likely to say that the LCWIP proposals would encourage them to cycle more; people who currently never cycle were most likely to say that the proposals would *not* encourage them to cycle more often – emphasising the **need for additional behaviour change and educational measures** alongside infrastructure changes
- Several locations received particularly strong support: the A1081 between St Albans and Harpenden; Redbourn Road (A5183), Katherine Warington School; Coldharbour Lane; Tennyson Road; and key junctions on Station Road, Harpenden and Hatfield Road, St Albans were often mentioned in responses.
- The most common themes discussed in free text comments were segregated infrastructure standards, maintenance issues, traffic speeds and 20mph zones, rural routes and 'rat running'. Many comments also suggested specific locations for new crossings or junction improvements.
- There was significant underrepresentation of residents aged 30 and under
- There was slight underrepresentation of Black and Asian communities
- There was slight underrepresentation from women

### 3. Consultation overview

The St Albans LCWIP consultation ran for a period of 6 weeks, from the 7<sup>th</sup> February until the 20<sup>th</sup> March.

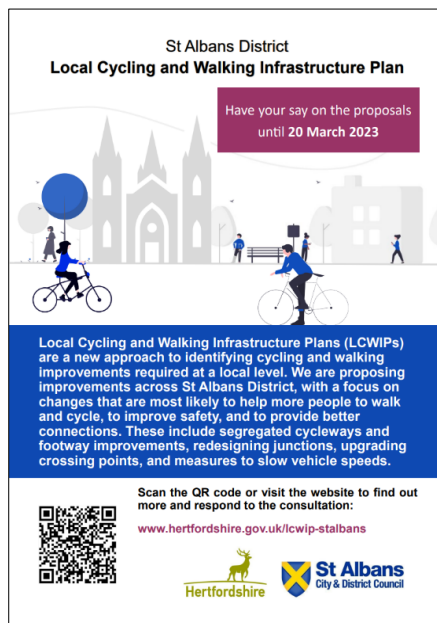
Stakeholders were offered information in a variety of formats:

- The full St Albans District LCWIP Technical Report and Appendices
- A short Executive Summary, giving a simple-language overview of the LCWIP and its objectives
- A storymap site, showing the proposals in interactive maps with text summaries for each prioritised route

Stakeholders were then given several potential channels through which to submit their views and responses:

- By completing an online survey
- By adding a location-specific comment on an interactive map
- By emailing the St Albans LCWIP inbox
- At LCWIP consultation events, either in-person or over Teams

**Figure 1: St Albans LCWIP poster**



#### Publicity of the LCWIP consultation

The consultation materials were publicised both in-person and online, through a variety of social media posts, email newsletters, posters, stakeholder events, and a press release. The consultation poster is shown in **Figure 1**.

A letter inviting stakeholders to view and respond to the consultation was sent via email to over 150 stakeholders, which included County Councillors, District Councillors, Parish/Town Councils, schools, walking/cycling groups and more.

Three additional consultation events were also held to support the consultation process:

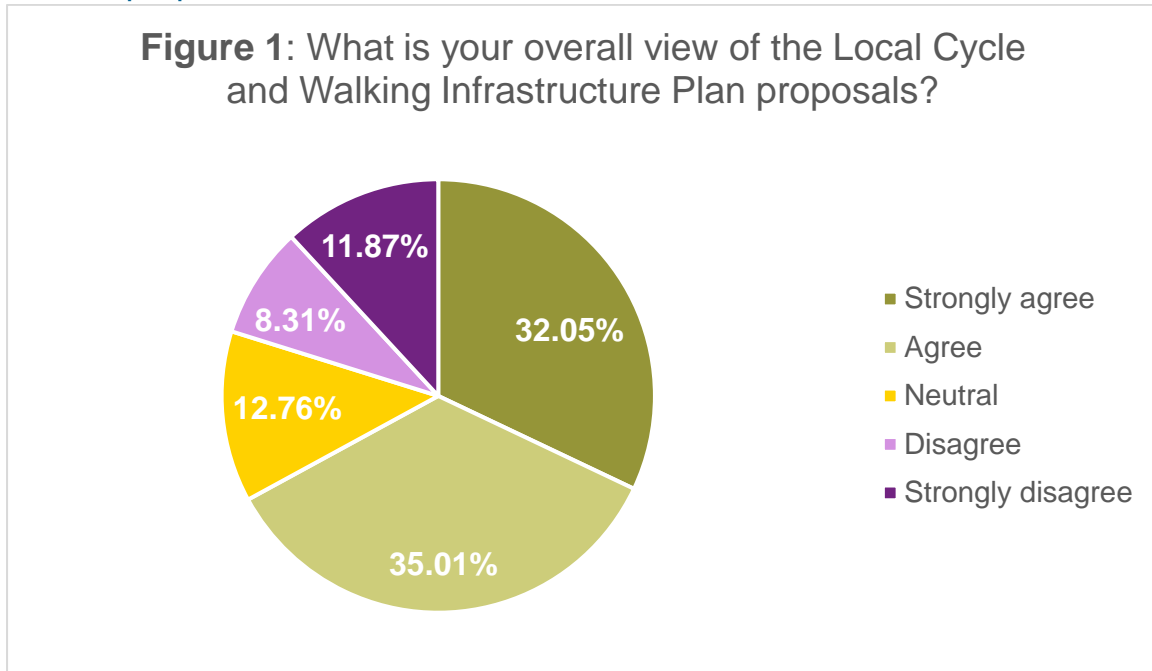
1. An online meeting for District & County Councillors, focused on the new Rural Connectivity appendix and how routes outside St Albans and Harpenden were being considered through the LCWIP.
2. An online meeting for the St Albans Cycling Campaign (STACC) at the group's request, giving an overview of the LCWIP and as an opportunity for members to ask questions directly to the project team.
3. An in-person engagement event at St Albans market on Wednesday afternoon, where large-scale maps and posters were used to engage passing residents and stallholders, answer questions, and collect feedback.

**Figure 2: HCC & SADC officers at St Albans market stall, March 2023**



## 4. Support for the LCWIP proposals and objectives

### 4.1 To what extent do St Albans district residents agree overall with the LCWIP proposals?

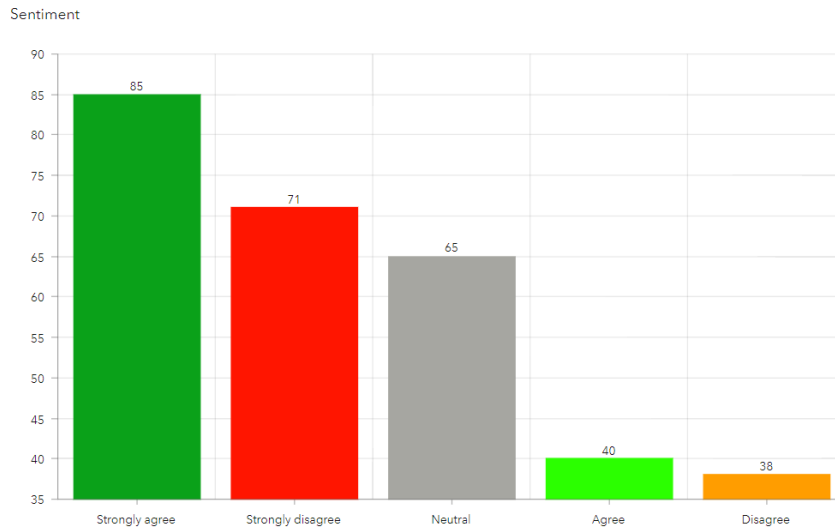


**More than 67% of survey respondents strongly agreed or agreed with the LCWIP proposals** overall, with a further 12.76% responding that they were 'neutral' about the proposals and just over 20% responding that they disagreed or strongly disagreed with the proposals.

Of those that disagreed or strongly disagreed with the proposals, **more than half agreed with the overall aims of the LCWIP** and 30% disagreed with the premise of improving walking and cycling in the district.

## 4.2 To what extent do St Albans district residents agree with proposals at specific locations?

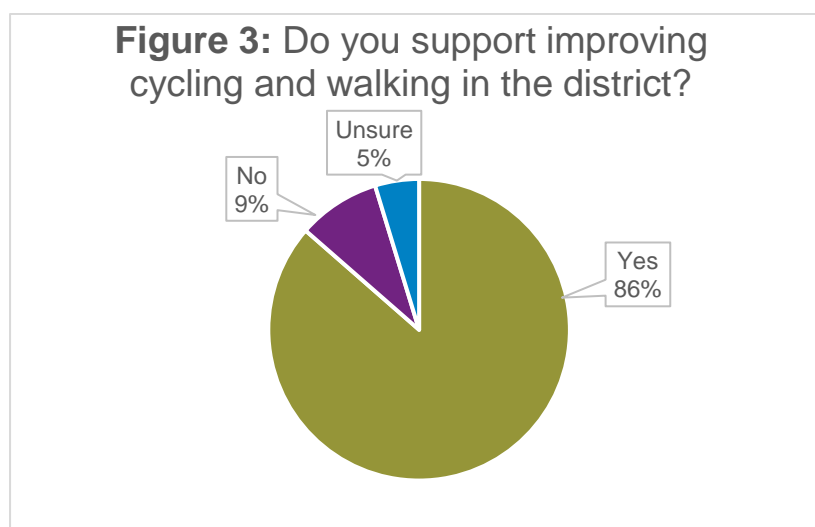
**Figure 2: Summary of storymap responses**



Of those who **disagreed** with the proposals in the storymap, a large proportion of respondents were requesting or suggesting **further measures** or for the LCWIP to be more ambitious, rather than disagreeing with an existing proposal. Only 8% of comments on the map that said they disagreed with our plans for that location were disagreeing with an existing proposal or with the principles that underpinned the suggestion.

Thanks to the helpful and good quality of responses to the consultation, we were able to make many changes to the LCWIP infrastructure maps as a direct result of the consultation exercise.

## 4.3 To what extent do St Albans district residents want to improve walking/cycling?



As shown in **Figure 3**, 86% of survey respondents said they support improving cycling and walking in the St Albans district.

## 5. Comments and suggestions

### 5.1 What were the main themes mentioned in free text responses?

The top five themes emerging from the LCWIP free text responses (in emails, survey questions and map comments) have been collated and summarised below.

We need to ensure good **maintenance** of existing and new infrastructure – potholes, overgrown vegetation and leaf mulch can cause problems for people cycling and walking.

**Rural routes** are very important to people walking, cycling and horse-riding, along with inter-settlement routes, and many people would like to see improvements to these networks.

Several comments talked about **safety**, the need for better pedestrian crossings at specific junctions and roads, and the dangers faced by people walking and wheeling, especially during peak hours or near schools. Some gave suggestions for further specific interventions.

**Too much traffic, going too fast:** Many comments talked about **traffic calming** using physical and speed limit reductions and gave examples of specific locations where there were safety concerns. Many respondents felt that large-scale 20mph zones would be particularly helpful for people to cycle comfortably and safely on-carriageway, without needing segregated cycle paths. Similarly, concerns about '**rat running**' were prevalent, with specific roads highlighted and suggestions made for how to restrict through-traffic in residential areas.

When designing new active travel schemes, we need to be **ambitious** and meet **LTN 1/20 standards** and prevent **conflicts between different road users**. Many respondents emphasised the need for fully segregated cycle routes (not shared use), more cycle parking, improved lighting/surfacing, better maintenance of existing routes, and the introduction of more safe crossings.

The **Alban Way** and **Nickey Line** also attracted more than 40 comments between them. These comments were mostly linked to:

- Lighting and safety at night
- Surfacing and maintenance to make the routes usable all year round
- Access onto and off the routes (including ramps and stairs)
- Onwards links to other destinations, such as schools, shops or residential areas
- The need for priority measures, e.g at roundabouts or where they cross a road
- Wayfinding and promotion of the routes more widely

These themes will be passed on to the Countryside & Rights of Way team. There are already many well-supported aspirations to improve lighting, surfacing, access, wayfinding, and junctions for both routes addressed through the South Central Growth & Transport Plan, as well as through other workstreams.

### **St Albans City Centre**

Many respondents also noted the lack of infrastructure proposals in St Albans city centre in the 'greyed out area' due to ongoing discussions and uncertainty around interacting proposals with Bus Improvement and Active Travel schemes. Comments received through the consultation covered a range of themes including:

- Comments making reference to specific locations and routes where local residents would like to see more improvements – in particular, there was a very high number of respondents interested in improving and prioritising active travel on Victoria Street and St Peter's Street, providing a safe walking and cycling link between the town centre and train station, and changing car access arrangements to make more space for active travel
- Comments suggesting that any future work for the city centre should take into account all transport modes and users to reduce unnecessary traffic
- Comments emphasising the need to ensure people can access the city centre by sustainable modes
- Comments referencing the specific context of St Albans, where the historic city centre has limited road widths and footway space at junctions and this can create barriers to active travel
- Comments highlighting the need for a 'joined up' walking and cycling network; infrastructure should extend through the city centre rather than stopping on the outskirts
- Comments making suggestions for speed reduction schemes, cycle parking and cycleways in the city centre and surrounding streets

Any future work for the city centre will need to take into account the requirements and benefits of a range of sustainable transport modes, carefully and strategically integrating bus improvements with walking and cycling infrastructure, to ensure an appropriate level of provision for all users and in line with the Local Transport Plan User Hierarchy. Future work will also take into account wider policy goals relating to economic impacts, traffic congestion, air quality, sustainability, carbon emissions, and accessibility, and should provide a plan for how scheme proposals will interact and work together. Feedback received as part of the consultation process will be logged and considered as part of these ongoing discussions.

## 5.2 What were the key themes which caused disagreement/concern among residents?

Some respondents were worried that measures to make walking or cycling easier would slow the traffic and cause **more congestion or queuing**, especially in the context of housing growth. Others raised concerns about loss of parking or.

The **total cost** of all the measures proposed in the St Albans LCWIP is very high, and many respondents were concerned about how we might be able to deliver all the proposed changes. Meanwhile, others were disappointed that no infrastructure had been proposed in **central St Albans**.

Some respondents were concerned that walking and cycling would never be a **viable alternative** to the private car, either due to the population's age/health, or due to the poor quality of the state of the cycling network, and disagreed with the LCWIP aims.

## 5.3 What were the key themes associated with agreement?

Many respondents told us that there are plenty of routes for leisure, but cycling and walking for **utility journeys** is difficult due to the **lack of infrastructure**, high volumes and speeds of traffic

Many residents identified popular **rat-running routes** which could be improved by traffic filtering or calming, to prevent through-traffic and make the local area safer for people walking and cycling

Many residents highlighted places where it is currently **difficult to cross**, or where they **feel too unsafe** to walk or cycle. They welcomed proposals for change in these locations.

## 6. Feedback on specific proposals and locations

### 6.1 Which walking and cycling proposals were most strongly supported?

Several locations received a particularly high number of comments via the map, survey and email in support of the active travel improvements proposed in the draft LCWIP:

- More than 30 comments in support of improvements for walking/cycling improvements along **Redbourn Rd (A5183)**
- 23 comments in support of the measures proposed on **Coldharbour Lane, Harpenden**
- More than 20 comments supporting the need to improve cycling links between St Albans and Harpenden along the **A1081**
- 9 comments in support of improvements to walking and cycling on **Common Lane, near Katherine Warington School**
- 6 comments in support of traffic calming or other measures to prevent rat-running through **Tennyson Road, Harpenden**
- 6 comments in support of junction improvements on **Station Rd, Harpenden**, to the north and south of the railway station
- Several comments in support of a major junction improvement at the **Hatfield Road / Ashley Road** double mini roundabout junction, which is difficult for both people walking and cycling as well as being a particularly difficult junction for people driving.

### 6.2 Which walking and cycling proposals were most controversial?

The following locations received a mixture of comments both for and against the proposed improvements, or were associated with concerns about the potential impact of future designs:

- The southern section of **Harpenden Road**, close to St Albans Girls School, where some responses voiced concerns about the number of driveways and interactions with a segregated cycleway in this location, while others voiced support for a safe and direct route that would go all the way from St Albans to Harpenden and support potential housing growth in the area.
- We had comments voicing both support and opposition to segregated cycling facilities along **Harpenden High Street**, with some raising concerns about a potential loss of parking and others adding that safe cycling through the centre of the town would be good for business and leisure.
  - o Note that several comments indicated a latent desire for pedestrianisation or traffic filtering of other parallel routes, such as **Bowers Parade or Leyton Road**. As such, in future development of any transport schemes in the area, it will be important to consider all three parallel routes in a holistic way to make walking and cycling improvements in line with stakeholder feedback and local priorities.

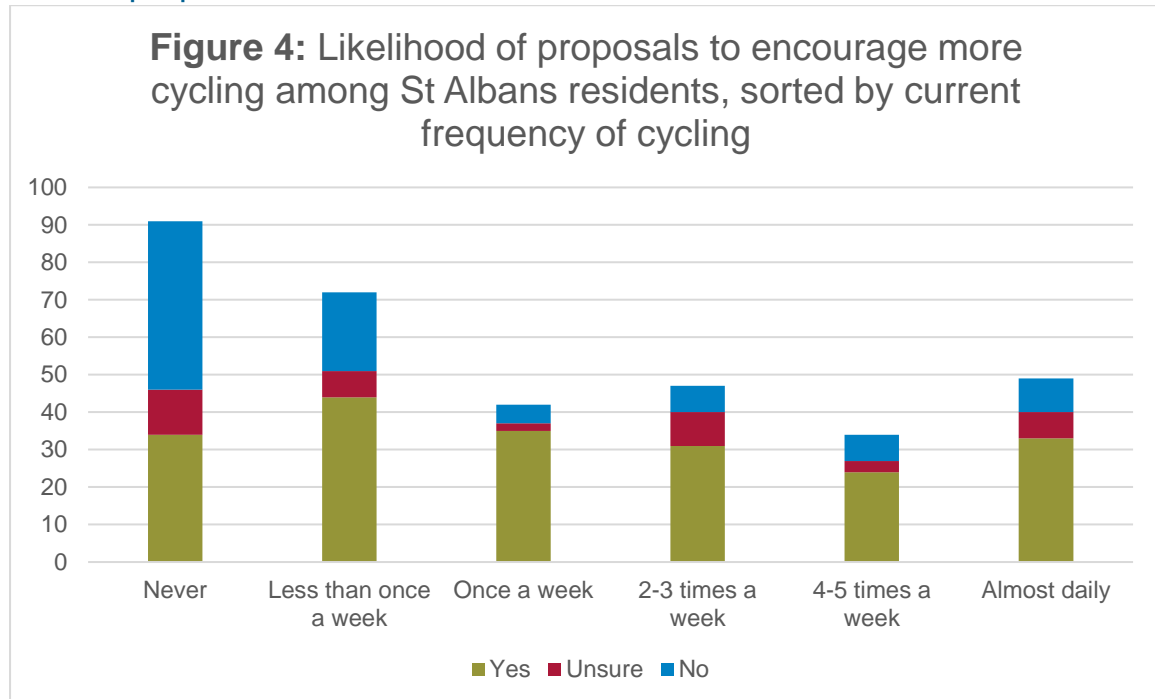


## 7. Potential impact of the LCWIP proposals

We asked survey respondents to tell us how often they currently walk or cycle in the district, and which journeys they already walk or cycle.

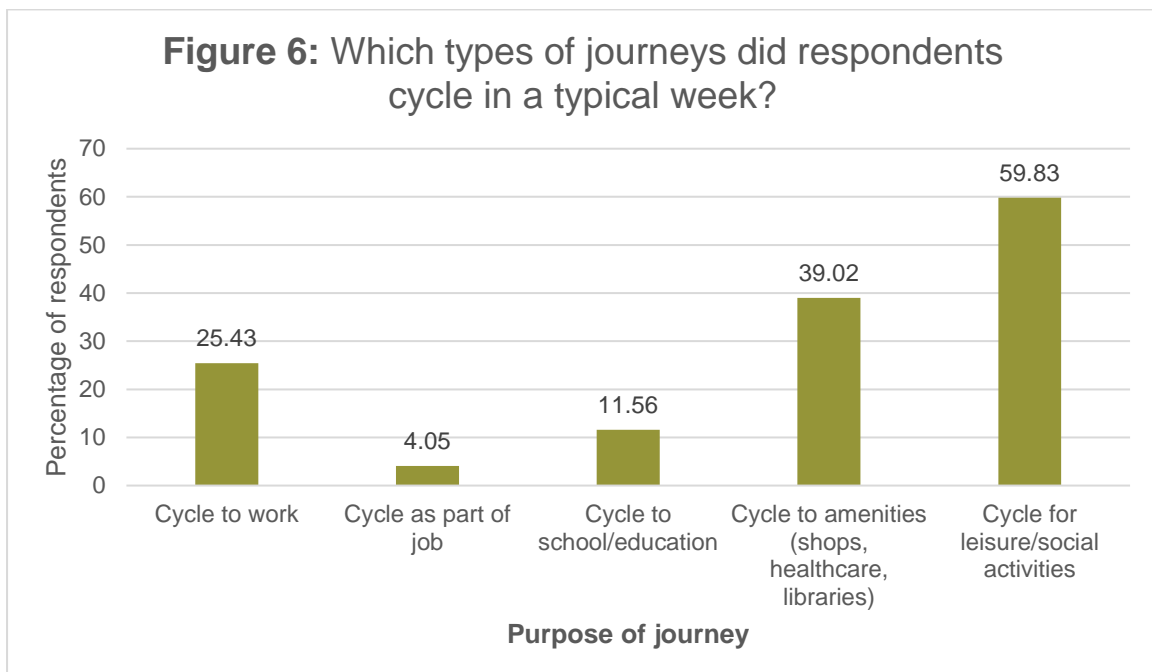
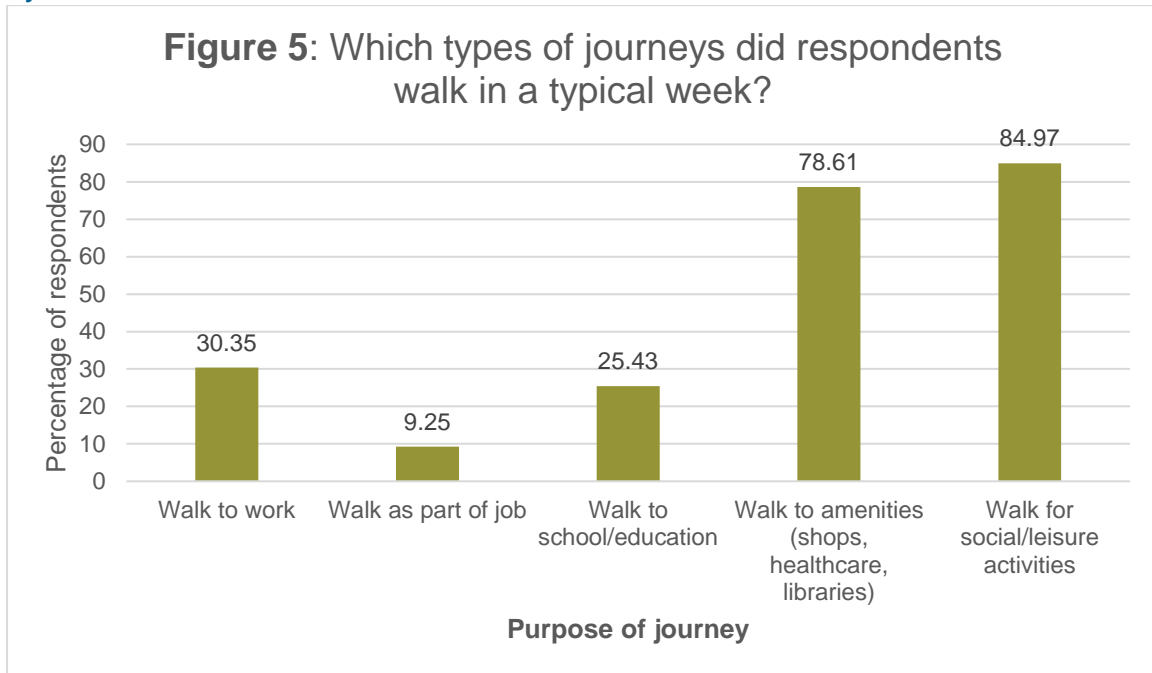
We also asked whether the LCWIP proposals would encourage them to walk/cycle more often, or to spend more time in the area.

### 7.1 How many people would walk or cycle more if we implemented these LCWIP proposals?



- **More than half of respondents who currently never or rarely cycle** (less than once a week) **would cycle more** if we implemented the LCWIP proposals.
- Overall, 58% of respondents said that the LCWIP proposals would encourage them to cycle more often, with a further 11% of respondents saying they were not sure.
- However, most people who currently never cycle felt that the LCWIP proposals would not encourage them to cycle more.
- This suggests that while the LCWIP proposals will be particularly effective at increasing cycling rates among those who have started cycling a little already, infrastructure changes across St Albans will be insufficient to achieve modal shift alone – **they must be accompanied by other measures**, such as behaviour change and communications interventions.

## 7.2 Which journeys do people in the St Albans district currently walk or cycle?

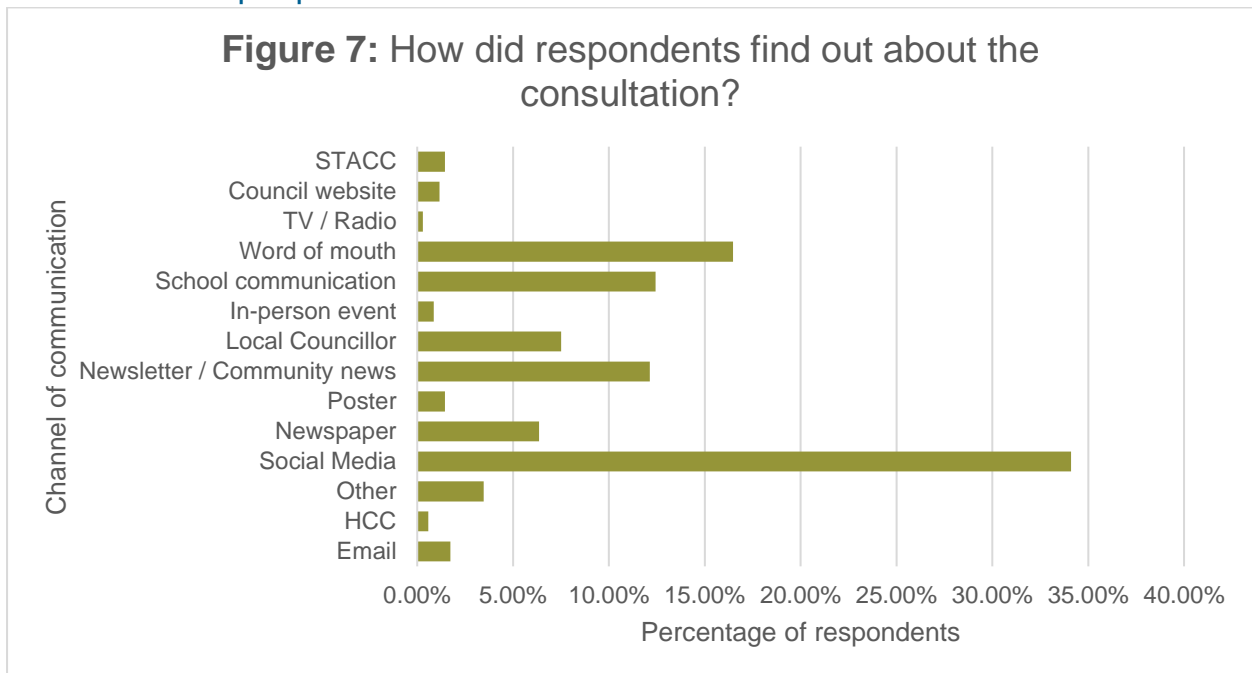


The majority of respondents already walk for journeys to amenities and for social/leisure purposes, with significantly fewer people saying that they walk part or all of a journey to work or education settings.

Similar patterns can be seen for cycling journeys: over half of respondents said they cycle for leisure or social purposes, closely followed by 40% of respondents reporting that they cycle to local amenities. A quarter of respondents reported that they cycle part of their journey to work. This figure is higher than the average for St Albans, reflecting the high interest and engagement in the Plan from cycling groups.

## 8. Participation in the consultation

### 8.1 How did people hear about the consultation?



Social media and communication via key stakeholders (who would then circulate the message by word of mouth, for example, the St Albans Cycling Campaign, or circulation in school newsletters) proved particularly effective in making respondents aware of the consultation.

Newsletters (such as the HCC 'Update Me' bulletin or the SADC Community News email newsletter) were also very effective, with over 10% of respondents finding out about the consultation in this way.

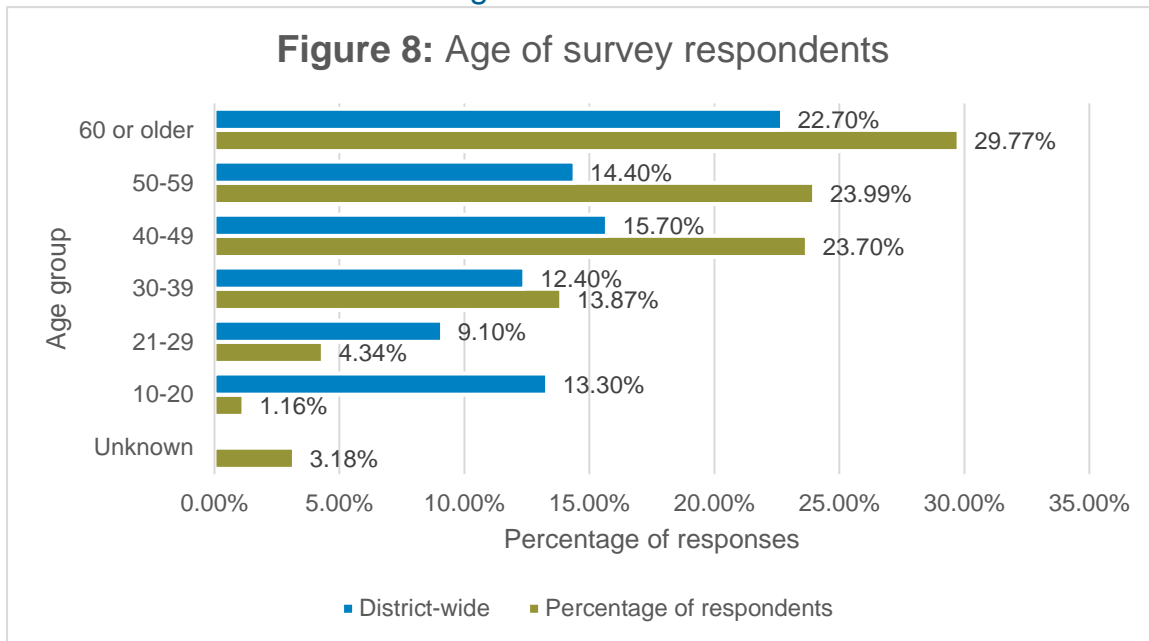
### 8.2 How did most residents access the LCWIP information?

49% of respondents had read some or all of the Technical Report and Appendices, 56% of respondents had read the Executive Summary, and 37.5% of respondents had looked at the storymap before filling out the survey. 3.5% of respondents reported that they had looked at none of the provided information before responding.

8.6% of respondents read all three information sources: the Executive Summary, Storymap, and Technical Report.

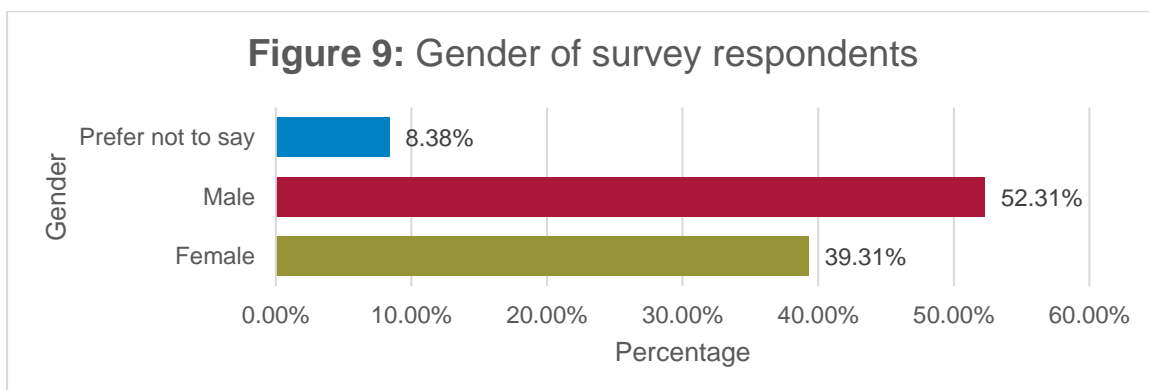
Note that these figures only show which information sources had been consulted by people filling out the survey; the data suggests that there were many people who used the storymap and left a comment on the map without filling out the survey, or who consulted the map after filling out the survey – respondents were prompted to leave any location-specific comments on the map and to avoid leaving this kind of information in the survey where possible.

### 8.3 Who did we reach through the consultation?



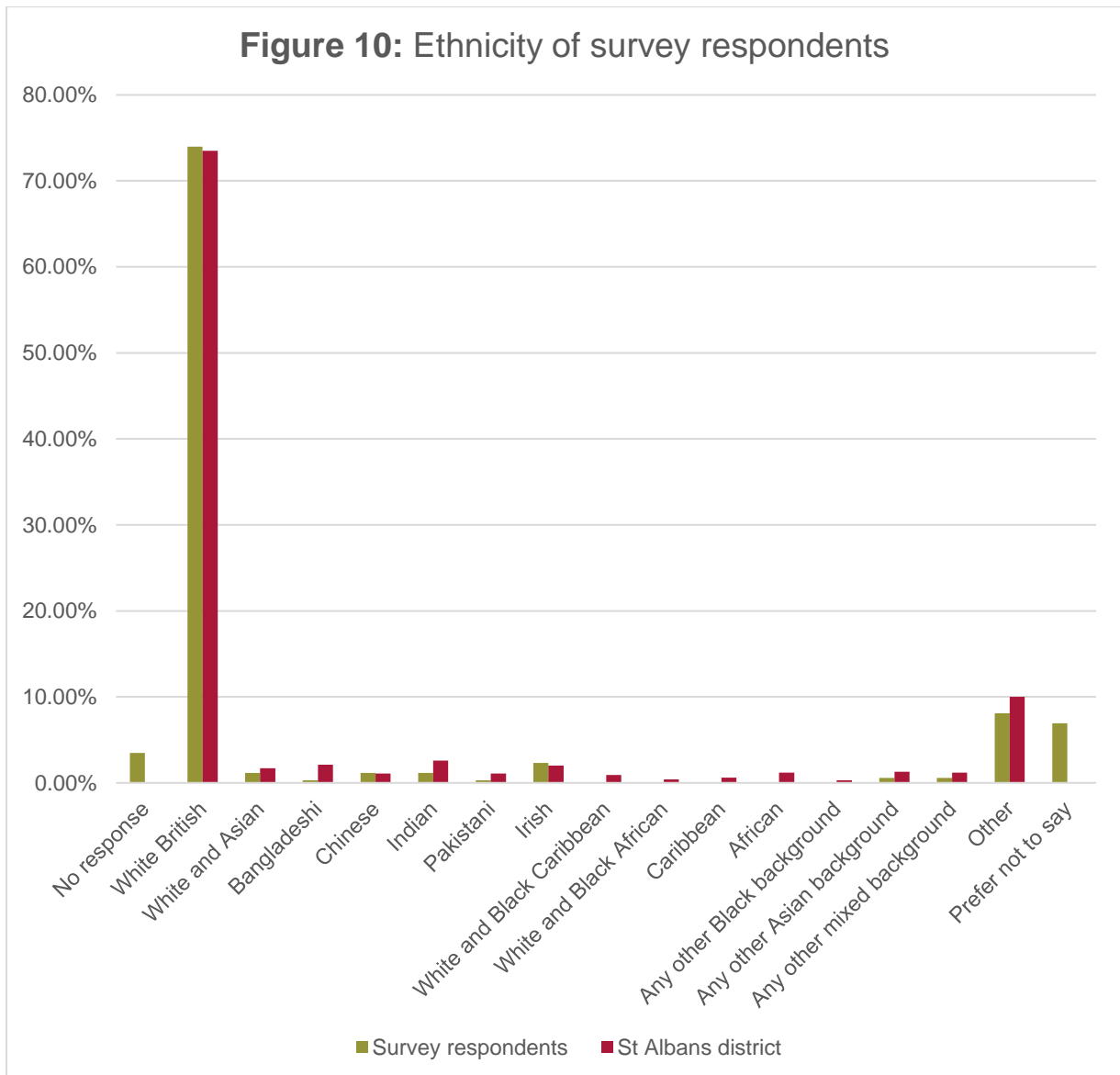
Almost a third of respondents were aged 60 or older, with a further 47% of responses from those aged 40-60. This was significantly higher than the overall population percentages for the district, but is representative of a common trend in transport planning consultations and was not unique to the St Albans LCWIP, instead reflecting the higher number of adults aged 40 and over who are part of walking/cycling groups or who receive school newsletters and Council email bulletins. Residents aged under 30 were underrepresented, with particularly low response rate from people under 20.

Steps were taken at the halfway point to rectify this, including further emails being sent to specific stakeholders to request support in circulating the survey to targeted age groups. Social media messaging was also adapted to try and better reach under 30s.



Women were slightly under-represented in the survey responses, making up just 39% of responses. According to 2021 census data, approximately 51.2% of St Albans residents were female and 48.8% of St Albans residents were male. 52% of survey respondents selected that they were male. A further 8% selected “prefer not to say”.

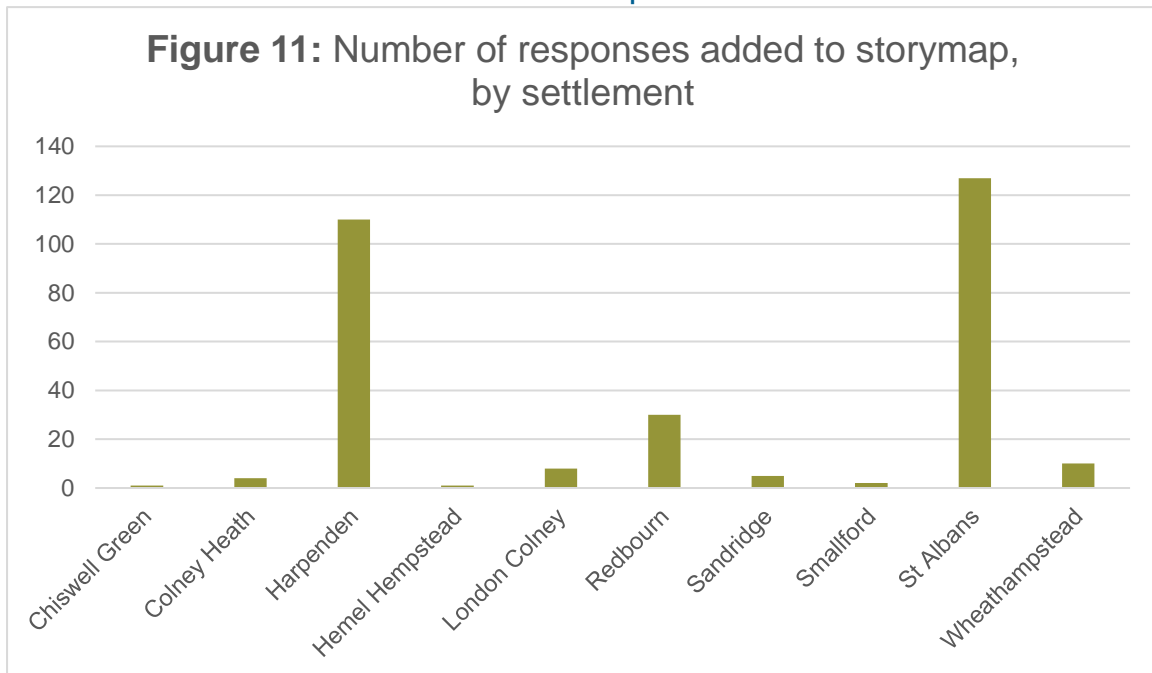
**Figure 10: Ethnicity of survey respondents**



The majority (over 70%) of respondents were (White<sup>1</sup>) British, and represented a proportion of the population similar to that of St Albans district overall. There was underrepresentation from some ethnic minority groups, particularly those from Black backgrounds and some Asian backgrounds.

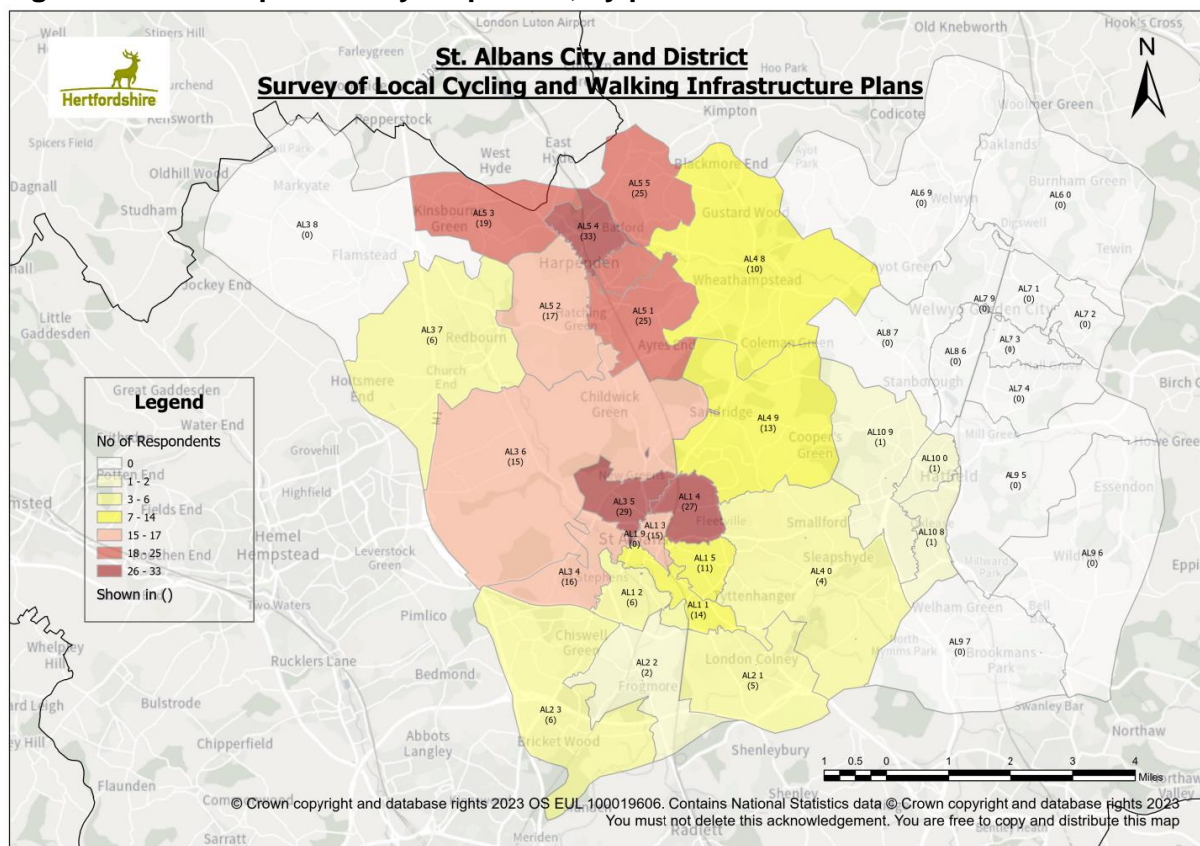
<sup>1</sup> Due to differences in the wording of the survey question and the 2021 census data categories, accurate comparison to the wider population for some categories was not possible and so this data should be regarded as indicative and not fully accurate. This will be rectified in future consultation question wording.

## 8.4 Which locations received most map comments?

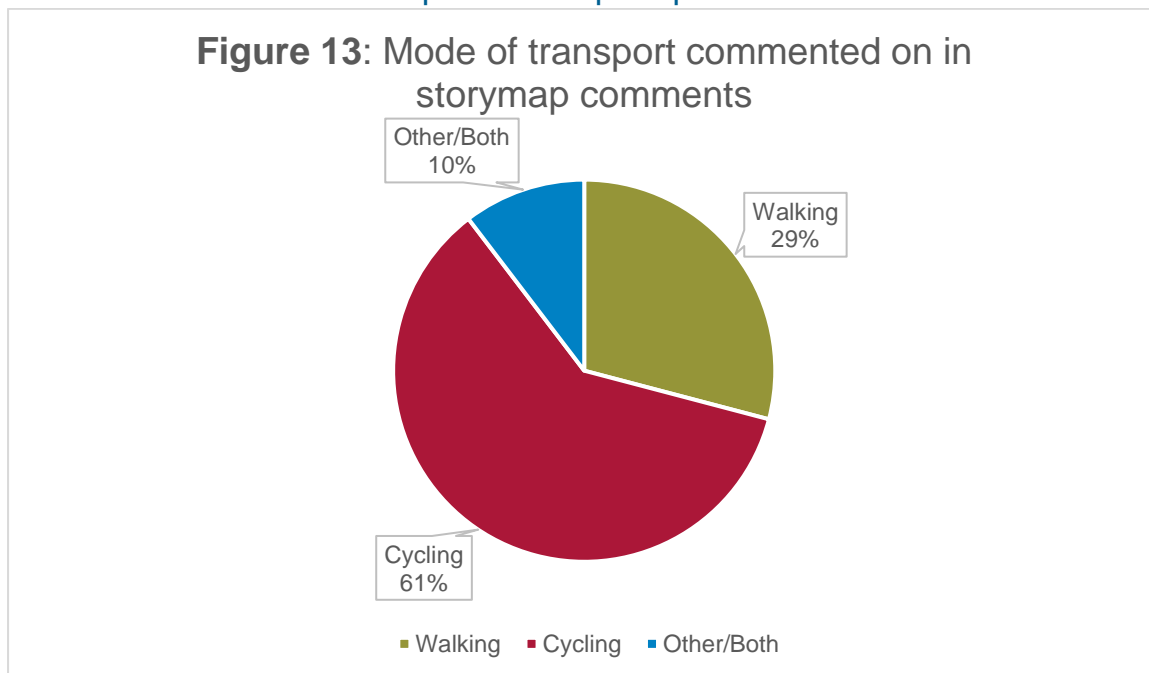


Most comments left on the map were located in St Albans and Harpenden, reflecting the fact that these settlements had most infrastructure improvements planned through the LCWIP process. Some improvements were also suggested in other areas, as shown in **Figure 11**, many of which referred to known aspirations for these areas or to rural routes not in scope for this iteration of the LCWIP.

**Figure 12: Heatmap of survey responses, by postcode**



## 8.5 Which mode of transport did map respondents comment on?



Most map comments focused on cycling difficulties or suggestions for improved cycling facilities, though walking also attracted almost a third of comments.

## 9. “You said, we did”: consultation outcomes

### Why did we carry out public consultation on the St Albans LCWIP?

- **To ensure community representation:** By carrying out an LCWIP consultation, we can gain valuable insights, perspectives, and concerns from the people who will be most impacted by the proposed transport schemes. This helps ensure that the final plans are more representative and reflective of the community's needs and desires.
- **To gain local knowledge:** Public consultation enables the identification of potential issues or unintended consequences that might have been overlooked. By involving the community, planners can benefit from local knowledge and expertise, leading to more informed and effective decisions.
- **To foster transparency and trust:** Public consultation gives individuals an opportunity to understand the rationale behind the transport schemes, ask questions, and provide feedback. This helps build trust between HCC, SADC, and local residents.
- **To promote ownership and civic engagement:** When people feel included and heard, they are more likely to support and cooperate with the implementation of transport schemes, leading to greater success and acceptance of the initiatives in the long run.

After reviewing around 700 comments received by email, survey and storymap pins individually and cross-referencing suggestions against the proposed infrastructure, we have made a number of changes to the LCWIP report and maps. The most important changes are detailed below:

Document	What you told us...	What we did...
Infrastructure proposals	That we had not included Coopers Green Lane within the LCWIP	Added detail about the existing GTP proposals to the LCWIP infrastructure plans and prioritisation table, to ensure both documents are aligned. Added text about Coopers Green Lane to Appendix A, recognising that this provides key inter-settlement connectivity and also serves some more rural areas.
	That we had not included Redbourn Road (A5183) in the LCWIP Infrastructure Plan	Added the Redbourn Road proposals (previously only included in Appendix A) to the Infrastructure Plan and prioritisation table
	That we should be more ambitious in our plans for Lemsford Road and prioritise active travel over parking	Added text to the Lemsford Road textbox (on the Infrastructure Plan) to add that a segregated cycleway could be considered here if supported by the local community
	That you would like to see more improvements on Wheathampstead Rd / Harpenden Rd to improve links between the villages	Added text to the existing section about this route in Appendix A, explaining why we are not able to include this route in the main infrastructure plan at this stage.
	That the Hatfield Road / Beechwood Road double mini roundabout feels particularly	Upgraded our proposals at this location from 'medium junction improvement' to 'major junction improvement' to better



	unsafe for people walking and cycling, and is hard to cross	reflect the kind of transformation potentially required to support all modes (including public transport) and improve walking and cycling here
	That the entrance to Sandridge Gate Business Centre has a very wide mouth and is difficult to cross	Added a minor junction improvement to this location to reflect the need for walking improvements here
	That Hatfield Road could be considered a higher priority route due to the many trip attractors along its length, such as schools and shops	Split Hatfield Road into two routes – Hatfield Road (East) and Hatfield Road (West) to reflect the different character and importance of each section. This resulted in Hatfield Road (East) moving up the priority list.
	That there was a missing 'link' in the network between Marshalswick Lane and Ashley Road, and that there were concerns about the speeds of traffic on Beaumont Avenue.	Conducted a further site visit to assess the options to connect these routes more fully; added traffic calming on Beaumont Avenue and Woodstock Road in order to provide safe on-carriageway cycling along this desire line.
	That a barrier on Footpath 43 was making the link between Coningsby Bank inaccessible to some users	Added footway improvements to this section of the footpath on the Infrastructure Plan
	That the Woodstock Road/Eaton Road junction is an important crossing location for pupils travelling to school, but currently can feel unsafe due to the volume and speeds of traffic	Added a crossing improvement proposal to this location (in addition to new proposals for traffic calming on Woodstock Rd), which could take the form of improved pedestrian crossing facilities and/or a junction improvement (such as a raised table)
	That you would like to see more proposals to help people walk and cycle from the Southdown area towards Harpenden town centre via Grove Road / Southdown Road	Conducted an additional site visit to cycle this area and consider further improvements to be added along this route. Extended the traffic calming proposals from Southdown Road further along Grove Road, as far as the schools, and added junction improvements at the Co-op roundabout and the junction with Dark Lane.
	That the Ox Lane / Sauncey Avenue junction is an important crossing place, especially for pupils travelling to school, and can feel unsafe due to the speed/volume of cars	Added a crossing improvement on Ox Lane at the junction with Sauncey Avenue
	That you would like to see improved crossing facilities across Station Road in Harpenden, close to the junction with Coldharbour Lane	Added a crossing on Station Road, south of Batford Springs and near All Saints Church

	That you would like to see improved crossing facilities to support a continuous route along Lower Luton Road, near Castle Rise	Added a crossing improvement on Castle Rise, parallel to Lower Luton Road
	That the Westfield Road / Hyde View Road junction is an important crossing place, especially for pupils travelling to/from school, and you would like to see improved crossing facilities here	Added a crossing improvement on Westfield Road, close to Hyde View Road
	That you would like to see more walking/cycling improvements on King Harry Lane, particularly in the gap between the existing segregated cycleway and the A4147 roundabout	Added a proposal for a segregated cycleway alongside King Harry Lane, continuing the existing facilities as far as the roundabout, to provide a more continuous network
	That you would like to see improved walking and cycling connections to the city centre from the east of St Albans	Conducted an additional site visit to cycle the area and investigate opportunities for further proposals. Added potential segregated cycleway to Sandpit Lane to link to separate Coopers Green Lane proposals. Due to significant space constraints within the existing highway boundary, note that this would use the new segregated facility associated with the Oaklands development, as well as potential for on-carriageway cycling along the service road, and could also consist of upgrading the segregated path close to Southfield Way - subject to further feasibility and design work.
	That Footpath 16 (linking Holywell Hill to Verulamium Park) needs improvements to make it suitable year-round	Added a proposal for footway improvements at this location
	That an improved footpath on Oaklands Lane (between Hatfield Road and East Drive) would make it easier for people to walk to local facilities, shops and employment	Added a proposal for footway improvements to this location
Network plans	That the A414 is a popular cycling route and should be on the primary cycling network	Upgraded the A414 to the primary cycling network, to reflect its role as a potentially important East-West connection between settlements and existing aspirations in the GTP and A414 Corridor Strategy to upgrade active travel provisions along this route
	That a popular footpath in Harpenden (near Park Rise)	Added Harpenden Footpath 17 to the secondary walking network

	was missing from the walking network maps	
Technical Report	That it was not clear enough what the LCWIP objectives are, and the reasons behind its development. That we needed to be clearer about the 'cost of doing nothing' and the objectives and priorities for junction improvements.	Added a specific "Objectives" section to the Technical Report, breaking down both short-term outputs of the LCWIP as well as long-term aims. Added a paragraph on the cost of doing nothing to help contextualise some of the high-cost infrastructure proposals. Added further explanation about the need to balance transport needs at junctions in line with the Transport User Hierarchy; this means that road capacity may not be the most important factor.
	That the LCWIP did not sufficiently address secure cycle parking and storage, or other complementary measures such as cycle hire.	Added further information to Section 7.2 of the LCWIP Technical Report to explain how we will address these factors in the future. Added these key themes to the Consultation Report, to reflect the number of comments we received about this.
	That 20mph schemes would help you to feel safer when walking, wheeling cycling	Added further detail about traffic calming schemes to the Technical Report, with specific reference to 20mph schemes. Added 20mph schemes as a key theme in the Consultation Report to reflect how many comments we received about this.
	That there were some uncertainties and questions about the LCWIP process, next steps, and some of the technical language used	Added clarification to the Technical Report about how route costs were used and why this did not affect overall scoring. Added "PROW" to the Glossary. Added text to clarify how locations for modal filters were chosen, and how the LCWIP interacts with other processes and documents such as maintenance and the ROWIP. Added text to Section 9.2 about the next steps for the LCWIP and how both Councils will continue to work together.
Appendices	That the LCWIP had not sufficiently included equestrian use in its discussion of rural routes and active travel provisions	Amended text in Appendix A to make clearer reference to equestrian use (e.g horse-riding and carriage driving) in rural areas and bridleways. Added text to explain how equestrian journeys will be considered in scheme design where appropriate.
	That the Appendix B section on Neighbourhood Plans was no longer up to date, with several	Updated Appendix A and B to reflect the most up-to-date status and contents of the Plans at the time of writing

	<p>more Plans now fully 'Made' since the LCWIP was written.</p>	
	<p>That we had not included some further Policies and Strategies that would be relevant to the LCWIP</p>	<p>Added the St Albans Local Plan Policy 97, and the St Albans Walking Strategy (2009) to Appendix B.  Updated the section on the Active Travel Strategy to reflect changes to the draft and its current status (out to consultation).  Added a section on the Network Management Strategy and the EEH Active Travel Strategy.</p>