



St Albans Local Cycling and Walking Infrastructure Plan (LCWIP)

EXECUTIVE SUMMARY | JULY 2023

What is an LCWIP?

A Local Walking and Cycling Infrastructure Plan (“LCWIP”) is a transport planning process used to identify and prioritise ways to make it easier and more pleasant to walk and cycle in your local area.

According to the Department for Transport’s Cycling and Walking Investment Strategy (2017), the LCWIP’s aim is to **“make walking and cycling the natural choices for shorter journeys or as part of longer journeys”**.

Hertfordshire County Council (the Highways Authority) and St Albans City & District Council have worked in partnership to produce this LCWIP for St Albans District in accordance with DfT guidelines, with a focus on the areas that have the greatest potential demand for walking and cycling.

The LCWIP process includes...



Analysing existing travel patterns and new potential journeys

Identifying where people start and end their journeys



Mapping the most commonly used routes

Speaking to local people about barriers to walking/cycling



Checking the main walking and cycling routes by bike or on foot

Identifying what kind of improvements are needed



Prioritising potential improvements for future delivery

Why are LCWIPs important?



Health

Physical inactivity costs the NHS billions of pounds per year. Walking and cycling more will prevent illnesses and take the pressure off health services.



Safety

Improving walking and cycling infrastructure will make it safer for residents to travel sustainably, reducing injuries and helping people of all ages feel comfortable.



Climate

Transport is one of the biggest contributors to climate change. Helping people shift towards walking and cycling will reduce emissions in a very cost-efficient way.



Clean air

Doubling walking and cycling trips would prevent 8,300 premature deaths every year, as lower levels of traffic will reduce congestion and cause less pollution.



Local economy

Cycling contributes £5.4bn to the economy and supports 64,000 jobs. Having good walking and cycling links helps businesses hire staff and attract visitors.

Having an adopted LCWIP will help us to secure more funding for local walking and cycling projects, and make sure that our projects provide the best value for money by providing the biggest benefits for local communities and focusing on the areas likely to have the biggest increases in walking and cycling.

The LCWIP will also help us to coordinate other opportunities to carry out walking and cycling improvements and build a network of routes – for example, through new development or other works – and to create healthier, safer and more pleasant streets.



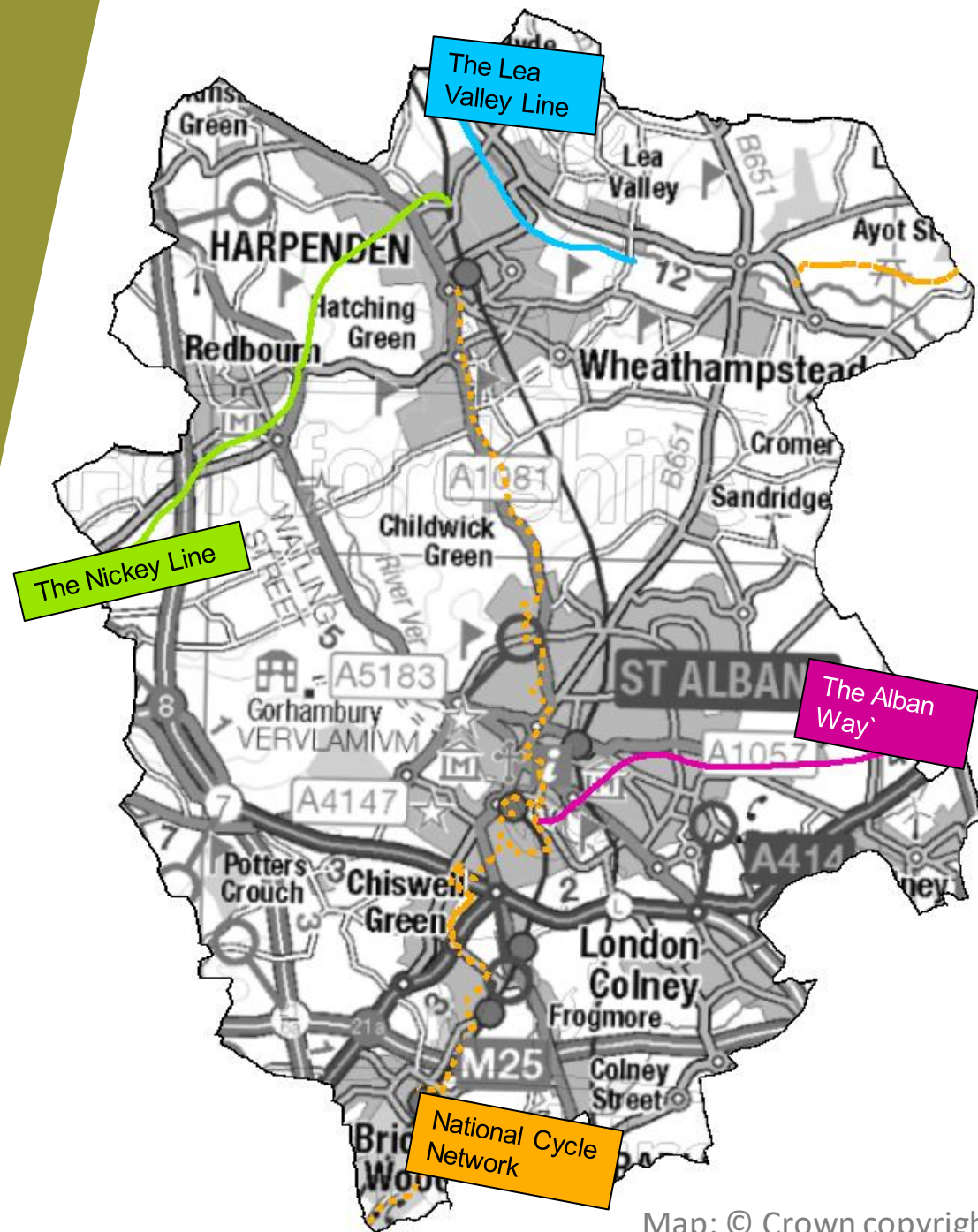
Context

The district is served by three National Cycle Networks: NCN 6, 61 and 57, as well as several off-road walking and cycling routes:

- The Alban Way
- The Nickey Line
- The Lea Valley Line

St Albans District has one of the highest rates of walking in Hertfordshire. In the 2022 County Travel Survey, 30% of St Albans respondents reported that walking was their main mode of travel on their chosen travel day, compared to an average of just 26% elsewhere in the County. However, cycling levels were very low in comparison, representing just 1% of journeys.

29% of journeys **under 1 mile** in St Albans were carried out by car – a distance that can easily be walked or cycled by most people.



Over 60% of journeys in St Albans are currently made by car, but...

44% of journeys are less than 1 mile

Many of these journeys can be walked in **less than 20 minutes...**

... or cycled in just **6 minutes!**



66% of journeys are less than 5 miles

Right now, **over half** of these journeys are taken by car...

... or you could cycle for just **30 minutes!**

Potential for more walking and cycling

Despite high levels of car ownership and car use, there is a strong potential for higher levels of walking and cycling for short journeys. St Albans already has one of the highest levels of walking and cycling in Hertfordshire, and infrastructure improvements will support people to make this choice more often.

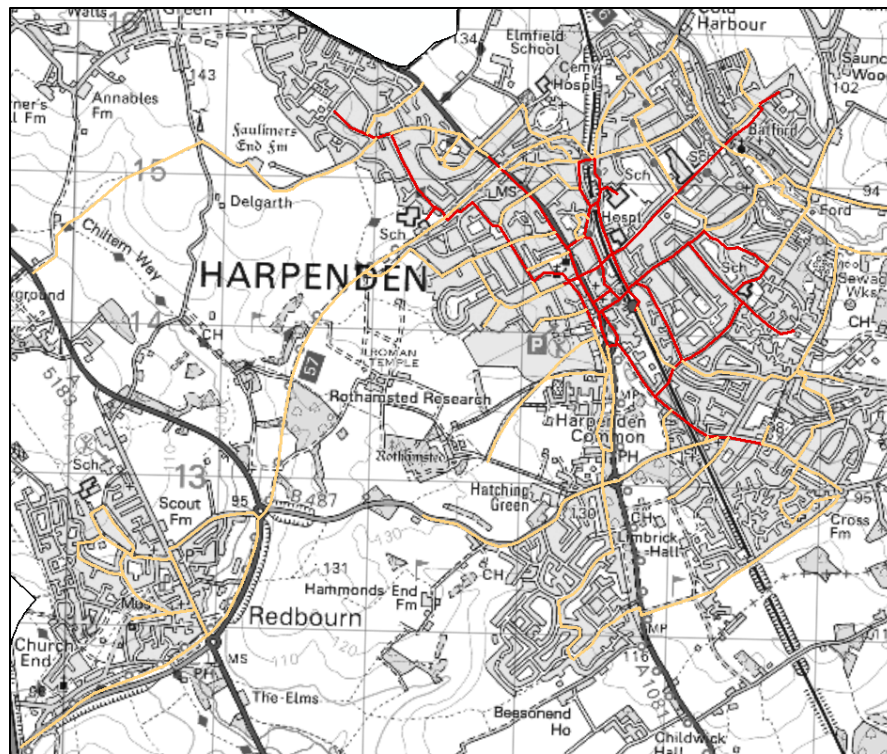
A recent travel survey suggested that there was a strong emphasis on a desire for improved walking and cycling routes, with 20% of those who commented highlighting this need.

Walking routes

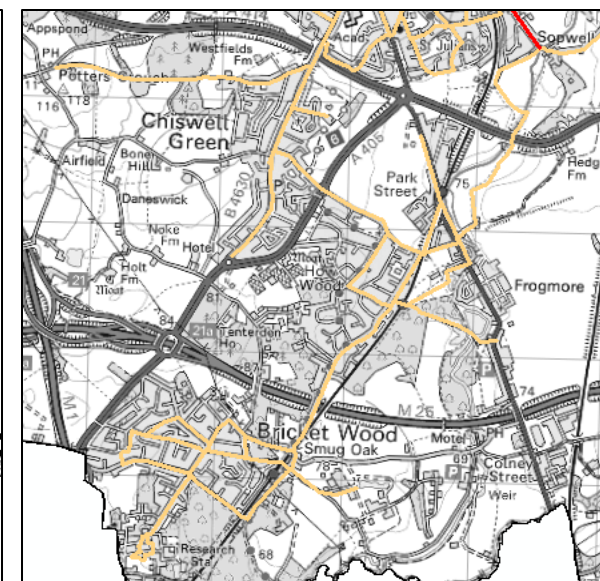
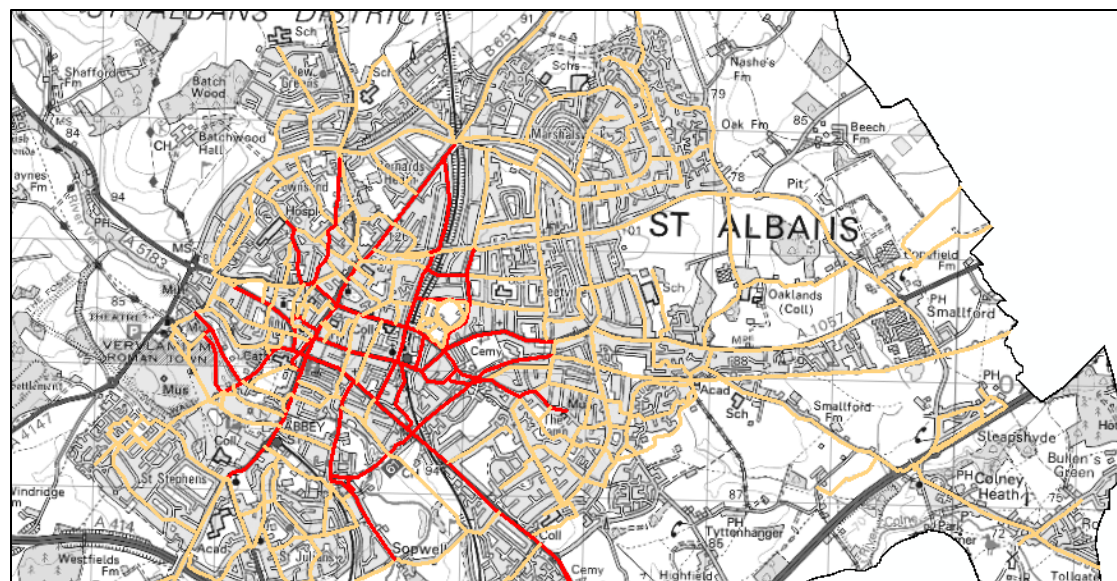
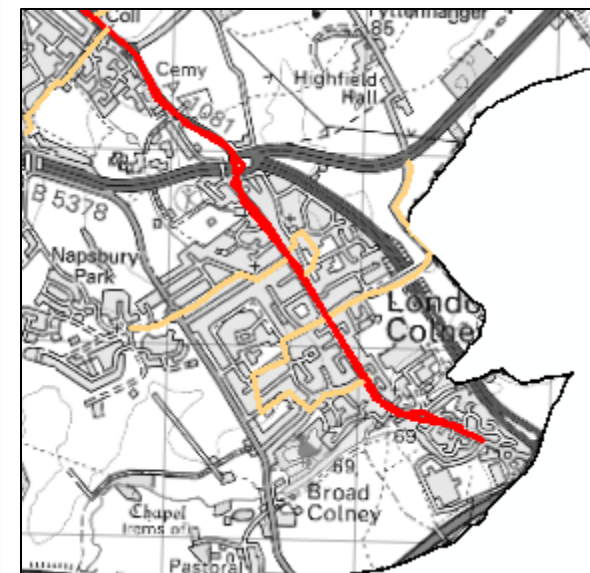
We have identified a key walking network across the district.

Primary routes are those with the most demand. They are found in 'core walking zones' and also include routes that connect people to these zones.

Secondary routes are routes which connect smaller settlements and other destinations, such as schools and employment sites.



Want more detail?
View the full maps online

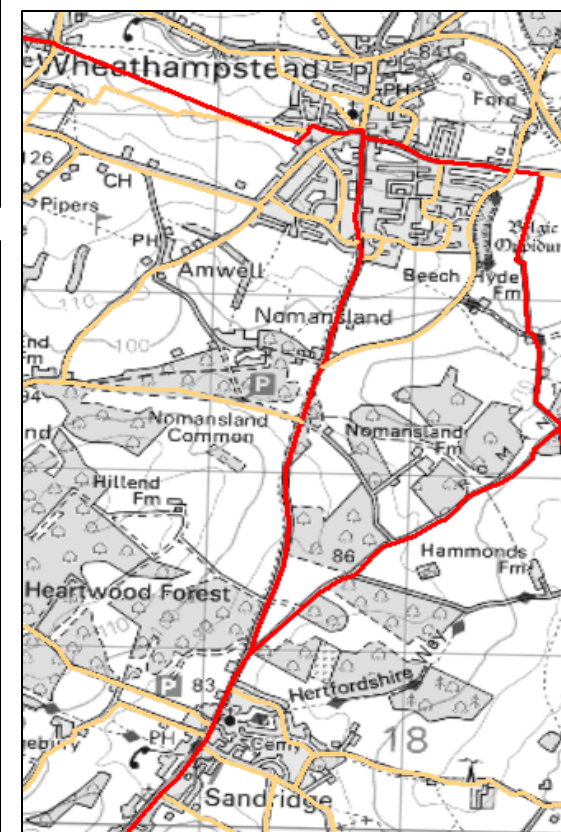
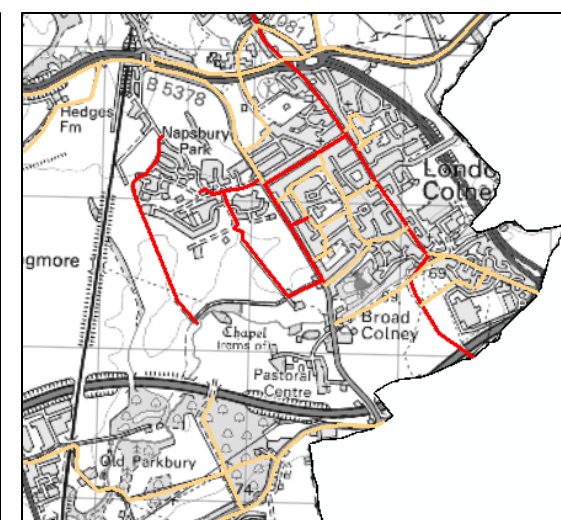
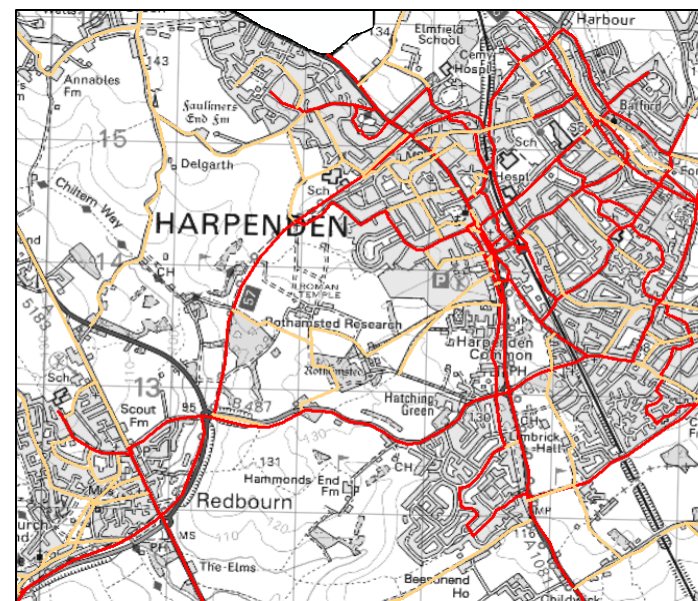
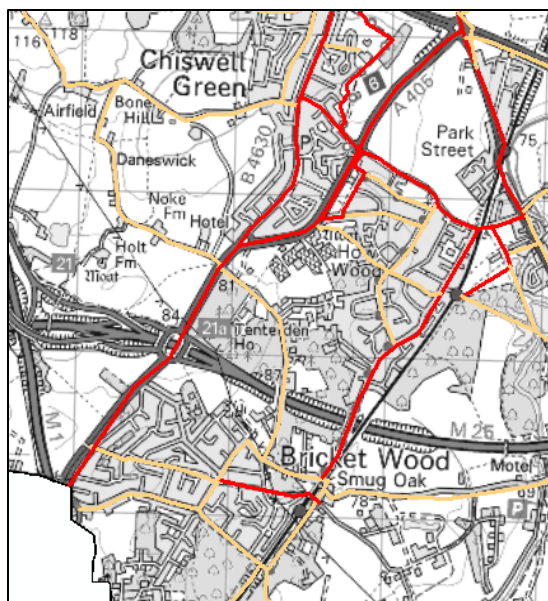
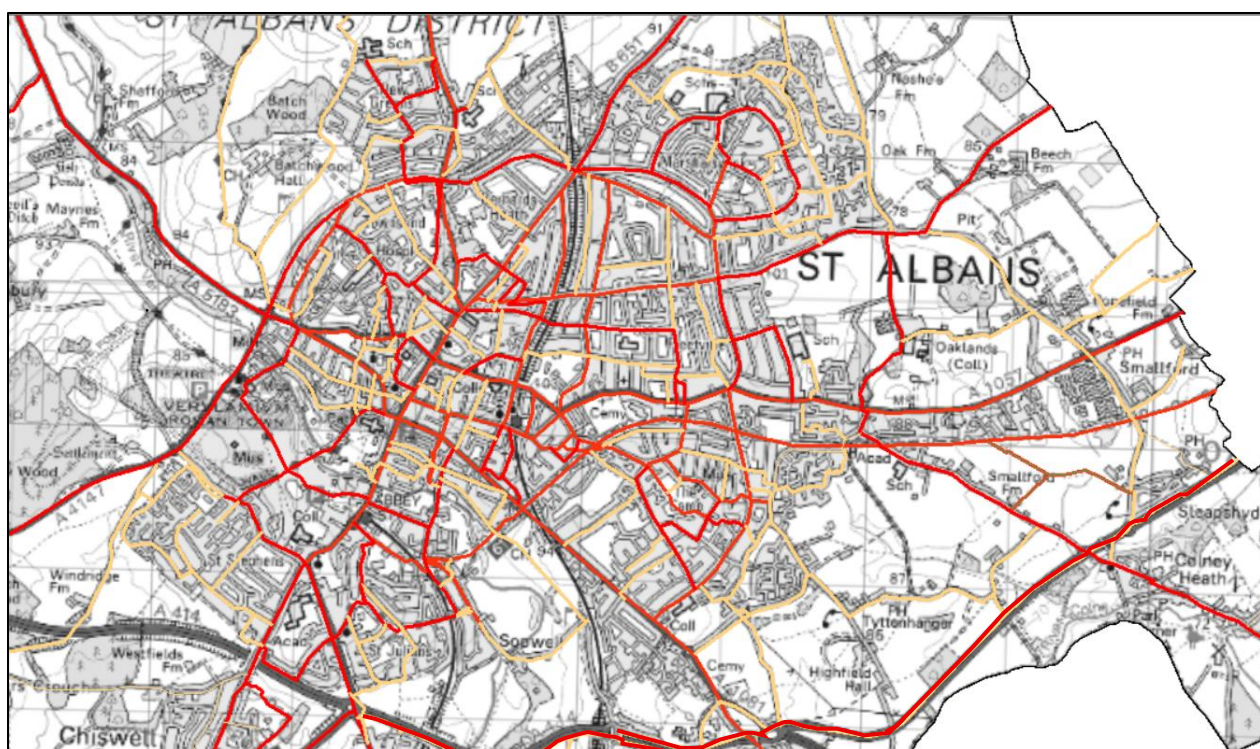


Cycling routes

We have identified a key cycling network across the district.

Primary routes are those with the most demand. They usually connect large residential areas with key destinations, such as town centres.

Secondary routes are routes which connect smaller settlements and other destinations, such as schools and employment sites.

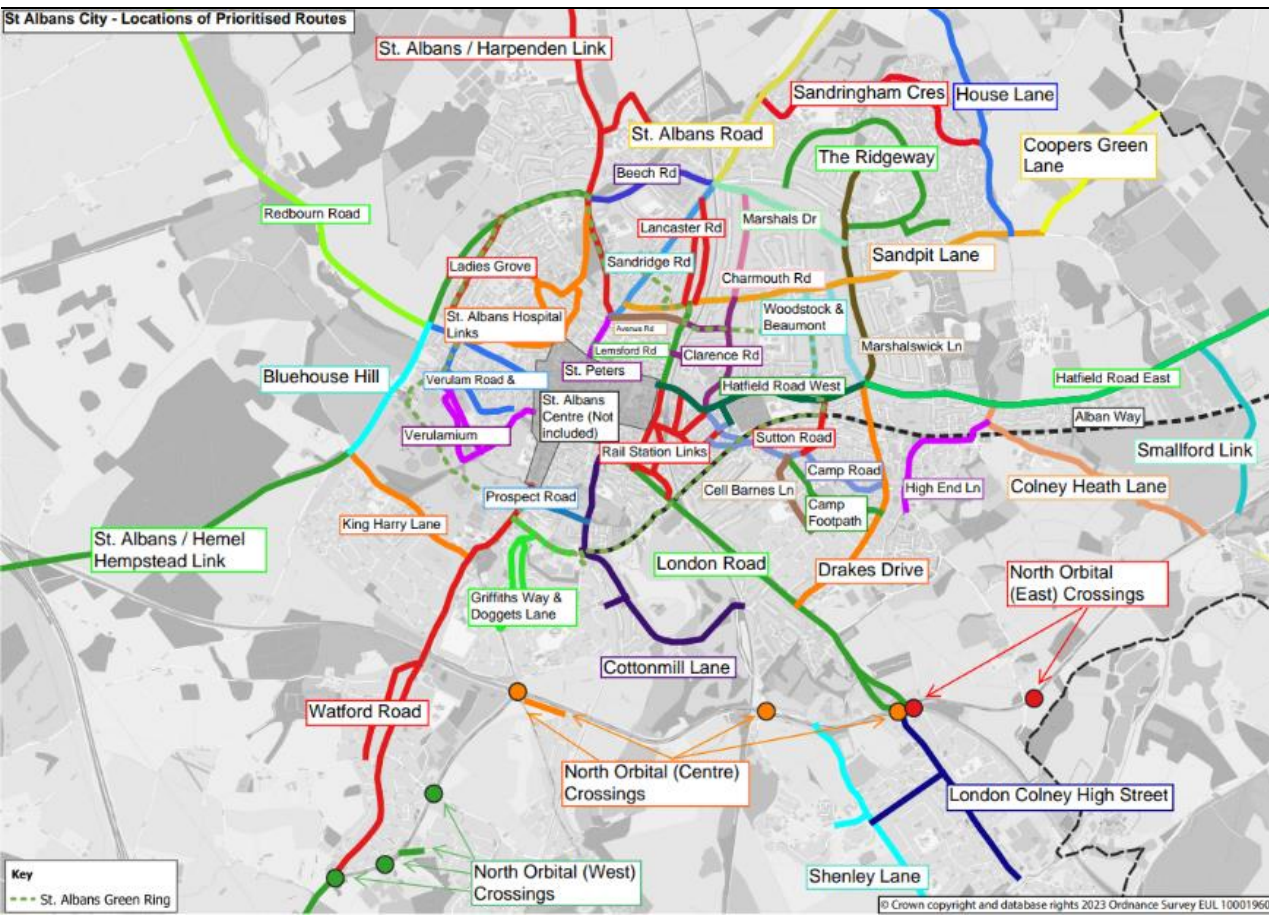


Priority walking and cycling routes

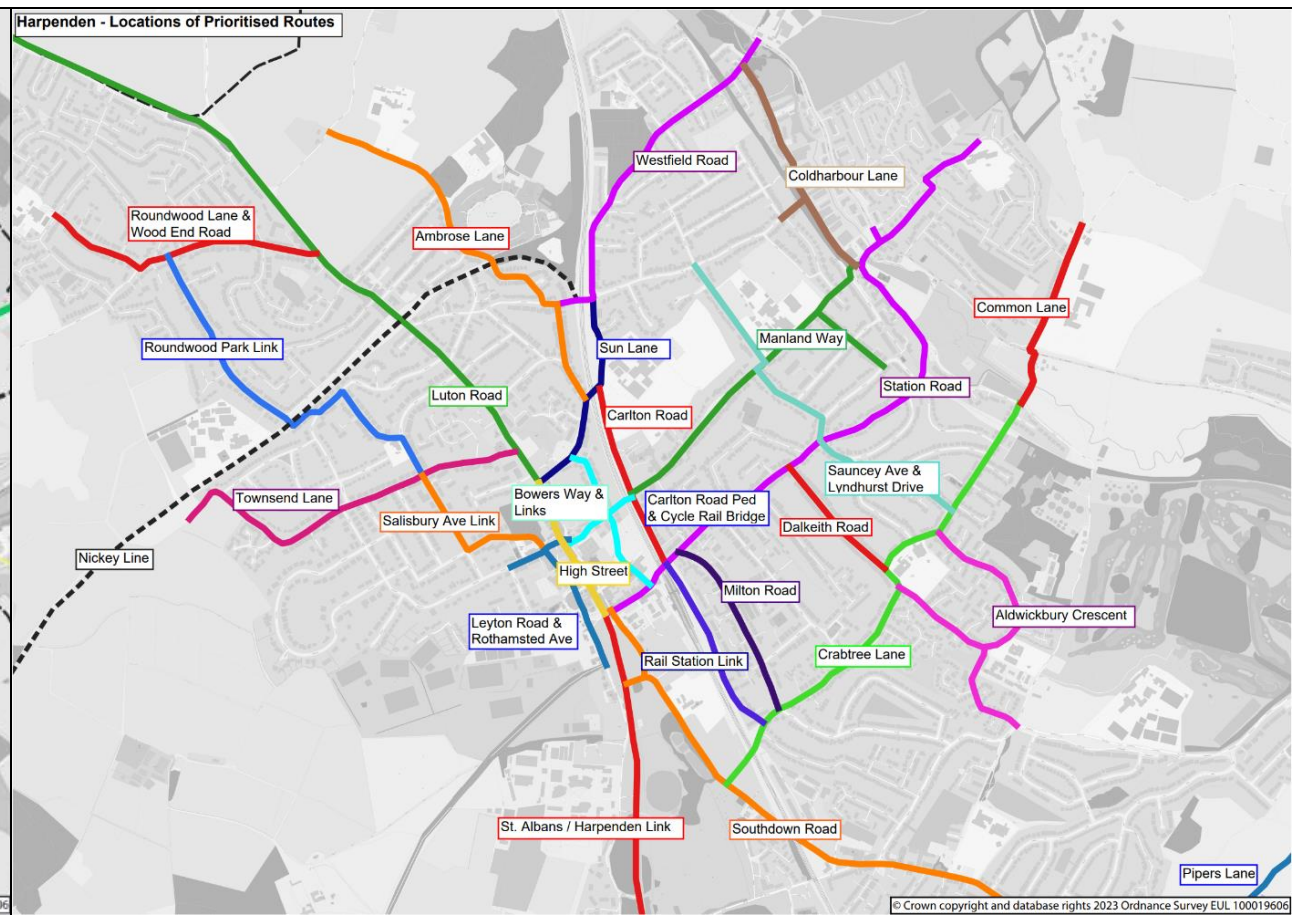
After identifying walking and cycling routes across the district, we used data and local knowledge to identify the routes with the greatest potential demand, where any changes will have the biggest benefits for local people. This is our **priority network**. All prioritised routes in St Albans and Harpenden are shown on the maps below and in Appendix J of the Technical Report.

For this first version of the LCWIP, many of these routes are in St Albans city and Harpenden, but we also recognise that connections between towns and villages are very important. You can read more about our work on rural connectivity in Appendix A of the Technical Report.

St Albans City - Locations of Prioritised Routes



Harpenden - Locations of Prioritised Routes

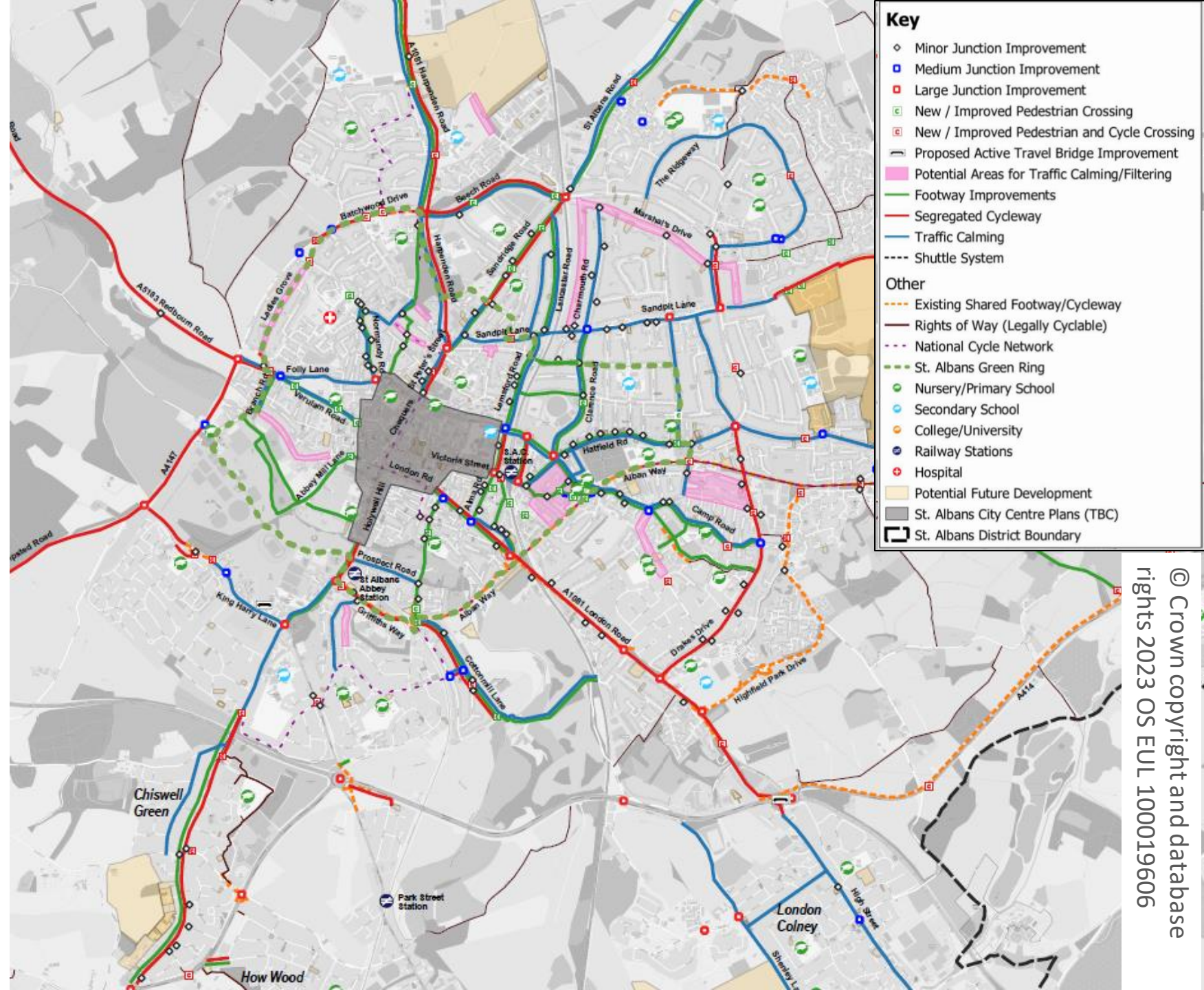


Suggested improvements in St Albans city

We have assessed all of the priority routes, and suggested changes to make them better for people walking and cycling.

This map shows an overview of the proposed infrastructure improvements for the priority routes in St Albans, which include traffic calming measures, junction upgrades, and new or improved crossing facilities.

The full map is available in Appendix H of the full report.

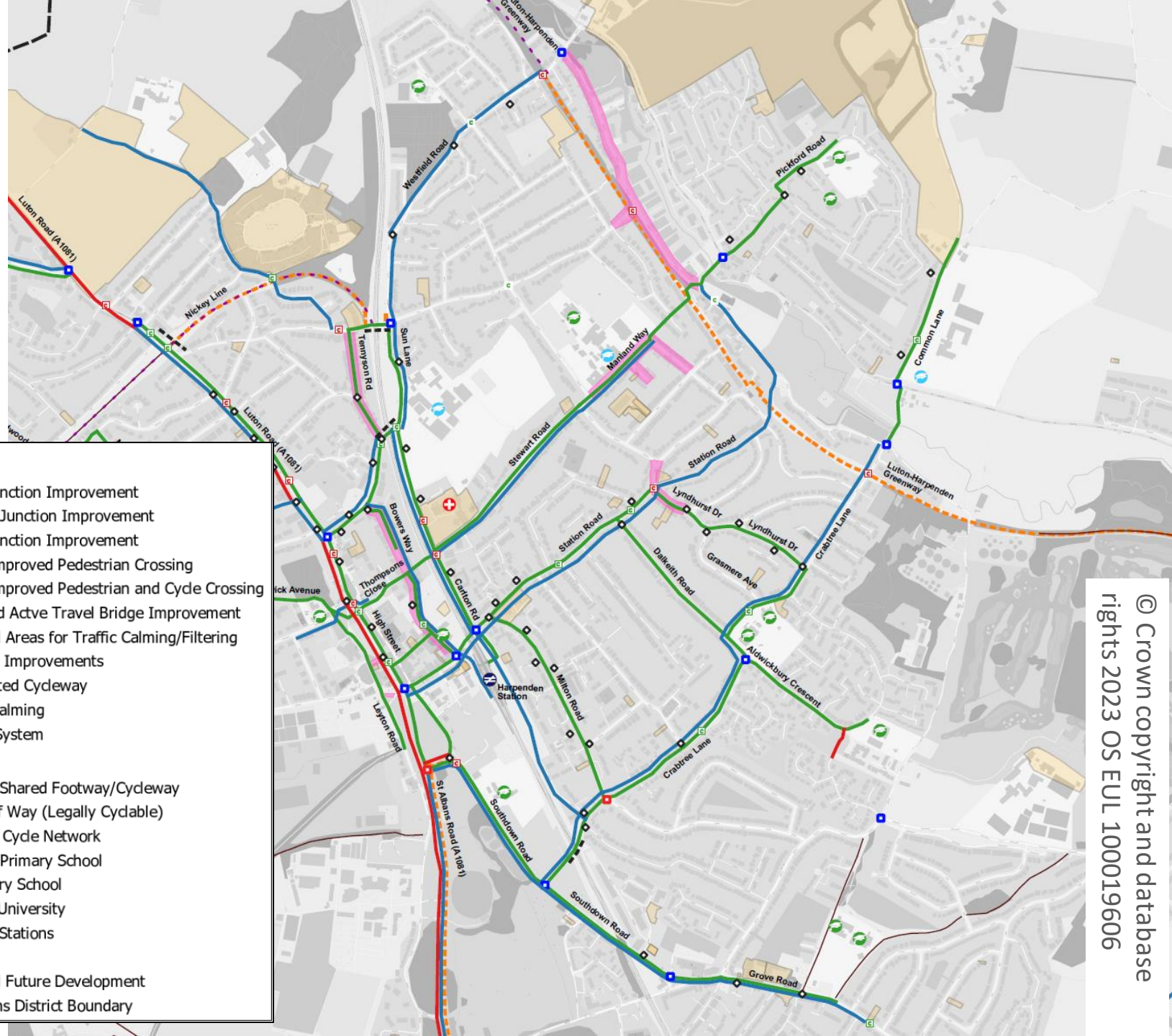
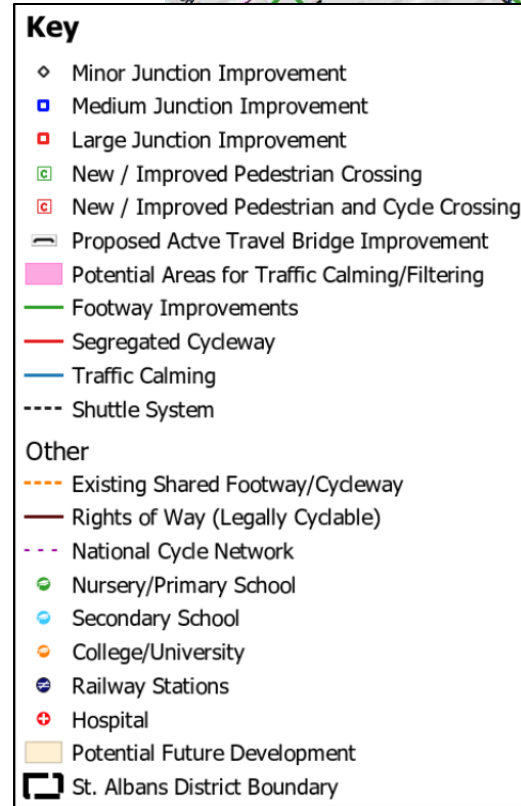


Suggested improvements in Harpenden

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The full map is available in Appendix H of the full report.



Top 20 routes: overview

Want more detail?
View the full table in
Appendix I of the
Technical Report

Route / Area	Location	Estimate Cost	Total Score
Bowers Way and Links	Harpenden	£500k-£1m	14
Griffiths Way & Doggetts Way	St Albans	£1m-£5m	12
St. Albans Station Links	St Albans	>£5m	12
St Albans - Harpenden Link (A1081)	Both	>£10m	12
Ambrose Lane	Harpenden	£100k-£500k	12
Luton Road (A1081)	Harpenden	£1m-£5m	12
Redbourn Road (A5183)	St Albans	>£5m	12
Watford Road	St Albans	>£5m	11
Avenue Road	St Albans	<£100k	11
Cottonmill Lane	St Albans	£1m-£5m	11
London Road (A1081)	St Albans	>£5m	11
Harpenden High Street (A1081)	Harpenden	£1m-£5m	11
Harpenden Rail Station Link	Harpenden	£500k-£1m	11
Verulamium Park	St Albans	£100k-£500k	10
Coldharbour Lane	Harpenden	£100k-£500k	10
Beech Road	St Albans	£1m-£5m	10
Marshal's Drive	St Albans	<£100k	10
St Albans - Hemel Hempstead (A4147)	St Albans	>£5m	10
St. Peters Street (A1081)	St Albans	£1m-£5m	10
Manland Way	Harpenden	£500k-£1m	10
King Harry Lane	St Albans	£1m-£5m	10
Sandpit Lane	St Albans	>£6m	10

Infrastructure improvements: top 5 routes

Each priority route in the LCWIP has been scored against a set of criteria to find out how beneficial the proposed improvements will be, how easy they will be to deliver, and how well they link to other policies and strategies. The top five routes are described below. **These are high-level concepts and all changes will go through further consultation as part of the design process.**

Bowers Way (and links)

Bowers Way is an important route for people accessing Harpenden town centre, schools and the train station. To make the road quieter and more safe for people walking and cycling to these key destinations, we are proposing to reduce through-traffic by filtering access at one end. We are also proposing traffic calming, footway improvements and new pedestrian crossings, as well as improvements to the bridge over the railway line.

Griffiths Way / Doggetts Way

Griffiths Way, Doggetts Way and Wilshere Avenue provide a quieter, safer route linking schools, the rail station and Chiswell Green and the National Cycling Network while avoiding the steep hill and narrow roads/footways of St Stephens Hill. We are proposing a segregated cycleway along Griffiths Way, a small filtered area (no through traffic) and traffic calming measures, as well as some junction improvements and an improved pedestrian crossing.

Ambrose Lane (Harpenden)

Ambrose Lane links to several residential areas as well as the Nickey Line. We are proposing an improved crossing at the link to the Nickey Line, as well as traffic calming.

St Albans Station Links

The streets near St Albans City Station are very important for walking and cycling. Sections of segregated cycleway, traffic calming and footway improvements will be accompanied by a number of small, medium and large junction improvements, making it easier and safer for everyone to walk and cycle all the way to the station. Junction improvements could include reducing crossing distances, adding continuous footways, pedestrian crossings, or new signalised junctions and crossroads.

St Albans – Harpenden (A1081)

The A1081 is an important link between St Albans and Harpenden. To make this safer and more pleasant, we are proposing a segregated cycleway, traffic calming, junction improvements and new or improved crossings. This means people walking and cycling will each have their own space.

Example types of infrastructure changes



Segregated cycle tracks



Traffic calming



Continuous footways (side roads)



Junction improvements



Parallel crossings



Filtered access areas



Find out
more

Visit www.hertfordshire.gov.uk/lcwip-stalbans to read the full Technical Report and browse the proposal maps in full.