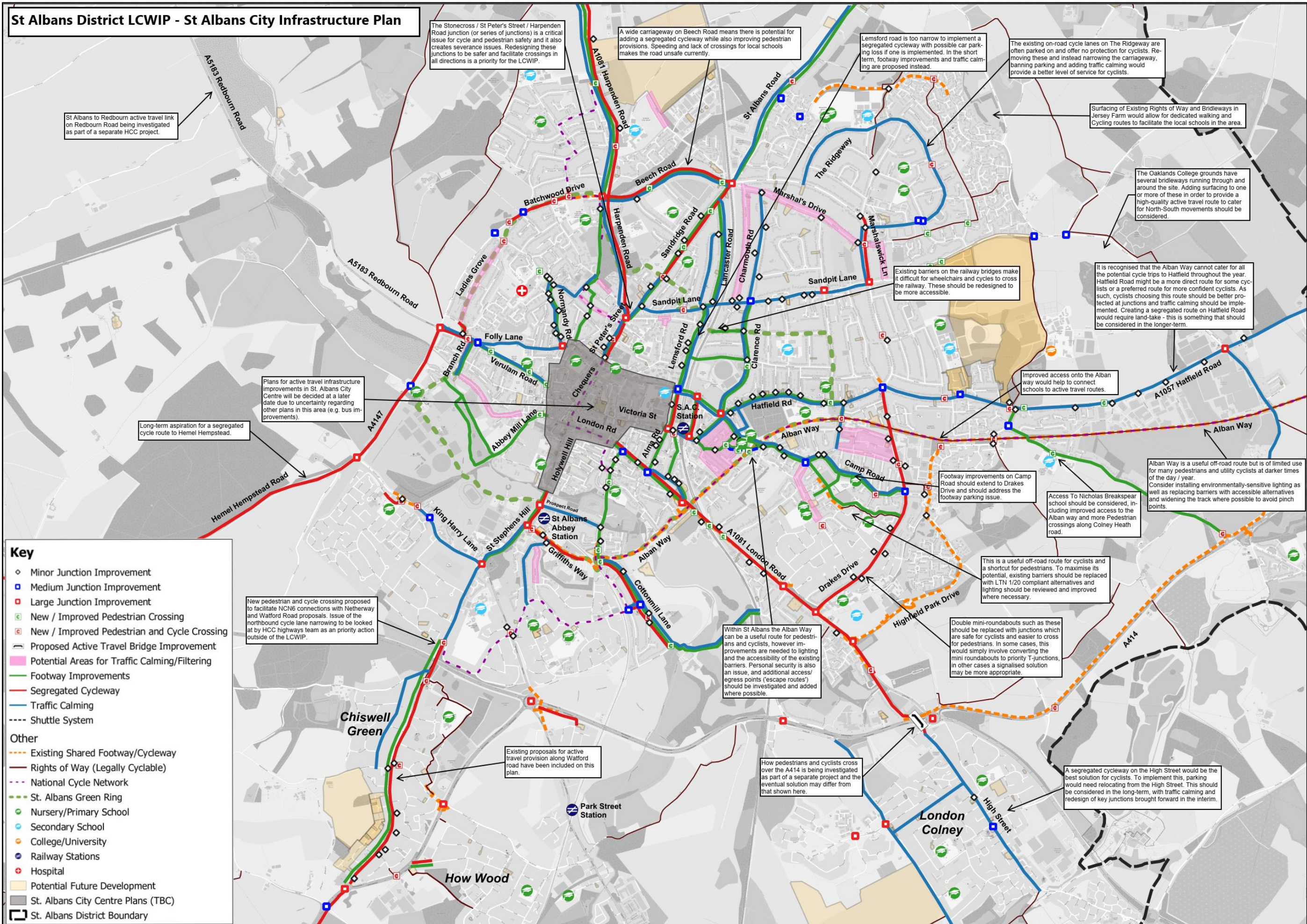


## **Appendix H – Infrastructure plans for St. Albans and Harpenden for the LCWIP report**

A map of St. Albans City showing the proposed infrastructure improvements including footway improvements, segregated cycleways, traffic calming, quiet alternative routes, junction improvements, crossing improvements and modal filters. Key destinations including railway stations, hospitals and potential future developments are shown on the map to show how the proposed infrastructure relates to these areas.

# St Albans District LCWIP - St Albans City Infrastructure Plan



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

The Stonecross / St Peter's Street / Harpenden Road junction (or series of junctions) is a critical issue for cycle 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 crossings for local schools makes the road unsafe currently.

Lemsford road is too narrow to implement a segregated cycleway with possible car parking loss if one is implemented. In the short term, footway improvements and traffic calming are proposed instead.

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.

Surfacing of Existing Rights of Way and Bridleways in Jersey Farm would allow for dedicated walking and cycling routes to facilitate the local schools in the area.

The Oaklands 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.

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.

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 longer-term.

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.

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

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

Access to Nicholas Breakspear school should be considered, including improved access to the Alban way and more Pedestrian crossings along Colney Heath road.

Alban Way is a useful off-road route but is of limited use for many pedestrians and utility cyclists 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.

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 1/20 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 T-junctions, in other cases a signalised solution may be more appropriate.

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.

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

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.

New pedestrian and cycle crossing proposed to facilitate NCN6 connections with Netherway and Watford Road proposals. Issue of the northbound cycle lane narrowing to be looked at by HCC highways team as a priority action outside of the LCWIP.

Existing proposals for active travel provision along Watford road have been included on this plan.

**Key**

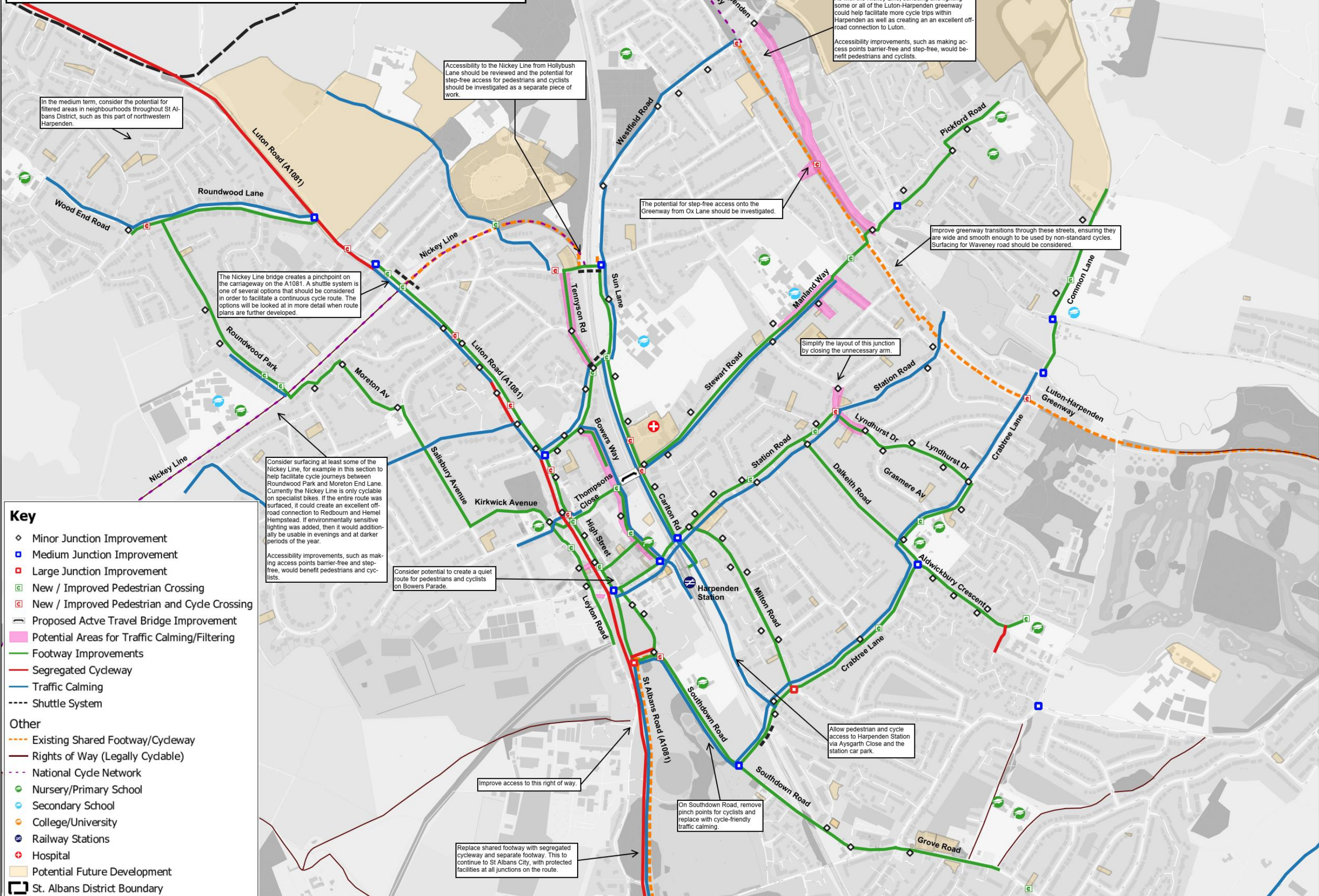
- ◊ Minor Junction Improvement
- ▣ Medium Junction Improvement
- ▣ Large Junction Improvement
- ◻ New / Improved Pedestrian Crossing
- ◻ New / Improved Pedestrian and Cycle Crossing
- Proposed Active Travel Bridge Improvement
- ▭ Potential Areas for Traffic Calming/Filtering
- Footway Improvements
- Segregated Cycleway
- Traffic Calming
- Shuttle System

**Other**

- Existing Shared Footway/Cycleway
- Rights of Way (Legally Cyclable)
- National Cycle Network
- St. Albans Green Ring
- Nursery/Primary School
- Secondary School
- College/University
- Railway Stations
- Hospital
- Potential Future Development
- St. Albans City Centre Plans (TBC)
- ▭ St. Albans District Boundary

A map of Harpenden showing the proposed infrastructure improvements including footway improvements, segregated cycleways, traffic calming, quiet alternative routes, junction improvements, crossing improvements and modal filters. Key destinations including railway stations, hospitals and potential future developments are shown on the map to show how the proposed infrastructure relates to these areas.

# 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 or all of the Luton-Harpenden greenway could help facilitate more cycle trips within Harpenden as well as 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 pinchpoint on the carriageway on the A1081. A shuttle system is one of several options that should be considered in order to facilitate a continuous cycle 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 for 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 cyclable 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 lighting was added, then it would additionally be usable in evenings and at darker periods of the year.

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

Consider potential to create a quiet route for pedestrians and cyclists on Bowers Parade.

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

Improve access to this right of way.

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

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.

- Key**
- ◊ Minor Junction Improvement
  - Medium Junction Improvement
  - Large Junction Improvement
  - New / Improved Pedestrian Crossing
  - New / Improved Pedestrian and Cycle Crossing
  - Proposed Active Travel Bridge Improvement
  - Potential Areas for Traffic Calming/Filtering
  - Footway Improvements
  - Segregated Cycleway
  - Traffic Calming
  - Shuttle System
- Other**
- Existing Shared Footway/Cycleway
  - Rights of Way (Legally Cycleable)
  - National Cycle Network
  - Nursery/Primary School
  - Secondary School
  - College/University
  - Railway Stations
  - Hospital
  - Potential Future Development
  - St. Albans District Boundary