The Community Plan for a Letchworth Cycling and Walking Network – The Schemes

This report has been produced by Letchworth Cyclists. Letchworth Cyclists are a group of active local cyclists, with representatives from the town's cycling groups, who are working towards making Letchworth a cycling town. Transition Town Letchworth coordinates the group's activities (www.transitionletchworth.org/letchworth-cyclists, email: ttletchworth@gmail.com or tel: 01462601903)
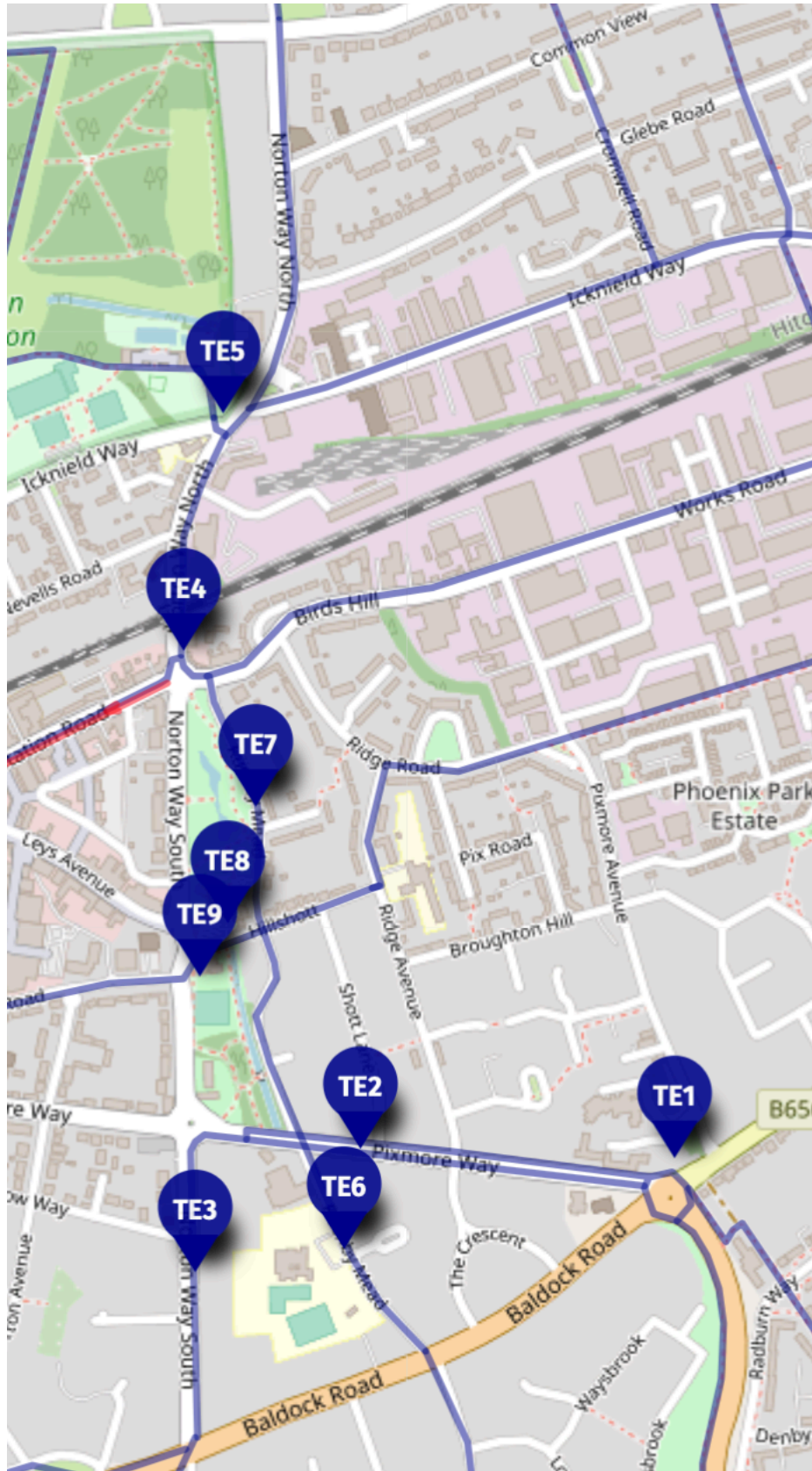
This document should be read in conjunction with "The Community Plan for a Letchworth Cycling and Walking Network" which has the methodology, glossary definitions and implementation plan for the schemes.

This document provides the detailed description of schemes grouped by areas of the town. Each scheme element has been given a priority (levels 1 to 4), with level 1 being the highest priority. The priority has been assigned based on the assessment of how the change proposed will influence people's willingness to cycle; the expected level of utilisation of the cycle route; and the importance of the scheme in providing a connected network. The schemes ID is displayed in bold if it includes changes aimed at improving walking routes.

The schemes within this document are also available online in an Openstreet map which can which can be accessed from the webpage transitionletchworth.org/letchworth-cyclists.

The scheme descriptions in this document can be seen in the online map by clicking on each of the 'pear-drops'. This is a good option if you wish to zoom in and view the map alongside the detailed description.
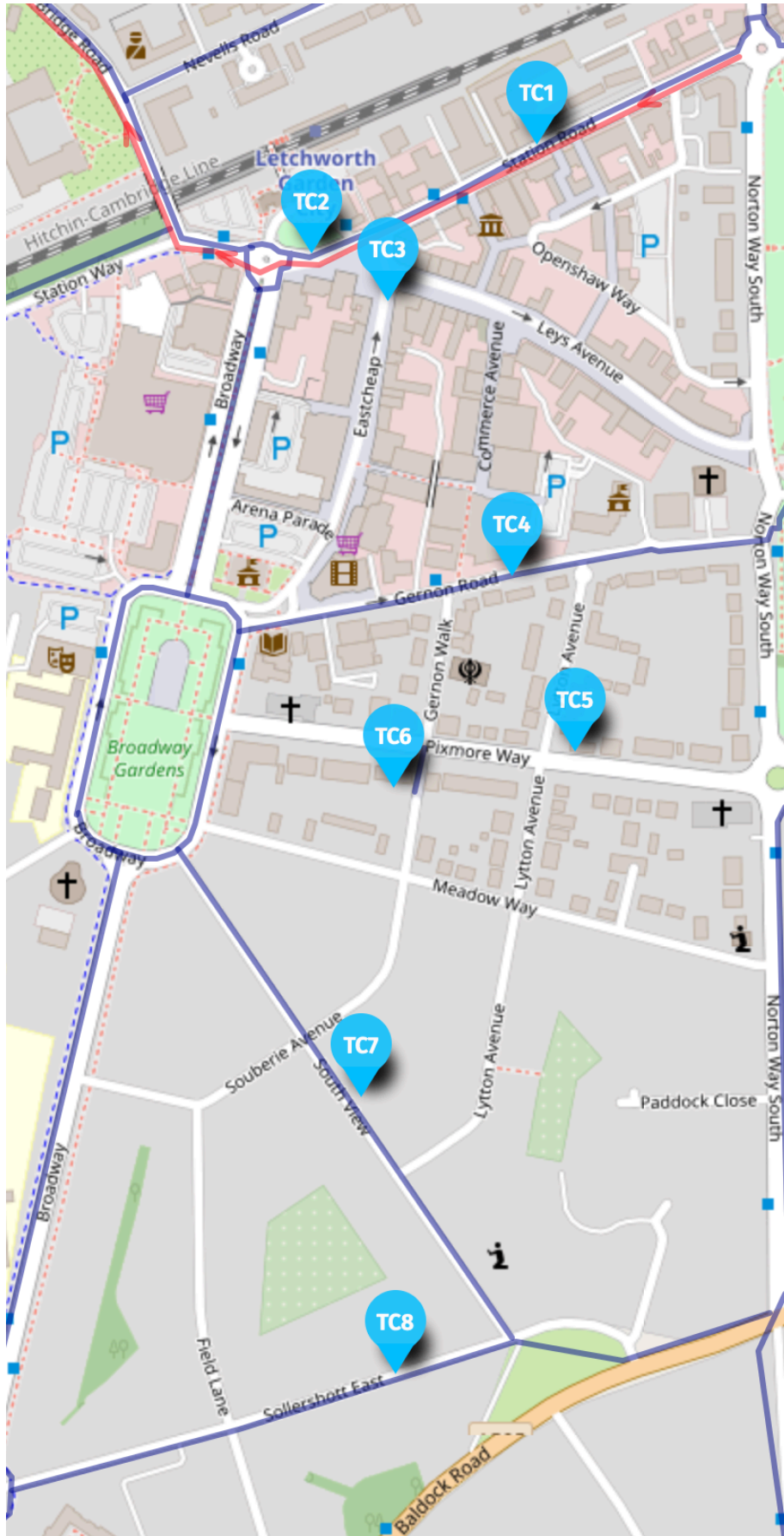
Town Centre East

Background map provided by Openstreetmap

The Community Plan for a Letchworth Cycle and Walking Network – The Schemes

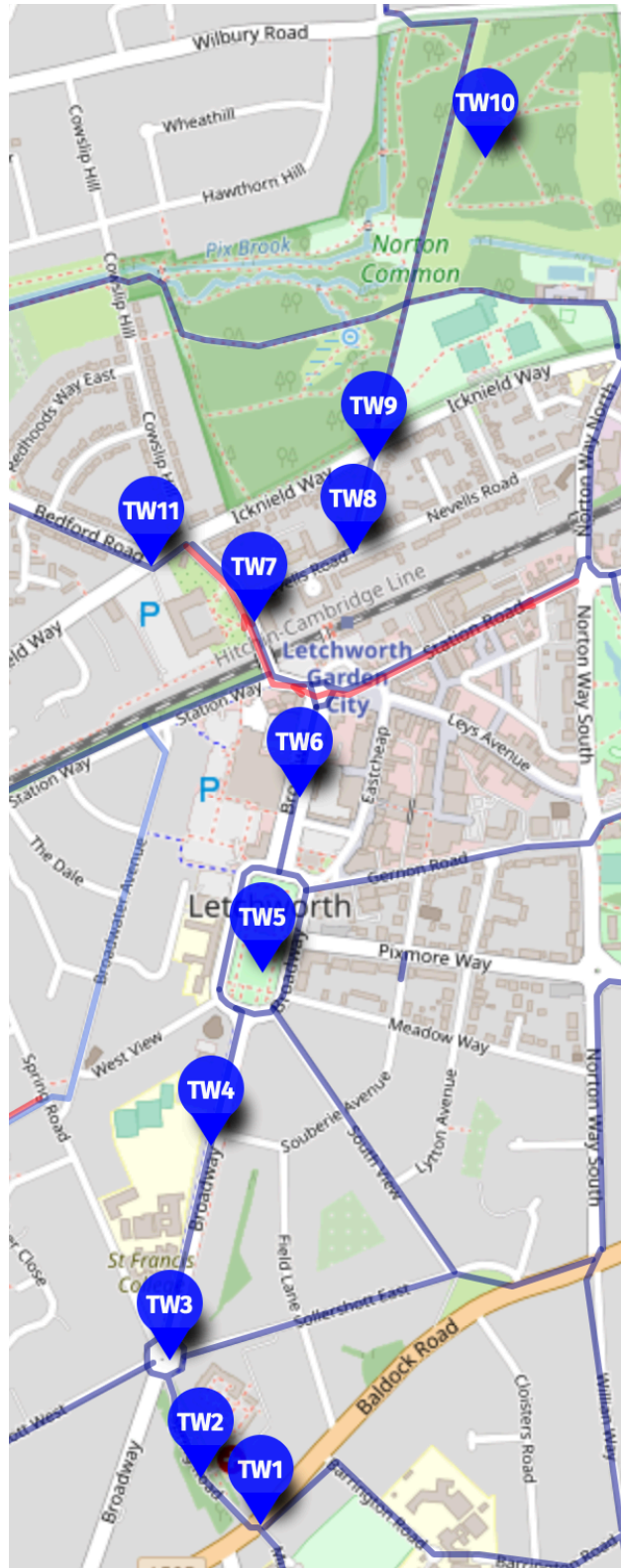| Road	ID	Prty	Description	Authority
Pixmore Way (East)	**TE1**	1	Implement a Dutch Roundabout at the intersection of the A505 with Pixmore Way (Heritage Foundation Letchworth Garden City Cycling Strategy Scheme 1.3).	HCC
	TE2a	1	Introduce one-way cycle tracks adjacent to the road on the north and south grass verges of Pixmore Way, from the A505 to the pelican crossing (by Howard Park) with priority over joining roads.	HCC
	TE2b	3	Convert the existing pelican crossing on Pixmore Way (by Howard Park) to a toucan crossing. If an opportunity arises consider locating the crossing closer to Rushby Mead.	HCC
	TE2c	1	Introduce a two-way segregated cycle track between Rushby Mead and Norton Way South on the south side of Pixmore Way by segregating off a section of the carriageway.	NHDC
Norton Way South	**TE3a**	1	Introduce a 20mph speed limit on Norton Way South.	HCC
	TE3b	1	Introduce a two-way segregated cycle track on the eastern grass verge from the A505 to Pixmore Way on Norton Way South.	NHDC / HCC
Norton Way North	TE4a	1	Introduce a two-way segregated cycle track along the west side pavement of Norton Way North from Station Road to the pelican crossing.	NHDC
	TE4b	1	Convert the pelican crossing to a toucan crossing on Norton Way North.	HCC
	TE4c	1	Introduce a segregated two-way cycle track on the east side of Norton Way North between Birds Hill to Norton Road with priority at junctions.	NHDC
	TE4d		Convert all the entrances to the Station Road / Norton Way / Works Road roundabout to single lane to assist pedestrian crossing.	
	TE5a	2	Convert the 'outdoor pool' roundabout to a Dutch roundabout on two entrance roads to link Norton Common to the Norton Way North cycle track. (Consider if realigning Icknield Way to meet with a single Dutch roundabout in place of two mini-roundabouts would improve this junction for every transport mode.)	HCC
	TE5b	1	Introduce a 20mph speed limit on Norton Way North.	HCC
Rushby Mead	**TE6**	1	Place bollards in the mid-point between the Pixmore school entrances to prevent through traffic and provide a safe crossing into the school.	HCC
	TE7	1	Place bollards between Hillshott and Birds Hill to prevent through traffic.	NHDC
Hillshott	TE8	2	Widen the Hillshott entrance to Mrs Howard Hall car park so it is also the exit and remove the exit on Rushby Mead.	NHDC
	TE9	3	Introduce a two-way cycle track from Howard Park entrance (by Pix Brook) to opposite Gernon Road, providing a cycle track entrance to the roundabout to cross to Gernon Road. Reduce the hedge to give space and open up the view of the Howard Garden Day Centre.	NHDC / HCC

Town Centre

Background map provided by Openstreetmap

The Community Plan for a Letchworth Cycle and Walking Network – The Schemes

Road	ID	Prty	Description	Authority
Station Road	**TC1a**	1	Change to a one-way street from East to West and introduce a 20mph speed limit.	HCC
	TC1b	1	Implement a two-way segregated cycle lane on the West to East carriageway.	HCC
	TC2a	1	Change the pelican crossing from the station gardens to the Platform public house to a Parallel (Tiger) Crossing	HCC
	TC2b	1	Introduce a 'bus station' into the station forecourt (relocating the war memorial to Broadway Gardens) and relocate bus stops A, B, C, D and E into this bus station. Entrance and exit to be onto the Broadway / Station Road roundabout.	HCC / Railtrack
Eastcheap and Leys Avenue	TC3a	1	Close access from Eastcheap into Station Road so that traffic can only exit via Leys Avenue. Remove the pelican crossing from Dorchester House to HSBC bank to allow free flow of traffic up Station Road. Pedestrians to use new zebra crossing in TC2a.	HCC / NHDC
	TC3b	4	Introduce a pedestrian zone along Eastcheap and Leys Avenue from Arena Parade through to Station Road / Norton Way South. Provide regular bike parking opportunities.	HCC / NHDC
Gernon Road	**TC4a**	1	Introduce a 20mph speed limit and no parking on the north side of Gernon Road.	HCC
	TC4b	1	Introduce a segregated contraflow cycle lane on the southern side of Gernon Road from Norton Way South to Broadway Gardens. The cycle lane should have a connection into Lytton Road.	HCC
Pixmore Way (West)	**TC5a**	1	Introduce a 20mph speed limit and no parking on the south side of Pixmore Way (West).	HCC
	TC5b	1	Extend the path by Gernon Walk and Lytton Way into the Pixmore Way to allow both cyclists and pedestrians to see past parked cars when crossing the road.	NHDC / HCC
	TC5c	1	Introduce a pedestrian refuge island where Pixmore Way meets Broadway Gardens.	HCC
Gernon Walk	TC6	3	Place a two-way cycle track adjacent to the existing path on Gernon Walk.	NHDC
South View	**TC7**	2	Sign South View as part of the cycle network, introduce 20mph speed limit.	HCC
Sollershott East	TC8a	1	Install a two-way cycle track from the A505 Willian Way crossing across the green to South View.	NHDC
	TC8b	1	Place bollards on Sollershott East on the east side of Field Lane to prevent through traffic.	HCC
	TC8c	1	Introduce a two-way cycle track on the south side grass verge of Sollershott East from Field Lane to Sollershott Roundabout.	NHDC
	TC8d	1	Introduce a 20mph speed limit on Sollershott East.	HCC

Town Centre West

Background map provided by Openstreetmap

Road	ID	Prty	Description	Authority
Spring Road from A505 to	TW1	1	Stagger the A505 toucan crossing lights to stop traffic coming from the west before Spring Lane. Mark a cycle lane on the A505 for cyclists so they bypass the pavements when crossing.	HCC

Sollershott Circus and along Broadway to Broadway Gardens (NCR12)	TW2	1	Place bollards just after the nursing home entrance on Spring Road to prevent through traffic.	HCC
	TW3	1	Implement a Dutch Roundabout at Sollershott Circus by widening the existing paths to provide both a pedestrian path and one-direction cycle track.	HCC
	TW4	1	Introduce a two-way cycle track on the western grass verge between Sollershott Circus and Broadway Gardens.	NHDC
Broadway Gardens (NCR12) to Station Place	**TW5**	1	Remove the parking and the bus stops on the Broadway Gardens roundabout. Split the existing carriageway into a single lane carriageway and a segregated cycle lane, with the cycle lane positioned closest to the gardens. Install a raised path, wide enough for a pedestrian to stop on at key crossing points, to separate the carriageway and cycle lane.	HCC
	TW6	1	Convert the central path from Broadway Gardens to the station to a two-way cycle track, giving way at formal pedestrian crossings. Remove the vehicle shortcut through this path. Provide cycle crossings alongside the zebra crossings on the station roundabout to form a Dutch roundabout linking cycle tracks.	HCC /NHDC
Bridge Road (NCR12)	**TW7a**	1	Convert Bridge Road to a one-way street from South to North and introduce a 20mph speed limit.	HCC
	TW7b	1	Introduce a Zebra Crossing on Bridge Road by Nevells Road to aid pedestrian crossing.	HCC
	TW7c	1	Introduce a two-way segregated cycle lane on the eastern carriageway of Bridge Road.	HF
Nevells Road to Quadrant to Norton Common (NCR12)	**TW8a**	3	Provide a rear entrance to the station from Nevells Road which has bike parking.	Railtrack
	TW8b	1	Introduce a 20mph speed limit on Nevells Road and The Quadrant.	HCC
	TW9a	2	Place bollards at the entrance to The Quadrant from Icknield Way to prevent through traffic.	HCC
	TW9b	2	Introduce a Parallel (Tiger) Crossing between the Quadrant and the cycle track through Norton Common.	HCC
Norton Common (NCR 12)	TW10a	2	Introduce a two-way cycle track adjacent to the existing north-south Norton Common path, separating pedestrians from cyclists.	NHDC
	TW10b	1	Introduce a two-way cycle track adjacent to the Norton Common path from the Cowslip Hill and extend both the path and cycle track to meet the lane by the outdoor swimming pool.	NHDC
	TW10c	3	Introduce ground LED lights to cycle tracks in Norton Common to enable the cycle lane to be used at night-time with minimal impact on local wildlife.	NHDC
Icknield Way	**TW11a**	1	Introduce a Parallel (Tiger) Crossing across Icknield Way to meet a cycle track on the west side of Bedford Road.	HCC
	TW11b	1	Introduce a shared pedestrian-cycle path on the south side of Icknield Way from the Spirella car entrance to Bridge Road by taking road space and compensating by removing the 'unsafe' pedestrian island and the north side path. Pedestrians to use the safer crossing by Bedford Road and the south side pavement. This cycle track has priority over the Spirella car entrance.	HCC /NHDC

Westbury Area

Background map provided by Openstreetmap

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Road	ID	Prty	Description	Authority
Station Way to Burnell Rise	WE1a	1	Introduce a two-way cycle track between Bridge Road and High Avenue by extending the northern cycle track on Station Way into Burnell Rise, utilising the grass verge.	NHDC
	WE1b	1	Introduce a short section of single-track road, with priority given to east-west traffic, on the south side of the existing carriageway at the west end of Burnell Rise. On the north side carriageway introduce a segregated two-way cycle lane connecting the proposed Burnell Rise cycle track to the High Avenue north pavement.	HCC
	WE1c	1	Introduce a 20mph speed limit on Station Way and Burnell Rise.	HCC
	WE1d	3	Mark cycle track from Station Way to Morrisons on the ground.	NHDC
High Avenue	WE2	1	Introduce a two-way cycle track between Burnell Rise to Hillbrow on the west side pavement of High Avenue.	HCC
Chiltern View	WE3	1	Designate the Chiltern View Railway Bridge into a shared pedestrian-cycle path with signage giving pedestrians priority.	HCC
Hillbrow:	WE4a	1	Convert Hillbrow to a one-way street from West View to Chiltern Avenue.	HCC
	WE4b	1	Between High Avenue to Chiltern Avenue, introduce a two-way cycle track on the verge of the north pavement.	HCC
	WE4c	1	On Hillbrow (between Chiltern Avenue to West View) remove on-road parking, by enabling residents to park on their land and increasing the level of inset parking; and introduce a segregated two-way cycle lane on the west carriageway.	HCC
	WE4d	4	Improve signage to the Greenway and replace gates with bollards.	HF
Highfield	WE5a	1	Introduce a two-way cycle track on the western grass verge of Highfield.	NHDC
	WE5b	3	At West View and Sollershott West install parallel (Tiger) crossings to enable safe crossing and connect cycle tracks / lanes.	HCC
Greenway / Highfield	**WE6**	2	Introduce a shared pedestrian-cycle path from the Greenway to Briar Patch Lane and Highfield School.	HF
A505 - Hitchin Road	WE7a	1	Widen the existing Hitchin Road cycle track to the required width for a two-way cycle track, give it priority over traffic coming out of junctions and extend it to meet the toucan crossing at Highfield.	HCC
	WE7b	2	Install a toucan crossing across A505 by the Letchworth Centre for Healthy Living (and its bus stop), linking the Greenway.	HCC
Sollershott West	WE8	1	Introduce a two-way cycle track on the south side grass verge of Sollershott West.	NHDC
West View	WE9a	2	Convert West View to a one-way (Spring Road to Hillbrow) street.	HCC
	WE9b	2	Remove on-road parking, by enabling residents to park on their land and increasing the level of inset parking; and introduce a segregated two-way cycle lane on the south carriageway.	HCC / NHDC
	WE9c	3	Install a Parallel (Tiger) crossing on Spring Road at West View.	HCC
Broadwater Avenue	WE10a	2	Introduce a two-way cycle track on the triangle of land between Broadwater Avenue and Spring Road.	NHDC
	WE10b	2	Sign Broadwater Avenue as part of the cycle network, introduce 20mph speed limit.	HCC

WILBURY

Background map provided by Openstreetmap

Road	ID	Prty	Description	Authority
Campfield Way/ Highover Road / Icknield Way	**WY1a**	1	Introduce a 20mph speed limit and add cycle route signage from Highover Road (railway bridge) through Campfield Way to the Zebra Crossing on Icknield Way (on the green by the zebra crossing convert the existing track into a proper two-way cycle track).	NHDC /HCC
	WY1b	1	Convert the Icknield Road zebra crossing at Fearnhill school to a Parallel (Tiger) Crossing.	HCC

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Road	ID	Prty	Description	Authority
Elderfield to Monklands	**WY2a**	1	Change Monklands to a one-way street from Northeast to Southwest and introduce a 20mph speed limit.	HCC
	WY2b	1	Remove on-road parking from Monklands, by enabling residents to park on their land and increasing the level of inset parking; and introduce a segregated two-way cycle lane on the south carriageway.	HCC
	WY2c	1	Introduce a two-way cycle track on the southern grass verge of Elderfield between Bursland and Monkslands.	NHDC
Bursland to Bedford Road	**WY3a**	1	Change Bursland to a one-way street from Southwest to Northeast and introduce a 20mph speed limit and appropriate traffic calming.	HCC
	WY3b	1	Introduce a two-way cycle track on Bursland between Elderfield and Bedford Road 'back' lane. Sign a cycle route to Valley Road via Bedford Road 'back' lane converting the short section of connecting path into Bedford Road into a shared pedestrian-cycle path. (This avoids the need for cyclists to join Bursland main carriageway by the Bus Stop).	NHDC
Spring Road North/ Icknield Way / Wilbury Recreation Ground /	**WY4a**	2	Sign Spring Road (North) as part of the cycle network, introduce 20mph speed limit.	HCC
	WY4b	2	Convert the south path on Icknield Way between Wilbury Recreation Ground and Spring Road (North) to a cycle track, (with pedestrians encouraged to use the north pavement).	HCC
	WY4c	2	Introduce a Parallel (Tiger) Crossing across Icknield Way by Wilbury Recreation Ground.	HCC
	WY4d	2	Introduce a two-way cycle track across Wilbury Recreation Ground from Icknield Way to Icknield Infant School.	NHDC
Haselfoot	**WY5**	1	Convert Haselfoot to two-way and place bollards across the road by the rear entrance to Wilbury Junior School to prevent through traffic. This addresses the poor compliance with the existing one-way system and parked cars on the contraflow cycle lane.	HCC
Bedford Road	WY6a	1	Introduce a cycle-lane entrance onto the roundabout by Valley Road.	HCC
	WY6b	2	Introduce a Zebra Crossing across Bedford Road between Valley Road and Bursland.	HCC
	WY6c	1	Extend the west side Bedford Road cycle track to a two-way cycle track between Stotfold Road and Icknield Way, with priority at junctions.	HCC / NHDC
	WY6d	3	Remove speed bumps or replace with sinusoidal speed humps.	HCC
Valley Rd	**WY7**	2	Sign Valley Road as part of the cycle network, introduce 20mph speed limit.	HCC
Cowslip Hill to Wilbury Road	WY8a	1	Introduce a cycle track on the common ground linking Wilbury Road, passing behind Valley Road and connecting to Cowslip Hill.	NHDC
	WY8b	3	Introduce ground LED lights to enable the cycle track to be used at night-time with minimal impact on local wildlife.	NHDC
	WY8c	3	Introduce a raised hump across Cowslip Hill to link Norton Common path to the path through to Valley Road with give way lines for cars so that cyclists have priority. Remove any on-road parking spaces than could impair visibility of the cycle path crossing.	HCC
Stotfold Road	WY9	1	Introduce a two-way cycle track adjacent to Stotfold Road linking Fairfield Park with Bedford Road.	NHDC

Housing Area North of Industrial Estate
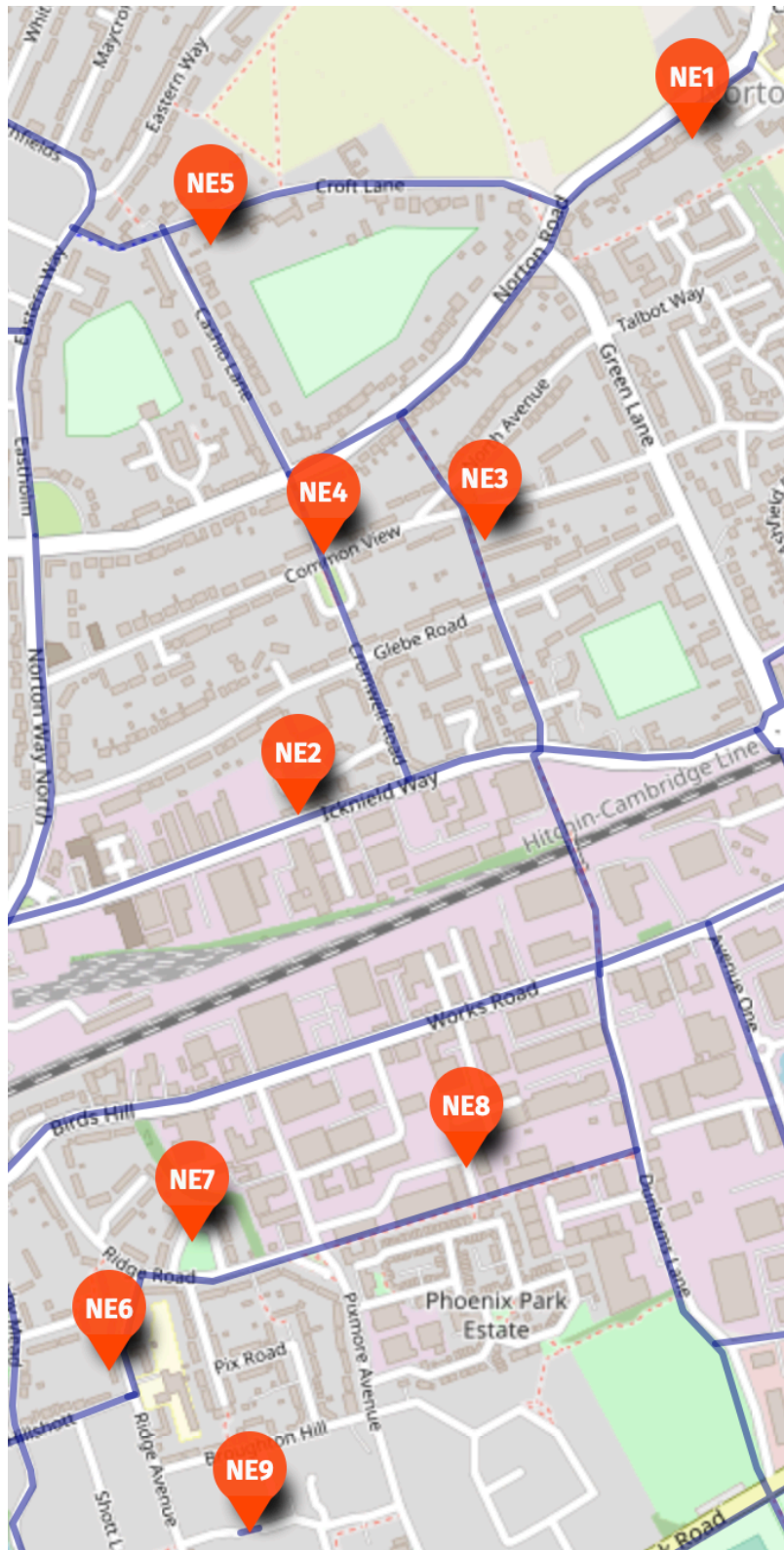
Background map provided by Openstreetmap

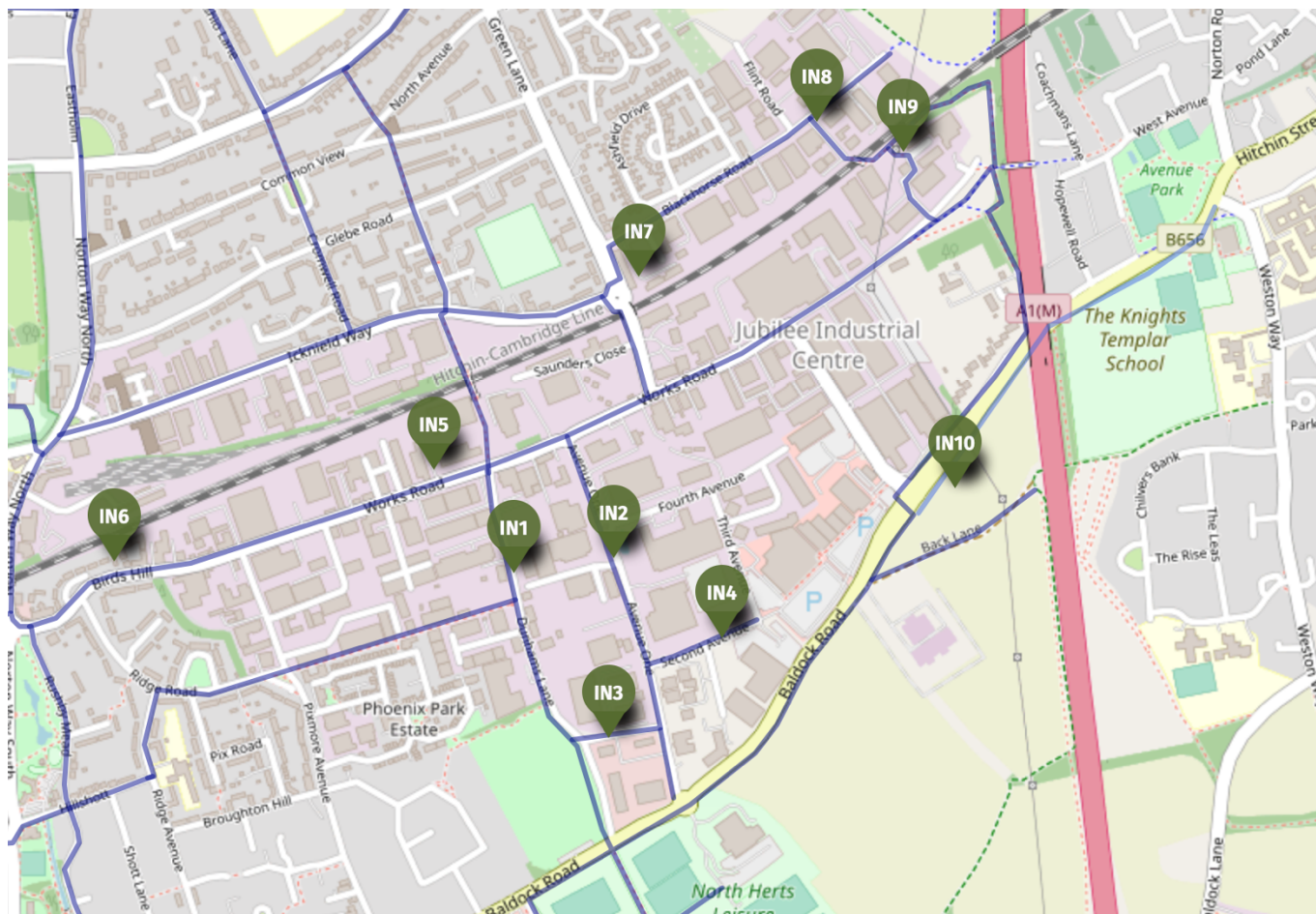| Road	ID	Prty	Description	Authority
Norton Road	NE1a	1	Convert the southern pavement to a shared pedestrian-cycle path with priority at junctions from Cashio Lane to Norton village centre, widening the path where possible to allow separation of people and cyclists.	NHDC / HCC

	NE1b	2	Introduce a zebra crossing across Norton Road opposite Norton St Nicholas School.	HCC
Icknield Way (East)	NE2	1	Introduce a dedicated two-way cycle track on the north pavement of Icknield Way East which has priority over junctions (widening the existing pavement by taking road space where necessary), linking Norton Way North to Green Lane. The expectation is that pedestrians will utilise the southern pavement.	NHDC / HCC
Paths: Norton Road to Pascal Way	NE3a	2	Convert paths from Norton Road to Icknield Way (via Pascal Way) to shared pedestrian-cycle paths with appropriate signage, except for the short segment between Common View and North Avenue where cyclists should be encouraged to ride a short detour on the road through appropriate signage.	NHDC ?
	NE3b	2	Indicate on the carriageway on Glebe Road, Common View and North Avenue the location of the cycle route but also use road markings to make clear to cyclists that they must give way. The markings should help raise awareness of the crossing points to all road users.	HCC
Cromwell Road route to Cashio Lane	NE4a	1	Convert the path between Norton Road to Common View to a shared pedestrian-cycle path.	NHDC?
	NE4b	1	Convert the short pathway between Common View to Glebe Road to a shared pedestrian-cycle path and introduce a cycle track beside the steps.	NHDC?
	NE4c	1	Place Bollards at the north end of Cromwell Road where it joins Glebe Road to prevent through traffic and add cycle network signage at each end of Cromwell Road.	HCC
	NE4d	1	Introduce a raised hump at the cycle lane crossings over Glebe Road and Common View with give way lines for cars so that cyclists have priority.	HCC
	NE4e	1	Indicate on the carriageway on Norton Road the location of the cycle route but also use road markings to make clear to cyclists that they must give way. The markings should help raise awareness of the cycle route crossing point to all road users.	
Croft Lane / Cashio Lane	**NE5a**	1	Introduce 20mph and cycle route signage on Croft Lane and Cashio Lane.	HCC
	NE5b	1	Convert the link through to Eastern Way from Croft Lane to a shared pedestrian-cycle path removing obstructive metal barriers.	HCC
Ridge Avenue	**NE6**	1	Install bollards across Ridge Avenue at the entrance with Hillshott on the North side of Hillshott to prevent through traffic and provide cycle network signage. This will both quieten the road for cycling and provide a safe crossing into Hillshott Infants School.	HCC
Ridge Road	NE7	1	Place Bollards across Ridge Road by Ridge Avenue (west side) to prevent through traffic and add cycle network signage.	HCC
Pixmore Avenue to Dunham Lane path	**NE8a**	1	Convert the Pixmore Avenue crossing by Ridge Road to a Parallel (Tiger) Crossing and provide a short section of two-way cycle track from Ridge Road to meet this crossing.	NHDC / HF
	NE8b	1	Widen the existing path connecting Pixmore Avenue to Dunham Lane to prevent vegetation growing and replace steps at Dunham Lane end of path with a ramp. Add a protective barrier on the edge of Dunham Lane carriageway. Designate as a shared pedestrian-cycle path.	HCC
Bennett Court to Boscombe Court path	NE9	3	Designate the path between Bennett Court and Boscombe Court as a shared pedestrian-cycle path.	NHDC

Industrial and Commercial Area

Background map provided by Openstreetmap

Road	ID	Prty	Description	Authority
Dunham Lane	IN1a	1	Convert the west side path of Dunham Lane to a two-way cycle track (widening the existing path) cutting back the overgrown vegetation to make space. The expectation is that pedestrians will utilise the eastern pavement.	NHDC
	IN1b	1	Provide a straight ramp access to both sides of the railway crossing linking Dunham Lane to Icknield Way improving accessibility for cyclists, mobility vehicles and pushchairs.	HCC
	IN1c	1	Install a toucan crossing over the B656 to connect Dunham Lane to the path running behind Quinn Way (Jackmans Estate).	HCC
Avenue One	IN2a	1	Convert the west side path of Avenue One to a shared pedestrian-cycle path.	NHDC
	IN2b	3	Introduce a Parallel (Tiger) Crossing over Avenue One to join the north side pavement of Second Avenue.	HCC
Sixth Avenue	IN3	1	Convert the south side path of Sixth Avenue to a shared pedestrian-cycle path.	NHDC
Second Avenue	IN4	1	Convert the north side path of Second Avenue to a shared pedestrian-cycle path.	NHDC

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Road	ID	Prty	Description	Authority
Works Road	IN5a	1	Convert the north pavement of Works Road into a two-way cycle track with priority over junctions. The expectation is that pedestrians will utilise the southern pavement.	NHDC / HCC
	IN5b	1	Install a Parallel (Tiger) Crossing across Green Lane junction on Works Road.	HCC
	IN5c	3	Install a Parallel (Tiger) Crossing across Works Road at the bottom of Dunham Lane	
Birds Hill	IN6a	1	Introduce a two-way cycle track on Birds Hill north pavement with priority over junctions.	NHDC / HCC
	IN6b	1	Introduce a raised hump cycle crossing on Birds Hill carriageway by Rushby Mead, with give way lines for cars so that cyclists have priority. This will help slow traffic by Howard Park.	HCC
Green Lane	IN7a	1	Convert the west path on Green Lane between Works Road and Icknield Way to a shared pedestrian-cycle path with northwards traffic having priority on the railway bridge.	NHDC / HCC
	IN7b	1	On the roundabout which connects Icknield Way to Green Lane introduce Parallel (Tiger) Crossings on the Icknield Road and Green Lane (North) entrances.	HCC
	IN7c	1	Convert the east path on Green Lane between Icknield Way and Blackhorse Road to a shared pedestrian-cycle path.	NHDC
Blackhorse Road / Knap Close	IN8a	1	Convert the south side pavement on Blackhorse Road to a shared pedestrian-cycle path.	NHDC /HCC
	IN8b	1	Introduce 20mph speed limit and sign Knap Close as part of cycle network.	HCC
Lacerta Court	IN9	1	Remove metal railings and convert the existing path into a shared pedestrian-cycle path between Lacerta Court and the Knap Close Railway Crossing. Sign Lacerta Court as part of the cycle network.	HF?
B656 from A1 underpass to Leisure Centre (NCR12)	IN10a	1	Introduce a south side shared pedestrian-cycle path along the B656 between the Leisure Centre and Jubilee Road crossing point.	NHDC / HF
	IN10b	2	Introduce a south side shared pedestrian-cycle path along the B656 between the Jubilee Road crossing point and Weston Way.	NHDC
	IN10c	1	Convert B656 pelican crossing at Jubilee Road to a toucan crossing.	HCC
	IN10d	2	Improve cycle lane road marking on the north side of the B656 from Jubilee Road to the motorway underpass.	HCC
	IN10e	2	Introduce a Greenway detour between two motorway underpasses utilising Jubilee Road crossing and the path on Back Lane.	HF / NHDC

Grange Estate
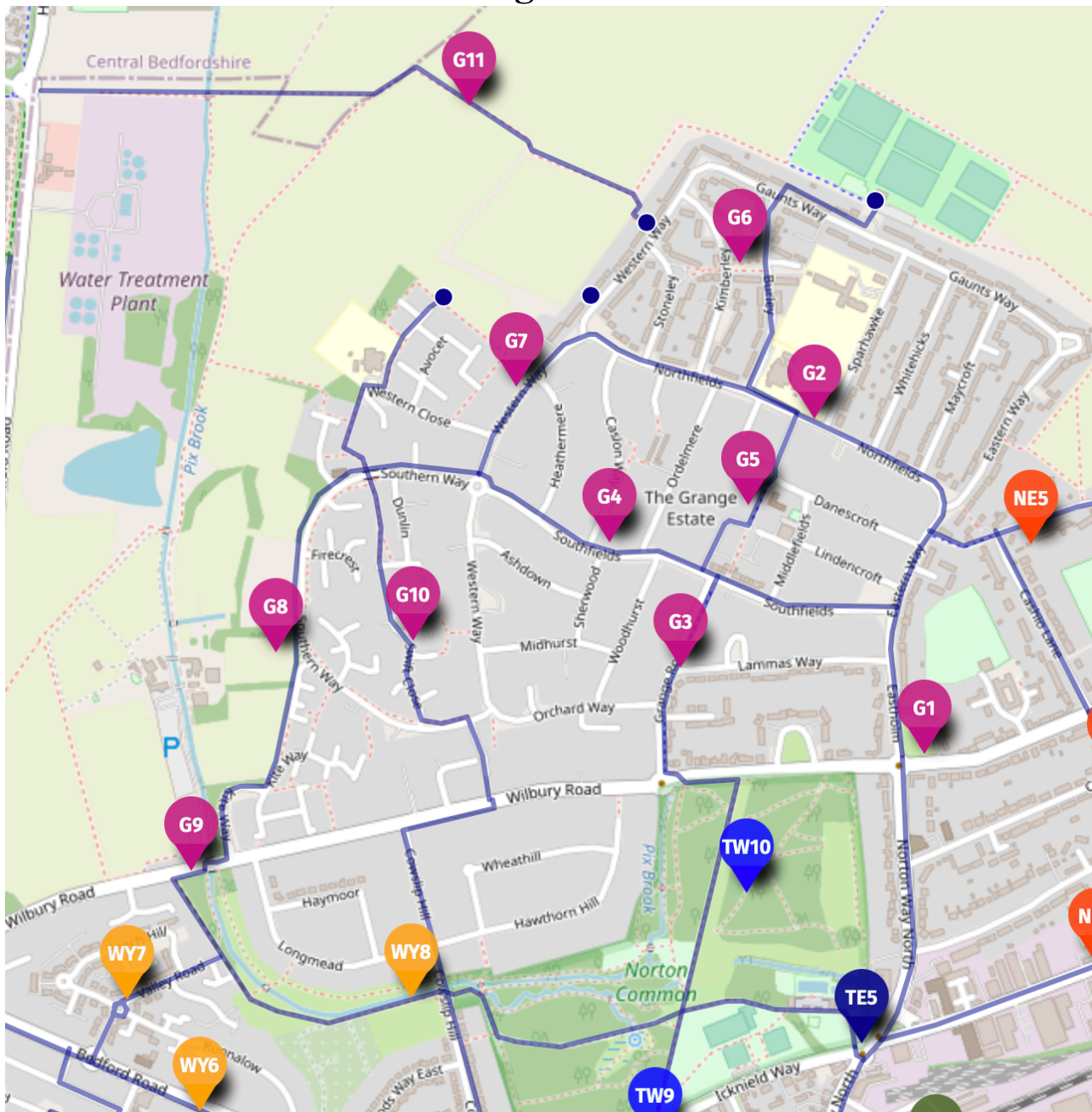
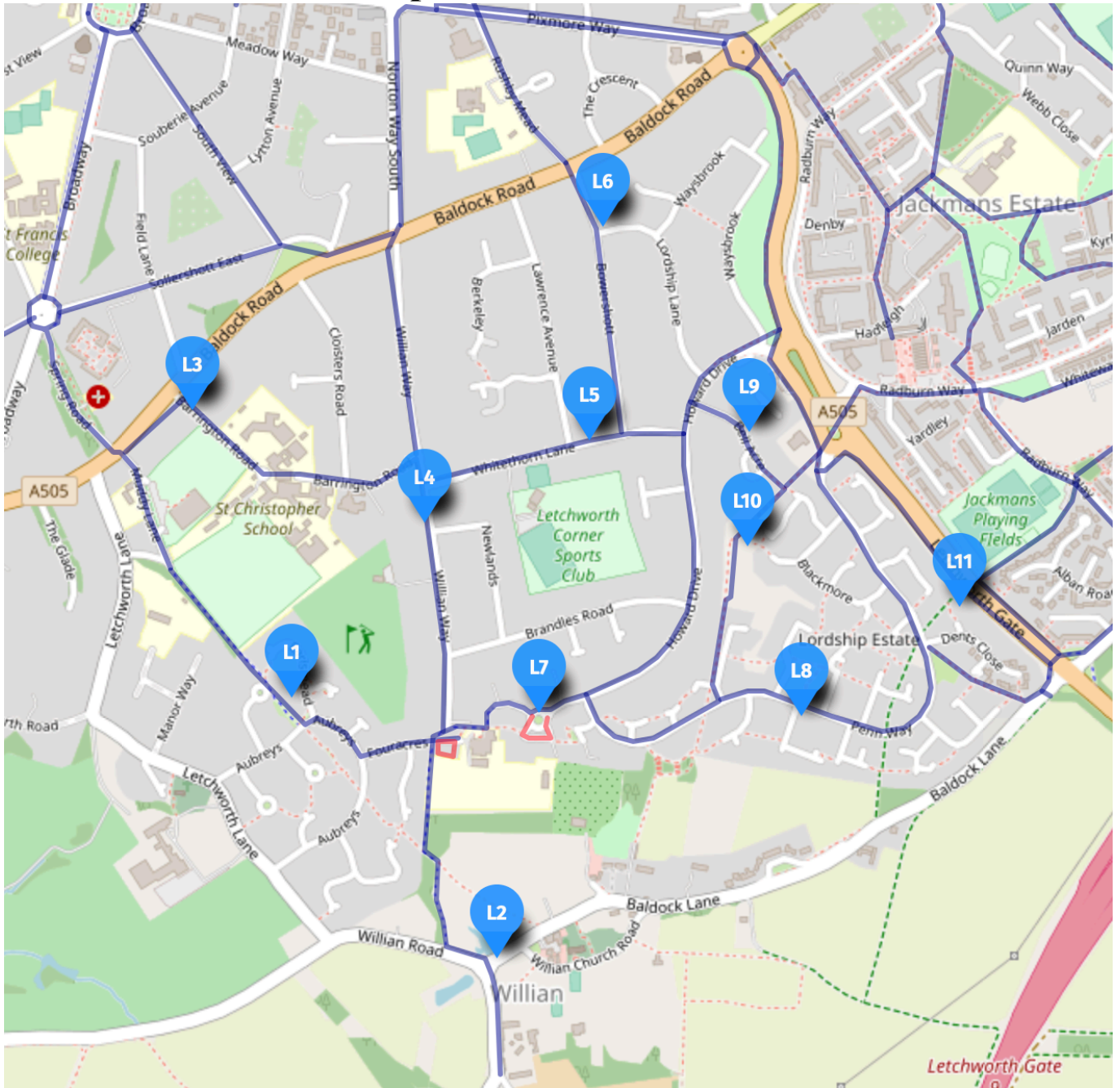Background map provided by Openstreetmap

Road	ID	Prty	Description	Authority
Eastholm / Eastern Way	**G1a**	1	Convert the Norton Road entrance to the 'Eastholm' Roundabout to a Parallel (Tiger) Crossing.	HCC
	G1b	1	Introduce a two-way cycle track on the eastern grass verge of Eastholm / Eastern Way between Eastholm Roundabout to Northfields (taking additional space from road where required), with priority at junctions.	NHDC
Northfields	G2	1	Introduce a two-way cycle track on the northern grass verge of Northfields, with priority at junctions.	NHDC / HCC
Grange Road (NCR 12)	**G3**	1	Introduce a separated cycle track on Grange road east grass verge, with priority at junctions, to reach a new crossing point on Southfields. Convert the existing pedestrian-cycle path to a pedestrian path.	NHDC / HCC

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Road	ID	Prty	Description	Authority
Southfields (NCR 12)	G4a	1	Introduce a two-way cycle track on the north side grass verge / pavement of Southfields (the segment between Pelican Way and Grange Road will be part of NCR12), with priority at junctions.	NHDC / HCC
	G4b	1	Introduce a Parallel (Tiger) Crossing over Southfields to connect with the cycle track on Grange Road.	
Pelican Way To Danescroft (NCR 12)	G5a	1	Clearly mark cycle lanes and tracks on Pelican Way and the connecting cycle path to Danescroft.	NHDC / HCC
	G5b	1	Install bollards at the bend in Danescroft to prevent through traffic.	HCC
Burley / Gaunts Way (NCR12)	G6a	1	Move NCR 12 to Burley (away from Grange School car park entrance). Place bollards on the road just north of the cul-de-sac which includes the back path into Grange School.	HCC
	G6b	1	Introduce a two-way cycle track on the north side verge of Gaunts Way between Burley and the Grange Recreation Ground.	NHDC / HCC
Western Way	G7	1	Introduce a two-way cycle track, with priority at junctions, on the west side verge between from Northfields down to Southern Way moving bus stops towards the road edge to make space.	NHDC / HCC
Southern Way, Jay Close and Kite Way	G8a	1	Introduce a two-way cycle track, with priority at junctions, on the north and west side verges of Southern Way (connecting to the path network that runs under Southern Way) between Western Way and Jay Close.	NHDC / HCC
	G8b	1	Introduce 20mph speed limit and cycle route signage on Jay Close and Kite Way.	HCC
	G8c	1	Convert the path between Jay Close and Kite Way to a shared pedestrian-cycle path.	NHDC
Wilbury Road	G9a	1	Introduce a shared pedestrian-cycle path on the north side of Wilbury Road between Kite Way and Standalone Farm.	NHDC
	G9b	1	Introduce a Parallel (Tiger) Crossing across Wilbury Road by Standalone Farm entrance.	HCC
	G9c	1	Introduce a shared pedestrian-cycle path on the south side of Wilbury Road between Standalone Farm and the path which links through to Valley Road and Cowslip Hill.	NHDC
Avocet, Swift Close, Orchard Way, Childwick Way and Cowslip Hill	G10a	1	Convert the path by Stonehill school from Western Close through to Avocet into a shared pedestrian-cycle path.	NHDC
	G10b	1	Convert the path from Western Close, through the Southern Way underpass, to Swift Close into a shared pedestrian-cycle path.	NHDC
	G10c	1	Introduce a segregated cycle track between Childwick Way and Wilbury Road.	NHDC
	G10d	1	Reduce Wilbury Road to a single carriageway section, with priorities, between Childwick Way and Cowslip Hill, to slow traffic. Use the freed up road to provide a segregated cycle lane on both sides of the road.	HCC
	G10e	1	Cowslip Hill is challenging to cycle due to its hilliness and extensive on-road parking. Tackle the parking by introducing a parking regime to prevent long-stay parking.	HCC
Footpath 32	G11	1	Enhance Footpath 32 to become a high quality shared pedestrian-cycle path connecting the Grange Estate from Western Way to Fairfield Park.	NHDC

Lordship and Manor Park Estate

Background map provided by Openstreetmap

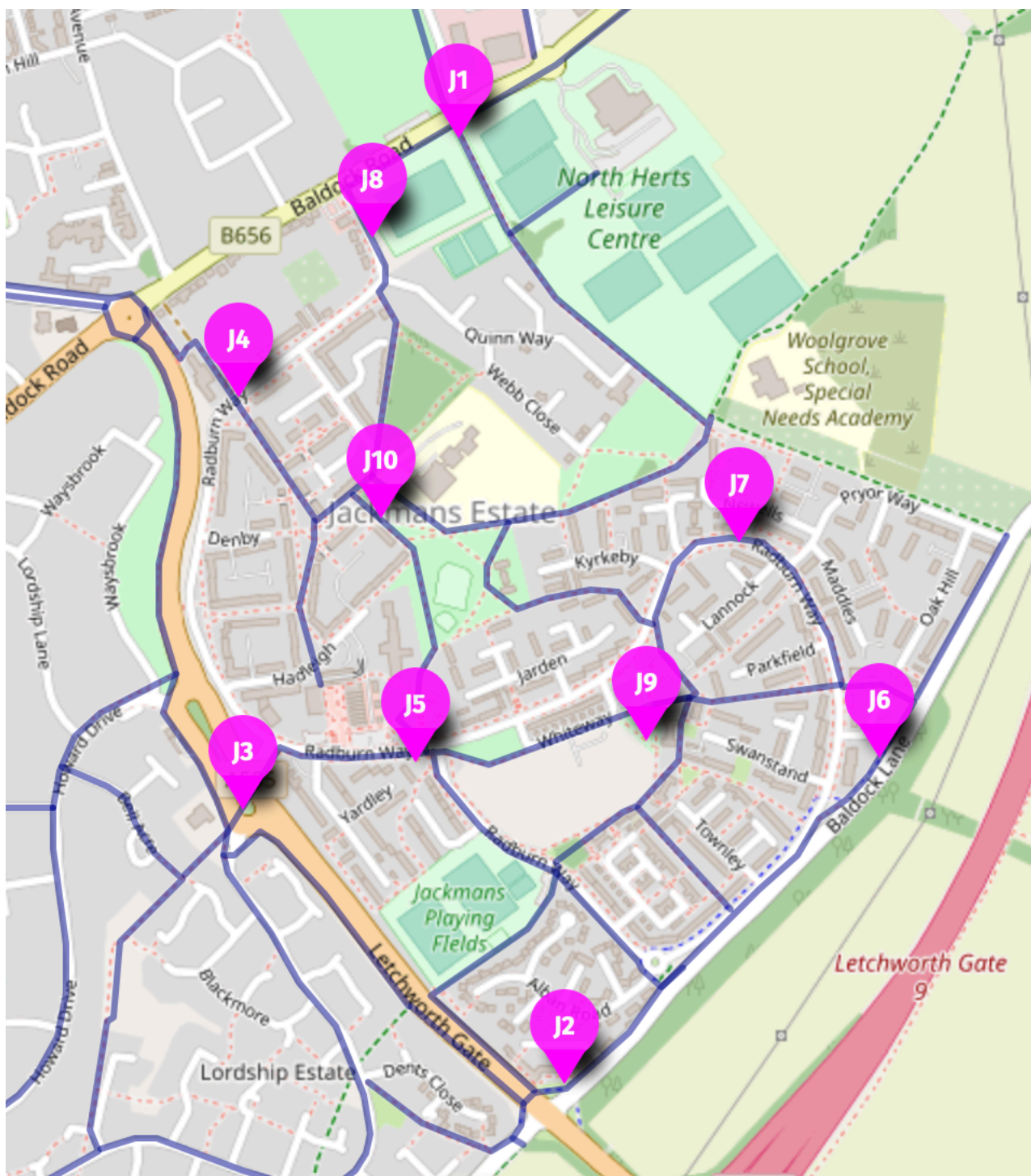| Road	ID	Prty	Description	Authority
Muddy Lane through to Willian Village (NCR 12)	L1a	1	Mark cycle lanes on the ground on Muddy Lane and the existing shared pedestrian-cycle path from Muddy Lane to Aubreys.	HCC
	L1b	1	Introduce a two-way cycle track on Aubreys north grass verge with priority over junctions, from the path connecting to Muddy Lane to Fouracres.	HCC / NHDC
	L1c	1	Introduce a motor vehicle one-way system on Fouracres by Lordship Farm School to reduce the risk from turning vehicles, by adding a new exit to the car park opposite Willian Way. Redesign car park to include a drop off /pick-up zone.	HCC

	L1d	1	Introduce a two-way cycle track on Fouracres north grass verge and extend it to the school gate by removing the inset parking bays.	HCC / NHDC
	L1e	1	Resurface the loose shingle on the shared pedestrian-cycle path from Fouracres to Willian and re-route the track so it connects to Baldock Lane at the junction with Wymondley Road.	HF
Willian Village	**L2a**	1	Install a Parallel (Tiger) Crossing over Baldock Lane to connect with the east side of Wymondley Road in Willian Village.	HCC
	L2b	1	Introduce 20mph speed limit throughout Willian Village.	HCC
	L2c	1	Change the junction between Baldock Lane and Wymondley Road to a simple T junction in Willian Village.	HCC
	L2d	1	Introduce a shared pedestrian-cycle path on the east side of Wymondley Road from Baldock Road to the road to Manor Farm.	HCC / NHDC
	L2e	1	Improve cycle network signage on the road leading up to Manor Farm (off the Wymondly Road).	HCC
Barrington Road / A505	L3a	1	Prohibit parking on Barrington Road.	HCC
	L3b	1	Introduce a two-way cycle track on the southern A505 grass verge between Spring Road traffic lights and Barrington Road.	NHDC
Willian Way	L4a	1	Introduce a two-way cycle track on the western grass verge with priority over joining roads (taking road space where necessary to avoid mature trees) between the A505 and the existing cycle lane by Lordship Farm school.	NHDC / HCC
	L4b	1	Widen the shared pedestrian-cycle path at the south end of Willian Way by taking space from the road. Mark acceptable parking bays, add double yellow lines and introduce timed permit parking in the car park at the south end of Willian Way to reduce the risk from turning vehicles.	HCC
	L4c	1	Change the pelican crossings where Willian Way meets the A505 into toucan crossings with a cycle route and pedestrian crossing marked diagonally across the junction to meet both the proposed Norton Way South (east side) cycle track and the proposed cycle track towards Sollershott East.	HCC
Whitethorn Road	**L5**	1	Introduce a 20mph speed limit, double yellow lines and sign Whitethorn Road as part of the cycle network. Add a chicane, with a cycle detour at the east end to slow the traffic.	HCC
Bowershott / A505 Crossing	L6a	2	Designate the west path of Bowershott as a two-way cycle track with the expectation that pedestrians will use the east path. Cyclists then have the option of re-joining the carriageway to cross the A505 to Rushby Mead or dis-mounting and using the pelican lights to reach Rushby Mead.	NHDC
	L6b	3	Widen the width of the pelican crossing on the A505 by Rushby Mead and convert it to a toucan crossing, so that cyclists can navigate from the Bowershott cycle track into Rushby Mead, but cars are prevented from turning into or out of Rushby Mead whilst the lights are red.	HCC
Lordship Farm Shopping Precinct and Howard Drive	L7a	1	At the southern end of Howard Drive (behind the shopping precinct) introduce a two-way segregated cycle lane on the north side of the road to connect between the Lordship Shopping Centre roundabout to the existing cycle track by Lordship Farm School.	HCC
	L7b	1	Introduce a two-way cycle track on the west side grass verge of Howard Drive between the Lordship Shopping Centre roundabout to the A505, with priorities at junctions.	NHDC / HCC
	L7c	1	Introduce a raised hump cycle crossing on Howard Drive to meet the north side of Penn Way, with give way lines for cars so that cyclists have priority. This will help slow traffic on Howard Drive.	HCC

	L7d	2	Remove the roundabout so that Howard Drive is a continuous road into the cul-de-sac. Introduce a one-way system into the shopping/school car park from the first exit off the current roundabout after Howard Drive. Create a proper school drop-off point for coaches and cars. The car park exit will join Howard drive at a give-way T-junction. The car parking spaces lost by the change can then be regained, within the car park by utilising the new free space from the roundabout. The existing trees on the roundabout to be retained. This prevents the existing roundabout from being used as a car park at school drop off times and gives safer access to the school.	HCC
Penn Way	L8	1	Introduce a two-way cycle track on the northern / western side of Penn Way (from Howard drive to Letchworth Gate), with priorities at junctions.	NHDC
Bell Acre	L9	1	Sign Bell Acre as part of the cycle network and introduce a two-way cycle track through to the Lordship internal path network.	HCC / NHDC
Rookes Close to Letchworth Gate	L10	1	Convert the path between Rookes Close and Letchworth Gate long-about to a shared pedestrian-cycle path, re-routing it through the overlooked open green space. Place street names where the path has links to residential areas.	HF or NHDC
Letchworth Gate (A505) and connecting paths	L11a	1	Convert the west side paths between the A1/M and St Pauls roundabout into shared pedestrian-cycle paths.	NHDC
	L11b	1	Convert the path from Penn Way (near Dents Close entrance) to Baldock Road to a shared pedestrian-cycle path and extend it to the A505 Toucan crossing.	HF or NHDC
	L11c	3	Install a Parallel (Tiger) Crossing across Baldock Lane to link into the Greenway near the A505 entrance.	HCC

Jackman's Estate

Background map provided by Openstreetmap

Road	ID	Prty	Description	Authority
B656 / Leisure Centre / Paths near Leisure Centre.	J1a	1	Baldock Road between Radburn Way and the Leisure Centre - introduce a shared pedestrian-cycle path on the south path taking over some of the road space for the cycle track where necessary.	NHDC /HCC
	J1b	1	Existing path from the Baldock Road leading south towards Woolgrove school - convert the path into a shared pedestrian-cycle path and add a short connecting link from this path to the Leisure Centre.	NHDC or HF

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Road	ID	Prty	Description	Authority
A505 Letchworth Gate	J2a	3	The Greenway track running alongside Baldock Lane between Letchworth Gate and Radburn Way (behind Alban Road) - widen by removing the hedging or replacing it with more open planting closer to the road.	NHDC or HF
	J2b	3	Existing path from Radburn Way to Jackman's playing fields - convert the path to the play equipment to a shared pedestrian-cycle path and extend it to meet Letchworth Gate where it should pass along the east side of the road to connect with the A505 Baldock Lane crossing.	NHDC
	J3	1	Letchworth Gate long-about underpass - mark as a shared pedestrian-cycle path.	HCC / NHDC
	J4	1	Existing path from the Baldock Road by the St Paul's Church roundabout leading to the Radburn Way underpass at the back of Bayworth – mark the path, including the underpass, as a shared pedestrian-cycle path. Vegetation alongside the path should be removed to allow the path to be widened (and help reduce littering). The new housing planned for this site should provide for a path and cycle track.	HCC / NHDC
Radburn Way	J5a	1	Radburn Way from Letchworth Gate long-about underpass past Yardley to the start of the Radburn Way loop - introduce a two-way cycle track on the south side.	NHDC / HCC
	J5b	1	Two underpasses at the three-way Radburn Way intersection on the Radburn loop - mark underpasses as shared pedestrian-cycle paths. Convert the steps down to this intersection to a ramp to improve accessibility for all with a dog leg and barriers at the bottom to deter fast cycling.	NHDC / HCC
	J5c	1	Radburn Way between Alban Road and the three-way Radburn Way intersection on the Radburn loop - Convert the path on the west side to a shared pedestrian-cycle path and extend it to meet Alban Road.	NHDC / HCC
	J6a	1	The Greenway track running alongside the Baldock Lane between Pryor Way and Radburn Way (by Swanstand) – extend the shared pedestrian-cycle path so that it reaches Alban Road Roundabout following the line of the trail that is being left by local cyclists to avoid cycling on the road.	NHDC or HF
	J6b	1	Existing path between Rundells and Maddies / Oak Hill – convert the existing path to a shared pedestrian-cycle path and provide road markings across Radburn Way to show the cycle route crosses but with give way marking for cyclists (who do not have priority).	NHDC / HCC / Settle
	J7a	1	Radburn Way between the Rundells/Maddies to opposite Kings Community Church Bus Stop- introduce a two-way cycle track on the north/east verge with priorities at junctions.	NHDC / HCC
	J7b	1	Introduce a Parallel (Tiger) Crossing across Radburn Way by Kings Community Church Bus Stop to connect cycle tracks.	HCC / NHDC
	J8	1	Radburn Way between Baldock Road and Quinn Way - convert the path on the east side into a shared pedestrian-cycle path.	NHDC
Radburn Cycle Paths South	J9a	1	Existing path between Radburn Way (opposite the Jackmans Playing fields) to north of the bus stop by Kings Community Church - introduce a two-way cycle track either by locating it adjacent to the existing path or by including a cycle loop round the planned new housing on the 'Lannock School' site.	NHDC / Settle
	J9b	1	Existing path running between Upper Maylins and Townley - convert the path to a shared pedestrian-cycle path.	NHDC / Settle
	J9c	1	Existing path running between Swanstand and Parkfield that leads up to the road Whiteway - convert to a shared pedestrian-cycle path.	NHDC / Settle

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Road	ID	Prty	Description	Authority
	J9d	1	Existing path leading from Whiteway to the three-way Radburn Way intersection loop - sign the mid-section of Whiteway as part of the cycle network and convert the path to a shared pedestrian-cycle path.	NHDC / Settle / HCC
Radburn Cycle Paths North	J10a	1	Existing path between Jarden and Kyrkeby leading through the open play area to meet the south west corner of Garden City Academy - convert to a shared pedestrian-cycle path.	NHDC / Settle
	J10b	1	Existing path that passes along the west and south side of Garden City Academy connecting to the Greenway by Woolgrove School grounds - convert to a shared pedestrian-cycle path.	NHDC / Settle
	J10c	1	Existing path from the junction of Quinn Way/ Radburn Way to the entrance to Garden City Academy (which runs adjacent to the woodland) - convert to a shared pedestrian-cycle path.	NHDC / Settle
	J10d	1	Existing path between Garden City Academy entrance (via the play area) to the underpass at the three-way Radburn Way intersection loop - convert to a shared pedestrian-cycle path.	NHDC / Settle
	J10e	1	Two existing paths from Radburn Way underpass (by Bayworth) through to Hadleigh and the Garden City Academy - introduce a two-way cycle track where space permits. For short sections where space is restricted a shared pedestrian-cycle path should be provided with cyclists required to give way to pedestrians.	NHDC / Settle