

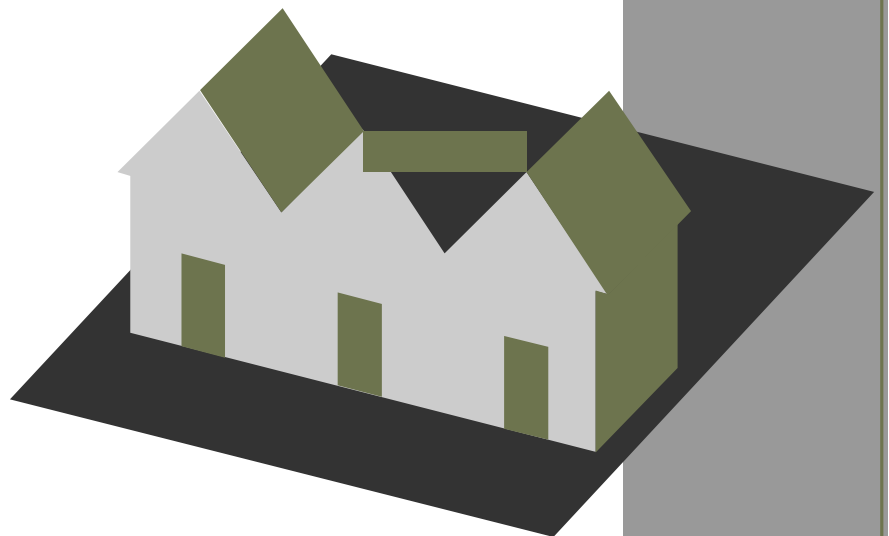


Transport and Liveable Streets

Appendix to Draft Consultation Document

Hitchin Triangle Design Statement

May 2009



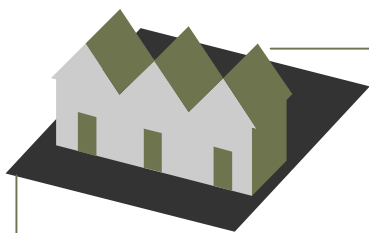


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Introduction

Introduction

This report was prepared for the Triangle Residents' Association (TRA) by an independent consultant. It reviews transport and quality of street life in the Hitchin Triangle area. It aims to cover two closely related issues:

- the negative effects of transport on quality of life in the area and how they might be mitigated
- the opportunities for access and travel for Triangle residents and how these could be meaningfully improved.

Clearly the issues overlap. For example, many residents want good local parking, for their own car and for occasional visitors; local businesses want some parking for access to their premises. At the same time excessive or inappropriate parking can block movement on foot - or indeed by car - and also reduce comfort and safety. Thus any proposals for change must be framed within one carefully evaluated strategy.

The report's principal task was to inform the relevant sections of the Design Guide for the Triangle area being prepared by the TRA. It also provides for an input to the Hitchin Urban Transport Plan study which Hertfordshire County Council is carrying out in cooperation with North Hertfordshire District Council.

The report first considers relevant points of context. It then reviews several main issues in turn, including access to local services, walking, cycling, bus services, the railway station, parking, traffic, and transport aspects of new development. Finally it draws some conclusions and sets out recommendations.

It should be stressed that the separate review of specific issues does not mean that they should be addressed separately in terms of understanding and action. Where appropriate, topics are cross-referenced between issues.

Sources of material

Information used in this report, including statistics and other material, has been drawn from various sources.

- Key data have been drawn from the 2001 Census, using information for the North Hertfordshire Area 010A; this is somewhat larger than the area represented by the TRA but the other parts of it appear to be essentially of the same characteristics as the Triangle.
- Other material has been gained from surveys and counts carried out by the TRA under the author's guidance; site surveys by the author; and discussion with residents and others.

Context

The Hitchin Triangle area represented by the TRA is a mostly residential area lying within the triangle of Nightingale Road, Walsworth Road and Verulam Road and also including a similar area of three streets immediately to the north of Nightingale Road. Much of the area's housing consists of older terraces, two and sometimes three storey, but there is a proportion of (mostly smaller) modern housing. This is now being added to by the development of new blocks of flats, mostly on former industrial or retail sites towards the east end around the railway station. There are a few small industrial premises (mostly car repair) and a number of shops and food outlets, mostly along Nightingale and Walsworth Roads. The area is heavily built up.

Small areas of largely similar character lie to the south and west. In many ways their characteristics and activity patterns match the TRA area.

The location of the area is significant. At the western end is Hitchin railway station, served by trains on the outer suburban services between London and Cambridge or Peterborough (currently run by franchisee First Capital Connect). About 500 metres beyond the eastern end lies Hitchin town centre, which contains a substantial number of retail and service outlets. The town centre is also a nodal point for bus services offering links to the surrounding areas. Some of these bus services run along the roads edging the Triangle. Thus the Triangle rates very highly in terms of access for its residents to a range of shops and services and to direct rail services. The replacement of some industry and retail by new flats is probably influenced strongly by the adjacent railway station, from which it is easy to commute to London, and also to Cambridge or to some other main centres in Hertfordshire. But the relative closeness to the town centre is no doubt also a factor.

However, the area's location also has a negative influence. Because it is so close to the railway and also close to the town centre, it is affected by substantial levels of through movement. This includes pedestrians, from within the Triangle and further afield, walking to and from the station at peak times and to the town centre at all times. More obviously it suffers from substantial levels of traffic on the roads surrounding it; especially east-west traffic on Nightingale and Walsworth Roads.

The following main points about the area's population and activities emerge from the Census data (for North Hertfordshire Area 010A):

- The proportion of full time employed among residents aged 16-74, at 51%, is higher than the District (46%) or County (42%) figures. But the number of retired people, at 8%, is much lower than District or County (13% and 14%).
- The proportion of properties owned by their occupier, at 48%, is much lower than for District (68%) or County (72%). 51% is rented, compared to much lower figures for District or County; of particular note, 21% is rented from a private landlord.
- For travel to work, 15% use the train and 15% walk, compared to 9% and 10% respectively for the District. Only 51% travel to work by car compared to 65% for the District.
- Average occupancy, as shown by persons per room, is slightly higher than for the District.
- Car ownership for the area is 86 per 100 households, very much lower than for the District (130 cars per 100 households).

Since the 2001 Census some new blocks of flats have been built and occupied and further large developments are now in course of completion, within the planning process or understood to be under consideration. These are probably reinforcing the character of the area as one of high population density geared to local access and lower use of car travel.

These features and the continuing development demonstrate the potential that the area has to meet national aims for developing sustainable communities. For these reasons the area should be supported through appropriate development and initiatives if such policies are to be pursued in North Hertfordshire. This must include sustainable transport. However, current provision for sustainable access is in some respects very weak. Furthermore current transport patterns cause some serious problems. These various aspects are examined in the following sections. They are illustrated by a selection of pictures in the **Appendix**.

Review of main access and transport issues

Access to local services

The Triangle area is physically close to a range of services. This should in principle enable residents to gain a lot of their purchases and services without use of a car, benefiting them and the environment. Services in the immediate area include grocery and general shops, and cafes / take-aways. Residents' use of these no doubt helps to support their staying in business, and thus supports the sustainable economic and social lifestyles which policies for sustainable communities call for. However, the relative ease of access is constrained by the difficulties of purely local movement without a car. Poor walking conditions in particular play a major role in this (discussed below) but poor conditions for cycling deter use of this mode as well. Furthermore, the local businesses also rely on trade from more distant sources for part of their turnover; much of this is based on car access and hence the need for appropriate parking.

Government has particularly raised the issue of accessibility in terms of social inclusion, in the 2003 SEU report 'Making the Connections'. To address these problems, local transport authorities are required to carry out Accessibility Planning as part of their LTP work, analysing the problems and looking for solutions in both transport and other terms from a partnership of organisations. HCC has a programme of studies in hand, the results of which are feeding into transport policy and the choice of priorities for action. However, no accessibility planning has yet been carried out for Hitchin.

Walking

Walking conditions in the immediate area are poor. There are some limited instances of good conditions but there is no consistent high quality footway network within or beyond the area. Various problems can be identified which complement each other in making walking inefficient, uncomfortable and potentially dangerous. Even though people may get used to these conditions, because they have to, it is unlikely that trips on foot are as readily undertaken as they might be, especially where people have a choice.

For the pavements themselves these problems include:

- Width. In many places the pavements are narrow. A good deal is below two metres, the width defined as standard in a number of European countries because it enables one person to pass two others (e.g. dependent couple or mother with pushchair and child). In places pedestrians have to pause to pass one another or two people have to go single file.
- Effect of traffic. The closeness to heavy and sometimes fast moving traffic makes walking uncomfortable and potentially hazardous.
- Blockages by fixed structures. These include lampposts, sign posts and bollards. Some signs and bollards have been put in to improve conditions for

residents! They break up a direct and comfortable walking route. They further limit the width on narrow sections.

- Blockages by vehicles. On occasions vehicles are parked across pavements. This further narrows the pavement and disturbs people on foot. Pavement parking, by imposing levels of wear above that for which pavements were designed, causes decline in pavement condition.
- Other mobile blockages. These include retailers' signboards, 'wheelie bins' and other temporary items. 'Wheelie bins' form a particularly regular hazard. Some of these items become permanent in effect.
- Poor physical condition. The condition of the pavements is patchy, and quite a lot is poor. This includes cracked and broken sections, which form an actual hazard for everyone and can be seen as particularly worrying for less mobile pedestrians. In wet weather pooling of water occurs at uneven sections, so that walking is blocked or made even more unpleasant.
- Also in wet weather flooding of kerbside roadway sections where drains are ineffective means that passing vehicles throw spray over pedestrians.
- Bicycles. These are sometimes ridden along the pavements because local people wish to make use of their bicycle but are afraid to use the roads; especially the three main roads round the edge, whose pavements are also the main through pedestrian routes.

To reach places beyond the immediate area of the Triangle, pedestrians need to cross the main roads. This action faces other problems:

- The main roads convey significant levels of traffic at some times of the day. At other times vehicles may travel at a speed which can seem disturbing to less mobile people. Crossing without protection is therefore unsafe.
- Crossing points exist close to the three main junctions at the corners of the Triangle. However, these junctions all have substantial roundabouts. As the roads thus widen out to meet these, crossings are set back some way. In consequence these points form serious barriers to walking. Not all drivers observe crossing priorities responsibly: this adds to their perceived danger.
- There are two other crossings over Nightingale Road but none across Walsworth Road.

These problems affect local people trying to reach both local and more distant facilities on foot. They also affect people walking through. These include commuters and other travellers going to Hitchin railway station, residents from neighbouring areas going to the town centre or adjacent local facilities, and students and others going to North Herts College. It is in the interests of Triangle residents that walking should be the preferred mode of such groups: if they were to transfer to car, then this would add to the traffic in the area.

In walking to local shops and services, a proportion of residents will be pushing a wheeled object. This may be a pushchair for a small child, and occasionally a wheelchair for an elderly or disabled person. Quite often a wheeled shopping trolley will be used, especially by older or disabled people so that they can buy a good number of items at the shops in one journey without using a car. Poor quality pavements, blockages and barriers can make walking even more difficult for these groups. Good quality and continuous surfaces are particularly important to smooth progress.

Good walking conditions in and around an area are essential to maintain a sound and cohesive community; such "social capital" is an essential component of a sound

economy as well as a good society. Barriers between adjacent areas can be destructive. Furthermore, if problems in getting about on foot are severe for fitter members of society, they will be particularly difficult for less mobile groups. This is contrary to national policy on accessibility and social inclusion. It particularly constrains the scope for getting about by young and elderly people and thus reduces their quality of life.

Cycling

Cycling is an appropriate and potentially effective mode of travel at most time for distances of up to a few kilometres. It is thus very suitable for much of the year for travel within Hitchin, where most parts are within about ten minutes' distance by bicycle from the rest of the town. The Sustainable Travel Towns research programme has shown that there is much greater potential for modal transfer from car use to cycle use for current journeys than to any other mode. However, cycling levels in Hitchin are currently very low, about 3% of journeys. This is slightly higher than for Hertfordshire as a whole (2%) but slightly lower than St Albans (4%). While a good number of commuters cycle to the railway station, which has cycle racks, other travel locally by bicycle appears to be very limited.

Almost certainly the main feature is the potentially hazardous nature of cycling, especially along the main roads. Cyclists are deterred by traffic: its quantity at times and its speed at all times. The overall highway width in most places, including pavements, is relatively low, so that passing traffic can be physically very close. Although daytime parking is banned throughout Nightingale and Walsworth Roads, vehicles do occasionally park: for cyclists to pull out is potentially hazardous. Traffic includes a good proportion of heavy goods vehicles. While a cycle network was adopted nearly ten years ago, little progress has been made on implementing it as a cohesive system, even though most measures required for it are cheap and easy to implement.

One effect of the potential danger from traffic on the roads for cyclists is that a number of them travel on the pavement rather than on the road. They thus add to the perceived danger for pedestrians.

Apart from the railway station there are no cycle parking facilities in the area.

Bus services

The main route for bus and coach services operating through the area is along Walsworth Road. Most westbound services turn south along Verulam Road and then travel west into Hitchin town centre. Eastbound they use the western half of Walsworth Road from the town centre.

Bus services are important to the residents in offering travel beyond immediate walking distance; especially through the other North Herts towns. But they are more important indirectly. If residents of other areas make more use of bus services to travel through the area, including for trips to Hitchin town centre and for access to the railway station, then car travel for these reasons can be reduced. This would help create better conditions for the Triangle area.

At present bus travel appears to be limited to people without a car available, more generally from the more dependent groups in society. Bus services are not generally attractive for a number of related reasons:

- There are virtually no bus priorities on the roads in the area. Buses suffer from congestion like other traffic. Thus they are on occasions delayed. Actual delay is compounded, in the eyes of travellers, by perceived delay; i.e. the bus is not seen as reliable.
- Most buses operating on the area are relatively older and provide only basic quality of travel. It is likely that the lack of priorities deters providers from introducing a significant numbers of more modern buses. This particularly the case for the main operator, Arriva.
- Operations and ticketing remain fragmented rather than offering a cohesive network for travel in the area.
- Tickets are largely limited to individual tickets for single and return journeys on each route.
- Information is available only on a piecemeal basis.

Early in 2007 Arriva closed their depot at Hitchin and focused operations on Stevenage depot. As part of this they elected to run the 90-99 group of routes, which they had been operating on contract to HCC, as a fully commercial activity but with some reductions in journeys run. In mid 2007 North Herts DC decided to no longer contribute to bus funding in the area. Even though another Stevenage based operator, Centrebus, has now taken on some local services, the total effect has been to reduce the level of services generally and especially to reduce evening services. A few useful initiatives have been taken or are in hand: e.g. a direct Hitchin – Luton shuttle service which would terminate at the railway station. However, stability of the network in the foreseeable future cannot be guaranteed. This makes it difficult for people to base their regular activities on use of a bus. Those with any alternative are very unlikely to do so.

The railway station

Hitchin railway station has been an important junction and nodal point for one and a half centuries. Today it is an important stopping point on the services between London (Kings Cross and Moorgate) and Cambridge and Peterborough; these also serve other main towns on the corridor within Cambridgeshire and Hertfordshire. It is also one of the main commuter stations for daily work travel into London, via London bus and Underground connections.

The station layout incorporates a short wait car parking area, a taxi rank, a bus stopping area and covered motorcycle and bicycle parking areas; it also has a substantial car park. The entrance / exit is from Walsworth Road, immediately west of the junction with Nightingale Road, on the west side of the road tunnel under the railway line. Almost all passing buses pull in to the station forecourt to serve the station stop and then pull out again. Revisions to the forecourt layout have recently been implemented.

A substantial part of railway passengers reach the station, and leave it, on foot. This is especially true for commuters resident in the Triangle and adjacent areas. Reaching the station on foot is not straightforward, for reasons spelt out in the section on walking. Two factors particularly affect pedestrian access to the station:

- The pavement on the south side of Walsworth Road to the west of the station entry is especially narrow for some distance.

- There is one pedestrian crossing over Walsworth Road opposite the station entrance but this is to the immediate west of the roundabout junction with Nightingale Road and hence subject to traffic conflict and congestion.

For those living to the east of the railway line, there is a serious problem in the narrow underline bridge conveying the A505 (reference ECML 102 in Network Rail's register). This has a very narrow pavement and of course pedestrians suffer from the closeness, noise and emissions of constant road traffic. This makes conditions very unpleasant for those walking to the railway station or walking to the town centre through the Triangle. This too increases the likelihood that people use cars and drive through the Triangle area rather than walking. It also affects Triangle residents who need to walk eastward under the railway line. Plans have been proposed to provide a new separate pedestrian tunnel under the line but these have so far not progressed.

Parking

For many years, on-street spaces were used by some rail commuters seeking to avoid paying the charges for parking at the station. This caused major difficulties for residents, local businesses and their visitors. A comprehensive parking permit scheme was introduced in early 2009 which addresses many, but not all, of the parking needs of the area.

Parking in the area remains a major issue for residents and local businesses.

The main points may be summarised as:

- Most of the properties are smaller and many of them have very limited front gardens. Thus they do not have their own parking on premises. Some newer properties have their own parking bays. But a lot of residents' cars are thus parked on the street.
- The main roads have significant restrictions on parking. For much of their length no parking is permitted at any time (double yellow lines); Walsworth Road is restricted for Monday to Saturday daytime hours (single yellow lines), Verulam Road has one side fully restricted (double yellow lines) and the other a mixture of residents parking and double yellow lines. This affects the viability of local businesses, especially on Nightingale Road.
- Trevor Road has for several years had a parking permit scheme (Zone A) which allows for some short stay visitor places, but most of the street is restricted to permit holders at all times of the week.
- In early 2009, residents of Station Approach were given trial access to the Benslow Parking Zone E (with pedestrian access via Burton's Path) This restricts parking to permit holders only Mon – Fri from 10 a.m. to 11 a.m. and from 4 p.m. to 5 p.m.
- Some residents of the south side of Walsworth Road are included in the Trevor Road Scheme, others in the Benslow Parking Zone E.
- The most recent parking permit scheme was introduced in February 2009 and covers all of the remaining side roads. Access is restricted to permit holders on Monday to Friday 8 a.m. to 6 p.m. (Zone F) plus two hours free parking for visitors in most of the zone and short stay parking for businesses at the ends of some streets nearest the main roads. There are also short stretches of double yellow lines in the side roads for safety reasons and a single yellow line in Florence Street to prevent long term obstruction where the carriageway is very narrow.

- There are some areas of publicly accessible land which are available for parking which became more attractive for parking once the main permit scheme was introduced; notably between Dacre and Radcliffe Roads (owned by North Herts Homes and North Herts DC). This area also includes a children's play area.
- There are no short term spaces available on Nightingale or Walsworth Roads for deliveries or for customers' parking for the shops and other businesses. For the most part such vehicles park wherever space is available. In some cases they can use spaces in nearby side roads. Often these are not available or convenient for loading and so they park illegally, causing blockages to driver sight lines, traffic flow and often to pedestrian movement which the parking restrictions are intended to avoid. On some occasions they may abort the delivery, reducing local traders' stocks and thus affecting their business.

Surveys of parking carried out in late April 2008 found that:

- Total on-street spaces in the main triangle amount to about 200 plus perhaps 150 in the Florence Street / Kings Road area. In addition there are about 40 spaces on public land behind houses between Dacre and Radcliffe Roads.
- Surveys on weekday evenings and a Sunday found about 80 vehicles parked on premises: i.e. in front gardens or on private land attached, mostly, to blocks of flats or new (small) houses. This appears to equal the currently available off-street parking.
- There were always some vacant slots in the land behind Dacre and Radcliffe Roads. Car owners have proved more willing to use these less visible places for daytime parking since the permit scheme was introduced, but it is still unattractive for overnight parking.
- On weekdays during working hours most on-street spaces were used, though not all. Since the 2001 Census data show that a reasonable proportion of cars is used for daily work access, then it appears likely that the gaps are filled by incomers, almost certainly commuters.
- A small number of vehicles were parked illegally or on pavements.

Traffic and cars

Because of its location, the area suffers from heavy traffic through it. Nightingale Road forms the main east – west route across Hitchin, designated as the A505; Walsworth Road is also a through route, currently designated as the B656. Both roads carry constant traffic. At some times, notably peak workday hours, this is heavy and can become congested. At other times, traffic is less but speeds can then be higher. Verulam Road at the west end of the area also serves as an important through route, and it too carries continual traffic.

Some of the traffic is undoubtedly over longer distances and not serving Hitchin at all. In principle the Baldock Bypass has opened up a better fast route east – west via the A1M and the A602; in practice some through traffic may remain on the direct Letchworth – Hitchin axis. However, as national data show, most car journeys are short, and a very high proportion of car travel through the area is undoubtedly local, some of it perhaps very local.

Heavy lorries carrying freight traffic make up a proportion of traffic, especially on Nightingale Road. These include HGVs and other large vehicles used for industrial

traffic and retail delivery. However, they also include HGVs operating between a scrap metal works on the north side of the industrial area north-east of the station and the railway sidings south-east. These operate without covers and there are particular concerns about their spilling scrap metal pieces en route through the area. But all heavy vehicles impose on the area, through their scale and noise.

Taken together, cars, HGVs and also buses have three major negative influences:

- They cause a substantial level of general disturbance and pollution in this compact area.
- They act as barriers to links with adjacent areas, especially barriers to movement on foot, but also perceived limits to cycling.
- They severely limit the convenience and safety of pedestrian movement along the main roads, which also form the main pedestrian routes. Walking adjacent to frequent and sometimes fast moving vehicles is unpleasant and unnerving, especially when they are large vehicles.

These negative impacts affect the social fabric of the community.

Highway design

The layouts of roads and footways in the area mostly date from way back in the area's history. To this must be added changes over recent decades, to accord with new demands and also match regulations current at successive periods. Some changes have been made in the very recent past. This covers the surfaces and shape of roads and pavements and also the installation of posts and bollards associated with signs, lighting and crossings.

The broad aims set out for renewal of highways have generally included improvements to safety, capacity and efficiency. However, the priorities for implementation, including availability and use of resources, have not been established within a cohesive framework. In consequence the objectives for specific projects have changed over time without always being explicitly defined or related to obvious problems, especially for road users other than those in vehicles. This explains, for example, why the pavements along parts of Walsworth Road just to the west of the station, which form a major pedestrian route, remain very narrow and consequently most unpleasant to walk along.

Some key issues that have occurred because of this include:

- Pavements are often below the internationally accepted width of two metres, well below in some places.
- There are no through continuous footways.
- Several junctions involve large roundabouts with pedestrian crossings set well back.
- New layouts at the ends of Dacre and Radcliffe Roads have the dipped kerb for foot crossing well out of line with the pavements either side.
- There are in places an excessive number of signposts and bollards, blocking easy pedestrian flow.

These problems reflect failures in the overall planning system to approach development of sustainable transport in a cohesive fashion.

Transport aspects of new development

Some new blocks of flats have been completed and at least one large new development is now under construction at the east end of the Triangle. These are almost certainly attracted by the closeness of the railway station. Further development sites are available, and some of these may well become residential for the same reason. One other new block by the station entrance is for office (B1) use. Close to the station entrance are two other large sites available for development: a redundant DIY supermarket; and the former railway yards to the north. Both could have more residential development, but perhaps with mixed use; retail is also an option for the former.

Further development offers both an opportunity and a threat for the area. If it increases local activity levels, including support for local businesses and community life, but does not add to excessive traffic, then it is to be welcomed. If however it adds to the problems set out in the previous sections, then it offers a serious threat. It is particularly vital that North Herts DC should take this into account in local planning.

Conclusions and recommendations

The Hitchin Triangle area is potentially valuable as a possible example for developing more sustainable transport and communities that are central to current national policies. But it suffers from a number of grave transport related problems in terms of access and quality of life. These reflect two main factors: the growth in use of motor vehicles; and the decline in quality of travel by other means. Both have contributed to a decline in the quality of life in this area (as of course to the same trend in many similar urban areas). It is very difficult to say how far the trends reflect 'pull' factors, such as the sheer attraction and convenience of car use, or 'push' factors, such as the run down in the quality of footways and bus services, coupled with the loss of local facilities and services, displaced by larger units elsewhere.

It follows that solutions to these interrelated problems are essential to achieving in practice the policy aims of sustainable transport and communities. Although these problems have been identified under individual categories, their solution demands a cohesive and carefully articulated programme of action.

In the light of this, the following approach to a transport solution for the area is recommended.

Priorities

Specific priorities for improving access and amenity through transport should be set, for application to

- transport planning and programmes, in the context of the LTP and Hitchin Urban Transport Plan study
- spatial development, through the Local Development Framework and development management process
- other Council programmes.

Three specific priorities are suggested, in order, are proposed are

- 1 Achieve comfortable and easy walking throughout and beyond the area.
- 2 Reduce vehicle traffic and provide for its management, with clear and effective provision for cycling and for bus and taxi services.
- 3 Manage parking of vehicles.

Overall strategy

An overall strategy should be defined and implemented, as part of a strategy for Hitchin and beyond. This should be developed through the Hitchin Transport Plan in ways sensitive to local residential and business needs and incorporated in the LTP and the LDF as a clear focus for implementation. The strategy would include the following main components applied in a cohesive fashion:

- Maintain Nightingale Road as the main through road for the area (A505) but with review of layout through the area.

- Redefine Walsworth Road as a purely local road, enabling major changes (in line with Manual for Streets) to fit it as a designed and controlled local road with wider pavements and more crossings, and priority for cyclists and buses. Make radical changes to the layout at the railway bridge junction and to the station entrance, focused on greatly improving pedestrian, cycle and bus access.
- Upgrade the quality of pavements and footways throughout the area, through a defined strategy incorporating people oriented design and high quality. Particular attention should be paid to providing continuous and comfortable walking conditions. This should include crossing points at road junctions.
- Develop and implement the emerging bicycle strategy, through design and provision of priority routes.
- Investigate and install bus priority measures, especially at the main junctions in the area. Install much better bus boarding points. These steps should form part of a strategy for buses in North Hertfordshire which should aim for a step change in quality through much higher quality in operations, vehicles and information.
- Establish a proper system for the long term management of traffic and parking in the area.
- Establish a proper system for the long term maintenance of roads, footways, parking spaces and other features throughout the area.
- Review the ongoing impacts of the permit parking controls (Restricted Zones A, E and F) and other restrictions to ensure that these serve the needs of local residents and businesses.

APPENDIX

Hitchin Triangle – transport issues in pictures

Railway station and Walsworth Road access



Walsworth Road



Walsworth Road - Verulam Road junction



Verulam Road



Walsworth Road – Radcliffe Road junction



Radcliffe Road



Behind Radcliffe and Dacre Roads



Dacre Road



Nightingale Road



Kings Road / Florence Street / Alexandra Road



Pavement conditions

