














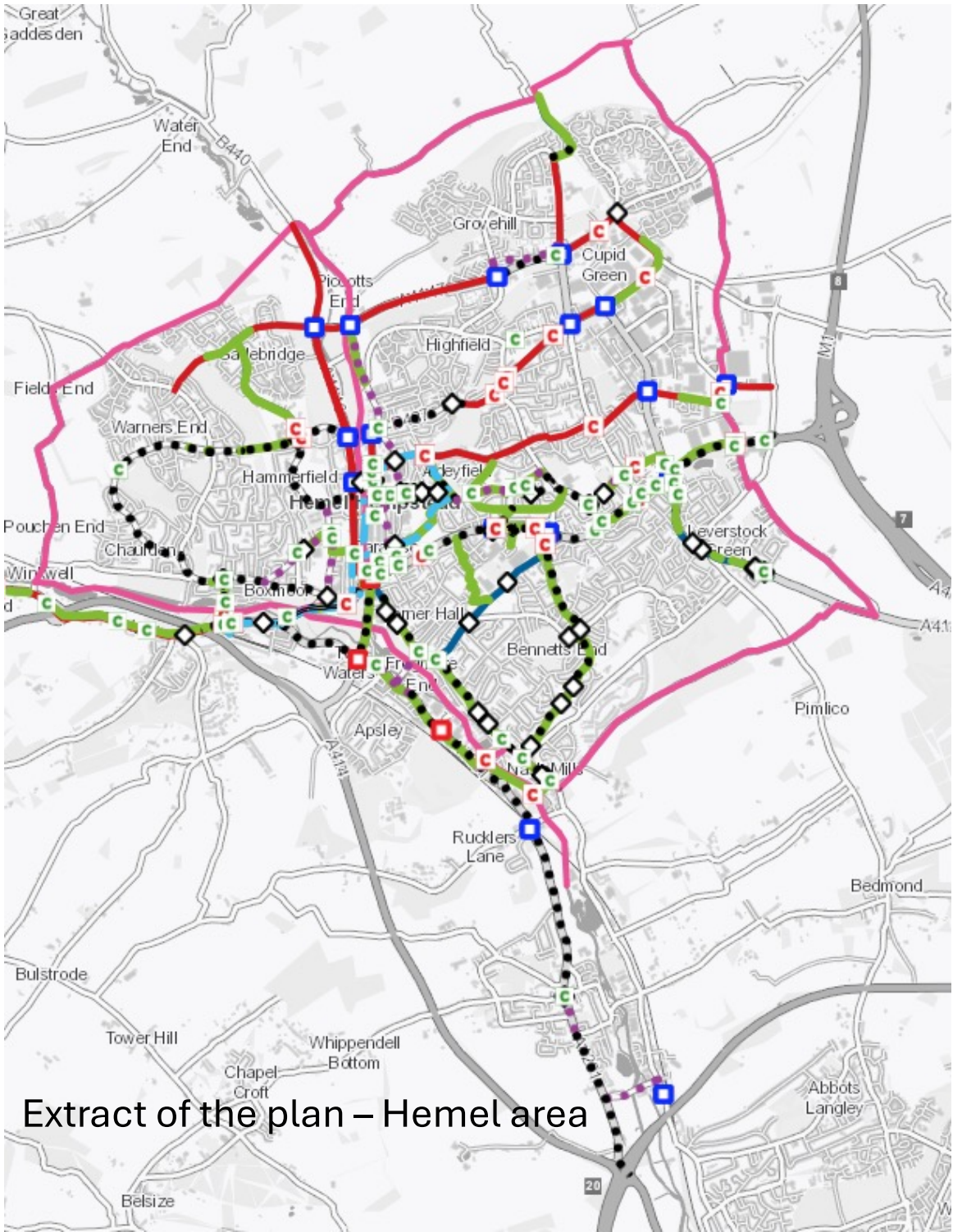
Dacorum LCWIP Infrastructure Plans

“In February 2024 we asked for your views, alongside the wider public, on the proposed walking and cycling networks for Dacorum LCWIP. Both the primary and secondary walking and cycling networks were updated as a result of the feedback we received, with the majority of the primary network being audited. An infrastructure improvements plan has now been produced for the primary network to further support Hertfordshire's vision to give people the option to travel more safely and sustainably.”

Map legend

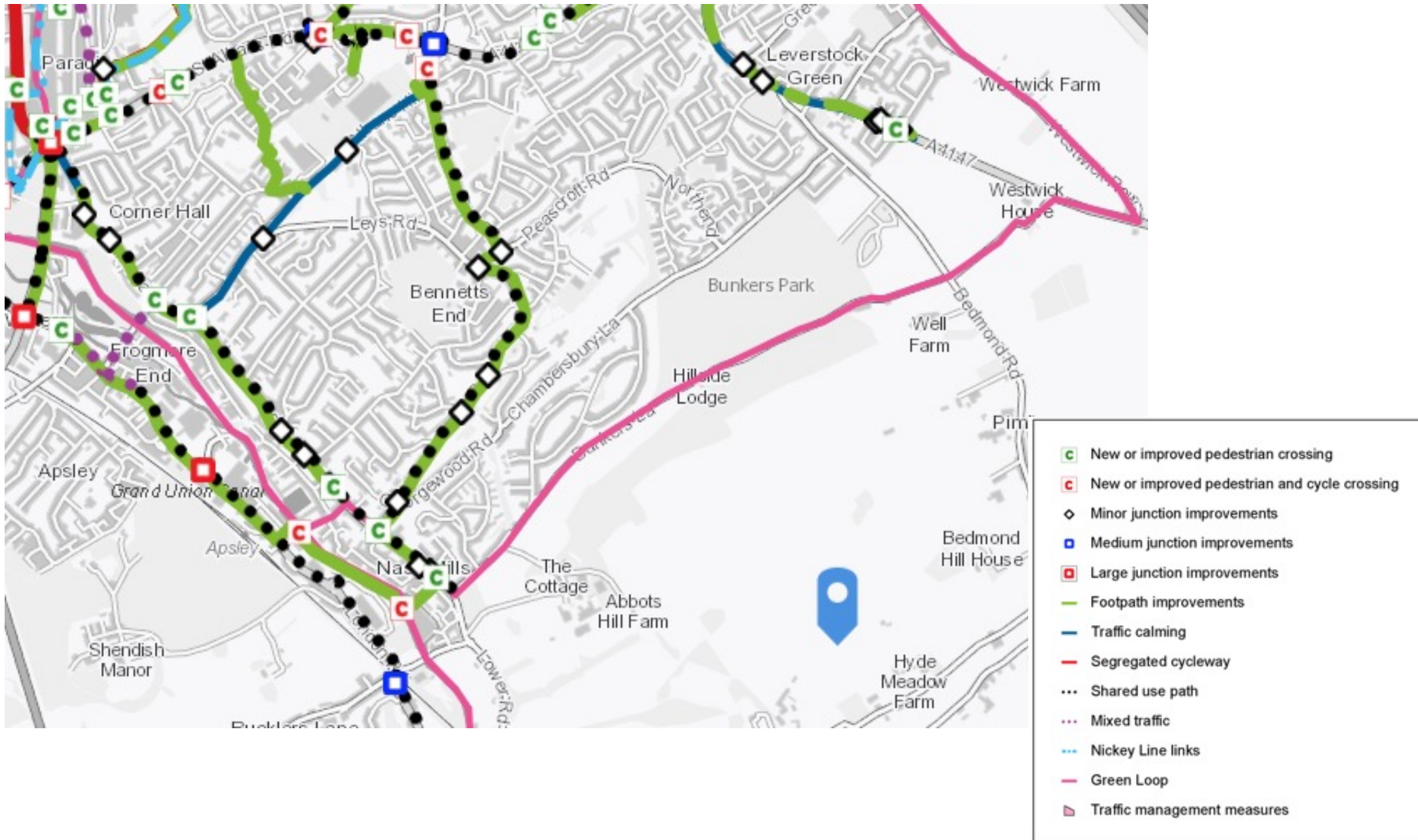
The icons below will help you identify in the map the proposed improvements

-  New or improved pedestrian crossing
-  New or improved pedestrian and cycle crossing
-  Minor junction improvements
-  Medium junction improvements
-  Large junction improvements
-  Footpath improvements
-  Traffic calming
-  Segregated cycleway
-  Shared use path
-  Mixed traffic
-  Nickey Line links
-  Green Loop
-  Traffic management measures

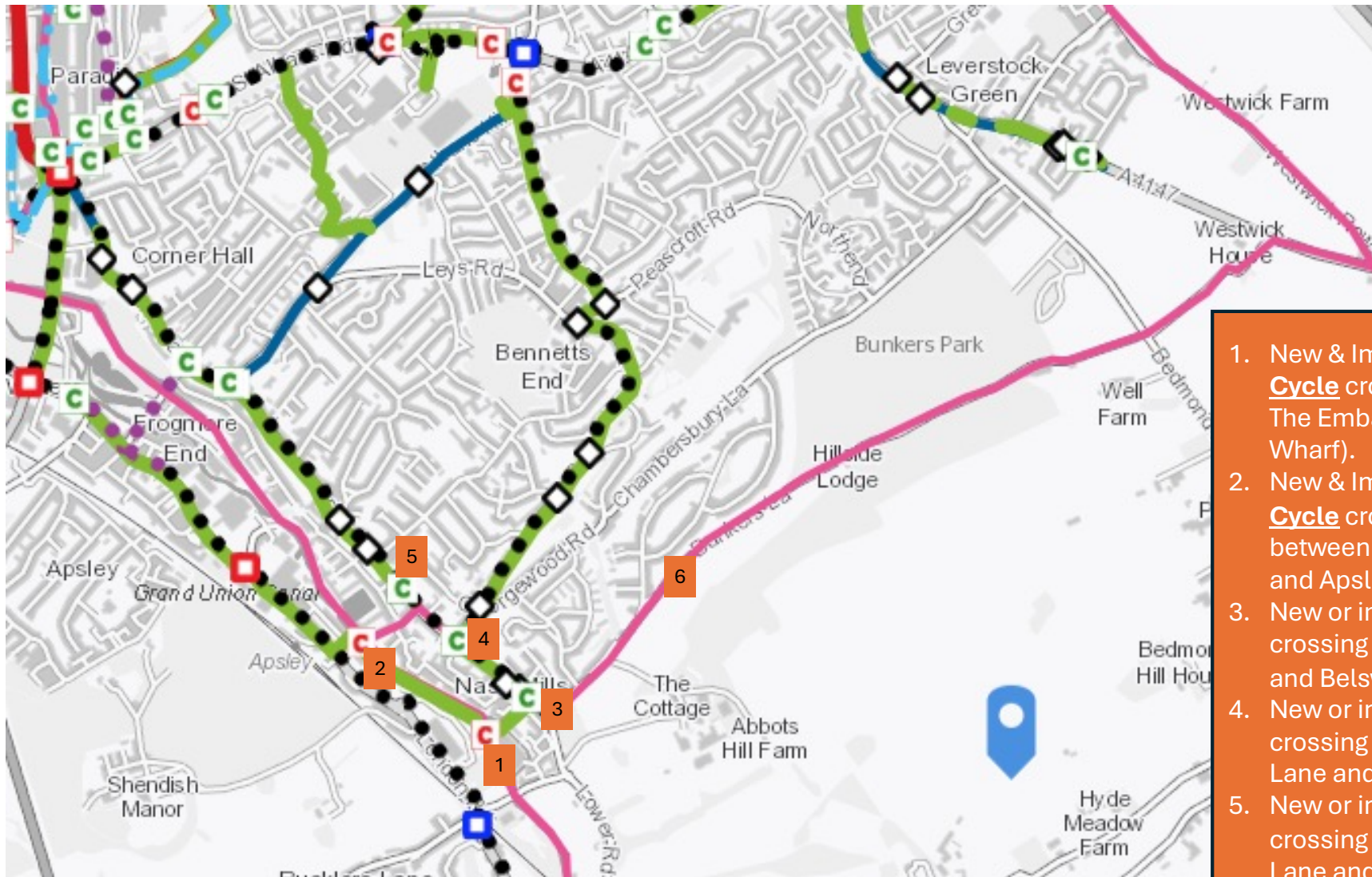


Extract of the plan – Hemel area

Zoom to Nash Mills centric



Zoom to Nash Mills centric - comments



- Segregated cycleway
- ... Shared use path
- ... Mixed traffic
- ... Nickey Line links
- Green Loop
- Traffic management measures

1. New & Improved **Pedestrian & Cycle** crossing across the canal to The Embankment (Nash Mills Wharf).
 2. New & Improved **Pedestrian & Cycle** crossing across the canal between the former Network House and Apsley Lock
 3. New or improved **Pedestrian** crossing – junction of Croxley Road and Belswains Lane
 4. New or improved **Pedestrian** crossing – junction of Belswains Lane and Barnacres Road
 5. New or improved **Pedestrian** crossing – junction of Belswains Lane and Dickinson Key (Apsley Lock)
 6. **Green Loop** – Bunkers Lane
- Numerous Minor Junction Improvements

1. New & Improved **Pedestrian & Cycle** crossing across the canal to The Embankment (Nash Mills Wharf).
 - It is agreed that this bridge is steep for pedestrians and extremely difficult for cyclists. Given ownership / ongoing responsibilities / available adjacent land, it is highly unlikely that this bridge can be updated in the foreseeable future. Potential alternative route via Red Lion Lane.
 - The plan should consider the interaction between the canal tow path and Red Lion Lane – including for pedestrians crossing the road.
2. New & Improved **Pedestrian & Cycle** crossing across the canal between the former Network House and Apsley Lock
 - This is a historic bridge and likely to trigger strong opposition to its replacement.
3. New or improved **Pedestrian** crossing – junction of Croxley Road and Belswains Lane
 - Well documented need for a crossing, but difficult to find a suitable (safe) site.
 - S106 funding for a crossing on Bunkers Lane – discussion to consider whether funds to be re-allocated to this new proposed crossing.
4. New or improved **Pedestrian** crossing – junction of Belswains Lane and Barnacres Road
 - Further details needed. There are already crossings in front of the school and further along opposite 191 Belswains lane.
5. New or improved **Pedestrian** crossing – junction of Belswains Lane and Dickinson Key (Apsley Lock)
 - Further details needed. There are already crossings in front of the school and further along opposite 135 Belswains lane.
6. **Green Loop** – Bunkers Lane
 - How can Bunkers Lane be part of a green loop given that it is a narrow lane, heavily used by vehicles travelling at speed? Wouldn't Georgewood Road / Chambersbury Lane be a better solution? Or Barnacres Road perhaps has the space to create a dedicated / segregated cycle path? Whether it would be Bunkers Lane, Georgewood Road / Chambersbury Lane or Barnacres Road then traffic calming would be needed to slow speeding vehicles.

Numerous Minor Junction Improvements



Numerous Minor Junction Improvements – these are presumably to enable cyclists to more easily access the more major / traffic heavy streets. Kingfisher Drive is a good example being particularly difficult / unsafe to exit on two wheels at the mini-roundabout given the lack of visibility splays.

