

## **Kimpton to Harpenden Cycle Route**

### **Summary**

It is proposed that KPC give consideration to adopting this alternative route for a cycle route between Kimpton and Harpenden, and to develop it to a feasibility stage.

### **Original Proposal (indicated in green on attached plan)**

The delivery of a cycle route is part of KPC Action Plan. Over a number of years, a proposal for a cycle route connecting the village of Kimpton to Harpenden has been developed. In June 2019 'Sustrans' issued a costed feasibility study.

The route was costed at between £600,000 and £810,000 at 2019 prices.

The route uses a mix of shared use paths, on road, rights of way and field edge paths to achieve an alignment which is traffic free in all the most important places. It is especially important for the route to be traffic free as far as possible to appeal to the target user groups.

The proposed route is mainly on newly constructed vehicle free cycle paths, with only approximately 10% on shared roads.

In addition to the indicated cost of construction reference is made to substantial work in negotiation with a number of differing land owners.

The outturn cost of delivery is seen to render the proposal non deliverable within the current funding available.

### **Alternative Proposal (indicated pink upon the attached plan)**

A direct road route between Kimpton and the new Katherine Warrington school, via Porters End, is already in existence. Certain modifications are proposed to make the route more acceptable to users.

1. The road section from Coopers Close along Cooper's Hill to Porters End Lane is twisting and carries a significant amount of traffic. Whilst this section of road forms part of the Chiltern Cycle Way it is not considered to be a preferred route. It is proposed to construct a new cycle path of approximately 200m from Cooper's Close to Porters End Lane to avoid this section of road.
2. The rural road from Porters End Lane to Katherine Warrington School is proposed to be restricted to a 40mph speed limit in accordance with recommendations. In addition, appropriate signage would be added to clearly identify the use of this route by cyclists.

The proposal does not attempt to create a cycle only route but to maximise the use of the low trafficked route that already exists.

The route does not pass directly through Blackmore End. Residents from Blackmore End would need to travel along 'The Slype' before accessing this route.

The short section from Batford to Mackery End is relatively steep for some cyclists.

The new cycle path section would require agreements with only 2 property owners and its construction costs, using similar rates as the 'Sustrans' proposal, would be £60,000 to £85,000.