

Prepared by

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THE NICKEY LINE VISION REPORT



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This Nickey Line Vision document has been prepared by [SYSTRA](#) on behalf of Hemel Garden Communities (HGC). The HGC Partners are Dacorum Borough Council, St Albans City & District Council, and Hertfordshire County Council with the Hertfordshire Futures (Herts Futures) and Hertfordshire Innovation Quarter (Herts IQ).

This document sets out a vision for the entirety of the Nickey Line and should be used to inform decisions about recommended interventions and steps to enhance and develop the Nickey Line further as a route.

This document will be periodically reviewed over time and updated, should new evidence or further detailed studies become available.

Any questions regarding this vision document should be sent to Hemel Garden Communities at: hello@hemelgardencommunities.co.uk



hemelgardencommunities.co.uk



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Figure 1: Nickey Line Vision Sketch



1. Introduction

This document sets out the vision for the Nickey Line, a 7 miles (12km) long disused railway line that has been utilised as a walking and cycling route since 1985. It connects Hemel Hempstead in the South, through Redbourn to Harpenden, in the North.

The Nickey Line Vision document aims to guide future works and investment to enhance the route's condition in terms of accessibility, biodiversity, and user experience. Based on the exploration of the route's history and present condition, the vision of the Nickey Line has been developed around 4 key themes; place, history, nature, and movement. The report outlines a series of potential improvements that could be implemented as funding opportunities arise.

The preparation of the Nickey Line Vision report has been led by the Hemel Garden Communities partners (St Albans City & District Council, Dacorum Borough Council, Hertfordshire County Council, Hertfordshire Futures (Herts Futures), and Hertfordshire Innovation Quarter (Herts IQ), following collaboration with key stakeholders.

1.1 Hemel Garden Communities Programme

Hemel Garden Communities (HGC) is an ambitious development programme that will transform Hemel Hempstead and create attractive and sustainable new neighbourhoods and communities to the north and east of Hemel Hempstead, through the delivery of around 11,000 new homes and 10,000 new jobs by 2050.

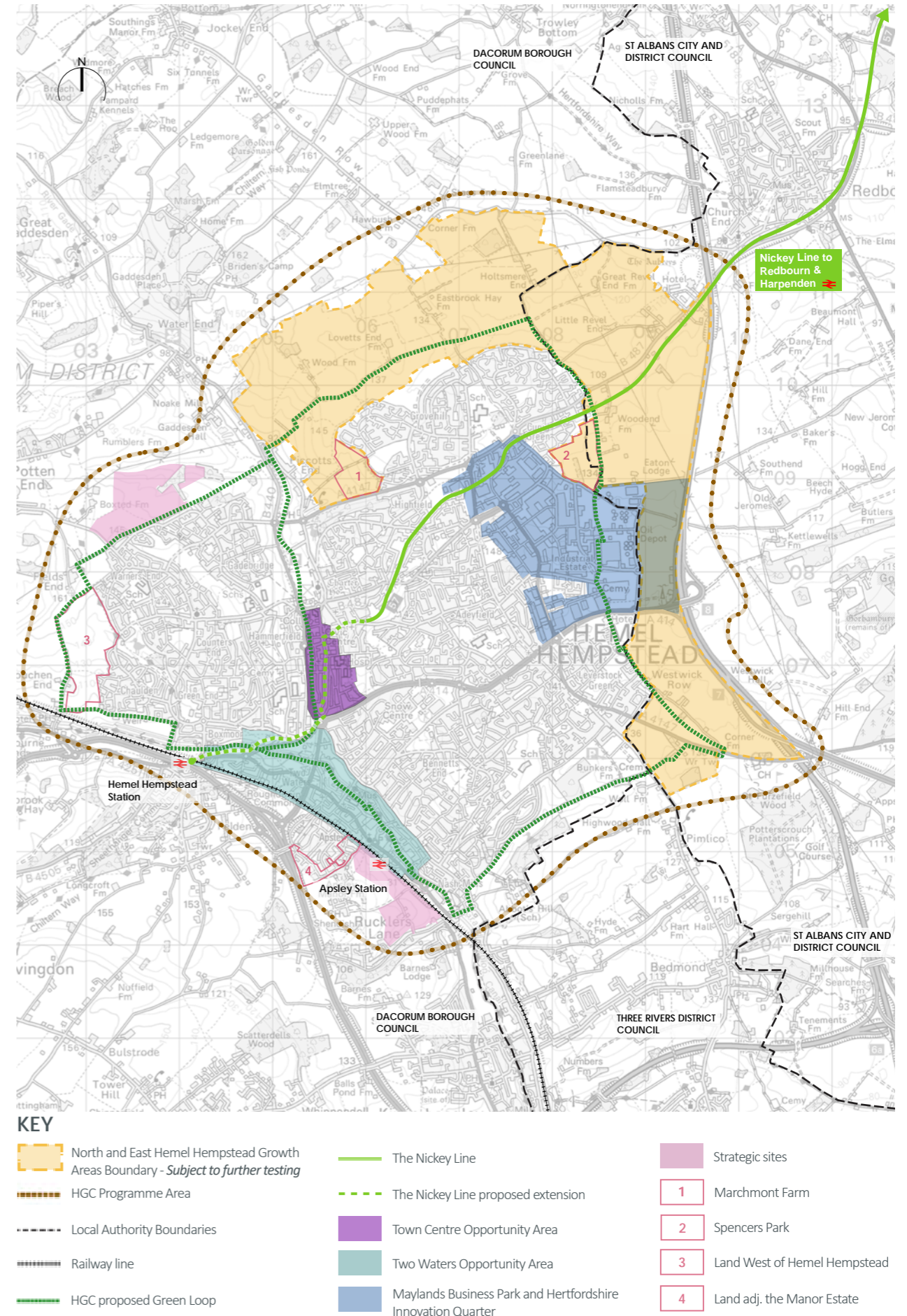
1.2 HGC Strategic Greenway Routes

Building on Hemel Hempstead's strengths, the HGC Spatial Vision (2021) is an overarching spatial approach for the HGC Programme Area, providing a framework of locally specific spatial principles which will guide the town's transformation and growth. Principle 1 of the Green Network Pillar (1) supports the creation of a network of strategic and local green and blue routes, stating:

“Create a network of strategic and local green and blue routes offering convenient connections between places and key locations within Hemel and beyond, connecting easily and legibly with public transport corridors and interchanges. The network will be formed by making new routes, and celebrating, enhancing and integrating existing routes such as the Nickey Line and Grand Union towpath” as well as the Public Rights of Way network.

The strategic green routes identified within the HGC Spatial Vision include the Nickey Line, HGC Green Loop, St Albans Link, Chiltern Way, and Hertfordshire Way - linking with regional ecology corridors, and together with the local routes building a strong network of distinctive multi-user greenways for active travel and leisure by bike and on foot.

Figure 2: Hemel Garden Communities Programme Area



1.3 The Nickey Line Opportunity

The Nickey Line is a pleasant green corridor, a footpath and cycleway, and part of the National Cycle Network (Route 57), providing attractive countryside and woodland walks, as well as a traffic free route to school or work. The route provides opportunities for sustainable travel and access to nature, for those already living in the area but also on the doorstep of the HGC Growth Areas.

While the Nickey Line has the potential to become a well-used active travel corridor, it has several challenges limiting wider enjoyment. These include width limitations, access difficulties, surface conditions, and safety concerns, and are explained in sections 2.6 - *The role of the Nickey Line* and 3.6 - *SWOT analysis*.

HGC's transformational agenda supports the delivery of a connected and coherent active travel network across the HGC area. Key projects include active and sustainable travel interventions and improvements to greenway routes such as the Nickey Line.

The route has seen a range of improvements over recent decades, and this study seeks to set out a clear vision for future enhancements over the short, medium and long term.

Figure 3: Existing Nickey Line Route Map



- separated in national, regional and local
- HGC part brought forward to introduction
- mention of National Cycle Network

2. Strategic and Policy Context

2.1 National Context

The National Planning Policy Framework (NPPF, December 2024) [chapter 9 on 'Promoting sustainable transport'](#), sets out that planning policy should consider transport issues from the earliest stages of development using a vision-led approach, and utilise a choice of transport modes to support the needs of people in the local area. This includes giving priority to pedestrian and cycle movements, addressing the needs of people with disabilities, ensuring places are safe, secure and attractive. This vision document supports enhancements to the Nickey Line that align with these principles.

The Nickey Line is included in the [National Cycle Network](#); a UK-wide network of signed paths and routes for walking, wheeling, cycling and exploring outdoors. Running in sections from Farmington in Gloucestershire to Welwyn Garden City in Hertfordshire, the Nickey Line forms part of National Cycle Route 57.

2.2 Regional Context

The Nickey Line is an important active travel link in and around Hemel Hempstead, Redbourn and Harpenden. Proposals to enhance the route, as outlined in this report, support [Hertfordshire's Local Transport Plan 4 \(2018 – 2031\)](#). Key aspirations within the LTP4 include better links between towns and cities, a less car dependent region, more integrated, accessible and sustainable transport, and retainment of heritage.

The route is mentioned within the [South West Hertfordshire Growth and Transport Plan Prospectus \(2019\)](#) as a key element of 'an off-road exemplary cycle route that connects to the Nickey Line and A4147 through the East Hemel Hempstead proposed development area to improve cycle connectivity and facilitate non motorised trips across the East Hemel Hempstead development'.



Figure 4: Regional Transport Documents

2.3 Local Context

2.3.1 Local Plans

The [Dacorum Local Plan to 2041](#) (with Reg 22 submission in March 2025) and [St Albans Local Plan 2041](#) (Reg 22 submitted in November 2024) include policies for the HGC Programme Area with reference to the growth areas and sites, and the wider transformation of the existing town. Both plans respond to key challenges facing the boroughs including adapting to climate change and moving towards a low carbon economy; the Nickey Line and its proposed improvements can contribute to addressing these challenges.

2.3.2 Hemel Hempstead Town Centre Vision

The [Hemel Hempstead Town Centre Vision](#) is also an important DBC document, securing a green and healthy environment underpins the document, which aims to promote the town as a destination for business and as a place where people want to live, work and visit. The vision for the Nickey Line also includes 'reconnecting' the route to Hemel Hempstead train station which would see the route running through the town centre, highlighting it as a key green corridor, pedestrian and cycle route and link between key destinations.



Figure 5: Local Planning Policy Documents

2.3.3 Hemel Garden Communities Spatial Vision

The opportunities and proposals outlined in this report aims to support future development in HGC.

The HGC Charter sets out nine guiding principles for the town's transformation, developed in accordance with the Town & Country Planning Association Garden City Principles. The need for "Connective Green Infrastructure" to integrate the new garden communities with the existing town is highlighted as the first principle of the HGC Charter.

HGC Charter Principle 1 – Connective Green Infrastructure

The unique character of the Garden Communities will be drawn from their rural surroundings. They will provide distinctive new open green landscapes that are integrated with the existing green fabric of the new town, giving public access to a diverse natural environment.

Source: Hemel Garden Communities Charter (2018)

The Nickey Line supports the Hemel Garden Communities Spatial Vision (2020), in particular the creation of a network of strategic and local green and blue routes, connecting places and key locations within Hemel and beyond, including public transport corridors and interchanges.

The network will be formed by new routes and by enhancing existing routes including the Nickey Line, creating an integrated network.

Building on the guiding principles established by the HGC Charter, the HGC Spatial Vision sets out the partners aspirations for the transformation and growth of Hemel Hempstead across the HGC Programme Area.

Improvements to the Nickey Line can also support local centres by improving pedestrian and cycling links through and between town centres and contributing to a sense of place. These align with the goals of the Hemel Hempstead Town Centre Masterplan (2011-2021) and the work being carried out by Hemel Place to revive the town centre and local businesses.

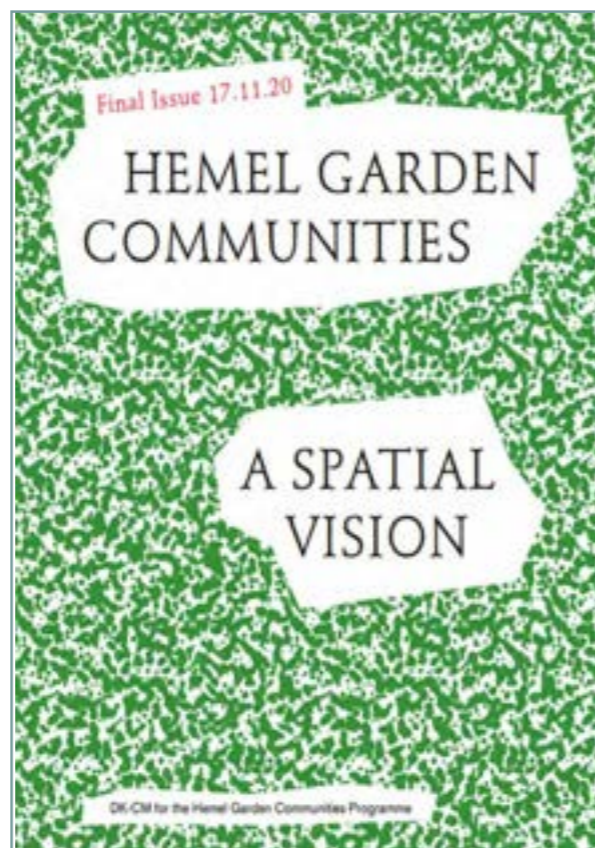


Figure 6: HGC Spatial Vision 2019

The HGC Vision

Hemel Garden Communities: creating a greener, more connected New Town

In the heart of the Golden Triangle between Oxford, Cambridge and London, Hemel Garden Communities will create new neighbourhoods and transform existing ones and the wider area, building on the best of its heritage and culture to become a greener, more connected New Town.

*The Vision is organised into four thematic pillars. Each pillar reinforces aspirations to **promote healthy lifestyles and respond to the climate crisis**, which are the two crossover themes of the Spatial Vision.*

*Hemel Garden Communities will be home to inclusive, **integrated neighbourhoods** connected by a **green network**, and thoughtfully designed places with **engaged communities**, all underpinned by digital connectivity, a **self-sustaining economy** and pioneering green technology driven by Hertfordshire Innovation Quarter.*

Source: Hemel Garden Communities Spatial Vision

The Nickey Line Vision aims to support delivery of the HGC Spatial Vision and its four pillars:

- 1. Green Network:** to help us move around and live in a healthy and sustainable way
- 2. Integrated Neighbourhoods:** to make our communities safe, walkable, well-designed and connected
- 3. Self-sustaining Economy:** to create a vibrant and diverse local jobs market, supported by innovative and sustainable industries, with thriving high streets and local centres
- 4. Engaged communities:** to ensure local people, their heritage and culture, shape the town's future

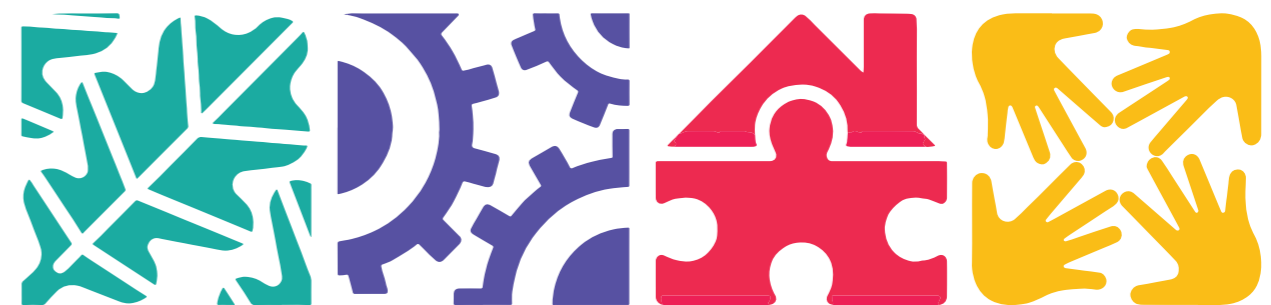


Figure 7: HGC Spatial Vision Pillars

2.3.4 Local Cycling Walking Infrastructure Plans (LCWIP)

Local Cycling and Walking Infrastructure Plans (LCWIPs) set comprehensive frameworks for developing safe and accessible cycling and walking networks within local communities, with a particular focus on facilitating a greater shift to walking and cycling for utility journeys.

Both the Dacorum LCWIP and the St Albans district LCWIP are carried out in partnership with Hertfordshire County Council (HCC), with HCC acting as the Highway Authority lead. The LCWIP is a strategic document being developed by the authorities to improve the provision of cycling, walking and wheeling infrastructure within their communities, typically designed to promote and support sustainable modes of transportation, reduce congestion, improve public health and enhance the overall quality of life for residents. SADC adopted their LCWIP in November 2023 and DBC's LCWIP is due to be finalised in 2025, with public consultation between 10th February and 23rd March 2025. Key deliverables include Network Plans for Walking and Cycling, High Level Infrastructure Plans and a Prioritised List of Infrastructure Improvements & Costs for the next ten years.

The LCWIP network plans show where there is a high level of demand for walking/cycling across the study area. The plans designate routes into primary and secondary but do not distinguish between leisure and utility routes. This designation is primarily evidence-led, routes with a potential number of trips over a certain threshold are 'primary routes'; those under this threshold are 'secondary routes'. The resulting networks help to identify and guide where infrastructure should be developed and improved, primarily to support utility journeys.

The Nickey Line in the LCWIPs: in the St Albans district LCWIP (between the M1 and Harpenden) the route is shown as a primary unaudited cycling route (Figure 9, overleaf) and a secondary walking route (Figure 10, overleaf). In DBC's LCWIP (draft), it is on the primary cycling network (Figure 7, overleaf). This reflects the route's strategic importance and the higher potential level of demand for cycling on this traffic-free route and provides consistency with the St Albans district LCWIP. The parts of the Nickey Line that are close to amenities are on the primary walking network, reflecting the greater demand for walking journeys in these locations.

The LCWIP infrastructure plans show proposals for how primary (audited) routes can be improved. On the infrastructure plans, the Nickey Line is shown as an 'existing shared-use path' and part of the National Cycle Route Network, and it is clearly labelled but no additional infrastructure improvements are suggested. The report recognises the other feasibility work being undertaken and suggests proposals coming forward could be integrated into the LCWIP at a later stage or in a future iteration of the LCWIP.

The DBC LCWIP (draft) identifies the Queensway and the Link Road/Redbourn Road corridors as additional east-west primary cycle routes and suggests segregated cycleways, along with a series of junction improvements to enable a safe and coherent route. The western end of the Queensway route connects with the proposed extension of the Nickey Line to the town centre and station.



Figure 8: St Albans district LCWIP (2023) and Dacorum LCWIP (due 2025)

Dacorum LCWIP maps

Dacorum LCWIP (draft, Feb 2025) cycling network map shows Nickey Line as a primary route.

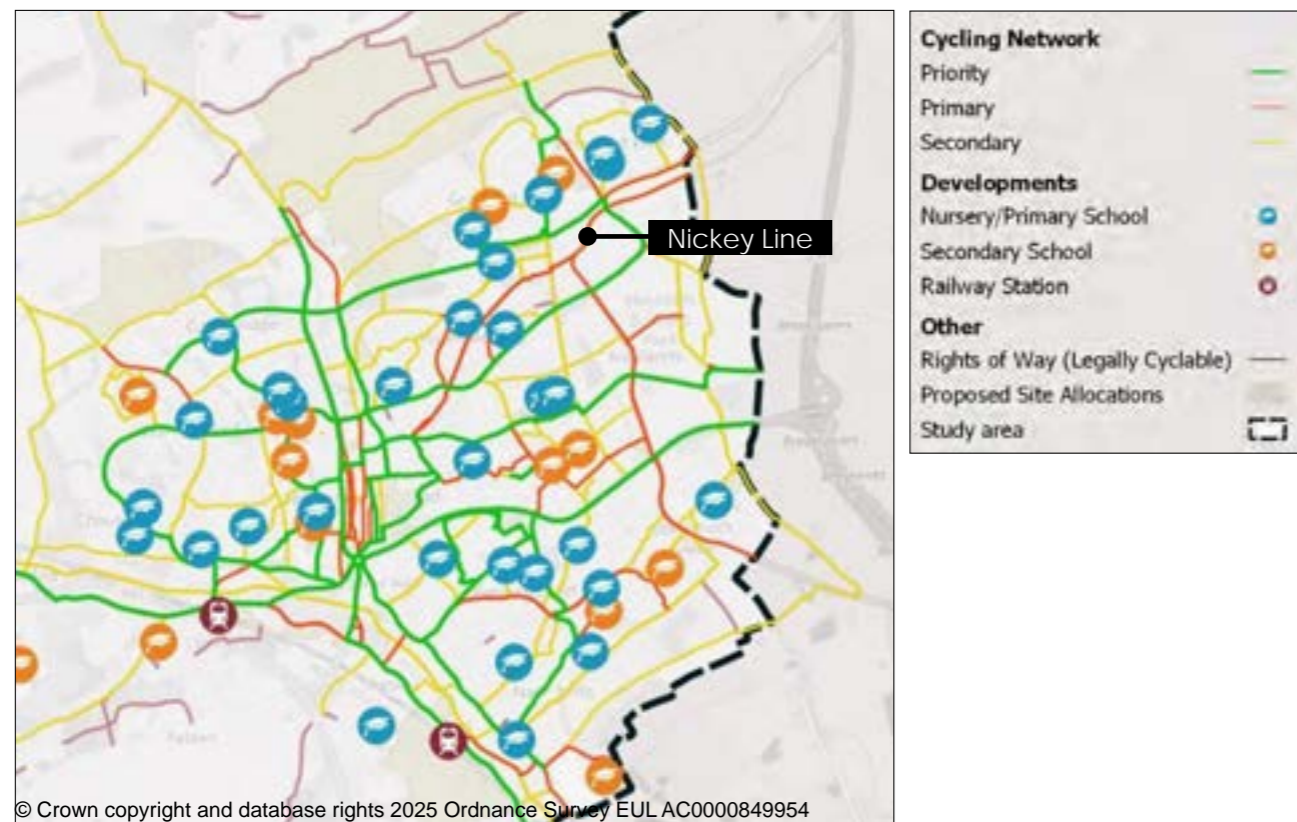


Figure 9: DBC's cycling network map (Appendix H - Dacorum District Network Plans for Walking and Cycling).

Dacorum LCWIP (draft, Feb 2025) walking network map shows Nickey Line as a primary and secondary route.

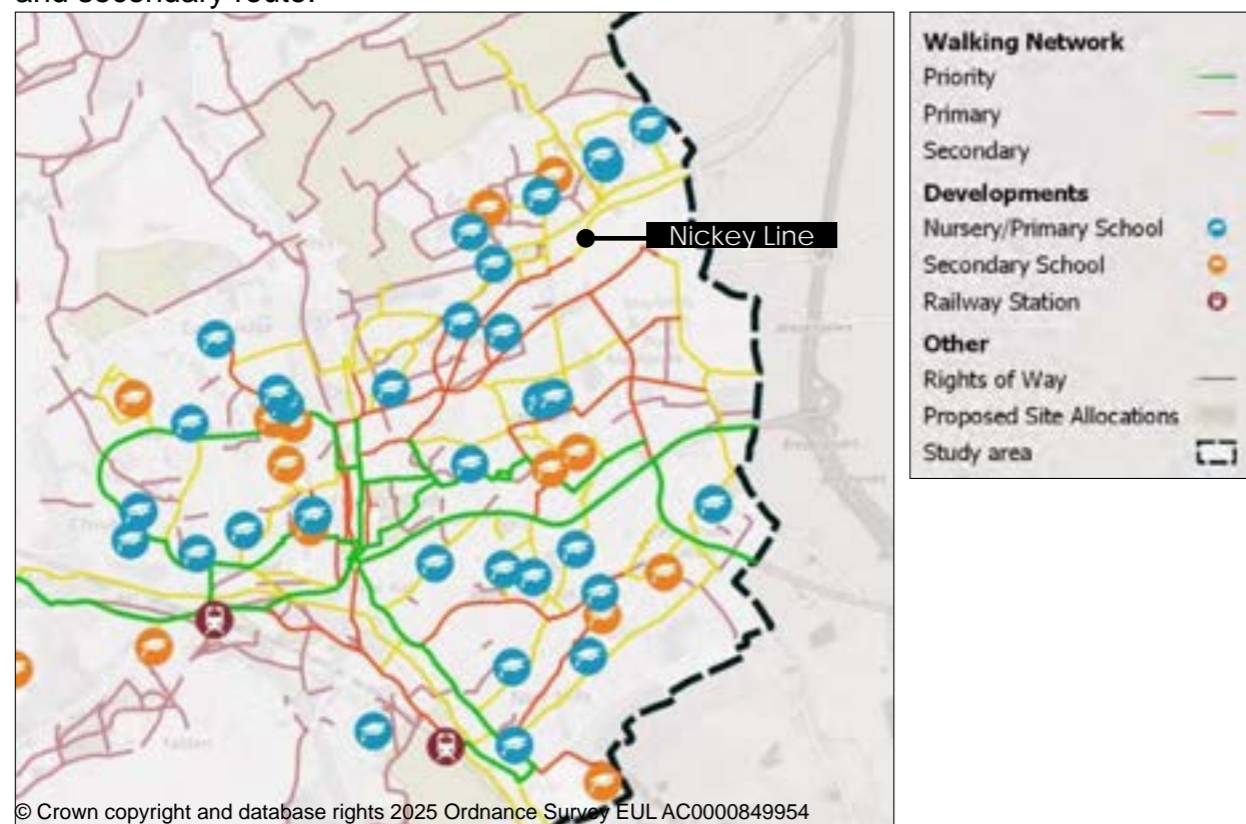


Figure 10: Dacorum LCWIP walking network map (Appendix H - Dacorum District Network Plans for Walking and Cycling).

St Albans LCWIP maps

St Albans district LCWIP cycling network map shows Nickey Line as a primary unaudited cycling route.

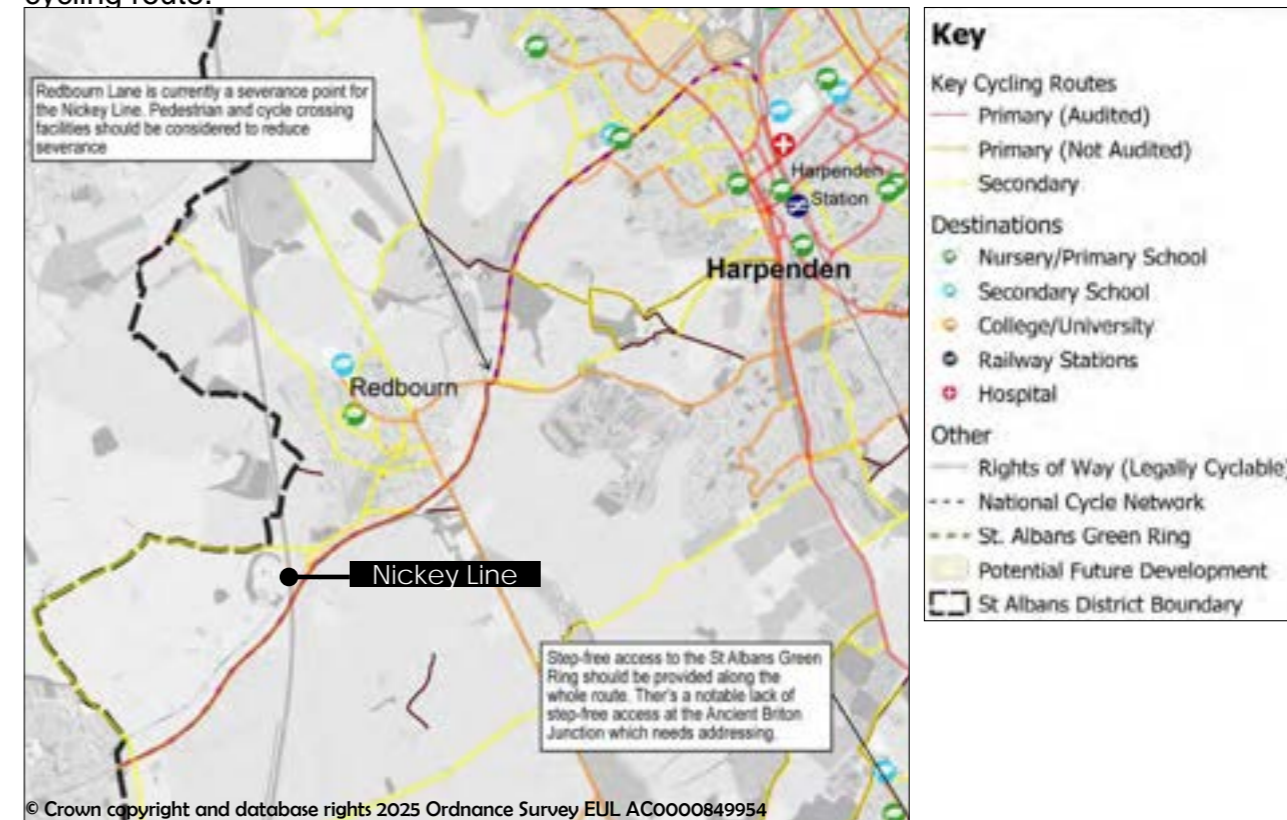


Figure 11: St Albans district LCWIP cycling network (Appendix G - Network Plans for Walking and Cycling - Post Consultation)

St Albans district LCWIP walking network map shows Nickey Line as a secondary walking route.

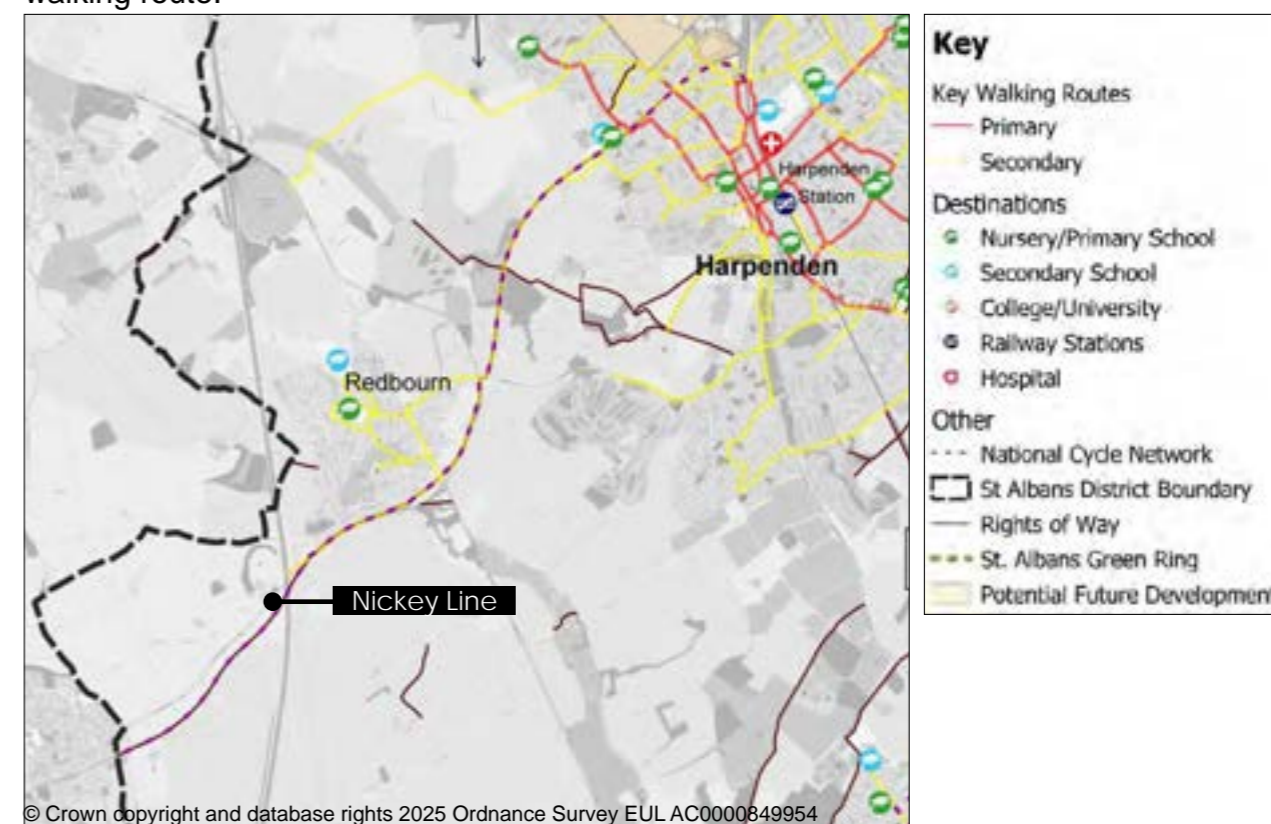


Figure 12: St Albans district LCWIP walking network (Appendix G - Network Plans for Walking and Cycling - Post Consultation)

2.3.5 Other Nickey Line Specific Studies

The importance of the Nickey Line’s role in improving sustainable, accessible travel, enhancing connectivity between communities, and building on the area’s history and sense of place is recognised in the two **Greenspace Action Plans (GAPs)** developed by Hertfordshire County Council’s Countryside and Rights of Way (CRoW) team.

The section of the Nickey Line that falls within St Albans District is covered in the versions 2022-2027 and 2016-2021, that were produced on behalf of SADC. A separate GAP is in place for the section that falls within Dacorum Borough; version 2019-2024. The GAPs observe that the primary present-day function of the Nickey Line is a recreational route for pedestrians and cyclists, forming part of the Sustrans National Cycle Route 57 connecting Welwyn Garden City and Oxford as well as the Chiltern Cycleway. Principally, within the 2022-2027 version report, the same aims and objectives for the Alban Way apply to the Nickey Line and are in line with the general Rights of Way Improvement Plan that HCC has adopted for similar routes across the St Albans district and the rest of the county.



Figure 13: Hertfordshire County Council Greenspace Action Plans

Hertfordshire County Council carried out a **Cycle Connectivity Study** in 2022. This study covers the Nickey Line east of the M1 aims to address:

1. Accessibility improvements within the highway sections of the Nickey Line’s access points; and
2. Safety improvements where the Nickey Line crosses a road.

These improvements should make the Nickey Line suitable for a wider range of potential users and offer a route that is more attractive and therefore more likely to be used, including for utility, and commuting journeys. Ongoing work is underway to ensure the coordination of the Nickey Line studies produced by the County Council as well as alignment with the district LCWIP’s network development.

The Sustrans Redbourn to Harpenden Nickey Line Feasibility Study was completed in September 2023. This looks at potential new walking and cycling routes to better connect **Redbourn and Harpenden** specifically (within the St Albans district boundary only). Sustrans have been working alongside HCC since 2021 to investigate and review options for developing and improving access to the Nickey Line through Harpenden and Redbourn into Hemel Hempstead.

The report considers several different alignments using the disused railway, existing roads, rights of way, and new paths following natural boundaries such as field edges. All the options involve the use of private land in some capacity and conversations will need to be had with landowners before any alignment can be pursued. The study identifies design choices and further work needed to take these and other parts of the routes forward.

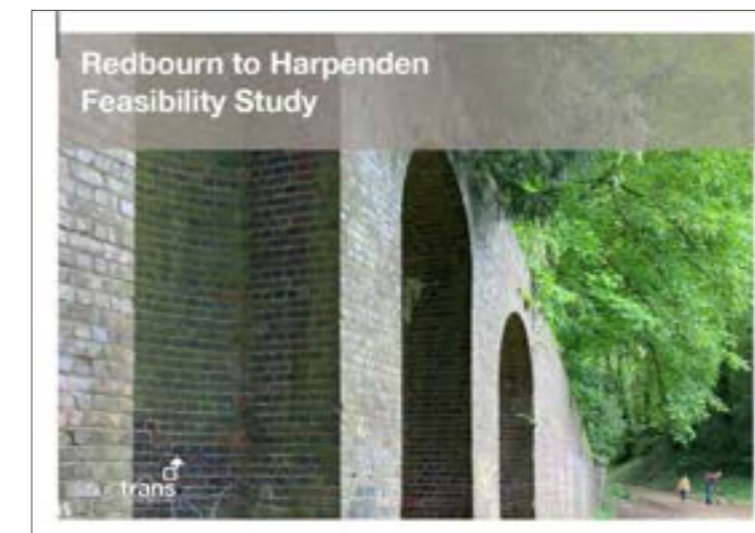


Figure 14: Sustrans Nickey Line Study, completed July 2023

2.4 HGC Studies

HGC Framework & Transformation Supplementary Planning Document (SPD)

The emerging HGC Framework and Transformation Plan SPD is shaped by multiple HGC studies, including:

- this Nickey Line Vision report,
- Framework Plan suite of documents,
- Strategic Design Code Framework,
- Green Infrastructure Strategy,
- Health and Wellbeing,
- Socio economic and demographic study, and
- Wider HGC and partner evidence including considerations of Implementation and Delivery.

The transformation of Hemel Hempstead involves several factors including but not limited to physical, social, economic and cultural aspects. Hemel Garden Communities and the wider programme area will be the catalyst for comprehensive and inclusive transformation to benefit existing and future residents.

hemelgardencommunities.co.uk/key-documents/

HGC Transport Vision and Strategy 2050 (2024)

The HGC Transport Vision & Strategy (TV&S) sets out an ambition for Hemel to be a well-connected town, with a network which supports increasing journeys made through sustainable and active ways of travel. It establishes an active travel network for Hemel Hempstead and recognises that whilst the transport network will need to continue to cater for vehicle trips there is a need and opportunity to improve passenger transport and walking and cycling routes to give people a real choice in how they travel, particularly for shorter trips.

The travel network demonstrates the role of the Nickey Line not only as an active travel connection between Hemel Hempstead, Redbourn and Harpenden, but also as part of a wider sustainable transport network. A summary map of the interfaces between the Nickey Line and the emerging proposed active travel networks of these documents is presented on the following page. The plan demonstrates the role of the Nickey Line not only as a active travel connection between Hemel Hempstead, Redbourn and Harpenden, but also as part of a wider sustainable transport network.

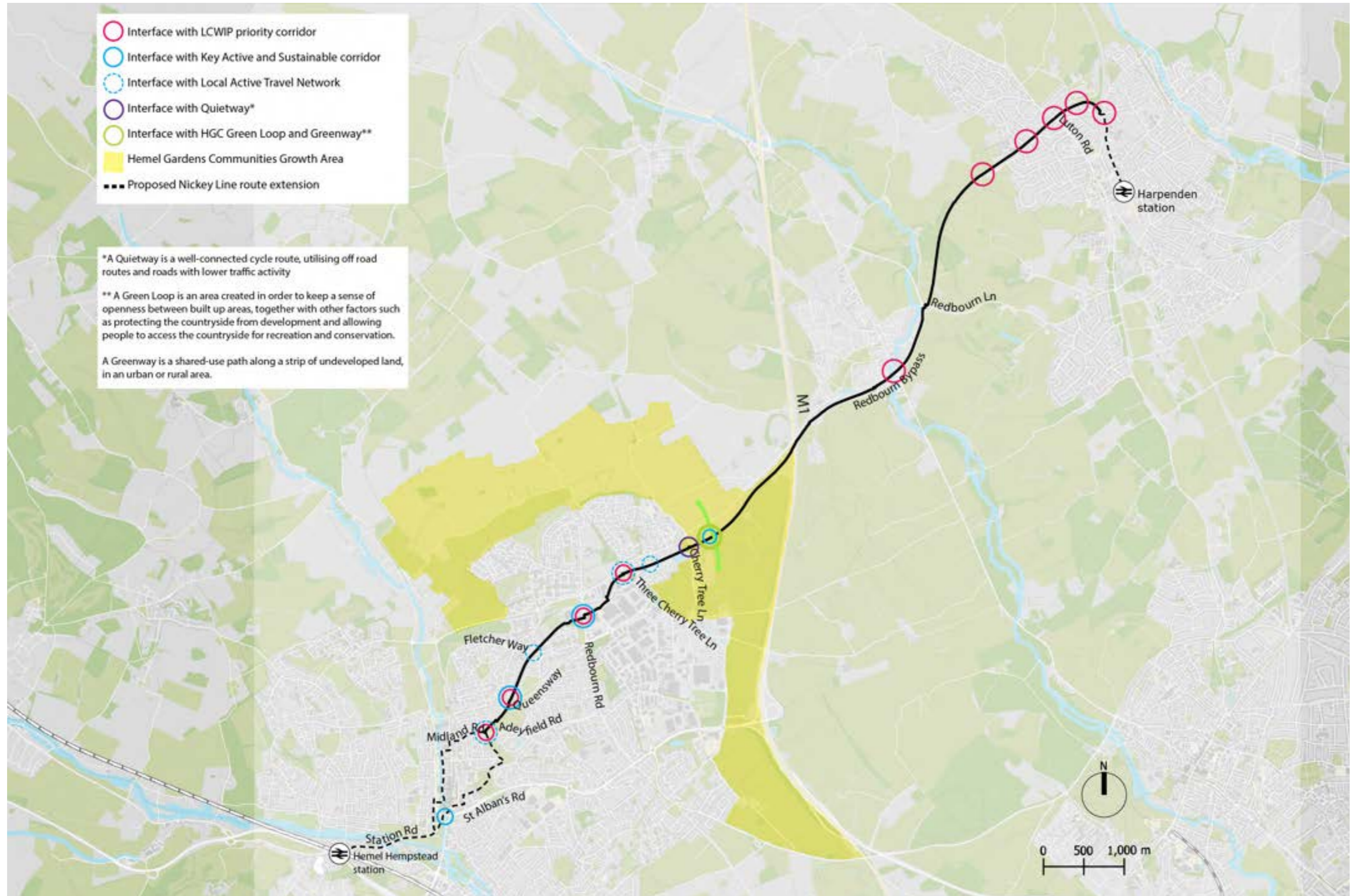
The HGC Spatial Vision and emerging planning policies support the target of 40% of all trips starting and/or ending in the existing settlement area of Hemel Hempstead should be by active and sustainable travel modes. 60% of all trips starting and/or ending in the new Garden Communities should be by active and sustainable travel modes by 2050.

A summary map of the interfaces between the Nickey Line and the emerging proposed active travel networks of these documents is presented on the following page. The plan demonstrates the role of the Nickey Line not only as a active travel connection between Hemel Hempstead, Redbourn and Harpenden, but also as part of a wider sustainable transport network.



Figure 15: HGC Transport Vision and Strategy (2024)

Figure 16: Interfaces between the Nickey Line and emerging proposed active travel networks



2.5 The role of the Nickey Line

As discussed earlier in 2.1 *National Context*, the Nickey Line is part of the National Cycle Network and has been recognised as a key strategic walking and cycling corridor in a number of strategic documents. The role of the Nickey Line - whether in the future it should be utilised predominantly for leisure (pleasure and general exercise), or for travel for utility (trips for a purpose) - has been further explored by Dacorum Borough Council, St Albans City & District Council, and Hertfordshire County Council officers. This section presents the outcomes of this exploration.

Leisure and utility routes definition

It is important to distinguish that initiatives to encourage the take-up of active travel are typically targeted at one of the two markets: travel for leisure (pleasure and general exercise) or travel for utility (for a purpose). While leisure cyclists primarily ride for health, fitness and enjoyment (e.g. as a hobby), utility cyclists are motivated by cost and journey time savings, reliability, as well as changes in personal circumstances and use cycling as a means of transport (e.g. when commuting for a job or for educational purposes, shopping or appointments).

The Nickey Line potential

The Nickey Line's strategic importance is heightened by planned growth in the East and North of Hemel Hempstead (HGC Growth Areas). Given HGC's scale and its commitment to sustainable and active travel, it is recognised that the Nickey Line can play a strategic role in the active travel infrastructure palette.

However, several physical characteristics currently limit the route's potential for utility use. To make the route - or sections of it - suitable for utility usage, several limitations and challenges would need to be addressed to ensure year-round accessibility and usability. These challenges, some of which are explored in greater detail later in this strategy, include:

- As a former branch line, some sections of the Nickey Line are narrow, making it difficult for pedestrians and cyclists to pass each other comfortably.
- Several access points are limited to staircases or lead to unsafe road crossings, making access difficult.
- The route terminates short of Hemel Hempstead town centre, requiring users to navigate a steep embankment with limited safe onward links.
- Unpaved sections become muddy in wet weather, restricting access to wheelchair and pushchair users, and reducing its suitability for cyclists. A sealed surface is necessary for year-round utility cycling, as loose

- gravel can also be problematic for wheelchairs and adapted cycles.
- The Nickey Line is densely vegetated for long sections with limited access points which can make the route feel unsafe and dark for users. In addition,
- The isolated nature of the route and its sensitivity to rural nature restrict the ability to provide lighting (either solar or electric).

The Rural Connectivity Appendix, provided by HCC and SADC as a response to St Albans LCWIP report documents, recognises that the route provides potential use for both leisure and utility journeys and specifically highlights the need for potential improvements to be environmentally sensitive:

“In order to facilitate year-round use and enjoyment of the Nickey Line, there is a recognised ambition for resurfacing of the Nickey Line with environmentally sensitive materials compatible with the rural nature of the location. Similarly, additional lighting along the more urban sections of the route to improve perceptions of safety and enable use in evenings and at darker periods of the year would help to enable a shift towards walking and cycling for these journeys. Any lighting would need to be environmentally sensitive and could be combined with additional education interventions to further increase safety.”

The Nickey Line in the future

Based on the work to date and the challenges outlined, it is established that whilst the Nickey Line is predominantly used for leisure, it does hold potential for utility journeys during the day for certain parts of it. Its physical characteristics - particularly its width in places and dense vegetation - are recognised as limiting factors. Consequently, it is unlikely for the Nickey Line to be suitable for year-round use by all cyclists seeking to access Hemel Hempstead town centre and station. Additional parallel walking and cycling routes are therefore likely to be required, as set out in the draft Dacorum LCWIP and the HGC Transport Vision & Strategy key and local networks, delivered in line with the wider development proposals.

In addition to celebrating the history of the route and enhancing the historic features and structures, the vision for the Nickey Line includes wider placemaking opportunities to encourage people to stop, rest, and play along the route and at existing green and play areas that the route connects.

2.6 Stakeholders

The Nickey Line is a valued community asset and therefore attracts a wide range of interested stakeholders. Stakeholder engagement has been key to the creation of an overarching vision for the Nickey Line and how it should be developed and improved over the next 10 years.

A stakeholders workshop was undertaken on the 17th November 2022 and a second workshop in October 2023.

Key stakeholders that were invited to the workshop are listed below:

- Dacorum Borough council officers and members
- St Albans City and District council officers and members
- Hertfordshire County Council officers and members
- Hemel Garden Communities team members
- Key HGC Landowners
- Friends of the Nickey Line representatives
- Sunnyside Rural Trust representatives
- The Box Moor Trust representatives
- Hertfordshire Futures
- Herts Innovation Quarter (IQ) representatives
- Go Travel Solutions representatives
- The Crown Estate representatives
- Hemel Hempstead Business Improvement District and Business Ambassadors representatives
- Lawes Agricultural Trust representatives
- Apsley Paper Mill representatives
- Chris Blandford Associates (CBA) landscape studio representatives

Stakeholder engagement will be an ongoing process as further improvements and plans for the Nickey Line come forward and the development of the Hemel Garden Communities progresses. Any significant changes to the Nickey Line such as improved access and the extension of the line to Hemel Hempstead station, would have stakeholder engagement at their core and offer the opportunity for wider public consultation.



Nickey Line workshop with stakeholders and local councillors (Hemel Hempstead, October, 2023).



Nickey Line site visit with stakeholders and local councillors (Hemel Hempstead, October, 2023).

3. The Nickey Line - Past and Present

3.1 History

The Nickey Line was previously known as the 'Midland Railway', the company was opened on 16th July 1877. The line was built to link the straw plait trade in Hemel Hempstead with the hat makers of Luton, as well as to provide a local passenger service linking to the main line services to London from Harpenden.

The Nickey Line had two main stations, Hemel Hempstead and Redbourn, and several halts and sidings. In its early days the line transported both local passengers and commuters travelling to London. However, as road transport increased, the number of railway passengers declined. A Ro-Railer, a hybrid vehicle which used both rail and road, was used for a brief experimental period in the early 1930s. The last passenger train ran on 16th June 1947.

Commercial traffic also declined as the straw plaiting trade died out and the new local industries were served by road transport. The railway had a brief revival when industrial areas were developed in the northeast of Hemel Hempstead. However, few of the new companies used the railway line. In 1968 what was left of the line was sold to the Hemelite Company, which had been using it since 1959 to transport ash from power stations to their yards in Cupid Green, for use in the manufacture of building blocks. By 1979, two years after the railway's centenary, traffic ceased completely, and the line was closed.

With the gradual closure of the Nickey Line and the expansion of Hemel Hempstead new town in the 1960s, the section of the Nickey Line closest to the

town centre was lost.

There is now little evidence remaining of the railway line to the southwest of Keens Field, with the exception of an embankment and line of trees where the route would have once crossed the River Bulbourne, now owned by the Box Moor Trust.

A series of pictures of the historic railway line are presented on the following page. The source of these images is the Friends of the Nickey Line website (<http://www.nickeyline.org/home>).

The railway land was purchased in the early 1980s by St Albans City and District Council and Dacorum Borough Council. The Nickey Line was opened to the public in 1985 for use as a footpath and cycleway.

Since then, many improvements have been undertaken along the line including surfacing and the construction of steps and access points. Today the Nickey Line provides a green route for walkers and cyclists, managed by Harpenden Town, Redbourn Parish, Dacorum Borough, and St Albans City and District Councils.

The rich history of this route and the local interest in preserving it, particularly through the work of the [Friends of the Nickey Line](#), a volunteer group concerned with the conservation and enhancement of the route for the community - creates opportunities for interventions and initiatives for the interest of the local community and visitors.



Fletcher Way Road Bridge over the Nickey Line (date unknown)



Roundwood Halt, 1955



Bridge over Redbourn High Street (date unknown)



Redbourn station, 1955



Hemel Hempstead railway station, 1957

3.2 Nickey Line land uses

The Nickey Line begins on Midland Road in Hemel Hempstead (shown in the photographs below). This is in an area which is predominantly residential, interspersed with areas of parkland and small retail units. The route then progresses eastwards out of the town into a large industrial area, Maylands Business Park, before continuing east through another area of largely residential land use.

From this point, having reached the eastern edge of Hemel Hempstead, the route travels across a large area of farmland, before skirting a residential area

along the southern boundary of Redbourn.

Continuing towards Harpenden, the route passes through a small shrub/forested area, before again continuing across an area of farmland.

Upon reaching Harpenden, residential land uses make up the majority of the areas along the route, before it reaches its end near the centre of the town where there is a greater mix of residential and retail uses.

The different land uses along the Nickey Line provide a varying character along the route and an opportunity for people to access different facilities.

Figure 17: Surrounding Land Use Map



3.3 Connectivity, access and topography

Connectivity

Key local destinations are located along or in close proximity to the route (including local centres, parks, schools etc), making it an active travel corridor opportunity for the wider area.

Access

There are some stretches of the route such as between Hemel Hempstead and Redbourn that are entirely lacking in access points (shown in Figure 14 and photo adjacent). Other access points are overgrown with vegetation and unclear from the roadside which can act as a barrier to usage.

Similarly, the surface treatment and quality varies along the route which can mean sections of the line are not suitable for those cycling or in wheelchairs. Some sections of the route are entirely untreated and become muddy during wet weather which will make them unsuitable for some users and again restrict their access. Other sections suffer from being narrow and not enabling people who are walking or cycling to pass each other comfortably. Overgrown vegetation can further accentuate this issue.

There are multiple bridge structures along the length of the route, which need to be regularly maintained and improved where possible to ensure that they remain safe. For this to happen, surveys must be regularly conducted and appropriate funding made available to carry out the identified works.

The differing topography at various access points along the route has been

identified as a factor which may impact on use of the route especially for those cycling or with mobility issues. Steep gradients at access points can also act as a barrier for people seeking to use the line where access is only via steps making them unsuitable for those cycling, pushing a pushchair or in a wheelchair.

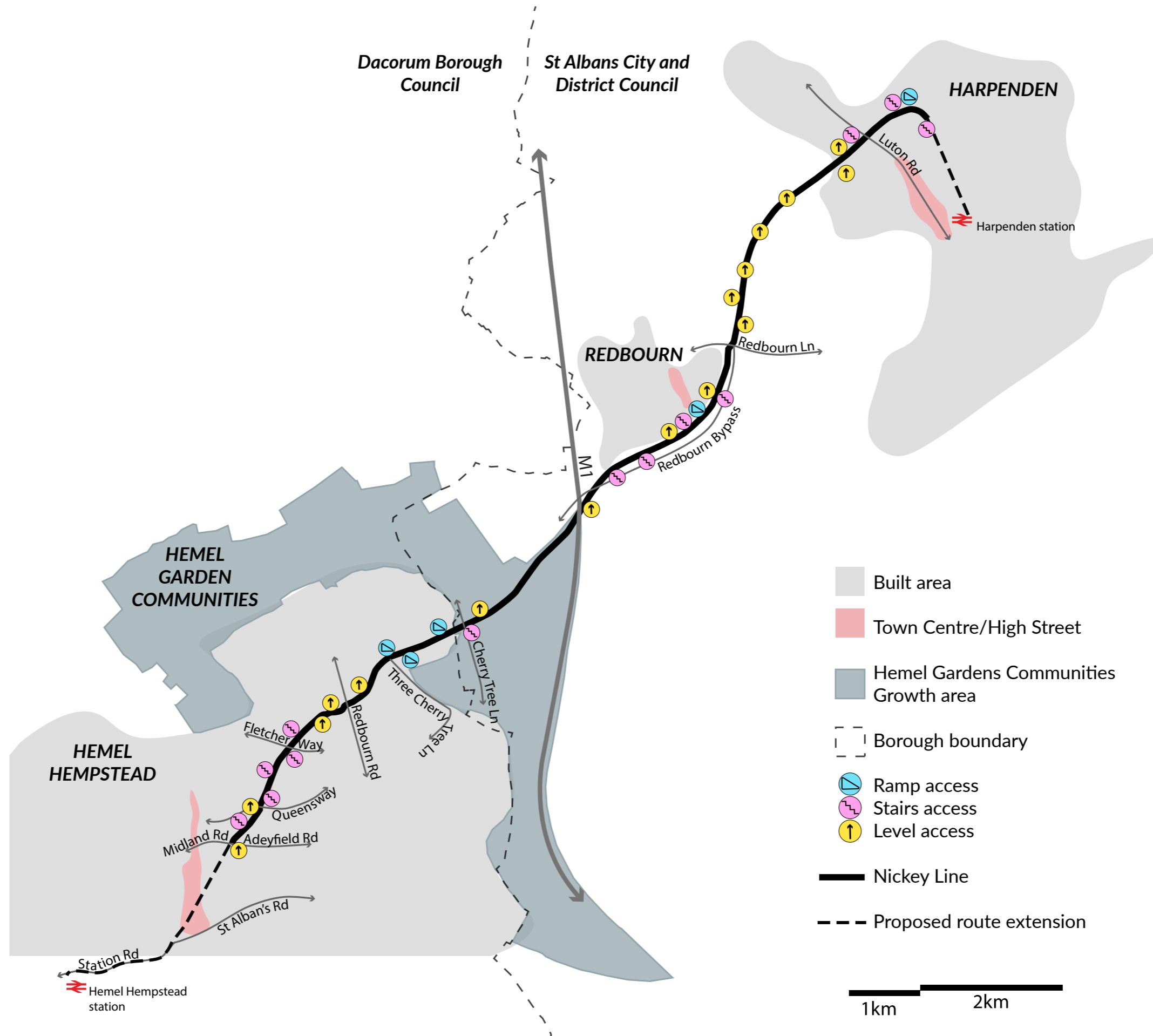


Figure 18: Green Connections Map for walking and cycling - HGC Green Infrastructure Strategy (2024)



Contains OS data © Crown copyright 2024

Figure 19: Nickey Line route and access points map



3.4 Nature

Along its route, the Nickey Line passes through a mix of rural landscapes and the urban settlements of Hemel Hempstead, Redbourn and Harpenden.

The Nickey Line provides a green corridor of continuous habitat, making it an important biodiversity asset. Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside*. By stretching into the heart of Hemel Hempstead the Nickey Line brings nature into the heart of the urban centre, where it can be readily accessed by the local community.

The route features a number of key habitat types, including hedgerows, trees and woodlands. Small areas of adjoining grassland supplement ground flora along the route.

Hedgerows are a key feature through the Woodhall Farm area, where they help provide a sense of enclosure from the surrounding developments. The condition of hedgerows varies, some are well maintained, others are over-dense or have instances of weak and dying specimens.

Trees can be found along the route, and are particularly prominent within Harpenden where there is continuous tree cover. Common species include beech, oak, sycamore and ash. Scrub growth and flora, often of holly or brambles,

beneath trees creates an important habitat and buffer to adjacent housing. A number of mature trees are present within the Woodhall Farm residential area, and are an important feature of the Highfield residential area.

Yew Tree Wood, is a notable publicly accessible woodland adjacent to the Nickey Line, the yew giving it a unique character. There is good access into the wood from the Nickey Line. There are also Knott Wood, within the Rothamstead Estate, and small wooded areas to the south of the route at the crossing of the River Ver and the River Red.

Maintaining and enhancing the natural environment along the Nickey Line is paramount as design interventions are developed along the route. Providing information about the rich habitat and biodiversity present along this green corridor is also an opportunity for people to better understand the environment surrounding them and how to respect it. Ecology information has not been collected as part of this study and will be important as a next step to inform any future changes to the route.

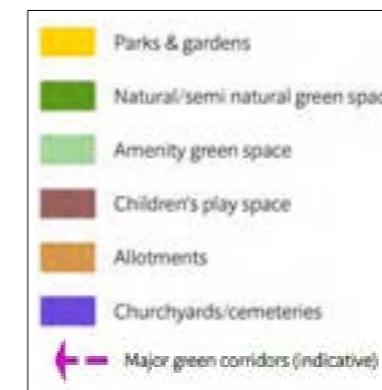


Line of mature trees at Woodhall Farm residential area

Figure 20: Accessible Greenspace Map - HGC Green Infrastructure Strategy (2024)



Contains OS data © Crown copyright 2024



3.5 Wayfinding, Boards, Furniture and Historic Features

Several recognisable features are dotted along the Nickey Line. These include wayfinding, information and interpretation boards, street furniture, and historic features.

Wayfinding

Wayfinding panels are located at most access points. The majority of the line uses the board shown in the image below which provides information about the route ownership, access points and road crossings. Some of these boards are damaged or degraded by the elements.



Wayfinding boards installed by Rothamsted Estate

The Nickey Line roundel (image below) is also a wayfinding feature that can be found at a few entry points and creates a strong identity for the Nickey Line.



The Nickey Line roundel

Finger posts (image below) are often located at access points and inform users of the distance to the next town centre and of connections to other routes.



Finger posts



Nickey Line wayfinding boards

New wayfinding panels (image below), have recently been installed between Redbourn and Harpenden. While these boards are provided by the Rothamsted Estate and are not specifically for Nickey Line users, they do provide useful context about the area alongside the route and the about the area alongside the route and the adjoining footpaths and bridleways.

Finally, some sections of the route, particularly to the east of the M1, have openings within the vegetation allowing users to see their surroundings and helping with orientation.

In summary, wayfinding is present consistently along the route. However, the style and information presented are not consistent. The Nickey Line roundel could appear more often to strengthen the route identity, and the finger posts could also include information about nearby attractions. The wayfinding outside of the Nickey Line guiding people to it has not been reviewed as part of this study. Consistency of this wayfinding directing people to the Nickey Line from the surrounding area is also an important consideration for future improvements.

Boards

Information boards such as in the image below have been provided by the Friends of the Nickey Line and are usually located in close proximity to the wayfinding panels. The boards are used to provide information and updates about the route such as organised events.



Information boards

There are a number of interpretation boards, which were installed by the Friends of the Nickey Line. These consist of two Lost Rails boards, installed as part of the Lost Rails project (during the site visit the audio functionality within these boards was broken), and a Wildlife board.



Lost Rails board



Wildlife board

The information boards offer a good opportunity to advertise activities and initiatives along the Nickey Line to local residents and people visiting the line. The rail and wildlife boards could be reviewed in the context of providing a more comprehensive interpretation trail to cover the full extent of the line, providing varying level of information at different points.

Furniture

Few pieces of street furniture are present along the route. There are some simple wooden benches, although they are not frequent and are designed for short stops. Five new benches were installed by volunteers from Hertfordshire County Council between Redbourn and Hemel Hempstead at the locations shown with red circles below, at a spacing of 500m.



We recommend that seating opportunities should be provided at more regular intervals along the Nickey Line to allow people to stop and rest. Different types of seating should be provided such as benches with armrests and backrests, picnic tables, groups of seats etc. Low walls and other features can also count towards seating opportunities for short stops.



Simple wooden bench

The most prominent features from the Nickey Line's former use as a railway include the platform and a quadrant signal at Roundwood Halt (image below), a large brick retaining structure in Harpenden, and a number of bridges.



Roundwood Halt platform and signal



Cherry Tree Lane bridge

Platelayer's huts along the line provided shelter for the platelayers who maintained the tracks as well as a space to store their tools. With the closure of the line, the huts were demolished. In some cases the bricks were left where they fell, eventually being buried as nature reclaimed the land.

These historic remnants of the railway line could be given more prominence along the route by enhancing their setting and providing information alongside them.

3.6 Concluding SWOT analysis

The SWOT analysis on the following page breaks down the aforementioned analysis into four categories - Strengths, Weaknesses, Opportunities and Threats. Strengths are features that are currently working well on the route. Weaknesses refer to features that are not performing as well for their intended purpose. Opportunities are areas in which there is room for improvement, and are tied to the Weaknesses category.

Threats are those areas which have the most potential to cause issues in the future. Unlike weaknesses, these are most often out of the control of the project team.

Historic features

Figure 21: SWOT analysis



4. The Nickey Line: Future

4.1 The Vision

Hemel Garden Communities' ambition is to create a greener, more connected, route between Hemel Hempstead, Redbourn and Harpenden using the historic disused railway, the Nickey Line.

Residents and visitors will be able to re-imagine its historic course, with remaining features restored, and experience spaces for rest or play whilst being immersed in nature. The enhanced route will encourage activities such as walking, jogging, or cycling, facilitating healthy lifestyles and sustainable connectivity between Rothamsted and Maylands.

The Nickey Line will provide a safe green oasis which knits together existing green spaces and urban areas. It also traverses more rural areas, with connections to the wider countryside and additional benefits to wildlife corridors and biodiversity.



4.2 Nickey Line Themes

The vision for the Nickey Line has been developed around four key themes; Place, Movement, History and Nature.

These themes have emerged from the local policy priorities for the Nickey Line and HGC's Spatial Vision, all of which are seeking to enhance the route for active travel use, encourage better patronage from the local community and integrate it into a wider green network.

The themes were presented and endorsed at a workshop session with more than 30 stakeholders which took place in November 2022.

Figure 22: Nickey Line Vision Themes and Objectives



4.3 Themes interaction with HGC Pillars

The creation of a vision for the improvement of the Nickey Line is being overseen by Hemel Garden Communities whose four key pillars underpin their vision for the project.

Further work has been undertaken to incorporate the HGC four pillars and align the Nickey Line themes. This is demonstrated visually via the diagram below which seeks to demonstrate how specific interventions are linked to the Nickey Line themes and overarching pillars.

For example, within the movement theme interventions such as an improved system for wayfinding along the Nickey Line would link to the HGC vision pillar of integrated communities whilst providing connections to local schools would help create a more engaged community. The vision for the Nickey Line, and in turn those interventions that could be delivered to enhance it being linked to the overarching vision for HGC, further cements the importance of the Nickey Line within the local community.

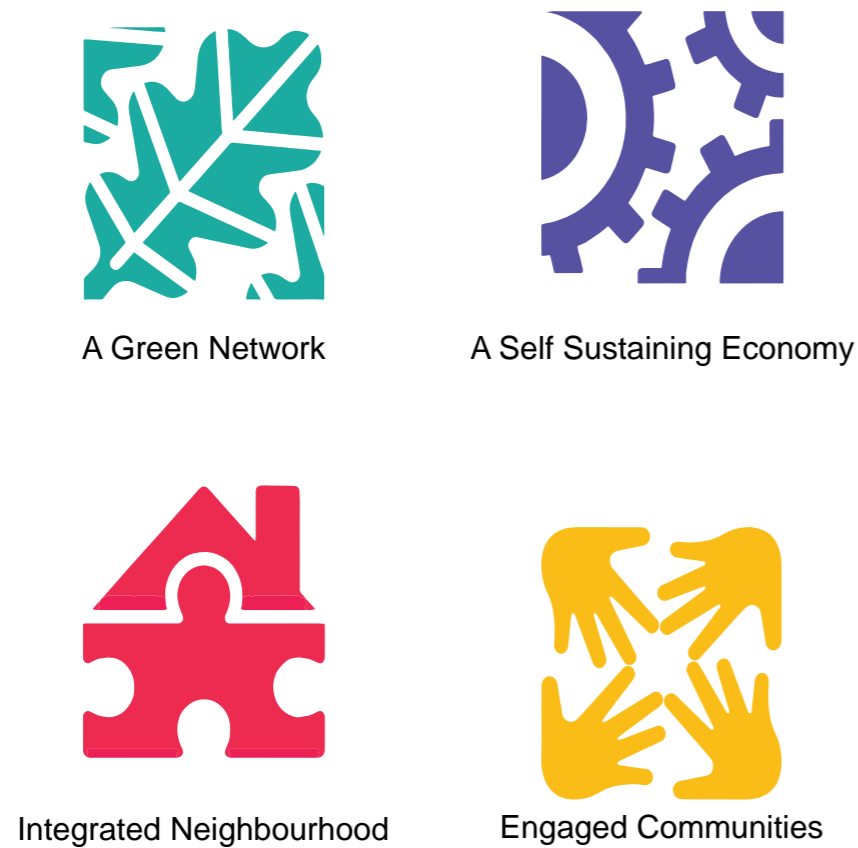


Figure 23: Interface between the vision, themes and HGC pillar



5. Case Studies

This chapter presents seven case studies of walking and cycling routes along disused railway paths with comparable interventions and transformation for the Nickey Line. Each study was chosen based on similarities with the Nickey Line of route length, intervention types, and relationship to rural and urban spaces. The bullet points of the case study features are colour-coded based on the Nickey Line theme they link to.

- **Pink- Place**
- **Yellow- Movement**
- **Blue- History**
- **Green- Nature**

Bristol and Bath Railway Path

The Bristol and Bath railway path is a 23.3km walking and cycling path. Like the Nickey Line, it is also part of the National Cycle Network. The route is almost entirely traffic free, and its flat gradient makes it very accessible. The creation of the vision

for this path was undertaken through community engagement.

Key features of this route are:

- **Green- Nature** Commuting route and important wildlife corridor
- **Blue- History** Sculptures and public art are present along the route
- **Blue- History** Local schools contributed to the generation of ideas for sculptures and route logo
- **Blue- History** Eight pairs of interpretative panels have been installed along the route – their red colour reflects the old Midland Railway. Time capsules by local children are buried underneath the panels
- **Green- Nature** New trees have been planted to echo the old cast iron columns at Mangotsfield Station
- **Blue- History** Tiles have been installed on underbridges and walls along the route.
- **Blue- History** Lighting is installed along the route and

Figure 24: Bristol and Bath Railway Path Route Map - Source SIO, NCAA, US Navy



Interpretative panels



Commuting route



New tree planting



Sculptures and public art

Images source: bristolbathrailwaypath.org.uk/artwork.shtml

Parkland Walk, London

Parkland Walk is a 4km linear nature reserve and it is the longest of its kind in London. Panels representing the path 'stations' have been added along the route and a mobile app provides more information about the path's history and nature.

Key features of this route are:

- Artwork pieces are present throughout the walk with each art piece being a reflection of the history of the Parkland Walk, including marker posts on route
- A wildlife trail is run by volunteers - with small workshops for children
- Rich range of flora and fauna present
- Simple signage with information on the various aspects of nature throughout the walk
- An interactive map which can be accessed via a mobile device showing accessible areas and providing facts about different sections of the walk



Nature reserve

Image source: seeker.io/article/free-things-to-do-in-london/



Signage featured along the route

Image source: londonist.com/2015/06/weekend-walk-haringeys-parkland-walk



Artwork pieces presented along the route

Image source: parkland-walk.org.uk/art-trail

Figure 25: Parkland Walk route map - Source SIO, NCAA, US Navy



Cuckoo Trail, East Sussex

The Cuckoo Trail is a 16.7km walking and cycling path located in East Sussex. The continuous management of greenery allows natural light to permeate along the path, therefore the path does not look isolated from its surrounding context. The Trail is currently used by around 200,000 people per year and serves as a traffic-free route between several local schools.

Key features of this route are:

- Surfaced path which runs along a disused railway
- Some areas of managed greenery and cut trees to allow better lighting conditions
- Rest points provided, including benches and picnic tables
- Sculptures in wood and steel present along the route
- Wildlife trail for children with small carvings noting facts about wildlife species within the area
- Bike hire available on route at Horam.



Signage featured along the route

Image source: your.eastsussex.gov.uk/2019/08/07/go-cuckoo-for-some-free-family-fun/



Waymarkers

Image source: sustrans.org.uk/find-a-route-on-the-national-cycle-network/cuckoo-trail



Sculptures in steel

Image source: escg.ac.uk/blog/top-nine-places-to-go-for-a-walk-in-east-sussex-this-spring/



Sculptures in wood

Image source: wednesdaysinthecountry.wordpress.com/2014/10/07/hailsham-and-the-cuckoo-trail

Figure 26: Cuckoo Trail route map - Source SIO, NCAA, US Navy



	Route
	Route Beginning
	Route End

Data SIO, NOAA, U.S. Navy, NGA, GEBCO @Map data: Google, Maxar Technologies

Alban Way, Hertfordshire

Alban Way is a 10.1km walking and cycling route along a disused section of the Great Northern Railway, between the historic towns of St Albans and Hatfield. The route is flat, with a number of accesses along its length, all of which are accessible for pedestrians, cyclists and wheelchair users. The features installed along the line make it easily recognisable, and historic references are made to the old railway line.

Key features of this route are:

- Smooth tarmacked surfacing
- Wildlife corridor maintained to support

- a range of flora and fauna
- Woodland management works undertaken to improve lighting conditions
- Remains of old-stations on route have been refurbished
- Signage and street names painted on the tarmac
- Replica semaphore signal and garden at the old Nast Hyde Halt station
- Artworks present along route – including a metal blackberry sculpture
- Interpretation boards on-route, with a bespoke historical design.



Interpretation boards

Image source: Hertfordshire County Council, Public Rights of Way Team



Speed management measures

Image source: Hertfordshire County Council, Public Rights of Way Team



Smooth tarmacked surfacing

Image source: Hertfordshire County Council, Public Rights of Way Team



Wildlife corridor

Image source: Hertfordshire County Council, Public Rights of Way Team

Figure 27: Alban Way route map - Source SIO, NCAA, US Navy



The Watercress Way, Hampshire

The Watercress Way is a 43km trail linking disused railways between the communities of Alresford, Kings Worthy, South Wonston and Sutton Scotney, and part of the South Downs National Park. The trail goes across rolling downland, through woods and along the chalk rivers of the Arle, Itchen, Candover and Dever. The Watercress Way charity aims to raise funds to open more disused railways for walking and cycling, improve signage and maintain the route.

Key features of this route are:

- The route features longer routes and

several shorter, circular routes

- Trustees and volunteers operate an active maintenance schedule to ensure the route is easily accessed and properly maintained
- There are frequent special events such as guided heritage and ecology walks, cycle rides, children's competitions and quizzes held at sponsor pubs as well as a treasure-hunting game
- The charity is working to improve access across the route via wheelchair
- The route is open to horse riding, as well as walkers and cyclists.



Figure 28: Watercress Way route map - Source SIO, NCAA, US Navy



Promenade Plantée, Paris

The 'Promenade Plantée' in Paris is a walking and cycling path of 4.5km length which runs through the 12th arrondissement. The route is heavily greened with plants, trees and flowers and runs mostly above or below the street level, allowing for unusual views of the city and a separation from busy traffic activity. There are several accesses along its route, allowing it to be walked or cycled in several shorter sections if desired.

Key features of this route are:

- The route features rest areas with benches and places to perch

- There are lifts that allow the route to be accessed via wheelchair and which make it easier for cyclists to access the route
- There are fountains throughout, allowing users to refill water bottles for free
- The route provides an easily accessible link to the public park, Jardin de Reuilly.
- Lighting has been added throughout, including through the railway tunnel.



Rest areas

Image source: flickr.com/photos/fran001/17789962323



Lighting added under railway tunnels

Image source: flickr.com/photos/o_0/2916040757



Staircase to viewing platform

Image source: flickr.com/photos/o_0/29160386902



Diverse planting

Image source: flickr.com/photos/77662096

Figure 29: Promende Plantee route map - Source SIO, NCAA, US Navy



Singapore Rail Corridor

The 24km long Singapore Rail Corridor opened in 2021 as an ecological corridor to allow wildlife to move between several larger green spaces and as a recreational walking and cycling route. It links several nature parks and reserves together, utilising a disused railway and hiking paths to form the route.

Key features of this route are:

- The Friends of the Rail Corridor group stewards the route and maintain the route itself and elements of the nature parks/reserves
- There are multiple accesses along the route, most are accessible to both pedestrians and cyclists as well as

wheelchair users

- The Rail Corridor Guide introduces visitors to the history of the route, its biodiversity and iconic sites
- Signage is provided along the trails, marking both the route itself, and any noteworthy flora or fauna that could be spotted along the route
- In order to protect the various sensitive species of flora and fauna, groups of 30 or more must book their visit to the route to ensure that the quality of the paths are maintained and not adversely impacted by larger numbers of people visiting all at once.



Hiking path

Image source: flickr.com/photos/j0035003/51119951279



Former railway bridge

Image source: stuff.co.nz/travel/destinations/asia/83298460



Friends of the Rail Corridor group

Image source: flickr.com/photos/j0035003/51120205696



Rifle Range National Park along the route

Image source: timeout.com/singapore/attractions/rifle-range-nature-park

Figure 30: Singapore Rail Corridor route map - Source SIO, NCAA, US Navy



Case Studies Summary

These case studies present a number of recurring physical features that have helped shape the routes into ones which have become successful. The examples present routes that are well looked after and well regarded by their communities. Some of these are very applicable to the Nickey Line.

Artwork features appear in almost all of the case studies, and can be used to give a route a sense of identity through sculpture, murals, decoration and colour. They can be used to tie different parts of the route together and create a coherent journey experience.

It is evidence that rest points are important along a route such as the Nickey Line to allow people to take a break and rest. They can take the form of benches, larger seating areas or picnic arrangements

Signage and wayfinding is crucial to a route, especially in urban areas. Making distinctive, clear signage is important so the less experienced users know where they are going and this could be applied to sections of the Nickey Line particularly passing through urban areas.

Finally, having groups who are bought-into the maintenance and success of a walking/cycling route is crucial as it keeps a route well maintained and allows activities to be planned around the route to keep communities engaged. The Nickey Line already has this in the form of the 'Friends of the Nickey Line group' which represents an opportunity for further enhancement of the route in the future.

Integrating some of these elements to the Nickey Line will create a more distinctive, engaging, accessible and clearer route that best serves the people using it.

Route	Location	Length	Rural/Urban	Key Features
Bristol and Bath Railway Path	Bristol	23.3km	Mix	<ul style="list-style-type: none"> Commuting route and important wildlife corridor Sculptures and public art along the route Tiles on underbridges and walls along the route. Lighting along the route, managed so not to impact on wildlife
Parkland Walk	London	4km	Urban	<ul style="list-style-type: none"> Artwork pieces throughout the walk Wildlife trail is run by volunteers - with workshops for children Rich range of flora and fauna Signage with information on the various aspects of nature throughout the walk Interactive map which can be accessed via a mobile device

Route	Location	Length	Rural/Urban	Key Features
Cuckoo Trail	East Sussex	16.7km	Rural	<ul style="list-style-type: none"> Managed greenery and cut trees allow better lighting conditions Rest points provided, including benches and picnic tables Sculptures in wood and steel present along the route Wildlife trail for children with small carvings about wildlife species within the area Bike hire available on route at Horam
Alban Way	St Albans	10.1km	Mix	<ul style="list-style-type: none"> Wildlife corridor maintained to support a range of flora and fauna Remains of old-stations on route have been refurbished and replica of semaphore signal Signage and street names painted on the tarmac Artworks present along route
Watercress Way	Winchester	43km	Rural	<ul style="list-style-type: none"> The route features longer routes and several shorter, circular routes Trustees and volunteers maintain an active maintenance schedule Frequent events such as guided heritage and ecology walks, cycle rides and children's competitions The charity is working to improve access across the route for wheelchairs
Promenade Plantée	Paris	4.5km	Urban	<ul style="list-style-type: none"> Rest areas with benches and places to perch Lifts for wheelchair and cyclist access Drinking water fountains throughout The route provides an easily accessible link to the public park, Jardin de Reuilly Lighting has been added throughout, including through the railway tunnel
Singapore Railway Corridor	Singapore	23km	Urban	<ul style="list-style-type: none"> The Friends of the Rail Corridor group stewards the route and maintain the route itself and elements of the nature parks/reserves Multiple accesses along the route, most are accessible to pedestrians, cyclists and wheelchair users The Rail Corridor Guide introduces visitors to the history of the route, its biodiversity and iconic sites Signage marks both the route and any noteworthy flora or fauna that could be spotted along the route

6. Engagement

6.1 Vision Workshop

A stakeholder workshop was undertaken on 17th November 2022 to collect views on the future of the Nickey Line.

Approximately 30 attendees were present at the workshop comprising of key Council officers and members, Friends of the Nickey Line and local business / interest groups representatives.

The discussion focused around four themes that emerged from the context analysis as describing the key opportunities for the Nickey Line.

Figure 31: Nickey Line Themes which were presented at the stakeholder workshop



6.2 Workshop Outcomes

Based on the stakeholder comments, a number of sub themes were identified under the four main themes of Movement, History, Place and Nature. The sub themes enabled similar comments to be grouped together. A summary of the workshop feedback received in relation to

each theme is as follows:

Movement

- **Multi-use Route** - the Nickey Line presents a key opportunity to support and encourage sustainable local movement for walking and cycling for all, as well as providing other functions (see Place theme). Groups noted that it is important to consider how commuter and leisure users will utilise the route to minimise potential conflicts
- **Access Issues** - current access issues throughout the Nickey Line, particularly due to the large number of steps and unsafe crossing points, were highlighted as an area for improvements
- **Infrastructure Improvements** - improvements to the current infrastructure, particularly around surfacing and access points was identified as paramount to achieving a route that can attract more people and feel safe to walk and cycle along. The nature of the route should be reflected in the materials used
- **Re-connect to Hemel Hempstead town centre and station** - the Nickey Line should re-connect to Hemel Hempstead town centre and station, passing through points of interest such as community centres and schools

History

- **Railway** - groups agreed that the Nickey Line's history of being an old rail line should be celebrated. Key ideas to echo the old railway line included points along the

line being a metaphor for 'station stops', artwork, themed sculptures, information boards and railway theme wayfinding symbols. Individuals also recommended using old railway carriages for activities such as litter picking and a mini-railway experience.

- **Identity** - it was felt that the Nickey Line and its history can be used to create a sense of identity, place and pride within the area (particularly Hemel Hempstead). Discussion noted that whilst it is important to acknowledge the line's history, it is also important to evolve this for the vision along the line.

Place

- **Activities** - the Nickey Line presents a significant opportunity to be used for a range of activities. Ideas included having key landmark trails (linking to the History theme), play spaces, and charity cycle rides. The Nickey Line being a known destination was emphasised in discussion, particularly through new links with HGC.
- **Safe Spaces** - a feeling of being unsafe along the line was noted due to a lack of lighting and signage. The need for improved signage and lighting along the Nickey Line to create a safe space to move through, supported by regular maintenance was emphasised.
- **Community Participation** - community participation to help develop the vision and activity ideas along the Nickey Line was discussed, particularly engaging children/ young people/ current users of the line. The route should be publicised well within the community.

Nature

- **Improve Biodiversity** - the Nickey Line presents an opportunity to improve the range of flora and fauna along the Nickey Line. Ecological surveys were noted to help with this, with maintenance of the biodiversity being key.
- **Community Participation** - as with the Place theme, community involvement/ activities to help enhance the biodiversity along the Nickey Line was discussed. Ideas included food growing and school involvement.
- **Character** - it was noted that it is important to consider how to preserve the current natural character along Nickey Line. This was noted in relation to developing surfacing and also improving lighting levels.

In summary, the outcomes of the workshop noted above provide a first basis to expand on creating a vision along the Nickey Line. Specific details will need to be looked at for each theme as the development of the vision progresses. The ideas noted represent stakeholder comments and clearly relate to the overall objectives of the vision study, alongside supporting policy requirements to promote walking and cycling trips. The vision development links to creating a line which is 'fit for purpose' to support levels of population growth.

Figure 32: Word Cloud - generated at the stakeholder workshop - "Describe the Nickey Line in one word"



Figure 33: Site visit along the Nickey Line with stakeholders and local councillors (October, 2023).



6.3 Second Stakeholder Workshop

A second workshop was carried out on the 12th October 2023 which was a continuation of engagement with key stakeholders from the previous workshop in November 2022.

The purpose of this workshop was to present the progress on the vision for the Nickey Line and how feedback from the previous workshop had been incorporated. Stakeholders were given opportunity to comment on the development of the character areas, focus areas and intervention types that have been developed and are detailed on the following pages.

Stakeholders were also given the opportunity to highlight what they saw as the top priorities for the Nickey Line. Key priorities highlighted by the group included safety, accessibility, and the need to balance the needs of all users along the line.

The day also included a site visit to the Maylands Business Park and Keens Field focus areas to gather views on specific issues and opportunities whilst also gathering ideas for interventions in specific locations of the line.



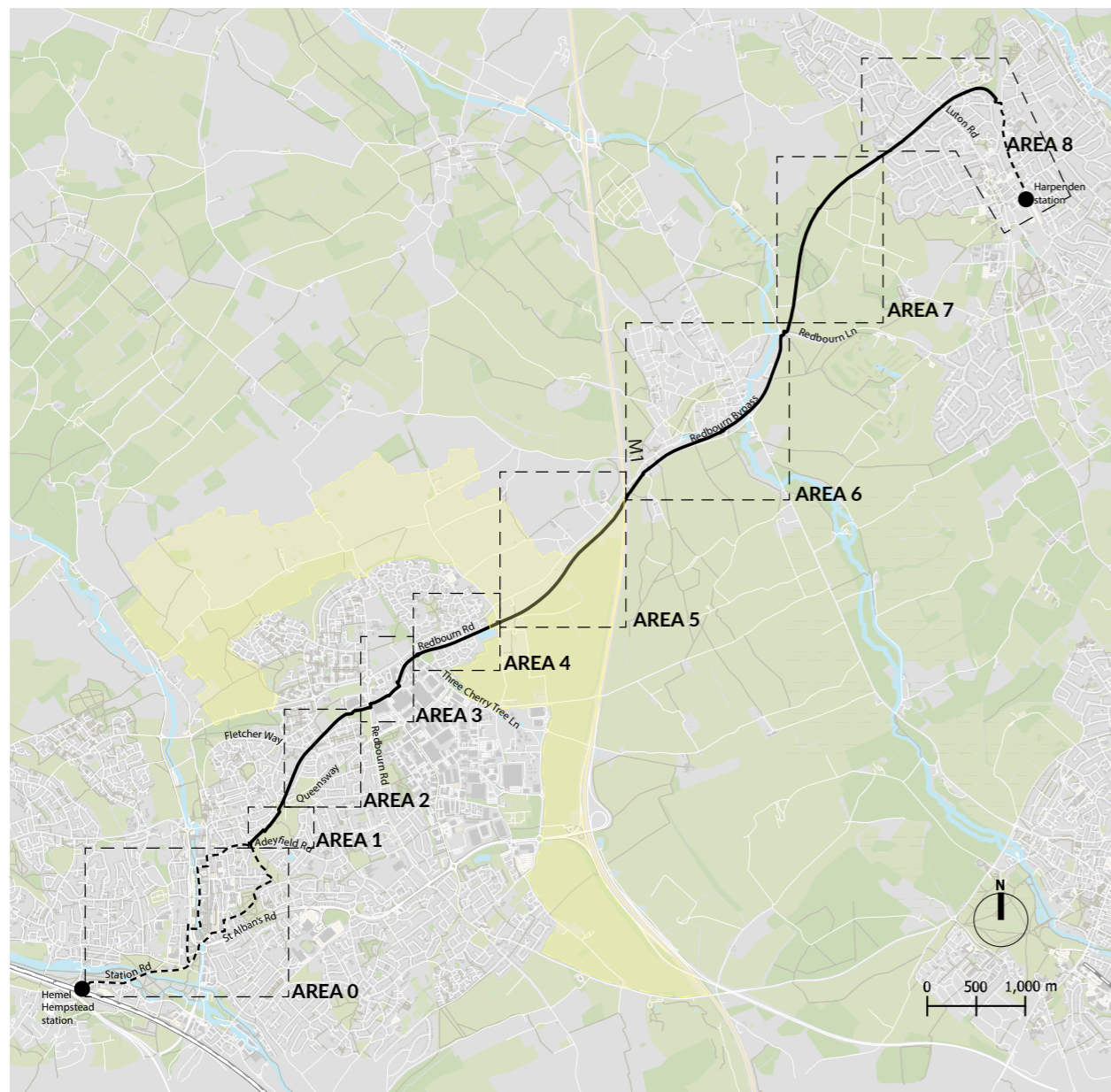
7. Character Areas

7.1 Issues, constraints and opportunities assessment

Different character areas have been identified along the Nickey line based on:

- Surrounding land uses
- Environment for walking and cycling
- Intersections with vehicular streets

Figure 34: Nickey Line Character Areas map



Character Area	Approx. Length	Name	Typology	Surrounding Land Uses	Environment for Active Travel	Intersections with Vehicular Streets	Railway Structures
Area 0	4.3km	Hemel Hempstead Station to Keens Field	Mixed use urban area	Train station; residential; public facilities; commercial uses; open space; schools	Main Roads; minor roads; narrow off-road paths	Yes, multiple sections on-road	None
Area 1	0.6km	Keens Field	Park/open space	Open space (park); residential	Narrow off-road paths	Yes, road crossing at entrance	Filled in bridge
Area 2	1.6km	Highfield Residential Area	Residential area	Residential; schools; public facilities	Wider off road paths; dense vegetation	None	Queensway bridge + Road bridge on Fletcher Way
Area 3	1.4km	Maylands Business Park	Industrial area	Industrial; commercial uses	Narrow off-road paths; minor roads	Yes, sections on-road	Bridge close to Redbourn Rd green space
Area 4	1.1km	Woodhall Farm Residential Area	Residential area	Residential	Wider off road paths; dense vegetation	None	Footbridge Rear of petrol station on Redbourn Rd + Three Cherry Trees Ln Bridge
Area 5	1.8km	Future Hemel Garden Communities	Rural area	Farmland	Narrow off-road paths; dense vegetation	Yes, one road crossing	Cherry Tree Ln Bridge HCC1338 + M1 motorway bridge
Area 6	2.7km	Redbourn	Urban/rural boundary area	Farmland; residential; commercial	Narrow off-road paths; dense vegetation;	Yes, one road crossing	Redbourn Bridge (High Street)
Area 7	2.1km	Redbourn to Harpenden	Rural land	Farmland	Narrow off-road paths; Wider off road paths; dense vegetation, clean path edges	None	None
Area 8	2.4km	Harpenden	Urban area	Residential; commercial; schools; train station	Narrow off-road paths; dense vegetation; main roads	None	Luton Rd Bridge + Ambrose Ln Bridge HC 1334

ISSUES AND CONSTRAINTS

CHARACTER AREA 0: HEMEL HEMPSTEAD STATION TO KEENS FIELD

Figure 35: Character Area 1: Station to Keens Field - Issues



- 1 The arrival area to the train station is dominated by motor vehicles and currently unattractive to people walking and cycling. There is no existing 'official' Nickey Line route from the station to Midland Road
- 2 Station Road has a shared pedestrian and cycle facility of limited width
- 3 'Magic roundabout' is a major barrier to cycling
- 4 Cotterells Rd has a lot of on street parking,

- creating difficult cycling conditions
- 5 Identified route through Paradise Field does not currently exist
- 6 The series of roundabouts from Marlowes through Combe St presents a challenge to less confident cyclists
- 7 There is only stepped access from Midland Rd to Paradise Fields
- 8 High volumes of traffic on Midland Road, no segregation provided for cyclists

1 Hemel Hempstead station entrance



2 Narrow shared footpath on Station Rd



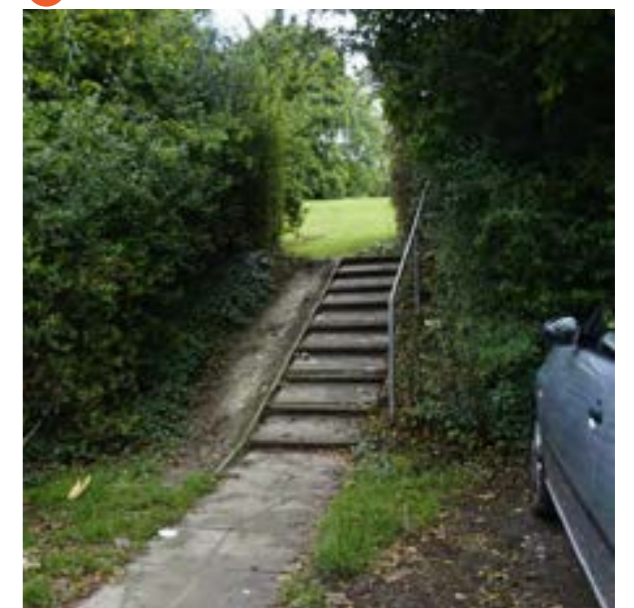
3 The Plough Roundabout (also known as the 'Magic Roundabout')



4 Parking on Cotterells Rd



7 Entrance from Midland Rd to Paradise Field



OPPORTUNITIES

CHARACTER AREA 0: HEMEL HEMPSTEAD STATION TO KEENS FIELD

Figure 36: Character Area 1: Station to Keens Field - Opportunities



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- 1 A redesign of the station entrance away from a vehicle dominated space will help increase legibility and coherence of the space for cyclists and pedestrians. The route between point 1 and 7 has been identified to re-instate the historic Nickey Line route, this is subject to some minor changes as further feasibility work of this route is developed
- 2 Create a wide shared pedestrian/cycle path along Station Road
- 3 Rearrange parking on Cotterells Rd to break it up and allow more space for cyclists at key points
- 4 Waterhouse Street has a wide street section - used for servicing and parking - that could be redesigned to provide a pleasant route to cycle through with the river and the gardens alongside it
- 5 Paradise Fields development area and wildlife site can create new connection between the train station and Midland Road, which has a more 'rural' feel like parts of the existing Nickey Line
- 6 Redesign the roundabouts on Marlowes/ Combe Street to better facilitate cyclist movements
- 7 Develop a ramped access to Paradise Fields from Midland Rd

ISSUES AND CONSTRAINTS

CHARACTER AREA 1: KEENS FIELD

Figure 37: Character Area 2: Keens Field - Issues



- 1 The Nickey Line abruptly stops at Adeyfield Road/Midland Road and does not connect to Hemel Hempstead Town Centre and rail station
- 2 Adeyfield Road /Midland acts as a barrier to pedestrian and cyclist movement, particularly because of the existing poor crossing facilities
- 3 The entrance to the Nickey Line is not clearly signed and can go unnoticed. The space adjacent to it is dominated by a green verge used for car parking
- 4 Existing allotments are barely visible from the Nickey Line and do not establish a relationship with the route
- 5 Narrow section of the path (<1.2m), particularly adjacent to the residential properties, does not allow for people on foot or on bike to comfortably pass each other
- 6 The design and topography of Keens Field does not encourage activities to take place in it
- 7 Level difference between Keens Field and Queensway bridge where the Nickey Line continues. Only stepped route with bike channel provided
- 8 Lack of wayfinding along east-west connections

3 Nickey Line entrance from Adeyfield Road /Midland Road



5 Narrow section of the route next to the residential properties Underused parking area between the residential area and Keens Field



6 Keens Field, a large open area of recreational space 7 Stepped route with bike channel



OPPORTUNITIES

CHARACTER AREA 1: KEENS FIELD

Figure 38: Character Area 2: Keens Field - Opportunities



- 1 Enhance the entrance to the Nickey Line from Midland Road by creating a gateway feature and provide space with route information, clear wayfinding and cycle parking
- 2 Provide a better crossing facility for pedestrians and cyclists on Adeyfield Road/ Midland Road. Further study is required to explore the potential of a bridge crossing over Midland Road for active travel purposes, and the route and levels to help it connect to Queensway bridge
- 3 Extend the Nickey Line and provide clear wayfinding that directs people to the Nickey Line extension/s and to Hemel Hempstead Town Centre
- 4 Establish a better relationship between the Nickey Line and the existing allotments by

- making them more visible from the line.
- 5 Widen the path, particularly adjacent to the residential properties or reroute this section via the park
- 6 Design new uses at Keens Field (cafe, play, BMX track, orchard/edible plants etc.) and consider how the space can be designed to also host temporary events
- 7 Improve the connection between St Paul's Care Centre and the Nickey Line/Keens Field
- 8 Provide a ramped access from Keens Field to the Nickey Line/Queensway bridge
- 9 Improve the drainage pond (Thames Water asset) in Keens Field by removing the fencing and introducing new plants (subject to further feasibility work)

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ISSUES AND CONSTRAINTS

CHARACTER AREA 2: HIGHFIELD RESIDENTIAL AREA

Figure 39: Character Area 3: Highfield Residential Area - Issues



- 1 The majority of the accesses to this area are via steps. No ramps are provided at these access points and wayfinding signage is limited
- 2 Dense vegetation runs along the edges of this character area, blocking the view to the surroundings and the natural light
- 3 The route is not easily accessible from the two schools located in close proximity to it due to the lack and quality of the access points
- 4 The Fletcher Way underpass is dark and unwelcoming
- 5 No clear signage is provided along the route to indicate the presence of the Yew Tree Wood
- 6 Poor edge between Yew Tree Wood and industrial estate
- 7 Narrow entrance from Fletcher Way

1a Current entrance onto the Nickey Line from Thumpers



1b Stepped access points by St Paul's Church, Fletcher Way



1c Stepped access points by Malvern Way



1d Informal opening to the sports fields



2 Dense vegetation on both edges of the route



2 Yew Tree Woods



4 Fletcher Way underpass



5 Godwin's Halt - Historically the highest point on the line



OPPORTUNITIES

CHARACTER AREA 2: HIGHFIELD RESIDENTIAL AREA

Figure 40: Character Area 3: Highfield Residential Area - Opportunities

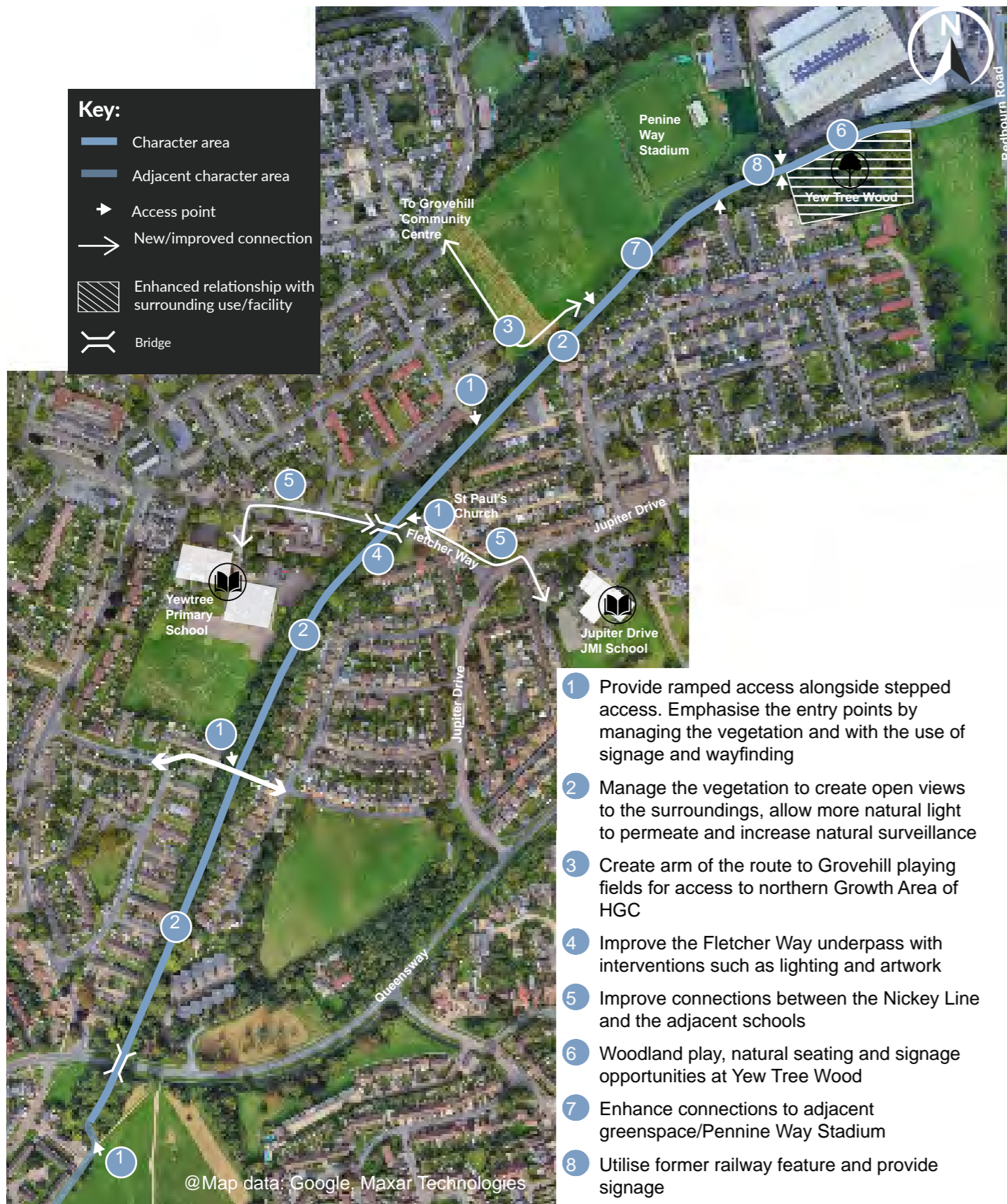
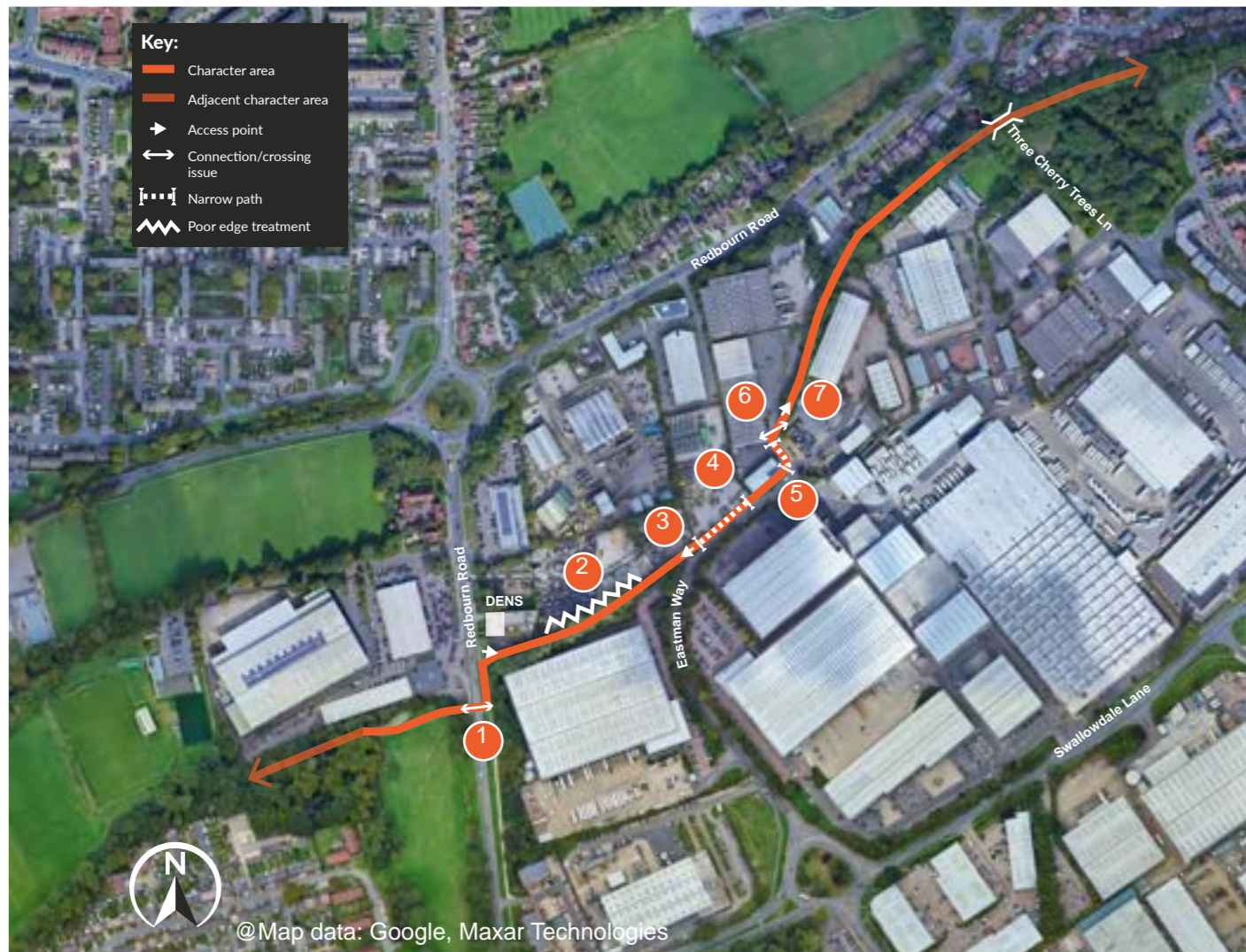


Figure 41: Artist Illustration of future potential improvements to the Nickey Line at Fletcher Way Underpass - illustrative concept only e.g. any proposals subject to further feasibility (Credit: DK-CM, 2024)

ISSUES AND CONSTRAINTS

CHARACTER AREA 3: MAYLANDS BUSINESS PARK

Figure 42: Character Area 4: Maylands Business Park - Issues



- 1 Uncontrolled crossing on high speed road (40mph) with small central island
- 2 Poor edge treatment between Nickey Line and industrial estate - fencing and steel beams make this area feel dark and unsafe
- 3 Unclear entrance to Nickey Line
- 4 Narrow sections of shared (cyclists and pedestrians) footpath
- 5 Poor legibility and wayfinding for both directions of travel make it unclear how to continue along the Nickey Line
- 6 No crossing provision on Eastman Way to join the shared (pedestrians and cyclists) footpath
- 7 Unclear entrance to Nickey Line

1 Uncontrolled crossing on Redbourn Road



2 Edge treatment next to industrial estate



3 Entrance to Nickey Line from Eastman Way towards character area 3



4 Narrow shared footpath on Eastman Way



5 Wayfinding is difficult to spot and read



6 No crossing provision on Eastman Way



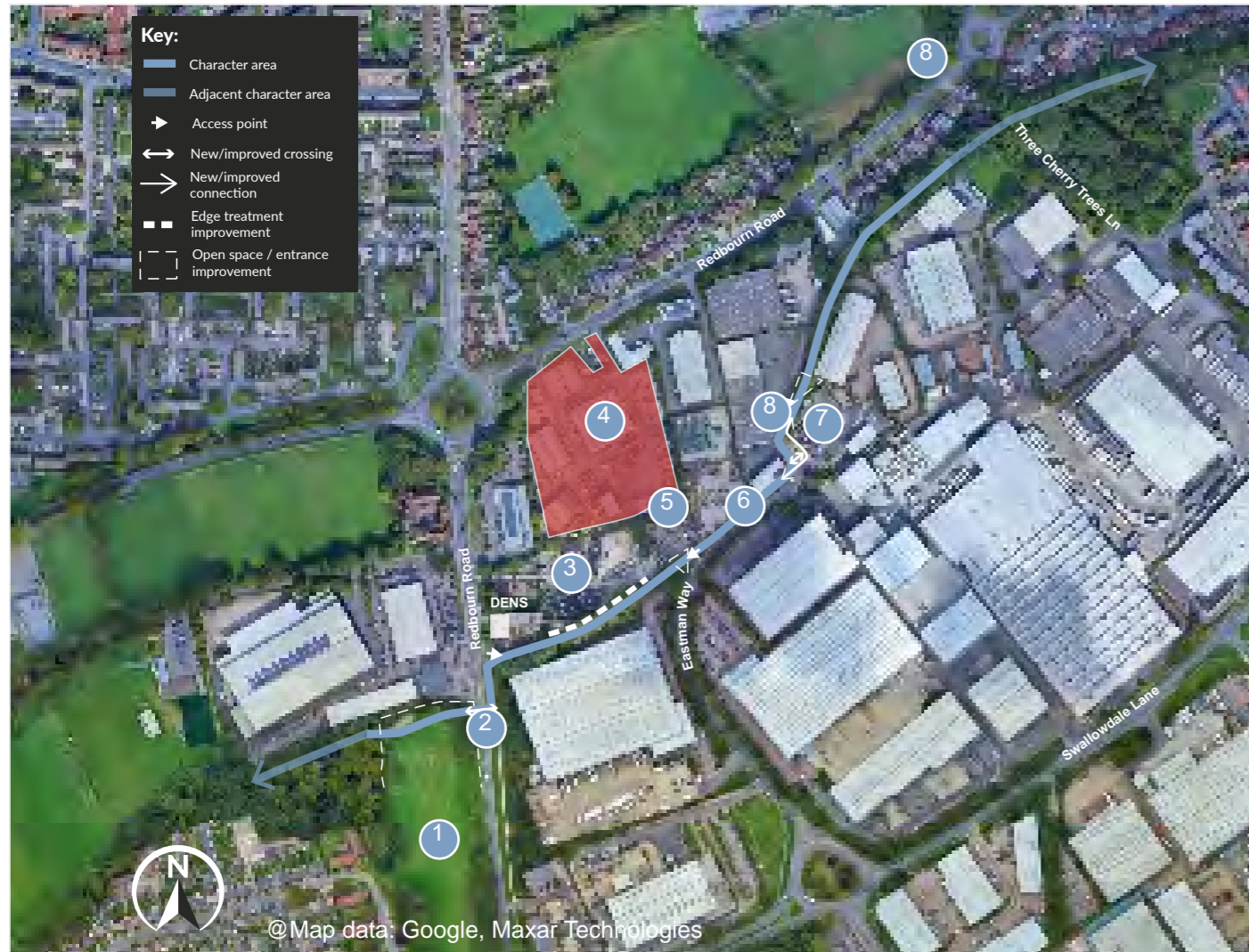
7 Entrance to Nickey Line from Eastman Way towards character area 5



OPPORTUNITIES

CHARACTER AREA 3: MAYLANDS BUSINESS PARK

Figure 43: Character Area 4: Maylands Business Park - Opportunities



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- 1 Consider improved access on and off the Nickey Line in this area to encourage people to visit the recently installed (2023) "Planets Community Garden" in Highfield
- 2 Provide a signalised crossing for pedestrians and cyclists on Redbourn Road
- 3 Consider improving edge treatment between Nickey Line and industrial estate using natural materials. Alternatively given the industrial estate is very prominent in this area, embrace sensitive use of industrial materials in a positive and exciting way.
- 4 Improve links to the Cupid Green Depot
- 5 Improve the entrance design and wayfinding
- 6 Consider ways of widening the shared footpath by managing vegetation of extending existing path
- 7 Explore the opportunity to have a shared path on the eastern side of Eastman Way and provide a new crossing point for pedestrians and cyclists
- 8 Improve the entrance design with a gateway feature and improved wayfinding
- 9 Create a new arm to the Nickey Line into the HGC northern Growth Area along the public footpath and onto Cupid Green Lane

ISSUES AND CONSTRAINTS

CHARACTER AREA 4: WOODHALL FARM RESIDENTIAL AREA

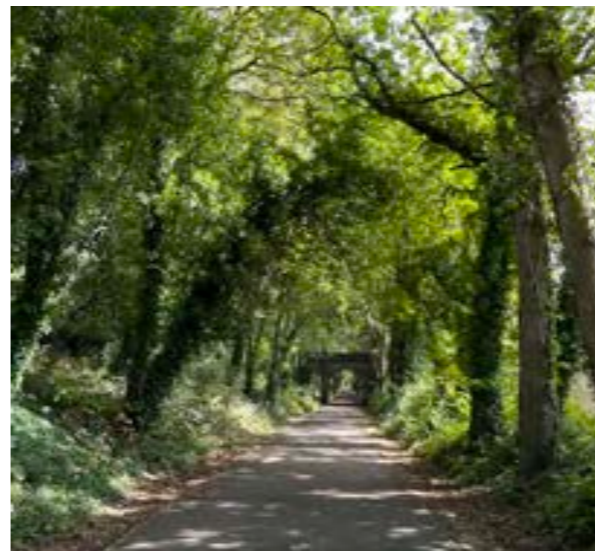
Figure 44: Character Area 5: Woodhall Farm Residential Area - Issues



This character area has recently been upgraded as part of the new residential development adjacent to it and presents a number of positive features.

- 1 The route has a wide section with smooth surface
- 2 Regular openings in the vegetation
- 3 Ramped access points into the new development area (Hunters Oak)
- 4 A reservoir is located in the north east corner of this character area. The reservoir is used for storage and attenuation of surface runoff rather than for the potable water supply system. It is located at the lowest point within the 'valley'. This receives flows from the adjacent urban areas.

1 Newly resurfaced section of the Nickey Line 2021



2 Section of the route near Camberwell Place



3 Wooden ramp access from Skipper Close housing development



3 Wooden ramp access onto Nickey Line from Hunter's Oak



3 Cherry Tree Lane bridge



OPPORTUNITIES

CHARACTER AREA 4: WOODHALL FARM RESIDENTIAL AREA

Figure 45: Character Area 5: Woodhall Farm Residential Area - Opportunities



Community Garden at Cherry Tree Lane (6) - sketch layout plan (credit @The Crown Estate)

- 1 Link into future active travel route
- 2 Establish a better relationship between the Nickey Line and the existing reservoir, consider the provision for new activities (e.g. picnic, play area...)
- 3 Enhance the Cherry Tree Lane bridge and strengthen the links and access into the Quaker Burial Site
- 4 Link into future quietway project, part of the HGC Green Loop
- 5 Opportunities for foraging along the route in areas where shrubs are more accessible
- 6 Planning Application ref. 5/2024/1552 the Crown Estate's Community Garden - permission was granted in 2024.

ISSUES AND CONSTRAINTS

CHARACTER AREA 5: FUTURE HEMEL GARDEN COMMUNITIES

Figure 46: Character Area 6: Future Hemel Garden Communities - Issues



1 Only two access points to the Nickey Line along this character area in close proximity to Cherry Tree Lane

2 Despite the views towards the countryside, this section of the line appears monotonous, with no particular features or activities happening along it or in close proximity to it

3 A number of walkways to the north of the route are not connected to the Nickey Line

4 The Aubreys Plateau Fort is a hillfort Scheduled Monument and there is a poor connection from the Nickey Line

5 The M1 tunnel originally crossed the Nickey Line when it was still a steam railway and the bridge was made large enough to add a second set of tracks, today it is an unpleasant and dark environment to move through

5 M1 tunnel



Wooden seating along the route



Owen's Siding Platelayers Hut - Historic feature along the line



View from the Nickey Line into the HGC Growth Area



Narrow section of the route



4 Access to the route near Aubreys Hillfort



OPPORTUNITIES

CHARACTER AREA 5: FUTURE HEMEL GARDEN COMMUNITIES

Figure 47: Character Area 6: Future Hemel Garden Communities - Opportunities



- 1 Walking and cycling connections linking the development and the route
- 2 Link into future active travel route/ HGC green loop
- 3 Spencer's Park development in red will include an improved crossing over Redbourn Road
- 4 Establish a strong relationship between the new development and the Nickey Line. The route should become an integral part of both the neighbourhood active travel network and green space network by creating:
 - walking and cycling connections linking the development and the route
 - new uses and activities along the edges of the route
- 5 Create a strong link with the strategic HGC Green Loop 'greenway' on Holtsmere End Lane/Cherry Tree Lane
- 6 Enhance the M1 tunnel environment with improved lighting and public art
- 7 Links with HGC proposed Country Park location
- opportunities to stop along the route or in close proximity to it

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ISSUES AND CONSTRAINTS

CHARACTER AREA 6: REDBOURN

Figure 48: Character Area 7: Redbourn - Issues



- 1 Entrances to the Nickey Line are not clearly visible and signed
- 2 Uncontrolled crossing on B487, which is a high speed road (60mph)
- 3 Poor connection to St Mary's Church grounds
- 4 The route runs in close proximity to the bypass (B487). Views and noise from the road conflict with the natural and peaceful environment of the rest of the line
- 5 Poor connection to The Common
- 6 No crossing provision on Chequer Lane
- 7 Sections of this character area have a narrow path, thick vegetation and uneven surfaces
- 8 Poor connection between Nickey Line and Redbourn High Street
- 9 No pedestrian and cyclist priority on side road entry that cuts across the Nickey Line. No crossing provision to join the public footpath on the other side of A5183
- 10 Two uncontrolled crossing on A5183 roundabout, which is a high speed road (60mph)

1 Entrances to the Nickey Line are not clearly visible and signed



2 Crossing on B487



5 Entrance to The Common from the route



6 Chequer Lane



7 Narrow path with uneven surface and thick vegetation



8 Redbourn High Street Bridge is a metal raft bridge with an open view to the South as well as the High Street.



7 Redbourn Orchard is on the South side of the Nickey Line



10 Side road entry treatment



OPPORTUNITIES

CHARACTER AREA 6: REDBOURN

Figure 49: Character Area 7: Redbourn - Opportunities



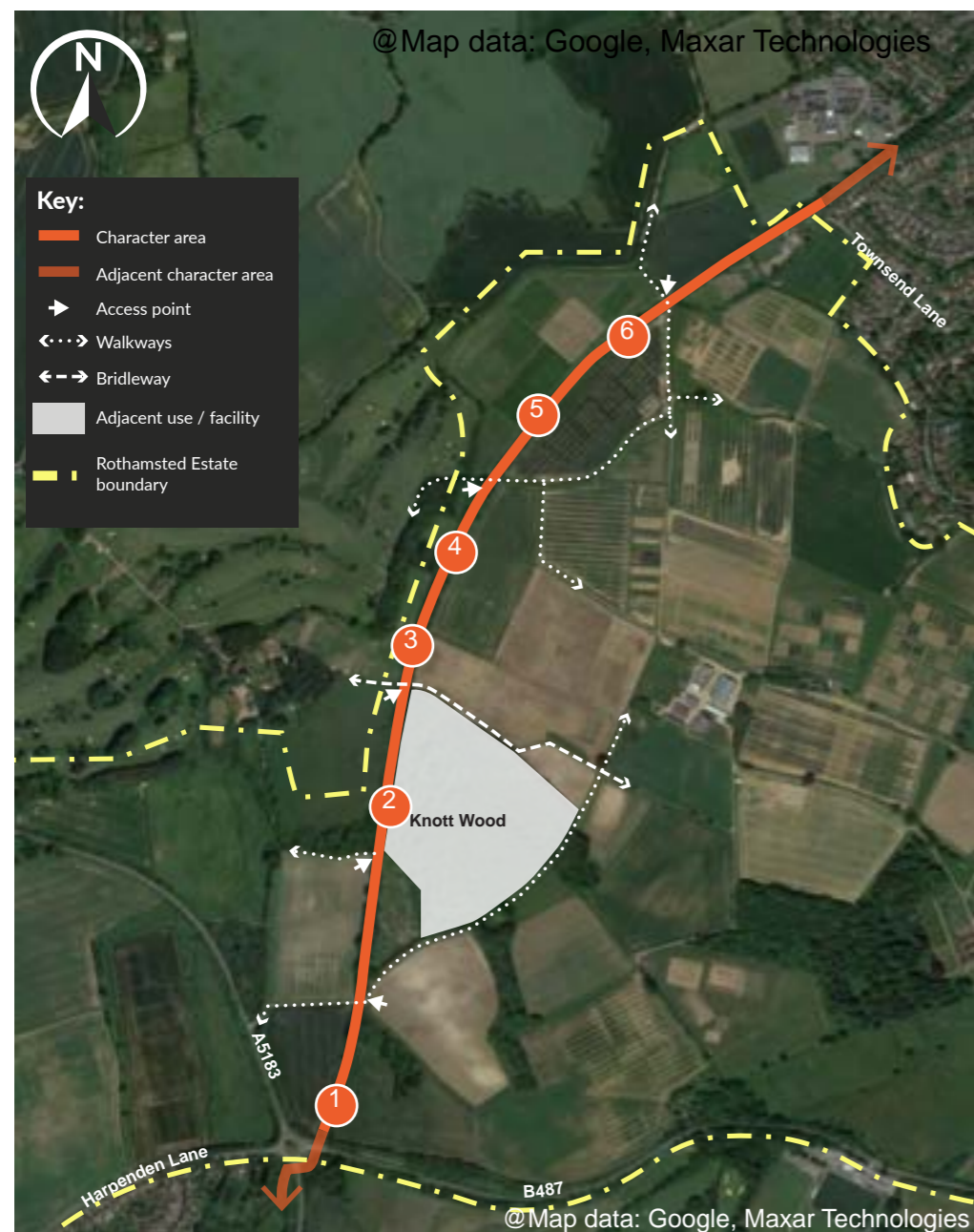
- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Enhance the visibility of the entry points and provide signage 2 Improve the connection to St Mary's Church grounds. Consider new crossing on Hemel Hempstead Road B486 3 Reroute or create an extension of the Nickey Line connecting to the centre of Redbourn (The Sustrans - Redbourn to Harpenden Feasibility Study') 4 Strengthen the connection between the line and The Common with new crossing points and signage | <ul style="list-style-type: none"> 5 New crossing on Chequer Lane with improved signage and wayfinding 6 Enhance the connections between the Nickey Line and Redbourn High Street 7 Improve side entry treatment and provide crossing to join Nickey Line with pedestrian route 8 Upgrade crossings on A5183 roundabout 9 Cycle route to Great Gaddesden |
|--|---|

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ISSUES AND CONSTRAINTS

CHARACTER AREA 7: REDBOURN TO HARPENDEN

Figure 50: Character Area 8: Redbourn to Harpenden - Issues



1 Current surfacing can become muddy and uneven in wet weather, which is a negative for pedestrians and cyclists

2 Access to Knott Wood has been closed to protect the woods planting and bluebell fields

3 Wayfinding panels differ from the style of the rest of the Nickey Line as they were installed by the Rothamsted Estate

4 History panels are damaged and the mechanisms are no longer working

5 There is a missed opportunity for a seating area

1 Platelayers' Hut 3 was built with a brick floor and a cast iron stove at the far wall.



2 Knott Woods - usually open to the public in the Bluebell season (April/May) Photo: Friends of the Nickey Line



3 Wayfinding panels differ from the style of the rest of the Nickey Line as they were installed by the Rothamsted Estate



4 A wildlife interpretation board, funded by the Big Lottery and situated opposite Knott Wood. Oral mechanisms no longer working



5 Current surface can be difficult for cyclists to use in wet weather



6 From Five Ways path junction to the edge of Redbourn, you can pick up views of the Ver Valley where there are gaps in the hedge / tree line



OPPORTUNITIES

CHARACTER AREA 7: REDBOURN TO HARPENDEN

Figure 51: Character Area 8: Redbourn to Harpenden - Opportunities



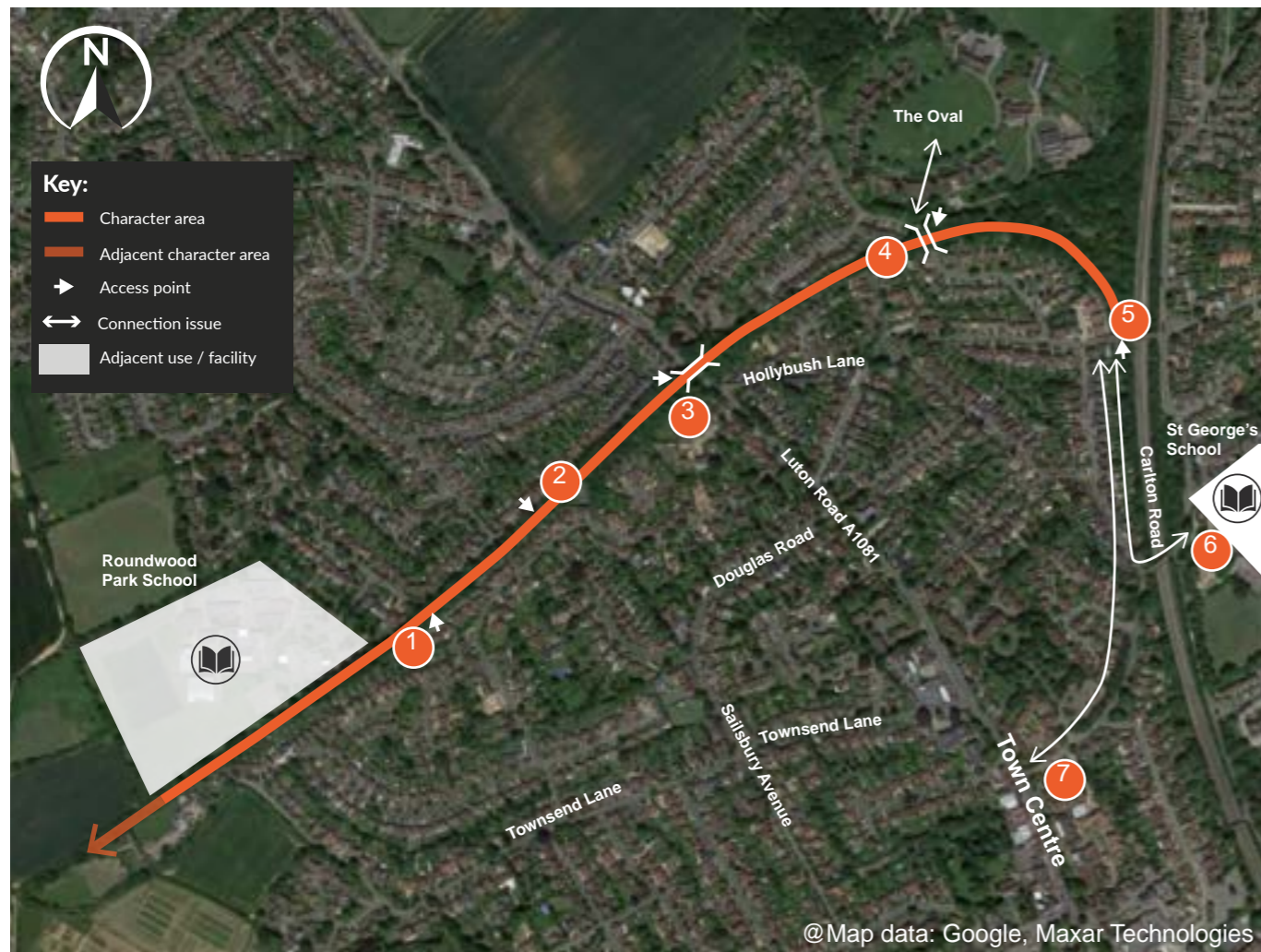
- 1 Improve access between Nickey Line and Knott Wood (subject to access arrangements)
- 2 Ensure that the wayfinding style is consistent across the line
- 3 Provide more seating opportunities and introduce areas for new activities (stop and rest, fruit picking...) particularly at the intersections between the Nickey Line and the numerous walkways.
- 4 Surfacing improvements should be considered
- 5 Engagement with Rothamsted, as major landowner will be crucial to help to provide an opportunity to improve connectivity between the Rothamsted Research Campus and the Nickey Line. Rothamsted have identified growth needs outside their campus, most likely at Maylands/Herts IQ, and the Nickey Line provides a once-in-a-generation opportunity to provide a sustainable transport link.

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ISSUES AND CONSTRAINTS

CHARACTER AREA 8: HARPENDEN

Figure 52: Character Area 9: Harpenden - Issues



- 1 The remaining railway halt signal and platform are not accompanied by any information on their history and their setting is not enhanced
- 2 Roundwood Park, level access but with narrow access with barriers and limited signing
- 3 The access to the Nickey Line here at the A1081 bridge is not clearly visible and provides stepped access only
- 4 Ambrose Lane Bridge, stepped access onto the Nickey Line. The access is off a residential through road and consists of a bituminous surfaced shared use path with one hairpin bend descending down to the Nickey Line.

- 5 The Hollybush Lane access, at the end of the railway bridge has a dropped kerb and clear walking and cycling direction and distance signs. However, the access is narrow and only leads to steps
- 6 Poor connection between the Nickey Line, St. George's School, the Oval and the town centre
- 7 Currently there is a lack of connection from the Nickey Line to Harpenden Station.

- 1 Roundwood Halt remaining signal and platform are not accompanied by any information on their history and their setting is not enhanced



- 3 Ramped access point at Moreton End Lane



- 4 Ambrose Lane Bridge



- 4 Nickey Line steps down to Park Hill at its junction with A1081 Luton Road



- 4 Stepped access from Ambrose Lane Bridge



OPPORTUNITIES

CHARACTER AREA 8: HARPENDEN

Figure 53: Character Area 9: Harpenden - Opportunities

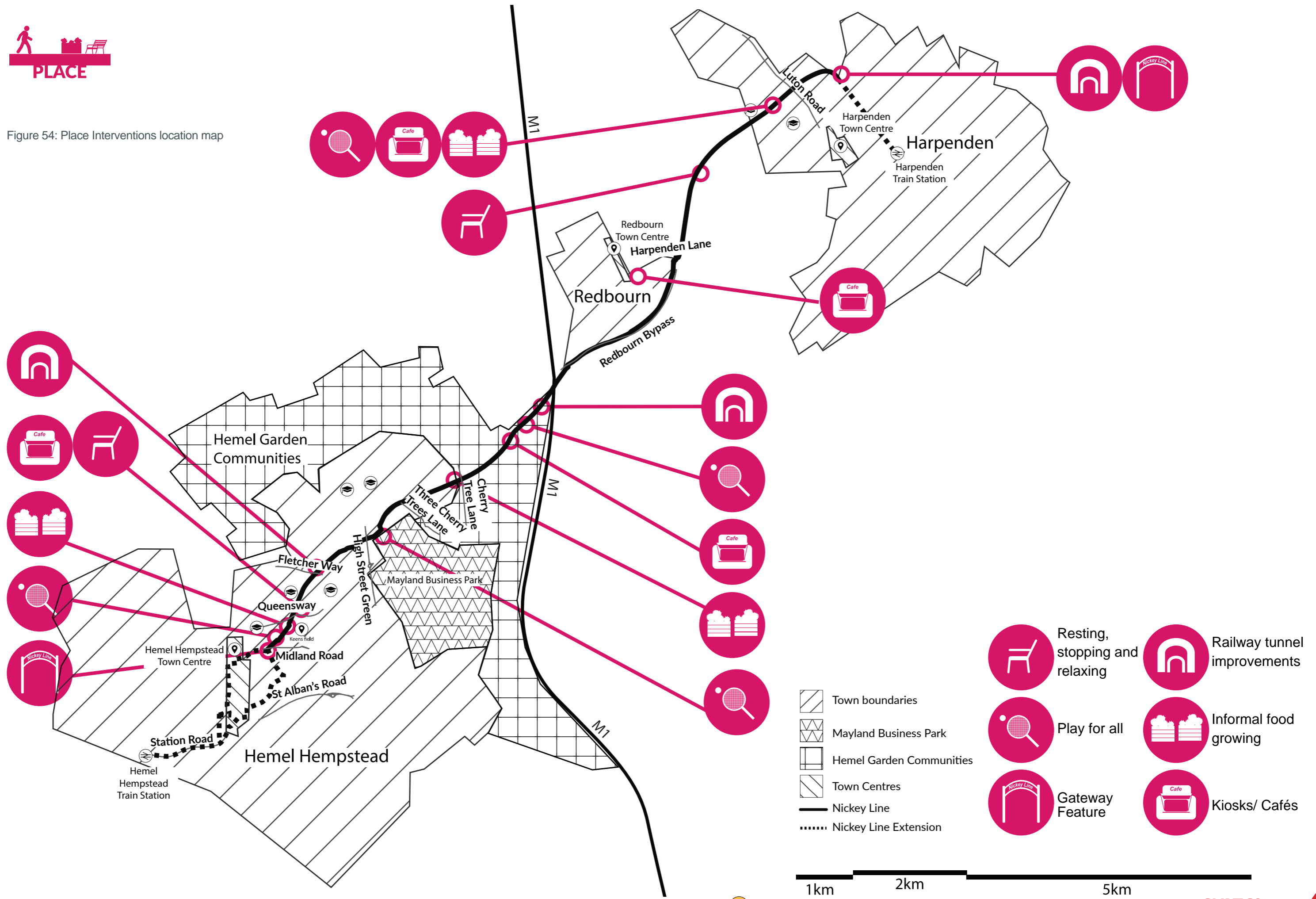


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- 1 Enhance the remaining halt signal and platform and create a space for people to gather. Consider ideas generation in collaboration with the adjacent schools
- 2 Strengthen the connection between the Nickey Line, St. George's School, the Oval and the town centre
- 3 Consider the introduction of public art or of an installation to celebrate and enhance the setting of the railway arches at this location
- 4 Identify ways to highlight the Nickey Line entrance on Hollybush Lane and provide clear wayfinding for people to reach the ramped access.



Figure 54: Place Interventions location map



- Town boundaries
- Mayland Business Park
- Hemel Garden Communities
- Town Centres
- Nickey Line
- Nickey Line Extension

- Resting, stopping and relaxing
- Play for all
- Gateway Feature
- Railway tunnel improvements
- Informal food growing
- Kiosks/ Cafés



8. Intervention Types and Locations

This section presents suggestions for intervention types and their



Wayfinding signage, Laguna de Santa Rosa Trail, California

locations along the entirety of the Nickey Line. These have been informed by the information collected and presented in the previous sections of the document, in particular: the SWOT, the issues, constraints and opportunities analysis, the case studies, and the stakeholder workshops. The interventions and their proposed locations are presented for each of the 4 vision themes: Place,



Cycle hire, King's Park, Perth WA

Image source: merjedesign.com/projects/cotati-ca/

Movement, History and Nature. Finally, a number of focus areas have been identified along the Nickey Line. These are areas where most opportunities for interventions have emerged.

Place: intervention types

Interventions which act to enliven areas along the route and strengthen



Cycle repair session, Kelvin College, Glasgow

Image source: bgpa.wa.gov.au/kings-park/

local character by creating spaces to socialise, rest, relax and get involved with community activities.

Railway tunnel improvements

Improving lighting, wayfinding and introducing artwork to tunnels and railway arches.

Adding interactive spaces, better lighting



Plymbridge Woods Trail, Devon

Image source: nationaltrust.org.uk/visit/devon/plymbridge-woods/

and other features to railway tunnels can improve safety, activation of the line and community engagement.

Kiosks along the route/café's

Having kiosks and café's at focal points along the route such as parks and key interfaces with urban spaces. Kiosks can enhance the user experience of the route, create opportunities for socialising, economic growth, and make the route



Ramp access on Loanhead Railway Path Extension, Danderhall

Image source: geograph.org.uk/photo/6507808 (©Richard Webb)

more vibrant and inviting.

Resting, stopping and relaxing

Rest places, perches, benches and informal seating spaces.

Resting spaces contribute to the accessibility, inclusivity, and enjoyment of the route and provide opportunities for rest,



Lake Forbes pathway, Forbes, NSW

Image source: orcasolarlighting.com.au/planning-solar-pathway-cycle-way-lighting-with-the-use-of-sensors-you-need-to-know-this

relaxation, and social interaction.

Gateway features

Visual markers at entry points, clearly identifying



Cycle training, Gloucester Park, Gloucester

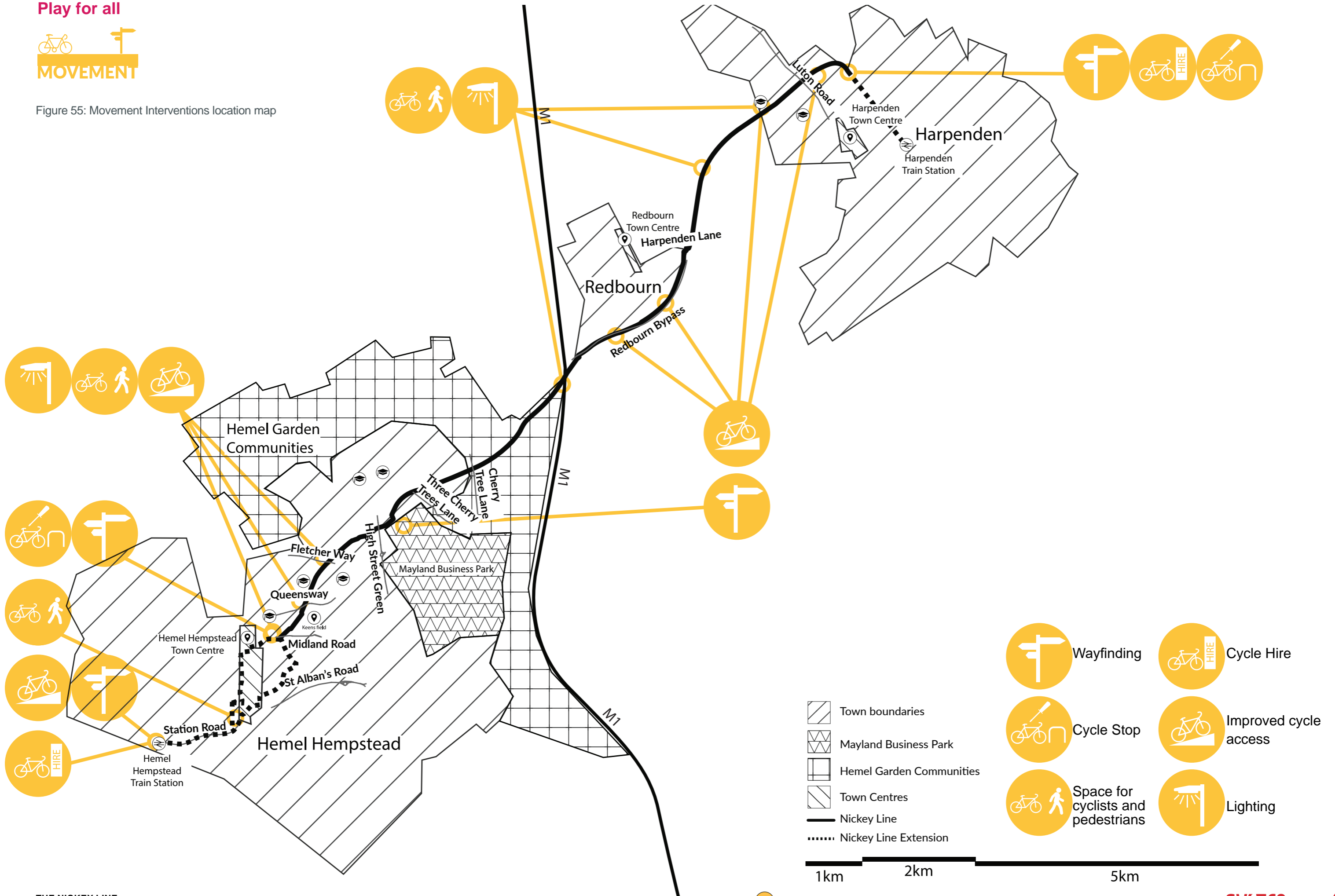
Image source: cyclinguk.org/article/campaigns-guide/how-to-encourage-cycling-schools-anti-cycling-policies

the start or entrance of a walking or cycling route. These features help users easily recognise the route and find their way, enhancing wayfinding and navigation, and can act as a showcase of artwork.

Play for all



Figure 55: Movement Interventions location map



- Town boundaries
- Mayland Business Park
- Hemel Garden Communities
- Town Centres
- Nickey Line
- Nickey Line Extension

- Wayfinding
- Cycle Hire
- Cycle Stop
- Improved cycle access
- Space for cyclists and pedestrians
- Lighting



Creating spaces along the route for people of all ages to engage in play. Creating spaces for play contributes to the improvement of physical and mental health, sense of community and makes the route more engaging.



Historical information boards, Oostkamp, Netherlands
 Image source: tracesofwar.com/sights/136125/Cycle-Route-Battle-of-the-Ringbeek-Information-Board-Kampveld

Informal food growing

Spaces where the community can come together to grow fruits, vegetables, herbs, etc. collectively.

Food growing areas can be located on vacant land, parks, school yards, or even on private land made available for communal use.



Warmley Station Café, Bristol-Bath Railway Path
 Image source: westernaspect.com/bristol-bath-cycle-path/#Lightbox/gallery_image_1/15

Related activities



Miniature railway, Bridgend
 Image source: nottageparklodges.co.uk/attraction-miniature-railway/

Co-creation activities

Involving communities and stakeholders in the design and building of new features along a route.

These activities can foster greater community engagement, better identify an address the needs of the community and create a greater sense of ownership of a route.

Movement: Intervention types



Walking tour of Bosworth battlefield, Leicestershire
 Image source: bosworthbattlefield.org.uk/events/wider-battlefield-walk-4

Interventions which make a route accessible, easy to navigate and comfortable to use for people of all ages and abilities.

Wayfinding

Introducing signage elements to direct users to the route, adjacent attractions and focal points along the route.

Wayfinding contributes to the legibility of the route and its ease of use, highlights areas of local interest as well as creating closer ties with local communities.



Historical Waxahachie walking app
 Image source: historicwaxahachie.com/downtown-walking-tour

Bicycle hire

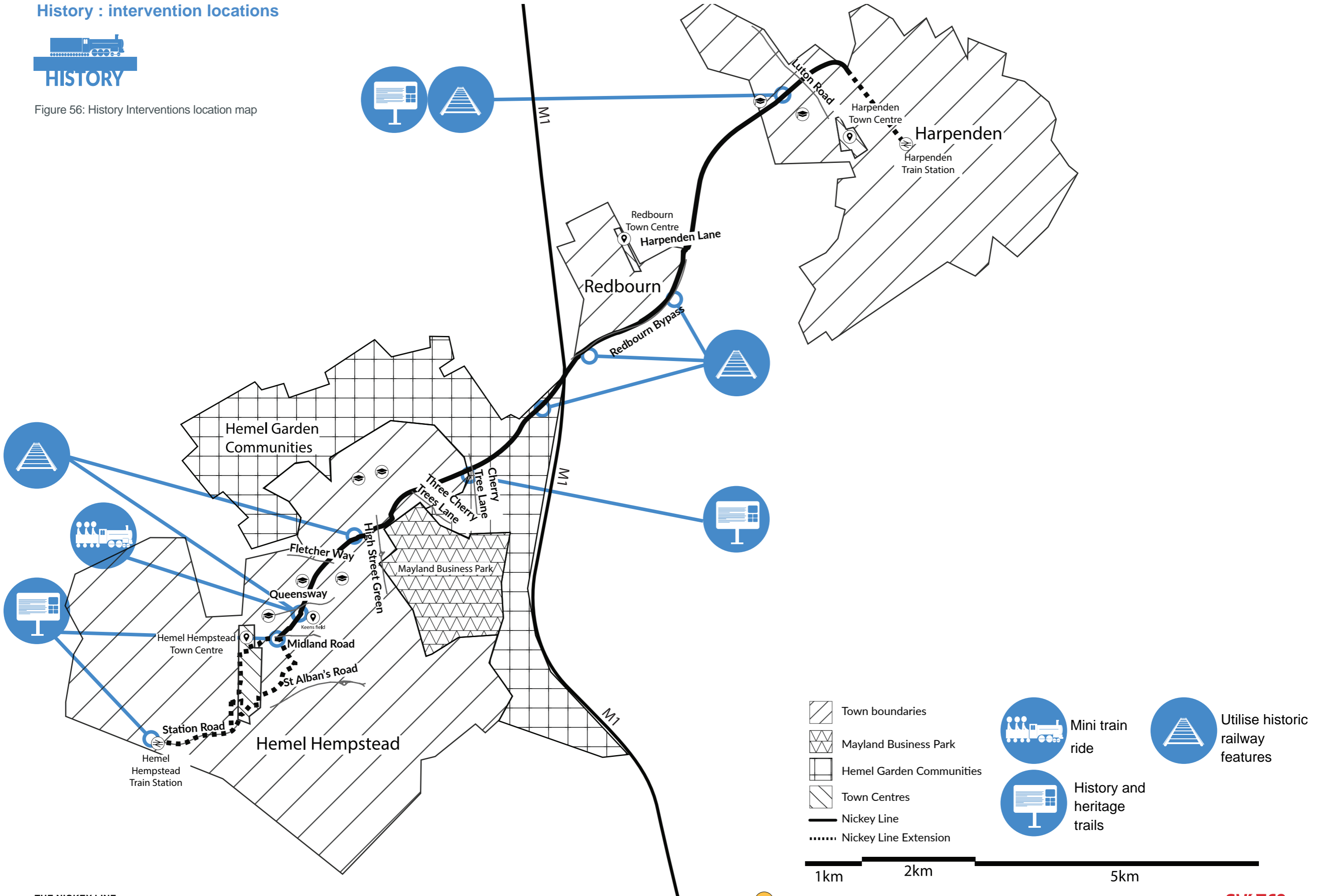
Creating amenities where users can hire bicycles to cycle along the route.

Bicycle hire can allow more people to experience cycling along the route who may not own their own bicycles.

History : intervention locations



Figure 56: History Interventions location map





Nature: intervention types

Interventions which integrate the route more closely with its natural surroundings and support biodiversity, sustainability and resilience.



Biodiversity pond, Warwickshire

Image source: naturalengland.blog.gov.uk/2019/02/08/implementing-biodiversity-net-gain-in-warwickshire

Biodiversity measures

Introducing measures that help to promote and sustain biodiversity in different areas along the route.

Measures should focus on enhancing semi-natural habitats for the purpose of nature recovery. This should focus on the Nickey Line being a well-structured corridor of native trees, hedgerows and ground flora.



Tar and chip resin bound surfacing

Image source: HGC Team

Natural surfacing

Utilising natural materials, such as wood chip, gravel or compacted soil alongside more traditional materials like resin or asphalt to surface a path. Using these materials in path construction can help with drainage across the route, reduces need for land clearance to create a path and reduces the impact that the construction of the route has on its natural surroundings.

This surfacing is best used in areas with more natural surroundings.



Edge treatment on Shawfair cycle path, Gilmerton

Image source: geograph.org.uk/photo/5804908

Natural edges

Re-designing sections of the route to improve legibility, safety and accessibility while paying close attention to flora and fauna. This is particularly important for urban-rural transition areas where this approach can help with integrating the route more closely with its natural surroundings.



Natural Lighting along a forest path, Irvinestown

Image source: geograph.ie/photo/6128663

Natural lighting

Managing tree canopies to allow as much natural light onto the route as possible.

More natural lighting can reduce reliance on artificial lighting and can enhance the sense of safety along the route, as well as provide benefits for the ground flora diversity.



Image source: wildlifetrusts.org/reserves/barlow-common-nature-reserve

Wildlife trail

Sections of the route where observation of natural wildlife habitats is encouraged.

Wildlife trails offer users the chance to more closely observe native animals and find out more about the variety of habitats along the route.

Related Activities



https://commons.wikimedia.org/wiki/File:Children%27s_nature_walk_in_discovery_park,_seattle,_1978.jpg

Nature Walk

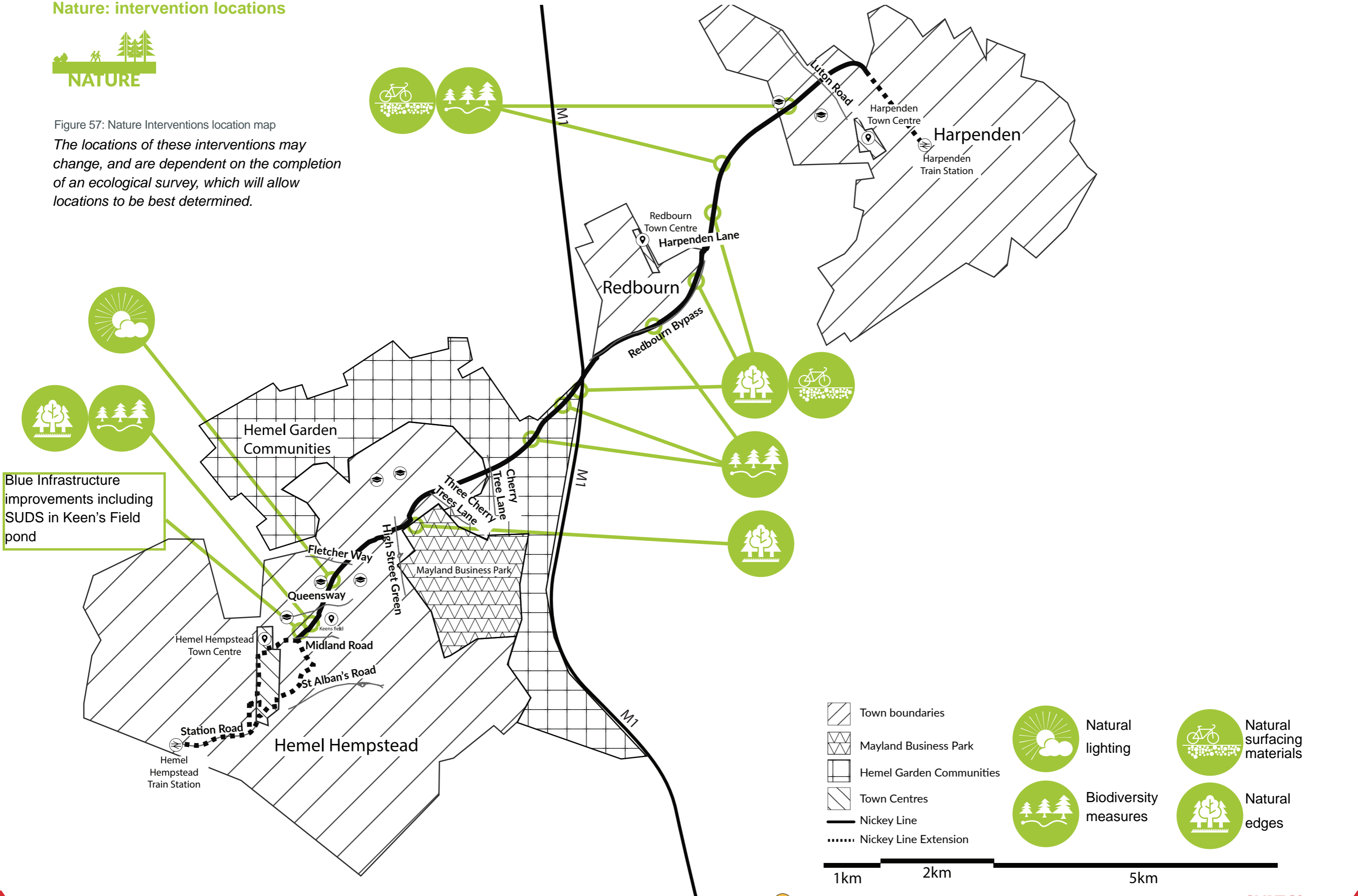
Guided nature walks organised by local groups to help users discover more about the natural surroundings of the areas along the route.

These guided walks are an effective way to encourage locals and visitors engage with the local flora and fauna.

Nature: intervention locations



Figure 57: Nature Interventions location map
 The locations of these interventions may change, and are dependent on the completion of an ecological survey, which will allow locations to be best determined.



Blue Infrastructure improvements including SUDS in Keen's Field pond

- Town boundaries
- Mayland Business Park
- Hemel Garden Communities
- Town Centres
- Nickey Line
- Nickey Line Extension
- Natural lighting
- Natural surfacing materials
- Biodiversity measures
- Natural edges



Figure 58: Relationship between the intervention types, HGC Pillars and the Nickey Line themes.

Intervention types	HGC Spatial Vision Pillars	Nickey Line Themes
Railway tunnel improvements	 Integrated Neighbourhoods	 PLACE
Kiosks along the route/cafes	 A Self Sustaining Economy	 PLACE
Resting, stopping and relaxing	 Integrated Neighbourhoods	 PLACE
Gateway features	 Integrated Neighbourhoods	 PLACE
Play for all	 Integrated Neighbourhoods	 PLACE
Informal food growing	 Engaged Communities	 PLACE
Co-creation activities	 Engaged Communities	 PLACE
Wayfinding	 Integrated Neighbourhoods	 MOVEMENT
Bicycle hire	 A Green Network	 MOVEMENT
Cycle stop	 A Green Network	 MOVEMENT
Space for cyclists and pedestrians	 Integrated Neighbourhoods	 MOVEMENT
Improved access points	 A Green Network	 MOVEMENT
Effective route lighting	 A Green Network	 MOVEMENT
Cycle training	 Engaged Communities	 MOVEMENT
History trail	 A Self Sustaining Economy	 HISTORY
Utilise railway features	 Engaged Communities	 HISTORY
Mini train rides	 A Self Sustaining Economy	 HISTORY
Guided walks	 Engaged Communities	 HISTORY
Interactive history app	 Engaged Communities	 HISTORY
Biodiversity measures	 A Green Network	 NATURE
Natural surfacing	 A Green Network	 NATURE
Natural edges	 A Green Network	 NATURE
Natural Lighting	 A Green Network	 NATURE
Wildlife trail	 Engaged Communities	 NATURE
Nature walks	 Engaged Communities	 NATURE

9. Focus areas of intervention

The identified issues and opportunities along the Nickey Line, together with the potential intervention locations, have highlighted how specific sections of this route are in need of particular attention. This is because these sections either have great transformation potential or are affected by key issues that impact the usability and enjoyment of the route. These sections have been identified as 'Main Focus Areas' and 'Secondary focus Areas'.

The Main focus areas are the sections of the line where there is the most potential for transformation due to their location (adjacent land use, proximity to other uses etc), future schemes (e.g. the new Hemel Garden Communities development) and also physical space available for interventions.

The Secondary focus areas have been identified as sections of the line with a concentrated number of issues in relation to the route continuity, connection to the surrounding areas and accessibility. Addressing these issues could unlock higher usage and route attractiveness.

The Main focus area of **Keens Field and Paradise Field** and the Secondary focus area of **Maylands Business Park** have been developed into high level sketch plans in this report to showcase the potential transformation of these spaces in line with the Vision for the Nickey Line.

Figure 54 marks the locations of the identified main and secondary focus areas for the Nickey Line.

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Figure 59: Focus area location map

Keens and Paradise Fields



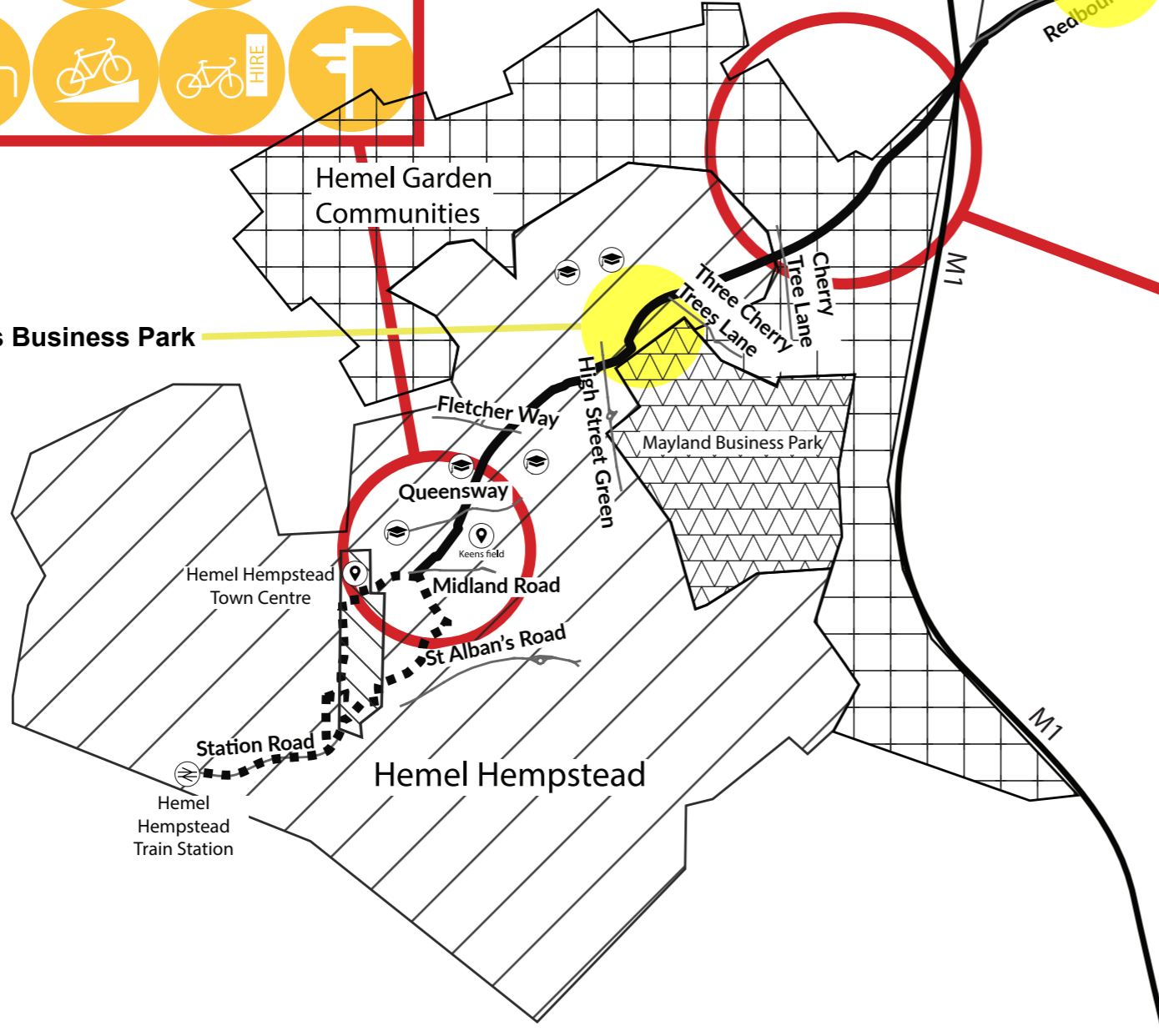
Roundwood Halt



Hemel Garden Communities



Maylands Business Park



- Town boundaries
- Mayland Business Park
- Hemel Garden Communities
- Town Centres
- Nickey Line
- Nickey Line Extension

- Main Focus Area
- Secondary Focus Area



Focus Areas

9.1 Main Focus Area: Keens Field

This map focuses on character area 1 - Keens Field and presents a series of zones in which proposed features could be located. The proposed features are presented on the following pages.

Figure 60: Keens Fields focus area analysis map



Main Focus Area: Keens Field features

Zone 1 - Entrance treatment on Midland Road



Sketch design for Midland Road access to the Nickey Line

Redesigning the entrance around Midland Road to provide safe crossing facilities, ramped access to Paradise fields, wayfinding and signage and a gateway feature for the Nickey Line.

Additional features such as planting, lighting and cycle parking may also be considered at this location.

Zone 2 - Make allotments more visible



Visually permeable fencing surrounding an allotment

Improving the visibility of the existing allotments in Keens Field from the Nickey Line.

Fencing allowing a view through to the allotments, whilst preventing access to them could strengthen the relationship between the allotments and the Nickey Line.

Zone 3 - New pathways through Keens Field



Pedestrian paths through Fredrik Hendrikplantsoen, Amsterdam

Creating new pathways through Keens Field to link together existing and proposed new features of the space.

New links across Keens Field will allow users to easily move between the different areas of activity in the space.

Zone 4 - Introduce new plants at the pond



Diverse planting in a drainage pond

Removal of fencing and introduction of new plant life to the area surrounding the drainage pond in Keens Field.

This will contribute to a greater diversity of plant life to the space.

Zone 5 - New rest areas



Circular picnic tables

Creating new areas of seating, as well as space for kiosks/pop up vendors. New rest areas will encourage people to spend more time in the area and can become a focal point within Keens Field. This could be further strengthened with kiosks vending refreshments.

Zone 6 - BMX track



BMX track in a public park

A BMX track where users are given dedicated space for a variety of sporting activities such as BMX, rollerblading and scooting.

Having a dedicated space for these activities allows them to be contained and reduces the likelihood that users will engage in these activities on the route.

Zone 7 - Natural play area



Westmoreland Nature-Based Play Area Portland

Creating new areas for play which incorporate not just manmade features, but also more natural features like tree stumps, rocks and wood chip surfacing.

Natural play areas can provide an interesting play space while reducing dependence on man made materials as well as the maintenance cost.

Zone 8 - New ramped access onto the Nickey Line



Design sketch showing ramp access onto the Nickey Line from Keens Field

Creating a new ramped access onto the Nickey Line from the North of Keens Field.

A new ramped access at this point will afford cyclists as well as users with mobility impairments the ability to easily access the route via a step-free access.

Current Condition



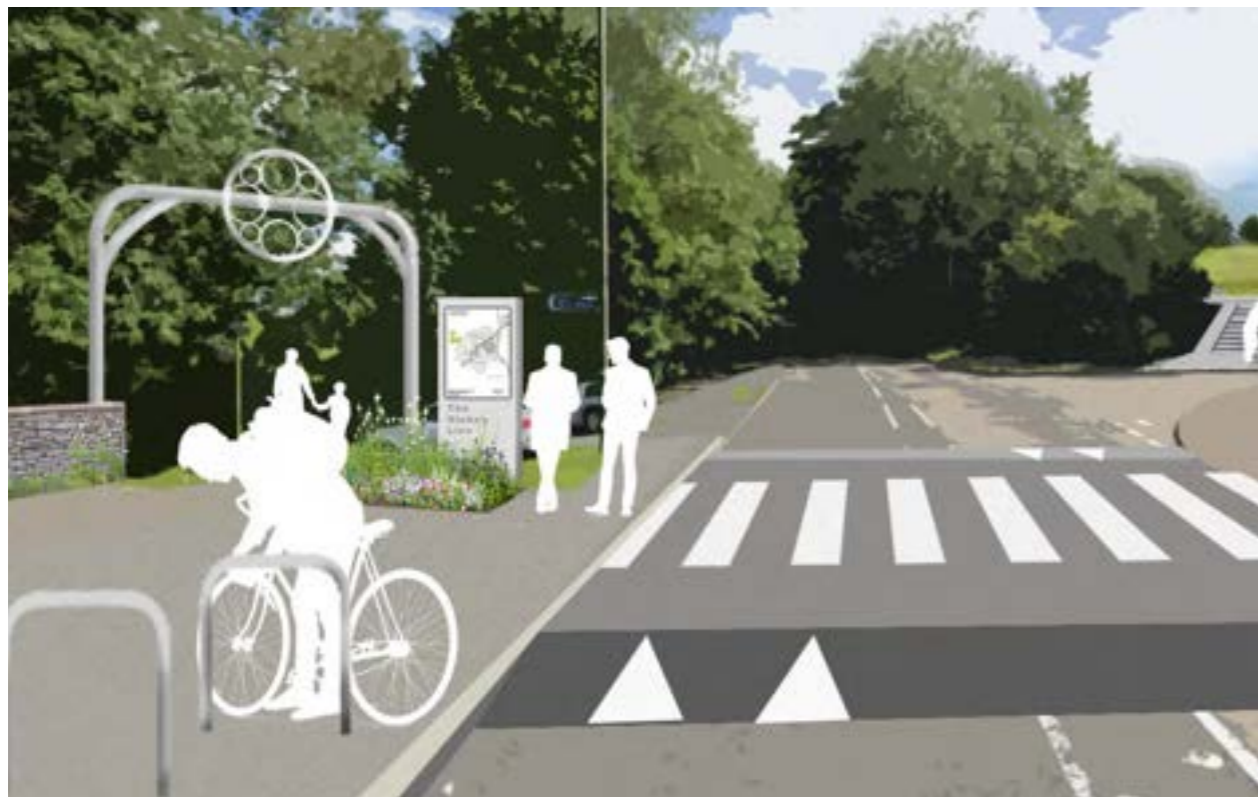
Before: Stepped access to Keen's Field from Midland Road

Current Condition



Before: Access onto the Nickey line from the North of Keens Field

Future potential improvements



After: Design sketch showing improved surfacing, crossing facilities, cycle parking and wayfinding

Future potential improvements



After: Design sketch showing ramped access as alternative to stepped access

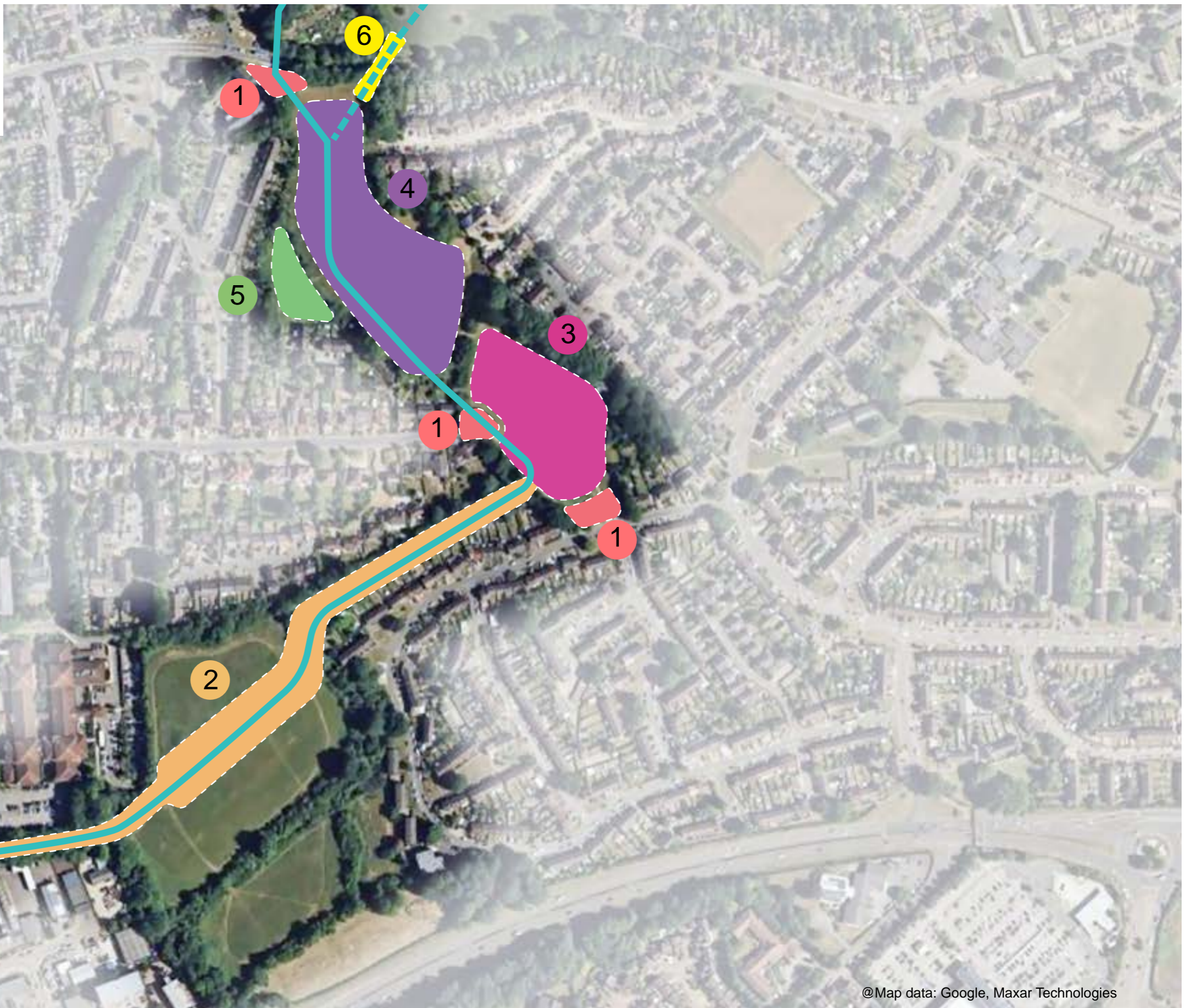
9.2 Main Focus Area: Paradise Fields

Figure 61: Paradise Fields focus area analysis map

This map focuses on the character area of Paradise Fields and presents a series of zones in which proposed features could be located. The proposed features are presented on the following pages.

Key:

-  **Nickey Line route**
-  **Zone 1 - Entrance treatment and wayfinding**
-  **Zone 2 - New foot/cycle route**
-  **Zone 3 - Improvements to play facilities**
-  **Zone 4 - Potential realignment of footpath 47, via viewpoint**
-  **Zone 5 - Wildlife/ecologically focused area**
-  **Zone 6 - Potential new bridge linking directly to Keens Fields**



@Map data: Google, Maxar Technologies

Main Focus Area: Paradise Fields features

Zone 1 - Entrance treatment



Arch used on the Water Railway path in Lincolnshire

Creating a visually clear entry feature at each connection point and incorporating wayfinding, can simplify access and ease usage for all path users. Additional features such as seating, planting, lighting and cycle parking may also be considered at these locations

Zone 2 - New footcycle route



Mangotsfield Station creative space, Bristol and Bath path

Improving the facility for people on foot, wheel or cycle by creating new or updating existing pathways will help make travelling through Paradise Fields safer, more pleasant and easier to follow.

Zone 3 - Improved play facilities



Clarence Park play area, St Albans

Improve the provision for children and families by updating the play area.

Zone 4 - Realigned path with new viewpoint



Winged Seat on the Phoenix trail, Chilterns

Realigning, or creating a new path through Paradise Fields provides the opportunity to create new viewpoints, areas for people to stop and admire the surroundings within the park.

Zone 5 - Wildlife and nature focus zone



Wildlife regeneration at Claypits, Glasgow

Incorporating specific protected areas for nature within Paradise Fields, to allow wildlife to thrive in order to help support and encourage new and existing flora and fauna.

Zone 6 - Potential new bridge linking to Keens Fields



Active Travel bridge, Dodder Greenway

Improving the facility for people on foot, wheel or cycle by creating new or updating existing pathways will help make travelling through Paradise Fields safer, more pleasant and easier to follow.

A new housing development is under construction at Paradise Fields, St Albans Road comprising 58 No. apartments over three new blocks located adjacent to the dual carriageway.

The planning permission granted by the Local Planning Authority includes a Biodiversity Net Gain (BNG) requirement on the adjacent parcel of land known as the "Wildlife Area".

The location of the housing development is shown in Figure 62.



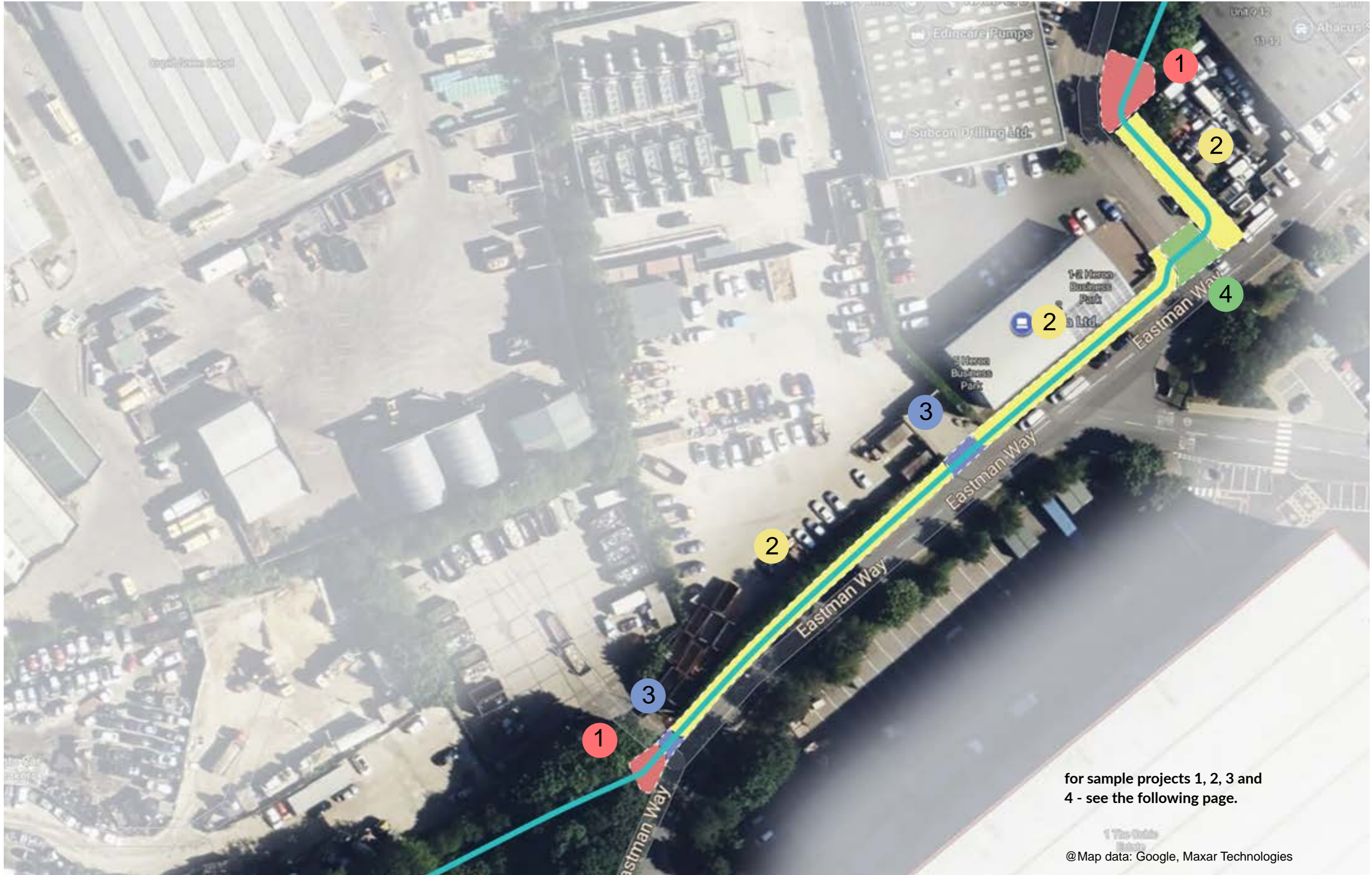
Figure 62: Paradise Fields new housing development illustrative masterplan - DBC Planning reference 20/02519/ MFA (Source: The Environment Partnership)



@Map data: Google, Maxar Technologies

9.3 Secondary Focus Area: Maylands Business Park

Figure 63: Maylands Business Park focus area map



Secondary Focus Area: Maylands Business Park features

Zone 1 - Entrance treatment



Entrance "arch" used on the Musselburgh to Dalkeith path

Creating a visually clear entry feature at both connection points on Eastman Way and incorporating wayfinding, can simplify access and ease usage for all path users. Additional features such as seating, planting, lighting and cycle parking may also be considered at these locations.

Zone 2 - Interventions for people on foot or cycle



Walking and Cycling path between Kingston and Merton

Improving the facility for people on foot, wheel or cycle by increasing the width of the existing footway available. This will help make travelling along the Nickey Line connection at Mayland Business Park safer and easier to follow.

Zone 3 - Route crossing side access



Contrast surface treatment across side road

The Nickey Line crosses over side accesses of Eastman Way currently used for industry and recycling facilities. To improve safety and visibility for all users, high contrast surface treatment will extend the Nickey Line path over these side accesses.

Zone 4 - Raised junction with crossing facility



Raised junction incorporating crossing, Netherlands

Raised junction with crossing for people on foot and wheeling to improve route continuity and safety.

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10. Delivery Plan

This vision report provides the framework for changes to improve the Nickey Line and increase utilisation over a 10 year period. In preceding chapters, a wide range of potential interventions have been identified each aligned with the four key themes:

- Place
- Movement
- History
- Nature

Some of these interventions are relatively simple and require minimal funding whilst others are more aspirational and will require extensive funding and planning to be delivered. The delivery plan therefore seeks to list potential interventions according to their deliverability in the short (1-3 years), medium (3-5 years) and long (10+ years) term. A specific delivery plan for the focus areas is presented in a separate table and covers short, medium and long term interventions for those locations.

The delivery of these interventions will be subject to identifying a delivery lead, funding, further detailed technical work and engagement. The medium and long term programmes are indicative and the degree and pace of change will depend on monitoring outcomes and public engagement.

It is fundamental that a clear management and maintenance plan is developed alongside this delivery programme and details responsibilities for the different elements and features along the route.

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been left blank.

10.1 Short term (1-3 years)

The projects and interventions that could be delivered in the short term are detailed below.

Specific next steps are recommended for the short term interventions and where applicable recommended locations are provided. The plan also highlights the importance of ongoing partnership working and stewardship for the line to build community participation and pride.

The interventions marked with an asterisk () align with the 4 priority themes emerged at the second stakeholder workshop: Safety, Accessibility, Balance, Consistency.*

	Intervention	Intervention Description	Recommended Next Steps	Recommended Locations	Place	Movement	History	Nature	Related Projects/studies (ongoing and/or proposed)
ONGOING	Nickey Line stewardship	On-going partnership working with charities, schools, community groups and other relevant stakeholders to build additional resources, expertise and stewardship for the Nickey Line. This can include regular check-ins and communications, focus groups, and joint celebration of successes.	Engage with potential partners and jointly develop a stewardship plan outlining: <ul style="list-style-type: none"> - the goals and objectives for managing the Nickey Line - a network of stewards - a monitoring program 						
SHORT TERM	*Resting, stopping and relaxing	Installation of benches and resting places along the line informed by co-creation activities with the community.	Develop a Nickey Line Seating Plan with specific locations and seating types, in collaboration with the local community. It is recommended that benches are placed no more than 400m apart.	Whole Nickey Line extent					
	Line history study	Study about the Nickey Line history informed by the Friends of the Nickey Line and other stakeholders. This study will inform other interventions such as the history trails, wayfinding and restoration opportunities.	Prepare a history report on the line, building on the wealth of information and resources by the Friends of the Nickey Line and identify specific locations of historic importance and with the potential for restoration projects.	Whole Nickey Line extent					
	*Wayfinding and gateway features	Ensuring consistent Nickey Line branding and regular wayfinding features are present along the Nickey Line, including gateway features.	Develop a Nickey Line Wayfinding Plan with specific locations and wayfinding types (including gateway features) with a consistent branding to be agreed with Sustrans and other relevant stakeholders.	Whole Nickey Line extent					
	Cycle stops	Installation of cycle stopping points with bike parking and repair stations for minor repairs and punctures.	Work with the Hertfordshire County Council to identify specific locations for cycle stops in alignment with their cycle network development.	Start by focusing on key intersections with other cycle routes and on stopping and resting points.					HCC Cycle Connectivity Study

The interventions marked with an asterisk (*) align with the 4 priority themes emerged at the second stakeholder workshop: Safety, Accessibility, Balance, Consistency.

	Intervention	Intervention Description	Recommended Next Steps	Recommended Locations	Place	Movement	History	Nature	Related Projects/studies (ongoing and/or proposed)
SHORT TERM	*Resurfacing	Ensure good accessibility along the full route. Consider the use of natural appearance surfacing materials, particularly for the sections of route going through more rural sections.	Continue the programme of resurfacing works along the Nickey Line working with DBC officers. Identify where resurfacing is a priority.	Whole Nickey Line extent					Ongoing resurfacing programme
	*Improved accessibility (Phase 1)	Delivery of access points improvements, focussed on increasing step-free access, access visibility and the number of access points. Delivery of crossing improvements where the Nickey Line intersects vehicular routes.	Work with the Hertfordshire County Council to identify specific locations for access improvements where the Nickey Line intersects the wider planned network.	Crossing upgrades where the Nickey Line meets: Redbourn Road, Adeyfield Road (as part of Keens Field focus area), B487, and A5183. New or improved access at: Knott Wood, Fletcher Way, Mayland Estate (secondary focus area). New ramped accesses at Highfield residential area and at Keens Field (focus area). Removal of barriers with gaps narrower than 1.5m					HCC Cycle Connectivity Study Nickey Line accesses. Dacorum and St Albans LCWIPs Crossing improvements and barriers removal included in Sustrans study recommendations
	*Natural Lighting	Ensure that tree canopies and greenery are regularly cut to allow natural light on the path. Ensure that any cutting of tree canopies is appropriately managed and can reference initiatives such as coppicing and scallop creation.	Arrange for the pruning of vegetation and removal of weeds that are encroaching onto the path. Schedule regular vegetation maintenance as part of the maintenance and management plan to be developed alongside this delivery plan.	Create gaps in the vegetation in areas that get particularly dark due to dense greenery e.g. Highfield residential area					
	Play trails for all (Phase 1)	Identification of suitable locations for play and interaction opportunities and delivery of one or two locations informed by co-creation activities with the community and schools.	Develop a Nickey Line Play and Activities Plan identifying suitable locations and type of activities to be provided (e.g. trails, games, exercise)	Start by focusing on locations in close proximity to the town centres and to schools.					HGC Green Infrastructure Strategy (ongoing) and HGC Health and Wellbeing Strategy (ongoing)

The interventions marked with an asterisk (*) align with the 4 priority themes emerged at the second stakeholder workshop: Safety, Accessibility, Balance, Consistency.

	Intervention	Intervention Description	Recommended Next Steps	Recommended Locations	Place	Movement	History	Nature	Related Projects/studies (ongoing and/or proposed)
SHORT TERM	Food growing and foraging trails (Phase 1)	Identification of suitable locations for formal and informal food growing or expansion of existing allotments. Delivery of one or two locations informed by co-creation activities with the community.	Develop a Food Growing Plan for the Nickey Line in collaboration with the community and expanding on existing initiatives and groups.	Start by focusing on locations in close proximity to the town centres or where food growing initiatives already exist e.g. Keens Field allotments.					Study of railway structures (ongoing) Included in Sustrans study recommendations
	*Tunnel and underpass improvements (Phase 1)	Design and deliver improvements to the tunnels and underpasses focussed on lighting.	Produce a schedule of works for the structures.	M1 tunnel and Fletcher Way underpass.					
	Biodiversity measures (Phase 1)	Development of biodiversity strategy informed by an ecological survey of the whole route.	Undertake a habitat survey of the whole Nickey Line.	Whole Nickey Line extent					
	Guided walks	Organise and promote guided walks to explore the history and nature along the Nickey Line (ongoing activity)	Engage with Friends of the Nickey Line. Develop a HGC Cultural Study to capture oral histories related to the New Town's communities.	Selected sections of the Nickey Line or loop walks					
	Kiosks/cafes along the route (Phase 1)	Identification of suitable locations for kiosks/cafes	Testing of movable pop up cafes in collaboration with the community.	Focus on locations in close proximity and easily accessible from the town centres.					
	*Route extension via town centre	Design and deliver cycle and pedestrian connection from the end of the existing Nickey Line to Hemel Hempstead station via the town centre.	Develop concept designs for the route extensions.	Preferred route alignments identified in a separate feasibility study.					

10.2 Medium and long term (3-5 years and 10years+)

The projects and interventions that could be delivered in the medium and long term are detailed below:

	Intervention	Intervention Description	Place	Movement	History	Nature	Related Projects/studies (ongoing and/or proposed)
MEDIUM TERM	Monitoring Patronage	Monitor effects of interventions on route footfall through automatic or manual counts. Building a clear picture of route utilisation can also inform requests for funding.					
	Play trails for all (Phase 2)	Review of delivered play areas and delivery of additional ones informed by co-creation activities with the community.					
	*Improved accessibility (Phase 2)	Delivery of lighting in line with the developed strategy. Design and delivery of path widening where necessary to achieve comfortable width for pedestrians and cyclists use in line with guidance.					HCC Cycle Connectivity Study Nickey Line accesses
	*Railway tunnel improvements (Phase 2)	Design and delivery of interventions under the railway tunnels (public art, activities etc) informed by co-creation activities with the community.					Study of railway structures (ongoing)
	Food growing (Phase 2)	Identify and deliver additional formal and informal food growing spaces along the line.					
	Cycle training	Organise and promote cycle training along selected sections of the Nickey Line and of the wider cycle network.					

	Intervention	Intervention Description	Place	Movement	History	Nature	Related Projects/studies (ongoing and/or proposed)
MEDIUM TERM	History and Wildlife trails	Development and delivery of information boards, signs and activities related to the history and nature of the Nickey Line. Ensure that these will complement and work with the wayfinding interventions.					
	Bicycle hire	Explore opportunity to introduce cycle hire points along the Nickey Line (if a wider cycle network hire is developed)					Ongoing HCC study on potential cycle hire operator. Dacorum and St Albans LCWIPs
	Mini rail ride	Development of a study to explore the potential location and feasibility of a mini rail ride.					
	Interactive Nickey Line app	Explore the feasibility and benefits of developing a dedicated application for the Nickey Line. Alternatively, explore existing applications that could include information about the Nickey Line.					
	Biodiversity measures (Phase 2)	Deliver biodiversity measures identified in the biodiversity strategy.					
	LONG TERM	*Review of surfacing improvements	Identify status of surfaces and explore alternative more sustainable surface treatments.				
*Review of signage and wayfinding features		Identify status of wayfinding and whether additional signage is required.					
Review of Nickey Line Feasibility Report		Review feasibility report and delivery plan in light of improvements delivered.					

10.3 Focus Areas

The focus area interventions that could be delivered in the short, medium and long term are detailed below:

	Intervention	Intervention Description					Related Projects/ studies (ongoing and/ or proposed)
			Place	Movement	History	Nature	
SHORT TERM	Main focus area 1A: Keens Field (Phase 1)	Develop a comprehensive design for the main focus area of Keens Field and deliver initial elements to improve access and safety.					
	Secondary focus area 2: Redbourn (Phase 1)	Develop a comprehensive design for the secondary focus area of Redbourn and deliver initial elements to improve access and safety.				Sustrans study looking at potential rerouting of the Nickey Line through Redbourn town centre	
	Secondary focus area 1: Maylands Estate (Phase 1)	Develop a comprehensive design for the secondary focus area of Maylands Estate and deliver initial elements to improve access and safety.				HCC design in development for Eastman Way	
	Main focus area 3: Roundwood Halt	Develop and deliver a comprehensive design for the secondary focus area of Roundwood Halt.					
	Main focus area 1A: Keens Field (part2)	Delivery of the remaining improvements to Keens Field.					
	Secondary focus area 2: Redbourn (part2)	Delivery of the remaining improvements to the secondary focus area of Redbourn.				Sustrans study looking at potential rerouting of the Nickey Line through Redbourn town centre	

	Intervention	Intervention Description					Related Projects/ studies (ongoing and/ or proposed)
			Place	Movement	History	Nature	
MEDIUM TERM	Secondary focus area 1: Maylands Estate (Phase 2)	Delivery of the remaining improvements to the secondary focus area of Maylands Estate. Study to consider potential rerouting of this section of the Nickey Line.					
	Secondary focus area 3: Harpenden fields	Develop and deliver a comprehensive design for the secondary focus area of Harpenden fields.					
LONG TERM	Main focus area 1B: Paradise Fields and route extension	Develop and deliver a comprehensive design for the main focus area of Paradise Fields and for the route extension.					
	Main focus area 2: Hemel Garden Communities	Develop and deliver a comprehensive design for the main focus area of Hemel Garden Communities				Masterplanning of Hemel Garden Communities development	
	Secondary focus area 1: Maylands Estate (Phase 3)	Delivery of alternative routing of Nickey Line away from Maylands Estate					
	Secondary focus area 2: Redbourn (Phase 3)	Delivery of rerouting of Nickey Line via Redbourn town centre				Sustrans study looking at potential rerouting of the Nickey Line through Redbourn town centre	

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SYSTRA

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