

Welwyn Hatfield Space for Cycling 2018



Possibilities for Welwyn Hatfield including detailed ideas for both town centres

© WelHatCycling 2018

Executive Summary

Why? Significant growth in housing and employment opportunities is increasing motor traffic density, congestion and air & noise pollution with devastating effects on everyone's health (effects of pollution and sedentary lifestyles), and major social and financial costs result from this. Hertfordshire needs to be a prosperous county of healthy active citizens who have real choices when travelling to work, school or the shops. Cycling is hampered by unsafe routes and dangerous crossings. **Indeed, the draft Hertfordshire Local Transport Plan¹ points out nothing has changed in 15 years. Change has to happen.**

This document places the national **Space for Cycling** campaign themes in a local context, **for district and county councillors and other stakeholders**. There are six Space for Cycling themes, explored in detail later with examples of good practice and where things could be improved:

- Theme 1. Protected space on main roads and at junctions
- Theme 2. Removal of through motor traffic on residential streets
- Theme 3. Lower speed limits
- Theme 4. Cycle-friendly town centres
- Theme 5. Routes through green spaces and parks
- Theme 6. Safe routes to schools

As a minimum, please find the time to read the sections focussed on your town or area:

- **Welwyn Garden City**, section 3
- **Hatfield**, section 2
- **Villages**, look at 1.1.4
- **New housing areas** in the local plan, see 1.1.5

You can make a difference:

- If you are a **district councillor**, please make sure every new development in the Local Plan includes effective cycling routes to town centres, stations and schools. Make sure this includes the routes to link the new locales to these key nodes. Above all, make sure the developer contributions are sufficient to fund them immediately and in their entirety.
- If you are a **county councillor**, you can ensure effective cycle routes are planned between the new Local Plan sites and key destinations, but also challenge the assumption that this can only happen within existing urban areas. Panshanger to Hertford and Hatfield to St Albans are all journeys within the five mile ride limit HCC assumes for planning purposes. What is needed are well lit, well surfaced commuter routes. Work with district colleagues to ensure that they ask for the funding needed to achieve this.
- **We ask you to support the proposals we outline below** to make a real difference to the future for all of Hertfordshire's citizens.

¹ <https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/proposal-to-introduce-local-transport-plan-ltp4.aspx>

Contents

| | | |
|-----|--|----|
| 1 | Space for Cycling in Welwyn Hatfield: Local schemes by Space for Cycling theme | 4 |
| 1.1 | Theme 1. Protected space on main roads and at junctions | 4 |
| 1.2 | Theme 2. Removal of through motor traffic on residential streets | 7 |
| 1.3 | Theme 3. Lower speed limits | 7 |
| 1.4 | Theme 4. Cycle-friendly town centres | 8 |
| 1.5 | Theme 5. Routes through green spaces and parks..... | 9 |
| 1.6 | Theme 6. Safe routes to schools | 9 |
| 2 | Hatfield Ring Cycle: Connecting the town centre, encouraging trade | 11 |
| 2.1 | Context | 11 |
| 2.2 | The map | 11 |
| 2.3 | Hatfield Ring Cycle in detail: Our four priority routes | 13 |
| 3 | Welwyn Garden City town centre | 18 |
| 3.1 | Current situation: Only one ineffective town centre route | 18 |
| 3.2 | New routes needed..... | 18 |
| 3.3 | What would this achieve? | 19 |
| 4 | Schemes we have influenced..... | 20 |
| 5 | New developments in Welwyn Hatfield: Our responses..... | 21 |
| 5.1 | Birchall Garden Suburb..... | 21 |
| 5.2 | Stanboroughbury and Symondshyde (22.3.16): response to Gascoyne Cecil Estates | 22 |
| 5.3 | Hatfield Quarry (7.2.16) | 24 |
| 5.4 | Hatfield 2030 | 25 |

1 Space for Cycling in Welwyn Hatfield: Local schemes by *Space for Cycling* theme

1.1 Theme 1. Protected space on main roads and at junctions

Often the most direct route for cyclists is along main roads - where they have to mix with fast moving and / or heavy traffic. This can be intimidating for would-be cyclists. We need to see protected cycle lanes on main roads that allow people of all ages and abilities to cycle. This is distinct from inadequate pavement conversions that stop and start. Adequate provision is also needed at major junctions.

1.1.1 Good current practice:

- The off-road cycle routes from Welwyn Garden City to Hatfield alongside the A1000 and A1001. These are all year commuter routes linking the towns
- Black Fan Road from Mundells to Panshanger
- Broadwater Road, WGC
- Woods Ave/Travellers Lane, Hatfield.

1.1.2 Important gaps:

- Bessemer Road to Welwyn via A1(M) junction: This could be achieved by upgrading the footway to shared use with a link via local streets or off-road path to Monks Walk School.
- East side WGC: Heronswood Road has had cycle warning markings added, but this does nothing to create a safe route along this busy road. An off-road shared pavement is required at least linking the town centre to the QE2 Hospital.
- North WGC from the Campus to Bessemer Road Cycleway via Digswell Road. This could be achieved by upgrading the footway to shared use.
- West side Welwyn Garden City has no safe cycle route to Lemsford and then on to Wheathampstead, despite this being a route to Stanborough School.

1.1.3 Commuter routes with no all year safe links:

- Hertford: The Cole Green Way is unlit so cannot be used all year and the porous surface east of the A414 makes it very muddy in wet weather. The alternative on road routes requires the use of the busy B195, an at grade crossing of the A414 and the use of the A414 on the approach to Hertford: An off-road link to the Old Coach Road at both ends would create such a route.
- St Albans: The Alban way is unlit so cannot be used as an all year commuter route. An off-road cycle path using shared use pavements is needed along the A1057 west of Ellenbrook. This would enable students to cycle from Welwyn Hatfield to Oaklands College.

- Potters Bar: There is no connection between National Cycle Route 12 and Potters Bar, so south of Welham Green the only option is narrow C class roads plagued by fast cars. Hertsmere Council need to build the promised links to the Royal Veterinary College and thus connect NCN12 to the town.
- Stevenage: There could easily be a route north via Welwyn, Woolmer Green and Knebworth to join the cycle paths in Stevenage. It requires the shared use of pavements and the existing subways under the A1(M)
- Wheathampstead and Luton: The Ayot Greenway is unlit, isolated and has a poor surface, particularly in the wooded sections. There needs to be a surfaced cycle path parallel with the Marford Road (B653) to enable cycle commuting to and from Welwyn Garden City. Beyond Wheathampstead there is no cycle route at all along a busy and dangerous road.

1.1.4 Villages:

The following villages have no cycling provision. We suggest a possible solution in brackets:

- Welwyn (connect to Bessemer Road WGC, see above)
- Woolmer Green and Oaklands (connect to Welwyn and Welwyn Garden City via shared use pavements, incorporating the existing cycle underpass at The Clock roundabout and shared use footway alongside Welwyn Bypass to link to Bessemer Road link proposed above)
- Lemsford (Shared use pavement up Valley Road to WGC and via Lemsford Lane to Stanborough School)
- Stanborough (shared use pavement under A1(M) connecting to A6129 cycle route.)
- North Mymms (connect to Great North Way NCN12 at Swanland Road)
- Brookmans Park (off road route parallel to Bulls Lane or Station Road)
- Cuffley (20 mph zones to create safe links to the station, safe route along the Ridgeway to Brookmans Park.)
- Essendon (link to WGC either via Cole Green or via future Birchall Garden Suburb housing north of A414)

1.1.5 New developments proposed in the Local Plan:

- All new developments should have 20 mph road speeds as standard.
- All new dwellings should have cycle parking for at least one bicycle per bedroom, as is the policy in Cambridge https://www.cambridge.gov.uk/sites/default/files/docs/CycleParkingGuide_std.pdf

Specific issues for the planned new developments are:

- Birchall Garden Suburb (see 5.1): This proposed development will need a cycle path from the south west corner of the site alongside the A414 to join the existing cycle path at Mill Green as a safe route for commuters to Hatfield station.

- Stanboroughbury Village (see 5.2) requires an east west route parallel to Coopers Green Lane from Stanbrough Park to Jersey Farm to enable sustainable commuting to St Albans and Welwyn Garden City. A direct route to Hatfield station via a new bridge over the A1(M) and A1001 and then Ground Lane is also needed to make walking and cycling the easiest way to reach the station.
- Symondshyde Village (see 5.2) will need all of the above, plus a cycle route along the road to the village from Cooper Green Lane
- Panshanger: The new estate will need linking to the existing cycle paths in WGC and ideally should also have a route north to Tewin to improve access to Sir Frederick Osborn School.
- Broadwater Road west: The site need cycle route links to the town centre via Hunters Bridge and better routes to the rear entrance to the station.
- Welham Green: The proposed industrial estate needs safe cycle routes into both Welham Green and Hatfield via South Way to encourage sustainable commuting.
- South Way housing: The pavement on South Way should be upgraded to a cycle way linking the Welham Green development to the University via South Way joining up cycle routes to encourage sustainable commuting.
- Brookmans Park west of the railway: As this will increase traffic on Station Road, a parallel cycle route is needed between Welham Green and Brookmans Park continuing to Chancellors School.

1.1.6 Dangerous junctions:

- Queensway, Hatfield: Needs redesigning to improve cycle safety on the Woods Ave and French Horn Lane roundabouts, ideally bypassing the existing on-road routes entirely. These are major barriers to cycling in Hatfield.
- Traffic speed at junctions is an issue for cyclists at:
 - o Birchwood Roundabout, where cars come off the roundabout too fast. The junction arms need tightening to “continental” standards to slow vehicle speeds
 - o Mill Green (A1000/A414 westbound slip via Mount Pleasant Lane), where the turn is taken fast. The turn needs tightening for cars and the road narrowing.
 - o Ascots Lane WGC: Limited vision up the road and fast cars. The road needs narrowing and hedges cutting back, to enable cyclists to have a clear view.
 - o Cycle crossing of Dixons Hill Road, Welham Green, is just outside the 40 mph zone, on a curve and with no central island. A wide central island needs providing ideally with a humped crossing for cyclists.
 - o Valley Road, WGC, when cyclists on road negotiate the A1(M) junction. There should be a off road cycle path.
 - o Digswell Road: The cycle route crosses the road at its north end via the triangle in the junction with the A1000. However there are no islands in each arm of the junction making crossing difficult and hazardous when the road is busy.

- o Cole Green Lane: The cycle route along Black Fan Road crosses Cole Green Lane to join the Cole Green Way, but there is no central island to assist making this difficult when traffic is busy.
- o Cavendish Way (B6426): The cycle route crosses at the junction with College Lane. Traffic volumes are high and cars coming off the roundabout leave signaling late making judging the crossing difficult. A toucan crossing is needed.

1.1.7 Dangerous road crossings:

There are places where the cycle routes we have cross major routes at what we consider to be dangerous locations. These intimidating crossings then discourage less confident riders, negating the value of the routes. Specific examples are:

- A1000 Hertford Road: National Route 12 crosses into Old Hatfield from the north at a very small island over a 40 mph section of road. The island should be wider so as to fit all bicycles. The traffic should be slowed at this point by taking the start of the 30 mph limit further north.
- A1000 Mill Green Lane: National Routes 12 and 61 and the Hatfield to WGC cycle path cross on a 60 mph section with a small central island. In addition poor surfacing has created a bump up on to the cycle path heading south. This crossing is very intimidating indeed for cyclists. It should be replaced by extending the cycle route south along the east side of the A1000 and a crossing made at the traffic lights at the junction with the A414 slip road. (See also 1.5 Beatrix Potter Way)

1.2 Theme 2. Removal of through motor traffic on residential streets

Fast or heavy through traffic make residential streets inhospitable for cycling and walking. Cycle-friendly road closures and planters are inexpensive ways to remove non-local motor traffic, creating more pleasant and liveable neighbourhoods. Local residents can still access their properties by car, and deliveries and refuse collections would be unaffected.

1.2.1 Current good practice:

- Division of Longcroft Road, WGC in to two, removing through traffic and making this a pleasant route for cyclists.

1.2.2 Needed:

- Link Drive, Hatfield, to divert traffic away from Onslow St Audrey's School. Traffic can be diverted via Queensway and French Horn Lane.

1.3 Theme 3. Lower speed limits

Reducing motor traffic speeds is proven to prevent death and serious injuries to cyclists and pedestrians alike, especially children, with little impact on most journey times. Many areas have already introduced 20mph speed zones, which should be the norm for urban streets. Lower speed limits such as 40mph will also be needed on rural lanes.

- Residential areas in Welwyn Hatfield should all be 20 mph zones apart from the main arterial roads. This would make a significant contribution to making the towns safer places to live.
- Increase provision of off street parking and more restricted on street parking on narrow through streets: Continuous on street parking reduces many streets to single lanes and dangerously compromises visibility on bends and at junctions. For example, commuter parking on Beaconsfield Road, Hatfield.
- Look at speed limits on interurban routes where cyclists have to cross roads with high or national speed limit, for example Mill Green Lane.

1.4 Theme 4. Cycle-friendly town centres

Our town centres could be revitalised as places where people want to spend time, meet friends, enjoy social activity and access a variety of services. To make these spaces more liveable, we need to prioritise people over motor traffic, prioritising walking and cycling. This can create lively, pleasant high streets that are economically viable and socially vibrant.

1.4.1 Hatfield:

WelHatCycling's detailed plan for Hatfield town centre is in section 2. Our proposals compliment the draft 2030 vision². Our priorities are:

- Create a northern crossing of Queensway to enable the Station to Business Park cycle route to be completed and link into the run down north end of the town centre, encouraging passing trade from walkers and cyclists.
- Queensway: Redesign the on road cycle routes to enable the Queensway roundabouts to be avoided to improve safety, see 1.1.6.
- Contraflow cycle route on The Common to improve access.

1.4.2 Welwyn Garden City:

WelHatCycling's detailed plan for WGC town centre is in section 3. Our priorities are:

- Route from the east of WGC over Hunter's Bridge, creating shared use paths on both sides of the road (see East Side WGC in 1.1.2). This is in theory funded by the Shredded Wheat development, but only as far as Waitrose.
- Extension of the route into town via Longcroft Road to meet these new routes at Waitrose via Stonehills.
- Extension of the Haldens to town centre cycle route via Lyle's Bridge across the B195 at The Campus to town centre
- New route from north of town across the B195 at The Campus.
- Town centre roads (Howardsgate, Stonehills, etc) to become pedestrian, cycles and deliveries only.

² <https://www.hatfield2030.co.uk/>

1.5 Theme 5. Routes through green spaces and parks

Greenways and parks provide some of the most appealing cycling environments, attracting groups currently under-represented among cyclists (for example, older people). People use them for all kinds of purposes: from commuting to work, to weekend family outings, to shopping trips. Considerate cyclists and pedestrians can happily get along together with the right facilities.

The following routes could be quick wins:

- King George V playing fields: Clearly sign the cycle path across the park to connect the QE2 to Woodhall and then on to the town centre.
- A414: Create a parallel route along the north side of the A414 from Gypsy Lane WGC to the Cole Green Way underpass. This then forms a commuter route from Hatfield to Hertford via the Old Coach Road. Both the landowners, Gascoyne Cecil Estates and Tarmac should be supportive of the plans. (See Birchall Garden Suburb below.)
- Beatrix Potter Way - Stanborough Park to Mill Green: Mill Green to Woodhall Farm and on to Stanborough Park via the railway underpass. This would form a Beatrix Potter Way as it is known she stayed at Bush Hall House and walked part of the route.
- Angerland Common: Create a cycle path from Roehyde Way (Colney Heath underpass) to Dellsome Lane, linking Welham Green to the University and Galleria.
- Stanborough: Create a green underpass under the A1(M) at Stanborough to link the proposed green corridor, taking road space from the dual carriageway and using this for cycling, walking and horse riding. (See below for a fuller description.)

1.6 Theme 6. Safe routes to schools

Bringing up our children to be healthy, independent adults is one of the most important things we can do, and helping them to cycle is one of the best ways to do it. Cycling and walking to school are good for children's physical and mental health - and our national child obesity levels are among the highest in Europe. Less driving on the school run will make the streets safer and nicer for all.

1.6.1 Good practice

The following secondary schools are linked by at least one cycle path:

- Stanborough
- Sir Frederick Osborn
- Bishops Hatfield Girls

1.6.2 Significant gaps

There are no safe cycle routes to

- Onslow St Audreys: An off road path to French Horn Lane and Woods Ave would be a quick win to link the School to existing cycle paths.

- Monks Walk: Link to future Bessemer Way – Welwyn cycle path
- Sherrardswood: Link to future Bessemer Way – Welwyn cycle path
- Chancellors: Needs 20 mph limits and appropriate routes in Brookmans Park linking to Brookmans Park station and Welham Green for National Cycle Route 12. For example, a cycle path parallel to Station Road.
- Queenswood: Safe route to Brookmans Park station as a minimum.

2 Hatfield Ring: Connecting the town, encouraging trade

2.1 Context

For the past six years cycle and walking route development across the centre of Hatfield has been in limbo awaiting developments by St Modwen. This partnership with WHBC has now ended. This leaves the town centre largely unchanged with a need for developments which encourage passing trade. Creating better cycling and walking access to the town centre will do much to encourage this.

At the same time a number of new cycle routes have been developed to the east of the town centre, in particular along Woods Ave and Queensway. This plan proposes a number of additional works to create a cycle route ring around the town centre to link the local radial routes in to a coherent cycling and walking hub and spoke network. This will create several cycling routes which do not currently exist through the new network.

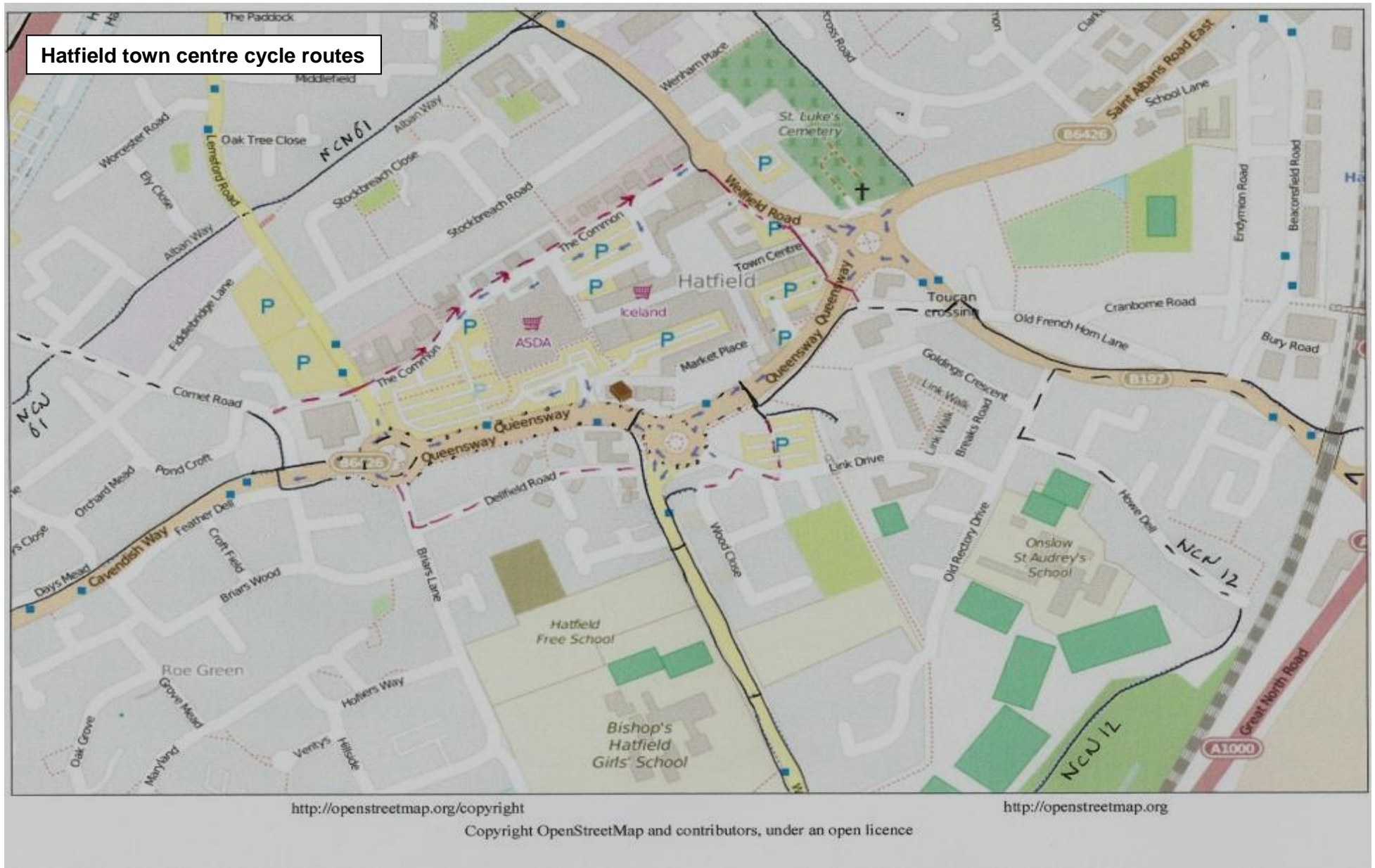
2.2 The map

This map below shows all current and planned routes and the missing sections we propose should be filled.

- **Solid blue lines** show the current off-road cycle paths. All are suitable for all riders. None connect across the town centre.
- **Dotted blue lines show the current on road cycle lanes.** Of particular concern is the cycle lane on the Woods Ave and Queensway roundabout. This places cyclists in a dangerous position to the left of cars when entering the roundabout and then cyclists are required to cross in front of cars to turn right. This is dangerous for cyclists and unfair to drivers.
- **Dashed blue lines:** These are signed on road routes with no cycle markings. Most are quiet roads, but where National Route 12 goes round the A1000 roundabout is not.
- **Solid green lines** are our proposed off-road routes.
- **Dashed green lines** are our on-road proposals. See text as to whether this is a cycle lane or simply a signed route.

The map is Open Street Map and used under the [Creative Commons Attribution-ShareAlike 2.0](https://creativecommons.org/licenses/by-sa/2.0/) license³.

³ <http://www.openstreetmap.org/copyright>



<http://openstreetmap.org/copyright>

Copyright OpenStreetMap and contributors, under an open licence

<http://openstreetmap.org>

Figure 1 Hatfield town centre proposed routes

2.3 Hatfield Ring in detail: Our four priority routes

We propose that the cycling and walking routes listed below should be provided. They are also walking and disabled buggy routes as they will enable more crossing points of the major roads around the town centre and enable pedestrians to avoid the subways under Queensway which are perceived as unsupervised and unsafe. When completed there will be a cycling ring around the town, making access easy and safe. Hatfield would then indeed be a model of excellent good practice. The routes we would like to see built are, in priority order, as follows:

2.3.1 Priority 1: Wellfield Road to French Horn Lane

This vital missing link prevents workers at the Business Park cycling from the station and school children in Hatfield Garden Village and Birchwood accessing Bishops Hatfield and Onslow St Audrey's Schools. The route should comprise:

- Shared use pavement north of the Post Office Sorting Office and alongside Wellfield Road to opposite Coronation Gardens.
- If not redeveloped, a link across the north end of the town centre to the Queensway House car park, painted green to indicate to cyclists and pedestrians where cycling is and is not allowed. Redevelopment would probably place this route further north next to the roads.



Figure 2: Hatfield town centre looking west to Wellfield Road

- Conversion of two car parking spaces to cycle path to connect to Queensway (shown by the car in the photo below)
- Toucan crossing of Queensway for cyclists and, importantly, so pedestrians can avoid the subways under the roundabout. The subways cannot be used by bikes due to sharp corners and poor sight lines. This makes them difficult for disabled buggy users, who will find a surface crossing much easier to use. This opens up the north end of the town to more passing trade.



Figure 3: Queensway, Hatfield, from health centre car park

2.3.2 Priority 2: Woods Ave link to Dellfield Road

- This is a link of only 2 metres! The grass shown in the photo would be removed between one set of bollards sloping from the cycle path (left) to the road (right). This would enable cyclists to use Dellfield Road as an alternative to the cycle lanes on Queensway, joining Cavendish Way at the traffic calmed Lemsford Road roundabout.



Figure 4: Dellfield Road at junction with Woods Ave, Hatfield

2.3.3 Priority 3: Link Drive car park

- A very short link plus signs to enable cyclists to use the existing Market Place crossing, the short cycle path south thereof (shown in the photo) and the gap in the hedge by the grey car (currently pedestrians only).
- Cyclists then cross the car park by the skate park, cross Link Drive, access Wood Close and then the link to the Woods Ave route.
- This would enable cyclists to avoid the Woods Ave/Queensway roundabout. Most of the work is signing and road markings to show where cyclists cross Link Drive.



Figure 5: Queensway, Market Place crossing, Hatfield looking east

2.3.4 Priority 4: Contraflow cycling along the Common:

- This would enable this road to be used in both directions by cyclists. Many roads in London allow contraflow cycling which simply require signs and surface cycle markings to warn motorists to expect cyclists coming the other way.
- At the junction with Lemsford Road an off-road cycle path would go across the junction to the stub road behind the Swim Centre.
- This would pass the Swim Centre to the west and cross St Albans Road West to join the existing shared use cycle path.
- This joins the cycle path along Cavendish Way towards the University.

2.3.5 Encouraging cycling to and from the town centre

- **Parking for shopping:** More cycle parking at the north end of Hatfield will be needed to encourage cyclists to stop and shop en-route between the station and the business park. This will encourage development of this end of town as there will be more passing trade.
- **A cycling cafe:** We would like to see one of the town centre retail units used for a cycling café, with staffed secure parking, as is common in many Dutch towns. Insecure parking for employees is a major deterrent to cycle use. The plan should set a target of say 20% of all employees in the town centre having a secure space to leave a bicycle all day. Such parking provision should include power sockets for electric bicycle recharging. Cycling cafes encourage trade as riders and clubs plan their routes to visit them. This could be run as a social enterprise like the Watford Cycle Hub (<http://watfordcyclehub.org.uk/>)

2.3.6 The network effect

If the routes listed above were created, the following example off road cycle journeys would become possible for riders of all abilities:

- Birchwood to Hatfield station (via town centre and shops)
- Hatfield Garden Village to Bishops Hatfield School
- Business Park to Old Hatfield
- South Hatfield to Tesco
- Welham Green to Stanborough Park

3 Welwyn Garden City town centre

3.1 *Current situation: One ineffective town centre route*

Welwyn Garden City has a small embryo network of off road cycle routes largely to the east and south of the town centre. These are linked indirectly to the town centre via Longcroft Lane and then Fretherne Road or by parking bicycles on the far side of the station footbridge on Hyde Way, an unpleasantly rundown location. This compares poorly with the cycle routes to the town centre of Hatfield.

One route does cross the town centre: National Route 57, via Longcroft Lane, Fretherne Road and Howardsgate. However, this provides nothing for cyclists other than a signed road route. Cycling is on carriageway and involves mixing with cars and the taxi rank. The speed limit is 30 mph which is too high for the volumes of traffic and pedestrians and conflicting vehicle movements. In order for this route to be usable for inexperienced riders and families we need to see:

- The centre of WGC to be turned into space for pedestrians, cyclists and deliveries only. An example is the centre of Hertford.
- Upgrading the crossing of Parkway to a toucan, rather than expecting cyclists to go round the long roundabout in conflict with cars.

This route would then see higher use by residents in west WGC travelling to town and to the station.

To the north of the town centre there is a cycle route from Mundells via Lyles Bridge, which ends in the car park to the rear of Campus East. The route is only signed from College Way north and is poorly signed southwards. Between this and the town centre lies The Campus, a nasty gyratory with fast moving cars and the need to change lanes and cross the paths of traffic to exit the system, and the roundabout which will be removed as part of this scheme.

It should be remembered that on-road cycling means families and children will be deterred from cycling by junctions like the Campus, limiting cycling to a small minority of those who could and want to cycle.

In summary, there are currently no effective north south or east west cycle routes in Welwyn Garden.

3.2 *New routes needed*

WelHatCycling believes the following off-road cycle routes are needed:

- An **East – West route** off road from the Bridge Road/Bessemer Road/Broadwater Road junction via Waitrose, Campus East and Campus West terminating at the junction of Valley Road and Brockswood Lane. This would enable cyclists to avoid the busy roads and junction to the north of the town centre and The Campus gyratory system. This can be achieved by reducing Bridge Road from four lanes to two over

Hunters Bridge and then continuing a two lanes only width road through to The Campus. The cycle path would use the pavements on both sides of Hunters Bridge (as proposed as part of the Broadwater Road West Shredded Wheat development) and then continue as a two way route either on or immediately south of the current north side pavement past Campus East. The junction with Osborn Way will require traffic lights with cycle phases.

- A **South – North** route extending the route along Fretherne Road via Stonehills and a new traffic light controlled junction to meet the East West route (junction remodelling is proposed as part of the WGC North developments). This route should then extend north to Sherrardspark and Monks Walk School connecting with the existing cycle route via the Campus East car park to Shire Park and Haldens, as follows:
 - Off road cycle route over the White Bridge to Sherrardspark Road.
 - Ramp connection to National Route 12 to the rear of Campus West.
 - Quietway type continuation through the housing estate to the west to link to Knightsfield
 - Off road cycle route to Monks Walk School.
- The two routes thus have a common section from Waitrose to Digswell Road. In the town centre, Fretherne Road and Stonehills should either have 20 mph speed limits or be for pedestrians, disabled buggy users, cyclists and some deliveries only.
- If significant funds were to be made available, then the north south route should pass under Bridge Road via a wide underpass built to Stevenage cycle way standards (i.e. not the current narrow pedestrian subways). This would create a safe non-conflicting route from WHBC offices and car parks to the town centre.

3.3 What would this achieve?

The routes we proposed would create a number of new sustainable cycle routes. The following three are examples of journeys which are currently only possible by the bravest of cyclists, yet could easily be journeys made by far more people:

1. A family living in Panshanger. Instead of taking their car to Roller City they use the cycle route along Black Fan Road pass under the Mundells gyratory and cycle on alongside Bessemer Road, over Hunters Bridge and past the WHBC offices to Campus West.
2. A child resident in West WGC able to cycle off road to Sir Frederic Osborn School.
3. A commuter from Sherrardspark, now able to cycle directly and safely to the station.

4 Schemes we have influenced

Date is year the route opened.

- Cycle parking (2016): We requested additional replacement stands at several locations in Hatfield to replace broken stands, for example at Birchwood shops.
- Queensway (2016): We lobbied for the footpath on the east side to be upgraded to shared use as a further link in the Station to University cycle route.
- Woods Ave and Travellers Lane (2015): We lobbied for this scheme to be prioritised as it connects five local schools.
- Wellfield Road (2014): Extension east to create entry to Wellfield Road at a traffic island away from the junction with The Common.

5 New developments in Welwyn Hatfield: Our responses

5.1 Birchall Garden Suburb

WelHatCycling represents local cyclists in the borough, our focus being on those utility cyclists who use bikes day to day to commute to work or school or shops. We believe any large development in Welwyn Hatfield should include cycling provision, lest the development simply add hundreds of extra cars to local roads leading to increased congestion, pollution and risk of accidents.

The proposed cycle routes are shown on slide 10 (http://www.eastherts.gov.uk/media/pdf/t/f/EWEL1_Presentation_8.10.2014.pdf). Whilst we appreciate these plans are at an early stage of development we want to ensure that cycling provision is carefully addressed, lest poor provision mean your green travel objectives are not achieved. WelHat Cycling have the following concerns:

- 1) A414 south of development: There is no cycle route along the A414 to Mill Green and Hatfield from the south west corner of the suburb. Failure to create this route will mean more traffic on the A414 as commuters heading for Hatfield station and Hatfield business park clog the road. This direct route is 2.6 miles whereas the shortest (on road) route through WGC is currently 4.1 miles and via the existing National Cycle Route 61 5.5 miles. At Mill Green works are also needed to ensure safe crossing of the A1000, which could be done by adapting the existing traffic lights and the unsurfaced bridleway to the Museum. The whole route must be lit to ensure it can be used on dark winter evenings. This route could then easily be extended to Stanborough Park by upgrading footpaths to bridleways, as part of the wider green links scheme.
- 2) B195 between the housing areas: There is no connection shown across the B195 between the two parts of the development. The cycle routes appear not to connect and they should. This should be a toucan crossing (light controlled for pedestrians and cycles) given traffic volumes on the B195 at peak times and the need to get children safely to the school proposed as part of the new village.
- 3) B195 junction with Cole Green Lane: There is no indication how the B195 will be crossed to link the northern section of the development to the existing B195 cycle path to Mundells at the Cole Green Lane junction. Again this needs to be a toucan because of traffic volumes.
- 4) A414 east of development: There is no cycle path shown across the A414 to link the new northern suburb to Cole Green and thus enable residents and children at Cole Green and other villages to cycle to the new secondary school and other facilities. This should be provided either as a toucan or bridge, rather than clogging the A414 roundabout with yet more traffic. The alternative cycle route via the Cole Green Way subway is unlit and isolated and therefore not usable all year round.

We believe the above links are essential to ensure the cycle routes in your development are properly networked and useable for all year commuting. We look forward to you making a substantial developer contribution sufficient to fund them in their entirety.

5.2 Stanboroughbury and Symondshyde (22.3.16): response to Gascoyne Cecil Estates

WelHatCycling was established in 2008 as the voice of local cyclists and as a group with whom local councils consult over plans for cycling in the local area. WelHatCycling would welcome the chance to work with you on developing your plans, so if we can be of assistance, please do contact us. You can see more about our work on our web site <http://www.welhatcycling.org.uk>. We have read the document *Transport for Hatfield and beyond in Central Hertfordshire* with interest and make the following observations:

- We are pleased to see that cycling is given serious consideration alongside other ways to improve connectivity other than the car.
- We are also pleased to see the critique of the local former railway routes on page 8 that they are not suitable for all year commuting as unlit and isolated.
- We challenge your use of Fribourg as a model. Fribourg is a single city whereas central Hertfordshire is a collection of linked towns. A better model would be the towns of Assen and Groningen (70000 and 190000) and the smaller villages between them in the Netherlands. All are linked by high quality cycle routes to higher standards than those in Germany. Cycle paths are wide and used by large numbers of ordinary people for ordinary journeys. You can see an example from a study tour here: <http://www.aviewfromthecyclepath.com/2015/06/study-tour-round-up-june-2015-with.html>
- On cycling accessibility we note that the A1(M) and Comet Way present major barriers to access to the proposed housing at Stanboroughbury and at Symonshyde Farm which Gascoyne Cecil estates is developing. We comment on this in detail below.
- Green Corridor: We are pleased to see your support for this and are keen to see cycling included in this. However, our priority is ensuring cycling is a viable means to access work, schools, town centres and stations. We have a specific proposal for how the green corridor crosses the A1(M) outlined below.
- Busways: We are sceptical about the effectiveness of a busway in Welwyn Hatfield as the experience in Cambridgeshire is that the buses get caught up in congestion when they leave the route. That said, busways have to have service roads and these make excellent cycle paths.
- Tram: Again we see this as an expensive solution for Hertfordshire. Our preference is to see investment in walking and cycling first.

5.2.1 Cycling access to Stanboroughbury and Symondshyde Village

- Cycling provision needs to precede the housing so as to ensure good habits are encouraged from the start. Hatfield Business Park is an example of this not happening, the promised cycle route to the station is still not completed 16 years after it was promised. Will you ensure routes to schools and stations exist before the houses are occupied?

- **Hatfield station link:** Both new settlements should be linked directly to Hatfield station by developing a walking and cycling route along a **north west south east axis** crossing the A1(M) and Comet Way via a **new walking and cycling only bridge** at Birchwood. (An example is at Cheshunt over the A10.) Using the gap in the housing in the photo right (fig 6), the route would connect the new housing to a second entrance to Hatfield Station at its north end. This would create a route just over 1 mile long, 20 minutes walk or 7 minutes cycle ride, incentivizing active travel over the car. Given increased congestion on local roads resulting from the additional housing, it is likely cyclists on this route would be faster than the car and walkers might be only slightly longer.
- **North-south** the new housing should be linked to the existing cycle network in the business park and at Stanborough into the cycle route into Welwyn Garden City. We assume that this is part of your plans.
- **Green corridor:** At Stanborough we believe the best way across the A1(M) is to turn the southern carriage way of the B197 (Stanborough Road) into a wide green corridor for walking, cycling and horse riding linking the park and your development. Toucan crossings of the A6129 would be needed to join onto the existing cycleway to Stanborough School and the centre of WGC. A developer contribution to the resurfacing and lighting of this route would be appreciated. (We have a more detailed description of this should you wish to see it.)
- To the **north west** we would like to see developer contributions to a cycleway alongside the B653 to Wheathampstead as we would expect to see more traffic on this road because of the increased housing.
- **Coopers Green Lane:** This is a narrow country lane where cars drive at excessive speed making this a very hostile environment. The new settlements risk making this worse by adding more traffic. There need to be parallel alternative routes for non-motorised users. We would like to see you work with the quarry owners to create:
 - A parallel high quality cycling, horse riding and walking route linking the existing cycle route in Jersey Farm and the rear entrance to Oaklands College to the cycleway at Stanborough, with a branch route to the Symondshyde Village.
 - User controlled crossing points on this road to ensure cyclists, riders and walkers can safely cross, for example at Great Braitch Lane.
- **Symonds Lane:** Symondshyde village will inevitably impact on this road which is very narrow yet forms a pleasant green lane for cyclist heading for Wheathampstead and Harpenden from Hatfield. The new village must be developed to preserve this. We suggest restricting traffic north from the village and/or the creation of a parallel but not isolated walking, riding and cycling route.



Figure 6: Link from Birchwood to proposed A1(M) bridge

Figure 7: Homstead Road, Hatfield, looking west

5.3 Hatfield Quarry (7.2.16)

WelHatCycling was founded with the support of WHBC in 2008 as the local voice for local cyclists in the borough. We are very concerned about the extra HGV traffic it will create on already busy local roads. HGVs are a particular danger to cyclists give blind spots in their design. Children over the age of 11 are legally required to ride on the road, not the footway, St Albans Road West should be redesigned to allow children from Smallford to safely cycle into Hatfield or St Albans to reach local schools and sports facilities.

The Alban Way, referred to in 7.63, is not suitable for all year commuting to work and school. It is unlit, so difficult to use after dark, on winter evenings after 16:00, and isolated, so people will not use it after dark for fear of assault or robbery. Therefore a cycle route along the A1057 is required as a commuter route to and from the rail stations, schools, the businesses west of Smallford, Oaklands College and the University. We disagree with the assessment that the 40 mph limit makes the A1057 suitable for cyclists. The Hertfordshire Speed Limit Framework for 40 mph roads states: "Wherever possible cater for the needs of non-motorised users through the segregation of road space, and have adequate footways and crossing places, or there should be convenient routes available and have adequate footways and crossings for NMUs." (<http://www.hertsdirect.org/services/transtreets/ltplive/supporting/speed/limits.pdf> pp 20.)

The A1057 is narrow and winding. The quarry should be required fund works to minimise the risk to cyclists and to ensure local people gain from this disruptive and messy development. We therefore propose the following measures to be funded via developer contributions (section 106 payments):

- 1) A toucan crossing west of the Ellenbrook roundabout where the cycle path along the north side of the A1057 crosses to the south side and joins Poplars Close. As an alternative the Zebra crossing could be upgraded to a Tiger crossing.
- 2) The cycle route along Poplars Close and then the St Albans Road West service road should be extended as a shared use footway along the south side of the A1057 to the Smallford roundabout. This will need widening to allow two way cycling. This will enable cyclists to avoid the HGVs leaving the site. As it is likely some HGVs will go to St Albans, we believe the cycle route should continue west of Smallford to minimise the risk to cyclists and to maximise the benefits to local residents as follows:
- 3) At Smallford roundabout there should be toucan crossings of Hatfield Road and Oaklands Lane as the footway moves to the north side of the road.
- 4) The footway from Smallford roundabout to Notcutts along the north side of the A1057 should be made dual use to enable cyclists to access Notcutts.
- 5) The shared use path should then continue west along the north side of the A1057 to Oakwood Drive. This would enable cyclists to access the side streets in this part of St Albans and will link to Oaklands College.
- 6) Additional cycling and pedestrian crossing points should be provided to enable pedestrians and cyclists to access the businesses and houses on the south side of the A1057 and to link to the cycle path alongside Hill End Lane. These should be designed to create wiggles in the A1057 road to encourage traffic to keep within the speed limit.

The quarry will potentially remove the off road cycle route in the Ellenbrook Fields park. This route should be diverted not closed and connected to Oaklands Lane and the Oaklands College site as part of works as the quarry is developed.

All these works should be in place BEFORE the site works and gravel extraction commence to ensure no cyclist is put at risk by the HGVs during both initial construction and extraction operations.

5.4 Hatfield 2030

- Ensuring the vision includes the missing link from the station to the business park, described in our Space for Cycling document.
- Pushing for improvements to the cycle route via Queensway and for the contraflow route along The Common. (See Space for cycling doc.)
- Ensuring the walking and cycling axis from the station to the University via the town centre does enable cycling, as the on route sections do not facilitate this.
- Reducing the ban on cycling in the town centre. (There should also be a ban on cars and vans enforced with rising bollards and with cycling access allowed when cars are allowed in.)
- Supporting the idea of an axis from the station to the proposed Stanboroughbury village via Ground Lane and then a new bridge over the A1(M). (As described in the response to Gascoyne Cecil Estates above.) This would include the need for a northern entrance to the station, needed as demand grows and to ensure the route is as direct as possible.
- A social enterprise cycle hub as they have in Watford, which would train up local people as bike mechanics and be a source of reconditioned bikes for the local community, to enable cycling for those too poor to buy their own.

Adam Edwards

WelHatCycling

6.11.16, revised 30.12.17