

Welwyn Hatfield Space for Cycling 2021



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Executive summary for councillors

Why? 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) with major social and financial costs result from this. Hertfordshire needs to be a county of healthy active citizens who have real choices when travelling to work, school or the shops. People on cycles are hampered by unsafe routes and dangerous crossings. **The Hertfordshire Local Transport Plan¹ points out no modal shift has happened in 15 years.**

This document places the national **Space for Cycling²** campaign themes in a local Welwyn Hatfield context, **for district and county councillors and other stakeholders**. There are six Space for Cycling themes, explored in detail with examples of good practice and where things could be improved:

- Theme 1. Protected space for people on cycles 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 Ring: Connecting the town, encouraging trade**, section 2
- **Villages**:, look at 1.1.4
- **New housing areas** in the local plan, see 1.1.5

You can make a difference:

- **District councillors:** Every new development in the Local Plan should include effective cycling routes to town centres, stations and schools. The key Government document which you need to ensure is followed is *Local Transport Note (LTN) 1/20: Cycling Infrastructure Design³*. Make sure the developer contributions are sufficient to fund cycle routes immediately and in their entirety.
- **County councillors:** Look at voter requests for action on <https://www.widenmypath.com/> Ensure effective cycle routes are planned between the new Local Plan development sites and key destinations, but also challenge the assumption that this can only happen within urban areas. Panshanger to Hertford and Hatfield to St Albans are all journeys within the five mile cycle ride limit HCC assumes for planning purposes. Work with district colleagues to ensure that they ask for the developer 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/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

² <https://www.cyclinguk.org/campaign/space-for-cycling>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

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

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

Often the most direct route for people on cycles is along main roads - where they have to mix with fast moving and / or heavy traffic. This can be intimidating for would-be people on cycles. 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, 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: Upgrade the footway to shared use with a link 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 linking the town centre to the QE2 Hospital to enable NHS staff to cycle to work.
- North WGC from The Campus to the Bessemer Road cycleway via Digswell Road and Knightsfield: Upgrade the footway to shared use.
- West side Welwyn Garden City: No safe cycle route from Lemsford (and Wheathampstead), despite this being a route to Stanborough School.
- Bishops Rise, Hatfield: This busy road had no cycle paths and should have a cycle path from the Galleria to Hilltop and on to South Way to enable active travel to Hatfield Business Park.
- North Hatfield: There is no link from The Ryde to Tesco. A route here would join up the new Mount Pleasant cycle path via the side of the A414 to the wide path behind Tesco which is designed for cycling but never changed legally to allow this.
- Coopers Green Lane, Hatfield: This could be a direct commuter route from WGC to St Albans via the north side of Hatfield business park, if off road routes can be created and linked effectively to existing cycle paths. At the moment there is one completely unconnected section of unsurfaced bridleway. Care is needed to ensure the routes created can be used safely in dark winter evenings.
- The broken route across the north end of the Galleria: The link from Hatfield town centre to the Business Park via this direct route is broken at the Galleria with people on cycles required to dismount (not possible if disabled) and use an unpleasant subway. A direct surface route across Comet Way at this location is perfectly feasible using the existing traffic lights (which allow cycles to cross) and approximately 50m of new direct cycle path.

1.1.3 Missing inter-urban commuter routes:

- 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. Hertsmeare 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 Existing inter-urban commuter routes:

- Hertford: The Cole Green Way is unlit and isolated. 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. Lighting could be provided by using low maintenance and low impact solar studs.
- St Albans: The Alban Way is unlit and isolated. 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. Lighting could be provided by using low maintenance and low impact solar studs.

1.1.5 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) plus Toucan crossing of the A6129 connecting to existing 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)

1.1.6 New developments proposed in the Local Plan:

- All new developments should have 20 mph road speeds as standard.
- All new dwellings are required to have cycle parking for at least one bicycle per bedroom to conform to LTN 1/20 (section 11.3)⁴.

Specific issues for the planned new developments are:

- Birchall Garden Suburb: 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.
- North West Hatfield development site: Requires an east west route parallel to Coopers Green Lane from Stanborough Park to Jersey Farm to enable sustainable commuting to St Albans and Welwyn Garden City, possibly using the planned bridleways once quarrying ceases, but only if such routes can be designed to avoid being seen as too isolated for dark winter evenings. 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.
- Panshanger aerodrome site: 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 Ridgeway Academy.
- Broadwater Road west: The site needs 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.

1.1.7 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. This road is a major barrier to safe cycle routes in Hatfield. See our proposals below. There is a more general problem with roundabouts particularly in Hatfield which can be seen on our local accident map⁵.
- Traffic speed at junctions is an issue for people on cycles at the following road junctions:
 - Ascots Lane WGC: Limited vision up the road and fast cars. The road needs narrowing and hedges cutting back, to enable people on cycles to have a clear view.

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

⁵ <https://www.welhatcycling.org.uk/routes/accidents-2015-2016-2017-2018/>

- o Cycle crossing of Dixons Hill Road, Welham Green, is just outside the 40mph zone, on a curve and with no central island. A wide central island needs providing ideally with a humped crossing for people on cycles.
- o Valley Road, WGC, when people on cycles on road have to negotiate the A1(M) junction. There should be an off-road cycle path using the wide verges.
- 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.
- o Crossing of Wellfield Road (B197) and Wellfield Road from Lemsford Road to West View at the Comet Way (A1001) roundabout: High traffic volumes and drivers signaling late when leaving the roundabout at speed make judging safe crossing difficult. As a minimum the junction arms need tightening to “continental” standards to slow vehicle speeds. This is an important connection connecting Hatfield Town Centre with Tesco, Hatfield Garden Village and Stanborough.

1.1.8 Dangerous road crossings:

There are places where cycle routes 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 40mph 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 30mph limit further north and making the road wiggle to reinforce the need to slow down.
- A1000 Mill Green Lane: National Routes 12 and 61 and the Hatfield to WGC cycle path cross this road on a 60mph section with a small central island. In addition, poor resurfacing has created a bump up on to the cycle path heading south. This crossing is very intimidating indeed for people on cycles. 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 – Low Traffic Neighbourhoods⁶

Fast or heavy through traffic makes 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:

- Longcroft Road, WGC: Removed through traffic and making this a pleasant route for people on cycles. Reduces traffic in a residential area.
- Digswell Park Road divided into two, creating a quiet rural road popular with walkers. This is being trialled in 2021. We hope this will be kept.
- Link Drive, Hatfield, to divert traffic away from Onslow St Audrey's School. Traffic can be diverted via Queensway and French Horn Lane. This is being trialled in 2021. We hope this will be kept.

1.3 Theme 3. Lower speed limits

Reducing motor traffic speeds is proven to prevent death and serious injuries to people on cycles 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 and more pleasant 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 and Lemsford Road, Hatfield.
- Look at speed limits on interurban routes where people on cycles have to cross over roads with a high or national speed limit, for example Mill Green Lane (1.1.7 above).

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 2030+ vision⁷. Our priorities are:

⁶ <https://madeby.tfl.gov.uk/2020/12/15/low-traffic-neighbourhoods/>

⁷ <https://www.hatfield2030.co.uk/>

- 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 people on cycles.
- 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 to shops, doctors' surgery and vets.

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 the town centre
- New route from north of town across the B195 at The Campus.
- Town centre roads (Howardsgate, Stonehills, etc) should become pedestrian, cycles and deliveries only removing all cars and parking. (Stevenage town centre is pedestrianised and WGC should be the same.)

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 people on cycles (for example, older people). People use them for all kinds of purposes: from commuting to work, to weekend family outings, to shopping trips. Considerate people on cycles 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, WGC: Create a parallel route along the north side of the A414 from Gypsy Lane WGC to the Cole Green Way underpass. This forms a commuter route from Hatfield to Hertford via the Old Coach Road and the Birchall Garden Suburb development. Both the landowners, Gascoyne Cecil Estates and Tarmac should be supportive of the plans.
- Beatrix Potter Way - Stanborough Park to Mill Green: Mill Green to Woodhall Farm and on to Stanborough Park via the railway underbridge. This would be called the *Beatrix Potter Way* as it is known then author 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 directly to the University, Galleria and business park.
- 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. This would then link to:

- Coopers Green Lane: We support plans to create a network of bridleways when gravel extraction north and south of this road ceases. However, such routes must connect to existing cycle paths and quiet lanes including Woodcock Hill (link to Heartwood) and Symondshyde Lane (link to Wheathampstead). If the routes are to be suitable for commuting from WGC to St Albans, they must be designed to not be seen as isolated in dark winter evenings.

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. 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
- Ridgeway Academy (formerly Sir Frederick Osborn)
- Bishops Hatfield Girls

1.6.2 Schools with no safe cycle paths

There are no safe cycle paths to the following secondary schools:

- Onslow St Audreys: An off-road path to existing cycle routes on French Horn Lane and Woods Ave would be a quick win (see [2.3 below](#)).
- Monks Walk: Link to the existing Bessemer Way cycle path and extend this alongside the A1000 and B197 to Welwyn and Oaklands. (Regularly requested by parents).
- Sherrardswood: Link to a future A1000 cycle path to Welwyn and WGC via the existing Bessemer Road cycle path. A safe road crossing is needed.
- Chancellors: Needs 20mph limits and appropriate routes in Brookmans Park linking to Brookmans Park station and Welham Green. For example, a cycle path parallel to Station Road or works to create a suitable route via Bulls Lane. (Regularly requested by parents.)
- Queenswood: Safe route to Brookmans Park station required.

2 Hatfield Ring: Connecting the town, encouraging trade

2.1 Context

Cycle and walking route development across the centre of Hatfield was left in limbo awaiting developments by St Modwen. This left the town centre largely unchanged with an unmet need for route developments to encourage passing trade, for example by commuters heading to/from the station. Creating better cycling and walking access to the town centre will do much to encourage this.

Our plan proposes a number of additional works to create a cycle route ring around the town centre to link the local radial routes into a coherent cycling and walking hub and spoke network. This will create several cycling routes which do not currently exist by the network effect of linking existing routes.

2.2 The map

This map below shows our priority routes overlaid on a map of existing cycle routes in central Hatfield.

- Dashed lines are existing cycle paths.
- Wide solid lines are our priority routes.
- Narrow solid lines are the cycle lanes on Queensway ([see 1.1.6](#)).
- Colours link to the descriptions in [section 2.3](#) below.
- X marks where a new Toucan crossing of Queensway is required. This is key to opening up the north end of the town centre ([section 2.3.6](#))
- National Route 12 shown has been de-registered by Sustrans because of the on-road section on French Horn Lane. Our proposals would enable this route to be re-established running via the town centre and/or Onslow St Audrey's school.
- National Route 61 (top left) is the *Alban Way*.

The maps in this document are from Open Street Map and used under the [Creative Commons Attribution-ShareAlike 2.0](#) license⁸.

⁸ <http://www.openstreetmap.org/copyright>

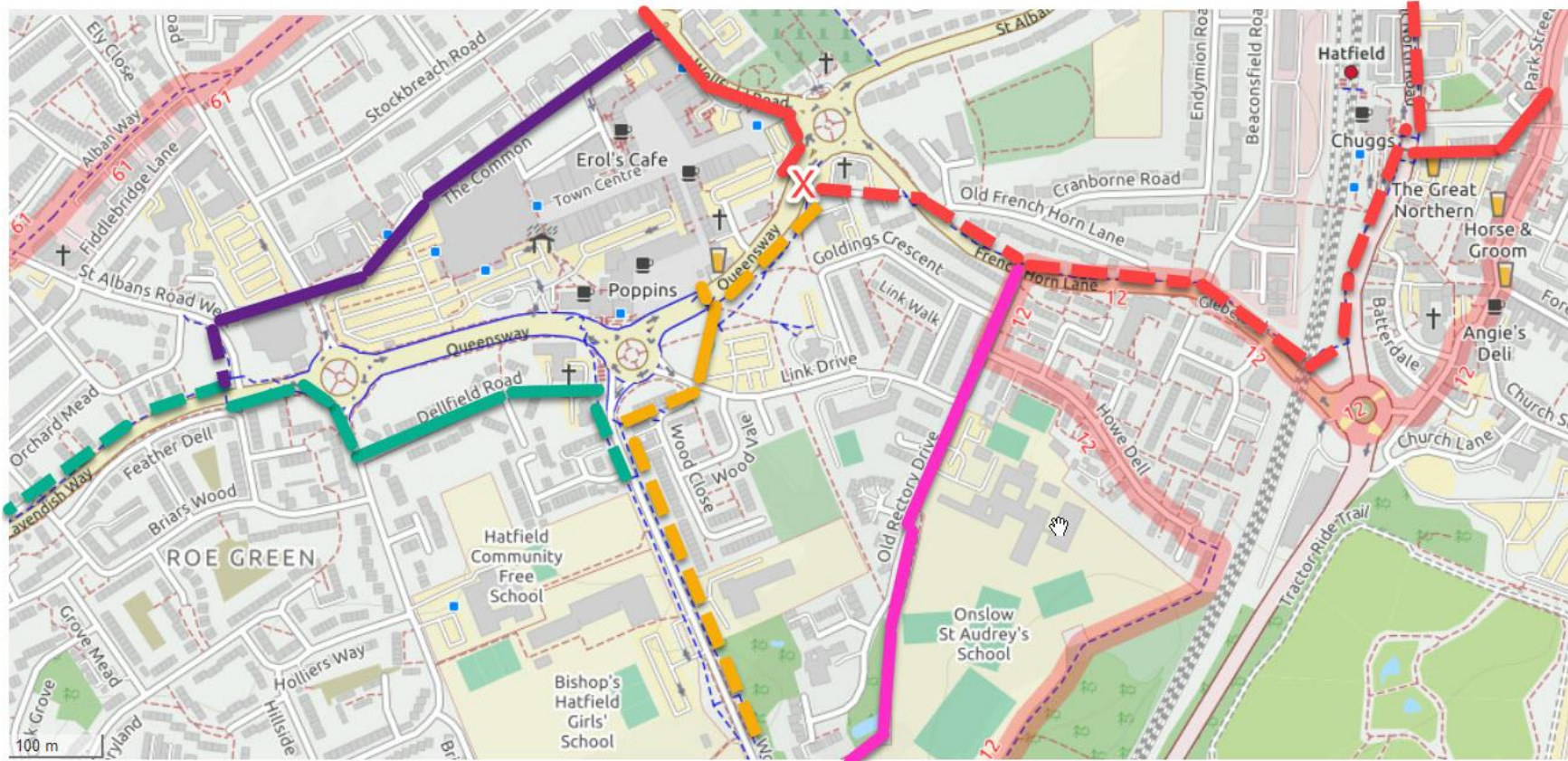


Figure 1 Hatfield town centre proposed routes
Colours link to the priorities listed in 2.3.

2.3 Hatfield Ring in detail: Our five priority routes

We propose that the five cycling and walking routes listed below should be provided. They are also walking and mobility scooter 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 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 (Red)

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 route alongside Wellfield Road around the northern edge of the One Hatfield development. This is to be provided as part of this development, which may see completion by 2022.
- A toucan crossing of Queensway between the Health Centre and French Horn Lane. This will enable pedestrians to avoid the subways under the roundabout and people on cycles to avoid the roundabout. The subways cannot be used for cycling due to sharp corners and poor sight lines. This also makes them difficult for mobility scooter users, who will find a surface crossing much easier to use.
- This opens the north end of the town to more passing trade, particularly commuters heading to/from the railway station.



Figure 2: Toucan needed here: Queensway, Hatfield, from health centre car park

2.3.2 Priority 2: Link Drive car park development (Orange)

- The Link Drive car park is to be built on, breaking a connection for people on cycles between the Market Place toucan and the link to the Woods Ave cycle path via Wood Close.
- This route should be replaced with a short new section of cycle path to the west of the skate park (photo below) linking existing cycle paths to Link Drive and thence via Wood Close to the Woods Ave path. This would enable people on cycles to avoid the Woods Ave/Queensway roundabout.



**Figure 3: Skate park:
Cycle route would go to the right of the skate park
and then straight on to Wood Close**

2.3.3 Priority 3: Woods Ave link to Dellfield Road and works at Lemsford Road (Green)

- 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 link of just 2 metres would enable people on cycles to use Dellfield Road as an alternative to the cycle lanes on Queensway, joining Cavendish Way at the Lemsford Road roundabout.

- Works would be needed at the Lemsford Road roundabout to enable eastbound people on cycles to turn right from the Cavendish Way into Briars Lane to join Dellfield Road. Land exists to the south west of the roundabout in front of the flats to achieve this.



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

2.3.4 Priority 4: Contraflow cycling along The Common (Purple)

- This would enable this road to be used in both directions by people on cycles, to enable easier access to the shops, vets and doctors' surgery. (A person on a cycle travelling north east currently has to cycle around the entire town centre via Queensway to reach the Lister House surgery, a long ride.) Many roads in London allow contraflow cycling which simply require signs and surface cycle markings to warn motorists to expect people on cycles coming the other way. Camden has examples of good practice which can be modelled. (See LTN 1/20 section 6.4.21⁹)
- The Common would have a 20 mph speed limit.
- At the junction of The Common with Lemsford Road an off-road cycle path cross 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 on Cavendish Way towards the University. It would also link via St Albans Road West to the Galleria and then the District Centre and Business Park.

⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

2.3.5 Priority 5: Onslow St Audrey's School (Pink)

- Linking French Horn Lane to Woods Ave via Onslow St Audrey's School. This would be formed by an upgraded crossing of French Horn Lane, shared use footway alongside Old Rectory Lane and then an upgraded shared use path on to Woods Ave.
- This would also create an off-road cycle route from South Hatfield and the University Roberts Way halls of residence to the railway station.

2.3.6 Network effect 1: Encouraging cycling to and from the town centre

- The routes above would encourage people on cycles to visit the town centre and they will naturally pass through on cross town journeys.
- **Cycle parking for shopping:** More cycle parking will be needed at the north end of Hatfield town centre to encourage people on cycles to stop and shop when riding between the station and the business park.
- **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 20% of all employees in the town centre having a secure space to leave a bicycle all day. Such parking provision would 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/>)

2.3.7 The network effect 2: Cross Hatfield safe cycling routes

- 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 and Onslow School (via town centre and shops)
 - Hatfield Garden Village to Bishops Hatfield School (via town centre and shops)
 - Bishops Rise to the Railway Station
 - Business Park to Old Hatfield (via town centre and shops)
 - South Hatfield to Tesco
 - Welham Green to Stanborough Park (via town centre and shops)

3 Welwyn Garden City town centre

3.1 *Current situation: one ineffective town centre cycle route*

Welwyn Garden City has a small network of off-road cycle routes largely to the east and south of the town centre, shown yellow on the map below.. These are linked indirectly to the town centre via Longcroft Lane and then Fretherne Road (route 57) or by parking bicycles on the far side of the station footbridge on Hyde Way, currently an unpleasantly and insecure 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 people on cycles other than a signed on-road route. Cycling is on the carriageway and involves mixing with parking 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, people on cycles and deliveries only. Cars should be banned except those used by the disabled.
- The crossing of Parkway upgraded to a toucan, rather than people on cycles having 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 (purple on map), 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 route and the town centre lies The Campus, a nasty gyratory with fast moving cars and the Bridge Roa/ Osborn Way roundabout which needs replacing with a traffic light controlled junction as part of our north south route proposed below.

It should be remembered that the requirement for on-road cycling in WGC town centre means families and children will be deterred from cycling by bad junctions like The Campus, limiting cycling to a small minority who are prepared to cycle in intimidating conditions.

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

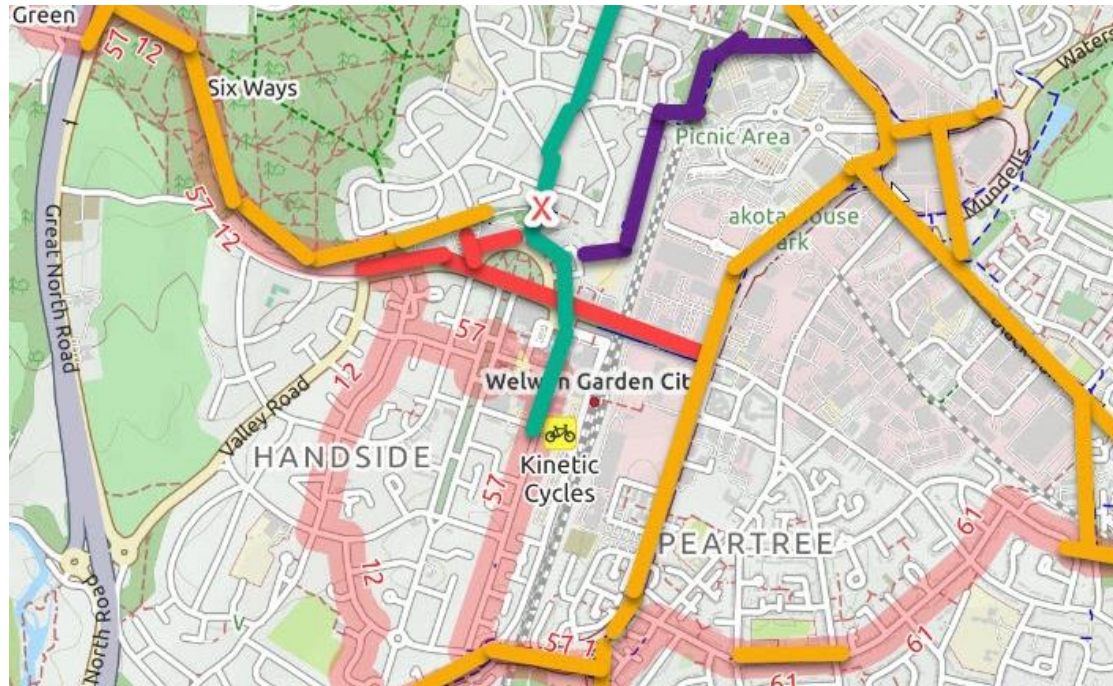


Figure 5: Routes needed in Welwyn Garden City

Red = Proposed East West route; Green = Proposed North South route;
 Purple = Existing Lyles Bridge link; Yellow = Existing off road cycle routes
 X = White Bridge – proposed connection North South route to Sherrardspark Wood

3.2 New routes needed

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

- An **East – West route** (red on map) off road from the Bridge Road/Bessemer Road/Broadwater Road junction via Waitrose, Campus East and Campus West to the junction of Valley Road and Brockwood Lane.
- This would enable people on cycles to avoid the busy roads and junction to the north of the town centre and The Campus gyratory system. This can be achieved as follows:
 - Bridge Road: The cycle path would use the pavement on Hunters Bridge (as proposed as part of the Broadwater Road West Shredded Wheat site development.)

- Continue as a two-way route either on or immediately south of the current north side pavement past the WHBC Campus East offices.
- The junction with Osborn Way will require traffic lights with cycle phases.
- Continue off road across The Campus to Campus West and then along the north side of Valley Road.
- At The Campus this route connects with:
- A **South – North** (green on map) route along Fretherne Road via Stonehills and a new traffic light-controlled junction to meet the East West route. This route should then extend north to Sherrardspark and Monks Walk School as follows:
 - Off-road cycle path around The Campus.
 - A connection with the existing cycle route via the Campus East car park to Shire Park and Haldens (purple line on map).
 - Off road cycle route over the White Bridge to Sherrardspark Road.
 - Ramp connections from the White Bridge (south east and north west corners) down to an extended National Route 12 to the rear of Campus West (X on map). This also creates a safe crossing of this busy road and could be linked to Oaklands College.
 - Shared use pavements along the west side of Digswell Road and Knightsfield.
 - Upgraded path from Monks Walk school (Digswell Park Road)
- The two routes have a common section from Waitrose to The Campus. In the town centre, Fretherne Road and Stonehills should be for pedestrians, mobility scooter users, people on cycles, disabled drivers and 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 (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 people on cycles, 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. An 11 year old child resident in West WGC is able to cycle off road to Ridgeway Academy.
3. A commuter from Sherrardspark, now able to cycle directly and safely to the railway station.

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