

# Welwyn Garden City cycle routes consultation

## Response from WelHatCycling

WelHatCycling represents 180 people on cycles in Welwyn Hatfield.

We have been lobbying for better cycling since 2008. You can see more about our aspirations for cycle routes in Welwyn Hatfield on our website: <https://www.welhatcycling.org.uk/developments/> and in our Space for Cycling document: <https://www.welhatcycling.org.uk/wp/wp-content/uploads/2021/05/Space-for-Cycling-in-Welwyn-Hatfield-2021-shorter-14.4.21-1.pdf>

## Hunters Bridge proposed route from west to east

### Crossing 2

- Is it possible for this to be designed so pedestrians and cyclists cross at the same time? We are concerned pedestrians may try to use the cycling green phase and vice versa leading to conflict. There may of course be good design reasons for not doing so.
- If possible the cycle crossing should be west of the pedestrian crossing to enable this. Both should cross in a single phase.

### Access to the new route from The Campus

- Westbound cyclists travelling on from Hunters Bridge to The Campus and beyond can possibly do so by leaving the new route at either crossing 1 or 2, with 2 the safer option which should be signed as such, but neither location will be easy for someone not able to dismount e.g. a tricycle user.
- Is it possible to have an exit from the westbound cycle lane onto the road at some point to facilitate this journey?
- Eastbound is much more difficult as joining the route at Crossing 2 requires a 360-degree turn. Joining the route at Crossing 1 would mean a person on a cycle turning right onto the Pelican crossing island, possible only for those on 2 wheels not 3 and not a manoeuvre we think is particularly safe. That will leave eastbound cyclists on the road and some drivers will then use this to show the scheme is not working.
- Ideally Crossing 1 should be widened to include a cycle crossing phase to enable this change of direction to take place or there needs to be a very different design at Crossing 2 to allow a turn onto the new cycle route.
- This all indicates a much better solution would be to continue the new route across the junction to Campus West, but we understand funding is sadly not available for this. The risk is some people on cycles will simply continue to use the road, holding up traffic, if the new route does not reflect the actual demand for cross town journeys.

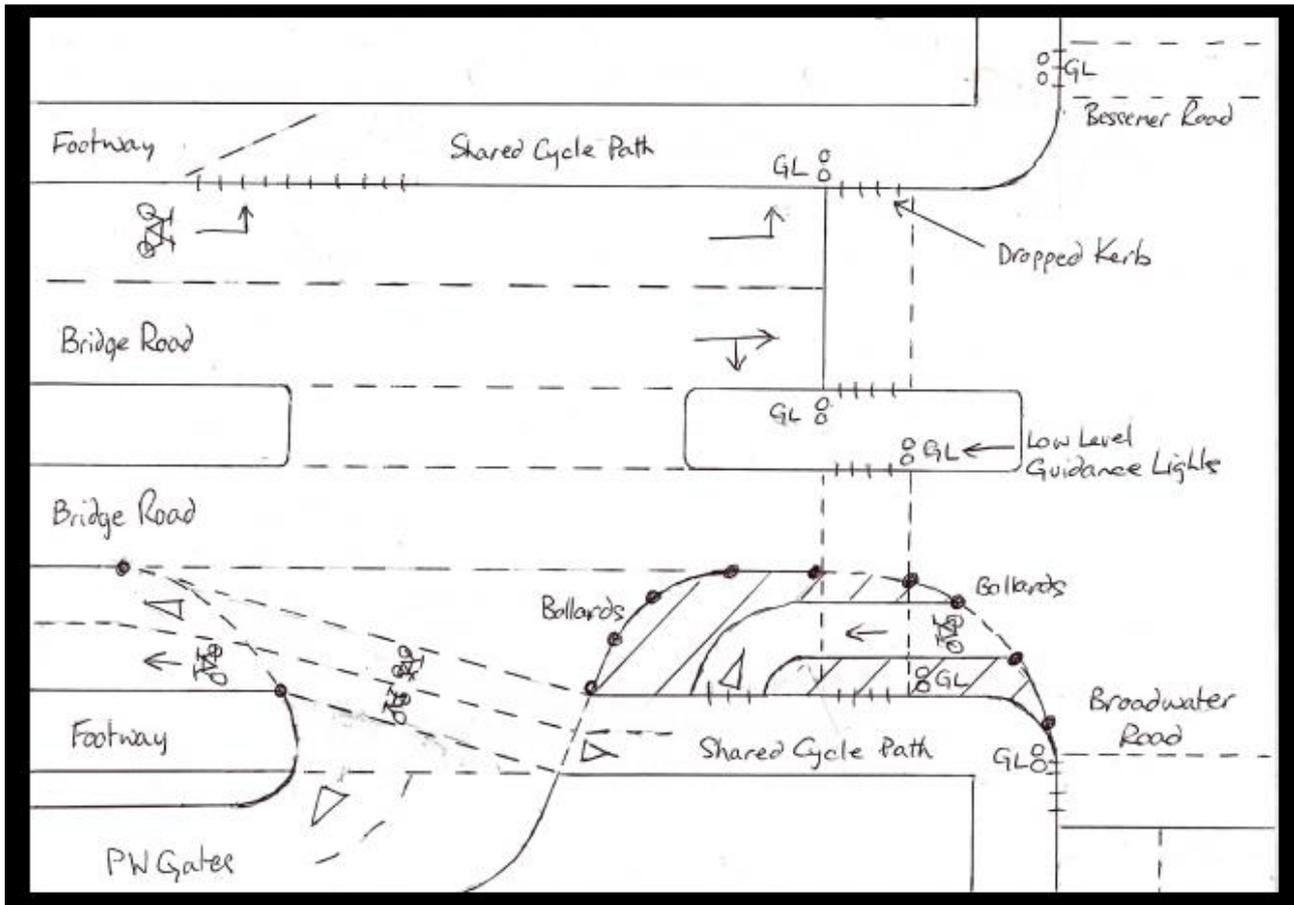
### Bus stop

- In London this stop would be organised using a floating bus stop design. Please can you tell us if this better design was considered and if not possible why? (<https://www.cycling-embassy.org.uk/dictionary/floating-bus-stop>)

### Entrance to PW Gates Distribution



An alternative proposal from another member of our group is for the two way cycle route to directly join the pavement with the on road cyclist joining via a turn in the expanded corner, see plan below. We regard either plan as better than the current proposal.



## Digswell Park Road

- We support this plan as is especially the toucan crossing of the very busy main road.
- At the Digswell end of the road we would like to see:
  - The road narrowing should be retained but further west to slow traffic down before the crossing. Too many larger cars and trucks are able to straddle humps, so they do not slow down.
  - The zebra made into a tiger crossing with a cycle lane on the east side.
  - The pavement to the north side of Hertford Road made shared use.
  - The shared use path linked into the stub road into New Road on the north side of Hertford Road. This is to enable families to cycle avoiding the busy Hertford Road to access New Road or Bridleway (Tewin) 007.

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