

South Central Hertfordshire Growth and Transport Plan: Response from WelHatCycling and South Herts CTC

This response is written in collaboration with and the endorsement of the following local cycling groups:

- CycleHerts
- St Albans Cycling Campaign – submitting additional report

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General comments

WelHatCycling has been the community cycling group for Welwyn Hatfield since 2008. We have 186 members.

South Herts CTC represents nearly 1,000 members in the area and is the local group of Cycling UK, the national cycling charity with 68,000 members.

We welcome improvements for cycling, walking and public transport and it is good to see adoption of the Healthy Streets approach. However, these improvements will have very little impact on modal shift away from private car use unless they are accompanied by further measures that make them easier than using the car.

Interventions

The Growth and Transport Plan makes little or no mention of:

- Low Traffic Neighbourhoods (LTNs¹), which prevent through traffic in residential areas, but retain permeability for active travel (bus, walking & cycling);
- 'school streets'²;
- development locations and car parking allocation based on PTAL³;
- higher parking charges for larger and more polluting vehicles;
- imposition of suitable regulations to prevent pavement parking;
- Electric bicycles, which have huge potential as space and energy efficient people movers (Electric cars simply replace one source of congestion with another).

All of these measures should feature prominently in the Interventions Toolbox and without them, no matter how good the provision of sustainable transport schemes, people will stick to using their cars even for short journeys, as demonstrated in Stevenage.

Parking

Enforcement against breaches of pavement and on street parking regulations should be used to free pavement and roadway capacity for the benefit of walking, cycling and public transport.

The GTP relies on some increased parking charges to discourage motoring, which will discriminate in favour of wealthier motorists. The GTP refers frequently to studying 'parking rationalisation', but needs to make clear if this means increased, decreased, relocated parking or provision of more disabled parking bays.

¹ LTNs are a standard feature in modern developments, but can be introduced with care to older developments, which were based on the outdated principle of dispersing traffic across a network of streets.

² School Travel Planning should be required to include the default choice of 'School Streets', where motor vehicles are banned near a school around opening and closing times.

³ Intense development should be concentrated on areas with the highest Public Transport Access Level. The maximum number of car parking spaces should be determined by the PTAL score.

Road Capacity

Road traffic expands to fill the available road capacity, so limiting expansion of the road network may discourage a few drivers due to congestion delays, but only at the point where the other options are much better.

Priority for cyclists and pedestrians

All new cycle tracks and parallel footways should have raised entry treatment and priority when crossing side roads. Existing cycle tracks should be upgraded to conform with this standard across Hertfordshire.

Surfaces

Current cycle path surfaces, even ones which appear quite good, are often lumpy and make uncomfortable cycling. Faster cyclists and those with bikes that transmit bumps will choose to cycle on the road because it is more comfortable.

Maintenance

There should be a County annual budget for maintenance of cycle routes. There are far too many examples where reasonably good routes have become damaged and overgrown due to lack of maintenance.

There also needs to be a fund to clear key cycle routes when there is snow or ice otherwise cyclists are forced back on to roads or into their cars.

Maps

The diagrammatic maps supplied in the document are very poor making it difficult for us to comment accurately as routes are unclear. We have noted mapping errors in our responses below.

Hatfield

Package 1 - Hatfield - College Lane/Cavendish Way Corridor

SM1: We support changes to improve junctions for cycling.

- It is not clear from the document where these changes are proposed.
- The map appears to suggest this is at A1(M) junction 3, which is closed to walking and cycling. Is this the case? (See SM11/12/13 below)

SM2: We support replacing roundabouts with signalised junctions, but only where walking and cycling has single phase crossing.

- It should not take 4 signal phases to cross a junction when it only takes one or two for cars.

PR3/4: We support railing removal and pavement decluttering.

- Electric vehicle charging points, though desirable, are clutter and must be carefully sited so as not to obstruct pavements. Where pavements are narrow, the charging points should be built out into the parking spaces.

SM5: We support all raised treatments at junctions including the Comet Hotel.

- This should also include walking and cycling priority over traffic to ensure cycle paths are not broken up into small sections.

PR6: Supported: It is essential the Comet junction is rephased as currently walking and cycling takes 4 phases and cars only one or two. This is a major walking and cycling route between University campuses.

SM7: We support upgrading the Ellenbrook zebra.

- This should be a toucan or tiger crossing to link the Alban Way to the cycle paths in De Havilland Village.

PR8: We support this. The cycle path alongside Comet Way needs regular vegetation cutting back and the surface improving.

- A similar problem exists along the north side of St Albans Road West, Comet Hotel to Ellenbrook.

SM9: We support widening the cycle path along Cavendish Way.

- At the Bishops Rise roundabout, the bushes on the Roe Green (north west) corner need cutting back to improve sight lines at a busy location.
- The surface is root damaged south of the junction with St Albans Road West.
- There is an opportunity to create a link to the housing south east of Cavendish way by linking Bishops Rise to Aldykes via residential garages.

SM10: We support this long-term project to bridge the A1(M) to link the campuses.

SM11/12/13: A1(M) junction 3:

- Re-design should allow it to be used by pedestrians and cyclists to create direct link from the A414 cycle path to the University and then through the University campus to Hill Top.

PR15: We support a university cycle hire scheme.

- This needs to be part of a package to ensure continuous safe off-road cycle routes from the campuses and halls of residence to the town centre and the railway station, lest this negate the impact of the scheme.
- The scheme should include geofenced parking locations for hired bikes to ensure they are not dumped and cause hazards to pedestrians and other cyclists.
- The scheme should include electric bicycles to encourage longer trips to Welwyn Garden City and St Albans.

SM16: We support additional cycle parking to ensure this keeps pace with demand.

- Parking must be designed to be secure and robust. No front wheel only stands or easily unbolted stands like those at Hatfield station which simply require a spanner and Allen (hex) key.
- Covered Sheffield stands are preferred as simple and robust.

Package 2 – Hatfield - Cavendish Way/Queensway Corridor

PR17: We support measures to calm Link Drive which is too wide.

- There should be a Tiger or Toucan crossing to link the Woods Ave cycle route via Wood Close to the existing crossing to Market Place and the cycle path to the station.
- There should be an off-road cycle path from Woods Ave to French Horn Lane using existing paths and pavements to enable children to cycle to Onslow School away from cars delivering children to the school.

PR18/19: We support the removal of railings and an additional crossing point:

- Please clarify where the crossing point is as the map is unclear. The crossing at the Comet Roundabout is already dual use.
- Side roads on to Cavendish Way should have raised treatments and give way to walking and cycling.

SM20: We support a bus lane, so long as this does not impact on the existing cycling provision.

PR21: The Cavendish Way cycle lane markings (actually Queensway at the marked location) are completely inadequate. They should be replaced by an off road cycle path linking the existing off road routes at St Albans Road West (Swim Centre) and The Market Place.

- The Lemsford Road/Queensway roundabout was re-designed to “continental” standards several years ago to improve safety, but relies on cyclists being happy to cycle with cars, so the perception is still of an unsafe junction.
- The cycle lanes on Queensway are awful. There is a bad surface eastbound, with cars crossing in front of cyclists to get to Asda. Westbound the route places cyclists between cars and buses pulling out of the bus layby.
- The Woods Ave/Queensway roundabout is dangerous as it places right turning cyclists to the left of left turning cars. All cycle routes here should be off road with signal controlled junctions.

- The French Horn Lane roundabout is bad as it is too wide and drivers do not expect cyclists⁴. It should be replaced with off road cycle paths and signal controlled crossings.
- There should be a toucan crossing of Queensway linking French Horn Lane to Wellfield Road to enable the completion of the Hatfield station to business park cycle route. This Hatfield town centre gap in this route is a major connectivity barrier for the whole of north Hatfield.

PR22: The crossing at Meadow Dell should be a toucan and linked into the housing to the east of Cavendish Way to encourage cycling by residents. Otherwise they face a long detour via the Bishops Rise junction. (Or via the local garages as suggested in SM9.)

SM23: We support replacing the roundabout at Bishops Rise with a signalised crossroads.

Package 3 – Hatfield - Bishops Rise Corridor

SM24: We support making all side roads have raised treatments. Priority should be for pedestrians and cyclists over these junctions

SM25: We support new road crossings:

- These must all be usable by cyclists as well as pedestrians to enable residents to access the planned cycle route alongside Bishops Rise.
- Too many cycle routes in Hatfield fail to connect with local roads, for example the lack of crossing points on the Woods Ave cycle path south to local streets.

SM26: We support rationalising car parking along Bishops Rise.

PR27: We support the provision of a cycle path along Bishops Rise from Cavendish Way to South Way.

- There should be cycle paths on both sides of Bishops Rise from Cavendish Way to Woods Ave given residential property on both sides and the demand shown by regular pavement cycling. .
- There should be a connection via the garages at Aldykes into the local roads east of the Bishops Rise/ Cavendish Way roundabout
- This path should not end at South Way but be extended by a shared use path east to the South Way bridge and National Cycle Route 12.
- That would enable South Hatfield residents to reach the employment in Welham Green.

SM30: We support improving the Garden Ave junction.

Package 4 – Hatfield - Woods Avenue/Travellers Lane Corridor

SM31 & 34: We support raised entry treatments and cycle priority measures on Woods Ave/Travellers Lane and at Oxlease roundabout.

- The Woods Avenue/Travellers Lane cycleway is shared-use but is very busy at school closing time as it serves five schools.

⁴ The WelHatCycling chair's daughter was knocked off her bicycle at this location. The driver did not see her on the roundabout despite lights, helmet and hi-viz.

- There should be a review to see if there should be shared use paths along both sides of this entire corridor from Bishops Hatfield School to the spiral bridge.
- There should be a direct cycle path from Woods Ave to Onslow School by widening the existing footpath.

PR32: We support a new crossing at Oaklands Wood so long as this is either a Tiger or Toucan to enable cyclists to cross and avoid the Queensway roundabout. (See PR21 above)

- Just 2 metres of tarmac could then connect this crossing into Dellfield Road and enable cyclists to avoid the poor cycle lane on Queensway next to the bus stop.
- A parallel route to Queensway could then be created via Briars Wood, if works are not done to improve the on road painted lanes on Queensway.

PR33/35: We support better management of parking along this corridor.

- There are problems with people parking cars on the cycle path e.g. junction with Hare Lane or The Pasture (especially at weekends and in evenings). This restricts sight lines for people crossing those junctions.
- Where the parking is at 90 degrees to the cycle path, vehicles overhang the cycle path. Where these are vans reversed in, the overhang can remove 1-1.5m of width from the cycle path. There should be barriers or higher kerbs to prevent this.

SM36: We support the removal of subways as hostile locations which discourage active travel and replacing them with formalised surface crossings.

- The school crossing should allow cycling from the east side cycle path to the school entrance to encourage cycling to school.

SM37: The Millwards roundabout is a hostile location for cyclists.

- The South Way pavement needs making dual use to link to the Bishops Rise cycle path (PR27).

SM38: We support traffic calming on Travellers Lane.

- Ideally a way would be found to enable traffic on South Way to cross the railway and head north on the A1000.

Package 5 – Hatfield - French Horn Lane Corridor

PR39: We support improvements to lighting and CCTV along French Horn Lane.

- In the winter when it snows this key commuter route should be salted and kept clear to ensure pedestrians do not have to walk down the road in conflict with cars as the pavements and cycle path are unusable. Given most people walk or cycle to Hatfield station this should be a priority for the councils.

PR40: We assume this refers to the crossings already completed on Beaconsfield Road and Endymion Road?

PR41: We support a regular programme of maintenance, especially to the leylandii hedge to the rear of the houses on Old French Horn Lane. This has been allowed to overgrow 1 metre of the 3 m shared used pavement. It needs pruning annually.

SM42: Ramped bridge south of the station: We support this.

- It should be designed to allow cycling as this is used by many cyclists as it is a direct route from the cycle parking to housing west of the railway.

PR43: Cycling is already allowed along the stub to the Telephone Exchange.

- The problem is the poor signage as to which sections of pavement can be cycled on and which not.

PR45: We support widening the crossing at Old French Horn Lane. It must remain as a toucan crossing as a key link in local cycle paths.

PR46: Wayfinding needs to include signs at Hatfield station making the route to the town centre much clearer. Current signs advise cyclists to use the Alban Way which is an unnecessarily long way round.

PR47: We support rationalising parking, especially around the bus stop at the Goldings end of French Horn Lane which is often obstructed.

PR48: We support a signalised crossing of French Horn Lane near Beaconsfield Rd.

- This should also allow cycle crossing and connect into the housing estate to encourage residents to cycle.
- It should provide a more direct route for National Route 12 to Stream Woods.
- Where the cycle path crosses the south end of Beaconsfield Road at the junction with French Horn Lane, the corners need tightening to reduce the risk to cyclists from cars traveling fast and signalling late.

PR49: We support improved lighting and CCTV in the subway.

- The poor surface of the cycle path east of the railway subway needs repairing.

Add:

- A safe crossing of the Great North Road at the Old Hatfield entrance roundabout it needed to enable direct access between Hatfield town centre and Old Hatfield.
- Alternatively, use the subway to Batterdale. This is not permitted as it is deemed too low forcing cyclist to use the more dangerous roundabout. An exception to the height rule here would easily provide the required link.

Package 6 – Hatfield – Comet Way/Wellfield Road Corridors

PR50: We support improving lighting and signing the bridge within the Birchwood roundabout.

- Work is also needed to stop frequent flooding in the west side subway which blocks the route
- Clarity is needed as to whether this is a permitted cycle route or not. Recent arrow markings at the east end ramp suggest it is, but the signs do not indicate this.
- There is a problem with street drinking at the west end of this route where it passes under Hatfield Ave which does not encourage use. CCTV at this location is needed.

SM51/52/53: We support reducing Comet Way to a single lane and to signalise the Birchwood junction.

- Crossing north-south over the entrance to both Wellfield Road and Birchwood Ave is hazardous for pedestrians and cyclists due to excessive exit speed and late signalling.
- The same applies at the junction with Lemsford Road onto Wellfield Road.

- The pavement on West View parallel with the roundabout is used as a car park. This either needs preventing with bollards.
- The poor surface of West View and badly laid dipped kerbs make using this short road to get round the junction harder than it should be.

SM54: Bus Lane on Wellfield Road.

- We support this, but not if it reduces the width of the cycle path. Please can you explain how this is intended to be constructed?

PR55: We support improving the connections to the Alban Way.

- The south side ramp needs the anti-cycling barrier removed as this is impassable for anyone with a child trailer or on a disabled tricycle. At the Alban Way level there needs to be a wider turning circle for cyclists coming over the bridge and then turning east for the town centre.
- The north side ramp leads out onto the road and has no connection to the cycle path. Ideally there should also be a shared use pavement on this side of the road to enable access to the cycle routes for local houses and the industry located just north of the bridge.

PR56: We support improvements to the crossing south of the Birchwood Road roundabout.

SM202: We support improvements to local bus routes.

Add:

- There is no mention of extending the Wellfield Road cycle route east from Conservative Party HQ to French Horn Lane via the town centre and a toucan across Queensway. This was due to be constructed 20 years ago. It means there is no direct off-road cycle path from the station to the business park.
- Poor drainage on Wellfield Road at Conservative HQ meaning the crossing is flooded every time it rains with a 1m wide puddle to jump. This is unacceptable at a pedestrian crossing.
- Vegetation management along Comet Way from Birchwood to Oldings Corner is very poor, especially the trees next to the cycle path which bush out over the cycle path every year.
- Vegetation management is also needed between the Birchwood roundabout and the Green Lanes shops where narrow substandard paths and a section of old road are cycle routes but badly overgrown.
- Remove the layby on the A1001 which is used by trucks as overnight parking with urination and litter dumping an issue.
- The former weighbridge entrances need bollards to stop trucks parking overnight and blocking the cycle route.
- The path from Comet Way to Tesco and on to Great North Road was built as a 3m wide cycle path but not legally designated as one. Please can this be made a legal cycle route and signed as such?
- At the Galleria, the off-road cycle route across the north side of the Cinemas has been removed by the Galleria. It should be reinstated.
- This should link to a toucan crossing of Comet Way to link the District Centre to the town centre.
- As part of the housing west of the A1(M) there should be a new walking and cycling bridge linking the new housing to the Homestead Road/Ground Lane corridor through Birchwood to the station.

This would make walking and cycling to the station faster than driving and reduce the impact this housing will have on the junctions at Birchwood and Stanborough.

Package 7 – Hatfield - St Albans Road East/Hertford Road Corridor

PR57: We support priority crossing at the A414/ Hertford Road junction.

- The southern westbound slip road (Mount Pleasant Lane) needs work to tighten the corner as too many cars come around this fast, signalling late. Cyclist and pedestrians must watch two flows of cars at the same time. This crossing should have a toucan.
- At the A414 north side junction there should be a cycle crossing over A1000 Chequers to link the west side cycle path to the bridleway to Mill Green Museum (the former Bush Hall Lane alignment).
 - This is a difficult crossing as the lights are not set up for pedestrians or cyclists, with no green man and different traffic lanes having green at different times. (See also SM71)
 - This would link to the existing cycle path alongside the A414 towards the QE2 hospital and the planned direct route to Hertford.
- This crossing should be used to move the cycle path (NCN6/61) over to the east side of the A1000 at this location to replace the crossing just before Ascots Lane.
 - This un-signalled crossing of Chequers is virtually unusable in the rush hour and dangerous with a child trailer as this does not fit into the central island. (See also SM71)

SM58: We support improved lighting.

PR59: We would like to see improvements at Red Lion junction:

- The route to/from the station requires cyclists to dismount, not possible for anyone with a disability. It is effectively a barrier in the route to the station.
- The central island is far too small. This needs rebuilding to enable all cyclists to safely cross here.
- The surface of the cycle path from this junction to The Ryde is in a poor condition with lots of root damage.

SM60: We support an off-road cycle path long St Albans Road East with raised treatments on side roads.

- This cycle path should be off road on the west side of the road to connect the shops.
- There needs to be a toucan crossing from the town centre over Wellfield Road to this route.
- The zebra crossing at the United Reform Church needs upgrading to allow children to access Countess Anne School by bicycle.
- At the shops works is needed to stop cars parking on the pavement outside the chip shop.
- Traffic levels on Ground Lane will probably require a signal controlled crossing.

PR61: Signs need improving, not least to ensure that the station to town centre cycle route is signed via French Horn Lane and not the long way around via the Alban Way.

SM62: We support widening this bridge.

- The map in the HCC document shows the wrong bridge at the station not next to St Albans Rd East.

PR63: The Mount Pleasant cycle path has been built. However, its value is limited as:

- It does not connect to The Ryde School, easily enabled via a shared use pavement.
- At the west end of Mount Pleasant Lane there is no connection to Tesco other than a narrow pavement alongside the A414. This is a clear desire line.
- A new bridge for pedestrians and cyclists is needed at this point, especially as this will be a route from the housing north west of Hatfield to the QE2, east WGC and Hertford.

PR64: We support raised treatments for the entries to The Ryde and Lodge Drive.

- There should also be a raised treatment at the entrance to Ascots Lane, as sight lines cycling or walking north are poor and drivers turn at speed.

OR

- There should be a Tiger crossing to make drivers aware they need to allow for cycling and walking.

Package 1-7 summary (Hatfield)

- We agree that works to reduce the need to use the subways on many routes is needed.
- We agree the cycle network is patchy.
- We agree reducing main road severance needs fixing and are pleased to see this included. There are many local examples in particular:
 - Access to the business park is blocked by the lack of a safe cycle route across the town centre. Wellfield Road is too busy for safe use.
 - Access to the University is severed by the on-road cycle lanes on Queensway which no one want to use.
- There are many locations where existing cycle paths are not connected to residential streets on the opposite side of the road, a waste of the infrastructure.

Place and movement

- As noted in package 6, we believe plans should include developing the Station > Ground Lane > Homestead Road > North West Hatfield Housing corridor. A cycling and walking only bridge over the A1(M) and A1001 will create a direct active travel route from the new houses.
- In the long term there would be a second entrance to the station at the north end of platforms 2/3 linking into this corridor.
- We support measures to make Queensway less hostile, but it is absolutely essential that on road cycling via painted lanes along this road is removed as traffic levels make this too dangerous.

Welwyn Garden City

Package 8 – Symondshyde Connectivity

SM65: Coopers Green Lane:

- Crossings need to be formalised so they are seen by drivers as legitimate and non-motorised uses have rights too.
- Given the 40mph plus speeds on this road crossings should be toucans or subways. Subways need careful design so as not to be seen as unsafe. They should be wide with clear sight lines through them, as seen at the Royston underpass.
- Crossings are required at:
 - Great Braitch Lane to allow a safe route from Hatfield Garden Village to Symonds Hyde along the bridleway
 - From the planned cycle path to Hammonds Lane
 - At the junction with House Lane, Jersey Farm, to enable access to Oaklands College across the road.
- Ideally the subways used for gravel extraction operations should be repurposed for cycling and walking when extraction ceases.

SM66/67: We fully support an off-road cycle route along Coopers Green Lane.

- At the WGC end work is needed to ensure the junctions either side of the A1(M) can actually be used by pedestrians and cyclists without excessive waiting times when traffic flows are heavy. (See also PR105/106) The cycle route must link safely in to the existing route along side the A6129 from Hatfield to WGC.
- A safe crossing at this junction for cyclists and pedestrians is essential. Traffic volumes and speeds means the existing informal crossings are dangerous and unusable at peak periods.
- There also needs to be a good link between this new route and the Jersey Lane path to Sandridge.
- HCC should work with Oaklands College to ensure the bridleway across the campus is maintained as an all-weather link and connected through the campus to the Alban Way to encourage student use.
- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

PR68: We support a reduced speed limit on Coopers Green Lane.

- This will need enforcing, ideally by average speed cameras.

SM69: Symondshyde access: Gascoyne Cecil estates have shown us plans showing a parallel cycle path along the access road. This estate needs:

- A link west to Hammonds Lane, for access to rural lanes.
- A safe crossing of Coopers Green Lane (SM65) linking to Great Braitch Lane.

- Great Braitch Lane is a cycle route but the two locked gates and high kerbs mean this can only be used by able bodied cyclists. Please remove these as currently families and disabled tricycle riders are effectively banned.
- At the Great Braitch Lane junction with Campion Road there needs to be a more direct crossing point to the cycle path past Green Lanes School.
- The Green Lanes cycle path is often used as car parking at toucan end. This needs bollards.
- The Great Braitch Lane path should also link across the north west Hatfield housing to the Homestead Road/Ground Lane corridor we suggest in Package 6: Missing Items.
- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

SM70: We support works to improve the B653/Lemsford Village/Green Lanes junctions.

- This junction should be planned to allow for a cycle route from Stanborough School to Lemsford and on to Wheathampstead.

SM209: Works to make the B197/B653 junction safe for pedestrians and cyclists are needed.

- We would support an off-road solution here linking into works at the A6129 junction.
- As noted above (SM66/7) these junctions are impossible to cross without long waits at busy times.

Package 9 St Albans - Welwyn Garden City Connectivity

SM66/67: We fully support an off-road cycle route along Coopers Green Lane.

- At the WGC end work is needed to ensure the junctions either side of the A1(M) can actually be used by pedestrians and cyclists without excessive waiting times when traffic flows are heavy. (See also PR105/106)
- There also needs to be a good link between this new route and the Jersey Lane path to Sandridge.
- HCC should work with Oaklands College to ensure the bridleway across the campus is maintained as an all-weather link and connected through the campus to the Alban Way to encourage student use.
- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

PR68: We support a reduced speed limit on Coopers Green Lane.

- This will need enforcing, ideally by average speed cameras.
- There are currently major issues with cars crossing the central double white line when passing cyclists.

SM207: We support works to create a parallel cycle path along Sandpit lane as an extension of the route along Cooper Green Lane.

- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

Package 10 Hatfield - Welwyn Garden City Connectivity

SM71: We support the recommended A1000 cycleway improvements especially at the Ascots Lane junction.

- South of Ascots Lane the cycle path should be moved to the east side of the road to remove the need for the uncontrolled island crossing to the west side.
 - This crossing is very difficult to use at busy times as drivers rarely give way and the central island is too narrow for child trailers and tandems.
 - Instead the route should continue east side to Mill Green and then cross the A1000 at the existing traffic signal controlled junction at the A414 (Bush Hall).
 - This would also provide cycle access to the planned additional housing at Mill Green and to the Mill. (see PR57)
- From Ascots Lane to Howlands:
 - The roadside edge of the cycle path at the top of the high bank above the road is degraded and needs fixing.
 - There is a need for regular vegetation management of the hedge which is often overgrown with thorns at eye level.
- From Howlands to 20th Mile Bridge the cycle path surface is badly affected by the large trees creating a lumpy surface. Ideally the cycle path would be re-sited further east to reduce long term maintenance costs.

PR72: We support better signs. Many of the signs on this and the A6129 route date from before the A6129 cycle route was finished and so do not sign a route to Hatfield via Stanborough, despite it being shorter.

PR73: We support the creation of a direct cycle route parallel with the A414 to the proposed Birchall Garden Suburb and connecting to the Cole Green Way.

- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

PR74/5: We support improved way finding and marketing to encourage use of the Cole Green Way.

- There should be a safe formal crossing at the end Cole Green Lane where cyclists need to cross from the B195 cycle path.
- The barrier at the entrance to the Cole Green Way needs to be removed⁵.
- The corner should be tightened to reduce vehicle speeds for cars approaching from the east.
- There should be an off-road cycle path from this junction to Little Gannet to enable local residents to access the Cole Green Way as Cole Green Lane is a busy and fast road.

⁵ The Chair of WelHatCycling witnessed a disabled rider on a recumbent trike crawling through the barrier to unlatch it to get her bike through. This was, shockingly, her normal routine at this location to access the cycle route.

- Please update and reprint the Cole Green Way cycle path guide as this has run out and is like all local cycle maps in high demand when WelHatCycling run stalls at local events.

SM76: Green Corridor:

- We support this so long as it provides safe cycling and safe crossing of the main roads along the route.
- There should be a cycle route from Stanborough Park to Mill Green Museum via Woodhall Farm. Given Beatrix Potter stayed at Bush Hall, this should be named the Beatrix Potter Way.
- At the A1000 the cycle path would cross the road by upgrading the A414 junction (north side) with an east west cycle crossing (see PR57).

SM79: We support this improvement to the A414 eastbound entry slip road, as this is the route of the 341 bus. It is unlikely to be used by any cyclist.

In addition:

- **Old Stanborough Lane:**
 - On the cycle route from Hatfield to WGC via the Police HQ this lane is narrow and the sides have collapsed onto the surface reducing space for cyclists and pedestrians. This is compounded by the bollards at the crossing of the emergency exit from the Police HQs this is a major route between the towns, this needs a major upgrade to be fit for use particularly by disabled cyclists on tricycles.
 - In addition, it is also unlit south of Police HQ, a section used by children attending Stanborough School.
 - Surfaces at the end nearest Gosling Stadium are poor with a long wheel wide split in the surface in the middle of the cycle side of the path at one point.
- Please update and reprint the Great North Way cycle path guide as this is like all local cycle maps in high demand when WelHatCycling run stalls at local events.

Package 11 – A1(M) - A414 Junction 4 Interchange

SM77/78: Cycling issues:

- Oldings north junction: We are very pleased to see this is noted as a key walking and cycling route from Hatfield to Stanborough School.
- The cycle path crossing of the A414 has a poor timing sequence. Cycling goes red a long time before the parallel move on the roundabout. The cycling phase should be much longer.
- We support converting the Oldings East (A414/Great North Road) Junction to signal controlled. There need to be pedestrian and cycling phases.
- There should be an off-road cycle path parallel with the A414 to Mount Pleasant as the pavement is being used as an informal cycle route indicating demand.

SM80a: We oppose plan to reopen the road south of Tesco as a through route to the A1000:

- It will turn the Oldings Corner shops into an island surrounded by very busy roads, separating them from Birchwood for walking and cycling access.
- It will encourage traffic to use this link to avoid the A1(M) tunnel, adding congestion to Comet Way.

- This will add noise and pollution to the Birchwood playing fields
- This will cross the Hatfield to Stanborough School cycle route at the old weighbridge adding a further busy road crossing. If built, the western junction must therefore be a signal controlled junction, not a roundabout.
- What should be done at this location is:
 - The widened pavement along the south side of the road needs resigning and legalising as a cycle path which it was intended to be. It is 3m wide but signed only as a footpath.
 - At the rear of Tesco is a walking route from Birchwood to the store. This crossing is challenging already given both traffic volumes and illegal parking by trucks on the double yellow lines, especially on Sundays (when there is no enforcement) which blocks sight lines. A toucan crossing is already needed.

SM80b: We opposed plans for a route south of Tesco with Comet Way abandoned north of the old weighbridge.

- We are concerned that option SM80b would be even worse as all the Comet Way traffic would then have to pass south of Tesco.
- One option which might reduce traffic congestion at the A1(M) roundabout would be to allow traffic to exit the Tesco car park onto Comet Way southbound by making the current entry point two way. This would need a signal controlled crossing for pedestrians and cyclists.

Package 8-11 summary (Welwyn Garden City key connections to other towns): Place and movement

- The Cooper Green Lane corridor is rightly seen as needing an off-road cycling and walking route. Given the development of housing at both ends of the road we repeat our requests that:
 - The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
 - HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

Package 12 – Mundells Area Non-Car Accessibility and Travel Planning

PR200: We support developing a travel plan for Mundells.

- The subways at Mundells need much better and more robust signing.

PR201: We support providing cycle paths on both sides of Knightsfield from Digswell Road to Lyles Lane

- These cycle paths must connect effectively and usefully to roads further west in WGC by crossing Digswell Road at formal crossing points so as to require cars to give way to cyclists.
- Alternatively the access to subways under Digswell Road could be widened and cycling permitted.

PR202: We support upgrading the Lyles Lane cycle path and providing better connections to Falcon Way.

- The cycle path needs resurfacing to repair root damage.
- This cycle route needs to connect effectively and usefully further west in WGC by crossing Digswell Road at formal crossing points.
- The pelican crossing at Blakemore Road should be upgraded to a Toucan to connect into this route.

- An issue which is not addressed is access to Shire Park for cyclists via the gate at Lyles Bridge outside of daytime business hours, especially for shift workers or early starters such as cleaners.

Add:

- There should be a cycle route round the east side of the gyratory linking Sloansway to Hearn Lane and Daniells to create a direct route to Panshanger (see also PR86/7).

Package 13 – Welwyn Garden City Active Travel Improvements

SM84: We support any improvements which make the centre of WGC less hostile for cycling.

- Where existing routes reach The Campus and Parkway, these must link up to form a useful network and be provided with safe crossing points at busy roads. We would like to see:
 - A north south route along Stonehills north past WHBC HQ to Digswell Road. There would then be signed routes via quieter side roads to Knightsfield and then off-road cycle paths to Monks Walk School and Welwyn. This should include
 - Upgrading existing footways throughout Digswell Road to shared pedestrian/cycle standards. On road cyclists often affect the free flow of traffic throughout this road, resulting in risky overtaking movements. The footways are already well used by cyclists as a consequence. This would directly link The Campus with Bessemer Way and many areas in north west WGC.
 - Signage for key destinations – e.g. Monks Walk School and Shoplands
 - Upgrading existing pelican crossing at Blakemere Road to toucan
 - Widen access paths to the subways under Digswell Road and remove cycling restrictions
- An east west route over Hunters Bridge from the A1000 cycle path to WHBC HQ, Campus West, the Ayot Greenway and ideally extending down Valley Road to Lemsford and Stanborough School. (SM93 but extended to be more useful.)

PR85: We support improving the bus routes in WGC.

- Could longer distance routes like the 724 and 301/302 trial carrying bicycles?

PR86/7: We support completing the A1000 cycle route at Mundells and plans to provide a cycle route along the Heronswood Road/Howlands route.

- A direct cycle route from Mundells to Hearn Lane would avoid the present circuitous route via the south side of Mundells and Daniells estate
- There are no routes from the station and town centre into east WGC and the QE2, so this provision is long overdue. We agree the painted symbols on the road are completely inadequate.
- However, it is not clear from the document how this will link to the Bridge Road plans in SM93. These appear disconnected, which will limit their effectiveness.
- There should be a cycle route round the east side of the gyratory linking Sloansway to Hearn Lane and Daniells to create a direct route to Panshanger (see also Package 12).

PR88: We support more cycle parking at WGC station and are pleased there are plans for this to be covered.

- Parking must be designed to be secure and robust, so must not be easily unbolted stands like those at Hatfield station.

PR89/90: We support additional signs and wayfinding, so long as they are via safe off-road routes.

PR91: We support changing the B195/Ridgeway/Hearns Lane junction to signal control, especially to improve the route alongside the B195 and access to Ridgeway Academy.

- It is important to provide a safe route between Mundells area and Morrisons across The Ridgeway. This should preferably be segregated. Traffic signal control is the minimum requirement.

Add:

- Please update and reprint the Great North Way cycle path guide as this is like all local cycle maps in high demand when WelHatCycling run stalls at local events.

Package 14 – Bridge Road Transformation - Welwyn Garden City Town Centre

SM93: We support the plan to create a cycleway on Bridge Road.

- This should run from Broadwater Road to the west end of The Campus as a minimum. This ensures cyclists can safely cross the Wigmores North junction rather than cycling around it.
- This route is not shown on the package map as continuing over Hunters Bridge to the junction with the A1000 cycle path, as it would seem odd to create a disconnected section of cycle route along the south side of the Campus.
- This should be an off-road cycle path not an on-road lane. On Hunters Bridge there should be a cycle path on both sides of the bridge to enable access to both the town centre and Waitrose and Welwyn Hatfield Council offices.
- The path must usefully connect at each end:
 - East: An off-road cycle path link via Stonehills to the station cycle parking
 - West: A link to the Ayot Greenway via Campus West.

PR97: We support works to improve the Broadwater Road/Bridge Road junction.

- This needs to ensure a green man/bicycle phase for all roads at the junction crossing each arm in a single phase rather than the current situation where people have to guess when it is safe to cross.
- The Bridge Road cycle path should continue east of the junction to Ravenfield Road to enable cycling access to quieter roads in east WGC pending the completion of cycle paths alongside Heronswood Road

Packages 12 - 14 Summary (Welwyn Garden City)

- We agree there is a need for a “cohesive and joined up cycleway”, especially into and around the town centre.
- National Cycle Network route 12 passes the town centre to the west. NCN57 passes through the town centre, but along very congested roads, with a significant risk of dooring by those parking cars.
- Car parking needs to be considerably reduced in the town centre, especially in Stonehills cul-de-sac.
- Segregated cycle routes are needed away from car doors and parking.

Package 15 Welwyn Garden City-Stevenage & Hitchin Corridor

SM98: We support a sustainable travel corridor along the B197.

- The B197 is a major route for significant populations in Oaklands, Woolmer Green, Knebworth, Datchworth and the surrounding areas. As the B197 is paralleled by the A1(M) this route should be prioritised for local people walking and cycling with car use given reduced priority.
- There is significant local demand for a safe walking and cycling route to Monks Walk School. Parents tell us they are using the local buses simply as a safer way to travel than walking.
- There should be a segregated off-road cycle route from Bessemer Road, WGC, to Stevenage along the entire length of the B197 corridor to enable cycle commuting to jobs in both towns.
- The recent works to reduce the carriageway have done nothing to help cyclists and instead have pushed them into the main traffic flow. This will simply result in more pavement cycling as the road is nasty to cycle on. It is a shame these works were carried out without consulting WelHatCycling on the impact for cyclists.
- Speed limits should treat this as an urban area, not a fast through route, as the A1(M) is there to take this fast traffic. As a minimum the road should be 30 mph past the primary school.
- There need to be formal crossing points to all bus stops to enable children to reach them for school buses.
- Ideally there should be a cycle route to the east of the A1(M) linking the B197 to the A1000 via Lockleys Farm creating a direct route to both Sherardswood School and Monks Walk School. A toucan crossing of the A1000 will be required (see SM99/100 below).

SM99/100: We support improving walking and cycling access to Welwyn and Welwyn North station. The following are required:

- The junction of the A1000 and Hertford Road should be signal controlled with crossing phases for pedestrians and cyclists, to avoid the detour via the Bessemer Road toucan crossing.
- A toucan crossing over the A1000 to reach Sherardswood School (see SM98).
- On the approach to Welwyn North station the cycle route needs to minimise cycling gradients on approaches from both sides.
- A safe crossing and removal of barriers to enable the Digswell Lane to New Road route as a direct cycle route from north WGC.
- Safety measures on the narrow section of Hertford Road. We suggest singling the road for motor vehicles using traffic light control. This will free space for walking and cycling and encourage traffic to go via other routes.

SM205: We support measures to reduce rat running on the Welwyn bypass and to make crossings safer for walking and cycling. We support your plans to:

- Discourage rat-running onto the B197 by reducing the two lane dualled section of the A1000 to a single lane in each direction with improved off-road walking and cycling facilities under the A1(M).
 - There should be a signal controlled junction with the Lockleys development with walking/cycling phases.
- Widen footways around the Clock Roundabout to facilitate shared use with cyclists. Most paths are already wide enough.
- Upgrade the existing footway on the western side of the Welwyn Bypass between the Clock Roundabout and the Roman Baths roundabout to facilitate shared use.
 - There also needs to be a formal crossing to enable pedestrian and cycle access to the Roman Baths which are very difficult to reach other than by car or bus.

- Create a new at grade signal-controlled crossing towards the northern end, just south of the Clock Roundabout.
 - We would suggest instead reopening the subway under the Welwyn by-pass. This will save cyclists and pedestrians waiting at surface crossings. The subway already exists and it built to cycling standards as in Stevenage.

SM210: We support plans to create a sustainable travel corridor along the B656 to Codicote.

- Given high traffic levels and speeds the cycling and walking route must be segregated.
- There needs to be an off-road route around the B656 roundabout at the north end of Welwyn Village.
- Codicote Road which is one way northbound in the centre of Welwyn should have a southbound contraflow cycle lane, so cyclists can avoid a detour via the steep hill to Church Street.
- The B656 is a wide road and the central hatching should be removed to enable one pavement to be widened for shared use.
- We suggest using Fulling Mill Lane as part of this route to avoid the narrower section immediately north of Welwyn.
- We support reducing speeds and using signs to divert traffic, but this needs enforcing.

In addition:

- Please update and reprint the Great North Way cycle path guide as this is like all local cycle maps in high demand when WelHatCycling run stalls at local events.

Package 16 Luton-Wheathampstead-Hatfield and Welwyn Garden City Corridor

PR101: We support completing the missing link in National Cycle Route 57 and onward cycle connectivity with Welwyn Garden City.

- The missing link from Wheathampstead to Crabtree Lane should be constructed with a tarmac surface with appropriate lighting to facilitate all year all weather use.
- The Cycle Route 57 connection between Wheathampstead and the Ayot Greenway at Sheepcote Lane needs to be more direct and accessible.
 - On the current Ayot Greenway route at the east end of Wheathampstead there is a steep hairpin bend, narrow path and three gates. These make this section unusable for disabled riders and very difficult for families with bike trailers.
 - Substantial improvements are needed to make this accessible for all if it is to form part of an interurban cycle route to Luton.
- The Sheepcote Lane ford means that access to/from the Marford Road and housing south there-of is not always possible.
 - The ford footbridge needs widening if this is to be an all year, all weather cycle route.
- Cycle Route 57 on the Ayot Greenway and through Sherradswood to WGC town centre needs improved surfacing to facilitate all year all weather use.

PR102: We support investigating routes for cycling from Wheathampstead to Hatfield. However;

- Using Tower Hill Lane/Hammonds lane is problematic as they are poorly surfaced, isolated and unlit, so unlikely to be popular for dark winter nights.
- We believe the B653 Marford Road should be followed (as indicated on your map) using a lit segregated cycle path, connecting via the North West Hatfield housing to the Business Park and via Lemsford and Valley Road to Stanborough School and WGC.

PR103/4: We support improving bus links along this corridor.

- Given the distance between WGC/Hatfield and Luton, we suggest an experiment with allowing bikes to be carried on the 366 or 610 bus.

PR105: A6129/B656 (boat) roundabout:

- We support signalisation to enable cyclists and pedestrians to safely cross at this junction.

PR106: B653//B197/Coopers Green Lane roundabout:

- We support improvements here linked to the north west Hatfield housing.
- As noted in package 6, we believe plans should include developing the Station > Ground Lane > Homestead Road > North West Hatfield Housing corridor. This would make walking and cycling to Hatfield station faster than driving and reduce the impact this housing will have on this junction and those at Birchwood and Stanborough.
- The junction improvements and Coopers Green Lane cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

SM70: We support improvements to the B653/Lemsford Village/Green Lanes junctions

- These should be by-passed by a segregated cycle path along the B653 (PR102) and a link to Lemsford and WGC
- Crossing points should be signal controlled to ensure pedestrians and cyclists can actually cross at peak times.

SM106: Closing A1(M) junction 5.

- We are concerned this would increase traffic on other roads with no cycle paths such as the Great North Road. Closure should only be considered after safe cycling routes have been constructed.

In addition:

- Please update and reprint the Ayot Greenway cycle path guide. Like all local cycle maps this is in high demand when WelHatCycling run stalls at local events.

Package 17 Hatfield-Potters Bar Cycle Corridor Enhancements

SM107: We support plans to make Welham Green station more accessible for pedestrians and cyclists.

- Removing the bollards between Pooleys Lane and Travellers lane and creating a safe well signed cycle route is an obvious quick win.
- Off-road provision along Travellers Lane should include raised tables and priority for cyclists crossing entrances and side roads.
- Cyclists and pedestrians should be segregated and a 20 mph speed limit is required for any on-road sections in the industrial estate.

- Sight lines towards the rail bridge for cyclists crossing Dixons Hill Road are limited and traffic can exceed the 30 mph limit: Consider converting the paths on the west sides of Travellers Lane and Holloways Lane and linking to a Toucan crossing of Dixons Hill Road on the west side of the cross roads.

SM108: We support plans to improve the cycle path from Hatfield to Welham Green.

- Surfaces are poor, vegetation needs managing and the path widened around the lampposts which are obstructions in the path. Opening up the path to be visible from the industrial units will reduce perceptions of isolation.
- The Dellsome Lane/Parsonage Lane/Huggins Lane junction needs re-prioritising to favour cycling along National Route 12 by making the Parsonage Lane into Dellsome Lane route the major axis.
- There are problems caused by parked cars blocking access to the off-road NCN12 cycle path at the south end of Knolles Crescent
- These works (and SM109) are needed to enable school children from South Hatfield to be able to cycle to Chancellors School.

SM109: We support plans for a cycle route from Welham Green to Brookmans Park.

- This needs to be a segregated off-road cycle path given the narrow width of Station Road and excessive traffic speeds. Much of Station Road between Welham Green and Brookmans Park carries a 40 mph limit, which is poorly observed. In the absence of an off-road cycle route average speed cameras should be used to enforce the limit.
- Toucan crossing(s) of Dixons Hill Road are need given high traffic volumes at the station, at the centre of the village and where national route 12 crosses the road on the hill to the west of the village, a dangerous location with poor visibility on the inside of the bend and no central island.
- 250m of footpath No 9 south from Bradmore Lane to Brookmans Park station should be upgraded to provide level access for cyclists / pedestrians to the station. It would avoid having to cross Station Road bridge on a blind bend.
- The 30 mph zone should extend to north of Bradmore Lane.
- Access to Brookmans Park station for cyclists from the east is poor, as it requires them to stop and dismount at the sharp bend on the bridge. The pedestrian footbridge could be increased in width to provide room for cyclists to wheel bikes to the station.
- These works (and SM108) are needed to enable school children from South Hatfield to be able to cycle to Chancellors School.

SM110: We support widening and surfacing the footpath parallel with the railway to create a Brookmans Park – Royal Vet College – Potters Bar route.

- A tarmac surface is needed to ensure all year, all weather commuting.
- Lighting will be needed to reduce perceptions of isolation.
- A spur off this cycle path, direct to The Royal Veterinary College, would enable more staff and students to use the station at Brookmans Park.
- South of Hawkshead Bridge, it would provide a valuable off-road cycle route linking the industrial area to Potters Bar station.
- At Potter Bar station a route avoiding conflict with cars in the station car park is needed to access the station.
- The route should link to off road cycle paths to the Furzfield Centre and Dame Alice Owen school to encourage active travel.

- The underpass at the north eastern corner of the industrial estate under the railway should be used to link to Mount Grace school and the eastern side of Potters Bar.
- Potters Bar generally has very poor cycling provision in comparison to other towns in the plan area.

New: Cycle route from Potters Bar to St Albans via South Mimms

- As suggested in the Barnet LCC response, a cycle route between South Mimms and London Colney:
 - An off-road route alongside Mutton Lane/Cecil Road to South Mimms
 - A safe route to the research institutes off Blanche Lane and a connection on to the A1 cycle path.
 - This would connect the NCR12 Route with the proposed Active Travel corridor covered by Package 31.
 - Connecting Barnet to Herts by this route along the B656 St Albans Road corridor would open up options for safe cycling towards St Albans and the rest of the South Herts network.

Potters Bar

Package 18: Potters Bar Active Travel Improvements

PR111: Wayfinding in Potters Bar.

- Signs should give destinations and minutes cycling time.

PR112: Marketing and Promotion.

- Marketing and promotion should also cover cycling routes in Potters Bar.

SM113: We support junction improvements and urban realm enhancements on Darkes Lane.

- Semi-segregated cycle lanes are needed on both sides of Darkes Lane between Mutton Lane and Potters Bar Golf Club, with safe crossing points at key junctions. This will improve safety and encourage cycling to the station and shops.

PR114: We support crossings along The Causeway to reduce severance for pedestrians, but would also extend this concept to cover a wider area and include cyclists.

- To reduce severance for cyclists in the area between The Causeway and Southgate Road, this project should be extended by upgrading footpath links to 'share with care' dual use. Possible links are The Causeway to Oakmere Close, Bearwood Close to Oakmere Close, Torrington Drive and Peshurst Road to Chace Avenue, Highview Gardens to Salisbury Close.

PR115: Baker Street Cycle Route. We strongly support off-road walking and cycling facilities along Baker Street and would like connecting links to east and west.

- Improvements to Bridleway 74 should be made to link Bentley Heath Lane to Baker Street, where a safe crossing of Baker Street would join the new cycleway to Potters Bar.
- Further improvements should be made west of Dame Alice Owen's School by improving the Bridgefoot bridleway to link with NCR 12 at South Mimms. This would provide an alternative to the current NCR 12 route, which is often flooded at the M25 underpass in winter.

PR116: We support improvements to M25 cycle crossings to provide vital links to London, avoiding some very busy main roads. These routes would address key shortfalls in inter urban interactions. In particular we suggest:

- NCR 12 both sides and under the M25 at South Mimms Services needs widening, a hard surface and gradient reductions at the underpass;
- An off-carriageway route is needed for cyclists using the Potters Bar Interchange (M25 J24) between Southgate Road, Stagg Hill and The Ridgeway;
- Work with Enfield Council to provide an off-road route beside Stagg Hill to Cockfosters;
- Work with Enfield Council to provide an off-road route beside The Ridgeway to St John's School and Enfield;
- Work with Barnet Council to provide an off-road route beside the A1000 between Potters Bar and Barnet.

New: We suggest adding the following active travel routes to the proposed projects for Potters Bar.

- An east-west cycle route linking the Oakmere Primary School area, Oakmere Park, Parkfield and the town centre. The Pelican crossing of the A1000 should be upgraded to Toucan. This route would address a key shortfall in local interactions.
- A cycle route along Mutton Lane from the A1000 to Cranborne Road and Furzefield.
- More direct access for pedestrians and cyclists to Tesco Superstore from The Walk (which is a bus route), avoiding Mutton Lane.
- As suggested in the Barnet LCC response, a cycle route between South Mimms and London Colney:
 - This would connect the NCR12 Route (PR116) with the proposed Active Travel corridor covered by Package 31.
 - Connecting Barnet to Herts by this route [e.g. along St Albans Road] would open up options for safe cycling towards St Albans and the rest of the South Herts network.

New: Low Traffic Neighbourhoods

- We suggest that residential areas of Potters Bar should be divided into half a dozen Low Traffic Neighbourhoods. This should prevent through traffic cutting between the five main roads A1000, B656, Darkes Lane, The Causeway and Southgate Road.

Package 19: Potters Bar Public Transport Improvements

PK117: Cranborne Road Industrial Estate-Town Centre Linkage.

- The SM110 Potters Bar-Brookmans Park Cycleway improvements, using the railway path, should proceed regardless of which of these options is selected.

SM118: Potters Bar Bus Station Upgrade.

- Signage should include directions to cycle storage, which is on the other (west) side of the station.

PR119: Potter Bar-London Bus Services.

- Support for an increased bus service on route 298 is also required as TfL is proposing to close the car park at Cockfosters Station.

PR120: Integrated Ticketing.

- Extending the use of Oyster Card to include Potters Bar to London would be an improvement.

PR121: Cycle Parking at Potters Bar station

- Improvements are needed to the security as well as the capacity of cycle parking at the station.

Borehamwood

Package 20: Borehamwood Active Travel Improvements

PR122: We support cycle route wayfinding between Borehamwood and Elstree, but only once safe cycle routes have been provided.

SM123: We note that this is described as the Elstree Way Corridor Scheme, but it actually follows Shenley Road between Borehamwood station and Hertswood Academy.

- The main shopping street between Borehamwood Station and Tesco Superstore was redesigned a few years ago without any segregated cycle tracks and is now dominated by traffic and car parking, with traffic lanes that are too narrow for safe overtaking of cyclists. Pedestrians are served by broad pavements and several raised-table informal crossings, but are subjected to air pollution from traffic.
- We would support proposals to introduce segregated cycle lanes in both directions, but this should not be at the expense of space needed for pedestrians. It would require a major reconfiguration of the street unless space was freed by reducing traffic to one lane and using Stratfield Road as an alternative route for traffic in the other direction. Another solution would be to restrict Elstree Way to buses, cyclists and pedestrians and direct other traffic to Stratfield Road and to car parks.
- The large roundabouts at Tesco and at Elstree Studios are intimidating and dangerous for cyclists and should be redesigned as Dutch style roundabouts. They should include a physically separated circular cycle track running around the outside of the main carriageway and cars should give way to cyclists on the track.

New: We suggest that the residential areas of Borehamwood should be divided into 8 or 9 Low Traffic Neighbourhoods.

New: We suggest an active travel route between Shenley and Borehamwood, beside the B5378 (or via Well End).

Package 21: Borehamwood-Elstree Connectivity

LP6: We welcome the provisions for safer cycling connections between Elstree and Borehamwood.

- They should include an off-carriageway route for Allum Lane and conversion of Footpath 6 to an all-weather cycle route with lighting, thus avoiding the difficult junction between Elstree Hill North and Allum Lane.
- We support the proposed east-west track, south of the cemetery, linking The Rise in Borehamwood to St Nicholas Close in Elstree.
- Safe provision for cyclists along the narrow and congested Elstree High Street and Elstree Hill South, to connect to the Centennial Park estate, is essential.
- Cycle tracks along main roads should give cyclists priority when crossing side roads.

PR127: Cycle Parking

- Parking at Borehamwood station needs to be covered and secure to give cyclists confidence about using expensive bikes and eBikes as part of their commuting journey.

PR128 Elstree Way/Shenley Road Parking Study.

- Removal of some parking could free up space for cycle lanes.

SM129: Station Road Junction Improvements

- The mini roundabout near the station is on a gradient and a very difficult cross roads for cyclists and pedestrians. It should be replaced by traffic lights.

Package 22: Borehamwood-London Connectivity

SM130: Stirling Corner Junction Improvements for pedestrians and cyclists

- TfL consulted in April 2018 on a proposal to install a Toucan Crossing of the A1 immediately south of Stirling Corner, which we support. This was due to be provided in 2019, but is apparently awaiting budget availability. A similar crossing is necessary immediately north of Stirling Corner for cyclists travelling towards Barnet.

SM131: Stirling Corner Junction Improvements for vehicles

- We support implementing traffic signals on the northern side of the junction providing it includes a Toucan crossing of both A1 carriageways.

SM132: A5 Cycleway along Brockley Hill

- We support this – it could provide a more useful and safer alternative to the A41 cycle route, where a fatality occurred at the M1 slip road crossing.
- Safe cycle routes are needed around the Brockley Hill roundabout and the Elstree Hill South roundabout.
- Pedestrian access to RNOH from the bus stop on the east side of the road needs to be addressed. Currently bus passengers, many of whom have mobility problems, have to cross a very busy fast road on the brow of a hill, with no crossing.

PR133: Rowley Lane Cycleway (Barnet)

- We support upgrading the footway along Rowley Lane south to shared use as part of a cycle route to Barnet Hospital.

PR134: A1/Rowley Lane Junction Improvements

- Safe cycle routes are needed around the gyratory on the west side of the A1.
- The current advisory cycle lanes along the A5135 Rowley Lane north should be replaced by off-carriageway cycle tracks.
- The A1 cycletrack has poor visibility for northbound cyclists crossing the slip road and should be moved nearer to the A1 to allow cyclists to see traffic entering the slip road.
- Work with Barnet Council to provide a direct and safe cycle route between Newark Green and Rowley Lane south via the A1 bridge.

Radlett

Package 23: Radlett Station Accessibility

SM136: Radlett Station Pedestrian and Cycle Accessibility

- Watling Street is narrow and congested. It would benefit from a 20 mph zone to improve awareness and road safety.

PR137: Cycle Parking

- Covered and secure cycle parking is needed at the station.

PR138: Radlett Marketing and Promotion

- There are currently no cycle routes in Radlett. Signing could be used to promote some routes avoiding main roads, such as from Watling Street via The Avenue, Beech Avenue and Radlett Park Road.

New: We suggest adding an active travel route to Borehamwood. A cycleway along Theobald Street linking Radlett to Borehamwood would provide a useful and safe active travel connection. This route would address a key shortfall in local interactions.

New: There is potential to create 3 or 4 Low Traffic Neighbourhoods in Radlett.

New: We suggest an active travel route between Shenley and Radlett via Shenley Park, Radlett Lane and Shenley Hill.

Package 34 St Albans-Hatfield Local Connectivity

SM67: We fully support an off-road cycle route along Coopers Green Lane.

- At the WGC end work is needed to ensure the junctions either side of the A1(M) can actually be used by pedestrians and cyclists without excessive waiting times when traffic flows are heavy. (See also PR105/106)
- There also needs to be a good link between this new route and the Jersey Lane path to Sandridge.
- HCC should work with Oaklands College to ensure the bridleway across the campus is maintained as an all-weather link and connected through the campus to the Alban Way to encourage student use.
- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

PR197: We support improving local bus routes between Hatfield and St Albans.

SM180: We support routing signage to encourage traffic on to the A414 and off this corridor.

PR68: We support a reduced speed limit on Coopers Green Lane.

- This will need enforcing ideally by average speed cameras.
- There are major issues with cars crossing the central double white line.

Add here SM207 as without this the works in PR67 are negated:

- We support works to create a parallel cycle path along Sandpit lane as an extension of the route along Cooper Green Lane.
- The cycle path should be built before residential development starts to ensure cyclists are kept clear of construction lorries which have a very poor safety record for cycling deaths.
- HCC and WHBC should require the use of direct vision lorries at such sites to reduce this risk.

Package 36 Alban Way Improvements

PR154: We fully support lighting the Alban Way: This is needed for its entire length.

- We are happy to trial sensor activated lights.
- There is no lighting of the route from London Road St Albans to Ellenbrook Lane Hatfield.
- Lighting needs installing along significant sections of the route as it is seen as isolated. It is only an all year commuter route for a minority of potential users as a result.

PR155/6: We support wayfinding and reference point signs to encourage use.

- Signs showing cycling times in minutes should be used as cycling is as fast as the buses on this route.
- In Hatfield there are three display boards showing the Alban Way in context. These are now embarrassingly out of date and need new maps.

SM157: We support plans to improve the Alban Way.

- Physical improvements including surface, crossings, general maintenance, etc. We note the following work is needed:
 - The subway under Cavendish Way is covered in graffiti.
 - There are barriers which prevent disabled and family cycling at two locations:
 - Lemsford Road on the north side.
 - Wellfield Road on the south side ramp.
 - On the zig-zag ramp up from the Alban Way to St Albans City Station.
 - The “Level Crossing Gates” at Hill End Road are passable with care, but not ideal for disabled riders who cannot dismount.
 - Sections of the surface in Hatfield have not been renewed for many years. Funding ran out the last time work was done.
 - There are significant problems with tree roots damaging the surface including sections e.g. at Ellenbrook, which were more recently resurfaced.
 - The nasty crossing of Lemsford Road at the bottom of a steep hill which encourages cars to speed needs marking to highlight the cycle crossing to drivers. Markings were recently removed by HCC.
 - There are blind spots at the Ellenbrook Lane crossing due to high fences around the former level crossing keeper’s cottage. Could their removal be negotiated with the owner?
- Retain a crossing point over the Abbey Line as a priority and incorporate this into any improvement scheme.
- Manage vegetation along the route, and clear leaf mould regularly from the relatively new surface to avoid mud building up.
 - This is especially needed in Hatfield where the surface has not been cleared this winter apart from a few sections done by volunteers. St Albans has been done.
 - In the winter the route should be cleared of ice and snow otherwise at the most dangerous of times, cyclists have to use the A1057.
 - Common standards of maintenance should be agreed.
- Investigate widening and lighting the path as it passes through Hatfield, especially to the east of the Galleria, or consider alternative routes as part of the Hatfield 2030+ regeneration plans.
 - The section past the Fiddlebridge industrial estate and the Galleria wall are too narrow.
 - Widening the path and clearing the vegetation may help deter street drinkers and drug takers who are unhelpful in encouraging wider use of what should be a linear park through the town.

PR158: We support marketing a renewed and improved Alban Way once SM157 works have been carried out.

- Please update and reprint the Alban Way cycle path guide as this is like all local cycle maps in high demand when WelHatCycling run stalls at local events.