



# Welwyn Hatfield Cycling Strategy



## 2003 - 2008

*adopted April 2003*



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- all cycling issues in the Welwyn Hatfield area
- route maps
- maintenance issues
- information



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# Executive Summary



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This document outlines the Council's policies and action plan for cycling over the next five years. These are split into four main areas – Physical Measures and Engineering, Encouragement, Monitoring and Funding. (Sections 6 and 7)

Also detailed is the progress which has been made on improving cycle facilities since the first strategy was adopted in 1998. Information on the current situation can be found in section 5.

Context to the strategy is given in section 3 which outlines the relevant government documents which have helped to shape this review.



## **2.0 Introduction**

At the outset of this document it is important to stress one of the objectives of the strategy review. That is that this review be straight forward and concise, easy to read and understand. It is not filled with technical data or jargon for this very reason.

It seeks to set out a background to the review in terms of the dominance of the car and the need for an attitude change towards other modes including cycling. Policy context at various different levels is also outlined as is the benefits of such a strategy.

The 'nuts and bolts' or the 'doing' part of the strategy review can be found in the Policies and Action Plan section. These sections set out the Council's vision over the next five years in four sections

- Physical Measures and Engineering
- Encouragement
- Monitoring
- Funding

They also outline the relationship between various different bodies including the Cycle Forum, District and County Councils in progressing the strategy.

### **2.1 The Problem: Car vs Bike**

It has only been recognised over the last fifteen years that the rapid increase in traffic growth in the UK needs to be over turned so as to prevent irreparable environmental damage. Hertfordshire has the fifth highest car ownership levels in the country and traffic flows are 35% above the national average. (Hertfordshire County Council Website).

Current figures suggest that there are 27 million bicycles in the United Kingdom which is the highest ever recorded figure. However, since the mid 1980s the number of journeys made by bicycle has dropped by 36%, from 25 journeys per year per person in 1985/86 to 17 in 1998/99. Nationally only 2% of all journeys are made by bicycle. (Dft Statistics Website). In a Hertfordshire County Council study in 2001, this figure was lower still, at 0.8%.

Therefore we have a situation where people have better access to a bicycle than ever before but cycling figures are very low compared to high car ownership levels and traffic volumes in the County. The aim of this strategy is to increase cycling at a local level through a series of policies and an action plan

## 2.2 Environmental Benefits

The **environmental** benefits stem principally from the fact that the cycle uses energy sources which are more renewable than those of most other forms of transport. It is clean, efficient and if as a consequence of its use, fewer journeys are made by car, air pollution and congestion are reduced to the benefit of the environment as a whole.



As cars are most polluting when employed on short journeys, the cycle can be seen to be an ideal replacement for the short 2 mile journey which accounts for 50% of all trips taken (National Cycling Strategy, 1996).

Cycles take up less road space per person than cars, and therefore can be a means of increasing road capacity without increasing road space. More cycle parking and less car parking on new developments can have benefits in land use terms; and the general benefits in noise, pollution and visual amenity through reduced congestion will lead to a better environment.

## 2.3 Economic Benefits

Besides environmental factors there are also several **economic** reasons why cycling should be promoted. The cost of buying a new bike has come down in real terms. It now costs half the weekly average wage to purchase a bicycle. (Local cycling projects and social inclusion, 2002). Latest figures suggest that to drive a middle market petrol family car costs £5112 per year which breaks down to just over £100 per week or 51p per mile. (Automobile Association, 2002). These figures show the great differences in cost of running a bicycle compared to a car.

It must be appreciated that for some not owning a car is just not practical. However, considerable savings could be made if some short journeys ie. under two miles were made by bike rather than car. 50% of journeys are less than 2 miles in length. Some of these short distance trips are of the type which could be made by bicycle and therefore decrease the dominant mode share of the car. However, the relevant policies need to be in place and actions taken to achieve this goal.

#### 2.4 Health Benefits

Many studies have shown that there are considerable **health** benefits to cycling. For example cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. (Carnall, 2000). A department of transport study found that aerobic fitness was boosted by 11% after just six weeks of cycling a 'short distance' four times a week. (Cycling for better health, Dft, 2000). In connection with traffic fumes it has been found that cyclists absorb lower level of pollutants than car drivers (National Cycling Strategy, 1996)

#### 2.5 Convenience Benefits

It should also be noted that particularly over short distances the bicycle can be more **convenient** than making the same journey in a car. This is particularly true where the journey is made into or out of busy and congested areas such as town centres. It is often the case that free parking facilities are located closer to the destination than the nearest available vehicle parking.



### 3.0 Policy Context

As set out in the Objectives it is important that the cycling strategy is integrated with other relevant strategies and policies at National, County and District levels. As with the new facilities that have been provided over the last four years, much has changed in terms of strategies and policies. The two main developments being the adoption of the County's Local Transport Plan (2001/02 – 2005/06) and the emerging District Plan (2002). Outlined below are the relevant strategies and policies which link into the Cycling Strategy Review.

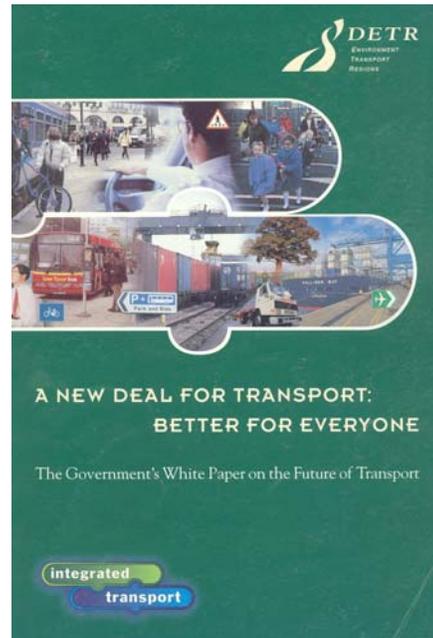
#### 3.1 National Policy Context

At a National level, there are two strategies of which particular note should be made.

The government published its white paper on '**A New Deal for Transport**' in 1998. This sets out policy at a national level for all transport modes including cycling. It is this paper that sets out the new mechanisms by which transportation projects should be funded – through Local Transport Plans. (see County Policy context). Amongst other things this paper expects local authorities to establish a local strategy for cycling and use planning powers to promote cycling in new developments.

*"We are looking for local authorities to establish a local strategy for cycling as part of their local transport plans."*

*Government White Paper:  
A New deal for transport (1998)*



It also endorses the targets sets out in the **National Cycling Strategy (1996)**. The main target being to double the number of cycling trips by 2002 (base figure 1996), and doubling this figure again by 2012. However, it should be noted that the 2002 target has not been reached but that the 2012 figure is still being kept as a target.

It is worth quoting the following passage from the National Cycling Strategy with regard to policy context:

*“Cycling policies are likely to be most effective as part of an integrated multi-modal transport strategy which emphasises traffic restraint, speed reduction and the promotion of environmentally friendly modes. The local cycling strategy (should) support the development of a complementary package of measures in which cycling is an essential element in local transport.”*

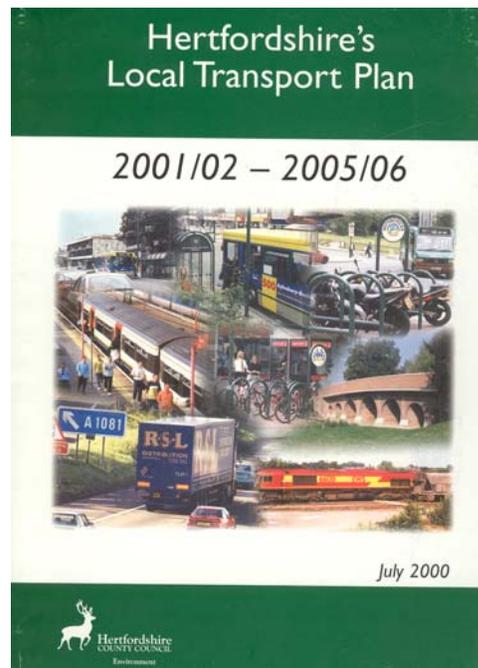
*National Cycling Strategy (1996), Annex 2, Para A2.5.1*

### 3.2 County Policy Context

#### 3.2.1 County Policy Context - Local Transport Plan (2001/02 – 2005/06)

In response to the government’s 1998 white paper the County Council produced its first **Local Transport plan running from 2001/2002 – 2005/2006**. This sets out the mechanisms for delivering a variety of transportation projects and what will be achieved. The vision of the plan is:

*“To provide a safe, efficient and affordable transport system that allows access for all to every day facilities. Everyone will have the opportunity and information to choose the most appropriate form of transport and time of travel. By maximising the capacity of the network we will work towards a transport system that balances economic prosperity with personal health and environmental well being.”*



In terms of cycling the strategy is to encourage the use of the cycle as an alternative to the car for short to medium urban and inter-urban journeys. It also states that this mode of transport acts as a catalyst to improve health. As at a National level the County Council expects local councils to implement their own cycling strategies.

*“The County Council has developed its own cycling strategy and is supporting local councils in developing strategies for their own areas.”*

*Hertfordshire County Council Local Transport Plan (2001/02 – 2005/06)*

As mentioned previously the Local Transport Plan provides a majority of the funding for new cycling schemes and projects. The Transport Policies and Programme (TPP) system has been replaced as the main source of funding by six area plans. Area plans have been developed “for groups of inter-related towns where significant capital investment is needed to make improvements to the local transport system.” (Hertfordshire County Council Local Transport Plan 2001/02 – 2005/06, Section 4)

The **Mid Hertfordshire Programme** covers the settlements of Welwyn Garden City and Hatfield in this district as well as St Albans and London Colney. The area plan approach has been adopted by the County so as to provide a greater opportunity for consultation with district and parish councils as well as local residents. The Cycling Strategy review will be fed into the Mid Hertfordshire programme, in particular the priority for new route construction in the district.

Particular mention is made of the Hatfield Aerodrome site as a key employment and residential site being developed at present. Action Plan No.1a outlines the various provisions that will be made for cyclists on and off site. Most of the off site works will be carried out through the Mid Hertfordshire programme.

Besides the Mid Hertfordshire Programme the local transport plan also outlines the County’s dedicated **Cycling Programme**. The aim of this programme is to complete and upgrade the strategic cycle network. Information on the current situation regarding the Hertfordshire strategic cycle network in the Welwyn Hatfield area can be seen in section 5.

The LTP also outlines the **LEARN** strategy (Local Educational Access Route Network). The aim of this strategy is to deliver a network of safer and more sustainable transport links to all schools in Hertfordshire which can include cycle facilities.

### 3.2.2 County Policy Context – Structure Plan Review 1991 – 2011 (1998)

At a national level planning policy guidance 13 (Transport) advocates a reduction in car travel. Mindful of this the **County Structure plan** promotes a role for cycling through two of its key policies:

#### **POLICY 22 – REDUCTION OF TRAVEL NEED AND CAR USAGE**

The County Council will aim to reduce the growth in private motor traffic on roads and minimise its environmental impact. Total capacity of County roads will be stabilised at its current level, subject only to the increase attributable to planned development within Hertfordshire. The management of that capacity will be designed to create opportunities to increase the proportion of journeys made by walking, cycling or by passenger transport in the safest manner possible.

The need to travel will be reduced, mainly by locating and planning development so as to require fewer and shorter journeys to be made.

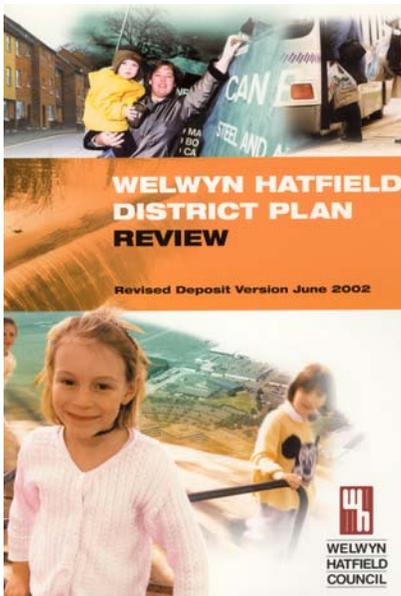
## POLICY 23 – NETWORKS AND FACILITIES FOR NON-MOTORISED TRANSPORT AND TRAFFIC

Cycle networks will be identified and implemented, as part of integrated transport plans. Along these routes measures will be undertaken to give greater priority and safety to cyclists.

Development proposals should include appropriate facilities to provide safe access for cyclists. Developers and occupiers will be encouraged to develop their own transport plans or take part in wider initiatives aimed at minimising inappropriate car use.

### 3.3 District Context

The County structure plan and the adopted district plan together form the statutory development for Welwyn Hatfield. The **District Plan Review (2002)** is the emerging statement of local plan policies. There are two 'Movement' policies which relate to cycling. Policy M1 looks at the broader context of integrating transport and land use, whilst policy M7 relates directly to cycle routes and facilities. These policies are outlined below.



### POLICY M1 – INTEGRATING TRANSPORT AND LAND USE

“Through the development process the Council will take every opportunity to integrate different modes of travel. Development proposals, except for those which are necessary in rural areas, will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, or where this can be created, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel.

Internal layouts in development schemes must demonstrate priority to non-car users. They must include safe and effective routes for pedestrians and cyclists, with appropriate facilities, as well as catering for people with mobility difficulties and making provision for transport.”

## POLICY M7 – CYCLE ROUTES AND FACILITIES

The District Plan Review makes reference to the fact that the first cycling strategy was developed in 1998 and that significant progress has been made in the construction and improvement of cycle facilities within the district. It also makes note that there are gaps in the network that need linking together particularly to the town centres and the Hatfield Aerodrome development.

The policy itself reads:

“The Council will require proposals for new development to encourage cycling through the inclusion of safe cycle routes and parking for cycles, and where appropriate secure waterproof storage and changing and showering facilities for cyclists. New cycle routes should link with existing or proposed cycle paths. Developers maybe required to provide or contribute towards off-site facilities and the overall planned cycle network.

The Council will review the Welwyn Hatfield cycle strategy, to ensure that it continues to provide an adequate framework to guide investment in the infrastructure to create a comprehensive network of routes and facilities in the district.”

The Council has also confirmed in the latest annual progress report of the Local Transport Plan that “a review of the current cycling strategy has commenced and will be completed during 2002/2003.”



## 4.0 Objectives

### 4.1 Main Objectives

- **To increase utility cycle trips eg. journeys to work and school**
- **To increase cycle use generally**
- **To decrease journeys made by car**

As already outlined in the Policy Context, the National Cycling Strategy target was to double cycling trips between 1996 and 2002, and double this figure again by 2012.

This strategy will develop targets specifically for the Welwyn Hatfield area over the next year. Action Plan No. 18 outlines this further.

### 4.2 Other Objectives

#### Policy Integration

To ensure that the review is integrated to other relevant strategies and policies at National, County and District levels.

#### Promotional Activities

To promote the environmental, economic and health benefits of regular cycle use through various means

#### Safety

To improve safety for cyclists through physical measures and education.

#### A straight forward and concise document

The review will be straight forward and concise, easy to read and understand.



## 5.0 The Current Situation

### 5.1 Cycle routes in the district



#### 5.1.2 Great North Way

Officially opened on 08 November 2001, the Great North Way through Welwyn Hatfield provides a major north – south link through the district and Hertfordshire. When completed it will link North London with Peterborough as part of route 12 of the National Cycle Network.

The Great North Way is a mixture of signed, on road sections and shared traffic free cycle tracks. As well as providing a varied leisure route through some of the very best of Hertfordshire’s countryside, it can also be used for everyday journeys.

Within the district the route links Brookmans Park, Welham Green, Hatfield, Welwyn Garden City and The Ayots. The route also connects North London and several other key settlements in Hertfordshire including Stevenage.

The GNW provides a predominantly traffic free section between Hatfield and Welwyn Garden City. Several key residential areas, the two main town centres and their respective railway stations are en route or in close proximity. This coupled with the fact that many schools in Hatfield are also near to the route provide good opportunities for the Council to promote cycling on this part of the network. Trips from home to

school, work, railway station and possibly shopping activities are all potential uses of the route.

However, more improvements are needed to further enhance the routes capabilities:

- Welwyn Garden City Town Centre Enhancements  
A link providing better access to the town via Longcroft Lane from 20<sup>th</sup> Mile bridge was completed in early 2003. Improved parking facilities in the town and better signage from the centre going northwards are also needed. (See Action Plans 1, 2 & 3 for more information)

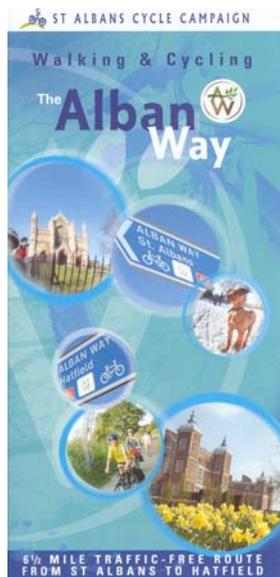
- Hatfield Town Centre Enhancements  
At present the Great North Way does not link in directly to the Town Centre. Consideration will be given into looking at the best way of linking the route to this area.
- Old Hatfield & Railway Station  
As with the Town Centre the existing route runs near to the railway station. A signed link from this transport interchange needs to be implemented.

### 5.1.3 Alban Way

This route opened in 1998 on the track bed of the old Hatfield to St Albans branch line. It forms part of route 61 of the National cycle network. It connects with the Great North Way near the Ryde estate providing a good link between Welwyn Garden City town centre, the Ryde estate, Birchwood, The Galleria, Ellenbrook, Smallford and St Albans. It will also link into the Hatfield Aerodrome development.



*Cyclists on the Alban Way at the Blackberry Arch  
Photo: Stephen Wragg*



During 2002 / 2003 Groundwork Trust in conjunction with St Albans district council carried out some route improvements in the St Albans area. These included the construction of a bridge taking the Alban Way above Camp Road.

Welwyn Hatfield Council have been involved with the development of the new Alban Way route map which was launched in Spring 2003. This will be made available through the Council / Pedal Point, The Galleria and Hatfield Cycle Centre. The design of this map has also been utilised to provide information boards at various locations in Hatfield. The boards, to be erected in Spring 2003, show a diagrammatic map of the Alban Way and places of interest along its route. A more detailed map of Hatfield shows all cycle routes in the town including those in the business park.

The Council has paid for signs to be erected between the Alban Way and St Albans Road West along Ellenbrook Lane. The purpose of this is to sign a more direct route to Hatfield Business Park from the Alban Way.

#### 5.1.4 Cole Green Way

Running along the old Welwyn to Hertford branch line, the Cole Green Way links Welwyn Garden City at Panshanger with Hertford and the village settlements of Hertingfordbury, Letty Green and Cole Green.

A sign evaluation of the route was carried out in February 2003. There are areas where existing signage needs improving and new signs installing.

At present the route does not connect well with other routes on the network. However, it is proposed to link the route from Panshanger to the Great North Way at Chequers. This will provide an east west route for Welwyn Garden City utilising quiet residential roads and some off road sections in Bushey Ley and the Knella Road area. This link should be constructed in 2003 / 2004. It is planned that the signage improvements be carried out in conjunction with the route improvements.

#### 5.1.5 Ayot Greenway

Diverging from the Great North Way, the Ayot Greenway, as with many other routes in the district utilises an old railway line. The Luton and Dunstable branch running from Welwyn was closed in the 1960s under the Beeching cuts. The Ayot Greenway runs along the section from Ayot Green to Wheathampstead as part of route 57 of the National Cycle Network.

At present the surface on this route is not always conducive to pleasurable cycling in wet conditions. This was highlighted in a report by Sustrans. The County Council is planning to upgrade this route, however this project has a long term priority.

#### 5.1.6 Other Routes

There are also a number of other smaller tracks and routes in the district:

- 20<sup>th</sup> Mile Bridge – Stanborough school and lakes, Welwyn Garden City
- Mundells – Digswell Road via Bessemer Road, Welwyn Garden City
- Knightsfield – Gresley Close via Lyles Lane, Welwyn Garden City
- Various routes in Panshanger, Welwyn Garden City
- St Albans Road West, Hatfield
- Queensway, Hatfield
- A414, Hatfield
- Roe Hyde Way, Hatfield
- Hatfield Avenue, Hatfield
- *Please see action plan for information on the Hatfield Aerodrome development*

## 5.2 Cycle Parking facilities in the district

The table below shows the location and type of cycle stands in the district at present. Action Plan No. 4 outlines how the Council will approach improvements and maintenance to parking facilities in the future.

Location	'Grippa' type	'Sheffield' type (2 bikes / side)
<b>WELWYN</b>		
Civic Centre, Welwyn	3	0
High Street Car Park, Welwyn	3	0
<b>WELWYN GARDEN CITY - TOWN CENTRE</b>		
Howard Centre Main Entrance	4	40
Outside Sainsburys, Church Road Car Park	8	0
Outside Campus West Library, Campus West	4	10
Council Entrance, The Campus	5	0
Outside Beauty Salon by pay machine, Church Road Car Park	4	0
Outside John Lewis by bus stop, Bridge Road	4	0
Outside John Lewis by taxi rank & car park, Wigmores North	4	0
Outside Nationwide, Stonebank	4	22
<b>WELWYN GARDEN CITY – OTHER AREAS</b>		
By old Swimming Pool Entrance, Stanborough Lakes	0	38
Outside café, Sailing Lake, Stanborough Lakes	5	0
Woodhall Shops o/s D J News	3	0
Moors Walk Shops	3	0
Hall Grove Shops	3	0
Shoplands Shops	2	0
Hollybush Shops	3	0
Handside Lane Shops	2	0
Haldens Shops	3	0
<b>OLD HATFIELD</b>		
Outside Post Office	2	0
<b>HATFIELD – TOWN CENTRE</b>		
Outside Asda, Town Centre ( <i>Sheltered storage</i> )	0	18
Outside Library, Town Centre	5	0
Outside Swimming Pool, Lemsford Road	5	10
Outside Abbey National, Town Centre	0	2
<b>HATFIELD – OTHER AREAS</b>		
Railway Station	0	10
Galleria, Main entrance	0	24
Galleria, Rear entrance	0	20
Galleria, outside McDonalds	0	6
Outside Sports Centre, Travellers Lane	4	0
Birchwood Avenue Shop, Homestead Road end	3	0
Birchwood Avenue Shops, Crawford Road end	3	0
The Parade, St Albans Road East	3	0
<b>WELHAM GREEN</b>		
Dellsome Parade	4	0
<b>BROOKMANS PARK</b>		
Bradmore Green	4	10
<b>TOTAL STANDS</b>	<b>100</b>	<b>210</b>

### 5.2.1 Welwyn Garden City Town Centre Parking facilities

The Council is aware that the demand for cycle parking in Welwyn Garden City town centre is particularly high outside the main entrance of the Howard Centre and at the end of Hydeway where there is bridge access to the town. It is apparent that many of the bicycles stored here are used by commuters taking the train into London from the station. Consequently spaces are limited for other users of the town's facilities.

This area is seen as having the highest priority for new stands to be installed during 2003 / 2004.

The Council does not own any land at the end of Hydeway where several cyclists chain their bikes to the fence at the base of the bridge. Therefore in the immediate short term it is unlikely facilities will be installed. However, it is noted that the suggested route traversing Broadwater Road including a link up Hydeway towards the town centre received a high ranking at the cycle forum in 2002. When this route is installed cycle storage facilities at this location will be key to its viability.



## 5.3 Town Centre Redevelopments

### 5.3.1 Hatfield Town Centre Redevelopment

The district council is working with English Partnerships to redevelop Hatfield Town Centre. Draft plans have already been drawn up and a contractor selected to carry out the works by 2006 / 2007.



The redevelopment gives the opportunity to improve the linkages between the town centre and the existing cycle network. The Council has already asked consultants to look at access between the town centre and The Galleria via St Albans Road West for both pedestrians and cyclists. Recommendations on the best way forward for this link will be made by Summer 2003.

These works also provide an opportunity to investigate establishing a safe link between the town centre and the Great North Way on the east side of Hatfield.

### 5.3.2 Welwyn Garden City Town Centre Redevelopment

The redevelopment of Welwyn Garden City town centre is at a much earlier stage than that of Hatfield. The District Plan outlines that different options will be considered up to 2011.

As with the redevelopment of Hatfield town centre, measures will be introduced to improve access for cyclists. It is envisaged that safer and improved access will be considered. This would link the west of the town centre at and around the Council Offices and Oaklands College through to the town centre in Stonehills and Fretherne Road. Cyclists could then continue to use Longcroft Lane and join up with the Great North Way at Stanborough Road.

### 5.4 Promotion: The Welwyn Hatfield Activity Map

In 2001, the Welwyn Hatfield Activity map was launched. This was a joint venture between several local partners including the Council, University, the Primary Care trust and Roche.

The map shows all the cycling routes in the district as well as the locations of open spaces within Welwyn Hatfield. The primary aims of this publication are to inform the public where places of interest and cycle routes are and to aid healthy exercise. There is further information in Action Plan No. 7 concerning increased promotion of the activity map.



### 5.5 Welwyn Hatfield Cycle Forum

In August 2002, the first meeting of the Welwyn Hatfield Cycle Forum was held. The purpose of this meeting was to discuss the action plan and policies as well as prioritise the suggested route proposals.

The group is made up of a cross section of the local community including local users, Hertfordshire Constabulary, Sustrans and Hatfield Town Council. It is planned that the group will meet on an annual basis to check on the progress of the review.

The Council will welcome interest from other parties who would like to become involved in the group.



## **6.0 Policies**

### **6.1 Physical Measures and Engineering: Policy No.'s 1 - 10**

#### **Policy No. 1 - Creating Quality Cycle Facilities**

The Council in conjunction with various organisations will develop a high quality network of routes and facilities throughout the district.

This policy is a reaffirmation of the general objectives enshrined in the National Cycling Strategy and emerging District Plan

#### **Policy No. 2 - Linking the network together**

When considering new route construction the Council will seek to promote routes that link up existing cycle routes to aid in providing a 'seamless' journey on the network.

#### **Policy No. 3 - Priority to Local Routes**

The Council recognises and supports the continued development of the National Cycling Network (NCN) and the Hertfordshire Strategic Cycle Network. Greater emphasis will be placed on developing local routes which serve:

- i. schools and colleges
- ii. places of employment
- iii. shopping areas
- iv. transport interchanges
- v. leisure and community facilities
- vi. health institutions

To help prioritise which routes should be put forward for feasibility study and funding the Council will consult with the Cycle forum.

#### **Policy No. 4 - Best Practise Design**

The Council supports the County Council in ensuring that plans and designs for cycling provision follow the latest best practise.

#### **Policy No. 5 - Cycle Audits**

The Council supports the process of including a cycle audit at the feasibility stage of all highway schemes. This will ensure that they provide improvements to, or at least do not have a negative impact on, the use of routes by cyclists.

#### Policy No. 6 - Cycle Parking

As part of the Action Plan the Council will review current cycle parking facilities in the district. Emphasis will be placed on providing and improving facilities in the following areas: (see also Action Plan No. 4)

- vii. schools and colleges
- viii. places of employment
- ix. shopping areas
- x. transport interchanges
- xi. leisure and community facilities
- xii. health institutions

All cycle parking should be conveniently located and adjacent or near to the cycle route network. It is apparent that the coin operated stands are not well used. An emphasis will be placed on providing simple and safe facilities preferably under cover. The Council will no longer consider the use of coin operated stands.

#### Policy No. 7 - Highway Safety

The Council will support the Highways Authority to provide measures on the existing or newly created highway which will improve cyclist's safety and give cyclists greater accessibility, and improve journey times over other traffic.

#### Policy No. 8 - New Developments

In its role as the local planning authority, the Council will ensure that all new developments take into account the needs of cyclists. This reflects what is outlined in the District Plan Review (2002)

- i. **Accessibility** – Development proposals will be permitted in locations with accessibility to cycle routes or where they can be created.
- ii. **Priority to non car users** – Internal layouts in development schemes must demonstrate priority to non-car users. They must include safe and effective routes for cyclists.
- iii. **Cycle Facilities** – The Council will require proposals for new developments to encourage cycling through the provision of facilities on site. Developers may also be required to contribute to off site facilities connected with their site.
- iv. **Changing and Showering Facilities** – Where appropriate developers will have to provide changing and showering facilities within buildings on the site

### Policy No. 9 – Maintenance

Most of the maintenance responsibility for the cycle network in the district is carried out by external bodies such as the County Council. The District Council will work closely with these bodies to ensure appropriate maintenance is carried out. The Council will also make sure that appropriate levels of maintenance are achieved for the few facilities under its control.

To streamline this process the Council will set up one point of contact for all cycling enquiries from the public (see Action Plan No. 9). It is apparent from the findings of the consultation process that maintenance of the existing network is an important and relevant issue. With so many different bodies being responsible for different sections of the network



the public do not always know who to contact and can be passed around between departments. The setting up of a 'one point of contact' will provide a single point of contact for issues related to cycling including maintenance. The County Council will provide information on who is responsible for each section of the network in terms of maintenance which will aid in achieving this policy. To further enhance maintenance the Council will work with Voluntary bodies to help maintain the network. (see Action Plan No. 6).

### Policy No. 10 - Maintenance Finance

As part of it's role the Council will insist that relevant finances are made available for the future maintenance of cycle routes.

## 6.2 Encouragement: Policy No.'s 11 - 15

### Policy No. 11 - Promotion & Awareness

The Council will actively promote cycling throughout the district through a variety of measures including

- i. Updating of district cycle route map
- ii. Provision of Information Boards at strategic locations
- iii. Creation of one point of contact
- iv. Information being available on the Council Website
- v. Travel packs provided at all new developments to include cycling information.
- vi. Use of local press & Council publications

*See Action Plan No.'s 7 – 14 for more information.*

### Policy No. 12 - Working with schools

The Council will support and promote the County's 'Safer Routes to Schools' initiative amongst the districts educational establishments. The Council will also seek ways in which it can work more directly and proactively with schools to increase cycle patronage to and from schools.



There is considerable potential to increase the numbers of school journeys made by bicycle. A survey carried out by the Young People's Transport Information Network (Young Transnet) found that although only 3% of children did cycle to school, 34% who don't would prefer too. It was also discovered that the construction of cycle lanes and safe cycle storage at schools were the two main reasons which would

encourage children to use this mode of transport. This survey indicates that works that are carried out through this strategy, if promoted in the right way could have a dramatic increase in the number of bicycle journeys.

However, at the same time it is also important to note the significant differences between the cycling to school trip at primary school compared with the secondary equivalent. The survey found that 17% of parents were unwilling to allow their primary school children to cycle to school compared with a 7% figure for secondary establishments. The Council needs to bear this in mind, along with the fact that children do not take their cycling proficiency until they are in year 6 and that some primary schools do not allow their children to cycle in at all.

### Policy No. 13 – Cycle Training

The Council will promote and support the County Council's training programmes for both adults and children,

### Policy No. 14 – Cycle Friendly Employers

The Council will finish putting together its travel plan which will include encouragements for staff to cycle to, from and at work. The Council will encourage other employers to follow suit.

### Policy No. 15 – Reducing Cycle Crime

The Council will work with the Police, in particular the Mid Herts Crime Prevention panel to help reduce cycle theft and encourage the use of cycle security measures.

### 6.3 Monitoring: Policy No.'s 16 - 17

#### Policy No. 16 – Creation of cycle forum

The Council will set up a Cycle Forum to seek the views of the local community and interest groups in the development of cycle facilities within the district.

#### Policy No. 17 - Strategy Review

The Council will produce an annual report setting out what developments have been made on set targets and the action plan. The Council will also meet with the Cycle Forum on an annual basis to discuss progress made.

### 6.4 Funding: Policy No. 18

#### Policy No. 18 – Funding

The Council will seek all possible avenues of funding to increase cycling facilities in the District.



# Action Plan & Timescales



## 7.0 Action Plan and Timescales

<b>7.1 Physical Measures and Engineering: Action Plan No.'s 1 – 6</b>										
<b>1</b>	<b>New Route Construction</b>									
	<p>The Council will push, support and help to progress the construction of new routes within the district.</p> <p>The Action Plan for new route construction is broken down into two subsections. Action Plan 1a looks at the considerable development taking place at the Hatfield Aerodrome site. Section 1b will take into account other route construction within Welwyn Hatfield.</p>									
<b>1a</b>	<b>New Route Construction – Hatfield Aerodrome</b>									
	<p>The British Aerospace site closed in 1992 and is now being redeveloped for commercial and residential purposes. Part of the works to be carried out will include considerable enhancements to the cycle network in Hatfield. 'On site' routes will be constructed by the developer whilst 'off site' works will be carried out by the County Council via monies set aside by the developer for improvements to cycle facilities.</p> <p>The legal agreement between the developer and the County Council outlines when these routes will be constructed. These set out a number of 'triggers' which when reached indicate that certain facilities should be in place.</p> <p>Unfortunately, infrastructure works on the site have slipped considerably causing severe delays in the construction of cycle routes. At the time of writing the County Council were redrafting the S106 agreement. It is therefore impossible to include timescales for these routes at present. It is hoped that by the time the first annual progress report is produced in 2004 (see action plan No. 15) that clarification can be given as to these timescales.</p>									
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #ffffcc;">New 'Off Site' Routes - Hatfield Aerodrome</th> <th style="background-color: #ffffcc;">Timescale</th> </tr> </thead> <tbody> <tr> <td>Smallford Roundabout – Comet Way via St Albans Road West</td> <td rowspan="7" style="text-align: center; vertical-align: middle;">                     To be confirmed in annual progress report                       April 2004                 </td> </tr> <tr> <td>St Albans Road West – Alban Way via Ellenbrook Lane</td> </tr> <tr> <td>Comet Way – Bishops Rise</td> </tr> <tr> <td>Bishops Rise – Roe Hyde Way</td> </tr> <tr> <td>Cavendish Way – South Hatfield Shops</td> </tr> <tr> <td>Bishops Rise – Queensway</td> </tr> </tbody> </table>	New 'Off Site' Routes - Hatfield Aerodrome	Timescale	Smallford Roundabout – Comet Way via St Albans Road West	To be confirmed in annual progress report  April 2004	St Albans Road West – Alban Way via Ellenbrook Lane	Comet Way – Bishops Rise	Bishops Rise – Roe Hyde Way	Cavendish Way – South Hatfield Shops	Bishops Rise – Queensway
New 'Off Site' Routes - Hatfield Aerodrome	Timescale									
Smallford Roundabout – Comet Way via St Albans Road West	To be confirmed in annual progress report  April 2004									
St Albans Road West – Alban Way via Ellenbrook Lane										
Comet Way – Bishops Rise										
Bishops Rise – Roe Hyde Way										
Cavendish Way – South Hatfield Shops										
Bishops Rise – Queensway										

	The Airfield Public House – Railway Station via Wellfield Road & French Horn Lane	To be confirmed in annual progress report  April 2004
	Wellfield Road – Town Centre via Queensway	
	French Horn Lane – Old Rectory Drive	
	Wellfield Road – Weighbridge exit, Comet Way	
	Weighbridge Exit – Oldings Roundabout	
	Around Tesco supermarket via Old Great North Road & A414	
	Oldings Roundabout – Stanborough Lane via A6129	
	Wellfield Road – Cavendish Way via Comet Way	
	University / The Galleria – Hatfield Town Centre	2003 / 2004
	<b>New 'On Site' Routes Hatfield Aerodrome</b>	<b>Timescale</b>
	Gypsy Moth Avenue & Mosquito Way	Completed 2002 / 2003
	Comet Way – Ellenbrook Park via District Centre	To be confirmed in annual progress report  April 2004
	St Albans Road West – Coopers Green Lane via Ellenbrook Park	
	Campion Road	
	Holme Road – Poppy Walk	
<b>1b</b>	<b>New Route Construction – Other Areas</b>	<b>Timescale</b>
	Welwyn Garden City Town Centre – Great North Way @ Stanborough Rd	Spring 2003
	Welwyn Garden City Town Centre – Bessemer Road via Knightsfield	2003 / 2004
	Welwyn Garden City East – West Route: Cole Green Way @ Black Fan Road – Great North Way @ Chequers	2003 / 2004
	Hatfield Town Centre – The Galleria / University (College Lane Campus) <i>(also listed in 1a)</i>	2003 / 2004
	Green Lanes JMI – Manor Road, Hatfield <i>(Safe Routes to School Scheme – subject to approval)</i>	2003 / 2004

2	<b>New Route Prioritisation</b>	
	<p><b>The Council in conjunction with the Cycling Strategy forum has prioritised proposed routes bearing in mind policies no.'s 1 – 3. This will be amended through the annual progress report if required.</b></p> <p>During the consultation period 24 No. route suggestions were put forward by members of the public. At the Cycling Strategy Review forum in August 2002 each of these routes was ranked as either 1 (high priority); 2 (medium priority) or 3 (low priority).</p> <p>The District Council will work with the County Council to achieve construction of those routes with the highest priorities. The annual progress reports will indicate how these prioritised routes are influencing cycle route construction and feasibility studies via the County Council. Action Plan No.'s 1 and 3 will be updated and changed accordingly.</p>	
Ref.	<b>Proposed Route Suggestion (<i>Rankings carried out in August 2002</i>)</b>	<b>Ranking</b>
A	Town Centre – Howe Dell Woods & South Hatfield (via Woods Avenue and Travellers Lane) HATFIELD	<b>1.0</b>
B	Westview Link (Comet Way - Wellfield Road) HATFIELD	<b>1.0</b>
C	Mundells – Hydeway & Chequers (Bessemer Road & Brodwater Road & Hydeway for station) WELWYN GARDEN CITY	<b>1.25</b>
D	Knightsfield Link (Lyles Lane – Haldens) WELWYN GARDEN CITY	<b>1.25</b>
E	Panshanger Drive – Mundells (via Black Fan Road to Safeway then into Panshanger Drive upto existing cyclepath to Moors Walk) WELWYN GARDEN CITY	<b>1.25</b>
F	East – West Route: Chequers – Black Fan Road (via Woodhall Lane & Cole Green Lane) WELWYN GARDEN CITY	<b>1.25</b>
G	Town Centre Improvements: Sherrardswood (Great North Way) – Town Centre Gresley Close Link – Town Centre WELWYN GARDEN CITY	<b>1.5</b>
H	Hertford Road – French Horn Lane (via Red Lion P/H, Railway Station) HATFIELD	<b>1.5</b>
J	Town Centre – Howe Dell Woods (via Woods Avenue and link past schools) HATFIELD	<b>1.5</b>

K	Town Centre – Chequers (via Bridge Road East, Heronswood Road & Howlands) WELWYN GARDEN CITY	<b>1.75</b>
L	Gypsy Lane – Cole Green Way (A414 – Holwell Hyde Lane or A4141 to Household Waste Site) HATFIELD	<b>1.75</b>
M	Old Rectory Drive (Great North Way) – Town Centre (via Old Rectory Drive & Link Drive) HATFIELD	<b>1.75</b>
N	Black Fan Road – Town Centre (Bushey Ley, Ridgeway, Knella Workshops, Knella Road, Bridge Road) WELWYN GARDEN CITY	<b>1.75</b>
P	Welham Green – Roehyde Way (via Dellsome Lane, footpath 52, Southway, Bishops Rise, Roehyde Way) HATFIELD	<b>1.75</b>
Q	Mill Green – Stanborough Road (Chequers – Woodhall Farm – Stanborough Lakes) WELWYN GARDEN CITY	<b>2.0</b>
R	Bessemer Road (Digswell Road – A1000) WELWYN GARDEN CITY	<b>2.0</b>
S	Travellers Lane – Bishops Rise (via Northdown Road) HATFIELD	<b>2.0</b>
T	Black Fan Road – Moors Walk (via Hems Lane, Sir Frederick Osborn School, Moors Walk) WELWYN GARDEN CITY	<b>2.38</b>
U	A414 – QEII Hospital (via Gypsy Lane & Ascots Lane) WELWYN GARDEN CITY	<b>2.38</b>
V	Stanborough Lakes – Wheathampstead (A6129, B653) WELWYN GARDEN CITY	<b>2.5</b>
W	Welwyn Village – The Ayots (Great North Way) School Lane, Whitehill, Ayot St Peter Road London Road, Tudor Road, bridleway, Whitehill WELWYN	<b>2.5</b>
X	Sherrardswood (Great North Way) – Monks Walk School (via Roundwood Drive, Sherrardswood, Monks Walk, Knightsfield) WELWYN GARDEN CITY	<b>3.0</b>
Y	Handside Lane – Longcroft Lane (Barleycroft Road, Parkway, Birdcroft Road) WELWYN GARDEN CITY	<b>3.0</b>

<b>3</b>	<b>Route Feasibility Studies</b>	
	<p>The Council will push, support and help to progress feasibility studies of new routes within the district. The routes in question and the relevant timescales are outlined in the Action Plan. This part of the Action Plan will be updated in the annual progress report.</p> <p><u>Welwyn Garden City Town Centre – Knightsfield</u>  To be looked at in 2002 / 2003 is a proposal linking up the existing network between Bessemer Road and Lyles Lane. This missing section only a few hundred yards in length along Knightsfield will provide a safe route to Welwyn Garden City town centre from Panshanger, Haldens and parts of Knightsfield. It is also proposed that the links from the Campus East car park into the town centre will be included in this study.</p> <p><u>Other Prioritised Routes</u>  It is noted that there are other routes given similar or higher rankings than the one proposal being put forward. The Westview link, given a ranking of 1.0 will be considered as and when a timescale is known on the proposed off site routes which will connect into this part of the network. Further discussions will take place with the Cycle Forum as to which proposals to push forward.</p>	
	<b>Route Feasibility Study</b>	<b>Timescale</b>
	Knightsfield – WGC Town Centre via Lyles Lane, Gresley Close & Campus East Car Park	2002 / 2003
	<i>To be confirmed at present</i>	2003 / 2004
<b>4</b>	<b>Cycle Parking Facilities</b>	
	The Council will review current cycle parking facilities in the district and report on those areas which need facilities and those locations which need improvements. The Council will work with local partners to upgrade these facilities accordingly	Review to be carried out in 2003 / 2004  Improvements and enhancements ongoing
	Construction of additional cycle parking facilities outside the main entrance to the Howard Centre in the town square, Welwyn Garden City are considered as a high priority. These facilities will be installed funds permitting.	2003 / 2004

<b>5</b>	<b>Cycle Route Signage</b>	<b>Timescale</b>
	The Council will review current signage on the local network and report on those areas which need improvements. The Council will work with local partners to upgrade these facilities accordingly	Ongoing
	A sign evaluation of the Cole Green Way was carried out in February 2003. The results of this survey have been passed to the County Council. It has been proposed that the relevant improvements be carried out when the extension of the Cole Green Way from Cole Green Lane to the town centre is constructed	2003 / 2004
<b>6</b>	<b>Working with Voluntary Bodies</b>	<b>Timescale</b>
	The Council will work with local voluntary bodies to help maintain the local cycle network	Ongoing
<b><u>7.2 Encouragement: Action Plan No.'s 7 – 14</u></b>		
<b>7</b>	<b>Cycle Route Map</b>	<b>Timescale</b>
	The Council will further promote the Welwyn Hatfield Activity map and seek to maximise the use of this publication.	
	The Transportation department will work with other Council departments to further increase the distribution of the Activity Map to the following: <ul style="list-style-type: none"> <li>• Doctors Surgeries</li> <li>• Cycle Shops</li> <li>• Schools (Primary &amp; Secondary)</li> <li>• New Residential developments (see also Action Plan No. 11)</li> </ul>	2003 / 2004
	The Transportation department will work with other Council departments in updating the Activity Map for a second issue	2003 - 2005
	In conjunction with other Council departments, an on line version of the Activity Map will be made available on the Council web page <a href="http://www.welhat.gov.uk/activitymap">www.welhat.gov.uk/activitymap</a>	November 2002
	In the absence of a cycle route map that covers the County, the Council will investigate the opportunities of producing such a publication with other partners.	2003 / 2004

<b>8</b>	<b>Information Boards</b>	<b>Timescale</b>
	The Council in association with other interested parties will organise the production of local cycling information boards at strategic locations within the district	2003 - 2005
	To coincide with the publication of the new 'Alban Way' leaflet the Council will produce, install and maintain Information boards advertising the existence of the Alban Way and all cycle paths in Hatfield including those on the Business Park.	Spring 2003
<b>9</b>	<b>One Point of Contact – 'Pedal Point'</b>	<b>Timescale</b>
	<p>It is apparent from the consultation period that many people do not know what publications exist in terms of the cycle network in the district. More importantly, they do not know who is responsible for certain sections of the cycle network. For example, the part of the Great North Way which runs through the district is owned and maintained by four different parties. The aim of the 'one point of contact' is to simplify requests for information and the report of faults.</p> <p>The Council set up 'Pedal Point' earlier in the year. This takes the form of a dedicated telephone number and email address for all district wide cycling issues.</p> <p>Although the setting up period is short term, it will be an ongoing task to promote the number and email address through the media and publications.</p>	<p>Set Up February 2003</p> <p>Launch Spring 2003</p> <p>Ongoing task to further promote</p>
<b>10</b>	<b>Council Website</b>	<b>Timescale</b>
	In conjunction with other Council departments, an on line version of the Activity Map will be made available on the Council web page <a href="http://www.welhat.gov.uk/activitymap">www.welhat.gov.uk/activitymap</a>	November 2002
	At present there is little information on the Council website in relation to cycling. It will be an ongoing task to include better information and keep it up to date. The Transportation Unit will work with the IT section to make the necessary changes and improvements.	<p>Ongoing</p> <p>To start 2003 / 2004</p>

11	<b>Travel Packs</b>	<b>Timescale</b>
	The Council in association with other bodies will produce / investigate travel packs for new developments to include publicity on cycle facilities.	
	This idea is being piloted at the Hatfield Aerodrome site. Using monies from the developer the County Council will provide all businesses with a travel pack. These contain specially produced timetables showing bus fare and timetable information for the site. Travel vouchers and a copy of the Activity map were also included.	2002 – 2004
	It is hoped that a similar scheme can be operated at other developments in the future. Providing such materials at the following residential developments will be investigated: <ul style="list-style-type: none"> <li>• Meadow Park, Welwyn Garden City (<i>former Sir John Newsom schl site</i>)</li> <li>• Digswell Gardens, Welwyn</li> <li>• Development off Black Fan Road, Welwyn Garden City</li> </ul>	2003 - 2005
	The distribution of travel packs will also be investigated for new council tenants.	2004 / 2005
12	<b>Working with schools</b>	<b>Timescale</b>
	The Council will support the work carried out through LEARN (Local Educational Access Route Network) in improving cycle facilities and providing cycle training	Ongoing
	The Council will seek other ways in which it can work directly with schools and young people in further promoting cycling	Ongoing
13	<b>Cyclists Safety</b>	
	The Council will actively seek ways to promote safe ways in which to cycle.	Ongoing
14	<b>Promoting cycling at the Council</b>	
	The Council will be adopting its own 'travel plan' to promote other ways of travelling to, from and at work other than the car.  This includes the setting up of a pool bike scheme which will be piloted at the Campus East Offices. Four pool bikes will be available for staff to use during business hours for meetings and site visits. Provision will include safety gear and training if requested	2003 / 2004

### 7.3 Monitoring: Action Plan No.'s 15 – 18

<b>15</b>	<b>Annual Update</b>	<b>Timescale</b>
	The Council will produce an annual update report every April for the duration of the review. This will contain progress made on the action plan with particular reference to the set timescales. Changes to the action plan and policies will be made as necessary.	April 2004, 2005, 2006
<b>16</b>	<b>2<sup>nd</sup> Cycling Strategy Review</b>	<b>Timescale</b>
	<p>The Council will review the cycling strategy for the second time in 2007 / 2008.</p> <p>With the strategy being developed in 1998, reviewed for the first time in 2003 and again in 2008 each review will have a five year lifespan interspersed with annual update reports.</p>	2007 / 2008
<b>17</b>	<b>Cycle Forum</b>	<b>Timescale</b>
	The Council will set up a Cycle Forum	August 2002
	The Cycle Forum will meet on an annual basis at the beginning of each financial year to tie in with the production of the annual reports. The purpose of the forum will be to review progress being made on the strategy and input into the direction it takes	May 2004, 2005, 2006
	The Council will further encourage members to join the forum. It has been noted that many members live in Welwyn Garden City and the north of the district. The Council will therefore particularly promote forum membership to those living in Hatfield and the south of the district.	Ongoing
	<p>During the consultation period it was noted that cyclists were not always consulted on proposals for new facilities.</p> <p>The formation of the forum provides a useful outlet for plans to be commented upon, so cyclists views can be expressed. Sending plans to all members will not be practical, but the forum can perform a constructive consultative role.</p>	<p>Set Up May 2003</p> <p>Consultation Ongoing</p>
<b>18</b>	<b>Target Data</b>	
	A target has yet to be given to the main objective of the strategy in "increasing cycle usage." It is planned that the targets should mirror the figures that will be shown in the Welwyn Garden City and Hatfield Urban Area Plans. These will start to be developed over the next year by the County Council.	Base & target figures to be included in April 2004 APR