

## RESPONSE OF WELWYN HATFIELD CYCLING FORUM

As a member of WelHatCycling I met with other members to discuss the Birchall Garden Suburb Green Corridor draft report prepared by LUC. Our interest is in cycling provision along the corridor, mainly in utility cycling to connect the new developments to Hatfield, WGC and Hertford.

We agreed with the council that option 1 is preferred, largely because it stays away from the noise and pollution generated by traffic on the

A414 and the Burnside waste and recycling facility.

We do have a number of concerns though (which apply to all options):

1. There should be a subway or bridge where the corridor crosses Birchall Lane. A green bridge such as the one built over Mile End Road in London would be ideal as it would provide a crossing for wildlife as well as walkers, cyclists and horses.

<https://czwg.com/projects/community-and-public-use/the-green-bridge/>

2. There are no indicative links towards Black Fan Road, WGC or any extension on to Hatfield. These are needed to make the green corridor function as a useful cycling or walking route.

3. To enable year round commuter/school use some form of lighting would be desirable. We understand that may conflict with wildlife interests but we feel that well designed lighting need not affect the bulk of the green corridor, which would be at least 30 times the width of the cycle route.

4. The route should be usable by box bikes, disabled tricycles, child trailers, tandems etc, which are excluded from many routes by barriers.

5. The surface should be tarmac and a minimum of 3m wide to minimise conflict between cyclists and pedestrians. Parallel segregated paths are another option.

I presented our comments to members of the Hertfordshire Local Access Forum (of which I am Vice Chair) at the recent public meeting. LAF members agreed with the choice of option 1 and there was fairly broad agreement on the other points.

Ian Gregory on behalf of WelHatCycling