

6/2018/2768 Arlington Business Park outline application for site west of De Havilland Village

WelHatCycling object to this plan on the grounds that the development will generate a large increase in traffic on local roads and the outline plans give little information on provision for cycling and walking. This gives the impression the whole development assumes the local road network will simply absorb the extra traffic.

We believe there should be much clearer information on what is planned to encourage active travel. In particular, the links to and from the site to join up with and complete the existing cycle route network in Hatfield to the town centre and rail station. We seek assurances that the whole site will be developed to enable primary school age children to safely cycle to school as would be the norm in the Netherlands. Any properties built should allow for one secure covered bicycle parking space per occupant plus space for visitors.

We list below the cycle routes which should be constructed in advance of the housing, to encourage good habits from the start and to meet County and District plans for active travel. Failure to do so will mean the County and District Council policies outlined in the transport statement will not be met. If these routes were constructed as suggested, we would be happy to withdraw our objection.

1) North end of site:

- a. Coopers Green Lane is a hostile narrow road with no pavement and 70mph traffic. Cyclists using it experience close passes as drivers attempt to pass and stay inside the double white line. This is the view west to where the entrance to the development will be located.



- b. The north entrance roundabout requires an off-road cycle route around it as roundabouts are dangerous places to cycle. This may require light controlled crossings if each house has at least 2 cars and traffic volumes are high through the junctions. We would much prefer a light controlled junction with off road cycle paths.
- c. An off-road cycle route to Hatfield Ave is required to enable access to the cycle routes to Green Lanes School, Tesco, north Hatfield, etc. This may be the most direct route to Hatfield station for residents at that end of the site. Some of the space required for this can be created by removing the unnecessary acceleration lane shown in the picture below. This shows the view east to Hatfield Avenue



- d. The site should make a developer contribution to improving the cycle route across the east side of the Birchwood (A1001) roundabout where speeding traffic exits the roundabout across the path of cyclists.
- e. The site developer should contribute to the missing section of cycle route from Wellfield Road across Hatfield Town Centre to link to the Rail Station via French Horn Lane.
- f. The should also be an off-road cycle route west of the proposed north entrance roundabout to Hammonds Lane to enable residents to access cycle routes via country lanes to Wheathampstead, Harpenden and the National Forest. Coopers Green Lane is far too dangerous for on road cycling on this section.
- g. A turning right pocket and safe cycle crossing will be required at the Hammonds Lane junction.

2) East side

- a. A well surfaced, lit major cycle route should be constructed along the Horsa Gardens – District Centre – Galleria – Town Centre – Station axis. This route exists west of the boundary fence (picture) but is badly constructed at a number of locations noted below.

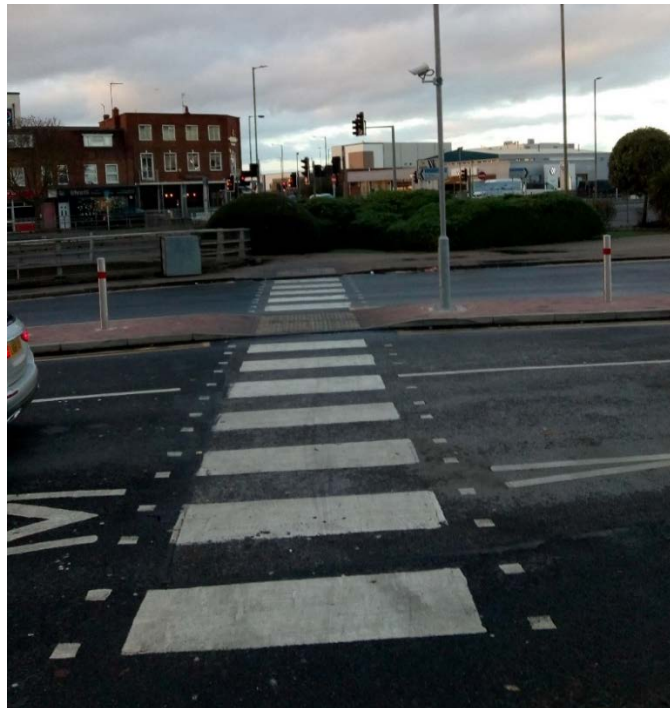


- b. Substantial Section 106 contributions should be made to fund:

- i. Improving the cycle route across the district centre (where cars can park blocking the cycle route).
- ii. Improving access to the A1001 toucan to cross to the Galleria from the District Centre and Tamblin Ave, as you have to ride around three sides of the junction. The obsolete bus station could provide a much more direct route.
- iii. Removal of the obstructive bushes on the east side of the road shown below.



- iv. A Tiger crossing of the Galleria entry road parallel to the zebra



- v. A wider cycle route across the cinema end of the Galleria with clear markings to show which paths can and cannot be cycled. At present the route ends at the cinema entrance and then restarts on Comet Way. The subway is not a nice or safe alternative and should be closed off.



- vi. 20 mph limit on St Albans Road West to link this axis to the Alban Way and the town centre.
- vii. An off-road cycle route avoiding the Lemsford Rd roundabout and the on road cycle path on Queensway linking through off-road to the existing cycle route from the Market Place to Hatfield Station.

3) West side

- a. There should be a cycle route across the park to Jove Gardens and thence Oaklands Lane, a safe crossing of that road linking in to the existing access in to the Oaklands College site.
- b. This would create a safe cycling route to the college from all of Welwyn Hatfield via the new development and then link in to safe cycle routes to Jersey Farm and Marshalswick.

4) South end

- a. The south entrance roundabout is shown as west of the current corner of Albatross road. This may require light controlled crossings if each house has at least 2 cars and traffic volumes are high. We would prefer a light controlled T junction with Albatross Way with off-road cycle paths.
- b. Increased traffic on St Albans Road West should mean the Ellenbrook zebra crossing is upgraded to a Tiger crossing and linked with proper cycle paths on the south side verge to Ellenbrook Lane.
- c. The existing informal cycle path crossing west of the Ellenbrook Lane roundabout should be abandoned as too dangerous and fenced off.
- d. Ideally a Toucan crossing should be provided at this point.
- e. This links to the Alban Way for journeys to St Albans.

- f. The site developers should make a substantial contribution to solar stud lighting of the Alban Way to St Albans to encourage cycling and walking in winter months in this direction.

Adam Edwards
Chair WelHatCycling
8.12.18

Their transport document specifies the following criteria they need to match

12.2.1.2.7 Policy 8: Active Travel – Cycling

The County Council will encourage and promote cycling through:

- *Infrastructure improvements, especially within major urban areas to enable and encourage more cycling;*
- *Implementing measures to increase the priority of cyclists relative to motor vehicles;*
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12.2.1.2.11 Policy 17: Road Safety

The County Council will “*seek to improve safety on the county’s roads by working with Hertfordshire Road Safety Partnership to deliver targeted, effective and appropriate road safety measures.*”

12.2.1.4 Welwyn and Hatfield 2030+ Transport Strategy

The aims for this transport strategy are to:

- *Improve the experience of walking and cycling, providing safe, attractive and convenient routes for residents and visitors.*
- *Connect diverse areas of the town with an ambitious, affordable and innovative public transport strategy.*
- *Break down the east-west town division to improve connections across Hatfield.*
- *Create a well-connected green infrastructure strategy to encourage the use of green spaces and support healthy and active lifestyles.”*
- Some of the main challenges highlighted in this transport strategy are:
- *To tackle the increasing pressure on the road network by emphasising walking and cycling around Hatfield and promote the use of public transport; and*
- *Enable sustainable methods of commuting patterns.*

12.5.3.4 Cycle Facilities

In order to promote cycling the following measures will be implemented:

- *A high quality network of cycle routes will be provided throughout the site;*
- *Arlington Business Parks GP Limited Land to the West of Hatfield Environmental Statement October 2018*
- *The design of the streetscape will encourage low vehicle speeds and provide priority for cyclists;*
- *High quality cycle parking will be provided in accordance with the minimum cycle standards;*
- *All residents and employees will be provided with an Information Pack containing maps of cycle routes in the local area;*
- *The Transport Co-ordinator will raise awareness of the benefits of cycling;*
- *Cycle repair facilities will be provided on site to enable cyclists to undertake maintenance;*
- *A Bicycle User Group (BUG) will be set up by the Transport Co-ordinator to provide suggestions for further improvements to encourage cycle use; and*
- *Showers, lockers and changing facilities will be provided in all employment space.*