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[Redacted]

Sent: 24 September 2013 20:11
To: Planning
Subject: Welwyn Hatfield Council Online Planning - Comment

PLANNING
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Application Number: N6/2013/1938/MA
Name: Adam Edwards
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Comment Type: Object

Comment: I am very dissappointed to read the transport report for this development. As a cyclist who will need to use meetings rooms relocated to this development I see no evidence that the needs of cyclists have been taken into consideration at all, apart from cycle parking.

The council offices are situated on the edge of The Campus gyratory system. This high speed roundabout is completely inhospitable to all but the most experienced cyclists. Unless works are done to remedy this, no council worker, aside from very experienced cyclists will cycle to the new offices. Thus WHBC will fail to increase the numbers of staff cycling.

Solutions: The Campus is surrounded by wide pavements which are eminently suitable to being made dual use for cyclists and pedestrians. A route west from the offices around the north side of The Campus past the college and Campus West should be constructed. This should then be extended along the north side of Bridge Road to join National Route 12 at Handside Lane. A branch path on one of the pavements over the "White Bridge" should be constructed to allow acces from the Sherrardspark Estate. The existing cycle path from Gresley Way, which crosses the College Way car parks, should be signed through to the offices. Finally, a shared use pavement should be provided over Hunter's bridge to link to the Broadwater Road cycle path and routes east to Panshanger and south to Hatfield. It may be necessary to have a short section where cyclists dismount by Waitrose, unless the road can be narrowed to provide adequate space.

Assuming all this work is done, funded by Section 106 payments from WHBC to Hertfordshire County, then not only will cycling to work at WHBC offices become a real practical option for all cyclists, but this will also encourage cycling to the town centre by many more people. This will then reduce the demand for parking spaces, taking pressure off the car parks around the offices.

Unless these cycle routes are provided, WHBC will fail to provide safe routes to work for cyclists and thus fail to encourage cycling. This means it will fail to meet the National Planning Policy Framework, fail to support the county strategy for active travel and reductions in car dependency (Local Transport Plan 3) and fail to support the Welwyn Garden City Urban Transport Plan. This plan therefore fails to meet key national and local policy objectives and the development should be rejected.

I therefore object to this poorly planned project.