

Welwyn Hatfield Local Cycling and Walking Infrastructure Plan Consultation

Overview

The consultation on the Welwyn Hatfield Local Cycling and Walking Infrastructure Plan (LCWIP) was held between July 8th 2022 and August 19th 2022 and consisted of the LCWIP document, a storyboard designating the proposed routings and interventions, and a questionnaire.

The consultation was hosted on the Hertfordshire County Council website and consisted of a designated consultation page with direct links to the document and appendix, storyboard and questionnaire. The communications programme included a press release, social media posts on HCC and Welwyn Hatfield social media accounts, letters of notification to members of County, District and Parish councils, stakeholders and all schools. Promotional posters were also provided for all railway stations in the borough and a number of cycle shops.

A total of 99 people responded to the questionnaire and 77 comments were posted on the story board. We also received 12 e-mail representations from Parish Councils, departments at HCC and other organisations. We also received one mailed response from a Ramblers representative.

44% of respondents said they read just the document, 25% just the storyboard, and 31% considered both the document and the storyboard. 73% of those responding supported the vision of implementing cycling and walking schemes across the Borough.

Some positive comments received included:

- *I am very impressed with the schemes proposed.*
- *Improvements look much needed to promote safe cycling around the area, both for recreational cyclists, children, and also commuters.*
- *I fully support improving and extending the current cycling and pedestrian infrastructure across the Borough*
- *Very pleased to see improvements are being proposed*
- *Really positive news that the choice to walk and cycle is being made easier and safer by improving infrastructure*

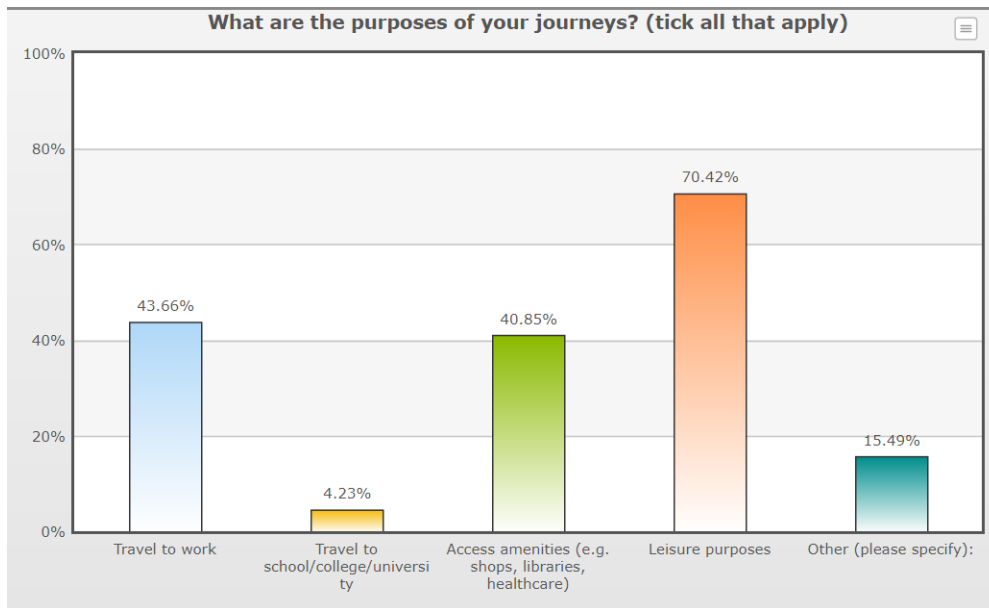
Some negative comments received included:

- *The proposals do not represent an improvement. On the contrary they will reinforce the decline of the town centre*
- *Already wasted enough money on an overly large cycle lane that is hardly used*
- *As a car driver travelling into the town centre daily I have witnessed numerous times when cyclists simply do not use the cycle ways and have also seen them cycle on the road and deliberately holding up the traffic.*

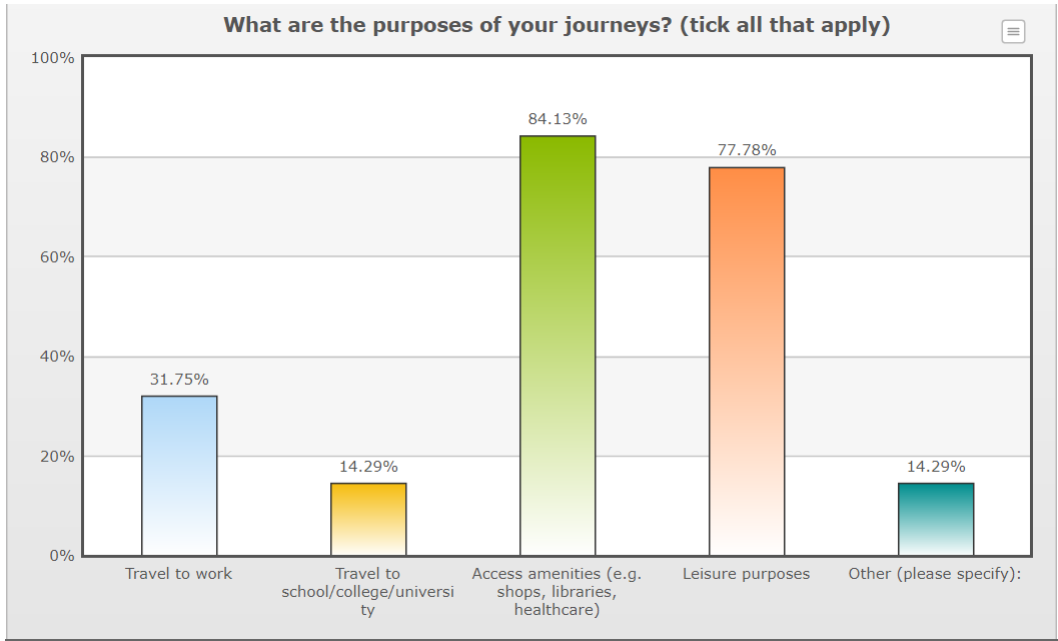
- Reducing road space for cars and closing roads is not going to help the environment you care so deeply about. There will simply be more congestion and more idling engines.

Profile of Respondents

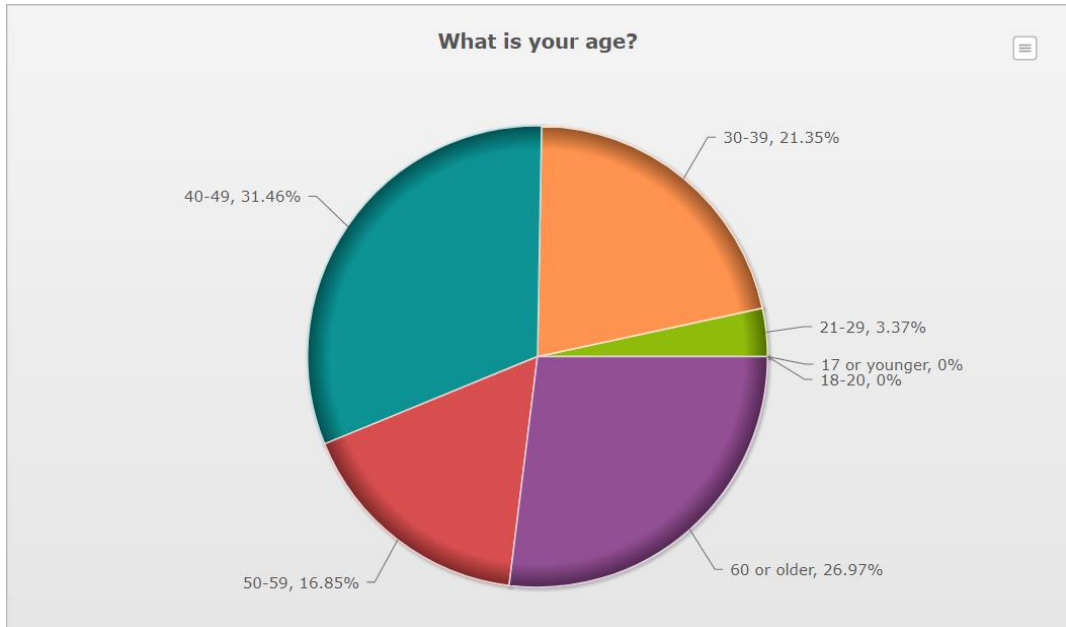
61% of those who responded currently cycle within the Borough, and of these more than 60% cycle once a week or more. Most people are travelling by bike for leisure purposes but travel to work and access to amenities are also popular reasons.



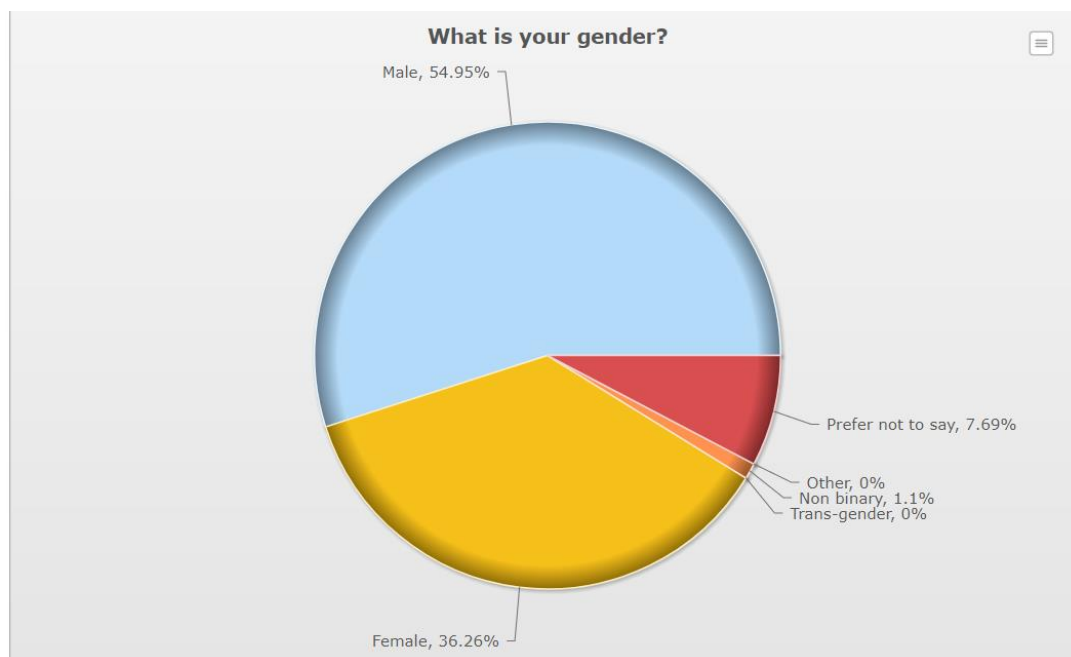
Just short of 70% of respondents stated they regularly walk within the Borough (69%), those that do predominantly walk do so on a daily basis (74% walk more than 4 days a week). The primary reasons for walking are to access amenities and for leisure purposes.



The highest response rate came from the 40-49 age group followed by the 60+ group, and combined these age groups made up nearly 60% of respondents. Those under 30 years of age were difficult to engage with the consultation with fewer than 4% of the total respondents aged between 18 and 29 years of age.



The gender split was fairly even with a 55% male and 36% female split



Comments Received

A large number of comments were received on both the report and the storyboard. While the questions on the report often gave responses covering walking and cycling generally within the Borough, other responses were more geographically specific.

All responses have been collated and analysed. For ease of analysis, they were grouped into headings to capture the general sentiment being expressed, and then assessed as "Green", "Amber" or "Red".

Those comments assessed as "Green" were those which did not require any actions or changes to either the report or to the measures proposed.

Those comments assessed as "Amber" were those where the comment was related to a specific route or location. These have been considered and in some case further action was required either to the report or on the ground (for example where points were made about the maintenance of existing facilities). These comments have been passed to the relevant team(s) at Hertfordshire County Council Highways. Reflection of these points will predominantly be at route validation stage to ensure the views are given due consideration as part of this process.

Those comments assessed as "Red" were those where further consideration and a response was required. These have been collated into the table in the next section which shows the comment and the action taken. It should be noted that not all of these comments led to a change in the report or a specific action, but they have all had a response, and these responses are set out in the table.

Amendments to the LCWIP

As a result of the consultation, a number of minor changes have been made to the LCWIP report and this proposed final document is attached.

#	Survey Question	Comment (or part of)	Amend/delete/no chg to document	notes
1	<p>Q4. Do you have any comments on the assessment and prioritisation of routes set out in the LCWIP document?</p> <p>And</p> <p>Q3. Do you have any comments on the overall proposed improvements across the Borough?</p>	<p>It ignores equestrians.</p> <p>It completely ignores the large number of equestrians that use the green spaces and bridleways etc. we would like to see improvements too for us, not just cyclists and walkers.</p>	Amend	<p>Rights of Way improvement Plan to be included with in Policy section, Pg 20 table updated. Hyper link to the document provided.</p> <p>LCWIP guidance includes one reference to equestrians</p> <p><i>2.19 The needs of equestrians may also need to be borne in mind where they have access; for example, regarding the width of off-carriageway routes, the arrangement of road crossings and differing surfacing standards</i></p> <p>These requirements should be considered at route validation stage.</p>
2		The assumption that walking will only be for short, up to 2km, distances is wrong, a more realistic maximum distance should be established.	No Change	4.3.19 explains the reason behind 2km distance
3		<p>How some of these have been assessed is beyond me, particularly those going over Hunters Bridge with cycle lanes ending abruptly leaving any cyclist in an extremely vulnerable position.</p> <p>Some improvements are good, but if you implement all these you will kill off the town centre for those that are disabled or can't walk or cycle. I don't shop in town anymore now the cycle</p>	No Change	<p>In line with central government policy to increase those travelling by active modes (bike and walking) a number of schemes have been introduced across the County. Bridge Road is an Active Travel Fund (ATF) scheme which includes a segregated cycle way and links up with Town Centre, Stonehills redevelopment.</p> <p>A trial for the scheme included the use of wands on the route and did not provide all the linkages included within the final scheme.</p>

lanes have been introduced on Hunters Bridge as it is chaos especially at Christmas and despite queuing for ages to get through the traffic lights by the Bake House I have only ever seen a handful of cyclists use these lanes

I am very impressed with the schemes proposed. In particular, improving the cycleway at Hunters Bridge is essential. Although improving access and safety for cyclists overall will encourage more people to get out. Pedestrians will be grateful if there's separation between cyclists and walkers.

I've actually never seen a cyclist use the cycle lanes but have seen them still using the pavement. The narrowing of the road has caused unnecessary congestion, holds up emergency vehicles. Do you seriously think people will be doing their weekly shops on bicycles or walking. I'm all for helping the environment but these sorts of projects are just money wasters, especially with the cost of living crisis at the moment. I think maybe there needs to be more thought put in instead of the knee jerk reactions by your green

	<p>teams coming up with silly schemes which really don't have any good impact on either the environment or residents lives</p> <p>Cyclists on Bridge Road still prefer the pavement. What is the point of asking for suggestions when it is a done deal? Bridge Road drivers did not want the single lane. You are just asking for approval.</p>		
4	<p>The total number of points for the "A1000 Link to Old Welwyn" route assessment appears to be incorrect in Appendix H. The total given is 7, whereas the total number of points in the table adds up to 8.</p>	Amend	<p>Wording has been added to the document 8.32 explaining the rounding of scores.</p> <p>The route score for Welwyn Hatfield have been arrived at as sum of the individual infrastructures along the route length. This has led to decimal place and rounding being included within the table. A copy of the table with the decimal places can be provided if requested.</p>
5	<p>Consideration should also be given to personal safety and safety of the current environment when assessing.</p>	Amend	<p>Explanation provided within the document on audit tool. 5.5.2 – cycle audit tool, 6.6.6 – walking audit tool, 9.3.1 maintenance ref safety.</p> <p>Hyperlink to each audit tool provided within the document 5.5.2 and 6.6.6.</p>
6	<p>Secure cycle parking required at schools, stations, Town centre etc.</p>	No Change	<p>Active Travel Team, Schools Team support all schools on the development of their Travel Plans. Provision of infrastructure such as cycle parking will be reviewed as part of project implementation.</p>

7	<p>We would question the fine details regarding the modal filter under the bridge on link drive. Without full details about the type and usage of this filter I would be unable to support the plan. The previous bollards installed were removed due to the response you received</p>	No change	<p>Prior to any route development or infrastructure changes a further public consultation would be conducted.</p>
8	<p>The plan was very academic. However it was lengthy and key points difficult to follow. Can future plans be shorter</p>	No change	<p>A summary of the document will be produced following the adoption of the plan.</p>
9	<p>I would also make an appeal please to make allowances for cargo/shopping bikes and three wheelers in the plans, particularly at crossing points. For example I use my three wheeler shopping bike to go shopping at Waitrose in WGC. The cycle path to WGC from Hatfield is pretty good on the whole and there is now an excellent segregated cycle path up Bridge Road to the town centre. However, once at the top of the hill on the left hand side, it is difficult for me to manoeuvre my three wheeler bike across the road to Waitrose on the other side. The current pedestrian crossing is just that, a pedestrian crossing only, with little room to manoeuvre a three wheeler shopping bike around the safety barriers</p>	No change.	<p>Bridge Road scheme – pass details to project team.</p> <p>In relation to this comment the document and implementation of is to take into consideration all types of bike including the accessibility issues noted.</p>

at the same time trying not to get in the way of pedestrians. Either an enhanced crossing at that point or a separate bike crossing alongside using the same go/no go signals would be very helpful. Perhaps something like this could be incorporated into all pedestrian crossings but particularly those with L Shaped crossings with safety barriers.

Maintenance

Many existing routes need better maintenance and ongoing development...many are quite overgrown and even popular routes such as the heavily used one from the Stanborough Beefeater down to Stanborough Lakes is terribly lit at night and substantially narrowed by foliage.

I would also note that maintenance and cleaning are very important (and one of the reasons that some existing cycleways are, in effect, not as usable as they could be) and I hope that this cost has been taken into account.

As a WGC resident and cyclist of many years standing, I'm all in favour of any proposals that would make cycling safer and easier in the borough, and I've

No change

All comment related to maintenance are noted.

Started discussion with relevant Highways team and how identified issues should be dealt with, any HCC process change required?

	<p>made some specific suggestions under the 'Have your say' option. But I want to make a general observation about how to make cycling a more attractive option. It concerns the ongoing maintenance of the cycling network in the borough, and it's something that has been overlooked for many years. It's particularly a problem right now, namely overhanging trees and hedges around the borough. As trees have been growing all summer there are many places where I cycle regularly where a helmet is necessary to protect the old noggin. As soon as we get some rain these branches will hang even lower, and pedestrians as well cyclists will get slapped in the face. If Herts County Council is serious about encouraging cycling then it needs to invest in resources to proactively keep the cycle network free from obstructions.</p>		
11	<p>For all improvements I think the main priority should be: * consideration of the connectivity of individual sections of footpath or cycleway to each other, *and also making footpaths/cycleways pleasant and safe ways to travel.</p>	No Change	<p>Priorities at the implementation stage of the project will be connections of locations and provision of a comprehensive network.</p>

12		<p>We would have preferred that the major route aspects outlined (viz: those corridors previously-defined in the Growth & Transport Plan: Codicote to Welwyn {B656}; Oaklands to Welwyn (B197); Welwyn By Pass {B197}; A1000 to Station Road {B1000} and Hertford Road {B197}) had been mentioned even if they were prioritised out.</p>	No change	<p>The B197 corridor project is referred to within the document at various points including;</p> <p>Policy Context – 3.2.1</p> <p>Modelling/identification of key corridors – 4.2.7</p> <p>Network planning for Cycling and walking – 5.2.3, 5.6.3, 6.7.3</p> <p>Infrastructure improvements – 7.5.1 & 7.5.3</p> <p>Detail regarding the connection within the corridor are included within the B197 study with some sections already within implementation phase.</p> <p>The A1000 to B1000 Station Road Digswell link has been identified as a secondary route in both the walking and cycling networks.</p>
13	<p>Q5. Are there any areas not included in the LCWIP which you feel need further improvements to support people who walk and cycle?</p>	<p>Maintenance of trees/bushes. I walk quite a lot around Panshanger and I'm forever having to duck or walk on verges to avoid unkempt, overhanging trees and bushes. No one seems to both maintaining them</p>	No change	<p>All comment related to maintenance are noted.</p> <p>Started discussion with relevant Highways team and how identified issues should be dealt with, any HCC process change required?</p>
14		<p>Brookmans Park</p> <ul style="list-style-type: none"> • Would like easier routes for getting across the M25 and between Brookmans park and potters bar <p>Cuffley</p>	No Change	<p>1.1.7 of the document identifies this as the first iteration of the Welwyn Hatfield LCWIP and will concentrates on the more urban area.</p> <p>The Neighbourhood Plan (NP) for Cuffley and Northaw was considered within Policy section of the document,</p>

	<ul style="list-style-type: none"> • Cuffley's pedestrian needs are not fully considered in the Neighbourhood Plan. An independent audit is required • Carbone Hill - Newgate Street to Cuffley • Cuffley's pedestrian needs are not fully considered in the Neighbourhood Plan. An independent audit is required 		<p>several of the Active Travel desires highlighted in the NP are included within the network plans of the LCWIP.</p> <p>The second iteration of the LCWIP will concentrate on the Borough's more rural communities.</p>
15	Would be great to be able to safely get to the Alban Way from South Hatfield without having to go up to the Galleria and back out	No Change	Route over the A1M junction3 is identified as a secondary cycle route within the network plan. Current identified and supported route is via Bishops Rise.
16	A straight-line pedestrian route from the railway station to the shopping parade/ASDA.	No Change	The quickest route from the station to the town centre/Asda is via Cranbourne Road, French Horn Lane and over Queensway. Route is signposted but checks on wayfinding can be cone.
17	We would like you to collaborate with the adjoining councils to ensure the improvements are matched and coherent cycle routes and networks are created. Especially going east into Hertford.	No change	<p>North Hertfordshire Council has also consulted on their LCWIP, St Albans District Council are currently developing their plan and East Herts will be commencing their plan in 2022/23</p> <p>Methodology same across the County for LCWIP development with all plans identifying routes 5KM across the authority Boundary.</p>
18	Cycle tracks e.g. a pump track	No Change	Noted - leisure facility not within the remit of LCWIP

19	<p>Q6. Do you have any general comments on the LCWIP document? Please mention specific page or section in your response.</p>	<p>The total number of points for the "A1000 Link to Old Welwyn" route assessment appears to be incorrect in Appendix H. The total given is 7, whereas the total number of points in the table adds up to 8.</p>	<p>Amended</p>	<p>Wording has been added to the document 8.32 explaining the rounding of scores.</p> <p>The route score for Welwyn Hatfield have been arrived at as sum of the individual infrastructures along the route length. This has led to decimal place and rounding being included within the table. A copy of the table with the decimal places can be provided if requested.</p>
20		<p>The document was not readable for the average resident, and this then appears you are disguising the details from the public who will fail to understand the plan and how it affects them.</p>	<p>No Change</p>	<p>A summary of the document will be produced following the adoption of the plan.</p>
21		<p>See earlier comments. What provision is there for schools to provide secure cycle storage and proficiency training for children on safe cycling and road traffic awareness</p>	<p>No change</p>	<p>Comment passed to Active Travel team</p> <p>Active Travel Team, Schools Team support all schools on the development of their Travel Plans. Provision of infrastructure such as cycle parking will be reviewed as part of project implementation.</p>
22		<p>It is difficult to absorb the main recommendations.</p>	<p>No change</p>	<p>A summary of the document will be produced following the adoption of the plan.</p>
23		<p>Consideration should have been given to extend the plan to cover a wider area.</p>	<p>No change</p>	<p>The development of the plan follows the Department for Transport LCWIP guidance with cycle distance being 8km and walking being 2km therefore plan area covers the borough plus 8km.</p> <p>1.1.7 provides details of the DfT guidance and reasonings for the project area. Each of the local</p>

			authorities with Hertfordshire will be producing a LCWIP which allow for cycle and walking improvements and cross boarder links to be identified.
24	Please can you ensure terms are clearly explained - I daresay many people may not know what a modal filter is!	No change	7.2 of the document provides explanation on all proposed intervention types.
25	All very general without specifics	No Change	The document is a strategy and therefore providing high level proposals for new/upgraded cycle and pedestrian facilities. The document demonstrates how and why the routings have been proposed; further public consultation will be conducted prior to implementation of projects.
26	I think it is overly complicated for a consultation document	No change	A summary of the document will be produced following the adoption of the plan.
27	Document not in a user-friendly format especially maps.	No change	A summary of the document will be produced following the adoption of the plan.
28	I'd question how you audit the outcome of this consultation	No change	The consultation has followed the 'Principles of consultation' laid out in HCC consultation guidance.
29	Q7. If you have any further comments, please use the text box below.	No change	Noted. The consultation has followed the 'Principles of consultation' laid out in HCC consultation guidance. The consultation was for an 6 week period commencing in July prior to school Summer holiday period.

30	When reporting highway faults to HCC, they need to realise that what might be a 'minor' carriageway fault as far as motorists are concerned (and therefore not prioritised for repair) could actually be far more hazardous for those of us on two wheels.	No change	Started discussion with relevant Highways team and how identified issues should be dealt with, any HCC process change required?
31	We welcome dialogue with planners and council; and will be awaiting the fine details to be released prior to any work been undertaken.	No change	All projects will be consulted on further as part of the route development.
32	Report to long	No change	A summary of the document will be produced following the adoption of the plan.
33	Disappointed to see the proposal around the Campus is on-road - most cyclists cycle along the path to avoid the hill! The most dangerous part of my journey to and from work is by far the campus if I cycle on the road - hard to pull out from College Way to head across to town or Brockwood Lane on a bike - view is not always clear and cars drive at speed, then worrying about joining traffic onto the roundabout/one way system from both in front of John	No Change	There will continue to be crossings points around the Campus and cycling permitted across the Campus. Comments received on specific routes will be taken into consideration at validation stage.

	<p>Lewis and the police station. It's about 50 metres of taking my life in my hands and I don't think the proposals make it any better.</p>		
34	<p>Thrilled to see a modal filter proposed outside Applecroft School. Please please make this happen! The road has been used as a rat run for too long and it deters many children and parents from walking and cycling to school, because of safety fears.</p>	<p>No change</p>	<p>A modal filter is not proposed outside Applecroft School however a formal pedestrian crossing is with two further crossings along the road.</p> <p>Rat running has been raised as a concern in the Handside area previously, predominantly along Valley Road. In response to a resident's petition and engagement dragons teeth have been added to the east end of Valley road and a raised table with zebra crossing was implemented by High Oaks Road to support pedestrian accessibility including students walking to Applecroft School.</p> <p>Along with the implementation of the proposed infrastructure a further review of concerns will be taken into consideration.</p>
35	<p>I do not know if they comply with law and rules given by the government. Who checks that these schemes do comply?</p>	<p>No change</p>	<p>The document has been written following Department for Transport LCWIP guidance. Any infrastructure changes will be introduced following a further consultation on the specific design and will comply with latest design standards.</p>

36	When will councils stop overlooking other minorities, which need all the more safe accessible routes to ride on?	No change	Latest design standards encourage use by all types of cycles including recumbent, cargo and disability bikes, and bikes with child trailers or tag along. The segregated nature of cycle routes will allow an increased safety value for younger and nervous people wishing to cycle.
37	I am very surprised that the Team have not pro-actively engaged with Hatfield Town Council, North Mymms Parish Council were included in the development group but not the Councillors directly representing the 30000 residents of Hatfield. Why was that allowed to happen?	No change	One member and one officer from Hatfield Town Council were invited to the first stakeholder workshop, and one member was invited to the second stakeholder workshop.
38	There needs to be greater recognition that restricting modelling to travel to work trips understates need and usage of cycle routes and biases the results towards particular destinations.	No change	Chapter 4, in particular sections 4.2.8, explains the limitations of the Propensity to Travel Tool and Go Dutch methods recommended within the Dft guidance for LCWIPs, for this reason WSP have built an additional tool to ensure other journeys are captured. The tool <i>'has a similar functionality to the PCT but is customisable in terms of the origins, destinations and network that is input.'</i> -4.2.12
39	Various comments about the prioritisation of the routes identified in the document including that scheme are likely to be "gold plated" and thus	No change	Section 8.2 describes how the prioritisation table was developed, this a high-level organisation of all the walking and cycling schemes identified within the plan and others added through stakeholder engagement.

		<p>expensive, and that smaller scale “quick wins” should be worked up.</p>		<p>The scoring has considered several benefits from schemes including the ability to increase walking and cycling trips, supporting new development, supporting access to jobs and any dependency on other schemes and projects. The costs are once again high level based upon general agreed costs per distance or accepted cost for type of stated infrastructure.</p> <p>LTN1-20 is the latest guidance regarding the standard of provision and as such all proposed schemes have been costed at this level; whilst accepting it may not always be possible to have ‘gold plated’ provision due to limitations within the environment this will be identified through further design and consideration of schemes alongside more detailed costs.</p> <p>Collective quick wins will be considered across the district in line with funding availability.</p>
40		<p>I do not support the enthusiasm to convert pretty much every roundabout to a signalised junction at great cost. At lower flows roundabouts work well and pedestrian and cycle facilities can be incorporated.</p>	No Change	<p>In line with LTN1-20 guidance consideration is to be given to roundabout junctions. As noted, roundabouts with low traffic flows do allow for cyclists to integrate with motor traffic however there is the requirement to separate at busier junctions, projected flows will be considered as part of scheme development.</p>