Hatfield Infrastructure Plan

Consider surfacing this right of way to enable cycling, reducing the speed limit here correspondingly. Also investigate scope for extension of this right of way to the north to link up with the Great Stratch lane right of way.

Develop further active travel improvements on Coopers Green Lane as set out in the South Central Growth and Transport Plan.

Improve the accessibility of this right of way through replacing gates with LTN 1/20 compliant bollards

A1(M)

A6129

A bidirectional segregated cycleway could also be added here if a lane of traffic was removed. Implementation this would also require the signalisation of the entrance to Tesco to protect cyclists from collision risks.

Upgrade existing facility on A1000 to be a segregated LTN 1/20 compliant facility.

Add a bidirectional segregated cycle facility on the south side of the A414. This will require the reallocation of one lane of traffic on the A414 to allow for accessibility to the bridge. Elsewhere, it may be possible to keep two lanes of traffic by instead reallocating space from grass verges. The speed limit in these sections should be reduced in accordance with LTN 1/20 guidance.

Redesign junction to be signalised, with dedicated crossings for pedestrians and cyclists, thus removing the current visibility issues and road danger risks.

Recalibrate the transition between the segregated cycleway and the more cohesive, adding a priority crossing for westbound cyclists if possible (visibility requirements may be a constraint)

Review options to connect these routes to the shared use facility.

Hatfield Avenue

Vehicles park on this cycle facility, prevent this through upgrading the infrastructure and/or increased enforcement.

Green Lanes

Comet Way

Review legal status of this path (it is de facto shared use) and remove barriers to create an accessible route for cyclists, with an additional crossing over Great North Road to create a connection to the Ryde and A1000.

Investigate shuttle system (with widened footways and cycle facilities) or replacing bridge entirely as it is a pinch point which prioritises motor traffic at the expense of other users.

The Ryde

Cheviots (A1000)

Henford Rd (A1000)

Cycle facilities in the business park are among the best in the borough.

Adding priority crossings for pedestrians and cyclists at the roundabouts (e.g. zebra/toll crossings) would make them fully LTN 1/20 compliant.

Reallocate space from carriageway and/or verges to convert existing A1001 shared facilities into separate, LTN 1/20 compliant facilities

Widen this access to the Alban Way if possible (although this may require land take)

Alban Way

Localised widening of Alban Way wherever possible, to bring more in line with LTN 1/20 guidance.

Redesign with straight across pedestrian and cycle crossings on all arms (with an all green phase).

Investigate potential for surfacing, improved accessibility and/or rights of way designations for routes in this popular greenspace.

Mosquito Way

Tamblin Way

Facilitate continuation of protected two-way N-S cycle facility on west side of junction. Add at-grade facilities to improve E-W cycle connection. Remove barriers where possible.

Comet Way

Lemsford Rd

Westfield Rd

Improve accessibility at Westfield Road / Alban Way by removing barriers and adressing sharp turns if possible. In the long-term, investigate replacing the bridge with a wider bridge.

Consider lifting the town centre ban on Cycling if a way of segregating both pedestrians and cyclists with minimal risk can be identified. Improve cycle parking facilities (there is currently a lack of secure cycle parking in the centre).

Alban Way

St Albans Road E

Add a contraflow cycle facility to 'The Common' road.

Reallocate roadspace to create a two way N-S cycle track on western side of Comet Way. This will also require a reduction in speed limit.

Cranborn Rd

Hatfield station

Add cycle rail to bridge. In the long term consider options to replace the bridge to improve its accessibility.

Reduce the size of these roundabouts and convert existing shared footways into separate footways and cycle tracks. Review crossing islands against guidance and widen if needed. Provide crossings on missing arms.

Queensway

Cavendish Way

Alban Way

Lighting improvements and improved vegetation management required throughout Alban Way.

In the long-term, there should be a plan for LTN 1/20 compliant cycle route on the A1057, as the Alban Way may not be convenient for all users or suitable for large volumes of cycling. In the short-term, reduce the speed limit and adding modal filters to reduce the number of turning movements should remove some (but not all) critical safety issues.

St Albans Rd W (A1057)

Alban Way

HCC are currently investigating redesigning these three roundabouts, providing at-grade facilities to protect cyclists from vehicles. These junctions are currently dangerous for cyclists. These will likely need new signals and crossings.

Blake Lane

Woods Avenue

A quiet alternative route for cyclists is facilitated by the Alban Way. However, this must be in addition to (not instead of) a segregated route on Queensway.

This roundabout is a major barrier for both pedestrians and cycles. Consider signalising, adding crossings and cycle facilities.

Reallocate roadspace from the eight motor traffic lanes to bring existing cycle facilities in line with LTN 1/20.

Add priority pedestrian and cycle crossings on all arms, signalising if necessary.

Off-road cycle links should be added to connect to the existing toucan crossing.

Reallocate roadspace to create segregated cycle tracks in each direction (this has already begun as part of ATF works but risks remain for cyclists at junctions and bus stops).

This track should be resurfaced to make it suitable for safely cycling.

College Lane

Bishops Rise

The idea behind modal filters on St Albans Road is to reduce the number of conflict points on A1057 between motor traffic and pedal cycles. All residents would still be able to access properties via Poplar Avenue and Ellenbrook Lane.

Remove bollards like the one here on the Alban Way, which prevent non-standard cycles from passing.

Investigate potential to re-open path between Bishops Rise and College Lane as a right of way.

Review scope for allowing cycling on this path via a parallel facility or shared use designation.

Alban Way

Woods Avenue

Consider replacing gate with modal filter (e.g. camera enforced) to open this as a cycle route.

Investigate potential for environmentally sensitive lighting / solar powered uplights on the Alban Way. Also consider localised widening in

Investigate potential for e-introduction of pedestrian links across the A1(M) junction, working with the rights of way team and the university.

Remove the barrier here to make this section of the National Cycle Network fully accessible for all cycles.

Lark Rise

Travellers Lane

Investigate potential for a segregated cycle route on the A1000.

This route was not audited but needs reviewing as there are reports of overgrowth, incorrect signage and conflicts between pedestrians and cyclists.

Bishops Rise

Northdown Road

Remove the barrier here to make this section of the National Cycle Network fully accessible for all cycles.

Review quality of facility here as there are reports of missing tarmac, uneven paths and accessibility issues.

This mid-size junction improvement would include all necessary crossing facilities to allow cyclists and pedestrians to cross Travellers Lane.

Review potential to make Lane End a formal cycle route.

Investigate potential to continue cycle route / right of way further south to connect to Angerland Common and the Park and Ride.

South Way

This right of way (on the MOS) is well-used and would use improvements to surfacing and lighting.

Steps here need replacing with accessible alternative.

Link Bishops Rise Cycle link to the Park and Ride over this junction.

Investigate improvements along the western side of the A1(M) to reduce severance by connecting routes to subways/bridge.

Dellsome Lane

Welham Green station

Dixons Hill Road

Segregated cycle facility in one direction, traffic calming on other side of road.

Investigate potential to reorient Dellsome Lane routes to this bridge and on to Cuffley Hill.

Key

- Minor Junction Improvement
- Medium Junction Improvement
- Large Junction Improvement
- Bridge Improvement
- New / Improved Ped Crossing
- New / Improved Ped + Cycle Crossing
- Modal Filter
- Footway Improvements
- Segregated Cycleway
- Traffic Calming
- Shuttle System
- Quiet Alternative Route
- National Cycle Network
- Existing Shared Footway/Cycleway
- Rights of Way (Legally Cycleable)

Other

- Railway Stations
- Hospital
- Potential Future Development
- WelHat Borough Boundary