

East Herts LCWIP – No Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
6403	Web	Aspenden	Aspenden	Walking	Add a pavement from Aspenden to Westmill - linking the two villages safely for walking (not just across fields)	This rural location lies outside of the scope of the current LCWIP proposals
24455	Web	Aston	Dene Lane	Cycling	Improve surface of Dean Lane across bridge and into Stevenage cycle routes. Sign the route, make improvements to the surface and drainage on the steep section down to the bridge.	As Aston is not a Group 1 village, this proposal currently lies outside the scope of the LCWIP; however, this could be revisited at a later revision to the LCWIP or, potentially, in combination with a review of the Stevenage LCWIP
40010	Event	Benington	General	Cycling	Improved connections from Benington to Stevenage. Resident was pleased to see connection for cycling between Walkern and Stevenage.	The scope the LCWIP is currently primarily limited to the main towns and Group 1 villages in the District Plan, so is unable to consider such a lengthy connection at this time. However, future iterations of the LCWIP may have the provisions to extend the coverage of the plan
24009	Web	Birchall Garden Suburbs	Birchall Lane	Cycling	Traffic lights or a bridge essential here as the A414 is dangerous to cross on the flat with nothing to avoid fast moving vehicles.	While the route is on the secondary network this junction will be addressed as part of future development of the East Herts District Plan strategic site allocation EWEL1. Refer to DM for action in regard to emerging Birchall Garden Suburb scheme proposals
7204	Web	Bishop's Stortford	Hockerill Junction	Walking	I would incorporate changes to Resident Parking Zones to discourage commuting and airport parking across the town as part of this initiative. Hockerill junction is overdue a major redesign. There needs to be proper ped xing + wider pavement + turn restrictions on cars.	Parking is outside of the scope of the LCWIP and would be dealt with by the East Herts Parking team and possibly in coordination with Stansted Airport. The LCWIP is showing a large junction upgrade at this location which would include significant pedestrian improvements
8804	Web	Bishop's Stortford	Town Centre	Cycling	Build off road cycling route as soon as possible to ensure cyclist safety especially in town centre , to make sure cyclist can access all parts of Bishop's Stortford	Support noted and welcomed - timing of schemes will be dependent on a number of factors going forward
15603	Web	Bishop's Stortford	Hillmead Primary School	Walking	We'd like a zebra crossing outside our school as it's becoming increasingly dangerous with children trying to cross when cars are not stopping.	Route is included as a primary route on the walking network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
15604	Web	Bishop's Stortford	Dunmow Road	Cycling	Protected cycleway needed along Dunmow Link to link with cycle crossing provided at new A120/Dunmow Road junction	Route is included as a primary route on the walking network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
15606	Web	Bishop's Stortford	Grange	Cycling	Widen and designate this footpath as cycle path (already lit)	Route is already shown as a secondary route on the cycling network, so no changes necessary

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15611	Web	Bishop's Stortford	Dane Street	Cycling	Support major junction improvement here to link Dane St 2-way cycle route with station. Needed for pedestrian safety too - current situation is so dangerous. Ramp to station from Station Rd?	Route is already shown as a primary route on the cycling network, so no changes necessary
15612	Web	Bishop's Stortford	Southmill Road	Walking/Cycling	Major junction improvements required here to allow safe access for cyclists and pedestrians into Mill complex and Southmill Arts. Scheme contained within current HCC S278 plans for St James' Park	Route is already shown as a primary route on both the walking and cycling networks with S.278 scheme already identified, so no changes necessary
16003	Web	Bishop's Stortford	Michaels Road	Cycling	This road is an important link, particularly when BSTC North Route is completed. The new Lidl has increased potential demand for cycling. Enhanced provision for cyclists required, particularly at Stansted Road junction - confusing even for motorists	Route is already shown as a primary route on the cycling network, so no changes necessary
16004	Web	Bishop's Stortford	Manor Lane	Cycling	Develop this route as cycle route to avoid parallel section of Dunmow Road, with safe access at both ends	Two secondary routes are indicated on the route network as alternatives so user has choice for journeys
16005	Web	Bishop's Stortford	Parsonage Lane	Cycling	Good strategic route, encouraging safe routes to (3) schools. Space available for segregated route.	Limited space for segregation along this route, so no changes proposed
16006	Web	Bishop's Stortford	Stansted Road	Cycling	Large junction improvements required here to allow safe link across Stansted Road for cyclists travelling east-west	Due to the recommendation at this section being for on road cycling and there not being deemed enough space for a shared use path, a crossing for cyclists would not be possible. There are existing controlled crossings for pedestrians.
16007	Web	Bishop's Stortford			Widen and designate footpath as cycle route	The LCWIP shows this as an alternative routing option for cycling. Delivering improvements here would create a cycle path.
16009	Web	Bishop's Stortford	South Street	Walking	Remove left turn from Newtown Rd into South Street	Outside of the scope of the LCWIP, but could be considered by Strategy & Implementation for future consideration
16803	Web	Bishop's Stortford	Whittington Way	Cycling	There is an existing Toucan crossing here - use this rather than junction remodelling to east?	Current proposal could serve different-users, so no changes as a result of this representation
17606	Web	Bishop's Stortford	Michaels Road	Walking	The BSDFA strongly support improvements on Michaels Road that would introduce traffic calming, footway improvements and the installation of a signalled pedestrian crossing	Support noted and welcomed.

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					connecting the Red White & Blue field to the country park.	
17607	Web	Bishop's Stortford	Hazelend Road	Walking	Pedestrians connecting to BS Footpath 064 from St Michaels Hurst are forced onto Hazel End Road. There is adequate space on the west side to create a safe space for walkers if vegetation is cut back. Creating an off road link to Stansted Mountfitchet.	No change due to lying outside of the walking utility distances within the LCWIP criteria. Route is included on the primary cycling network.
17608	Web	Bishop's Stortford	London Road	Walking	We support much needed pavements improvements on London Road.	Support noted and welcomed.
17609	Web	Bishop's Stortford	Hockerill Junction	Walking	Any major junction improvement must incorporate signalled crossing points for pedestrians.	No change as individual schemes will have bespoke solutions as schemes develop depending on their circumstances
17610	Web	Bishop's Stortford	London Road	Cycling	We have concerns about any proposal for a 'shared' path on London Road due to the lack of adequate space to safely accommodate cyclists and walkers.	No change. While it may not be possible to achieve along the whole length, this location is considered to have scope for shared use facilities, with any schemes to be assessed for safety as they progress.
17611	Web	Bishop's Stortford	South Road	Walking	This is a confusing and dangerous junction for pedestrians and walkers. It requires major improvements to make it safe for all users.	Comment noted - the junction is on the primary route network but not a prioritised route so a solution has not yet been proposed. Therefore, any potential upgrade of the junction would need to be assessed at the time that this route is brought forward at a later date.
17612	Web	Bishop's Stortford	St James Way	Walking	St James' Way from the Tesco roundabout to Obrey Way requires the introduction of a lower speed limit and improved crossing points. There are multiple connections across this very busy road between the residential areas and the local countryside.	Crossing major A roads can hinder access to the Rights of Way network so solutions could be sought. However, because the LCWIP prioritises improvements for utility routes (and currently, there are no utility destinations on the western side of the A1184) this route would not fall within the criteria for detailed assessment or auditing.
18005	Web	Bishop's Stortford	Rye Street	Walking	We support footway improvements and additional crossing points on Rye Street.	Support noted and welcomed
18006	Web	Bishop's Stortford	Footway 017	Walking	BS Footpath 017 is a key pedestrian link from Bishop's Park connecting several local schools. The public footpath is well used but is in a poor state and subject to a longstanding unresolved diversion order.	No change to network. Maintenance issue - refer to Fault Reporting
18007	Web	Bishop's Stortford	Hockerill Junction	Walking	The pavements on both sides of Hockerill are in a very poor condition and need improvement.	No change to network. Route is on primary network so if related to infrastructure provision this would be addressed in due course as and when a scheme

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						progresses. Also, for maintenance issue - refer to Fault Reporting
18009	Web	Bishop's Stortford	Obrey Way	Walking	We support the introduction of traffic calming and new crossing points on Obrey Way.	Support noted and welcomed
18010	Web	Bishop's Stortford	Pig Lane	Walking	We strongly support the introduction of traffic calming and improved pedestrian access on Pig Lane. The devil will be in the detail.	Support noted and welcomed. Public consultation on any scheme will be undertaken in due course so that representations can be made at the detailed stage
20003	Web	Bishop's Stortford	South Street	Walking	Pavements beside busy roads eg London road need to be cleared of overgrown vegetation. Controlled pedestrian crossing over south st from mulberry close to the footpath on the other side leading to London rd	No change to network. Route is on primary network so if related to infrastructure provision this would be addressed in due course as and when a scheme progresses. Also, for maintenance issue - refer to Fault Reporting
24412	Web	Bishop's Stortford	Tesco	Cycling	This is suggested as a cycling route from Bishops Park to Stortford Fields (inc. Avanti schools). The current entrances and exits on the suggested route are not suitable for bikes; conflicts with pedestrians and cars will occur without changes.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24413	Web	Bishop's Stortford	Dane Street	Cycling	The proposed shared use path from BS town centre to station goes to the wrong side of the station. The main station entrance and bike storage is on the town / Goods Yard / Dane St side of the station.	The Goods Yard development is separately proposing upgrading the station approach/es and as a strategic development site under current planning consideration it lies outside of the scope of the LCWIP at this time. Any future iteration of the LCWIP would be able to consider this area if necessary
30005	Email	Bishop's Stortford	North Street	Accessibility	I am writing as a wheelchair user in response to the proposed pedestrianisation of North Street at weekends. While I am not opposed in principle to creating safer, car-free spaces for people to enjoy, I do have significant concerns about accessibility for disabled residents and visitors. Currently, there are very few disabled parking bays available on North Street. If car access is removed without providing adequate alternatives, this risks excluding wheelchair users and other disabled members of the community from being able to access the town centre. I would strongly urge the Council to conduct a dedicated consultation or survey	North Street is already a scheme under development which is being progressed separately and therefore lies outside of the scope of the LCWIP. However, comments will be passed on to the SPM for further consideration in this regard.

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					with disabled residents to fully understand the impact this proposal may have. If the aim of this initiative is to make Bishop's Stortford safer and more inclusive, then accessibility must be a central consideration. I encourage the Council to look carefully at: • Ensuring there are sufficient disabled parking bays within close proximity to North Street. • Reviewing kerbs and crossings at the ends of streets and along the pedestrianised area, to make sure they are low enough and properly maintained for wheelchair users and others with mobility needs to cross safely. The intention to improve cycling and walking infrastructure is welcome, but it is essential that these improvements do not come at the cost of excluding the disabled and vulnerable members of our community. Thank you for considering these points. I hope that accessibility and inclusivity will be given priority in any final plans for North Street.	
30019	Email	Bishop's Stortford	Hillmead Primary School	Walking	I have been trying for ages to have a new zebra crossing installed at Hillmead Primary school. As you can see from this chain of emails Alistair Ward-Booth was going to look into this for me but I think he may have stepped down from his role at the council? I have since seen your scheme and wondered if you could help in anyway?	Route is included as a primary route on the walking network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
30025	Email	Bishop's Stortford	Hillmead Primary School	Walking	Thank you for sending through this email, I have completed the attached link I hope it's all ok! I'm not sure if you can see the photos previously taken by Alistair so I have included them in this email again for your reference. The school requests a 'one way system' for	Proposal for one-way route for vehicular traffic lies outside the scope of the LCWIP but will be referred to SPM for consideration

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					anyone dropping off or collecting from school which is to come into the school along the top of the junction and to turn left on the junction when you leave. So any traffic will be coming along the long stretch of road towards the gates if this makes sense? I have attached a map to help to show you what I mean! The first is to show you the flow of the traffic and the second is to show from the highlighted area where we would like the crossing. I hope you can see the need to having a zebra crossing for our school. I look forward to hearing from you soon.	
30057	Email	Bishop's Stortford	Pigs Lane	Walking/Cycling	Uttlesford Strategic Cycle Route B. A rural route connecting Bishops Stortford to Hatfield Forest and Hatfield Broad Oak. This route connects to the 'Pig Lane' route. I note this scores very poorly on the assessment and prioritisation. This route, in association with the UDC route could provide the opportunity for sustainable active travel access to Hatfield Forest and suggest that a project between the relevant LA's and the National Trust could consider future options.	Comments noted but no changes to prioritisation at this point. Review wording in main report to see if connections wording can be strengthened in respect of other authorities
30064	Email	Bishop's Stortford	London Road	Walking	I read with great relief the infrastructure plan for roads around the bishops Stortford high school. For a long time we as local residents have been extremely concerned about the absence of a safe pedestrian crossing on London road between the bypass and the shell garage. For us notably there is no crossing at the end of Whittington way and the light filters favour traffic. This has become even more noticeable since tbshs moved locations and many children cross here each day.	Support noted and welcomed. Crossing points are already proposed on the walking network at Whittington Way junction, and at the junction with Thorley Hill along this route, which should improve safer pedestrian crossing facilities

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					Furthermore introducing traffic calming on London Road would also be a welcome addition. Cars charge along the London road at great speed with no care or attention. We understand there is no timing planned or funds allocated. I can only encourage you to make haste before an incident occurs that makes you reflect why nothing was done sooner.	
30065	Email	Bishop's Stortford	Bishop's Stortford High School	Walking/Cycling	TBSHS has shared proposed improvements with parents today. As a parent of a student at the school I'd like to express my support for these improvements. They are essential with the number of students accessing the school and I'd like to encourage these to be put in place as soon as possible.	Support noted and welcomed
30066	Email	Bishop's Stortford	Obrey Way	Walking/Cycling	As a parent of a child who currently has to cross Obrey Way, I would like to express my strong support for the proposed traffic calming measures and pedestrian/cycle crossing improvements outlined in the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP). At present, crossing these roads can be extremely dangerous for children — particularly during busy school hours. Each day, I worry about my child's safety and the speed of vehicles in the area. The proposed improvements would make a real and immediate difference, not only to our family but to the wider school and local community. Safe routes to school are essential for encouraging more walking and cycling, reducing congestion, and fostering a healthier, more sustainable environment. I sincerely hope these plans are prioritised and implemented as soon as possible.	Support Noted and Welcomed

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					Thank you for your continued work on this important issue and for giving the community the opportunity to support these much-needed changes.	
30067	Email	Bishop's Stortford	Obrey Way	Walking/Cycling	I just wanted to provide my support for the following: East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) includes traffic calming measures and new/improvements to pedestrian and cycle crossings on Obrey Way, Thorley Street (London Road) and Whittington Way. My son cycles 4.5km to the Bishops Stortford High School each day given the busyness of our roads so anything that can be done to make each journey that little bit safer for him and others in our community is fantastic.	Support noted and welcomed
30072	Email	Bishop's Stortford	London Road (to Sawbridgeworth)	Walking/Cycling	• We are surprised by the priority given in Appendix D to the Sawbridgeworth to Bishop's Stortford route, as generated by the MCAT. In terms of achieving modal shift for utility journeys, we contend that the £4.7m estimated cost of this route would be better spent on a wider range of schemes within the towns to promote "micro-journeys" to schools, shops, work, etc.. This suggests to us that the methodology within the MCAT tool is flawed in terms of prioritising schemes that would result in sub-optimal modal shift.	The priority scoring was achieved via a matrix approach applied across the LCWIP area. All costings are indicative at this time and will be refined as schemes progress. For noting, there has been significant support for the Sawbridgeworth to Bishop's Stortford route.
30073	Email	Bishop's Stortford	Outside	Cycling	• We are disappointed by the lack of prioritisation given to schemes to link Stansted, Birchanger and Takeley to Bishop's Stortford. All fall within the functional catchment area of Bishop's Stortford, and are within cycleable distance but with real barriers to connectivity {M11, A120}. Indeed, despite declarations of intent given early in the process little consideration seems to have been given to links across the Herts./Essex	All of the elements referred to are included in the overall network and we continue to work with Uttlesford and Essex CC as their LCWIP develops to ensure that schemes integrate successfully. Due to limited financial resources the LCWIP was unable to audit all routes and the specific routes selected for auditing were focussed around utility usage and expected high levels of patronage going forward. It is hoped that further routes will be progressed to the audit as funding becomes available in due course

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					border despite the Uttlesford LCWIP (Appendix C) showing each of Uttlesford Strategic Cycle Routes A, B and C terminating in Bishop's Stortford. 2. The lack of inclusion of direct, off-road links to Stansted, Birchanger and Takeley is of concern given the nature of the roads that need to be crossed to access Bishop's Stortford from these locations. Specifically, Core Policy 13 within the Uttlesford Local Plan 2021-2041 refers to the ambition to deliver, "strategic cycling infrastructurealong the B1256 between Takeley, Stansted Mountfitchet and Bishop's Stortford". We also note the lack of any improvements for cyclists along Dunmow Road to link to the cycle crossing provided at the remodelled A120/Dunmow Road junction.	
30074	Email	Bishop's Stortford	General	Cycling	Some network benefits can be gained simply by better signposting, which offers low cost potential to encourage cycling (such as the S278 network to be funded from the St.James' Park development). This appears to have been ignored by the LCWIP process.	Wayfinding is an important element of route take up and is included in the report. It will feature as part of the delivery of LCWIP schemes as they are delivered in due course.
30078	Email	Bishop's Stortford	Dane Street / South Road / Southmill Road	Walking/Cycling	4. We are pleased to see the inclusion of infrastructure improvements along Dane Street, but are concerned that 'mixed traffic cycling' and 'traffic calming' is insufficient along this busy and complex route. We contend that a fully-segregated two-way cyclepath is required here, with junction improvements at both the station end (proposed in the report but see below) and at the Causeway end to link into the North Route network (not shown in the report). 6. Some junction schemes appear to lack ambition, and efficacy. To link with the Dane Street point made above, the Dane Street/Station Road junction should be a Large Junction Improvement to provide safe access for cyclists and pedestrians into the	On Dane Street, a contraflow segregated cycle lane is recommended as part of the mixed traffic cycling, as this is a one way street. The LCWIP remains high level at this stage and amendments can be made at future feasibility and implementation stages where further public consultations will take place. The junction on South Road/Southmill Road and Havers Lane is not on the prioritised network but is on the primary walking and cycling networks. Individual infrastructure solutions would be considered in due course if schemes progress at these locations.

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					station area, and the eastern end of Station Road, possibly connecting via the putative 'ramp' proposed within the Goods Yard development. The exclusion of the Havers Lane/South Street/Southmill Road junction is a major omission and should be included as a Large Junction Improvement to promote connectivity for cyclists and pedestrians to the station area from the S/SW of the town via the existing 'white bridge' over the River Stort. Indeed, we understand that this is being planned as part of the S278 funded project.	
30079	Email	Bishop's Stortford	Various	Cycling	5. Long stretches of Stansted Road and London Road are subject to proposals for 'traffic calming'. We assume that this would involve 20mph speed limits and 'speed bumps'. We approve of these developments in principle, as slower traffic reduces the risk of accidents and injury, and can create a perception of cycling being safer. We are concerned however that on such major and busy traffic arteries these installations could serve to antagonise (further) motorists and thus exacerbate potential conflict situations. Expenditure on such lengthy stretches could also preclude more effective schemes elsewhere. Alternative routes to some of these stretches are feasible, such as using St. James Way/Beaumont Way (with infrastructure already installed along the latter) rather than Thorley Street.	Traffic calming can be delivered in multiple different ways depending on location. The LCWIP is high level at this stage and details would be confirmed when implemented in due course. The LCWIP will deliver a choice of routes in the locations detailed, which are all on the primary cycling route network.
30080	Email	Bishop's Stortford	Parsonage Lane	Cycling	7. We support an active travel route along Parsonage Lane, where space is available and there are several schools. However, given heavy pedestrian traffic a shared use path as proposed is likely to be inadequate for both cyclists and pedestrians. Junction improvements at the Stansted Road end would also be required to link with the path into Grange Paddocks.	Shared use path has been recommended at this location due to being the most feasible option for the full length of the route. If at feasibility or detailed design stage, options for segregation were feasible and the funding allowed, alternative options could be considered.

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30081	Email	Bishop's Stortford	Bypass	Cycling	• Bishop's Stortford is encircled by increasingly busy roads which are making safe movement from the town to the surrounding countryside hazardous. These routes are very popular with local residents but the lack of traffic calming measures and safe crossing points makes movement difficult. Despite raising this issue on several occasions we are disappointed that it has not been reflected in the draft proposals.	The LCWIP is predominantly a document to bring improvements to utility trips. Due to project financial constraints, cross boundary options over 5km in length were only able to be considered if they would bring substantial utility benefits.
30082	Email	Bishop's Stortford	General	Cycling	• We welcome the proposals to significantly increase the number of new / improved pedestrian (and cyclist) crossing on several of our busier roads. Together with traffic calming and pavement improvements this should have a very positive effect on walking. We look forward to reviewing the detailed plans in due course.	Support noted and welcomed
30083	Email	Bishop's Stortford	Dunmow Road / Rye Street / Hadham Road	Walking	• We welcome the focus within the town for improving pedestrian footpaths along the main thoroughfares, including Dunmow Road, Rye Street and Hadham Road. However, we are concerned that several routes have been identified for shared-use paths. The BSDFA has strong reservations regarding shared spaces in busy urban areas as they have the potential to create conflict between pedestrians and cyclists.	Comments noted around shared use; however, the LCWIP is high level at this stage and any future scheme would need to pass safety audit considerations and meet LTN1/20 criteria before they would be implemented.
30084	Email	Bishop's Stortford	Various	Walking	• We understand that there is an emphasis on improving routes with 'the greatest potential demand' but this has overly focussed on those routes connecting to the town centre. This has been to the detriment of other routes connecting key destinations (schools, shops and leisure facilities) in the suburban neighbourhoods. An example, is the omission of the cycling and walking infrastructure linking St James' Park, Thorley Park, St Michaels Mead, Bishop's Gate through to Bishop's Park.	The scope of the LCWIP was to identify improvements to the existing network, utilising new infrastructure where appropriate. The sites listed in the representation form parts of new developments, which have recently been delivered through planning provisions or have delivered active travel infrastructure within their boundaries. As such, these developments do not form part of the LCWIP proposals.

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30086	Email	Bishop's Stortford	Hazeland Road	Walking	We would have welcomed some evidence of cross county border initiatives with Uttlesford District Council to improve safe walking routes to Stansted Mountfitchet. We have previously identified some low cost improvements on Hazel End Road that would provide a potential link. We hope you can give them your consideration.	The LCWIP has engaged Essex County Council as part of its process and discussions around cross boundary locations have taken place, as their LCWIP is also progressing. In respect of this location, the East Herts LCWIP extends to near the boundary but does not cover Essex due to length of route to Stansted Mountfitchet being unfeasible for utility routes for walking and the majority of the route lying outside of the district and resources not allowing for development of such routes where significant infrastructure would need to be put in place
30090	Email	Bishop's Stortford	BS71	Walking	o Footpath BS 71 from Parsonage Lane to the A120 by-pass, although part of the route on the cycling map follows the nearby footpath BS 48 alongside Birchwood School site and then BS 71 across Birchanger Wood	Although suitable for cycling, this route would not serve utility purposes under LCWIP criteria for walking so addition not supported
30093	Email	Bishop's Stortford	Flitch Way	Cycling	Cycling As a non-cyclist I will defer to those who are, but I am pleased to see that the route from Haymeads Lane towards the Flitch Way has been included as far as the M11. Although it follows a slightly different route from the existing rights of way I appreciate any route would be subject to discussion with the landowner.	Comments noted and welcomed
30122	Email	Bishop's Stortford	Bishop's Stortford South Area (Obrey Way/ Whittington Way/ Thorley Lane East/ Friedburg Avenue, Villiers-sur-Marne Avenue)	Cycling	3. Provide a combined cycle and pedestrian crossing on Obrey Way 4. Provide a continuation of the Whittington Way pedestrian / cycle path to Thorley Lane East 5. Improve cycle connection between Friedburg Avenue, Villiers-sur-Marne Avenue and Obrey Way, Thorley Lane East and Whittington Way.	All locations sought already feature on either primary or secondary networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30124	Email	Bishop's Stortford	Davey Road / Stephenson Drive / Bishop's Stortford North/ ROW Bish 001	Walking/Cycling	7. Create a direct pedestrian and cycle connection from the southern end of Davey Road to the northern end of Stephenson Drive in the Stortford Fields development. The existing arrangement is hugely detrimental to	As this is a strategic site within an overall development scheme under construction at the outset of the project and with active travel planned via S.278 and S.106 works, it lies outside of the scope of the LCWIP

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					local pedestrian, cyclist, and wheelchair movement by requiring users to make a very disproportionately long and inconvenient detour. 10. Upgrade the footpath between Thurgood Avenue and Dane O'Coys Road to be suitable for cycle use.	
30128	Email	Bishop's Stortford	Michael's Road	Walking	13. Provide pedestrian crossing on Michaels Road to access Bat Willow Hurst Park	Location is on the prioritised network and is identified for a new/improved crossing point. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30129	Email	Bishop's Stortford	South Road / Havers Lane	Walking and Cycling	15. Provide pedestrian and cycle crossing on South Road to improve access to 'the white bridge' and the railway station. 8. reconfigure the Havers Lane / South Road junction to facilitate pedestrian access cycle access to the white bridge and goods yard	The South Road/Southmill Road/Havers Lane locations are not on the prioritised network but are on the primary walking and cycling networks. Individual infrastructure solutions would be considered in due course if schemes progress at these locations.
30130	Email	Bishop's Stortford	Hockerill Junction	Walking	16. Provide controlled pedestrian crossing on all arms of the Hockerill Street/Stansted Road/Dunmow Road/London Road junction.	This area is identified as a major junction improvement on the prioritised walking networks and also features on the prioritised cycling network. Individual infrastructure solutions would be considered in due course as schemes progress at this location.
30132	Email	Bishop's Stortford	Station Road / Dane Street	Cycling	18. Provide contraflow cycling on Station Road between River Stort and Dane Street 19. Provide for 2-way cycling on Dane Street 20. Reconfigure the junction of Dane Street with the Station Road ramp over the railway line 21. reconfigure the Station Road/Dane Street/Sextons Road junction to create much more deflection for traffic travelling from Dane Street to Station Road	On Dane Street, a contraflow segregated cycle lane is recommended as part of the mixed traffic cycling, as this is a one way street. The LCWIP remains high level at this stage and amendments can be made at future feasibility and implementation stages where further public consultations will take place.
30133	Email	Bishop's Stortford	Link Road / Hockerill Street / The Causeway/ Adderley Road	Walking/Cycling	23. Provide controlled pedestrian and cycle crossing on The Causeway between Adderly Road and Hockerill Street 24. Provide improved crossing on Hockerill Street by its junction with the Causeway.	This stretch of locations is already included on the primary walking and cycling networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30134	Email	Bishop's Stortford	Jackson Square	Cycling	9. Suggest investigate a providing a link from The Causeway to Riverside and South Road	The suggestion would involve the use of a busy town centre car park which could lead to conflict between

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					via the ground floor of the Jackson Square car park by providing a right turn cycle facility into the car park from The Causeway. This will also improve cycle access to the cycle parking in the Jackson Square car park.	pedestrians, cyclists and motorists without clear indication of gain given the current entrance and exit routes without using Jackson Square lobby area to travelers, which in itself would not be supported for similar reasons
30135	Email	Bishop's Stortford	Bridge Street	Cycling	26. Reduce carriageway width on entire length of Bridge Street	The route is on the primary network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30136	Email	Bishop's Stortford	Town Centre	Walking/Cycling	27. Introduce measures to substantially reduce volume of through traffic in Bishop's Stortford town centre. 3. reduce the volume of motor traffic using South Street and Potter Street by reducing their use by through traffic.	A main purpose of the LCWIP is to make active travel options more attractive so that they become a first choice. While the LCWIP will not of itself look specifically at reducing traffic volumes, it is an aspiration that modal shift will lead to a reduction in motorised transport
30138	Email	Bishop's Stortford	Essex	Walking/Cycling	29. Improve cycle access between Bishops Stortford and nearby towns, villages, Stansted Airport and Hatfield Forest.	The LCWIP has been devised in consideration of plans (either adopted or emerging) of all bordering authorities, including those in Essex. The Councils will continue to work jointly to bring forward synchronised schemes where appropriate.
30140	Email	Bishop's Stortford	General	Cycling	33. Avoid placing street furniture in pedestrian and cycle routes where possible.	The LCWIP is intended to improve, rather than impede conditions for walking, wheeling and cycling. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case with all schemes needing to meet design standards in place at the time of being brought forward.
30143	Email	Bishop's Stortford	Bishop's Stortford South	Cycling	7. improve cycle provision on the Bishops Stortford South site and its connectivity by cycle to key origins and destinations beyond it.	As this is a strategic site within an overall development scheme under construction at the outset of the project and with active travel planned via S.278 and S.106 works, it lies outside of the scope of the LCWIP. However, while internal routes are not being addressed, connectivity to the wider network is included in some of the LCWIP proposals
30144	Email	Bishop's Stortford	Pig Lane / London Road	Walking/Cycling	b. Pig Lane from London Road to Hallingbury Road c. Michaels Road j. continuous cycle route between Bishop's Stortford and Sawbridgeworth	All locations mentioned are already included on the prioritised network for both walking and cycling
30145	Email	Bishop's Stortford	Rye Street/ Stansted Road /	Cycling	d. Rye Steet to Stansted Road via Cannons Mill Lane	All locations mentioned are already included on the primary network for both walking and cycling

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
			Cannon Mill Lane / Adderley Road / Station Road / Newtown Road / Dane Street / Sexton Road / the Causeway / Whittington Way / Thorley Lane		e. contraflow and with flow cycle routes on Adderley Road f. contraflow cycle route on Station Road from Newtown Road to Dane Street g. contraflow cycle facility on Dane Street from Sextons Road to The Causeway i. cycle connection between Whittington Way and Thorley Lane k. continuous cycle route between Bishop's Stortford and Stansted Mountfitchet l. Continuous cycle route between Stortford Fields and the Tesco superstore. m. Continuous cycle route from Stortford Fields across the bypass and onward to the old A120 towards Little Hadham and Bury Green.	
30146	Email	Bishop's Stortford	Bypass	Walking/Cycling	n. controlled at grade pedestrian and cycle crossings across the bypass on key desire lines to surrounding countryside and villages	The LCWIP has developed a network that includes connecting to the Bishop's Stortford Bypass, primarily at locations where there is a utility purpose. If there is purely a leisure purpose, then that would be something that could be considered in future reviews or iterations of the LCWIP.
40020	Event	Bishop's Stortford	Dane Street	Cycling	Ramp to Dane Street - Make better for cycling	Route is included as a primary route on the cycling network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
40021	Event	Bishop's Stortford	Villier-sur-Marne	Cycling	Villier Sur Marne Bus Gate - allow useage for bikes	Route is included as a primary route on the cycling network. LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
6403	Web	Buntingford	Hare Street Road	Walking	Linking the two footpaths - safely across the road - joining the two sides - a raised zebra crossing	The LCWIP secondary network extends close to this location but is not a utility primary route so no action proposed
7603	Web	Buntingford	Wyddial	Walking	pavement from Buntingford to Wydial - linking up footpaths, safer to walk with children & dogs between this village into town.	Distances are considered too far for the scope of the LCWIP for walking - but consideration could be taken if a rural connectivity review of the LCWIP were to be undertaken in the future.
7604	Web	Buntingford	Hare Street Road	Walking	To walk safely with dogs & children on a pavement from Buntingford to Hare Street	This rural location lies outside of the scope of the current LCWIP proposals

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
8003	Web	Buntingford	A10 - Buntingford to Puckeridge	Cycling	This is a great idea, people already cycle down the footpath here, but historically its overgrown, very close to fast moving traffic and can be quite dangerous with close passes. This would be a great improvement.	Support noted and welcomed
8004	Web	Buntingford	Paddock Road	Walking	I live on this street, there is an problem with people speeding down a high traffic road with lots of children. Parking for residents is an issue but maybe something like chicane parking might slow traffic without reducing parking spaces.	This street is on the secondary walking network. Any scheme that were to come forward would consider all appropriate infrastructure options.
19603	Web	Buntingford	Aspenden Road	Walking/Cycling	Aspenden Rd, Buntingford. You have this as a walking and cycling route. It's too dangerous! The path is too narrow, lorries/cars regularly mount the pavement. Cycling from Aspenden to Westmill is lethal as theres so many holes in road and its narrow.	No change to network. Evidence to show people currently walk and cycle this route and included on the secondary network in case of future opportunities
23211	Web	Buntingford	London Road	Walking/ Cycling	In Buntingford it will cause more harm than good reducing the parking in the town when the cycling routes dont link with anywhere. - We need to keep the parking on the roads if the pavements are widened the parking will go. Make is 20mph instead and then it will be safer and easier to walk	No change to network map. The LCWIP does not suggest specifics for schemes, this is done at design stages further on in the process if schemes are brought forward for development
30004	Email	Buntingford	Baldock Road	Walking/Cycling	Firstly, I wanted to thank team members for coming to Buntingford on Monday for the LCWIP engagement session. It was a really worthwhile session with some interesting contributions by members of the public. Some really good points were raised around safety issues with existing schemes - driver behaviour at junctions on the cycle path on London Road, and the proposed plans in the LCWIP with a need for joined up schemes, and a much wider approach to 20mph implementation. I had an interesting conversation about weight limits and HGV access (I think with Nicola). I mentioned that I have a Telraam device collecting data on traffic going past my house	While recognising the effects on propensity to cycle that HCVs may have, weight limit restrictions lie outside the scope of the LCWIP. Therefore, no changes proposed, but will refer on to SPM, Policy and DM Teams and HLB.

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					on Baldock Road. The main concern is speeding and traffic volume but it has also highlighted the large number of lorries routinely travelling through Buntingford every day (between 500 and 900). I wonder if there is anything that can be done to highlight this issue and address concerns in the context of the LCWIP and safety concerns for pedestrians and cyclists. The data I have collected shows very small numbers of pedestrians and two wheelers (I suspect mainly motorbikes rather than pedal cycles) using Baldock Road which is no surprise considering the level of speeding, traffic volume and number of HGVs using this road. It is a real concern as this is one of the main pedestrian routes into the town centre and is not being used because of safety issues. I don't feel that these issues are necessarily going to be addressed in the development of the LCWIP but are of serious concern to local residents both from a road safety perspective, but also from a liveability one with noise and air pollution being of serious concern. I have raised these issues many times over the last 5 years or so but feel that concerns have not been taken seriously. I also mentioned that I had been helping Cottered Parish Council address concerns that the 7.5T weight limit that was finally introduced along the A507 last year. Residents didn't expect 100% compliance, but the situation is that it is still being ignored by a considerable number of drivers - night time traffic being a particular concern. I have been trying to find out on behalf of residents and the parish council if there are any measures that could be put in place to help with the situation. There are a lot of road safety issues in the village to do with traffic volume, speeding and	

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					HGVs. Local police have stated that they do not have the resources to enforce the weight limit and also have issues around finding safe places to monitor traffic. In conversations with the neighbourhood policing team, they have mentioned that local highways authorities have powers to enforce weight limits under Part 6 of the Traffic Management Act - section d moving vehicle contraventions. I have been trying to find out more details on this - including through the local county councillor Terry Smith but have not had any success so far. I know Nicola mentioned that she had been working on a project to do with a weight limit (in Welwyn/Hatfield I think) and mentioned other measures that can be taken - to do with no through routes I think. I wondered if this could be implemented in Cottered and whether there is anything that can be done to look at issues in Buntingford?	
30041	Email	Buntingford	Ermine Street	Cycling	Buntingford Phase C Just to the north of Buntingford there is the A10 junction between Ermine Street (old A10) and Sandon Lane, which goes towards the villages of Mill End and Sandon. Crossing over the A10 at this point is dangerous for the many cyclists that use this route. First of all there is fast moving traffic and secondly there is no protection for turning right off of the A10. I would like to suggest that proper traffic islands are installed at this point, instead of relying on the existing painted road markings. Alternatively, directly opposite Sandon Lane there is an abandoned section of Sandon Lane which was cut off when the new A10 (Buntingford bypass) was constructed. If this was reopened as a cycle lane it would enable	As villages concerned are not Group 1 villages and lie outside with no key services to access and no current inclusion in the North Herts LCWIP this route would not meet the criteria for inclusion in this LCWIP. However, Ermine Street is included as a secondary route on the cycling network so would be investigated for improvements when any scheme is brought forward in due course

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					cyclists to get straight across the A10 without the need to do the present left and right manoeuvre with its inherent danger.	
40004	Event	Buntingford	Town Centre	General	Support for new pedestrian crossing Baldock Street/High Street	Support noted and welcomed
40005	Event	Buntingford	Town Centre	General	Dislike of cycling scheme being continued as per public consultation for Buntingford Phase 2 scheme in 2024	Buntingford Phase 2 scheme is still under development and will be significantly changed from the last iteration taken to public consultation. A new public consultation is anticipated to take place in the Spring
40006	Event	Buntingford	Town Centre	General	During construction of Buntingford Phase 2 scheme it is important that the market stays open	Buntingford Phase 2 scheme lies outside of the LCWIP; however, it is understood that arrangements to facilitate the continued market operations will be put in place
40007	Event	Buntingford	A10	General	Think the connection with Puckeridge would be beneficial and would complement phase 1.	Support noted and welcomed
40008	Event	Buntingford	London Road	Walking	Support for widening of footway on east side of High Street	Support noted and welcomed
40009	Event	Buntingford	London Road	Walking	Think that there is too much traffic, especially during school drop off time, and would like to see less cars.	A main purpose of the LCWIP is to make active travel options more attractive so that they become a first choice. While the LCWIP will not of itself look specifically at reducing traffic volumes, it is an aspiration that modal shift will lead to a reduction in private motorised transport
22405	Web	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404
22406	Web	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404
22805	Web	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404	Duplicate from 22404
23603	Web	Duplicate from 23203	Duplicate from 23203	Duplicate from 23203	Duplicate from 23203	Duplicate from 23203
22803	Web	Furneux Pelham	Unknown	Walking/Cycling	Id like to be able to walk to the school without getting run over or having to jump up the bank with loads of stingers. Id like to bike but furneux pelham pot holes are stupid	Furneux Pelham currently lies outside of the scope of the LCWIP for specific route designation, as resources have been restricted to main settlements and group 1 villages. Future iterations of the LCWIP will hopefully allow for more rural coverage in due course
30021	Email	General	Cross Boundary	General	I fully support any improvements or additions that are added to the highway network that	Support for matters stated noted and welcomed.

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					benefit people who choose to walk or cycle. There needs to be a joined-up approach that links to neighbouring local authorities. Journeys do not stop/start at the boundaries of the borough.	The LCWIP has been devised in consideration of plans (either adopted or emerging) of all bordering authorities, including those in Essex. The Councils will continue to work jointly to bring forward synchronised schemes where appropriate.
30043	Email	General	General	Equestrian	Can I ask please why equestrianism is not included within LCWIP? Horse riding, leading, long reining? Carriage driving included within 'wheeling'? Is it not time to include equines for balanced inclusivity for all?	LCWIPs are formulated on the basis of Government guidance aimed at walking, wheeling and cycling. Equestrianism lies outside the scope of the LCWIP
30051	Email	General	Various	Walking/Cycling	Within East Herts the Trust own and manage the River Lee Navigation and the River Stort navigation and these waterway corridors are multi-functional assets that straddle and cross administrative boundaries. The towpaths along these waterways are important traffic free routes for walking /cycling for both leisure and utility walkers and represent a multifunctional asset, providing linkages to local facilities, recreational opportunities, and a safe, convenient, and attractive walking and cycling network to promote health and well-being, consistent with the aims of the NPPF. The towpaths would provide a direct traffic-free route not only through some of the key priority areas but between them as well, connecting key destinations and facilities. The towpaths are already a popular choice for walking and cycling and provide an ideal linear blue-green route for inclusion in the LCWIP network as a route for both cycling and walking. It is noted that these are identified as for amendment but not priority delivery, though we value the councils' ongoing support to enable these other mainly rural connecting routes to become more accessible. We also welcome the number of routes proposed for improvement that connect to the various towpath routes, helping to build a legible network of routes that encourage people to	Comments Noted

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					access the highly valuable rural routes that can deliver significant health and wellbeing benefits to residents and visitors.	
30071	Email	General	General	Walking/Cycling	• We have again been disappointed by the lack of local engagement by the consultants with local interest groups, whose members hold a lot of knowledge and experience that could have informed route assessments, planning and the resultant proposals; • As one of the early 'stakeholders' we were hopeful of much more involvement in the development of the LCWIP through sharing our knowledge of the local walking network. Although we have met the LCWIP team on several occasions much of the work appears to have undertaken by 'consultants' with whom we have had no direct contact. We feel that this has been a missed opportunity.	The process involved external consultants supporting the project but was informed by comments made by the group throughout. It was not possible to involve interest groups or individuals during the on-site audits as this would have become unmanageable across the district and could mean that settlements were assessed inconsistently.
5208	Web	Hertford	Tamworth Road	Cycling	This route is supposed to be a cycle route already but the surfacing on the road is extremely poor and hazardous to anyone on two wheels	This is a maintenance issue and will be referred to the relevant department
5605	Web	Hertford	Tamworth Road	Cycling	The pavements here were resurfaced about 2 years ago but really poorly leaving trip hazards and vegetation growing through the pavements. The parking is nose to tail and makes it difficult to cross but Ware Rd is too polluted to be the main walking route	This is a maintenance issue and will be referred to the relevant department
12803	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	I have lived in Hertford for 4 years and love the area but am concerned that cars on the A414 are too loud and drive too fast in my area near sele making walking dangerous. - Strongly support action here. The A414 being 70mph here is bad for safety for driver, walkers. The noise travels for miles and bad for the environment.	No change to mapping. Comment is supportive of what is being shown on the priority routes
17605	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	have already commented on lack of safe crossing of 414, path approaching crossing is too narrow for shared pedestrian/cyclist use signage should ask cyclists to dismount	No change to mapping. Measures such as signage are not decided in the LCWIP, which is at a high level, but at a later stage if detailed schemes were to come forward.

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18003	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	There does not appear to be any safe way to cross the A414 to go from the North side to the South side to walk/cycle from Hertford to Hertingfordbury there should be a light control crossing and/or a footpath on the south side of the 414,	No change - comments supportive of junction improvements at this location.
23204	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	I strongly support the installation of a Dutch style roundabout at this location to improve safe crossing of the A414 and improve connectivity for cyclists from Thieves Land to Hertingfordbury and the Cole Green Way	No change - Comment supportive of junction improvement at this location. The type of junction improvement would be decided when a scheme came forward and according to what is feasible.
23605	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Supportive of improvements in Sele, especially improved crossing points from the Blackmore estate, also improved footpath in Hertingfordbury. - this junction is particularly challenging for pedestrians, so I strongly support improvements that would slow traffic and create a safer pedestrian crossing as well as safer cycle crossing.	No change - comment is supportive of the interventions shown in the priority routes.
24449	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	A dutch-style roundabout here is supported	No change - Comment supportive of junction improvement at this location. The type of junction improvement would be decided when a scheme came forward and according to what is feasible.
24814	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	The Hertford & District Cycling Group has met regularly with Hertford and Ware Town Councils and HCC officials over the past 2-3 years to contribute to the LCWIP - There needs to be a safe crossing for pedestrians and cyclists from Thieves Lane to Hertingfordbury - a pelican crossing, bridge or tunnel	No change - comment is supportive of the interventions shown in the priority routes.
25203	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	There is a real need for a safe crossing to the east of this junction from the cycle route through Hertingfordbury to Panshanger Park to connect the Cole Green Way to the Park	No change - comment is supportive of the interventions shown in the priority routes.
25205	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Currently there is no safe place to cross here	No change - comment is supportive of the interventions shown in the priority routes.
23212	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	The overall plan is good, I'm just worried about prioritisation. Many of the crossings around Hertford Sele are desperately needed for walking safety and I worry may be delayed	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential

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					if bundled with larger schemes. The should be done first and independently.. - I support that changes are proposed here, but would like to stress how vital it is that this junction is sorted ASAP. There are currently no crossings and it is a huge safety risk to children attending the primary and secondary schools.	
24403	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	Extensive plans around Hertford, particularly Sele. - Crossings required on Theives lane roundabout. Walkers are cutting across due to lack of crossings.	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
24456	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	This area is in serious need of improvements for pedestrians. This estate has no safe pedestrian crossings for residents to reach local schools and shops.	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
24803	Web	Hertford	Thieves Lane Roundabout	Walking/Cycling	The plan looks generally good and a focus on improving walking and cycling routes in the area is a good priority, particularly given the new estate in Sele and the school. - The roundabout by the new estate needs crossings and proper access points adding to be encourage walking and discourage unsafe crossing, especially by children walking from the estate to school and / or the shops.	No change required, comment supportive. Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
17604	Web	Hertford	Fountain Drive	Cycling/Walking	Priority walking/cycling routes should not include Kissing Gates. There absolutely should be a priority route from the towpath to the end of Mead Lane Hertford. But it should have cattle grids, not kissing gates.	No gate solutions are proposed as part of any high level LCWIP proposals - suitable access points will be considered as appropriate as individual schemes progress
18803	Web	Hertford	Welwyn Road	Cycling	The map shows mixed cycling and traffic. On this narrow road, this will be unsafe, unless the road is widened.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and safety will be a key element. There will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
19203	Web	Hertford	Tow Path	Cycling	Around the canal path, it would be great for it to be more accessible for non-mainstream bikes, such as using trailers for transport and kids or cargo bikes. My parents live just off the	No gate solutions are proposed as part of any high level LCWIP proposals - suitable access points will be considered as appropriate as individual schemes progress

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					canal but can't use it with a kids trailer because of gates	
21603	Web	Hertford	Footway 86	Cycleway	Please can the path between St Leonards Church and the tennis courts at Hartham be designated as a cycle path.	Route is already included as a secondary route on the cycling network, so no change required
22404	Web	Hertford	Welwyn Road	Walking	Welwyn road/ B1000 from sele down to the station and hospital desperately needs improved paths. Many people walk down there including wheelchair users and prams forcing people onto the road. It is unsafe. Paths down to train and hospital not wide enough for amount of foot traffic. Particularly wheelchair users and those with prams walking to the hospital. Especially considering increased use from the new houses. bus stop loci on thieves lane is dangerous	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
22806	Web	Hertford	Hertford Ware Tow Path	Cycling	I think in general the plan is good but I'd like to see more detail on specific routes. Pave and widen the entire Hertford–Ware towpath, ideally separating walkers and cyclists. Require dogs on leads, add movement-sensitive lights for safety, and open the mill–Mead Lane path to bikes. Make Priory Street cycle-friendly and promote cycling	No change to network. Support for upgrade to towpath welcomed and comments on Millmead and Priory Street noted. However, the LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
23203	Web	Hertford	Welwyn Road	Walking/Cycling	I welcome the opportunity for my family to safely and easily get about on foot and on a bicycle. I strongly support improvements to create a footpath and cyclepath on Welwyn Road between North Road and Fordwich Rise. This is a crucial matter of access and safety which a lot of local people are concerned about. Improvements will encourage car free.	Support noted and welcomed
23205	Web	Hertford	Thieves Lane Roundabout	Walking	Improving crossing at this junction for local residents, particularly living on Blakemore Manor, is very very important for safety and access reasons	Consider prioritising pedestrian crossings prior to implementing other elements of the scheme. Potential S.278 or S.106 funding potential
23206	Web	Hertford	North Road	Cycling	Improving safety for cyclists is very important at this junction as it provides an important connection to Bengoe and other parts of Hertford.	Support noted and welcomed

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23210	Web	Hertford	Parliament Sq	Cycling	Essential that there are hard measures here to slow traffic and enable safe cycling on a narrow very busy road or that NCN61 is diverted via the Castle Grounds as a more direct and safer route, especially for children.	Traffic calming measures are already proposed in this area. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
23213	Web	Hertford	Thieves Lane	Walking	There currently isn't a marked crossing here, meaning that people often rush across the road to get to Panshanger. It's very dangerous. The road (Thieves lane) should be reduced to 30mph as part of this scheme.	Crossing is already proposed for walking prioritised network in the general location - precise location to be determined in due course
23214	Web	Hertford	Thieves Lane	Walking	There is an unmarked crossing here (public bridleway) which is commonly used and very dangerous on the blind corner. This needs adding to the scheme so there is more than one crossing and the road should be reduced to 30mph.	Crossing is already proposed for walking prioritised network in the general location - precise location to be determined in due course
23604	Web	Hertford	Welwyn Road	Walking/Cycling	The improved footpath and cyclepath on Welwyn Road between North Road and Fordwich Rise are vitally important for public safety and to encourage more walking and cycling	Support noted and welcomed
24003	Web	Hertford	Talbot Street	Walking/Cycling	Could not locate the proposals. Websit incredibly hard to navigate and/or find correct information Walking and cycling improvements needed. Residential parking permits needed as cars often block pavements, forcing wheelchairs/buggies into the road. Waterway pathways dire need of repair/widening	Support for improvements noted and welcomed. Pavement parking is outside the LCWIP and would be dealt with at the county level. Also, for maintenance issue - refer to Fault Reporting
24012	Web	Hertford	Welwyn Road	Walking	This pathway is far too narrow (two buggies cannot get past) and dangerously sloped. This is a commonly used walking route to Hertford North for commuting and for students attending Sele School. An accident waiting to happen.	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24404	Web	Hertford	Welwyn Road	Walking	Hill here is relatively dark, cars speed past, and footpath is narrowed due to vegetation and leaves covering path. Easier to walk in road than on unevenness	Welwyn Road/B1000 is already included as a prioritised routed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.

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						It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24406	Web	Hertford	Welwyn Road	Walking	The path down the hill from Sele to Hertford North ideally needs widening and better light putting in - a lot of people use this to and from the station, and it is often necessary to step into the road.	Welwyn Road/B1000 is already included as a prioritised route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24407	Web	Hertford	Wadesmill Road	Walking/Cycling/Horse Riding	The number of cars and speed of cars on wadesmill road near chapmore end is making it hard for horses, bikes and people trying to cross the road unsafe, this will only get worst with more houses can this be factored as part of plans.	This route is identified as a secondary cycling route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24408	Web	Hertford	Rush Green	Cycling	Rush Green roundabout stops the use of the restricted byway joining to it and then onto Walnut Tree Walk which gives a direct, mainly off road route to Great Amwell and Stanstead Abbots - Hoe Lane is poor. It improves connectivity Hert Heath to Ware	This route is already identified as a secondary route on both the cycling and walking networks
24410	Web	Hertford	Ware Road	Walking/Cycling	Better walking and cycling routes along Ware/Hertford Road are essential because the tow path is a nice leisure route but this is the quickest and better route. Pavements are too thin, crossings are sporadic and traffic is fast	This route is identified as a primary walking and secondary cycling route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24414	Web	Hertford	Hertingfordbury Roundabout	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24417	Web	Hertford	Thieves Lane	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24418	Web	Hertford	Royston Close	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24419	Web	Hertford	Welwyn Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24420	Web	Hertford	Port Vale	Vehicle	Hertford Town Council would like to see traffic calming measures at this location. This aligns with our Environmental Sustainability Strategy, specifically the action to “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24422	Web	Hertford	Port Vale	Vehicle	Beane Road - Nelson Street junction needs appropriate signage and street furniture to prevent drivers crossing at speed as they cross towards Nelson St - this happens several times daily at present due to poor signage	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24423	Web	Hertford	The Avenue	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24424	Web	Hertford	Port Hill	Vehicle	Port Hill / Port Vale junction - traffic island required to protect cyclists exiting Port Vale towards town and pedestrians crossing at a blind corner	Support noted and welcomed
24426	Web	Hertford	North Road	Vehicle	Hertford Town Council would like to see traffic calming measures at this location.). This scheme is also within the Air Quality Action Plan area for Hertford, so efforts to reduce emissions in this area are well received.	Support noted and welcomed

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24428	Web	Hertford	Railway Street	Cycling	NCR 61- A marked cyclelane through the pedestrian section of Railway Street (past Greggs)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24429	Web	Hertford	Ware Park Road	Vehicle	The Council would like to see traffic calming measures at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24430	Web	Hertford	Railway Street	Cycling Improvement	NCR 61- A contraflow cyclelane through the one-way section of Railway Street (past Rose Café)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24431	Web	Hertford	Gascoyne Way	Vehicle	Traffic calming measures on Gascoyne Way would make the dual carriageway a more appealing route for cyclists whilst also improving air quality in the area. This road has been outlined as a primary cycling route in the LCWIP.	Contrary to comment, this road has not been identified as a primary cycling route, but rather the footway adjacent to it is being identified as primary shared surface route in the LCWIP. Consequently, no changes to the dual carriageway are proposed
24432	Web	Hertford	Mead Lane	Cycling	NCR 61- Cycle access to the path across the meads from the end of Mead Lane to meet the towpath at New Gauge House - currently non-cycle-friendly gates	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24433	Web	Hertford	Stansted Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing and footway improvements at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24438	Web	Hertford	Bengeo Street	Vehicle	Bengeo neighbourhood plan supports traffic calming measures including, but not limited to: a 20mph speed limit on Bengeo Street	Support noted and welcomed
24441	Web	Hertford	Hertford North	Cycling	The roundabout is a deathtrap for cyclists and is on the only cycling route to St Joseph's School. Driving from the South there are no warning signs that a roundabout is ahead and many drivers drive straight through	Junction improvement already identified at this point so no change required
24445	Web	Hertford	Mead Lane	Walking	Provide a public right of way from Mead Lane to the Meads	No change - unable to identify exact route proposed from comment and various routes are already shown on the network that could achieve this aim.

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24446	Web	Hertford	A414	Walking	Provision of light controlled, safe crossing on the West bound carriageway of the A414, to allow access to the public footpath following the route of Ermine Street	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24447	Web	Hertford	Rowleys Road	Cycling	Make the remainder of Rowleys Road a cycle friendly road route and improve the level crossing for cycle use. Either by alterations to the gates or by the installation of a bridge over the railway	This route is already identified as a primary route on the cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24448	Web	Hertford	Welwyn Road	Walking	The pathway here is an accident waiting to happen, pathways are not wide enough and often covered in leaves.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24452	Web	Hertford	Welwyn Road	Walking	This stretch of path is dangerous to walk on at the best of times. The path is also not wide enough for accessible use such as for mobility aid users.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
24804	Web	Hertford	Footpath 068	Walking	Path is dark, uneven and vegetation is encroaching	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case so lighting could be assessed at the time the scheme for ROW footpath 068 is brought forward. Refer vegetation issue to Fault Reporting.
24805	Web	Hertford	Hertford North	Walking	the pickup/dropoff is typically very busy - taxis and poorly parked cars block access, and this causes blockages on the main road. Pedestrians are oblivious to danger and walk in front of traffic. Car restrictions or other safety measures required	Scheme already identified as a large junction improvement on prioritised walking network and primary cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, but if land outside of the highway is involved in scheme then liaison with landowner will take place.
24806	Web	Hertford	Footpath 072	Walking	The cut through from the hill down to the station and hospital needs much better lighting - not only is it a trip hazard during the dark, it can feel unsafe walking there in the dark as an alone woman.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case so lighting could be assessed at the time the scheme for ROW footpath

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
						072 is brought forward. Refer trip hazard to Fault Reporting.
24808	Web	Hertford	Welwyn Road	Walking	Hertford Town Council would like to see new / improved pedestrian and cyclist crossing at this location, as well as at other locations along the Hertford 1 route. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24810	Web	Hertford	Old Cross	Walking	Hertford Town Council would like to see new / improved pedestrian and cyclist crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy,	Support noted and welcomed
24811	Web	Hertford	Welwyn Road	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24812	Web	Hertford	North Road	Walking	The Council would like to see new/improved pedestrian crossing on this route, as well as footway improvements. This aligns with Hertford Town Councils Environmental Sustainability Strategy “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24813	Web	Hertford	Welwyn Road	Walking	The Council would like to see new/improved pedestrian crossing on this route, as well as footway improvements. This aligns with Hertford Town Councils Environmental Sustainability Strategy “reduce emissions from vehicles and reduce traffic and congestion”	Unclear which road is intended to have requested crossing point. If Alexander Road across the bell-mouth then could be looked at as part of wider scheme; however, across Welwyn Road would be unfeasible due to close location of existing crossing point.
24815	Web	Hertford	Towpath	Walking	The Council supports improvements to the shared use path at this location and the towpath between Hertford and Ware, encouraging active travel and enhancing connectivity between the two towns.	Support noted and welcomed
24816	Web	Hertford	Sacombe Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy,	Support noted and welcomed

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					specifically the action to “improve accessibility for walking and wheeling.”	
24817	Web	Hertford	Sacombe Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24818	Web	Hertford	Hertford North	Vehicle	Beane Road - North Road roundabout (near two primary schools) needs better signage and possible enlargement of the roundabout to prevent drivers entering from the south at speed unaware it's a roundabout. This happens frequently	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. Any changes in signage would be a part of the scheme brought forward in due course.
24819	Web	Hertford	Railway Street	Walking	Hertford Town Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “improve accessibility for walking and wheeling.”	Support noted and welcomed
24820	Web	Hertford	Hartham Lane	Cycling	Hartham Lane - right turn into cycle lane past Sainsburys - needs protection such as a traffic island	This junction is already featured for improvements as part of the prioritised primary network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24821	Web	Hertford	Market Place	Vehicle	The Council would like to see traffic calming measures at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy, specifically the action to “reduce emissions from vehicles and reduce traffic and congestion”	Support noted and welcomed
24824	Web	Hertford	Castle Street	Cycling	NCR 61- A contraflow cyclelane on the one-way section of junction at the east end of Castle Street is required to make turning right from the town towards West Street further away from the A414 roundabout and safer from speeding traffic leaving the A414	This junction is already identified for minor improvement and this proposal can be assessed as the scheme progresses. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24825	Web	Hertford	Parliament Square	Cycling	NCR 61- A marked cyclelane to cut the corner or Parliament Square when turning left from Fore Street towards Castle Street	Route proposed would cause conflict with pedestrians and is not supported

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
24826	Web	Hertford	Ware Road	Cycling	The 'scheme under development' along the Ware road needs to extend all the way into Ware to make cycling safer between the two towns	The scope of the scheme under development is a pre-determined work stream; however, the rest of the route does feature on the primary network so would be brought forward to extend in due course
24826	Web	Hertford	Stanstead Road	Walking	Hertford Town Council would like to see new / improved pedestrian crossing and footway improvements at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24828	Web	Hertford	Rush Green Roundabout	Walking	Hertford Town Council would like to see new / improved pedestrian crossing and footway improvements at this location. This aligns with Hertford Town Councils Environmental Sustainability Strategy.	Support noted and welcomed
24832	Web	Hertford	Ware Road	Walking	Ware Road- the Council support proposed schemes in this area. This area is currently inaccessible to those using mobility aids, including mobility scooters. Any proposed works should consider accessibility within walking and cycling routes.	Support noted and welcomed. Accessibility will be a key issue to be addressed as part of this scheme
24833	Web	Hertford	Ware Park Road	Cycling	The route between Hertford and Ware via Ware Park marked as a 'Suggested Alternative Cycle Route' is impractical without a better surface. Permission should be sought from the landowner to use the farm track rather than the footpath	This route is provided as alternative as engagement with the landowner/s would be required to make any alterations
24834	Web	Hertford	Sacombe Road	Vehicle	Bengeo neighbourhood plan supports traffic calming measures including, but not limited to: a 20mph speed limit on Sacombe Road	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
24838	Web	Hertford	Cromwell Road	Cycling	Segregated cycle lane on Ware Road from Cromwell Road to Ware.	No change. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24840	Web	Hertford	Mead Lane	Cycling	Provide a cycle route along the south side of Mead Lane using the unused land to the North of the railway. This would provide cycling routes to Hartham Common and the centre of Hertford as well as the Mead Lane industrial estate and Dicker Mill	Route is on secondary network already. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. However, land ownership may preclude suggested scheme improvement
30006	Email	Hertford	Welwyn Road	Walking/Cycling	I am writing to report 2 dangerous sections of Welwyn Road, where the pavement and crossings are currently unsafe for pedestrians,	Welwyn Road is already included as a prioritised walking route on the network. The LCWIP is high level at this stage and individual schemes will have

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					wheelchair users, and cyclists. There are several issues contributing to the safety risk: 1. Overgrown shrubbery is obstructing visibility at both crossings, making it extremely difficult to see oncoming traffic. 2. The pavement is too narrow, especially near the bend and hill, forcing pedestrians (including those with buggies or wheelchairs) to step into the road to pass safely. 3. Vehicles frequently exceed the speed limit along this stretch. The speed indicator sign near Alexander Road regularly shows drivers travelling above the limit, which greatly increases the danger for anyone attempting to cross or walk along the road. Cyclists also find this section particularly hazardous, often needing to dismount and walk up the hill, which increases the risk due to the narrow path and limited visibility. Please see the attached photos showing the current state of the path and traffic visibility. I have also included a map showing the location of the crossings for reference. Photo 1 and photo 2 are marked on the map. Could the council please arrange for an inspection and take appropriate action such as trimming the vegetation for clearer visibility and improving the signage and reviewing traffic calming measures to increase safety for everyone. I do feel that widening the pavement and including a cycle path for uphill cyclists would be very welcomed.	bespoke solutions depending on circumstances in each case. Refer surfacing to Fault Reporting - photos are very helpful in this regard.
30007	Email	Hertford	Hertingfordbury Roundabout	Walking/Cycling	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION	Crossing point already included as a prioritised route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					[1] Provide A414 pedestrian crossing with traffic lights near Thieves Lane roundabout Why it matters. It's easy to travel between Hertford and Hertingfordbury by car, but not otherwise. There is a real need to link the two places visibly and sustainably, for pedestrians and cyclists. There is a little-used crossing already but it does not have traffic lights and you have to be brave and fleet of foot to use it. The A414 is a busy route and will become even busier once Birchall Garden Suburb (south of Welwyn and right beside the A414) comes into existence, with over 2,500 new houses. Fortunately this development should yield a substantial payment by the developer to East Herts Council (S.106 payment), as part in the development lies in East Herts. This could fund a proper crossing with traffic lights.	circumstances in each case. Refer surfacing to Fault Reporting - photos are very helpful in this regard.
30014	Email	Hertford	Railway Street	Walking/Cycling	3. Travel from centre of town to Hertford East Station / Tesco • The safest way to cycle from centre of town to Tesco is along Railway St (Ruby's shop end, past taxi rank, past new flats and up to the roundabout at the Lord Haig) then turn left then right towards Chauncy Court • The path used by many pedestrians and cyclists has a "home made" piece of concrete used as a little ramp – this is very helpful, but not properly made • It would be good if this ramp was to be made properly and wider, to also help those with buggies and wheelchairs • At the other end of the path – there is no ramp. This makes it hard to cycle up to or down from the path. • INSTALL A PROPER RAMP FOR CYCLISTS, BUGGIES AND WHEELCHAIR USERS AT EITHER END OF THE CHAUNCY	This general location is already included on the primary walking and cycling networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case; however, land in private ownership may impact on the scope of individual solutions.

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					COURT AREA, TO ALLOW EASIER ACCESS TO THE STATION AND TESCO	
30022	Email	Hertford	General	Cycling	The drive to reduce car usage and get people to walk and cycle goes further than just providing infrastructure; consideration needs to be given to maintaining these routes in a safe and usable condition at all times. E.g. If you avoid the A414 in Hertford and use the cycle route through town, it is often obstructed by parked vehicles in Parliament Square (the parking restrictions are not enforceable and/or enforced). Cycle lanes when installed are often blocked with parked cars or poorly maintained (experience outside the borough). When roadworks are undertaken, motorists are prioritised - cycle ways/footways etc. closed. Where works are undertaken and roads closed, there is no consideration for cyclists. I have previously raised this with Herts CC, who were dismissive of the issue. Herts CC are the primary culprit for this, with diversionary routes for minor routes being A roads or the M25. Any road closures should properly consider cyclists. The LCWIP seems to ignore some of the junctions that are an issue. The A414 through Hertford is problematic for cycles to get across. For example, the Hare Road Gasgoyne Way roundabout is used by cycles coming into and out of Hertford, but there are changes being made? To summarise, good that improvements are being made, but not sure that the changes will make a lot of difference.	Diversion routes lie outside the scope of the LCWIP but comments will be passed to the Network Management Team for consideration. Likewise, parking enforcement will be referred to Parking Team to assess. In terms of cycle route around the Hale Road/Gascoyne Way roundabout, an alternative route utilising Castle Street, the Evron Crossing and Pegs Lane is provided on the primary network which is considered much safer for use at this location.
30024	Email	Hertford	ROW 086	Cycling	I am a local ride leader for the Veteran-Cycle Club, leading monthly rides that start from	Support noted and welcomed. The route suggested is already identified on the secondary cycle route

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					Hertford town centre. I have looked through the report and it is very encouraging to see cycling in particular getting attention. The reason I am writing now is to emphasize the importance of one route in particular, the footpath from Hartham Common up through the Warren to St. Leonards church. When leaving Hertford town heading north , which we often do, it is the safest and shallowest climb up to Bengoe Street. My request is that this route, a footpath at present, is designated as 'shared use' and I would be grateful if my request is considered.	network so is already acknowledged to be an important connection
30032	Email	Hertford	Queens Road	Walking	1. Would you please introduce 20mph speed limit to Queens Road, Highfield Road and Morgans Road. This is a residential area and also a cut through for traffic seeking to avoid the A414 through Hertford. Some of the roads or part of the roads are available for parking, which is fine. What is not fine, is the speed of traffic along these roads. There are 5 schools either on these roads or very close. Three of the schools are primary. It would really improve safety of the area, if traffic speed was reduced.	The introduction of a 20mph zone is beyond the scope of the LCWIP but will be referred on to Implementation Team
30033	Email	Hertford	Lea Wharf	Cycling	2. The bike racks in the new development at Bircherley Court are known by cyclists as "wheel busters" - that's why they are not used. Would you please force the developers to remove these and replace them with proper bike racks (like the ones outside Beam Theatre). Cyclists are encouraged by safe places to leave their bikes.	The land is in private ownership and beyond the scope of the LCWIP; however, opportunities for new cycle racks in suitable locations will be explored as individual schemes come forward in due course
30034	Email	Hertford	Birchley Green / Parliament Square	Walking/Cycling	3. Parked cars and commercial vehicles block the route from Fore Street to Parliament Square. There are "loading bays" there, but vehicles parked there are often there all day, not loading - this blocks the way for cyclists. 4. Vehicles parking at the pedestrian entrance	The enforcement of parking lies outside the scope of the LCWIP; however, it is understood that Traffic Regulation Orders are being progressed in these locations to enable more successful regulation

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					to Bircherley Court is an on-going problem. I watched a woman with double buggy struggling to get through yesterday. I know this has been raised many times, but it does need to be resolved.	
30035	Email	Hertford	General	Cycling	5. Any protected cycle routes would be very welcome.....	Comment noted and welcomed
30037	Email	Hertford	Birchley Court	Walking/Wheeling	Good Morning The plan in general is extremely good. May I raise as a new wheelchair user a few problems. Before even being able to access our wonderful town/shops/parks etc, my enormous problem is being able to get past the road at the bus station. I live in Bircherley Court, not retirement age for a good few years. Hence I still enjoy life and places to go. The enormous problem is that the road does not meet the drop kerbs. I attempted once and became stuck, holding traffic up, embarrassed and extremely frightened with traffic which unfortunately isn't slow in this area. Please find a way to be able to come off the drop kerb and or get up onto the drop kerb. I currently can only do this with assistance of my daughter pushing me, which she finds hard with the road not meeting the drop kerb. Once navigating the paths for say a trip to Tesco or M&S, the paths throughout the town and surrounding areas are very uneven.	Comments noted and welcomed. Area already shown on the primary walking network so would be addressed through scheme implementation in due course

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					I will be honest Before becoming a wheelchair user, I never gave this a thought. Perhaps when planning to ensure better access, planners attempt using a wheelchair, like myself it makes you realise how terrible the paths and roads are. Kind regards Janice	
30038	Email	Hertford	Towpath	Walking/Cycling	Ware Phase A The river Lee towpath between Ware and Hertford is badly in need of an upgrade. The section between Ware town centre and the Gauge House is very rough in places and especially so between the A10 flyover and the Gauge House. The section between the Gauge House and Hertford lock is presently better but is starting to deteriorate, particularly nearer to the lock. The cycling and walking path (Route 61) between Hertford lock and Hartham is in good condition but the wooden bridge over the old river Lee will need significant renovation or replacement before too long. Herts County Council and/or East Herts Council carried out some running repairs 2-3 years ago but a more permanent solution will be required. The river Lee towpath running south from Ware needs to be widened and upgraded to a hard surface.	Comments noted regarding the need for upgrades and maintenance. Upgrades to be achieved as part of scheme implementation but maintenance to be referred to Fault Reporting
30039	Email	Hertford	Ware Park Road	Cycling	At Ware Park adjacent to Bardon Farm the private road could be upgraded to an all weather, year round usable surface with landowners consent. This would be better	Potential to upgrade this route on the primary network subject to land owner agreement. Alternative route identified if preferred route not achievable

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					particularly for cyclists, rather than using the official right of way which runs through the fields slightly to the south of the private road.	
30042	Email	Hertford	B158	Cycling	I would be interested to have information about what is planned for the cycle route from Bengeo to Crouchfields. Currently cycling along the B158 is not easy with the speed of traffic. Turning right into Crouchfields could be very dangerous.	This route is already included on the secondary cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30046	Email	Hertford	Hertingfordbury Roundabout	Walking/Cycling	This is a very impressive and detailed piece of work and it is encouraging to see that key routes across Hertford have been identified. It would have been good to see more detail on the possible Dutch Style roundabout on the A414 Thieves Lane roundabout: this is a very unsafe crossing for pedestrians and cyclists at the moment, but a key one for connectivity between Sele and Hertingfordbury.	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30049	Email	Hertford	West Street	Walking/Cycling	Improvements to West Street/Horns Road as a walking and cycling route would also be very welcome, as this is another key artery into the town.	Support noted and welcomed
30052	Email	Hertford	Towpath	Walking/Cycling	Overall, the planned improvements set out within the LCWIP are welcomed, particularly the prioritisation of improvements to the Hertford to Ware towpath. The Trust have been working for some years with county/district/town council officers and councillors to fund improvement projects here and we look forward to continuing this and the ongoing support to help deliver in partnership. The commitment within the document for Herts County Council to explore and apply for funding for delivery is also positive. South of Ware the towpath is also a regularly used cycle and footpath, though it also requires improvement.	Support noted and welcomed
30099	Email	Hertford	Hertingfordbury Roundabout	Walking/Cycling	Thieves Lane / A414 roundabout - needs a crossing over the A414 - bridge / tunnel / pelican?	This location has been identified as a prioritised route. The LCWIP is high level at this stage and

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						details would be confirmed when implemented in due course.
30100	Email	Hertford	Tower Street	Cycling	The 'mixed traffic cycling' route through Tower Street would need a contraflow cycle lane and a safe crossing over Bengoe Street to New Road	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30101	Email	Hertford	Nelson Street	Cycling	Beane Road - Nelson Street junction needs appropriate signage and street furniture to prevent drivers crossing at speed	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30102	Email	Hertford	Hertford North	Cycling	Beane Road - North Road roundabout (near two primary schools) needs better signage and possible enlargement of the roundabout to prevent drivers entering from the south at speed unaware it's a roundabout	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30103	Email	Hertford	Port Vale	Walking/Cycling	Port Hill / Port Vale junction - traffic island to protect cyclists exiting Port Vale towards town and pedestrians crossing at a blind corner	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30104	Email	Hertford	Sainsburys	Cycling	Hartham Lane - right turn into cycle lane past Sainsburys - needs protection such as a traffic island	This location has been identified as a prioritised route. The LCWIP is high level at this stage and details would be confirmed when implemented in due course.
30108	Email	Hertford	Towpath		Route 61 Towpath surface between Ware and New Gauge House	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. Refer surfacing to Fault Reporting.
30109	Email	Hertford	Castle Street	Cycling	Route 61 A contraflow cyclelane on the one-way section of junction at the east end of Castle Street to make turning right from the town towards West Street further away from the A414 roundabout and therefore safer	This junction is already identified for minor improvement and this proposal can be assessed as the scheme progresses. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30110	Email	Hertford	Railway Street	Cycling	Route 61 A cyclelane through the pedestrian section of Railway Street (past Greggs)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30111	Email	Hertford	Railway Street	Cycling	Route 61 A contraflow cyclelane through the one-way section of Railway Street (past Rose Café)	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30112	Email	Hertford	Mead Lane	Cycling	NCR 61- Cycle access to the path across the meads from the end of Mead Lane to meet the towpath at New Gauge House - currently non-cycle-friendly gates	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30113	Email	Hertford	Parliament Square	Cycling	Route 61 A cyclelane to cut the corner or Parliament Square when turning left from Fore Street towards Castle Street	Route proposed would cause conflict with pedestrians and is not supported
30114	Email	Hertford	Ware Road	Cycling	The 'scheme under development' along the Ware road needs to extend all the way into Ware to make cycling safer between the two towns	The scope of the scheme under development is a pre-determined work stream; however, the rest of the route does feature on the primary network so would be brought forward to extend in due course
40011	Event	Hertford	A414	Cycling	Removal of no cycling signs on underpasses through Hertford	Due to potential user conflict and likelihood of collisions, this suggestion is not supported
40012	Event	Hertford	St Leonard Church	Cycling	Support the use of the St Leonards Church ROW	Support noted and welcomed
40013	Event	Hertford	Hertfingfordbury Road	Cycling	Introduce a Hertford Loop linking to Panshanger Park to the Town Centre?	Suggested route already included on primary cycling network
40014	Event	Hertford	Lea Wharf	Cycling	Lea Wharf, toaster rack cycle storage needs to be replaced with sheffield stands and not be located in back alley. Include some for cargo bikes.	The land is in private ownership and beyond the scope of the LCWIP; however, opportunities for new cycle racks in suitable locations will be explored as individual schemes come forward in due course, including cargo provision
18403	Web	Hertford	Welwyn Road	Walking	The plan shows that the pavement at the bottom of this hill from its junction with North Rd is going to be improved. I am concerned that this should be wide enough to accommodate pedestrians, pram pushers and mobility chairs or a second pavement.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. It will be important to ensure that there is sufficient space for all users and there will be an opportunity to examine the proposals when public consultation takes place on the detailed scheme in due course.
22407	Web	Hertford	Hertford Ware Tow Path	Walking/Cycling	Lea navigation path upgrades are vital, Especially between Ware and Hertford and street lighting would be a fantastic upgrade.	Support for upgrade to towpath welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24439	Web	Hertford	Port Vale	Cycling	The old trackbed would be a much safer alternative to Port Vale as a cycling route into town especially if the bridge on Port Hill could be opened as a safe crossing point	Alignment improvements to base map required to address mapping error on current version as this route has been identified as a secondary cycling route as far as Port Hill. Land ownership issues currently preclude utilising under-bridge route at Port Hill.
24444	Web	Hertford	Nelson Road	Vehicle	Please correct the signage at this junction and create impediments to drivers ignoring the	Outside of the scope of the LCWIP so no change to network. Refer to HLB/Fault reporting

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
					Give Way lines as they drive straight across the junction if they see Nelson Street is clear, to beat traffic coming the other way - a raised surface?	
30011	Email	Hertford	Hartham Common	Walking/Cycling	Hi, I do have some concerns regarding the cycle paths, particularly over Hartham Common (Hertford) where I walk most days. I have witnessed aggressive cyclists paying no heed to walkers and have seen a number of arguments particularly between dog walkers and cyclists . With the peddle assist bikes becoming more popular the speed at which they travel has caused a number of near missed incidents, maybe one of your staff could visit the area on a Saturday morning to evaluate the situation	While current concerns are acknowledged, the LCWIP schemes would bring forward the best solutions for a shared-use scenario. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30013	email	Hertford	Fore Street	Cycling	2. Travel along Fore St • Cycling from near the law court along Fore St to e.g. M&S • I can cycle up to the junction at the Corn Exchange • After this, it is one way in the opposite direction • So, I have to either walk my bike along the road or cycle on the pavement; neither of which is ideal • CONSIDER A BIKE LANE ALONG FORE ST, TRAVELLING TOWARDS TESCO; LOOK AT OTHER TOWNS WHERE A CYCLE ROUTE HAS BEEN INSTALLED THE OPPOSITE WAY IN A ONE-WAY STREET	This location is already included on the primary cycling network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
24436	Web	Hertford Heath	London Road	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Strategies as well as a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed
24437	Web	Hertford Heath	London Road	Walking	The Council would like to see new / improved pedestrian crossing at this location. This aligns with Hertford Town Councils Strategies as well as a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed

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24829	Web	Hertford Heath	London Road	Vehicle	Hertford Town Council would like to see traffic calming measures at this location. This aligns with a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed
24830	Web	Hertford Heath	Woodlands Road	Vehicle	Hertford Town Council would like to see traffic calming measures at this location. This aligns with a 2023 survey carried out by Hertford Heath Parish Council.	Support noted and welcomed
18003	Web	Hertingfordbury	St Marys Lane	Walking	narrow road no safe footpath/cycle alternative to walking in road past church to old railway line	On priority walking network, but not audited, so scheme development would progress in due course, which would seek to provide safe access on this route
30009	Email	Hertingfordbury	St Marys Lane	Walking	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION [3] Provide footpath between St Mary's church in Hertingfordbury and the Cole Green Way Why it matters. Currently pedestrians wanting to move between the centre of Hertingfordbury and the Cole Green Way are obliged to walk along a sometimes busy road. This can be a disincentive to walkers. Importantly, some local discussions (involving villagers and a key landowner) have already begun about an off-road path parallel to the road. This is potentially an example of a local initiative which could benefit from inclusion in the Neighbourhood Plan for Castle Plus.	This route is already included on the primary walking network. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
30018	Email	Hertingfordbury	St Marys Lane	Walking/Cycling	There is no footpath along St. Mary's Lane Hertingfordbury. This is a particular problem from the playing fields to the bridge that carries the Cole Greenway as the road is narrow. There is a space in the tree/bush line to put a footpath. Better still, would be to make it a cycle path.	This route is already included on the primary cycling and walking networks. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.

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					At present the cycle route goes from the Old Coach to Hertingfordbury Road via the footpath/cycleway that was upgraded c5 years ago. It then continues through the village to the A414 to Hertford. It would be safer to go down Hertingfordbury Road, turn right at the church then on to a cycle way adjacent tp SML.	
30020	Email	Hunsdon	Hunsdon Village	Walking/Cycling	It is not clear how the proposals for Hunsdon, specifically, were arrived at. In any case they have not been given a high priority on the scoring method used and have not been assessed from an engineering perspective, but it is worth noting what is proposed, which is/was: "Hunsdon 1" - A mixed use (cycling/walking) enhancement from Fillets Farm entrance on the B180 through the village and up to Hollands Croft, cost circa £9,000,000. "Hunsdon 2" - An upgraded pedestrian route from Hempstalls, along Acorn St to the village. Cost circa £160,000. (Reference Appendix D for the costings and Appendix C for the outline of the proposals East Herts Local Cycling and Walking Infrastructure Plan Hertfordshire County Council) I did speak to someone from HCC, before I read the detail and there is no money even for an engineering assessment and the priority is on the Towns. Whilst I would agree better pedestrianisation from Hempstalls would be welcome, what we really need is an upgrade from Hunsdonbury to the village and from Hunsdon to Widford. All of which I would think would be a higher	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course.

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					priority for the Village rather than the proposed "mixed route", which does not really go anywhere and is vastly more expensive and not practical. You might consider commenting on this, in order that any HPC views are on record in case anything happens subsequently.? The upgrade suggested above would be better value for money than the £9,000,000 outlined for Hunsdon 1, which would be of limited benefit and would be unlikely to be feasible in the local context, given the local constraints on space for improvement.	
30058	Email	Hunsdon	Hunsdon	Walking/Cycling	I would like to highlight the need for improvement for walking routes between Hunsdon and Widford especially given that the two schools in those villages have now merged. I have two young children one currently in a pushchair it is impossible to walk safely between the two. A walking route will ease the traffic/parking issues.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course.
30059	Email	Hunsdon	Hunsdon	Walking/Cycling	I am writing as a resident of Widford with two young children both in Hunsdon School. We are being asked to walk or cycle to school as much as possible, but in all honesty this is not at all safe at the moment for children. We need the path between Hunsdon and Widford Improved drastically. There are areas where the concrete is simply falling apart, the fields are spilling onto the pathways with thick mud. In the summer, the bushes etc are so overgrown with nettles hanging into the path. The path is not wide enough for children to walk & it's certainly isn't wide enough for children to cycle safely. There is also a very dangerous crossing near the gas station, with cars coming round the bend at a minimum of 40 mph. Without huge improvements there is no way	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Footpath maintenance issues to be forwarded to Fault Reporting

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					we will be walking or cycling to school. The parking at Hunsdon school is also very very dangerous, with parents parking on corners, junctions & pathways making it very difficult on the mornings. Something needs to be done, before there is a really nasty accident.	
30060	Email	Hunsdon	Hunsdon	Walking/Cycling	We live in Widford and my son goes to school in Hunsdon. We would love to walk or cycle to school but the path is very narrow and feels unsafe with the traffic travelling at speed. We would live for their to be investment in improving this route to make it safer to walk or cycle between the villages.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course.
30061	Email	Hunsdon	Hunsdon	Walking/Cycling	I understand that you are seeking proposals to improve local walking and cycling links. I would like to suggest some improvements to the walking/cycling links between Hunsdon and Widford schools, which have recently been merged. We have three young children and live in Hunsdon, but all of our children will need to attend the Widford site in their early years. The distance is feasible to walk and certainly to cycle, however we would not currently consider doing so as the pavement between the two villages is very narrow and poorly maintained. It would need to be widened, re-surfaced, better lit, ideally railings installed at dangerous points and then generally maintained more regularly than it is at the moment. Consideration could also be given to extending the 30mph zones to cover the entire walking journey to keep the children safe, and installing a zebra crossing at the point where the path switches sides (which is currently in a 60mph area and on a bend in the road). All of this would improve safety and reduce traffic.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Footpath maintenance issues to be forwarded to Fault Reporting
30062	Email	Hunsdon	Hunsdon	Walking/Cycling	Could I please put a request in for the pavement from Hunsdon village to Widford school to be improved and made safer and	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However,

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					more accessible for parents and children. As the schools are now federated getting children from one village to the other is currently only possible via a car. This is due to the pavement being far too narrow and unsafe for parents with small children to walk on. The bushes are usually significantly overgrown or unmanaged and the crossing is dangerous at best. The fact the majority of people are now commuting via cars to the school is also causing a lot of animosity between the residents of the village and the parents as it's almost impossible to get parking near either school. Any improvement would have a significant impact to the two villages and the schools.	consideration could be made in the future if a rural connectivity review is undertaken in due course.
30063	Email	Hunsdon	Hunsdon	Walking/Cycling	Following the recent plans supplied to upgrade Hunsdon's paths please receive feedback. The foot path between Widford and Hunsdon needs to be improved to make it safe to walk between the 2 schools. These paths also need to be clean once in a while and the hedges need to be trimmed regularly as they hang over and make the paths too narrow. It is dangerous to cross the road at the village hall from the car park on the opposite side of the road. Double yellow lines on corners of roads near the school to deter parents parking illegally. The narrowing road on Acorn Street should have traffic lights to avoid collisions as it is not	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Considerations for intervention types would be made at a later date when schemes are brought forward.

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					wide enough for 2 cars and drivers drive too fast here.	
30068	Email	Hunsdon	Acorn Street	Walking/Cycling	I understand that you are seeing views under the LCWIP on plans to include walking, wheeling and cycling across East Hertfordshire. As a resident of Hunsdon I would like to propose two improvements that should be considered here. Firstly, the footpath along Acorn Street (marked in green on your map attached), which joins Hunsdonbury to Hunsdon, is far too narrow to be walked along safely. The vegetation which grows beside the road has been allowed to intrude on the pavement to such a degree that it is impossible for more than one person to walk abreast in many parts. Safe use of a wheelchair or buggy would be impossible. This road is currently 40mph and the poor state of the pavement makes it very unsafe to use - particularly as the road is so narrow at the bend near Walnut Tree house that cars regularly mount the pavement to pass each other. The second improvement I would suggest is to the road which joins Hunsdon to Widford. Since the two schools federated there are many more families travelling back and forth between these two villages, and yet the state of the pavement is almost as bad as that along Acorn Street. This is untenable for the many families and children who need to use this route to get from home to school twice a day. I hope this has been of some use - I would be happy to be contacted to discuss this further if that would be helpful.	While the connection may be a laudable ambition, as Widford is not a Group 1 village, it would currently lie outside the scope of the LCWIP. However, consideration could be made in the future if a rural connectivity review is undertaken in due course. Footpath maintenance issues to be forwarded to Fault Reporting

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Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
10403	Web	Labby Green	Old Coach Road Route	Walking	There is no footpath between Letty Green and Cole Green which passes the Cowper Arms - this is a very busy cut through road and it is dangerous and scary to walk this road. There are Council Tax payers who actually live in the Villages!	The neighbouring Cole Green Way already exists as an off road route. The remaining route referred to lies outside of the scope of the LCWIP
24405	Web	N/A	N/A	N/A	Traffic calming measures around both zebra crossings coming off the mini roundabout are needed - frequently cars do not stop even when it is clear that there are people waiting.	No location identified on the mapping, so unable to identify which area the comment relates to
24415	Web	N/A	N/A	N/A	N/A	No comment or weighting provided, so unable to identify what the point on the map would refer to.
24416	Web	N/A	N/A	N/A	N/A	No comment or weighting provided, so unable to identify what the point on the map would refer to.
24008	Web	Panshanger Park	Panshanger Lane	Cycling	Essential that the cycleways here connect to the network in Panshanger via quiet streets and there is no gap. Sadly the plans for housing on the areodrome site end the cycleway short of this junction.	This area lies outside of the scope of the LCWIP. Refer to DM for action in regard to emerging Birchall Garden Suburb scheme proposals
5206	Web	Sawbridgeworth	West Street	Walking	The junction needs to have formal crossings on all four points. Currently only a signalised crossing to the north	LCWIP proposals, which show this area as a large junction improvement, are high-level and will be subject to more detailed feasibility work going forward. This will determine the most appropriate scheme to benefit all users, in particular active travel. No changes proposed.
6005	Web	Sawbridgeworth	West Road	Walking	West Road Sawbridgeworth is extremely dangerous due to cars using the pavement	Deterrents to pavement parking can be assessed as part of the overall scheme when reaching the detailed stage to improve accessibility for users
8403	Web	Sawbridgeworth	Cambridge Road	Cycling	The river Stort footpath also needs upgrading to allow safe cycling to Harlow and also allow access to the Harlow cycle network.	The LCWIP is currently showing a Primary and Secondary cycling route option between Sawbridgeworth and Harlow on the base network.
14004	Web	Sawbridgeworth	Knight Street	Cycling	Make this route into a cycling route between the town from Fawbert & Barnard, Knight Street across Station Road along Bullfields passing Reedings School and onto Leventhorpe School via the path out onto A1184.	While not on the prioritised network, the route described is already a primary route on the network maps, so is included for scheme development in due course
14005	Web	Sawbridgeworth	London Road	Cycling	We support a cycle route here although there are better routes that avoid the main road - the cycle infrastructure needs to be separate to	Support noted and welcomed. Other routes are indicated on the route network as alternatives so user has choice for journeys

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					the car lanes, and on an even and level surface.	
14006	Web	Sawbridgeworth	Pishiobury Park	Cycling	Make Pishiobury Park accessible to cyclists (which would also provide a route for buggies and wheelchair users).	Pishiobury Park already benefits from a secondary route being included on the network, so no changes required
14008	Web	Sawbridgeworth	Station Road	Walking/Cycling	Support crossing here - currently very dangerous for commuters and others coming back from station to cross Station Road to walk up The Forebury and into the town centre.	Support noted and welcomed.
14009	Web	Sawbridgeworth	London Road	Walking	Support this.	Support noted and welcomed.
14406	Web	Sawbridgeworth	The Forebury	Cycling	Make this route into a cycle path from The Forebury to Forebury Avenue to Station Road - it is the best safe route from the town centre to the station.	Route is already shown as a secondary route on the cycling network, so no changes necessary
14408	Web	Sawbridgeworth	West Street	Walking	Support all the crossings proposed on West Road - extremely important for encouraging and enabling sustainable journeys to school.	Support noted and welcomed.
14409	Web	Sawbridgeworth	Station Road	Walking	Support crossing here - vital for safe crossing of road.	Support noted and welcomed.
17203	Web	Sawbridgeworth	High Wych Road	Walking	The footway on the south side of High Wych Road between Bonks Hill and Hand Lane is far too narrow to safely walk.	No change to network. Maintenance issue, path overgrown - refer to Fault Reporting
20403	Web	Sawbridgeworth	Church Street	Walking	Good solid evidence base. It makes sense to focus on the main prioritised routes in biggest urban areas. Church Street - is very lightly trafficked. Any improvements along Bell Street should be extended along Church Street. There'd be the potential to support spill out spaces and tables and chairs for local businesses there.	No change to network. Church Street is already on Primary network, but this stretch is not prioritised as impact for utility route change would be limited
20404	Web	Sawbridgeworth	Sheering Mill Lane	Walking	There is no footway at all. Pedestrians have to walk in the road. Some form of surface change or marking in particular to connect to the play area would be helpful for all.	No change to network - individual schemes will have bespoke solutions as schemes develop depending on their circumstances
21604	Web	Sawbridgeworth	Knight Street	Walking	Nightmare junction for pedestrians. Needs radical thinking. Parking needs to be severely restricted.	No change. Parking restrictions lay outside of the scope of the LCWIP
21605	Web	Sawbridgeworth	Bell Street	Walking	Bell St should have severe parking restrictions.	No change. Parking restrictions lay outside of the scope of the LCWIP

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22004	Web	Sawbridgeworth	Bell Street	Cycling	Cycling in Sawbridgeworth is hard because no routes run through town & Bell St is one-way; I would like more joined up thinking about making routes safe for cross-town short journeys	No change to network proposed. While it is recognised that historic street layouts add complexity to delivery, four cycling routes are shown as running through the town centre and Bell Street is on the primary route network and is also prioritised scheme
24010	Web	Sawbridgeworth	Harlow Road	Walking/Cycling	Whilst the website states HGGT active travel is a matter for developments, outlining/showing what provisions have been agreed for Gilston, particularly outside of the development areas facing towards Harlow (e.g. Eastwick, Roydon) would be helpful would be good to see more connection between Sawbridgeworth and Harlow	While it would be advantageous to show interlinkages with the Gilston development in a later iteration of the LCWIP, currently, the village masterplans are still under development so there are no fixed routes available currently
30003	Email	Sawbridgeworth	London Road	Cycling	In my opinion cycle paths linking Bishops Stortford to Sawbridgeworth would be a shameful waste of public money. There is already a cycle path between Spellbrook and Sawbridgeworth but unfortunately most cyclists just don't use it. They hold up traffic on the road unnecessarily. As it is not mandatory to use the cycle path it seems a total waste of resources which could be otherwise deployed.	Comment noted, but no changes as not agreed.
30026	Email	Sawbridgeworth	General	General	The Sustainable Sawbridgeworth Cycling Group have met to review the LCWIP and below are our comments: 1. We are concerned at the length of time it has taken to prepare the document. Its taken over 2 and half years and is not even finished. We are also very concerned at the cost incurred with external vendors. This could have been a very quick process with minimal costs. 2. We are very disappointed at the overall outcomes. Very little actual detail on exactly how the council is going to improve cycling in and around Sawbridgeworth. 3. We are also very disappointed that none of our previous suggestions seem to be taken	The process has taken longer than initially anticipated due to several factors, but importantly because this LCWIP introduced a new layer of informal public engagement to encourage feedback for consideration at an earlier stage than the actual consultation would have allowed for. All views at the engagement were considered even if suggested amendments could not all be accommodated. Sustainable Sawbridgeworth Cycling Group were invited to attend a meeting at the Council Offices, where views were discussed. External consultants were hired on a fixed cost commission, which was extended to allow for a greater amount of routes to be audited. Comments on web-based platform are noted and will inform future consultations. The consultants audited the routes in Sawbridgeworth but staff resources did not allow for individual on-site meetings as this could have proved

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					into account. We have made many comments on the map and sent detailed email proposals in but these appear to have been ignored. 4. We have not found the process user friendly. The map interface is only suitable for reporting minor issues, such as improved crossing, but does not aid wider infrastructure plans such as are required for the LCWIP. Most people have found it far too complicated to understand what was being shown. 5. We requested on several occasions for an officer to visit us in Sawbridgeworth so we could cycle the town and show them the actual routes we are proposing. We never got any response and not even aware if and when anyone came to survey the area. This would have been so useful to understand the cycling issues we face.	unworkable if replicated across the district where other groups or individuals also requested on site meetings.
30028	Email	Sawbridgeworth	The Forebury	Cycling	A cycle route from the Town to the train station across The Forebury (avoid the busy Station Road. There is ample room on the wide footpath and all cyclists would use this now as the preferred route.	The Forebury is already included on the primary cycling network, but is not currently a prioritised route. Implementation in due course should achieve what is being sought in representation
30030	Email	Sawbridgeworth	Twitchels	Cycling	Allow cycling on the twitchels in the town (particularly the one that runs parallel to Bell Street. These are all currently used by cyclists and pedestrians should have first right of way.	Twitchels are too narrow for inclusion in cycling network as they would not pass a safety audit due to potential conflict with pedestrians and other users
30036	Email	Sawbridgeworth	Towpath	Walking	Sawbridgeeorth footpahhs and river walks are non viable. Footpaths slong river are not conducive to walking eith wheelchairs or pushchairs. Walks with potholes or very wet snd boggy. Locsl street paths are poorly lit. Paths have too msny uneven arrwas. Camber very hard to walk on if disabled.	Proposal already included on secondary walking network.
30044	Email	Sawbridgeworth	A1184	Walking/Cycling	Sawbridgeworth Town Council welcomes the opportunity to respond to the East Herts Local Cycling and Walking Infrastructure Plan (LCWIP) and wishes to express its support for	Support Noted and Welcomed

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					several key proposals outlined in the consultation documents. 1. Support for Proposed Shared Use Path (West Road Roundabout to Spellbrook via Leventhorpe School) The Council strongly supports the principle of a shared walking and cycling route running from the West Road roundabout along the A1184 to Leventhorpe School, continuing onward to connect with the existing cycle path to Spellbrook. This proposed route offers a valuable opportunity to improve sustainable travel options for residents, students, and commuters, and could ultimately form a continuous link to Bishop's Stortford. While we note that detailed design information is not yet available, we endorse the concept and urge East Herts to prioritise safe, accessible, and well-lit infrastructure in future planning stages.	
40018	Event	Sawbridgeworth	Knight Street/Fair Green/Church Street/Vantorts Road	Walking	Difficulties walking to/from school at peak times - narrow footways and cars parking/mounting pavements	Locations are already included on the network (part primary, part secondary) so footway issues will be addressed as schemes come forward in due course. Parking contraventions to be referred to East Herts Parking Team
5204	Web	Spellbrook	Spellbrook Primary School	Walking/Cycling	Full support for crossing at Spellbrook Primary School and improved crossing throughout Spellbrook. However, traffic calming should be extended from Thorley Wash through the entirety of Spellbrook to enable safe pedestrian and cycling routes. Additional crossing between Thorley Wash and Spellbrook Lane junction.	Support noted and welcomed. The current proposals would deliver shared use facilities that would be segregated from traffic so would not involve conflict of users. The crossing points would of themselves act as traffic calming in these locations. No footway exists on the opposite side of the road to where additional suggested crossing point has been requested, so not considered suitable. No changes proposed.
5604	Web	Spellbrook	Spellbrook Primary School	Walking/Cycling	Residents of Spellbrook have long wanted a crossing near the school to enable safe passage for pedestrians	Support noted and welcomed.
14007	Web	Spellbrook	Spellbrook Primary School	Walking/Cycling	Support having a crossing here for walking and cycling - this is really important for school children and parents/carers	Support noted and welcomed.
22003	Web	Spellbrook	Spellbrook Primary School	Walking	In a county where cars are given priority, pavement parking is endemic and vehicles are	Comments noted. Pavement parking is outside the LCWIP and would be dealt with at the county level

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					increasingly taking space from cyclists and pedestrians, the plans are good but not far-reaching or visionary enough. The crossings outside this school are way overdue. But they also need to be coupled with a significant reduction in the speed limit outside the school - the drop from 40 to 30 to the south of the school is too short - and I would want to see 20mph	
30001	Email	Spellbrook	London Road	Walking/Cycling	We support the improvements but disagree it would make me feel safer - Traffic calming should extend from Thorley Wash to Spellbrook School, and an additional crossing between Thorley Wash and Spellbrook Lane junction - so people heading from this side of the lane towards Stortford have better access i.e. for the bus stops... Thank you for all your hard work in this we really appreciate it London Road is a nightmare to cross for pedestrians We regularly hear vehicles literally zooming past its getting really frightening how fast vehicles are travelling through this soon to be even more built up residential village We are currently involved and supporting a Drive Safe scheme through Spellbrook and have walked with the police and our grandson to Spellbrook school this week	Area identified for prioritised walking & cycling routes so no change to status,
30045	Email	Spellbrook	Spellbrook Primary School	Walking/Cycling	2. Support for Proposed Pedestrian Crossings The Council supports the inclusion of new and improved pedestrian crossings as indicated on the consultation map, particularly those near Spellbrook School, West Road, and Station Road. These crossings are essential for improving pedestrian safety and encouraging active travel. Again, while specific crossing types are not detailed, we support the principle and recommend that designs	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.

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					consider accessibility for all users, including those with mobility impairments.	
30053	Email	Stort Navigation	Towpath	Walking/Cycling	As we have highlighted previously, the Stort Navigation would also need significant investment to bring them up to a good level of service for walking and cycling, with walking routes currently proving challenging in some areas particularly during winter months when the path can muddy and at risk of flooding in places.	Support noted and welcomed. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case.
12005	Web	Walkern	ROW	Walking/Cycling	This proposal is a valuable link-up to the cycling infr. in Stevenage, avoids busy, narrow, nat. speed rural roads. An all-weather route from Walkern offers safer commuting & sch travel choices, & leisure links to Stev. Yes Please!	Support Noted and Welcomed
14803	Web	Walkern	Froghall Lane	Cycling	I'd like to be able to walk and cycle to meet my friends in Stevenage town, without relying on mum to drive me. (Buses aren't regular) - I'd really like this path to be built so I can travel independently by foot or Bike	Support noted and welcomed.
14804	Web	Walkern	Froghall Lane	Cycling	this link to stevenage would make bicycle journeys safer, much quicker and more convenient. Please build asap!	Support noted and welcomed.
22403	Web	Walkern	Walkern - Stevenage	Walking	ignores Walkern, we desperately need a footpath to Stevenaga , Too dangerous to walk along Stevenage Rd. As ever its always about the towns never rural villages. all you talk about is the towns, nothing for rural villages. the village needs a footpath to stevenage, then at least we could catch a regular bus instead of the pathetic service in this village.	No change to network. Secondary route is already proposed between Walkern and Stevenage utilising rights of way network along Dovehouse Lane on both the walking and cycling networks.
24007	Web	Ware	Amwell End	Walking/Cycling	A safe way to get between the sections of National Route 61 from Broadmeads to the station is much needed.	
24434	Web	Ware	Burgage Lane Car Park	Cycling	Cycle access into town from the bridge and through Burgage Lane car park	Recognition that the bridge is narrower than would be preferred in this location so could be upgraded to wider facility if considered appropriate at a later date. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on

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						circumstances in each case when schemes are brought forward in due course.
24435	Web	Ware	The Carriages	Cycling	The right turn at the junction with The Carriages is a blind corner and needs some form of protection for cyclists	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
24823	Web	Ware	Towpath	Cycling	NCR 61- Towpath needs resurfacing between Ware and New Gauge House, not a pleasant ride for anything other than mountain bikes	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. Refer surfacing to Fault Reporting.
24831	Web	Ware	Poles Lane	Cycling	Poles Lane would be a very useful route but needs resurfacing between Quincey Road and Hanbury Manor	Support noted and welcomed
30040	Email	Ware	Wadesmill Road	Walking/Cycling	Another point that would make Ware more cycling friendly would be to slow the traffic down on Wadesmill Road. Vehicles leaving the Watton Road roundabout travelling north are already significantly exceeding the 30mph speed limit by the time they pass the junctions with The Bourne and Kingsway. Similarly vehicles coming south into the town are also travelling much too fast on Wadesmill Road.	While this is a prioritised on the primary network route for upgrading for cycling, speed restrictions lie outside of the scope of the LCWIP, so comment to be referred on to Speed Enforcement via the Police
30115	Email	Ware	Burgage Lane	Cycling	Cycle access into town from the bridge through Burgage Lane car park	Recognition that the bridge is narrower than would be preferred in this location so could be upgraded to wider facility if considered appropriate at a later date. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30116	Email	Ware	The Carriages	Cycling	The 'mixed traffic cycling' route from Ware Station Road through Crane Mead needs attention to the junction with The Carriages which is a blind corner	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case when schemes are brought forward in due course.
30117	Email	Ware	Poles Lane	Cycling	Poles Lane would be a useful route but needs resurfacing between Quincey Road and Hanbury Manor	Support noted and welcomed
30118	Email	Ware	Ware Park Road	Cycling	The route between Hertford and Ware via Ware Park marked as a 'Suggested Alternative Cycle Route' is impractical without a better surface	This route is provided as alternative as engagement with the landowner/s would be required to make any alterations

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12006	Web	Watton-at-Stone	Station Road	Walking	I support a crossing on this road for the village and especially for school children. There is currently a lollipop lady during school times, which demonstrates the need for a formal crossing. There have also been requests from residents for a crossing.	Support Noted and Welcomed
12406	Web	Watton-at-Stone	Church Lane	Walking	Church Lane is a very popular circular walking route, esp for w/dogs. EHDC removed a bin, leading to major dog waste littering. I would like to see more consideration/provision to this route for walkers, i.e. bins & passing places, flood defence.	The LCWIP is primarily focused on utility routes. This location would fall outside the main area of the village and does not meet the requirements of the brief so no changes proposed to the LCWIP Network Maps. Consideration for rural routes may be made in a future review.
40016	Event	Watton-at-Stone	Footpath 017	Walking	Footpath 17 Watton-at-Stone improvements would help	Scheme already included within LCWIP proposals. Support noted and welcomed
30012	Email	Hertford	Hertford Castle	Cycling	I cycle around Hertford about 3 times a week and here are my comments: 1. Travel from Castle St to St. Andrew's St • The safest way to cycle from the crossing over Gascoyne Way at Castle St to St. Andrew's St is through the Castle grounds / St. Andrew's St car park • This is much safer than along the road up to Old Cross traffic lights • Crossing the bridge over the river to St. Andrew's St car park is very painful; there is a step, so cyclists have to dismount • I would imagine this would also be frustrating, if not impossible for those with buggies and wheelchairs • COULD THE BRIDGE ACCESS BE CONVERTED TO A RAMP?	Whilst a cycle route through the Hertford Castle Grounds would be aspirational, limitations with the site such as restricted hours and narrow entrances mean it is currently unlikely meaningful facilities can be delivered. The LCWIP does however acknowledge recent funding allocated for the development of the site and will continue to seek opportunities for collaboration.
30037	Email	Sawbridgeworth	Footpath 009	Walking/Cycling	6. We have already suggested these on multiple occasions, but these are the main areas we would like to see added to the LCWIP for Sawbridgeworth. • A joint cycle / pedestrian route going from Mandeville School to Leventhorpe but not on the main road - using existing footpath and the free land by Mandeville school.	Having revisited this option, it is currently believed that the route shown on the network and prioritised maps for footpath 009 using the quiet street of Woodward Avenue, is the most appropriate alignment.

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30089	Email	Bishop's Stortford	Grange Road	Walking	o The route from London Road to Dunmow Road, via Grange Road, the Herts & Essex school site and Wilton Close	After consideration, it is not believed that a route on school land is currently viable. If circumstances regarding the status of this land were to change, we would look to reconsider this option.
30106	Email	Hertford	Cole Green Way	Walking	Beeston route - from the Cole Green Way to Hertford North Station area via old overgrown trackbed behind Mimram Road industrial estate	Whilst aspirational, various issues make this route unviable, including but not exclusively, land and asset ownership issues. If the situation was to change, we would look to reconsider this.
30107	Email	Hertford	Hertford Castle	Cycling	Route 61 Cycle access through Hertford Castle grounds	Traffic calming measures are already proposed in this area. 24 hour access is not available through the Castle Grounds so should not feature as the priority route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
15608	Web	Bishop's Stortford	Rye Street	Cycling	Upgrade existing pedestrian crossing to Toucan crossing	Having reviewed the route of the Cycle Route North and the proposed infrastructure, no further changes will be made.
23210	Web	Hertford	Hertford Castle	Cycling	Essential that there are hard measures here to slow traffic and enable safe cycling on a narrow very busy road or that NCN61 is diverted via the Castle Grounds as a more direct and safer route, especially for children.	Traffic calming measures are already proposed in this area. 24 hour access is not available through the Castle Grounds so should not feature as the priority route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
24427	Web	Hertford	Hertford Castle	Cycling	NCR 61- Cycle access needed through the Hertford Castle grounds from the town to Evron Crossing on the A414	Traffic calming measures are already proposed in this area. 24 hour access is not available through the Castle Grounds so should not feature as the priority route. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case, as they are developed.
24822	Email	Hertford	Cole Green Way	Walking	There is scope to create a route from the Cole Green Way to the A414 and on to Hertford North Station area via old overgrown trackbed behind Mimram Road industrial estate. Bridges would be required. Proposed by Steve Beeston	Whilst aspirational, various issues make this route unviable, including but not exclusively, land and asset ownership issues. If the situation was to change, we would look to reconsider this