

East Herts LCWIP – No Changes to Report

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
30123	Email	Bishop's Stortford	General (Villiers-sur-Marne/ Cemetery Road)	LTN1/20	6. Permit cycling through all bus gates in accordance with LTN 1/20, including the one between Villiers sur Marne and the Cemetery Road area 9. Provide cycle tracks that are separate from pedestrian paths, and use shared routes only in accordance with LTN 1/20. 6. permit cycle access at all times through all bus gates in accordance with LTN 1/20. 15. design walking and cycling measures in accordance with LTN1/20, DfT's Inclusive Mobility and other best practice such as Manual for Streets a. The priority cycle routes identified by Cycle Stortford. Note these should be accompanied by on-road routes nearby in accordance with LTN 1/20 to ensure the desire lines on and near those routes are provided for at all times throughout the year.	LTN1/20 has informed the LCWIP along with other resources. Any scheme considered would be delivered in accordance with the most recent design standards including future iterations of LTN1/20. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30055	Email	General	General	Walking/Cycling	However, the total estimate for Hertford to Ware towpath is £4.5m over 6.3km; Ware 1 has an estimate of £10.5m over 4.5km, which may provide sufficient scope dependent upon what is specified to be delivered. The document refers to safety considerations, including provision of lighting, along routes and further discussion on this will be needed to balance safety concerns with ecological impact over long lengths of towpath. We are willing to continue to work with you and are happy to meet with you and discuss these points for clarity and to seek to work together towards a high-quality LWCIP that relates positively with the waterway network.	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.
30119	Email	General	General	General	I support the proposed priority measures in principles but am concerned that they are too limited in extent, do not follow LTN 1/20 nor best practice for pedestrians and are too reliant on shared paths in locations with substantial footfall. Reference should be made to LTN1/20 aiming to reach its recommended and desirable standards, not being satisfied with its minimum acceptable provision . Likewise I suggest refer to TfL's pedestrian comfort guidance - it is very important that pedestrians have a walking environment that is comfortable to use	LTN1/20 has informed the LCWIP along with other resources. Any scheme considered would be delivered in accordance with the most recent design standards including future iterations of LTN1/20. While the LCWIP seeks to ensure consistency across the district in its approach, individual schemes will be brought forward as resources permit, which may not involve all prioritised routes at the same time. The LCWIP is high level at this stage and individual schemes will have

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					and enables sociable side by side walking without repeatedly having to walk single file / step into the vehicular carriageway due to lack of footway width. Given the extent of identified cycle priority routes in Bishop's Stortford, area-wide measures are necessary. These will include measures to reduce the volume and/or the speed of motor traffic on the priority cycle and walking networks. The pedestrian network needs widespread improvements such as widening footways and tightening junction geometry to increase pedestrian comfort and safety, In addition please see below additional comments in respect of the current consultation on the East Herts LCWIP. The comments relate mainly to Bishop's Stortford and its surrounding area, although the general and strategic comments will be applicable throughout the East Herts district:	bespoke solutions depending on circumstances in each case
30120	Email	General	General	General	1. Introduce area-wide measures, including education and enforcement are required to reduce the volume and speed of motor vehicles and to improve driving standards. This comment applies to all of East Herts, especially urban areas. 20mph should become the default speed limit in urban areas with higher limits permitted only by exception. The HCC Speed Management strategy should be revised to support this approach. 30. Take a whole-route approach to walking and cycling	While the LCWIP seeks to ensure consistency across the district in its approach, individual schemes will be brought forward as resources permit, which may not involve all prioritised routes at the same time. The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30075	Email	General	General	N/A	• We note the lack of reference to the very detailed and informed 2018 Sustrans report into cycling in Bishop's Stortford whereas an older document for Ware/Hertford is included.	The 2018 Sustrans report is included in the Background Evidence Report and has contributed to the development of the East Herts LCWIP.
24004	Web	Hertford	N/A	All	The dat used is unreliable - data from COVID is unrepresentative. The groups contacted are heavily oriented to cycling groups, with no business, trade or unaffiliated other groups like mums getting children to school. There is no cost benefit analysis. Pedestrians need to be signed to use the pavement with crash barriers to roundabout and not the slippery bank. Cross east to west traffic safest by	The data is derived from multiple accredited sources and is not solely confined to the period covering Covid impacts. The network map shows an aspiration for future upgrade of the surface on that routes and would not encourage any users to utilise a slippery bank

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					roundabout - a pavement in between the central reservation to cross the west to east traffic would be safe	
30047	Email	Hertford	Welwyn Road	Walking/Cycling	It's good to see that the Welwyn Road improvement is quite high on the priority list - this is such a key pedestrian and cycling route taking pedestrians in to the town and to Hertford North Station and also back up the hill to the three schools in Sele. I am surprised that it is not higher up the list, given the numbers of people using it and the fact that in places there is only one narrow pavement.	Support noted and welcomed. Priority list was determined on the basis of several factors including, but not limited to, buildability, potential cost and connectivity and utility benefits amongst other criteria.
24451	Web	N/A	N/A	All	Labelling in the report is confusing. Using terms like "Phase A" for Hertford and Ware suggests these interventions are prioritised, but this is not true. Clarify zone labelling to avoid misleading impressions.	Not agreed. Labelling is consistent with other LCWIPs in the the county.
24452	Web	N/A	N/A	N/A	This consultation refers to "Other improvements – for example, benches, artwork or signage" however there is no information in the LCWIP report pertaining to benches or artwork, only one reference to signage, and only 3 to wayfinding.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case. This option allowed for proposals to be suggested that could feed into scheme development at such time. While not explicitly stated the LCWIP will have scope to provide seating & street furniture as part of some schemes brought forward in due course.