

East Herts LCWIP – General Comments - No Change

Object ID	Web, Email or Event	Settlement	Location - If known	Mode	Consultee Comment	Joint Council Response
14412	Web	Bishop's Stortford	North Street	Walking	I support walking and cycling improvements but don't want outdoor seating in a high street keep it at the square	LCWIP is high level at this stage, with details brought forward as the implementation of schemes progress
20004	Web	Bishop's Stortford	N/A	Cycling	I am interested in the proposed cycling routes and wonder how cycling around stortford could be improved. How can bicycles be encouraged on the A120 road to Little Hadham when there are no cycle lanes? There should be cycle lanes on main roads. In Bishops Stortford there should be far more cycle lanes to encourage cyclists in the town. I would like to see more cycle racks for leaving cycles in the main shopping centre market square.	Support for improved cycling welcomed. No specific scheme commented on. LCWIP proposes much of what is being sought across Bishop's Stortford and specific schemes will have bespoke solutions as they are brought forward in due course
20803	Web	Bishop's Stortford	N/A	Cycling	The plan is simply not radical enough. It will not get people out of their cars because it doesn't provide safe segregated best in class infrastructure that takes people from where they live (esp new estates on edges of towns) to school, station,work There are lots of existing quiet ways and wide pavements that could be easily converted to cycleways. We need to CONNECT Stortford housing to the centre and station	No specific route referred to in comments. The LCWIP offers modal choice to users and is based on balancing needs across the district. 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.
25603	Web	Bishop's Stortford	Area Wide	Cycling	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.	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, but where traffic calming can be considered as part design development
30069	Email	Bishop's Stortford	General	Walking/Cycling	Conclusion The current proposals represent a distinct improvement on earlier iterations, but we are concerned that some of the methodologies adopted appear to have produced skewed priorities that will achieve less in terms of modal shift for utility travel than smaller schemes within the town that will have a more significant impact by developing a coherent network for cycling and active travel.	The methodology follows that set out in DfT guidance Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities and has been utilised across Hertfordshire in previously developed LCWIPs so there is consistency across the county

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30125	Email	Bishop's Stortford	General	Cycling	8. Ensure all cycle routes are surfaced by paving machine to create a surface that is as smooth and free from unevenness and undulations as carriageways laid for use by motor vehicles. A number of cycle paths laid recently in Bishop's Stortford have poor surface quality characterised by ridges and unevenness which significantly degrades their attractiveness for cycling.	The LCWIP is high level at this stage and individual schemes will have bespoke solutions depending on circumstances in each case
30127	Email	Bishop's Stortford	Areawide	Walking/Cycling	11. Undertake a town-wide programme of widening existing footways, particularly on routes used by large volumes of motor vehicles on the priority pedestrian network – for example London Road north of Station Road, London Road between Warwick Road and South Road, Hadham Road and Stansted Road south of Michaels Road, Michaels Road (entire length), Rye Street 12. Undertake a town-wide programme of junction entry treatments, particularly on the priority pedestrian network. 14. Undertake a town-wide programme of tightening junction entries/bellmouths to reduce distances pedestrians need to cross in the carriageway and to reduce speed of turning traffic – for example Stortford Hall Park junction with Dunmow Road, Southmill Road junction with London Road, Cannons Close junction with Stansted Road, Kings Court junction with Stansted Road, South Road junction with Southmill Road. 5. introduce raised entry treatments and tight radii at junctions throughout the town centres and on key walking routes to the town centres and to other key destinations. 12. generally make the road network more attractive and convenient for cycling with lanes, tracks, cycle contraflows priority for cycling, dedicated accesses and traffic speed reduction. 13. Generally make improve conditions for walking by creating wider footways, easier crossings, seating and planting and traffic speed reduction. 14. Ensure the cycle network meets the needs	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 routes at the same time. The LCWIP is a district-wide Plan and resources need to be spread widely. This would not permit treatment of every junction, but each would be looked at under scheme development as the occur. 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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					of experienced cyclists looking for quick, direct routes and the needs of those happy to use less direct but quieter routes - similar to the approach used elsewhere in the UK such as in London and Oxford.	
30139	Email	Bishop's Stortford	General	Walking/Cycling	31. Protect the legal status of bridleways and ensure they are suitable for use by cyclists and maintain pedestrian and cycle routes, including from encroachment by vegetation. 4. widen footways and remove vegetation that prevents use of the full footway width to make walking an enjoyable and positive experience. Design for pedestrian comfort as per Transport for London guidance, do not aim merely to meet minimum acceptable widths	The legal status of PROWs is not intended to be denigrated by any LCWIP scheme, but rather be supported and enhanced where appropriate. Any scheme improvements would take into account existing conditions and look to improve/carry out maintenance as necessary. Any specific issues prior to LCWIP scheme adoption can be addressed through the online Fault Reporting mechanism
30142	Email	Bishop's Stortford	Area Wide	Cycling	2. Introduce and suitably enforce a 20mph speed limit throughout the towns. This will include all A and B roads within the towns and all roads within and adjacent to the town centre including (in Bishop's Stortford) South Street, North Street, Bridge Street, Hadham Road, Link Road, The Causeway, Dane Street, Riverside, Adderley Road, Church Street, Station Road, Hockerill Street, Northgate End, Windhill, High Street, Bells Hill, Dunmow Road, Stansted Road, Newtown Road, Rye Street, Hallingbury Road, Great Hadham Road and South Road. These roads will be key components of a cycle and walking network that aligns with users' desire lines and serves numerous key destinations. This will significantly improve conditions for walking and cycling, particularly if supported by effective communications and enforcement. This will ensure whole cycle and walking journeys can be undertaken fully in an environment with speed limits that will be conducive to walking and cycling. Currently the close proximity of large volumes of motor traffic travelling at excessive speed very close to pedestrians and cyclists is a major deterrent to walking and cycling.	While some elements of schemes implemented may have a speed reducing effect, speed reductions per se lie outside of the scope of the LCWIP
30001	Event	General	General	General	Can Town and District use the LCWIP to apply for funds from Active Travel England?	ATE funding is not available to organisations outside of the Highway Authority; however, other funding streams may be available for external bodies to apply for and the

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						utilisation of the LCWIP will be helpful in supporting such funding applications
10803	Web	Hertford	Hertingfordbury Roundabout	Walking	Fantastic	Comments noted and welcomed
14411	Web	Hertford	Welwyn Road	Walking/Cycling	People & the environment must come first, not vehicles. All improvements that promote safe walking/cycling are to be welcomed. People should not choose to take the car because they are scared that walking or cycling is unsafe!	Comments noted and welcomed
24841	Web	Hertford	West Street	N/a	N/A	No change - unclear what is being sought
25204	Web	Hertford	Welwyn Road	Walking	N/A	No change - unclear what is being sought
30008	Email	Hertford	Bus Station	Public Transport	CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION [2] Provide waiting room or cafe kiosk or other shared facility at Hertford bus station Why it matters. It is important to encourage people to travel by bus. It is a shame that the main bus station for Hertford (at Lea Wharf) currently has no facilities whatsoever. Even a mobile café would provide a human presence and a focal point for bus passengers – and perhaps even somewhere to commiserate with each other in the face of any difficulties. Obviously a waiting room would be even better but that may be pie in the sky.	While an admirable ambition, both East Herts & Hertfordshire County Councils have, to date, been unsuccessful in reinstating waiting facilities at Lea Wharf, which is in private ownership and outside of the scope of the LCWIP. Therefore, no changes proposed.
30015	Email	Hertford	Lea Wharf	Cycling	4. Cycle racks • Generally, there is a good selection • IT WOULD BE HELPFUL TO HAVE A CYCLE RACK IN LEA WHARF – NEAR BOOTS / SMITHS	While an admirable ambition, Lea Wharf is in private ownership and outside of the scope of the LCWIP. Therefore, while requests can be made to the owners. no changes proposed at this stage.
30016	Email	Hertford	Area Wide	Cycling	5. Rent a bike – like Boris bikes / Santander etc schemes in cities • A rental / hire scheme might encourage more cycling, particularly to and from both stations • I do not like leaving my bike at Hertford North as I have had 2 bikes stolen from there in the past • MAY NOT BE ENOUGH DEMAND FOR THIS	Rental bike provision lies outside the scope of the LCWIP, but may be considered elsewhere. Refer to Cycling Team
30017	Email	Hertford	Area Wide	Walking	6. Schools walking crocodiles • Organised walking buses • E.g. start at say Tesco or London Road car	Walking bus provision lies outside the scope of the LCWIP, but may be considered elsewhere. Refer to Schools Teams.

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					park and walk up to Simon Balle, Abel Smith and Morgans • There will be lots of different opportunities to achieve this from different starting locations • This will free up rush hour congestion and encourage children to walk a bit more • LIAISE WITH ONE SCHOOL TO DO A TRIAL "	
24450	Web	Hertford Heath	N/A	N/A	The interventions outlined in the East Hertfordshire LCWIP do not, at this time, clearly and comprehensively address the concerns raised by Hertford Heath Parish Council and the residents of Hertford Heath.	No change to network or document as it is unclear what specific issues have not been addressed in the LCWIP to date
24842	Web	Hertingfordbury	St Mary's Lane	Walking	N/A	No change - unclear what is being sought
5209	Web	N/A	N/A	N/A	N/A	No specific comments made, no action required
5603	Web	N/A	N/A	N/A	Stevenage and to a lesser degree Harlow have the best cycle way and footpath in the county if not the country but people do not use the cycle ways for cycling. until we understand why no money should be wasted by this council	Comments relate to separate district, with distinctly different characteristics - no specific comments relating to the proposals in the consultation
7203	Web	N/A	N/A	N/A	N/A	No specific comments made, no action required
8404	Web	N/A	N/A	N/A	I walk alot around Harlow cycle tracks and never, ever seen anyone on a bike. Infact I hardly see anyone cycle around where I live in Sawbridgeworth. My husband who works in Stevenage, never ever sees anyone on their cycle tracks. total waste of money	Comments relate to separate district, with distinctly different characteristics - no specific comments relating to the proposals in the consultation
9203	Web	N/A	N/A	N/A	N/A	General disagree - No comments submitted
9603	Web	N/A	N/A	N/A	I strongly support reducing residential speed limits to 20mph	Comments noted and welcomed
14403	Web	N/A	N/A	N/A	N/A	No specific comments made, no action required
15203	Web	N/A	N/A	N/A	N/A	N/A
15614	Web	N/A	N/A	N/A	I think it is good to see that there is ambition to improve active modes in East Herts	Comments noted and welcomed
18804	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
18805	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
22804	Web	N/A	N/A	N/A	N/A	N/A
22807	Web	N/A	N/A	Walking/Cycling	I would like the Plan to go further in promoting more cycling and more walking routes and facilities	LCWIP routes have been confined to main settlements and group 1 villages at this stage, as resources have been restricted. Future iterations of the LCWIP will hopefully allow for greater coverage in due course
23208	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
23606	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
24006	Web	N/A	N/A	N/A	N/A	Support noted and welcomed

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24011	Web	N/A	N/A	N/A	N/A	Support noted and welcomed
24458	Web	N/A	N/A	N/A	The improvements do not cover areas between my home and bishops stortford. While I agree that they are needed to encourage use, they have no impact on me personally.	No change. Due to lack of information provided, unable to assess where the respondent is referring to.
25206	Web	N/A	N/A	N/A	will email comments	Comments in emails considered separately
30085	Email	N/A	N/A	N/A	The whole process appears to have been overly complex which has undoubtedly increased costs and extended the timescales.	The process was extended to allow for a level of public engagement which had not previously occurred elsewhere. The additional feedback was invaluable in shaping the LCWIP at the public consultation stage as it was better informed by local knowledge. The timescales were also delayed due to unavoidable sick leave by one or more team members.
40019	Event	Sawbridgeworth	General	General	Did not support the LCWIP as thought everyone will continue to use cars so would be a waste of money. Used Stevenage as an example where it was perceived that dedicated off-road cycleways get little usage	Comments noted but not agreed as the LCWIP is intended to provide choice of mode to encourage healthier lifestyles
5205	Web	Stansted Mountfitchet	Stansted Mountfitchet	N/A	Stansted Mountfitchet, Birchanger and Bishops Stortford are being joined together as a single urban unit. The Infrastructure Plan should reflect that people will be wanting to travel between them.	Access between settlements is an important issue and has already been considered through the strategy where linkages are being sought, including cross-boundary, where appropriate. No changes proposed.