

East Herts LCWIP – Changes to Network Mapping

Object ID	Web, Email or Event	Settlement	Location - if Known	Mode	Consultee Comment	Joint Council Response
6803	Web	Aspenden	Aspenden Industrial Estate	Walking	The pathway along aspenden road towards aspenden and the industrial site desperately needs widening	This route is currently included on the secondary walking network but understand the employment and being the only connection to Aspenden Village
6003	Web	Bayford	Bayford	Walking	You have missed out a vital pathway needed from station to Bayford and have not included Bayford in any plans so cars are needed to get around. Brickendon footpath isn't maintained, rural living accessibility to join up to Hertford is needed	Aspiration noted. This route falls outside of the scope for the primary connections, but this scheme does feature in the HCC Rail Strategy 2020 and could be considered for inclusion as a secondary utility route
30094	Email	Bishop's Stortford	Apton Road	Cycling	In addition, I would query the suitability of the following as cycling routes: • The route along Portland Road between Newtown Road and Apton Road, at the northern end this currently goes down a step set of steps to Apton road rather than following the road to the junction with Apton Road	Agreed. Route to be amended to avoid steps and follow carriageway to corner.
30098	Email	Bishop's Stortford	Bartholomew/Castle	Walking/Cycling	• There is an inconsistency between this map and the cycling map as Bartholomew Road is marked for traffic calming but is neither a cycling nor walking route. As indicated above I would prefer this route to that shown on the cycling map.	Agreed. Add Bartholomew Road and Castle Street to primary cycling and walking networks on base mapping to match the audited routes
30121	Email	Bishop's Stortford	Bishop's Avenue / London Road	Walking/Cycling	2. Provide a conveniently accessible cycle path connecting Bishops Avenue and London Road. This is a key link between Bishops Stortford South and key locations such as town centre and the railway station. h. cycle connection between Bishop's Avenue and London Road	Agreed as a beneficial alternative. Add to secondary walking and cycling networks
30056	Email	Bishop's Stortford	Bishop's Stortford 2A	Walking/Cycling	In principle Uttlesford supports the aim to improve walking and cycling infrastructure in East Herts through the proposals in the LCWIP and particularly where the proposals or schemes have obvious cross-border linkages and implications for Uttlesford. The key active travel corridors that we are keen to highlight are the linkages around (and out of) Bishops Stortford including: routes to	Support noted and welcomed. Mapping to be revised to show neighbouring authority routes in Uttlesford

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					<p>Stansted Mountfitchet, connections across the A120 and M11, routes connecting to the Flitch Way and improved connectivity to London Stansted Airport. The EH LCWIP Strategy document needs to ensure that it recognises the opportunity for connections beyond the East Herts boundary and it may be helpful to show the Uttlesford and Essex LCWIP mapping (see attached).</p> <p>Uttlesford submitted its LCWIP (via ECC) to Active Travel England in September. In the Uttlesford (and Essex) LCWIP there are strategic cycle routes that connect into the East Herts area namely:</p> <ul style="list-style-type: none"> • Uttlesford Strategic Cycle Route A. The main N-S route connecting Bishops Stortford to Stansted Mountfitchet and beyond. This route would connect with Bishops Stortford 2A. We welcome and support the assessment and suggested priority given to this route. This route can provide connectivity over the M11 and towards the Airport in association with the UDC LCWIP routes (see Route C below). 	
30091	Email	Bishop's Stortford	BS 53 / BS 42	Walking	<ul style="list-style-type: none"> • I would add the following two routes as secondary walking only: <ul style="list-style-type: none"> o Footpath BS 53 across the Hockerill College site to Stortford Hall Park and then via Church Manor to Parsonage Lane o The River Stort towpath (BS 42) from the Millenium bridge to London Road 	Suggestion would provide good routes so should be added to the secondary route network
30087	Email	Bishop's Stortford	Canons Lane	Walking	<p>In general, I think the maps do reflect the major walking and desired cycling routes. However, I do have some specific comments on the routes in Bishop's Stortford, which I will separate out into those on the Walking, Cycling and Priorities maps.</p> <p>Walking</p> <ul style="list-style-type: none"> • I was surprised to see that there are more cycling routes than walking routes (even on some routes that are identified as shared use 	Agreed. Add Cannons Close and the footbridge over the railway to the secondary walking network

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					paths on the priorities map). Instances where this is the case and I would have expected them to be identified as walking routes include: o Footpath BS 60 and Cannons Close via Johnson's Crossing from Sworders Field, alongside the railway line to Stansted Road (the part of this from Johnson's Crossing to Stansted Road is on the priority map as a shared use map)	
24457	Web	Bishop's Stortford	Dane O'Coys	Walking	I think the whole length of Dane O'Coys north of Cricketfield Lane should be considered a primary walking route. It was previously mostly a leisure route but is now used widely by parents and children walking to and from school	Agreed. Upgrade from Cricketfield Lane to join with existing primary designation
15613	Web	Bishop's Stortford	Drovers Way	Cycling	Route via Drovers Way/Thorley Lane East should be shown as part of a strategic western cycling route from BSN/Tesco to TBSHS/St James. We have used this for group rides - much infrastructure already in place!	Extend existing identified secondary route to encompass Drovers Way through to Northern Parkland
30058	Email	Bishop's Stortford	Dunmow Road	Cycling	• Uttlesford Strategic Cycle Route C. The main E-W route connecting Bishops Stortford to Takeley, Birchanger, Great Dunmow and the Airport. This route connects to the Parsonage Road route. It is unclear why there is not a route along the NE section of the Dunmow Road connecting to the A120. This seems to be a significant omission in connecting this area of Bishops Stortford to the Uttlesford LCWIP network, the Flich Way and to the Airport. It is accepted that the M11 J8 does currently form a considerable barrier to safe active travel access E-W, however, there is a significant 'flow' of residents from Uttlesford into Bishops Stortford using this corridor and from East Herts residents travelling westwards, including those who work at the Airport. Uttlesford have identified the need for a route across this area and	Further consideration will be made to mapping. Under a previous project validation, it was found that delivery of safe cycling infrastructure was not feasible at the Eastern end of Dunmow Road given the volume of traffic and the space limitations. This being said, our mapping should indicate a desire to connect with Essex around this location and therefore a secondary network will be added.

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					<p>suggest that the East Herts LCWIP should mirror this aspiration.</p> <p>In summary, we welcome the principle aims of the LCWIP, however, want to re-iterate the need for cross border co-operation, particularly on the walking and cycling routes out of Bishops Stortford. East Herts DC, HCC, ECC and Uttlesford DC need to work together on improving active travel connectivity and it cannot be done in isolation. There needs to be a clear collective focus on delivering improved active travel connectivity across the A120, M11 J8 and active travel connections into the Airport.</p> <p>Please keep us informed of developments.</p>	
30137	Email	Bishop's Stortford	Dunmow Road	Cycling	28. Provide a means by which cycle users can access the recently-built shared use path next to the A1250 near its junction with the A120.	Further consideration will be made to mapping. Under a previous project validation, it was found that delivery of safe cycling infrastructure was not feasible at the Eastern end of Dunmow Road given the volume of traffic and the space limitations. This being said, our mapping should indicate a desire to connect with Essex around this location and therefore a secondary network will be added.
16008	Web	Bishop's Stortford	Footpath 086	Cycling	This narrow path is already used by cyclists. Widen to improve access and redesignate as cycle path	Representation sought changes to cycling network, but location deemed not wide enough. However, this would present a good opportunity for enhanced walking opportunities, so should be added as a secondary route to the walking network.
15607	Web	Bishop's Stortford	Grange Paddocks	Cycling	Show direct cycle path alongside railway to accord with current planning for BSTC North Route	Changes to be made to cycling network map to reflect the updated alignment put forward in the feasibility study which is being produced by Walk, Wheel, Cycle Trust
40002	Event	Bishop's Stortford	Grange Paddocks	Cycling	Cycle Route North - Change alignment to match most recent feasibility report.	The network mapping will be changed in order to reflect the new desired alignment outlined in the Walk, Wheel, Cycle Trust's feasibility report commissioned by BSTC.

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16404	Web	Bishop's Stortford	Hadham Road	Cycling	Enhance crossing to Toucan and re-model narrow zig-zag path to provide safe cycling access from BSN estates to Tesco and locations further south	Upgrade pedestrian crossing to Toucan crossing between Hadham Grove roundabout & A120 roundabout at site of current controlled pedestrian crossing. Add symbol to legend and amend costing.
30097	Email	Bishop's Stortford	Hadham Road	Walking	Prioritised Network • The crossings on Hadham Road between the Bells Hill and Cricketfield Lane junctions appear to be duplicated and in only slightly different locations to the existing crossings (one of which was installed earlier this year).	As shared path or segregated cycling is not considered suitable in these locations, the crossing points are not proposed for cycling purposes. However, there are side roads at these locations which would benefit from improved informal crossing facilities. Map and legend to be revised to clarify intentions
30095	Email	Bishop's Stortford	Holy Trinity Church	Cycling/Walking	• The route to the rear of Holy Trinity Church from Castle Street to join the path alongside the Church between South Street and Trinity Street. Having driven along this driveway in order to visit the Holy Trinity hall it is extremely narrow with blind bends. It would not be safe as a cycle route unless it was closed to motor vehicles, but this is necessary as it is the only route to the hall, which is the location of the Night Shelter. A better route would be that indicated on the priorities map along Bartholomew Road	Agreed. More suitable as a walking route due to access to play area and church but not suitable for cycling due to impediments on the route. Remove secondary cycle route and replace with secondary walking route
30141	Email	Bishop's Stortford	Link Road/ Old River Lane	Cycling	22. Provide a cycle and pedestrian route next to Link Road including on its northern and eastern side where currently a very inadequate pedestrian path exists. 25. Provide controlled pedestrian crossing on Link Road by Bridge Street 10. provide a direct cycle connection between Northgate End and the Old River Lane and Waitrose sites 11. provide a direct cycle connection between Northgate End and Sworders Fields	Whilst the infrastructure considered in a scheme would be decided at a later date, we agree that a higher priority is needed for cycling for Link Road and will therefore upgrade to a primary cycling route.
30096	Email	Bishop's Stortford	Manston Road	Cycling/ Walking	• The route along Manston Road, Rochford Road and Footpath BS 49 south of Heath Row, due to the narrowness of footpath 49 at this point. This footpath is much wider north of footpath 49 and therefore suitable to be a cycling route	Agreed. Remove Rochford Road through to Heath Row on FP49 from the secondary cycling network, but retain as walking route. Divert cycling route along Manston Drive to rejoin at junction with Heath Row

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40000	Event	Bishop's Stortford	Maze Green Road	Walking	Upgrade small section of secondary and confirm alignment	Agreed. Upgrade section to primary on the walking network
16010	Web	Bishop's Stortford	St James Way	Cycling	Route main cycle path via this point rather than Whittington Way, to enhance links to new TBSHS site and new local centre	Would add spur from primary link on Thorley Street, so is supported for access to school and residential area, plus upgrade link through St James' Park from secondary to primary.
30131	Email	Bishop's Stortford	Stansted Road	Walking	17. Provide crossing on Stansted Road by All Saints Church/Manor Road	Agreed. Crossing point in this location would be desirable as an alternative route to using the Hockerill Junction. Individual infrastructure solutions would be considered in due course as schemes progress at this location.
10003	Web	Bishop's Stortford	The Spinney	Cycling	Shared use paths are unsafe for cycling during peak periods and will not facilitate cycling. No North to South route in Stortford Town Centre. Bizarre routing for a cycling route down narrow footpath with 90 degree bends. Cyclist already use The Spinney as an alternative, which needs improved all weather surface.	We acknowledge the Spinney and will amend route to incorporate this - Comment noted regarding the Town Centre
11203	Web	Bishop's Stortford	The Spinney	Cycling	This is not a desirable route for a priority section of the cycling network, given its convoluted nature and the use of narrow footpaths where conflict with pedestrians will inevitably occur. Route via upgraded Spinney instead.	We acknowledge the Spinney and will amend route to incorporate this - Comment noted regarding the Town Centre
30077	Email	Bishop's Stortford	The Spinney	Cycling	3. We support the prioritisation of the route from St.James' Park into the town centre, but again question the unsatisfactory route shown in the 'Magnaville Road' area. The route is contorted, and follows narrow footpaths that will create conflict between cyclists and other path users. An improved, direct route using The Spinney should be adopted, and can be funded by S106 from the redevelopment of the neighbouring TBSHS site.	The use of The Spinney is acknowledged and route will be amended to incorporate this.
18011	Web	Bishop's Stortford	Thorley Lane East	Walking/Cycling	Thorley Lane is a very popular route for walkers and cyclists connecting from St James' Park to the Southern Country Park and St Michaels Mead and beyond. It is in need of traffic calming measures to ensure safety for other road users.	While not considered suitable for walking network due to lack of connection on utility routes, the secondary cycling network on Thorley Lane East between Obrey Way and Church Lane should be extended to include this section.

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20005	Web	Bishop's Stortford	Tow Path	Walking	Whole of the river path between the London Rd and Bridge Road to be included. Seems only to cover Sextons Road for the last part.	Agreed. Secondary route to be extended to include this section
30092	Email	Bishop's Stortford	Train Station	Walking	<ul style="list-style-type: none"> The route across the station from London Road to Sexton's Road should be deleted as this uses the passenger bridge within the station, which is not open to the public, and there is no other location to put a new pedestrian bridge to create the route 	Agreed. Remove station bridge and add ramp up to Station Road on primary walking route network
30088	Email	Bishop's Stortford	Woodpecker Close	Walking	o The path (BS 76) from Woodpecker Close in Bishop's Gate to Woburn Avenue in Bishop's Park	Agreed. Add Woodpecker Close to the secondary walking network
30147	Email	Bishop's Stortford	Flitch Way	Walking/Cycling	<p>I attach FWAG's submission on the Essex Underpass suggested secondary cycle route. Please confirm receipt.</p> <p>FWAG strongly supports EH LCWIP's inclusion of a cross-boundary link with neighbouring Uttlesford District Council. A route which has the potential to link Bishop's Stortford to the Flitch Way, NCN route 16 and Stansted Airport. FWAG looks forward to both councils collaborating to finalise plans and seek necessary funding for future implementation of an important off-road cross-boundary route</p>	Submission has been evaluated and minor changes to the alignment of the mapping have been made to reflect the aspirations of the action group.
15605	Web	Bishop's Stortford	Flitch Way	Walking/Cycling	Needs to be a priority route to link to NCR16 at Flitch Way, to allow commuting from expanding Takeley area. Not through golf course though!!! FWAG has preferred route.	Submission has been evaluated and minor changes to the alignment of the mapping have been made to reflect the aspirations of the action group.
15609	Web	Bishop's Stortford	Dane Street	Cycling	Probably the most important location in BS to improve cycling. Road space permits segregated 2-way cycle path to link routes to north and south via station. Shared use here insufficient.	Having reviewed the mapping, changes to the Dane Street area will be made to better reflect the plans.
15610	Web	Bishop's Stortford	Dane Street	Cycling	Large junction improvement required here to allow safe 2-way access to proposed Dane Street improvement (see other submission)	Further investigation - consider re-audit or re-engineering for junction improvement or crossing at Causeway/Dane Street
16403	Web	Bishop's Stortford	The Spinney	Cycling	Routing of cycle path here is ludicrous - dangerous and indirect. Route should be	The alignment of the Spinney will be readjusted in the mapping.

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					along an improved Spinney, as shown in current HCC s278 scheme	
18008	Web	Bishop's Stortford	The Spinney	Cycling	The proposal for a shared cycle/footpath through narrow estate paths makes no sense. A better solution is to direct cyclists via a dedicated cycle path through the Spinney.	The alignment of the Spinney will be readjusted in the mapping.
24454	Web	Bishop's Stortford	Flitch Way	Walking/Cycling	The Essex Underpass secondary cycling route is a good suggestion which could lead to a cross-boundary route. However, the suggested route requires some important variations if it is to connect with routes in the Uttlesford LCWIP. A modified Essex Underpass route has great potential for creating an off-road cross boundary connection with neighbouring local authority, Uttlesford District Council.	Submission has been evaluated and minor changes to the alignment of the mapping have been made to reflect the aspirations of the action group.
30059	Email	Cole Green	Panshanger lane	Cycling	<p>Dear Sir/Madam</p> <p>We are pleased to respond to this consultation on behalf of Tarmac Trading Ltd, which is promoting the development of Birchall Garden Suburb (BGS), a cross-boundary extension to Welwyn Garden City allocated in both the East Herts District Plan and the Welwyn Hatfield Local Plan.</p> <p>BGS is bisected by the Cole Green Way, which forms part of Route 61 of the National Cycle Network and enables high quality Active Travel connectivity between Hertford and Welwyn Garden City, offering a more sustainable alternative to car-borne journeys between these towns via the A414. Importantly, the location of BGS astride this key Active Travel connector will allow significant increases in its use, both by residents of BGS and by other users, especially between the site and Welwyn Garden City, but also eastwards to Hertford.</p> <p>Against that backdrop and also taking into</p>	Cole Green Way is on the primary network and extends to the district boundary. The route beyond this would be determinant on the Birchall Garden Suburb application and measures brought forward within it that should not be predetermined through the LCWIP but could be added to it in a later iteration in due course. Connections along Birchall Lane are on the secondary network and also extend to the district boundary. It is suggested that a further connection should be made between Birchall Lane at Cole Green across the A414 and onward through Panshanger Lane to the entrance to Panshanger Park, newly opened car park entrance.

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					<p>account the County Council’s strategy to improve the route through its Cole Green Way Greenspace Action Plan and its Cole Green Way Management and Maintenance Plan, we consider the East Herts LCWIP should recognise the importance and potential of this key route much more fully. Although Route 61 of the NCN is referenced at paragraph 3.10.13 and identified on Figure 3-14, in addition to being highlighted as a “Slow Way” on Figure 4-16, its extent to the District boundary and beyond to Welwyn Garden City is not identified in the Draft Cycling Network on Figure 4-20 (which shows the part of the BGS allocation within East Herts) or on any of the proposal plans in the later part of the LCWIP or its appendices.</p> <p>In this respect, we note that Figure 4-19 does identify “high cycling potential” between Hertford and Welwyn Garden City, but assigns this to the Old Coach Road and to Birchall Lane rather than to NCR 61. Given the existence of this NCR and the safety challenges associated with crossing the A414 at the Birchall Lane roundabout, it would be more appropriate to encourage cyclists to use the NCR (as well as the Old Coach Road) in preference to the section of Birchall Lane east of the A414 and its roundabout junction with that road. We have reproduced below a version of Figure 4-20 identifying (in orange) those additional lengths of both the NCR (as far as the District boundary) and the Old Coach Road as part of the Cycling Network, on which future investment should be focused to maximise its scope for encouraging travel via sustainable modes, in accordance with local and national policy. Financial contributions from development proposals that relate to that network can form part of wider</p>	

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					packages of investment drawing from appropriate public and private sources, carefully co-ordinated to optimise its potential usage. However, it is important that such contributions are proportionate, specifically in meeting the three tests imposed by Regulation 122 of the CIL Regulations, namely being necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.	
30105	Email	Hertford	Rush Green Roundabout	Walking	Rush Green roundabout - used daily by schoolchildren who cross the slip roads on the way to/from school	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will look for future opportunities if changes to the roundabout were to occur.
30010	Email	Hertford	Bluecoats	Cycling	<p>CASTLE PLUS – L & M - TOP FOUR POTENTIAL MOVEMENT PROJECTS FOR CONSULTATION</p> <p>[4] Provide short cycle route (50 meters) alongside existing pavement outside Christ's Hospital</p> <p>Why it matters. There is a major pinch point for cyclists in the vicinity of Tesco/Ware Road/Mill Road, which is a disincentive to cycling. It would be good to provide a route for cyclists between Fore Street/South Street and Tesco/Mill Road/Ware Road that avoids Stag House roundabout. This 'missing link' would go from the entrance to Christ's Hospital to Mill Road, alongside the existing pavement. It could be used in either direction: it could be accessed by westbound cyclists (via the pedestrian crossing of the Ware Road, closest to the Stag House roundabout), as well as by those travelling eastbound from the southern end of South Street/M&S. [Those travelling</p>	Agreed that this would be an improvement to the cycling network to avoid the roundabout when travelling in easterly direction. Add to primary network.

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					eastbound would also benefit from 'advanced stop lines' for cyclists on the Ware Road.]	
30048	Email	Hertford	Brickendon Lane	Walking	One route to school which is missing, is the route which families from the Cecil Road estate often take, crossing Brickendon Lane where it meets Hornsmill Road, cutting through the twitchell which leads from the Brickendon Lane to Liberty Close, and then walking through the Close and through the twitchell which goes from the Close to Mandeville Close and from there up to Morgan's School. Families from the Pearson Avenue estate also use the twitchell from Liberty Close to Mandeville Close.	Agreed. Add to secondary walking network
24442	Web	Hertford	Caxton Hill	Walking	New pedestrian route from Caxton Hill to Balls Park would be beneficial for those who use this area as a walking rough to Simon Balle School	Agreed. Network changes to add secondary route to the walking network in line with Kingsmead Neighbourhood Plan proposed route to link between Rush Green roundabout and the play area near Magnolia Close.
24839	Web	Hertford	Cromwell Road	Cycling	Designate Cromwell Road as a 'cycle friendly' road. Improve surfacing to facilitate cycling and install signage to indicate.	Agreed that Cromwell Road should be added to secondary cycling network
24835	Web	Hertford	Foxholes Woodland	Walking	The Kingsmead Neighbourhood Plan outlines improvements to this area including: Improved pedestrian route across Foxholes woodland from Stanstead Road to Caxton Hill	Agreed. Secondary walking network to be extended to include this route
23209	Web	Hertford	Gauge House, Tow Path	Cycling	The tow path from Hertford Lock to where national route 61 heads off to Ware station needs widening and resurfacing. It needs to be 4m wide and smooth, ideally looping around behind the pump house on a surfaced route.	Support noted and welcomed. Proposal to add link to loop around the Gauge House (rather than Pump House as stated) agreed. 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.
24411	Web	Hertford	Kingsmead	Walking	children living in Kingsmead and particularly the various roads from the 'Woodland' roads walk round the back of Caxton Hill to get to school - normally 30 or so. Making the path across the EHDC land behind Caxton Hill a PRow and improving it is essential	Agreed. Network changes to add secondary route to the walking network in line with Kingsmead Neighbourhood Plan proposed route to link between Rush Green roundabout and the play area near Magnolia Close.
24443	Web	Hertford	The Pines Preschool	Walking	A new footpath through the Pines to join with Stanstead Road and the route to Simon Balle	Agreed. Network changes to add secondary route to the walking network in line with Kingsmead

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						Neighbourhood Plan proposed route to link between The Pines Preschool to Simon Balle school.
24836	Web	Hertford	The Pines Preschool	Walking	Improvement of off-road footpath through The Pines from Burleigh Road to Stanstead Road; providing a link to the Simon Balle route from Burleigh Road and via Pinehurst recreation ground	Agreed. Add to secondary walking network in line with Neighbourhood Plan proposals
23207	Web	Hertford	The Sidings, Bengoe	Cycling	My main concern is crossing Port Hill / Cowbridge which is busy and safely cycling to Hertford North. The best option would be to use the old railway line adjacent to Balfour st and open up the old railway bridge to cycle under the road to Hartham The crossing of Port Hill and link to Hartham Common to Bengoe could be much improved, by cycling under the old railway bridge and having a continuous cycle path that doesn't go through the car park and is widened to avoid pedestrians	The Sidings is already included on the secondary route network and links to Hartham are identified for improvement. Land ownership issues currently preclude utilising under-bridge route. Alignment improvements to base map required to address mapping error on current version
24440	Web	Hertford	Woodlands Road	Walking	The Kingsmead Neighbourhood Plan outlines improvements to this area including: Improved pedestrian route from Woodlands Road to Caxton Hill, as this is a walking route to the nearby Simon Balle School	Agreed. Add to secondary walking network in line with Neighbourhood Plan proposals
24409	Web	Hertford	Rush Green Roundabout	Walking	The girls walking to Presdales have been crossing Rush Green roundabout for decades and will continue doing this no matter what you do to Hoe Lane. Toucan crossings at Rush Green are essential to allow the direct route from Kingsmead and Hertford Heath	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will look for future opportunities if changes to the roundabout were to occur.
24421	Web	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	Alignment issues have been raised for this location and changes to the prioritised network will change to ensure that suitable roads are used.
24425	Web	Hertford	Rush Green Roundabout	Walking	Rush Green roundabout - used daily by schoolchildren who cross the slip roads on the way to/from school	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will

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						look for future opportunities if changes to the roundabout were to occur.
24809	Web	Hertford	Hertingfordbury Roundabout	Walking/Cycling	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.	The location of the crossing point will be moved to the A414 to reflect the real desire line.
24837	Web	Hertford	Rush Green Roundabout	Walking	Provision of light controlled safe crossings and footpaths around Rush Green roundabout. This allows use of existing Restricted Byway so that children at Presdales, Middleton and Pinewood schools can walk to their school as there is no safe walking route	Current routing shown at Rush Green Roundabout reflects a less direct but more viable improvement for walking and cycling to connect to the schools on Hoe Lane. We do acknowledge the desire line around the roundabout and will look for future opportunities if changes to the roundabout were to occur.
24807	Web	Hertford Heath	Footway 002	Walking	The PRoW along the route of Ermine St offers a great walking path from Hertford Heath to Presdales if it were improved. Currently it is too muddy and restricted but it is off road and would be better than the road route for pedestrians	Agreed Hertford Heath Byway 001 and Footpath 002 between Hogsdel Lane and the Rush Green as a walking route on the secondary network, that would also link into Rush Green route already identified
8803	Web	N/A	N/A	N/A	The legend on the map using red and orange colours is not helpful. The second colour should be easily identifiable by a different colour.	Colour coding on maps to be reassessed to ensure accessibility for all users
14404	Web	Sawbridgeworth	Footpath 009	Walking/Cycling	Our group has made multiple suggestions multiple times to this LCWIP but almost none have appeared on in this final draft. And we have had no explanation for why these proposals have not been accepted why no-one has come to see the town. - Walking and cycle route linking West Road to footpath 9 that then leads east to A1184	Prioritised network does show FP009, but an error has occurred with it not showing correctly on either walking or cycling networks. These should be revised to show as primary on the walking network and secondary for cycling. Plus, the alternative route through the new residential estate is to be shown for both walking and cycling networks
14410	Web	Sawbridgeworth	Footpath 009	Walking	Make this into a walking route to connect Mandeville School to Leventhorpe School, and West Road to A1184 via footpath 9 away from air pollution.	Prioritised network does show FP009, but an error has occurred with it not showing correctly on either walking or cycling networks. These should be revised to show as primary on the walking network and secondary for cycling.
14407	Web	Sawbridgeworth	Footpath 032	Walking/Cycling	Make into joint use walking and cycling path using signage that show walkers take priority. This will enable cyclists to get between A1184, town centre, Fair Green without	Although comment refers to joint use, path is very narrow so not considered appropriate for both modes. However, the route would be suitable for

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					having to go around a long route because you cannot cycle west on Bell Street.	walking linkages, so should be added to the secondary walking network
14405	Web	Sawbridgeworth	High Wych	Walking/Cycling	Joint use all weather walking and cycle path from the Crest in Sawbridgeworth to High Wych - this needs to be surfaced so it can be used throughout the seasons, and this would link up Sawbridgeworth to Harlow, Gilston Garden Town, Bishop's Stortford	This connection is currently on the network for cycling, using the alignment of footpath 016. We will make changes to the walking network to match this as it falls within the 2km criteria for utility walking routes.
30031	Email	Sawbridgeworth	Knight Street	Cycling	<ul style="list-style-type: none"> • A cycle route through Bullfields/ Knight street linking F&B, Reedings and Leventhorpe Schools. Much safer than the main road. 	Route would be a good improvement to link schools and should be added as a primary mixed use facility
30029	Email	Sawbridgeworth	Long Distance route	Cycling	<ul style="list-style-type: none"> • A cycle route heading west which would join towns of Harlow, Stortford and Sawbridgeworth using existing quiet lanes and bridleways. Much preferred to using the busy main road. See previous emails for more detailed information. 	Agreed, Add to secondary cycle network
40017	Event	Sawbridgeworth	Tow Path	Walking/Cycling	Cycle route sought between Sawbridgeworth and Bishop's Stortford along river as off road alternative route - multiple people made same comment	Scheme would offer a good alternative off-road route for walking and cycling. Add to secondary network
30000	Email	Sawbridgeworth	High Wych	Walking	<p>I've received the link for "making east herts streets safer"</p> <p>Please could I ask for high wych road to be considered?</p> <p>This is the main road to go to and from high wych school and although it is a 30 mph zone vehicles usually travel 40+ mph</p> <p>The pathways are overgrown and the pavement is uneven</p> <p>The lighting is poor too</p>	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
30054	Email	Sawbridgeworth	Towpath	Walking	"Sawbridgeworth 3" walking route along Station Road is welcome, supporting access to the Stort towpath route as well as the station. It includes a new crossing at The	Changes to the network to connect the canal towpath the prioritised network is supported and will be made to the mapping

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					Forebury junction, which may be of use to people continuing along the Stort towpath crossing Station Road, given there are currently no dropped kerbs for the towpath access points; the proposed location is a little offset but still of value. This new crossing should consider supporting the needs of people using the towpath route with wheelchairs and buggies and cycles, allowing towpath accessibility improvements in the future if funded – i.e. the route between the new road crossing and the towpath crossing point should be accessible. Similarly in other locations, even if a towpath delivery project is not yet being taken forward, it will be very helpful for the proposed/prioritised road and footpath improvement schemes to consider the accessibility of the connection to the towpath routes. It is acknowledged that the costings set out are high level and do not account for inflation nor do they include design, risk, and contingency costs or optimism bias. The costings appear to suggest £216k/km for shared use paths (as towpath is defined). It is considered that this may be a little low for towpath projects considering the age and complexity of our network.	
5207	Web	Sawbridgeworth	High Wych	Walking	This is a key route for school children walking to Leventhorpe. A formal crossing is needed	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
6004	Web	Sawbridgeworth	High Wych	Walking	A pedestrian crossing is needed as this is a walking route to schools	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
14010	Web	Sawbridgeworth	High Wych	Walking	This needs a crossing for pedestrians and cyclists to cross over to walk to High Wych - this would be used by children walking or cycling to Leventhorpe School.	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych

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30148	Email	Sawbridgeworth	Bonks Hill	Walking	<p>3. Footway Widening between Bonks Hill and the Hand and Crown</p> <p>The Council highlights the urgent need to widen the footway between Bonks Hill and the Hand and Crown. This section is currently too narrow to safely accommodate pedestrians, especially during peak times. Widening this path would significantly enhance safety and usability for walkers, including schoolchildren and elderly residents.</p> <p>In summary, Sawbridgeworth Town Council supports the principles outlined in the LCWIP and encourages East Herts to engage further with local stakeholders during the design and implementation phases to ensure the infrastructure meets the needs of the community.</p>	Comments taken into consideration and 1km of additional walking auditing has been conducted post consultation to connect Sawbridgeworth with the Rivers Hospital in High Wych
17603	Web	Ware	Ware	Walking/Cycling	The archway under Viaduct Rd was specifically opened to provide a route from the towpath East of Ware to Station rd and Broadmeads and on to the new path on Kings mead. It should be the priority route from towpath to towpath.	Changes to walking & cycling networks required to correct alignment to go from Stewart Place under viaduct to link to towpath via Crane Mead
24005	Web	Ware	Watton Road	Walking	Zebra crossing at bottom of Watton Rd ware is dangerous. Cars overlook people wanting to cross	Agreed. New improved crossing point to be added to route - could involve upgrading existing zebra to pelican crossing
12405	Web	Watton-at-Stone	Gatekeepers Way	Walking	I'm surprised the footpaths have not been joined, as it's a major request from the village to HCC & WASPC. Opening Footpath 17 improves access from the Gatekeepers estate to the rest of the village. Simply moving the fence could achieve this.	We acknowledge the connection benefits for walking and will add a secondary walking route connecting Gatekeepers Way to Footpath 017
13203	Web	Watton-at-Stone	Gatekeepers Way	Walking	Footpath 17 in Watton at Stone needs to be extended to Clappers Lane. Access currently open during school hours which means a long detour for residents wanting to visit High Street businesses.	We acknowledge the connection benefits for walking and will add a secondary walking route connecting Gatekeepers Way to Footpath 017
40015	Event	Watton-at-Stone	Woodhall Estate	Cycling	Are we able to work with Woodhall Estate to use old A602 to connect Watton at Stone?	While this land is in private ownership and currently lies outside the scope of the LCWIP, there is a longer term aspiration to connect Watton-at-Stone with both Ware and Stevenage.

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						Diagrammatic addition to pdf mapping to show corridor aspiration to be actioned