

Active Travel Fund Tranche 2: Public Consultation Consultation Report

February 2022

Hertfordshire County Council

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1 INTRODUCTION

1.1. Purpose of this document

- 1.1.1. This report documents the approach taken to formal consultation held on the Council's proposed cycling and walking improvements as part of the Active Travel Fund (ATF) Tranche 2 programme. The consultation took place between 1 -30 July 2021.
- 1.1.2. As well as presenting the feedback received during the consultation period, the report also sets out the Council's responses to the key themes that have emerged.

1.2. Funding

- 1.2.1. In May 2020, the Secretary of State for Transport announced a £250 million Emergency Active Travel budget to support the introduction of traffic calming measures, wider pavements and more cycle lanes to facilitate social distancing within town and city centres in response to the Covid-19 pandemic. The two key aims of the funding were to:
 - Enable more people to walk and cycle where possible
 - Support safe social distancing in areas where people congregate, e.g. town centres, high streets, transport hubs or bus stops
- 1.2.2. Hertfordshire County Council received Emergency Active Travel Fund (EATF) Tranche 1 funding from the Department for Transport (DfT) in July 2020. Work began in August to temporarily reallocate road space to walking and cycling, which included the implementation of new protected temporary cycle lanes, additional cycle parking at key locations and improved maintenance across the cycle network.
- 1.2.3. DfT invited applications from local authorities for a second round of funding, which is designed to support the development of longer-term active travel projects. In November 2020, Hertfordshire County Council were awarded a total of £6.4m, through a combination of capital and revenue grants, through ATF Tranche 2.

1.3. Background to the consultation

- 1.3.1. As part of the funding announcement, DfT confirmed specific requirements for consultation on the programme of works, ensuring meaningful engagement with local communities to help shape design work and enable better-informed decision making.
- 1.3.2. To meet these requirements and use community views to inform design development, the Council have taken a two-stage approach to consultation for the proposals. This involved seeking initial views on the principles of investing in active travel improvements through an engagement exercise, followed by the formal consultation.
- 1.3.3. The engagement exercise took place between 16 February – 16 March 2021 and eleven proposals in six towns across the county were presented for comment to the public.

1.3.4. Feedback was gathered through two primary means:

- A survey, completed online via SmartSurvey
- StoryMaps, an online platform presenting maps, graphics and information in an engaging way, where members of the public can drop 'pins' with their comments

1.3.5. During the four-week period, more than 1,700 responses to the survey were received and 1,200 comments were left on the StoryMaps. The responses were broadly supportive across all schemes.

1.3.6. The outcome of the engagement was collated in a summary report which has been published on the Council website and available from the Council on request. This feedback was considered by the design teams and informed decision making on which proposals would be taken forward to consultation.

1.4. About the proposals

1.4.1. The ATF Tranche 2 funding Hertfordshire County Council received was based on seven schemes. These proposals were selected by the Council using previously identified projects as well as suggestions made by elected representatives, the public and cycling groups.

1.4.2. Subsequently, four additional projects were also identified and presented to the public during the engagement exercise, on the basis they could act as substitute projects should any of the initial schemes not progress.

1.4.3. Having considered the outcomes of the engagement and feedback the Council received; it was agreed that eight proposals would be taken forward to the formal consultation. These are summarised in Table 1.

Table 1: Summary of the proposals

| Location | Summary |
|--|--|
| London Road, Buntingford | A new shared use facility, and new and improved crossing points, for people walking and cycling along Station Road/London Road |
| Boundary Way Roundabout, Hemel Hempstead | A new 'Dutch-style' roundabout with dedicated, separate space for cyclists, pedestrians and vehicles |
| Central St Albans | <ul style="list-style-type: none"> - Upper Marlborough Road and Marlborough Road: dedicated space for cyclists and changes to traffic flows to improve southbound access - London Road – Keyfield Terrace: junction redesign with dedicated space for cyclists to cross and new crossings for pedestrians - Old London Road: new crossings and improved cycling infrastructure to enhance east-west connectivity - Approach Road: dedicated space for cyclists to improve connectivity and improved visibility at crossings |
| North Road, Stevenage | <ul style="list-style-type: none"> - North Road: Coreys Mill Lane – A602 Lytton Way: new two-way separated cycle route on the eastern side of the road with separate footway and crossing improvements between Lister Hospital and A602 Lytton Way - North Road: Coreys Mill Lane – Lister Close (new development): extension of the cycle facilities to the new development site in the north - North Road: A602 Lytton Way - High Street: extension of the cycle facilities to the Old Town to the south <p>(The Coreys Mill Lane-Lister Close and Lytton Way-High Street extensions would be subject to funding and the outcome of the consultation, although comments were sought as part of this exercise to understand local views)</p> |
| Stratford Way junction, Watford | Cycling and walking improvements at the junction of Stratford Way and Hempstead Road |
| Wiggenhall Road, Watford | Upgrading the temporary cycle lane to provide a permanent shared use facility |
| Bridge Road, Welwyn Garden City | Creating a new two-way cycle route, replacing the existing temporary facility, to improve safety and connections to the town centre and existing cycle networks |

| Location | Summary |
|---|--|
| Digswell Park Road, Welwyn Garden City & Digswell | Retention of road closure point to create a quietway along the road, with upgraded and new crossing points, a reduced speed limit and improved signing and wayfinding to improve road safety |

1.4.4. Three schemes that formed part of the initial engagement exercise were not included in the consultation:

- Fleetville Low Traffic Neighbourhood
- Cassiobury Estate Low Traffic Neighbourhood
- Watford High Street cycle lane

1.4.5. The two proposed Low Traffic Neighbourhoods (LTNs) were not taken forward whilst the Council review where low traffic neighbourhoods have worked well nationally. A key aspect has been thorough engagement with the local community in developing the most suitable interventions as well as a very high level of support. Fleetville LTN had support of 79% and the Council intend to carry out specific further engagement in 2022. The Cassiobury LTN had 56% support and the Council have decided not to progress this proposal currently.

1.4.6. Hertfordshire County Council are working with Watford Borough Council to look at improving cycle facilities in Market Street and High Street, Watford.

2 CONSULTATION APPROACH

2.1. Consultation period

2.1.1. The public consultation on the eight proposals which form part of the Active Travel Fund Tranche 2 programme took place between 1–30 July 2021.

2.2. Consultation purpose

2.2.1. The primary purpose of the consultation was to seek opinions of the local communities, other key stakeholders, including elected representatives, and all other interested parties on the proposed schemes outlined in section 1.4.

2.2.2. Although significant, the funding received from DfT would not be enough to deliver all eight proposals. As such, the views collected through the consultation, and summarised in this report, will help inform the Council's decision-making on which cycling and walking schemes will be delivered across the county.

2.3. Approach to consultation

2.3.1. An 'Approach to engagement and public consultation' document was prepared and published on the County Council website in December 2020 to outline plans for the initial engagement exercise and public consultation, a copy of which is also appended to this report and can be found in Appendix 1 – Approach to engagement and public consultation.

2.3.2. This document set out the Council's two-stage approach, including examples of the channels that would be used to publicise the engagement and consultation, how feedback would be gathered and reported on.

2.3.3. It also documented the overarching outcomes of the engagement and consultation that the Council focused on delivering throughout both stages:

- **Raising awareness and understanding local views:** explain the rationale behind the proposals, and their benefits, to raise awareness of the improvements and encourage participation in the engagement process from a representative cross-section of communities near each of the proposals.
- **Informing designs:** initial early engagement, involving both local communities and groups who can help represent the views of wider networks, and formal public consultation to inform detailed design work and our decision-making on the best long-term solutions

2.4. Consultation objectives

2.4.1. As well as having overarching outcomes to underpin the complete process, Hertfordshire County Council also identified specific objectives that directed the approach to consultation, which included:

- Generating interest in the proposals by giving people the opportunity to influence the final design
- Ensuring prospective respondents receive sufficient information about the proposals in order to make informed comment
- Raising awareness of the benefits of more sustainable transport modes

2.5. Overview of consultation materials and channels for promotion

2.5.1. A range of materials were produced for the consultation to help respondents understand the proposals and submit informed comments. These were subsequently promoted via a number of communications channels to raise awareness and encourage participation. These materials and channels are explained in Section 2.6 onwards.

2.6. Core scheme information

2.6.1. Website

- 2.6.1.1. Information about the consultation was published on the County Council website: [Active Travel Fund](#). This URL was included in all information released into the public domain, during both the initial engagement exercise and the consultation.
- 2.6.1.2. The webpage was entitled 'Improvements for those that cycle and walk (Active Travel Fund)'. This was to differentiate from the Active Travel Fund page that was used during the initial engagement.
- 2.6.1.3. The webpage represented the single repository for all information about the consultation. All channels and methods used for raising awareness, as discussed in Section 2.8, directed the public to this page, which provided:
- An overview of the funding
 - The dates of the consultation
 - A link to the online survey
 - Background information on the proposals, including how the designs were developed in line with public feedback from the engagement exercise, and why the improvements are needed
 - Links to the StoryMaps
 - Contact details for further queries

2.6.2. StoryMap

- 2.6.2.1. An ArcGIS StoryMap Collection was produced to provide detailed information on the proposed schemes.
- 2.6.2.2. A StoryMap is an online platform presenting maps, graphics, and details in a visual and engaging manner. Six individual StoryMaps were created, documenting the proposals in each of the six towns across the county.
- 2.6.2.3. The StoryMaps were then combined into a 'collection': a way to present stories together as a cohesive, easily navigable set.

2.6.2.4. Each StoryMap provided:

- An overview of the proposal and its location
- The key features of the design on an interactive map
- Public-facing mapping and a visualisation of the proposal, explained more in section 2.6.3 and 2.6.4 respectively
- The general arrangement technical drawings
- Link to the survey

2.6.2.5. An example copy of one of the StoryMaps can be found in Appendix 2 - Example of ArcGIS StoryMap and the [original ArcGIS StoryMap Collection with the consultation material is available online](#).

2.6.3. Public-facing mapping

2.6.3.1. To help prospective respondents understand the proposals in more detail, public-facing mapping was produced. These were simplified versions of the general arrangement drawings.

2.6.3.2. Fifteen maps were created for the eight proposals, in efforts to pair back the technical detail and ensure that the local communities understood what the schemes were showing.

2.6.3.3. The maps were hosted on the StoryMaps, both as an image which could be expanded and as a pdf available for download.

2.6.3.4. Examples of the public-facing mapping are available in Appendix 3 - Public facing mapping.

2.6.4. Visualisations

2.6.4.1. Eight computer-generated images (CGIs) were created, one for each scheme, offering a visual guide for how the completed improvements would look.

2.6.4.2. These CGIs were used across various promotional materials, including on the postcards, with the press release and on banners, all described in further detail in section 2.8.

2.6.4.3. The CGIs were also available on the StoryMaps using the 'slider' function, where visitors to the site could move a slider left and right to switch between an image of the current road layout and the visualisation. This offered a simple mechanism to quickly indicate the impact and change the scheme would bring.

2.6.4.4. Copies of the visualisations can be found in the individual sections for each proposal, from Section 5 onwards.

2.7. Engagement with key stakeholders

2.7.1. County Councillor briefings

- 2.7.1.1. In the week preceding the launch of the consultation, briefing sessions were held with relevant County Councillors (see Table 2 for details) for each of the proposals.
- 2.7.1.2. The sessions were held via MS Teams and led by the project sponsors.
- 2.7.1.3. These briefings were an opportunity for the Councillors to have advance sight of the proposals and the consultation materials before they were available to the public.

Table 2: Relevant wards

| Proposal | Wards |
|--|---------------------------|
| London Road, Buntingford | Buntingford |
| Boundary Way Roundabout, Hemel Hempstead | Harpenden Rural |
| Boundary Way Roundabout, Hemel Hempstead | Hemel Hempstead East |
| Central St Albans | St Albans Central |
| Central St Albans | St Albans South |
| North Road, Stevenage | Old Stevenage |
| North Road, Stevenage | St Nicholas |
| North Road, Stevenage | Royston West & Rural |
| Stratford Way junction, Watford | Nascot Park |
| Wiggenhall Road, Watford | Central Watford and Oxhey |
| North Road, Stevenage | West Watford |
| Bridge Road, Welwyn Garden City | Handside & Peartree |
| Digswell Park Road, Welwyn | Welwyn |

2.7.2. Letters to MPs

- 2.7.2.1. Letters were sent via email to local MPs to inform them of the start of the consultation and provide a brief description of the proposal(s) in their constituency.
- 2.7.2.2. The letter included the URL to the website, to give MPs the opportunity to participate in the consultation and share the information with their constituents.

2.7.2.3. The MPs contacted are detailed in Table 3.

Table 3: List of MPs

| Proposal | Constituency | Member of Parliament |
|-------------------------|---------------------|-----------------------------|
| London Road, | East Herts | Rt Hon Sir Oliver Heald MP |
| Boundary Way Roundabout | Hemel Hempstead | Rt Hon Sir Mike Penning MP |
| Central St Albans | St Albans | Daisy Cooper MP |
| North Road | Stevenage | Stephen McPartland MP |
| Stratford Way junction | Watford | Dean Russell MP |
| Wiggenhall Road | Watford | Dean Russell MP |
| Bridge Road | Welwyn | Rt Hon Grant Shapps MP |
| Digswell Park Road | Welwyn | Rt Hon Grant Shapps MP |

2.7.2.4. A copy of the letter can be found in Appendix 4 – Example letter to MPs

2.7.3. Stakeholder email

2.7.3.1. An email was issued upon the launch of the consultation (Thursday 1 July 2021) to more than 300 local representative groups and bodies, statutory stakeholders, and organisations, who act as intermediaries to wider communities.

2.7.3.2. The emails encouraged recipients to share the details of the consultation amongst their networks and encourage participation.

2.7.3.3. A copy of the email can be found in Appendix 5 – Stakeholder email

2.7.4. Local schools

2.7.4.1. Infant, primary, and secondary schools located close to the proposed schemes were contacted directly by email with information about the consultation.

2.7.4.2. The email included the dates of the consultation, details about the local proposal, and a link to the website. It asked the schools to make parents, pupils and staff aware via their own internal mechanisms.

2.7.4.3. The list of the schools contacted can be found in Appendix 6 - List of schools.

2.7.5. Other meetings

- 2.7.5.1. For one scheme, a further meeting was held between the project team and the local Town Council at the request of the local Councillor. On 23 July 2021, representatives from Buntingford Town Council and the County/District Councillor for the Division/Ward attended a meeting with the project sponsor at the town council offices.
- 2.7.5.2. The project sponsor provided a presentation about the scheme, followed by a question-and-answer session. The key themes and responses to them have been summarised in Section 13.3.
- 2.7.5.3. A copy of the presentation can be found in Appendix 7 - Buntingford Town Council Presentation.

2.8. Raising awareness

2.8.1. Postcards

- 2.8.1.1. An A5 postcard was sent to more than 10,000 properties across the county to promote the consultation.
- 2.8.1.2. Six different versions of the postcard were created, one for each town where the schemes are proposed. The recipients of the postcard were based on a distribution area set at an approximate 500m radius around the location of each scheme.
- 2.8.1.3. As well as raising awareness of the consultation, the postcard included the CGI to raise interest in the schemes, timescales of the consultation, and how the recipient could access further information.
- 2.8.1.4. Copies of the postcards and the distribution areas to which they were sent can be found in Appendix 8 - Postcards and distribution areas.

2.8.2. Social media

- 2.8.2.1. Social media channels including Facebook and Twitter, were used to promote the consultation, sharing information and pictures about the scheme and explaining how the public could share their views.
- 2.8.2.2. Content was created and shared using the Council's Highways account (@Herts_Highways) and then reposted on the County Council's feed to promote the consultation.
- 2.8.2.3. Hertfordshire County Council also contacted the local District and Borough Councils, encouraging them to promote the consultation by sharing the messages on their own corporate channels.
- 2.8.2.4. Examples of the social posts can be found in Appendix 9 - Example social media posts

2.8.3. Banners

2.8.3.1. Ten promotional 1m x 4.5m banners were erected in six locations across the county:

- 2 x London Road, Buntingford
- 1 x Boundary Way Roundabout, Hemel Hempstead
- 2 x North Road, Stevenage
- 1x Wiggshall Road, Watford
- 1x Bridge Road, Welwyn Garden City
- 1x Digswell Park Road, Welwyn

2.8.3.2. The banners included a copy of the CGI, showing what the proposal would look like in that location, a QR code (type of barcode) used for digital devices enabling direct access to the engagement materials, and the URL for the website.

2.8.3.3. A copy of the banner designs can be found in Appendix 10 – Banner designs

2.8.4. Press release

2.8.4.1. A press release was issued on the first day of the consultation period to local media.

2.8.4.2. The release contained a quote from the Executive Member for Highways and Transport.

2.8.4.3. The article was also supported by a short video, published on the County Council's YouTube page, of the Executive Member for Highways and Transport encouraging the public to respond to the consultation.

2.8.4.4. The press release helped to generate coverage during the first week of the consultation, with articles noted in a number of outlets, including but not limited to:

- The Comet
- Herts Advertiser
- Herts Live
- Watford Observer
- Welwyn Hatfield Times

2.8.4.5. A copy of the press release can be found in Appendix 11 – Press release

2.9. Responding to the consultation

2.9.1. Online survey

2.9.1.1. The online survey was the main mechanism through which respondents could submit their feedback to the consultation. It was hosted on SmartSurvey, a web-based survey tool, and accessible via the Active Travel Fund project webpage.

2.9.1.2. The survey was structured to give participants the option of providing comments on as many schemes as they wished to. Participants were also able to access a printed copy of the questionnaire on request and submit that via email or post to the council.

2.9.1.3. Letters were also accepted as a means of a response.

2.9.1.4. A copy of the questionnaire can be found in Appendix 12 – Copy of online questionnaire

2.9.2. Other responses

2.9.2.1. Prevailing health guidance on Covid-19 and council policy meant that the primary consultation documents were held online. To ensure that the consultation was still inclusive, hard copies of the materials were available on request for any recipient who was unable to access the information online.

2.9.2.2. The hard copies were a clear duplication and use the same language, tone, and information as that presented online.

2.9.2.3. Also available on request were any alternative formats required, for instance in a different language, large-print, or braille.

2.9.2.4. Hard copy versions of the survey were available on request, in addition to the other consultation materials. Responses were also accepted via letter and email. A dedicated mailbox (ATFconsultation@hertfordshire.gov.uk) was utilised during the consultation as a means of contacting the project team and to gather email responses.

2.9.2.5. The following contact details were provided for members of the public to get in touch with any queries regarding the consultation or the proposals:

- Email: ATFconsultation@hertfordshire.gov.uk
- Telephone: 0300 123 4040
- Post: Hertfordshire County Council, County Hall, Pegs Lane, Hertford, SG13 8DQ

2.10. Response analysis and methodology

2.10.1. The consultation exercise generated a large amount of data, including surveys and a number of emails and letters. A robust process was put in place to manage the large number of responses received.

2.10.2. Online responses were processed directly through the SmartSurvey portal, before the data was downloaded into a spreadsheet, with the results of this analysis presented in the series of charts and tables which follow in subsequent sections. This includes any hard copy versions of the questionnaire that were returned via email or post.

2.10.3. The survey contained both closed questions, where respondents could select one or more choices from the options provided, and open questions inviting free-text responses. The latter require further analysis, which is summarised in Section 2.11.

2.10.4. All other written responses, including letters and emails, were logged as they were received to ensure all comments were collated. They were then included with the free-text response analysis collated via the survey, analysed, and reported on in the following sections.

2.11. Coding free-text responses

- 2.11.1. The consultation survey contained one free-text question per proposal. Such data is complex to interpret and analyse but provides valuable insight into respondents' opinions.
- 2.11.2. Free-text responses require further analysis through a process called 'coding' to identify common high-level themes and enable the categorisation of comments in 'codes'. The codes can then be analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.11.3. The code frame is a list of the codes which represent the broad range of comments raised by respondents. This is created by reviewing a sample of the responses and identifying common themes, each of which is given a unique code or number.
- 2.11.4. Both the code frame and the coding underwent a quality assurance check to ensure consistency and accuracy throughout the process.
- 2.11.5. A different code frame was developed for each of the schemes. A copy of each can be found in Appendix 13 – Copy of code frames.

3 EFFECTIVENESS OF CONSULTATION

3.1. Introduction

- 3.1.1. The effectiveness of the methods used to publicise the consultation are assessed in this section, looking at the number of responses received, online reach and engagement with the materials.
- 3.1.2. This focuses on the overall consultation exercise, whilst the analysis of the feedback received is broken down by proposal in the subsequent sections.

3.2. Responses to the consultation

- 3.2.1. A total of 997 surveys were completed by individual respondents during the consultation period. As respondents were able to complete the questions on more than one proposal, the combined number of surveys received amounted to 1,168. All of these were completed through the online survey, with no questionnaires received via post nor email.
- 3.2.2. As well as the consultation survey, 25 responses were received via letter or email. Of these, 19 were from members of the public, six were from organisations including businesses, community groups, statutory bodies, District and Borough Councils and elected representatives.
- 3.2.3. During the consultation period, the Council received one joint response from 29 local residents, objecting to the St Albans proposal. The number of individual signatures has not been included in our total of responses received, as the council only include completed consultation response forms and individually submitted responses within our analysed figures. Nonetheless, the response has been incorporated into our analysis and the issues raised within it are dealt with in subsequent sections.
- 3.2.4. Table 4 includes a breakdown of the methods by which Hertfordshire County Council received the responses.

Table 4: Number of consultation responses by format received

| Response format | Number |
|---|---------------|
| Consultation Survey - online | 997 |
| Other written responses (letter or email) | 25 |
| Joint response by local residents | 1 |
| Total | 1,023 |

3.3. Types of respondent

3.3.1. Question 1 of the survey asked respondents to indicate whether they were responding as an individual or on behalf of an organisation or group. This question was mandatory on the survey, and therefore all 997 respondents provided an answer. The results are shown in Table 5.

3.3.2. Also included in the table is the breakdown of the type of respondents that were received via post or email. Responses were only categorised as being on behalf of an organisation where explicitly cited.

3.3.3. With both formats of response combined, the vast majority (96%) of participants provided their own response, whilst the remaining 4% were on behalf of a business, community organisation, statutory body, or elected representative.

Table 5: Number of consultation responses by type of respondent

| Type of respondent | Survey Number | Survey % | Other written Number | Other written % | Overall Number | Overall % |
|--|---------------|-------------|----------------------|-----------------|----------------|-------------|
| Individual | 966 | 96.9% | 19 | 72.0% | 985 | 96.3% |
| On behalf of a business/ charity/ community organisation/ statutory body | 31 | 3.1% | 6 | 28.0% | 37 | 3.7% |
| Total | 997 | 100% | 25 | 100% | 1,022 | 100% |

3.3.1. Of the organisations who submitted responses, three completed both the online survey and a separate written response via email or post. As such, the Council received 34 individual organisational responses to the proposals. The organisations, and which proposal they provided a response to, are outlined below in Table 6.

Table 6: List of organisations who provided a response

| Organisation | London Road | Boundary Way roundabout | Central St Albans | North Road | Stratford Way junction | Wiggenhall Road | Bridge Road | Digswell Park Road |
|-----------------------------------|--------------------|--------------------------------|--------------------------|-------------------|-------------------------------|------------------------|--------------------|---------------------------|
| 20's Plenty for Buntingford | Yes | No | No | No | No | No | No | No |
| Attend2Health | Yes | No | No | No | No | No | No | No |
| BakerPringle | Yes | No | No | No | No | No | No | No |
| Box Bike Delivery | No | No | No | Yes | No | No | No | No |
| Buntingford Chamber of Commerce | Yes | No | No | No | No | No | No | No |
| Buntingford Town Council | Yes | No | No | No | No | No | No | No |
| Buntings Nursery | Yes | No | No | No | No | No | No | No |
| Bus Users' Group Stevenage | No | No | No | Yes | No | No | No | No |
| Canners & Packers Intl Ltd | No | No | Yes | No | No | No | No | No |
| Cassiobury Residents' Association | No | No | No | No | Yes | No | No | No |
| Cycling UK Stevenage | No | No | No | Yes | No | No | No | No |

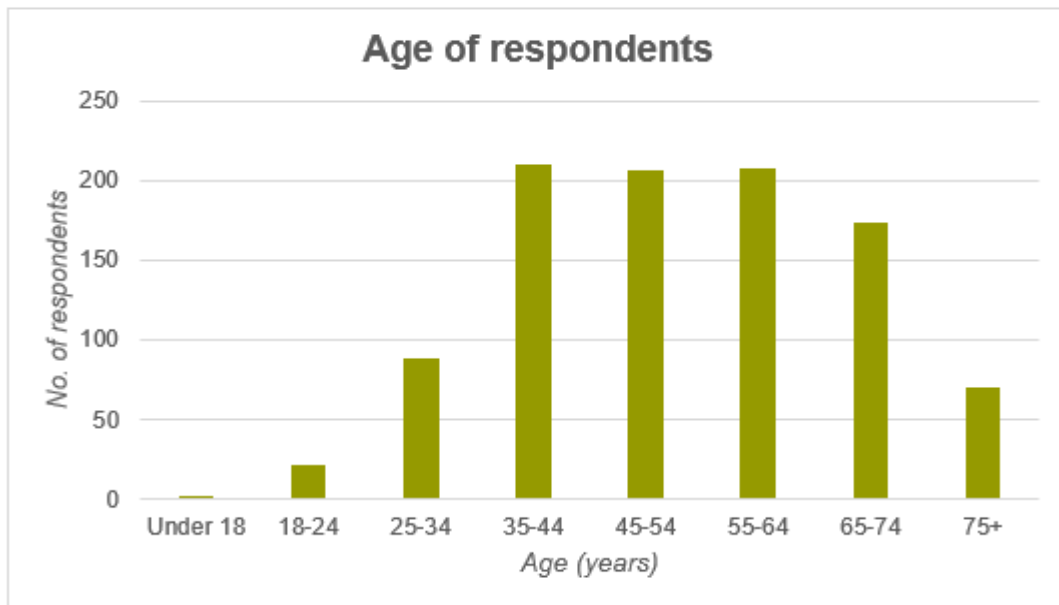
| Organisation | London Road | Boundary Way roundabout | Central St Albans | North Road | Stratford Way junction | Wiggenhall Road | Bridge Road | Digswell Park Road |
|--|--------------------|--------------------------------|--------------------------|-------------------|-------------------------------|------------------------|--------------------|---------------------------|
| Dacorum Borough Council | No | Yes | No | No | No | No | No | No |
| Digswell Residents Association | No | No | No | No | No | No | No | Yes |
| E. Seymour Funeral Directors | No | No | Yes | No | No | No | No | No |
| East Herts District Council | Yes | No | No | No | No | No | No | No |
| Hertfordshire Constabulary | Yes | No | No | No | No | No | No | No |
| Hertfordshire Constabulary | No | No | No | Yes | No | No | No | No |
| Hertfordshire Constabulary | No | No | No | No | No | No | Yes | Yes |
| Hertfordshire County Council (County Cllr) | Yes | No | No | No | No | No | No | No |
| Lanchester Community Free School | No | No | No | No | Yes | No | No | No |

| Organisation | London Road | Boundary Way roundabout | Central St Albans | North Road | Stratford Way junction | Wiggenhall Road | Bridge Road | Digswell Park Road |
|---|--------------------|--------------------------------|--------------------------|-------------------|-------------------------------|------------------------|--------------------|---------------------------|
| Leverstock Green Village Association | No | Yes | No | No | No | No | No | No |
| London Northwestern Railway | No | Yes | Yes | Yes | Yes | Yes | No | No |
| Murphy Group | No | Yes | No | No | No | No | No | No |
| Nascot Residents' Association, Watford | No | No | No | No | Yes | Yes | No | No |
| North Hertfordshire District Council | No | No | No | Yes | No | No | No | No |
| Postels sports and social club | No | No | No | Yes | No | No | No | No |
| Potters Bar and St. Albans transport (bus) user group | No | No | Yes | No | No | No | No | No |
| Ramblers | Yes | No | | No | No | No | No | No |
| Ramblers | No | No | Yes | No | No | No | No | No |
| SPOKES - SW Herts. Cycling Group + Cycling UK local rep | No | No | No | No | Yes | Yes | No | No |

| Organisation | London Road | Boundary Way roundabout | Central St Albans | North Road | Stratford Way junction | Wiggenhall Road | Bridge Road | Digswell Park Road |
|----------------------------------|--------------------|--------------------------------|--------------------------|-------------------|-------------------------------|------------------------|--------------------|---------------------------|
| St Albans Cycle Campaign (STACC) | No | No | Yes | No | No | No | No | No |
| Stevenage Borough Council | No | No | No | Yes | No | No | No | No |
| Stevenage Cycling Hub CIC | No | No | No | Yes | No | No | No | No |
| WelHatCycling | No | No | No | No | No | No | Yes | Yes |

3.3.2. The analysis of comments from the organisational responses can be found from Section 6 onwards, as part of the analysis of the feedback for each individual proposal.

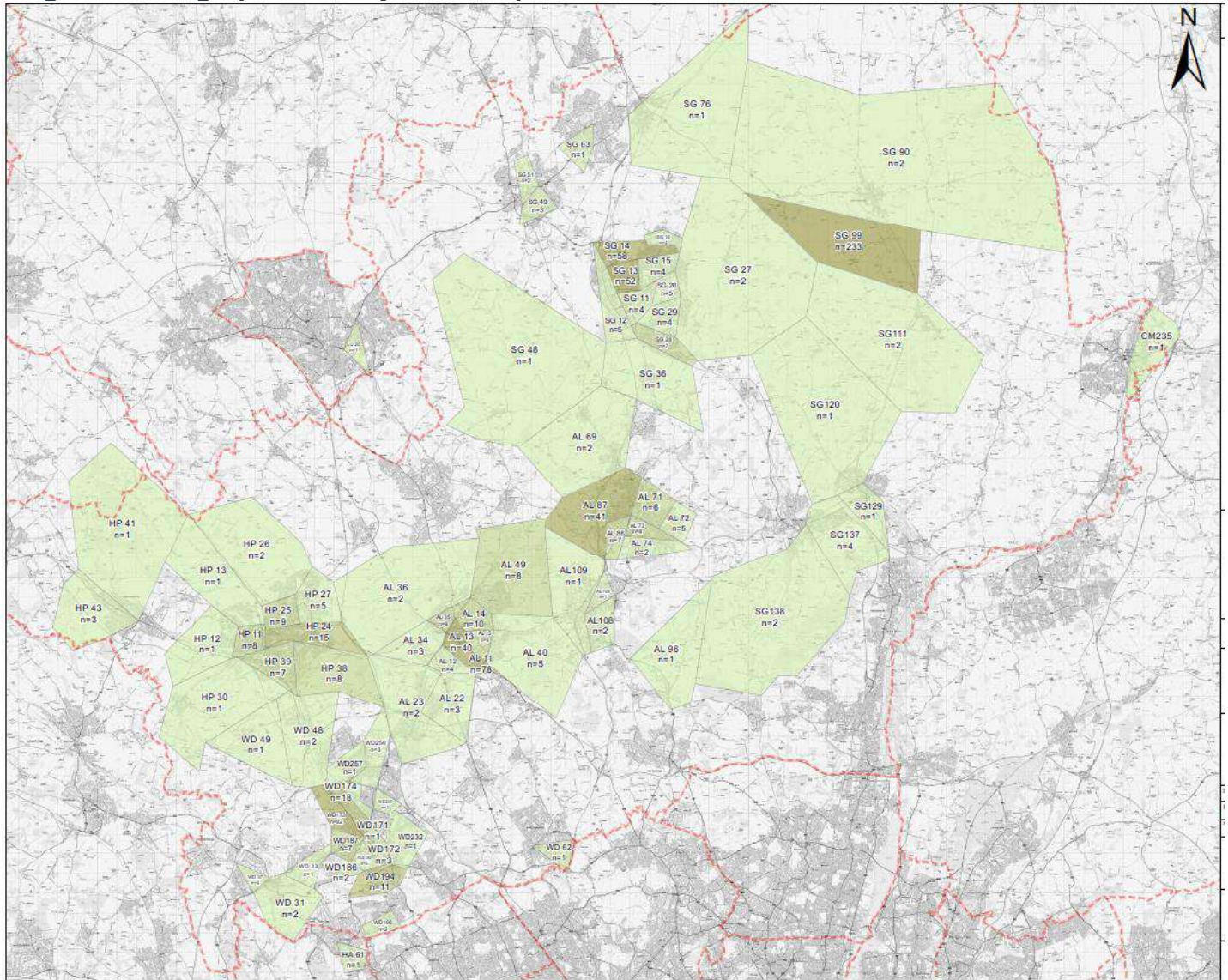
3.3.3. Respondents to the survey were also asked to indicate the age bracket (Question 37) to which they belong. As shown in Figure 1, almost two thirds (64%) of respondents who completed the question were aged between 35–64 years. A quarter of them were over the age of 65.

Figure 1: Question 37 – respondents' age

Base: all who provided a response (n: 982)

- 3.3.4. The most recently available Census data taken from Nomis (2011) for the county indicates that approximately 63% of the Hertfordshire population fall into the 30-64 and over 65 brackets. This suggests that an above average proportion of middle-aged and older generations responded to the consultation, whilst the younger age groups, particularly the under 18s, were under-represented.
- 3.3.5. Question 38 of the survey asked respondents to provide the first 5 digits of their postcode to enable geographic analysis of the responses. A total of 976 respondents provided their postcode. From this total, a further 94 were precluded from the analysis as they were inputted in varying incomplete formats. As such, a total of 882 postcodes are documented in Figure 2 below.
- 3.3.6. Nearly all of the responses have come from within the county (>99%), with less than five postcodes originating from outside of Hertfordshire. As expected, the closer the postcode regions were to the proposal location, the higher the number of respondents.
- 3.3.7. The highest volume of respondents came from the SG9 9 area, near to the London Road, Buntingford proposal. Further analysis by the individual proposals on the postcode origins of the respondents can be found in Section 5 onwards.

Figure 2: Geographical analysis of responses



3.4. Consultation awareness

- 3.4.1. Various channels and materials were used during the consultation to provide detail to the public on the designs as well as to raise awareness and encourage participation.
- 3.4.2. The website was the main destination for people interested in the consultation; all promotional content (e.g. press release, social media) directed visitors to this page. Between 1–30 July, the Active Travel consultation page received 4,822 total visits. Of those, 81% were unique visitors (n: 3,907).
- 3.4.3. As shown in Figures 3 and 4, most visitors accessed the site on a mobile device, while the majority of visits were via a social media platform.

Figure 3 Method of accessing site

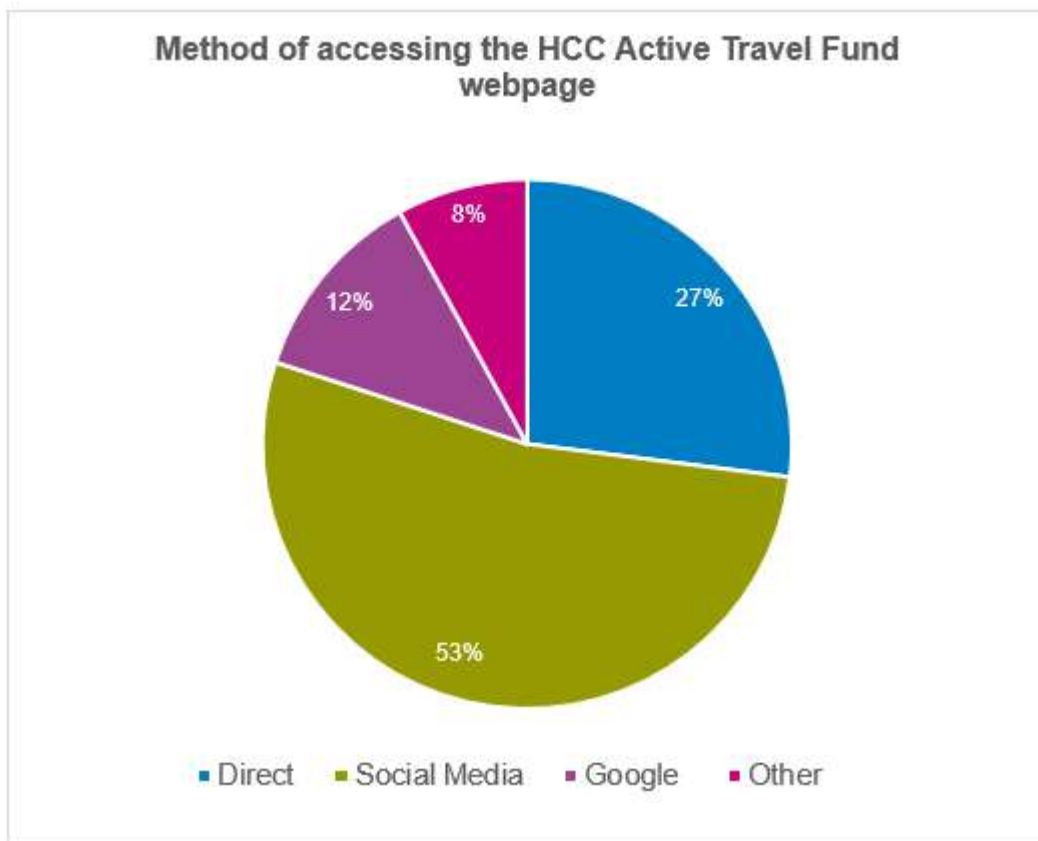
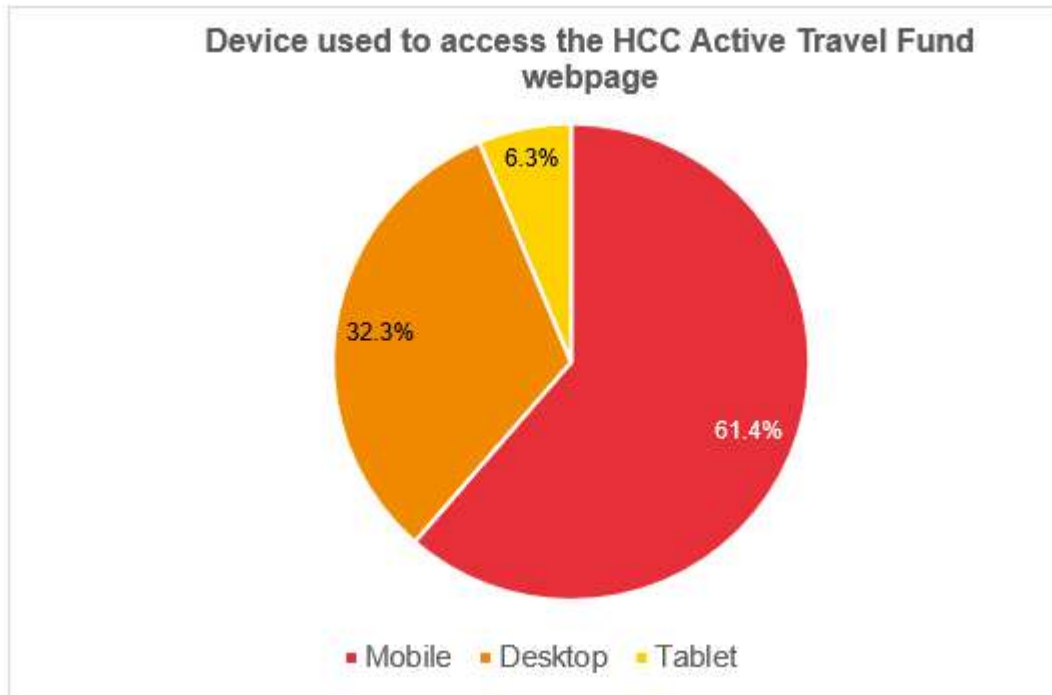


Figure 4 Device used to access site



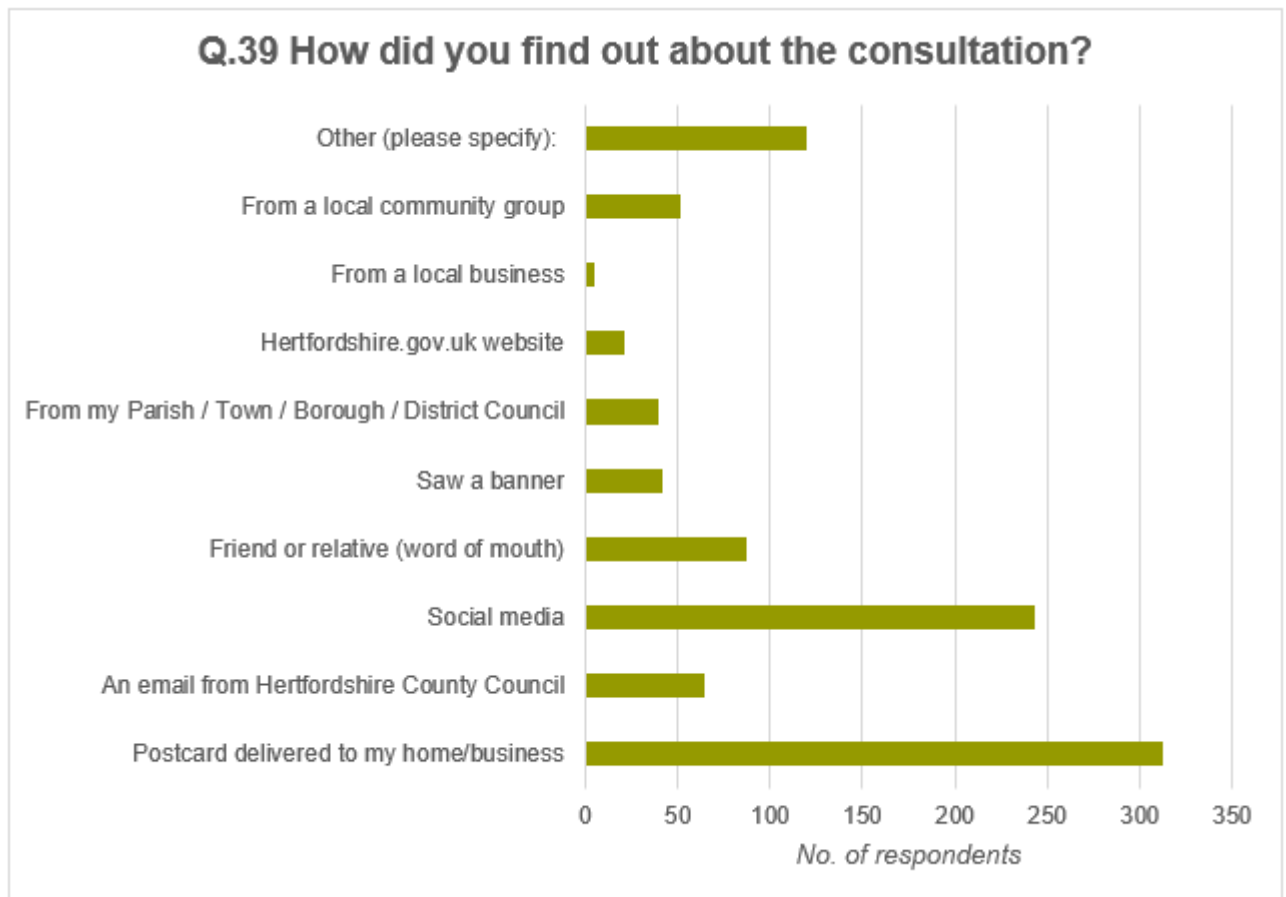
3.4.4. The StoryMaps were divided by town with six individual URLs, enabling analysis of unique visits to the different proposal pages.

As shown in Table 7, Stevenage received the most unique visits at 1,498. All of the proposals reached similar numbers, with the exception of Welwyn Garden City. Despite the StoryMap containing two proposals, Bridge Road and Digswell Park Road, the site received significantly fewer visits, at 714.

Table 7: Number of visitors to online materials

| Town | Number of unique visits to StoryMap |
|--------------------|-------------------------------------|
| Buntingford | 1,191 |
| Hemel Hempstead | 1,147 |
| St Albans | 1,301 |
| Stevenage | 1,498 |
| Watford | 1,138 |
| Welwyn Garden City | 714 |
| Total | 6,989 |

3.4.5. Question 39 of the consultation survey asked respondents how they found out about the consultation. Respondents were provided with a list of nine options as well as ‘other’, and asked to tick one, indicating the main mechanism. The results are show in Figure 5 below.

Figure 5: How respondents heard about the consultation

Base: all who provided a response (n: 987)

- 3.4.6. As shown, the most effective means of communicating the consultation was the postcard delivery. Of those that answered the question, 312 individuals, totalling 32%, stated that the main way they heard about the consultation was through the postcard that was delivered to their home or business.
- 3.4.7. The second most popular was social media, with a quarter of respondents stating they found out through the content publicised on Twitter and Facebook. As shown in Figure 4, more than half of the visitors to the webpage arrived through social media sites.
- 3.4.8. 12% of respondents (120) gave 'other' as their answer to the question. When 'other' was selected on the survey, this offered the opportunity to explain where they had found out, in a free-text comment. Of these 'other' responses, 116 provided an information source, whilst the remaining 5 took the opportunity to make a comment about the proposal.
- 3.4.9. The most frequently cited 'other' sources were:
- Local news sites, including Google localised news (50 comments; 42%)
 - MP and/or Councillor email or newsletter (20 comments; 17%)
 - School newsletter (14 comments; 12%)
- 3.4.10. Six 'other' responses (representing 5% of the feedback) stated that they heard through more than one of the methods listed.

4 VIEWS ON ATF PROPOSALS

- 4.1.1. The following sections outline the opinions of the respondents set out in the online survey and from any other written responses. The feedback has been split into individual sections for each proposal.
- 4.1.2. The analysis includes the responses from individuals and those provided on behalf of an organisation, in order to understand the full range of comments on the proposed design.
- 4.1.3. Each section includes the findings of both closed and open response (free text) questions. As described in Section 2, free-text comments provided through the survey have been coded to aid analysis and interpretation.
- 4.1.4. The most frequently recurring codes are included in this section, while a full frequency table, showing the number of times all codes were used in this analysis, can be found in Appendix 14 – Full frequency coding table. Our responses to the most frequently recurring themes that emerged from these comments can be found in Section 13.
- 4.1.5. Please note that where percentages have been included, they are rounded to the nearest whole percentage point. As such, totals may not always equal 100.
- 4.1.6. The following sections set out the analysis of the feedback received for the eight proposed schemes:
 - London Road, Buntingford
 - Boundary Way roundabout, Hemel Hempstead
 - Central St Albans
 - North Road, Stevenage
 - Stratford Way junction, Watford
 - Wiggshall Road, Watford
 - Bridge Road, Welwyn Garden City
 - Digswell Park Road, Welwyn Garden City

5 LONDON ROAD, BUNTINGFORD

5.1. Scheme details

- 5.1.1. Buntingford is a compact rural town with good cycling and walking potential, and London Road/Station Road is the main north-south route for all traffic. Traffic congestion is an issue, particularly at peak times, so the proposal would look to offer more choice to those who wish to cycle and walk through the town, to encourage lower vehicle use.
- 5.1.2. The proposal includes the provision of a shared use path for walking and cycling in both directions along the eastern side of Station Road/London Road, with a number of new crossing points installed, new and improved bus stops, and reduction to existing speed limits.
- 5.1.3. An example of what the proposal would look like is included in Figure 6 below.

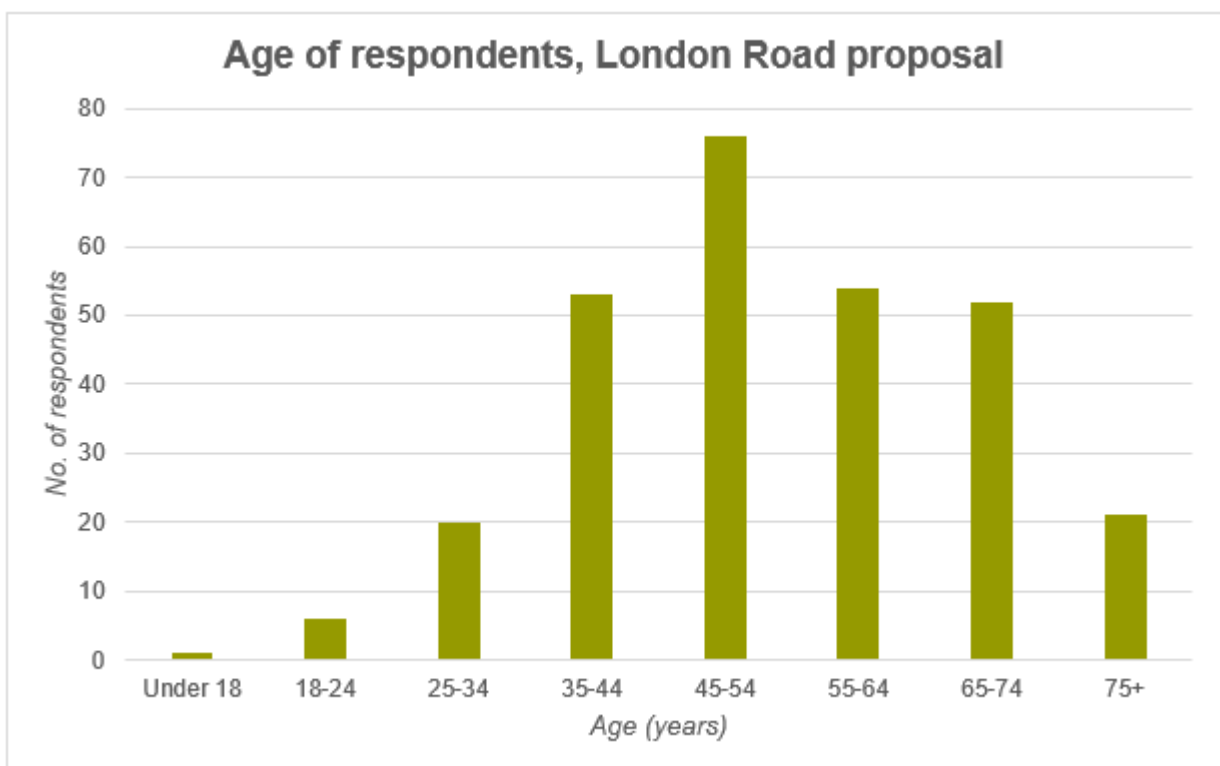
Figure 6: Computer-generated image of the London Road proposal



5.2. Demographics

- 5.2.1. In total, the Council received 292 responses regarding the proposal for London Road, the highest number of responses across all eight proposals. This included 287 responses through the online survey and five written responses. Of the 292 responses, 10 were on behalf of an organisation (eight surveys and two provided other written responses).
- 5.2.2. Four respondents to the London Road proposal chose not to complete Question 37, asking for their age bracket. The breakdown of the age of respondents can be seen in Figure 7.

Figure 7: Age of respondents (London Road)



- 5.2.3. The most common age bracket was 45-54 years with 76 of the 283 respondents choosing it (27%). The range of ages provided is similar to that seen across all proposals, with most of the respondents (83%) aged between 35 and 74 years.
- 5.2.4. Of the 287 individual responses received to the London Road proposal, two individuals did not answer Question 39 which asked how they found out about the consultation. From those who did respond, the most effective method for communicating the consultation was through the postcards which were delivered to homes and businesses. More than 40% (115 out of 285) stated they heard through the postcard being delivered, on which contained the computer-generated image of the proposed design, information on the scheme and details of where to share their views.

- 5.2.5. The second most effective mechanism for promoting the consultation was social media, with 99 out of 285 respondents (35%). This meant that three-quarters of the London Road responses were promoted by the postcards and social media. As a proportion, this is higher than across all the proposals.
- 5.2.6. The complete results showing how those who responded to the London Road proposal found out about the consultation can be found in Table 8 below.

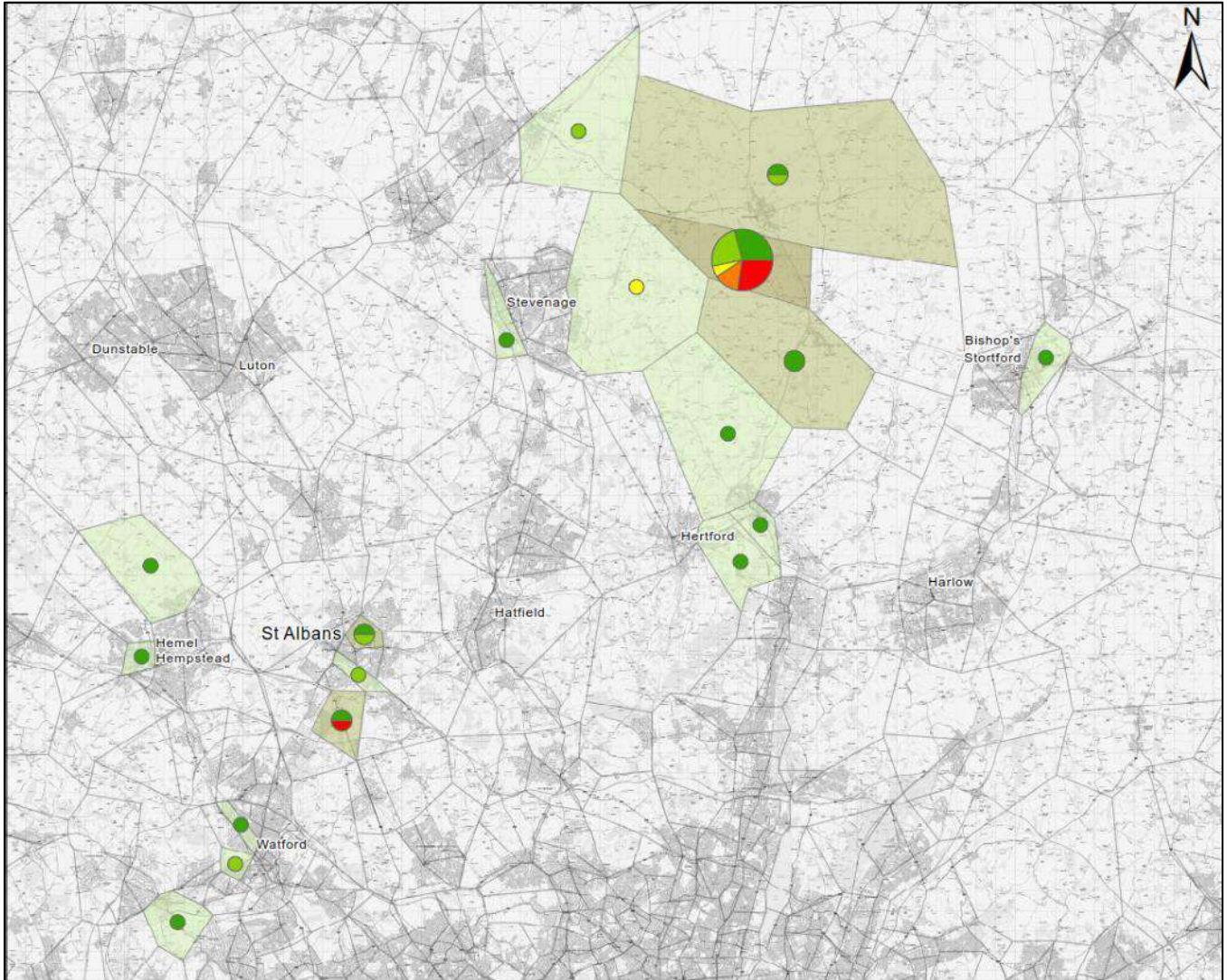
Table 8: How respondents heard about the consultation

| Source | No. of respondents | % of respondents |
|--|---------------------------|-------------------------|
| An email from Hertfordshire County Council | 15 | 5% |
| Friend or relative (word of mouth) | 22 | 8% |
| From a local business | 2 | 1% |
| From a local community group | 11 | 4% |
| From my Parish / Town / Borough / District Council | 2 | 1% |
| Hertfordshire.gov.uk website | 5 | 2% |
| Other | 14 | 5% |
| Postcard delivered to my home/business | 115 | 40% |
| Social media | 99 | 35% |

- 5.2.1. Of the 287 responses received through the online survey to the London Road proposals, 260 provided their postcode to allow geographic analysis of the responses.
- 5.2.2. Figure 8 below shows this analysis, highlighting both where the respondents are answering from, and what response they gave when asked about their thoughts on the proposals. The darker the shading, the more responses from individuals in that postcode. The pie charts indicate respondents' attitudes to the proposals with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green representing 'strongly agree' and 'tend to agree'.
- 5.2.3. The full breakdown of the responses received in the survey are analysed in more detail in Section 5.3.
- 5.2.4. The highest levels of respondents to the scheme were based around the proposal location in Buntingford, as shown by the darker shading. The highest numbers of respondents to the scheme were based around the proposal location, either just to the south of Buntingford or around the town itself. There were also a number of responses from other towns across the county, including Hertford, St Albans and Watford.

5.2.5. The pie charts give an overall view of the prevailing attitudes to the proposals, with the five-point scale represented in the colour scheme. It is clear that the negative views, shown in red and orange, are more prevalent closer to the scheme location, whereas as we move further away, generally opinions shift to positive, either 'strongly agree' or 'tend to agree'.

Figure 8: Geographical analysis of responses (London Road)



Key:

Q5. To what extent do you agree or disagree with the proposed walking and cycling improvements for London Road?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses received

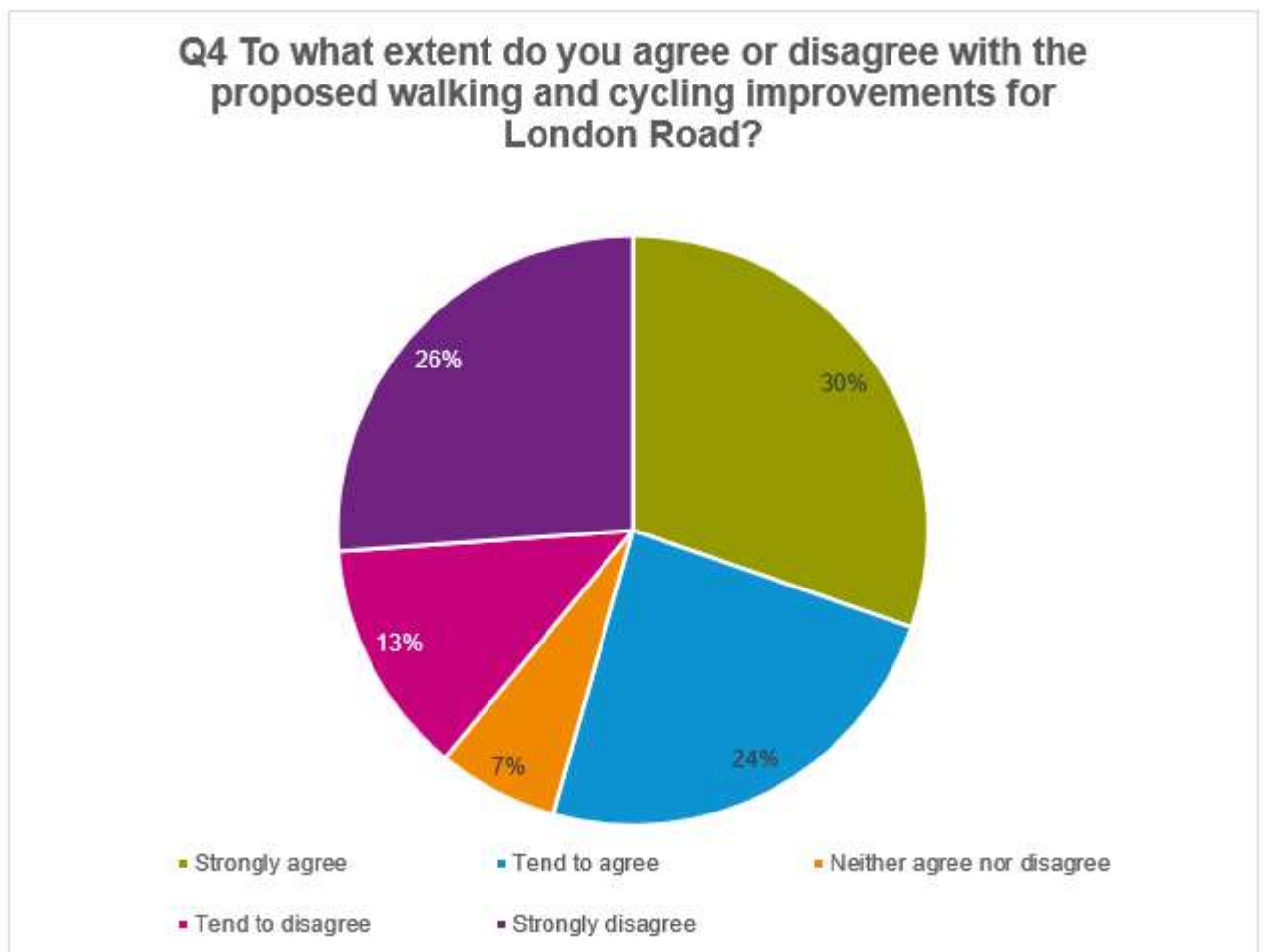
- 1
- 2
- 233

5.3. Survey results

5.3.1. Question 4 asked respondents to what extent they agree or disagree with the overall proposals for London Road. They were asked to respond using a five-point scale ranging from ‘strongly agree’ through to ‘strongly disagree’ as well as a ‘don’t know’ options.

5.3.2. Figure 9 shows that the majority of respondents agree with the proposals, with 156 out of 287 (54%) stating they either ‘strongly agree’ or ‘agree’ with the proposals. Forty per cent (112 of 287) opposed the proposal, while 19 individual responses (7%) stated that they neither agreed nor disagreed with the plans.

Figure 9: Extent of agreement with the London Road proposal



Base: all who responded (n: 287)

5.3.3. Respondents were subsequently asked about their attitudes to certain key features of the proposal which are integral to the design.

5.3.4. As shown in Figure 10, the question focused on nine key features of the design, including:

- Reduction to the speed limit between Vicarage Road and Baldock Road

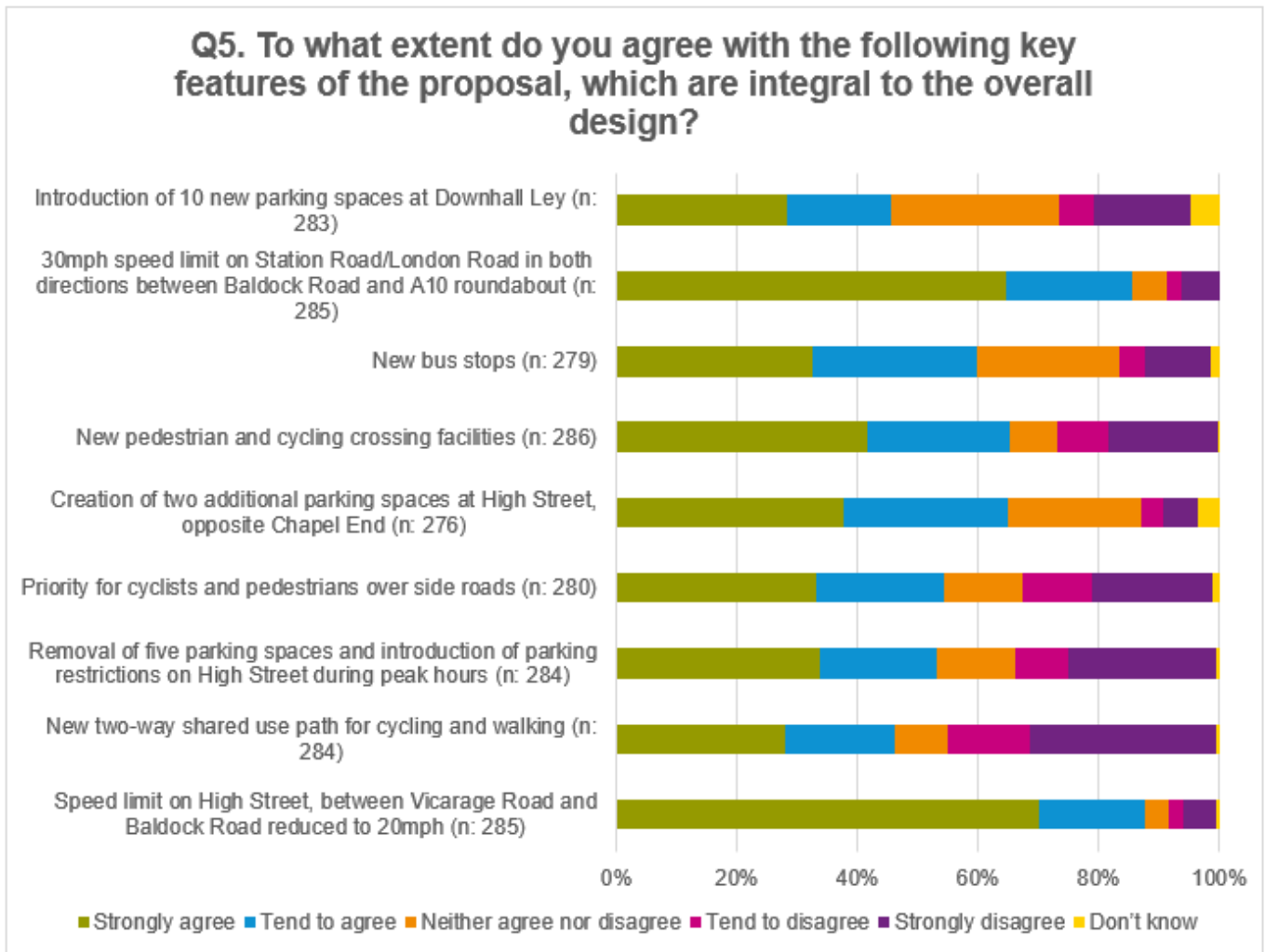
- A new two-way shared use path
- Removal of parking spaces and new parking restrictions on High Street
- Priority for cyclists and pedestrians over side roads
- Creation of two new parking spaces opposite Chapel End
- New pedestrian and cycling crossing facilities
- New bus stops
- Reduction to the speed limit between Baldock Road and A10 roundabout
- Introduction of new parking spaces at Downhall Ley

5.3.5. The two features which received the most support was the reduction in speed limits: the 30mph limit on Station Road/London Road with 86% overall agreement (244 of 285 responses) and the 20mph limit on High Street with 88% combined agreement (250 of 285).

5.3.6. The feature that received the largest number of 'strongly disagree' and 'tend to disagree' results was the proposed new two-way shared use path for cycling and walking. 127 respondents out of 284 (45%) disagreed with the proposal to some extent. Although this aspect of the proposal attracted more disagreement than other features, the results were polarised and a higher proportion (46%, 131 of 284) agreed with it to some extent.

5.3.7. The two features related to the additional parking spaces received the highest number of 'neither agree nor disagree' views. The 10 spaces at Downhall Ley received 79 responses (of 283; 28%) and the two new spaces opposite Chapel End received 61 responses (of 276; 22%). Both features attracted more overall agreement than disagreement.

Figure 10: Extent of agreement with different key features of the design



5.3.8. Of the 287 respondents via the online survey, 217 chose to answer Question 7, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. The most frequently recurring codes (top ten unique code descriptions, or where the description accounts for 3% or more of the total coded comments) for the London Road proposals have been included in Table 9 below.

5.3.9. The results show that the most frequently occurring code was the opposition to the removal of vegetation along the route. Forty-five (of 713) coded comments were accumulated from the respondents' feedback, amounting to 6% of the total coded comments. The designs indicated the need to remove some existing vegetation along the route to provide space for the shared use path, however multiple comments were received in opposition to this, with examples including 'the removal of any mature trees to facilitate plans must be strongly resisted' and 'the removal of mature tree for them to be replaced by young trees and shrubs is just ridiculous'.

5.3.10. The second most frequently recurring theme related to existing issues of speeding and unsafe driving. For this theme, 33 coded comments were collated (5%), with respondents specifically highlighting problems around anti-social driving, the lack of clarity on the existing speed limit, and the danger that poses to those walking and cycling. As well as supporting the need for a speed limit reduction, a theme which received 29 coded comments (3%), the comments also suggested further traffic calming measures such as speed bumps and signage.

5.3.11. There were a number of comments that opposed the proposal, with some key themes emerging that stated the design was a waste of money (28; 4%), the cycle lane was not needed (20; 3%) or that they fundamentally disagree with shared space for cycling and pedestrians (18; 3%). This last point may well be reflective of the lack of support for the shared use path seen in the results to Question 5.

Table 9: Most frequently recurring codes for London Road

| Code description | No. of coded comments | % of coded comments |
|---|------------------------------|----------------------------|
| Oppose removal of vegetation | 45 | 6% |
| Existing road speeding / speed monitoring /unsafe driving | 33 | 5% |
| General support | 29 | 4% |
| Support speed limit reduction | 29 | 4% |
| Oppose - waste of money | 28 | 4% |
| Oppose new crossings | 24 | 3% |
| Existing situation is dangerous for pedestrians/cyclists | 23 | 3% |
| Scheme will decrease safety | 23 | 3% |
| Oppose - cycle lane not needed/ won't be used | 20 | 3% |
| Existing issues with unsafe cycling | 19 | 3% |
| Existing issues with junctions | 19 | 3% |
| Need to monitor speed limits | 19 | 3% |
| Oppose new/increase parking spaces | 19 | 3% |
| Oppose - don't support shared space for cyclist/pedestrians | 18 | 3% |
| Shared spaces between cycles and pedestrians are dangerous | 17 | 2% |
| Scheme would increase congestion traffic flow | 17 | 2% |

5.4. Individual written responses

5.4.1. During the consultation period, Hertfordshire County Council received three written responses regarding the London Road proposal from individuals. These were all received through our dedicated ATF inbox. The key points that emerged from these responses are summarised below:

i. Item Number ATF012

- The respondent welcomed the proposals for London Road but noted a number of factors that should be incorporated into design including lower speed limits, more parking spaces, more crossings and the widening of the footpath
- The respondent also proposed the possibility of converting the space by Snells Mead into parking spaces

ii. Item Number ATF031

- The respondent disagreed with the proposal, and stated that wider consideration needs to be taken looking at the whole town and its upcoming developments to address issues like inadequate public transport and vehicle movements
- They also noted that, in accordance with LTN1/20, a shared use path should be the last resort and the design would bring conflict with pedestrians
- They referenced a number of perceived design flaws, specifically the removal of mature trees, vehicle and non-motorised user conflict, and the enforcement of parking restrictions
- The respondent also provided further suggestions for restricting vehicle movements around the High Street area

5.5. Organisational responses

5.5.1. In total, 10 organisational responses were received regarding the London Road proposals. Of these, eight organisations completed the online survey and the analysis of their responses has been included in Section 5.3. Two of the organisations submitted their response via email and these are summarised in Table 10 below.

Table 10 Other written responses from organisations (London Road)

| Organisation | Primary themes of response |
|-------------------------------------|--|
| Buntingford Town Council | <ul style="list-style-type: none"> • BTC was generally supportive of the proposed scheme for London Road and provided comments on the design to be considered, including: • The number of mature trees that may need to be removed and proposed if the route can deviate to avoid the losses • Further restrictions to parking around the Owles Lane entrance to facilitate traffic flow and farm access • Safety audits to ensure driver visibility where pedestrians and cyclists have priority • Re-design of Aspenden Road junction to limit potential congestion • Introduction of the 20mph speed limit on feeder roads around High Street |
| East Hertfordshire District Council | <ul style="list-style-type: none"> • East Herts DC support the scheme's overall concept and its individual measures • They extend their support further stating the proposals adheres to the LTN1/20 and the East Herts District Plan, support active travel measures and improving conditions for vulnerable road users |

6 BOUNDARY WAY ROUNDABOUT, HEMEL HEMPSTEAD

6.1. Scheme details

- 6.1.1. Boundary Way is one of the key access roads through Hemel Hempstead Industrial Estate. The roundabout is a key junction of the Buncefield Lane quietway project, which is a proposed north-south corridor for pedestrians and cyclists along Buncefield Lane, extending from Green Lane in the south to the Nickey Line in the north.
- 6.1.2. The scheme proposes road layout changes to provide a 'Dutch style' roundabout, which would involve a reduction to the number of lanes on each arm, with dedicated space for cyclists around the entire junction, separated from the carriageway. It would also include widened footways with pedestrian crossings on all arms, and lower speed limit of 20mph on all approaches.
- 6.1.3. An example of what the proposal would look like is included in Figure 11 below.

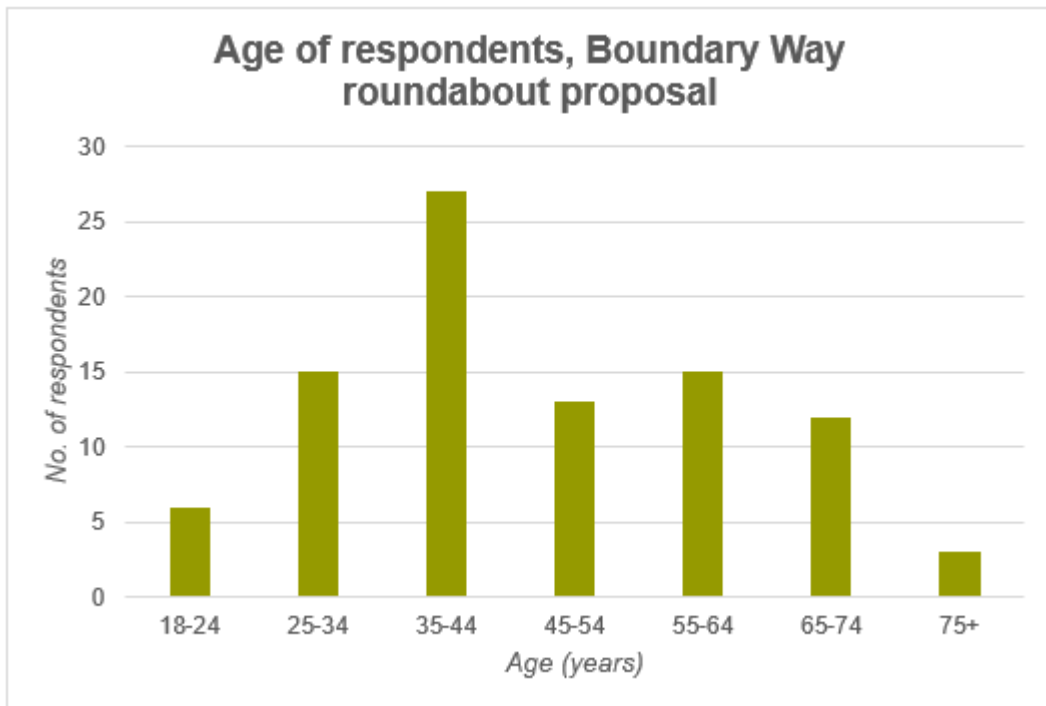
Figure 11: Computer-generated image of the Boundary Way roundabout proposal



6.2. Demographics

- 6.2.1. In total, Hertfordshire County Council received 92 responses regarding the proposal for Boundary Way roundabout. This included 91 responses through the online survey and one other written response. Of the 92 responses, four were on behalf of an organisation (three online surveys and one provided the written response).
- 6.2.2. All those who responded to the questions on the Boundary Way roundabout proposal completed Question 37, asking for their age bracket. The most common age bracket was 35-44 years with 26 of the 90 respondents choosing it, amounting to 28%. The breakdown of the age of respondents can be seen in Figure 12.
- 6.2.3. This follows the trend set by all respondents to the survey, with the majority falling in the 35-44 bracket. However, the Boundary Way proposal did receive a higher proportion of younger respondents, with 23% (21 respondents) between the ages of 18-34.

Figure 12: Age of respondents (Boundary Way Roundabout)



- 6.2.4. All 91 respondents to the Boundary Way proposal answered Question 39 asking how they found out about the consultation. The most effective means of communicating the consultation in Hemel Hempstead was social media, where 43 out of 91 respondents (47%) said they found out through a social media channel such as Facebook, Twitter or LinkedIn. Dacorum Borough Council also supported with the promotion of the consultation by sharing content through its social media channels, which may have led to the high percentage of respondents choosing it.

- 6.2.5. Contrary to the overall responses, only 3% of respondents found out through the postcard. This may well be reflective of both the volume sent, which was significantly lower than the other proposals, and the profile of residences in the area, with lots of commercial and industrial units.
- 6.2.6. The complete results showing how those who responded to the Boundary Way proposal found out about the consultation can be found in Table 11 below.

Table 11 How respondents heard about the consultation (Boundary Way responses)

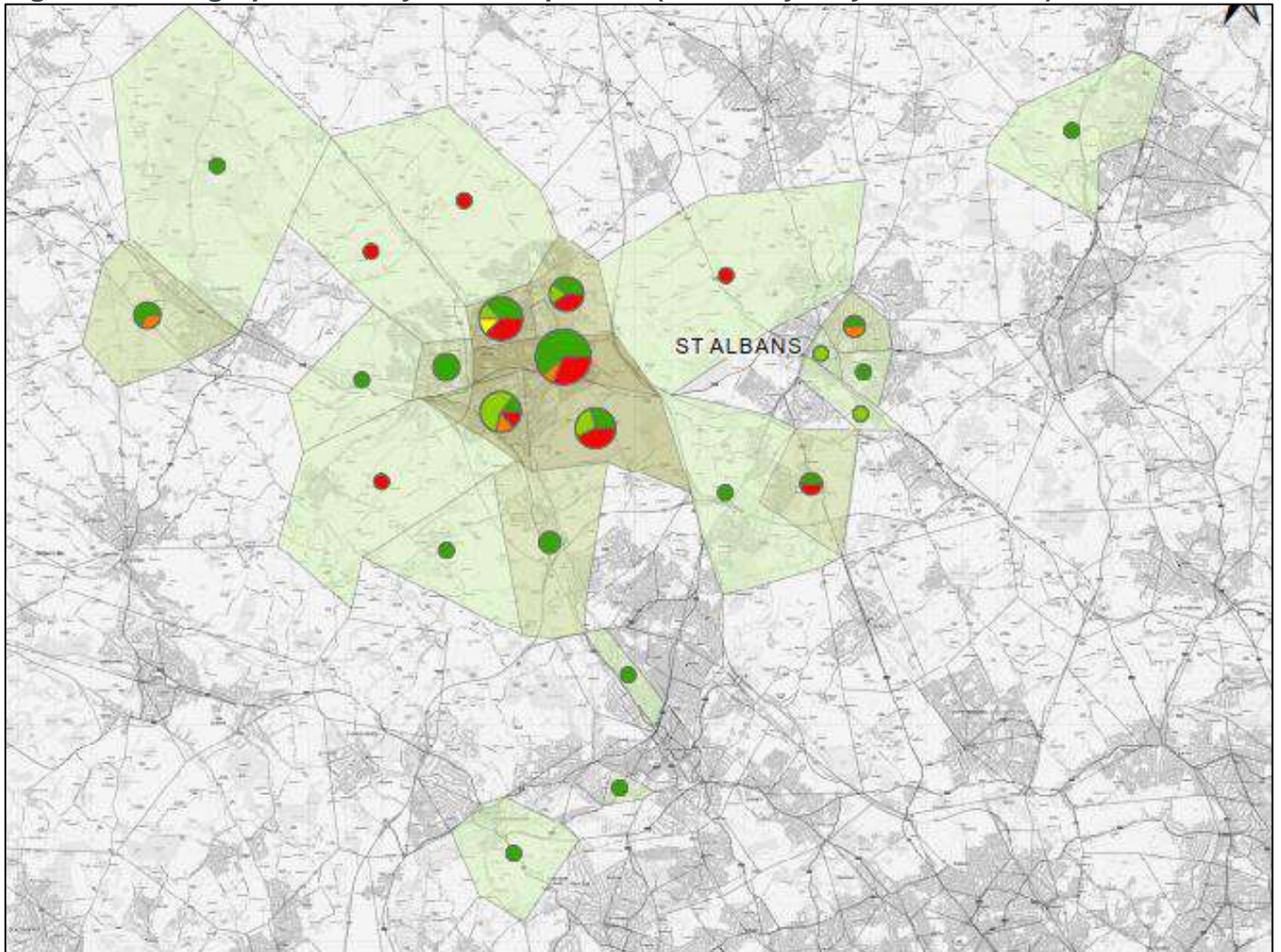
| Source | No. of respondents | % of respondents |
|--|---------------------------|-------------------------|
| An email from Hertfordshire County Council | 17 | 19% |
| Friend or relative (word of mouth) | 2 | 2% |
| From a local business | 1 | 1% |
| From a local community group | 4 | 4% |
| From my Parish / Town / Borough / District Council | 3 | 3% |
| Hertfordshire.gov.uk website | 2 | 2% |
| Other | 16 | 18% |
| Postcard delivered to my home/business | 3 | 3% |
| Social media | 43 | 47% |

(Note: percentages do not equal 100 due to rounding)

- 6.2.7. Of the 91 responses received through the online survey to the Boundary Way proposals, 74 provided their postcode to allow geographic analysis of the responses. Seventeen either did not provide a postcode or were inputted in an incomplete format and therefore cannot be included.
- 6.2.8. Figure 13 below shows this analysis, highlighting both where the respondents are answering from and what response they gave on the survey when asked about their attitude on the proposals area. The majority of the respondents were based around Hemel Hempstead, however there were also a number of responses from varying locations across the county. As the proposal is in an industrial estate, this result may be representative of those who work near the scheme location, and are therefore keen to share their views, but live in a different town or city.
- 6.2.9. The colours on the pie charts indicate attitude towards the proposal, with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green showing more positive attitudes, representing 'strongly agree' and 'tend to agree'. The full breakdown of the responses received in the survey are analysed in more detail in Section 6.3.

6.2.10. The results for the Boundary Way proposal shows that the negative views were more common the closer to the scheme location, whilst the more positive responses were situated slightly further away although overall the proposal appears to be more widely supported.

Figure 13: Geographical analysis of responses (Boundary Way Roundabout)



Key:

Q8. To what extent do you agree or disagree with the proposed walking and cycling improvements for Boundary Way Roundabout?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses

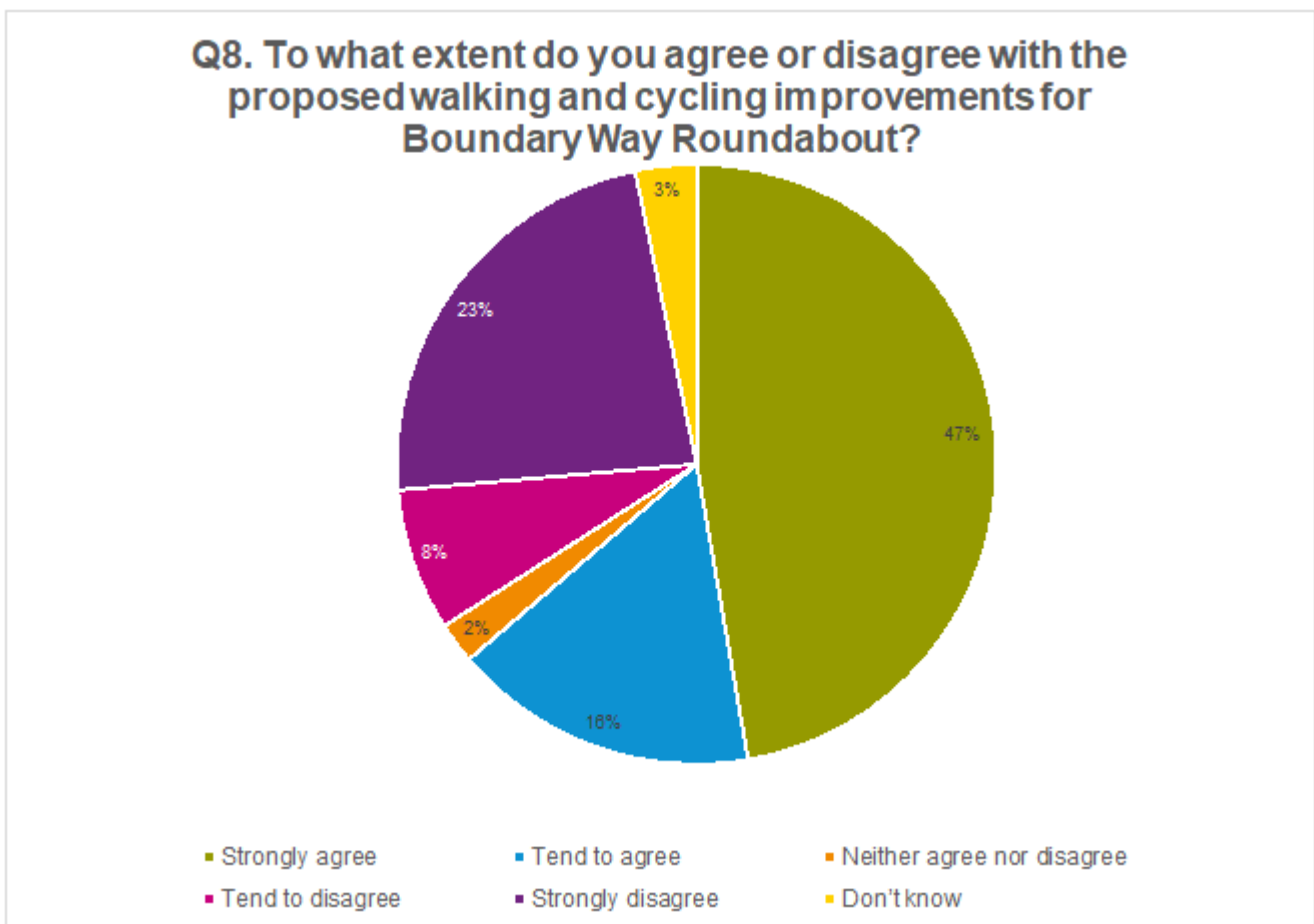
- 1
- 2 - 3
- 4 - 5
- 6 - 8
- 9 - 13

6.3. Survey results

6.3.1. Question 8 asked respondents to what extent they agree or disagree with the overall proposals for Boundary Way roundabout. They were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' option.

6.3.2. Figure 14 shows that the majority of the respondents agreed with the proposals to some extent, with 58 out of 91 responses stating they either 'strongly agree' or 'agree' with the proposals. This equates to almost two-thirds of all respondents. Twenty-one (23%) respondents said they strongly disagreed with the designs overall.

Figure 14: Extent of agreement with the Boundary Way proposals



Base: all who provided a response (n: 91)

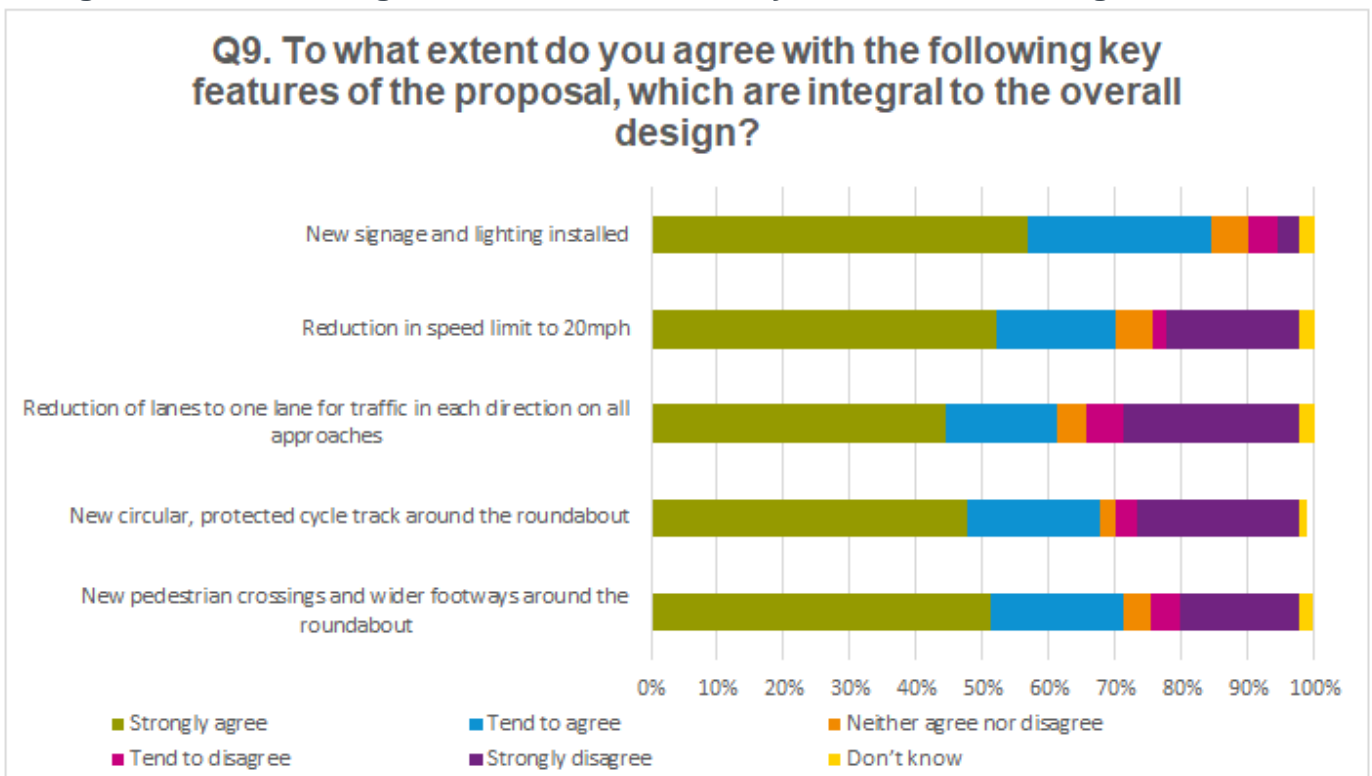
6.3.3. Respondents were subsequently asked about their attitudes to certain key features of the proposal which are integral to the design. This allows a more in-depth analysis of the scheme by providing a better understanding of participants opinions on certain aspects.

6.3.4. As shown in Figure 15, Question 9 pulled out five key features of the design, including the new signage and lighting, the reduction to the speed limit, the reduction to traffic lanes, a new cycle track, and new pedestrian facilities. For each of the five features, the highest proportion of respondents agreed (either strongly agree or tend to agree) with the designs.

6.3.5. The strongest majority was for the new signage and lighting that would be installed, with 85% of respondents (76 individual replies) choosing either strongly agree or tend to agree and only 7 respondents selecting strongly disagree or tend to disagree.

6.3.6. The reduction of lanes to one lane for traffic in each direction on all approaches was less well supported. Although the highest number of individual respondents agreed with the feature at 55 (61%), almost a third disagreed with the lane reduction. Twenty-nine respondents said they strongly disagree or tend to disagree, which was the highest number of replies against an individual feature.

Figure 15: Extent of agreement with different key features of the design



Base: all who provided a response (n: 90)

6.3.7. Of the 91 respondents via the online survey, 58 chose to answer Question 10, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. Table 12 Most frequently recurring codes for Boundary Way below shows the results of the most frequently mentioned coded comments for the Boundary Way proposal.

6.3.8. Table 12 shows that the most commonly recurring code was in support of the proposals in Hemel Hempstead with 18 out of 147 coded comments (12%). Following this, 9% (13 comments) gave feedback suggesting only partial support, and that they would prefer such improvements to be put in place elsewhere. Namely, respondents whose replies were coded to this theme suggested that cycling and walking improvements were required in the town centre and around residential areas, rather than the industrial estate.

- 6.3.9. The third most frequently occurring code was around the concern that the proposal of the 'Dutch-style' roundabout would increase congestion and/or worsen traffic flow. Twelve coded comments were attributed to this description, accounting for 8% of all coded comments, with examples including 'It'll just cause more traffic jam during rush hour with people trying to get to the M1' and '...the junction is already at capacity during certain periods of the day. Removal of highway lanes can only exacerbate this'.
- 6.3.10. Of the 12 coded comments, a third explicitly referenced the impact that the lane reduction would have on traffic flow, which was the same proportion to the 33% who disagreed with the reduction in traffic lanes highlighted in Figure 15.

Table 12 Most frequently recurring codes for Boundary Way

| Code description | No. of coded comments | % of coded comments |
|---|------------------------------|----------------------------|
| General support | 18 | 12% |
| Partial support - improvements needed elsewhere | 13 | 9% |
| Scheme would increase congestion/ worsen traffic flow | 12 | 8% |
| Suggestion of other improvements outside of scope | 8 | 5% |
| Further information required | 8 | 5% |
| Further proposal- additional cycling improvements | 7 | 5% |
| Oppose - cycle lane not needed/ won't be used | 6 | 4% |
| Scheme will decrease safety | 6 | 4% |
| Oppose - waste of money | 5 | 3% |
| Further proposal - additional safety improvements | 5 | 3% |
| Oppose - road improvements should be prioritised | 4 | 3% |
| Existing situation is dangerous for pedestrians/ cyclists | 4 | 3% |
| Scheme will improve safety | 4 | 3% |

6.4. Individual written responses

- 6.4.1. No other written responses were received from individuals regarding the Boundary Way roundabout proposals.

6.5. Organisational responses

- 6.5.1. Four responses were received on behalf of an organisation regarding the Boundary Way proposals during the consultation period. Three completed the survey and analysis of their responses has been included in Section 6.3. One response was received via email and this is summarised in Table 13.

Table 13: Organisational responses to Boundary Way proposals

| Name of Organisation | Primary themes of response |
|-----------------------------|---|
| Dacorum Borough Council | <ul style="list-style-type: none"> • DBC was generally supportive of the proposed changes to provide a Dutch-style roundabout • Comments were provided asking for consideration of further road markings, signage and lighting requirements to ensure safety for all users • The response reiterated the existing congestion issues around the roundabout and asked for reassurance that the modelling is thorough to ensure that it will have a minimal impact on queuing |

7 NORTH ROAD, STEVENAGE

7.1. Scheme details

- 7.1.1. North Road is a key north-west route, connecting Stevenage Old Town, past the Lister Hospital, to Graveley Road. The proposal includes the reallocation of road space to provide a separated two-way cycle lane running along the eastern side of North Road between Coreys Mill Lane and the A602 Lytton Way gyratory. There would also be new crossing facilities installed and better signage to local routes.
- 7.1.2. As well as this proposal, two extensions to the scheme were also proposed as part of the consultation. These included a link northward, from Coreys Mill Lane and Lister Close, and southwards, between the A602 Lytton Way gyratory and High Street.
- 7.1.3. The proposal was identified as a strategic route between north Stevenage and the Old Town as part of Stevenage Borough Council's Local Cycling and Walking Infrastructure Plan. It would link up the proposed housing development identified in the Local Plan with key employment centres, schools and transport hubs. The route would also provide connections to the National Cycling Network, Stevenage High Street and surrounding countryside.
- 7.1.4. An example of what the proposal would look like is included in Figure 16 below.

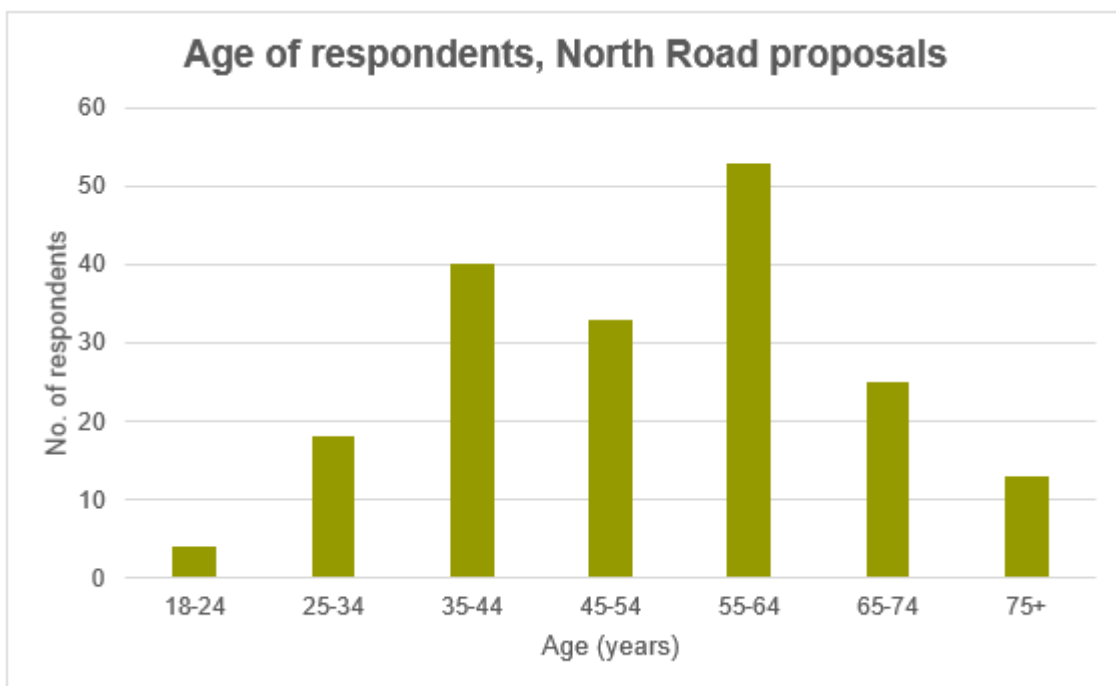
Figure 16: Computer-generated image of the North Road proposals



7.2. Demographics

- 7.2.1. In total, Hertfordshire County Council received 196 responses regarding the North Road proposals, the third highest response rate. Of the 196 responses, 191 were received through the online survey with five other written responses received through the dedicated inbox. Nine responses were made on behalf of an organisation, with seven completing the online survey and two sending their response via email.
- 7.2.2. Five individuals who responded to the questions on the North Road proposals chose not to answer Question 37, which asked participants to indicate their age bracket. Of the 186 respondents who answered, 28% (53 responses) were aged between 55 and 64. The second most common age bracket was 35-44 years with 40 (22%) respondents selecting it.
- 7.2.3. As with the other proposals the vast majority fall within the middle and older age brackets, with 81% of respondents aged between 35 and 74 years. The fewest responses came from the youngest age bracket, with four individuals completing the responses aged 24 or younger.
- 7.2.4. The breakdown of the age of respondents can be seen in Figure 17 below.

Figure 17: Age of respondents (North Road)



Base: all who responded (n: 186)

- 7.2.5. Question 39 asked participants of the online survey to state how they found out about the consultation. Five individuals chose not to answer this question. Of the 186 responses, the most common source was the postcard to homes and businesses, which accounted for one-third of respondents (61 out of 186).

- 7.2.6. The second most common method was through social media with 36 of 186 respondents (19%) selecting it. Twenty-nine respondents (16%) chose 'other' as their main method, which was the third most popular choice. The majority of these (16 of 29; 55%) stated that they found out through a local paper, with examples including The Comet and the Herts Advertiser. Seven of the 29 'other' responses (24%) stated that they heard through a local school.
- 7.2.7. The complete results showing how those who responded to the North Road proposals found out about the consultation can be found in Table 14 below.

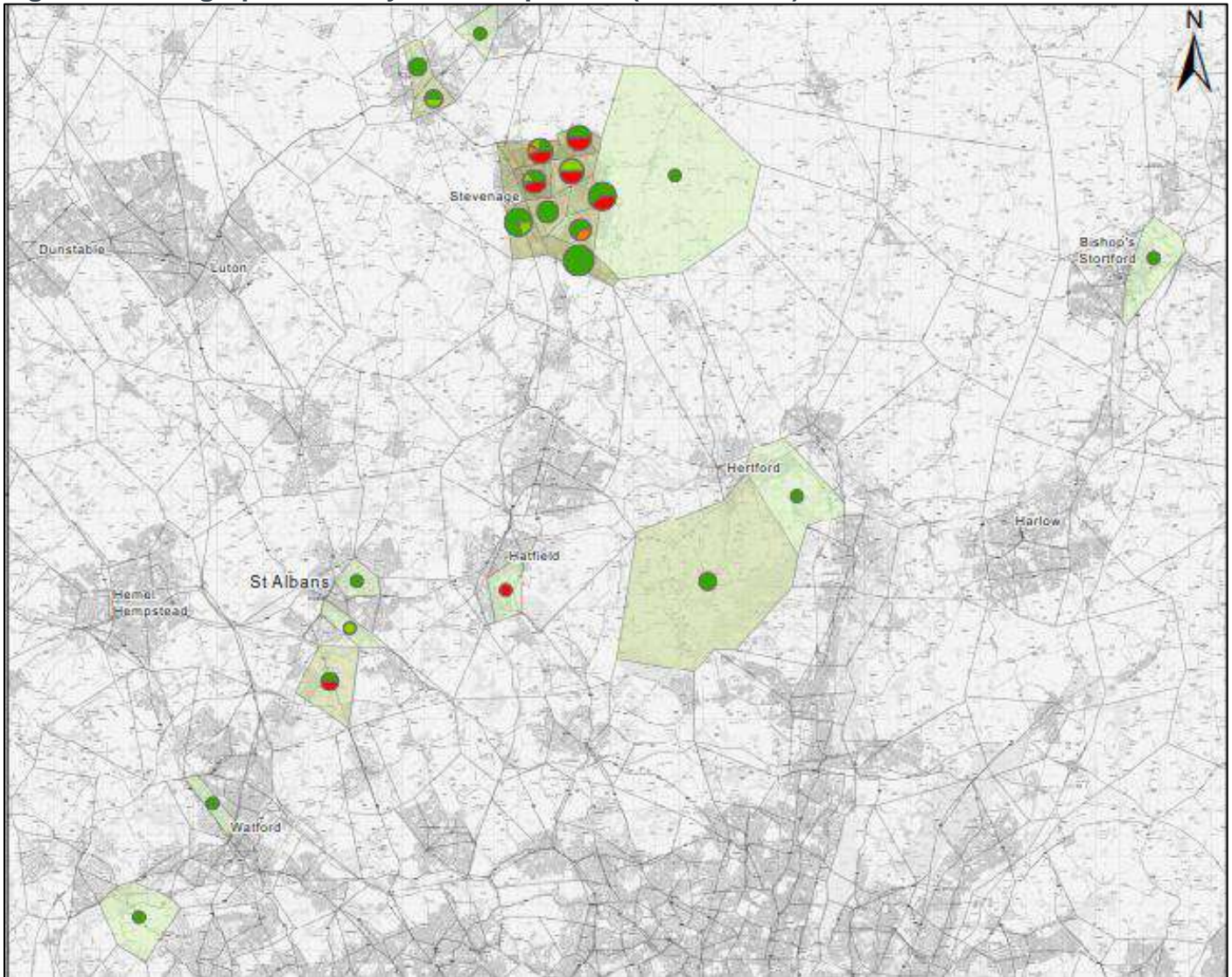
Table 14: How respondents heard about the consultation (North Road, Stevenage)

| Source | No. of respondents | % of respondents |
|--|--------------------|------------------|
| An email from Hertfordshire County Council | 10 | 5% |
| Friend or relative (word of mouth) | 18 | 10% |
| From a local business | 1 | 1% |
| From a local community group | 9 | 5% |
| Hertfordshire.gov.uk website | 5 | 3% |
| Other | 29 | 16% |
| Postcard delivered to my home/business | 61 | 33% |
| Saw a banner | 17 | 9% |
| Social media | 36 | 19% |

- 7.2.1. Of the 191 responses received through the online survey, 159 provided their postcode in Question 38 to allow geographic analysis of the responses. Thirty-two either did not provide a postcode or were inputted in an incomplete format and therefore cannot be included.
- 7.2.2. Figure 18 below shows this analysis, highlighting both where the respondents are answering from, and what response they gave when asked about their thoughts on the proposals. The darker the shading, the more responses from individuals in that postcode. The pie charts indicate respondents' attitudes to the proposals with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green representing 'strongly agree' and 'tend to agree'.
- 7.2.3. The full breakdown of the responses received in the survey are analysed in more detail in Section 7.3.
- 7.2.4. As expected, the highest levels of respondents to the scheme are clustered around the proposal location and Stevenage town centre. There are a number of outliers, with responses coming in from as far south as Watford, St Albans, Hatfield, and Hertford. A small number of responses were received from further north, around Hitchin.

7.2.5. The pie charts give an overall view of the prevailing attitudes to the proposals, with the five-point scale represented in the colour scheme. Most of the negative views, shown in red and orange, are situated closer to the scheme particularly to the north and east of Stevenage. Towards the southern end of the tow, and looking wider across the county, generally the opinions shift to positive, either 'strongly agree' or 'tend to agree' shown in the shades of green. This is common, as those closest to the scheme are more likely to view the proposal negatively as it will have the greatest impact on them.

Figure 18: Geographical analysis of responses (North Road)



Key:

Q18. To what extent do you agree or disagree with the proposed walking and cycling improvements for North Road, between Coreys Mill Lane and A602 Lytton Way gyratory?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses

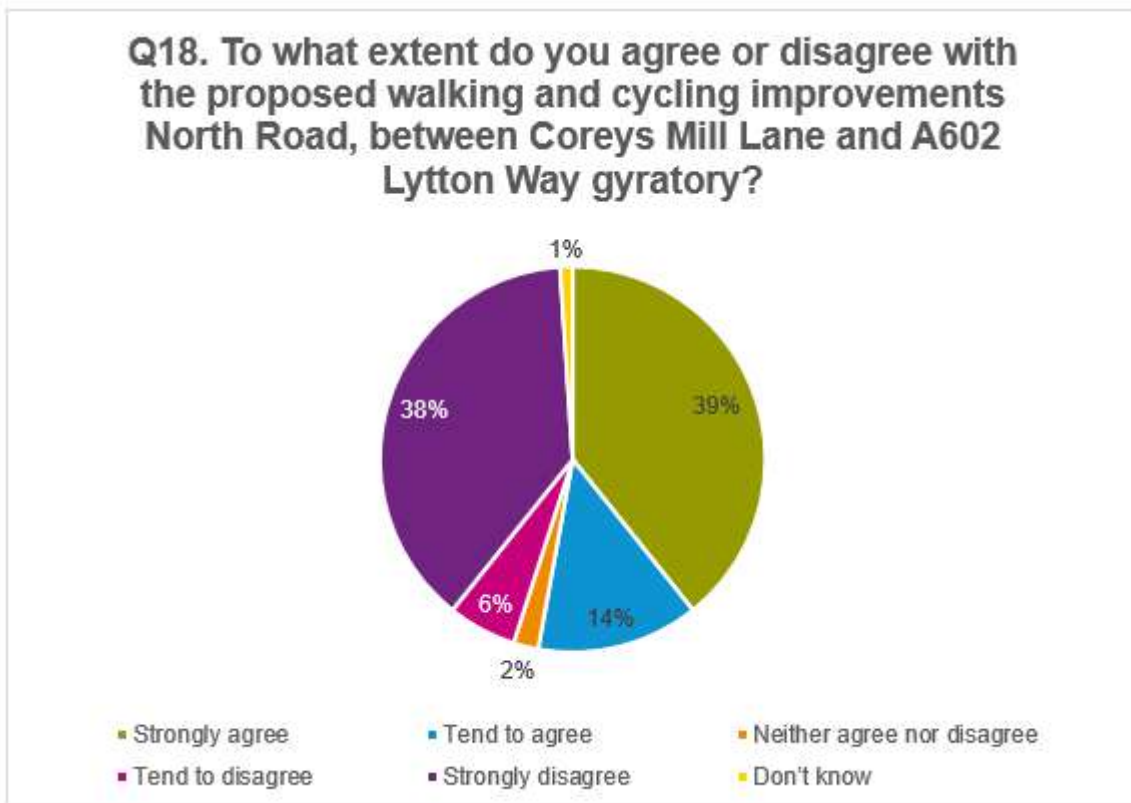
- 1
- 2
- 3 - 4
- 5 - 7
- 8 - 57

7.3. Survey results

7.3.1. Question 18 asked respondents to what extent they agree or disagree with the proposals for the North Road scheme, between Coreys Mill Lane and A602 Lytton Way gyratory. They were asked to respond using a five-point scale ranging from ‘strongly agree’ through to ‘strongly disagree’ as well as a ‘don’t know’ options.

7.3.2. Figure 19 shows that the opinions on the North Road proposal were polarised, with 39% of respondents (75 of 191) stating they strongly agreed with the proposal, and 38% (73 of 191) stating that they strongly disagreed. However, when the responses that selected tended to agree/disagree are included, the majority shifts to agreement, with 53% of responses compared to 44% disagreement.

Figure 19: Extent of agreement with the North Road (Coreys Mill Lane - A602 Lytton Way) proposal

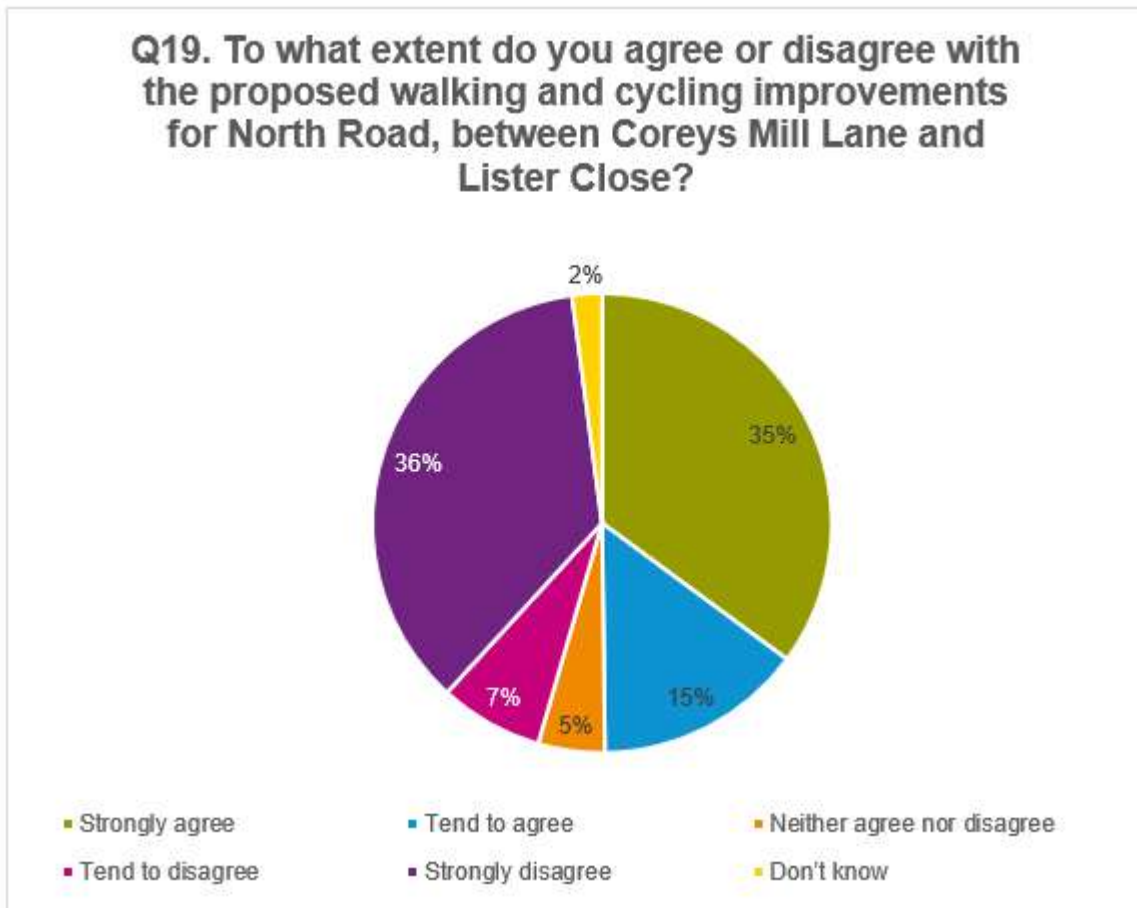


Base: all who responded (n: 191)

7.3.3. Respondents were subsequently asked (Question 19) about the extensions of the scheme to the north and the south. Again, they were asked to respond using a five-point scale ranging from ‘strongly agree’ through to ‘strongly disagree’ as well as a ‘don’t know’ options.

7.3.4. Attitudes to the northern extension, between Coreys Mill Lane and Lister Close, can be seen in Figure 20. The polarisation of responses was similar to the results of Question 18, with very similar numbers choosing either ‘strongly agree’ or ‘strongly disagree’. Again, when the results for tend to agree/disagree are also considered, there was a higher level of agreement with 50% (95 of 191) compared to 43% (83) disagreement.

Figure 20: Extent of agreement with the North Road (Coreys Mill Lane - Lister Close) proposal



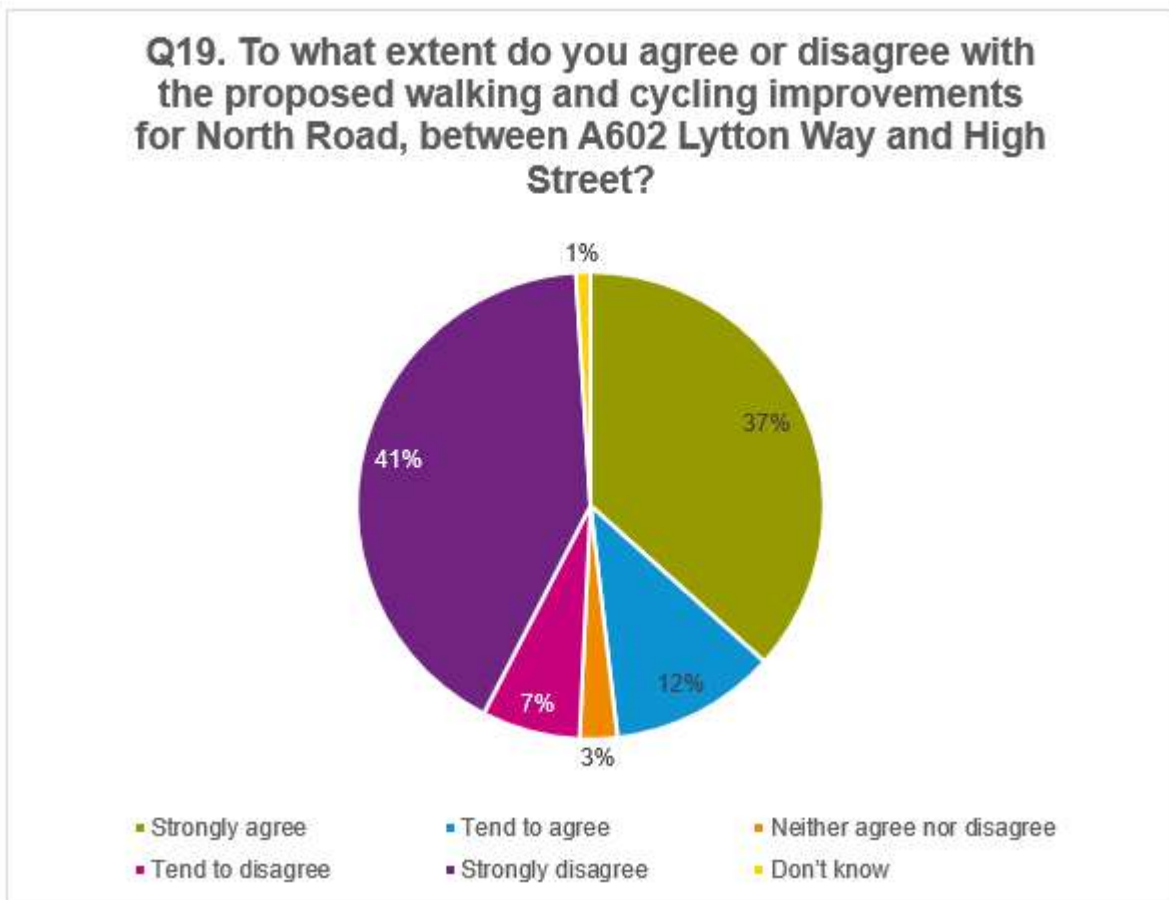
Base: all who responded (n: 191)

7.3.5. Attitudes to the southern extension, between A602 Lytton Way gyratory and High Street, are shown in Figure 21 and the same polarisation of views is evident.

7.3.6. In this case, the same number of respondents stated that they agreed as those who disagreed with the proposal. In agreement, 70 individuals selected ‘strongly agree’ and 22 selected ‘tend to agree’, while 79 individuals selected ‘strongly disagree’ and 13 selected ‘tend to disagree’. There were therefore 92 responses (48%) which either agreed or disagreed to some extent.

7.3.7. Please note that the percentages shown in Figure 21 do not reflect the values stated above. This is due to the way they are rounded.

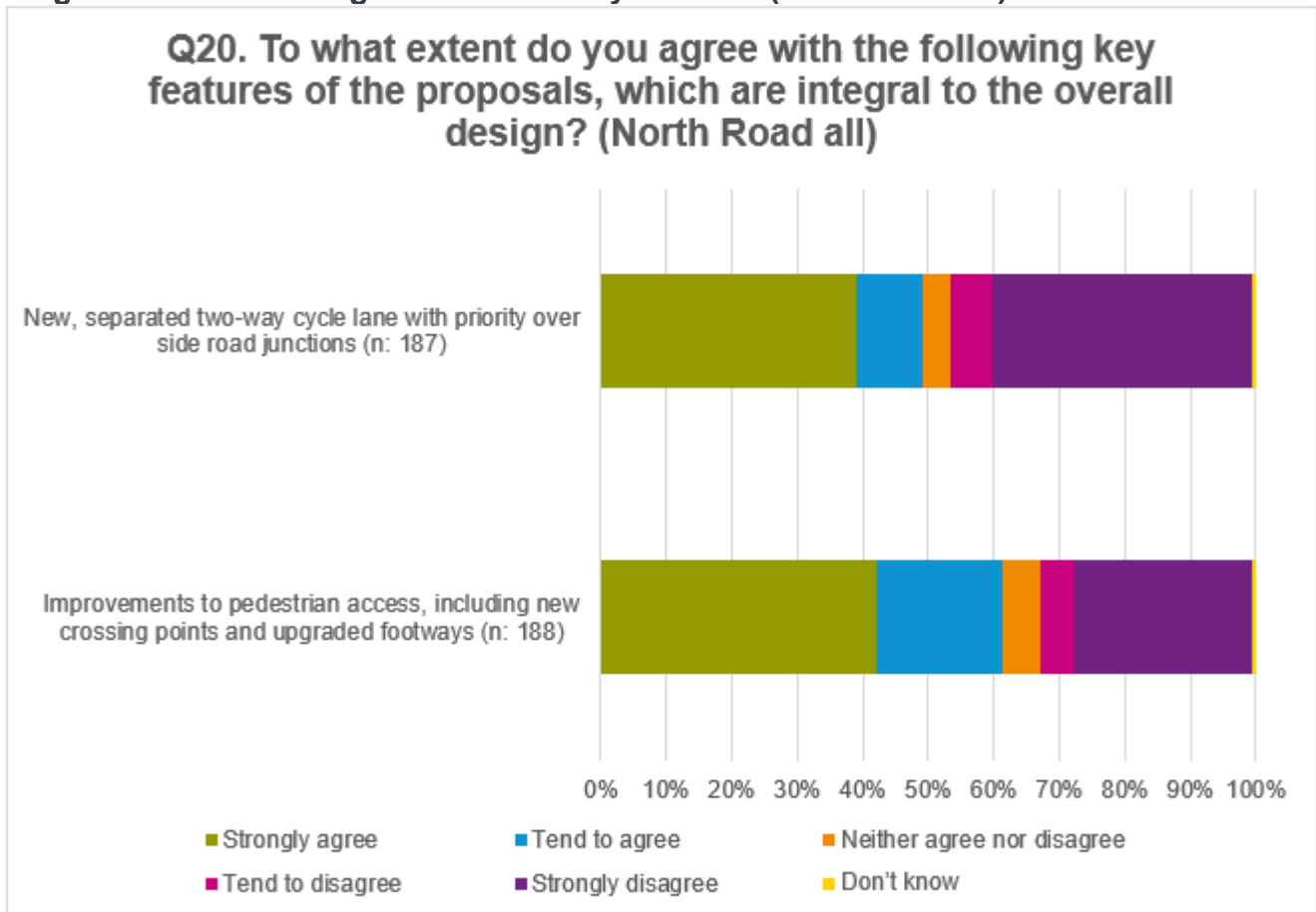
Figure 21: Extent of agreement with the North Road (A602 Lytton Way - High Street) proposal



Base: all who responded (n: 191)

- 7.3.8. Respondents were then asked about their attitudes to certain key features of the proposal which are integral to the design. Again, they were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' options.
- 7.3.9. For the North Road proposals, respondents were asked for views on key features which were applicable to each proposal, as well as more specific features of either the central section between Coreys Mill Lane and A602 Lytton Way gyratory and the northern/southern extensions.
- 7.3.10. Figure 22 shows the results for respondents' attitudes to features across all parts of the North Road proposals. These included the new two-way cycle lane, and pedestrian improvements including crossings and better footways.
- 7.3.11. For the pedestrian improvements, the majority agreed with the feature to some extent, with 115 out of 188 participants (61%) selecting 'strongly agree' or 'tend to agree'. There was no absolute majority with regards to the new two-way cycle lane, where attitudes were once again divided. In agreement, 49% of respondents selected 'strongly agree' or 'tend to agree' and 46% disagreed.

Figure 22: Extent of agreement with key features (North Road all)



7.3.12. Respondents were then asked for their opinions on key features for each of the three sections of the proposals for North Road. Figure 23 shows the results for Question 21, which referenced the central section between Coreys Mill Lane and A602 Lytton Way gyratory. There was no overall majority but of the 188 which answered the question, 88 of them (47%) disagreed with the proposed parking restrictions, double yellow line extension and the removal of parking spaces near Coreys Mill Lane. Eighty individuals (43%) stated they either ‘strongly agree’ or ‘tend to agree’ with the restrictions.

7.3.13. The results to Question 22 are shown in Figure 24, which asked for opinions on key features for the northern extension, between Coreys Mill Lane and Lister Close. This identified three key features: the relocation of the bus stop closer to Granby Road, the removal of parking spaces near Chancellors Road, and the conversion of the Chancellors Road – Coreys Mill Lane mini roundabouts to signal controlled junctions.

7.3.14. Most individuals supported the relocation of the bus stop, with 37% (69 out of 187) choosing ‘strongly agree’ or ‘tend to agree’ and only 26% disagreeing. This feature received the highest volume of ‘neither agree nor disagree’ responses, with a third of individuals selecting it, suggesting fewer strong opinions on the feature.

7.3.15. The responses to the removal of parking spaces were almost evenly split, with 44% (83 out of 190) disagreeing with the feature and 43% (82 out of 190) agreeing with it. Twenty-three individuals selected ‘neither agree nor disagree’.

7.3.16. The final feature, the junction redesign received the highest amount of disagreement with 91 out of 191 (48%) selecting ‘strongly disagree’ or ‘tend to disagree’. Forty-five per cent (85 out of 191) agreed with the proposed design feature.

Figure 23: Extent of agreement with key features (North Road central)

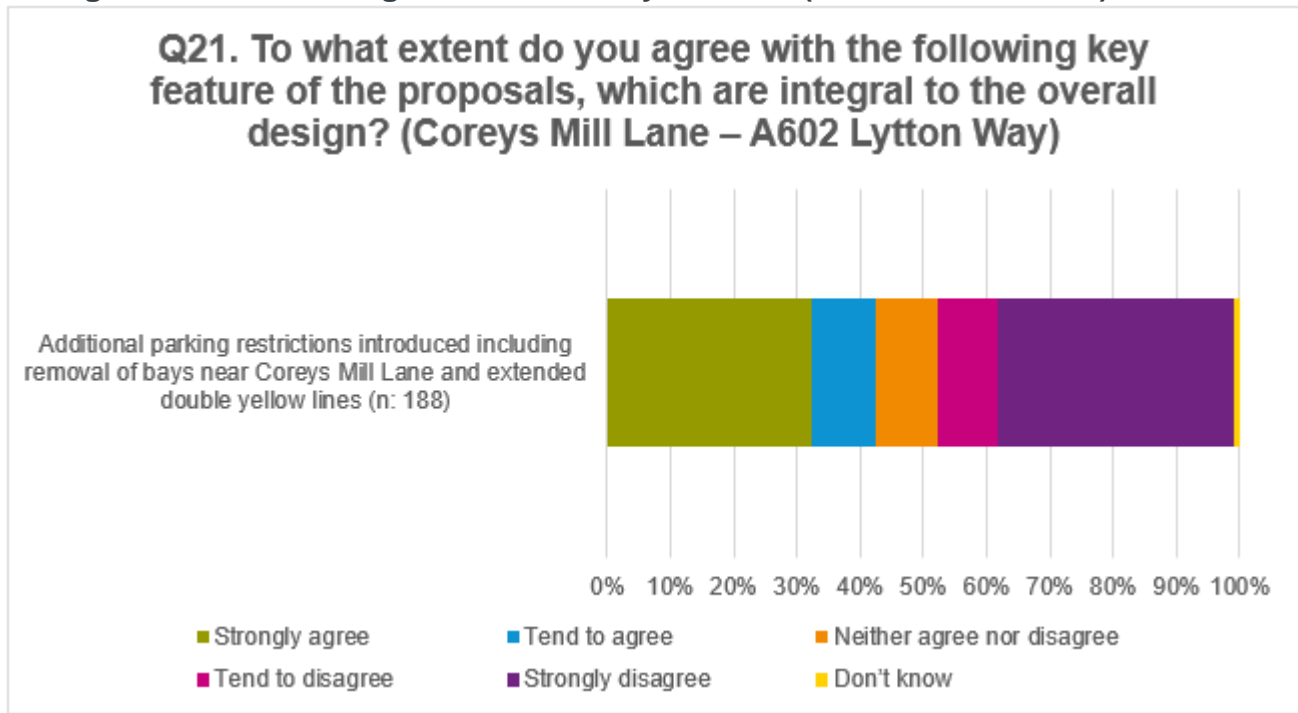
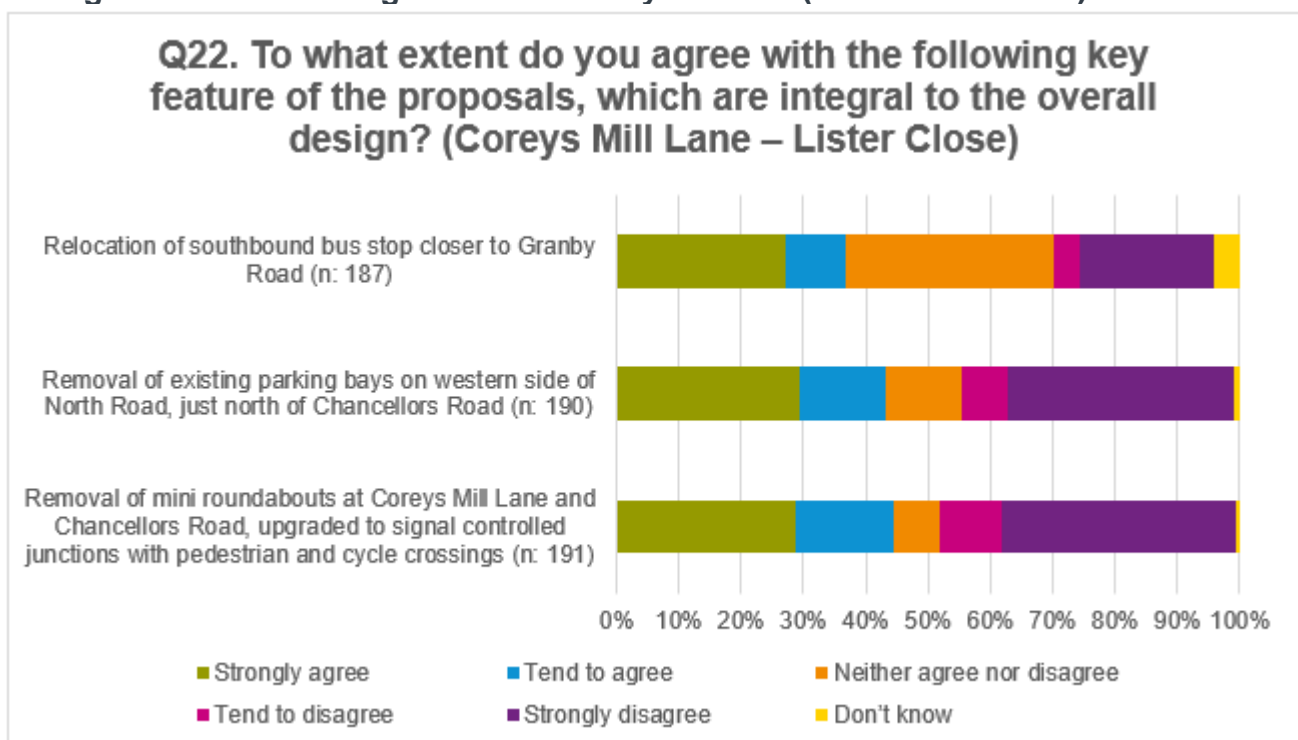


Figure 24: Extent of agreement with key features (North Road north)

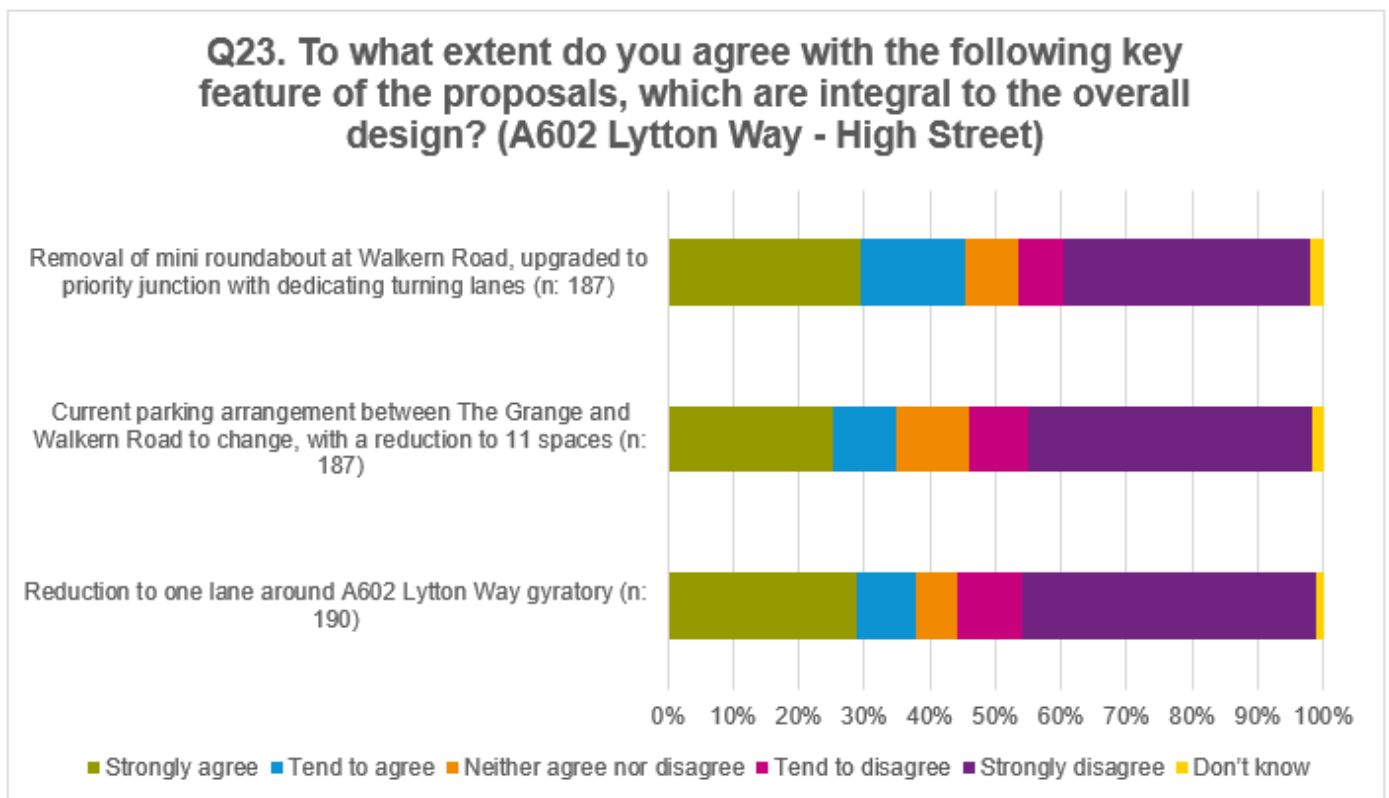


7.3.17. Figure 25 shows the results for Question 23, which referenced the southern extension proposals, between A602 Lytton Way gyratory and High Street. Respondents were asked for their opinion on three key features of the design; the conversion of the Walkern Road roundabout to a priority junction, rearrangement of the parking between The Grange and Walkern Road, and the reduction of a lane around the gyratory.

7.3.18. In line with most of the responses to the features along North Road, the redesign of the Walkern Road roundabout received almost an even split between agreement and disagreement. Of the 187 respondents, 85 (45%) selected ‘strongly agree’ or ‘tend to agree’ and then 83 (44%) selected ‘strongly disagree’ or ‘tend to disagree’. Fifteen individuals stated they neither agree nor disagree, and four said they don’t know.

7.3.19. The two other features were less evenly split, with more respondents disagreeing with them. Of the 190 responses, 104 (55%) of them disagreed with the reduction to one lane around the gyratory, with 72 (38%) agreeing. For the rearrangement to the parking, 98 out for 187 responses (52%) stated they disagreed whilst 65 (35%) said they agreed.

Figure 25: Extent of agreement with key features (North Road south)



7.3.20. Of the 191 respondents via the online survey, 137 chose to answer Question 24, which was a free text answer asking participants if they had any further comments on the proposals. These were coded as per the code frame in Appendix 13. The most frequently recurring codes (top ten unique code descriptions, or where the description accounts for 3% or more of the total coded comments) for the North Road proposals have been included in Table 15 below.

- 7.3.21. The results show that the most frequently occurring code was that the scheme would increase congestion or worsen traffic flow along North Road, with 34 out the 510 total coded comments (7%). Comments in particular noted the impact of the reduction of a lane on the gyratory, with text coded to this description including ‘it will cause traffic chaos reducing this currently major route to one lane’ and ‘by reducing it to one lane is absurd, the build-up of traffic would be horrific’. Responses which were also coded to this description mentioned the impact of the design at peak times outside of local schools, and the impact that the planned developments in the area will have on the already busy road.
- 7.3.22. The second most frequently coded comments were in opposition to the proposals, stating that the cycling facilities are not needed and/or that they will not be used and the impact the proposals would have on local communities and schools. These two descriptions both received 29 coded comments each, amounting to 6% of all coded comments.
- 7.3.23. The responses that were received in opposition based on the cycle lane not being needed were focused on the lack of cyclists along that route and that there is already a route located close to North Road. Comments that were coded to the description regarding the impact of the route on homes and schools, overwhelming were concerned about the removal of parking along the route. These comments are further supported by the fourth most frequently occurring code being opposition to parking restrictions, accounting for 5% of all coded comments (28 out of 510).

Table 15: Most frequently recurring codes for North Road

| Code description | No. of coded comments | % of coded comments |
|---|------------------------------|----------------------------|
| Scheme would increase congestion/ worsen traffic flow | 34 | 7% |
| Oppose - cycle lane not needed/ won't be used | 29 | 6% |
| Impact on houses/people/schools | 29 | 6% |
| Oppose parking restrictions | 28 | 5% |
| General support | 26 | 5% |
| Oppose lane reduction | 24 | 5% |
| Scheme will decrease safety | 23 | 5% |
| Existing issues with road users speeding/unsafe driving/parking | 21 | 4% |
| Oppose - waste of money | 19 | 4% |
| Further proposal - additional cycling improvements | 18 | 4% |
| Oppose new crossings | 15 | 3% |
| Existing facilities poor/ not maintained | 14 | 3% |

| Code description | No. of coded comments | % of coded comments |
|-------------------------|-----------------------|---------------------|
| Impact on air pollution | 13 | 3% |

7.4. Individual written responses

During the consultation period, Hertfordshire County Council received four written responses regarding the North Road proposals from individuals. They were received through the ATF inbox, and the key points are summarised below:

i. Item Number ATF003

- The respondent was concerned about the scheme and the negative impact it would have for residents in the area
- They specifically were concerned about the removal of parking, and how it would prevent access to the property, reduce the value of the property, and push traffic closer to the property which could have a negative impact on health

ii. Item Number ATF021

- The respondent was worried about access to Thomas Alleyne Academy, and how the scheme would make it impossible to park and collect children, especially those with special needs who have to be transported

iii. Item Number ATF026

- The respondent strongly objected to the proposals, stating it was waste of money and that the number of cyclists on the route is minimal
- They also wanted further information about how the proposal would affect parking outside their property

iv. Item Number ATF035

- The respondent supports measures to improve cycling, active travel and safer streets, and states that the proposals are beneficial to the area
- They specifically support particular elements, which included:
 - The extension of the proposals to Walkern Road, supporting school children who cycle to/from Thomas Alleyne Academy
 - The priority of cyclists and pedestrians over side turnings
- They provided further comments for consideration, which included:
 - The route extending to the new housing development and beyond to Graveley, connecting into existing popular routes
 - Entry and exit from the new housing development should encourage car traffic to head north and not overload North Road further
 - A continuation of the route towards the town centre and train station
 - Consideration of waiting times at cyclists' crossings, clear signage to other routes and entry/exit angles to the cycle lanes at both ends

- The respondent also had reservations regarding the crossing of the cycle route from the east of North Road, around Coreys Mill Lane, to the west and back again, stating the route should be direct

7.5. Organisational responses

7.5.1. In total, nine responses were received on behalf of an organisation regarding the North Road proposals. Seven of them completed the online survey and the analysis of their responses has been included in Section 7.3. Two of the organisations submitted their response via email and are summarised in Table 16 below.

Table 16 Organisational responses to North Road proposals

| Name of Organisation | Primary themes of response |
|---------------------------|--|
| Stevenage Borough Council | <ul style="list-style-type: none"> • SBC stated their wholehearted support for the proposals along North Road, stating that cycling infrastructure has long been under-provided along this stretch • They noted the importance of the route, connecting important residential, health and retail destinations • They also mentioned the scheme would integrate well into other cycle infrastructure schemes being proposed |
| Cycling UK Stevenage | <ul style="list-style-type: none"> • The Stevenage branch of Cycling UK supported the North Road proposals and provided further comments for consideration, including: <ul style="list-style-type: none"> ○ Raised concerns over the cycle route crossing over from the east side to the west near Coreys Mill Lane, stating their preferred option was to have an unbroken route ○ The need for additional signage and resurfacing work at the southern end to improve access from the new route to the rest of the network |

8 CENTRAL ST ALBANS

8.1. Scheme details

- 8.1.1. A series of improvements were proposed throughout St Albans, which would connect local schools, new housing developments with the town centre. It would help improve wider connections through the city, including joining up with existing routes as well as the National Cycle Network.
- 8.1.2. The improvements were split into four proposal sections; dedicated space for cyclists and changes to traffic flows to improve southbound access along Upper Marlborough Road and Marlborough Road; a junction redesign where London Road meets Keyfield Terrace with new cyclist and pedestrian crossings, new cycling route and crossings on Old London Road near Watson Walk; and safety improvements and onward links at Approach Road.
- 8.1.3. An example of what the proposal would look like is included in Figure 26 below.

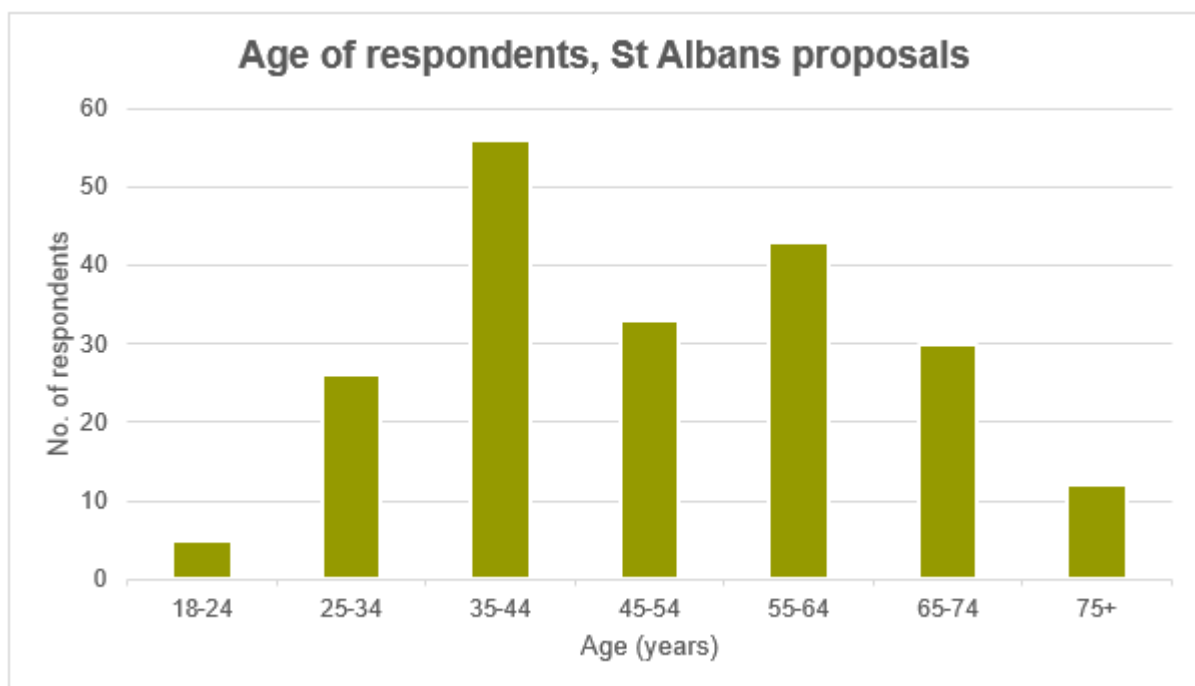
Figure 26: Computer-generated image of the central St Albans proposals



8.2. Demographics

- 8.2.1. In total, 209 responses were received regarding the central St Albans proposals. Of these, 207 were received through the online survey, of which six were submitted on behalf of organisations. Three responses were received through email, two from individuals, and one joint response was submitted on behalf of 29 local residents. The St Albans proposals received the second highest number of responses across the eight proposals.
- 8.2.2. One individual who responded to the questions about the central St Albans proposals chose not to answer Question 37, which asked participants to indicate their age bracket. Of the 205 respondents who answered, 27% (56 respondents) were between the ages of 35 and 44 years. Almost two thirds of all the respondents (64%; 132 respondents) were aged between 35 and 64 years.
- 8.2.3. The fewest responses were received from the youngest age bracket, with 5 of 205 (2%) aged 18-24 years which is the same as across the other proposals.
- 8.2.4. The breakdown of the age of respondents can be seen in Figure 27 below.

Figure 27: Age of respondents (St Albans)



Base: all who responded (n: 205)

- 8.2.5. Of the 206 individual responses received about the St Albans proposals, two individuals did not answer Question 39 which asked how they found out about the consultation. From those who did respond, the most effective method for communicating the consultation was through the postcards which were delivered to homes and businesses with 38% of respondents (77 out of 204) selecting that option.

- 8.2.6. The second most commonly selected answer was 'other', with 42 respondents (21%) stating that none of the options listed were how they heard. Of those 42 individuals, the most popular response was through a local paper, with 43% of respondents (18 out of 42) stating they heard through a local paper, namely the Herts Advertiser. A close second was the 33% (14 out of 42) who heard through the local MPs newsletter.
- 8.2.7. The third most effective mechanism for promoting the consultation was social media, with 25 out of 204 respondents (12%) selecting it. The complete results showing how those who responded to the St Albans proposals heard about the consultation can be found in Table 17.

Table 17: How respondents heard about the consultation (St Albans)

| Source | No. of respondents | % of respondents |
|--|--------------------|------------------|
| An email from Hertfordshire County Council | 9 | 4% |
| Friend or relative (word of mouth) | 31 | 15% |
| From a local business | 1 | 0% |
| From a local community group | 15 | 7% |
| From my Parish / Town / Borough / District Council | 2 | 1% |
| Hertfordshire.gov.uk website | 2 | 1% |
| Other | 42 | 21% |
| Postcard delivered to my home/business | 77 | 38% |
| Social media | 25 | 12% |

Note: percentages may not equal 100 due to rounding

- 8.2.8. Of the 206 responses received through the online survey, 184 provided their postcode in Question 38 to allow geographic analysis of the responses. Twenty-two either did not provide a postcode or were inputted in an incomplete format and therefore cannot be included.
- 8.2.9. Figure 28 below shows this analysis, highlighting both where the respondents are answering from, and what response they gave when asked about their thoughts on the proposals. The darker the shading, the more responses from individuals in that postcode. The pie charts indicate respondents' attitudes to the proposals with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green representing 'strongly agree' and 'tend to agree'.
- 8.2.10. As expected, the highest levels of respondents to the scheme were based around the proposal locations, specifically along the London Road corridor. There were a few outlier responses near Hertford and Rickmansworth, but the vast majority of responses were from in and around St Albans, with slightly more to the north and east of the proposals.

8.2.11. The attitudes towards the proposals were mixed across the postcodes and there was no strong pattern, but in general the more positive responses (strongly agree and tend to agree), shown in green shaded, are more prevalent the further away from the proposal locations. The full breakdown of the responses received in the survey are analysed in more detail in Section 8.3.

Figure 28: Geographical analysis of responses (St Albans)



Key:

Q11. To what extent do you agree or disagree with the proposed walking and cycling improvements for Central St Albans?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Number of responses

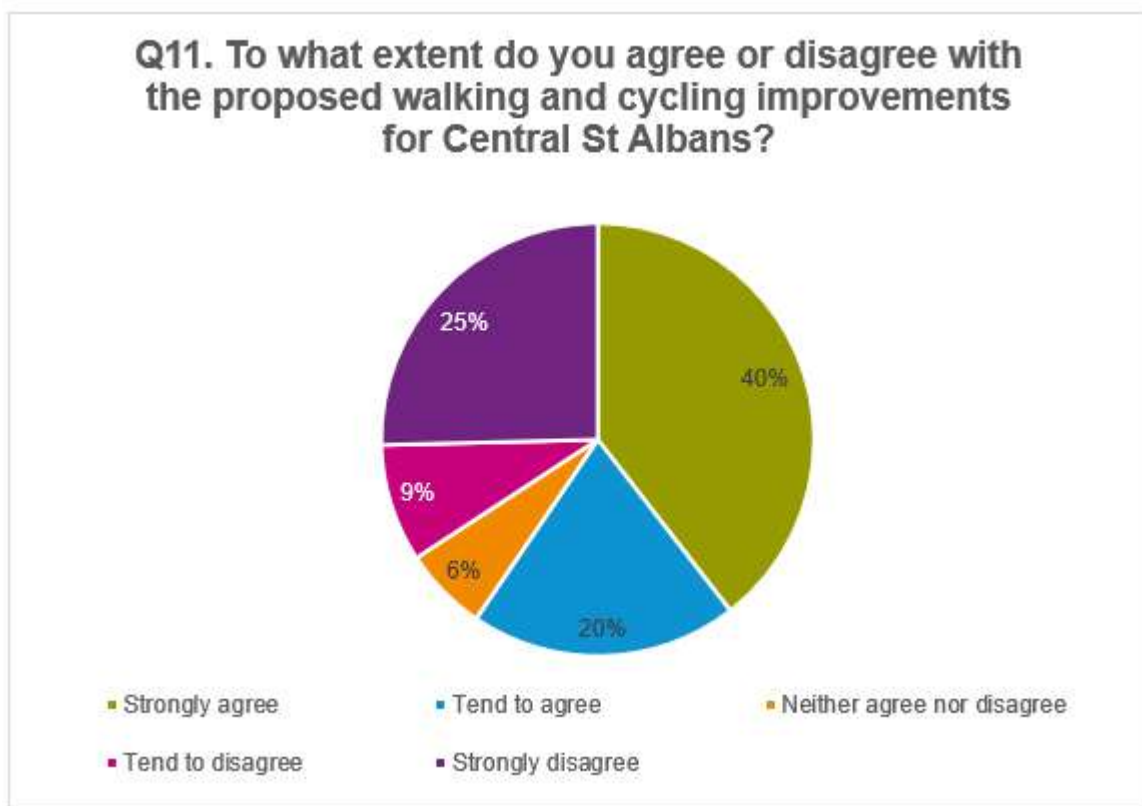
- 1
- 2 - 5
- 6 - 10
- 11 - 78

8.3. Survey results

8.3.1. Question 11 asked respondents to what extent they agree or disagree with the overall proposals for central St Albans. They were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' options. One respondent chose not to answer this question.

8.3.2. Figure 29 shows that the majority of respondents agreed with the central St Albans proposals overall, with 122 out of 205 (60%) stating they 'strongly agree' and 'tend to agree'. Just over a third (70 out of 205) disagreed to some extent.

Figure 29: Extent of agreement with the central St Albans proposal

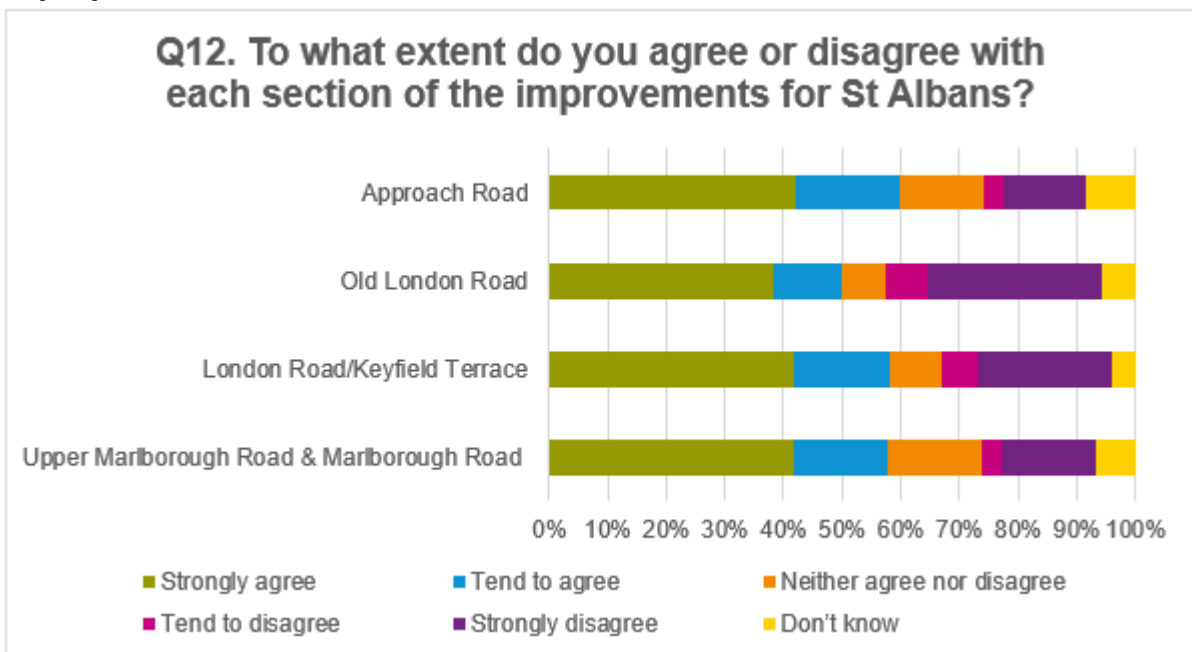


Base: all those who responded (n: 205)

8.3.3. Respondents were subsequently asked (Question 12) about each of the four sections of the proposal: Upper Marlborough Road & Marlborough Road; London Road/Keyfield Terrace; Old London Road; and Approach Road. Again, they were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' options.

- 8.3.4. Attitudes to the four sections of the overall St Albans proposals can be seen in Figure 30. All of the sections received similar results, with the majority of respondents agreeing with the proposals. Both the Upper Marlborough Road & Marlborough Road and London Road/Keyfield Terrace sections received 58% agreement (120 out of 206). Approach Road was the most well supported, with 60% of respondents (123 out of 206) selecting ‘strongly agree’ or ‘tend to agree’ about the proposal section.
- 8.3.5. The least well supported section was Old London Road where half of respondents stated their agreement (103 out of 206), and 37% (76 out of 206) selected ‘strongly disagree’ and ‘tend to disagree’ with the section design.

Figure 30: Extent of agreement with the individual sections of St Albans proposals



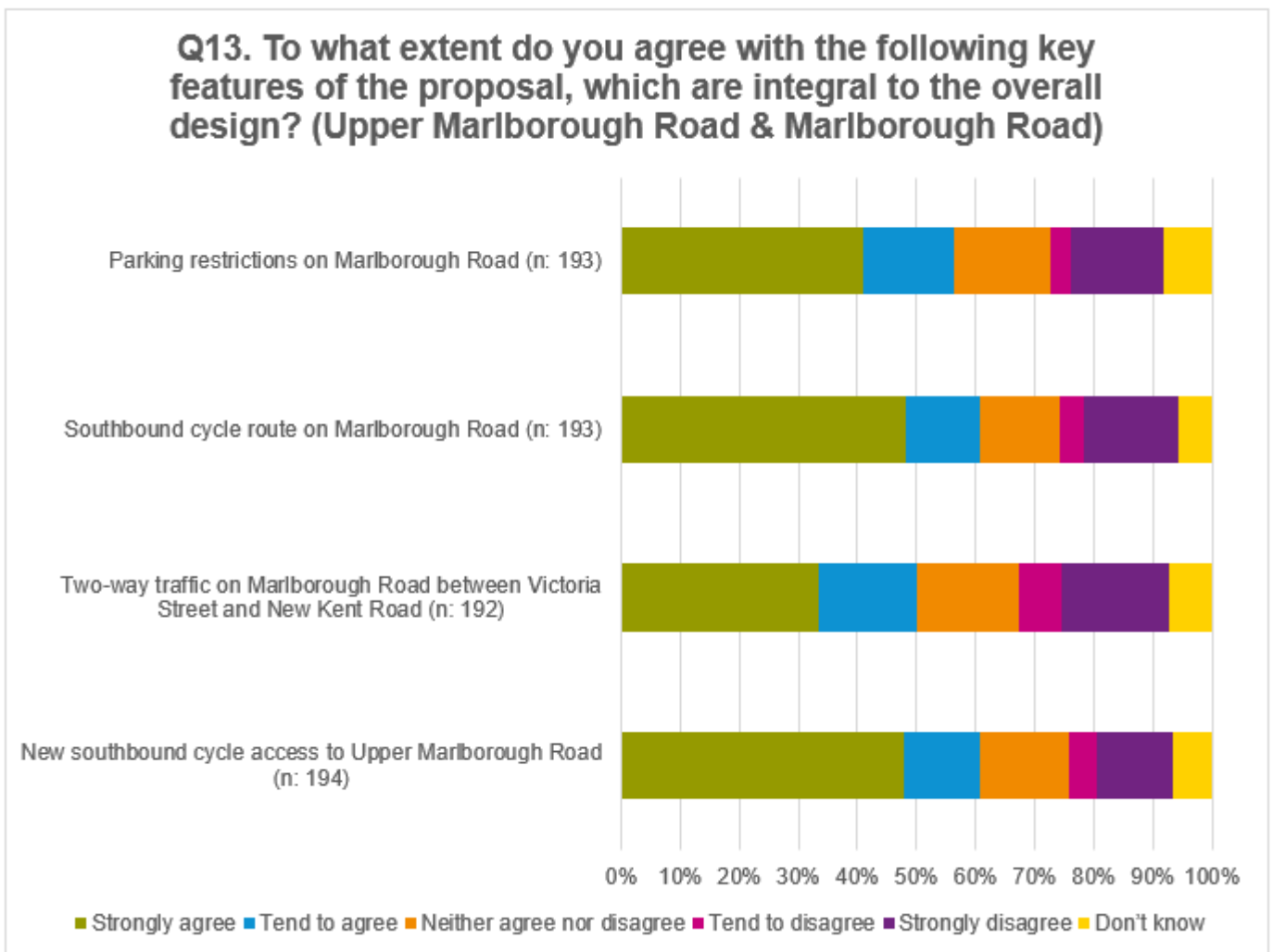
Base: all those who responded (n: 206)

- 8.3.6. Respondents were then asked about their attitudes to certain key features of the proposal which were integral to the designs. Again, they were asked to respond using a five-point scale ranging from ‘strongly agree’ through to ‘strongly disagree’ as well as a ‘don’t know’ options.
- 8.3.7. For the central St Albans proposals, respondents were asked to complete the questions highlighting key features for each of the four sections. Figure 31 shows the results for respondents’ attitudes to features on the Upper Marlborough Road & Marlborough Road section.
- 8.3.8. The two most popular features were the new southbound cycle access to Upper Marlborough Road and the southbound cycle route on Marlborough Road. These features both received 61% agreement (n: 118 out of 194; n: 117 out of 193, respectively).

8.3.9. The change of access on Marlborough Road between Victoria Street and New Kent Road to two-way for traffic received the most disagreement, with 47 out of 192 respondents (25%) selecting ‘strongly disagree’ or ‘tend to disagree’.

8.3.10. Across each of the key features for the Upper Marlborough Road & Marlborough Road section, between 13-18% of respondents stated they ‘don’t know’ their extent of agreement or disagreement with the design features, which is higher than other features across the different proposals.

Figure 31: Extent of agreement with key features (Upper Marlborough Road & Marlborough Road)



8.3.11. Question 14 asked respondents their attitudes to the key features for the London Road/Keyfield Terrace section, and the results can be seen in Figure 32. This identified two key features: the upgrade to a signal-controlled junction with new pedestrian crossing facilities and dedicate space for cyclists through the junction.

8.3.12. The results were the same for the two, with both receiving 65% agreement and 34% disagreement. For the upgraded crossing 125 respondents selected ‘strongly agree’ or ‘tend to agree’ and for the space for cyclists, 124 out of 190 respondents selected them.

8.3.13. Figure 33 shows the results for respondents’ attitudes to features on the Old London Road section. Three features were identified: a trial road closure at the Old London Road/Keyfield Terrace junction; a new two-way cycle lane; and the redesign of the Watson Walk roundabout to a raised table junction. The change at the Watson Walk junction received the highest levels of agreement, with 57% of respondents (114 out of 200) selecting ‘strongly agree’ or ‘tend to disagree’. Only 27% disagreed with the design feature (54 out of 200).

8.3.14. The least well supported feature was the road closure trial for three weeks at the Old London Road/Keyfield Terrace junction, which would result in changing Old London Road to one-way traffic westbound only. More respondents did agree than disagree, but across the three features it received the highest proportion of disagreement with 29% of respondents (58 out of 198) selecting ‘strongly disagree’ or ‘tend to disagree’.

Figure 32: Extent of agreement with key features (London Road/Keyfield Terrace)

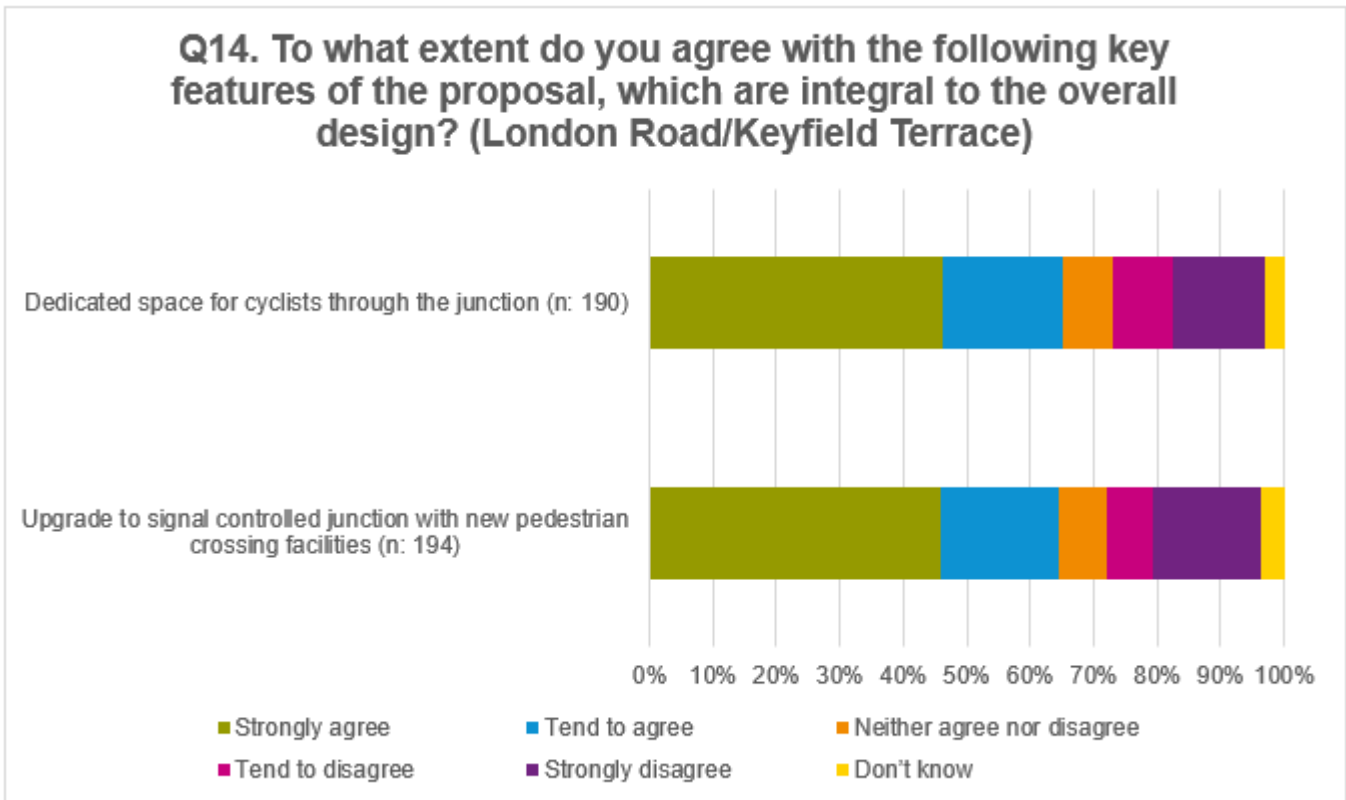
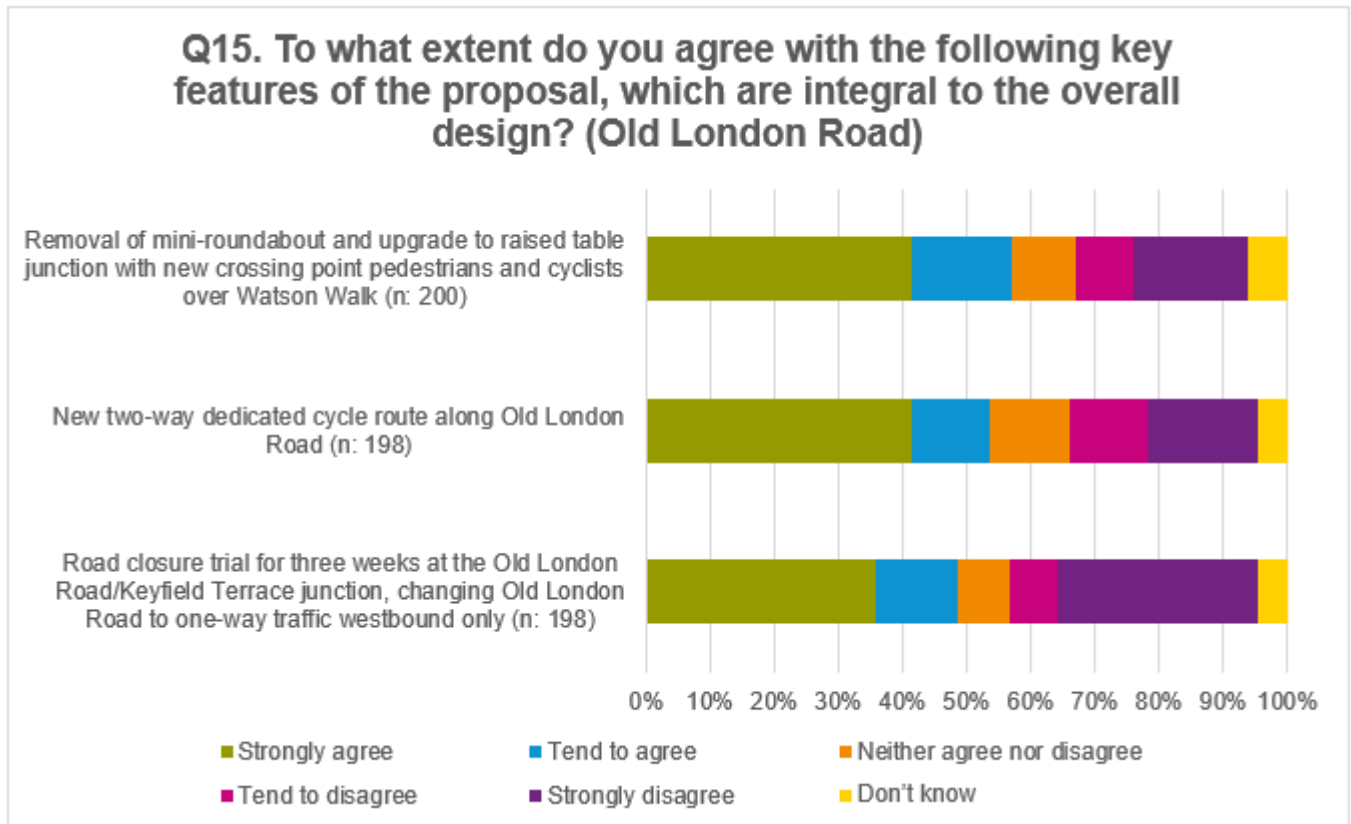


Figure 33: Extent of agreement with key features (Old London Road)

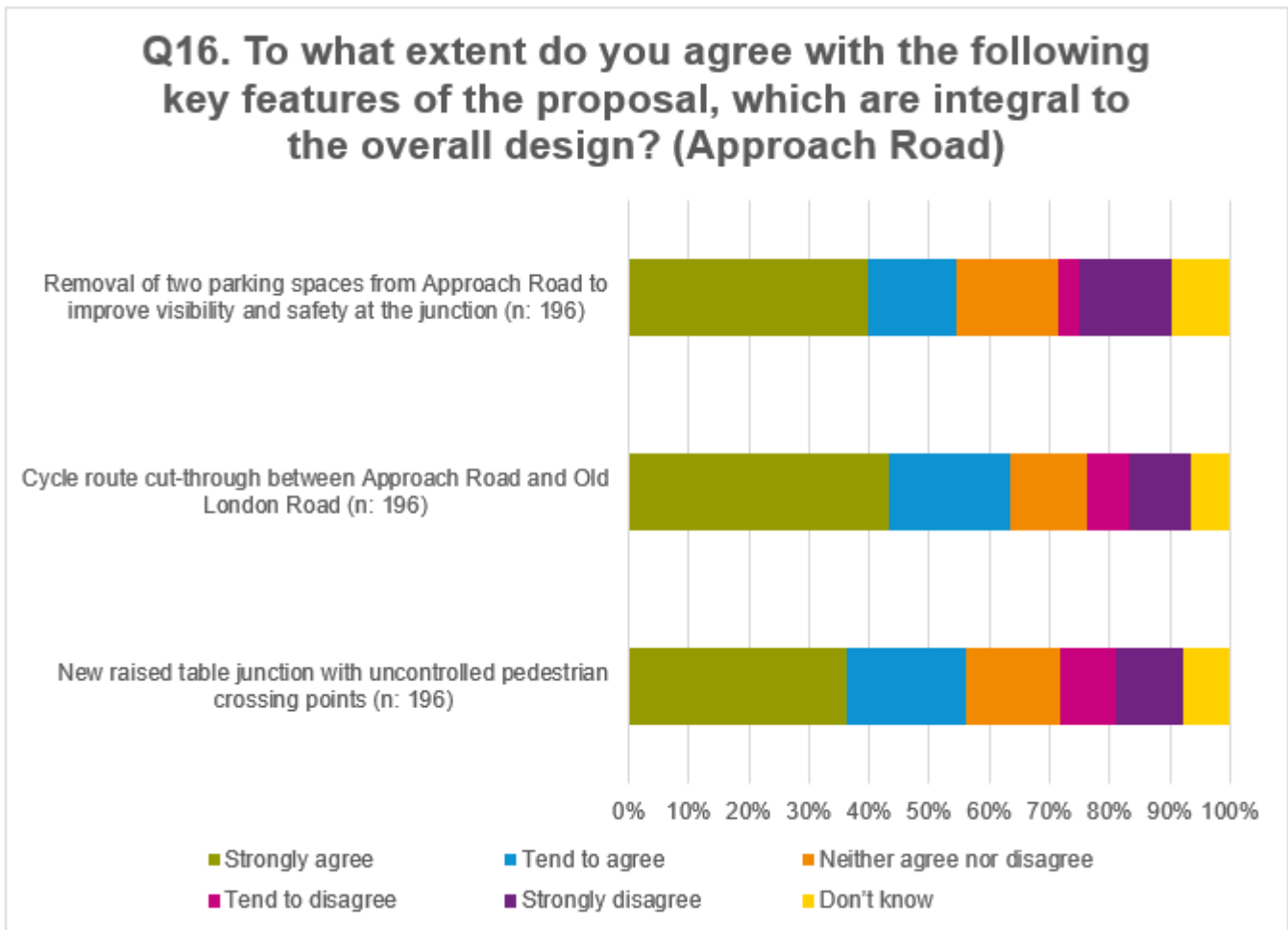


8.3.15. Question 16 asked respondents their attitudes to the key features for the Approach Road section, and the results can be seen in Figure 34. This identified three key features: a new raised table junction, a cycle cut-through and the removal of two parking spaces.

8.3.16. All three features received over 50% agreement from the respondents. The new cycle cut through between Approach Road and Old London Road was the most strongly supported, with 63% of responses (124 out of 196) selecting ‘strongly agree’ or ‘tend to agree’. Only 17% (34 out of 196) disagreed with this design feature.

8.3.17. The new raised table junction received 56% agreement (110 out of 196) which was the lowest of the three key features. It also received the highest amount of disagreement, with 40 out of 196 respondents (20%) selecting ‘strongly disagree’ or ‘tend to disagree’.

Figure 34: Extent of agreement with key features (Approach Road)



8.3.18. Of the 206 respondents who completed the online survey, 157 chose to answer Question 17, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. The most frequently recurring codes (top ten unique code descriptions, or where the description accounts for 3% or more of the total coded comments) for the central St Albans proposals have been included in Table 18 below.

8.3.19. The results show that the most frequently occurring code was the opposition to the changes in road access and/or use which received 56 coded comments out of 510, accounting for 11% of all coded comments. Feedback that was received and coded to this description was primarily in opposition to the road closure trial at the junction of Old London Road and Keyfield Terrace, raising concerns about access for residents, impact on surrounding traffic, and being cut off from local parking.

8.3.20. There were a number of comments made that were also coded to this description that opposed making Marlborough Road two-way to traffic, with examples coded including: ‘making the road a two-way street along this section would have a very significant negative impact on the safety and wellbeing of pedestrians and the residents’ and ‘We have grave concerns about the proposal to lift one-way restrictions on the section of Marlborough Road...and strongly oppose this proposal’.

8.3.21. Forty-four comments (9%) were coded under the scheme would increase congestion and/or worsen traffic flow, making this description the second most frequently occurring code. As noted in Section 8.3.19, a number of comments were in relation to the road closure trial at the Old London Road/Keyfield Terrace junction, stating the alternative route would add to congestion on already busy roads.

8.3.22. The third most frequently occurring code is general support, which received 40 out of the total 510 coded comments (8%). Comments that were coded to this description included: 'a very good start for St Albans which currently has next to none cycling infrastructure in the town centre' and 'fully support these proposals and hope for their speedy implementation'. The general support comments tended to mention all or most of the scheme sections, stating their support for the proposal as a whole, whereas comparatively the oppositional comments appear to be in relation to specific features, such as the road closure trial or the change to two-way traffic on Marlborough Road.

Table 18: Most frequently recurring codes for St Albans

| Code description | No. of coded comments | % of coded comments |
|--|------------------------------|----------------------------|
| Oppose changes in road access/use | 56 | 11% |
| Scheme would increase congestion/ worsen traffic flow | 44 | 9% |
| General support | 40 | 8% |
| Impact on houses | 34 | 7% |
| Impact on air pollution | 20 | 4% |
| Oppose parking reduction | 20 | 4% |
| General Opposition | 18 | 4% |
| Partial support - only support part of the proposal | 15 | 3% |
| Existing issues with road users speeding /unsafe driving/parking | 15 | 3% |
| Scheme will decrease safety | 14 | 3% |
| Further proposal - extend the route further | 13 | 3% |
| Partial support - improvements needed elsewhere | 10 | 2% |

8.4. Individual written responses

8.4.1. During the consultation period, Hertfordshire County Council received two written responses from individuals regarding the central St Albans proposals. Both of these were received through our dedicated ATF inbox and the key points that emerged from the responses are summarised below:

i. Item Number ATF007

- The respondent strongly objected to proposals for St Albans
- They stated that the plans are ill-thought out and the money should be spent on something worthwhile

ii. Item Number ATF025

- The respondent strongly opposes the plans due to two main reasons: parking and the two-way system on Marlborough Road.
- They state their disappointment with the impact on residential parking and that the removal would negatively impact access to their home, their business and the community support services provided
- They also are concerned about making Marlborough Road two-way for traffic, as they believe it would increase the amount of traffic on the road, make it less safe for pedestrians and increase pollution
- The respondent also provides a suggested alternative design along the western side of Marlborough Road with a lower speed limit

8.4.2. Also, during the consultation period, Hertfordshire County Council received one joint response on behalf of 29 homeowners and residents at Davis Court, a complex of retirement flats on Marlborough Road. The key themes are summarised below:

- They express concern over the age of the residents and related health issues that may make the interaction between cyclists and pedestrians unsafe
- They are also concerned about access for refuse collections into the complex
- They note that by making Marlborough Road two-way, this will encourage more traffic, pollution and noise to the road
- They object to the restrictions to parking, and how the proposal removes parking for residents on the road, impacts emergency access and delivery vehicles, as well as those using the church for services such as weddings and funerals
- They state that the proposal will lead to more traffic on the road and result in tailbacks
- They note that there are very few improvements for pedestrians when the footway and surfacing are in poor quality

8.5. Organisational responses

8.5.1. Six responses were received on behalf of an organisation regarding the central St Albans proposals. All of these were received through the online survey and analysis of their responses has been included in the Section 8.3.

9 STRATFORD WAY JUNCTION, WATFORD

9.1. Scheme details

9.1.1. The junction of Stratford Way with Hempstead Road is just north of Watford town centre and sits at the southern end of the Cassiobury Estate. Hempstead Road is a busy main route in and out of the town connecting to the A41, severing east-west routes between the western part of Watford with Watford Junction station. The junction improvements and changes to Stratford Way would provide a safer cycle link between this area and Cassiobury Park and the business parks to the west.

9.1.2. The proposals include the introduction of new crossing facilities at the Hempstead Road/Stratford Way/Stratford Road junction, providing dedicated space and timings for those walking and cycling to cross Hempstead Road. The scheme also includes the extension of shared-use paths on both sides of Hempstead Road, providing off-carriageway space for cyclists as well as pedestrians to bypass the busy junction.

9.1.3. An example of what the proposal would look like is included in Figure 35 below.

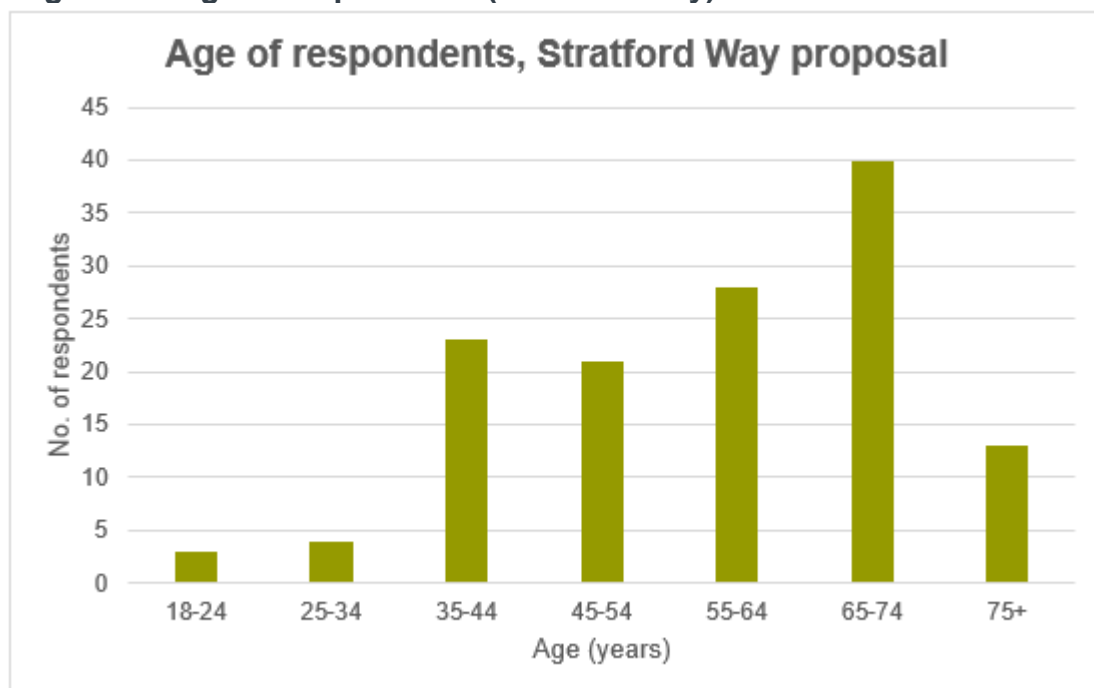
Figure 35: Computer-generated image of the Stratford Way junction proposal



9.2. Demographics

- 9.2.1. In total, 134 responses were received regarding the Stratford Way junction proposal. Of these, 133 were received through the online survey with one other written response. Of the survey responses, five were submitted on behalf of an organisation.
- 9.2.2. One individual who responded to the questions on the Stratford Way junction proposal chose not to answer Question 37, which asked participants to indicate their age bracket. Of the 132 respondents who answered, 30% (40 respondents) were between the ages of 65-74.
- 9.2.3. The breakdown of the age of respondents can be seen in Figure 36.

Figure 36: Age of respondents (Stratford Way)



Base: all who responded (n: 132)

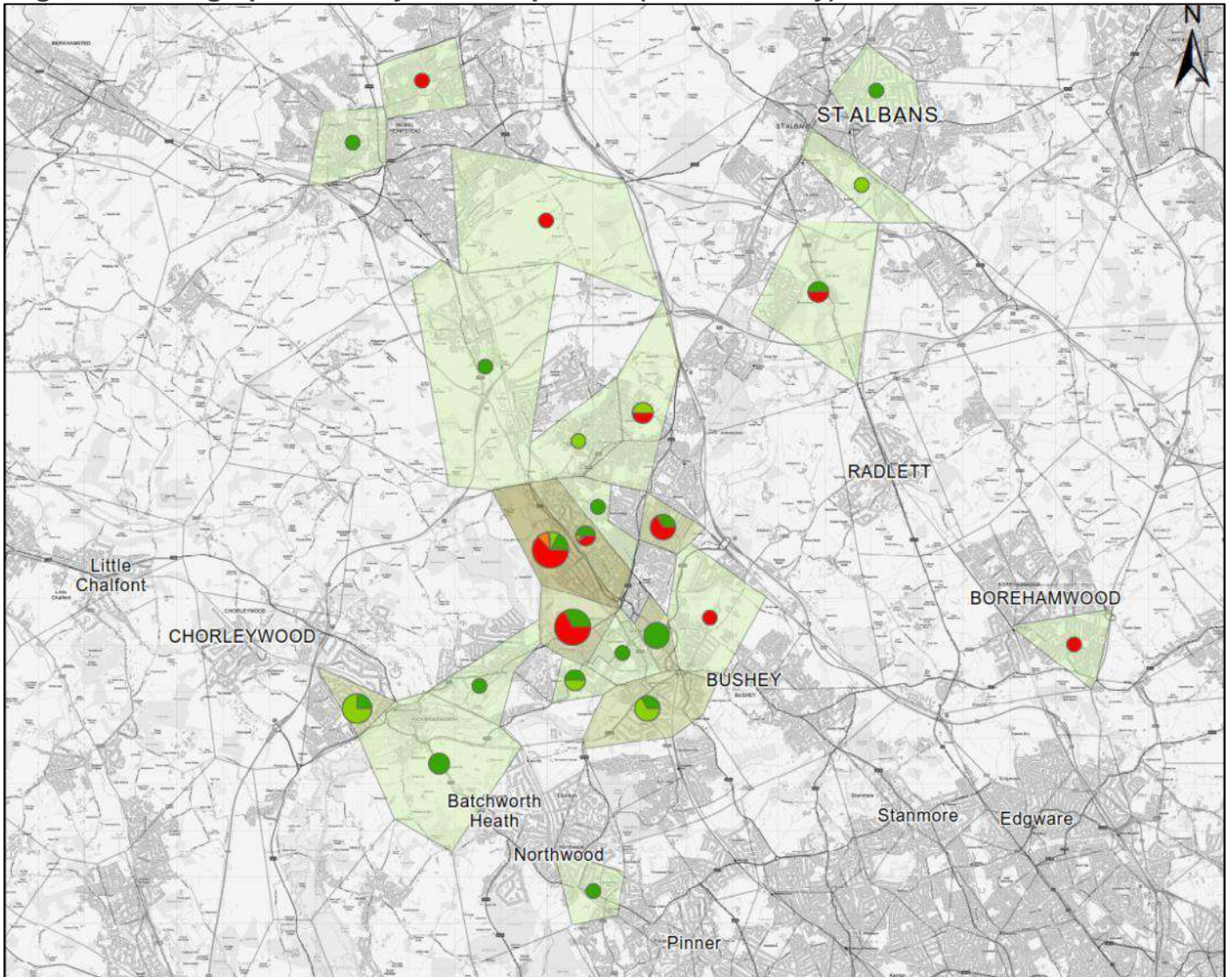
- 9.2.4. The lowest number of responses (3), accounting for 2% of respondents, was the 18-24 age bracket.
- 9.2.5. All the respondents completed Question 39, which asked participants how they had found out about the consultation. The most popular method chosen was 'From my Parish/Town/Borough/District Council', with 34 of 133 responses (26%).
- 9.2.6. The second most popular method was through the postcards delivered to homes and businesses. One-fifth of respondents selected this option (26 of 133). This was followed by social media (21 responses: 16%). Watford Borough Council also shared the content through its own channels, which may well be reflected of the high number who found out through their local council.
- 9.2.7. The complete results showing how those who responded to the Stratford Way junction proposal found out about the consultation can be found in Table 19.

Table 19: How respondents heard about the consultation (Stratford Way)

| Source | No. of respondents | % of respondents |
|--|---------------------------|-------------------------|
| An email from Hertfordshire County Council | 13 | 10% |
| Friend or relative (word of mouth) | 7 | 5% |
| From a local community group | 14 | 11% |
| From my Parish / Town / Borough / District Council | 34 | 26% |
| Hertfordshire.gov.uk website | 1 | 1% |
| Other | 14 | 11% |
| Postcard delivered to my home/business | 26 | 20% |
| Saw a banner | 3 | 2% |
| Social media | 21 | 16% |

- 9.2.8. Of the 133 responses received through the online survey, 123 provided their postcode in Question 38 to allow geographic analysis of the responses. Ten either did not provide a postcode or were inputted in an incomplete format and therefore cannot be included.
- 9.2.9. Figure 37 below shows this analysis, highlighting both where the respondents are answering from, and what response they gave when asked about their thoughts on the proposals. The darker the shading, the more responses from individuals in that postcode. The pie charts indicate respondents' attitudes to the proposals with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green representing 'strongly agree' and 'tend to agree'.
- 9.2.10. The full breakdown of the responses received in the survey are analysed in more detail in Section 9.3.
- 9.2.11. As expected, the highest levels of respondents to the scheme were based around the proposal location. Question 38 only asked for the first five digits of the postcode, covering quite a large area, though it's evident that most respondents came from along the Hempstead Road corridor and around the Cassiobury Estate. There were a number of responses from further afield, mainly south and west of Watford, around Rickmansworth and Bushey, but also as far north as Hemel Hempstead and St Albans.
- 9.2.12. The colours on the pie charts indicate attitude and it is clear that those closest to the proposals do not agree, shown by the large amount of red shading (strongly disagree). When you look beyond the immediate vicinity of the proposal, there is a slight trend where disagreement with the design is more prevalent to the north and east of the proposal location, whereas to the south and west respondents appear to agree as shown by the green shading indicating they either 'strongly agree' or 'tend to agree'.

Figure 37: Geographical analysis of responses (Stratford Way)



Key:

Q25. To what extent do you agree or disagree with the proposed walking and cycling improvements for Stratford Way junction?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses received

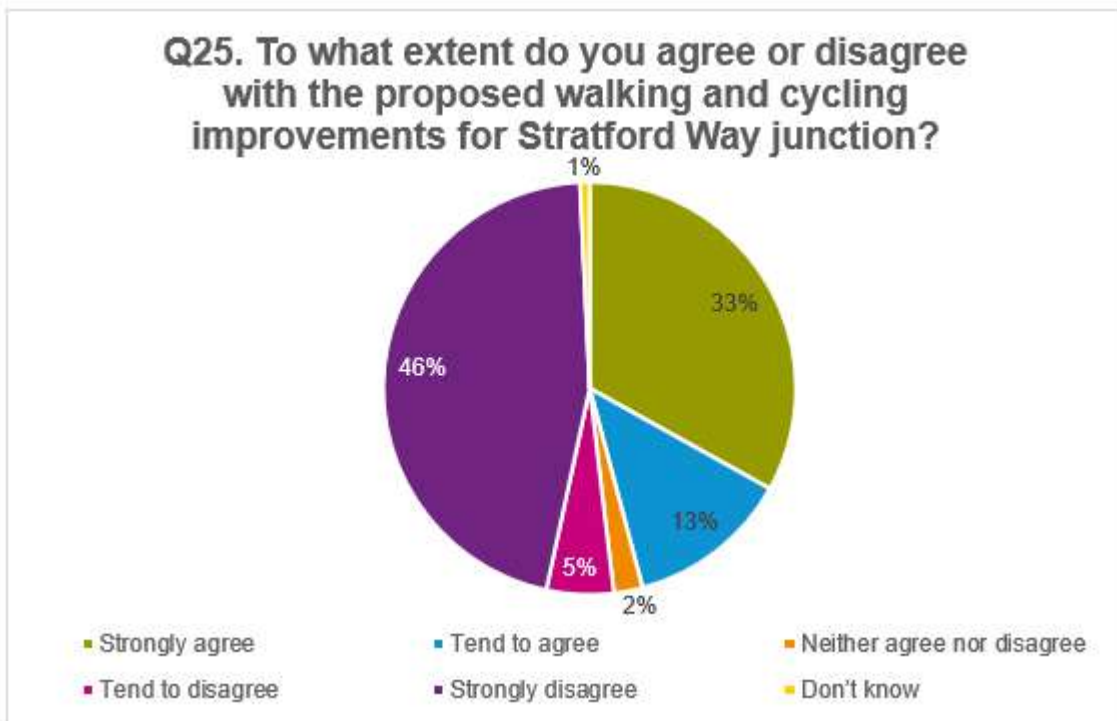
- 1 - 2
- 3 - 6
- 7 - 18
- 19 - 62

9.3. Survey results

9.3.1. Question 25 asked respondents to what extent they agree or disagree with the overall proposals for Stratford Way junction. They were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' options.

9.3.2. Figure 38 shows that just more than half of the respondents disagreed with the Stratford Way junction proposal, with 68 out of 133 responses (51%) stating they either 'strongly disagree' or 'tend to disagree' with the design. This is the only proposal to receive a majority of disagreement from the respondents. Sixty-one respondents (46%) agreed to some extent.

Figure 38: Extent of agreement with the Stratford Way proposal



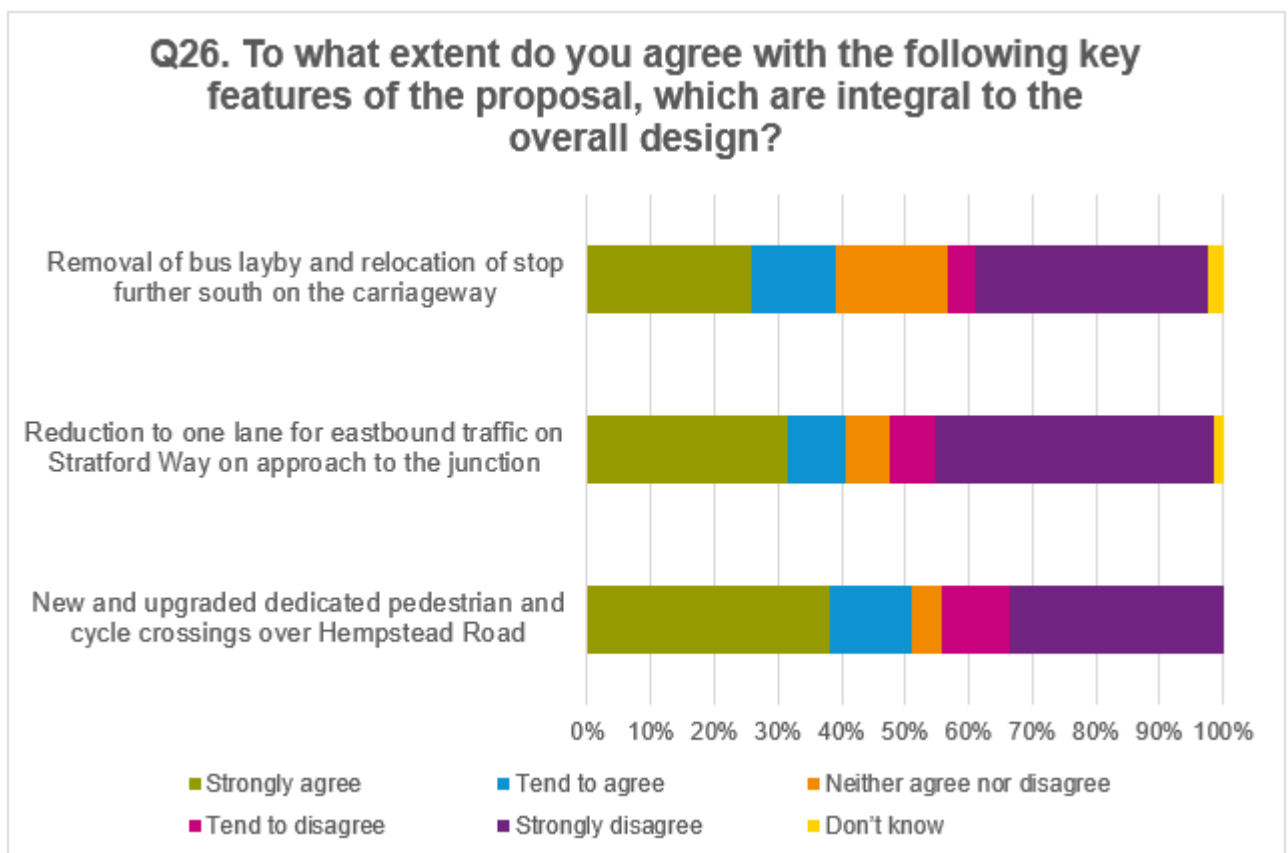
9.3.3. Respondents were subsequently asked about their attitudes to certain key features of the proposal which are integral to the design in Question 26. Again, they were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' options.

9.3.4. As shown in Figure 39, the question identified three key features of the design, including the new and upgraded pedestrian and cycle crossings over Hempstead Road, the reduction of traffic to one lane on Stratford Way, and the removal of the bus layby and relocation of the stop.

9.3.5. Of the 131 who provided their opinion on the new and upgraded pedestrian and cycle crossing, the majority agreed with the design feature to some extent, with 67 individuals (51%) selecting ‘strongly agree’ or ‘tend to agree’. In contrast, of the 133 who provided an answer on the reduction to one lane on Stratford Way, 68 (51%) selected ‘strongly disagree’ or ‘tend to disagree’.

9.3.6. Views on the proposed removal of the bus lay-by were polarised with 39% of respondents in agreement to some extent (51 of 131) and 41% disagreeing to some extent (54 of 131). A relatively high proportion of respondents also did not have an opinion on the bus lay-by removal, with 18% (23 of 131) neither agreeing nor disagreeing.

Figure 39: Extent of agreement with different key features of the design



9.3.7. Of the 133 responses via the online survey, 103 answered Question 27, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. Table 20 shows the results of the most frequently mentioned coded comments.

- 9.3.8. The results show that the top two most frequently occurring codes for the Stratford Way proposal were related to congestion. The most frequently recurring code at 12% of all coded comments is that the proposal would increase congestion and negatively impact traffic flow around the junction (42 of 337 coded comments). The second most common code with 37 coded comments attributed (11%) was that there is an existing issue with traffic flow and congestion at the junction. Examples of comments coded to these descriptions included ‘...this would cause even more chaos to the traffic’ and ‘...the proposals are likely to cause even more traffic congestion on an already busy road’.
- 9.3.9. There were a number of descriptions which opposed the scheme in the top ten most frequently occurring coded comments. The third most frequently occurring theme (20; 6%) was in opposition to the bus lay-by removal, followed by 19 (6%) in opposition to the lane reduction on Stratford Way and 16 (5%) stating the scheme is not required. Comments categorised in this way suggested that the junction is already adequate to cross and/or there are not enough cyclists to require the change.
- 9.3.10. In contrast, 14 coded comments (4%) were noted having generally supportive comments with examples including ‘I am very much in favour of this scheme and it will make cycling to the station and elsewhere easier’ and ‘...any proposals increasing safety for cyclists and pedestrians is what I consider to be a priority’.

Table 20 Most frequently recurring codes for Stratford Way

| Code description | No. of coded comments | % of coded comments |
|---|------------------------------|----------------------------|
| Scheme would increase congestion/ worsen traffic flow | 42 | 12% |
| Existing issues with traffic flow / congestion | 37 | 11% |
| Oppose bus layby removal/stop relocation | 20 | 6% |
| Oppose lane reduction | 19 | 6% |
| Oppose - changes not needed/ won't be used | 16 | 5% |
| General support | 14 | 4% |
| Oppose - waste of money | 12 | 4% |
| Scheme will decrease safety | 12 | 4% |
| Impact on air pollution | 11 | 3% |
| Existing issues with unsafe cycling | 10 | 3% |
| Further proposal - additional junction improvements | 10 | 3% |
| Further proposal - additional safety improvements | 10 | 3% |
| General Opposition | 9 | 3% |
| Existing issues with traffic light / crossing timings | 9 | 3% |

| Code description | No. of coded comments | % of coded comments |
|---|------------------------------|----------------------------|
| Shared space for peds/cyclists is dangerous | 9 | 3% |
| Further proposal- additional cycling improvements | 9 | 3% |

9.4. Individual written responses

9.4.1. One written response was received through the dedicated inbox regarding the Stratford Way junction proposal, and this is summarised below:

iii. Item Number ATF029

- The respondent was supportive of the scheme and the investment in more walking and cycling facilities generally
- They proposed that the width of the pavement should allow adequate space for cycle lanes to improve cycle access into the town
- The respondent noted that additional measures, such as vegetation planting or bollards could be installed to improve safety

9.5. Organisational responses

9.5.1. Five responses were received on behalf of an organisation regarding the Stratford Way junction proposal. All of these were received through the online survey and analysis of their responses has been included in the Section 9.3.

10 WIGGENHALL ROAD, WATFORD

10.1. Scheme details

10.1.1. Wiggshall Road is a north-south A-road through West Watford, which acts as a link to the current National Cycle Network route 6/61 that runs between Watford and Rickmansworth. The proposed scheme would provide that missing link on the cycle route, provide safe cycling and walking access over the road, as well as connecting popular recreation grounds on either side of the road.

10.1.2. The proposal includes the removal of the existing temporary cycle lane and the creation of a new two-way shared use path between the existing toucan crossing and Blackwell Drive, along the western side of Wiggshall Road. The footway on the eastern side would also be resurfaced and double yellow lines provided to prevent footway parking and ease traffic flow along the route.

10.1.3. An example of what the proposal would look like is included in Figure 40.

Figure 40: Computer-generated image of the Wiggshall Road proposal

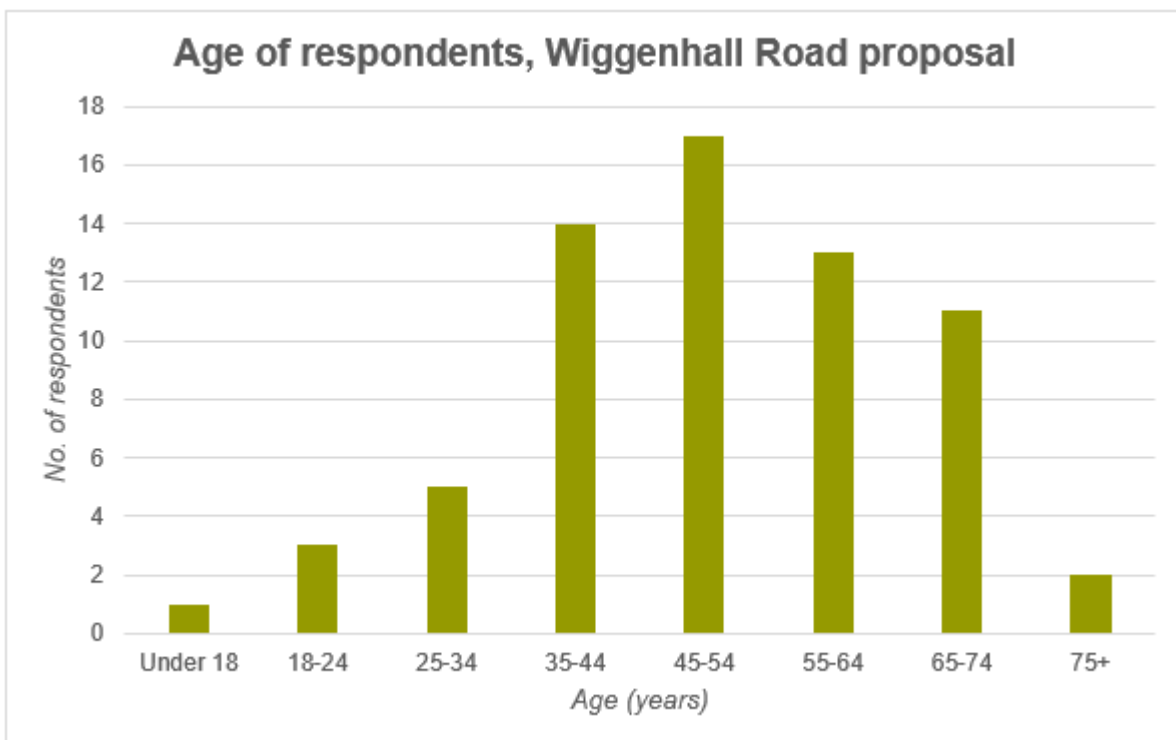


10.2. Demographics

10.2.1. In total, there were 68 responses regarding the Wiggenhall Road proposal, the fewest responses across all of the schemes. Hertfordshire County Council received 66 of the responses through the online survey, which included three on behalf of an organisation, and two other written responses.

10.2.2. All those who responded to the questions on the Wiggenhall Road proposal completed Question 37, asking for their age bracket. The most common age bracket was 45-54 years with 17 of the 66 respondents choosing it, amounting to 26%. The breakdown of the age of respondents can be seen in Figure 41.

Figure 41: Age of respondents (Wiggenhall Road)



Base: all who provided a response (n: 66)

10.2.3. The lowest number of responses were noted at either end of the age brackets, with only one respondent stating they were under 18 and two over the age of 75 years, accounting for 5%. The spread of responses across the age brackets is very similar to the trend noted when reviewing all responses received, with the vast majority (83%) falling between the ages of 35 and 74.

10.2.4. The most effective means of communicating the consultation for those who answered the questions on Wiggenhall Road was through social media, with more than a quarter of respondents stating that was how they heard about the process.

- 10.2.5. The second most popular answer for Question 39 by those that responded to the Wiggshall Road proposal was 'other'. Fourteen responses chose 'other' as the way in which they found out about the consultation, amounting to 21%. Of those 14 responses, the highest proportion (6; 43%) stated that they found out through a local paper, such as the Watford Observer or Herts Advertiser.
- 10.2.6. Contrary to the overall responses, only 3% of respondents found out through the postcard. This may well be reflective of both the volume sent, which was lower than the other proposals, and the profile of residences in the area, with lots of commercial and industrial units.
- 10.2.7. The complete results showing how those who responded to the Wiggshall Road proposal found out about the consultation can be found in Table 21.

Table 21: How respondents heard about the consultation (Wiggshall Road responses)

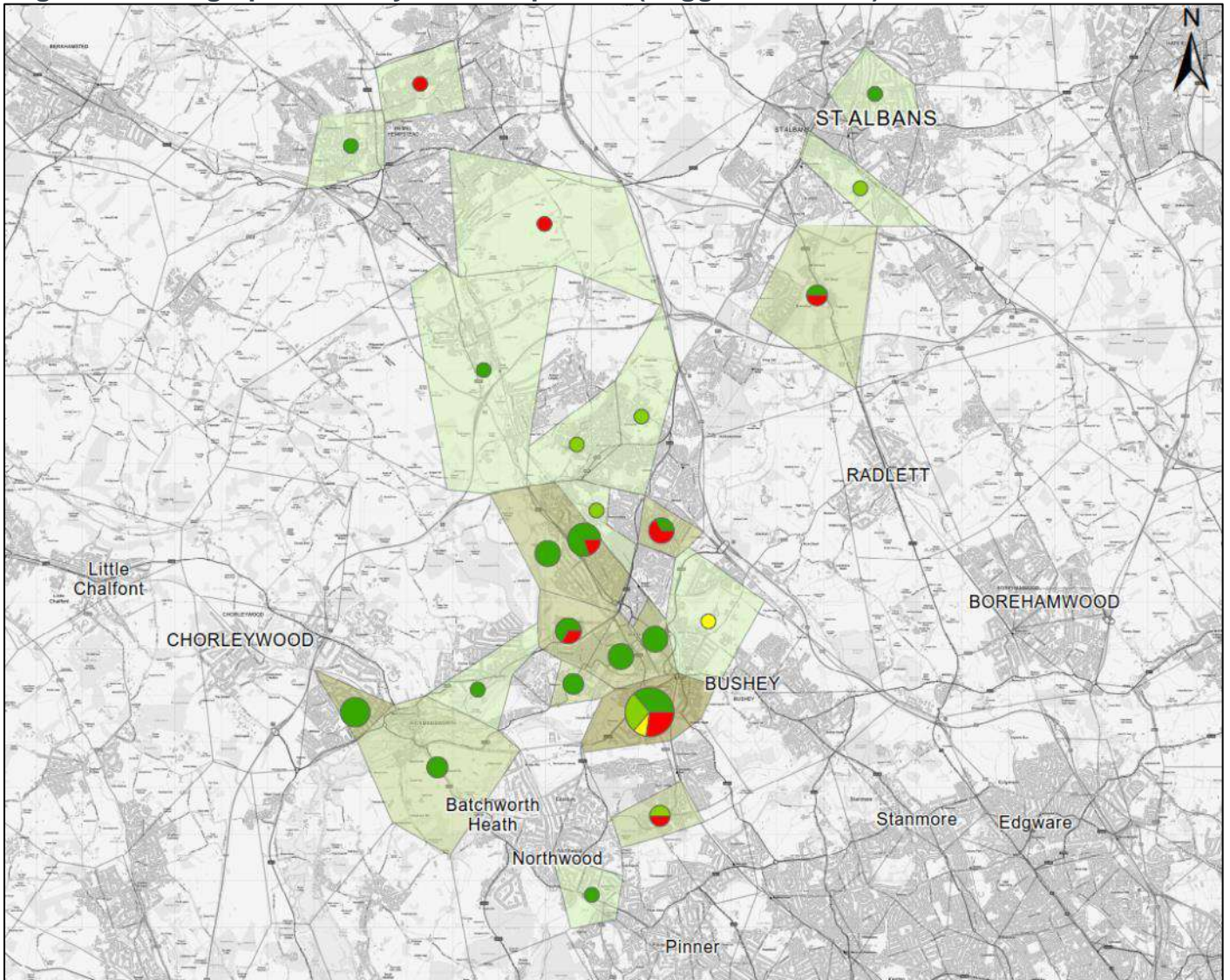
| Source | No. of respondents | % of respondents |
|--|--------------------|------------------|
| An email from Hertfordshire County Council | 9 | 14% |
| Friend or relative (word of mouth) | 5 | 8% |
| From a local community group | 10 | 15% |
| From my Parish / Town / Borough / District Council | 3 | 5% |
| Hertfordshire.gov.uk website | 2 | 3% |
| Other | 14 | 21% |
| Postcard delivered to my home/business | 2 | 3% |
| Saw a banner | 4 | 6% |
| Social media | 17 | 26% |

Note: percentages may not equal 100 due to rounding

- 10.2.1. Of the 66 respondents who submitted an online survey, 58 provided their postcode to allow geographic analysis of the responses. Eight either did not respond or the postcodes were inputted in an incomplete format and therefore cannot be included.
- 10.2.2. Figure 42 below shows this analysis, highlighting both where the respondents are answering from, and what response they gave on the survey when asked about their attitude on the proposals area. As expected, the highest levels of respondents to the Wiggshall Road scheme were based around the proposal location, as shown by the darker shading. There were also a higher number of respondents north of the scheme, towards Watford town centre and the Cassiobury Estate. This may well be reflective of the previous schemes proposed for across Watford that were not brought forward to this consultation.

- 10.2.3. The colours on the pie charts indicate attitude towards the proposal, with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green showing more positive attitudes, representing 'strongly agree' and 'tend to agree'. The full breakdown of the responses received in the survey are analysed in more detail in Section 10.3.
- 10.2.4. The results for the Wiggshall Road proposal show quite polarised views, with people either 'strongly agreeing' or 'strongly disagreeing' with the designs. However, it is clear from initial review that the majority of responses are positive towards the proposed shared use path, shown by the green shading on the pie charts.

Figure 42: Geographical analysis of responses (Wiggenhall Road)



Key:

Q28. To what extent do you agree or disagree with the proposed walking and cycling improvements for Wigganhall Road?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses received

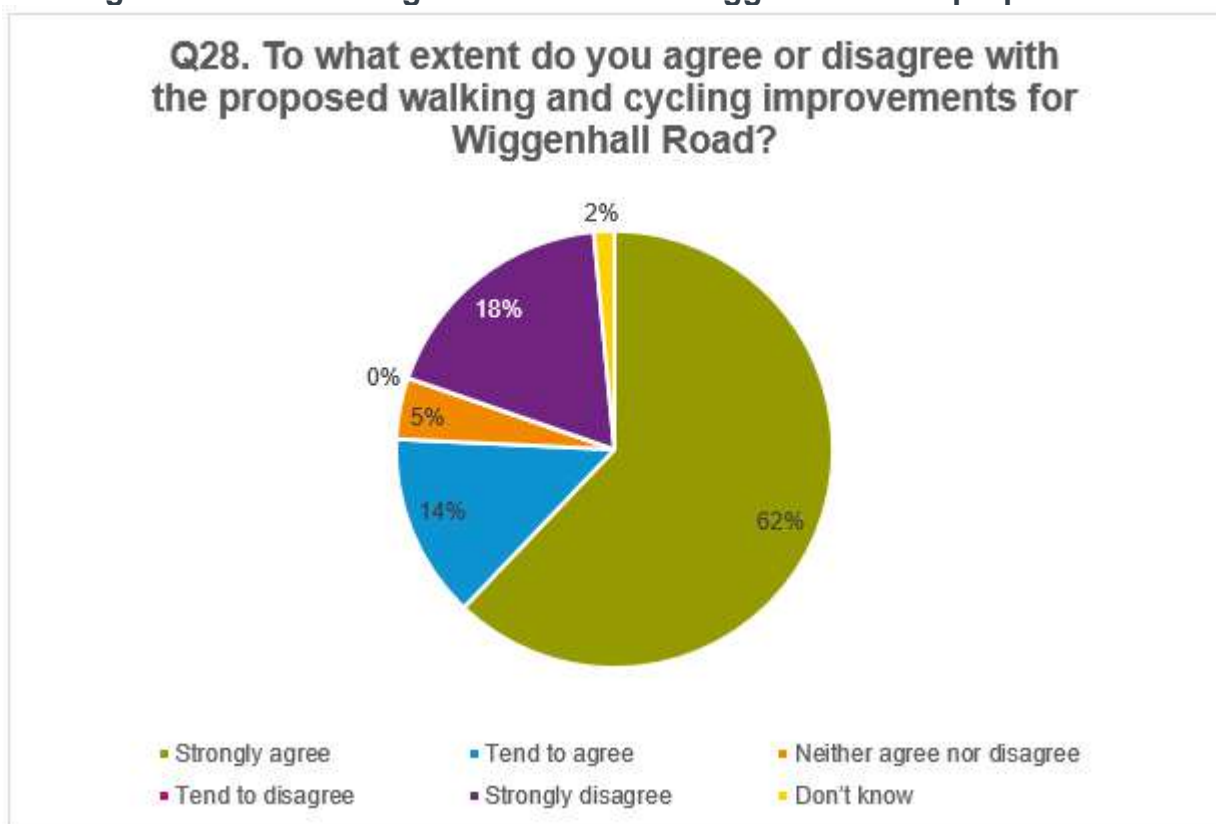
- 1
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- 4 - 5
- 6 - 11

10.3. Survey results

10.3.1. Question 28 asked respondents to what extent they agree or disagree with the overall proposals for Wiggenhall Road. They were asked to respond using a five-point scale ranging from ‘strongly agree’ through to ‘strongly disagree’, as well as a ‘don’t know’ option.

10.3.2. Figure 43 shows that more than three quarters of the respondents (50 of 66) agreed to some extent with the Wiggenhall Road proposals. None of the respondents selected ‘tend to disagree’ but 12 individuals said they ‘strongly disagree’ with the proposal, further indicating polarised views on the scheme.

Figure 43: Extent of agreement with the Wiggenhall Road proposals



Base: all who provided a response (n: 66)

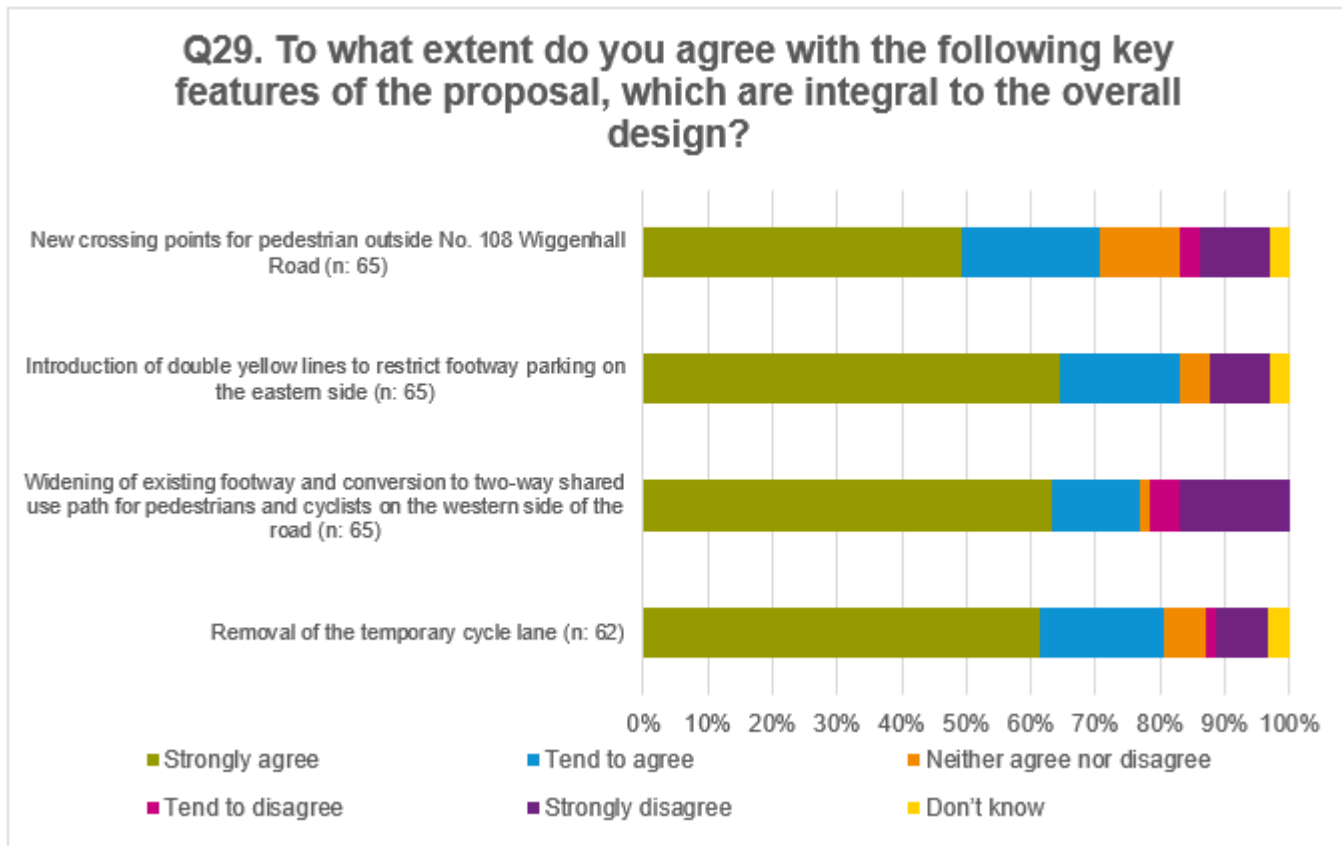
10.3.3. Respondents were subsequently asked about their attitudes to certain key features of the proposal which are integral to the design (Question 29).

10.3.4. As shown in Figure 44, the question identified four key features of the design, including the removal of the temporary cycle lane, the widening and resurfacing of the footpath, the introduction of yellow lines, and a new pedestrian crossing point. For each of these features, the majority of respondents agreed to some extent with the proposals.

10.3.5. The most strongly supported feature was the introduction of double yellow lines to restrict footway parking on the eastern side of the road and assist traffic flow, to which 83% of respondents (54 of 65) stated they ‘strongly agree’ or ‘tend to agree’.

10.3.6. Although the majority (77%) did agree with the widening of the footway and conversion to a shared-use path on the western side, this feature received the most negative feedback compared to the other key features. Of the 65 respondents to this feature, 14 (22%) selected ‘tend to disagree’ or ‘strongly disagree’.

Figure 44: Extent of agreement with different key features of the design



10.3.7. Of the 66 respondents who completed the online survey, 41 chose to answer Question 30, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. Table 22 below shows the results of the most frequently mentioned coded comments for the Wiggenghall Road proposal.

10.3.8. The most commonly occurring code was in support of the Wiggenghall Road proposals with 14 out of 76 coded comments (18%). Example comments coded to that theme including ‘...anything to improve cycling is essential’ and ‘...this is a good proposal that removes a gap in a Sustrans route’. The second most frequently occurring codes were design focused, with 5 of 76 coded comments (7%) received for both ‘remove barriers/street furniture blocking routes’ and ‘further proposal – widen/separate cyclists and pedestrians on the existing crossing’.

10.3.9. In regard to the removal of barriers, a number of respondents noted that there is a lot of street furniture (e.g. signage, bollards and barriers) around the crossing area which impede the desire lines for cyclists. In order to make using the shared path and crossing point easier and safer for all, it was suggested that any unnecessary barriers should be removed.

10.3.10. As for the theme to widen/separate cyclists and pedestrians on the crossing, comments stated how the existing toucan crossing could potentially be widened to accommodate higher volumes of users or if cyclists and pedestrians could be separated, for instance with a white line, to improve safety and accessibility over the crossing point. This proposal would provide the missing link on a popular cycle route between Watford and Rickmansworth so respondents commented that improving the crossing could improve safety for all using the scheme.

10.3.11. On a similar trend, a number of coded comments were received discussing the safety of a shared used path. Three coded comments were counted stating that they oppose the scheme as they do not agree with shared space, and another three were counted suggesting that shared spaces for cyclists and pedestrians are dangerous. This may be reflective of the 22% of respondents to Question 29 who stated they strongly disagree with widening and conversion to a shared use path.

Table 22: Most frequently recurring codes for Wighenhall Road

| Code description | No. of coded comments | % of coded comments |
|--|-----------------------|---------------------|
| General support | 14 | 18% |
| Remove barriers / street furniture blocking cycle routes/desire lines | 5 | 7% |
| Further proposal - Widen / separate cyclists and peds on existing crossing | 5 | 7% |
| Support parking restriction | 4 | 5% |
| Suggestion of other improvement outside of scope | 4 | 5% |
| Oppose - don't support shared space for cyclist/pedestrians | 3 | 4% |
| Existing facilities poor/ not maintained | 3 | 4% |
| Shared spaces between cycles and pedestrians are dangerous | 3 | 4% |
| No comments | 3 | 4% |
| Oppose - waste of money | 2 | 3% |
| Oppose - cycle lane not needed/ won't be used | 2 | 3% |

| Code description | No. of coded comments | % of coded comments |
|--|-----------------------|---------------------|
| Existing issues with junctions | 2 | 3% |
| Scheme will improve safety | 2 | 3% |
| Further proposal - separate cyclists and pedestrians | 2 | 3% |
| Scheme would increase congestion traffic flow | 2 | 3% |
| Oppose uncontrolled crossing | 2 | 3% |
| Emergency vehicle access | 2 | 3% |
| Comments unrelated to scheme | 2 | 3% |
| Further information required | 2 | 3% |

10.4. Individual written responses

10.4.1. Two other written responses were received via email during the consultation period regarding the Wiggshall Road proposals, and these are summarised below:

i. Item Number ATF001

- Opposed the temporary cycle lane currently in place on Wiggshall Road, stating it is dangerous to both cyclists and pedestrians and it should be removed
- Respondent also questioned the need for the temporary cycle lane as so few cyclists seem to use it
- The respondent did not pass comment on the proposed shared use path

ii. Item Number ATF018

- Opposed the temporary cycle lane currently in place on Wiggshall Road and making it permanent, stating that it is unnecessary
- Respondent indicated that the temporary cycle lane was rarely used, and impeded traffic flow caused congestion, resulting in pollution and poor air quality in the area
- The respondent did not comment on the proposed shared use path

10.5. Organisational responses

10.5.1. Three responses were received on behalf of an organisation regarding the Wiggshall Road proposals. All of these were received through the online survey and analysis of their responses has been included in the Section 10.3.

11 BRIDGE ROAD, WELWYN GARDEN CITY

11.1. Scheme details

- 11.1.1. Bridge Road is an east-west main road that connects Welwyn Garden City and the largely commercial units around Peartree. The proposed scheme could provide a cycling facility linking the town centre with the existing cycle network along Broadwater Road and Bessemer Road which provides onward connections to National Cycle Network Route 12.
- 11.1.2. The scheme design proposed the removal of the temporary one-way cycle lanes on both sides of Bridge Road, to be replaced with a new two-way protected cycle lane on southern side of the road. This would connect into the existing shared provision on Broadwater Road to the east and to the improvements in Stonehills completed in December 2021. It would include a new segregated crossing for pedestrians and cyclists over Osborn Way and see improvements made to existing bus stops on the bridge.
- 11.1.3. An example of what the proposal would look like is included in Figure 45.

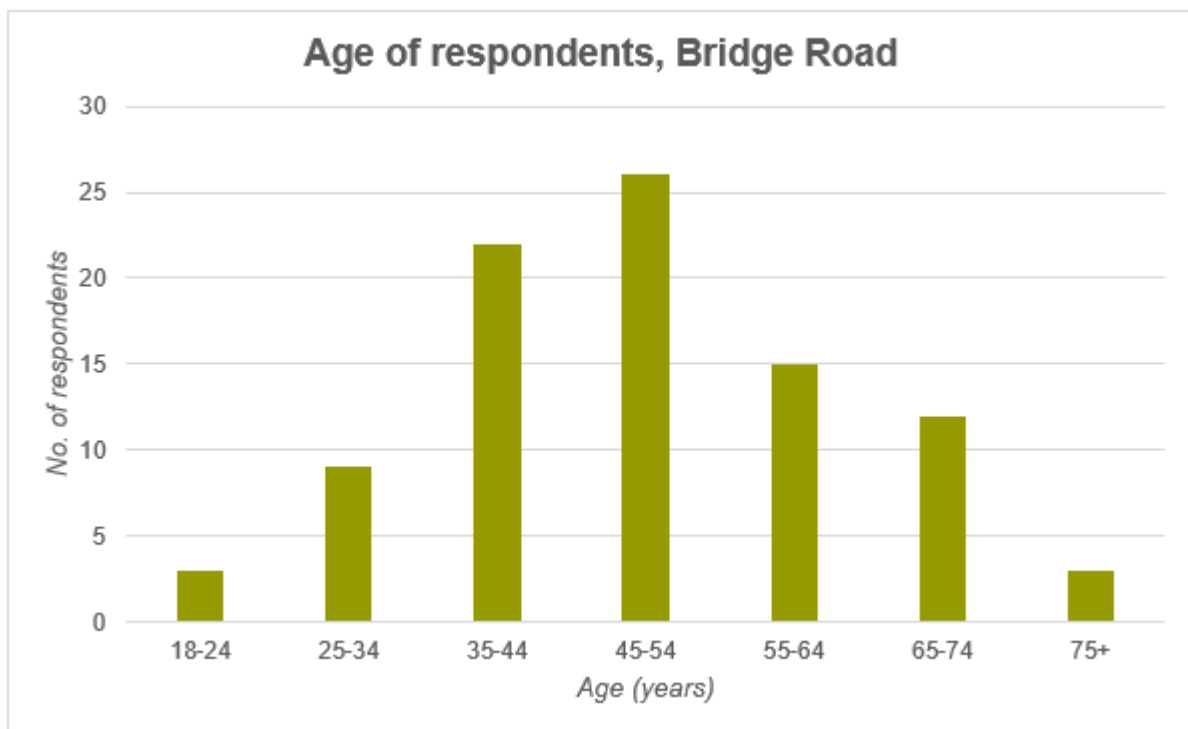
Figure 45: Computer-generated image of the Bridge Road proposal



11.2. Demographics

- 11.2.1. In total, Hertfordshire County Council received 98 responses regarding the Bridge Road proposal, of those 93 were completed via the online survey and five written were received through our dedicated email address. Only two of the 98 responses were on behalf of an organisation, one received via email and one through the survey.
- 11.2.2. Three individuals who responded to the Bridge Road proposal questions chose not to state their age bracket in Question 37. The most common age bracket was 45-54 years, with 26 of 90 respondents choosing it, amounting to 29%. Second highest was ages 35-44 at 25% (n: 22 out of 90).
- 11.2.3. The range of ages follow the same trend as seen across the other proposals, with the fewest responses from the youngest and oldest age brackets, and the majority (70%) of respondents being between 35 and 64 years old.
- 11.2.4. The breakdown of the age of respondents can be seen in Figure 46.

Figure 46: Age of respondents (Bridge Road)



Base: all who provided a response (n: 90)

- 11.2.5. As with a number of the other proposals, the most effective means of communicating the consultation for those who answered the questions on Bridge Road was through social media. Of the 92 respondents who answered, 34 (37%) stated they found out through one of the council’s social media channels. The content was also shared on the Welwyn Hatfield Borough Council channels which may have boosted the impact of the posts.

11.2.6. The second most popular answer was ‘postcard delivered to my home/business’, accounting for 20% of responses (18 of 92). Eleven respondents chose ‘other’ (12%) when asked to state how they found out about the consultation. A variety of answers were provided when asked to expand, but more than half of them stated that they found out through a local paper, for instance the WelHat Times.

11.2.7. A full list of the sources by which individuals responding to the Bridge Road proposals found out about the consultation can be found in Table 23.

Table 23: How respondents heard about the consultation (Bridge Road responses)

| Source | No. of respondents | % of respondents |
|--|--------------------|------------------|
| An email from Hertfordshire County Council | 6 | 7% |
| Friend or relative (word of mouth) | 9 | 10% |
| From a local business | 1 | 1% |
| From a local community group | 4 | 4% |
| Hertfordshire.gov.uk website | 4 | 4% |
| Other | 11 | 12% |
| Postcard delivered to my home/business | 18 | 20% |
| Saw a banner | 5 | 5% |
| Social media | 34 | 37% |

11.2.8. Of the 93 responses, 81 provided their postcode to allow geographic analysis of the responses. Twelve either did not provide a postcode or provided the postcode in a format which cannot be included.

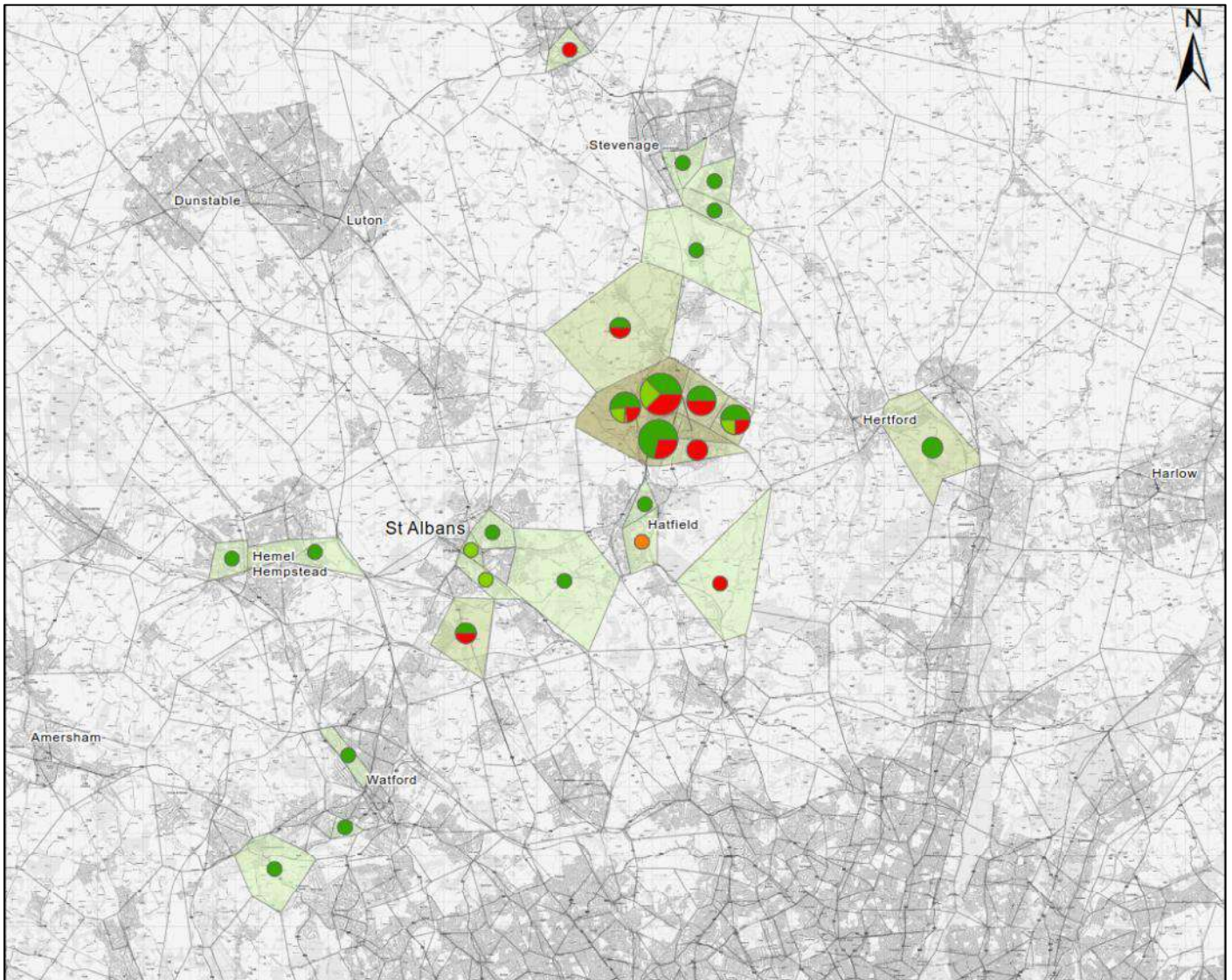
11.2.9. Figure 47 shows this analysis, highlighting both where the respondents are answering from, and what response they gave when asked about their thoughts on the proposals. The darker the shading, the more responses from individuals in that postcode. The pie charts indicate respondents’ attitudes to the proposals with red and orange attributed to ‘strongly disagree’ and ‘tend to disagree’ respectively, and the dark and light green representing ‘strongly agree’ and ‘tend to agree’.

11.2.10. The full breakdown of the responses received in the survey are analysed in more detail in Section 11.3.

11.2.11. As expected, the highest levels of respondents to the scheme were based around the proposal location in Welwyn Garden City, as shown by the darker shading. Negative attitudes are also more prevalent, clustered closest to the scheme, which can be expected as they are likely to be the most impacted by the proposal.

11.2.12. There was a large range of postcodes of the respondents to the Bridge Road scheme, with more than 15 respondents having unique postcode areas. These singular responses are also more frequently providing 'strongly agree' and 'tend to agree' replies, where attitudes towards the scheme appear to be more positive the further away from the scheme, mirroring the negative replies.

Figure 47: Geographical analysis of responses (Bridge Road)



Key:

Q31. To what extent do you agree or disagree with the proposed walking and cycling improvements for Bridge Road?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses received

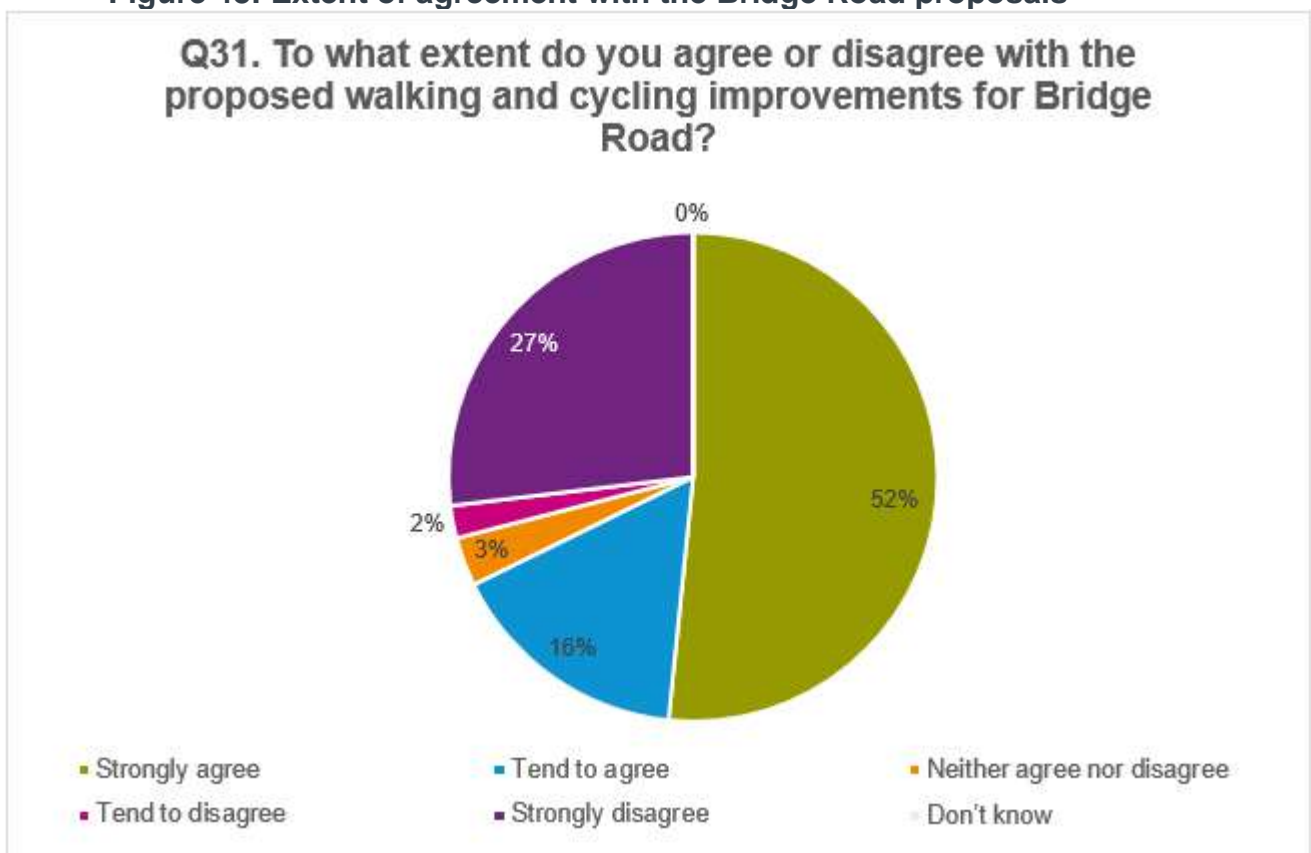
- 1
- 2
- 3 - 4
- 5 - 8
- 9 - 27

11.3. Survey results

11.3.1. Question 31 asked respondents to what extent they agree or disagree with the overall proposals for Bridge Road. They were asked to respond using a five-point scale ranging from 'strongly agree' through to 'strongly disagree' as well as a 'don't know' options.

11.3.2. Figure 48 shows that more than two thirds of the respondents agrees with the Bridge Road proposals to some extent, with 63 out of 93 responses stating they either 'strongly agree' or 'agree' with the proposals. Almost 30% did not agree with the proposals, with 27 selecting 'strongly disagree' and two selecting 'tend to disagree'.

Figure 48: Extent of agreement with the Bridge Road proposals



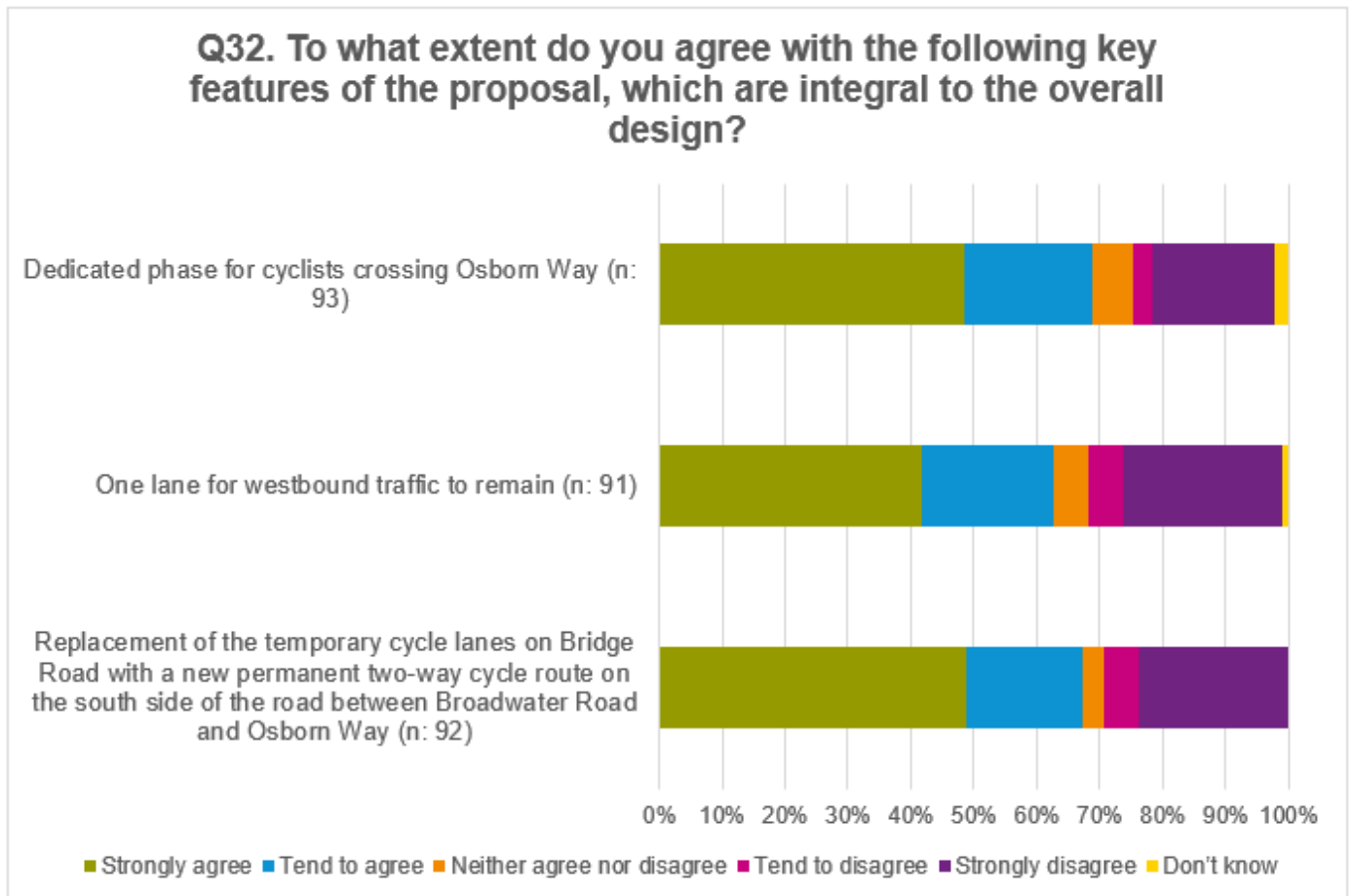
Base: all who provided a response (n: 93)

11.3.3. Respondents were subsequently asked about their attitudes to certain key features of the proposal which are integral to the design (Question 32).

11.3.4. As shown in Figure 49 the question identified three features of the design, including the replacement of temporary cycle lane with a new two-way cycle lane, one lane for westbound traffic remaining and a dedicated phase for cyclists crossing. All of the three features were supported, with each receiving more than 60% agreement to some extent.

11.3.5. Almost a third of respondents (28 of 91; 31%) disagreed to some extent with the retention of one lane for westbound traffic.

Figure 49: Extent of agreement with different key features of the design



11.3.6. Of the 93 respondents who completed the online survey, 67 opted to answer Question 33, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. Table 24 below shows the results of the most frequently mentioned coded comments for the Bridge Road proposal.

Table 24: Most frequently recurring codes for Bridge Road

| Code description | No. of coded comments | % of coded comments |
|--|------------------------------|----------------------------|
| General support | 25 | 13% |
| Further proposal - extend route further / better connections | 16 | 8% |
| Oppose - cycle lane not needed/ won't be used | 15 | 8% |
| Existing issues with traffic flow / congestion | 10 | 5% |
| Oppose - waste of money | 9 | 5% |
| Further proposal- additional cycling improvements | 9 | 5% |
| Oppose the reduction traffic lanes (westbound/rdbt) | 9 | 5% |
| Further proposal - shared space for peds/cyclists | 8 | 4% |
| Scheme will improve safety | 6 | 3% |
| Scheme would increase congestion/traffic flow | 6 | 3% |
| Impact on air pollution | 5 | 3% |
| Scheme is dangerous for those joining/leaving the route | 5 | 3% |
| Further information required | 5 | 3% |

- 11.3.7. The most commonly recurring code was general support for the Bridge Road (13%). The second most frequently recurring code was a proposal to extend the route further/better connections, to which 16 (8%) coded comments were attributed.
- 11.3.8. Comments that were coded to this theme mentioned if the route was long enough to encourage more cycling, how this would form part of the total journey made around the town centre, and in particular, how the lanes should continue west towards The Campus. Other comments coded to this theme queried how the route would connect into the provision at Broadwater Road and how cyclists were to join/leave the lanes by the roundabout at Waitrose. There was another specific theme that discussed this issue, stating that the 'scheme is dangerous for those joining/leaving the route', which received five coded comments amounting to 3% of total coded comments.

11.3.9. Ten coded comments were also attributed to an existing issue about traffic flow, stating that the reduction to one lane for traffic in each direction because of the temporary cycle lanes has resulted in congestion on Bridge Road. Example comments coded to this description are 'The reduction in lanes...to facilitate the space for this cycle Lane, is appalling - creating congestion almost the whole day long' and '...the reduction to one lane of traffic causes queues and pollution'. Although the proposal includes the re-opening of the eastbound lane to traffic, retaining the westbound lane closure is opposed (9 coded comments; 5%) and some comments stated that this would increase congestion/traffic (6 coded comments; 3%) and have an impact on air quality (5 coded comments; 3%).

11.4. Individual written responses

11.4.1. Four written responses were received from individuals through the dedicated email during the consultation period regarding the Bridge Road proposals, and these are summarised below:

i. Item Number ATF020

- The respondent strongly opposed the cycle provision, stating that it has resulted in increased traffic emissions, noise pollution, congestion and journey times
- They further pointed out that the temporary provision is rarely used by cyclists, and negatively impacts motorised road users by taking road space
- The respondent stated the scheme is unjustified and a waste of taxpayers' money

ii. Item Number ATF028

- The respondent stated their strong support for the proposal on Bridge Road

iii. Item Number ATF037

- The respondent noted that before the temporary cycle lanes were in place, there was an issue with speeding on Bridge Road that made using the route on foot feels dangerous
- The respondent proposed that if the cycle provision is removed, further traffic calming would be required to ensure the route is safe for pedestrians

iv. Item Number ATF038

- The respondent noted that the signage and road markings around the junction at the eastern end of the cycle lane need improving
- The respondent stated that the reduction to one lane has had a negative impact on drivers trying to join Bridge Road and head into town

11.5. Organisational responses

11.5.1. Two responses were received on behalf of an organisation regarding the Bridge Road proposals. One of these was received through the online survey and analysis of that responses has been included in the Section 11.3. One response was received through email, which included comments on both of the schemes in Welwyn Garden City. The key points about the Bridge Road scheme have summarised in Table 25:

Table 25: Organisational responses to Bridge Road proposals

| Name of Organisation | Primary themes of response |
|-----------------------------|--|
| WelHat Cycling | <ul style="list-style-type: none"> • The group proposed that the crossing over Osborn Way should be west of the pedestrian crossing and pedestrians and cyclists should cross at the same time • They noted that joining/leaving the route at the western end is difficult and unsafe, and the route should continue across the junction to The Campus to reflect demand for cross-town journeys • A floating bus stop design was proposed • At the eastern end of the route, they proposed eastbound cyclists should join the shared use path earlier for safety • The group proposed a redesign of the Broadwater Road junction due to perceptions that the current layout is unsafe for cyclists and misused by cars |

12 DIGSWELL PARK ROAD, WELWYN GARDEN CITY

12.1. Scheme details

12.1.1. Digsowell Park Road represents a key link between the northern part of Welwyn Garden City and Digsowell village and Welwyn North. As well as providing a direct route between residential areas and local schools, including St John's Primary and Monk's Walk Secondary, it also forms part of the Centenary Walk around Welwyn Garden launched in 2020. The road was often used as a rat-run, with vehicles travelling at high speeds.

12.1.2. The proposed scheme would see the temporary closure by the Digsowell Viaduct made permanent, preventing through traffic and creating a quieter route for pedestrians and cyclists. There would also be a new crossing and traffic calming measures installed on Hertford Road and an improved crossing on Bessemer Road to aid cycle and pedestrian access to the route.

12.1.3. An example of what the proposal would look like is included in Figure 50.

Figure 50: Computer-generated image of the Digsowell Park Road proposal



12.2. Demographics

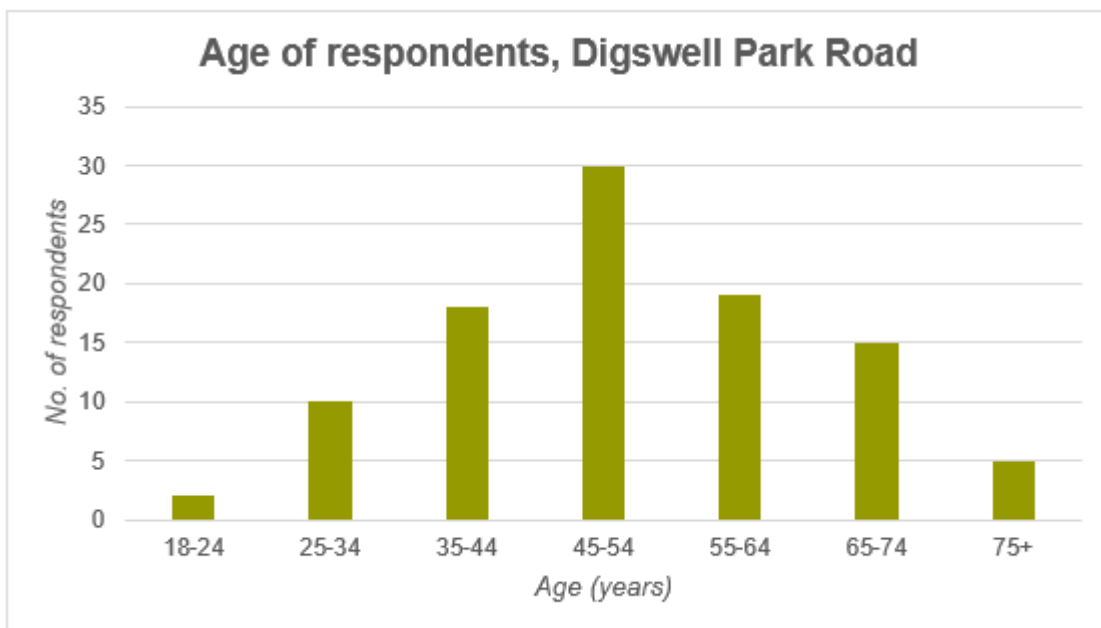
12.2.1. In total, Hertfordshire County Council received 103 responses regarding the Digswell Park Road proposals. Of these, 101 were completed via the online survey, while two written responses were received through our dedicated email address. Three of the 103 responses were on behalf of an organisation, one received via email and two through the survey.

12.2.2. Of the 101 responses, two individuals chose not to state their age bracket in Question 37. The most common age bracket was 45-54 years, with 30 of 99 respondents choosing it, equating to 30% of the total. The difference between the most popular and the second is larger than in some of the other proposals, with a >10 percentage point difference between the number of respondents aged 45-54 and those aged 55-64 (19 of 99).

12.2.3. The range of ages follow the same trend as seen across the other proposals, with the fewest responses from the youngest and oldest age brackets, and the majority (82%) of respondents stating their age as between 35 and 64 years.

12.2.4. The breakdown of the age of respondents can be seen in Figure 51.

Figure 51: Age of respondents (Digswell Park Road)



12.2.5. Of the 101 who answered the questions on Digswell Park Road through the survey, one chose to not answer Question 39 when asked the primary method of how they found out about the consultation. The trend across the sources is representative of the results achieved from all respondents across the proposals, with the postcard delivered to homes or businesses accounting for 30% and social media accounting for 22%.

12.2.6. The third highest method for finding out about the consultation at 17% of responses was by seeing a banner. A large banner was erected on the side of Digswell Park Road which included a copy of the computer-generated image seen in Figure 50, a QR code enabling direct access to the engagement materials and the URL for the website.

12.2.7. A full list of the sources by which individuals responding to the Bridge Road proposals found out about the consultation can be found in Table 26.

Table 26: How respondents heard about the consultation (Digswell Park Road)

| Source | No. of respondents | % of respondents |
|--|--------------------|------------------|
| An email from Hertfordshire County Council | 7 | 7% |
| Friend or relative (word of mouth) | 7 | 7% |
| From a local business | 1 | 1% |
| From a local community group | 4 | 4% |
| Hertfordshire.gov.uk website | 3 | 3% |
| Other | 9 | 9% |
| Postcard delivered to my home/business | 30 | 30% |
| Saw a banner | 17 | 17% |
| Social media | 22 | 22% |

12.2.1. Of the 101 respondents who completed the online survey to the Bridge Road proposals, 91 provided their postcode to allow geographic analysis of the responses.

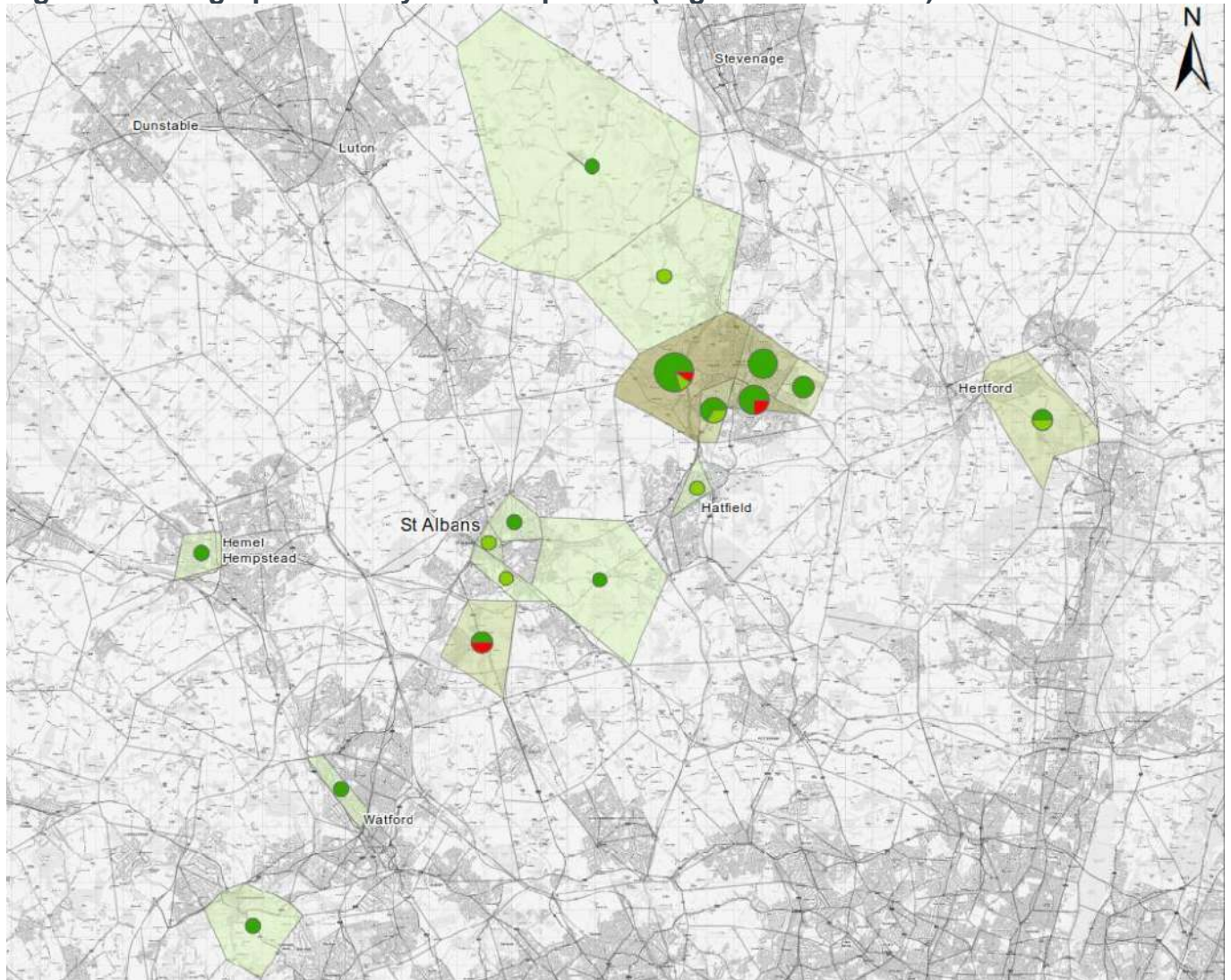
12.2.2. Figure 52 below shows this analysis, highlighting both where the respondents are answering from, and what response they gave when asked about their thoughts on the proposals. The darker the shading, the more responses from individuals in that postcode. The pie charts indicate respondents' attitudes to the proposals with red and orange attributed to 'strongly disagree' and 'tend to disagree' respectively, and the dark and light green representing 'strongly agree' and 'tend to agree'.

12.2.3. As expected, the highest number of respondents were situated closest to the scheme, around Welwyn Garden City, Welwyn town and Digswell. There were also a range of respondents from across the county, including a number from St Albans.

12.2.4. The large amount of green on the pie charts indicate that the scheme has significant support across the board, regardless of where individual is situated. This goes against the trend seen with the other proposals where the greatest support tends to be from those further away from the scheme.

12.2.5. The full breakdown of the responses received in the survey are analysed in more detail in Section 12.3.

Figure 52: Geographical analysis of responses (Digswell Park Road)



Key:

Q34. To what extent do you agree or disagree with the proposed walking and cycling improvements for Digswell Park Road?

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

Responses received

- 1
- 2
- 3
- 4
- 35

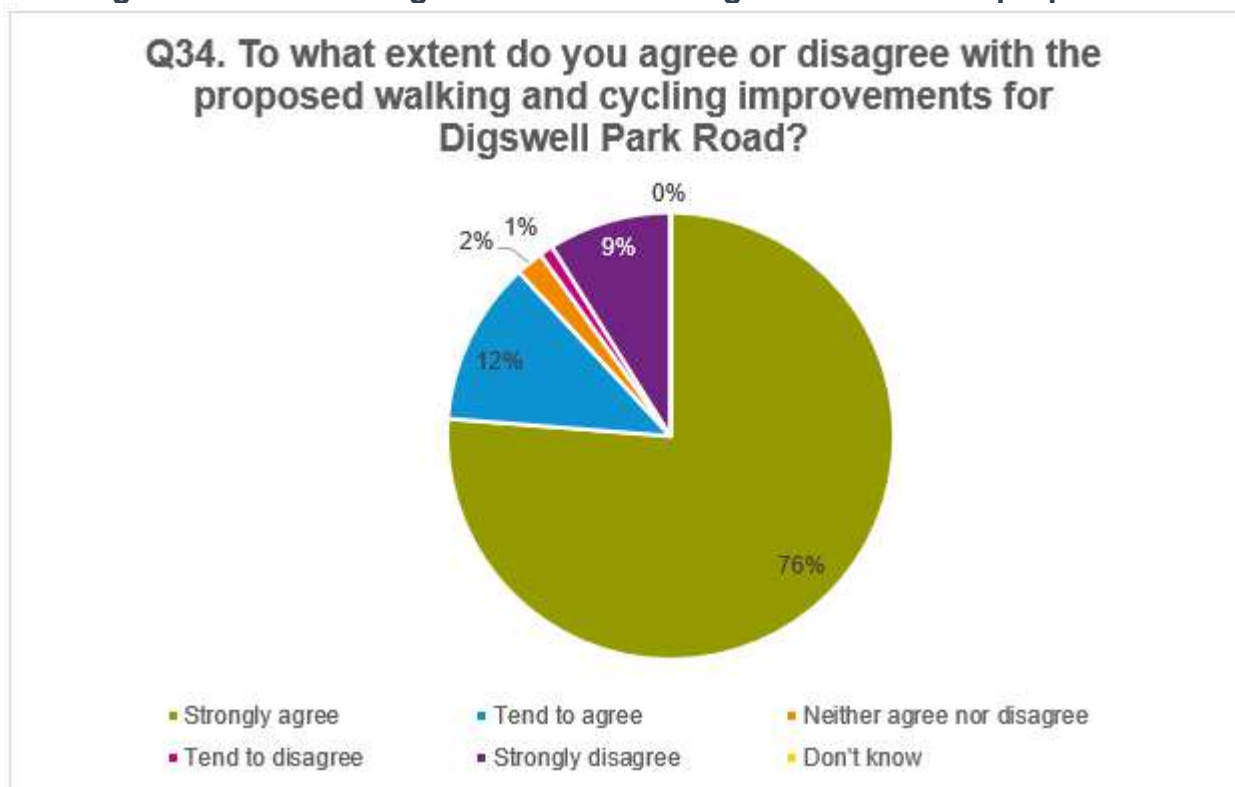
12.3. Survey results

12.3.1. Question 34 asked respondents to what extent they agree or disagree with the overall proposals for Digswell Park Road. They were asked to respond using a five-point scale ranging from ‘strongly agree’ through to ‘strongly disagree’ as well as a ‘don’t know’ options.

12.3.2. Figure 53 shows that more than three quarters of the respondents strongly agreed with the Digswell Park Road proposals. Twelve respondents stated that they ‘tend to agree’ with the design and, as such, the proposal is one of the most well supported schemes, with 88% (89 of 101) agreeing with the proposal to some extent.

12.3.3. Ten people disagreed with the scheme, nine selecting ‘strongly disagree’ and one selecting ‘tend to disagree’. Nobody selected they didn’t know, and only two expressed no opinion either way, choosing ‘neither agree nor disagree’.

Figure 53: Extent of agreement with the Digswell Park Road proposals



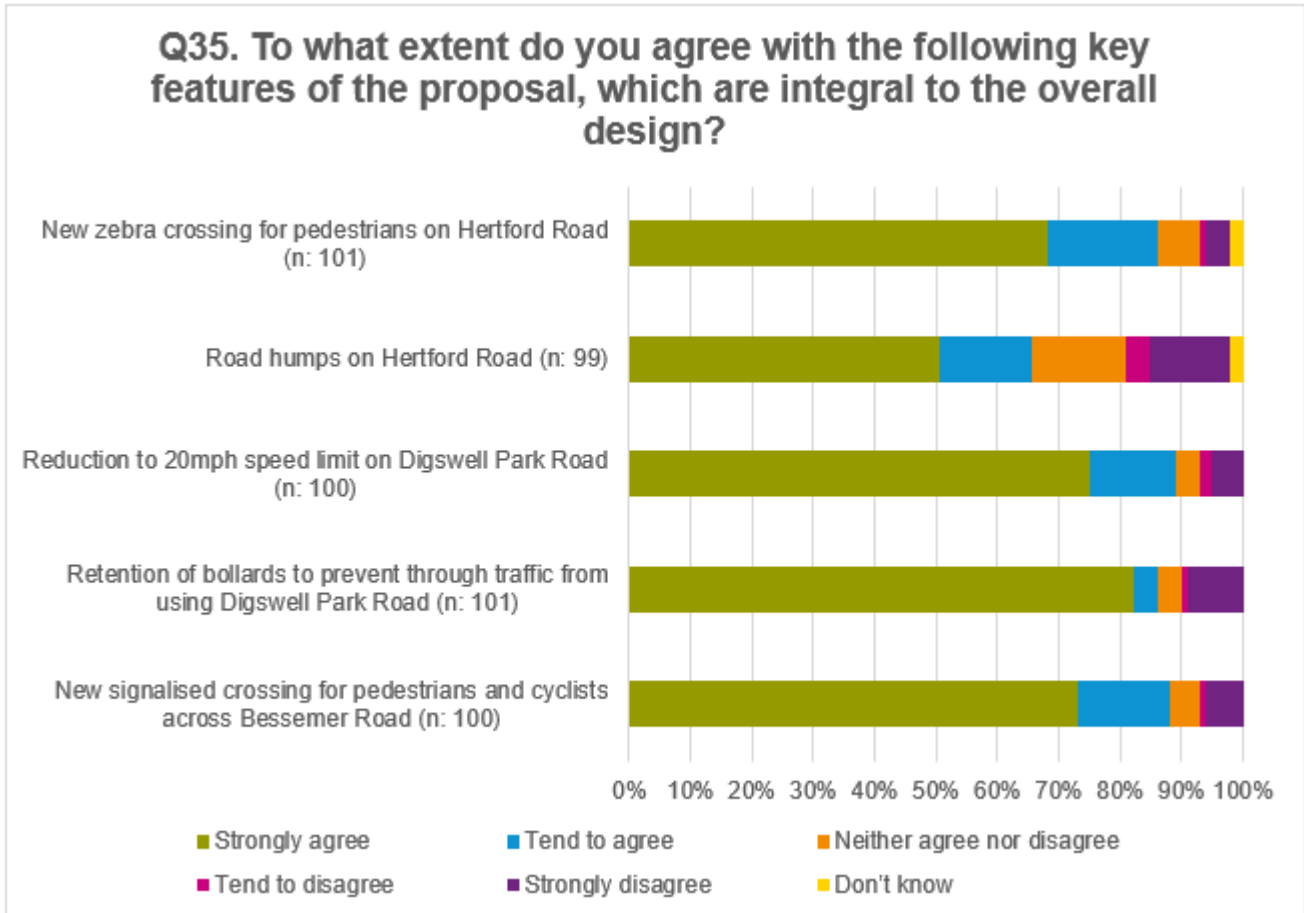
Base: all those who responded (n: 101)

12.3.4. Respondents were subsequently asked about their attitudes to certain key features of the proposal which are integral to the design (Question 35).

12.3.5. As shown in Figure 54 the question identified five key features of the design, including the new zebra crossing on Hertford Road, road humps on Hertford Road, the speed limit reduction, the retention of the bollards and the new signalised crossing on Bessemer Road. As with Question 34, respondents were able to select their opinion on a five-point scale.

12.3.6. All of the five features were strongly supported, with four of them receiving more than 80% agreement where respondents selected either ‘strongly agree’ or ‘tend to agree’. Although still well supported with 65% agreement, the road humps on Hertford Road were the feature which received the highest amount of negative views, with 15 of 99 respondents (15%) saying they ‘strongly disagree’ or ‘tend to disagree’.

Figure 54: Extent of agreement with different key features of the design



12.3.7. Of the 101 respondents who completed the online survey, 67 chose to answer Question 36, which was a free text answer asking participants if they had any further comments on the proposal. These were coded as per the code frame in Appendix 13. Table 27 below shows the results of the most frequently mentioned coded comments for the Digswell Park Road proposal.

12.3.8. The most frequently occurring coded comment was feedback received in general support of the Digswell Park Road scheme. Examples of comments coded to this description included ‘...the proposed improvements for the permanent scheme are welcome’ and ‘...this is an excellent scheme which gives freedom for people to safely travel by foot or bicycle between Welwyn Garden City and Digswell’.

12.3.9. After general support, the two second most common themes were further proposals, suggesting the implementation of additional measures. There were 12 coded comments (8%) for ‘additional bollards / signage required’ and ‘additional crossing point needed’. The comments which referenced the additional bollards were concerned about cars not

recognising there was no access from Bessemer Road and being forced to do a U-turn when they reached the bollards. They suggested the installation of more bollards at the western end of the road to prevent such incidences occurring.

12.3.10. The comments that referenced an additional crossing point were particularly keen to have a new crossing installed on Bessemer Road where the Welwyn Garden City 2020 Centenary Walks crosses from the footpath towards Digswell Lake. They noted that it was a popular walking route, but the current road layout is dangerous to cross with high traffic speeds.

12.3.11. Generally, the comments received on the Digswell Park Road proposals were positive and offering further suggestions of how to improve safety. However, there were a few negative themes, including six coded comments (4%) opposing the new speed humps on Hertford Road and four coded comments (3%) opposing the new crossings.

Table 27: Most frequently recurring codes for Digswell Park Road

| Code description | No. of coded comments | % of coded comments |
|--|------------------------------|----------------------------|
| General support | 31 | 20% |
| Further proposal - additional bollards / signage required | 12 | 8% |
| Further proposal - additional crossing point needed | 12 | 8% |
| Scheme will improve safety | 10 | 6% |
| Support new crossings | 8 | 5% |
| Support speed limit reduction | 7 | 5% |
| Further proposal - additional traffic calming measures | 6 | 4% |
| Oppose new speed humps | 6 | 4% |
| Further information required | 6 | 4% |
| Existing issues with traffic flow / congestion | 5 | 3% |
| Support new speed humps | 5 | 3% |
| Existing issues with road users speeding /unsafe driving/parking | 4 | 3% |
| Oppose new crossings | 4 | 3% |

12.4. Individual written responses

12.4.1. We received one written response by an individual regarding the Digswell Park Road proposals through our dedicated email address. This is summarised below:

- i. Item Number ATF015

- The respondent noted that traffic travels fast on Bessemer Road and the curve in the road means the crossing point could be dangerous for pedestrians and cyclists
- They asked if some protection and warning can be provided to help improve the safety of those crossing

12.5. Organisational responses

12.5.1. Three responses were received on behalf of an organisation regarding the Digswell Park Road proposals. Two of these were received via the online survey and the analysis of those responses has been included in the Section 12.3. One email response commented on both of the schemes in Welwyn Garden City.

12.5.2. The key points about the Digswell Park Road scheme have been summarised in Table 28 below:

Table 28: Organisational responses to Digswell Park Road proposals

| Organisation | Primary themes of response |
|----------------|---|
| WelHat Cycling | <ul style="list-style-type: none"> • WelHat Cycling expressed their support for the proposals, especially the toucan crossing on Bessemer Road • The group provided further design ideas for the Hertford Road end, including further traffic calming measures and cycle provision over the crossing • They suggested converting the north side pavement to shared use to improve connections to existing routes |

13 RESPONSES TO ISSUES RAISED

13.1. Introduction

- 13.1.1. We have considered all comments received through the consultation. This section summarises the key themes that emerged from more than 875 free text responses that were received in relation to the proposals. This includes those that were submitted via the online survey and those from letters and emails.
- 13.1.2. The themes and responses have been split into nine sections, one for each of the proposals, and one for general comments that transcend across the individual schemes. In each of the proposal sections, responses have been provided to the most frequently occurring codes, which was either the top ten unique code descriptions, or where the proportion accounts for 3% or more of the total coded comments received. The council have also sought to address matters raised by organisations and key stakeholders where appropriate.
- 13.1.3. Please note that a table showing the number of times every code description was used in this analysis, can be found in Appendix 14.

13.2. General comments

Table 29 Responses to the most frequently occurring codes (General)

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------------|--|--|
| General support | Agreement with proposals | We welcome these comments in support of the scheme. They have been noted as part of the process to determine the outcome taken forward. |
| General support | Any proposals increasing safety for cyclists and pedestrians is a priority | We welcome these comments in support of the scheme. They have been noted as part of the process to determine the outcome taken forward. |
| General support | More of this | We welcome these comments in support of the scheme. They have been noted as part of the process to determine the outcome taken forward. |
| General opposition | Proposals are a waste of money | <p>In November 2020, Hertfordshire County Council was awarded £6.4m by the Department for Transport (DfT), which was a combination of capital and revenue grants through Tranche 2 of the government's Active Travel Fund programme.</p> <p>The funding pot was created by the government and designed to support the development of longer-term active travel projects, following the emergency interventions put in place temporarily in summer 2020 to support social distancing measures. The grant is ring-fenced so is only available to invest in dedicated cycling and walking facilities across the county.</p> |
| General opposition | There are not enough cyclists for the changes to be needed | The ATF programme is in place to provide new, and improvements to existing, cycling and walking infrastructure for communities across Hertfordshire. |

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------------|--|---|
| | | <p>Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles. By introducing more facilities and improving the ones already in place, cycling becomes a safer and easier option for travel.</p> <p>With more and better active travel options, and encouraging more walking and cycling in communities, using the car for shorter journeys becomes less attractive. This in turn, will help reduce congestion, improve air quality and create more pleasant places in which to live, work and do business.</p> <p>The proposed schemes support the council's aims and objectives set out in the Local Transport Plan (LTP4) to promote active travel and encourage more walking and cycling across the county, as well as the local district or borough council policies such as Local Cycling and Walking Infrastructure Plans (LCWIPs). They were identified by considering a variety of criteria, and included suggestions made by elected representatives, the public, and local cycling and walking groups.</p> |
| General opposition | Proposals would worsen traffic flow and cause congestion | <p>The ATF programme provides investment in dedicated cycling and walking facilities across the county, offering more active travel choices for communities.</p> <p>By encouraging more walking and cycling, particularly for shorter journeys, we can support the Sustainable Hertfordshire Strategy objectives to encourage walking and cycling over car travel resulting in reduced congestion, improved air quality and create safer,</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------------|--|--|
| | | <p>more pleasant places in which to live, work and do business.</p> <p>It is part of our commitment to inspire residents and businesses to act in making Hertfordshire cleaner, greener, and more sustainable.</p> |
| General opposition | Would be better to improve the quality of the existing roads | <p>The grant is ring-fenced so is only available to invest in dedicated cycling and walking facilities across the county.</p> <p>We carry out regular works to improve the roads and pavements. The frequency of inspections depends on the classification of the road and can be monthly, quarterly, 6 monthly or annual. You can find out more about our repair timescales and report a particular problem on our website.</p> <p>The County Council consider maintenance repairs including road resurfacing, footway repairs, and vegetation clearance as part of the works funded from other budgets.</p> |
| Opposition to shared use spaces | Shared paths are dangerous for pedestrians | <p>In accordance with the Local Transport Note (LTN 1/20), the government standard on shared paths for both pedestrians and cyclists states they are deemed an acceptable solution where demand is less than 300 pedestrians per hour. Shared use paths will only be introduced where monitoring indicates they are an acceptable solution.</p> <p>New signage will be installed where shared use paths are being introduced, clearly indicating the space is for cyclists use as well as pedestrians. Where possible, white line segregation will be introduced on shared paths, providing dedicated space on the route for pedestrians and cyclists.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------------|---|--|
| Opposition to shared use spaces | Shared space causes conflict between cyclists and pedestrians | <p>In accordance with the Local Transport Note (LTN 1/20), the government standard on shared paths for both pedestrians and cyclists states they are deemed an acceptable solution where demand is less than 300 pedestrians per hour. Shared use paths will only be introduced where monitoring indicates they are an acceptable solution.</p> <p>New signage will be installed where shared use paths are being introduced, clearly indicating the space is for cyclists use as well as pedestrians. Where possible, white line segregation will be introduced on shared paths, providing dedicated space on the route for pedestrians and cyclists.</p> |
| Wayfinding | More and clearer signage is needed | <p>The proposals were selected by the Council using previously identified projects as well as suggestions made by elected representatives, the public, and cycling and walking groups. As well as providing new and improved cycling and walking facilities for communities across the county, the routes have been chosen to connect to popular routes and connect gaps in the existing cycling network.</p> <p>All proposals that are taken ahead to delivery will have new signage installed, including for wayfinding and designation of paths. This may include connections other established routes and destinations.</p> |
| Wayfinding | Need to connect to existing routes | <p>The proposals were selected by the Council using previously identified projects as well as suggestions made by elected representatives, the public, and cycling and walking groups. As well as providing new and improved cycling and walking facilities for</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------|------------------------------------|--|
| | | <p>communities across the county, the routes have been chosen to connect to popular routes and connect gaps in the existing cycling network.</p> <p>All proposals that are taken ahead to delivery will have new signage installed, including for wayfinding and designation of paths. This may include connections other established routes and destinations.</p> |

13.3. London Road, Buntingford

Table 30 Responses to the most frequently occurring codes (London Road)

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------|--|--|
| Impact on vegetation | Oppose the removal of vegetation | <p>We are working closely with the council's landscaping team to inform the development of this design. Whilst we attempt to limit the reduction of trees, to provide the space for the shared use path there will be some trees that need to be removed.</p> <p>During consultation, the design required the removal of approximately 25 trees between the fire station and the A10 roundabout. Taking into consideration the consultation responses, the design has been refined to limit the number of trees being removed to approximately 10 trees.</p> <p>Any trees that are removed will be done so under supervision of a qualified ecologist to ensure no birds, nesting animals or protected wildlife are harmed. Also, we will work with arboriculturists to assess the quality and condition of the trees before they are removed and ensure that any under preservation orders are not felled as part of the design.</p> <p>A tree mitigation plan has been devised which includes landscaping planting and the introduction of approximately 20 new trees. We will endeavour to vary the size and species, but this is still to be determined.</p> |
| Impact on vegetation | Concern over implications for wildlife and biodiversity from removal of vegetation | <p>We are working closely with the council's landscaping team to inform the development of this design. Whilst we attempt to limit the reduction of trees, to provide the space for the shared use path there will be some trees that need to be removed.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------|---|--|
| | | <p>During consultation, the design required the removal of approximately 25 trees between the fire station and the A10 roundabout. Taking into consideration the consultation responses, the design has been refined to limit the number of trees being removed to approximately 10 trees.</p> <p>Any trees that are removed will be done so under supervision of a qualified ecologist to ensure no birds, nesting animals or protected wildlife are harmed. Also, we will work with arboriculturists to assess the quality and condition of the trees before they are removed and ensure that any under preservation orders are not felled as part of the design.</p> <p>A tree mitigation plan has been devised which includes landscaping planting and the introduction of approximately 20 new trees. We will endeavour to vary the size and species, but this is still to be determined.</p> |
| Impact on vegetation | Disagree with removal of vegetation for Downhall Ley parking | The proposal has been revised and this has reduced the amount of verge needed to be removed to provide the parking. With the updated design, the majority of the verge will remain intact. |
| Safety concerns | The crossing is dangerous with low visibility at Aspenden Road junction | <p>The Aspenden Road junction will be realigned and significantly narrowed, with the central island and the left slip lane removed. The pavements around the junction will be widened and dropped kerbs and tactile paving will be installed, helping to improve the safety of pedestrians crossing the road.</p> <p>Taking into consideration the consultation responses, design work is underway to include a new zebra</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------|---|---|
| | | crossing over Aspenden Road which will further improve safety. |
| Safety concerns | Dangerous for cars to give way to pedestrians and cyclists at side road junctions | <p>In line with guidance from the LTN 1/20 and with the county's Local Transport Plan (LTP4), junctions should be designed to remove or manage conflicts between cyclists, motor traffic and pedestrians, and this can be achieved by giving priority to pedestrians and cyclists over side roads.</p> <p>New road markings will be introduced indicating where vehicles should give way and raised tables installed on the shared path to encourage lower vehicle speeds.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |
| Safety concerns | Conflict between pedestrians and cyclists on shared path | <p>In accordance with the LTN 1/20, the government standard on shared paths for both pedestrians and cyclists states they are deemed an acceptable solution where demand is less than 300 pedestrians per hour.</p> <p>The existing footway will be widened to 3m, to provide adequate space for safe use by both pedestrians and cyclists. There may be some localised narrowing in some locations, but the shared path will be an absolute minimum of 2.5m. New signage will also be installed and where possible, white line segregation will be introduced.</p> <p>The shared provision will only be on the eastern side of Station Road / London Road, with cyclists</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------|-----------------------------------|--|
| | | prohibited from using the existing footway on the western side of the road. |
| Issues with speeding | Support the speed limit reduction | <p>Along London Road / Station Road there is currently a posted 40mph speed limit and speed monitoring results have indicated that measures will be required to reduce vehicle speeds to bring this section in line with the national design standards and the County's Speed Management Plan.</p> <p>Also noted from the consultation responses, there is a known issue with speeding through Buntingford. As such, we are proposing to reduce the speed limit to 30mph in both directions on London Road / Station Road and 20mph on High Street between Hare Street Road and Vicarage Road. The speed limit change will be subject to a further statutory process with the publication of a Traffic Regulation Order (TRO).</p> |
| Issues with speeding | Oppose the speed limit reduction | <p>Along London Road / Station Road there is currently a posted 40mph speed limit and speed monitoring results have indicated that measures will be required to reduce vehicle speeds to bring this section in line with the national design standards and the County's Speed Management Plan.</p> <p>Also noted from the consultation responses, there is a known issue with speeding through Buntingford. As such, we are proposing to reduce the speed limit to 30mph in both directions on London Road / Station Road and 20mph on High Street between Hare Street Road and Vicarage Road. The speed limit change will be subject to a further statutory process</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------|--|--|
| | | with the publication of a Traffic Regulation Order (TRO). |
| Issues with speeding | Introduce 20mph speed limit across the whole town | London Road / Station Road is not considered suitable for a change to a 20mph limit due to the environment and the geometry of the road. However, the introduction of a 30mph limit along with the inclusion of new pedestrian crossing points, should encourage lower vehicle speeds along the route. Consideration is being given to extending the 20mph limit to cover the High Street down towards Hare Street Road and this will be consulted on again in spring 2022. |
| Issues with speeding | Need to enforce speed limits / put up cameras | <p>The design does not include the introduction of speed cameras along this route and the proposals will be designed to 30mph speeds.</p> <p>Cameras will only be considered if there is continued non-compliance with the limits and a notable number of crashes involving speed related behaviour. New signage will be installed clearly indicating the new limits, and speed surveys will be conducted post-implementation to show whether further measures are required to slow traffic.</p> |
| Changes to parking | Oppose parking removal on High Street due to negative impact on business | <p>Following the consultation and analysis of the feedback, officers are reviewing the proposals along the High Street between Hare Street Road and Baldock Road. We will consult again on a new design in spring 2022 which could include an adjustment to the type of facility, new crossings, and an extension to the 20mph.</p> <p>This design is being developed and may still affect parking but will take into consideration the</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------------|--|---|
| | | consultation responses noting the impact of removing parking. |
| Changes to parking | Oppose having parking on High Street | <p>Following the consultation and analysis of the feedback, officers are reviewing the proposals along the High Street between Hare Street Road and Baldock Road. We will consult again on a new design in spring 2022 which could include an adjustment to the type of facility, new crossings, and an extension to the 20mph.</p> <p>This design is being developed and may still affect parking but will take into consideration the consultation responses noting the impact of removing parking.</p> |
| Changes to parking | Impact on blue badge (disabled) parking | <p>Following the consultation and analysis of the feedback, officers are reviewing the proposals along the High Street between Hare Street Road and Baldock Road. We will consult again on a new design in spring 2022 which could include an adjustment to the type of facility, new crossings, and an extension to the 20mph.</p> <p>This design is being developed and may still affect parking but will take into consideration the consultation responses noting the impact of removing parking.</p> |
| Changes to parking | Further restrictions needed along Station Road / London Road | Taking into consideration the consultation responses, and the impact on-street parking may have on traffic flow, we are updating the design to see if additional parking restrictions e.g. double yellow lines, could be introduced along London Road. |

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------------------------------|--|---|
| Issues with proposed crossing points | Too many crossings - will cause congestion | <p>The number and position of zebra crossings has been developed to assist the movement of pedestrians and cyclists and are an important part of providing access to the shared cycleway to people from western side of London Road.</p> <p>We do not expect the crossings to have an adverse effect on traffic flow along London Road, however monitoring will be conducted post-implementation to ensure congestion does not result.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |
| Issues with proposed crossing points | Crossing location is a hazard | <p>The number and position of zebra crossings has been developed to assist the movement of pedestrians and cyclists and are an important part of providing access to the shared cycleway to people from western side of London Road.</p> <p>We do not expect the crossings to have an adverse effect on traffic flow along London Road, however monitoring will be conducted post-implementation to ensure congestion does not result.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |

13.4. Boundary Way roundabout, Hemel Hempstead

Table 31 Responses to the most frequently occurring codes (Boundary Way)

| Theme | Nature of comments received | Hertfordshire County Council response |
|------------------------|---|---|
| Impact on traffic flow | Reduction in lanes would cause congestion | <p>Modelling suggests that neither the reduction in speed nor number of lanes would have an adverse effect on the capacity of the roundabout, and therefore the traffic flow around it.</p> <p>The reduction from a very short flared 1.5 lanes of traffic on the approach to 1 discrete lane will have no discernible impact on the capacity of the roundabout. The lowering of the speed limit would help the traffic flow, reducing the speed of vehicles on the approach and enable it to operate more smoothly.</p> <p>By introducing new infrastructure at this roundabout, cycling would become a safer and easier option for travel and could reduce the number of cars on the roads, further improving traffic flow. The speed limit change will be subject to a further statutory process with the publication of a Traffic Regulation Order (TRO).</p> |
| Impact on traffic flow | Oppose reduction to 20mph as would cause congestion | <p>Modelling suggests that neither the reduction in speed nor number of lanes would have an adverse effect on the capacity of the roundabout, and therefore the traffic flow around it.</p> <p>The reduction from a very short flared 1.5 lanes of traffic on the approach to 1 discrete lane will have no discernible impact on the capacity of the roundabout. The lowering of the speed limit would help the traffic flow, reducing the speed of vehicles on the approach and enable it to operate more smoothly.</p> <p>By introducing new infrastructure at this roundabout, cycling would become a safer and</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------|--|---|
| | | easier option for travel and could reduce the number of cars on the roads, further improving traffic flow. The speed limit change will be subject to a further statutory process with the publication of a Traffic Regulation Order (TRO). |
| Design comment/suggestion | Maintenance of the cycle tracks | <p>Once complete, the new cycle route would fall into the ongoing maintenance schedule in place from HCC of all cycle infrastructure.</p> <p>The materials selected (MMA Reflective beads in the road marking paint) for the cycle lane itself will be more durable and requiring less frequent maintenance, helping to encourage year-round cycling, and minimizing the risk of hazards e.g., potholes</p> |
| Design comment/suggestion | Proposals should be in alternative location e.g. town centre | <p>The Boundary Way roundabout proposal is part of a wider project, the Buncefield Lane quietway. This is a proposed north-south corridor for pedestrians and cyclists along Buncefield Lane, extending from Green Lane in the south to the Nickey Line in the north.</p> <p>The roundabout has been identified as a core part of the quietway project, and the improvements would make it easier and safer to negotiate the junction by pedestrians and cyclists by lowering speeds, improving connectivity and offering better visibility for all.</p> <p>The quietway would help improve links between workplaces and residential areas and would be enjoyed in a more leisurely fashion during weekends and evenings. As a consolidated, safe, easy and attractive pedestrian and cycle corridor that is no longer dominated by cars or HGVs, the quietway would support the planned developments in Maylands and the significant number of large residential developments in the area.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------|--|--|
| | | <p>Consultation responses for further locations across Hemel Hempstead town centre have been noted and passed onto the relevant team in the council to help inform future developments.</p> |
| Design comment/suggestion | No cyclists here so why we are the changes needed | <p>In accordance with government guidance on cycle design (LTN 1/20), the current road layout is not suitable for all cyclists. We also are aware through feedback from the community and local traffic / cycle count data and speed monitoring that the road feels unsafe for cycling. This perception of safety is critical; if people think the route is unsafe then it will not be used for cycling or walking.</p> <p>There is a latent demand for better cycling infrastructure across the whole of the highway network, and with the expansion of the industrial estate and the planned 10,000 new residential homes at Hemel Gardens development, cycling infrastructure needs to be improved to provide safe, easier active travel choices.</p> |
| Design comment/suggestion | Have a signal-controlled junction | <p>Modelling suggests that the implementation of traffic signals at the junction would have a detrimental impact on traffic capacity and flow through the roundabout. Traffic would build up whilst waiting for the lights leading to dangerous tailbacks.</p> |
| Safety concerns | Not enough space for HGVs which could cause collisions | <p>A 'Dutch-style' roundabout is an approved design and current examples in place around Europe and in the UK have been implemented successfully.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------|--|--|
| | | <p>Traffic counts indicate that HGV percentage is typical for the area but the location in an industrial area means the use of the roundabout needs to be acceptable for larger vehicles. The design includes an overrun area in the centre of the roundabout for longer vehicles to use, and the safety audits will include swept path analysis for articulated and large lorries.</p> |
| Safety concerns | Design is dangerous and will cause accidents | <p>A 'Dutch-style' roundabout is an approved design and current examples in place around Europe and in the UK have been implemented successfully.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> <p>Traffic counts indicate that HGV percentage is typical for the area but the location in an industrial area means the use of the roundabout needs to be acceptable for larger vehicles. The design includes an overrun area in the centre of the roundabout for longer vehicles to use, and the safety audits will include swept path analysis for articulated and large lorries.</p> |

13.5. North Road, Stevenage

Table 32 Responses to the most frequently occurring codes (North Road - general)

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|--|---|
| Design comment / suggestion | Need to stop parking on cycle lanes | <p>Parking is not permitted on cycle lanes. To prevent illegal parking, where possible and there is space to do so, the proposed cycleway will be separated from traffic by a verge and a full height raised kerb.</p> |
| Design comment / suggestion | Cycleway not required as already sufficient cycling infrastructure | <p>The route was identified in the Stevenage Local Cycling & Walking Infrastructure Plan and supports the Local Transport Plan objectives for walking and cycling. It provides a direct cycleway between the Old Town, Lister Hospital and ongoing connections north to Graveley Road for use by all ages and abilities.</p> <p>The planned housing growth in Stevenage and North Hertfordshire identified in the Local Plan will drive demand for improved connections to local schools, shops and other facilities.</p> <p>The ATF programme is about providing more, and better quality, provisions to encourage walking and cycling. Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles.</p> <p>We have an ongoing maintenance schedule in place for HCC cycle infrastructure, and any new provision will be added into this.</p> |
| Design comment / suggestion | Improve existing cycling provisions before installing a new route | <p>The route was identified in the Stevenage Local Cycling & Walking Infrastructure Plan and supports the Local Transport Plan objectives for walking and cycling. It provides a direct cycleway between the Old Town, Lister Hospital and ongoing connections north to Graveley Road for use by all ages and abilities.</p> <p>The planned housing growth in Stevenage and North Hertfordshire identified in the Local Plan will drive demand for improved connections to local schools, shops and other facilities.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|---|--|
| | | <p>The ATF programme is about providing more, and better quality, provisions to encourage walking and cycling. Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles.</p> <p>We have an ongoing maintenance schedule in place for HCC cycle infrastructure, and any new provision will be added into this.</p> |
| Design comment / suggestion | Where will the space come from for the design | <p>Existing road space will be reallocated to provide the two-way cycle route. This will be achieved by removing the central hatching and traffic islands, with localised footway widening where required.</p> <p>Most of the changes can be accommodated within the existing highway boundary. Where land is required from third parties the Council is in direct consultation with those affected.</p> |
| Design comment / suggestion | Need to improve pedestrian provision | <p>The proposed scheme includes improvements for pedestrians along North Road.</p> <p>There are a number of new crossing facilities (such as zebra crossings) along the route, providing safe locations for pedestrians to cross North Road, connecting neighbourhoods on either side of this main road. We will also be upgrading the footways through widening and resurfacing, and this will be in line with current design standards.</p> <p>With the separated cycleway, cyclists would be removed from the footways, providing dedicated space for pedestrians. Waymarking will also be upgraded along the route to assist with orientation.</p> |
| Design comment / suggestion | Need to maintain greenery along the route | <p>The proposal has been designed to minimise the impact on vegetation along North Road, and only one tree will be lost to provide space for the new cycling provision. Further planting will be included to replace the lost tree and any shrubs that will be removed.</p> <p>Where there is space, a green verge will be introduced between the cycleway and footway.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------------------|--|---|
| Safety and accessibility | How do vehicles reach properties on eastern side | <p>Pedestrians and cyclists will have priority over traffic at side roads and properties on the eastern side of North Road, meaning vehicles will need to give way to anyone crossing at that point.</p> <p>Access will be maintained with dropped kerbs allowing vehicles to cross over the footway/cycleway between the carriageway and properties.</p> |
| Safety and accessibility | Proposals do not consider those who have to use a car | <p>The proposal includes a number of developments that will improve accessibility for all users, including realigning kerbs at bus stops to aid access to/from buses, widening, and resurfacing pavements, installing dropped kerbs and tactile paving.</p> <p>We do not want to prevent those who need to travel by car from using one, but instead are looking to provide more choices for the way people are able to safely travel and encouraging those who can, to walk and cycle.</p> |
| Safety and accessibility | Dangerous at night as too dark to see pedestrians and cyclists | <p>We want the cycle route to be used all year round and, in all weathers, so street lighting will be upgraded along the route to ensure cyclists and pedestrians are visible during darkness and that the lighting will cover the new cycleway / footway.</p> |
| Congestion | This will make traffic worse | <p>The proposals are in line with our Local Transport Plan (LTP4) and the Borough Council's Local Cycling and Walking Infrastructure Plan (LCWIP) to promote active travel and encourage more walking and cycling.</p> <p>Once the proposals are in place, we will continue monitor the impact of them to ensure there are no adverse impacts on traffic flow.</p> |
| Congestion | Proposals will hold up emergency services | <p>The carriageway will need to be narrowed slightly to provide space for the cycleway, however the traffic lanes will still be at standard minimum widths of 3.25m as per current guidance from the government.</p> <p>The emergency services were informed of scheme and could provide their feedback during the consultation. We continue to work closely with them to</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|------------------|--------------------------------------|--|
| | | ensure the design has no adverse effect on their services. |
| Public transport | Would negatively impact bus services | All existing bus stops and shelters will remain and be upgraded along the route. This includes new segregated waiting areas, raised kerbs for easier access to/from the bus, and formal crossing points over the cycleway. No stops are being removed. |

Central section: Coreys Mill Lane – A602 Lytton Way gyratory**Table 33 Responses to the most frequently occurring codes (North Road - central)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------|--|--|
| Safety | Toucan crossing is too close to the gyratory and dangerous for users | <p>The location of the toucan crossing has been selected in order to provide both pedestrian and cyclist access between the new proposed cycleway on the eastern side of North Road to the existing provision to the north of the gyratory.</p> <p>The proposed reduction of traffic lanes around the gyratory will help reduce vehicle speeds, allow a straighter approach, and therefore improve visibility for vehicles heading north to the toucan crossing location.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme, including the location of the crossing point.</p> |
| Safety | Speed limit should be reduced | <p>North Road currently has a 30mph speed limit which is a suitable speed for the proposed design and aligns with Local Transport Note (LTN) 1/20. The proposed design will separate cyclists from vehicles by a grass verge and full height kerb. We are not proposing a further reduction to the speed limit at this time.</p> <p>The route will be monitored after installation, including a review of vehicle speeds. Any additional safety measures will be considered.</p> |
| Safety | Cycle priority over junctions could cause accidents | <p>In line with guidance from LTN 1/20 and with the county's Local Transport Plan (LTP4), junctions should be designed to remove or manage conflicts between cyclists, motor traffic and pedestrians, and this can be achieved by giving priority to pedestrians and cyclists over side roads.</p> <p>New road markings will be introduced indicating where vehicles should give way and raised tables on the cycleway and footway to encourage lower vehicle speeds.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------------|--|--|
| | | We are investigating the introduction of temporary signage once the scheme is constructed to inform drivers of the changed priorities at the junctions. |
| Connections | How do cyclists join route from western side of North Road | <p>The proposed scheme provides a direct cycleway between the Old Town, Lister Hospital and ongoing connections north to Graveley Road for use by all ages and abilities.</p> <p>For those joining the route from the residential areas to the west of North Road, we would expect cyclists to dismount and use the new zebra crossing points which are located close to the side roads. More confident cyclists may choose to cycle on the carriageway through the junction and join the cycle route at the next available point.</p> |
| Connections | Does the route need to cross the road at Coreys Mill Lane | <p>To connect to the existing cycle network and limit the impact on the vegetation, the proposed route sees the cycleway cross over North Road to the western side at Coreys Mill Lane.</p> <p>We recognise that a continuous direct route along the eastern side would be the optimum provision so further works are underway to investigate if the junction can be redesigned to maintain the footway/cycleway on the eastern side of the road, whilst keeping the scheme within the highway boundary.</p> |
| Connections | Improved wayfinding | The proposal includes the introduction of new wayfinding signage, which will help direct pedestrians and cyclists to existing and new facilities around North Road. |
| Parking | Impact on disabled parking for hospital | <p>No dedicated disabled spaces will be impacted by the design changes.</p> <p>We are working closely with the hospital to investigate options that may mitigate the impact the loss of parking may have on staff and visitors.</p> <p>An equalities impact assessment is being produced, and non-motorised user audits are being completed, as part of the detailed design process to ensure the</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------------------------------|---|---|
| | | scheme does not disproportionately impact pedestrians, cyclists, equestrians and disabled users. |
| Parking | Loss of parking would negatively impact residents | <p>Demand management is a core policy of the Local Transport Plan (LTP4) which looks at how limiting parking demand and the reallocation of road space can work to enhance walking, cycling or passenger transport provision.</p> <p>In order to provide the space for the cycleway, the existing parking provision along North Road will need to be removed. We are working with the Borough Council to investigate opportunities for alternative parking for local residents to ensure they are not adversely affected by the proposal.</p> |
| Design comment/ suggestion | Should be on-road cycle lanes | <p>In accordance with government guidance on cycle design (LTN 1/20), the traffic volumes and current vehicle speeds means that on-road cycle lanes are not suitable for all cyclists.</p> <p>Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles. Segregating cyclists from vehicular traffic will encourage more people of all ages and abilities to use it.</p> |
| Design comment/ suggestion | Should be shared use | In accordance with the Local Transport Note (LTN 1/20), shared paths are an acceptable solution only in particular circumstances. Along North Road, the traffic volumes, current vehicle speeds and cycle demand are too high to provide a shared use path. |
| Design comment/ suggestion | Interaction with bus stops is not safe | In line with LTN 1/20 (as per Figure 6.3), the cycleway will bypass the bus stops along North Road. There will be a dedicated waiting area for pedestrians at the stop, and cyclists will give way to pedestrians accessing the bus stop at the formal crossing points. |
| Design comment/ suggestion | Improve provision along Rectory Lane | These suggestions are outside the scope of the proposal. |

Northern extension: Coreys Mill Lane – Lister Close (new development site)**Table 34 Responses to the most frequently occurring codes (North Road - northern ext.)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|------------------------------|--|---|
| Provision to new development | Need to continue proposal to new development | Our proposal continues to Lister Close and we are working closely with developers to ensure there is a cycling and walking provision to the housing development set out in the Local Plan. The exact provision will be subject to their designs. |
| Provision to new development | Should get cycle lanes in before new homes built | Our proposal continues to Lister Close and we are working closely with developers to ensure there is a cycling and walking provision to the housing development set out in the Local Plan. The exact provision will be subject to their designs. |
| Design comment / suggestion | Need footway on western side of the road | We are looking at other adjacent schemes within the area and along the scheme route to ensure there is no incompatibility with the proposals. As such, the requirement for the footway on the western side is currently outside the scope of the proposal but these comments have been noted to help inform future developments. The preferred proposal is for a continuous cycleway / footway route of the eastern side of North Road with crossing points and links to the western side and the existing other facilities |
| Design comment / suggestion | Should remove shared use | The shared use path will only be introduced around the crossing points, to facilitate access to/from the crossing for pedestrians and cyclists who are using the footway and cycleway. At these points, the cyclists and pedestrians will be separated by white line segregation. |
| Parking | Impact on hospital users and staff | We are working closely with the hospital to investigate options that may mitigate the impact the loss of parking may have on staff and visitors. |
| New junction alignment | Removal of mini roundabout would make exiting Chancellors Lane difficult | The proposal will see the mini roundabouts at Chancellors Lane / Coreys Mill Lane removed and changed to a signal-controlled junction with cyclist and pedestrian crossing points. As well as improving the safety for vehicles, it will help facilitate egress of vehicles from the side roads onto North Road at busier times. |

| Theme | Nature of comments received | Hertfordshire County Council response |
|------------------------|---|---|
| | | Traffic modelling is underway to fully understand the impact the changes at this junction would have on traffic flows. This modelling will help inform the developing design for the northern extension. |
| New junction alignment | New design would cause congestion and noise pollution | <p>The proposal will see the mini roundabouts at Chancellors Lane / Coreys Mill Lane removed and changed to a signal-controlled junction with cyclist and pedestrian crossing points. As well as improving the safety for vehicles, it will help facilitate egress of vehicles from the side roads onto North Road at busier times.</p> <p>Traffic modelling is underway to fully understand the impact the changes at this junction would have on traffic flows. This modelling will help inform the developing design for the northern extension.</p> |

Southern extension: A602 Lytton way gyratory – High Street**Table 35 Responses to the most frequently occurring codes (North Road - southern ext.)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------|--|--|
| Congestion | Route would cause congestion especially around the school drop off/pick up | <p>Traffic modelling is underway to fully understand the impacts the reduction to one lane for vehicles would have on traffic flows. This modelling will help inform the developing design for the southern extension.</p> <p>The introduction of a safe, protected cycle route which connects into the school will help encourage staff and pupils use active travel methods, which in turn would help reduce number of vehicles dropping off and picking up. We continue to work closely with Thomas Alleyne Academy to ensure our design does not have an adverse effect on congestion at school drop off/pick up times and that staff and pupils are safe.</p> <p>The aim of the funding is to promote and encourage more walking and cycling through the introduction of new and better facilities. This in turn should help minimise the impact on congestion, improving air quality and creating a safer and more pleasant town centre.</p> |
| Congestion | Reduction to one lane around gyratory would cause congestion | <p>Traffic modelling is underway to fully understand the impacts the reduction to one lane for vehicles would have on traffic flows. This modelling will help inform the developing design for the southern extension.</p> <p>The introduction of a safe, protected cycle route which connects into the school will help encourage staff and pupils use active travel methods, which in turn would help reduce number of vehicles dropping off and picking up. We continue to work closely with Thomas Alleyne Academy to ensure our design does not have an adverse effect on congestion at school drop off/pick up times and that staff and pupils are safe.</p> <p>The aim of the funding is to promote and encourage more walking and cycling through the introduction of new and better facilities. This in turn should help</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------------------------------|---|--|
| | | minimise the impact on congestion, improving air quality and creating a safer and more pleasant town centre. |
| Design comment/ suggestion | Close gyratory on the eastern side | These suggestions are outside the scope of the proposal. |
| Design comment/ suggestion | Keep mini roundabout at Walkern Road to help cars exiting | The proposal includes the removal of the mini roundabout at Walkern Road to provide the space for the two-way cycleway along High Street. Traffic modelling is underway to fully understand the impacts this change will have on egress for vehicles at Walkern Road and will help inform the developing design for the southern extension. |
| Safety | Dangerous having cycleway next to traffic | <p>The cycleway will be segregated from traffic by a raised kerb and where possible, there will also be verge where there is space available. With the reduction of the traffic lanes around the gyratory we expect that vehicle speeds will be reduced, further ensuring the safety of cyclists.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |
| Parking removal | Strongly against removing any more parking on High Street | <p>The current proposal would see the existing parking arrangements along High Street redesigned and formalised to provide approximately 11 spaces for vehicles. No dedicated disabled spaces will be impacted by the design changes.</p> <p>We are undergoing further investigations with the Borough Council to review the parking arrangements within Old Town to see if there are any opportunities to minimise the loss of spaces.</p> |

13.6. Central St Albans

Table 36 Responses to the most frequently occurring codes (St Albans - general)

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|---|---|
| Design comment / suggestion | Need to stop parking on cycle lanes | Parking is not permitted on cycle lanes. Where possible and there is space to do so, the proposed cycle lanes will be protected from traffic by light segregation e.g. flexible wands or raised kerbs, which would prevent parking by vehicles. Where physical segregation is not possible, we will look to introduce double yellow lines to prevent parking. |
| Design comment / suggestion | Lighting for safety | The proposed routes follow the existing road network and therefore should be well-lit by the street lighting. This will be reviewed as part of the final design and we will consider any opportunities to improve cycling safety during darkness. |
| Maintenance | Road markings are not clear | Road markings will be refreshed as part of the scheme. Once complete, the new cycle route would fall into the ongoing maintenance schedule in place from HCC of all cycle infrastructure. |
| Maintenance | Existing cycle lanes are poor quality | Road markings will be refreshed as part of the scheme. Once complete, the new cycle route would fall into the ongoing maintenance schedule in place from HCC of all cycle infrastructure. |
| Congestion | Traffic is already bad, and this will make it worse | By encouraging more walking and cycling, particularly for shorter journeys, we can support the Sustainable Hertfordshire Strategy objectives to encourage walking and cycling over car travel resulting in reduced congestion, improved air quality and create safer, more pleasant places in which to live, work and do business. Once the proposals are in place, we will continue monitor the impact of scheme. |
| Connectivity | Disconnected improvements | The improvements included in the central St Albans scheme bridge an existing gap from the London Road |

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------|----------------------------------|---|
| | | facility into the city centre, and the northern part of the city. Options to connect the Marlborough Road scheme into a more expansive St Albans cycle network are being considered as part of the Local Cycling & Walking Infrastructure Plan being actively explored. |
| Connectivity | Should link to schools / station | The improvements included in the central St Albans scheme bridge an existing gap from the London Road facility into the city centre, and the northern part of the city. Options to connect the Marlborough Road scheme into a more expansive St Albans cycle network are being considered as part of the Local Cycling & Walking Infrastructure Plan being actively explored. |

Upper Marlborough Road / Marlborough Road**Table 37 Responses to the most frequently occurring codes (Upper Marl. and Marl. Roads)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|---|---|
| Safety | The contraflow lane is dangerous | <p>The aim of the scheme is to connect existing cycle routes and improve cyclist provision in the area, which includes the introduction of a dedicated southbound cycle lane on Marlborough Road, between New Kent Road and London Road. New signage will be installed around along Marlborough Road to warn all users of the change in layout and raise awareness of the contraflow cycle lane.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |
| Design comment / suggestion | Need physical segregation for southbound cycle lane | Light segregation is being considered for the proposed southbound cycle lane on Marlborough Road, between New Kent Road and London Road. Access to/from properties will be maintained. |
| Design comment / suggestion | Remove parking by Churchill House | Upper Marlborough Road will be one-way only, northbound, and therefore there is no requirement to remove the parking by the court house. |
| Design comment / suggestion | Should have cycle lane running between Bricket Road and London Road | The connection between Bricket Road and London Road via Victoria Street is being actively explored as part of the emerging Local Cycling & Walking Infrastructure Plan, and there are future ambitions to improve sustainable travel modes and accessibility within the area. |
| Design comment / suggestion | Reduction in speed limit | Speed limit reductions are being considered as part of these proposals. Work to reduce speeds to 20mph in much of the surrounding roads to the scheme are additionally underway using the 20mph fund made available during the most recent budget. |

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------------------|--|---|
| Oppose parking removal | Impact on residents | <p>In order to provide the space required to make Marlborough Road two-ways for traffic between Victoria Street and New Kent Road, the existing double yellow lines on the eastern side of the road will be extended to the junction with New Kent Road. This will result in the loss of one parking space.</p> <p>Safety audits show that a southbound cycle lane which operates against the flow of traffic would not be safe which is why the parking changes are required to allow suitable width.</p> <p>The availability of parking following implementation is a recognised concern that we are aware of and are investigating available options in discussions with local stakeholders and partner authorities.</p> |
| Oppose parking removal | Impact on disabled drivers | <p>In order to provide the space required to make Marlborough Road two-ways for traffic between Victoria Street and New Kent Road, the existing double yellow lines on the eastern side of the road will be extended to the junction with New Kent Road. This will result in the loss of one parking space.</p> <p>Safety audits show that a southbound cycle lane which operates against the flow of traffic would not be safe which is why the parking changes are required to allow suitable width.</p> <p>The availability of parking following implementation is a recognised concern that we are aware of and are investigating available options in discussions with local stakeholders and partner authorities.</p> |
| Oppose change to two-way traffic | Would cause access issues for local residents/businesses | <p>The aim of the scheme is to connect existing cycle routes and improve cyclist provision in the area, which includes the use of Marlborough Road southbound. Safety audits show that a</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------------------|--|--|
| | | <p>southbound cycle lane which operates against the flow of traffic would not be safe which is why we are proposing making the road two-way between Victoria Street and New Kent Road.</p> <p>The road is primarily used for local residential access or to the New Kent Road Car Park, we do not envisage a significant increase in the number of vehicles using the northern part of Marlborough Road.</p> |
| Oppose change to two-way traffic | Increase traffic flow would be dangerous for residents | <p>The aim of the scheme is to connect existing cycle routes and improve cyclist provision in the area, which includes the use of Marlborough Road southbound. Safety audits show that a southbound cycle lane which operates against the flow of traffic would not be safe which is why we are proposing making the road two-way between Victoria Street and New Kent Road.</p> <p>The road is primarily used for local residential access or to the New Kent Road Car Park, we do not envisage a significant increase in the number of vehicles using the northern part of Marlborough Road.</p> |

London Road / Keyfield Terrace**Table 38 Responses to the most frequently occurring codes (London Rd & Keyfield Terrace)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------|---|--|
| Design comment/suggestion | Need to prevent illegal parking around Keyfield Terrace | <p>Double yellow lines are installed in the area and will be refreshed as part of the scheme to highlight the parking restrictions.</p> <p>We are working closely with the businesses on London Road / Keyfield Terrace to coordinate deliveries and minimise the impact of large vehicles and deliveries on cycle and pedestrian access around the junction.</p> |
| Design comment/suggestion | Should remove the shared space | Existing shared use pavements around the junction will be converted to footway, for pedestrian use only. Cyclists need to use the road and will have dedicated space at the junction to make a two-stage right turn. The cut-through from London Road to Keyfield Terrace will remain shared use, but new signage will be installed to raise awareness that both cyclists and pedestrians will be using the route. |
| Congestion | New crossing on London Road will impact traffic flow | Three new signal-controlled pedestrian crossings will be installed at the junction and these traffic lights are required to ensure safe crossing over London Road. The signals will be controlled and only activated when pushed by waiting pedestrians, limiting the impact on traffic along London Road. Once implemented, we monitor the impact of the crossings on traffic flow. |
| Congestion | Crossings will create air pollution with start/stop and idling at the signals | Three new signal-controlled pedestrian crossings will be installed at the junction and these traffic lights are required to ensure safe crossing over London Road. The signals will be controlled and only activated when pushed by waiting pedestrians, limiting the impact on traffic along London Road. Once implemented, we |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------|-----------------------------|--|
| | | monitor the impact of the crossings on traffic flow. |

Old London Road

Table 39 Responses to the most frequently occurring codes (Old London Rd)

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------|---|--|
| Safety | Shared space at crossing is dangerous for pedestrians | <p>There will be a new toucan crossing installed over Watson Walk and the small section of footway around the crossing point will be converted to shared use. Toucan crossings are for pedestrians and cyclists to cross, and the shared space is required to facilitate access to/from the crossing for both types of users.</p> <p>The new crossing will be designed in accordance with current standards to provide adequate safe space for both pedestrians and cyclists.</p> |
| Impact of trial | Residents will be cut off, preventing access to their homes | <p>The proposal to close access between Old London Road and Sopwell Lane to vehicular traffic is part of the wider objectives of the ATF programme to make it safer and easier for cyclists and pedestrians to move around the Old London Road area. Traffic count data and monitoring suggests the route is being used as a rat-run. We want to reduce the number of unnecessary vehicles using the route, creating a 'quiet route' for cyclists and pedestrians.</p> <p>Access between Old London Road and Sopwell Road will remain in place for pedestrians and cyclists, and the emergency services would be the only vehicles able to bypass the closure. The trial will not impact access to/from properties nor the availability of on-street parking. Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> <p>The closure is expected to be trialled for three weeks to understand the impact it would have on the surrounding road</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------|------------------------------------|--|
| | | <p>network and for residents accessing their homes. Traffic and cycle count data and traffic speeds will be monitored on surrounding roads to help inform the decision as to whether the proposal will be taken forward permanently.</p> <p>We will coordinate the timing with other works in the area to ensure that the trial is carried out to reflect normal traffic conditions as much as possible.</p> |
| Impact of trial | Parking permit zones will be split | <p>The proposal to close access between Old London Road and Sopwell Lane to vehicular traffic is part of the wider objectives of the ATF programme to make it safer and easier for cyclists and pedestrians to move around the Old London Road area. Traffic count data and monitoring suggests the route is being used as a rat-run. We want to reduce the number of unnecessary vehicles using the route, creating a 'quiet route' for cyclists and pedestrians.</p> <p>Access between Old London Road and Sopwell Road will remain in place for pedestrians and cyclists, and the emergency services would be the only vehicles able to bypass the closure. The trial will not impact access to/from properties nor the availability of on-street parking. Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> <p>The closure is expected to be trialled for three weeks to understand the impact it would have on the surrounding road network and for residents accessing their homes. Traffic and cycle count data and traffic speeds will be monitored on surrounding roads to help inform the decision as to whether the proposal will be taken forward permanently.</p> <p>We will coordinate the timing with other works in the area to ensure that the trial is carried out to reflect normal traffic conditions as much as possible.</p> |
| Impact of trial | Increase traffic on other roads | <p>The proposal to close access between Old London Road and Sopwell Lane to vehicular traffic is part of the wider objectives of the ATF programme to make it safer and easier</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------|-----------------------------|--|
| | | <p>for cyclists and pedestrians to move around the Old London Road area. Traffic count data and monitoring suggests the route is being used as a rat-run. We want to reduce the number of unnecessary vehicles using the route, creating a 'quiet route' for cyclists and pedestrians.</p> <p>Access between Old London Road and Sopwell Road will remain in place for pedestrians and cyclists, and the emergency services would be the only vehicles able to bypass the closure. The trial will not impact access to/from properties nor the availability of on-street parking. Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> <p>The closure is expected to be trialled for three weeks to understand the impact it would have on the surrounding road network and for residents accessing their homes. Traffic and cycle count data and traffic speeds will be monitored on surrounding roads to help inform the decision as to whether the proposal will be taken forward permanently.</p> <p>We will coordinate the timing with other works in the area to ensure that the trial is carried out to reflect normal traffic conditions as much as possible.</p> |

Approach Road**Table 40 Responses to the most frequently occurring codes (Approach Rd)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|---|--|
| Design comment / suggestion | Should be more pedestrian crossings on Old London Road by Approach Road | With the proximity of the existing crossing on London Road and the expected impact on traffic flows, another crossing near the junction with Approach Road would not be suitable. |
| Design comment / suggestion | Remove double yellow lines on corner of Approach Road | Double yellow lines are installed for safety reasons and to ensure that drivers and cyclists have adequate visibility at the junction. |
| Oppose parking removal | Parking is already difficult, and removal of spaces will make it worse | In order to provide a safe solution at the Approach Road / London Road junction, two parking spaces need to be removed. This will allow greater visibility for pedestrians, cyclists, and drivers where the roads meet, and provide a safe connection between the three roads and the Alban Way. |
| Changes not needed | Pedestrians and cyclists would not use this route | The scheme aims to connect local cycle routes, and this is a safe route to follow, rather the busy London Road. Other options have been examined but traffic monitoring and safety audits suggest that the Old London Road/Approach Road route is safer than other routes in the vicinity. |

13.7. Stratford Way junction, Watford**Table 41 Responses to the most frequently occurring codes (Stratford Way)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|--|--|
| Congestion | Reduction to one lane on Stratford Way will cause congestion | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Congestion | The proposed measures will only make congestion worse | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Congestion | Removal of bus layby will impact traffic flow as buses will block road at stops | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Safety | The design is not safe | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Safety | Scheme could increase chances of accidents at the junction | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Design comments/suggestions | Implement no-left turn for traffic on Stratford Way onto Hempstead Road | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Design comments/suggestions | Need right turn provision for cyclists heading into Stratford Way rather than using the crossing | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |
| Design comments/suggestions | Introduction of lower speed limits | Taking into consideration the consultation responses, this scheme will no longer be taken forward. |

13.8. Wiggenhall Road, Watford**Table 42 Responses to the most frequently occurring codes (Wiggenhall Rd)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------|--|--|
| Oppose shared use | Shared space as dangerous for pedestrians | In accordance with the Local Transport Note (LTN 1/20), the government standard on shared paths for both pedestrians and cyclists states they are deemed an acceptable solution where demand is less than 300 pedestrians per hour. The proposed shared facility would connect into existing shared paths on either side of Wiggenhall Road. There is insufficient space available to provide a segregated facility. |
| Oppose shared use | Shared use path should be segregated | In accordance with the Local Transport Note (LTN 1/20), the government standard on shared paths for both pedestrians and cyclists states they are deemed an acceptable solution where demand is less than 300 pedestrians per hour. The proposed shared facility would connect into existing shared paths on either side of Wiggenhall Road. There is insufficient space available to provide a segregated facility. |
| Design comment/suggestion | Toucan crossing should be widened/segregated | Toucan crossings are designed as a shared space for both pedestrians and cyclists to use. The existing crossing point is 3.2m-wide which deemed a suitable width for the anticipated level of demand. |
| Design comment/suggestion | Remove unnecessary signage and barriers | The proposals will see a reduction in obstructions on the footway, addressing the barriers at the entrance to Riverside Park. The layout of the section between the toucan crossing and cycle way by Oxhey Activity Park will also be redesigned to ensure safe movement of cyclists and pedestrians. |

| Theme | Nature of comments received | Hertfordshire County Council response |
|------------------------|---|---|
| Impact on traffic flow | Narrowing the road would cause congestion | The widening of the pavement and conversion to shared use would not make Wiggshall Road any narrower than the current temporary arrangement. In addition, we will be adding double yellow lines along both sides of the road to prevent on-street and illegal footway parking, helping to keep the road clear. |
| Impact on traffic flow | Parking restricts traffic flowing along route | The proposal includes the introduction of double yellow lines along Wiggshall Road, which would prevent footway parking and help improve traffic flow along the road. The parking restrictions were subject to a further consultation with the publication of a Traffic Regulation Order (TRO). No objections were received, and the restrictions will be included within the scheme. |

13.9. Bridge Road, Welwyn Garden City**Table 43 Responses to the most frequently occurring codes (Bridge Rd)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|--------------------------|---|--|
| Congestion /traffic flow | Limiting traffic to one lane causes congestion | <p>The ATF programme provides investment in dedicated cycling and walking facilities across the county, offering more active travel choices for communities.</p> <p>By encouraging more walking and cycling, particularly for shorter journeys, we can support the Sustainable Hertfordshire Strategy objectives to encourage walking and cycling over car travel resulting in reduced congestion, improved air quality and create safer, more pleasant places in which to live, work and do business.</p> <p>The proposal will remove the temporary cycle lane in the eastbound direction travelling out of town. The creation of a permanent two-way cycle lane will mean that the single lane access towards the town centre will remain. The temporary cycle lane has been in place since Summer 2020 and no significant congestion has been experienced.</p> <p>To further understand the impact of the scheme, the removal of a traffic lane on the town centre roundabout was trialled for two weeks in January and February 2022. The results are currently being assessed.</p> <p>Once the permanent scheme is in place, we will continue to monitor the impact of the new cycle lanes on traffic flow.</p> |
| Congestion /traffic flow | Idling vehicles stuck in traffic will cause air pollution | <p>The ATF programme provides investment in dedicated cycling and walking facilities across the county, offering more active travel choices for communities.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------------------|---|---|
| | | <p>By encouraging more walking and cycling, particularly for shorter journeys, we can support the Sustainable Hertfordshire Strategy objectives to encourage walking and cycling over car travel resulting in reduced congestion, improved air quality and create safer, more pleasant places in which to live, work and do business.</p> <p>The proposal will remove the temporary cycle lane in the eastbound direction travelling out of town. The creation of a permanent two-way cycle lane will mean that the single lane access towards the town centre will remain. The temporary cycle lane has been in place since Summer 2020 and no significant congestion has been experienced.</p> <p>To further understand the impact of the scheme, the removal of a traffic lane on the town centre roundabout was trialled for two weeks in January and February 2022. The results are currently being assessed.</p> <p>Once the permanent scheme is in place, we will continue to monitor the impact of the new cycle lanes on traffic flow.</p> |
| Onward connection | The route is too short to encourage cycling | <p>At its eastbound end, the scheme will link into the existing cycle facility along Broadwater Road and Bessemer Road with onward connections to Route 12 of the National Cycle Network.</p> <p>The scheme will also link into the improvements completed in December 2021 through Stonehills providing cycle access into the heart of the town centre.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------------------------------|---|---|
| Onward connection | Does not connect | <p>At its eastbound end, the scheme will link into the existing cycle facility along Broadwater Road and Bessemer Road with onward connections to Route 12 of the National Cycle Network.</p> <p>The scheme will also link into the improvements completed in December 2021 through Stonehills providing cycle access into the heart of the town centre.</p> |
| Onward connection | Connections at the Broadwater Road junction should be improved | <p>The Broadwater Road junction is outside the scope of this scheme; however, the proposal does include a shared provision between the new cycle lanes which would connect to the existing facility along Broadwater Road / Bessemer Road.</p> <p>The centre island across Bridge Road on the existing shared use cycle path was widened to benefit cyclists when the temporary cycle lanes were installed.</p> <p>We would hope to improve the cycling provision around to the junction subject to further funding, so these comments have been passed onto the relevant team in the council to help inform future developments.</p> |
| Design comment/ suggestion | Crossing at Waitrose should be wider and easier for cyclists to use | <p>There is limited width available at the western end of Bridge Road, and with the current traffic volumes, it provides limited additional space to widen the staggered crossing.</p> <p>The staggered crossing at the western end of Bridge Road is a puffin crossing for pedestrians only, and we are not planning on making any changes to it. The crossing needs to remain staggered for the safety of the pedestrians using it, and there is very little width to improve it.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-------------------------------|---|---|
| | | Having a two-way cycle lane on the southern side of the road allows us to provide a better connection to the town centre than the current arrangement. |
| Design comment/ suggestion | Pavement should be shared use | <p>In line with government guidance on cycle lanes (LTN 1/20) and the council's Local Transport Plan (LTP4), we aim to provide separate facilities for pedestrians and cyclists where possible and the space allows. Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles. By introducing more facilities and improving the ones already in place, cycling becomes a safer and easier option for travel.</p> <p>Shared use paths would not be suitable on Bridge Road, due to the speed of vehicles and the number of cyclists using the route.</p> |
| Design comment/ suggestion | Good to have some parking for cyclists | Cycle parking has been included in the recent improvement works in Stonehills. We will provide additional parking facilities as part of this scheme when it is constructed. |
| Design comment/ suggestion | Should be one-way cycle lanes on both sides of the road | A two-way cycle lane on the southern side of Bridge Road allows us to provide a better connection into the town centre than the current arrangement. |
| Safety of the design | There is conflict with pedestrians and cyclists at Osborn Way | Taking into consideration the consultation responses, the design has been revised to provide a toucan crossing for pedestrians and cyclists over Osborn Way. Cyclists will use the signal-controlled crossing point at the same time as pedestrians, providing access between the cycle lane and Stonehills. This provides a more standard arrangement than the one proposed during the consultation. |

| Theme | Nature of comments received | Hertfordshire County Council response |
|----------------------|---------------------------------------|---|
| | | Cyclists and pedestrians will now enter a shared use space on the northern footway of Osborn Way. |
| Safety of the design | How do cyclists access the roundabout | <p>This scheme is the first stage of longer-term aspirations to provide a high-quality sustainable transport route along Bridge Road, and subject to funding, further improvements are planned at the roundabout for cyclists to improve these movements.</p> <p>Cyclists who wish to use the roundabout will need to use the general traffic lane to access the roundabout.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p> |

13.10. Digswell Park Road, Welwyn Garden City**Table 44 Responses to the most frequently occurring codes (Digswell Park Rd)**

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------------------|--|--|
| Design comment / suggestion | Additional bollards are needed | Further bollards cannot be introduced on Digswell Park Road near the western end, as access is required at all times to the fields either the side of the road. We will introduce more signage at Bessemer Road / Hertford Road junctions to warn vehicles there is no through route. We expect with time, those travelling around the area will become more familiar with the closure helping to minimise the occurrence of vehicles incorrectly using the route. |
| Design comment / suggestion | More signage preventing car access | We will introduce more signage at Bessemer Road / Hertford Road junctions to warn vehicles there is no through route and indicate that only pedestrians and cyclists have access. The existing signs will be rationalised and relocated to warn drivers further in advance of the junction. We expect with time, those travelling around the area will become more familiar with the closure helping to minimise the occurrence of vehicles incorrectly using the route. |
| Design comment / suggestion | Improve pavements on Hertford Road | We will make improvements to the pavement by the new crossing point. However, further changes are outside the scope of the project. |
| Design comment / suggestion | Crossing provision at Hertford Road should be for cyclists as well | Taking into consideration the consultation responses, the proposal for the crossing at Hertford Road has been redesigned and reconsulted upon in December 2021. The footways will be widened and converted to shared use on either side of the crossing point to facilitate access. As the paths will be shared use, a widened zebra crossing will be installed for pedestrians and cyclists |

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------------|---------------------------------------|---|
| | | to use, just south of the Hertford Road / Digswell Park Road junction. |
| Introduction of toucan crossing | Current crossing is sufficient | <p>Vehicles can reach speeds above 30mph on Bessemer Road, and with the increase in the number of pedestrians and cyclists on Digswell Park Road, the proposed crossing point on Bessemer Road will provide a safer crossing point.</p> <p>We are proposing a signalised crossing for both pedestrians and cyclists on the desire line from those entering/exiting Digswell Park Road to prevent them from crossing at an unsafe location. We will work with the signalling team to ensure the signals at the two crossing points are synced to prevent any adverse impact on traffic flow.</p> <p>The new signal crossing should help cars turn out of Knightsfield by slowing traffic down and offering time and opportunity to exit the junction. Once in place, we will monitor the impact of the new crossing on traffic flow.</p> |
| Introduction of toucan crossing | Crossing is close to another crossing | <p>Vehicles can reach speeds above 30mph on Bessemer Road, and with the increase in the number of pedestrians and cyclists on Digswell Park Road, the proposed crossing point on Bessemer Road will provide a safer crossing point.</p> <p>We are proposing a signalised crossing for both pedestrians and cyclists on the desire line from those entering/exiting Digswell Park Road to prevent them from crossing at an unsafe location. We will work with the signalling team to ensure the signals at the two crossing points are synced to prevent any adverse impact on traffic flow.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|---------------------------------|--|---|
| | | <p>The new signal crossing should help cars turn out of Knightsfield by slowing traffic down and offering time and opportunity to exit the junction. Once in place, we will monitor the impact of the new crossing on traffic flow.</p> |
| Introduction of toucan crossing | Crossing would make turning out of Knightsfield junction worse | <p>Vehicles can reach speeds above 30mph on Bessemer Road, and with the increase in the number of pedestrians and cyclists on Digswell Park Road, the proposed crossing point on Bessemer Road will provide a safer crossing point.</p> <p>We are proposing a signalised crossing for both pedestrians and cyclists on the desire line from those entering/exiting Digswell Park Road to prevent them from crossing at an unsafe location. We will work with the signalling team to ensure the signals at the two crossing points are synced to prevent any adverse impact on traffic flow.</p> <p>The new signal crossing should help cars turn out of Knightsfield by slowing traffic down and offering time and opportunity to exit the junction. Once in place, we will monitor the impact of the new crossing on traffic flow.</p> |
| Congestion | Closure of road will cause more traffic on surrounding roads | <p>The closure has been in place as part of the Emergency Active Travel Fund programme, implemented in response to the pandemic since September 2020. Monitoring has shown there has been minimal impact on congestion on surrounding roads as a result of the closure.</p> <p>We do not envisage the new toucan crossing to impact traffic flow, but it will be assessed to ensure delays are not severe.</p> |

| Theme | Nature of comments received | Hertfordshire County Council response |
|-----------------|---|--|
| Congestion | New signal-controlled crossing on Bessemer Road would worsen traffic flow | <p>The closure has been in place as part of the Emergency Active Travel Fund programme, implemented in response to the pandemic since September 2020. Monitoring has shown there has been minimal impact on congestion on surrounding roads as a result of the closure.</p> <p>We do not envisage the new toucan crossing to impact traffic flow, but it will be assessed to ensure delays are not severe.</p> |
| Traffic calming | Disagree with new speed bumps on Hertford Road | <p>Speed reducing features are required to help manage adherence to the 30mph speed limit. Surveys show that speed humps are an affective traffic control measure to help reduce speeds.</p> <p>The speed humps will encourage lower speeds, make the route safer for both pedestrians and cyclists, and those using the crossing point. Humps will be designed in accordance with guidance and standards in the final design.</p> |
| Traffic calming | Why is the speed limit being reduced | <p>Through-access for vehicles along Digswell Park Road will be prevented by the permanent installation of bollards, however access must be maintained from Bessemer Road for residents using the fields and properties. The road is currently national speed limit and we are proposing a reduction to 20mph so that any vehicles using Digswell Park Road for access are travelling at lower speeds, ensuring safety for pedestrian and cyclist use.</p> |
| Traffic calming | Improvements are needed by roundabout with Station Road | <p>These suggestions are outside the scope of the proposal; however, they have been noted and passed onto the relevant team in the council to help inform future developments.</p> |

14 SUMMARY AND NEXT STEPS

14.1. Feedback summary

- 14.1.1. During the consultation period more than 1,000 responses were received across the eight proposals. This was fewer than the initial engagement exercise, but the level of interest has remained high.
- 14.1.2. Analysis of the responses shows that most of the proposals were supported by participants. Stratford Way was the only scheme out of the eight that did not receive over 50% agreement. Digswell Park Road (88%) and Wiggshall Road (76%) were the two schemes most strongly agreed with.
- 14.1.3. The results did demonstrate an element of polarisation, especially when participants were asked about the key features of the designs. Across all schemes there was often an even, or close to even split on attitudes, indicating a number of strong views either way. This is also noted from the overall opinions on the proposals, where agreement levels across the schemes sat around 50-60%.
- 14.1.4. From the free text responses received, certain issues were opposed across all of the proposals, including themes related to the loss of/changes to parking provision, changes to road access, and any perceived negative impact on traffic flow. However, it is noted that the 'general support' code description was included in the top six themes for every proposal, indicating that although particular elements of design features may not be agreed with, attitudes are seemingly supportive towards investing in cycling and walking infrastructure across Hertfordshire.

14.2. Next steps

- 14.2.1. All comments received during the consultation will be considered to help inform decision making on the next steps for each of the proposals. A summary of results will be put into a paper presented to the Highways & Environment Cabinet Panel to agree next steps for the proposals.
- 14.2.2. Once a decision has been made, further statutory processes may be necessary such as the publication of Traffic Management Orders. These will be published on the council's website.
- 14.2.3. Subject to outcome of consultation and final decisions on how the schemes will progress, works are intended to begin in Spring 2022.

15 APPENDICES

Appendix 1 – Approach to engagement and public consultation

HERTFORDSHIRE COUNTY COUNCIL: ACTIVE TRAVEL FUNDING TRANCHE 2

APPROACH TO ENGAGEMENT AND PUBLIC CONSULTATION

DECEMBER 2020

PURPOSE OF THIS DOCUMENT

This document sets out Hertfordshire County Council's plans to give stakeholders and the local community the opportunity to shape the development of Active Travel Fund Tranche 2 projects.

ABOUT THE ACTIVE TRAVEL FUND

In May 2020, the Secretary of State for Transport announced a £250 million Emergency Active Travel Fund (EATF) to support the introduction of traffic calming measures, wider pavements and more cycle lanes to facilitate social distancing within town and city centres in response to the Covid-19 pandemic. The two key aims of the funding were to:

- enable more people to walk and cycle where possible
- support safe social distancing in areas where people congregate, e.g. town centres, high streets, transport hubs or bus stops.

At Hertfordshire County Council, we received EATF Tranche 1 funding from the Department of Transport (DfT) in July 2020, which has enabled us to temporarily reallocate road space to walking and cycling. As well as supporting social distancing requirements in high footfall areas such as high streets and town centres, the works also included the implementation of new protected temporary cycle lanes, additional cycle parking at key locations and improved maintenance across the cycle network. We set up an online survey to gauge opinion on these measures and to help inform future investment decisions.

The Government subsequently announced a second round of funding and invited applications from local authorities, for projects that would give people more opportunities to choose walking and cycling for their day-to-day journeys. The types of measures the funding is designed to support include low-traffic neighbourhoods, where residential side streets are closed to through traffic to stop rat-running, segregated cycle lanes and pedestrian improvements.

Having reviewed a long list of more than 230 proposals where these types of improvements would be beneficial, including previously identified projects as well as suggestions made by elected representatives, the public and cycling groups, we submitted an application to government for schemes in the following locations:

- North Road, Stevenage
- Wiggshall Road, Watford
- Cassiobury Estate, Watford
- Hempstead Road/Stratford Road Junction, Watford
- Marlborough Road, St Albans
- London Road, Buntingford
- Buncefield Lane Roundabout, Hemel Hempstead

We were successful in securing a total of £6.4m through the Active Travel Fund (ATF) Tranche 2 to take these proposals forward.

We are in the process of identifying additional projects that meet the funding criteria which we would like to seek comment upon, on the basis that they could act as substitute projects should any of the original schemes not progress, and to provide a pipeline of possible schemes if there are opportunities in future to bid for additional funding.

By encouraging more walking and cycling across the County, we can not only support the long-term aims of our [Local Transport Plan 4](#) but also deliver wider benefits for everyone living and working in Hertfordshire. More active travel, particularly for shorter journeys, will lead to health and wellbeing improvements for example, while also helping to tackle air quality issues. At the same time, these proposals are designed to support the local economy and help provide for future population growth by increasing local transport capacity.

ENGAGEMENT AND CONSULTATION OBJECTIVES

We will use the ATF Tranche 2 funding to deliver cycling and walking schemes which have been shaped and are supported by local communities. We will therefore focus on delivering the following engagement and consultation outcomes:

- **Raising awareness and understanding local views**

Explain the rationale behind the proposals, and their benefits, to raise awareness of the improvements and encourage participation in the engagement process from a representative cross-section of communities near each of the proposals.

- **Informing designs**

Initial early engagement, involving both local communities and groups who can help represent the views of wider networks, outlined in the pre-engagement section on page 3, and formal public consultation to inform detailed design work and our decision-making on the best long term-solutions for these projects, outlined on page 4.

OUR APPROACH

We plan to adopt a two-phase approach to engagement and consultation regarding the proposed ATF schemes, to ensure that local views can help influence design decisions at the earliest possible stage and communities remain engaged through the development and delivery stages.

The two phases, which are scheduled to avoid Christmas and the pre-election period ahead of the 2021 local election, are as follows:

- **Early 2021: four-week period of initial early engagement to understand broad issues and views**

High-level information will be presented on the principles of the schemes, and the views and suggestions that are put forward by stakeholders during this time will be used to inform more detailed proposals that will be presented in Summer 2021.

- **Summer 2021: four-week formal consultation following further consideration of initial engagement responses and project development**

Our formal consultation will enable better-informed decisions about the schemes that progress. We will ensure that the process is conducted in line with consultation best practice.

Specifically, we will:

- ensure that all consultation responses are conscientiously considered before we decide on appropriate next steps for each of the proposals
- provide sufficient information about the proposals to enable informed consideration and response
- allow adequate time for consideration and response.

More information about the two phases is included below.

INCLUSIVE CONSULTATION

We are keen to understand the views of all sections of the communities who may benefit from, or be affected by, our proposals. As well as planning to employ an interactive online engagement platform to capture responses, we will also seek to encourage under-represented and seldom heard groups to participate in our consultation activities.

An Equality Impact Assessment will be produced for the programme and will help inform consultation planning. We will use a variety of methods to raise awareness and encourage responses (see below for more information on communication channels), while all online information will be available in hard copy on request. These hard copy materials can also be requested in large print and other alternative formats.

PRE-ENGAGEMENT PLANNING

Prior to the early engagement, we will identify the key stakeholders that we will engage with through a stakeholder mapping exercise.

This will build on the insights we gathered during the delivery of the Tranche 1 funding measures, as well as existing stakeholder lists developed from previous active travel schemes.

The categories of stakeholders that will be identified include, but are not limited to:

- Local elected representatives responsible for the areas within which the proposed schemes are located or may affect, including MPs, county, district, town and parish councillors
- Residents and community groups, including active travel and accessibility groups
- Local businesses and the wider business community
- Transport operators and professional road user groups (eg Bus Operators and Royal Mail)
- Healthcare and education sectors
- Environmental bodies
- Emergency services

EARLY 2021: INITIAL ENGAGEMENT

As outlined above, our initial engagement phase will provide the opportunity to raise awareness of the proposals, as well as giving an early opportunity to provide feedback on the proposals in principle. This reduces risk to successful scheme delivery, allowing issues to be identified earlier and mitigated where appropriate prior to formal consultation.

We will use a range of channels to engage with local stakeholders and direct them online for more information:

- A postcard will be produced and distributed to local community and business stakeholders in the locality of the projects, encouraging them to visit the scheme webpage to find out more and to provide feedback. Opportunities for utilising an interactive online mapping tool are also being explored. The postcard will also include a telephone number for those without online access.
- Posters will be located in relevant local community facilities (e.g. libraries), subject to Covid-19 restrictions.
- A series of messages promoting the consultation and material available online will be posted via our social media platforms, including Twitter and Facebook.
- We will look to engage with local media.
- Potential to use Variable Message Signs (VMS) to target those who travel through the area.

The information will be made available online for a four-week period and will set out the types of improvement being considered and a broadly defined scope of the scheme. Opportunity for initial feedback to help influence the designs will be given via an online feedback form, seeking views on the principles that underpin the proposed scheme and attitudes towards potential changes to travel behaviour.

We will also undertake more targeted engagement with elected representatives and other key intermediaries during this initial period, to seek feedback and encourage these groups to help promote participation among the networks and communities that they represent.

SUMMER 2021: FORMAL CONSULTATION

Using the feedback collected from our EATF Tranche 1 survey (for those schemes initially introduced as temporary measures) and the early engagement in early 2021, we will prepare more detailed design proposals for each location ahead of the formal consultation period. This will take place in Summer 2021.

Similarly to the initial engagement, the consultation will be promoted via a range of methods, including online and offline channels. The information will also be available via alternative formats, on request, to ensure that the process is inclusive and accessible to all.

We will also plan to host consultation exhibitions, where visitors will be able to ask questions to the project team. These sessions will be either physical events or virtual sessions, or a combination, depending on government guidance at the time.

GATHERING FEEDBACK

Online surveys will represent the primary means of collecting responses during both stages of engagement. Questions would be used to gauge opinions and offer an opportunity to comment on aspects of the design. We are also exploring opportunities to use an interactive map to gather location-specific comments and feedback.

Letters will also be accepted during the consultation period for anyone who is unable to submit their responses online. Requests for further information or alternative formats can also be made via email or telephone.

ANALYSIS AND REPORTING

The feedback received will be carefully considered to help inform our decision making about the next stages of scheme development, including more detailed design work that may be needed. We will seek to keep participants informed about the outcomes from the consultation process via an electronic update.

NEXT STEPS

Hertfordshire County Council will consider the responses to the consultation in Summer 2021, amend the proposals if necessary and decide on next steps. Any subsequent processes that may be required, such as statutory consultation on Traffic Regulation Orders (TROs), will be confirmed at this point.

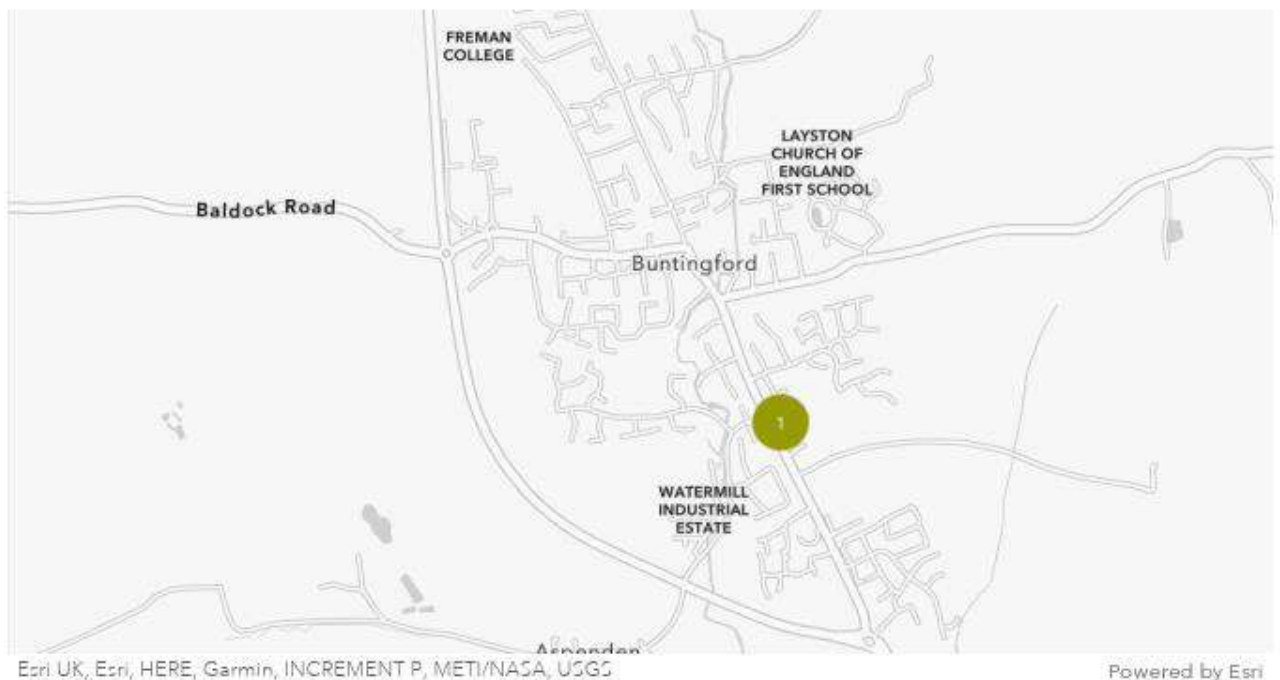
Where schemes proceed, there will be ongoing evaluation and monitoring to measure their effectiveness against key objectives, local opinion, continual engagement, and learning.

Appendix 2 - Example of ArcGIS StoryMap

BUNTINGFORD PROPOSALS

Buntingford Proposals

This online tool provides information on our proposed cycling and walking improvements in Buntingford as part of the Active Travel Fund.



About the consultation

We are proposing one scheme in Buntingford:

1. London Road: new shared use facility, and new and improved crossing points for people walking and cycling

London Road

We are proposing the provision of a shared use path for walking and cycling in both directions along the eastern side of Station Road/London Road, with new crossing points installed, new and improved bus stops, and reduction to existing speed limits.

Use our interactive map below to view the proposals.

Indicative Cycle Network



1 New shared use path

The existing pavement would be widened and converted to a shared use path for walking and cycling on the eastern side of the road with raised table priority crossings over side roads between Baldock Road and the A10 roundabout.

3 Hare Street Road roundabout

The mini roundabout would remain with the existing zebra crossing upgraded and a new widened zebra crossing installed over Hare Street Road.

4 Additional parking spaces

Ten additional on-street parking spaces would be provided on the eastern side of Station Road, opposite Downhall Ley.

5 Landscape planting

Some existing vegetation and trees would be removed to provide space for the shared use path, but these would be replaced by more than double the amount, supplemented by further wildflower and shrub planting along the route.

6 New crossing points

Five new zebra crossings to be installed over Station Road/London Road to better connect the neighbourhoods on either side of the main road

7 Speed limit reduction

The 30mph speed limit would be extended along Station Road and London Road in both directions.

8 Speed limit reduction

The speed limit would also be reduced to 20mph on High Street between Baldock Road and Vicarage Road in both directions

9 Aspenden Road junction realignment

Junction would be realigned with the existing central island removed, road width narrowed and dropped kerbs installed for safer crossing

10 New bus stops

New bus stops would be installed on both sides of the road near the A10 roundabout, along with a new footway on the northbound side, and a zebra

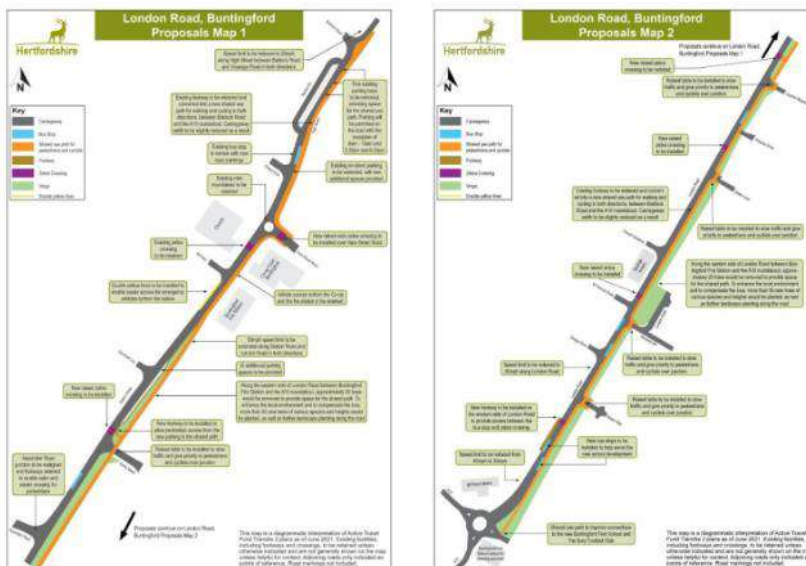
You can see how the improvements would look at the junction of London Road and Windmill Hill by moving the slider arrow right and left on the image below.

If the image below is not visible, please click on the expander arrow on the right to view.



Maps and drawings

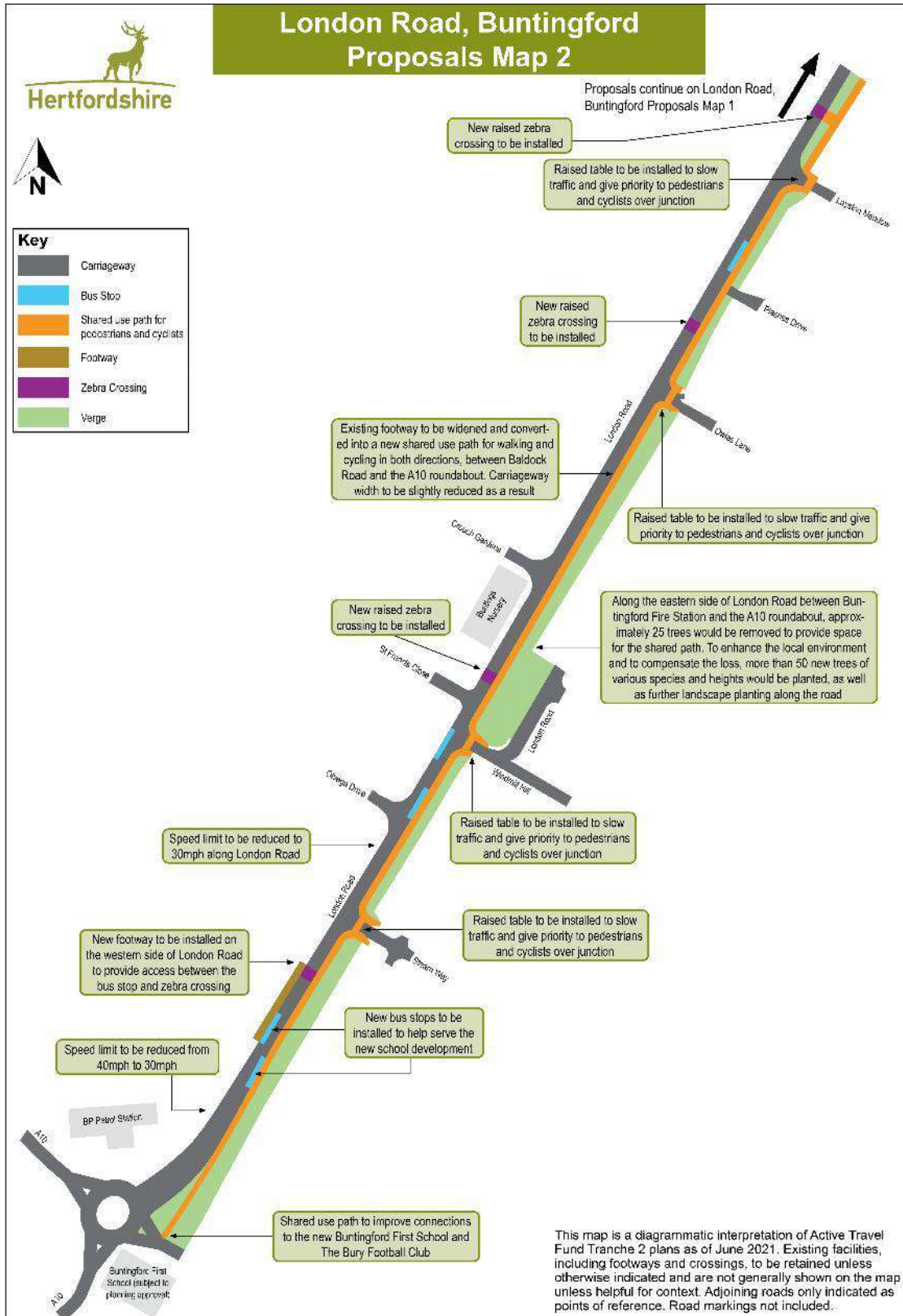
You can view and download the maps of the proposal, as well as the technical drawing here:



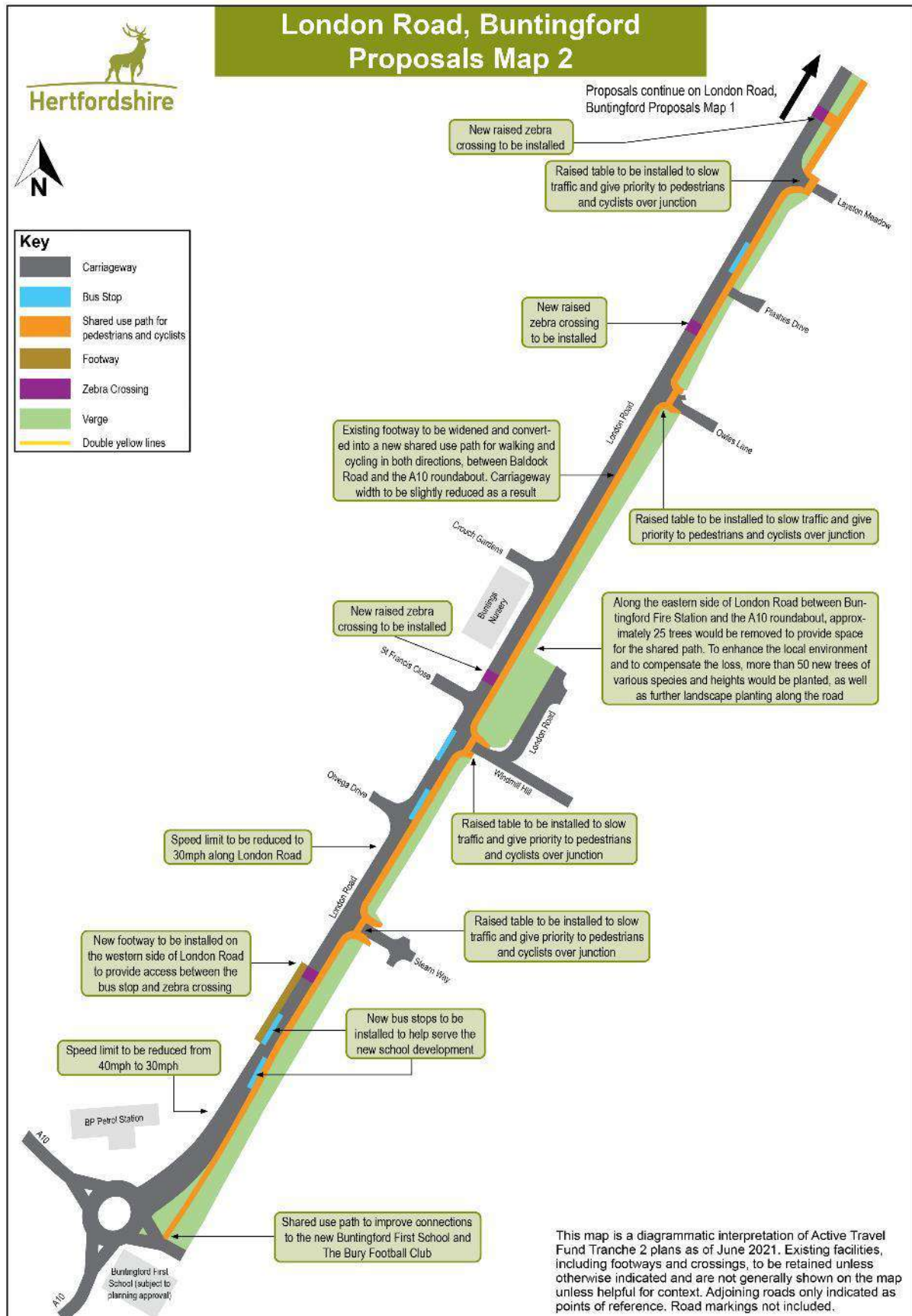
To see the proposal in more detail, click on the maps above or download the drawings via links below

Appendix 3 - Public facing mapping

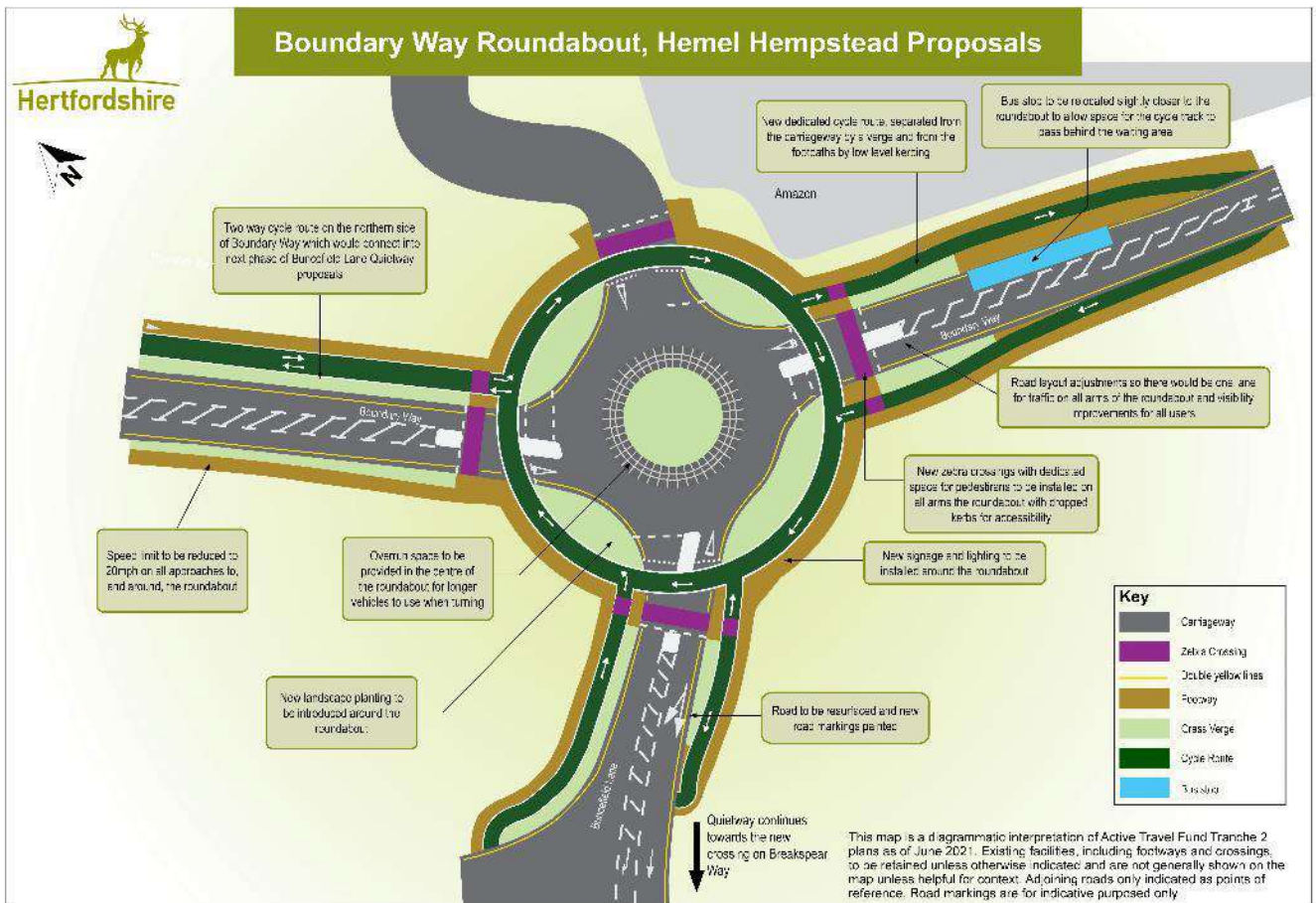
London Road, Buntingford (Map 1)



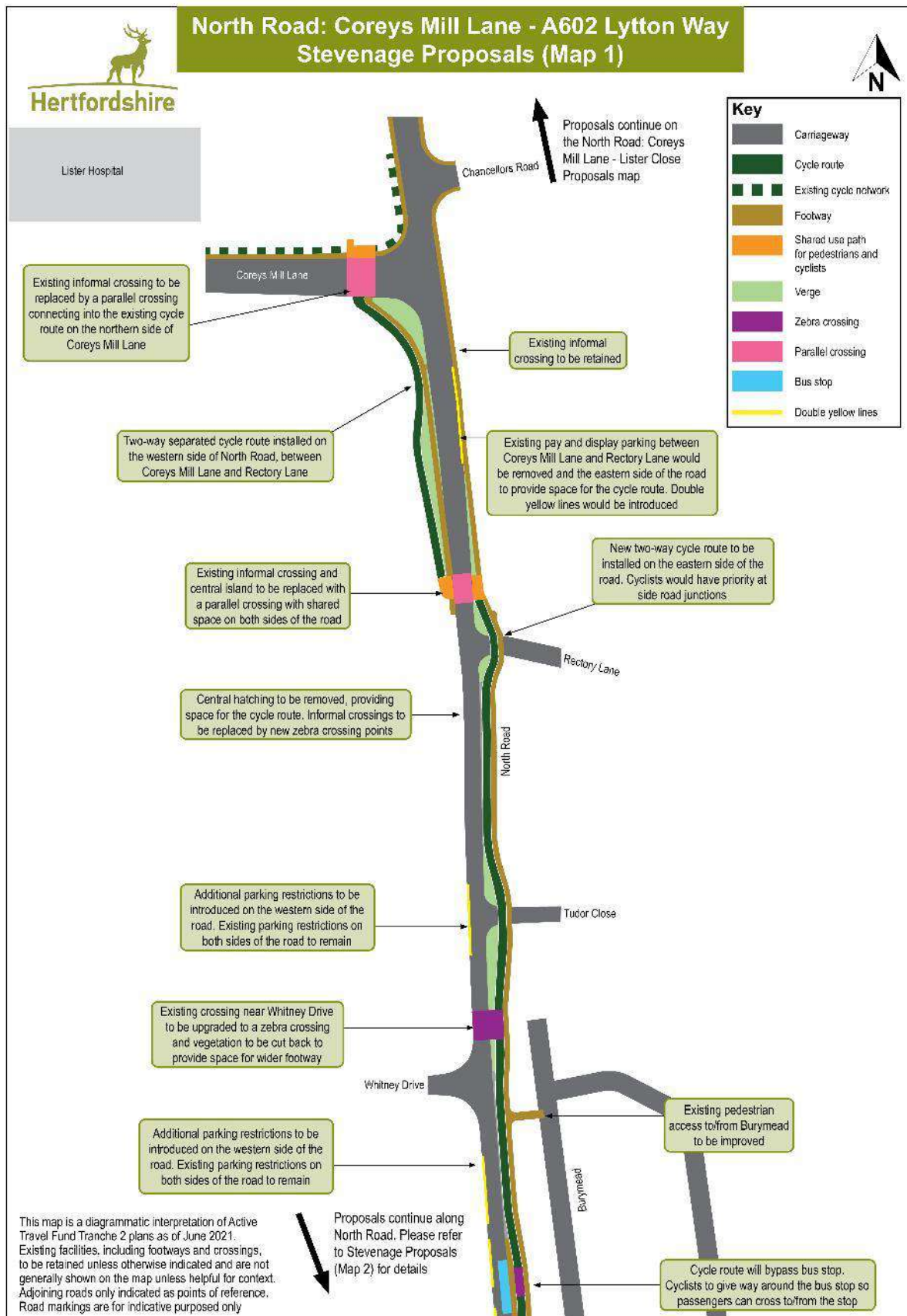
London Road, Buntingford (Map 2)



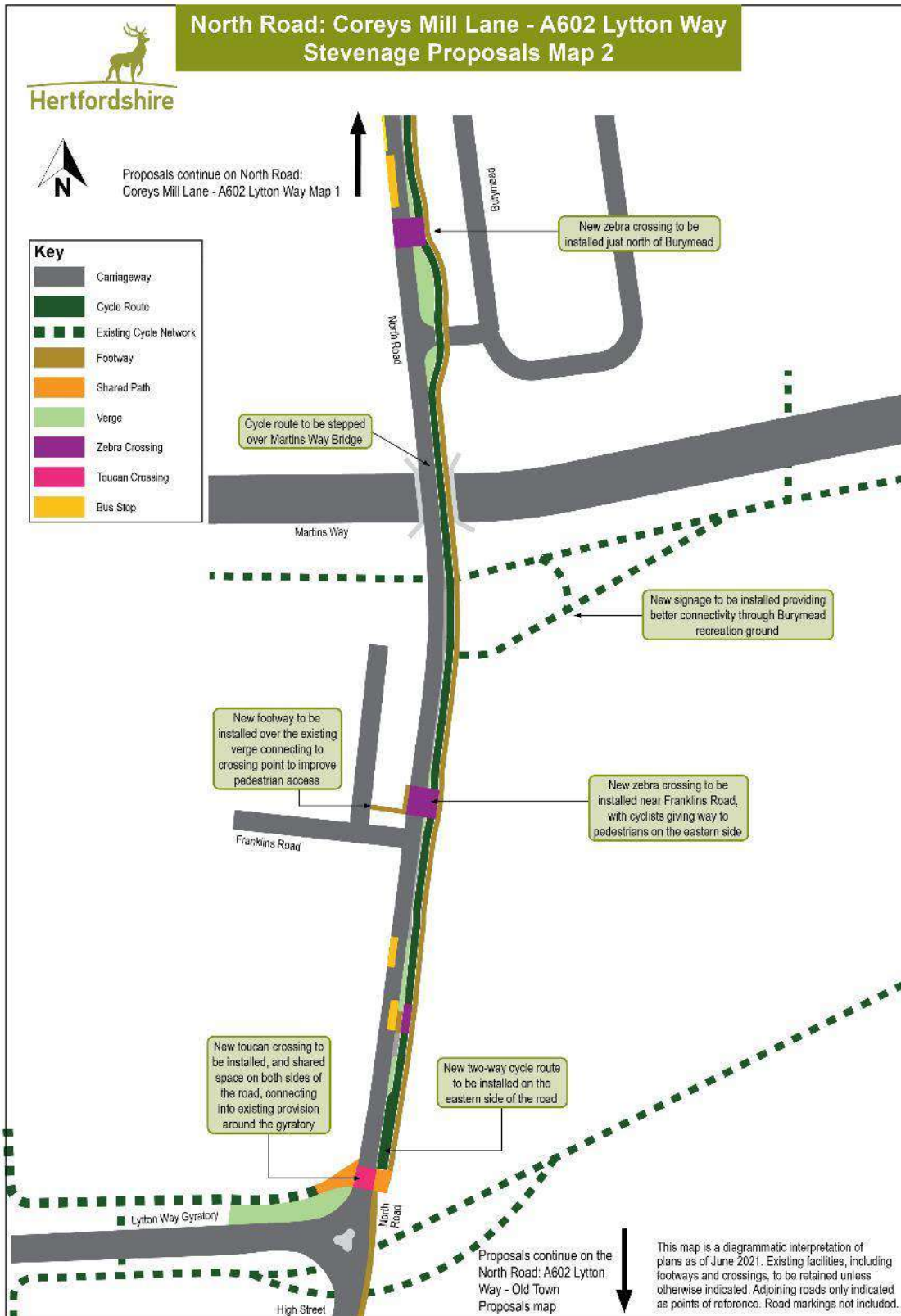
Boundary Way Roundabout, Hemel Hempstead



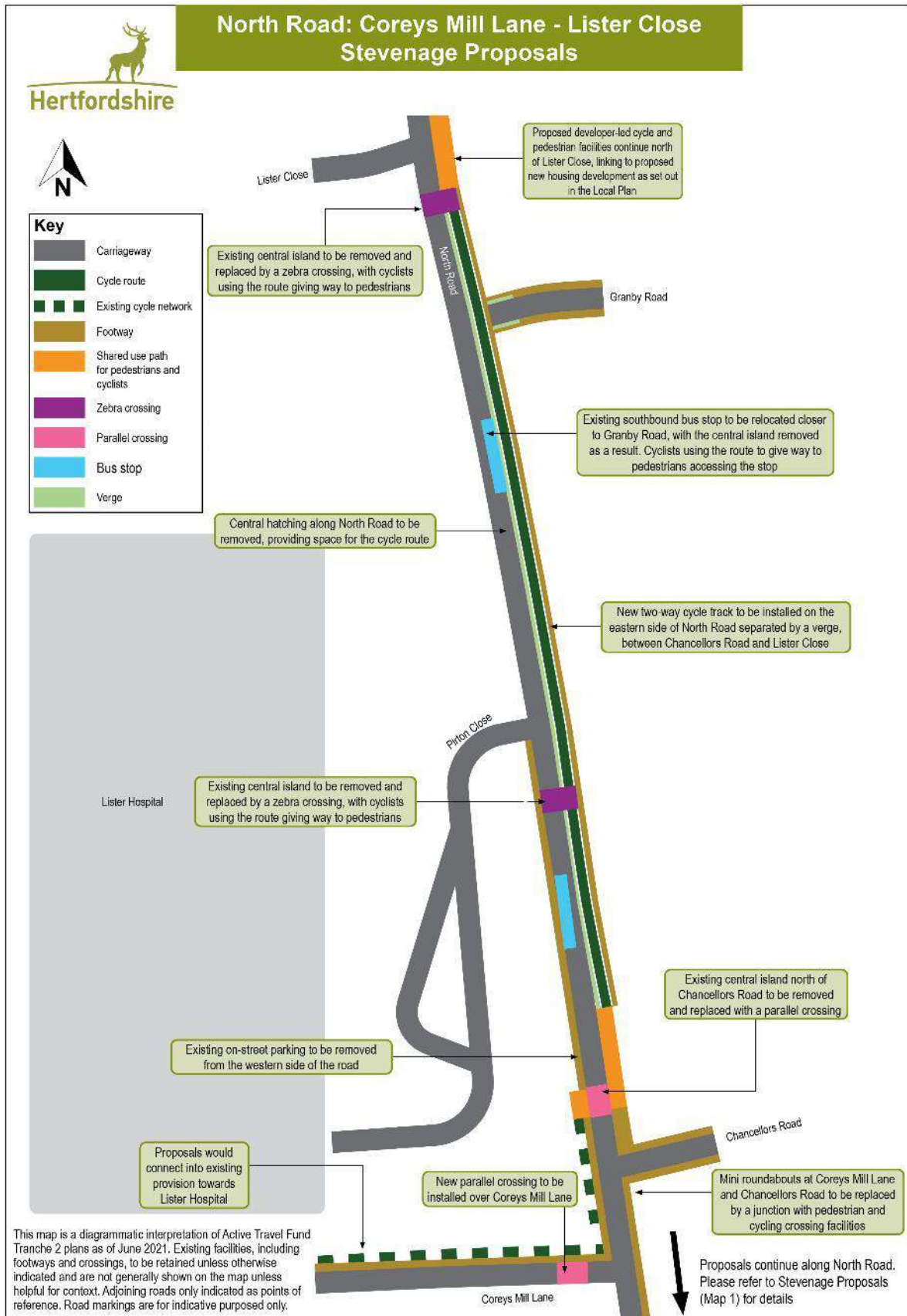
North Road, Stevenage (central section, map 1)



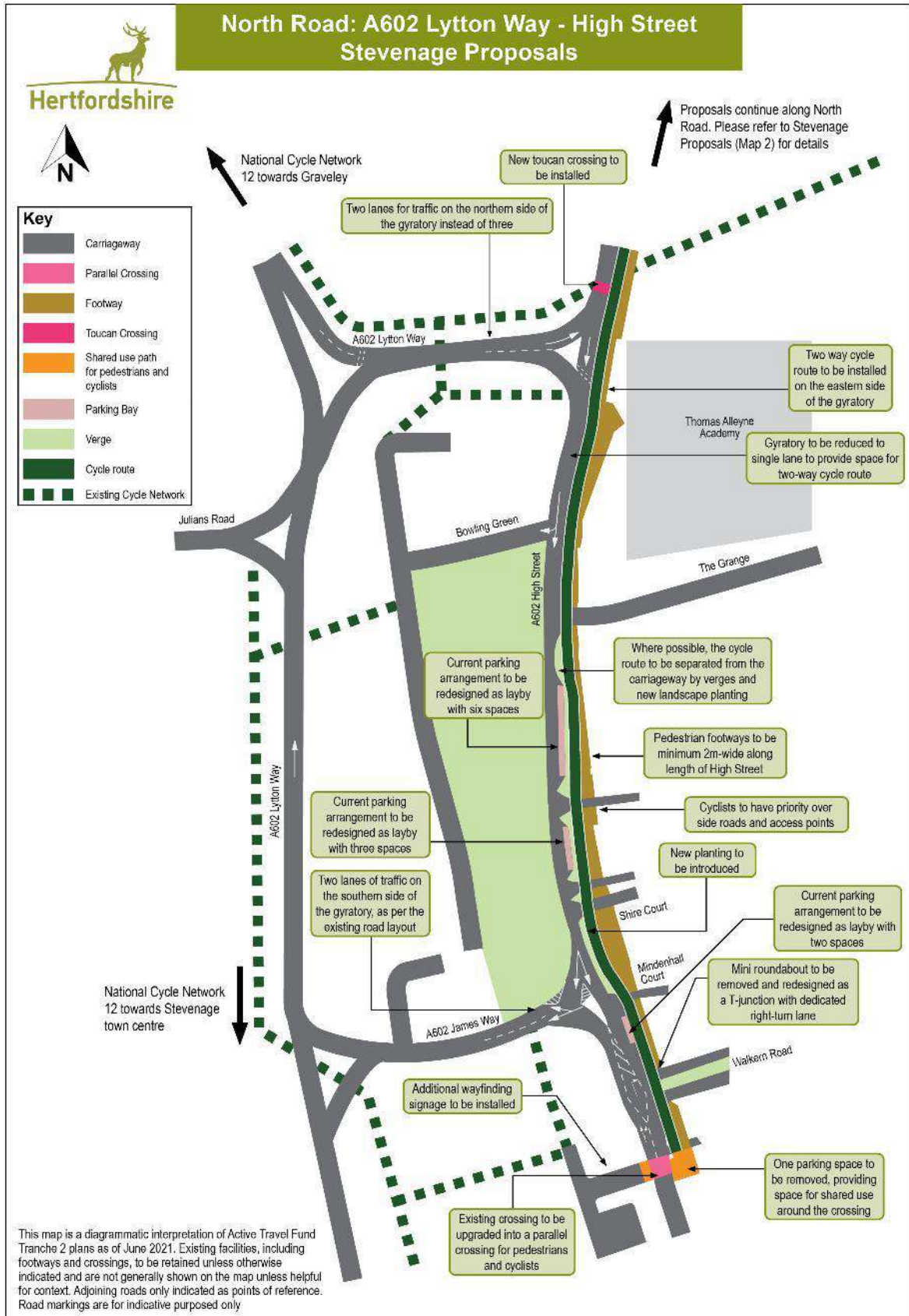
North Road, Stevenage (central section, map 2)



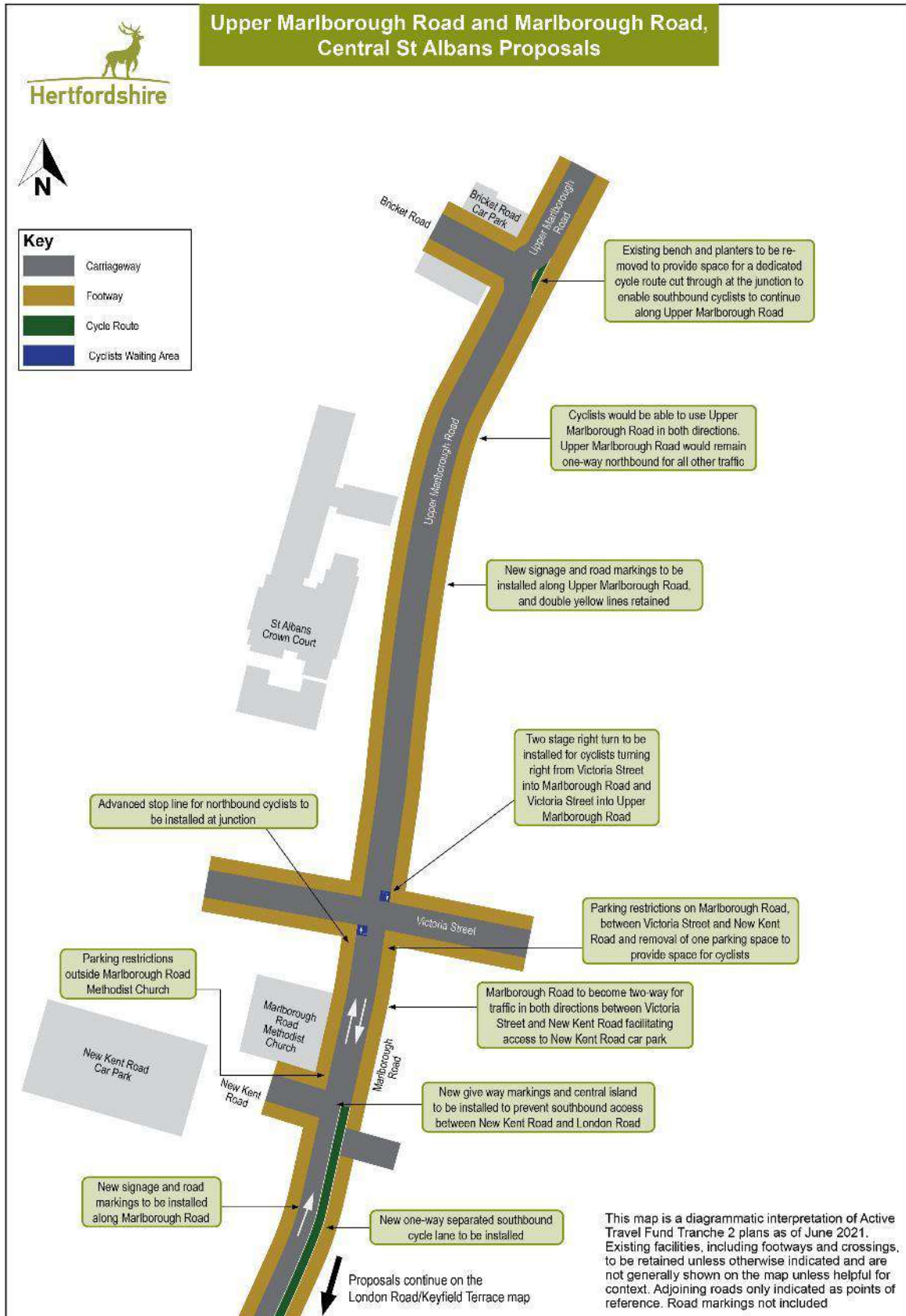
North Road, Stevenage (northern section)



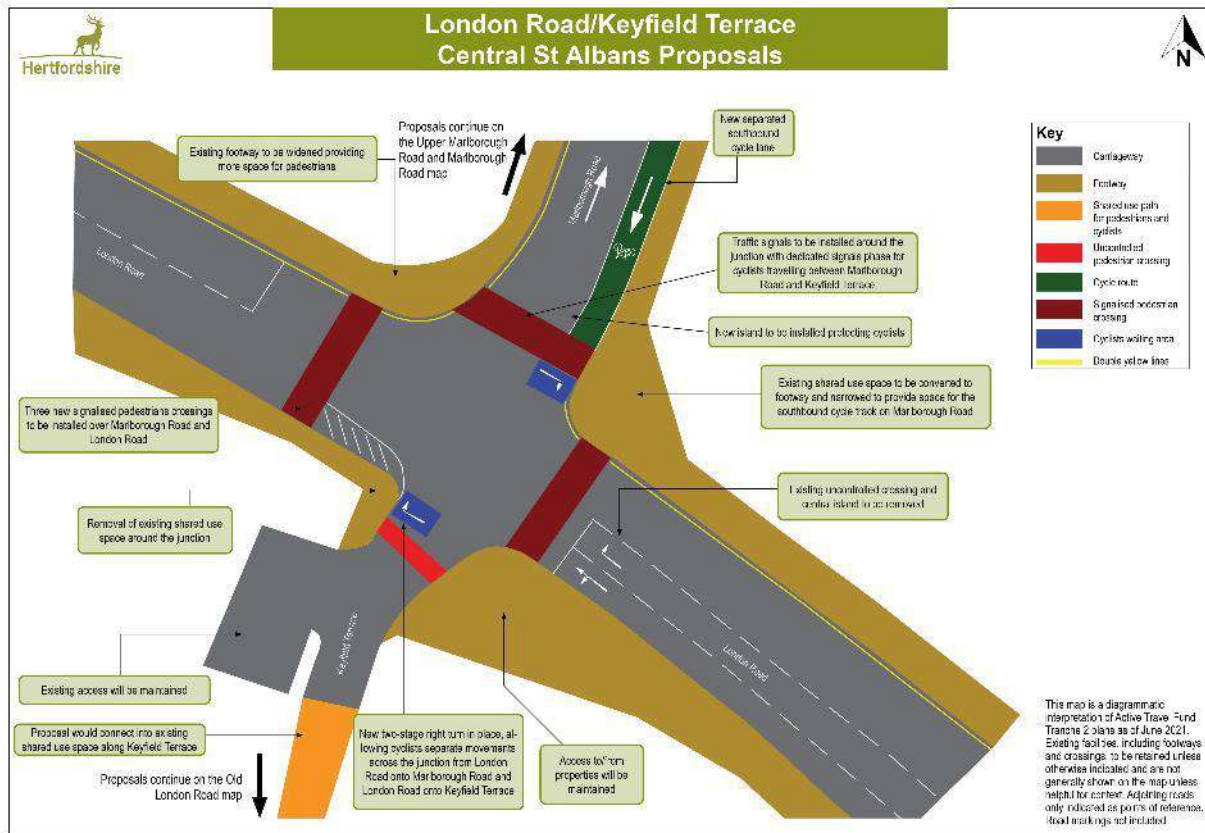
North Road, Stevenage (southern section)



St Albans – Upper Marlborough Road and Marlborough Road



St Albans – London Road / Keyfield Terrace



St Albans – Old London Road



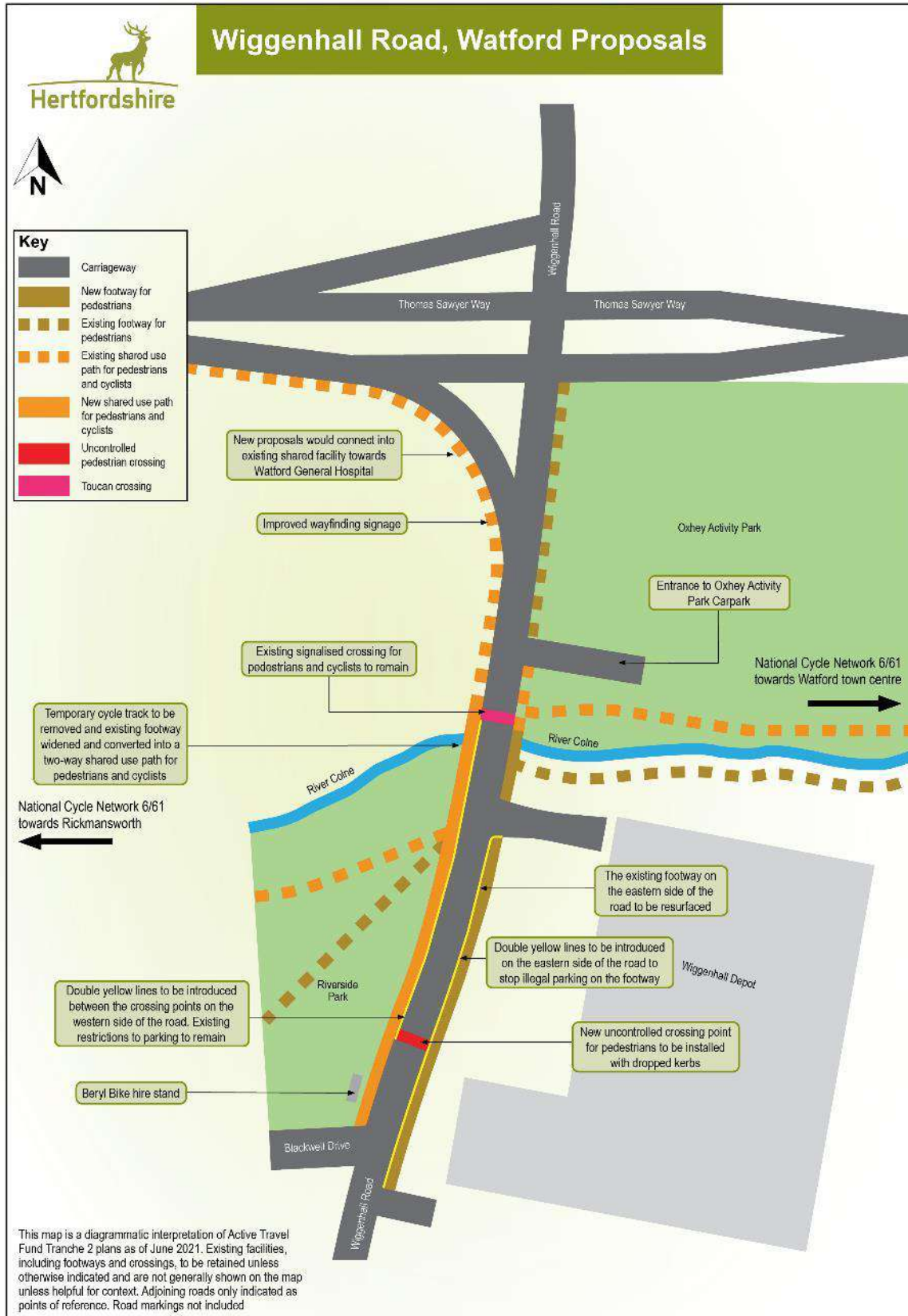
St Albans – Approach Road



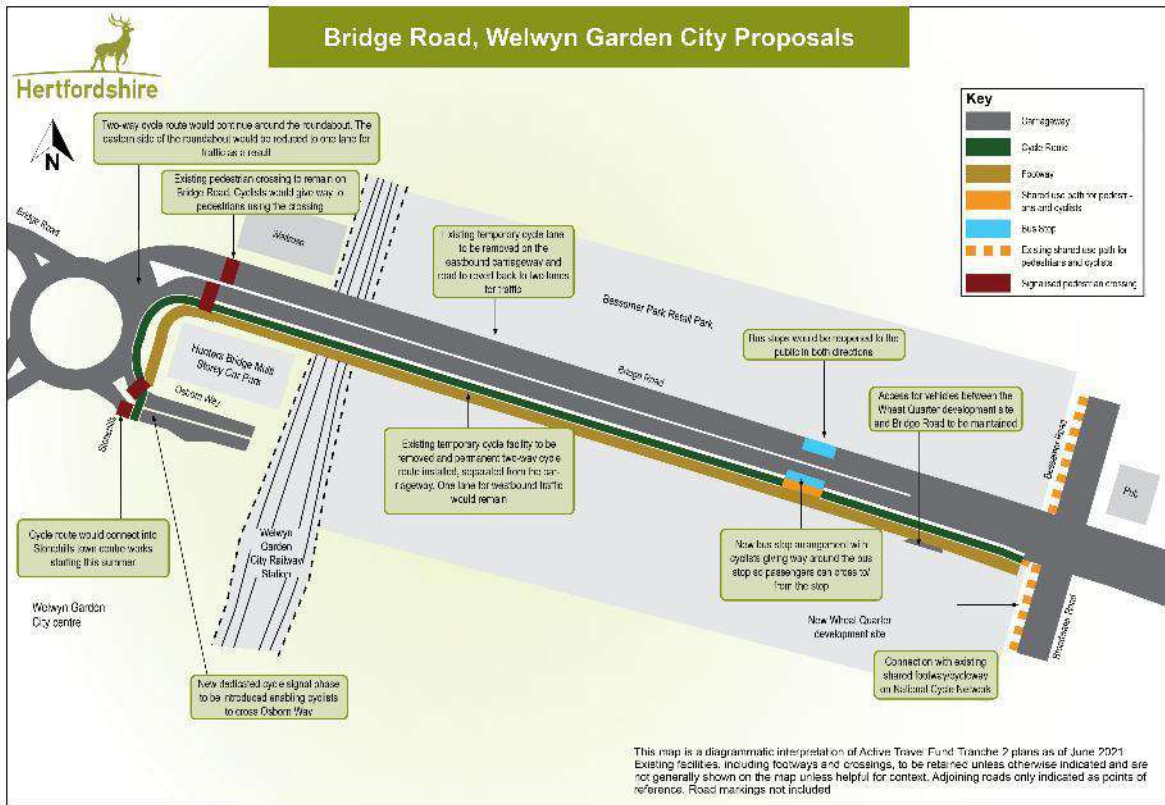
Watford – Stratford Way junction



Watford – Wiggshall Road



Welwyn Garden City – Bridge Road



Welwyn Garden City – Digswell Park Road



Appendix 4 – Example letter to MPs

To: Daisy Cooper MP (St Albans)



Highways Service
Hertfordshire County Council
County Hall
Pegs Lane
Hertford, Herts SG13 8DF
www.hertfordshire.gov.uk

Email: ATFConsultation@hertfordshire.gov.uk

Ref: Active Travel Fund

Date: 1 July 2021

Daisy Cooper MP
By email

Dear Daisy Cooper,

Hertfordshire County Council – Active Travel Fund Consultation

I am writing to inform you that the County Council is today starting public consultation on proposed cycling and walking improvements schemes across Hertfordshire. The consultation is open until **30 July 2021**. These schemes form part of the County Council's Active Travel Fund programme which secured £6.4mn from the government in November 2020.

As you might remember, earlier this year we ran a four-week engagement exercise in order to gather initial feedback and understand public opinion on our draft proposals. These comments have helped inform the more detailed design proposals upon which we are now consulting.

Eight schemes in six towns (Buntingford, Hemel Hempstead, St Albans, Stevenage, Watford & Welwyn Garden City) are part of the consultation process with the scheme(s) within your constituency listed below. More information is available at

www.hertfordshire.gov.uk/activetravelfund . A report on the feedback received during the initial engagement phase is also available from the same webpage.

- **Central St Albans** - We are proposing a new dedicated route for cyclists, with changes to traffic flows, better crossing points and junction redesigns to improve both north-south and east-west access through Central St Albans for both pedestrians and cyclists.

We will be using a variety of methods to encourage participation in the consultation including postcard delivery, use of social media channels and local press. We are encouraging people to share their views on the proposals via a short online survey accessible at the aforementioned website address.

We would be grateful for any support you could offer in promoting the consultation locally as well as providing any feedback you may have.

If you require any further information about the proposals or would like to discuss the consultation in greater detail, then please do not hesitate to get in touch.

Yours sincerely,



Mark Kemp

Director of Environment and Infrastructure,
Hertfordshire County Council

Appendix 5 – Stakeholder email

From: [REDACTED] on behalf of ATF Consultation
<ATFConsultation@hertfordshire.gov.uk>
Sent: 01 July 2021 15:43
Subject: Active Travel Fund Consultation now live - Share your views

Good Afternoon,

I am writing to let you know that the public consultation on our Active Travel Fund schemes is now open. We are asking for you to share your views on the cycling and walking improvements proposed in eight locations across six towns in the county.

Hertfordshire was awarded £6.4million in November 2020 from the Department for Transport as part of the Active Travel Fund which supports local authorities to create safer, easier to use spaces for those who walk and cycle.

To understand public opinion on our initial ideas, we held a four-week engagement exercise in Spring 2021 and we have used these comments to help inform our design work.

We are now ready to share our more detailed proposals across six towns in the county and find out your views on the following eight schemes:

London Road, Buntingford
Boundary Way Roundabout, Hemel Hempstead
Central St Albans
North Road, Stevenage
Stratford Way junction, Watford
Wiggenhall Road, Watford
Bridge Road, Welwyn Garden City
Digswell Park Road, Welwyn Garden City

We are keen to ensure as much participation as possible through this consultation exercise, so we ask if you can help us raise awareness by sharing this information with your contacts and networks so we can obtain as many responses as possible.

The consultation is open, and you can share your views until Friday 30 July 2021.

For information on the proposals, including maps of the changes and the feedback survey, please visit: www.hertfordshire.gov.uk/activetravelfund

Printed copies of the proposals are available on request, please email this address or telephone 0300 123 4047.

Regards,



Active Travel Fund Team
County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point: CHN115
T: 0300 123 4047
E: ATFConsultation@hertfordshire.gov.uk



Appendix 6 - List of schools

| Areas | School |
|--------------------|-----------------------------------|
| Welwyn Garden City | Knightsfield, School for the Deaf |
| Welwyn Garden City | Monks Walk, Secondary |
| Welwyn Garden City | Homerswood Primary |
| Welwyn Garden City | Harwood Hill Junior |
| Welwyn Garden City | St Johns C of E |
| Welwyn Garden City | Ridgeway Academy, Secondary |
| Welwyn Garden City | Holywell Primary |
| Welwyn Garden City | Our Lady Catholic Primary |
| Watford | Watford Grammar Girls, Secondary |
| Watford | Bromet Primary |
| Watford | Central Primary |
| Watford | Lanchester Community Free School |
| St Albans | Loreto College |
| St Albans | St Peters School |
| St Albans | Verulam School |
| St Albans | Maple Primary School |
| St Albans | Bernards Heath Infants School |
| St Albans | Oakwood Primary |
| St Albans | Beaumont School |
| Stevenage | Thomas Alleyne Academy |
| Stevenage | John Henry Newman School |
| Stevenage | Barclay School |
| Stevenage | Almond Hill Junior |
| Buntingford | Freeman College |
| Buntingford | Layston C o E First School |
| Buntingford | Edwinstree CoE Middle School |
| Buntingford | Millfield First School |
| Hertford | Sele School |
| Hertford | St Josephs Catholic School |
| Hertford | Mill Mead Primary school |

| Areas | School |
|--------------|-----------------------|
| Hertford | Hollybush Primary |
| Hertford | Hertford Saint Andrew |

Appendix 7 - Buntingford Town Council Presentation

London Road ATF Project Presentation to Buntingford Town Council

23 July 2021

www.hertfordshire.gov.uk



Hertfordshire County Council Active Travel Fund

Help us improve walking and cycling in
Buntingford



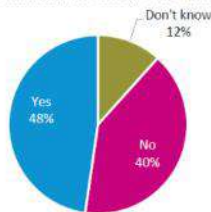
www.hertfordshire.gov.uk



Initial Engagement – 16 Feb to 16 Mar 2021

| Town | Number of completed surveys | Number of surveys completed on behalf of an organisation* | Number of comments left on StoryMap | Total number of visits to StoryMap | Number of unique visits to StoryMap |
|-------------|-----------------------------|---|-------------------------------------|------------------------------------|-------------------------------------|
| Buntingford | 283 | 8 | 150 | 1,000 | 834 |

Do you support the cycling and walking improvement measures outlined in the scheme for London Road?



- 135 of 283 respondents (48%) supported the cycling improvement measures.
- 115 respondents (40%) did not support the proposals, while 33 respondents (12%) answered 'Don't know'

www.hertfordshire.gov.uk



Active Travel Fund Consultation – 1st to 30th July 2021



Share your views

We are consulting on proposed cycling and walking improvements in your local area:

London Road – new shared use facility, and new and improved crossing points for people walking and cycling along Station Road/London Road, with lower speed limits

Find out more about these and other proposals across the county, and have your say, at:

hertfordshire.gov.uk/activetravelfund

Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

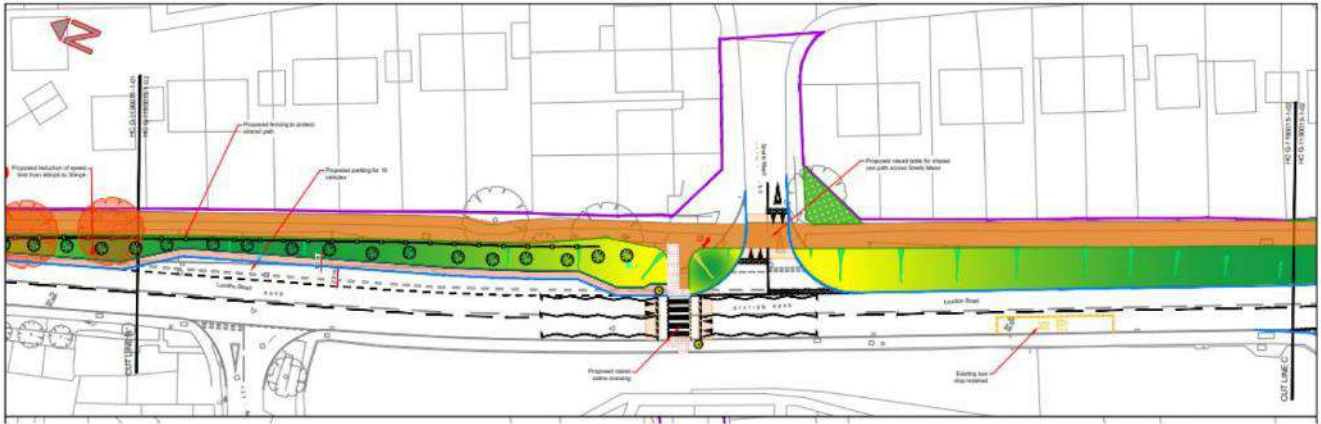
For information in alternative formats, please contact us:
Email: ATF.Consultation@hertfordshire.gov.uk
Telephone: 0300 123 4047



www.hertfordshire.gov.uk



The Proposal (Downhall Ley to Aspenden Road)



www.hertfordshire.gov.uk



The Proposal (Aspenden Road to Owles Lane)



www.hertfordshire.gov.uk



The Proposal (Owles Lane to Windmill Hill)



www.hertfordshire.gov.uk



The Proposal (Windmill Hill to Stearn Way)



www.hertfordshire.gov.uk



The Proposal (Stearn Way to A10 roundabout)



www.hertfordshire.gov.uk



Typical Cross Sections (Looking north)



Existing



Proposed

www.hertfordshire.gov.uk



Existing



Proposed



www.hertfordshire.gov.uk



Thank You

www.hertfordshire.gov.uk



Appendix 8 - Postcards and distribution areas

London Road, Buntingford

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **Buntingford**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



Return Address
Highways 1st Floor Opp Room 251
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Share your views

We are consulting on proposed cycling and walking improvements in your local area:

London Road – new shared use facility, and new and improved crossing points for people walking and cycling along Station Road/London Road, with lower speed limits

Find out more about these and other proposals across the county, and have your say, at:

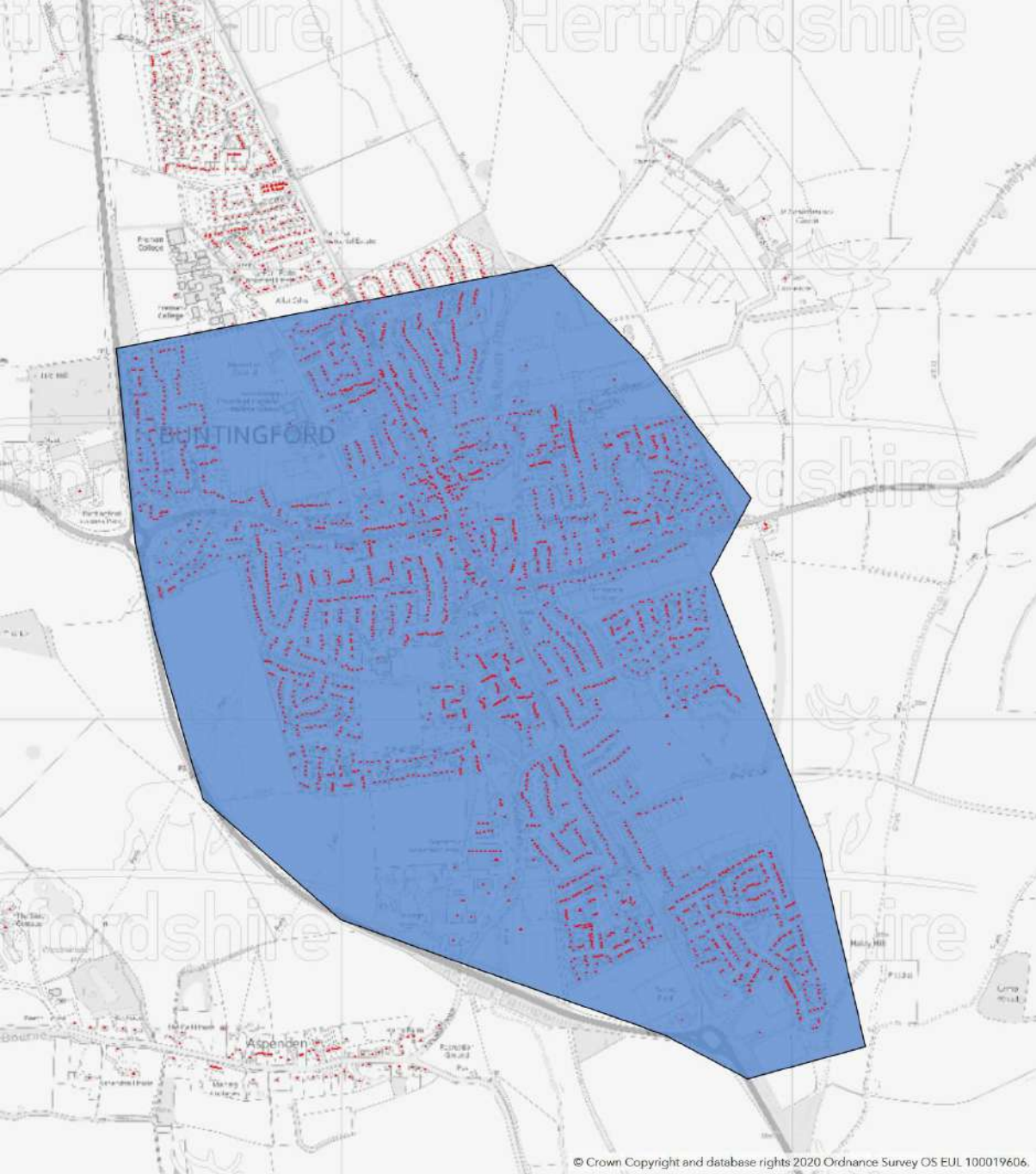
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Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

For information in alternative formats, please contact us:
 Email: ATFconsultation@hertfordshire.gov.uk
 Telephone: 0300 123 4047





Boundary Way Roundabout, Hemel Hempstead

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **Hemel Hempstead**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist's impression of proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

Boundary Way Roundabout – improvements to provide a pedestrian and cyclist friendly roundabout, as part of the Buncefield Lane Quietway project

Find out more about these and other proposals across the county, and have your say, at:

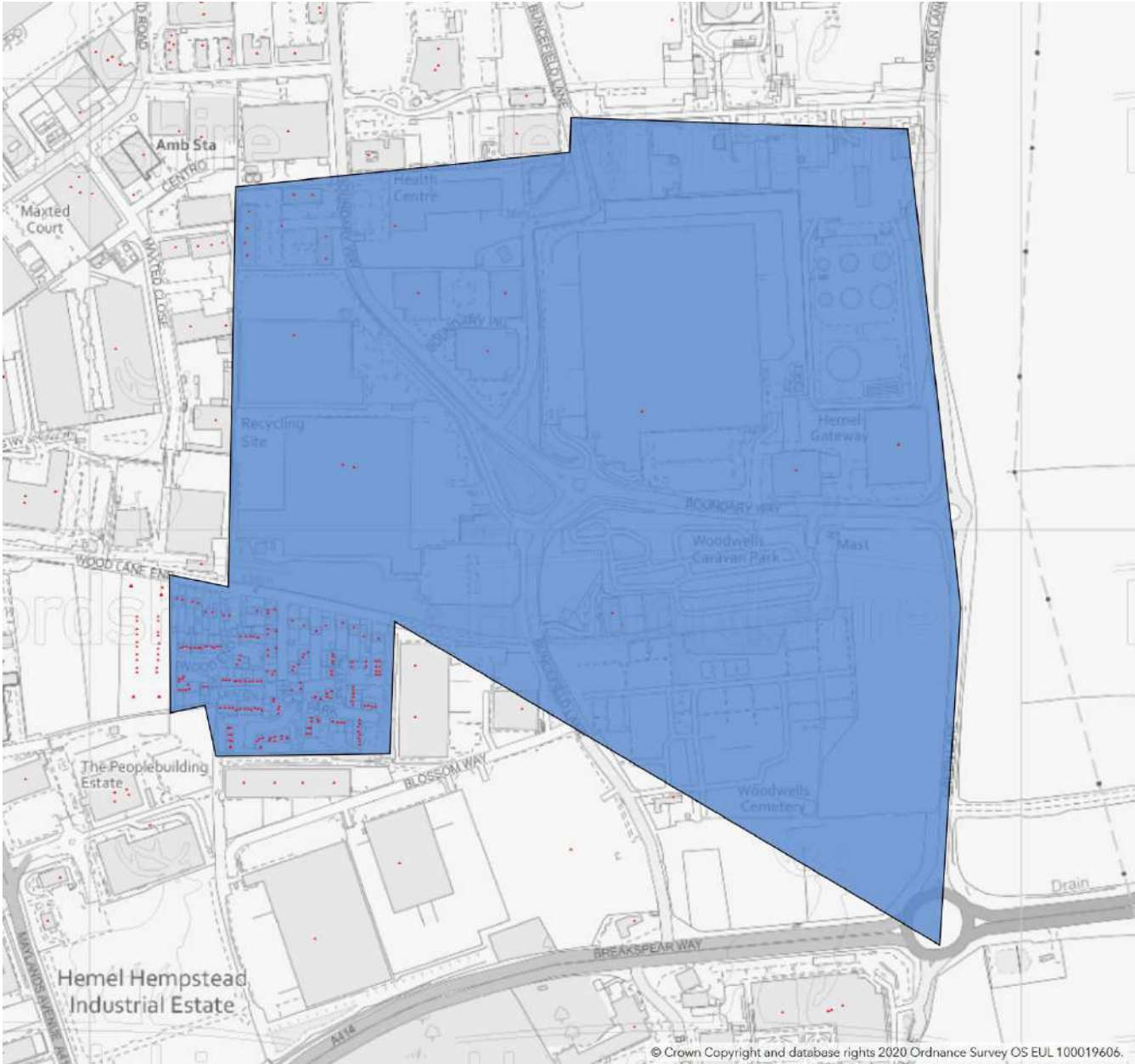
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Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

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Central St Albans

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **St Albans**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist's impression of
Marlborough Road proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

Upper Marlborough Road and Marlborough Road: dedicated space for cyclists and changes to traffic flows to improve southbound access

London Road - Keyfield Terrace: junction redesign with dedicated space for cyclists to cross and new crossings for pedestrians

Old London Road: new crossings and improved cycling infrastructure for east-west access

Approach Road: dedicated space for cyclists linking to local routes

Find out more about these and other proposals across the county, and have your say, at:

hertfordshire.gov.uk/activetravelfund

Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

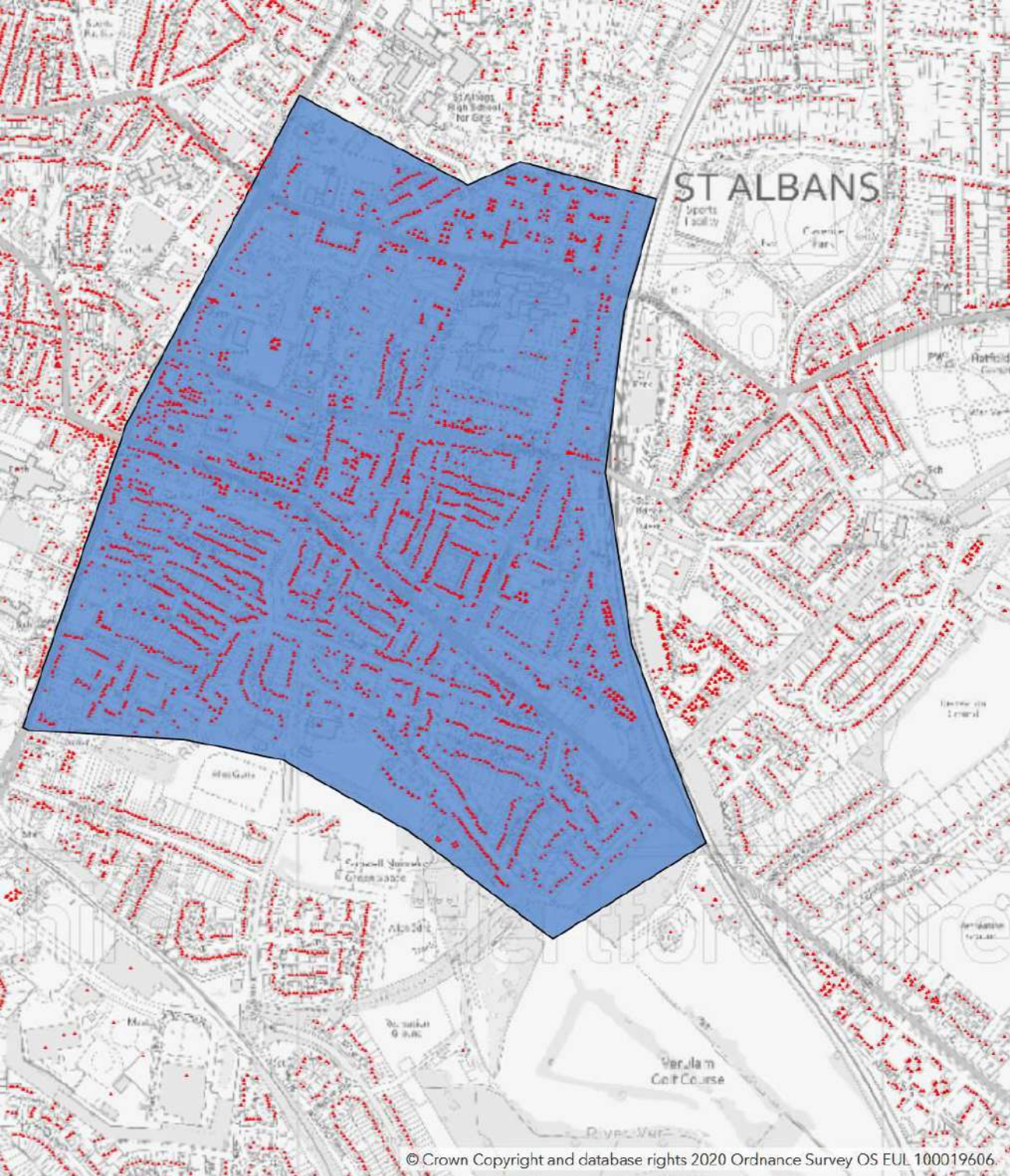
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North Road, Stevenage

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

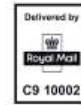
Earlier this year, we invited comments on our initial ideas for **Stevenage**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist impression of proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

North Road – new two-way separated cycle route on the eastern side of the road with separate footway and crossing improvements between Lister Hospital and A602 Lytton Way

Find out more about these and other proposals across the county, and have your say, at:

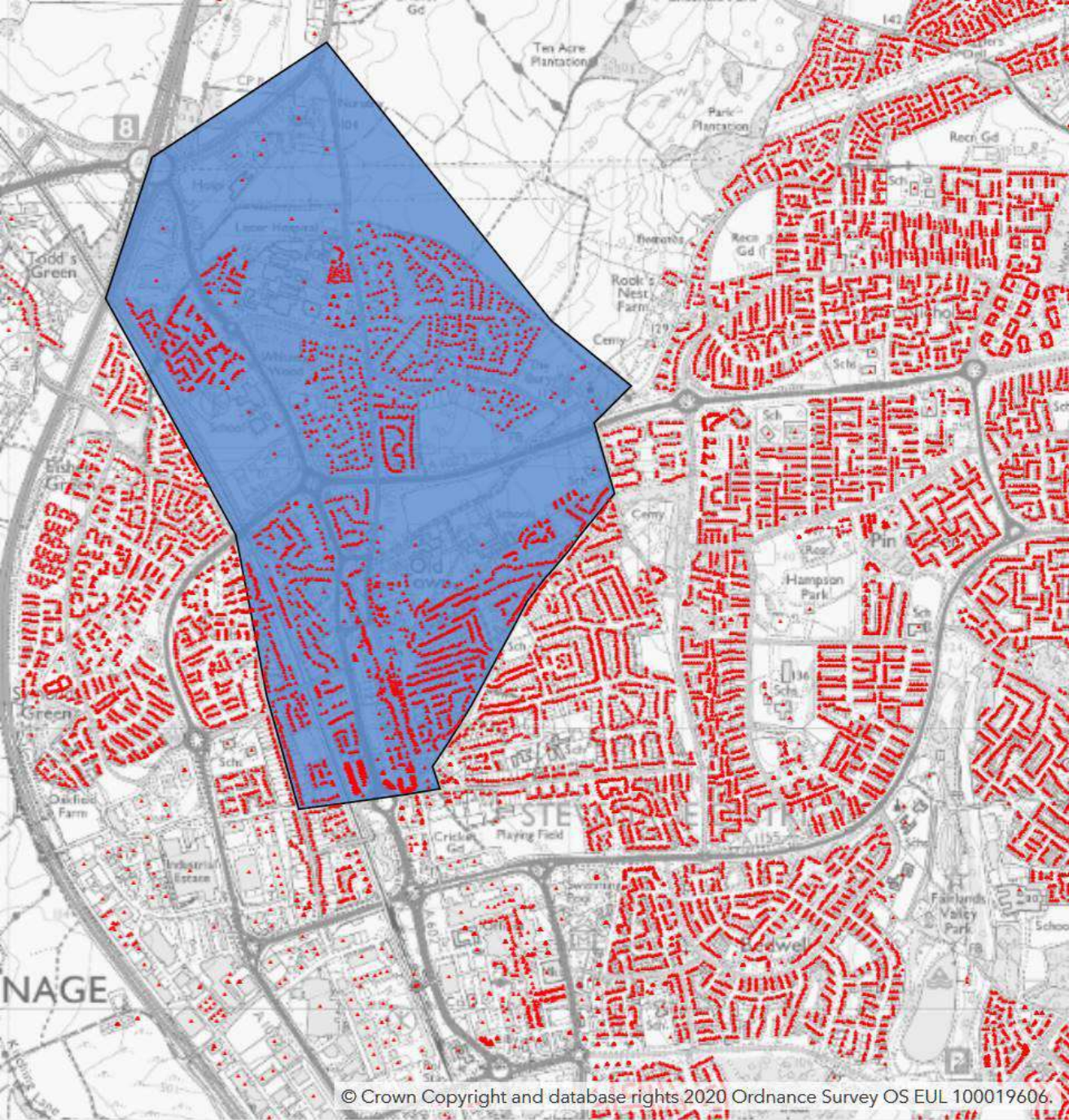
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Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

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Stratford Way Junction, Watford

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **Watford**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist's impression of Stratford Way proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

Wiggenhall Road: removing the temporary cycle lane to provide a permanent two-way shared use facility for those that cycle and walk

Stratford Way Junction: New crossing facilities for those that cycle and walk improving access over Hempstead Road

Find out more about these and other proposals across the county, and have your say, at:

hertfordshire.gov.uk/activetravelfund

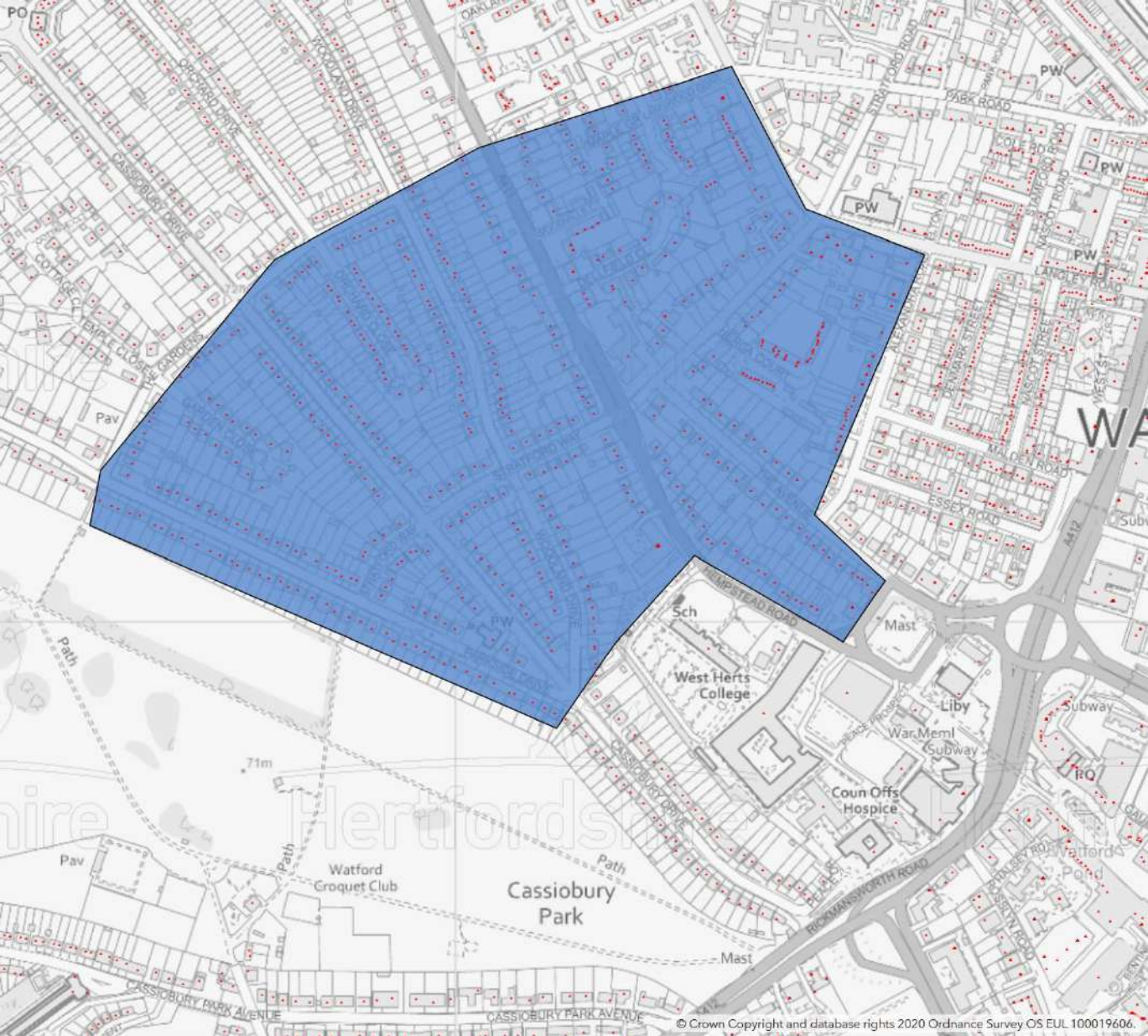
Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

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Wiggenhall Road, Watford

Share your views

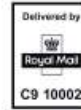
Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **Watford**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist's impression of Stratford Way proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

Wiggenhall Road: removing the temporary cycle lane to provide a permanent two-way shared use facility for those that cycle and walk

Stratford Way Junction: New crossing facilities for those that cycle and walk improving access over Hempstead Road

Find out more about these and other proposals across the county, and have your say, at:

hertfordshire.gov.uk/activetravelfund

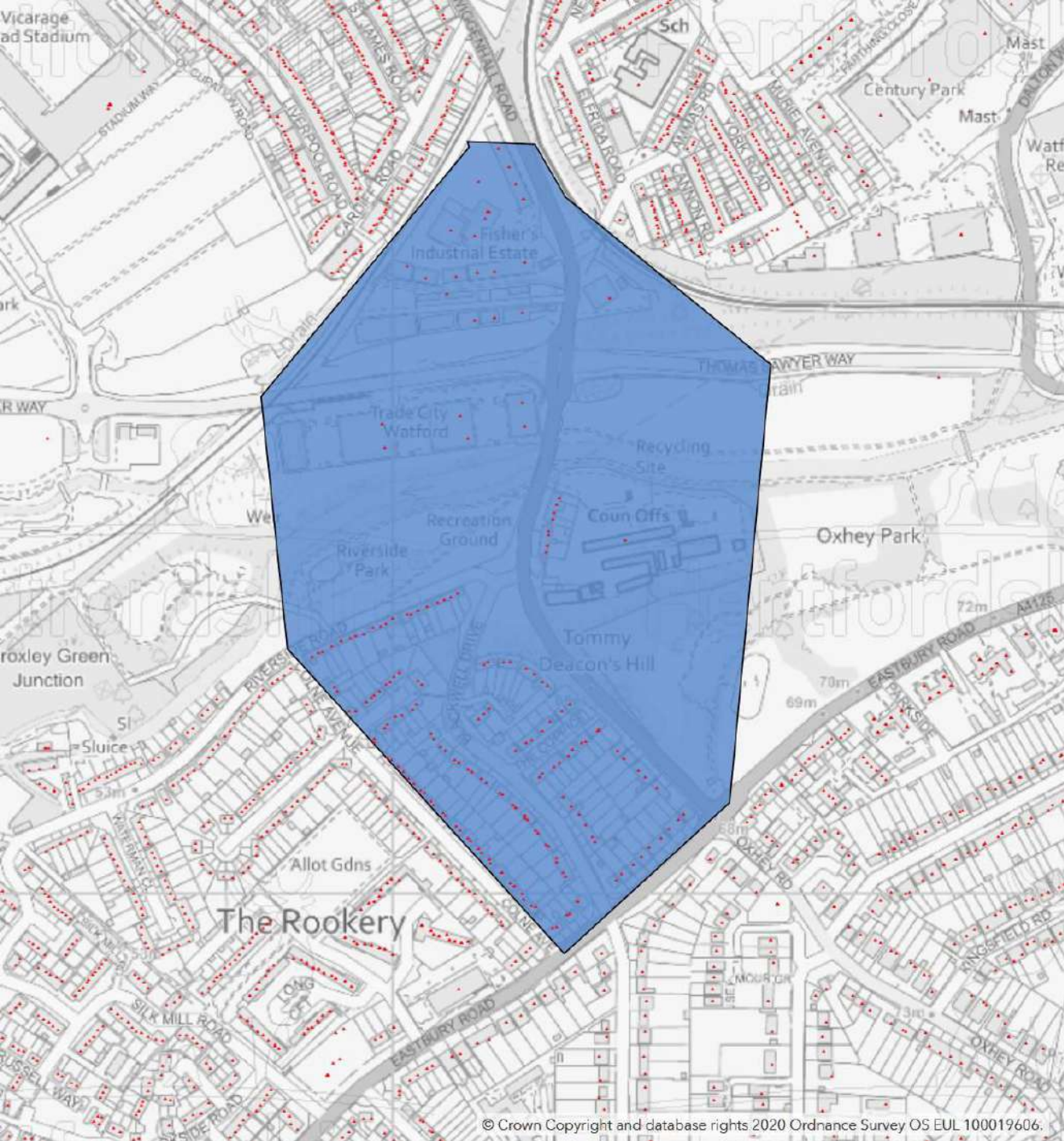
Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

For information in alternative formats, please contact us:

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Telephone: 0300 123 4047





Bridge Road, Welwyn Garden City

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **Welwyn Garden City**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist's impression of Bridge Road proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

Bridge Road: Creating a new two-way cycle route, providing safe road space for cycle users and connecting them to the town centre and existing cycle networks

Digswell Park Road: Retention of road closure point to create a quietway along the road, with upgraded and new crossing points, a reduced speed limit and improved signing and wayfinding

Find out more about these and other proposals across the county, and have your say, at:

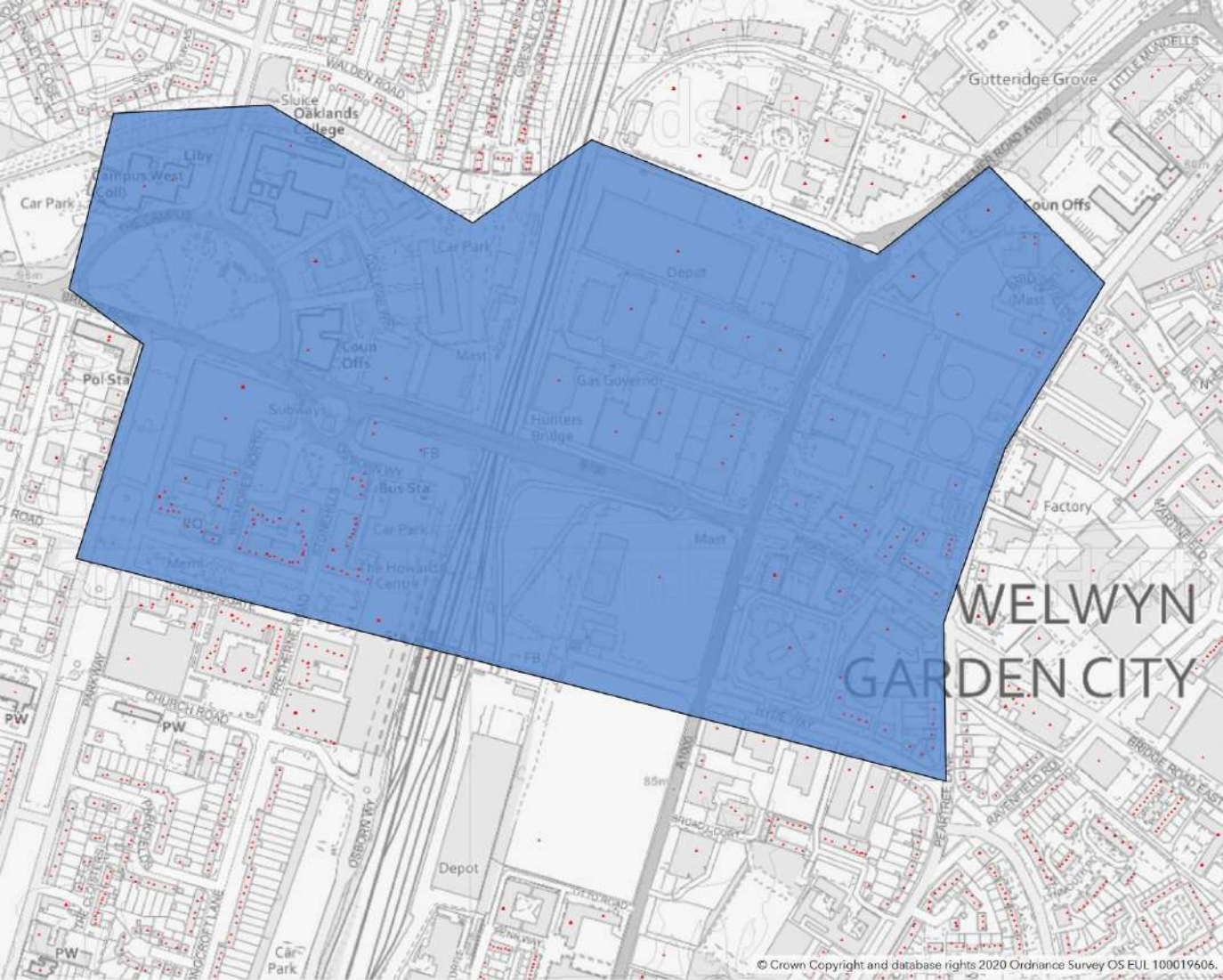
hertfordshire.gov.uk/activetravelfund

Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

For information in alternative formats, please contact us:
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Telephone: 0300 123 4047





Digswell Park Road, Welwyn Garden City

Share your views

Hertfordshire County Council has secured Government funding to improve cycling and walking across the county.

Earlier this year, we invited comments on our initial ideas for **Welwyn Garden City**. These comments have helped design development and we are now keen to understand your thoughts on more specific proposals.

Please take the opportunity to share your views and help shape the improvements in your area.



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Artist's impression of Bridge Road proposals

Share your views

We are consulting on proposed cycling and walking improvements in your local area:

Bridge Road: Creating a new two-way cycle route, providing safe road space for cycle users and connecting them to the town centre and existing cycle networks

Digswell Park Road: Retention of road closure point to create a quietway along the road, with upgraded and new crossing points, a reduced speed limit and improved signing and wayfinding

Find out more about these and other proposals across the county, and have your say, at:

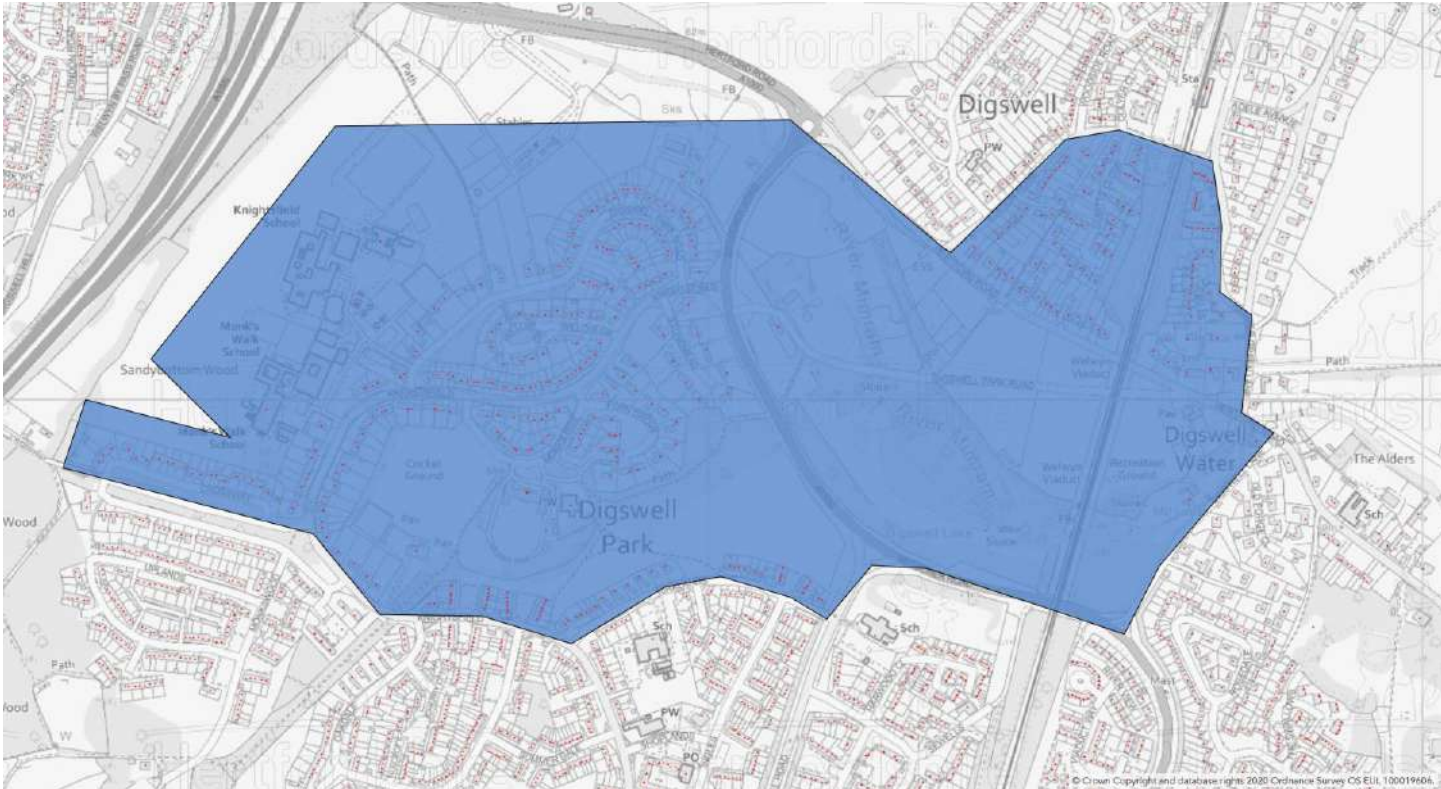
hertfordshire.gov.uk/activetravelfund

Your feedback will be vital in helping to decide how schemes are developed further.

The consultation is open until 30 July 2021

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Appendix 9 - Example social media posts

London Road, Buntingford



#Buntingford Share your views on our proposals to create safer, easier to use spaces for those that walk and cycle.

Send us your feedback at bit.ly/2SDCoqi by 30 July.
#GetActiveHerts



11:30 AM · Jul 5, 2021 · Hootsuite Inc.

Boundary Way roundabout, Hemel Hempstead



#HemelHempstead Share your views on our proposals to create safer, easier to use spaces for those that walk and cycle. Send us your feedback at bit.ly/2SDCoqi by 30 July. #CycleWalkHerts



7:40 PM · Jul 2, 2021 · Hootsuite Inc.

North Road, Stevenage



HCC Highways
@Herts_Highways

...

#Stevenage We want to make journeys easier and safer for our residents who cycle and walk, and make the town better places to live and work. See our proposals and share your views at bit.ly/2SDCoqi .
#ShareYourViews



2:01 PM · Jul 2, 2021 · Hootsuite Inc.

Central St Albans



HCC Highways
@Herts_Highways

...

#StAlbans Share your views on our proposals to create safer, easier to use spaces for those that walk and cycle. Send us your feedback at bit.ly/2SDCoqi by 30 July.
#GetActiveHerts



11:01 AM · Jul 2, 2021 · Hootsuite Inc.

Watford



HCC Highways
@Herts_Highways



#Watford We want to make journeys easier and safer for our residents who cycle and walk, and make the town better places to live and work. See our proposals and share your views at bit.ly/2SDCoqi.

#ShareYourViews



10:30 AM · Jul 4, 2021 · Hootsuite Inc.

Welwyn Garden City



HCC Highways
@Herts_Highways



#WelwynGardenCity We want to make journeys easier and safer for our residents who cycle and walk, and make the town better places to live and work. See our proposals and share your views at: bit.ly/2SDCoqi

#CycleWalkHerts



4:30 PM · Jul 3, 2021 · Hootsuite Inc.

Appendix 10 – Banner designs

| | | |
|---|---|--|
|  | <p>Would you like to see cycling and walking improvements on Bridge Road?</p> <p>Share your views until 30 July www.hertfordshire.gov.uk/activetravelfund</p> |   |
|  | <p>Would you like to see cycling and walking improvements on Digswell Park Road?</p> <p>Share your views until 30 July www.hertfordshire.gov.uk/activetravelfund</p> |   |
|  | <p>Would you like to see cycling and walking improvements on Wighenhall Road?</p> <p>Share your views until 30 July www.hertfordshire.gov.uk/activetravelfund</p> |   |
|  | <p>Would you like to see cycling and walking improvements on North Road?</p> <p>Share your views until 30 July www.hertfordshire.gov.uk/activetravelfund</p> |   |
|  | <p>Would you like to see cycling and walking improvements on Boundary Way roundabout?</p> <p>Share your views until 30 July www.hertfordshire.gov.uk/activetravelfund</p> |   |
|  | <p>Would you like to see cycling and walking improvements on London Road?</p> <p>Share your views until 30 July www.hertfordshire.gov.uk/activetravelfund</p> |   |

Appendix 11 – Press release

8/24/2021

Hertfordshire County Council | Give your views on final proposals for cycling and walking improvements across Hertfordshire

Give your views on final proposals for cycling and walking improvements across Hertfordshire

Published: 01/07/2021 15:22:58

A final consultation, giving our residents the opportunity to share their views on several proposals to improve facilities for pedestrians and cyclists in Hertfordshire, is now open.

In November last year, Hertfordshire County Council was awarded £6.4million through the Government's Active Travel Fund, which supports local authorities to create safer, user-friendly spaces for those that cycle and walk.

The County Council identified sites, across six towns and cities, and devised proposals for each which comprise a combination of new facilities, as well as the upgrading of some temporary measures to permanent installations.

Our residents had their say on the initial proposals earlier this year. This feedback has been used to shape how the schemes have been developed ahead of this public consultation on eight projects, with the County Council wanting to create more and enhanced facilities for people that choose to use a bike or walk on their day-to-day journeys.

The proposals are part of the County Council's commitment to improving the health and wellbeing of our communities, making our towns cleaner, less congested and better places to live, work and visit.

Phil Bibby, Executive Member for Highways and Transport at Hertfordshire County Council, said:

8/24/2021

Hertfordshire County Council | Give your views on final proposals for cycling and walking improvements across Hertfordshire

"We are committed to creating a much-improved environment for pedestrians and cyclists across Hertfordshire, so encouraging healthier travel and reducing pollution are clearly fundamental to this.

"These proposed schemes will encourage and empower many more people to travel in an active and environmentally-friendly way, which in turn will deliver significant long-term benefits to the health and wellbeing of our residents and reduce our impact on the environment.

"We would like as many of our residents as possible to give their views through the consultation, so we can make sure that the schemes are delivered with our communities in mind."

Simon Horleston is head teacher at St John's C of E Primary School in Digswell, which is very close to one of the proposed schemes, with most of Digswell Park Road being pedestrianised.

Mr Horleston said: "The changes to Digswell Park Road have made a huge difference to the journeys many of our children, parents and carers make to and from school each day. From making it safer, reducing pollution and improving health to protecting our wildlife – the benefits are countless."

The locations of the proposed improvements are:

- **London Road, Buntingford** - a new shared cycle and pedestrian route, new crossing points, improvements to junctions, speed limit changes and better access to the high street and schools.
- **Buncefield Lane Roundabout, Hemel Hempstead** - creation of a cycle and pedestrian-friendly 'Dutch-style' roundabout.
- **North Road, Stevenage** - a dedicated two-way cycle track and crossing improvements, linking Stevenage Old Town to Lister Hospital and northwards to proposed new housing developments.
- **Central St Albans** - a number of cycling and walking improvements, including dedicated space for cyclists, new crossing points and changes to access.
- **Wiggenhall Road, Watford** - upgrading the temporary cycle lane to provide a permanent shared

8/24/2021

Hertfordshire County Council | Give your views on final proposals for cycling and walking improvements across Hertfordshire

cycle and walking facility.

- **Stratford Way junction, Watford** – upgrades at the Stratford Way/Hempstead Road junction to provide easier and safer journeys on foot and bike across the junction.

- **Hunters Bridge (Bridge Road), Welwyn Garden City** – removal of temporary cycle lanes replaced by a two-way cycle track on the southern side of the road connecting to the town centre, proposed new housing developments and the existing cycle network on Bessemer Road.

- **Digswell Park Road, Welwyn Garden City** – retention of road closure and improvement of quiet route for those that walk and cycle. Including speed limit reduction and crossing improvements at Bessemer Road and Hertford Road.

The consultation is open from today (1 July) to 30 July. For more information, including on how you can provide your views, please go to [hertfordshire.gov.uk/activetravelfund](https://www.hertfordshire.gov.uk/activetravelfund).

Get the latest news from us sent straight to your inbox. [Subscribe to our Update Me newsletter.](#)

Rate this page

Appendix 12 – Copy of online questionnaire



Hertfordshire County Council Active Travel Fund: consultation questionnaire

Share your views

Hertfordshire County Council has been awarded £6.4 million by the Department for Transport as part of the government's Active Travel Fund. This grant will help us to create safer, easier to use spaces for pedestrians and cyclists.

As a result, we are proposing walking and cycling improvements at eight different locations across the county. Please ensure you have reviewed the information about the proposals before completing the questionnaire. The information is available on our website:

www.hertfordshire.gov.uk/activetravelfund

The consultation is open from 1 July - 30 July 2021. You can share your views in the following ways:

- Complete the questionnaire online via: <https://surveys.hertfordshire.gov.uk/s/ATFPHASE2>
- Complete this form and return by email to ATFconsultation@hertfordshire.gov.uk
- Complete this form and return by post to: Hertfordshire County Council, County Hall, Pegs Lane, Hertford, SG13 8DQ.

Privacy notice

We take data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

Information that you provide through this questionnaire will be used to inform the decision-making process for the proposals taken forward as part of Hertfordshire's Active Travel Fund. Responses will be shared with our suppliers responsible for the consultation analysis and reporting. Your information will never be sold for direct marketing purposes. Please also note that your responses may also be accessible to Smart Survey, the website which hosts this survey. The Smart Survey privacy policy is published on its [website](#).

Our staff are trained to handle your information correctly and protect your confidentiality and privacy. Our full privacy notice is available from the [website](#).

Further information

If you have any questions about the consultation, you can contact us by email at ATFconsultation@hertfordshire.gov.uk or call us on 0300 123 4047 .



Responses

The following questions will help us to understand the range of people and organisations who have submitted responses to the consultation. The information you provide will not be used for any purpose other than assessing responses.

1. Are you providing your own response or responding on behalf of an organisation/group? Please tick one of the boxes below.

- Providing my own response
- Responding on behalf of a business/charity/community organisation/statutory body (please respond to Question 2)

2. If you are responding on behalf of an organisation or group, please provide the following details:

Organisation name: _____

Do you have authority to answer on behalf of the organisation: Yes No

Your role: _____

Our Proposals

Please tick the box(es) of the proposals you would like to comment on:

- London Road, Buntingford
- Boundary Way Roundabout, Hemel Hempstead
- Central St Albans
- North Road, Stevenage
- Stratford Way junction, Watford
- Wiggshall Road, Watford
- Bridge Road, Welwyn Garden City
- Digswell Park Road, Welwyn Garden City



London Road, Buntingford

We are proposing the reallocation of road space to provide a shared use path for walking and cycling along the eastern side of Station Road/London Road, with new crossing points installed, new and improved bus stops, and reduction to existing speed limits.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for London Road? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Speed limit on High Street, between Vicarage Road and Baldock Road reduced to 20mph | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New two-way shared use path for cycling and walking | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Removal of five parking spaces and introduction of parking restrictions on High Street during peak hours | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Priority for cyclists and pedestrians over side roads | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Creation of two additional parking spaces at High Street, opposite Chapel End | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New pedestrian and cycling crossing facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New bus stops | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 30mph speed limit on Station Road/London Road in both directions between Baldock Road and A10 roundabout | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Introduction of 10 new parking spaces at Downhall Ley | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



3. Do you have any additional comments about the proposal? *Please describe these below. This question is optional.*



Boundary Way Roundabout, Hemel Hempstead

We are proposing changes to the road layout to provide a pedestrian and cycle friendly ‘Dutch style’ roundabout. This would mean a reduction in the number of lanes on each arm, with dedicated space for cyclists and pedestrians around the junction with priority over vehicles across all arms. It would also include widened footways with pedestrian crossings on all arms. The roundabout would form a key junction of the Buncefield Lane Quietway project, which is a proposed north-south corridor for pedestrians and cyclists along Buncefield Lane, extending from Green Lane in the south to the Nickey Line in the north.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for Boundary Way Roundabout? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| New pedestrian crossings and wider footways around the roundabout | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New circular, protected cycle track around the roundabout | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reduction of lanes to one lane for traffic in each direction on all approaches | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reduction in speed limit to 20mph | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New signage and lighting installed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Do you have any additional comments about the proposal? Please describe these below. This question is optional.



Central St Albans

We are proposing a new dedicated route for cyclists, with changes to traffic flows, better crossing points and junction redesigns to improve both north-south and east-west access through Central St Albans for both pedestrians and cyclists.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for Central St Albans? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. We are also interested in understanding your views on each of the four sections of the proposal. To what extent do you agree or disagree with each section of the improvements for St Albans? Please tick one box.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Upper Marlborough Road & Marlborough Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| London Road/Keyfield Terrace | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Old London Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Approach Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Upper Marlborough Road & Marlborough Road | | | | | | |
| New southbound cycle access to Upper Marlborough Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Two-way traffic on Marlborough Road between Victoria Street and New Kent Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Southbound cycle route on Marlborough Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Parking restrictions on Marlborough Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| London Road/Keyfield Terrace | | | | | | |



| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Upgrade to signal controlled junction with new pedestrian crossing facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Dedicated space for cyclists through the junction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Old London Road | | | | | | |
| Road closure trial for three weeks at the Old London Road/Keyfield Terrace junction, changing Old London Road to one-way traffic westbound only | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New two-way dedicated cycle route along Old London Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Removal of mini-roundabout and upgrade to raised table junction with new crossing point pedestrians and cyclists over Watson Walk | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Approach Road | | | | | | |
| New raised table junction with uncontrolled pedestrian crossing points | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cycle route cut-through between Approach Road and Old London Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Removal of two parking spaces from Approach Road to improve visibility and safety at the junction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4. Do you have any additional comments about the proposal? Please describe these below. This question is optional.



North Road, Stevenage

We are proposing a reallocation of road space to provide more than 800m of separated two-way cycle lane running along the east side of North Road between Coreys Mill Lane and the A602 Lytton Way gyratory. The existing footway would be retained, with new crossing facilities installed and better signage to local routes.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for North Road, between Coreys Mill Lane and A602 Lytton Way gyratory? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

We are also looking at improvements further north and south, subject to funding and the outcome of this consultation:

In the Local Plan, new housing developments are being proposed in the north of Stevenage. We are proposing extending the new cycling and walking provision to link with these.

We are also proposing the extension of the cycling and walking provision to the south between the A602 Lytton Way gyratory and the High Street, to provide a link to Stevenage Old Town.

2. To what extent do you agree or disagree with the proposed extensions to walking and cycling improvements along North Road? Please tick one box.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Between Coreys Mill Lane and Lister Close (the new housing development) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Between North Road, A602 Lytton Way and the High Street | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. To what extent do you agree with the following key features of the proposals, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| North Road (all proposals) | | | | | | |
| Improvements to pedestrian access, including new crossing points and upgraded footways | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New, separated two-way cycle lane with priority over side road junctions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| North Road central section (Coreys Mill Lane – A602 Lytton Way) | | | | | | |
| Additional parking restrictions introduced including removal of bays near Coreys Mill Lane and extended double yellow lines | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| North Road northern extension (Coreys Mill Lane – new development (Lister Close)) | | | | | | |
| Removal of mini roundabouts at Coreys Mill Lane and Chancellors Road, upgraded to signal controlled junctions with pedestrian and cycle crossings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Relocation of southbound bus stop closer to Granby Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| North Road southern extension (A602 Lytton Way – High Street) | | | | | | |
| Reduction in number of traffic lanes around A602 Lytton Way gyratory | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Current parking arrangement between The Grange and Walkern Road to change, with a reduction to 11 spaces | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Removal of mini roundabout at Walkern Road, upgraded to priority junction with dedicated turning lanes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4. Do you have any additional comments about the proposals? *Please describe these below. This question is optional.*



Stratford Way Junction, Watford

We are proposing new crossing facilities at the Hempstead Road / Stratford Way / Stratford Road junction, providing dedicated space for those cycling and walking through this junction

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for Stratford Way junction? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| New and upgraded dedicated pedestrian and cycle crossings over Hempstead Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reduction to one lane for eastbound traffic on Stratford Way on approach to the junction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Removal of bus layby and relocation of stop further south on the carriageway | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Do you have any additional comments about the proposal? Please describe these below. This question is optional.



Wiggenhall Road, Watford

We are proposing the removal of the existing temporary cycle lane and the creation of a new shared use path between the toucan crossing and Blackwell Drive, along the western side of Wiggenhall Road. It would also include the resurfacing of the pavement on the eastern side of the road and the implementation of double yellow lines to prevent parking and ease traffic flow.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for Wiggenhall Road? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Removal of the temporary cycle lane | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Widening of existing footway and conversion to two-way shared use path for pedestrians and cyclists on the western side of the road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Introduction of double yellow lines to restrict footway parking on the eastern side | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New crossing points for pedestrian outside No. 108 Wiggenhall Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Do you have any additional comments about the proposal? Please describe these below. This question is optional.



Bridge Road, Welwyn Garden City

We are proposing installation of a new, two-way cycle route, removing the temporary facility. This would connect into the existing shared provision on the corner of Broadwater Road. The cycle route would also connect into the Stonehills town centre improvements starting in July 2021. It would also include a segregated crossing for pedestrians and cyclists over Osborn Way and improvements to the existing bus stops.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for Bridge Road? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|---|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| Replacement of the temporary cycle lanes on Bridge Road with a new permanent two-way cycle route on the south side of the road between Broadwater Road and Osborn Way | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| One lane for westbound traffic to remain | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Dedicated phase for cyclists crossing Osborn Way | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Do you have any additional comments about the proposal? Please describe these below. This question is optional.



Digswell Park Road, Welwyn Garden City

We are proposing the retention of the bollards on Digswell Park Road and the reduction of speed limit to create a quiet route for pedestrians and cyclists between Digswell and Welwyn Garden City. It would also include improved signage and wayfinding, as well as a new signalised crossing on Bessemer Road and a new zebra crossing on Hertford Road.

1. To what extent do you agree or disagree with the proposed walking and cycling improvements for Digswell Park Road? Please tick one box.

| Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. To what extent do you agree with the following key features of the proposal, which are integral to the overall design? Please tick one box per feature. This question is optional.

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | Don't know |
|--|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|--------------------------|
| New signalised crossing for pedestrians and cyclists across Bessemer Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Retention of bollards to prevent through traffic from using Digswell Park Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reduction to 20mph speed limit on Digswell Park Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Road humps on Hertford Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New zebra crossing for pedestrians on Hertford Road | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Do you have any additional comments about the proposal? Please describe these below. This question is optional.



About you

The following questions will help us to understand the range of people who have submitted responses and analyse the data we receive. The information you provide will not be used for any purpose other than assessing responses.

1. Please indicate your age bracket:

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

2. Please provide the first 5 letters/numbers of your postcode (please do not reveal your whole postcode)

First 5 digits of your postcode: _____

3. How did you find out about the consultation? (Please tick one method)

- Postcard delivered to my home/business
- An email from Hertfordshire County Council
- Social media
- Friend or relative (word of mouth)
- Saw a banner
- From my Parish / Town / Borough / District Council
- Hertfordshire.gov.uk website
- From a local business
- From a local community group
- Other (please specify):

Thank you for taking the time to complete this questionnaire.

Appendix 13 – Copy of code frames**London Road, Buntingford**

| Theme | Code | Description |
|--------------------|-------------|---|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - cycling improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Support | SUPP-004 | partial support - only support if the scheme is continuous |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - cycle lane not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - only pedestrian/cycling improvements needed |
| Oppose | OPP-006 | Oppose - not enough space for the scheme proposal |
| Oppose | OPP-007 | oppose - don't support shared space for cyclist/pedestrians |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing road speeding / speed monitoring /unsafe driving |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Existing situation | EXIS-008 | Existing public transport is poor |
| Environment | ENV-001 | Oppose removal of vegetation |
| Environment | ENV-002 | Support addition of vegetation |

| Theme | Code | Description |
|------------------|-------------|--|
| Environment | ENV-003 | Impact on air pollution |
| Environment | ENV-005 | Impact of wildlife biodiversity |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |
| Safety | SAF-003 | Shared spaces between cycles and pedestrians are dangerous |
| Further proposal | FUR-001 | Further proposal - extend route further |
| Further proposal | FUR-002 | Further proposal - one way on High Street |
| Further proposal | FUR-003 | Further proposal- additional cycling improvements |
| Further proposal | FUR-004 | Further proposal- additional LM improvements |
| Further proposal | FUR-005 | Further proposal - restrictions to HGVs |
| Further proposal | FUR-006 | Further proposal - additional pedestrianised facilities |
| Further proposal | FUR-007 | Further proposal - additional safety improvements |
| Traffic | TRAF-001 | Oppose new crossings |
| Traffic | TRAF-002 | Support new crossings |
| Traffic | TRAF-003 | Scheme would increase congestion traffic flow |
| Traffic | TRAF-004 | Scheme would improve traffic flow |
| Traffic | TRAF-005 | Support speed limit reduction |
| Traffic | TRAF-006 | Oppose speed limit reduction |
| Traffic | TRAF-007 | Extension of speed limit |
| Traffic | TRAF-008 | Need to monitor speed limits |
| Public transport | PUB-001 | Support improvements to bus services |
| Public transport | PUB-002 | Suggested improvement to bus services |

| Theme | Code | Description |
|------------------|-------------|--|
| Public transport | PUB-003 | Oppose improvement to bus services |
| Parking | PAR-001 | Support parking space reduction |
| Parking | PAR-002 | Oppose parking space reduction |
| Parking | PAR-003 | Support parking restriction |
| Parking | PAR-004 | Oppose parking restriction |
| Parking | PAR-005 | Oppose new/increase parking spaces |
| Parking | PAR-006 | Support new/increase parking spaces |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |
| Human impact | HUM-002 | Impact on local businesses |
| Human impact | HUM-003 | Impact on houses |
| Other | OTH-001 | Suggestion of other improvement outside of scope |
| Other | OTH-002 | comments unrelated to scheme |
| Other | OTH-003 | No comments |
| Other | OTH-004 | Issues with consultation/materials |
| Other | OTH-005 | Further information required |

Boundary Way roundabout, Hemel Hempstead

| Theme | Code | Description |
|--------------------|-------------|--|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Support | SUPP-004 | partial support - only support if the scheme is continuous |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - cycle lane not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - not enough space for the scheme proposal |
| Oppose | OPP-006 | oppose - don't support shared space for cyclist/pedestrians |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing issues with road users speeding /unsafe driving/parking |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Existing situation | EXIS-008 | Existing public transport is poor |
| Environment | ENV-001 | Oppose removal of vegetation |
| Environment | ENV-002 | Support addition of vegetation |
| Environment | ENV-003 | Impact on air pollution |
| Environment | ENV-004 | Negative Impact of wildlife/biodiversity/environment |

| Theme | Code | Description |
|------------------|-------------|---|
| Environment | ENV-005 | Negative impact visual impact/ impact on character of the village |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |
| Safety | SAF-003 | Shared spaces between cycles and pedestrians are dangerous |
| Further proposal | FUR-001 | Further proposal- additional cycling improvements |
| Further proposal | FUR-002 | Further proposal - restrictions to HGVs |
| Further proposal | FUR-003 | Further proposal - additional/improved pedestrianised facilities |
| Further proposal | FUR-004 | Further Proposal - additional traffic calming measures |
| Further proposal | FUR-005 | Further proposal - increased maintenance |
| Further proposal | FUR-006 | Further proposal - additional safety improvements |
| Traffic | TRAF-001 | Oppose new crossings |
| Traffic | TRAF-002 | Support new crossings |
| Traffic | TRAF-003 | Scheme would increase congestion/ worsen traffic flow |
| Traffic | TRAF-004 | Scheme would relieve congestion / improve traffic flow |
| Traffic | TRAF-005 | Support lane reduction |
| Traffic | TRAF-006 | Oppose lane reduction |
| Traffic | TRAF-007 | Support giving cyclist priority |
| Traffic | TRAF-008 | Oppose to giving cyclist priority |
| Public transport | PUB-001 | Support improvements to bus services |
| Public transport | PUB-002 | Suggested improvement to bus services |
| Public transport | PUB-003 | Oppose improvement to bus services |
| Speed limit | SPEE-001 | Support speed limit reduction |

| Theme | Code | Description |
|---------------|-------------|--|
| Speed limit | SPEE-002 | Oppose speed limit reduction |
| Speed limit | SPEE-003 | Extension of speed limit |
| Speed limit | SPEE-004 | Need to monitor speed limits |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |
| Human impact | HUM-002 | Impact on local businesses |
| Human impact | HUM-003 | Impact on houses |
| Other | OTH-001 | Issues with consultation/materials |
| Other | OTH-002 | Suggestion of other improvement outside of scope |
| Other | OTH-003 | comments unrelated to scheme |
| Other | OTH-004 | No comments |

North Road, Stevenage

| Theme | Code | Description |
|--------------------|-------------|--|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Support | SUPP-004 | partial support - only support if the scheme is continuous |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - cycle lane not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - not enough space for the scheme proposal |
| Oppose | OPP-006 | oppose - don't support shared space for cyclist/pedestrians |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing issues with road users speeding /unsafe driving/parking |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Existing situation | EXIS-008 | Existing public transport is poor |
| Environment | ENV-001 | Oppose removal of vegetation |
| Environment | ENV-002 | Support addition of vegetation |
| Environment | ENV-003 | Impact on air pollution |
| Environment | ENV-004 | Negative Impact of wildlife/biodiversity/environment |

| Theme | Code | Description |
|------------------|-------------|---|
| Environment | ENV-005 | Negative impact visual impact/ impact on character of the village |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |
| Safety | SAF-003 | Shared spaces between cycles and pedestrians are dangerous |
| Further proposal | FUR-001 | Further proposal- additional cycling improvements |
| Further proposal | FUR-002 | Further proposal - road improvements |
| Further proposal | FUR-003 | Further proposal - additional/improved pedestrianised facilities |
| Further proposal | FUR-004 | Further Proposal - additional traffic calming measures |
| Further proposal | FUR-005 | Further proposal - increased maintenance |
| Further proposal | FUR-006 | Further proposal - additional safety improvements |
| Traffic | TRAF-001 | Oppose new crossings |
| Traffic | TRAF-002 | Support new crossings |
| Traffic | TRAF-003 | Scheme would increase congestion/ worsen traffic flow |
| Traffic | TRAF-004 | Scheme would relieve congestion / improve traffic flow |
| Traffic | TRAF-005 | Support lane reduction |
| Traffic | TRAF-006 | Oppose lane reduction |
| Traffic | TRAF-007 | Support giving cyclist priority |
| Traffic | TRAF-008 | Oppose to giving cyclist priority |
| Traffic | TRAF-009 | Support junction changes |
| Traffic | TRAF-010 | Oppose junction changes |
| Traffic | TRAF-011 | Support increase signage |
| Traffic | TRAF-012 | Oppose increase signage |
| Public transport | PUB-001 | Support improvements to bus services |

| Theme | Code | Description |
|------------------|-------------|--|
| Public transport | PUB-002 | Suggested improvement to bus services |
| Public transport | PUB-003 | Oppose improvement to bus services |
| Parking | PAR-001 | Support parking restrictions |
| Parking | PAR-002 | Oppose parking restrictions |
| Parking | PAR-003 | Support parking reduction |
| Parking | PAR-004 | Oppose parking restrictions |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |
| Human impact | HUM-002 | Impact on local businesses |
| Human impact | HUM-003 | Impact on houses/people/schools |
| Other | OTH-001 | Issues with consultation/materials |
| Other | OTH-002 | Suggestion of other improvement outside of scope |
| Other | OTH-003 | comments unrelated to scheme |
| Other | OTH-004 | No comments |
| Other | OTH-005 | Further information required |

Central St Albans

| Theme | Code | Description |
|--------------------|-------------|--|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Support | SUPP-004 | partial support - only support if the scheme is continuous |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - cycle lane not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - not enough space for the scheme proposal |
| Oppose | OPP-006 | oppose - don't support shared space for cyclist/pedestrians |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing issues with road users speeding /unsafe driving/parking |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Existing situation | EXIS-008 | Existing public transport is poor |
| Environment | ENV-001 | Oppose removal of vegetation |
| Environment | ENV-002 | Support addition of vegetation |
| Environment | ENV-003 | Impact on air pollution |
| Environment | ENV-004 | Negative Impact of wildlife/biodiversity/environment |

| Theme | Code | Description |
|------------------|-------------|---|
| Environment | ENV-005 | Negative impact visual impact/ impact on character of the village |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |
| Safety | SAF-003 | Shared spaces between cycles and pedestrians are dangerous |
| Further proposal | FUR-000 | Further proposal- extend the route further |
| Further proposal | FUR-001 | Further proposal- additional cycling improvements |
| Further proposal | FUR-002 | Further proposal - restrictions to HGVs |
| Further proposal | FUR-003 | Further proposal - additional/improved pedestrianised facilities |
| Further proposal | FUR-004 | Further Proposal - additional traffic calming measures |
| Further proposal | FUR-006 | Further proposal - additional safety improvements |
| Traffic | TRAF-001 | Oppose changes in road access/use |
| Traffic | TRAF-002 | support changes in road access/use |
| Traffic | TRAF-003 | Scheme would increase congestion/ worsen traffic flow |
| Traffic | TRAF-004 | Scheme would relieve congestion / improve traffic flow |
| Traffic | TRAF-005 | Support new cycle lane/ route |
| Traffic | TRAF-006 | Oppose new cycle lane/route |
| Traffic | TRAF-007 | Support improvement in junction |
| Traffic | TRAF-008 | Oppose junction changes |
| Traffic | TRAF-009 | Oppose new crossings |
| Traffic | TRAF-010 | Support new crossings |
| Traffic | TRAF-011 | Oppose parking reduction |
| Traffic | TRAF-012 | Support parking reduction |
| Traffic | TRAF-013 | Oppose parking restriction |
| Traffic | TRAF-014 | Support parking restrictions |

| Theme | Code | Description |
|---------------|-------------|--|
| Traffic | TRAF-015 | Support speed limit reduction |
| Traffic | TRAF-016 | Oppose speed limit reduction |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |
| Human impact | HUM-002 | Impact on local businesses |
| Human impact | HUM-003 | Impact on houses |
| Other | OTH-001 | Issues with consultation/materials |
| Other | OTH-002 | Suggestion of other improvement outside of scope |
| Other | OTH-003 | comments unrelated to scheme |
| Other | OTH-004 | No comments |
| Other | OTH-005 | Further information needed |

Stratford Way junction, Watford

| Theme | Code | Description |
|--------------------|-------------|--|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - changes not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing issues with road users speeding /unsafe driving/parking |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Existing situation | EXIS-008 | Existing issues with traffic light / crossing timings |
| Environment | ENV-001 | Impact on air pollution |
| Environment | ENV-002 | Negative Impact of wildlife/biodiversity/environment |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |
| Safety | SAF-003 | Shared space for peds/cyclists are dangerous |
| Further proposal | FUR-001 | Further proposal- extend the route/scheme further |

| Theme | Code | Description |
|------------------|-------------|--|
| Further proposal | FUR-002 | Further proposal- additional cycling improvements |
| Further proposal | FUR-003 | Further proposal - additional junction improvements |
| Further proposal | FUR-004 | Further proposal - additional/improved pedestrianised facilities |
| Further proposal | FUR-005 | Further Proposal - additional traffic calming measures |
| Further proposal | FUR-006 | Further proposal - additional safety improvements |
| Further proposal | FUR-007 | Further proposal - separation of peds/cyclists on SU path |
| Traffic | TRAF-001 | Scheme would increase congestion/ worsen traffic flow |
| Traffic | TRAF-002 | Scheme would relieve congestion / improve traffic flow |
| Traffic | TRAF-003 | Support new cycle crossings |
| Traffic | TRAF-004 | Oppose new cycle crossings |
| Traffic | TRAF-005 | Support lane reduction |
| Traffic | TRAF-006 | Oppose lane reduction |
| Traffic | TRAF-007 | Oppose parking restriction |
| Traffic | TRAF-008 | Support parking restrictions |
| Traffic | TRAF-009 | Support the shared path / signage improvements |
| Traffic | TRAF-010 | Oppose the shared path / signage improvements |
| Public transport | PUB-001 | Support bus layby removal/stop relocation |
| Public transport | PUB-002 | Oppose bus layby removal/stop relocation |
| Public transport | PUB-003 | Suggested public transport improvements |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |

| Theme | Code | Description |
|--------------|-------------|--|
| Human impact | HUM-002 | Impact on local businesses |
| Human impact | HUM-003 | Impact on houses, local neighbourhoods etc. |
| Other | OTH-001 | Issues with consultation/materials |
| Other | OTH-002 | Suggestion of other improvement outside of scope |
| Other | OTH-003 | comments unrelated to scheme |
| Other | OTH-004 | No comments |
| Other | OTH-005 | Further information needed |

Wiggenhall Road, Watford

| Theme | Code | Description |
|--------------------|-------------|---|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - cycling improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Support | SUPP-004 | partial support - only support if the scheme is continuous |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - cycle lane not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - only pedestrian/cycling improvements needed |
| Oppose | OPP-006 | Oppose - not enough space for the scheme proposal |
| Oppose | OPP-007 | oppose - don't support shared space for cyclist/pedestrians |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing road speeding / speed monitoring /unsafe driving |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Existing situation | EXIS-008 | Existing public transport is poor |
| Environment | ENV-001 | Impact on air pollution |
| Environment | ENV-002 | Impact of wildlife biodiversity |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |

| Theme | Code | Description |
|------------------|-------------|--|
| Safety | SAF-003 | Shared spaces between cycles and pedestrians are dangerous |
| Safety | SAF-004 | Remove barriers / street furniture blocking cycle routes/desire lines |
| Further proposal | FUR-001 | Further proposal - extend route further |
| Further proposal | FUR-002 | Further proposal- additional cycling improvements |
| Further proposal | FUR-003 | Further proposal- additional LM improvements |
| Further proposal | FUR-004 | Further proposal - additional pedestrianised facilities |
| Further proposal | FUR-005 | Further proposal - additional road safety improvements |
| Further proposal | FUR-006 | Further proposal - separate cyclists and pedestrians |
| Further proposal | FUR-007 | Further proposal - Widen / separate cyclists and peds on existing crossing |
| Traffic | TRAF-001 | Scheme would increase congestion traffic flow |
| Traffic | TRAF-002 | Scheme would improve traffic flow |
| Traffic | TRAF-003 | Need to monitor speed limits |
| Traffic | TRAF-004 | Changes needed to traffic light sequencing |
| Traffic | TRAF-005 | Oppose uncontrolled crossing |
| Traffic | TRAF-006 | Support uncontrolled crossing |
| Traffic | TRAF-007 | Emergency vehicle access |
| Public transport | PUB-001 | Suggested improvement to bus services |
| Public transport | PUB-002 | Support e-scooter usage on route |
| Parking | PAR-001 | Support parking restriction |
| Parking | PAR-002 | Oppose parking restriction |
| Accessibility | ACC-001 | Positive impact on disabled people |

| Theme | Code | Description |
|---------------|-------------|--|
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human Impact | HUM-001 | Need to encourage a change in behaviour |
| Human Impact | HUM-002 | Impact on local businesses |
| Human Impact | HUM-003 | Impact on houses |
| Other | OTH-001 | Suggestion of other improvement outside of scope |
| Other | OTH-002 | comments unrelated to scheme |
| Other | OTH-003 | No comments |
| Other | OTH-004 | Issues with consultation/materials |
| Other | OTH-005 | Further information required |

Bridge Road, Welwyn Garden City

| Theme | Code | Description |
|--------------------|-------------|--|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - cycling improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - cycle lane not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - scheme will cause congestion |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing road speeding / speed monitoring /unsafe driving |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Environment | ENV-001 | Impact on air pollution |
| Environment | ENV-002 | Impact of wildlife biodiversity |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |
| Safety | SAF-003 | Scheme is dangerous for eastbound cyclists |
| Safety | SAF-004 | Scheme is dangerous for westbound cyclists |
| Safety | SAF-005 | Scheme is dangerous for those joining/leaving the route |
| Further proposal | FUR-001 | Further proposal - extend route further / better connections |

| | | |
|------------------------|----------|--|
| Further proposal | FUR-002 | Further proposal- additional cycling improvements |
| Further proposal | FUR-003 | Further proposal- additional last-mile improvements |
| Further proposal | FUR-004 | Further proposal - additional pedestrianised facilities |
| Further proposal | FUR-005 | Further proposal - additional safety improvements |
| Further proposal | FUR-006 | Further proposal - shared space for peds/cyclists |
| Further proposal | FUR-007 | Further proposal - two-way cycle lane on northern side of road |
| Further proposal | FUR-008 | Further proposal - one-way cycle lanes on both sides of the road |
| Further proposal | FUR-009 | Further proposal - cycle lane should be wider |
| Further proposal | FUR-010 | Further proposal - speed limit reduction |
| Traffic | TRAF-001 | Scheme would increase congestion/traffic flow |
| Traffic | TRAF-002 | Scheme would improve traffic flow |
| Traffic | TRAF-003 | Scheme would help adherence to the speed limit |
| Traffic | TRAF-004 | Speeds should be monitored |
| Traffic | TRAF-005 | Oppose the reduction traffic lanes (westbound/rdbt) |
| Traffic | TRAF-006 | Oppose the increase in traffic lanes (eastbound) |
| Traffic | TRAF-007 | Lack of space for HGVs turning |
| Cycling infrastructure | CYC-001 | Support removal of temporary lanes (eastbound) |
| Cycling infrastructure | CYC-002 | Oppose removal of temporary lanes (eastbound) |
| Cycling infrastructure | CYC-003 | Support making cycle lane permanent (westbound) |
| Cycling infrastructure | CYC-004 | Oppose making cycle lane permanent (westbound) |

| | | |
|------------------------|---------|--|
| Cycling infrastructure | CYC-005 | Support two-way cycle lane |
| Cycling infrastructure | CYC-006 | Oppose two-way cycle lane |
| Cycling infrastructure | CYC-007 | Support the dedicated cycle crossing over Osborn Way |
| Cycling infrastructure | CYC-008 | Oppose the dedicated cycle crossing over Osborn Way |
| Cycling infrastructure | CYC-009 | Support cycle priority over junctions |
| Public transport | PUB-001 | Suggested improvement to bus services |
| Public transport | PUB-002 | Support opening of bus stops |
| Public transport | PUB-003 | Oppose reopening of bus stops |
| Public transport | PUB-002 | Support e-scooter usage on route |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |
| Human impact | HUM-002 | Impact on local businesses |
| Human impact | HUM-003 | Consideration of population growth in area |
| Other | OTH-001 | Suggestion of other improvement outside of scope |
| Other | OTH-002 | comments unrelated to scheme |
| Other | OTH-003 | No comments |
| Other | OTH-004 | Issues with consultation/materials |
| Other | OTH-005 | Further information required |

Digswell Park Road, Welwyn Garden City

| Theme | Code | Description |
|--------------------|-------------|---|
| Support | SUPP-001 | General support |
| Support | SUPP-002 | Partial support - improvements needed elsewhere |
| Support | SUPP-003 | Partial support - only support part of the proposal |
| Support | SUPP-004 | partial support - only support if the scheme is continuous |
| Oppose | OPP-001 | General Opposition |
| Oppose | OPP-002 | Oppose - waste of money |
| Oppose | OPP-003 | Oppose - not needed/ won't be used |
| Oppose | OPP-004 | Oppose - road improvements should be prioritised |
| Oppose | OPP-005 | Oppose - not enough space for the scheme proposal |
| Oppose | OPP-006 | oppose - don't support shared space for cyclist/pedestrians |
| Existing situation | EXIS-001 | Existing situation is dangerous for pedestrians/cyclists |
| Existing situation | EXIS-002 | Existing facilities poor/ not maintained |
| Existing situation | EXIS-003 | Existing issues with road users speeding /unsafe driving/parking |
| Existing situation | EXIS-004 | Existing issues with unsafe cycling |
| Existing situation | EXIS-005 | Existing issues with traffic flow / congestion |
| Existing situation | EXIS-006 | Existing crossings are poor |
| Existing situation | EXIS-007 | Existing issues with junctions |
| Environment | ENV-001 | Impact on air pollution |
| Environment | ENV-002 | Positive impact of wildlife/biodiversity/environment |
| Environment | ENV-003 | Negative impact visual impact/ impact on character of the village |
| Environment | ENV-004 | Increased potential for fly-tipping / littering |
| Safety | SAF-001 | Scheme will improve safety |
| Safety | SAF-002 | Scheme will decrease safety |

| | | |
|------------------|----------|--|
| Safety | SAF-003 | Shared spaces between cycles and pedestrians are dangerous |
| Further proposal | FUR-001 | Further proposal- additional cycling improvements |
| Further proposal | FUR-002 | Further proposal - additional/improved pedestrianised facilities |
| Further proposal | FUR-003 | Further proposal - additional safety improvements |
| Further proposal | FUR-004 | Further proposal - additional bollards / signage required |
| Further proposal | FUR-005 | Further proposal - additional traffic calming measures |
| Further proposal | FUR-006 | Further proposal - additional crossing point needed |
| Traffic | TRAF-001 | Oppose changes in road access |
| Traffic | TRAF-002 | support changes in road access |
| Traffic | TRAF-003 | Scheme would increase congestion/ worsen traffic flow |
| Traffic | TRAF-004 | Scheme would relieve congestion / improve traffic flow |
| Traffic | TRAF-005 | Oppose new crossings |
| Traffic | TRAF-006 | Support new crossings |
| Traffic | TRAF-007 | Allow use by e-scooters |
| Speed limit | SPE-001 | Support speed limit reduction |
| Speed limit | SPE-002 | Oppose speed limit reduction |
| Speed limit | SPE-003 | Support new speed humps |
| Speed limit | SPE-004 | Oppose new speed humps |
| Speed limit | SPE-005 | Speeds must agree with Speed Management Strategy |
| Speed limit | SPE-006 | Speeding must be monitored |
| Accessibility | ACC-001 | Positive impact on disabled people |
| Accessibility | ACC-002 | Negative impact on disabled people |
| Human impact | HUM-001 | Need to encourage a change in behaviour |
| Human impact | HUM-002 | Impact on local businesses |

| | | |
|--------------|---------|--|
| Human impact | HUM-003 | Impact on houses |
| Other | OTH-001 | Issues with consultation/materials |
| Other | OTH-002 | Suggestion of other improvement outside of scope |
| Other | OTH-003 | comments unrelated to scheme |
| Other | OTH-004 | No comments |
| Other | OTH-005 | Further information required |

Appendix 14 – Full frequency coding table**London Road, Buntingford**

| Code | Code Description | No. of coded comments | % of coded comments |
|-------------|---|------------------------------|----------------------------|
| SUPP-001 | Oppose removal of vegetation | 45 | 6% |
| SUPP-002 | Existing road speeding / speed monitoring /unsafe driving | 33 | 5% |
| SUPP-003 | General support | 29 | 4% |
| SUPP-004 | Support speed limit reduction | 29 | 4% |
| OPP-001 | Oppose - waste of money | 28 | 4% |
| OPP-002 | Oppose new crossings | 24 | 3% |
| OPP-003 | Existing situation is dangerous for pedestrians/cyclists | 23 | 3% |
| OPP-004 | Scheme will decrease safety | 23 | 3% |
| OPP-005 | Oppose - cycle lane not needed/ won't be used | 20 | 3% |
| OPP-006 | Existing issues with unsafe cycling | 19 | 3% |
| OPP-007 | Existing issues with junctions | 19 | 3% |
| EXIS-001 | Need to monitor speed limits | 19 | 3% |
| EXIS-002 | Oppose new/increase parking spaces | 19 | 3% |
| EXIS-003 | oppose - don't support shared space for cyclist/pedestrians | 18 | 3% |
| EXIS-004 | Shared spaces between cycles and pedestrians are dangerous | 17 | 2% |
| EXIS-005 | Scheme would increase congestion traffic flow | 17 | 2% |
| EXIS-006 | Oppose - not enough space for the scheme proposal | 16 | 2% |
| EXIS-007 | Existing facilities poor/ not maintained | 16 | 2% |
| XIS-008 | Existing issues with traffic flow / congestion | 16 | 2% |
| ENV-001 | Further proposal - additional pedestrianised facilities | 16 | 2% |
| ENV-002 | Further proposal- additional LM improvements | 15 | 2% |

| Code | Code Description | No. of coded comments | % of coded comments |
|-------------|---|------------------------------|----------------------------|
| ENV-003 | Oppose parking space reduction | 15 | 2% |
| ENV-004 | Partial support - cycling improvements needed elsewhere | 14 | 2% |
| ENV-005 | Support parking restriction | 13 | 2% |
| SAF-001 | Further proposal - additional safety improvements | 12 | 2% |
| SAF-002 | Support new crossings | 12 | 2% |
| SAF-003 | Extension of speed limit | 12 | 2% |
| FUR-001 | Suggestion of other improvement outside of scope | 10 | 1% |
| FUR-002 | Oppose - road improvements should be prioritised | 9 | 1% |
| FUR-003 | Further proposal-additional cycling improvements | 9 | 1% |
| FUR-004 | Oppose improvement to bus services | 9 | 1% |
| FUR-005 | Negative impact on disabled people | 9 | 1% |
| FUR-006 | Further proposal - one way on High Street | 8 | 1% |
| FUR-007 | Oppose speed limit reduction | 8 | 1% |
| TRAF-001 | Impact on air pollution | 7 | 1% |
| TRAF-002 | Negative Impact of wildlife/biodiversity/environment | 7 | 1% |
| TRAF-003 | Negative impact visual impact/ impact on character of the village | 7 | 1% |
| TRAF-004 | Further proposal - extend route further | 7 | 1% |
| TRAF-005 | Issues with consultation/materials | 7 | 1% |
| TRAF-006 | Partial support - only support part of the proposal | 6 | 1% |
| TRAF-007 | General Opposition | 6 | 1% |
| TRAF-008 | Existing crossings are poor | 6 | 1% |
| TRAF-009 | Further proposal - restrictions to HGVs | 6 | 1% |

| Code | Code Description | No. of coded comments | % of coded comments |
|-------------------|--|------------------------------|----------------------------|
| PUB-001 | Oppose parking restriction | 5 | 1% |
| PUB-002 | Need to encourage a change in behaviour | 5 | 1% |
| PUB-003 | Impact on houses | 5 | 1% |
| PAR-001 | Support parking space reduction | 4 | 1% |
| PAR-002 | Impact on local businesses | 4 | 1% |
| PAR-003 | partial support - only support if the scheme is continuous | 3 | 0% |
| PAR-004 | Existing public transport is poor | 3 | 0% |
| PAR-005 | Support addition of vegetation | 3 | 0% |
| PAR-006 | Scheme will improve safety | 3 | 0% |
| ACC-001 | Suggested improvement to bus services | 3 | 0% |
| ACC-002 | comments unrelated to scheme | 3 | 0% |
| HUM-001 | Further information required | 3 | 0% |
| HUM-002 | Oppose - only pedestrian/cycling improvements needed | 2 | 0% |
| HUM-003 | Oppose to giving cyclist priority | 2 | 0% |
| OTH-001 | Support improvements to bus services | 2 | 0% |
| OTH-002 | Support new/increase parking spaces | 2 | 0% |
| OTH-003 | Positive impact on disabled people | 1 | 0% |
| OTH-004 | Scheme would improve traffic flow | 0 | 0% |
| OTH-005 | No comments | 0 | 0% |
| Blank cell | Total | 713 | 100% |

Boundary Way roundabout, Hemel Hempstead

| Code | Code description | No of coded comments | % of coded comments |
|-------------|---|-----------------------------|----------------------------|
| SUPP-001 | General support | 18 | 12% |
| SUPP-002 | Partial support - improvements needed elsewhere | 13 | 9% |
| TRAF-003 | Scheme would increase congestion/ worsen traffic flow | 12 | 8% |
| OTH-002 | Suggestion of other improvements outside of scope | 8 | 5% |
| OTH-005 | Further information required | 8 | 5% |
| FUR-001 | Further proposal- additional cycling improvements | 7 | 5% |
| OPP-003 | Oppose - cycle lane not needed/ won't be used | 6 | 4% |
| SAF-002 | Scheme will decrease safety | 6 | 4% |
| OPP-002 | Oppose - waste of money | 5 | 3% |
| FUR-006 | Further proposal - additional safety improvements | 5 | 3% |
| OPP-004 | Oppose - road improvements should be prioritised | 4 | 3% |
| EXIS-001 | Existing situation is dangerous for pedestrians/cyclists | 4 | 3% |
| SAF-001 | Scheme will improve safety | 4 | 3% |
| EXIS-003 | Existing issues with road users speeding /unsafe driving/parking | 3 | 2% |
| FUR-007 | Further proposal - LM improvements e.g. scooters, car pool, charging points | 3 | 2% |
| OTH-001 | Issues with consultation/materials | 3 | 2% |
| OPP-001 | General Opposition | 2 | 1% |
| EXIS-002 | Existing facilities poor/ not maintained | 2 | 1% |
| EXIS-004 | Existing issues with unsafe cycling | 2 | 1% |
| EXIS-005 | Existing issues with traffic flow / congestion | 2 | 1% |

| Code | Code description | No of coded comments | % of coded comments |
|-------------|--|-----------------------------|----------------------------|
| ENV-003 | Impact on air pollution | 2 | 1% |
| FUR-003 | Further proposal - additional/improved pedestrianised facilities | 2 | 1% |
| TRAF-001 | Oppose new crossings | 2 | 1% |
| TRAF-006 | Oppose lane reduction | 2 | 1% |
| PUB-002 | Suggested improvement to bus services | 2 | 1% |
| SPEE-002 | Oppose speed limit reduction | 2 | 1% |
| HUM-001 | Need to encourage a change in behaviour | 2 | 1% |
| HUM-002 | Impact on local businesses | 2 | 1% |
| SUPP-003 | Partial support - only support part of the proposal | 1 | 1% |
| OPP-005 | Oppose - not enough space for the scheme proposal | 1 | 1% |
| EXIS-007 | Existing issues with junctions | 1 | 1% |
| SAF-003 | Shared spaces between cycles and pedestrians are dangerous | 1 | 1% |
| FUR-002 | Further proposal - restrictions to HGVs | 1 | 1% |
| FUR-004 | Further Proposal - additional traffic calming measures | 1 | 1% |
| TRAF-005 | Support lane reduction | 1 | 1% |
| TRAF-007 | Support giving cyclist priority | 1 | 1% |
| TRAF-008 | Oppose to giving cyclist priority | 1 | 1% |
| SPEE-001 | Support speed limit reduction | 1 | 1% |
| SPEE-004 | Need to monitor speed limits | 1 | 1% |
| ACC-002 | Negative impact on disabled people | 1 | 1% |
| OTH-003 | comments unrelated to scheme | 1 | 1% |
| OTH-004 | No comments | 1 | 1% |
| SUPP-004 | partial support - only support if the scheme is continuous | 0 | 0% |

| Code | Code description | No of coded comments | % of coded comments |
|-------------------|---|-----------------------------|----------------------------|
| OPP-006 | oppose - don't support shared space for cyclist/pedestrians | 0 | 0% |
| EXIS-006 | Existing crossings are poor | 0 | 0% |
| EXIS-008 | Existing public transport is poor | 0 | 0% |
| ENV-001 | Oppose removal of vegetation | 0 | 0% |
| ENV-002 | Support addition of vegetation | 0 | 0% |
| ENV-004 | Negative Impact of wildlife/biodiversity/environment | 0 | 0% |
| ENV-005 | Negative impact visual impact/ impact on character of the village | 0 | 0% |
| FUR-005 | Further proposal - increased maintenance | 0 | 0% |
| TRAF-002 | Support new crossings | 0 | 0% |
| TRAF-004 | Scheme would relieve congestion / improve traffic flow | 0 | 0% |
| PUB-001 | Support improvements to bus services | 0 | 0% |
| PUB-003 | Oppose improvement to bus services | 0 | 0% |
| SPEE-003 | Extension of speed limit | 0 | 0% |
| ACC-001 | Positive impact on disabled people | 0 | 0% |
| HUM-003 | Impact on houses | 0 | 0% |
| Blank cell | Total | 147 | 100% |

North Road, Stevenage

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| TRAF-003 | Scheme would increase congestion/ worsen traffic flow | 34 | 7% |
| OPP-003 | Oppose - cycle lane not needed/ won't be used | 29 | 6% |
| HUM-003 | Impact on houses/people/schools | 29 | 6% |
| PAR-004 | Oppose parking restrictions | 28 | 5% |
| SUPP-001 | General support | 26 | 5% |
| TRAF-006 | Oppose lane reduction | 24 | 5% |
| SAF-002 | Scheme will decrease safety | 23 | 5% |
| EXIS-003 | Existing issues with road users speeding /unsafe driving/parking | 21 | 4% |
| OPP-002 | Oppose - waste of money | 19 | 4% |
| FUR-001 | Further proposal- additional cycling improvements | 18 | 4% |
| TRAF-001 | Oppose new crossings | 15 | 3% |
| EXIS-002 | Existing facilities poor/ not maintained | 14 | 3% |
| ENV-003 | Impact on air pollution | 13 | 3% |
| TRAF-008 | Oppose to giving cyclist priority | 12 | 2% |
| HUM-002 | Impact on local businesses | 12 | 2% |
| SUPP-004 | partial support - only support if the scheme is continuous | 11 | 2% |
| OPP-005 | Oppose - not enough space for the scheme proposal | 11 | 2% |
| EXIS-005 | Existing issues with traffic flow / congestion | 11 | 2% |
| TRAF-010 | Oppose junction changes | 11 | 2% |
| OTH-002 | Suggestion of other improvement outside of scope | 11 | 2% |
| OPP-001 | General Opposition | 10 | 2% |
| EXIS-004 | Existing issues with unsafe cycling | 10 | 2% |
| FUR-005 | Further proposal - increased maintenance | 9 | 2% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|---|------------------------------|----------------------------|
| SUPP-002 | Partial support - improvements needed elsewhere | 8 | 2% |
| EXIS-001 | Existing situation is dangerous for pedestrians/cyclists | 8 | 2% |
| OTH-005 | Further information required | 8 | 2% |
| FUR-003 | Further proposal - additional/improved pedestrianised facilities | 6 | 1% |
| ACC-002 | Negative impact on disabled people | 6 | 1% |
| SUPP-003 | Partial support - only support part of the proposal | 5 | 1% |
| OPP-006 | oppose - don't support shared space for cyclist/pedestrians | 5 | 1% |
| ENV-001 | Oppose removal of vegetation | 5 | 1% |
| FUR-002 | Further proposal - road improvements | 5 | 1% |
| FUR-006 | Further proposal - additional safety improvements | 5 | 1% |
| PUB-002 | Suggested improvement to bus services | 5 | 1% |
| OTH-001 | Issues with consultation/materials | 5 | 1% |
| OTH-003 | comments unrelated to scheme | 5 | 1% |
| TRAF-005 | Support lane reduction | 4 | 1% |
| TRAF-009 | Support junction changes | 4 | 1% |
| ENV-002 | Support addition of vegetation | 3 | 1% |
| FUR-004 | Further Proposal - additional traffic calming measures | 3 | 1% |
| TRAF-002 | Support new crossings | 3 | 1% |
| ENV-004 | Negative Impact of wildlife/biodiversity/environment | 2 | 0% |
| ENV-005 | Negative impact visual impact/ impact on character of the village | 2 | 0% |
| SAF-001 | Scheme will improve safety | 2 | 0% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------------|--|------------------------------|----------------------------|
| PUB-001 | Support improvements to bus services | 2 | 0% |
| OPP-004 | Oppose - road improvements should be prioritised | 1 | 0% |
| EXIS-008 | Existing public transport is poor | 1 | 0% |
| SAF-003 | Shared spaces between cycles and pedestrians are dangerous | 1 | 0% |
| TRAF-004 | Scheme would relieve congestion / improve traffic flow | 1 | 0% |
| PAR-002 | Oppose parking restrictions | 1 | 0% |
| PAR-003 | Support parking reduction | 1 | 0% |
| HUM-001 | Need to encourage a change in behaviour | 1 | 0% |
| OTH-004 | No comments | 1 | 0% |
| EXIS-006 | Existing crossings are poor | 0 | 0% |
| EXIS-007 | Existing issues with junctions | 0 | 0% |
| TRAF-007 | Support giving cyclist priority | 0 | 0% |
| TRAF-011 | Support increase signage | 0 | 0% |
| TRAF-012 | Oppose increase signage | 0 | 0% |
| PUB-003 | Oppose improvement to bus services | 0 | 0% |
| PAR-001 | Support parking restrictions | 0 | 0% |
| ACC-001 | Positive impact on disabled people | 0 | 0% |
| Blank cell | Total | 510 | 100% |

Central St Albans

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| TRAF-001 | Oppose changes in road access/use | 56 | 11% |
| TRAF-003 | Scheme would increase congestion/ worsen traffic flow | 44 | 9% |
| SUPP-001 | General support | 40 | 8% |
| HUM-003 | Impact on houses | 34 | 7% |
| ENV-003 | Impact on air pollution | 20 | 4% |
| TRAF-011 | Oppose parking reduction | 20 | 4% |
| OPP-001 | General Opposition | 18 | 4% |
| SUPP-003 | Partial support - only support part of the proposal | 15 | 3% |
| EXIS-003 | Existing issues with road users speeding /unsafe driving/parking | 15 | 3% |
| SAF-002 | Scheme will decrease safety | 14 | 3% |
| FUR-001 | Further proposal- extend the route further | 13 | 3% |
| SUPP-002 | Partial support - improvements needed elsewhere | 10 | 2% |
| EXIS-005 | Existing issues with traffic flow / congestion | 9 | 2% |
| FUR-004 | Further proposal - additional/improved pedestrianised facilities | 9 | 2% |
| TRAF-010 | Support new crossings | 9 | 2% |
| OTH-001 | Issues with consultation/materials | 9 | 2% |
| EXIS-002 | Existing facilities poor/ not maintained | 8 | 2% |
| SAF-001 | Scheme will improve safety | 8 | 2% |
| FUR-003 | Further proposal - restrictions to HGVs | 8 | 2% |
| HUM-002 | Impact on local businesses | 8 | 2% |
| OPP-002 | Oppose - waste of money | 7 | 1% |
| EXIS-007 | Existing issues with junctions | 7 | 1% |
| SAF-003 | Shared spaces between cycles and pedestrians are dangerous | 7 | 1% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| FUR-002 | Further proposal- additional cycling improvements | 7 | 1% |
| FUR-006 | Further proposal - additional safety improvements | 7 | 1% |
| TRAF-015 | Support speed limit reduction | 7 | 1% |
| OTH-002 | Suggestion of other improvement outside of scope | 7 | 1% |
| OPP-003 | Oppose - cycle lane not needed/ won't be used | 6 | 1% |
| EXIS-001 | Existing situation is dangerous for pedestrians/cyclists | 6 | 1% |
| EXIS-004 | Existing issues with unsafe cycling | 6 | 1% |
| TRAF-002 | support changes in road access/use | 6 | 1% |
| TRAF-007 | Support improvement in junction | 6 | 1% |
| TRAF-008 | Oppose junction changes | 5 | 1% |
| SUPP-004 | partial support - only support if the scheme is continuous | 4 | 1% |
| FUR-005 | Further Proposal - additional traffic calming measures | 4 | 1% |
| OTH-005 | Further information needed | 4 | 1% |
| OPP-004 | Oppose - road improvements should be prioritised | 3 | 1% |
| EXIS-006 | Existing crossings are poor | 3 | 1% |
| TRAF-005 | Support new cycle lane/ route | 3 | 1% |
| TRAF-006 | Oppose new cycle lane/route | 3 | 1% |
| TRAF-009 | Oppose new crossings | 3 | 1% |
| TRAF-014 | Support parking restrictions | 3 | 1% |
| ACC-002 | Negative impact on disabled people | 3 | 1% |
| HUM-001 | Need to encourage a change in behaviour | 3 | 1% |
| OPP-005 | Oppose - not enough space for the scheme proposal | 2 | 0% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------------|---|------------------------------|----------------------------|
| OPP-006 | oppose - don't support shared space for cyclist/pedestrians | 2 | 0% |
| EXIS-008 | Existing public transport is poor | 2 | 0% |
| ACC-003 | Access for emergency vehicles must be maintained | 2 | 0% |
| OTH-004 | No comments | 2 | 0% |
| ENV-004 | Negative Impact of wildlife/biodiversity/environment | 1 | 0% |
| TRAF-012 | Support parking reduction | 1 | 0% |
| TRAF-013 | Oppose parking restriction | 1 | 0% |
| OTH-003 | comments unrelated to scheme | 1 | 0% |
| ENV-001 | Oppose removal of vegetation | 0 | 0% |
| ENV-002 | Support addition of vegetation | 0 | 0% |
| ENV-005 | Negative impact visual impact/ impact on character of the village | 0 | 0% |
| TRAF-004 | Scheme would relieve congestion / improve traffic flow | 0 | 0% |
| TRAF-016 | Oppose speed limit reduction | 0 | 0% |
| ACC-001 | Positive impact on disabled people | 0 | 0% |
| Blank cell | Total | 501 | 100% |

Stratford Way junction, Watford

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| TRAF-001 | Scheme would increase congestion/ worsen traffic flow | 42 | 12% |
| EXIS-005 | Existing issues with traffic flow / congestion | 37 | 11% |
| PUB-002 | Oppose bus layby removal/stop relocation | 20 | 6% |
| TRAF-006 | Oppose lane reduction | 19 | 6% |
| OPP-003 | Oppose - changes not needed/ won't be used | 16 | 5% |
| SUPP-001 | General support | 14 | 4% |
| OPP-002 | Oppose - waste of money | 12 | 4% |
| SAF-002 | Scheme will decrease safety | 12 | 4% |
| ENV-001 | Impact on air pollution | 11 | 3% |
| EXIS-004 | Existing issues with unsafe cycling | 10 | 3% |
| FUR-003 | Further proposal - additional junction improvements | 10 | 3% |
| FUR-006 | Further proposal - additional safety improvements | 10 | 3% |
| OPP-001 | General Opposition | 9 | 3% |
| EXIS-008 | Existing issues with traffic light / crossing timings | 9 | 3% |
| SAF-003 | Shared space for peds/cyclists is dangerous | 9 | 3% |
| FUR-002 | Further proposal- additional cycling improvements | 9 | 3% |
| FUR-004 | Further proposal - additional/improved pedestrianised facilities | 8 | 2% |
| FUR-005 | Further Proposal - additional traffic calming measures | 7 | 2% |
| OTH-005 | Further information needed | 7 | 2% |
| EXIS-003 | Existing issues with road users speeding /unsafe driving/parking | 6 | 2% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|---|------------------------------|----------------------------|
| EXIS-001 | Existing situation is dangerous for pedestrians/cyclists | 5 | 1% |
| FUR-001 | Further proposal- extend the route/scheme further | 5 | 1% |
| TRAF-004 | Oppose new cycle crossings | 5 | 1% |
| SUPP-003 | Partial support - only support part of the proposal | 4 | 1% |
| SAF-001 | Scheme will improve safety | 4 | 1% |
| TRAF-003 | Support new cycle crossings | 4 | 1% |
| TRAF-009 | Support the shared path / signage improvements | 4 | 1% |
| OTH-002 | Suggestion of other improvement outside of scope | 4 | 1% |
| FUR-007 | Further proposal - separation of peds/cyclists on SU path | 3 | 1% |
| TRAF-010 | Oppose the shared path / signage improvements | 3 | 1% |
| OTH-003 | comments unrelated to scheme | 3 | 1% |
| SUPP-002 | Partial support - improvements needed elsewhere | 2 | 1% |
| OPP-004 | Oppose - road improvements should be prioritised | 2 | 1% |
| HUM-002 | Impact on local businesses | 2 | 1% |
| HUM-003 | Impact on houses, local neighbourhoods etc. | 2 | 1% |
| OTH-001 | Issues with consultation/materials | 2 | 1% |
| EXIS-002 | Existing facilities poor/ not maintained | 1 | 0% |
| EXIS-007 | Existing issues with junctions | 1 | 0% |
| ENV-002 | Negative Impact of wildlife/biodiversity/environment | 1 | 0% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------------|--|------------------------------|----------------------------|
| TRAF-002 | Scheme would relieve congestion / improve traffic flow | 1 | 0% |
| HUM-001 | Need to encourage a change in behaviour | 1 | 0% |
| OTH-004 | No comments | 1 | 0% |
| EXIS-006 | Existing crossings are poor | 0 | 0% |
| TRAF-005 | Support lane reduction | 0 | 0% |
| TRAF-007 | Oppose parking restriction | 0 | 0% |
| TRAF-008 | Support parking restrictions | 0 | 0% |
| PUB-001 | Support bus layby removal/stop relocation | 0 | 0% |
| PUB-003 | Suggested public transport improvements | 0 | 0% |
| ACC-001 | Positive impact on disabled people | 0 | 0% |
| ACC-002 | Negative impact on disabled people | 0 | 0% |
| Blank cell | Total | 337 | 100% |

Wiggenhall Road, Watford

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| SUPP-001 | General support | 14 | 18% |
| SAF-004 | Remove barriers / street furniture blocking cycle routes/desire lines | 5 | 7% |
| FUR-007 | Further proposal - Widen / separate cyclists and peds on existing crossing | 5 | 7% |
| PAR-001 | Support parking restriction | 4 | 5% |
| OTH-001 | Suggestion of other improvement outside of scope | 4 | 5% |
| OPP-007 | oppose - don't support shared space for cyclist/pedestrians | 3 | 4% |
| EXIS-002 | Existing facilities poor/ not maintained | 3 | 4% |
| SAF-003 | Shared spaces between cycles and pedestrians are dangerous | 3 | 4% |
| OTH-003 | No comments | 3 | 4% |
| OPP-002 | Oppose - waste of money | 2 | 3% |
| OPP-003 | Oppose - cycle lane not needed/ won't be used | 2 | 3% |
| EXIS-007 | Existing issues with junctions | 2 | 3% |
| SAF-001 | Scheme will improve safety | 2 | 3% |
| FUR-006 | Further proposal - separate cyclists and pedestrians | 2 | 3% |
| TRAF-001 | Scheme would increase congestion traffic flow | 2 | 3% |
| TRAF-005 | Oppose uncontrolled crossing | 2 | 3% |
| TRAF-007 | Emergency vehicle access | 2 | 3% |
| OTH-002 | comments unrelated to scheme | 2 | 3% |
| OTH-005 | Further information required | 2 | 3% |
| SUPP-003 | Partial support - only support part of the proposal | 1 | 1% |
| OPP-001 | General Opposition | 1 | 1% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| OPP-004 | Oppose - road improvements should be prioritised | 1 | 1% |
| EXIS-001 | Existing situation is dangerous for pedestrians/cyclists | 1 | 1% |
| EXIS-004 | Existing issues with unsafe cycling | 1 | 1% |
| EXIS-005 | Existing issues with traffic flow / congestion | 1 | 1% |
| FUR-001 | Further proposal - extend route further | 1 | 1% |
| FUR-003 | Further proposal- additional LM improvements | 1 | 1% |
| FUR-005 | Further proposal - additional road safety improvements | 1 | 1% |
| TRAF-004 | Changes needed to traffic light sequencing | 1 | 1% |
| PUB-002 | Support e-scooter usage on route | 1 | 1% |
| OTH-004 | Issues with consultation/materials | 1 | 1% |
| SUPP-002 | Partial support - cycling improvements needed elsewhere | 0 | 0% |
| SUPP-004 | partial support - only support if the scheme is continuous | 0 | 0% |
| OPP-005 | Oppose - only pedestrian/cycling improvements needed | 0 | 0% |
| OPP-006 | Oppose - not enough space for the scheme proposal | 0 | 0% |
| EXIS-003 | Existing road speeding / speed monitoring /unsafe driving | 0 | 0% |
| EXIS-006 | Existing crossings are poor | 0 | 0% |
| EXIS-008 | Existing public transport is poor | 0 | 0% |
| ENV-001 | Impact on air pollution | 0 | 0% |
| ENV-002 | Impact of wildlife biodiversity | 0 | 0% |
| SAF-002 | Scheme will decrease safety | 0 | 0% |
| FUR-002 | Further proposal- additional cycling improvements | 0 | 0% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------------|---|------------------------------|----------------------------|
| FUR-004 | Further proposal - additional pedestrianised facilities | 0 | 0% |
| TRAF-002 | Scheme would improve traffic flow | 0 | 0% |
| TRAF-003 | Need to monitor speed limits | 0 | 0% |
| TRAF-006 | Support uncontrolled crossing | 0 | 0% |
| PUB-001 | Suggested improvement to bus services | 0 | 0% |
| PAR-002 | Oppose parking restriction | 0 | 0% |
| ACC-001 | Positive impact on disabled people | 0 | 0% |
| ACC-002 | Negative impact on disabled people | 0 | 0% |
| HUM-001 | Need to encourage a change in behaviour | 0 | 0% |
| HUM-002 | Impact on local businesses | 0 | 0% |
| HUM-003 | Impact on houses | 0 | 0% |
| Blank cell | Total | 76 | 100% |

Bridge Road, Welwyn Garden City

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| SUPP-001 | General support | 25 | 13% |
| SUPP-002 | Further proposal - extend route further / better connections | 16 | 8% |
| SUPP-003 | Oppose - cycle lane not needed/ won't be used | 15 | 8% |
| OPP-001 | Existing issues with traffic flow / congestion | 10 | 5% |
| OPP-002 | Oppose - waste of money | 9 | 5% |
| OPP-003 | Further proposal- additional cycling improvements | 9 | 5% |
| OPP-004 | Oppose the reduction traffic lanes (westbound/rdbt) | 9 | 5% |
| OPP-005 | Further proposal - shared space for peds/cyclists | 8 | 4% |
| EXIS-001 | Scheme will improve safety | 6 | 3% |
| EXIS-002 | Scheme would increase congestion/traffic flow | 6 | 3% |
| EXIS-003 | Impact on air pollution | 5 | 3% |
| EXIS-004 | Scheme is dangerous for those joining/leaving the route | 5 | 3% |
| EXIS-005 | Further information required | 5 | 3% |
| EXIS-006 | Oppose - scheme will cause congestion | 4 | 2% |
| EXIS-007 | Scheme will decrease safety | 4 | 2% |
| ENV-001 | Further proposal - additional pedestrianised facilities | 4 | 2% |
| ENV-002 | Support two-way cycle lane | 4 | 2% |
| SAF-001 | General Opposition | 3 | 2% |
| SAF-002 | Existing road speeding / speed monitoring /unsafe driving | 3 | 2% |
| SAF-003 | Further proposal- additional last-mile improvements | 3 | 2% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| SAF-004 | Support cycle priority over junctions | 3 | 2% |
| SAF-005 | Suggested improvement to bus services | 3 | 2% |
| FUR-001 | Consideration of population growth in area | 3 | 2% |
| FUR-002 | Existing situation is dangerous for pedestrians/cyclists | 2 | 1% |
| FUR-003 | Further proposal - additional safety improvements | 2 | 1% |
| FUR-004 | Scheme would improve traffic flow | 2 | 1% |
| FUR-005 | Support removal of temporary lanes (eastbound) | 2 | 1% |
| FUR-006 | Support making cycle lane permanent (westbound) | 2 | 1% |
| FUR-007 | comments unrelated to scheme | 2 | 1% |
| FUR-008 | Oppose - road improvements should be prioritised | 1 | 1% |
| FUR-009 | Existing issues with unsafe cycling | 1 | 1% |
| FUR-010 | Scheme is dangerous for eastbound cyclists | 1 | 1% |
| TRAF-001 | Scheme is dangerous for westbound cyclists | 1 | 1% |
| TRAF-002 | Further proposal - two-way cycle lane on northern side of road | 1 | 1% |
| TRAF-003 | Further proposal - one-way cycle lanes on both sides of the road | 1 | 1% |
| TRAF-004 | Further proposal - cycle lane should be wider | 1 | 1% |
| TRAF-005 | Further proposal - speed limit reduction | 1 | 1% |
| TRAF-006 | Scheme would help adherence to the speed limit | 1 | 1% |
| TRAF-007 | Speeds should be monitored | 1 | 1% |
| CYC-001 | Oppose the increase in traffic lanes (eastbound) | 1 | 1% |
| CYC-002 | Lack of space for HGVs turning | 1 | 1% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------------|---|------------------------------|----------------------------|
| CYC-003 | Oppose making cycle lane permanent (westbound) | 1 | 1% |
| CYC-004 | Oppose two-way cycle lane | 1 | 1% |
| CYC-005 | Support the dedicated cycle crossing over Osborn Way | 1 | 1% |
| CYC-006 | Support e-scooter usage on route | 1 | 1% |
| CYC-007 | Positive impact on disabled people | 1 | 1% |
| CYC-008 | Impact on local businesses | 1 | 1% |
| CYC-009 | Suggestion of other improvement outside of scope | 1 | 1% |
| PUB-001 | No comments | 1 | 1% |
| PUB-002 | Partial support - cycling improvements needed elsewhere | 0 | 0% |
| PUB-003 | Partial support - only support part of the proposal | 0 | 0% |
| PUB-004 | Existing facilities poor/ not maintained | 0 | 0% |
| ACC-001 | Existing crossings are poor | 0 | 0% |
| ACC-002 | Existing issues with junctions | 0 | 0% |
| HUM-001 | Impact of wildlife biodiversity | 0 | 0% |
| HUM-002 | Oppose removal of temporary lanes (eastbound) | 0 | 0% |
| HUM-003 | Oppose the dedicated cycle crossing over Osborn Way | 0 | 0% |
| OTH-001 | Support opening of bus stops | 0 | 0% |
| OTH-002 | Oppose reopening of bus stops | 0 | 0% |
| OTH-003 | Negative impact on disabled people | 0 | 0% |
| OTH-004 | Need to encourage a change in behaviour | 0 | 0% |
| OTH-005 | Issues with consultation/materials | 0 | 0% |
| Blank cell | Total | 194 | 100% |

Digswell Park Road, Welwyn Garden City

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|--|------------------------------|----------------------------|
| SUPP-001 | General support | 31 | 20% |
| SUPP-002 | Further proposal - additional bollards / signage required | 12 | 8% |
| SUPP-003 | Further proposal - additional crossing point needed | 12 | 8% |
| SUPP-004 | Scheme will improve safety | 10 | 6% |
| OPP-001 | Support new crossings | 8 | 5% |
| OPP-002 | Support speed limit reduction | 7 | 5% |
| OPP-003 | Further proposal - additional traffic calming measures | 6 | 4% |
| OPP-004 | Oppose new speed humps | 6 | 4% |
| OPP-005 | Further information required | 6 | 4% |
| EXIS-001 | Support new speed humps | 5 | 3% |
| OPP-006 | Existing issues with traffic flow / congestion | 5 | 3% |
| EXIS-002 | Existing issues with road users speeding /unsafe driving/parking | 4 | 3% |
| EXIS-003 | Oppose new crossings | 4 | 3% |
| EXIS-004 | General Opposition | 3 | 2% |
| EXIS-005 | Further proposal - additional safety improvements | 3 | 2% |
| EXIS-006 | support changes in road access | 3 | 2% |
| ENV-001 | Existing situation is dangerous for pedestrians/cyclists | 2 | 1% |
| ENV-002 | Existing issues with unsafe cycling | 2 | 1% |
| ENV-003 | Impact on air pollution | 2 | 1% |
| ENV-004 | Positive impact of wildlife/biodiversity/environment | 2 | 1% |
| EXIS-007 | Oppose - not needed/ won't be used | 2 | 1% |
| FUR-001 | Issues with consultation/materials | 2 | 1% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------|---|------------------------------|----------------------------|
| FUR-002 | Suggestion of other improvement outside of scope | 2 | 1% |
| FUR-003 | No comments | 2 | 1% |
| SAF-001 | Further proposal- additional cycling improvements | 2 | 1% |
| SAF-002 | Scheme would increase congestion/ worsen traffic flow | 2 | 1% |
| SAF-003 | Speeding must be monitored | 2 | 1% |
| FUR-004 | Existing issues with junctions | 1 | 1% |
| FUR-005 | Negative impact visual impact/ impact on character of the village | 1 | 1% |
| FUR-006 | Increased potential for fly-tipping / littering | 1 | 1% |
| TRAF-001 | Further proposal - additional/improved pedestrianised facilities | 1 | 1% |
| TRAF-002 | Oppose changes in road access | 1 | 1% |
| TRAF-003 | Allow use by e-scooters | 1 | 1% |
| TRAF-004 | Oppose speed limit reduction | 1 | 1% |
| TRAF-005 | Speeds must agree with Speed Management Strategy | 1 | 1% |
| ACC-001 | Existing crossings are poor | 0 | 0% |
| ACC-002 | Scheme will decrease safety | 0 | 0% |
| HUM-001 | Shared spaces between cycles and pedestrians are dangerous | 0 | 0% |
| HUM-002 | Scheme would relieve congestion / improve traffic flow | 0 | 0% |
| HUM-003 | Positive impact on disabled people | 0 | 0% |
| OTH-001 | Negative impact on disabled people | 0 | 0% |
| OTH-002 | Need to encourage a change in behaviour | 0 | 0% |
| OTH-003 | Impact on local businesses | 0 | 0% |
| OTH-004 | Impact on houses | 0 | 0% |

| Code | Code description | No. of coded comments | % of coded comments |
|-------------------|---|------------------------------|----------------------------|
| OTH-005 | Comments unrelated to scheme | 0 | 0% |
| SPE-001 | Partial support - only support if the scheme is continuous | 0 | 0% |
| SPE-002 | Oppose - waste of money | 0 | 0% |
| SPE-003 | Oppose - road improvements should be prioritised | 0 | 0% |
| SPE-004 | Oppose - not enough space for the scheme proposal | 0 | 0% |
| SPE-005 | Oppose - don't support shared space for cyclist/pedestrians | 0 | 0% |
| SPE-006 | Existing facilities poor/ not maintained | 0 | 0% |
| TRAF-006 | Partial support - improvements needed elsewhere | 0 | 0% |
| TRAF-007 | Partial support - only support part of the proposal | 0 | 0% |
| Blank cell | Total | 155 | 100% |