

Stevenage Borough Council

**Future Town Future Transport 2018
(Draft Transport Strategy)**

Statement of Consultation (2019)

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1.0 Introduction

What is a Statement of Consultation?

- 1.1 A Statement of Consultation says how we prepared our planning and policy documents. It says who we consulted and when this happened. A Statement of Consultation summarises the responses that were sent to us and where relevant, how we have changed our document as a result of these comments.
- 1.2 This document allows people that sent us comments to see how we have dealt with them. People who did not send us comments but want to understand more about how we have prepared our documents may also find this document useful.
- 1.3 This Statement reports on the draft Future Town, Future Transport.

What is Future Town, Future Transport?

- 1.4 Future Town, Future Transport will become the Transport Strategy for Stevenage Borough. It establishes the key local transport issues and opportunities which exist in Stevenage, and sets out a vision and objectives for what will be delivered in the future. The document sets out the Council's approach to sustainable transport and will act as a co-ordinating and promotional instrument to establish Stevenage as a leader in sustainable transport, reflecting its original New Town design objectives.
- 1.5 The Strategy draws together the aims of national, county, and local policy documents, and identifies the principal existing and future challenges affecting transport in Stevenage, taking account of future growth in population and jobs. The Strategy provides a comprehensive schedule of plans and projects already underway in and around Stevenage as well as those that are planned or proposed for the future in the form of short and medium-term Action Plans.
- 1.6 As Stevenage's strategic transport document, the Strategy does not provide detail on specific plans and projects which are already included in other plans or project documents. It provides an overview of the actions proposed that affect the Borough, providing a strategy for action by a wide range of agencies and institutions, and a framework for planning and decision-making.

2.0 The Consultation

Draft Transport Strategy

- 2.1 Stevenage Borough Council sought to engage a wide variety of stakeholders during the consultation on the draft Transport Strategy.
- 2.2 The Future Town, Future Transport document was published on the Council website and the Council's online consultation portal (Objective) between 05 December 2018 and 06 March 2019. Hard copies of the strategy were made available at Stevenage libraries and at the Customer Service Centre for public viewing during this time.
- 2.3 Emails were sent to all individuals and organisations on the Council's planning consultation database to notify them of the publication and to explain how they could view and submit comments on the Strategy. This encompassed local residents who have expressed an interest in planning matters previously; statutory consultees such as neighbouring local planning authorities and Hertfordshire County Council; regulatory bodies such as the Environment Agency; and community groups. Notification emails were also sent to all SBC Councillors.
- 2.4 Articles with an explanation of the consultation were published in the Inspire and Chronicle magazines.
- 2.5 Officers gave presentations to the Youth Council, Disability Forum and the Stevenage Old Town Commercial and Business Partnership to engage members of the community in the consultation.
- 2.6 Emails were also sent to specific organisations that the Transport Strategy was considered relevant to. This included London Luton Airport, Network Rail, Arriva, North Herts Ramblers and Govia Thameslink Railway.
- 2.7 The draft Strategy was presented to the SmartGo Stevenage group which comprises several of the town's largest employers, Hertfordshire Chamber of Commerce as well as key public transportation service providers such as Arriva. Officers also invited discussion with the largest employers in Stevenage. Meetings were held with GSK, the Stevenage Bioscience Catalyst and MBDA to discuss the Strategy.

Liveable Streets Survey

- 2.8 Officers produced a separate survey which was published alongside the Strategy. The survey asked individuals to select their top three from a suggested range of measures that would encourage them to walk or cycle, or use public transport in the town. In addition, the survey asked individuals to provide their views on Stevenage's streets, whether there were any specific streets that would benefit from improvements as part of a Liveable Streets trial and whether the council should look to introduce bus lanes in the borough.
- 2.9 The survey was advertised through internal SBC communications to engage SBC staff, and was advertised through social media to engage local residents. Links to the survey were

posted on the public SBC Facebook account and by posting directly on relevant Facebook pages associated with each of the wards within the borough.

Responses

2.10 Comments were received from sixteen individuals and ten organisations and feedback was received during discussions with a further seven organisations. Organisations included community groups, public bodies, members of the private sector, representatives of local businesses, and regulatory bodies. Between them, they submitted comments on the majority of the document as well as new ideas to include in the final draft.

2.11 A full list of organisations are:

- Campaign to Protect Rural England - Hertfordshire
- Hertfordshire County Council
- Historic England
- Knebworth Park and Gardens
- Box Bike Delivery
- London Luton Airport
- Bus User Group Stevenage
- MBDA
- Stevenage Bioscience catalyst
- Transport for London

Verbal responses were noted from meetings with:

- Stevenage Youth Council
- Members of the Stevenage Old Town Community and Business Partnership
- Arriva
- GSK
- SmartGo Stevenage steering group
- Disability Panel Group
- Scuff Wheels Ltd.

2.12 In addition, 82 individuals completed the Liveable Streets survey. This mainly comprised local residents, with other surveys submitted by SBC employees and members of the Youth Council.

3.0 Consultation Responses

Key Themes of Responses to the draft Transport Strategy

Vision and Strategic Objectives:

- 3.1 The aims of the Transport Strategy were supported but it was suggested that with Stevenage's unique and enviable existing infrastructure, this strategy was an opportunity for the council to be more ambitious for the long-term. It was also pointed out that as transportation currently accounts for a quarter of UK carbon emissions, national policy can be expected to increase demands. National policy is implemented on a local scale, so increasing the ambition of this strategy would have the secondary benefit of future-proofing it against more stringent future policy decisions. It was also suggested that the focus on health could be emphasised more throughout the strategy.

Targets and Monitoring:

- 3.2 Whilst this is an overarching strategy document which compiles existing plans and projects, consultees stated that more targets should be included in the strategy and questioned how targets would be measured.

Cycling:

- 3.3 Consultees agreed that it is important for the council to promote cycling and perhaps even make a bicycle symbol synonymous with the town. There were some views that people who want to cycle may already do so, and those who don't want to cycle will not be persuaded by workplace schemes such as installing showers if they don't want to wear a helmet or take a change of clothes with them.
- 3.4 Nevertheless, it was pointed out that targeted investment in cycling can bring significant returns due to the relative low cost of certain beneficial initiatives such as advance stop lines, wheel channels on steps or giving cyclists priority at crossings/junctions etc. Many consultees stated that inadequate cycle parking was discouraging the use of bikes in the town. In particular, it was suggested that the Town Centre requires significantly more cycling parking capacity and that safe cycle parking is required across the borough. Safe cycle parking could incorporate covered parking bays or installing CCTV.
- 3.5 A cycle-hire scheme could be an alternative for residents who are worried about bike damage/theft. This could either be a dockless or docked scheme. Docking bays and bicycles would be required in the Town Centre, at the bus and rail stations, key neighbourhood hubs, employment and retail areas as these are the main terminals for journeys through the borough.
- 3.6 Another suggestion to promote cycling is for additional cycling hubs or service stations to be opened, particularly one in the Town Centre and perhaps one in the Old Town. The cycling hubs could offer secure parking, repair facilities, showers and changing, and

perhaps social elements such as a café. They could also be associated with a future docked cycled hire scheme.

- 3.7 More ambitious suggestions to improve cycling connectivity across the town were an elevated cycle highway in the Town Centre and a Copenhagen-style cycle superhighway offering more direct, uninterrupted safer journeys for cyclists. This was highlighted with the High Street being a particularly hazardous location for cycling due to the busy, narrow roads, lack of allocated space for cyclists and dangerous car parking.

Pedestrian and Cycle Network:

- 3.8 A significant focus of consultation responses was on the existing pedestrian and cycle network. The deterioration of the network was stated as a reason why people do not walk or cycle. Improvements to the network and subsequent maintenance, was seen as an important way to make the network more useable. Key improvements should be resurfacing and improvements to the lighting. One respondent suggested electronic feedback signs could be installed to make reporting maintenance issues easier.
- 3.9 Responses stated that perceptions of poor safety, especially at night and in the underpasses, were another barrier to using the network and could be reduced by improvements to lighting, and the installation of cats' eyes and CCTV.
- 3.10 Measures to make the network more attractive and interesting were also considered important to attract people to use the network. This could involve increasing greenery along the routes, installing advertising boards, providing benches and making improvements to the underpasses. Improved signage with directions and distances/times to key destinations was suggested to make cycling and walking a more practical option, and marking the start and end points of key routes was suggested as a way of making walking and cycling more fun.
- 3.11 There was agreement that the pedestrian and cycle network should be protected as an important piece of active transport infrastructure, that the network should be reviewed to identify and connect missing links, and that new developments should link to and enhance the network. This will involve incorporating better pedestrian and cycle paths into the planned A1(M) Junction 7 upgrades and the bridge across Fairlands Way, as well as improving links to the west side of the railway station, the west of Stevenage in general, and out of town towards rural destinations.
- 3.12 Additionally, it was pointed out that schools and larger employment sites should all be connected by walking and cycling routes.

Town Centre

- 3.13 The regeneration of Stevenage Central was seen as an opportunity to make significant improvements to the permeability of the Town Centre for cycling and walking. Suggestions included lifting the current Town Centre cycling ban, incorporating cycling lanes through and/or around the Town Centre and ensuring links to the train station are improved.

Respondents argued that if walking and cycling are a priority of the Transport Strategy, they should not be impeded anywhere.

Mopeds and/or Electric Bikes

- 3.14 Whilst there was agreement for the proposal to remove mopeds from the cycleways, respondents felt consideration should be given to the distinction between mopeds, electric bikes, mobility scooters and other electrically-assisted vehicles. These are more sustainable than private-owned vehicles and may be suitable for continued use on the network.
- 3.15 One respondent stated that the Department for Transport is conducting a review of UK transport law, partially due to an expected surge in electric vehicles. Stevenage could trial lifting outdated regulatory barriers which currently prohibit the use of some forms of electric vehicles, such as e-scooters, which many see as suitable for roads/cyclepaths.
- 3.16 It was pointed out that there are companies offering shared-use schemes for e-scooters and that mobility scooters can be too fast and should not be allowed in the Town Centre.

Education and Promotion

- 3.17 Consultees supported the concept of encouraging cycling through the implementation of training and education. In addition to the topics covered in Future Town, Future Transport, consultees stated that a better understanding of the rules and regulations of the road and cycle path network is required, and that more information about the benefits of active travel, not just cycling, should be promoted, particularly to adults.
- 3.18 Support was given to the continued hosting of events for cycling, running and walking, such as the Cycling Festival, as a way of promoting a more active lifestyle. It was suggested a map should also be produced to illustrate key strategic active travel routes, likely using the pedestrian and cycling network, to promote attractive and convenient routes, potentially based on 'quietway' principals.

Electric Vehicles

- 3.19 Support was given to the promotion of Electric Vehicles and consultees highlighted that EV charging infrastructure should be installed without using space on the pedestrian and cycle network to the detriment of walkers and cyclists.

Buses

- 3.20 It was suggested that as the most widely used form of public transport, particularly for disadvantaged members of the community, there should have been more focus on buses within the draft Strategy. It is considered important to offer an affordable bus service, perhaps by offering subsidies, and the historic successful Stevenage Superbus experiment was referenced to show that this could be possible. There was a general level of support for the strategy which looks to manage a few key issues highlighted by multiple consultees.
- 3.21 Buses are too infrequent and are not scheduled to complement the rail timetable, whilst many routes are indirect or have too many stops. This makes bus travel too slow to be a

practical option for many. In addition, consultees highlighted that buses are often dirty and noisy, making them a less attractive option than a comfortable trip using privately-owned vehicles. Some buses are unsuitable for wheelchair access which inhibits certain members of the community from using what should be a viable method of public transport.

- 3.22 Bus routes could be reviewed to supply a more demand-led service and it was suggested that the local authority should have more of a say on bus routes and timetabling. Specifically, this could be to improve access to problematic destinations such as the new health centre on the leisure park or the crematorium. It was also suggested that any plans to improve the bus service would require the support of the County Council.
- 3.23 On the other hand, it was also suggested that bus services that are being run far from 'at capacity' could be reduced as a way of reducing vehicle numbers on the roads. It was also noted as a positive that bus services were offering ways of payment other than cash to make payment quicker and more efficient.
- 3.24 Relocating the bus station near to the rail station was supported to revive bus travel in the town although it was stated that proposals would require bus priority measures to ensure journey times were not increased, particularly from the south and east. It was also questioned whether users want to go to a bus station or if there should be more *through routes*, without a terminus, which would reduce the amount of changes needed by customers and reduce the need for Town Centre bus parking as a result.
- 3.25 A major bus operator highlighted that congestion is one of the most significant issues facing commercial services and that customers would rather sit in traffic in their own vehicle than on a bus. They suggested that bus priority measures must be part of the solution and should be included in residential and commercial development proposals.

Rail

- 3.26 Consultees gave support to the construction of a fifth platform at the rail station to accommodate Hertford Loop rail services. Suggestions were also received to lobby for additional tracks at the Digswell Viaduct and Welwyn Tunnels, one respondent suggested investigating the potential for a new Stevenage South Railway station to help reduce traffic on the A602 around Bragbury End.
- 3.27 Support was given to the improvements being planned for the railway station. Views are that a more attractive access to the station is required, as is improved sheltered seating. Lytton Way, which for many is the first impression of the town upon arrival at the station, needs maintenance with priorities being litter picking, fence fixing and shrub removal.
- 3.28 Additionally, it was pointed out that there may be opportunities to liaise with the Department for Transport and rail operators as part of a franchise renewal process to promote the extension of contactless payment and Oyster functionality at Stevenage.

Light Rail Transit

- 3.29 One respondent specified support for a potential light rail link between Stevenage and Luton Airport and it was suggested that a study into the viability of LRT routes be commissioned. This has the potential to improve public transport links from the west of Stevenage to the Town Centre seeing as any route between Luton and Stevenage Town Centre is likely to cut through the west of the town. It was also suggested that potential LRT routes link to other parts of the borough, perhaps south of Stevenage, Roaring Meg, the Old Town, and Lister Hospital as a way of easing connections around the town and reducing the need for privately-owned vehicle trips. Sites for potential LRT stops should be identified and safeguarded now, as should whether the railway station would require a sixth platform to accommodate LRT.

Park and Ride

- 3.30 Support was given to a potential park and ride scheme. As well as improving public transport links between Stevenage, Hitchin and Letchworth, an early candidate for provision could be the A602 from Bragbury End, past the Football Club into town which is getting more congested. A park and ride scheme could link the retail park, the new Town Centre, the old town and Lister Hospital. Sites for potential park and ride terminals should be identified near the borough boundary. It was also pointed out that park and ride schemes are expensive and that it would be better to install bus priority measures to promote the use of existing bus services.

Public Transport- other comments

- 3.31 Additional longer term suggestions to look into for more radical public transport solutions were an elevated metro-trail and a sky train (like a ski lift) to provide a better connection between the town centre, the old town and the retail park.
- 3.32 Another suggestion was to work with Stevenage-based engineering companies to develop and trial new technologies.
- 3.33 A non-infrastructure suggestion was to identify a public transport spine, perhaps a "Stevenage Zone 1" like the successful fare-zone concept used in London. Zone 1 could be Roebuck/Roaring Meg – Town Centre – High Street – Lister Hospital for example.
- 3.34 In the longer term, mass autonomous transit should be the model we push for to ensure we avoid even less efficient use of road space. This could involve autonomous or electric vehicles linking the train station to employment areas on Gunnel's Wood Road.
- 3.35 Consultees expressed concern about the safety of future use of autonomous vehicles and the environmental impacts of proposed route changes at Luton Airport. However, air travel was also highlighted as being important to businesses.

Car

- 3.36 Responses supported the principle of reducing car-dependency and also highlighted the cost saving to households associated with reducing the use of privately-owned vehicles.

- 3.37 A mixed response was received to the proposed A1(M) Smart Motorway improvements. Some consultees stated that widening the A1(M) was a requirement to deal with current congestion and safety issues, however others stated that it went against the Council's recently-passed Climate Emergency Motion. Others questioned whether an increase in road capacity for private-use vehicles was an appropriate project at a time when the council is attempting to promote a modal shift in transportation. Nevertheless, if the proposal does free up road capacity within the town as a result of reducing traffic on the A1(M), the capacity should be used to provide substantial sustainable measures before the capacity is re-consumed by car traffic.
- 3.38 Suggestions were received to reduce congestion by introducing interim one-way systems around schools at peak times and by using the digital signs around the borough to publicise issues and remind drivers about the rules of the road. Responses suggested improving safety by removing speed bumps and banning cars from certain roads, specifically on the High Street. Road underpasses have been used successfully in the past and could be used to reduce congestion at the roundabouts on Broadhall Way at Gunnels Wood Road and Monkswood Way.

Car Parking

- 3.39 Responses regarding car parking were mixed. Support was given for tightening residential parking restrictions as a way of promoting a modal shift but it was also pointed out that more parking spaces will be required to meet the needs of proposed growth because inadequate residential parking provision leads to dangerous and unsociable parking.
- 3.40 The introduction of more double yellow lines to control parking in residential areas was suggested, perhaps restricting parking to one side of the road, along with strict enforcement across the entire town and not just the periphery of the Town Centre. This would help to reduce parking on dropped kerbs or pavements which both inhibit the use of pedestrian and cycle ways. The introduction of allocating and permitting one car parking space per household was mentioned.
- 3.41 With regards to specific car parking spaces, responses suggested that car-sharing schemes could be encouraged to reduce the demand for parking by offering discounts at long stay car parks for car sharers, and some road side parking spaces could be designed 5 degrees to the edge of the road, rather than 90 degrees, with drivers asked to park nose first, to speed up parking and exiting spaces.
- 3.42 Issues were highlighted with parking being too expensive in the Town Centre and at the hospital, but also that free Saturday parking (currently offered approximately once per month) does not necessarily attract more people to the Town Centre (based on sales records).

Behaviour Change

- 3.43 It was highlighted that whilst appropriate infrastructure was required to promote sustainable travel, there is also a need to change mindsets to promote a modal shift in transportation. The use of ICT was suggested as a means of providing ways to encourage new habits. A smart phone app to record sustainable travel whilst offering a mix of competitions and rewards could promote active travel and/or public transport and could be used internally, across the town or across a larger area as appropriate. BetterPoints was given as an example of an app that has been successfully used city-wide in Bologna.
- 3.44 In addition, the role of large organisations and institutions is key to encouraging large numbers of employees to use alternative transport methods. Organisations should be encouraged to adopt a Travel Plan showing the measures they are to use to try and reduce private-use vehicular travel. SBC could set an example by offering free bus and rail passes as well as car parking to employees.

New Developments

- 3.45 Consultees considered it vital for new developments to promote public and sustainable transport options. This includes ensuring new dwellings are within 400m of a bus stop and introducing bus priority measures in urban extensions (and not just in central areas) to ensure that new bus routes are ready from early occupation.
- 3.46 Consultees are keen for existing cycle/pedestrian links to be protected and enhanced and that land should be set aside for cycle paths as part of development proposals. Future Town, Future Transport could reference the recent NICE (National Institute for Health and Care Excellence) guidance that specifies pedestrians, cyclists and public transport should be given priority over cars when roads are built or upgraded. Where new roads are proposed, they must be designed to allow access to emergency service vehicles even when vehicles are parked along the road.
- 3.47 Suggestions were also received to set up a regular programme to review stretches of road currently without a cycle path and high risk areas (such as near to schools) to determine the need and/or opportunities for improvements. Grass verges should only be used to cycle paths as a last resort.

Liveable Streets

- 3.48 The concept for this trial received support, particularly the aim to address the issue of residential streets being clogged by cars. It was highlighted that the trials should link to the aim of connecting places on foot or by bike seeing as an enhanced street will promote local uses and businesses which will attract more 'events' and therefore footfall along routes.
- 3.49 It was suggested that when streets for the trial are chosen, residents should be engaged by knocking on doors with advance warning to engage with all individuals, and HCC should be included in the process as well. It was suggested that set guidelines should be published for residents wishing to become involved and it was also suggested that a town-wide theme could be introduced across the trials – for example 2019 is the year of the nasturtium. The

concept could develop to communities adopting a stretch of path to keep it in order themselves in the long run.

Outcomes of Meetings with Employers

Overview

- 3.50 There was recognition from large Stevenage-based organisations that the issues and challenges identified by the draft Transport Strategy for the whole borough broadly reflect the issues and challenges faced by businesses. Particular challenges noted were a workforce that commutes from ever-increasing distances due to the specialist nature of jobs offered in Stevenage, and limited amount of space for on-site car parking.
- 3.51 The proposals within Future Town, Future Transport broadly align with what organisations are already doing to promote sustainable travel amongst their own staff. Amongst other initiatives, companies are offering their employees: interest free loans for bus/train season tickets, access to the Cycle-to-Work scheme, bicycle user groups, onsite changing and showering facilities, car share schemes, secure on-site cycle parking as well as flexi-time and home working arrangements. Whilst there is a reasonably large cycling and walking community, issues remain when trying to promote behaviour change throughout the wider workforce. Some organisations within the town are already involved with SmartGo Stevenage to share best practice and investigate ideas for promoting behaviour change.
- 3.52 Companies are investigating the benefits of installing EV charging points on-site but realise this cannot be offered free-of-charge indefinitely. They would be interested in local charging points for their employees to use.
- 3.53 Cycling links to Stevenage from East Herts and North Herts are considered poor and are a barrier to cycling to work from nearby towns/villages to all but confident and proficient cyclists.
- 3.54 The walk from the train station to Gunnels Wood Road was highlighted as being unattractive, not necessarily preventing employees from walking but certainly not encouraging them to do so. Some companies already offer free shuttle buses for their own employees from the railway station. In the long run, there is interest in a shuttle service for use by employees of all companies in the town, perhaps a pan-sector, drop-on drop-off bus using a loop between the station, the Roaring Meg and Gunnels Wood Road, particularly if there were bus priority lanes to ensure this service was punctual and reliable. Alternatively, electric or autonomous vehicles could be available to link the station to Gunnels Wood Road.
- 3.55 A common challenge preventing active travel or use of public transport is that parents need to drop their children at nursery or school before work which restricts their time. An early years centre on Gunnels Wood Road could help with this problem as it would allow parents to drop their children off during their morning/afternoon commute without having to go out of their way to do so.

- 3.56 Lastly, the forthcoming adoption of a CIL charging schedule by the Borough Council may have an impact on the proposed expansion schemes of organisations if it necessitates additional developer contributions, thus making proposals less financially viable.

Survey Results and Liveable Street Trial Nominations

Overview

- 3.57 A total of 82 residents from across all the wards completed the short survey. A summary of the results is provided below.

Encouraging Cycling or Walking

- 3.58 Two of the suggested options were ranked considerably higher than the rest: improved lighting and maintenance improvements on the existing pedestrian and cycle network, making it clear that they are key factors to encourage people to walk or cycle more.
- 3.59 New paths/cycleways was also ranked highly, followed by a grouping of five other interventions. This group comprises of: greener/visually appealing environment; safer/more cycle parking; reduced levels of on-street parking; lower traffic speeds; and more pedestrian crossings.
- 3.60 Street furniture, improved signage, bicycle hire, shared space streets and play areas all scored relatively lowly. This does not mean they were considered unimportant, but that they weren't considered the most important options by residents who were only asked to select their top three choices.

Encouraging use of Public Transport

- 3.61 The clear favoured option for promoting the use of public transport was a reduction in prices, with roughly 50% of consultees selecting it as their number 1 preference. Below that, a group of four options were ranked reasonably similarly, showing the next highest preferences. This group included: more direct routes; more frequent services; live departure/arrivals information; and more reliable services.
- 3.62 Evening services, Improved/new bus station, flat fares, better connectivity and better disabled access all received votes but received noticeably less support than the rest of the proposed interventions.

Bus Lanes

- 3.63 Residents voted against the introduction of bus lanes with 60% saying no, 26% in favour of bus lanes, and 15% of residents not knowing or stating no preference.

Breakdown by Ward

Bandley Hill

- 3.64 Four surveys were completed. The issue of safety on the streets was prevalent with too many cars parked on residential roads, speeding traffic along Gresley Way and a lack of crossing points near Ashtree School. The SB1 bus service was highlighted as being poor.

3.65 Liveable Streets nominations and reasons provided:

- Magpie Crescent – speeding cars
- Chertsey Rise – speeding cars
- Woodcock Road
- Burwell Road - parking

Bedwell

3.66 Eight surveys were completed. A range of issues were stated with litter being a particular issue. High levels of on-street parking (including vans and lorries) was considered dangerous, and perceptions of safety due to poor lighting, lack of CCTV and drug users was highlighted. Cycling links in the Town Centre need to be improved and a cycle lane should be installed on St George's Way if the Town Centre Cycling ban is not lifted.

3.67 Liveable Streets nominations and reasons provided:

- Buckthorn Avenue (x2) – on-street parking, anti-social behaviour, tidy-up of public spaces, additional planting
- Bedwell Crescent – lack of pedestrian crossings
- Bedwell shopping area – tired and dirty shop awnings,
- Homestead Moat – speeding cars
- St George's Way – poor cycle links

Chells

3.68 Eleven surveys were completed. High levels of on-street parking seemed to be the most significant issue on cul-de-sacs and on the main through road. Several residents mentioned a need for maintenance or a general tidy-up.

3.69 Liveable Streets nominations and reasons provided:

- Siddons Road – on-street parking
- Bernhardt Crescent – Underpass and greenery needs tidying up
- Chells Way (x2) – busy, narrow, a bus route, recent on-street parking
- Priestley Road (x2) – nuisance due to use as short cut between Fairlands and Priestley Road.
- Harvey Road – long stretch of one-lane road
- Telford Avenue – untidy residential frontages

Great Ashby

3.70 One survey was completed. Better lighting and CCTV suggested for isolated areas

Longmeadow

3.71 Two surveys were completed. Litter at the shopping precincts and play areas was stated and the fact that plans for the existing Bragbury End Shops are likely to affect community.

3.72 Liveable street nominations and reasoning provided:

- Hertford Road - potholes

Manor

- 3.73 Three surveys were completed. On-street parking was mentioned, as was the need for more bins on The White Way, better maintenance of grass verges and the need for benches for older residents.
- 3.74 Liveable Streets nominations and reasons provided:
- Drakes Drive – on-street parking
 - The White Way

Martins Wood

- 3.75 Three surveys were completed. Maintenance was highlighted as an issue with bushes, pavements and pot holes requiring work. Additionally, the bus stop could do with a digital display of bus times.
- 3.76 Liveable Streets nominations and reasons provided:
- Mildmay Road – uneven pavement used a lot by school children

Old Town

- 3.77 Eight surveys were completed. Parking was the main issue, particularly at peak times, mentioned by all except one resident. Dog fouling and drug-use also highlighted.
- 3.78 Liveable Streets nominations and reasons provided:
- Pound Avenue – unsafe due to number of cars using route from Primrose Hill Road
 - Alleyns Road – uneven pavement, bad lighting, commercial vehicle parking
 - Haycroft Road – parking and litter
 - Letchmore Road (top end) – parking, busy at school times, dog fouling
 - Orchard Road – speeding cars, used as a cut-through, poor surfacing
 - Fairview Road – poor lighting
 - Almonds Lane – anti-social behaviour down alley ways, mopeds on the paths, parking

Pin Green

- 3.79 Six surveys were completed. A range of issues were stated. Key issues include poor condition of the cycle paths, parking, lighting and resurfacing of pavements.
- 3.80 Liveable streets nominations and reasons provided:
- Meredith Road (x2) – cycle paths and pavement in poor condition
 - King George Close – too much parking for such a narrow road, scruffy council garages, poor lighting/security
 - Vardon Road – speeding cars and pot holes
 - Oval Underpass – poor lighting and condition

Roebuck

- 3.81 Six surveys were completed. Poor parking and condition of the pavements were the main two issues as well as a need for maintenance of greenery such as cutting tree branches and picking up leaves.
- 3.82 Liveable Streets nominations and reasons provided:
- Spring Drive – parking
 - Broadwater Crescent (x2) – speeding cars, maintenance, parking, poor cycle links.

Shephall

- 3.83 Sixteen surveys were completed. Parking and safety were the two key issues with a couple of residents also highlighting issues with the maintenance of greenery and pavements.
- 3.84 Liveable Streets nominations and reasons provided:
- Valley Way (x5) – unclean streets, speeding cars, on-street parking (and on a bus route), anti-social behaviour
 - Shephall Way (x3) – uneven pavement, dangerous speed bumps
 - William Place – needs a bin
 - The Paddocks – on-street parking especially at school times
 - Hydean Way – uneven paving
 - The Hyde – unsafe, anti-social behaviour, parking

St. Nicholas

- 3.85 Seven surveys were completed. A range of issues were stated with issues related to residential parking, on-street parking, uneven paving, litter, anti-social behaviour and closed playgrounds.
- 3.86 Liveable Streets nominations and reasons provided:
- Ripon Road – Shut play facilities
 - St. Nicholas shops, Ripon Road – run down and neglected
 - York Road – terrible parking
 - Ely Close
 - Exeter Close – poor lighting, litter, anti-social behaviour

Symonds Green

- 3.87 Eleven surveys were completed. Issues were highlighted with parking, anti-social behaviour of travellers, dog fouling, poor paving and surfacing of cycle paths, poor lighting and the required preservation of SSSI land.
- 3.88 Liveable Streets nominations and reasons provided:
- Fleetwood Crescent – dog fouling

- Norton Green – speeding cars and bikes, maintenance of SSSI and greenery maintenance, needs residential parking for proposed development
- Chadwell Road – anti-social travellers
- Scarborough Avenue – poor lighting

Woodfield

3.89 One survey was completed highlighting poor street lighting.

4.0 How we incorporated the responses

- 4.1 In general, due to the level of support and agreement for the draft Travel Strategy, the document has remained largely the same.
- 4.2 Respondents suggested numerous improvements to wording to increase clarity and context, many of which have been implemented, and the timescales of many of the plans and projects have been updated based on progress since the draft Strategy was published.
- 4.3 In addition to these relatively minor changes, the remainder of this chapter describes the more significant additions and amendments which are included in the final version of the Transport Strategy.
- 4.4 See Appendix 1 for a full review of all the respondent's comments and our responses to them.

Town Centre Regeneration

- 4.5 Representations highlighted the importance of improving the permeability of active and sustainable transport in the Town Centre, so the major Town Centre regeneration has been added as a short term project in the Strategy. The regeneration offers an opportunity to install new measures, infrastructure, urban design and regulations to reverse some of the current barriers to walking, cycling and using public transport in the Town Centre.
- 4.6 The Regeneration programme is already underway and has its own framework to guide design and masterplanning. It also already has to comply with the promotion of sustainable transportation contained in planning policy. However, it was considered important to add the project to the Strategy as well to make it clear that the Council will embed the concepts of connectivity and accessibility into the overall regeneration programme.
- 4.7 This will incorporate numerous elements including, but not limited to, improving cycle links into the Town Centre, investigating the potential to amend the Town Centre Cycling Ban, improving pedestrian movement throughout the Town Centre and to the Old Town, and increasing levels of cycle parking.

Cycleway Maintenance and Improvements

- 4.8 Many representations focussed on the condition of the pedestrian and cycleway network and stated that a few key improvements would make it a much more attractive and viable alternative to driving. Therefore, this was added as an additional short term project in the Strategy.
- 4.9 Resurfacing is a responsibility of Hertfordshire County Council and some improvements have already been implemented and well received. The Local Cycling and Walking Infrastructure Plan, produced in partnership between SBC and HCC, was cross-referenced and will be used by HCC to identify the elements of the network in greatest need of improvements.

- 4.10 Improvements to lighting, litter-picking and signage will be implemented by SBC and the Strategy details the methods by which this could be implemented. For significant improvements, the Council could bid for external funding, basing any submissions on the evidential studies already undertaken which identify the priority improvements and the benefits they would bring.

Use of powered vehicles on the cycleway

- 4.11 The draft Strategy contained a project to remove the use of mopeds from the cycleway network. Whilst this is still contained in the Strategy, respondents pointed out that this was part of a wider issue.
- 4.12 Modern modes of transport include powered vehicles such as electric bikes, e-scooters, and mobility scooters, as well as non-powered vehicles including scooters. Current regulations related to the use of the highways network are accepted as being out of date and do not permit some modern modes of transportation appropriately, never mind future forms of transport such as driverless pods and vehicles. Therefore, a new short term project to investigate and support potential legislative change has been included in the Strategy.
- 4.13 The Council are not responsible for setting the legislation of the use of its roads, cycleways or pavements but Stevenage, with its unique sustainable transport infrastructure, could be an appropriate location to trial new regulations in a safe environment. The Strategy therefore states that the Council will investigate the current and/or desired use of the cycleway network and promote the town to the Department for Transport for trials which could help overcome barriers to alternative modes of transport whilst maintaining sufficient levels of safety regulation.

Liveable Streets

- 4.14 Respondents to the draft Strategy consultation supported the concept of Liveable Streets and respondents to the accompanying Liveable Streets survey nominated numerous streets as potential trial projects.
- 4.15 The comments and suggestions have been passed onto the SBC Community and Neighbourhood Management department. They are due to undertake further public engagement in the Bedwell and Longmeadow wards, by attending community events and by canvassing households, to identify exactly what improvements are wanted by residents in their local area. With this information, CNM will set a programme of improvement works with the objective of improving neighbourhoods as places to live and enjoy.
- 4.16 The responses to the draft Transport Strategy consultation will be combined with the findings of CNM's public engagement and will help to identify schemes which warrant a Liveable Streets trial. This could be where numerous issues have been identified or where there are substantial issues stated by a significant number of residents.
- 4.17 The project included in the Short Term Action has been updated to reflect this.

A1(M) Smart Motorway

- 4.18 The inclusion of the A1(M) Smart Motorway project in the Strategy received some objection so the short term action has been slightly reframed. The project itself is to be undertaken by Highways England and lies outside of the Council's control. However, the outcome of a successful Smart Motorway will not only see improved safety and journey time reliability on the motorway, but it should free-up capacity on Stevenage's roads by moving traffic in Stevenage back onto the Strategic Road Network. The Strategy now states that capacity increases on local roads as a result of the Smart Motorway project will be used for sustainable transport measures, rather than merely being left for use by additional car journeys.

Large scale public transport schemes

- 4.19 Numerous ambitious individual schemes were suggested through the consultation on the draft Strategy, including schemes such as Park and Ride, monorail, Light Rail Transit, mass transit, ski-lifts and off-grade walkways. This kind of public transport project could offer a solution which enables a significant modal-shift in personal transportation habits as the next phase of promoting sustainable transport in the town.
- 4.20 The expense of infrastructure and/or land-take associated with large scale schemes necessitates a critical mass of users to make them financially viable so measures to disincentivise car-use on a large scale are likely to be needed, alongside potential schemes, to create the required amount of future customers. The new public transport would not be an appropriate replacement for all of the original privately-owned car trips so a full range of viable alternatives to car-use are needed before a large scale scheme can be introduced. The Transport Strategy has therefore been amended to include investigating the feasibility of potential large scale public transport projects, and associated measures to disincentivise car-use, as a long-term option rather than as a short or medium term project.
- 4.21 Based on the successful implementation of plans and programmes in this version of the Transport Strategy, future versions of the Transport Strategy could include large scale public transport schemes as a short or medium action plan or commitments to investigate their feasibility.

Monitoring

- 4.22 The Monitoring and Review chapter was amended to commit the Council to producing an annual review of the progress within the Strategy rather than an annual updated Strategy. This is stated with the caveat that if significant changes are required, based on the findings of monitoring or known changes to circumstances regarding the schemes included in the Strategy, the Strategy could be updated.
- 4.23 Whilst representations stated that the Strategy should contain clear targets related to the transportation habits and the use of different modes of transport, that data is collected by Hertfordshire County Council as Local Highways Authority who have greater resources and

expertise to undertake this form of monitoring. Not all forms of transport data are recorded and/or published annually due to the resources and effort required to get meaningful data. Therefore the Monitoring and Review chapter was amended to make it clear that monitoring of the Strategy would focus on the progress of plans and projects included in the Strategy.

- 4.24 Relevant targets and indicators from the Authority's Monitoring Report that focus on transport methods will be included in the Strategy's monitoring documents, if available, to give some indication of whether the plans and projects are having the required impact.

5.0 Conclusion

- 5.1 The Transport Strategy has been through an extensive public consultation and has largely been accepted as containing the correct package of plans and projects to promote a modal shift in transportation habits.
- 5.2 Amendments and additions have been made to the Strategy which will be published as the overarching strategy of the Council to promote sustainable transport in the town.
- 5.3 The Strategy will be monitored on an annual basis to record and publish the progress of the plans and projects included within the Strategy. The monitoring will determine whether the Strategy requires updating due to the successful or unsuccessful implementation of schemes, or wider issues which could change the context of the Strategy and/or the Council priorities.

Appendices

General Theme	Summary	How incorporated
Air Travel	Concerns in the Old Town about the environmental impacts of the Luton Airport Route Change proposals.	Noted. The Council will respond to any Luton Airport expansion plans and ensure concerns about the impacts on Stevenage are raised.
Air Travel	The Catapult is a national asset and relies very heavily on air transport of its technology to researchers and patients. Any improvements to air travel both for the Catapult and our international visitors would be welcomed.	Noted. As noted in the Strategy, an efficient transportation network is vital for the continued economic benefits that business gives to Stevenage.
Air Travel	The continued expansion of Luton Airport is entirely contradictory with the Council's recently passed Climate Emergency Motion. Any organisation serious about tackling climate change would oppose the addition of further aeroplane routes to the currently over-crowded network of air-transport given their huge net contribution to climate change.	Noted. The Council will respond to any plans with our concerns about the impacts on Stevenage and the wider environment.
Autonomous Vehicles	Safety needs to be considered before introducing autonomous vehicles. We do not want to put people off cycling and walking.	Noted
Autonomous Vehicles	Mass autonomous transit should be the model we push for to ensure that we do not result in even less efficient use of road space.	Noted
Autonomous Vehicles	Many of the employees on the campus travel by rail from London and do not have cars. We would be delighted to see further developments including electric or automated vehicles on Gunnels Wood Road	Noted
Behaviour Change	The use of IT may provide ways to encourage new habits. Bologna, Italy developed a smartphone application which provides credits to people as they increase walking, cycling and use of passenger transport	SBC trialled the BetterPoints sustainable transportation behaviour-change application as a precursor to rolling it out town-wide.

Behaviour Change	BetterPoints are a British tech company that have developed programmes to help modal shift and active travel https://www.betterpoints.ltd/page/products . An active travel app might be the best way to effect change and help a number of local/high street businesses in the process. Setting up the app could be done collaboratively, for example with HCC.	As a result of this response, SBC have trialled the BetterPoints sustainable transportation behaviour-change application internally with staff, as a precursor to rolling it out town-wide. The trial closed on 22 Sept and the results are currently being considered.
Behaviour Change	Penalising cars is not the answer, need to invest in infrastructure and improve publicity.	Noted. Future Town, Future Transport and the schemes included within the strategy contains a range of infrastructural, behavioural and organisational measures that combine to provide a range of carrots and sticks to instigate a modal shift in personal transportation habits.
Behaviour Change	Travel plans for companies	Travel Plans are required for new developments by County Council as Local Highways Authority. The Travel Choice Business endorsement would include a requirement for Travel Plan.
Behaviour Change	Need to change mind-sets (behaviour change) as well as infrastructure and/or technology.	Noted. Future Town, Future Transport and the schemes included within the strategy contains a range of infrastructural, behavioural and organisational measures that combine to provide a range of carrots and sticks to instigate a modal shift in personal transportation habits.
Behaviour Change	Need to encourage no travel.	Noted. As the Local Planning Authority, the Council does not have the remit to encourage no travel. However, the Stevenage Workplace Transport Plan will encourage the Council as, a large employer, to enable working from home and we would expect Travel Plans submitted to meet Travel Choice Business endorsement to do the same.
Behaviour Change	SmartGo are involved in business endorsement.	Noted
Behaviour Change	App used in Bologna (BetterPoints) which logs active travel journeys using GPS and allows people to build up loyalty points.	As a result of this response, SBC have trialled the BetterPoints sustainable transportation behaviour-change application internally with staff, as a precursor to rolling it out town-wide. The trial closed on 22 Sept and the results are currently being considered.
Behaviour Change	Beat the Street' for younger children 'tagging' different locations in the street whilst walking to school.	SBC trialled the BetterPoints sustainable transportation behaviour-change application as a precursor to rolling it out town-wide or trialling other such digital initiatives

Behaviour Change	Rewards for riding/walking. Points for active travel and prizes at the end of term/year.	As a result of this response, SBC have trialled the BetterPoints sustainable transportation behaviour-change application internally with staff, as a precursor to rolling it out town-wide. The trial closed on 22 Sept and the results are currently being considered.
Bus	Bus Station Relocation - do we know where bus users want to go? Why are so many local bus routes terminating routes rather than through routes which would reduce changing and reduce the need for bus parking in the centre. Current plans look as if the bus station is being moved out of the way. Bus stops may be further from where people actually want to be.	The bus station is being relocated closer to the train station, and movement between the two will be further improved by future renovations to the train station. Previous studies have shown that improving the link between the two facilities would make multi-modal journeys easier, promoting the use of public transport.
Bus	Additional point - let's remember the success of the Stevenage Superbus experiments and prepare for a low fare, and perhaps zero fare in a core area.	Minor rewording
Bus	Additional point - we should think how and whether local authorities should have more influence over public transport routes and services in the future.	Noted
Bus	Buses are too infrequent and are not timed to match the arrival of trains.	Minor rewording
Bus	It is noticeable that, for instance, the SB1, 3 and 5 are hardly ever more than 20% full. As diesel is highly polluting, there is a green benefit, as well as financial, to reducing the services.	Minor rewording
Bus	A reduction in buses would help reduce congestion.	Noted
Bus	Bus Centre Relocation - we welcome imaginative approaches to improving sustainable transport infrastructure, enhancing the permeability and accessibility of Stevenage - in particular the Town Centre - whilst conserving and where possible enhancing its unique architectural and historic special interest.	Noted
Bus	We would have welcomed a greater emphasis on bus use given that it remains the most widely used form of public transport particularly for the least advantaged members of the community.	Noted
Bus	Bus User Improvement, Arriva - Our recent experience of dealing with the company leads us to have serious doubts about their ability to deliver these objectives. We believe there is a lack of ability by Senior Management to consider ways of tackling such issues as punctuality, driver shortage and the maintenance and cleanliness of vehicles.	Noted

Bus	The success of any plans here require the active support of the County Council	Noted
Bus	There is a need for local authorities and bus operators to think and act more imaginatively about the possibility of a more demand-led service, as Arriva has done in Kent.	Minor rewording
Bus	Attention needs to be given to refashioning bus routes some of which are still based on the demographic patterns of 50 years ago.	Minor rewording
Bus	Bus Station Relocation - BUGS has been pleased to be involved in SBC's plans and see this as crucial for reviving bus travel in the town, involving a more user friendly environment and more reliable service information.	Noted
Bus	We note that discussions have taken place between Arriva and SBC about a new bus garage. This is also an urgent requirement.	Noted
Bus	The bus station needs to be near the railway station.	Noted
Bus	Bus timetables need to be devised to match the train schedules	Minor rewording
Bus	Noisy, dirty buses are unacceptable and one would hope that electric and hybrid buses are to replace those buses that are no longer fit for purpose.	Noted
Bus	Buses need to be punctual or else they lead to missed appointments or connections, wasting time and money and causing stress	Noted
Bus	Happy to see a move to varied ways of payment.	Noted

Bus	Bus timetables could be arranged so that buses do not use roads outside schools at the busiest times.	Minor rewording
Bus	It appears that bus companies make all the decisions about routes and services. Some buses are not conducive for older people due to the height of the step, and we need to consider how people get to the new health centre on the leisure park or the crematorium.	Minor rewording
Bus	Quite a walk to nearest bus stop. Frequency and timings of buses not great. Steps onto buses. Pushchair and wheelchair. No service from 7pm onwards or on Sundays.	Noted
Bus	Moving bus station to other side of Train Station would be detrimental.	Noted
Bus	Too many stops on bus routes, routes aren't direct.	Noted
Bus	Minibus design doesn't allow for wheelchairs.	Minor rewording
Bus	Young people can't get to late classes as they can't get home.	Noted
Bus	Congestion is one of the biggest issues facing commercial services and contributes to declining patronage across Hertfordshire. Bus priority measures must be part of the solution and included in any development proposals both residential and business. The only way to create modal shift is for the bus to be quicker than the car at congestion hot spots.	Bus priority measures will be promoted by the County Council as part of their obligations stated within the Hertfordshire Intalink Bus Strategy. Stevenage Borough Council will look to support the planning and delivery of bus priority measures.
Bus	The location and design of the new bus station must include bus priority measures as the current plans would mean longer journey times particularly for buses arriving from the south and east. This will have a negative effect on frequencies and/or cost. The planned Puffin crossing on Lytton Way will also cause delays if access to the new bus station direct from the south and east is not available without substantial bus priority measures.	Minor rewording. Plans for the bus station include bus priority measures to ease access for buses from north and south on Lytton Way.
Bus	Bus priority is key to modal shift. Why would you sit in traffic on a bus if it is not quicker than a car?	Bus priority measures will be promoted by the County Council as part of their obligations stated within the Hertfordshire Intalink Bus Strategy. Stevenage Borough Council will look to support the planning and delivery of bus priority measures.
Bus	Routes need to be commercially viable. Routes need to be there from early occupation and new homes should be no more than 400m from the nearest bus stop.	Minor rewording

Bus	May be worth subsidising existing services for families so they can make trips all day with one ticket. Perhaps fast food outlets could sponsor such a scheme.	Minor rewording
Car	Question whether widening the A1(m) represents value for money, especially by comparison to the benefits of spending on active travel modes. It is at odds with the main strategic objectives of Modal shift/traffic reduction, improved air quality and reduced GHG emissions.	Widening the A1(M) is a Highways Agency project, which already has funding committed. Cars will remain a part of the transportation network. The A1(M) project should free-up road capacity within the town to implement value-for-money sustainable transport projects.
Car	Enabling people to live with fewer cars is a great cost saving on household incomes.	Noted
Car	A1(m) Smart Motorway - this seems out of place in a strategy promoting sustainable and active travel. There is now a mountain of evidence to show that widening motorways and building more motorways simply generates more traffic. My concerns about the A(1)M are the impact on residential roads and cycle routes when it goes wrong.	Widening the A1(M) is a Highways Agency project, which already has funding committed. Cars will remain a part of the transportation network. The A1(M) project should free-up road capacity within the town to implement sustainable transport projects.
Car	Full widening of the A1(m) should be the focus to deal with safety and congestion.	Noted. This stretch of the A1(M) has been identified as a part of the transport network with traffic and safety issues and the works hope to reduce both.
Car	The A1(m) needs upgrading to three lanes each way.	Noted
Car	Yellow lines could be used to limit parking.	Noted. This would be just one measure to be included in the revised Parking Strategy when it is updated.
Car	All speed bumps should be removed to reduce fuel usage and they are bad for those with back problems.	Speed bumps are one way of controlling traffic and will continue to be used. With regards to safety, they have to abide by design guidelines set by Department for Transport so that they are appropriate for the particular road they are being installed on.
Car	Roads are pretty good and just need constant maintenance as pot holes come up.	Noted. HCC, as local highways authority, is responsible for the maintenance of the Highways. Issues can be reported online https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/report-a-problem/report-a-street-light-or-pothole.aspx
Car	More houses mean more people. We will definitely need more parking at home and publicly, that isn't pricey.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated.

Car	Capacity within Stevenage, unlocked by Smart Motorway improvements should be "locked in" to the Stevenage network by providing substantial sustainable measures, before the additional capacity is consumed by traffic	Minor rewording to make sure this is clear.
Car	Strict parking standards in new developments and across the town should be used as a measure to support mode shift.	Noted. This concept will be incorporated into the revised Parking Strategy.
Car	Parking spaces should be painted 5 degrees to the edge of the road rather than 90 degrees, and drivers asked to park nose first. This will speed up parking and exiting the spaces.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. Suggestions will be forwarded to the Engineering and Planning Policy Teams responsible for producing the Strategy and SPD respectively.
Car	Car sharing scheme could be encouraged by discount rates in the main long stay car parks.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. Suggestions will be forwarded to the Engineering and Planning Policy Teams responsible for producing the Strategy and SPD respectively.
Car	Interim one-way systems could be implemented around schools at peak times to reduce congestion.	This would need to be implemented by HCC as Local Highways Authority and would be considered on a case-by-case basis taking account of the impacts on other areas of the highways network.
Car	Use digital signs around the borough to remind people to indicate at least 50m prior to turning. This could help smooth traffic flow and lessen pollution by reducing stop start driving.	Agreed better signage is required on the pedestrian and cycleway network.
Car	The Old Town High Street could be off-limits to all but buses, taxis and cycles. At the very least, the car parking should be looked at. Parking could be made safer by making them parallel to the flow of traffic. Speed limit could be reduced to 20mph.	Noted. This suggestion has been included with the responses to our accompanying Liveable Streets Survey as specific measures for a specific street.
Car	The council must try to control residential parking everywhere, and not just in the periphery of the Town Centre.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated.

Car	Most new developments are planned with minimal parking per house, leading to parking which endangers access for fire engines and even ambulances.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. The level of parking at residential developments is a balance between permitting sufficient parking without promoting and enabling a higher quantity of cars than is necessary. This has to be balanced against other initiatives to disincentivise car-use and promote alternative forms of transport.
Car	Perhaps restrict parking to one side of the street or introduce other such measures. Enforce with double yellow lines if possible.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. Suggestions will be forwarded to the Engineering and Planning Policy Teams responsible for producing the Strategy and SPD respectively.
Car	Ensure all new residential roads are wide enough to allow one side parking with access for large vehicles.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. Suggestions will be forwarded to the Engineering and Planning Policy Teams responsible for producing the Strategy and SPD respectively.
Car	Hospital parking - expensive and a lack of disabled parking.	Some parking at the hospital is not under control of the Council. Parking measures across the town will be set in the revised Parking Strategy when updated. Suggestions will be forwarded to the Engineering responsible for producing the Strategy.
Car	People park and block the dropped kerbs for crossing roads.	Noted
Car	Vans park and block pavements	Noted
Car	Allocate and permit one parking space per house.	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. Suggestions will be forwarded to the Engineering and Planning Policy Teams responsible for producing the Strategy and SPD respectively.

Car	Parking in Town Centre too expensive	Parking measures across the town and as part of new residential developments will be set in the revised Parking Strategy and Parking Supplementary Planning Document when they are updated. Suggestions will be forwarded to the Engineering and Planning Policy Teams responsible for producing the Strategy and SPD respectively.
Car	Free parking on Saturdays coincided with the lowest sales of the previous month	Noted
Car	Support to improve the Gunnels Wood Road roundabout needs to be addressed since it is a through way for drivers to reach the A1 and there are several major companies that are accessed through this junction including Airbus, MBDA and GSK.	Noted. Improvements to cycling and pedestrian access would have to be included in any project to improve the roundabout or to make use of additional free'd up by the improved Highway.
Car	The suggested widening of the A1 would also be very helpful.	Noted
Car	The conversion of the A1 motorway to a 3-lane system is entirely contradictory with the Council's recently passed Climate Emergency Motion. The necessary target of at least net-zero emissions by 2030 will not be possible without a rapid shift away from personal travel to green public transportation systems. Expanding motorways encourages vehicle usage; with study after study demonstrating this to be the case. Any organisation serious about tackling climate change would oppose the expansion on principle, and campaign to transform the availability of greener transport in their place.	Cars - whether petrol, diesel or increasingly electric - will remain a part of the transportation network for the foreseeable future. The A1(M) project should free-up road capacity within the town to implement value-for-money sustainable transport projects.
Consultation	Have Sustrans and Campaign for Better Transport been consulted?	The Council has been working with various organisations, such as Sustrans and Living Streets, to develop our understanding as officers of the Liveable Streets concepts. We will continue to liaise with these organisations, as appropriate.
Consultation	Consultation on design and location of site – Will you be contacting the bus operators directly as stakeholders?	Bus operators will be consulted directly on proposals.
Consultation	Community not interested in talking to BC. Can't get to evening meetings and don't hear feedback from meetings.	Noted
Cycling	Targeted investment into cycling brings very strong returns. Many local measures e.g. advance stop lines, wheel channels on flights of steps, reduced use of barriers and dismount signs, light phasing priority at crossings and measure for filtered permeability can be introduced as low cost quick wins.	Noted. The Stevenage Cycle Strategy has identified many of these measures.

Cycling	A cycling hub (or similar) is required in the New Town and perhaps the Old Town as well as the new facility in Fairlands Valley Park.	Noted. A cycling hub could be incorporated into the rail station improvements or as part of the Town Centre regeneration. The potential for additional cycling hubs will be investigated.
Cycling	We need a Town Centre Cycling Hub with secure parking, repairs facility, showers and changing, and a cycle hire point. We need to consider whether a bike hire scheme (Sharon's Cycles) which could have docking points here and at other notable locations (e.g. Fairlands Valley Park; High Street; football club; GSK and elsewhere in the employment area)	Noted. A cycling hub could be incorporated into the rail station improvements or as part of the Town Centre regeneration
Cycling	Stevenage Gateway - Cycle Hire docking points need to be incorporated at the station.	It is anticipated that docking bays would be installed at the station if a hire scheme was implemented.
Cycling	An improvement plan is needed for the High Street which is hazardous for cyclists	Noted. This suggestion has been included with the responses to our accompanying Liveable Streets Survey as specific measures for a specific street.
Cycling	There is insufficient cycle parking in the Town Centre	Noted. Plans for the regeneration of Stevenage Central will address cycle parking within this area.
Cycling	A dockless bike scheme would require clearly designated bike parking areas to be introduced in regional neighbourhoods and key points for return and storage within the town centre. Companies would have to take responsibility for bikes being dumped across the borough.	The Council favours a docked bicycle hire scheme and, as such, would install sufficient cycle bays at numerous parts of the town.
Cycling	Those who want to walk and cycle, probably do.	The outputs of the strategy will hopefully promote cycling or walking or other modes of sustainable or active travel to new users.
Cycling	Safe, covered parking bays are required in the Town Centre and in neighbourhood hubs to encourage use.	Noted. Cycle parking provision will be incorporated into the Town Centre regeneration as well as in the Parking Strategy and Parking SPD when updated.
Cycling	Where a cycle path falls onto private property, costs are to be met by the developer and/or person responsible for the land. Maintenance costs to be met by SBC or Highways Agency/HCC as appropriate.	Noted
Cycling	Existing new town roads without a cycle path to be reviewed every 10 years for a cycle path. Roads with schools or places deemed higher risk to be reviewed every 5 years.	Gaps in the cycleway network have been identified in the Local Cycling and Walking Infrastructure Plan.
Cycling	Grass verges to be converted to cycle paths as last resort.	Noted
Cycling	Stevenage to promote cycling. Perhaps make a bicycle symbol synonymous to Stevenage.	The Council is committed to promoting cycling in the town.

Cycling	Paint within the SBC planning office "Think cyclist, think cycle path."	The Council is committed to promoting cycling in the town.
Cycling	Stevenage is the only town in Hertfordshire with an e-assist cargo-bike courier service, delivering 32,000 parcels around Stevenage in the last 12 months, reducing the use of cars and vans.	Noted
Cycling	Showers won't make people cycle to work	The outputs of the strategy will hopefully promote cycling or walking or other modes of sustainable or active travel to new users.
Cycling	People won't want to put helmets on.	The outputs of the strategy will hopefully promote cycling or walking or other modes of sustainable or active travel to new users.
Cycling	Have to take a change of clothes	The outputs of the strategy will hopefully promote cycling or walking or other modes of sustainable or active travel to new users.
Cycling	Dangerous to cycle late	The outputs of the Strategy will hopefully ensure that cycling is a safe option within the town.
Cycling	Bike parking security	Noted. Cycle parking provision will be incorporated into the Town Centre regeneration as well as in the Parking Strategy and Parking SPD when updated.
Cycling	Safer cycle parking in Town Centre would promote cycling.	Noted. Cycle parking provision will be incorporated into the Town Centre regeneration as well as in the Parking Strategy and Parking SPD when updated.
Cycling	Copenhagen - cycle superhighway. Safer, hardly ever stop, speeds up journeys.	Implementing the findings of the Local Cycling and Walking Infrastructure Plan on the mostly-segregated pedestrian and cycleway network will help to ensure cycling and walking journeys are uninterrupted.
Cycling	Service Stations to check tyres etc	Noted. A cycling hub could be incorporated into the rail station improvements or as part of the Town Centre regeneration
Cycling	Elevated route in Town Centre. Link to buildings at second floor.	Connectivity and accessibility are two focusses of the Town Centre regeneration.
Cycling	Cycle parking very important.	Noted. Cycle parking provision will be incorporated into the Town Centre regeneration as well as in the Parking Strategy and

		Parking SPD when updated.
Cycling	A cycle service station with socialising (Café etc)	Noted. A cycling hub could be incorporated into the rail station improvements or as part of the Town Centre regeneration
Cycling	Cycle damage/theft an issue. Cycle Hire scheme would be used as alternative.	The Council is investigating the potential for a cycle hire scheme and would consider where docking bays are needed if a scheme was to be implemented.
Cycling	Increase cycle parking	Noted. Cycle parking provision will be incorporated into the Town Centre regeneration as well as in the Parking Strategy and Parking SPD when updated.
Cycling	Secure cycle parking and CCTV (and signs telling potential thieves about CCTV) is required.	Noted. Cycle parking provision will be incorporated into the Town Centre regeneration as well as in the Parking Strategy and Parking SPD when updated.
Cycling	Cycle hire schemes, perhaps on outskirts such as retail parks	The Council is investigating the potential for a cycle hire scheme and would consider where docking bays are needed if a scheme was to be implemented.
Cycling	Access to electric bikes and a range of type of bikes (mountain etc) would be useful.	Noted
Education & Promotion	A <i>strategic active travel route map</i> is needed, informed by patterns of use and key generators of trip movements. This could be produced within the LCWIP and as part of the Sustainable Travel Town initiative. Routes should be based on <i>Quietway</i> principles. A new internal grid of Quietways through existing neighbourhoods should be designed based on user demands and attractiveness/convenience whilst still exploiting the original cycle network.	Noted. A cycling map of Stevenage is available (http://www.stevenage.gov.uk/52710/52714/). The suggestion re. updating the map with the findings of the LCWIP and through the STT programme will be considered by HCC when determining the package of schemes to be delivered through the programme.
Education & Promotion	Support the holding of town events for cycling, running and walking as a means for people to appreciate a more active lifestyle to help change habits and attitudes.	Minor rewording. Hosting events incorporated into the Cycle Training and Education section.
Education & Promotion	Publicity is required for the cycleways as some cyclists seem unaware of them, using the main roads instead. Perhaps different colour surfacing when they are relaid.	The Council, in partnership with HCC, will continue to promote cycling skills and education.
Education & Promotion	The overhead signs should promote cyclist safety. Reminders to check lights or wear hi-viz for example.	Improved signage has been identified as a key improvement for all of the cycleway network.
Education & Promotion	Promote cycle to work through signage at each industrial estate	Improved signage has been identified as a key improvement for all of the cycleway network.
Education & Promotion	Publish information educating residents on the rules and regulations of using the roads.	The Council, in partnership with HCC, will continue to promote cycling skills and education.

Education & Promotion	Cyclists cause conflict. They are not safe on roads and there aren't enough cycle lanes. People walk on the cycle paths and although paths are segregated, cyclists don't stay on own side.	Stevenage has over 45km of segregated cycleways. The Local Cycling and Walking Infrastructure Plan has identified where improvements and new links are required on the cycleway network.
Education & Promotion	Cycling proficiency is key not only to encourage cycling but also teaching people where they can and can't cycle, and respect for other road users etc.	The Council, in partnership with HCC, will continue to promote cycling skills and education.
Education & Promotion	Promote health benefits of active travel, particularly to adults.	The Council, in partnership with HCC, will continue to promote cycling skills and education.
Education & Promotion	Educate people on where they can and can't cycle.	The Council, in partnership with HCC, will continue to promote cycling skills and education.
Education & Promotion	The cycling festival is good as it gets people thinking about cycling.	Minor rewording. Hosting events incorporated into the Cycle Training and Education section.
EV	Charging Infrastructure will be needed but the use of public footways for charging points can be detrimental to pedestrians and cyclists.	Noted. Requirements and management of EV charging points to be detailed in the updated Parking Strategy.
EV	Electric bike use is growing in popularity and Stevenage should exploit this trend.	A pool of E-bikes has also been made available to SBC staff, via the Green Travel Plan and the Council are committed to investigating the installation of an e-bike hire scheme for the town.
EV	Install EV charging points.	Noted. Requirements and management of EV charging points to be detailed in the updated Parking Strategy.
EV	The Department for Transport is currently conducting a major review of UK transport laws, partly in preparation for an expected surge in electric vehicles, autonomous vehicles, etc. The review would look to remove some regulatory barriers to allow low emission technology to be used to make everyday city journeys. Currently, some personal vehicles, such as e-scooters, are not legally allowed to be used on roads or paths. Perhaps we could, in Stevenage, allow the use of vehicles like the e-scooter on a trial basis - certainly on the cycle paths and perhaps small roads (sometimes you need to use the latter to get onto a cycle path).	Noted. This could be incorporated into the Sustainable Travel Towns programme as a way of promoting Stevenage (and it's unique infrastructure) as a leader of sustainable transport.
EV	There are a few companies that operate a service a bit like the "Boris-bike" for electric scooters. Lime and Bird are two of these.	Minor rewording. This could be investigated alongside an electric bicycle hire scheme.
General	New Developments - This must be implemented.	Noted

General	Plans such as this should incorporate a positive strategy for the conservation and, where possible, the enhancement of the historic environment, in line with paragraph 185 of the NPPF. We would strongly encourage the strategy to reinforce the desirability of new development making a positive contribution to local character and distinctiveness, and better revealing the significance of heritage assets (NPPF 192 and 200).	Schemes would have to comply with the NPPF and Stevenage Local Plan which promotes a positive contribution to local character and distinctiveness.
General	The town centre definitely needs a facelift as it looks tired but parts look good. I love the clock tower and the new play trail.	Noted
General	To invest in the town will mean the hard working families will be attracted to the town and spend their money in town. It will pay off as the right type of people will be in the town and help in the community. I am proud of Stevenage and with the right investment lots more people will be proud too and more people will want to come here and invest in raising children and running businesses.	Noted. The Council wants Stevenage to be an even better place to live, work and enjoy. A modal shift in personal habits will help with this aim.
General	Empty shops in the town centre would look better if local artists and students could use the windows for large scale art work	Noted. Art installations could be used to increase the attractiveness of pedestrian and cycleways. This feedback has been passed on to the relevant internal departments.
Light Rail Transit	We should look at the possibility of LRT from Luton airport, from the West of Stevenage and across the Borough.	Sustainable transportation arrangements will be encouraged by SBC as part of any expansion to Luton Airport.
Light Rail Transit	Stevenage Gateway - Railway Station and Town Centre LRT stops need to be identified now.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Light Rail Transit	Commission a study into the viability of LRT on routes that could include Luton Airport, West of Stevenage to town centre and all or part of Stevenage South, Roaring Meg, Town Centre, Old Town, Lister Hospital.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.

Light Rail Transit	Increased car traffic would have a detrimental environmental impact as well as additional aircraft movements. Easy connections with Stevenage railway station will be essential and it is essential that the location for light rail or tram stops in Stevenage Town Centre are identified and reserved now. Would Stevenage West be on the rail link route? Could a stop be provided?	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Light Rail Transit	The expanded city of Stevenage in 2031 may include efficient LRT routes, perhaps including Stevenage to Stevenage West and Luton Airport; and Stevenage South to the town centre, old town, Lister Hospital and perhaps beyond.	Noted
Light Rail Transit	A sixth platform at the station for a Light Rail System to run to and along Gunnels Wood Road.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Light Rail Transit	Luton Airport Rail Link - the landscape between Luton and Stevenage contains a number of highly significant registered parks and gardens including St Paul's Walden Bury (Grade I), Temple Dinsey (Grade II*), and Knebworth (Grade II*), as well as other designated heritage assets including conservation areas and listed buildings, many of high grade.	Noted. Any proposals would have to comply with the NPPF, the SBLP and other relevant Local Plans which seek the conservation of heritage assets and conservation areas.
Liveable Streets	Support this concept. It should be linked to the potential for ongoing connecting journeys on foot or by bike. Enhancing streets will promote local uses and businesses which, in turn, will provide more local services, workplaces and a richer mix of uses. This will create more 'events' along Quietway routes.	Noted
Liveable Streets	If these roads are served by buses early stage engagement is required with HCC and bus operators. Residential travel plans, area-wide and personalised travel planning should support and encourage behavioural change leading to more sustainable travel choices.	Noted
Liveable Streets	HCC must be included in the process	Noted

Liveable Streets	Support the idea but residents will need clear guidelines. Perhaps a reference webpage.	Noted
Liveable Streets	A town-wide theme could be introduced. 2019 is the year of the nasturtium for example	Noted
Liveable Streets	Communities could adopt a stretch of path to keep it in good order.	Noted
Liveable Streets	<p>Nominate Buckthorne Avenue:</p> <p>Public spaces could be tidied-up</p> <p>Proper arboreal work on trees</p> <p>Some additional planting</p> <p>Roads need sweeping</p> <p>Controls on parking required due to Town Centre proximity</p> <p>Anti-social and illegal parking</p> <p>Roofs of the flats and balconies to Shaftesbury Court remain outstanding from the 'Decent Homes' project</p> <p>Require dropped kerb access to Shaftesbury Court</p> <p>Estate Agents boards remain up forever</p> <p>Drug issues in the area</p> <p>Large number of empty lager cans and broken glass</p>	Forwarded to SBC Communities and Neighbourhood Development team alongside responses to Living Streets survey to incorporate into their community engagement works to identify potential Living Streets trials.
Liveable Streets	The Bedwell local shopping area requires maintenance. The shops fronts have made an effort but sadly the tired and dirty awnings along the front of the buildings totally detracts from this. The whole building could really do with a refresh including the back where the flats are.	Forwarded to SBC Communities and Neighbourhood Development team alongside responses to Living Streets survey to incorporate into their community engagement works to identify potential Living Streets trials.
Liveable Streets	<p>Nominate Orchard Road</p> <p>The road is a conservation area and is a lovely road but a few small improvements could make it really nice:</p> <p>It is used as a cut through from Bridge Road to Julians Road/Lytton Way</p> <p>Cars speed</p> <p>Traffic calming, some nice planting, re-surfacing and cutting off cars from Orchard Crescent to Orchard Road would improve the liveability for residents and the large number of pedestrians who walk down the street.</p>	Forwarded to SBC Communities and Neighbourhood Development team alongside responses to Living Streets survey to incorporate into their community engagement works to identify potential Living Streets trials.
Liveable Streets	Agree that the strategy needs to address streets being clogged with parked cars but unsure exactly how to do so.	Noted

Liveable Streets	To target a street, knock on doors with advance warning and engage with individuals.	Noted. This type of public engagement will be undertaken as part of the SBC Communities and Neighbourhood Management work stream when identifying potential liveable street projects
Liveable Streets	In the later development areas e.g. Cleveland Way/Great Ashby developers were allowed to build narrow access roads and even the main throughway, Great Ashby Way, has none of the cycleways for which earlier New Town was/is renown. At weekends and evenings - even in the daytime - cars (and vans) are parked roughly half on the pavement in e.g. Cleveland Way. This means less-able carts/prams/pedestrians have to squeeze through or worse, take to the road. Police are not interested unless the vehicle is 'causing an obstruction' - whatever their interpretation is	Noted
Mass Transit	In the context of being adventurous, we should explore the potential for mass transit.	The Transport Strategy contains an ambitious range of short term plans and projects. Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These types of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Mopeds	Agree - There is perhaps a distinction between electrically assisted and electrically powered vehicles with a huge differential of speed compared to average cycles. We may need to consider whether it is better to encourage and make provision for scooters for people with mobility challenges on the pavements or on the cycle routes.	Minor rewording. Agree draft text contained misleading terminology.
Mopeds	Careful consideration needs to be given on banning mopeds without fully understanding how we might be able to make use of this in the future including the opportunities it could bring to Stevenage. Walking/cycleways might need to evolve to take advantage of future transport technology e.g. driverless pods.	Agreed. The issue is larger than merely mopeds and the Council, in partnership with HCC, will consider other modes and future modes of transport.
Mopeds	Consideration also needs to be given on the impact this would have on electric bikes usage of the network. This mode could also be viewed as the modern equivalent of a moped.	Agreed. The issue is larger than merely mopeds and the Council, in partnership with HCC, will consider other modes and future modes of transport.
Objectives	Keen for the Transport Strategy to extend some of the London Major's strategic policy objectives to the borough, including Healthy Streets, rebalancing transport system, improving air quality, and reducing road danger.	Noted. There is consistency between the objectives of Future Town, Future Transport and the London Major.

Objectives	Welcome the reference to Healthy Streets. The Healthy Streets concept underpins policies on active travel and street design in the draft London Plan. Should be given more prominence when discussing the Active Travel strategy.	Noted
Objectives	The strategy could include a further objective in Section 7 to improve connectivity from all areas within Stevenage by active travel modes and public transport to feed into the town's key transport nodes.	No change necessary - we consider this is already covered by Objective 1b.
Objectives	The health dividend should be emphasised in the strategy. It makes investment a win-win. Active Travel should be viewed positively as a net financial saving to the public purse when health and maintenance savings are factored in.	Minor rewording. No change necessary for the Objectives but an explanation of the resultant benefits of improved health has been added.
Objectives	Transportation accounts for a quarter of UK carbon emissions. Future national policy can be expected to make increasing demands and these policies will require local action.	Minor rewording
Objectives	In a strategy that looks to 2031 and beyond, we can be ambitious and adventurous. At least at the visioning stage we should think outside the box.	Noted. Future Town, Future Transport is ambitious in its aims to produce a modal shift in private transportation habits. The implementation of the Strategy will be monitored annually which will identify if the Strategy could be reviewed and made more ambitious due to significant progress with the schemes.
Objectives	We welcome also the four key themes, which although do not explicitly refer to the historic environment, would implicitly have beneficial effects on aspects of it. Stevenage's cycle lanes and general layout, including its neighbourhood streets outside the town centre, are a key part of its town planning legacy.	Noted
Objectives	I feel the proposal is very good as the improvements is what is very much needed for Stevenage.	Noted
Objectives	Stevenage is unique. How can we add to the unique facilities?	Noted. The original New Town design is a major strength of the town and lies at the heart of numerous schemes within the Strategy
Objectives	Connectivity is of crucial importance, particularly from London and Cambridge. Access by road, rail and air are all key.	Minor rewording

Organisations	<p>A number of initiatives in the Transport Strategy align with what MBDA already does to promote sustainable travel:</p> <ul style="list-style-type: none"> Interest free season ticket loans for bus/trains Cycle to Work scheme Bicycle User Group Car share scheme and an emergency ride home scheme to pay for alternative transport if the car share becomes unavailable Member of SmartGo Stevenage Mileage claims for cycling on business trips On-site showers Secure bicycle storage on-site Flexi-time Home working 	Noted
Organisations	<p>Challenges remain:</p> <p>MBDA therefore welcome the initiatives in the Transport Strategy</p> <p>Investigating EV charging points</p> <p>Interested in the introduction of CIL charging schedule as it may impact on the decision to invest in certain facilities at Stevenage as part of the significant period of planned developments.</p>	Noted. The CIL Charging Scheme will not impact the viability of development schemes - the CIL examination is there to ensure this is the case. If adopted, money raised by the CIL Charging Schedule could be used to fund sustainable transport schemes for the benefit of Stevenage residents and businesses.
Organisations	<p>Both Stevenage Bioscience Catalyst and the wider Stevenage Campus take our transport policies very seriously. SBC has in place a full Travel Plan that includes:</p> <ul style="list-style-type: none"> Car share Shuttle bus service to the station Cycling with appropriate related facilities such as showers and electric charging points for cars We use local contractors and work in partnership with other campus residents and stakeholders. 	Noted
Park and Ride	<p>We need to identify possible park and ride sites on the edge of the borough. An early candidate for alternative provision could be the A602 from Bragbury End past the Football Club and into town which is getting more and more clogged.</p>	<p>Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.</p>

Park and Ride	Designate site(s) near the edge of the Borough for park and ride schemes.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Park and Ride	Additional point - A public transport link between the retail park, the new town centre and the old town, ideally linked to a Park and Ride, and also going on to the Lister Hospital. This could be a tram system based on those used in Milan until recently. This would also be something of a tourist attraction bringing more people into the New Town Centre.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Park and Ride	Park & Rides are expensive. It would be better to improve bus priority measures to encourage local residents to travel by bus by speeding up journey times.	Bus priority measures will be promoted by the County Council as part of their obligations stated within the Hertfordshire Intalink Bus Strategy. Stevenage Borough Council will look to support the planning and delivery of bus priority measures.
Pedestrian and Cycle Network	Agree with benefits of a shift away from private car dependency. Ideally most daily needs are met within a 20-30 minute walk from home. Low traffic redevelopment of brownfield sites reduces the need for remote greenfield development, urban sprawl and road building.	Noted
Pedestrian and Cycle Network	Projects to improve underpasses with lighting and landscaping are welcomed but a reliable budget for maintenance is needed as well.	Noted. Budgets for maintenance are the responsibility of HCC (for resurfacing and marking etc) and SBC (for street cleaning and litter picking etc)
Pedestrian and Cycle Network	Agree better signage is required. The cycleways being at lower level can make it difficult to know where you are.	Noted
Pedestrian and Cycle Network	The A1(m) and distributor roads such as Gresley Way are a barrier to residents accessing and enjoying the countryside. Agree that a review is required to enhance links and rights of way such as the STOOP route.	Noted
Pedestrian and Cycle Network	Protection and enhancement of the cycleway network needs to be written into all relevant plans and briefings for officers and members to prevent a repeat of previous land-use decisions that have made the cycleway less attractive and safe.	Agreed. Sustainable transport is now well established in planning policy through LTP4 and the SBLP

Pedestrian and Cycle Network	Identify missing links in the cycleway network and start to provide them.	The Local Cycling and Walking Infrastructure Plan will identify where improvements and new links are required on the cycleway network, once finalised.
Pedestrian and Cycle Network	Improve cycle access to the west side of Stevenage railway station and provide cycle parking	The Local Cycling and Walking Infrastructure Plan will identify where improvements and new links are required on the cycleway network, once finalised. Plans for the regeneration of Stevenage Central include the provision of cycle parking at the station.
Pedestrian and Cycle Network	Improve the bridge over Fairlands Way and the connection between the new Town Centre and High Street. Perhaps this could be a "Swanson Street" solution there would be visually obvious and direct route, perhaps including public transport. It should be possible to walk out of the improved train station, look left and see the way. Public transport access to the station could be slightly further south to connect with bus and potential LRT stops near the station. There could be more than one cycleway and pedestrian route connection at each end.	The Local Cycling and Walking Infrastructure Plan and the Cycling Strategy have identified which locations on the network need improving or adding to. The future reconfiguration of Lytton Way could help to implement this suggestion.
Pedestrian and Cycle Network	The cycleways have glass on them.	SBC are responsible for street cleaning and litter picking amongst other things and have a regular programme for implementing their maintenance works. Feedback will be passed on internally to the relevant department.
Pedestrian and Cycle Network	Lighting and signage on the cycleways could be improved.	Noted. This could be incorporated into the SBC Communities and Neighbourhood Management works or as part of the Liveable Streets concept.
Pedestrian and Cycle Network	Walking and cycling provision across the A1(M) be considered when Junction 7 is upgraded. There are businesses within Knebworth Park to which walking and cycling to work should be encouraged.	Noted. Proposals will have to meet the sustainable transport requirements of LTP4 and the SBLP to be approved for permission. The A1(M) scheme would be a good opportunity to install sustainable transport provision.
Pedestrian and Cycle Network	Welcome the reference to the Verge and Footway Controls in paragraph 6.26. The Broadwater Conservation Area is presently on Historic England's At Risk Register (Nov 2018), with one of the main factors of concern being the proliferation of parking on verges and the loss of frontages having a negative effect on the character and appearance of that area.	Noted
Pedestrian and Cycle Network	Welcome the proposal to undertake improvements to the underpasses, and the potential for improvements to make reference to Stevenage's heritage and rich tradition of public art. Public art is an important facet of Stevenage's sense of place and identity.	Noted
Pedestrian and Cycle Network	Cyclepaths have fallen into disrepair and it would make a vast improvement to resurface them.	Noted

Pedestrian and Cycle Network	Streets in the town centre could be improved if drainage was adequately maintained.	Noted
Pedestrian and Cycle Network	Footpaths need to be kept clear of overhanging branches and dead leaves (priority given to footpaths through wooded areas).	Noted. This could be incorporated into the SBC Communities and Neighbourhood Management works or as part of the Liveable Streets concept.
Pedestrian and Cycle Network	Lighting is very poor in some areas which impacts on personal security and raises trip hazards.	Noted
Pedestrian and Cycle Network	Cycle way surfaces are potholes and damaged	Noted
Pedestrian and Cycle Network	Cats eyes along the edges of cyclepaths would improve safety.	Noted
Pedestrian and Cycle Network	The Hall of Fame is a great idea but needs better lighting	Noted
Pedestrian and Cycle Network	Introduce a policy to protect and grow the cycle paths.	Sustainable transport is now well established in planning policy through LTP4 and the SBLP
Pedestrian and Cycle Network	Development proposals should set aside land for cycle paths	Proposals will have to meet the sustainable transport requirements of LTP4 and the SBLP to be approved for permission.
Pedestrian and Cycle Network	All new non-residential roads to have cycle paths.	Proposals will have to meet the sustainable transport requirements of LTP4 and the SBLP to be approved for permission. The A1(M) scheme would be a good opportunity to install sustainable transport provision.
Pedestrian and Cycle Network	Suitable lighting at night on the cycle path or junctions or wherever needed for health and safety	Noted
Pedestrian and Cycle Network	Schools to have cycle paths to each main access.	Hertfordshire's Sustainable Modes of Travel Strategy (SMoTS), HCC, Aug 2018 was published to improve the sustainability of school traffic
Pedestrian and Cycle Network	Any employer >250 staff to have 15 year review for cycle path to each main entrance.	The Local Cycling and Walking Infrastructure Plan will identify where new links are required on the cycleway network. This incorporates links to employment areas.
Pedestrian and Cycle Network	Partnership between HCC and Highways Agency for bi-annual review for cycle paths and information sharing on every land redevelopment for cycle path incorporation.	The Local Cycling and Walking Infrastructure Plan will identify where new links are required on the cycleway network. This incorporates links to employment areas. New proposals will have to meet the sustainable transport requirements of LTP4 and the SBLP to be approved for permission.

Pedestrian and Cycle Network	The recent standard of resurfacing should be used for future programmed works. This upgrading on a larger scale will help make cycle journeys the quickest and most enjoyable form of transport.	Noted
Pedestrian and Cycle Network	Holes and dips - hard for buggies and people with walking difficulties.	Noted
Pedestrian and Cycle Network	Benches - would enable people to sit down but think where they are placed as they youths congregate there.	Noted
Pedestrian and Cycle Network	Cycle paths are some of best in UK. Could develop to bring to next level. Lighting, maintenance would help.	Noted
Pedestrian and Cycle Network	Colour-code tarmac and keep cycle routes well signed.	Noted
Pedestrian and Cycle Network	Liven up routes and underpasses.	Noted
Pedestrian and Cycle Network	Continue resurfacing cycle paths	Noted
Pedestrian and Cycle Network	Better lighting on all routes, particularly underpasses, should be installed and maintained.	Noted
Pedestrian and Cycle Network	Install advertising boards along cycle paths to make them more interesting (and as additional lighting)	Agreed better signage is required on the pedestrian and cycleway network.
Pedestrian and Cycle Network	Install signs telling people how long it takes to walk/cycles to destinations	Agreed better signage is required on the pedestrian and cycleway network.
Pedestrian and Cycle Network	Electronic feedback signs to report maintenance issues/problems (instead of reporting online/by phone).	Noted. This idea will be passed to Herts Highways for future consideration.
Pedestrian and Cycle Network	Zebra crossings across main roads, particularly dual carriageways, to improve direct routes/access.	Agreed. The Local Cycling and Walking Infrastructure Plan and the Cycling Strategy will identify which locations on the network need improving or adding to. At-grade crossings are a requirement for certain roads.
Pedestrian and Cycle Network	Greenery along pathways to make them more attractive	Noted
Pedestrian and Cycle Network	Marked routes with start and end points to make cycling/walking more fun.	Agreed better signage is required on the pedestrian and cycleway network.

Pedestrian and Cycle Network	Improvements to local destinations via bike or foot would be welcomed since many of the underpasses etc seem unwelcoming.	Noted
Priority	We could reference the recent NICE (National Institute for Health and Care Excellence) guidance that pedestrians, cyclists and public transport should be given priority over cars when roads are built or upgraded.	The transport Hierarchy established in LTP4 places all transport modes ahead of cars. This is the key transport policy document in Hertfordshire.
Public Transport	Supports provisions to enhance rail and bus infrastructure	Noted
Public Transport	Can we identify a 'public transport spine', perhaps a Stevenage Zone One like the successful concept in London? For example Stevenage South - Roebuck/Roaring Meg - Town Centre - High Street - Lister Hospital?	Ticketing is the responsibility of bus operators. The Intalink Bus Strategy seeks to implement consistent ticketing across the bus operators and locations across the county. The Enhanced Partnership approach (detailed within the Strategy) will provide HCC with more scope to encourage operators to implement schemes. A 'Stevenage One' initiative (or similar) would likely require local authority subsidies and, like other large scale infrastructure projects, would likely require implementation alongside measures to significantly disincentivise car-use to ensure there are enough users to be financially viable.
Public Transport	SBC should set an example by offering free bus and rail passes as well as our free parking.	The SBC Workplace Travel Plan will contain a range of measures to promote a modal shift in personal transportation habits. This suggestion will be forward to the Engineering Team who are responsible for producing the Plan.
Public Transport	Miami - Metro Rail. An Elevated tourist attraction. No driver.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.

Public Transport	"Sky Train" like ski lifts.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Public Transport	Partnership with Airbus to develop new technologies.	The Council is hoping to involve local organisations (of which there are number of engineering/technological companies) to be involved in the Sustainable Travel Towns programme alongside the Council and HCC.
Public Transport	If a shuttle bus ran continuously from the station in a loop along Gunnels Wood Road it would be able to connect all of the major employers increasing the efficiency of transport along this key employment route.	Agreed. This could be investigated through the Smart Go Stevenage Steering Group or as part of the Sustainable Travel Town programme.
Public Transport	New residential developments need a more holistic approach to public transport as most of these developments are planned on the edges of Stevenage and residents who drive will feed into already congested road network 3, 4, 5 or more miles away from the development. This has the effect of pushing traffic further out affecting bus routes serving other areas creating delays and reliability issues across the town. Bus priority measures are not just needed in the town centre but further out on all the major routes into town such as Fairlands Way, Six Hills Way and Broadhall Way (A602).	Bus priority measures will be promoted by the County Council as part of their obligations stated within the Hertfordshire Intalink Bus Strategy. Stevenage Borough Council will look to support the planning and delivery of bus priority measures.
Rail	There may be an opportunity to liaise with DfT and potential rail operators as part of franchise renewal process to promote the extension of contactless payment and Oyster functionality.	Noted
Rail	Fifth Platform - the need for a fifth platform at Stevenage station is essential and immediate.	Noted
Rail	Railway Station Improvements - must not have a detrimental effect on the adjacent cycle route	Noted

Rail	Lobby for an extra two railway tracks at the Digswell Viaduct and through the Welwyn tunnels.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Rail	Investigate the potential for a new Stevenage South railway station due to the A602 becoming clogged. This could be paired with a park and ride facility and be the start point for a LRT system.	Investigating large scale public transport plans/infrastructure is now incorporated into the Long Term chapter. These type of schemes would likely need to be accompanied by measures to disincentivise car-use to ensure there are sufficient potential users to make schemes financially viable. Therefore, before they can be promoted or investigated, progress is required with the Strategy's short term action plans to ensure that sufficient viable alternatives to car-use exist before measure to disincentivise car-use are applied.
Rail	Station access should be made more attractive to benefit commuters and visitors.	Noted. This suggestion has been included with the responses to our accompanying Liveable Streets Survey as specific measures for a specific street.
Rail	Station platforms are windy and unattractive. Sheltered seating in booths with transparent sides and the use of flowerbeds would improve the experience of commuters.	Noted
Rail	The central reservation along Lytton Way (between the train and bus stations) is a disgrace as this is the first step to encouraging people to visit Stevenage and/or to use public transport. Removing all the broken fencing and dead shrubs and replacing them with a permeable gravel effect would be an improvement.	Noted. This suggestion has been included with the responses to our accompanying Liveable Streets Survey as specific measures for a specific street.
Rail	For a large proportion of our visitors, Stevenage Station is there first point of arrival. Any improvements to upgrade the station would therefore be very welcome.	Agreed. Improvements to the railway station and the Town Centre regeneration aim to make a much improved first impression of the town upon visitors.
Rewording	First sentence should be changed to <i>influencing choice</i> to cycling, walking and public transport	We feel the foreword is appropriate in setting the scene for the Strategy. We do want to encourage behavioural change, which is reflected in other parts of the strategy.
Rewording	Second paragraph, last sentence - insert the word "other" before "choices"	Agreed. Minor rewording
Rewording	Recognise that cost influences travel behaviour	Minor rewording within Challenges and Opportunities section

Rewording	Insert "and healthy / active" after "sustainable" in the first sentence.	No change necessary - active transport is a key part of "sustainable"
Rewording	The extensive world class cycleways have been neglected and diminished by decisions by various agencies over the last thirty years.	No change necessary - mentioned elsewhere in Strategy
Rewording	1B. I don't understand the "other" in other public transport modes	Minor rewording
Rewording	2B. Separate the reference to roads from the reference to cycleways and footpaths to leave: B1 maintain, enhance and improve Stevenage's cycleways and footpaths, including underpasses, and pavements; then B2 maintain Stevenage's roads	No change necessary - to maintain consistency with other objectives
Rewording	3. Insert "share of" between greater and mode.	No change necessary - the 'mode split' refers to the share of the transportation
Rewording	3B. Include reducing the number of pavements that flood.	No change necessary - flooding is incorporated into making routes more attractive
Rewording	Include that the new town pioneers had to campaign for the first sections of the cycleway network and that the town's Superbus experiments showed that people could be shifted from cars to public transport by improvements in services and reductions in fares.	No change necessary. We feel the foreword is appropriate in setting the scene for the Strategy and that the range of plans and schemes will help enable a modal-shift in transport-use.
Rewording	What does designation of Stevenage as a Sustainable Travel Town mean? What resources will it bring?	Whilst there is no specified funding for designated STTs, being awarded the STT status would prompt improved partnership working with HCC officers and offer more expertise and resources for submitting bids for funding for future infrastructure and behaviour change projects/schemes related to sustainable travel.
Rewording	This is misleading as a lot of local transport is by walking and cycling and does not need a motor whether that be petrol, diesel, hydrogen or electric.	Minor rewording
Rewording	Superfast Trains - not a big feature in local transport but the local journey to the station will become more relevant.	Noted
Rewording	Mention that self-containment was a concept of Stevenage's design at a neighbourhood and at a town level. High proportion of people should live and work in the town thus minimising journey lengths and times. If implemented it would increase the proportion of journeys that would be practical by walking and cycling, and also enhance family and community life by minimising the amount of time that people are away from home.	Minor rewording

Rewording	As well as purely transport benefits, the segregation offered by cycleway network gives safe opportunities for youngsters learning to ride and is widely used by local running clubs and joggers.	Minor rewording
Rewording	The report should mention that weather has a significant effect on the use of cycle paths	Minor rewording
Rewording	Question the term "relatively compact urban form" as Stevenage's form is influenced by the principles and approaches developed by the Garden City movement in the pre-Second World War period. As such it contains relatively low density residential development with considerable areas of green space and landscaping. This was a deliberate move away from the compact and high density urban townscapes of nineteenth century London.	Minor rewording. The reference referred to the size of the town but the paragraph has been amended to focus on the town's urban form.
Rewording	What is the time scale for the document? 2019 -2031?	Minor rewording - however long term approaches will naturally go beyond 2031.
Rewording	Purpose – not Pupose	Minor rewording
Rewording	Compared to the key themes list on page 31 this list has been edited and loses some of the important detail. Please can the list on page 4-5 be the same as the list on page 35.	Minor rewording
Rewording	Suggest adding the wording in red Active travel has the potential to significantly benefit local resident's health by helping to increase levels of physical activity and reducing levels of obesity.	Minor rewording
Rewording	Include HCC Road Safety Strategy in list of Completed Plans and Projects.	Minor rewording
Rewording	New developments, SBC/HCC - Developers will be required to prioritise walking and cycling, and public transport provision, in all new development schemes (residential, commercial and schools).	Minor rewording

Rewording	<p>This would benefit from having a short paragraph about the local health challenges, suggested text in red:</p> <p>Modern living means that we are now 20% less active than we were in the 1960s. There is clear evidence that being regularly physically active improves health, promotes mental wellbeing, improves quality of life and promotes independence. Physical inactivity is also closely linked to obesity, and in Stevenage 21% of adults are classified as physically inactive and there is a higher percentage of adults classified as overweight or obese - 65% compared to 61.3% in England.</p>	Suggested paragraph added
Rewording	‘Underuse’ use alternative wording	Minor rewording
Rewording	Needs to include reference to the Department for Environment Food and Rural affairs Draft Clean Air Strategy 2018. https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/user_uploads/clean-air-strategy-2018-consultation.pdf	Paragraph added
Rewording	HCC Road Safety Strategy and SMoTS should be included.	Paragraph added
Rewording	Active transport has the potential to significantly benefit local resident’s health. Even cycling or walking a short distance or as part of a longer journey contributes to a healthy and enjoyable lifestyle, helping to improve physical health and wellbeing, boosting local productivity and reducing health costs.	Minor rewording
Rewording	<p>Walking and cycling are together known as ‘active travel’ modes and are the most sustainable ways for people to move around (multi modal travel).</p> <p>Paragraph 5.12 suggested rewording of 1st and 2nd sentence in red: Walking and cycling can fit into anyone’s daily routine. Together they are known as ‘active travel’ and are the most sustainable ways for people to move around.</p> <p>1st Bullet point: Health – increased levels of physical activity and reduced levels of overweight and obesity (in line with the Council’s Healthy Stevenage Strategy).</p>	Minor rewording

Rewording	Paragraph 5.18 suggested rewording of final sentence in red: There is an opportunity to promote the bike as the fastest way around Stevenage through local projects which remind residents about the benefits - including improved health and wellbeing - and enjoyment that can come from cycling.	Minor rewording
Rewording	Suggested rewording in red: The regeneration of the town centre offers a unique opportunity to remove the barriers to walking and cycling that currently exist within the central area and to improve facilities such as cycle parking and also the appropriate waymarking of all walking and cycling routes which are key to encouraging a change in travel behaviours to more active modes.	Minor rewording
Rewording	Suggested rewording in red: Frequencies to inter-urban and intra-urban	No change necessary - sentence not related to intra-urban journeys
Rewording	Suggested rewording to final sentence in red: As the car sector begins to transfer towards electric vehicles, there is potential for the electrification of bus services too, bringing even more benefits to these modes of transport including contributing towards improvements in air quality .	Minor rewording
Rewording	Suggested rewording to first sentence in red: A town where we can prioritise sustainable transport, so helping to support development of healthier communities , where residents and businesses are well connected with a range of opportunities and stakeholders can work cooperatively across all neighbourhoods to create living streets that local people can enjoy.	Minor rewording
Rewording	a. To improve access to and from the town and key destinations (e.g. bus/train station and employment sites)	No change necessary - suggestion already incorporated in (b)
Rewording	b. Maintain, enhance, and improve Stevenage's cycleways, and footpaths, including underpasses.	No change necessary - roads should be included
Rewording	c. Reallocate road space to improve multimodal approach to support mobility while reducing environmental impacts.	Minor rewording

Rewording	Rail Transformation Project, Network Rail - These service improvements will work together with planned improvements to the station's appearance and more efficient interchange with other modes of traveling (bus, cycle and walking).	Minor rewording
Rewording	Green Travel Plan - this now requires review in line with HCC Travel Plan guidance.	Noted
Rewording	SmartGo Stevenage - This is an independent organisation	No change necessary
Rewording	The Bus Strategy 2011-15 - The Strategy sets out detail on the required standards for facilities including bus stops and services, and determines which routes should receive subsidy to continue to run, and where improvements may be possible or use can be increased to help services run more efficiently. New Intalink Bus Strategy brings together the existing documents in light of newly adopted LTP4 and Bus Services Act 2017.	No change necessary - mentioned elsewhere in Strategy
Rewording	Community Transport Service - Add web address for the Community Transport Service, SBC http://www.stevenage.gov.uk/48708/	Minor rewording
Rewording	In the Action table 'Adoption of Stevenage as a Sustainable Travel Town' should be changed to <i>'Inclusion of Stevenage on the Sustainable Travel Town Programme 201/2020'</i>	Minor rewording
Rewording	Suggested rewording of final sentence in red: The council will seek to bring communities together to help them re-imagine and re-design their streets and public spaces to make them more attractive, more enjoyable and healthier and safer places to live.	Minor rewording
Rewording	The deadline dates for the bus station consultation/submission of application need to be updated to reflect the shift in timetable	Minor rewording
Rewording	As part of the consultation, HCC must be included especially the travel plan team (travelplan@hertfordshire.gov.uk) and not just engineers.	Noted

Rewording	Under the 'Who?' column should read HCC	No change necessary - SBC and HCC involved in project
Rewording	Schools and educational establishments must be mentioned as well. HCC supports for bus priority off-site as well as provision within new developments. (Intalink Bus Strategy - proposing an Enhanced Partnership).	Minor rewording
Rewording	Consultation on the Draft Intalink Bus Strategy: Summer 2019 not August 2019. District support essential to successful delivery of some components, including bus priority measures. Partnership with bus operators should be mentioned here. Potential funding sources are developer contributions and external funding sources such as bidding for government grants .	Minor rewording
Rewording	Bus user enhancement?? Is this about bus user experience enhancement? Further clarity needs to be provided.	No change necessary - This is about Arriva making improvements to services.
Rewording	Arriva is not replacing the existing buses with the brand new ones but replacing existing buses with the more up to date ones . This is a commercial decision to make private investment.	Minor rewording
Rewording	Contradiction between a moped and a scooter should be removed from the text.	Minor rewording
Rewording	"reconfigure Lytton Way" should be changed to " change the function of Lytton Way "	No change necessary - links from the town centre to the bus station can be improved by more immediate reconfigurations and amendments before a full change of function of Lytton Way which might not occur for some time.
Rewording	Workplace travel plans should be in line with HCC travel plan guidance	Agreed
Rewording	Should be ' Bikeability ' not "bike ability". Needs B. Include a link to the website? www.bikeability.org.uk	Minor rewording
Rewording	LTP4 Policy 1 - Transport User Hierarchy places reduced need to travel first. This could be supported by Travel Planning initiatives.	No change necessary

Rewording	4. For all major applications (residential, commercial and Schools) to include a Travel Plan and also to be in line with HCC travel plan guidance.	No change necessary
Rewording	Additional indicator: To increase the percentage of journeys undertaken by active travel means.	Monitoring and Review section amended to make it clear that monitoring of this document is primarily about monitoring progress of the plans and projects listed in Chapters 7 and 8. However, SBC will monitor other indicators available to them, some of which will be provided by HCC functions.
Rewording	Living Streets recently published an article about the economic benefits of the pedestrian pound https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf .	Noted
Rewording	Large, specialist companies mean employees commute from large distances. Not easy to just walk to work etc	Minor rewording
Rewording	MBDA UK has an ongoing programme of recruitment and expansion of site development with the Stevenage site critical. However, the distance of employees' commutes has increased significantly. Good transport links are important to enabling the company's growth and to retain work force.	Noted
Rewording	<p>8.14 As part of the national airspace modernisation programme, London Luton Airport (LLA) is one of many UK airports required to update all of its flight procedures. London Luton Airport (LLA) is using this opportunity to identify the most environmentally efficient way of managing airspace, with the main focus being on reducing the noise impact associated with aircraft operations. The key objectives will be to ensure aircraft reach higher altitudes sooner and stay higher for longer whilst looking at how flights can be moved away from areas of population to reduce the noise in those communities.</p> <p>8.15 Accordingly, LLA is formulating a plan to re-design its flight paths and the way it manages its airspace. The current routes affecting Stevenage residents are departures off of runway 08 using the Match/Detling flight path and arrivals for runway 26. The stakeholder engagement process for this programme should begin in early 2019 although the completion is not expected for a number of years as it involves coordination between 16 airports.</p>	Suggested wording added/amended

Rewording	For our companies to grow, they need to be able to attract and retain staff. One of the major benefits of the location compared to London and Cambridge is the availability of affordable, high quality homes. In particular, there is demand for city living / apartments with access to local amenities such as gym, shops, cafés and bars. Good public transport access to and from town is therefore very important. Many of our employees are also looking to be part of a greener and more connected community so enhancing residentially neighbourhoods will also be popular.	Minor rewording
Rewording	Frequencies to interurban destinations are incorrect. Luton, Welwyn Garden City, Hatfield, St Albans and Hemel Hempstead have frequencies of up to every 15 minutes Monday to Friday, every 20 minutes Saturday and hourly on Sundays and Public Holidays.	Suggested wording added/amended
Rewording	Contactless payments were introduced in February 2019.	Minor rewording
Road Underpasses	Additional point - road underpasses successfully diminish congestion (eg. Gunnels Wood Road / Six Hills roundabout) and ought to be part of a long term strategy, especially the Broadhall Way roundabouts at Gunnels Wood Road and Monkswood Way	Suggestion forwarded to HCC as Local Highways Authority
Targets and Monitoring	There is an absence of targets beyond the 3% cycling, 9% walking (2011 census).	The implementation of this Strategy will be monitored by SBC looking at progress with the plans and projects. Personal transportation habits are monitored separately by HCC as Local Highways Authority who have greater resources and expertise to undertake this task. Due to the scale of monitoring operation required to gain accurate results, this form of monitoring will be left to other organisations and analysed, as appropriate, by SBC.
Targets and Monitoring	Green Travel Plans need to include targets for modal share and financial incentives for active travel. Businesses should be discouraged from requiring employers to provide a car for work purposes and to consider car pool, work place charging to fund active travel rewards.	Noted
Targets and Monitoring	It would be preferable to be more open about the aims for modal shift to assess effectiveness.	There will be no specific target in the Transport Strategy. Levels of transportation-use are monitored by HCC as Local Highways Authority and by SBC for the Authority Monitoring Report.
Targets and Monitoring	2. To increase the use of passenger transport – how will this be measured?	This is monitored as part of the Herts County Travel Survey. This is not monitored every year due to the difficulty and scale of monitoring required to gain useful data.

Town Centre	The Town Centre regeneration should enable significant improvements to the walking and cycling links to and from main station.	Agreed. Connectivity and accessibility will be promoted by the Council into all aspects of the regeneration project.
Town Centre	The new town centre must be permeable to cycling and public transport and, wherever possible, pedestrian routes in the town centre should not be broken by motor traffic.	Agreed. Connectivity and accessibility will be promoted by the Council into all aspects of the regeneration project.
Town Centre	We must entrench public transport and cycling routes through the town centre.	Agreed. Connectivity and accessibility will be promoted by the Council into all aspects of the regeneration project.
Town Centre	A cycle lane in Town Centre would not be good. Have a Cycle lane around the Town Centre instead.	Noted. An investigation into the impacts of permitting cycling in parts of the Town Centre will be undertaken to consider the future of the cycle ban and potential options for improving the current situation.
Town Centre	Mobility Scooters are too fast and should be banned from Town Centre.	Noted
Town Centre	Lift the Town Centre cycle ban. If cycling is highest priority, it shouldn't be banned anywhere.	Noted. An investigation into the impacts of permitting cycling in parts of the Town Centre will be undertaken to consider the future of the cycle ban and potential options for improving the current situation.
Town Centre	Cycle lane through the Town Centre so people can cycle there	Noted. An investigation into the impacts of permitting cycling in parts of the Town Centre will be undertaken to consider the future of the cycle ban and potential options for improving the current situation.