

APPENDIX D

Stevenage Borough Council

**Stevenage Connection Area Action Plan
Issues and Options (2021)**

Consultation Statement

12 July 2021 – 5 September 2021

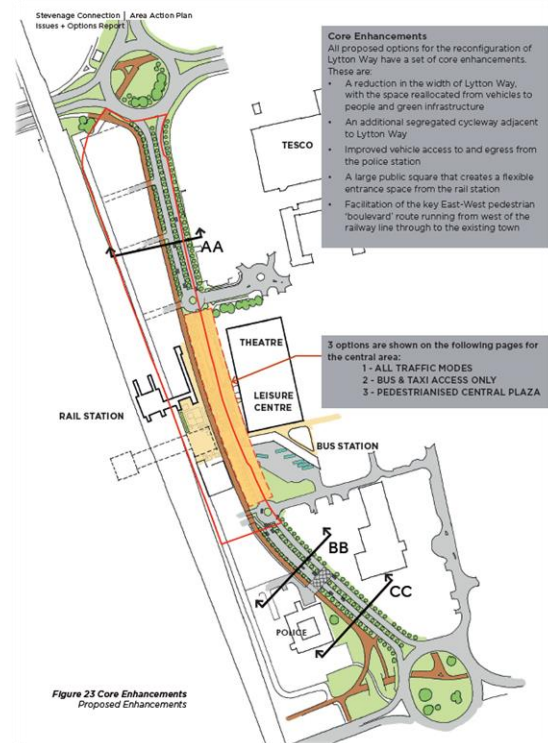


Executive Summary

The Issues and Options Report for the Station Connection Area Action Plan was published for consultation in July 2021. The aim of the report is to develop a sustainable solution for the area around Stevenage Station and improve accessibility and create a sense of arrival whilst supporting the promotion of sustainable forms of transport.

The report set out 4 options for the area adjacent to Stevenage Railway Station incorporating Lytton Way:

- Option 0** – Do nothing
- Option 1** – All traffic modes: reduces the central area of Lytton Way between Swingate and Danesgate to a single carriageway suitable for all modes of traffic
- Option 2** – Bus and Taxi only: reduces the central area of Lytton Way between Swingate and Danesgate to a single carriageway and restricts movement to buses and taxis only
- Option 3** – Pedestrianised Plaza: removes regular vehicle movement from the front of the station and Lytton Way ceases to be a through-route. An access through-route is retained for emergency vehicles needing to access and egress the station and immediate environs



During the Public Consultation period, officers received upwards of 300 individual representations on the Options set out in the report. These representations came from a variety of mechanisms that officers employed for consultation, including pop up consultation stalls at the Railway Station itself and in and around Stevenage Town Centre, social media (Facebook, Twitter, LinkedIn, and Instagram) and our usual formal consultation procedure incorporating email and postal consultation.

The representations came from a combination of members of the public, statutory consultees and other interested parties.

Initially, Options 2 and 3 seem to be favoured by the public and consultees and there may be scope for these Options to be combined in some way. This will be assessed as part of the preparation of the Preferred Options Report.

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1 Introduction

- 1.1 This document sets out how Stevenage Borough Council has undertaken consultation in the preparation of the Stevenage Connection Area Action Plan; Issues and Options stage. The statement provides an overview on the following:
- Who was invited to make representations;
 - How they were invited to do so;
 - Summaries of the main issues raised in the representations; and
 - Next steps for the Area Action Plan (AAP).
- 1.2 This consultation statement complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The document will be updated at each stage of the plan making process. It currently details consultation undertaken in relation to:
- Stevenage Connection Area Action Plan: Issues and Options consultation (2021)
- 1.3 The [Local Development Scheme](#) of Stevenage Borough has included the intention to prepare an AAP for this part of Stevenage since 2019 when the Local Plan was adopted. The current Stevenage Borough LDS (2020) continues to include the AAP as a Development Plan Document to be prepared.
- 1.4 The AAP was previously referred to as the Area Action Plan – Railway Station in the LDS; however, in order to reflect the more comprehensive vision being envisaged for the area, and the need to integrate development proposals in the area, the plan has been renamed the Stevenage Connection Area Action Plan.
- 1.5 The adopted Stevenage Borough Local Plan (2019) includes policy allocating land in the area of the railway station for high quality mixed use development, including an extended and regenerated train station, new bus station, high density housing, new multi-storey car parking and new office and retail premises. Revitalisation of the area will be focussed on the updated and enhanced sustainable transport interchange through the development of the new bus station and the regeneration of the train station. The AAP is being developed and involves close collaborative work with Hertfordshire County Council and other stakeholders in the area.
- 1.6 Preparation of the AAP commenced in 2020. The Issues and Options Report was published for consultation in July 2021. Responses to the consultation will be reported to Executive in early 2022.

2 Pre-Public Consultation

- 2.1 Prior to the Issues and Options Report being circulated for public consultation, the report went through some internal consultation and also the constitutional process.
- 2.2 The Report was presented to Stevenage Borough Council chief officers and Members at the following meetings:
- SLT 12 January 2021
 - Clearance Board 22 January 2021
 - Planning and Development Committee 3 February 2021
 - Executive 10 February 2021
 - Overview and Scrutiny Committee 17 February 2021
 - Key stakeholder discussions March – April 2021
 - Stevenage Development Board 13 May 2021
- 2.3 A summary of the comments made in those meetings and other general comments are set out below.

Name/Organisation	Comments	SBC Response
HCC Highways	<i>Bike path options – user experience is a key challenge.</i>	Noted – to be considered further in Issues & Options draft.
HCC Highways	<i>Highways modelling related to the Lytton Way scenarios needs to be developed.</i>	SBC will be working with HCC to produce a report detailing projected impact of the Lytton Way scenarios and model effect on traffic flows.
SLT	<i>Reference to Climate Change and R&D should be made.</i>	Noted – to be included in Issues & Options draft.
Planning & Development Committee	<i>Consultation methods need to go beyond the standard planning policy consultation.</i>	Noted – officers will consider interactive methods of consultation to engage the wider public.
Executive	<i>Accessibility – level access is vital as is the recognition of the need to significantly improve disabled access to the Railway Station.</i>	Noted – additional wording will be reflected in the Issues & Options draft.
O&S	<i>Reference pedestrian crossings.</i>	Noted – will be reflected in the Issues & Options draft.
Key stakeholder discussions	<i>Bike path options – will be a challenge to remove the existing cycle path adjacent to the Station.</i>	Noted – will consider during the Issues & Options public consultation.
Stevenage Development Board	<i>It is important to reference heritage and culture where possible.</i>	Noted – will be reflected in the Issues & Options draft and considered further in AAP drafting.

3 Issues and Options Consultation (2021)

- 3.1 The Stevenage Connection Area Action Plan: Issues and Options report set out the main issues for the site and a series of possible options for its future development.
- 3.2 A Sustainability Appraisal (SA) Scoping Report was published for consultation in accordance with the Strategic Environmental Assessment Directive and Regulations. The consultation formally sought the views of a wide range of consultees, including the three statutory consultees: Historic England; Natural England; and the Environment Agency. The purpose of the consultation was to gauge the views of consultees on the defined scope of the SA and the proposed level of detail that should be included in the SA. The consultation period ran from 12 July until 5 September 2021.
- 3.3 The draft Issues and Options Report was prepared and approved for public consultation by Stevenage Borough Council Executive Committee on 10 February 2021.
- 3.4 An eight-week public consultation exercise was undertaken from 12 July until 5 September 2021. Representations were invited in respect of the Issues and Options Report and the Sustainability Appraisal Scoping Report. Representations could be made using an online consultation system linked to the Council website, alternatively, printed response forms were made available which could be posted or emailed to the Planning Policy Team.
- 3.5 The following methods of notification were used to publicise the consultation exercise.
- 3.6 Following approval by Executive in February 2021 and prior to the consultation period commencing, some early engagement and publicity was carried out to promote the forthcoming public consultation on the AAP. This engagement included:
- Discussions with key stakeholders to gauge early opinion, ahead of their submission of formal representations to the public consultation. At this stage, discussions were held with Sustrans, the Stevenage Cycling UK User Group, East Coast Mainline Authorities and internal colleagues at the Council.
 - A consultation video was produced, which highlighted the current issues with Stevenage Railway Station, Lytton Way and general connectivity and included a series of “fly-through” shots and images. The Planning Policy team procured a local firm, Pearldrop Ltd, to produce the video, which was published on various social media platforms, including the Council’s own YouTube channel – to promote the Area Action Plan consultation.
 - The video, while easily accessible online, was played on location at Stevenage Indoor Market, Stevenage Visitor Centre and other locations across the town.
 - A promotional leaflet and poster were produced and distributed around the town, to highlight that the public could “have their say” on proposals to shape Lytton Way and the wider Station Gateway area over Summer 2021.
 - Ensuring that the AAP consultation could align with the work programme of the broader Communications and Engagement Plan, managed and updated by the Communities & Neighbourhoods team. This was to ensure that the AAP could be added to any events / engagement with the neighbourhoods of Stevenage, to raise awareness as much as possible.

- Engagement with the wider public through “consultation stalls” at the Railway Station. Here, Council officers were present to listen to members of the public and discuss their views regarding the current issues that face the Station, Lytton Way and surrounding area, as well as inviting people to vote (via a colour chip coin) on their preferred option for the central section of Lytton Way.

3.7 The formal consultation consisted of:

- Publicity via the Stevenage Borough Council website and social media platforms (including the Council’s Facebook, Twitter, Instagram and LinkedIn pages).
- A link to the Council’s consultation interface, where the public were able to download the AAP and SEA Screening document and submit their observations and representations.
- The consultation interface included a series of “consultation questions”, designed to cover the varying aspects of the AAP and to generate comments on certain sections of the document, for example the cycle path options or general views on connectivity between the Railway Station and Lytton Way. This was primarily to ensure that the Council received responses on the document as a whole and not just, for example on the proposed options for Lytton Way. The questions were only answered in full by a small number of respondents. However, they proved useful in shaping public opinion across the consultation period and subsequent representations made.
- A series of more formal “key stakeholder meetings” were held virtually; two of the meetings were held in person at Daneshill House, with one meeting followed up by an officer-guided site visit of the AAP area.
- A press release and articles in the Comet newspaper relating to the AAP public consultation.
- Continuation of distribution of leaflets and posters publicising the public consultation. This included distribution at Stevenage Central Library, Daneshill House Reception and Stevenage Railway Station retail outlets.
- Continuation of engagement with the wider public via consultation stalls at the Railway Station and West Gate Shopping Centre, the Town Square and Stevenage Indoor Market.
- The Planning Policy team were assisted by the Communities & Neighbourhoods team and in particular, neighbourhood wardens, in promoting the Area Action Plan consultation across Stevenage to ensure a wide a response as possible.
- The Communities & Neighbourhoods team engaged with community interest groups on the AAP at events that were scheduled for Summer 2021, for example the Irish Centre Social in Bedwell in July 2021. This team placed leaflets and posters on various neighbourhood centre notice boards. This team also engaged with supermarkets and doctor’s surgeries on notice boards, to gauge views on the preferred options for Lytton Way.

3.8 A series of exhibition events were held during July and September 2021 at which Council Officers were in attendance to explain the various options and to answer questions. The events took place at the following venues:

- 6 July 2021 – Stevenage Railway Station
 - 27 July 2021 – Stevenage Railway Station
 - 28 July 2021 – Irish Network Stevenage Social, Bedwell Community Centre
 - 13 August 2021 – Stevenage Railway Station
 - 18 August 2021 – Stevenage Indoor Market
 - 25 August 2021 – Stevenage Westgate Shopping Centre
- 3.9 Copies of the Issues and Options Report were made available for inspection, along with supporting documents at the following locations:
- Stevenage Central Library
 - Stevenage Old Town Library
 - Council Office, Daneshill House, Danestrete
 - Online via the Councils website
- 3.10 Statutory consultees, including Duty to Co-operate Bodies and general consultation bodies as set out in Appendix 1 to this document were notified of the Issues and Options Report consultation by email or letter.
- 3.11 Representations received in respect of the consultation exercise are available to view in full on the Stevenage Borough Council consultation portal. A summary of the representations received is included in this statement.
- 3.12 A total of 9 meetings were held with the key stakeholder groups identified through the early engagement process when the AAP was first drafted and developed. These were as follows:
- Cycling UK Stevenage: 1st July 2021 (prior to public consultation launch)
 - Mace: 2nd July 2021 (prior to public consultation launch)
 - Hertfordshire LEP: 2nd July 2021 (prior to public consultation launch)
 - Hertfordshire County Council: 5th July 2021
 - Govia Thameslink Railway: 7th July 2021
 - Stevenage Bus Users Group: 9th July 2021
 - National Rail: 21st July 2021
 - Sustrans: 23rd July 2021
 - Legal & General: 11th August 2021

In addition, a site visit to the Station Gateway area was held with the Cycling UK Stevenage group on 23rd August 2021.

3.13 At each meeting, officers presented a set of PowerPoint slides to the stakeholder group detailing the Area Action Plan. The stakeholder group were then invited to comment on the content of the AAP from their perspective and comments recorded as part of the overall consultation response. Key issues arising from these meetings included:

Theme	Comments
Vision & Aspirations	<i>Generally supported to provide much needed transformation of this part of the town and to support activities at and around the Railway Station.</i>
Destination & Sense of Place	<i>Potential for exemplary buildings to showcase as a crucial destination. There is a big opportunity for this – this is the ultimate way forward for a sense of place in the area.</i>
Cycling	<i>Consideration needed for cycling past or through the Station, not just to and from it. People use the cycle route to commute and travel to places other than the Railway Station.</i> <i>In Stevenage, the cycle infrastructure in place is interesting. Usage is not as high as is currently interrupted by the pandemic. It would be useful to tie in with a programme of behavioural change, increasing the attractiveness of the network.</i> <i>In some places, the National Cycle Network is split. Signage would be beneficial and clear signage is a must.</i>
Connectivity & Movement	<i>Importance of the boulevard – link to Town Square, a way finder, offering a viewpoint, vista, and series of connection, and the importance of alignment to the Station.</i> <i>Further movement analysis could potentially be used to support any future options. A wider policy rationale could be developed to support a Preferred Option – good to keep in mind for a Preferred Options version of the AAP.</i>
Access	<i>Regarding the road bridge, there are key issues in terms of future access. Step grade drop needs to be part of the proposed solutions in the Preferred Options.</i>
Economy	<i>Grow on space element is important, for example relating to low carbon development.</i> <i>The AAP area could work well as a service industry for the aerospace and R&D cluster at Gunnel's Wood, and / or supporting the emerging cell and gene cluster.</i> <i>There needs to be consideration of what businesses need in Stevenage and beyond. Need to link to inward investment and the Town Deal.</i>
Digital	<i>Digital incentives are also very important in this area going forward.</i>
Railway Station	<i>Entrance at grade is a priority.</i> <i>There is pressure on future possibilities for a new Station. This should consider how long this would take, the costs of intervention and</i>

Theme	Comments
	<i>implementation of an option needs to be recognised.</i>
Lytton Way Options	<p><i>Overall, the proposed Options have a positive level of support as they are transformative, positive and will result in a different feel around the Station. They will encourage further walking and cycling in the vicinity.</i></p> <p><i>Option 1 doesn't enable modal shift.</i></p> <p><i>Option 2 – work would need to be undertaken to set out what happens for traffic movements such as drop off, turning and movement.</i></p> <p><i>Option 2 & 3 – opens up the barrier of the ring road but will require detailed modelling and assessment. Will allow the Town Centre to expand, and the Leisure Centre.</i></p>

3.14 The consultation representations were reported to the committees listed below, the minutes of which can be viewed online. In summary, Members noted the responses and agreed that further work should be undertaken on developing the preferred options for the site.

- Planning & Development Committee – 31 January 2022
- Executive – 9 February 2022
- Overview and Scrutiny Committee – 15 February 2022

3.15 The responses received to the Issues and Options Report were used to inform the preparation of the Preferred Options Report.

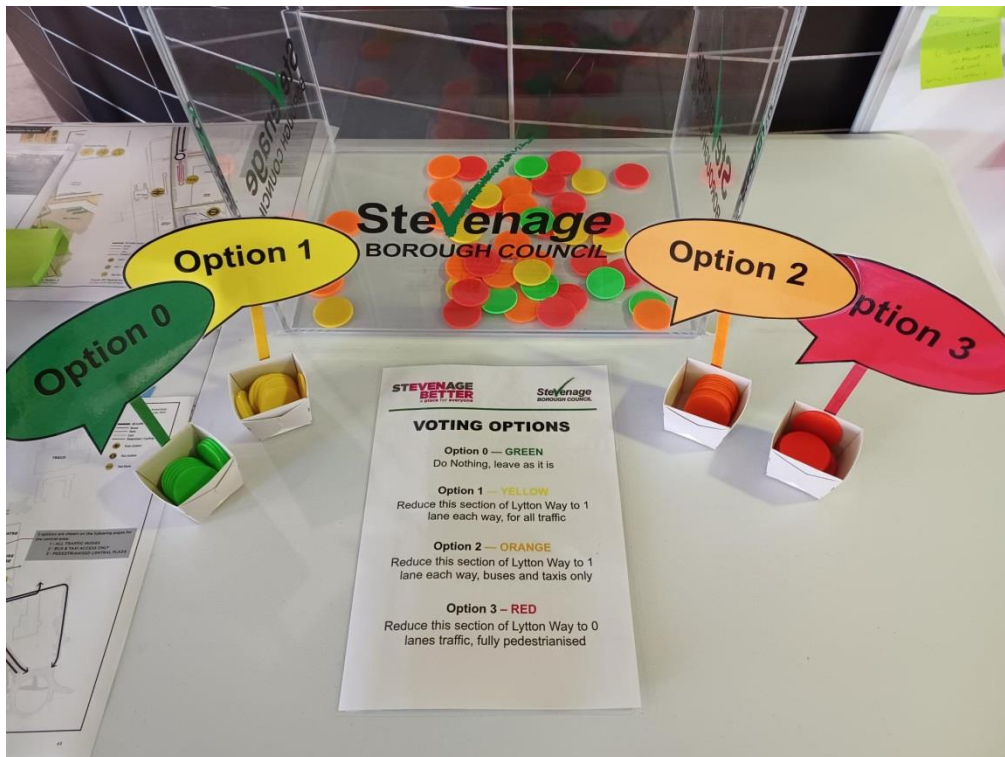
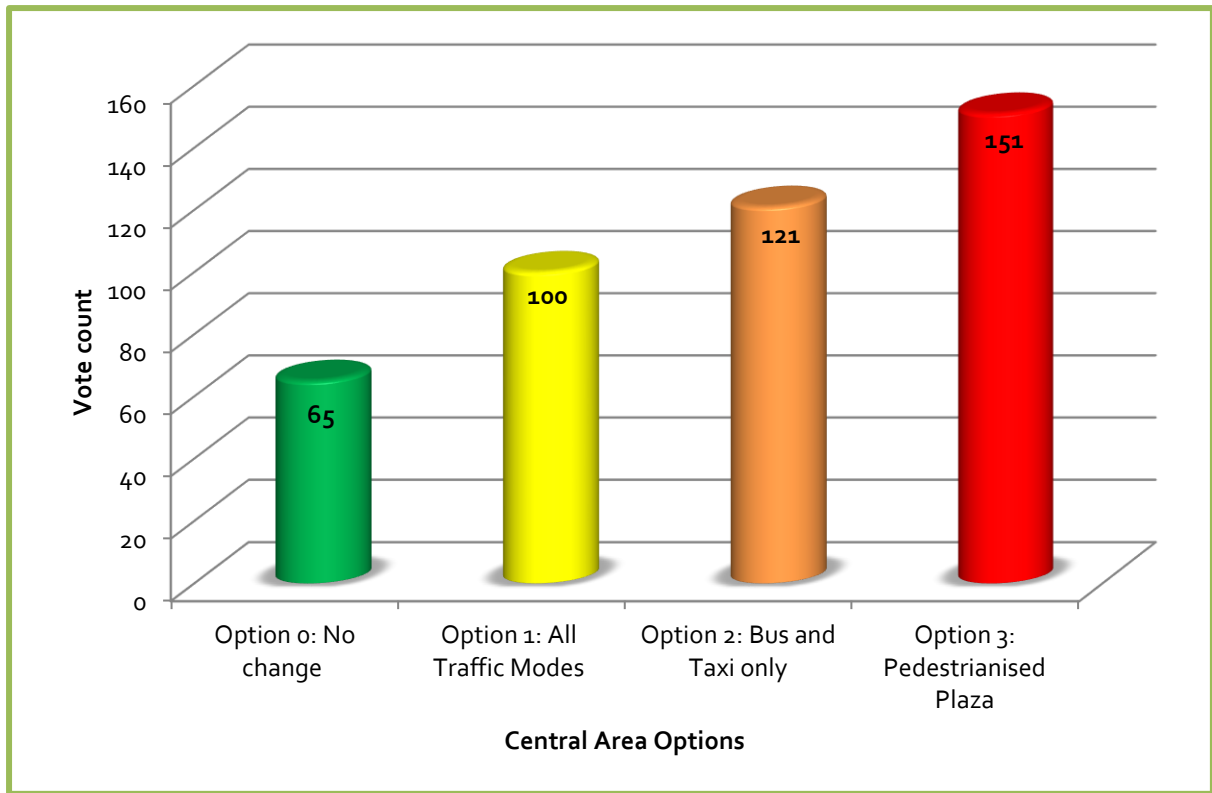
4 What were the main issues raised during the consultation?

4.1 The main topics raised during the consultation were:

- *Vision, ambitions, and aspirations of the AAP.*
- *Transport and highways improvements, in particular the cycle routes and proposed options to reconfigure Lytton Way.*
- *Active travel and sustainability.*
- *Safety and security.*
- *Public realm and sense of arrival at the Railway Station.*
- *Integration of culture, art and heritage.*
- *Traffic flow around the immediate area.*
- *Improved connection, wayfinding and signposting between the Bus Station and Train Station.*
- *Accessibility issues / disabled parking provision.*
- *A series of general comments.*

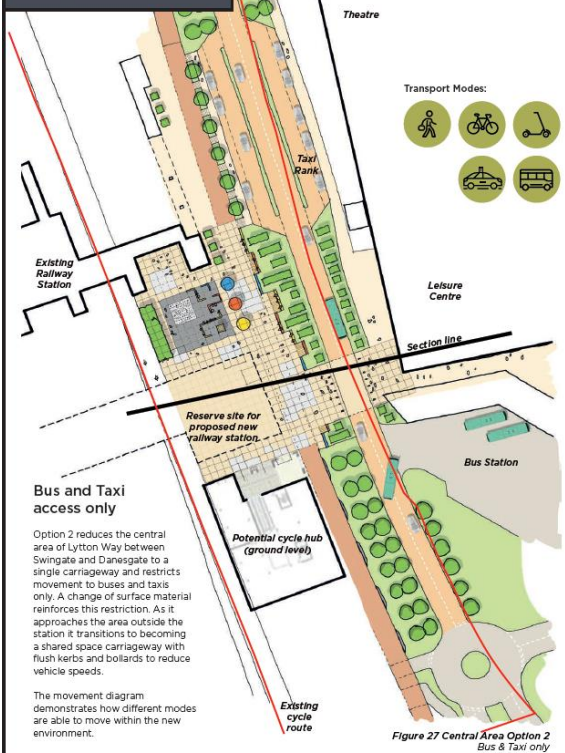
5 Votes and opinions

- 5.1 As part of the consultation, the Planning Policy team ran a series of “consultation stalls” at Stevenage Railway Station, the Indoor Market and West Gate Shopping Centre to gauge views on the public on the Area Action Plan, while having the indicative options for potential changes to Lytton Way on display.
- 5.2 Members of the public who visited the stalls were provided leaflets with more details regarding the Area Action Plan consultation and where to submit formal comments.
- 5.3 People were asked their general views about the Station in terms of arrival, their thoughts on Lytton Way alongside the Railway Station in its current use as well as about connections from the Railway Station through to the Town Centre and other areas of the town.
- 5.4 People were given an opportunity to express their comments via post-it notes and marking out of 10 on a tally chart, regarding Station arrival, Lytton Way and connectivity.
- 5.5 The main part of the consultation stalls involved the public being invited to vote for their preferred option for Lytton Way by taking chip coins and placing in a Perspex box, with different colour chip coins representing the 4 different options.
- 5.6 Officers asked members of the public to vote for their preferred option, as set out in the Issues and Options Report, as part of the stall events, at the Irish Network Stevenage Social as well as at community centre and neighbourhood notice boards, notice boards at some of the Living Schemes, supermarkets, town centre shops and doctor surgeries.
- 5.7 The early phase of the consultation was held before COVID-19 restrictions in England were eased (on 19th July 2021); all appropriate measures were taken to ensure that public engagement was COVID-secure as much as possible. For example, provision of hand sanitisers at consultation stalls and masks worn when appropriate.
- 5.8 Officers received a total of 437 chip coin votes. The votes are shown overleaf:



5.9 There is a clear appetite for change in the Station Gateway area and a more sustainable change with public transport and pedestrianisation.

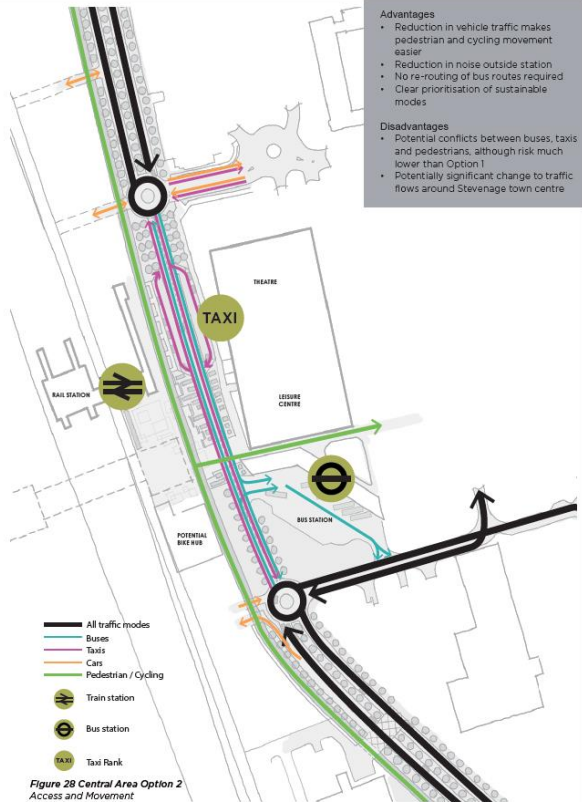
**CENTRAL AREA OPTION 2
BUS & TAXI ONLY**



Bus and Taxi access only

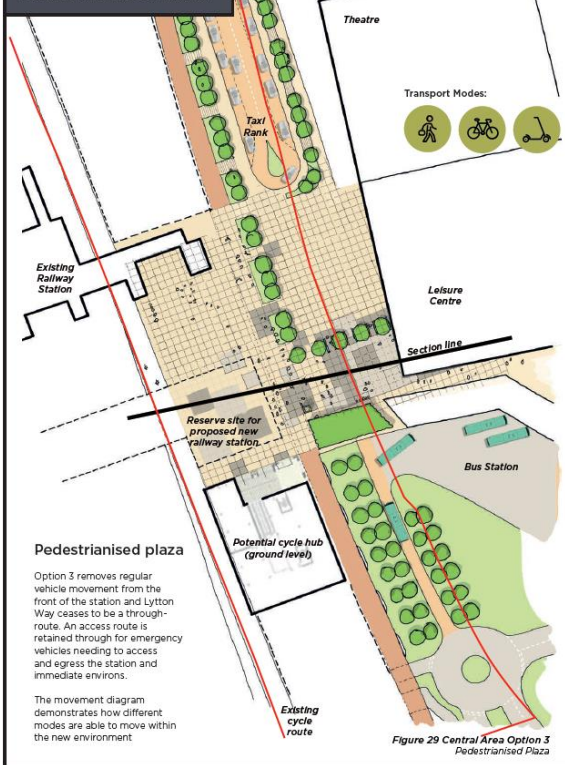
Option 2 reduces the central area of Lytton Way between Swingate and Danesgate to a single carriageway and restricts movement to buses and taxis only. A change of surface material reinforces this restriction. As it approaches the area outside the station it transitions to becoming a shared space carriageway with flush kerbs and bollards to reduce vehicle speeds.

The movement diagram demonstrates how different modes are able to move within the new environment.



- Advantages**
- Reduction in vehicle traffic makes pedestrian and cycling movement easier
 - Reduction in noise outside station
 - No re-routing of bus routes required
 - Clear prioritisation of sustainable modes
- Disadvantages**
- Potential conflicts between buses, taxis and pedestrians, although risk much lower than Option 1
 - Potentially significant change to traffic flows around Stevenage town centre

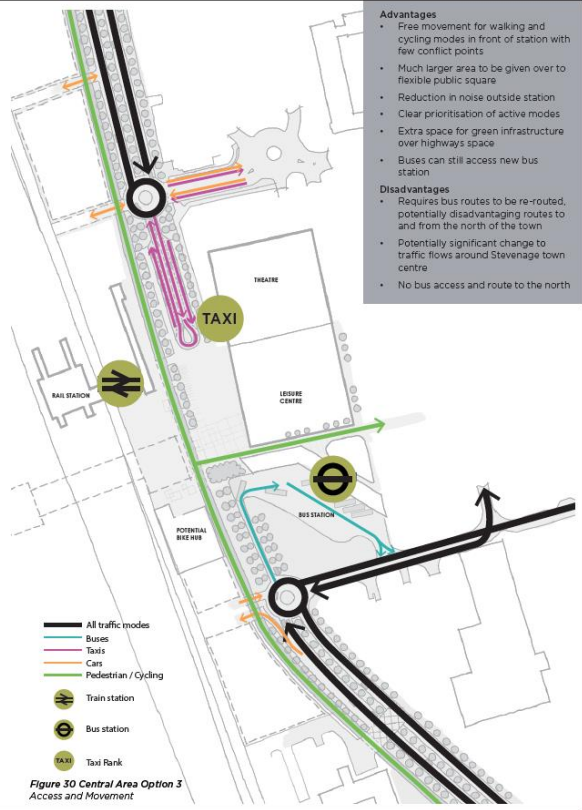
**CENTRAL AREA OPTION 3
PEDESTRIANISED PLAZA**



Pedestrianised plaza

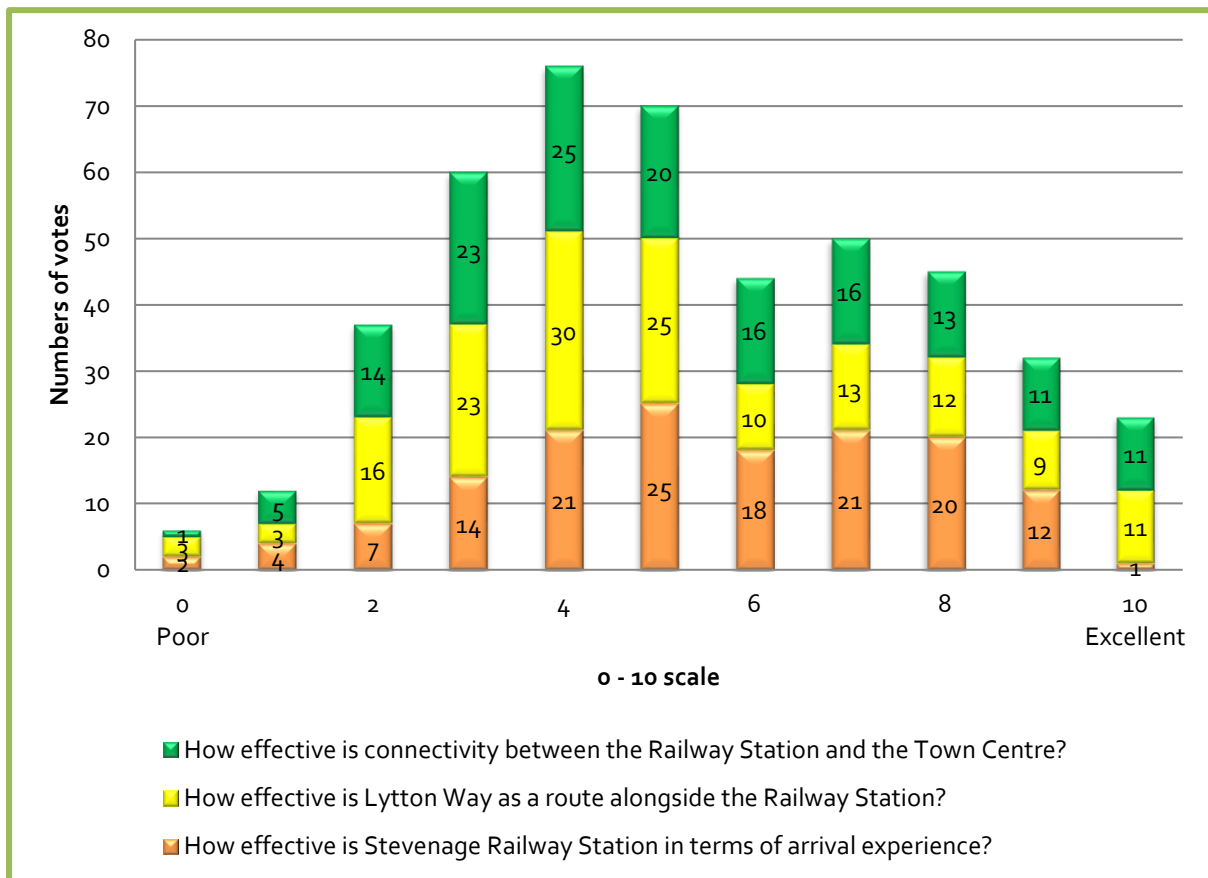
Option 3 removes regular vehicle movement from the front of the station and Lytton Way ceases to be a through-route. An access route is retained through for emergency vehicles needing to access and egress the station and immediate environs.

The movement diagram demonstrates how different modes are able to move within the new environment.



- Advantages**
- Free movement for walking and cycling modes in front of station with few conflict points
 - Much larger area to be given over to flexible public square
 - Reduction in noise outside station
 - Clear prioritisation of active modes
 - Extra space for green infrastructure over highways space
 - Buses can still access new bus station
- Disadvantages**
- Requires bus routes to be re-routed, potentially disadvantaging routes to and from the north of the town
 - Potentially significant change to traffic flows around Stevenage town centre
 - No bus access and route to the north

5.10 Officers also asked the public’s opinion of current experiences of the Station Gateway area. Officers received a total of 100 votes. These opinions are set out below.



5.11 It is clear that the effectiveness of the experience in the Station Gateway area is currently not particularly positive, with the majority of the votes being in the 3 – 5 range on a scale of 0 (poor) to 10 (excellent).

5.12 There is clearly a public appetite to improve the effectiveness and functionality of the Station Gateway Area in Stevenage.

6 How has the Council responded to these Issues and Options?

6.1 A complete schedule of consultation responses, the Council’s response to the comments is provided overleaf.

6.2 The opinions and views of the public will be considered when officers work through the preferred options stage and this will then be subject to public consultation once again.

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O1	General comment	There will be too much traffic if the area is pedestrianised	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O2	General comment	Thoroughfare from north - where would this move to under option 1?	This would not be impacted by Option 1 if it were to be implemented.
Member of Public	I&O3	General comment	Traffic flow at the weekends (particularly to the South) will be significantly impacted.	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O4	General comment	Will traffic be re-directed along Gunnels Wood Road? Concerns as I live along the road and don't want additional traffic.	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O5	General comment	Bus station will significantly improve connection to public transport from the station.	Noted
Member of Public	I&O6	General comment	Will there be a pedestrian crossing to the bus station?	The new Bus Interchange will make provision for at-grade pedestrian crossing; this will be considered when designing the Preferred Option on the AAP.
Member of Public	I&O7	General comment	Connection to the current bus station could be better.	Noted
Member of Public	I&O8	General comment	There should be dedicated bays at the bus station, like at Luton Airport.	Noted
Member of Public	I&O9	General comment	Position of the bus stop next to the station needs looking at.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O10	General comment	Older people need to be considered - the distance from the bus station and the town centre has increased.	Noted
Member of Public	I&O11	General comment	Create an underpass similar to Gunnels Wood Road to keep the traffic flow.	The cost of such a project would make the project unviable
Member of Public	I&O12	General comment	Build a bridge from the bus station to the train station.	The cost of such a project would make the project unviable
Member of Public	I&O13	General comment	Elevated road? Flyover? Would be losing an important part of town with these options, we need traffic going through.	The cost of such a project would make the project unviable
Member of Public	I&O14	General comment	The road should be solely for buses.	Noted
Member of Public	I&O15	General comment	Don't prioritise buses and taxis - combine options 1 and 3.	Noted
Member of Public	I&O16	General comment	Cycle Hub would be useful. Link up to a major transport hub/active travel.	A cycle hub is featured in options 1 - 3
Member of Public	I&O17	General comment	Free Parking as an incentive.	Noted
Member of Public	I&O18	General comment	Leave 2 lanes for traffic with 1 bus lane.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O19	General comment	Access to station would be better at ground level as opposed to its current location.	Noted
Member of Public	I&O20	General comment	Option 1 - still need to have traffic flow on Lytton Way. Consider one way traffic flow?	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O21	General comment	Access to Tesco could be impacted if it's reduced to 1 lane.	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O22	General comment	Concerned about getting rid of the Stevenage Hall of Fame.	Noted. It is possible that this can be relocated elsewhere
Member of Public	I&O23	General comment	The ramp is useless and the lift is not DDA compliant - needs improvement	Noted
Member of Public	I&O24	General comment	Keen not to see any more light pollution.	Noted
Member of Public	I&O25	General comment	As a pedestrian, there are issues with ground level access to the town centre and bus station.	Noted
Member of Public	I&O26	General comment	Needs more disabled parking	Noted
Member of Public	I&O27	General comment	Better accessibility needed for disabled people coming from the bus station.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O28	General comment	Disabled access challenges if option 3 is chosen.	Noted. Disabled access would be designed into the scheme
Member of Public	I&O29	General comment	Disabled access and position of the bus station near the train station is an issue.	Noted. Disabled access would be designed into the scheme
Member of Public	I&O30	General comment	What are the plans for commuter parking?	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O31	General comment	Accessibility at ground level? Will there be future station upgrades going forward?	It is understood that Network Rail as station upgrades scheduled in their future works programme
Member of Public	I&O32	General comment	Have traffic surveys of buses/taxis been undertaken and considered in the modelling?	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O33	General comment	Option 2 - will the taxi rank also be a drop off point?	Yes
Member of Public	I&O34	General comment	Where will the drop off area be for the train station?	Yes
Member of Public	I&O35	General comment	How will this impact both sides of Lytton Way?	We are awaiting the results of Hertfordshire Highways modelling and this will be considered prior to moving to the next stage of consultation
Member of Public	I&O36	General comment	How will the emergency services be affected? Can the police get to the Old Town quickly if pedestrianised?	Emergency access is proposed in Option 3

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O37	General comment	Need more EV charging points and car park provision at the station. Do the plans account for this?	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking. EV charging points would be included as part of this redevelopment
Member of Public	I&O38	General comment	Where will the Leisure Centre and Theatre go as part of these proposals?	The Leisure Centre and Theatre are not proposed to be moved as part of these proposals
Member of Public	I&O39	General comment	Bikes are being stolen from the bike racks. Will you consider active surveillance for this in the plans?	This is something that would be considered in the wider context of the area
Member of Public	I&O40	General comment	Option 3 is best for a new sense of arrival.	Noted
Member of Public	I&O41	General comment	This is a good opportunity to link the town centre regeneration to the station as it is currently fragmented.	Noted
Member of Public	I&O42	General comment	Need to be able to walk everywhere to keep people fit.	Noted
Member of Public	I&O43	General comment	Option 1 - improves link to town centre, there are alternative routes to drive.	Noted
Member of Public	I&O44	General comment	Station worker - Access to the rail station for services/working is vital.	Noted
Member of Public	I&O45	General comment	All options are good but need to seriously incorporate safety	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O46	General comment	Bulldoze the public toilets in the town centre - it doesn't help the sense of arrival.	Outside the remit of this Station Gateway Area
Member of Public	I&O47	General comment	Pedestrianise the Old Town/High Street.	Outside the remit of this Station Gateway Area
Member of Public	I&O48	General comment	People living in the town won't be using the services as much - is a café culture the thing we need in Stevenage?	Noted
Member of Public	I&O49	General comment	I know for a fact that they haven't got permission for the Bus Station. You're going to do what you want anyway.	Noted
Member of Public	I&O50	General comment	Town Square paving is a waste of money. Paving is slippery when wet and never clean.	Outside the remit of this Station Gateway Area
Member of Public	I&O51	General comment	Rail worker - we ideally need bus/taxi access to be maintained to the rail station.	Noted
Member of Public	I&O52	General comment	Go back to the old station site. We need the travellator back at the ramp to the taxi rank.	Noted
Member of Public	I&O53	General comment	Speed Cameras on Lytton Way.	Noted
Member of Public	I&O54	General comment	Better Toilet facilities.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O55	General comment	Need for disabled parking.	Noted
Member of Public	I&O56	General comment	Bus Station is a long way from Tesco for elderly or those with mobility issues	Noted
Member of Public	I&O57	General comment	Where will the bus stops be?	The bus station is currently being built on the opposite side of Lytton Way to the Railway Station
Member of Public	I&O58	General comment	Park and Ride option would be welcomed.	Noted
Member of Public	I&O59	General comment	Use of SLL car park by commuters leading to no parking for SLL users.	Noted
Member of Public	I&O60	General comment	Talk of a production factory in the Town Centre? It was in the Comet?	Outside the remit of this Station Gateway Area
Member of Public	I&O61	General comment	Many at the Irish Centre don't use the Town Centre anymore as no decent shops and nothing to go there for.	Outside the remit of this Station Gateway Area
Member of Public	I&O62	General comment	Not enough done for / spent on communities.	Noted
Member of Public	I&O63	General comment	Electric scooters on the cycle ways and other pathways - speeding and dangerous driving. People feel unsafe.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O64	General comment	I love this, actually feel optimistic about that whole area being revamped and modernised! Felt for years now that the Station needs a complete overhaul, it feels like one of the most awkward train stations.	Noted
Member of Public	I&O65	General comment	Have you seen that ramp for the new platform at the train station? It's actually criminal how Higley Pigley (sic) it is. I'd start with that. Oh and maybe give the train station a new exterior. The red brick modern Brutalist design makes it look really dated.	Noted
Member of Public	I&O66	General comment	What are the main issues with Stevenage Railway Station? Very well put in the video that there is lack of a sense of arrival. The station is unfriendly and awkwardly shaped, it is not 'aesthetically pleasing' to the eye! It's positioning does not make it feel part of the town centre. For those with mobility issues, buggies/prams or luggage it is a very difficult station to use, it could be laid out far better.	Noted
Member of Public	I&O67	General comment	What improvements would you like to see made at Stevenage Railway Station? It needs to be bigger with nice cafe(s) and shops (little M&S food or Waitrose). It would be far better as a ground level station with underground/multi-storey parking	Noted
Member of Public	I&O68	General comment	For the railway station, could some kind of barrier be put up between the platform and tracks as every year some poor person seems to take their life there? Rather than aesthetics I'd much rather see safety barriers at the train station	Noted
Member of Public	I&O69	General comment	So if the carparks by the station are to be built on, where will people park?	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O70	General comment	Some affordable long stay parking would be great. To be able to shop and not pay high charges or be able to commute easier.	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O71	General comment	Either an underground car park beside the station or a multistory (sic) car park, then all those commuters who work in the City will have somewhere to park instead of the surrounding streets. Don't put a pelican or zebra crossing on lytton (sic) way, that is a death scene waiting to happen. As for the lack of sense of arrival, short of employing a brass band playing on the platforms and cheerleaders waving "Welcome to Stevenage" banners, there is not much you can do	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O72	General comment	A multi storey carpark, 24 hours, secure and easy to access. The lack of parking near the station is a major, major problem. Stevenage is growing and in order to encourage the use of the train rather than driving, you need parking that stays open past 8pm. Without that everything else is pointless.	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O73	General comment	On the other side they should build a multi story that goes up and down. 24 hour.	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O74	General comment	A multistorey (sic) car park at the station - like Hatfield got - with lots of bicycle and motorcycle parking at ground level.	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O75	General comment	Free parking!!! That is why people choose supermarkets and retail parks! £1.80 for an hour just to nip to a couple of shops.	Noted
Member of Public	I&O76	General comment	Some affordable long stay parking would be great. To be able to shop and not pay high charges or be able to commute easier.	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O77	General comment	We need more car parking not Less	A MSCP is being proposed on the northern station carpark to facilitate additional commuter parking
Member of Public	I&O78	General comment	it would be nice if we had cheaper parking, but that will never happen. Doesn't matter how much money you throw at the town center (sic) if the parking fees are too high people will not go there.	Noted
Member of Public	I&O79	General comment	Free parking will bring in more revenue, from (sic) visiting shoppers. evening (sic) if its couple days a week, better (sic) than nothing. I shop out of town on days I know car parking is free in other towns etc.	Noted
Member of Public	I&O80	General comment	I'm pretty certain that car parks provide much needed revenue to help fund all the other things SBC does for residents... Many councils (sic) are in the same position, financially.	Noted
Member of Public	I&O81	General comment	Free Parking helps fund the pay rises they keep giving themselves	Noted
Member of Public	I&O82	General comment	Isn't very user friendly the website used. Would be better if I could respond as I'm reading along instead of having to read it all first and then having to remember when going through each individual box.	Noted
Member of Public	I&O83	General comment	Can we have a working link please? Much obliged	Noted
Member of Public	I&O84	General comment	The link doesn't work	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O85	General comment	Hi there, the portals and various websites that this process takes you through is very confusing, but I know quite a few people who would be more then (sic) willing to share their opinions on this if it were easier to access, could I suggest ideas on other people's behalf?	Noted
Member of Public	I&O86	General comment	What are the main problems with Lytton Way? Pulling out from Tesco car park onto Lytton Way has always felt a little intimidating and for those who do not know the town confusing! You really have to get to where you need to be quick. Lytton Way being a major dual carriageway limits the pedestrian flow to and from the town centre. I suppose it adds to the brutalist nature of 50s Stevenage.	Noted
Member of Public	I&O87	General comment	What improvements to Lytton Way would you like to see? I'd like to see the road basically cut out entirely to through traffic and redesigned to allow for access to the bus and train stations only, perhaps parking. It would be lovely to see a modern pedestrianised 'Avenue' lined with some trees and planters towards the town centre.	Noted
Member of Public	I&O88	General comment	Do you have any suggested improvements to walking and cycling to and from the Railway Station? The entry and exit to the station needs to face onto 'something' such as a plaza of activity rather than a dual carriageway with no clear path links. The main walk way through to the town or the old town needs ground level and pleasant, as above in the style of an avenue featuring plants and flowers. It would be lovely to reposition the cycle track. Need to avoid areas of intimidation and have as much open plan style as possible.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O89	General comment	Do you have any other suggestions for improvements to the Railway Station, Lytton Way and access to and from the Railway Station? I think I've pretty much said everything I am thinking! Please make more of a destination and focal point than a throughway of traffic, there are enough surrounding roads in the town to cater for that. This is a really good opportunity to transform the area, please do start again with it!	Noted
Member of Public	I&O90	General comment	It's interesting SBC asks for views but the works have already started by HCC. Don't you two ever work together, and what happens if SBC or HCC don't agree with the ridiculous idea of a pelican crossing on Lytton way next to the bridge currently there, or closing Lytton way, or having a bus Lane	Noted
Member of Public	I&O91	General comment	The plan is, and always has been to remove Lytton Way to traffic. Not sure how much notice "the leader" and her team of planners will take of comments.	Noted
Member of Public	I&O92	General comment	How can comments help when the work for the new pedestrian crossing/traffic lights are taking place with the electrics in place ready for install. It may be HCC doing it but you guys hould (sic) be working together and not doing separate consultations	Noted
Member of Public	I&O93	General comment	Need to update that swimming pool, it's pants	Outside the remit of this Station Gateway Area
Member of Public	I&O94	General comment	What town centre do you expect commuters to make the most of? There's nothing left in town for residents to bother using it, so commuters will be doing a quick fly past too, unless of course they rally (sic) need a new phone, a coffee or something from a charity shop. What else is there?	Outside the remit of this Station Gateway Area

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O95	General comment	The town centre is a mess. Not a lot of great shops left	Outside the remit of this Station Gateway Area
Member of Public	I&O96	General comment	Not sure why you canvass views - this council never seems to take them into consideration and forges on with their own agenda - just look at the town centre - what a jewel in their crown that is! Good job - Hitchin and WGC are only a short journey away.	Noted
Member of Public	I&O97	General comment	SBC ask for input and then do exactly as they please, perhaps they just have to be ssen (sic) going through the motions	Noted
Member of Public	I&O98	General comment	What will people be visiting? All the new flats because there won't be any shops left.	Outside the remit of this Station Gateway Area
Member of Public	I&O99	General comment	Just some of the comments that demonstrates how out of touch you really are. You have failed the people of this town on far too many occasions. You now need to win back people's trust by delivering. I can only echo some of the comments that there are much nicer towns to visit and spend time in close by.	Noted
Member of Public	I&O100	General comment	Why ask us? You'll do what you want anyway, regardless of our views.	Noted
Member of Public	I&O101	General comment	More shops pleas, less flats.	Outside the remit of this Station Gateway Area
Member of Public	I&O102	General comment	Like many other Stevenage residents, I don't go to town anymore and now Matalan has shut too. Ghost town.	Outside the remit of this Station Gateway Area

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O103	General comment	I'd love to see more shops on the town, cheaper parking, nicer and cleaner toilet facilities and our poor swimming pool is in desperate need of some investment, it's old and tired on the outside as well as inside. The staff there work hard to make the best of what they have but the place deserves a complete face lift.	Outside the remit of this Station Gateway Area
Member of Public	I&O104	General comment	Also train stations bad for commuters now just wait till you build the high rises on Matalan (sic) and the old staples site also by the post office it's going back to the 60s no one builds high rises anymore	Noted
Member of Public	I&O105	General comment	How can all of this go ahead without Shutter Speed Steve getting his "donation"?	Noted
Member of Public	I&O106	General comment	What is the demolition date of Swingate House or when roughly will it take place? It's not Railway Station I know but it is Town Centre.	Outside the remit of this Station Gateway Area
Member of Public	I&O107	General comment	No point saying anything...have you ever known the council or government to ever listen to the public.	Noted
Member of Public	I&O108	General comment	They will do what they want to do.	Noted
Member of Public	I&O109	General comment	I know the plans are made and accepted beforehand	Noted
Member of Public	I&O110	General comment	Fantastic opportunity for us to have a say well done Sharon Taylor and team	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O111	General comment	They don't listen when you have your say especially "the leader"	Noted
Member of Public	I&O112	General comment	I don't believe that the council don't listen. Are you sure it isn't just that your not saying anything? Or perhaps what you want ends up being impractical or incompatible with the majority needs?	Noted
Member of Public	I&O113	General comment	Stevenage needs to look at enticing people in to the town to shop eat and for entertainment. We need a decent shopping area catering for all taste. Bright and clean facilities that facilitate a pleasant shopping experience where one can browse and be able to grab a coffee or bite to eat . This means there needs to be easy parking that is not restricted by high cost or the fact that there is a football match going on. Even the once pleasant high street with its boutiques and shops has seen drastic change and a loss of many shops. I know many Stevenage residents would rather go elsewhere to Hitchin, Biggleswade, Welwyn Garden and Hatfield rather than shop here in the town it would be lovely to see some improvement.	Outside the remit of this Station Gateway Area
Member of Public	I&O114	General comment	I doubt anything can be done about losing shops, that's down to forces beyond SBC's control - change in consumer behaviour, private landlords, UK Government planning rules, and so on - but perhaps there's some things which can be done by SBC about making this central arrival location a nicer area with fewer tunnels and visual obstacles.	Noted
Member of Public	I&O115	General comment	How many council homes are going in the town centre	Outside the remit of this Station Gateway Area

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O116	General comment	You don't take ANY notice of what the residents want so what's the point?	Noted
Member of Public	I&O117	General comment	So, everyone who lives or works in the High St & Old Town "jumped with joy" after the fitting of "parking meters" everywhere "consultation" ??	Outside the remit of this Station Gateway Area
Member of Public	I&O118	General comment	Some new shops in the town centre would be a good addition and some nice little bars	Outside the remit of this Station Gateway Area
Member of Public	I&O119	General comment	Please try to create as many wildlife friendly and green spaces as possible	Outside the remit of this Station Gateway Area
Member of Public	I&O120	General comment	Stevenage has a lot of wildlife friendly places	Outside the remit of this Station Gateway Area
Member of Public	I&O121	General comment	I have lived in Stevenage all my life and I'm aware that Stevenage has made good efforts to protect grass verges and (sic) plant more trees. With a growing population and more buildings being allowed there will never be enough wildlife (sic) areas in the UK nevermind Stevenage. All council building programmers need to consider wildlife corridors, effective planting and the environment much better than they currently do in my opinion.	Outside the remit of this Station Gateway Area
Member of Public	I&O122	General comment	Improving Stevenage. Ambitious.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of Public	I&O123	General comment	Do you think the existing cycleway alongside the Station works well? Yes and no - it links well but is hidden! For many years of my life I did not know it was even there! To be honest, having used the cycle tracks when commuting, the winter dark evenings were a little uncomfortable to use on the way home. There is a sense of anybody could do anything here and not be seen! It's practical but not 'nice'.	Noted
Member of Public	I&O124	General comment	The new bus station is far too far away from the few remaining shops. The only shops worth bothering with are Wilko and Savers. Stevenage has too many cheap and nasty shops. It's much nicer to stroll around Hitchin which has some character which Stevenage will never have.	Outside the remit of this Station Gateway Area
Member of Public	I&O125	General comment	Link isn't working for me on my phone. But accessibility is a must. Ease of access too, not having to go all around buildings and roads to find a ramp or lift. The lift from the taxi rink/car park up to the station is often broken. Also accessibility from Fulton close to the leisure park and train station- there are no drop kerbs. Are these some things you are going to address?	Noted
Cycle UK Stevenage	I&O126	General comment	At the south end of the proposed cycleway, there are some serious infrastructure issues: <ul style="list-style-type: none"> • One route crosses an emergency exit from the police station • Significant differences in levels between Six Hills Way and Lytton Way 	Noted
Cycle UK Stevenage	I&O127	General comment	The proposed cycleway would need to cross the main entrance to Stevenage Police Station causing significant safety issues	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Cycle UK Stevenage	I&O128	General comment	There is a conflict travelling north-south across the Station entrance where there is proposed to be in an increase in pedestrians – this may cause a safety issue	Noted
Cycle UK Stevenage	I&O129	General comment	Cyclists will require cycle parking at the north and south of the railway station rather than just one facility	Noted
Cycle UK Stevenage	I&O130	General comment	Cyclists will need to cross the proposed MSCP entrance and this may result in safety issues. A solution may be ramped access for vehicles so that cycles can pass by via underpass	Noted
Cycle UK Stevenage	I&O131	General comment	There are also other crossings that would need to be negotiated; at the drop off zone and also for business deliveries. These would also raise safety issues	Noted
Cycle UK Stevenage	I&O132	General comment	There is no proposed cycleway infrastructure at the north end of the AAP site. Any replacement route would need to take up the same horizontal space to maintain an acceptable gradient and could compromise available space for other developments	Noted
Cycle UK Stevenage	I&O133	General comment	Commercial units should have entrances facing the cycleways to give people reasons to cycle to the premises	Noted
Cycle UK Stevenage	I&O134	General comment	There needs to be good provision to enable cyclists to access the first floor of the rail station	Noted
Cycle UK Stevenage	I&O135	General comment	The cycleways need to be maintained properly to an appropriate standard to encourage cyclists to use them	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Cycle UK Stevenage	I&O136	General comment	The pedestrian footway crosses the cycleway at the southern end of the site adjacent to the Police Station. The footway should be re-routed to stay on one side of the cycleway from the Six Hills Way junction to improve safety and visibility.	Noted
Cycle UK Stevenage	I&O137	General comment	When Tesco's is rebuilt, it should incorporate a covered cycleway and footway with store entrance from the bridge over Fairlands to Swingate	Outside the remit of this Station Gateway Area
Member of Public	I&O138	General comment	The design of the area should incorporate a usable space such as a village green rather than just trees in pavement	Noted
Member of Public	I&O139	General comment	Make Lytton Way buses, taxis, public service vehicles and emergency vehicles only and place stairs that go immediately from the bus station up to the footbridge over Lytton Way	Noted
Member of Public	I&O140	General comment	Make all buses go south down Lytton Way and fully remove all of Lytton Way which can then become the station gateway area	Noted
Member of Public	I&O141	General comment	Remove Lytton Way and make buses go down Danestrete and removes the complicated issue of getting pedestrians from east to west	Noted
Member of Public	I&O142	General comment	Do not put a zebra/pelican crossing in, instead provide lifts and stairs down from inside the bus station, under the road and up and out into the train station or add in an immediate bus station to the Gordon Craig stairs and lifts or ramps	Noted
Coal Authority	I&O143	General comment	No comment	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O144	Introduction	Under section 'Why create an Area Action Plan,' SBC were asked to prepare this to support 'Policy TC4: Station Gateway Major Opportunity Area' rather than site TC4?	Noted
HCC – Growth and Infrastructure Unit	I&O145	Background	Include the Local Walking Cycling Infrastructure Plan (LCWIP) in 'other policy documents'. The aim is to make Stevenage a highly vibrant and sustainable town which requires the promotion of all modes of transport to reduce vehicle use and dependency.	Noted
HCC – Growth and Infrastructure Unit	I&O146	Setting the context	There should be some context to the wider Stevenage Town Centre regeneration project showing the links of the town centre moving west and how this sits with the AAP and not been framed in isolation.	Noted
HCC – Growth and Infrastructure Unit		Setting the context	The overall vision for the station as a multi-modal hub, providing a high-quality gateway to the town, is supported. The county Council's Rail Strategy (December 2020) notes that the station "requires a significant rebuild to provide safe circulation space and to create a welcoming gateway to the town".	Noted
HCC – Growth and Infrastructure Unit		Setting the context	It should be noted that the final DfT Decarbonising Transport plan has now been published	Noted
HCC – Growth and Infrastructure Unit		Setting the context	LTN 1/20 sets out new guidance of cycling infrastructure	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O147	Issues and Challenges	No context or map/drawing is provided to show the relocation of Stevenage Bus Interchange to Lytton Way, which is currently being developed, whilst there is a plan showing the SG1 Masterplan (Mace 2018) the bus interchange has been omitted for consideration of developments/vision for the area. This highlights the fragmented approach in representing SG1 & Bus Interchange on the issues and challenges that will have an impact on the AAP.	Noted
HCC – Growth and Infrastructure Unit	I&O148	Issues and Challenges	<i>[p.25] "Although this bridge runs down a ramp by the time it arrives in the town square, this does restrict accessibility and requires all users of the station area to climb a level."</i> It should be noted that although the route via the bridge is rather utilitarian, it does provide clear and easy access between the station and the town centre for the majority of users. It is essential that this route is retained until a high-quality alternative has been provided.	Noted
HCC – Growth and Infrastructure Unit	I&O149	Issues and Challenges	The comment regarding the need to climb a level is unclear. All users of the station will need to climb a level to access the gate lines.	Noted
HCC – Growth and Infrastructure Unit	I&O150	Issues and Challenges	It is essential that land is safeguarded to enable the Rail Station Vision developed by Arup to be delivered. Greater efforts should be made to push this scheme through as soon as possible.	Noted
HCC – Growth and Infrastructure Unit	I&O151	Existing Environment	Figure 21 Lytton Way: Consider having a key to identify key buildings e.g. Gordon Craig, new bus station, police station, and car parks etc. Use the labels from Figure 23 to provide definition.	Noted
HCC – Growth and Infrastructure Unit	I&O152	Existing Environment	Figure 22: Identifies bus and taxis on the key but these modes are not represented on the graphic – are these included in 'All traffic modes?'	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O153	Existing Environment	A full review is required of the routes that people use to walk and cycle to and from the station so that a proper assessment can be made of the adequacy of existing routes.	Noted
HCC – Growth and Infrastructure Unit	I&O154	Existing Environment	Has any account been taken of the needs for rail replacement buses? Traditionally these have used the bus stops in front of the station, but a new facility was set up in the retail park whilst Platform 5 was being constructed.	Noted
HCC – Growth and Infrastructure Unit	I&O155	Emerging Framework	<i>"A new gateway and arrival experience"</i> This should also incorporate the concept that the station has a presence in the urban landscape i.e. it is highly visible to people in the town.	Noted
HCC – Growth and Infrastructure Unit	I&O156	Emerging Framework	<i>"Enhanced movement & access for all modes: - Effective transport interchange between sustainable modes should be facilitated by grouping of activities and modes."</i> The emphasis should be on effective interchange – the activities do not also need to be grouped to be effective.	Noted
HCC – Growth and Infrastructure Unit	I&O157	Emerging Framework	Needs to refer to the importance of good east west links between the station, town centre and leisure park area.	Noted
HCC – Growth and Infrastructure Unit	I&O158	Emerging Framework	Consider including the multi-storey car park number of potential spaces (consolidated/being provided), there will be good provision of electrical charging points and cycle parking to support Stevenage BC commitment to their climate change declaration and to deliver net zero carbon emissions by 2030.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O159	Emerging Framework	<p><i>"Make ground level the place where pedestrians move"</i></p> <p>The principle should be making the ground level much more attractive to pedestrians. However, pedestrians should be enabled to move at whatever level they want to (e.g. the option of using the current footbridge should not be discounted until there is wider redevelopment enabling suitable alternatives to be provided). Suggest rewording to say provide new options for people to move at ground level.</p>	Noted
HCC – Growth and Infrastructure Unit	I&O160	Emerging Framework	In the areas covered by cross sections BB and CC, why are pedestrian facilities not being provided on the eastern side of the carriageway?	Noted
HCC – Growth and Infrastructure Unit	I&O161	Emerging Framework	Additional segregated cycleway needs to tie into the existing cycle network at Six Hills Way and Fairlands Way in order to provide safe connected links to key onward destinations such as Gunnels Wood Road and Stevenage old town.	Noted
HCC – Growth and Infrastructure Unit	I&O162	Emerging Framework	It would be useful if the pie charts of land use differentiated between pedestrians and cyclists.	Noted
HCC – Growth and Infrastructure Unit	I&O163	Emerging Framework	The plans need to make it clearer how the new Multi Storey Car Park fits into the scheme in all the options.	Noted
HCC – Growth and Infrastructure Unit	I&O164	Emerging Framework	Option o is not clearly illustrated: Page 42 introduces Options 1-3 followed by the cross sections' AA/BB/CC and then to Central Area Option 1: All Traffic Modes.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O165	Emerging Framework	Hertfordshire County Council do not consider Option o (Do Nothing) is a realistic scenario for the AAP. It is contrary to Stevenage Borough Councils own policies (both the Local Plan and the Town Centre Framework) and does not enable any of the objectives, principles or core enhancements of the AAP to be achieved	Noted
HCC – Growth and Infrastructure Unit	I&O166	Emerging Framework	It is not a realistic option given the relocation of the bus station site and the requirement to provide pedestrian connectivity with the station and associated bus priority measures	Noted
HCC – Growth and Infrastructure Unit	I&O167	Emerging Framework	The new multi storey car park will require new access onto Lytton Way. This will be difficult to achieve given the current number of traffic lanes. For these reasons we do not support this option	Noted
HCC – Growth and Infrastructure Unit	I&O168	Option 1	It is difficult to see how the 'town square' would operate safely given the potential traffic volumes. There is a risk that the road outside the station would be blocked by vehicles dropping off / picking up passengers unless this is strictly monitored and controlled.	Noted
HCC – Growth and Infrastructure Unit	I&O169	Option 1	It is likely that there would be additional delays to bus services travelling along this section.	Noted
HCC – Growth and Infrastructure Unit	I&O170	Option 1, 2,& 3	The bus station being delivered at Lytton Way has the provision of coach stands prior to entering the main bus station. This does not look like it has been considered in Figure 25 (Figure 27 or Figure 29), where will the coach stands be provided as it appears to be in conflict with the pedestrian crossing point.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O171	Option 1, 2,& 3	Confirmation needed on what the two-vehicle access/egress points to the west from the new Swingate roundabout and north of the roundabout will be for?	Noted
HCC – Growth and Infrastructure Unit	I&O172	Option 1, 2,& 3	Cycling provision in any of the options needs to be considered in line with LTN 1/20 guidance.	Noted
HCC – Growth and Infrastructure Unit	I&O173	Option 1, 2,& 3	We consider that there are advantages in retaining the existing footbridge until redevelopment of the station and wider area takes place as it does provide a traffic free route for pedestrians at station level	Noted
HCC – Growth and Infrastructure Unit	I&O174	Option 2	This option will make it easier for the area outside the station to operate more like a town square with a lower volume of vehicles passing through it. Control to prevent other types of vehicles is critical. Vehicle drop off and pick up facilities will need to be provided in the MSCP and southern car park with good direct pedestrian links to the station. Preferred option #1	Noted
HCC – Growth and Infrastructure Unit	I&O175	Option 2	Option 2 addresses a number of objectives and principles of the AAP, removing the majority of vehicles from in front of the station helping reduce severance with the town centre and supporting the concept of a town square whilst retaining access to the relocated bus station for bus services from both directions.	Noted
HCC – Growth and Infrastructure Unit	I&O176	Option 3	Access by buses from the north will involve long diversion routes and additional delay for services. Preferred option #2	Noted
HCC – Growth and Infrastructure Unit	I&O177	Option 3	The taxi rank to the north of the station will result in longer journey times and from the south and disadvantage those travelling to / from this direction.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O178	Option 3	Hertfordshire County Council have not had direct input on the options proposed in the AAP, we would therefore like to discuss these in further detail with Stevenage Borough Council to understand the impact of them on the network and how they relate to the wider redevelopment proposals in Stevenage	Noted
HCC – Growth and Infrastructure Unit	I&O179	Potential layout 1	HCC requests that SBC discusses cycling provision options with HCC Officers in more detail and include the Highway Authority in the design process to ensure a route is developed to encourage sustainable/direct and safe access.	Noted
HCC – Growth and Infrastructure Unit	I&O180	Potential layout 1	Cycling provision in any of the options needs to be considered in line with LTN 1/20 guidance. The new cycle path needs to have dedicated crossing facilities across the side road accesses to the car parks and police station.	Noted
HCC – Growth and Infrastructure Unit	I&O181	Potential layout 1	Further consideration needs to be given to the connections of the proposed cycle path with the existing cycle network on Six Hills Way and at Fairlands Way. Level differences at Six Hills Way are an issue that need to be overcome. Preferred option #1	Noted
HCC – Growth and Infrastructure Unit	I&O182	Potential layout 2	Removal of the existing cycle path should only be done if required for redevelopment of the station and other sites. Preferred option #2	Noted
HCC – Growth and Infrastructure Unit	I&O183	Cycle Path Options	Consideration needs to be given to crossing of side road accesses and also provision for cyclists wanting to access Swingate and Danesgate via the proposed new roundabouts.	Noted
HCC – Growth and Infrastructure Unit	I&O184	Phasing and temporary use	The existing footbridge should be retained until there is wider redevelopment enabling suitable alternatives to be provided and should not be pursued as part of the first phase.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O185	Phasing and temporary use	The phasing needs to recognise the changes already planned as part of the bus station relocation. A new crossing is due to be provided as part of this. This will be a permanent facility that will need to be adapted rather than a temporary facility.	Noted
HCC – Growth and Infrastructure Unit	I&O186	Phasing and temporary use	HCC and stakeholders need to be involved in early discussions regarding any phasing and temporary use options to minimise the impact on the network and ensure a cohesive plan is delivered.	Noted
HCC – Growth and Infrastructure Unit	I&O187	Greening the grey	HCC is in support of improved urban realm but want to be involved in these discussions to ensure that there are no impacts on Highway assets and any maintenance discussions. HCC wants to ensure that any proposed improvements do not obstruct access for users and support the principles in LTP4.	Noted
HCC – Growth and Infrastructure Unit	I&O1888	Using development to make a place	HCC needs to be included in any early and ongoing discussions regarding the proposed MSCP particularly the impact this will have on Lytton Way and the surrounding network.	Noted
HCC – Growth and Infrastructure Unit	I&O189	Using development to make a place	Any development opportunities SBC are considering along Lytton Way, HCC encourage SBC to have early engagement and pre-application discussions meeting with Officers	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O190	Parking consolidation	SBC need to clearly state where the car parks around the town centre are located and spaces they offer, where existing car parks are being lost or numbers of spaces reduced. We require a plan clearly showing existing and proposed parking provision and number of spaces and the balance between short and long stay provision. We also require confirmation on the net number of spaces (compared with existing provision and the likely balance between short and long stay provision. An increase in the number of spaces would be contrary to LTP ₄ and work against Stevenage’s Climate Change declaration and Sustainable Transport Town status.	Noted
HCC – Growth and Infrastructure Unit	I&O191	Parking consolidation	Any new parking should include provision for electrical charging points and cycling parking provision.	Noted
HCC – Growth and Infrastructure Unit	I&O192	Conclusions and feedback	There was no question included on the development parcels. The Highway Authority would expect SBC to have early engagement and pre-application discussions meeting with Officers on these matters due to the impact this would have on the highway network and ensuring LTP ₄ principles and sustainable connections are sought into the wider network.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O193	Main issues with Stevenage Railway Station	<p>The county council's Rail Strategy notes the following about the station:</p> <p><i>"The station buildings date from 1973 and are now inadequate in terms of platform widths, staircase capacity and booking hall space. The overall operation and appearance of the station is substandard for a town which is home to international pharmaceutical and aerospace companies".</i></p> <p>The current plans will not address the platform width issue. Discussions should be held with Network Rail to determine what land might be needed if the opportunity ever arose to re-build the platforms, such that any required land can be safeguarded in the development proposals.</p>	Noted
HCC – Growth and Infrastructure Unit	I&O194	Main issues with Stevenage Railway Station	<p>The current arrangement of the gate line being at a different level to the platforms and Lytton Way results in access difficulties for elderly and disabled users and those with pushchairs and bicycles. The current lift provision is poorly located and inconvenient to use.</p>	Noted
HCC – Growth and Infrastructure Unit	I&O195	Does Lytton Way work as a main road	<p>Stevenage's central grid highway layout means that there are other appropriate routes for north / south traffic through the town. In its current form, high priority is given to vehicles. This encourages high levels of car trips to the town centre and undermines efforts to encourage people to travel by more sustainable means. The multi lane layout prevents integration of the station and the Leisure Park area to the west with the town centre.</p> <p>Whilst it is currently possible to directly walk from the town centre to the station and leisure park at first floor level via the overbridge, changing land use (e.g. the relocation of the bus station) mean that Lytton Way will increasingly act as a barrier between the station area and the town centre.</p>	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O196	Does the existing cycleway work well	<p>Whilst providing a direct north south route between Six Hills Way and Fairlands Way, the current cycleway has little natural surveillance so can feel unsafe to use. The fences and walls on either side reduce the available width and limit access opportunities to the track.</p> <p>Access to the station and cycle parking area is not clear and is poor (narrow, hidden between walls and badly signed)</p>	Noted
HCC – Growth and Infrastructure Unit	I&O197	What improvements would you like to see at the railway station	<p>The real improvement required is the delivery of the Railway Station Vision as set out by Arup.</p> <p>In advance of this, some improvements could include:</p> <ul style="list-style-type: none"> • Creating an enclosed, but transparent, footbridge across Lytton Way to provide weather protection. • A new set of steps to the footbridge on the leisure centre side of the road to create a more direct route to the new bus station. • Re-instatement of the travellerator. • Improved staircases / ramps from the retail park. • Additional high quality cycle parking 	Noted
HCC – Growth and Infrastructure Unit	I&O198	What improvements would you like to see to Lytton Way	<p>HCC encourages SBC to engage with Officers to discuss the opportunities for Lytton Way to ensure that a deliverable plan is achieved that ensures Lytton Way provides a future proof plan that brings benefit to the area, delivers the SBC's commitment to support the Climate Change agenda and encourages and supports sustainability</p>	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O199	Improvements between Station, Lytton Way and Town Centre	<p>Prior to any wider redevelopment, the current footbridge across Lytton Way should be enclosed in transparent material to provide weather protection. The ramp from the leisure centre towards the town centre needs to be widened.</p> <p>Any surface level pedestrian crossing should align with clear east west routes to the town centre.</p>	Noted
HCC – Growth and Infrastructure Unit	I&O200	Improvements to walking and cycling from station	<p>Additional cycling parking facilities should be secure, weatherproof and provide convenient access to the station and cycle tracks. The station is an ideal location for a cycle hub. This should include the ability to hire a cycle.</p>	Noted
HCC – Growth and Infrastructure Unit	I&O201	Any suggested improvements to walking and cycling through station	<p>A full assessment should be made of pedestrian and cycle desire lines from key origins / destinations in the town (e.g. housing, town centre, employment areas) to determine where further improvements may be required.</p>	Noted
HCC – Growth and Infrastructure Unit	I&O202	Any suggested improvements to walking and cycling through station	<p>Access to the station from the Leisure Park needs to be greatly improved. This includes new staircases and ramps at the station itself, and the creation of safe, direct pedestrian routes across the car parks</p>	Noted
HCC – Growth and Infrastructure Unit	I&O203	Any suggested improvements to walking and cycling through station	<p>Currently there is no direct access from the station to the Leisure Park with cyclists having to take a circuitous route via Six Hills Way. If this location is redeveloped this should be an aspiration.</p>	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
HCC – Growth and Infrastructure Unit	I&O204	Any suggested improvements to walking and cycling through station	Appropriate artwork and other improvements should be made where these routes pass through subways	Noted
HCC – Growth and Infrastructure Unit	I&O205	Development replacements on car parks	The station is the gateway to Stevenage and any uses should provide high quality buildings with uses and densities that make the most of the transport hub location. This could include flexible working spaces, uses such as hotels, HQ type offices with potentially some higher density residential development.	Noted
HCC – Growth and Infrastructure Unit	I&O206	Development replacements on car parks	Thought should also be given as to what the future role of the station will be e.g. might it become a hub for parcels traffic (as currently being developed by Orion in other parts of the country) and hence the need for a transfer depot from rail to perhaps e-cargo bikes.	Noted
Hertfordshire Constabulary	I&O207	General comment	I have heard that there are plans for a crossing at street level from the Railway Station to the Bus Station across the carriageways of Lytton Way. I am unsure why this is necessary when there is an overbridge but it may relate to access for disabled or less mobile pedestrians.	Noted
Hertfordshire Constabulary	I&O208	General comment	I would encourage some thought as to whether this is necessary and safe, given that on many occasions on a daily basis Police Cars leave the Police Station to attend emergencies. A street level crossing will increase the likelihood and frequency of pedestrians encountering moving vehicles, and some of these vehicles will be Police vehicles on an emergency response. The consequence of this could be death or serious injury.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Historic England	I&O209	General comment	While we accept that the red line area is outside the immediate setting of the Town Square Conservation Area and associated heritage assets and is therefore not a highly sensitive location, the wider town centre area does form an intrinsic part of the setting of the central area and the master planning is itself of historical interest, and this should be borne in mind as proposals are developed	Noted
Historic England	I&O210	General comment	The AAP incorporates the general plan that the railway station - designed and constructed in the early 1970s - is to be redeveloped and demolished - along with the leisure centre. Earlier modernist stations at Harlow and Broxbourne are listed, but this one is not. We have previously highlighted that it may be useful for the Council to seek a Certificate of Immunity (COI) from listing for the station if they wish to demolish it.	Noted
Member of public	I&O211	General comment	There is a critical need for significantly more station parking. You could address the connectivity by having multiple station parking areas, some on leisure park some at the station and some over the road for the main town and theatre. Don't just restrict station parking to the station, give people options	Noted
Member of public	I&O212	General comment	Use living walls, roofs and plant trees and bulbs and shrubs, a more natural approach, wood and water walls would soften the area.	Noted
Member of public	I&O213	General comment	Make sure bike parking is easy to use and safe and plentiful with lockers and seating	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O214	General comment	So travellers using the station don't worry if there will be a parking space (which is a major issue currently) you could offer a Stevenage station parking Ap allowing users to get updates on how many spaces are free. A simple count of vehicles in is affordable and a great service to your travellers. Also use modern technology for people to pay for their parking	Noted
Member of public	I&O215	General comment	Design does not look out onto Lytton way Parking spaces are not tiny or difficult to park in Green and natural materials so travellers are cocooned by with living walls and simple planting and not cement. Water is also good and not difficult to maintain if designed well.	Noted
Member of public	I&O216	General comment	Include one wow factor it could be a tree that grows from ground floor through to upper station entry level All Walkways to be made greener in the initial design and be consistent in design to connect all areas leisure park, station and town .	Noted
Member of public	I&O217	General comment	The whole design is like a mini town with seats, coffee spots, facilities eg loos , great signage and a map of the town and station and leisure park designed to be cohesive and seem less Keep taxi rank separate from cycle zone and pick up & drop off zones Ensure there are lifts next to disabled parking area and a smooth flow for these customers Electric charges in parking areas	Noted
Member of the public	I&O218	General comment	The cycleway past Stevenage railway station has been a Cycling Super Highway since before they were even dreamt of in London. Stevenage pioneered segregated cycleways in the UK. This is not the time to be going backwards	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O219	General comment	<p>The route is used by hundreds of cyclists:</p> <ul style="list-style-type: none"> ☑ who ride to the station. That was clearly demonstrated by the need to increase the number of cycle parking spaces at the station. ☑ who perform cycle – train – cycle journeys i.e. they take their bike on a train (they need that process to be facilitated), and ☑ this is crucially important but overlooked in the consultation documents which concentrate on connections with trains and other modes of transport this is a key through cycle route between the north and south of the town. 	Noted
Member of public	I&O220	General comment	<p>This is a fantastic continuous through cycle route inherited from the new town. The very fact that it is parallel with the railway means it is not interrupted. It is wide enough for two way cycle traffic and there is a separate footway.</p>	Noted
Member of public	I&O221	General comment	<p>Its importance as a through route was emphasised by its inclusion in NCN 12. This is the part of the National Cycle Network which links north London with Peterborough</p>	Noted
Member of public	I&O222	General comment	<p>An allocations deal has been done between the Thomas Alleyne Academy (at the north end of the High Street) and Roebuck School in the south of the Borough. Cycling would be an ideal way for those young people to get to school and that part of NCN 12 is an obvious traffic free part of their route. Already about 140 students cycle to Thomas Alleyne.</p>	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O223	General comment	There is very little wrong with the existing through route between Six Hills Way and Fairlands Way that would not be solved by regular maintenance and trimming of the trees and bushes at the north end. Branches can obscure the lights as the route dips and curves towards Fairlands Way. Perhaps additional lights could be provided there and where the police station extension meant a see through fence was replaced by a blank wall. For those concerned about community safety the route has the advantage that it is overlooked by passengers on platform one and passes the police station	Noted
Member of public	I&O224	General comment	Other nearby cycle routes have already been lost or degraded in recent years for example the route past Tesco, the route from Fairlands Way to the Queensway and more recently the section of route passing the Leisure Centre and connecting with Six Hills Way. Many cyclists are concerned by the replacement of the London Road route by a narrow shared use squeeze past the new bus station near the leisure centre. We are anxious about future conflicts and complaints. The route by the railway is needed to connect the north and south parts of the cycleway network.	Noted
Member of public	I&O225	General comment	The proposal to replace the continuous route is very two dimensional and takes no account of levels. For example the climb up to the proposed new route up from the Fairlands Way cycleway would be very challenging. At the south end the indicated route is currently a flight of steps up a steep bank.	Noted
Member of public	I&O226	General comment	The current route is used by large numbers of cyclists, runners, joggers and pedestrians	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O227	General comment	While I would have no objection to, and indeed would support, additional good quality cycle links being provided elsewhere in the town centre area a sub-standard stop start route alongside Lytton Way would be a very poor substitute as a through route. It would be frustrating for cyclists including those who are not as physically able as some and almost inevitably create unnecessary conflicts with pedestrians and motor traffic.	Noted
Member of public	I&O228	General comment	If this "Cycling Super Highway" was lost just as they are being created elsewhere the local authorities would lose all credibility as advocates for sustainable transport and active travel	Noted
Member of public	I&O229	General comment	Inspired by a fairly recent cycle and pedestrian bridge near Cambridge station I suggest a new and additional cycleway bridge from a junction in the existing cycleway just as it starts to descend.	Noted
Member of public	I&O230	General comment	This would go over Fairlands Way and come down again alongside the existing bridge near Ditchmore Lane. By taking advantage of the existing topography any gradients would be realistic. There is no suggestion of not needing the existing links to Fairlands Way and up from Fairlands Way to Saffron Ground (Ditchmore Lane).	Noted
Member of public	I&O231	General comment	There will still be a need to restore and provide cycle links into the town centre have already commented that by concentrating on connections there is a risk of losing sight of the needs of those making local journeys.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O232	General comment	I fear that the new bus station will only be a temporary fix. The site is too cramped for the forward in, reverse out style of operating buses and the routes in and out will add to journey times e.g. leaving south to go north. A visit to Luton airport will illustrate the space, safety signals, etc., needed to operate with buses reversing. It does seem that public transport and cycling have been and are being excluded from a larger part of the town centre (which is where a lot of people want to go) while car access and car parks remain.	Noted
Member of public	I&O233	General comment	If a new electric public transport route is going to happen on a Roaring Meg – town centre – old town (or preferably a Roebuck – Roaring Meg – town centre – old town – Lister Hospital) spine route you need to be planning for that as a through route now	Noted
Knebworth Estates	I&O234	General comment	Knebworth Park makes significant use of Stevenage Railway Station. It is generally supportive of the aspirations of the David Lock Associates report, but is concerned by one key omission in the report's proposals.	Noted
Knebworth Estates	I&O235	General comment	Despite saying on p.30 that "the AAP area... must include... drop-off movements within its boundaries", neither 'drop-off' nor 'pick-up' solutions appear to be mentioned anywhere in the proposals.	Noted
Knebworth Estates	I&O236	General comment	However much we wish to encourage walking, cycling and public transport, the reality is that not everyone in Stevenage is able to reach Stevenage Station using these modes of transport, even in fair weather.	Noted
Knebworth Estates	I&O237	General comment	Knebworth Park (SG1 2AX) is a case in point. Crossing the Junction 7 roundabout is a challenge on foot, on a bicycle, or using public transport.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Knebworth Estates	I&O238	General comment	A provision for 'drop-off' and 'pick-up' by car is a vital for a key transport hub like Stevenage Station – both railway station and bus station. All that is apparent in the report are roundabouts turning vehicle traffic back or away from the railway station. Are the roundabouts to be used for 'drop-off'?	Noted
Knebworth Estates	I&O239	General comment	Even more of an issue is 'pick-up'. A word search for 'pick up'/'pick-up' in the report returns no instances. This cannot be right in a report on a key transport hub. 'Drop-off' requires provision for cars to pull over, then pull away. 'Pick-up' actually requires a place for cars to wait, even for trains that are on time.	Noted
Knebworth Estates	I&O240	General comment	Maybe 'drop-off' and 'pick-up' are intended for the ground floor of new MSCP? If this is the case, the report should say so. It should also reassure that this facility will be sufficient, and perhaps even improve on the existing provision (which is fairly criticised in the report)?	Noted
LNER	I&O241	Preferred area option	Our preference is for Option 3 (Pedestrianised Plaza) as we believe this presents the greatest overall benefit to the Stevenage community as well as those using the station to travel to, from or through the area. It also best aligns with the plans for a future upgrade to the station itself. However, this preference is based on the concerns raised below being addressed.	Noted
LNER	I&O242	Promotion and facilities for active travel	While several segregated cycle routes already exist in the area, our view is that more can be done to encourage their use, including increased provision of safe and secure bicycle parking at and near Stevenage Station.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
LNER	I&O243	Promotion and facilities for active travel	We welcome the opportunity to work with the Council and Network Rail on the delivery of the proposed bicycle hub adjacent to the new public open space. The hub delivered at Brighton Station could be a good precedent for this	Noted
LNER	I&O244	Promotion and facilities for active travel	Signage and lighting of walking routes should be proactively considered to provide a safer and welcoming option to those within a shorter distance of the station. This includes walking routes within and beyond the town centre.	Noted
LNER	I&O245	Private vehicle access and parking	It is important to note that large numbers of those outside of the centre of areas such as Stevenage have far greater dependency on private vehicles. To ensure residents of these areas are not discouraged or excluded from intercity rail travel, LNER continues to support an increase in car parking at or adjacent to stations where it is appropriate.	Noted
LNER	I&O246	Private vehicle access and parking	Care should be taken to ensure the levels of private vehicle parking at and near Stevenage station are sufficient to meet demand from those without access to local public transport, cycling or walking routes.	Noted
LNER	I&O247	Private vehicle access and parking	We support parking being consolidated and expanded over time as part of the identified development parcels in order to open more space for other community and commercial uses. Any new structures should be adaptable to future community needs (e.g. additional cycle hub facilities).	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
LNER	I&O248	Private vehicle access and parking	Vehicle movements to and from parking facilities must also be considered, with our teams noting the roundabout to the north end of Lytton Way will require particular attention to ensure it does not become a bottleneck. In particular, we are keen to reduce the potential for negative parking experiences to reduce someone's interest in again visiting Stevenage or travelling by rail.	Noted
LNER	I&O249	Universal access	Access to the station for older and disabled people should not be reduced by any changes made or works undertaken as part of this scheme. Any improvement works should be seen as an opportunity to enhance access for all, reduce friction for those changing between modes (e.g. bus to train) and improve accessibility.	Noted
LNER	I&O250	Universal access	Enhanced station facilities as part of its future upgrade should complement any changes made as part of these proposals, with every effort made to minimise the need to change any works undertaken (e.g. demolish recently built structures).	Noted
LNER	I&O251	Directions to and space for drop offs and pick ups	Accessible, convenient and well-lit areas for passengers to be dropped off or picked up (e.g. by friends or relatives) do not appear to be highlighted in any of the three options. We would like to see this given greater priority.	Noted
LNER	I&O252	Directions to and space for drop offs and pick ups	We would also encourage the Council to work with ridesharing services to designate a dedicated area away from the taxi rank and private vehicle facilities.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
LNER	I&O253	Directions to and space for drop offs and pick ups	Directions to Stevenage Station in the area and further away (e.g. on the A1) should be assessed in detail and updated where needed to minimise excess vehicle miles and the potential for conflicts. Drivers should be informed early of the most direct route and, where technology allows, the availability of parking spaces.	Noted
Transport for London	I&O254	General comment	No comments	Noted
Member of public	I&O255	General comment	Close entrance to Tesco from Lytton way, use Fairland Way entrance, Staples area included. (do not accept complaints from Tesco)	Noted
Member of public	I&O256	General comment	Tesco car park shared with GCT for evenings (as reduced car parking in new scheme)	Noted
Member of public	I&O257	General comment	The access to Westgate car park and supplied to shops maintained from R/A One way through road (south only) Maintain the station south car park access from R/A	Noted
Member of public	I&O258	General comment	Taxi and Bus only access through Lytton way to bus terminals and taxi drop off, limited taxi waiting only. Two roundabouts on Lytton way as suggestions	Noted
Member of public	I&O259	General comment	Existing north carriage way used as u turn car drop off from north and south Stevenage Better access to present taxi drop off area converted for bikes and motor bikes only	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O260	General comment	Maintain and upgrade cycle track and enhance the security of the bikes and CCTV (that works) All security (camera's and monitoring) upgraded	Noted
Member of public	I&O261	General comment	Use the new pathed area for pop up stalls for food drinks and coffee area, maybe market stalls (need something in this large pathed void)	Noted
Member of public	I&O262	General comment	Install moving walk ways from bus station to station	Noted
Member of public	I&O263	General comment	Install sensible sized lifts east of Lytton way to bridge next to GCT.	Noted
Member of public	I&O264	General comment	Walk way across Lytton Way to be covered if not an enclosed and an extended tunnel. Enhance and enclose the ramp from GCT tunnel to the Mecca Bingo	Noted
Member of public	I&O265	General comment	Convert Bingo back to a dance hall or other attraction (the good old days,) Stevenage can't accept one of its main attractions is a bingo hall; we must drive the quality up!	Outside the remit of the Station AAP
Member of public	I&O266	General comment	Two large multi storey Car parks built on Leisure park for station (during the day and leisure at night)	Outside the remit of the Station AAP
Member of public	I&O267	General comment	Station car park north converted for other use as other ideas.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O268	General comment	Station should have two accesses to and from platform, one outbound, one inbound, so they can have a narrower mouth and causing less congestion around entrances	Noted
Member of public	I&O269	General comment	Make a bonfire of any plans to move the station! Ditto for plans to knock down GCT as it is the best theatre and sports complex for thirty miles!	There are no plans to move the station and the theatre is outside the remit of the Station AAP
Member of public	I&O270	General comment	Improve the access and signage to the Healthy hub (GCT)	Noted
Member of public	I&O271	General comment	Remove the glass obscuring pattern on glass through the GCT so activities can be seen from the walkway	Noted
Member of public	I&O272	General comment	The Emerging Framework needs to be changed so a central area created to facilitate other options.	Noted
Member of public	I&O273	General comment	The double roundabouts works but still too much traffic!	Noted
Member of public	I&O274	General comment	Option 2 works best but must be one way only giving access to drop off and pick up from bus and taxi must have drop off areas close at hand for cars also	Noted
Member of public	I&O275	General comment	Option 3 is a none starter Just a big open space full of nothing why have all this access to what?	Noted
Member of public	I&O276	General comment	The Central Area must have pop up stalls like drinks and eats market stalls maybe.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O277	General comment	Cycle access and storage must be improved and security of equipment.	Noted
Member of public	I&O278	General comment	Lytton way is a main route from North Stevenage to South Stevenage, the three main trunk options are Gresley way, Gunnels wood Road and Lytton. Therefore, it is carrying a lot of traffic not destined for the town centre or the transport hubs. To use the road for what should have been the primary use, through traffic should be eliminated if possible. This could be achieved partially by making the road a one way (South) and accessing car parks etc via alternatives or removing the carparks all together. The present north Station car park should be closed and suitable multi story car parking serving the station created on the leisure park. Access to the Tesco car park should be via Fairlands way only. The bus station will work with a southern route only. It will have access only for bus and taxis. The two ends will have roundabouts as per the options and considerate for car dropping off passengers for the station.	Noted
Member of public	I&O279	General comment	Cycle access should be encouraged and a wider access created to the now taxi drop off where bike storage shall be enhanced.	Noted
Member of public	I&O280	General comment	The width of the accesses to the station are a problem giving width for both those getting on and off, there should be an on and a separate off ramp to the concourse.	Noted
Member of public	I&O281	General comment	Lytton way access to buses and taxis via walkways and covered walk ways. To the town centre via a covered walk way Maybe via moving walkways (like airports)	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of public	I&O282	General comment	Pathways from transport drop off area but must be covered!	Noted
Member of public	I&O283	General comment	Roads adjacent to the station should be closed and this used for other purposes. Car parking should be multi-level and in the leisure park are accessed from Six hills way and Fairlands Way	Noted
Member of public	I&O284	General comment	Bus car and taxi drop offs all available with good facilities for cycling.	Noted
Member of public	I&O285	General comment	The leisure centre should not be altered or moved we must retain this facility as it should be serviced and have car parking by sharing the use of the present Tesco car parks. The theatre and facilities are mainly used in the evenings so will not clash with maximum use for the shop.	Noted
Savills on behalf of Legal and General	I&O286	General comment	L&G supports the general requirement for a dedicated plan and strategy for the area around the station given its importance and 'gateway' status.	Noted
Savills on behalf of Legal and General	I&O287		L&G supports the Issues and Challenges that are identified in Section 4.0 of the SCAAP. The current arrival experience does not align with the wider, strategic objectives for Stevenage and Lytton Way acts as a substantial barrier to connectivity (restricting ease of movement east to west).	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Savills on behalf of Legal and General	I&O288		There is also constraint on connectivity between the Leisure Park and the wider Town Centre. A key objective as part of any Area Action Plan should be to enhance accessibility and connectivity to create a more cohesive Town Centre.	Noted
Savills on behalf of Legal and General	I&O289		Increasing connectivity between the Leisure Park (and other commercial uses including the strategic employment area around Gunnels Wood Road) to the west, the station and the Primary Shopping Area and wider Town Centre ¹ to the east will help to deliver the strategic growth objectives across the Local Plan period	Noted
Savills on behalf of Legal and General	I&O290		A more cohesive and connected Town Centre will create greater opportunities for development to meet local needs in a sustainable location	Noted
Savills on behalf of Legal and General	I&O291		L&G supports the Objectives and Key Principles set out in Section 6.0 of the SCAAP. The importance of connecting and integrating the Leisure Park and employment uses to the west with the wider, defined Town Centre through physical improvements should be explicitly identified within this section.	Noted
Savills on behalf of Legal and General	I&O292		In terms of the Core Enhancements, L&G supports Core Area Option 3 which aims to create a 'Pedestrianised Plaza' on Lytton Way. A fully pedestrianised scheme is considered the only effective option to create a transformation in terms of connectivity between the station and the wider Town Centre and modal shifts. A new pedestrianised space will also create an opportunity to create a materially different arrival experience which directly connects the station gateway into the wider Town Centre.	Noted

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Savills on behalf of Legal and General	I&O293		L&G supports the creation of distinct development parcels. It is acknowledged that the scale and form of development in the SCAAP is illustrative at this stage, the station gateway is suitable for tall buildings and denser forms of development	Noted
Savills on behalf of Legal and General	I&O294		Whilst not included within the boundary of the SCAAP, it would be beneficial if some additional detail could be included on how a new station square may interact and connect with the Leisure Park. As set out above, the SCAAP should take into account future opportunities for the intensification of development and alternative land uses at the Leisure Park.	Noted
Savills on behalf of Legal and General	I&O295		L&G supports the emerging SCAAP subject to the comments made above. In particular L&G supports 'Core Area Option 3' which includes the creation of a pedestrianised plaza on Lytton Way. This is considered to be the only effective way of delivering transformational change to both modes and patterns of travel and the arrival experience into Stevenage Town Centre	Noted
Savills on behalf of Legal and General	I&O296	General comment	Although the SCAAP focuses on the station and immediate gateway, the emerging plans have the potential to effectively connect the key transport node, Town Centre (including the Leisure Park) and the strategic employment areas to the west.	Noted
Savills on behalf of Legal and General	I&O297		Why it is necessary to have so many steps and stairs while using Stevenage Station? The trains run at ground level.	This is a matter for Network Rail
Member of the public	I&O298		If more land is available why not enlarge the station at ground level, by having the ticket/ booking office/ at ground level.	This is a matter for Network Rail

Name/Organisation	Comment ID	Paragraph	Comments:	SBC Response
Member of the public	I&O299		By all means keep the walkway from the Leisure Park to the Town Centre over Lytton Way, but ground access to the trains. The problem then is crossing Lytton Way from the Town centre. Surely either a walkway underpass, or a ground level bridge over an underpass in Lytton Way as along Gunnels Wood Road for traffic and pedestrians to keep safely apart. Knebworth and occasional user of Stevenage Station.	Noted
Member of the public	I&O300		From being dropped off by car at Stevenage Station you have to walk up the covered causeway to the booking office about twenty steps. having bought your ticket, (or with a rail pass) you then have to walk down some fifteen steps to access the platform. This is inefficient, time wasting and unnecessary.	Noted
Member of the public	I&O301		This would help get rid of that ghastly Seventies covered steps to access the booking office! Up and down, most inefficient and time wasting!	Noted

Appendix 1 – Consultees

Specific Consultee Bodies and Duty to Cooperate Bodies consulted

- *The Coal Authority,*
- *The Environment Agency,*
- *Historic England,*
- *The Marine Management Organisation,*
- *Natural England,*
- *Network Rail,*
- *Highways England,*
- *East And North Herts NHS Trust*
- *East and North Herts Clinical Commissioning Group*
- *Communications operators/organisations (including; Mobile Operators Association, BT Cellnet Limited, Telefónica, O2 UK Limited, Telereal Trillium, T-Mobile, Virgin Media, Virgin Mobile, Vodafone Ltd.,)*
- *The Homes and Communities Agency*
- *North Hertfordshire District Council*
- *East Hertfordshire District Council*
- *Other Hertfordshire authorities (including; Borough of Broxbourne, Dacorum Borough Council, Hertsmere Borough Council, St Albans City And District Council, Three Rivers District Council, Watford Borough Council, Welwyn Hatfield Borough Council)*
- *Hertfordshire County Council (including Growth & Infrastructure Unit, Public Health, Passenger Transport)*
- *Hertfordshire Highways*
- *Hertfordshire LEP*
- *Parish councils (including; Aston Parish Council, Codicote Parish Council, Datchworth Parish Council, Graveley Parish Council, Knebworth Parish Council, St Ippolyts Parish Council, Walkern Parish Council, Weston Parish Council, Woolmer Green Parish Council, Wymondley Parish Council)*
- *Hertfordshire Constabulary*
- *Anglian Water*
- *Thames Water*
- *Veolia Water Central (VWC)*
- *National Grid*

General consultation bodies / organisations

<i>5th Stevenage Air Scout Group</i>	<i>Broadwater Community Association</i>
<i>Aberdeen Asset Management</i>	<i>Broom Barns JMI</i>
<i>Active4Less</i>	<i>Brown And Lee</i>
<i>Adlington Planning Team</i>	<i>Brown And Lee Chartered Surveyors</i>
<i>Age Concern Stevenage</i>	<i>Buddhist Centre</i>
<i>Ahmadiyya Muslim Association</i>	<i>Building Research Establishment</i>
<i>Aldi Stores</i>	<i>Bus Users Group Stevenage</i>
<i>Aldwyck Housing Association</i>	<i>C.D.Bayles</i>
<i>Almond Hill Junior Mixed School</i>	<i>Campaign for Real Ale</i>
<i>Alzheimer's Society</i>	<i>Campaign For Real Ale Ltd</i>
<i>Anglian Water</i>	<i>Camps Hill Community Primary School</i>
<i>Aragon Land And Planning</i>	<i>Canyon Play Association</i>
<i>Archangel Michael And St Anthony Coptic Orthodox Church</i>	<i>Carers in Hertfordshire</i>
<i>Arriva</i>	<i>Catesby Property Group</i>
<i>Arriva The Shires And Essex Buses</i>	<i>CBRE Ltd.</i>
<i>Ashtree Primary School</i>	<i>Central Bedfordshire UA</i>
<i>Asian Women Group</i>	<i>Centrebus</i>
<i>Association of North Thames Amenity Societies</i>	<i>Chair North Herts Ramblers Group</i>
<i>Aston Parish Council</i>	<i>Chambers Coaches Stevenage Ltd</i>
<i>Aston Village Society</i>	<i>Chells Community Association</i>
<i>Aviva Investors</i>	<i>Chells Manor Community Association</i>
<i>BAA Safeguarding Team</i>	<i>Chells Scout Group</i>
<i>Barclay School</i>	<i>Chelton Radomes</i>
<i>Barker Parry Town Planning</i>	<i>Christadelphian Community</i>
<i>Barnwell School</i>	<i>Churches Together</i>
<i>BEAMS Ltd</i>	<i>Churches Together in Stevenage</i>
<i>Bedwell Community Association</i>	<i>Circle Anglia</i>
<i>Bedwell Primary And Nursery School</i>	<i>Citizens Advice Bureau</i>
<i>Bell Cornwell LLP</i>	<i>Clague Ashford</i>
<i>Bellway (Northern Home Counties)</i>	<i>Codicote Parish Council</i>
<i>Bellway Homes</i>	<i>Colinade Associates Ltd</i>
<i>Bellway Homes Miller Homes</i>	<i>Colliers International</i>
<i>Bellway Homes, Miller Homes & Wheatley Plc</i>	<i>Commercial Estates Group</i>
<i>Bidwells</i>	<i>Connexions Stevenage</i>
<i>Bloor Homes</i>	<i>Cortex</i>
<i>Bloor Homes South Midlands</i>	<i>Costco Wholesale UK Ltd</i>
<i>Borough of Broxbourne</i>	<i>Countryside Management Service</i>
<i>Bragbury End Residents Group</i>	<i>Countryside Properties plc, Stevenage Rugby Club and the Homes and Communities Agency (Cambridge)</i>
<i>Bridge Builders Christian Trust</i>	<i>CPRE Hertfordshire</i>
<i>British Horse Society</i>	<i>Crossroads Care (Hertfordshire North)</i>

<i>Croudace Strategic Ltd</i>	<i>Finishing Publications Ltd</i>
<i>CTC The National Cycling Charity</i>	<i>First Plan</i>
<i>Cycling UK Stevenage</i>	<i>Fitness First Plc</i>
<i>Dacorum Borough Council</i>	<i>Friends of Forster Country</i>
<i>Datchworth Parish Council</i>	<i>Friends of the Earth (Luton)</i>
<i>Davies And Co</i>	<i>Friends Religious Society</i>
<i>Defence Infrastructure Organisation</i>	<i>Friends, Families and Travellers and Traveller Law Reform Project Community Base</i>
<i>Deloitte</i>	<i>Fusion</i>
<i>Department For Business, Innovation and Skills</i>	<i>Gabriel Securities Ltd</i>
<i>Department For Culture Media And Sport</i>	<i>Genesis Housing Group</i>
<i>Department For Environment Food And Rural Affairs</i>	<i>GHM Consultancy Group Ltd (Logic Homes)</i>
<i>Department For Transport Rail Group</i>	<i>Giles Junior School</i>
<i>Design Council</i>	<i>Giles School</i>
<i>Dixons Dispatch Ltd</i>	<i>Glanville</i>
<i>Douglas Drive Senior Citizens Association</i>	<i>Glasgow City Council</i>
<i>DPDS Consulting Group</i>	<i>GlaxoSmithKline</i>
<i>EADS Astrium</i>	<i>Government Equalities Office</i>
<i>East and North Herts Clinical Commissioning Group</i>	<i>Graveley Against SNAP Proposals (GASP)</i>
<i>East and North Herts NHS Trust</i>	<i>Graveley Parish Council</i>
<i>East Coast</i>	<i>Graveley School</i>
<i>East Hertfordshire District Council</i>	<i>Great Ashby Community Council</i>
<i>East Herts District Council</i>	<i>Great Ashby Community Group</i>
<i>East Herts Footpath Society</i>	<i>Great Ashby Community Resource Centre</i>
<i>East of England Ambulance Service</i>	<i>Greene King Plc</i>
<i>East Of England Local Government Association (formerly EERA)</i>	<i>Greenside School</i>
<i>Eastlake Stevenage Limited</i>	<i>Gregory Gray Associates</i>
<i>Ecovril Ltd</i>	<i>Gujarati Hindu Association</i>
<i>Endurance estates</i>	<i>Hanover Housing Association</i>
<i>Environment Agency</i>	<i>HAPAS</i>
<i>Epping Forest District Council</i>	<i>Heaton Planning Ltd</i>
<i>Essex County Council</i>	<i>Hermes Real Estate Investment Ltd</i>
<i>Executive</i>	<i>Hertford Road Community Association</i>
<i>F&C REIT Asset Management</i>	<i>Hertfordshire Action on Disability</i>
<i>Fairlands Primary School And Nursery</i>	<i>Hertfordshire Association for the Care and Resettlement of Offenders</i>
<i>Fairlands Valley Sailing Centre</i>	<i>Hertfordshire Association Of Parish And Town Councils</i>
<i>Fairview Road Residents Association</i>	<i>Hertfordshire Association of Parish and Town Councils / Welwyn Hatfield Association of Local Councils</i>
<i>Featherstone Wood Primary School</i>	<i>Hertfordshire Association Of Young People</i>
<i>Fields in Trust</i>	<i>Hertfordshire Biological Records Centre</i>

<i>Hertfordshire Care Trust</i>	<i>Iceni Projects Ltd</i>
<i>Hertfordshire Chamber Of Commerce And Industry</i>	<i>Independent Custody Visitors Scheme</i>
<i>Hertfordshire Constabulary</i>	<i>Intercounty Properties</i>
<i>Hertfordshire County Council</i>	<i>J Young Investments Ltd.</i>
<i>Hertfordshire County Council (Archaeology)</i>	<i>JB Planning Associates</i>
<i>Hertfordshire County Council (Estates)</i>	<i>Jehovah's Witnesses</i>
<i>Hertfordshire County Council (Highways)</i>	<i>John Henry Newman RC School</i>
<i>Hertfordshire County Council Public Health</i>	<i>Jones Day</i>
<i>Hertfordshire Fire And Rescue Service</i>	<i>Jones Lang LaSalle</i>
<i>Hertfordshire Gardens Trust</i>	<i>Kirkwells</i>
<i>Hertfordshire Hearing Advisory Service</i>	<i>Knebworth Estates</i>
<i>Hertfordshire Highways</i>	<i>Knebworth House Education and Preservation Trust</i>
<i>Hertfordshire LEP</i>	<i>Knebworth Parish Council</i>
<i>Hertfordshire Police</i>	<i>Lambert Smith Hampton</i>
<i>Hertfordshire Police Authority</i>	<i>Land Registry Head Office</i>
<i>Hertfordshire Police Eastern Area</i>	<i>Lanes New Homes</i>
<i>Hertfordshire Property (HCC)</i>	<i>Langley Parish Meeting</i>
<i>Hertfordshire Society for the Blind</i>	<i>Larwood School</i>
<i>Hertfordshire Stop Smoking Service</i>	<i>Lepus Consulting</i>
<i>Hertfordshire University</i>	<i>Letchmore Infants And Nursery School</i>
<i>Hertfordshire Visual Arts Forum</i>	<i>Letchworth Garden City Heritage Foundation</i>
<i>Herts & Middlesex Wildlife Trust</i>	<i>Leys Primary And Nursery School</i>
<i>Herts Against the Badger Cull</i>	<i>Lincolns Tyre Service Ltd.</i>
<i>Herts and Middlesex Wildlife Trust</i>	<i>Living Streets</i>
<i>Herts Gay Community</i>	<i>Lodge Farm Primary School</i>
<i>Hertsmere Borough Council</i>	<i>London and Cambridge Properties Ltd</i>
<i>Hightown Praetorian Churches Housing Association</i>	<i>London Borough of Barnet</i>
<i>Highways England</i>	<i>London Borough of Enfield</i>
<i>Hill Residential Limited</i>	<i>London Borough of Harrow</i>
<i>HilliersHRW Solicitors LLP</i>	<i>London Gypsies and Travellers Unit</i>
<i>Historic England</i>	<i>Longmeadow Primary School</i>
<i>Hitchin Town Action Group</i>	<i>Lonsdale School</i>
<i>Holiday Inn Express</i>	<i>Luton Borough Council</i>
<i>Holy Trinity Church</i>	<i>Mantle</i>
<i>Home Builders Federation</i>	<i>Marine Management Organisation</i>
<i>Home Group</i>	<i>Marriotts Gymnastics Club</i>
<i>Homes And Communities Agency</i>	<i>Marriotts School</i>
<i>Howard Cottage Housing Association</i>	<i>Martin Ingram Opticians</i>
<i>Howard Property Group</i>	<i>Martins Wood Primary School</i>
<i>HSBC Trust Company (UK) Limited</i>	<i>Mayor of London</i>
<i>Hubert C Leach Ltd</i>	<i>MBDA UK Ltd</i>
<i>Hythe Ltd</i>	<i>Miller Strategic Land</i>
<i>Mind in Herts</i>	<i>Pin Green Community Centre</i>

<i>MKG Motor Group</i>	<i>Pin Green Residents Association</i>
<i>Moss Bury Primary School</i>	<i>Pin Green Residents Group</i>
<i>Moult Walker Chartered Surveyors</i>	<i>Planning Issues Ltd</i>
<i>MS Society Mid Hertfordshire</i>	<i>Planning Potential Ltd</i>
<i>NaCSBA</i>	<i>Planware Ltd</i>
<i>National Express</i>	<i>Planware Ltd.</i>
<i>National Housing Federation</i>	<i>POhWER</i>
<i>Natural England</i>	<i>Princes Trust</i>
<i>Network Rail</i>	<i>Putterills Of Hertfordshire</i>
<i>NFGLG</i>	<i>Rapleys LLP</i>
<i>NHS East and North Hertfordshire CCG</i>	<i>REACT</i>
<i>North Hertfordshire and Stevenage Green Party</i>	<i>Redrow Homes (Eastern) Ltd</i>
<i>North Hertfordshire College</i>	<i>Redrow Homes Eastern Division</i>
<i>North Hertfordshire District Council</i>	<i>Regional Land Holdings Ltd.</i>
<i>North Hertfordshire Friends Of The Earth</i>	<i>Relate North Hertfordshire And Stevenage</i>
<i>North Hertfordshire People First</i>	<i>Renshaw UK Limited</i>
<i>North Herts & Stevenage Green Party</i>	<i>rg+p Ltd</i>
<i>North Herts and Stevenage Community Learning Disability Team</i>	<i>Richborough Estates</i>
<i>North Herts Homes</i>	<i>Ridgmond Park Training Centre</i>
<i>North Herts People First</i>	<i>River Beane Restoration Association</i>
<i>North Stevenage Consortium</i>	<i>Road Haulage Association</i>
<i>Odyssey Group Holdings</i>	<i>Roebuck and Marymead Residents Association</i>
<i>Office for Rail Regulation</i>	<i>Roebuck Nursery And Primary School</i>
<i>Old Stevenage Community Association</i>	<i>Round Diamond Primary School</i>
<i>On Behalf Of St. Peter's Church</i>	<i>RPF Developments</i>
<i>Origin Housing Group</i>	<i>RPS Planning and Development Ltd</i>
<i>Oval Community Centre</i>	<i>RSPB</i>
<i>PACE</i>	<i>Sainsbury's Supermarkets Ltd</i>
<i>Paradigm Housing Group</i>	<i>Savils</i>
<i>Passenger Transport Unit, Hertfordshire County Council</i>	<i>Saving North Herts Green Belt</i>
<i>Patient Liaison Group</i>	<i>Secretary of State for Communities</i>
<i>Peacock And Smith</i>	<i>Seebohm Executors</i>
<i>Peartree Spring Junior School</i>	<i>Shephalbury Sports Academy</i>
<i>Pennyroyal Ltd.</i>	<i>Shephall Community Association</i>
<i>Pentangle Design</i>	<i>Shephall Residents Association</i>
<i>Persimmon Homes</i>	<i>Showmen's Guild Of Great Britain</i>
<i>PHD Associates</i>	<i>Simmons And Sons</i>
<i>Physically Handicapped And Able Bodied Club</i>	<i>South East Midlands Local Enterprise Partnership</i>
<i>Picture Ltd</i>	<i>Sport England</i>
<i>Pigeon Investment Management Ltd</i>	<i>Sport Stevenage</i>
<i>Pigeon Land Ltd</i>	<i>Springfield House Community Association</i>
<i>St Albans City And District Council</i>	<i>Thames Water Property</i>

<i>St Ippolyts Parish Council</i>	<i>The Baha'I Community of Stevenage</i>
<i>St Margaret Clitherow RC Primary School</i>	<i>The Campaign for Real Ale</i>
<i>St Nicholas Community Centre</i>	<i>The Coal Authority</i>
<i>St Nicholas School</i>	<i>The Greens & Great Wymondley Residents Association</i>
<i>St Vincent De Paul RC Primary School</i>	<i>The Guinness Trust</i>
<i>St. Nicholas and Martins Wood Residents Association</i>	<i>The Guinness Partnership</i>
<i>Stanhope Plc</i>	<i>The Gypsy Council</i>
<i>STARCOURT CONSTRUCTION LTD</i>	<i>The Hitchin Forum</i>
<i>Stevenage And North Hertfordshire Indian Cultural Society</i>	<i>The Living Room</i>
<i>Stevenage and North Herts Women's Resource Centre</i>	<i>The National Trust</i>
<i>Stevenage Borough Council</i>	<i>The Nobel School</i>
<i>Stevenage Borough Council Transportation Development</i>	<i>The Salvation Army</i>
<i>Stevenage Business Initiative</i>	<i>The Theatres Trust</i>
<i>Stevenage Caribbean and African Association</i>	<i>The Woodland Trust</i>
<i>Stevenage Caribbean And African Association (SCARAFa)</i>	<i>Theatres Trust</i>
<i>Stevenage Cricket Club</i>	<i>Thomas Alleyne School</i>
<i>Stevenage CVS</i>	<i>T-Mobile</i>
<i>Stevenage Depression Alliance</i>	<i>TRACKS (Autism)</i>
<i>Stevenage Haven</i>	<i>Transport for London</i>
<i>Stevenage Irish Network</i>	<i>Trotts Hill Primary And Nursery School</i>
<i>Stevenage League Of Hospital Friends</i>	<i>Troy Planning</i>
<i>Stevenage Mosque</i>	<i>Turley</i>
<i>Stevenage Polish Association</i>	<i>Universities Superannuation Scheme Ltd</i>
<i>Stevenage Quakers</i>	<i>USF Nominees Ltd.</i>
<i>Stevenage Regeneration Ltd.</i>	<i>Veale Associates</i>
<i>Stevenage Sikh Cultural Association</i>	<i>Veolia Water Central (VWC)</i>
<i>Stevenage Town Rugby Club</i>	<i>VEOLIA WATER CENTRAL LIMITED</i>
<i>Stevenage Women's Refuge</i>	<i>Vincent And Gorbing Planning Associates</i>
<i>Stevenage World Forum For Ethnic Minorities</i>	<i>Virgin Media</i>
<i>Stevenage Youth Council</i>	<i>Visit East Anglia</i>
<i>Stewart Ross Associates</i>	<i>Vodafone Ltd</i>
<i>Strutt and Parker LLP</i>	<i>Waitrose Ltd</i>
<i>Symonds Green Community Association</i>	<i>Walkern Parish Council</i>
<i>Taylor Wimpey</i>	<i>Watford Borough Council</i>
<i>Taylor Wimpey / Persimmon</i>	<i>Welwyn Hatfield Borough Council</i>
<i>Telefónica O2 UK Limited</i>	<i>Welwyn Hatfield Council</i>
<i>Telereal Trillium</i>	<i>West Stevenage Consortium</i>
<i>Terence O'Rourke Ltd</i>	<i>Weston Parish Council</i>
<i>Thames Water</i>	<i>Wheatley Homes</i>
<i>Wheatley Homes Ltd</i>	<i>Woolmer Green Parish Council</i>

<i>Willmott Dixon Housing</i>	<i>WPNPF</i>
<i>Wm Morrisons Supermarket Plc</i>	<i>Wymondley Parish Council</i>
<i>Women's Link</i>	<i>Wyvale Garden Centres Ltd</i>
<i>Woodland Trust</i>	<i>Young Pride in Herts</i>
<i>Woolenwich Infant And Nursery School</i>	<i>Youth Council</i>

Approximately 950 individuals on the Council consultation register were also consulted.

Appendix 2 – Consultation Publicity

Consultation Questions

Chapter	Section	Page ^s	Question
1	Introduction	6–7	1. Do you have any comments on Chapter 1 – Introduction?
2	Background	10–13	2. Do you have any comments on Chapter 2 – Background?
3	Setting the Context	16–19	3. Do you have any comments on Chapter 3 – Setting the Context?
4	Issues and Challenges	22–31	4. Do you have any comments on Chapter 4 – Issues and Challenges?
5	Existing Environment	34–35	5. Do you have any comments on Chapter 5 – Existing Environment?
6	Emerging Framework	38	6. Do you have any comments on the Objectives, outlined in Chapter 6 – Emerging Framework?
6	Emerging Framework	39	7. Do you have any comments on the Key Principles, outlined in Chapter 6 – Emerging Framework?
6	Emerging Framework	40–49	8. Do you have any comments on the Core Enhancements, outlined in Chapter 6 – Emerging Framework?
6	Emerging Framework	41	9. Do you have any comments on Central Area (Option 0), outlined in Chapter 6 – Emerging Framework?
6	Central Area (Option 1)	50–53	10. Do you have any comments on Central Area (Option 1), outlined in Chapter 6 – Emerging Framework?
6	Central Area (Option 2)	54–57	11. Do you have any comments on Central Area (Option 2), outlined in Chapter 6 – Emerging Framework?
6	Central Area (Option 3)	58–61	12. Do you have any comments on Central Area (Option 3), outlined in Chapter 6 – Emerging Framework?
6	Central Area (Preferred Option)	50–61	13. Please indicate your Preferred Option for the Central Area and state your reasons for choosing this Option (or combination of Options / other Options, if appropriate).
6	Central Area (Additional Options)	50–61	14. Please let us know of any other suggestions regarding the Central Area Options.
6	Cycle Path Options (Potential Layout 1)	62	15. Do you have any comments on Cycle Path (Potential Layout 1), outlined in Chapter 6 – Emerging Framework?
6	Cycle Path Options (Potential Layout 2)	63	16. Do you have any comments on Cycle Path (Potential Layout 2), outlined in Chapter 6 – Emerging Framework?
6	Cycle Path (Preferred Option)	62–63	17. Please indicate your Preferred Option for the Cycle Path Potential Layout and state your reasons for choosing this Option (or combination of Options / other Options, if appropriate).
6	Cycle Path (Additional Options)	62–63	18. Please let us know of any other suggestions regarding the Cycle Path Options.
6	Phasing and Temporary Use	64–65	19. Do you have any comments on Phasing and Temporary Use, outlined in Chapter 6 – Emerging Framework?
6	Greening the Grey	68	20. Do you have any comments on Greening the Grey, outlined in Chapter 6 – Emerging Framework?
6	Using Development to Make a Place	69	21. Do you have any comments on Using Development to Make a Place, outlined in Chapter 6 – Emerging Framework?
6	Development Parcels	70–79	22. Do you have any comments on the indicative Development Parcels, outlined in Chapter 6 – Emerging Framework?
6	Parking Consolidation	80	23. Do you have any comments on Parking Consolidation, outlined in Chapter 6 – Emerging Framework?
7	Conclusions and Feedback	84	24. Do you have any comments on Chapter 7 – Conclusions and Feedback?
General	General Comments	–	25. What are the main issues with Stevenage Railway Station at the moment, in your view?
General	General Comments	–	26. Do you think Lytton Way works well as a main road route alongside Stevenage Railway Station? What are the main problems with Lytton Way at the moment, in your view?
General	General Comments	–	27. Do you think the existing cycleway alongside the Station works well? If no, what are the issues with it?
General	General Comments	–	28. What improvements would you like to see made at Stevenage Railway Station?
General	General Comments	–	29. What improvements to Lytton Way would you like to see?
General	General Comments	–	30. How would you improve connections between the Railway Station, Lytton Way and the Town Centre?
General	General Comments	–	31. Do you have any suggested improvements to walking and cycling to and from the Railway Station?
General	General Comments	–	32. Do you have any suggested improvements to walking and cycling through the Railway Station to other destinations?
			33. Any ideas for what types of developments could replace the surface level car parks around the Railway Station?
			34. Do you have any other suggestions for improvements to the Railway Station, Lytton Way and access to and from the Railway Station?
General	General Comments	–	35. Do you have any other / general comments to make on the Stevenage Connection Area Action Plan: Issues and Options Report?
SEA Screening	General Comments	–	36. Do you have any comments on the Strategic Environmental Assessment (SEA) Screening report that accompanies the Area Action Plan?

Promotional Video

The image shows a YouTube video player interface. At the top left is the YouTube logo. The video title is "STEVENAGE CONNECTION AREA ACTION PLAN: ISSUES & OPTIONS REPORT". The video content is a 3D architectural rendering of a modern pedestrian bridge or walkway structure with railings, set against a blue sky. Below the video player, the title "SBC Town Centre Connection Area Action Plan" is displayed, along with "132 views · Jun 24, 2021". Interaction icons for likes (4), dislikes, share, save, and a menu are visible. At the bottom left is the channel name "Stevenage Borough Council" with "354 subscribers". A red "SUBSCRIBE" button is on the bottom right.

The image shows a YouTube video player interface with a "FILTERS" button at the top left. The video content is a woman with white hair wearing a red patterned jacket, speaking. The video title is "SBC Town Centre Connection Area Action Plan", with "132 views · 7 months ago" and the channel name "Stevenage Borough Council". A subtitle at the bottom of the video reads "and proposes some high-level strategic options and scenarios." and the video duration is "3:49".

We Want Your Views

Have your say in shaping future proposals for Stevenage Station, Lytton Way and beyond...



Consultation on the Stevenage Connection Area Action Plan will take place this summer.

The Area Action Plan is a document which provides specific planning policy and guidance for a particular location or area of significant change.

This is a great opportunity to shape the future of Stevenage Station, Lytton Way and the surrounding area and for your views to make a real difference to the town.



Contact the Planning Policy Team at Stevenage Borough Council at planning.policy@stevenage.gov.uk or on 01438 242158.

The consultation runs from 12 July to 5 September.
Please submit comments and answer our Consultation Questions via our Consultation Portal – www.stevenage.gov.uk/planning-and-building-control/planning-policy/planning-policy-consultations



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Have **your** say in how we transform Stevenage Station and surrounding area!

Consultation open until 5 September



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Consultation on strategic options and scenarios for the area around Stevenage Railway Station and Lytton Way. Views welcome!

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Help us with our plans to transform #Stevenage Town Centre. Have your say in our consultation on the regeneration of the Railway Station and surrounding area.

Find out more here: [stevenage.gov.uk/planning-and-b...](https://www.stevenage.gov.uk/planning-and-b...)



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It's #LoveParksWeek We're lucky to have so many award-winning green spaces in Stevenage. Can you tell us your favourite local park and how you make use of it?

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